

OUTBOARD

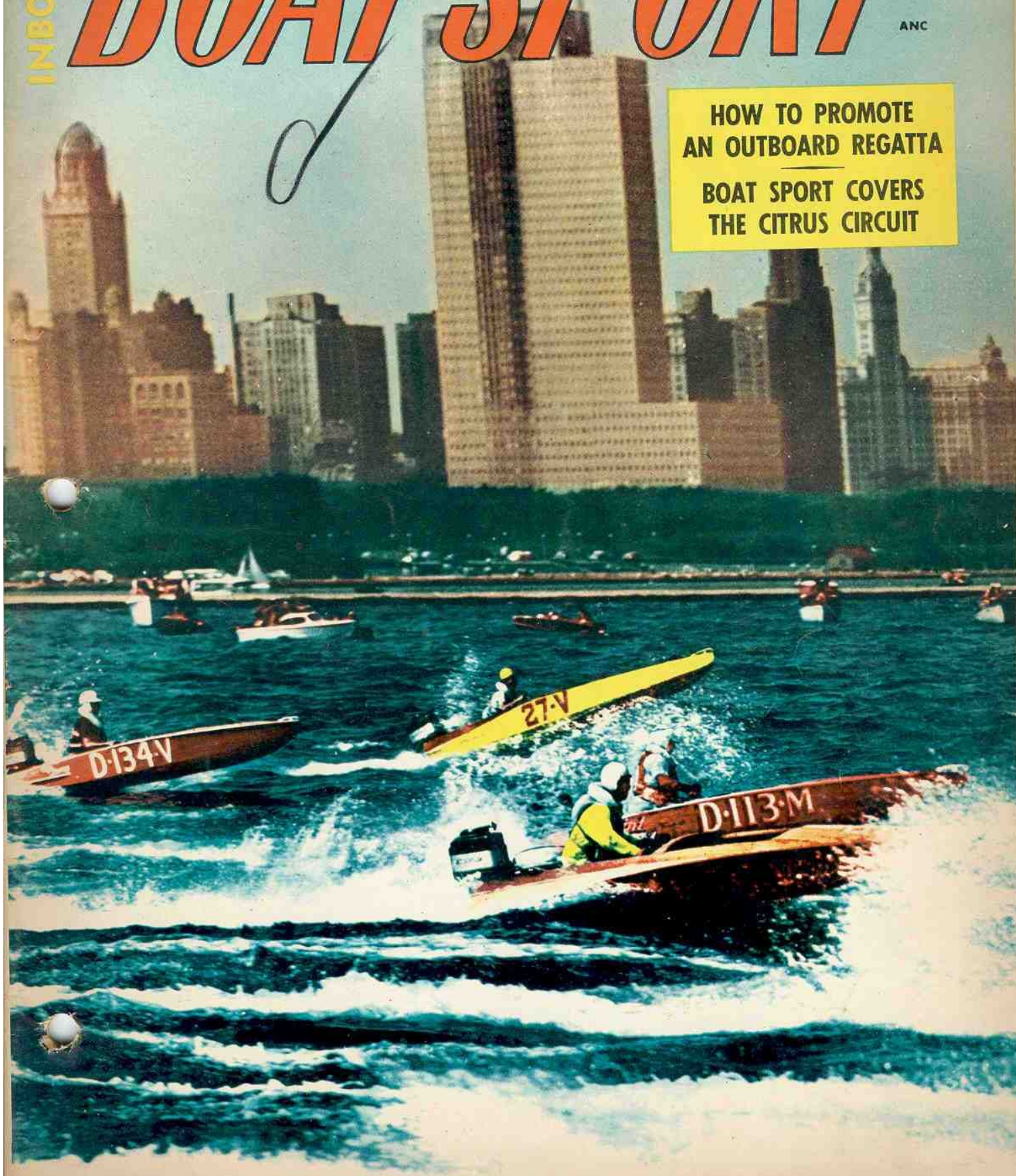
INBOARDS

BOAT SPORT

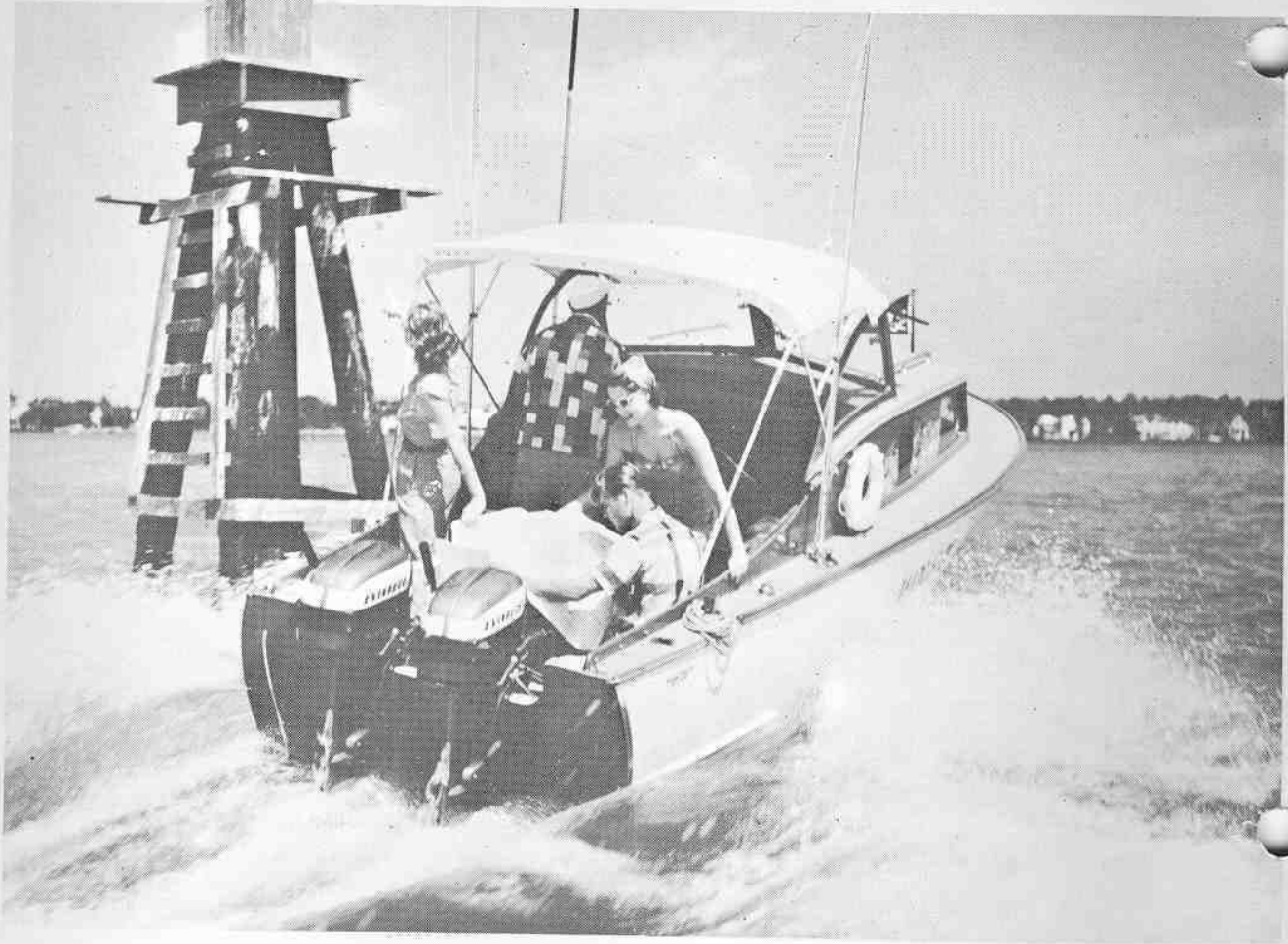
ANC

**HOW TO PROMOTE
AN OUTBOARD REGATTA**

**BOAT SPORT COVERS
THE CITRUS CIRCUIT**



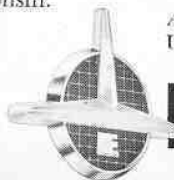
set your course for *most* fun afloat



with Evinrude *Whispering Power!*

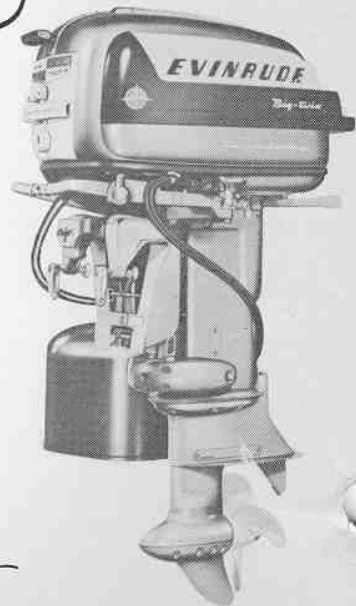
ALL'S CLEAR—you're set for years of pleasure ahead—with your fast and able Evinrude-powered cruiser! Delightful runs to lovely coves far up the shore. Care-free week ends afloat. Family vacations brimming with happy adventure. At modest cost you enjoy the comforts of larger inboard cruisers. And performance that is *luxury afloat!* You speed in the tranquil quiet of Whispering Power. You relax in blissful smoothness that makes riding seem like sailing. **SEE YOUR EVINRUDE DEALER.** Look for his name under "Outboard Motors" in your phone book. Learn how easily you can join in the fast growing sport of outboard cruising. He will gladly help you choose the boat and motor exactly suited to your needs. Write for free catalog of the complete Evinrude line—9 models, 3 to 30 horsepower—3 models with finger-touch electric starting. **EVINRUDE MOTORS, 4261 North 27th Street, Milwaukee 16, Wisconsin.**

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



Evinrude

quiet Outboard Motors



BOAT SPORT



one minute gun

Paul B. Sawyer, Rochester, N. Y., A.P.B.A. record holder for five miles in competition with a 266 cubic inch hydro at 87.890 mph and member of the A.P.B.A. Honor Squadron, is currently at work on a new Gold Cupper. It's refreshing to note, however, that Sawyer has not forgotten his start with the outboarders, where he used to pretty well dominate the scene at one time. When the Charles E. Rochester Medal for the A.P.B.A. outboard driver who scored the most points in any two classes between April 1st and October 1st each year was withdrawn, Paul came forward and offered to award the Sawyer Medal on the same basis. The last winner of the Rochester Medal was Bill Rankin, of Seattle, Washington.

The A.P.B.A. Stock Outboard Racing Commission has finally approved the long-pending JU Class stock outboard record set by Billy Schumacher, Seattle, Wash., in his Mercury-powered hull Lil Bill at 27.239 mph over a five-mile distance during last year's Stock Outboard Nationals in Oregon. The OK on Schumacher's record tosses into the discard the former peak mark for JUs in competition of 24.137 mph set twenty days before Billy's by Garry Gerton, of Baltimore, Maryland.

Kenneth St. Oegger, helmsman for Henry J. Kaiser's Unlimited hydroplane Hawaii-ai, was flipped from the new craft while attempting to break the record of Stanley Sayres' Slo-Mo-Shun IV of 178.497 mph. St. Oegger was estimated to be travelling at 190 to 195 mph when the boat flipped. He was fortunate to come out with only his right leg and two ribs broken.

The Mississippi Marathon Racing Association announces the world's lonest marathon boat race, slated for a morning start on August 3rd. It will be conducted over the 1058-mile course from New Orleans to St. Louis, following the same historic route raced over by the famous river steamers Natchez and Robert E. Lee. The MMRA is charging a whopping big \$50-per-boat entry

fee but promises large cash prizes. Registrations close at midnight July 31st. One or more motors may be used providing total horsepower does not exceed 100. For further information write: MMRA, P.O. Box 2617, Merchant Station, St. Louis 2, Mo.

The Eighth Annual Milwaukee Sentinel-Winnebagoland Marathon, the year's largest for stock outboarders, is slated for Sunday, June 24th.

In the season's final Citrus Circuit alky-burner event, held on Lake Maggiore at St. Petersburg, Fla., Bud Wiget led in the win brackets, with six heat sweeps in the CSR, CRR and FH classes. Doug Creech, Charlotte, N.C., scored five heat firsts and took high points in AH, BH and CH, plus finishing second to Wiget in F Hydro.

The Florida Federation of Outboard Clubs has announced that the KG-7 class will be revived, which will be good news to the owners of the pre-20H model B stock class Mercury motors.

Outboard motor wizard, Walter Blankenstein, now a partner (Continued on Next Page)



Billy Schumacher

of Bud Wiget in the Lakeland Marine Co., Lakeland, Fla., has won the Wynn Oil Company Mechanic's Award in the N.O.A. Division I ranks. With the honor went a \$100-check and a diamond lapel pin.

Big news for owners of Mercury Mark 20Hs and a potential headache for the Class B stockers with Champion Hot Rods is the still unofficial word that new deep-skeg lower units will be available on all new 20H motors and that a gear box with a deep-skeg attachment is to be sold as a replacement for approximately \$25. Early tests with the changed units have shown increases in speed of up to 3 mph. Maybe you better be looking for new BU and BSH records to be set this season.

The N.O.A. Racing Commission has announced the approval of the Hubbell Class B engine and the Koenig racing Class A and B motors for Division I alky-burner competition and has also approved the Koenig stock B motor for Divisions III and IV and the Koenig racing C for Division I. This group has also passed favorably on the Mercury 30H for Class C competition in Division III and IV.

The 53rd annual meeting of the American Power Boat Association will be held during November, in Chicago, with the Outboard Club of Chicago as the host club.

Jack Maypole, A.P.B.A. Vice-president, announces that the Outboard Racing Commission has approved Champion Hot Rod motors for Class B competition. Spec sheets and further information may be obtained by writing to A.P.B.A.'s national office at 700 Canton Ave., Detroit 7, Michigan.

Bill Tenney, Dayton, Ohio, is winner of the 1956 Colonel Green Star Island Trophy, symbolic of the outboard driver who scores the greatest number of points in a single class during the A.P.B.A. Citrus Circuit events. This season the winter races included regattas at Miami, Lake Alfred, Lakeland, Clearwater, Punta Gorda and St. Petersburg. Points were on a race basis and not a heat basis. Tenney drove his Class C Neal hydro to a total of 2000 points (two race firsts and four seconds) and was also second to himself with 1975 points in Class B Hydro. Bud Wiget, of Concord, Calif., scored 1950

points in C Service Runabout and 1825 points in F Hydro. Ralph Dowling, of Cleveland, Ohio, totalled 1775 points in C Service Runabout, for over-all fifth position. Wiget won the award in 1955 and Tenney previously won it in 1953.

Donald L. Guerin, A.P.B.A. Stock Outboard Racing Commissioner, has announced that as a result of a poll taken by the SORC of its members in the interests of all stock racers a ruling has been made that only engines built in the United States or by bona fide Canadian subsidiaries of such firms will be eligible for registration. This follows an earlier ruling regarding engines made by the same group's Stock Inboard Commission.

At this writing no reports have been received from the First National Open Water Ski Time Trials, held on April 21st and 22nd at Desert Shores Resort, Salton Sea. The meet was sanctioned by the Pacific Coast Speedboat and Water Ski Association and the American Water Ski Association (West Coast Division) and the trials were run over a surveyed and measured mile and timed by official timers. Such figures will be very interesting comparative data to match with the various racing records.

NOTE: This is the third issue in which the One Minute Gun has appeared. We would like to know how our readers feel about it and if they would be interested in having condensed results of regattas published here as soon after the events as possible. If you have a feeling one way or the other on the subject, we would appreciate your writing to us and expressing your opinion. Write: BOAT SPORT, One Minute Gun, 215 Fourth Avenue, New York 3, N.Y.



Bill Tenney

BOAT SPORT

CONTENTS

ONE MINUTE GUN	3
TESTING THE NEW MERCURYS	6
<i>By Hank Wieand Bowman</i>	
BOAT SPORT COVERS THE CITRUS CIRCUIT	10
<i>By Blake Gilpin</i>	
HOW TO PROMOTE AN OUTBOARD REGATTA	16
<i>By Henry Hotchkiss</i>	
OUTDOORS WITH THE OUTBOARDS	20
<i>By John G. Kingdon</i>	
THE EUROPEAN RACING CAMERA	22
IT'S TIME TO TUNE UP	24
AROUND THE BUOYS	25
TORQUE TALK	26
<i>By Lou Eppel</i>	
THE SAMMAMISH SLOUGH	27
IT'S NEWS	32



HAROLD BRAINERD HERSEY
1893 1956

It is with deep regret that we announce the death of our friend and Editor, Harold Brainerd Hersey, on Saturday, March 17th, in New York, N. Y.

Mr. Hersey has been associated with us as Editor of BOAT SPORT since its inception with the issue of May 1952, and prior to that for many years editorially on numerous other publications with which we are connected.

The following excerpt is from *The New York Times* of March 19, 1956: "At his death, Mr. Hersey was . . . editor of . . . Boat Sport. He was the author of several books, including 'Pulpwood Editor,' published in 1937. He also had written books of poetry.

"Mr. Hersey was said to have edited more than 100 magazines. He had been associated in an editorial capacity with the MacFadden Publications, the Clayton magazines and the Eastern Distributing Corporation, and had published the Red and Blue Band magazines.

"For the MacFadden group, Mr. Hersey was supervising editor of True Story, True Romances, Dream World, True Detective Mysteries, Physical Culture and others. His own magazines included Flying Aces, Fire Fighters, Western Trails. . . ."

We wish to thank his and our many friends who have sent expressions of sympathy in our loss.

His place in our affection and in the publishing world will be mighty hard to fill.

Joseph J. Hardie Raymond J. Kelly
Publishers

OUR COVER THIS MONTH is from a black and white photograph taken by M. J. Tock, Jr., of Chicago. It is a dramatic scene of a field of DUs bouncing like porpoises in the rough waters of Lake Michigan during an outboard regatta, with the skyline of Chicago serving as a backdrop. The Flexichrome from which our cover was printed was made by Hal Kelly, BOAT SPORT's cover artist, who is an ardent stock outboard racer himself. Hal asks us to pass on word that the paint jobs on the DUs are entirely from his imagination and are not intended to bear any resemblance to the actual boats that bear the numbers shown.

BOAT SPORT

Photos in this issue reproduced by permission of American Power Boat Association, National Outboard Association, M. J. Tock, Jr., Hank Wieand Bowman, City of Miami News Bureau, Kiekhaefer Aeromarine Motors, Inc., Kiekhaefer Corp. (Mercury motors), Evinrude Motors, Scott-Atwater Mfg. Co., Johnson Motors, Sunshine Springs & Gardens, Justus N. Baird, John C. Gower, Arkansas Traveler Boats, Richard Matt, Lone Star Boat Co., Joe Wales, and unless otherwise specified by the manufacturers of the products identified in the captions.

Joseph J. Hardie • Raymond J. Kelly, Publishers

Harold Hersey, Editor

Hank Wieand Bowman, Technical Editor

Richard Van Benschoten, Associate Editor

Paolo Speroni, European Correspondent

George Weaver, Art Director

John Braunstein, Art Assistant

Friede Strobl, Art Assistant

June, 1956—Vol. V, No. 1 (Whole Number Twenty-seven). BOAT SPORT is published eight times a year, with issues dated Mar., April, May, June, July, Aug., Sept., and Dec., by H-K Publications, Inc., 1250 Camden Avenue S. W., Canton 6, Ohio. Editorial and Executive offices: 215 Fourth Ave., New York 3, N. Y. Second Class entry pending at the Post Office at Canton, Ohio. Copyright 1956, by H-K Publications, Inc. Although unsolicited manuscripts and pictures are handled with care, this magazine assumes no responsibility for their safety. Printed in U.S.A. For advertising rates address: Advertising Department, BOAT SPORT, 215 Fourth Ave., New York 3, N. Y. (Phone: GRamercy 5-2509). West Coast Repr. NED BRYDONE-JACK, 714 W. Olympic Blvd., Los Angeles 15, Calif. (Phone: Richmond 8-7327). Subscription rates: 12-issue subscription \$4.00 in U.S.A. and its possessions and territories—\$4.60 in Canada and elsewhere.

TESTING

THE NEW MERCURY'S

By Hank Wieand Bowman

BOAT SPORT's

Technical Editor

tries out the

30H and 55H

Factory test crew accommodatingly weighed in all the boats used for trial runs.



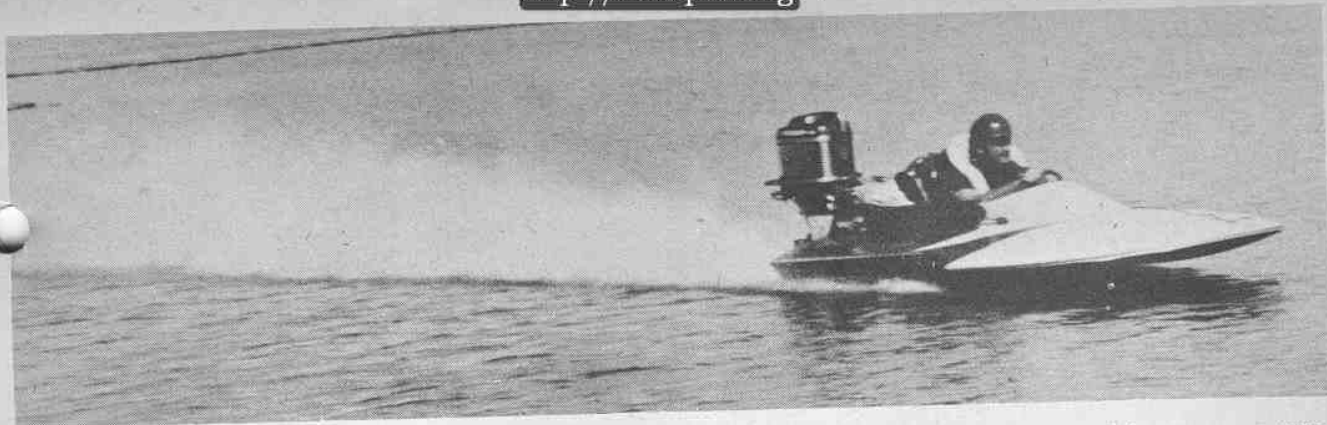
EVER SINCE THE FIRST of the year rumors have been bandied around the stock racing circuits as to just what can be expected of the new Mark 30H and 55H Mercurys. Some drivers have insisted that the new Mark 55H was merely the old 40 with a new cowling. Some have said the 30H would be merely a ho-hum job; others had the wildest claims for both of the new four-in-line motors.

To set down idle rumors with established facts, BOAT SPORT made arrangements for me to check out the new motors and come up with some information based on actual underway tests. To handle the test assignment, I went down to Siesta Key, Florida, where at Midnight Pass the Kiekhaefer Corporation maintains a year-round testing station which boasts among other facilities a measured straightaway course over which accurate speeds can be clocked. I was interested in both of the new four-cylinder jobs and planned to conduct my tests, not with a goal to attaining peak speed but rather with the thought of learning more about the motors in action and finding what they might do set up for competition work.

The first motor I checked out was a new 30H on one of Joe Swift's 1956 Big Bee hydros. The hull used weighed 137 pounds. I checked in at 182 pounds. This gave an over-all weight of 319 pounds which compares favorably enough with the 315 pound over-all weight imposed on Class C alky burning hydros. As yet no C Stock Hydro weights or even a probationary class have been established although it is thought that by the time this article reaches print that the class will be set up and very probably with a 315 pound over-all weight limit.

For testing purposes, the motor angle was set up in the second bracket hole from the transom and the motor was shimmed only $\frac{3}{4}$ " higher than the stock transom. Tests made by factory personnel indicate that a transom height as high as $14\frac{3}{4}$ ", more than 1" higher than I had the rig jacked, will be possible in competition.

The boat underway and cornering was far more stable than the Swift D hull powered by a 40H and there was no tendency for the Big Bee to skate



A Mercury Mark 30H on a Swift Big Bee hull was clocked at 61.3 mph for a two-way average.

or become flighty running down the straightaway. How fast did the 30H go with this conservative set-up? My fastest two-way average was clocked at 61.3 mph, this using what will become the 30H factory production wheel.

Several obvious conclusions can be made from this. While they may seem startling at the moment, I am sure that the next year's development in the sport will more than back them up.

Several years ago when the Mercury Mark 20H was announced I checked out one of the production models over a measured course at Fond du Lac, Wisconsin. I set up the rig in the same general manner as I did for my recent tests, being more concerned with what it would do set up strictly for competition purposes. I remember that at the time I put a 20H through the traps at 48 mph checking in at about 15 pounds over the minimum over-all allowance for the class. After that I commented on several occasions that the then new Merc BSH should without any difficulty be running 55 or better through a mile trial. Actually my prophesy was conservative for the present straightaway mark for the motor in BSH is a fraction over 60 mph.

I also stated that converted to alky the job would give the SR Johnsons plenty to worry about. It's taken several years for this to come about but the 20H is doing just that at the moment.

There is no doubt at all in my mind that with a little work on set-ups and rigged for a mile straightaway trial the new 30H will be averaging better than 70 mph on gasoline within the next year.

Why should I make this statement when the fastest clocking for the present DSH is only a shade over 70 mph. The pictures here should give that story. The new 30H unit with the deep skeg and the newly designed water intake will permit jacking the motor for straightaway runs to a point at which only a third of the torpedo gear box will be required to be in the water in normal planing condition. This will mean less underwater drag and considerably increased speed.

Plenty of the alky boys are also wondering what the 30H mill will be

able to do in competition against alky burning PR-65s.

Here again the Outboard Racing Commission and its technical committee must make a ruling. But if the 30H converted to alcohol is accepted for alky burning outboard racing, and there's no reason to assume that it will not be, then I prophesy that the day of the supremacy of the PR is shortlived. Figuring an 8% increase by switching to hot fuel, open stacks and a few other minor changes the rig that I ran at Midnight Pass could be expected to go through the traps at slightly over 66 mph. Actually this figure is conservative and again I'll stick my neck way out and say that the first alky burner C that will better 65 mph in competition and will top 75 mph on the straightaway will be a conversion 30H.

What about the new 30H on a run-about? The present CU runabout competition mark is 40.559 mph and the straightaway mark, not as yet approved at this writing, is 41.782 mph. The

class rules call for a minimum over-all weight of 350 pounds. I ran my tests on a Speedliner CU. The boat weighed 205 pounds which added to my own weight brought the total to 387 pounds, or 37 pounds over the class minimum. Still with this excessive weight, with the motor set up at 13 3/4" transom height, the third bracket hole being used for angle of attack, my best two-way average through the traps was made at 50.9 mph. Certainly, with this knowledge, it would seem fated that the first time a 30H powered CU goes into competition, it should break the present competitive mark for a five-mile distance by at least 5 mph and jacked up high for straightaway runs, it will be able to crack that mark the first time out by at least 10 mph and potentially by as much as 15 to 20 mph.

What about the new 55H? Can it be expected to change the stock racing picture? Here again the answer is a definite yes. I had an opportunity to
(Continued on next Page)



Hank Bowman prepares to take a Speedliner CU through the traps as one of the factory test engineers discusses points of the new 30H engine.



TESTING THE

Blake Gilpin, regular contributor to BOAT SPORT, makes notes of time during test run. Both Bowman and factory engineers clocked all runs and results were almost identical.

(Continued from Preceding Page)
 make comparative tests with both a Mark 40H and a new 55H on a Raveau DU runabout. The Raveau weighed 295 pounds. Both motors, 40H and 55H were set up at a 13 $\frac{3}{4}$ " transom height and on the Raveau the motors were angled out to the fourth adjustment hole. The Mark 40H used was a comparison motor and represented an average performance of like production models. The tests were made on extremely calm water which admittedly does not bring the peak out of a Raveau. Also the 40H reasonably could have been jacked $\frac{1}{2}$ " higher and the 55H could have gone up 1 $\frac{1}{2}$ ". The best average speed I was able to clock with my weight and the standard set up was 48.9 mph powered by the 40H. With the 55H with identical set up and a duplication of water conditions, I was able to clock 50.2 mph. This represented an advantage of 1.3 mph, which in itself is considerable but the 55H as

well as the 30H offers added speed potentials which I did not take advantage of.

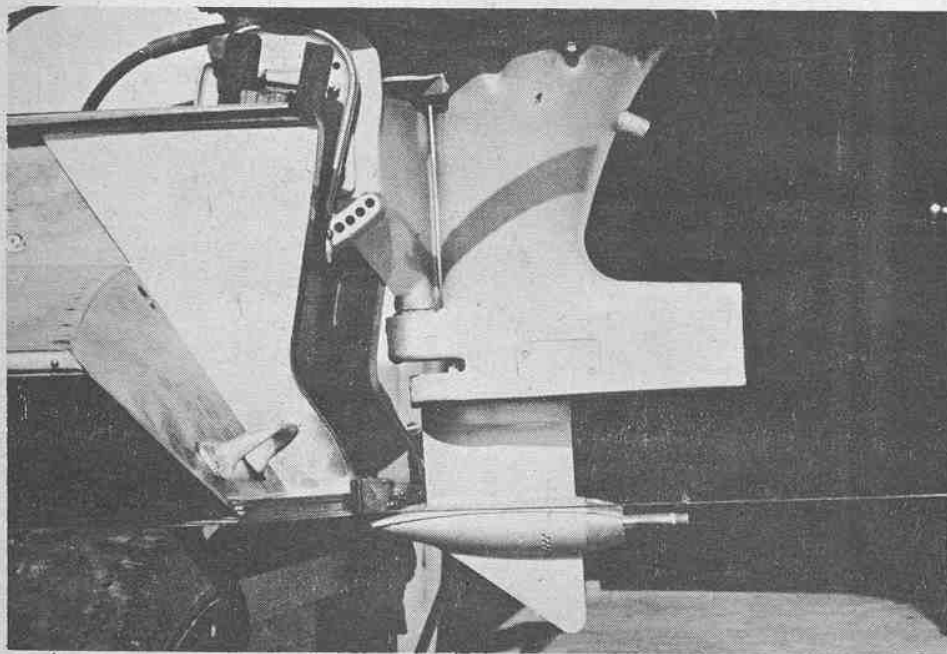
The lower units on both motors will be similar in design, the 55H having a heavier driveshaft, but both will function with a 1:1 gear ratio, although the 30H will be geared 15:15 with the 55H 14:14. The units are so designed that the water intake is located below the gear box torpedo while on the older units a series of smaller water intake holes were placed vertically around the gear housing. This meant that even if a boat could be controlled properly when jacked up excessively to a point at which the lower unit gear box is nearly clear of the water, the cooling system would then fail to function adequately. With a single ram jet hole the motors can get ample cooling up to a point at which the torpedo is almost entirely free of the water. The deepened skeg combined with better cooling will make it possible for the 30Hs or

55Hs to be jacked as much as 1 $\frac{1}{2}$ " higher than the Mark 40H.

The powerhead of the new 55H is considerably changed from the 40H. One important feature is the radical reduction in size of the flywheel. The new flywheel is 4" in diameter as opposed to 7" in diameter on the 40H. The reduction in size and weight has been made in order to lessen the strain on the crankshaft since it is expected that the jacked-up 55Hs will be wound at 7200 rpm as a commonplace practice and for mile straightaway runs, considerably higher.

The cc.s have been reduced and the Tillotson carburetors replaced by Carbers.

Though I made no comparison runs of the 55H and 40H on hydros, the difference here should be even more noticeable than on runabouts. This means that the 55Hs definitely will be quicker than the 40Hs. Those owners of 40Hs who recall that the KG-9s can



A Mark 30H equipped with 20H lower unit for comparison purposes. Note that it is fully down on transom and only a gear box torpedo is exposed above surface of water.

NOW MERCURYS

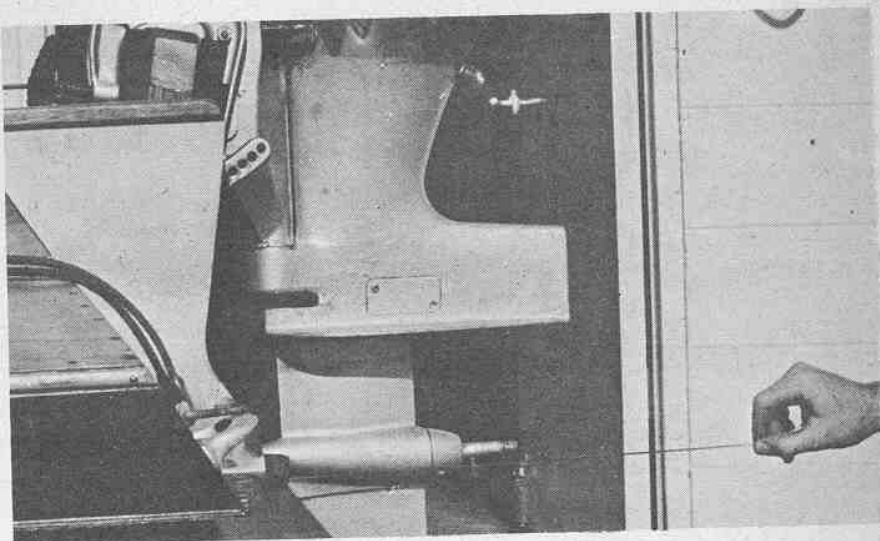
Smooth water and a low transom height were not ideal for this Raveau hull as it is at its best on rough water, but it still averaged at a fast 50.2-mph clip.



still run right up with the 40Hs are in for a big disappointment if they expect the same comparison to exist between the 55Hs and the earlier models. The 55H will definitely outmode previous 40 cubic inch jobs as decidedly as the 20H put the KG-7s on the shelf in the 20 cubic inch field.

One point of interest that may make itself shown in marathon competition will be the potentials of the 30 cubic inch CUs now breaking into the overall win column against the larger 40 cubic inch DU. As a result of the tests I made, I feel that the 10 cubic inch difference in displacement will be at least partially offset by the 85 pounds of added weight the DU will have to lug as opposed to the CU.

Any way you look at it, 1956 promises to hold forth new records in the stock division and maybe even in the C and F classes of the alkyl burners. (End)



Here 30H, with its own unit on, is jacked up two full inches. Complete cooling can still be obtained and greater underwater control achieved because of deeper skeg. With gear case out of water there is less drag.

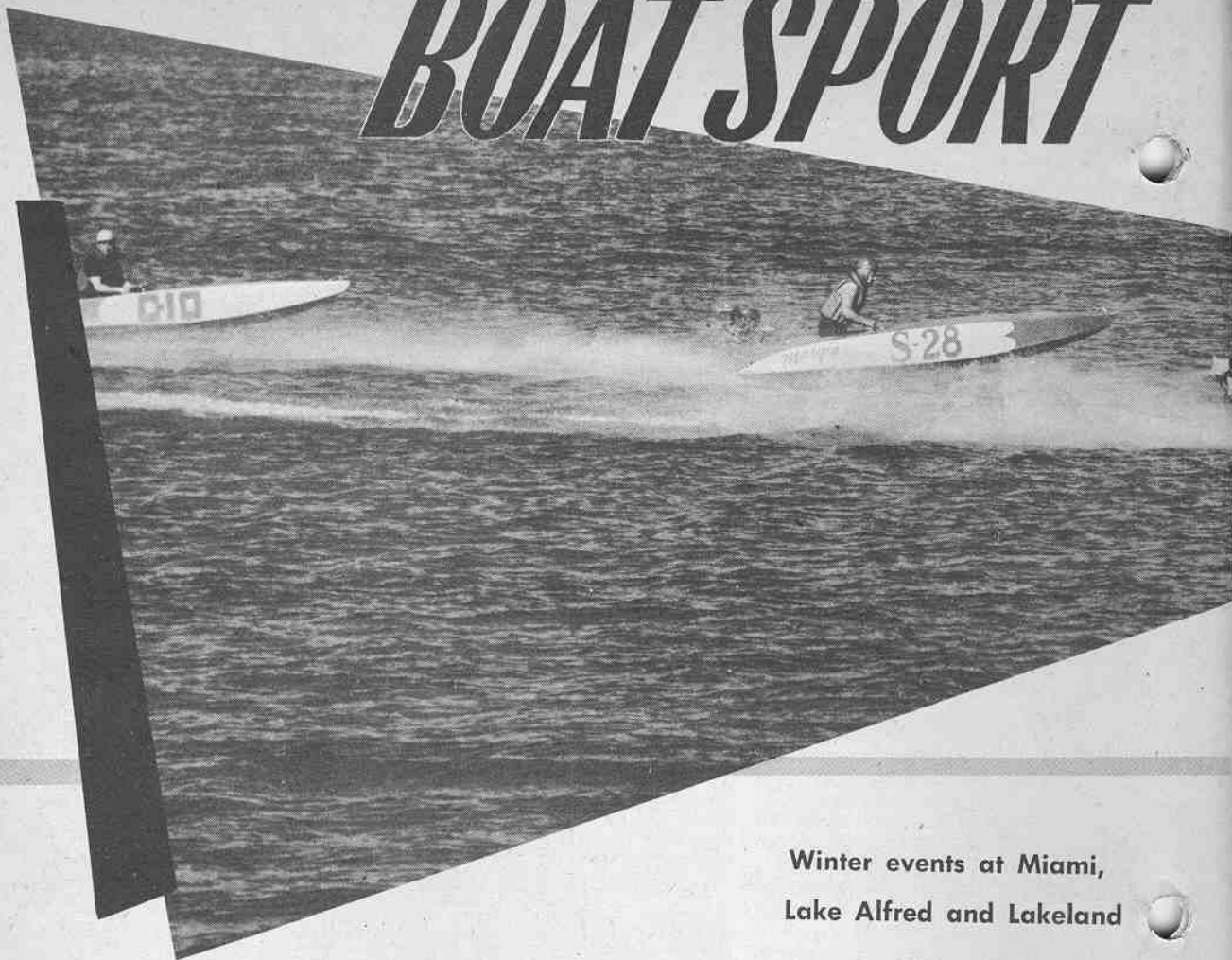


Difference in water intake between old (left) and new unit is shown.



Comparison between skegs of old and new units is clear in this view.

BOAT SPORT



Winter events at Miami, Lake Alfred and Lakeland

By Blake Gilpin

BISCAYNE BAY AT MIAMI, Florida, was the setting for major regattas during the latter part of January. On January 22nd with a course laid out off the Rickenbacker Causeway, both the gasoline and alky burner outboards were seen in action. A week later a Haulover Beach circuit received the focus of Miami boat fans who witnessed a two-day event with stock outboards in action on the 28th and inboards holding the limelight the following day.

The Miami Outboard Club had been successful in gaining support for the earlier January event from the Atlantic Refining Company. Reportedly reaction of that company's officials to the program is such that it's possible that a Florida location may make a bid for the 1957 stock nationals with the Atlantic Refining Company playing a major financing role.

Skipper Ritter of Hallandale, Fla., for the second straight year dominated the action at the Miami Winter Outboard Regatta. The 19-year-old driver of both stock runabouts and hydros as well as modified-to-alcohol hydros

scored three heat victories, six second spots and a third to take home a wallet stuffed full of the \$1700 prize money. Another Floridian, Don Baldaccini, however, boosted local pride when the Miami driver topped Ritter in the first place bracket with four wins, added to a second and two third place finishes.

The alcohol events which included a bevy of modified-to-alcohol stocks competing in both A and B and successfully garnering a win in the latter class, featured three out-of-staters in the bulk of the winning roles.

Most prominent of the non-native drivers by virtue of four firsts, a pair of seconds and a third was Bud Wiget, Concord, Calif. Last season, while campaigning the Citrus Circuit, Bud became so interested in Florida as a potential spot to live that he bought the Lakeland Marine Supply Company from its former owner, Marshall Eldredge, who for more than two decades was also a prominent figure in the racing field. Though Wiget still has a home and a walnut ranch in northern California, the several-time national

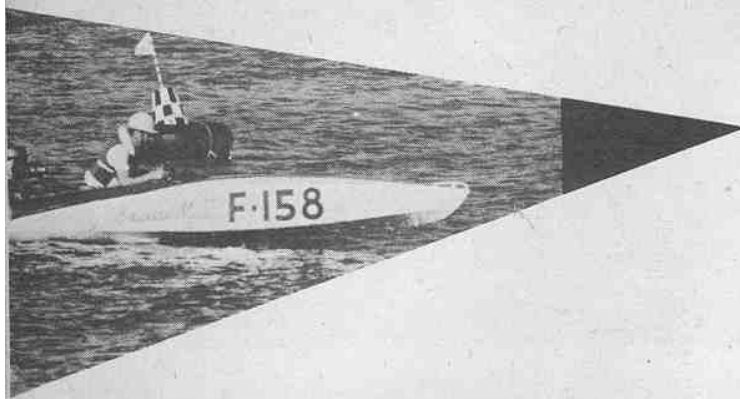
champion expects to become a permanent resident of the Southeast within another year. Currently the direction and the management of his new marine business is handled by his partner, hop-up wizard Walter Blankenstein, who has deserted Kansas for his new setting under the palms.

Bill Tenney, Dayton, Ohio, alky campaigner, scored three victories, a second and a third, and another Ohioan, Ralph Dowling, of Cleveland, took two top honors and a pair of seconds.

The seventeen-heat combination stock and outboard show was chairmanned by Buddy Smith, Miami, who was unable to hit the winning brackets in either C Hydro or C Racing Runabout, his two specialties.

We wonder if Florida hasn't become the spot for transient outboard racing veterans to settle, for J. B. Broadus, one-time F national outboard racing champion, of Fredricksburg, Va., is now a permanent resident of Lake Wales, Fla. He, like Wiget, bought a marine business while campaigning on the Florida circuit last season. Jimmy, a

COVERS THE CITRUS CIRCUIT



(Above left) Start of C Racing heat at Miami. Bud Wiget, in C-10, won. (Above) Herb Lanphear won his elimination heat and final in BSH at Lakeland. (Right) Ezio Selva, Milan Italy, put his 800 kg. hull through traps at Hollywood, Fla., at an average of 141.767 mph.



veteran of both outboards and inboards, scored a second and a third in C Hydro events.

On January 28 at the Miami Haul-over Beach location, Skip Ritter ran into a starting jinx and three times was set down by the officials for gun jumping. Despite this Ritter was able to list two firsts, a second and a fourth in the record books. Ritter apparently believes in winning the events at the start if possible. During the series of Florida competitions we covered, he invariably hit the line just with the gun—or occasionally ahead of the gun as occurred at the Biscayne Bay Regatta, jointly sponsored by the Miami Junior Chamber of Commerce and the City of Miami.

The star of the stock outboard phase of the program was Chris Erneston, Jr., a 35-year-old produce dealer who last fall copped the N.O.A. Hydro Stock championship, and also set a new N.O.A. competition record for B Runabouts at the same Knoxville, Tenn., events. In eight heats at Miami, the

(Continued on Next Page)



Palm trees dot the pit area at Haulover Beach at the Atlantic Refining regatta conducted by the Miami Outboard Club. The success of this regatta may bring forth a Florida bid for the 1957 A.P.B.A. stock nationals.

BOAT SPORT COVERS THE CITRUS CIRCUIT



(Continued from Preceding Page)
West Palm Beach driver tallied five wins and three second places. The balance of the outboard honors went to Don Baldaccini with two first place finishes, three seconds and a third.

In the inboard races, Don Wilson, 23-year-old recent graduate of Rollins College, whose home is in Dearborn, Mich., made clean sweeps of both the 135 and 266 c.i. hydro events the latter win garnering for him the coveted Miami Jaycees' Past Presidents Trophy. Wilson helmed Bill Ritner's *Wa Wa Too* which had been driven to victory by Henry Lauterbach, Hampton, Va., in the earlier Miami Orange Bowl Regatta Grand Prix. Young Don in the first heat of 266 walked away from his competition by such a convincing margin that he had received the checkered flag before the second boat, *Sabre*, driven by Don's older brother Stu Wilson, Fort Lauderdale, had entered the

final turn. Lou Nuta, Jr., in Tommy Gore's *Mimai Boy*, took third in the initial heat with *Jersey Devil*, helmed by George Smith, Mt. Holly, N. J., third in the second heat.

In the 135 class, Wilson, timing his starts beautifully, easily topped Bob Hamilton, Fort Lauderdale, and Wayne Seaman, Miami, in second and third spots in the first heat. In the second 135 c.i. event, Don took the measure of Deke Sugate, Fort Lauderdale, and Seaman, who again placed third.

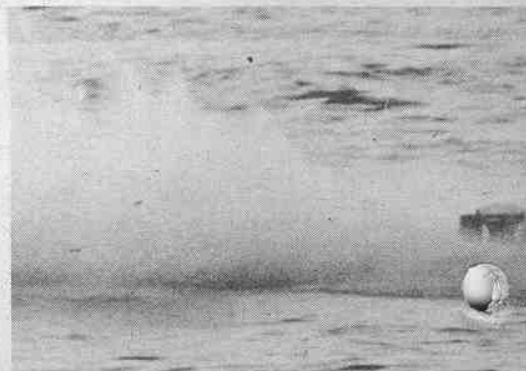
Lake Alfred, a setting in the past for both alcohol and stock A.P.B.A. national championships, conducted an alcohol burner regatta, the 11th Annual Valencia event, the same day the inboards were racing in Miami. Here Bill Tenney, Bud Wiget and Bob McGinty, Corpus Christi, Tex., split major honors. McGinty opened up the day's events with an A Hydro heat win, scored a second in the second heat of

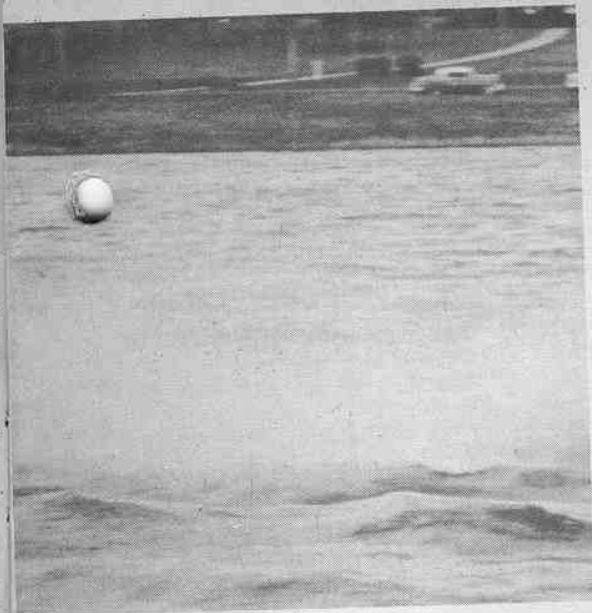
A Hydro and took a first in the first heat of CRR. Wiget won straight heats in CSR, added two more heat wins with his F Hydro but managed only one second place finish in C Racing Runabout, which customarily is his specialty. Tenney had one heat win in B Hydro, two in C Hydro, one in C Racing Runabout and in addition, scored a second and a third in F Hydro and two thirds in A Hydro to emerge from the event high point man and the big money winner.

One factor that was apparent in the earlier January 22nd events and made itself more apparent at Lake Alfred and again a week later at Lakeland was that the loud cry on the part of some alky burner adherents for several seasons that modified stocks would never cause them any trouble in competition has been reduced to a mere whisper. Skipper Ritter at Miami showed some of the alcohol veterans



(Left) Doug Creech, Charlotte, N. C., wound up as runner-up for Orange Cup honors at Lakeland. He had six heat wins, one third and one second.





(Above) "36" Class runabouts move up for start of heat in the Atlantic Refining regatta. (Left) Charles Erneston, Jr., comes out of a near flip on Lake Hollingsworth running in a BSH heat.

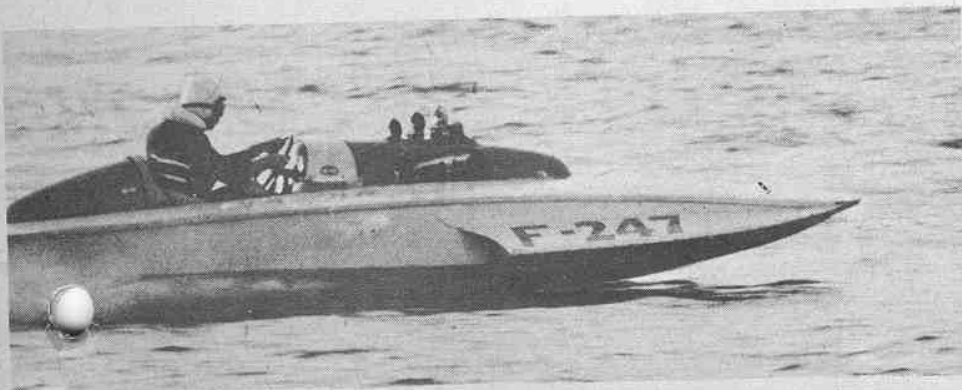
the way home with a modified-to-alky B. At Lake Alfred, George Taylor of Orlando, with a modified Merc A pushed McGinty for the entire distance in the first heat and beat Tenney, who incidentally holds the N.O.A. Class A Hydro title. Taylor then in the second heat led the whole field of alky hydros in to the checker and averaged 47.5 mph for the distance to score the fastest heat time.

In the outboard B Hydro class events, an increasing number of modified-to-alky Mercs have made successful appearances. This does not mean that in either classes A or B the older Johnson KR's or SR's are out-dated. To the contrary, the special racing jobs during the Florida events held a slight edge over the modified stocks in the win brackets. But whether this was due to the more experienced helming by such alky drivers as Tenney, Creech and others who have stuck to the veteran outboard racing products or to the fact that the modified jobs are still not quite as fast as the best of the specially designed for racing motors is a moot one. The important thing, however, is that though many an alky veteran during the past several years

(Continued on Next Page)



Bill Yeager, Warren, Pa., drove to straight heat victories in Class E Racing Runabout, with his best five-mile average being 65.550 mph.



(Left) Hottest 266 c.i. hydro on Florida circuit this season was Bill Ritner's Wa Wa Too, shown here being driven by Don Wilson to a win in the Biscayne Bay event

BOAT SPORT COVERS

(Continued from Preceding Page)

lamented the appearance of modified jobs among the outboard ranks, without the modified stock motors out in numbers during the recent Florida meets, the alky fields would have been exceedingly slim indeed. This was particularly evident at Lakeland where in B hydro two elimination heats were necessary in order to cut the twenty boat field down to A.P.B.A. legal limits. However, of the twenty alcohol burner Bs registered only four were Johnson SRs, one was a Champion Hot Rod and the balance were modified Mercs. In the A Hydro events, which listed eight starters, there were only three of the factory designed-for-racing products while the balance were cut and altered Mercurys.

The A Hydro events were dominated by Doug Creech, Charlotte, N.C., who drove a Fillinger powered by an exceptionally hot KR Johnson. In both events, Creech was forced to come up from behind to take George Taylor, Orlando, with a Swift-Merc. And in both heats, trailing in Taylor's rooster tail, were the other KR's. In the first event it was Bob McGinty in third spot, and in the final heat McGinty, riding

in third, flipped and the third position was taken over by Tenney. All this means that on the Florida circuit, at least, A Hydro and B Hydro classes would have been presented in fairly skimpy terms had it not been for the appearance of the modifieds in numbers. Now that the point has been proved that a good modified job can run with a good racing job and the hackneyed Offenhauser-Ford comparison no longer applies, let's hope the adherents of the two types of motors will make their peace and tangle only on the race course.

In the stock brackets, the largest number of Lakeland entrants were listed in BSH, in which three elimination heats were necessary. The first elimination heat of BSH, which went to Jim Loomis, Hamden, Conn., was a real heart breaker for 47-year-old Toledo, Ohioan, Fran Reischman, who led for two and three-quarter laps, then missed a course buoy and after circling to correct his error had dropped back to sixth and failed to qualify. Reischman, however, despite failing to get into the final after establishing beyond a doubt that he had one of the fastest rigs present, was not too

disturbed for it was his baptismal effort with a new boat and the outfit had proved up to his highest expectation. Skip Ritter crowded the clock dangerously at the start of the second BSH, bounced into a quick lead and was never headed for the three laps over the mile and two-thirds Lake Hollingsworth distance. The third elimination heat was by far the most exciting for it brought into action Herb Lanphear, Binghamton, N.Y., in a blue-decked Swift. Lanphear was a real crowd pleaser when he got away to a ho-hum start and, with a stiff wind chopping the lake surface, gradually picked off one after another of the six hydros that were running in front of him to skim in for the checker at an average of 48.491 mph for the fastest of the three elimination heat times.

In the final, Ritter again crowded the gun and for two laps held the lead. New Yorker Lanphear, despite taking a hosing down in Ritter's wake, refused to settle for second spot. Going into the first buoy of the third lap, Lanphear dug his way across Ritter's rooster tail, took the inside, squeezed through and gradually opened up nearly a twenty-five yard margin at the finish.



Ralph Dowling, Cleveland, was one of the top contenders in CSR & CRR. (Below) Al Blight, Yreka, Calif., won A Stock Hydro final at Lakeland.



Floridian Tommy Hagood took third in Lakeland's B Stock Hydro final. (Below) C. G. Hunter, at left, won straight heats in 225 c.i. hydro.



THE CITRUS CIRCUIT

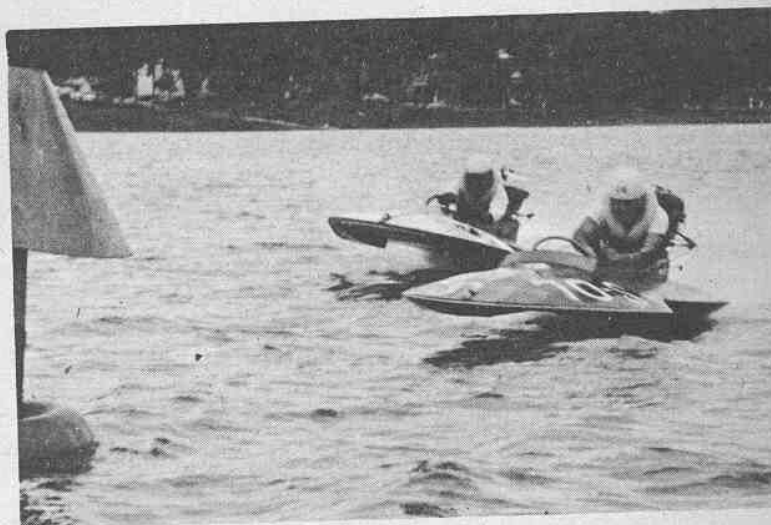
In ASH, fifty-year-old Al Bligh, Yreka, Calif., tangled in a bow-to-bow scrap with 16-year-old Bud Fleming of Edgewater, Md. These two rigs, Fleming in a Fillinger and Bligh in a Swift, put on a position-changing battle for the whole five miles and opened up a considerable gap over the balance of the field. Bligh, it later proved, might well have taken it a little easier for Fleming had jumped the gun and been disqualified at the start and Bligh had the race in the bag the whole time without realizing it. Bob Terry, Jacksonville, also helming a Fillinger, copped the second elimination heat, when he nosed out boat-builder Phil Charlton, Fort Lauderdale, driving one of his own hulls, by less than a boat's length at the finish. In the third ASH heat Jackie Sellers, St. Pete., came up from fourth to take over Carl Quigg, Toledo, and Skip Ritter, who finished in that order. In the final for ASH, Quigg held the lead for the first lap but was passed by Bligh going into the second and Bligh held his position through to the finish. Bob Terry did an impressive piece of driving, starting in eighth position, moving up to the fifth spot at the end of one lap, into third in the second lap and finishing second a shade ahead of Quigg in third, and Sellers, whose bow was even with Quigg's throttle handle as they passed the finish line.

The first BU elimination went to Jim Coulbourn of Burlington, N.J., with Skip Ritter taking the second. The final went to Ritter who edged out Mickey Sellers, St. Petersburg, and Baldaccini in third. In final point standing, however, totals put Ritter in first, Coulbourn second and Baldaccini, who had finished third in the first elimination heat, wound up third over-all.

(Continued on Page 28)



Bud Wiget, walnut rancher from Concord, Calif., clinched the Orange Cup when he added two straight F Hydro victories to his already very impressive score.



(Above right) Skip Ritter, running behind Carl Quigg here, won this ASH heat at Lakeland. (Below) Bud Wiget, nearest camera, won this heat of CRR at Lakeland. Bill Tenney is leading.



HOW TO PROMOTE AN OUTBOARD REGATTA

The story of how the Kingston, Tennessee, Lions Club has netted nearly \$10,000 by sponsoring outboard races

By Henry Hotchkiss



This trailer, boat and motor was given to the 1955 ticket holder of Lucky donation. Prizes were displayed long in advance of the race date and proved to be excellent publicity stunt.

WITH THE THOUSANDS of lakes and rivers dotting our state maps from coast to coast, it is surprising that instead of about 600 sanctioned regattas annually there aren't literally thousands of regattas since boat racing properly conducted can make money for its sponsors. How many civic and fraternal organizations are there that don't want to pad out their coffers? Very few. But only comparatively few of these civic groups turn to boat racing as a fund raiser. This is largely because they are not aware of speedboating's potentials nor are many member racing clubs of either major national sanctioning body well enough schooled on the fund-raising potentials of their own sport.

For example, how many outboard racers or how many members of small community and city civic organizations would think that a town of 1,627 population could run a boat race and make money at it?

This is the story of Kingston, Tenn., a county seat, located on Watts Bar Lake, forty miles west of Knoxville on Highway Route 70. The population of the historic but small town is only 1,627. The entire of Roane County

boasts a population of only 31,000. Yet the Lions Club of Kingston has for eight consecutive years been able to use speedboat racing as a real fund raiser. If you're skeptical about this, here are the yearly financial and attendance figures for the Kingston Lions' annual Fourth of July outboard speedboat races:

Year	Net Proceeds	Attendance
1948	\$ 800	8,000 people
1949	900	9,000 "
1950	600	9,000 "
1951	1,600	9,000 "
1952	352	5,000 "
1953	1,272	6,000 "
1954	1,700	9,000 "
1955	2,700	10,000 "

The figures listed above are *net* proceeds, after all expenses including \$1000 in prize money had been deducted. The Lions Club of Kingston, Tenn., has reason to be proud of its boat races, particularly in view of boat racing's immediate effect on Kingston community life. Here are just a few of the things profits of boat races have made possible.

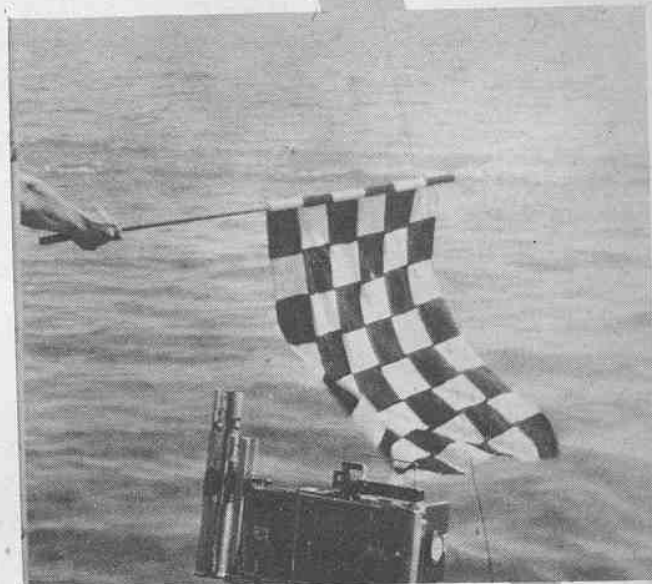
Donations by the Lions Club toward civic improvement and community betterment are as follows: \$500 toward a city fire engine and \$300 for a new town fire siren. \$300 for street marker signs and \$276 for a city summer recreation program. Education has benefited from the racing eggbeaters to the extent of \$500 spent on playground equipment for the Kingston and Edgewood schools, and \$125 spent on beautifying the school grounds. The lions have also donated \$200 for a school dish washer plus \$25 for school lunchroom stools and \$325 for football field bleachers. The organization also donated \$609 for the purchase of musical instruments for the band, have assisted in buying a car to transport cerebral palsey children to Oak Ridge school and even donated \$100 to high school seniors for a Washington, D. C., trip. In addition they have given \$500 toward the School Board organization and its director's salary.

In the field of safety, boat race proceeds made possible the purchase of a \$90 resuscitator for the city. Funds have made possible sponsorship of a Boy Scout troop and modest donations

Engineer member of the Course and Buoy Committee begins survey for layout out of accurately measured race circuit. This is important step.



(Below) Officials' float must be provided for. Once the checkered flag drops, responsibility for the show then rests on sanctioning body.



The sanctioner of the event has the responsibility of being sure that top flight equipment and drivers from nearby regions enter the regatta.

(Below) Here members of Kingston Lions Club erect sign at lake front site before the 1955 outboard regatta which netted \$2,700 profit.

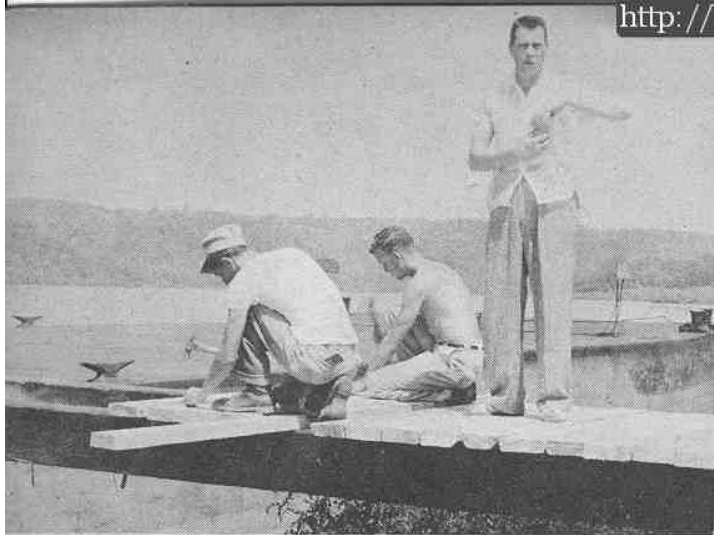
towards its continuing existence as needed. The Lions have cooperated with other agencies, too. For example, they gave \$438 toward an addition to the American Legion hall and installation of a drinking fountain. They've donated \$50 toward city Christmas decorations and gave the Lions International \$100 toward Holland Flood Disaster Relief. For five years they have contributed \$100 a year toward Christmas baskets for needy families and paid approximately \$200 in medical bills for eye operations and the cost of glasses for some fifteen individuals.

Their latest project and one which has long range planning, is a lake front development project complete with picnic areas, bathing beach, permanent boat moorings, tennis courts and other facilities which when wholly developed will not only beautify the town but provide recreation for the majority of its citizens. In 1955 the regatta's entire net proceeds of \$2700 were turned over to this cause.

The figures speak for themselves. Kingston's experience proves that boat

(Continued on Next Page)





There's plenty of work for everyone in running a regatta. Here part of the Pit Arrangement Committee builds gang plank to official barge.



A most necessary provision to be made in setting up for such an event is a good inspection area and adequate parking space for all drivers.



Radio broadcasting of race is good publicity for next year's regatta. (Below) Big names draw crowds. Here Bill Tenney leads pack in 1954.



Advertising and Publicity Committee puts on TV show before race. A race official, sports announcer and publicity chairman discuss event.

(Continued from Preceding Page)

racing can be run for a profit by a civic organization. But the job requires work and careful planning if it is to be successful. You will notice Kingston Lions' net grew steadily on comparable attendance figures as their experience grew. Other groups can profit from the lessons they have learned.

The Kingston Lions Club was organized March 7, 1947, with a membership of thirty. It has grown to a present active membership of seventy-five. Much of the success of the organization and certainly the bulk of its ability to aid financially has been based on its well-conducted boat races, which in eight years have brought in a net of nearly \$10,000.

Typical of a good organizational program for a speedboat race is the one that was set up by chairman and co-chairman James B. Sykes and Grover Herrell for its eighth annual event under the sanctioning banner of the National Outboard Association. Advertising, publicity and programs made up one committee, headed by a chairman

and six assistants. A Housing Committee of four, a Pit Arrangement Committee of three, Greeter and Registration Committee of four and a Concessions and Novelties Committee got the ball rolling. A Course and Buoys Committee, with a chairman and nine assistants, a First-Aid Committee, a Ticket Sales Committee with four, an Official Barge Committee of two, an official announcer and official photographer used up most of the Lions Club personnel. A final and important group was the Policing Committee responsible for traffic controls, parking and clean up of the grounds after the event.

Each committee had an important part and its work had to be coordinated by a chairman and co-chairman who kept a constant check to see that the advance race-day work was progressing smoothly. The advertising, publicity and program personnel are particularly important to the success of any affair. A member of that committee responsible for newspaper publicity contacted every weekly and daily newspaper within a radius of approximately

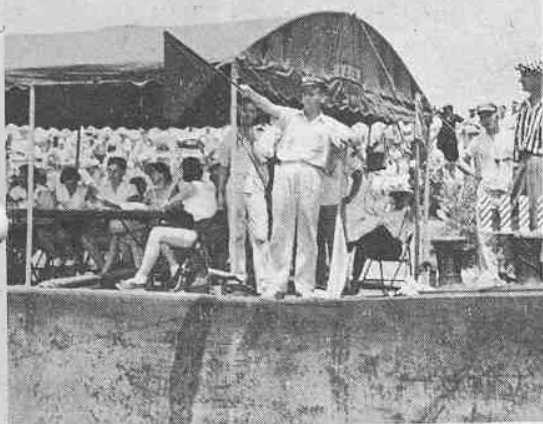




Good officiating is one of the most important items to the continued success of any annual motor boat race. In order to please spectators,

the program must be run off smoothly and without unnecessary delays. The crowd must also be kept interested and informed between heats.

(Left) Mead Corporation, Harriman, Tenn., provided the officials' barge. Sanctioning body supplied electric starting clock and the other equipment required for the conduct of regatta.



50 miles of the race location. He received help and guidance from the sanctioning group, which provided photographs of outstanding N.O.A. racers who planned to compete, lists of all advance registrants and help with sample news stories.

Another member of the committee was placed in charge of radio relations. It was his job to see that all radio sports announcers and news commentators whose programs covered the area were given full details of the event. This individual, too, through help by the sanctioning organization arranged for interviews of competitors who resided in the local area on various of the programs. These drivers in question-and-answer type personal appearances explained how boat races are conducted, who the Kingston contestants would be and what type of racing equipment could be expected to be on hand. Another member of the committee was placed in charge of television publicity and carried out a similar program. Both of the two latter

(Continued on Page 30)



Drivers coming long distances to attend the regatta add flavor to event. Here Bob Oliver, Graham, Tex., gets award for longest trip.



Special prizes provide added publicity and make drivers want to return next year. Doris Dorris wins prize for sole woman entrant.



OUTDOORS WITH THE



Family boating is one of the fastest growing sections of the over-all outboating picture. This boat is an Arkansas Traveler Explorer.

OUTBOARDS

By John G. Kingdon

DID YOU KNOW that two out of every three people who now have outboard motors look forward to owning even more powerful motors? This fact was determined during a survey conducted by the Kiekhaefer Corp., manufacturers of Mercury outboard motors, at the National Motor Boat Show.

Outboard enthusiasts gave as their reason for wishing more power a desire for more speed. Most of those questioned wanted the speed so they could propel a bigger boat, carry more passengers faster, reach fishing spots more quickly or tow water skiers. Several, however, admitted they were interested in power for its own sake, the pleasure of controlling and operating a powerful motor, the same thrill one gets from driving a high-powered car.

AND SPEAKING OF POWER, you all know that your motors are rated according to the horsepower they develop. You also know that the higher the horsepower, the more powerful the motor. But did you ever stop to wonder just what a horsepower is?

Way back in the 18th Century, James Watt established the horsepower as a

rate of work equivalent to 33,000 foot-pounds per minute. In other words, it is the energy required to move 33,000 pounds one foot in one minute or one pound 33,000 feet in one minute or any other product of pounds, feet and minutes that equals 33,000. Every single outboard-motor horsepower is equal to the 33,000 foot-pounds of energy—and so is every single aircraft-engine horsepower, gas-turbine horsepower and any other horsepower produced by any kind of engine.

Just as the definition of horsepower is unique, so too is the method of computation. The Engine Test Code of the Society of Automotive Engineers standardizes the computation of horsepower from data obtained on a dynamometer or power-measuring device, correcting all values to the power that the engine being tested would produce at sea level and 60° temperature. A similar testing method is prescribed by the Outboard Boating Club of America, which is a recognized authority in the outboard-motor field.

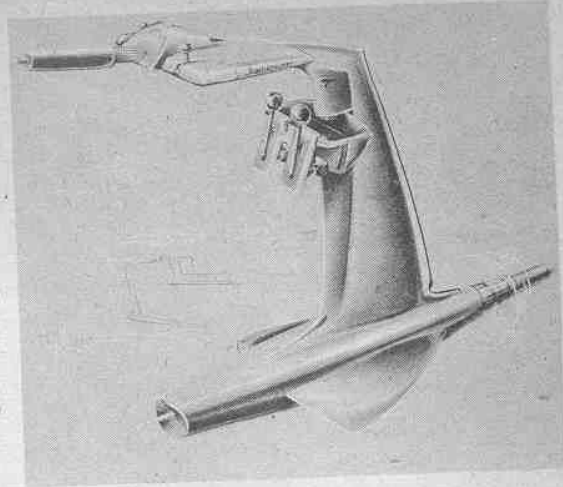
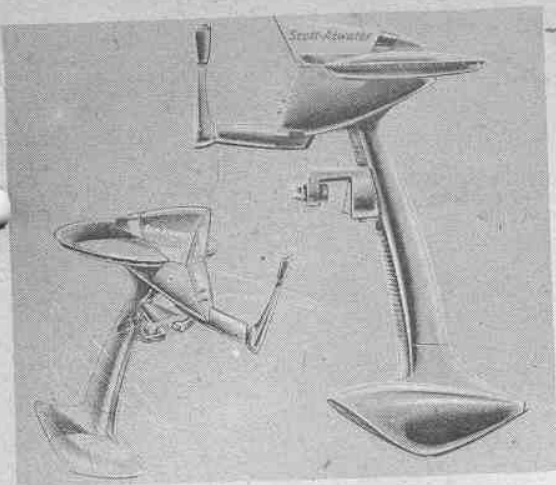
It is in the choice of conditions at which the rated or advertised horsepower shall be taken that various manu-

facturers differ, some taking flash or peak readings obtained during short bursts of full-power operation while others specify that the rated horsepower be that obtained when the motor is operating steadily at safe revolutions per minute.

The Kiekhaefer Corp., for instance, rates their Mercury outboards at the horsepower they will develop when run under continuous duty at their normal operating speed, holding a little extra power in reserve for high-speed operation.

JUST AS YOU TEND to slow down a bit and take things easy in the summer's heat, so, according to Charles Strang, vice president in charge of engineering for the Kiekhaefer Corp., does your outboard motor.

Summer conditions of high temperature, low barometric pressure and high humidity all combine to rob the motor of its power, he said. This in turn is reflected in decreased boat speeds—as much as 2 or 3 mph in some cases. Nothing will regain this speed for the boatman but the coming of cool, dry weather.



Will these be the outboards of the future? Sketches shown at the Boat Shows by Scott-Atwater of what the "dream" outboard of the future may look like. The motor at left would operate on sound waves, while the one above has a radial engine driving two counter-rotating propellers.

In pointing out the practical consequences of weather effects, Mr. Strang said that tests have demonstrated that a motor running on a hot, humid summer day may encounter a loss of as much as 14 per cent of the horsepower it will exert on a dry, brisk spring or fall day. He explained that the horsepower any internal-combustion engine will produce depends on the density of the air which it is consuming and that this density, in turn, depends on the temperature of the air, the barometric pressure and the water vapor or humidity in the air.

Accompanying this weather-inspired loss of power is a second and more subtle effect. Assuming that the boatman has equipped his motor with the proper propeller at fitting-out time in early spring, he will probably have chosen the wheel which allows his motor to turn at its rated rpm at full throttle. With the coming of the summer weather

and the consequent drop in available horsepower, this propeller will, in effect, become too large. Hence the motor will operate at less than its rated rpm. Due to the horsepower-speed characteristics of a motor, this will result in further loss of horsepower at the propeller with another decrease in boat speed.

The performance-conscious boatman can recoup this secondary loss by switching to a smaller propeller that allows his motor again to run at rated rpm.

WHAT WILL THE OUTBOARD MOTOR OF THE FUTURE LOOK LIKE? Seven possible answers to this question were offered at the Boat Shows in the form of sketches of "dream" outboards by Scott-Atwater, a major producer of outboard motors.

New fuels, lighter metals that will drastically reduce weight per horse-

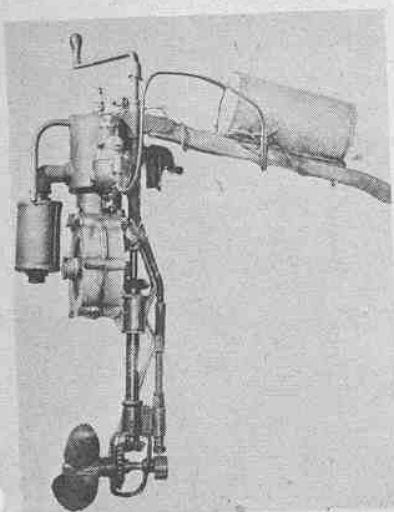
power, power steering, radical design changes, new devices for clamping motors to boat transoms and power braking are foreseen as possible features of the motor of the future.

H. B. Atwater, president of the firm, suggested that small radar units will be built into tomorrow's outboards as a safety device for use during night-time water travel. Boat-to-shore radio-telephones and electro-magnetic compasses will be other possible accessories of futuristic "dream" outboards.

One of the most radically different suggestions is shown in the sketch of a compact unit that would use a rotating disk, like a small flying saucer, with steering tiller and mounting brackets.

Another sketch depicts a convertible outboard that would drive a boat, power a small car or plane, or generate electricity for camping equipment such as cook stoves and lights. This motor

(Continued on Page 36)



A far cry from the futuristic designs of the motors shown at the top of this page is this original Waterman outboard built 51 years ago.



Queen of the Lone Star fleet is this 21-foot Cruise Master. There is 52 inches of cabin headroom and standard equipment includes 2 bu

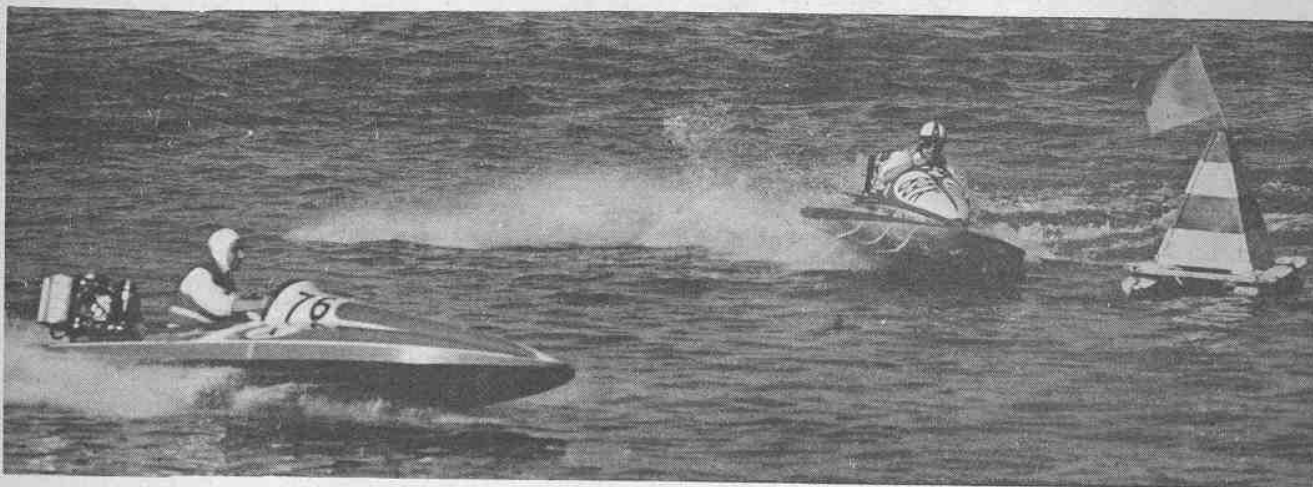
THE EUROPEAN



RACING CAMERA



Giovanardi, speedboat test pilot for the B.P.M. motor plant, nearly loses his three-point hydroplane during one of his fast testing runs.

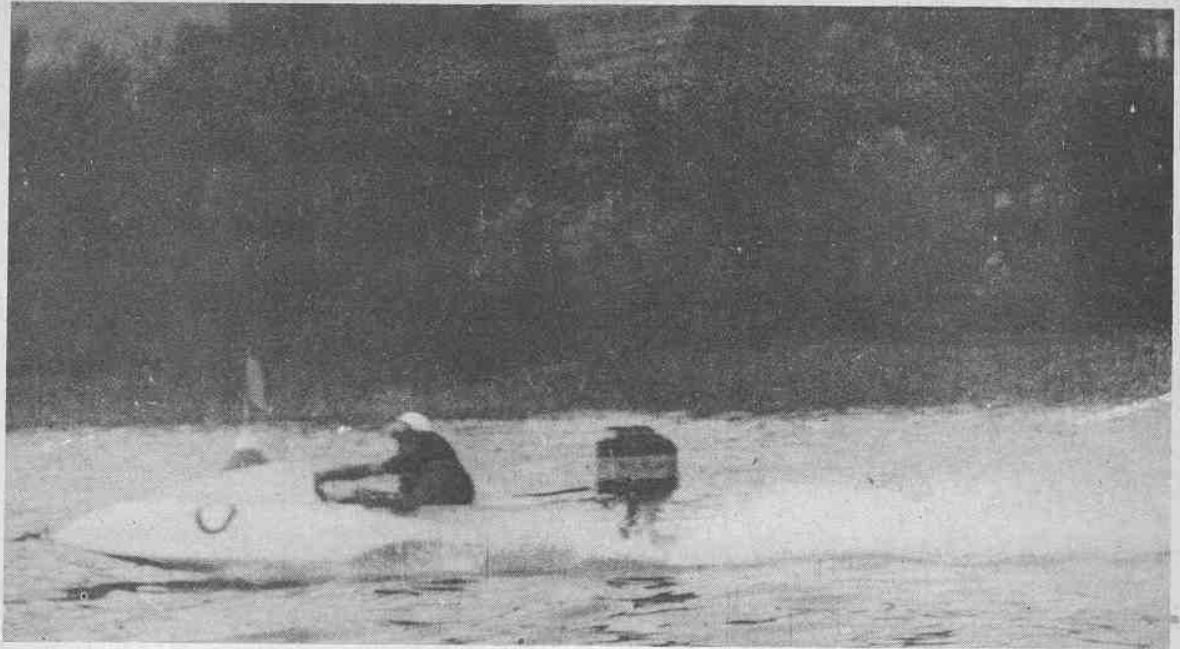


(Above) Two Class X outboard rigs tangle in the turn during European championships. Hull on the inside is that of Paul Schiller who won.

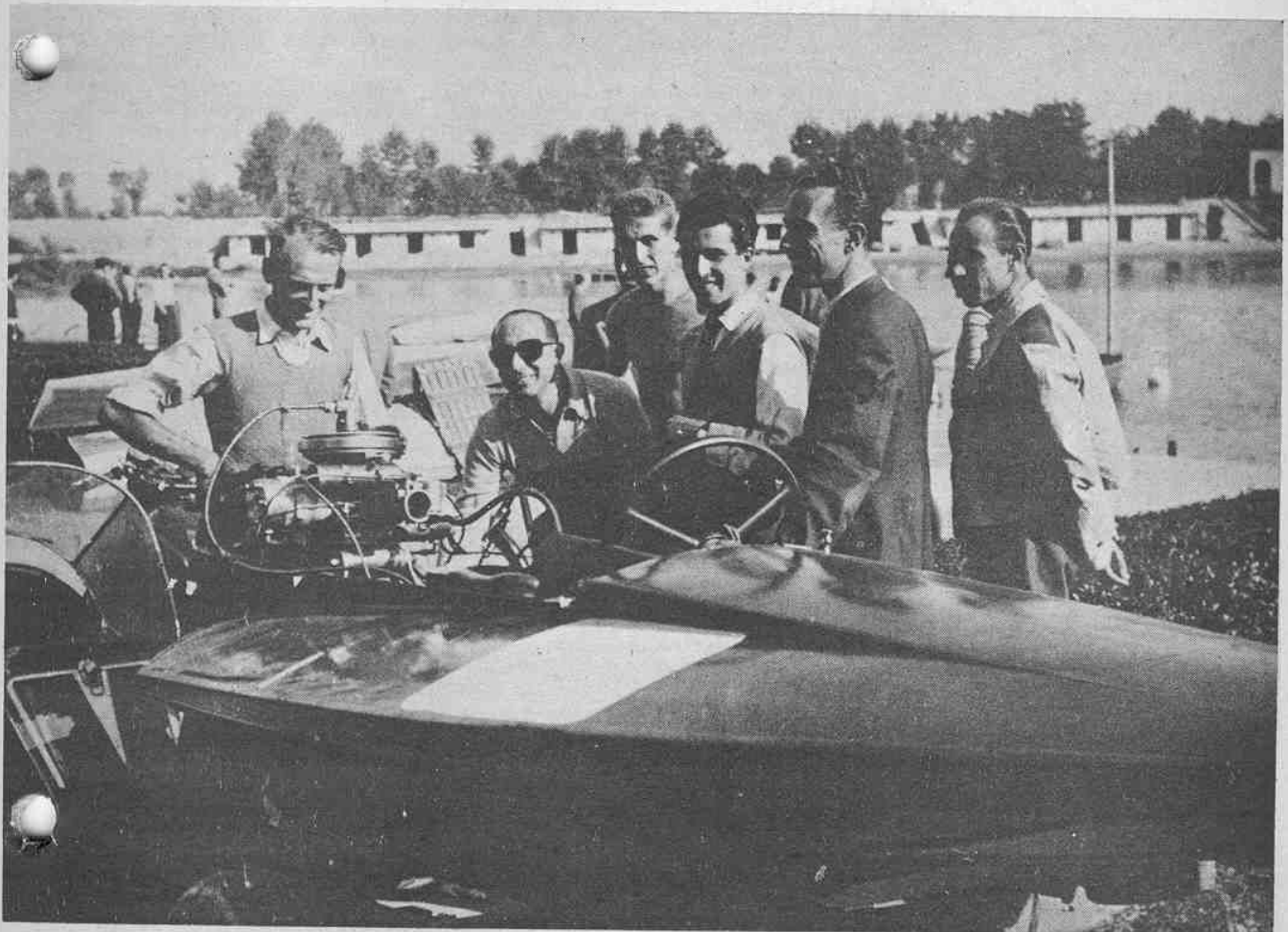
(Below) Another photo of Schiller, opening up on the straightaway. He took the European championship in this fast Soriano-powered hull.



Carlo Pagliano, of Milan, Italy, drove this San Marco hull with a Mercury D motor to set new world's straightaway record of 72.91 mph. Note the unusual forward design of boat cowling.

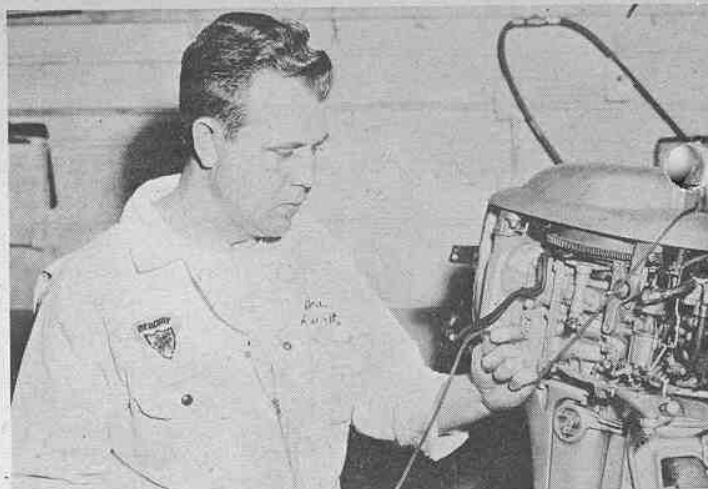


(Below) Osculati, Italian Class C champion, stands at left behind the motor which he manufactures and which bears his name. Note the interesting tachometer drive on this opposed firing Osculati twin.

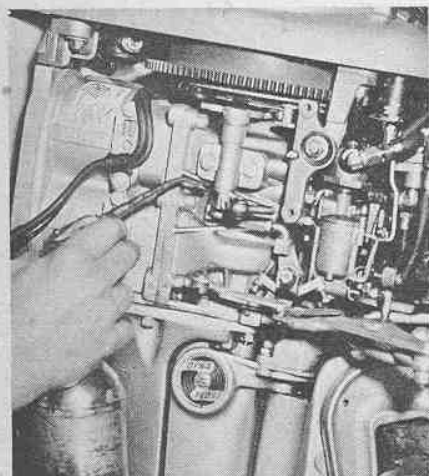




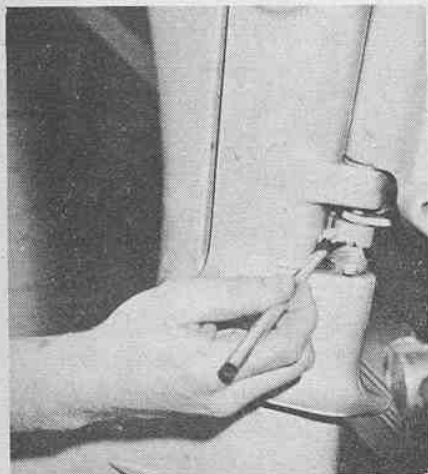
Remote fuel tank should get attention. Make sure that the gasket on filler cap is in good condition and fuel line fittings are tight.



The starter rope should be checked for wear and replaced if necessary.



The throttle control linkage should be lightly oiled at all pivot points and bearing points.



Shift rods and linkage should be carefully checked for ease of movement and all moving parts lubricated with a waterproof grease.

it's time **TO TUNE UP**

Following are some simple Spring tune-up steps in preventive maintenance, recommended by engineers of the Kiekhaefer Corporation, manufacturers of Mercury Outboard Motors, Fond du Lac, Wisconsin. If faithfully adhered to, these steps should result in many trouble-free months of outboard motoring. First, remove the cowling and clean the entire unit thoroughly, including all accessible powerhead parts. Then remove the spark plugs and rotate the crankshaft by vigorously operating the starter to remove oil deposits that formed in the cylinders and crankcase from the "winterizing" which had been completed in the fall.

Another important step is the inspection of spark plug leads for damage or deterioration, particularly where insulation comes in contact with metal parts. Be sure to reconnect each to its proper spark plug. Check all gas fittings, fuel lines, etc., for damage or loose connections. Apply a drop of S.A.E. No. 30 motor oil, or DC4 Compound to the control linkage joints, levers, bushings and all exposed moving parts beneath the cowl. The spark plug gap should be checked and set to the manufacturer's specifications. Drain and clean the fuel filters. Inspect the starter rope for damage or deterioration.

Special attention is required for the lower unit and its various parts. After removing the air vent screw, the grease filler plug should be opened and a marine gear lubricant should be inserted in the filler plug hole until it starts to emit from the air vent screw hole, indicating that the housing is filled. Be-

fore replacing the air vent screw and the grease filler plug, make sure the gasket under the screw head is in place, otherwise water may leak past threads into the gear-case.

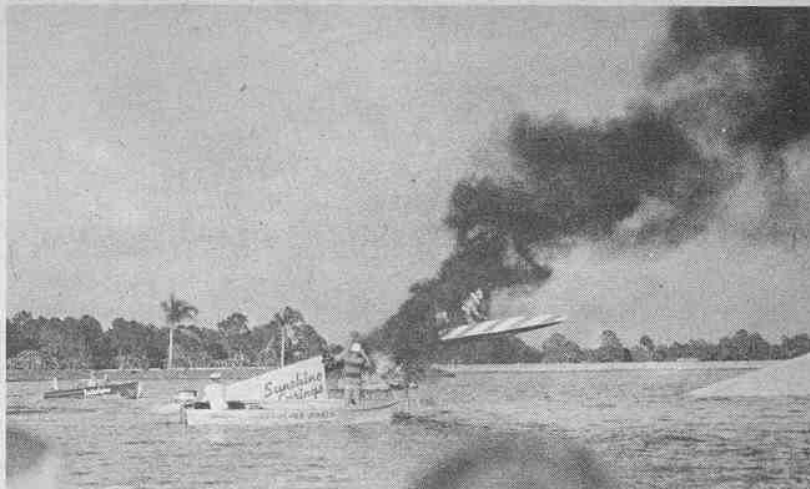
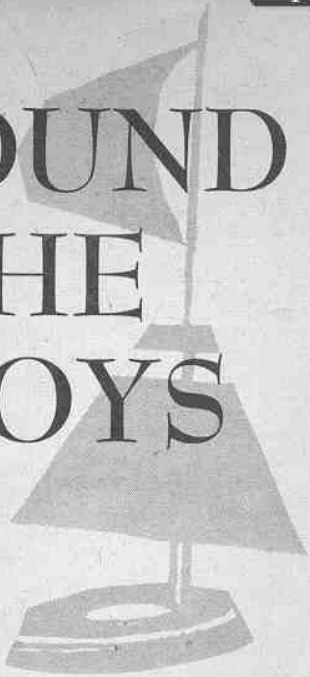
Remove the propeller and inspect. Trim nicks and burrs with a file; however, when performing this operation, be careful not to remove more metal than is absolutely necessary. In addition, inspect for cracks, damage or a bent condition. Before the propeller is reinstalled, lubricate the propeller shaft with graphite grease or DC4 Compound.

If remote controls are used, check the parts and operation. The majority of today's outboard motors are sold with remote fuel tanks which also require periodic inspection. Check the entire tank and its fittings for loose, damaged or missing parts. Inspect for leakage around all parts on integral tanks as well as on remote tanks. Also check the fuel line and the twist-grip connector closely for damage.

For the more ambitious and skilled outboard owner; carburetor cleaning, magneto inspection, and breaker point adjustments to the manufacturer's specifications will add many more trouble-free hours of boating pleasure. Owners of outboards equipped with electric starters should have the battery checked and recharged before using. If the finish of the engine is damaged or corroded excessively, clean the damaged or corroded areas and match paint.

If the motor requires attention which is not mentioned above, it is suggested that the motor be taken to a reliable factory trained dealer. (End)

AROUND THE BUOYS



Jim Rusing, water show director of Sunshine Springs and Gardens, is shown here as he makes a hazardous ramp jump through flaming curtain.

SUNSHINE SPRINGS AND GARDENS on the outskirts of Sarasota, Florida, is the newest multi-million dollar horticultural wonderland to feature water shows as a part of its regular attraction. The amazing part of the miracle gardens is that the 109-acre tract of spectacular scenic beauty has been transformed from a jungle-like ranch in less than a year. In March of 1955 wild pigs rooted through the underbrush. Today a water stage 900' long and 500' wide is a setting for water skiing and jumping boat daredevilry. A special photographic ramp leading into the water stage area near one end offers a vantage point for camera fans to take close-up views of boats leaping through fire or water ski

ballets and such dramatic ski antics as three jumpers taking off from an eight foot ramp simultaneously and crisscrossing in mid air. An open air restaurant looking down on the water stage makes an ideal setting for outdoor dining while taking in the water extravaganza.

WE LEARNED WITH REGRET of the passing of Fred Brown, 94 Wallace Street, Red Bank. Fred, who was 77, died at his home of a heart ailment. He had long been a friend of boat racing and for many years was an active participant in outboarding circles. In 1936 he acted as one of the organizers of the National Sweepstakes Regatta

which for nearly twenty years was an annual fixture on the A.P.B.A. racing calendar. As secretary and racing chairman of the Shrewsbury River event at Red Bank, N. J., until two years ago, Fred was instrumental in putting on a regatta which reflected much favorable publicity on our sport.

EMILE F. JACOBY, North Bergen, N. J., son of famed racing boat designer and builder Fred "Pop" Jacoby, Sr., along with George H. Andrews, Matawan, and Byron Shannon, Audubon, N. J.; Ed Brautigam, Jr., of Philadelphia; Westerman Jones, Claymont, Del.; Gilbert F. Petermann, Malverne, N. Y. and Dean
(Continued on Page 41)



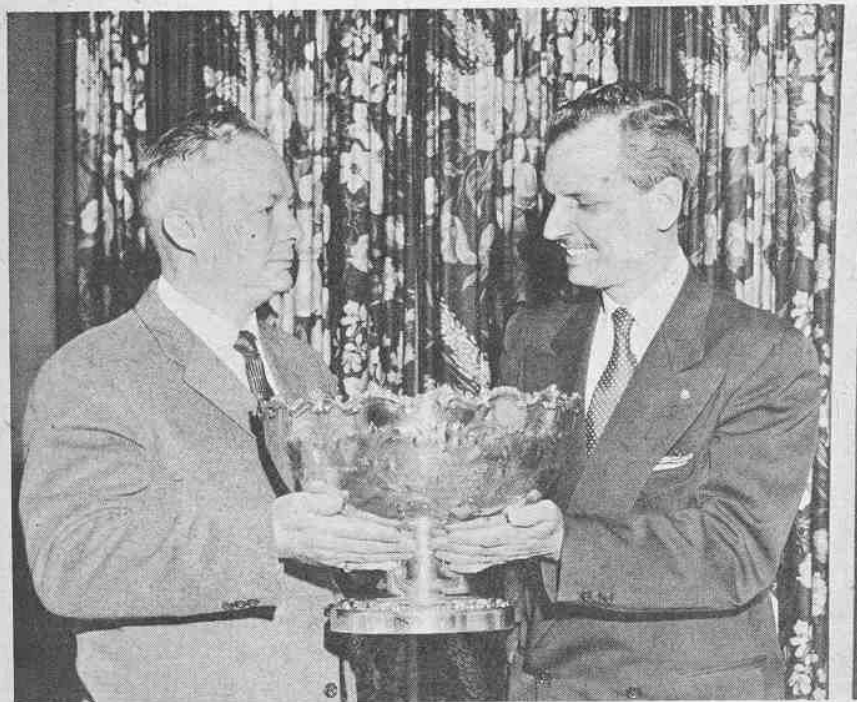
Howard Hibbert at the helm of Prowler leads Howard Abbey in the E-F Service Runabout events at Miami's Haulover Beach.

TORQUE TALK

By Lou Eppel



At a meeting of Region 6 of the A.P.B.A. held in Toledo, Ohio, on February 26, Ron Musson, Akron, the national champion in the 266 c.i. hydro class and national high point winner in 135 c.i. hydro class, was presented with an award from the Union of International Motorboating, with headquarters in Brussels, Belgium. Ron is shown here receiving the award from C. A. McCune, Chairman of Region 6. Ron also belatedly received his plaque for being elected to the Gulf Racing Hall of Fame. This award was given by R. E. Gibson Gulf Oil Corp.



Frank Hearn, left, of Toledo, Ohio, here receives the Pop Cooper Trophy from Al DeEath, the Inboard Vice-President of A.P.B.A. Region 6. Hearn, who owns the equipment driven by racer Ron Musson, was awarded the trophy for Ron's record speed of 74.074 mph in 135 c.i. hydro.

THE UNLIMITED INBOARD HYDRO program for the coming season is beginning to shape up as probably the most active one that ever faced the big fellows. In addition to the regular regattas for the Unlimiteds such as the Gold Cup, Silver Cup, President's Cup, Governor's Cup and International Cup, the chances for a Harmsworth Race is more than a likelihood, and Seattle, not to be left out of the picture because the Gold Cup has returned to Detroit, has scheduled its Seafair Race for the Unlimiteds with a big bundle of cash sitting on the finish line. At least we feel it is a big bundle, some \$25,000. This departure from the norm by the Seafair people in offering a fat cash payoff should insure excellent attendance of all of the better Unlimiteds in Seattle in early August, for while the sum of \$25,000 is more or less a drop in the bucket to most of the Gold Cup Class contingent, it can well offset the tremendous expenses involved, especially for the Eastern owners, of the cross-country junket.

With the tight schedule already set up, it looks very much as if the trans-continental highways between Detroit and Seattle, will be literally over-run with massive tractor-trailer combinations hauling the Gale fleet, the *Miss Wayne*, the *Miss U.S.*, and others too numerous to mention. And on the return trip from Seattle to Detroit, the caravan will certainly be increased by the many new Unlimiteds currently being set up for west coast owners: the former *Slo-mo-shu V* now under new ownership and christened *Miss Seattle*, a new Henry Kaiser entry the *Hawaii Kai*, and a small fleet of Ted Jones designed craft, one for William E. Boeing, Jr., one for Bill Wagner of Texas and British Columbia, and one more for a syndicate of Seattle business men. These plus the entries of Phil Murphy, Stan Sayres, and potentially two more Californians, make the prospects of the 1956 season seem bright indeed, especially when coupled with the known quantities of Willard Rhodes' *Miss Thriftway* from the West, and the hotter than hot *Tempo VII* of Guy Lombardo from the East Coast.

Coming back for the moment to the Harmsworth Trophy race, the challenge filed by the Canadian entry, *Miss Supertest*, has been received by the Yachtsmen's Association of America, (Continued on Page 41)

The Sammamish Slough



The A and B Stock Hydros get away in a Le Mans type start for narrow winding 29-mile race through the Sammamish Slough held in Washington. This annual event will soon be getting under way again on West Coast.



Art Sullivan receives his Sammamish Slough trophy from Queen Peggy Bartie. Art later went on to win the national championship in DSH.



Andy Thompson, BU winner, demonstrates the Slough's rough characteristics as he bounces along in his Mercury 20H-powered Speedliner hull.

SMOOTH, QUIET, CLEAN BOATING with WORTHINGTON OUTBOARD ACCESSORIES

NO-VIBE TRANSOM PADS

- insulate engine from both sides of transom with a plump double cushion of tough, durable Neoprene
- rigid Formica insert keeps clamps from slipping off or cutting thru rubber
- give "new engine" luxury to old outboards — keeps new ones in top condition
- keep boat seams tight — protect transom from clamp marks
- easily attached with screwdriver only

"LITTLE GIANT"

for all large motors 25 HP and over has EXTRA-LONG tail flap — over 175 sq. in. of bearing surface; fits all boats with or without transom knee

Black Rubber \$5 each ppd. only

"STANDARD"

Also available with cut-out to fit boats with transom knee

Regular \$3.95 (black rubber) each ppd.

Special De Luxe \$4.95 (white rubber) each ppd.



NO-VIBE DRIP PAN

of METALLIC POLYETHYLENE

Silver-tone non-corrosive, unbreakable pan fits on transom under engine, catches overflow engine oil and gas, keeps transom clean — also acts as tool shelf. Installs in a jiffy! Cushions vibrations and noise because it adds insulation. Model B (not shown) cut out for bracing knees. Made to complement No-Vibe transom pad; also fits all pads, transoms, engines.

\$3 ea. ppd.



NO-VIBE Individual CLAMP PADS

Do Not Attach to Boat • Install on Engine Only

Clamp pads for engine owners who rent boats! They cushion motor on individual mountings. Thick, resilient Neoprene pads stop outboard noise and vibration — fit all engine clamps. Similar in effect to transom pad above, but becomes part of engine unit! Vacuum action prevents danger of engine loss. Quickly slips on clamps—no tools needed to install.



\$3 per pair ppd.

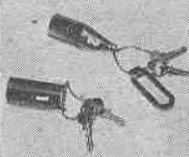
LITE-HOOK It floats!

Made of lightweight, drawn, polished aluminum with moulded rubber pistol grip handle. Extra-deep hook & point of high-impact Styrene . . . non-corrosive and stronger than cast metal!



Lite-Hook with FLASHLIGHT UNIT

for convenient night mooring and docking. Eveready unit holds 2 standard batteries, can be detached for use as a regular flashlight. Prices, complete: 3' \$4.50 ppd. 4' \$4.95 ppd. 5 1/2' \$5.95 ppd.



KEY BUOYS

are unbreakable Polyethylene models of red "Nun" and black "Can" buoys. Keep chain w. 4 keys afloat. End opens to hold \$ bills or papers dry & safe. Order a matched pair f. car & boat! \$1 ea. ppd.

Marine Division, Worthington Products, Inc.

441 Lexington Ave.—Dept. BS-6, New York 17, N. Y.

Check enclosed Money Order encl. Ship C.O.D.

NAME _____

STATE _____

ADDRESS _____

NO-VIBE "Little Giant" Transom Pad black cut out for knee \$5.00

NO-VIBE Transom Pad Black Reg. Cut out for knee \$3.95

NO-VIBE Transom Pad deluxe White Reg. Cut out for knee \$4.95

Pr. NO-VIBE Clamp Pads @ \$3.00 pr.

NO-VIBE Drip Pan @ \$3.00 Model A Model B

LITE-HOOK 3' \$2.95 4' \$3.50 5 1/2' \$4.50

LITE-HOOK w. FLASH UNIT 3' \$4.50 4' \$4.95 5 1/2' \$5.95

KEY BUOYS red "nun" black "can" @ \$1 each



This photo is quite similar to that used on our cover except that a distance of several thousand miles separates the two locations. It all goes to prove how outboard racing goes on almost everywhere: in

cities, in the country and even in the desert. Our cover shows DUs in action against a background of the Chicago skyline, whereas this photo is of a heat of BUs running in the Miami Winter Outboard event.

Boat Sport Covers The Citrus Circuit

(Continued from Page 15)

In DSH, the Bateman brothers, Charlie and Harold of Augusta, Ga., romped home almost in tandem for first and second spots in the first heat, with C. W. the winner at an average of 55.727 mph. Third spot went to B. G. Trapnell, Sylvania, Ga. The winning Bateman drove a Barton hull, with Harold helming a Swift and Trapnell driving a Snyder. The final DSH heat was cancelled when all boats were over the line twice in succession.

The B Alky Hydro events, which required two elimination heats, were captured by Doug Creech, who won both his elimination and the final the hard way by moving up from behind. In the first elimination heat, Bill Tenney won by a comfortable margin over Archie Golsan, Orlando, with Bob McGinty, Corpus Christi, Tex., third. The second elimination heat presented an exciting battle between Tommy Hagood, Orlando, who held the lead for two laps, being edged out by Doug Creech at the end of the second lap, with Creech going on unchallenged to take the checker. Creech got away in fifth spot at the gun so that his 51.65-mph average was excellent.

In the final, Tenney led for the first half lap, when, on the back stretch while waging a private dual for the lead with Hagood, Tenney lost a buoy in the sun. By the time the Ohioan realized his mistake and circled back he had dropped back into last position. At the end of the first lap, Hagood was still out in the lead but, like Buddy Fleming, he was running for naught for he had been spotted gun jumping at the start and the official leader at this stage was Bob McGinty, who was being pressed closely by Archie Golsan. Going into the second lap, Golsan lost his prop nut and propeller and was out

of competition. Creech who had picked his way up to fourth spot at the end of one lap automatically shifted into third when Golsan dropped out and then proceeded to move past both McGinty and Hagood. Though Hagood chased Creech right through to the checkered flag, his disqualification shifted McGinty into second spot, with Bud Wiget taking over third.

Wiget took straight heats in both CSR and CRR, but in C Hydro it was Creech again dominating the field. The initial C Hydro heat was the most exciting, with McGinty holding the lead for one lap, then racing bow to bow with Creech to about the midway point and finally losing out to Bill Tenney, who recovered from a near flip to move up fast and be led to the checker by Creech by less than three boat lengths. In the second heat of C Hydro, for the first two laps the race was a four-way dual between Creech, Tenney, Tommy Jones, Mulberry, Fla., and Bob McGinty. Creech covered the five miles with a two-boat-length advantage over Tenney, who led third place finisher Jones across the line with about 50 feet to spare, as the boats finally strung out a bit in the final lap.

The wind-up outboard event at Lakeland was for F Hydros. Wiget was favored to take this race, particularly in view of his domination of the class on the Florida Circuit during 1955. The Concord, Californian didn't let his fans down and averaged 61.728 mph in his fastest five-mile heat. Though this is more than 2 mph slower than the record, considering the not ideal water conditions due to a chop on the back stretch, the speed was excellent.

In the final canto Wiget, who was still tailing Creech in over-all points for the Orange Cup Trophy for high-point driver of the meet, gave Creech's boosters a momentary respite from worry when the Californian trailed Creech at the end of one lap. Wiget then sewed up the Trophy with less

than 100 points to spare in the final two laps by beating Creech to the tape by better than two seconds.

After the series of outboard events, which had stretched into a second day due to added elimination heats required to whittle down the 180-boat field to reasonable and safe numbers in the finals, the inboarding events proved a bit anti-climatic. Seemingly, with fifty-two inboards on the beach, the show should have been an excellent one. The day, which had been overcast to start, had cleared but inboard problems, either failing to make it out of the pits or breaking down on the course.

The 44 c.i. runabouts presented a swap in positions between Bill Riley of Hialeah and A. K. Souders of New Cumberland, Pa., who alternated first and second spot finishes. Riley was over-all winner on the basis of less elapsed time for the two heats. Third spot was taken by Weldon Rapp of Miami.

The largest field of competition turned out in the 48 c.i. hydro class, with Frank Kirwin of Fort Lauderdale merging a second in his elimination and second in the final to take final class honors, with second spot going to Gordon Harper, Detroit, with an elimination heat win and a sixth spot in the final. Gordon, a 36-year-old pattern maker who drove an Arena hull, was in a point tie with S.C. "Doc" Moor, Miami. Moor won the final at a 58.25-mph clip but had had motor trouble in his elimination heat and limped home at a faltering 37.19-mph average after early lap high speed.

The final event for the 48 hydros would have been considerably more exciting if S. E. "Sunny" Jones, winner of the first heat with the day's fastest average of 58.404 mph, had not run into motor trouble that left his Abbey unable to start in the final heat.

A mixed field of eight C and E Racing

Runabouts answered the starting gun for the C, D and E events. Bill Yeager, Warren, Pa., in a Sallers hull, won the first heat with an 8-second margin over his closest competition. His average speed was a neat 65.550 mph. In the second heat, Yeager topped the Es with a 58 plus mph clip and planed smoothly home ahead of his porpoising followers. Yeager had an even larger margin of 24 seconds over second place E finisher, Ivan Tarbert, Miami, Fla., in a Glazier. Third over-all in Class E went to Sherm Critchfield, St. Petersburg, Fla., who took a third in the first heat but failed to finish the second.

Otis Beard, St. Petersburg, in his Selden C Racing Runabout, *Miss Priss*, had things all his own way when the only other two C boats failed to go the distance in either heat.

Most exciting racing of the day occurred in the 135 c.i. hydro class with Weldon Rapp of Miami driving his *Miss Bell* to straight heat victories, the first at a 61.898-mph average and the second at 67.517 mph. There were eight starters in the first of the 135 heats, and the fans got more than their money's worth of excitement when, on the second lap, Rapp, Swede Stronstedt, Madiera, Beach, Fla., in Sam Crooks' Lauterbach hull, and R. W. Hamilton of Fort Lauderdale moved past the officials' stand nearly neck to neck. Rapp who was riding a tight third, made his bid for the lead in the first corner. The driving was really wild-eyed, with Rapp very nearly causing a serious accident when he cut across the wake of one boat through its rooster tail blind and right across the bow of the second boat, which swerved to avoid a 70-mph crash. Apparently the incident had a cooling effect on the other two drivers for Rapp moved on to finish the event with a comfortable 8-second margin, in contrast with the first two laps of blanket covering driving. While no one doubted Rapp's lead-footed characteristics and gutty helmsmanship, many considered that his judgment was somewhat cloudy. The incident did not escape the scrutiny of Frank Foulke, Chairman of the A.P.B.A. Inboard Racing Commission, who called the drivers together who were involved and let them know in no uncertain terms that any future evidence of rough driv-

ing tactics would result in immediate suspension.

In the 225 class, C. G. Hunter, 54-year-old salesman from Columbus, Ohio, pushed his Ford-powered *Miss Columbus* to straight heat victories at a 71.315-mph average in the first and a 63.966-mph average gait in the second. The second heat was the closest of the two, with position swapping between Hunter, Bob Ballinger, in his Hallet Ford-Powered *Ballyhoo*, and Mac Wiefering, Dayton, Ky., also in a Hallett. Wiefering, in finishing second, hit the finish line less than 2/5' of a second behind Hunter in a race that had been a thriller from start to finish, though the contest which started as a three-boat affair had tapered off to a two-boat tangle.

The 266 class, with six rigs listed, proved a disappointment. D. C. Kiesacker failed to start with his *Miami Boy*. Don Wilson of Fort Lauderdale, in Ritner's *Wa Wa Too*, averaged out only 69.764 mph when he was not overly hard pressed by Ray Gassner, in *Sunshine Baby III*, and seemed contented to coast around once he had built up a comfortable 100-yard lead. The other two finishers, J. H. Smith, Miami, and Bobby Smith, Baltimore, Md., were never in serious contention.

In the final 266 event, Wilson had things all his own way for two laps, when his *Wa Wa Too* broke a drive shaft and failed to finish. Gassner was left to finish the heat unchallenged but signalled frantically to his pit crew going into the final lap to have the crane ready since a hole had been punched in the aft port side of his hull in a tangle with J. H. Smith at the start of the race. Fast work on the part of the crane crew caused Gassner's hull to be hoisted free of the water before it sank.

Despite somewhat disappointing competition, few casual spectators on the beach would willingly have given up their lazy viewing spots in the sun for a place in the cockpit of any one of the high rooster-tailing inboard shingles, for when they were running right, they were running fast, and the present-day inboard racing equipment requires a combination of helming skill and plenty of cool courage. (End)



Doug Creech, in his KR Johnson-powered Fillinger hull, topped the alky A Hydros at Lakeland.

BOAT KITS

OVER 60 MODELS INCLUDING WORLD'S MOST COMPLETE SELECTION OF CLASS RACERS and "Flying-Stern" models!

8 ft. to 21 ft. **\$49.50 up**

by Custom-Craft

WORLD'S MOST COMPLETE LINE OF REAL PERFORMANCE BOATS!

Boat racing enthusiasts will find the exact boat they're looking for among the over 60 models being offered for 1956. There are A-B, CD Stock and 3-point hydros, the Jet, Hurricane and Thunderbolt Racing Series. Only Custom-Craft features the exclusive "Flying Stern" which increases speed, stability and maneuverability. Custom-Craft also has the most complete line of dinghies, skiffs, inboard and outboard utilities and runabouts, cruisers and sailing dinghies in the industry. They're easier to assemble, better designed and contain the best materials available. See the 1956 Custom-Craft line before you buy ANY boat kit!

Send 35c for BIG 1956 CATALOG

SPECIAL OFFER: Send \$1.00 and get the big 1956 kit catalog PLUS valuable book "Boat Selection, Operation and Maintenance."

ARMOR GLASS

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

SUPER-XXX RESIN

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

BOAT PLANS

Over 150 Modern Plans with Full-Size Patterns

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

ALL TYPES 6 to 35 ft.

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

SEND 35c FOR 1956 CATALOG

1956 Catalog PLUS helpful booklet on boat building only \$1.00 (Tells the A-B-C's of boat building).

BOAT HARDWARE FITTINGS

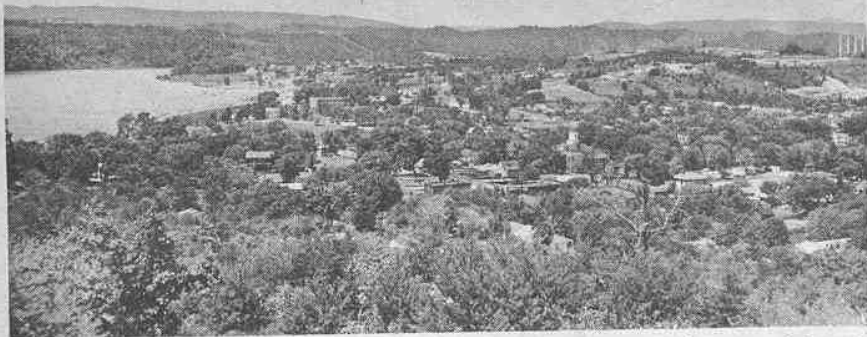
MARINE BUYER'S GUIDE

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

CATALOG 35c

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

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



Historic Kingston, Tenn., with Watt's Bar Reservoir, site of boat race course, at left and, extreme right, the world's largest steam plant that makes power for Oak Ridge atomic plant.

How to Promote an Outboard Regatta

(Continued from Page 19)

members made arrangements for broadcast during the race itself and the showing of film footage of the event on television after the race.

The sanctioning body stressed the value of seeing that complete results of the event were telephoned in to every major daily newspaper and mailed to each weekly which did not have press representatives at the regatta.

The program members of the committee were given the job to see that booster advertising was sold and that an attractively prepared program was printed containing not only listings and identifications of drivers, schedule of events but also rules, the distinction between various classes of boats in competition, their speed and other items of special boat racing interest so that spectators being introduced to the sport for the first time could gain more enjoyment from the events.

Some sponsors have found that the booster racing program will pay all of its expenses of promotion of the event as well as the purse so that the sponsor goes into race day with an assured profit. The Lions Club of Kingston in 1955 netted \$300 from its program above costs. This was not enough to pay the purse but provided a good start.

Advertising members of the committee were given a working budget and they were assigned the task of distributing window posters, preparing newspaper advertisements, radio spot advertising plugs and any other special media that would aid in giving advance notice of the event.

Other means to gain profit at a boat race include direct sale of tickets at the event itself, offering of booster tags with a donation, charging for parking and receipts from refreshment concessions. The Kingston Lions approach has been one of selling booster donation tickets with lucky number prizes offered. In 1955 the prize was appropriately an outboard motor, boat and trailer. Lesser prizes such as War Bonds and other merchandise prizes donated by local merchants also provided incentive.

Concessions invariably may be expected to operate at a good profit so that the selection of a good concession and novelties committee is very important. Professional promoters of outdoor sports events have over a period of years learned that on a sunny day cold drink concession stands and miscellaneous sale of sandwiches, candy, cigarettes and cigars will net between 16c and 18c profit for every individual present. This, of course, at a boat race includes the non-paying attendees such as the drivers, their pit crews, families and officials. On a cloudy overcast day, the net on concessions drops to between 8c and 10c. Even that isn't bad though, of course, the overcast day not only cuts per capita profits but also the turnout at the race is appreciably affected. This explained the low net in 1952 at Kingston.

What of the other committees? The housing committee is particularly important, especially in rural areas where limited hotel and motel facilities are available. Many competitors trailer in over long distances and an average of three persons per boat may be expected. The housing committee must canvas and determine what potential commercial facilities are available and must then make arrangements when necessary for additional private facilities if a housing shortage may be expected.

The pit arrangements committee's job is fairly self-evident. To this group falls the chore of providing an officials' stand with necessary tables, chairs and preferably some form of protection from the sun, a parking area for drivers and their equipment and mooring area or launching area for the boats. The pit arrangement committee in conjunction with the policing committee should see that the parking area for boats and equipment is fenced or completely roped off and patrolled. This is important since most drivers carry several thousand dollars worth of equipment on their trailers and cannot be expected to stand watch over their gear during the meet itself. The pit arrangement committee should see that its parking enclosure is set up at least a day in advance of the race since many drivers will arrive at the race site a day before-

hand to do testing. This committee, too, should set up a volunteer group of police who will work in two hour shifts to stand guard over equipment left over night. Pilfered or broken equipment will leave a bad taste with the driver and, after all, pleasing the driver one year is part of the success of following year's show.

In conjunction with this, the greeter and registration committee is also important. If a race site is located some distance from town—this is not the case at Kingston—an official registration booth should be set up in a well-marked central town location and the location of the registration booth should be included in race announcements to the drivers. Of course, these are mailed by the sanctioning body. Since the drivers will arrive anywhere from forty-eight hours to a few hours before race time, qualified volunteers should see that the registration booth is manned around the clock. The greeters should be prepared to take last-minute requests for housing accommodations.

Since the race driver, despite posted purse money, seldom if ever profits financially from his chosen sport, social functions add to his desire to compete at any particular location. Those race committees which provide a pre-race night or post-race night party and dance for the drivers and their crew members always find plenty of drivers anxious to return the following year. A post-race buffet supper or lunch boxes distributed during the race itself and free cold drinks for the drivers, their pit crews and the officials also go a long way toward building up a bigger competition attendance each year.

The electrical committee is important for both spectator pleasure at the event, aid for the officials and good publicity for the following year. A well-planned public address system can make what otherwise would be a mediocre event a real bang-up success. This means that for an expected attendance of several thousand spectators and upward, at least three or four well placed speaker horns are required. An amplifier sufficiently powerful to carry this system is also a must. All too frequently at race events the setting up of the public address system is left to the last minute. It should be set up a day in advance, tested and ready and manned for operation by early morning of a scheduled afternoon race. Officials will want to make use of the system during the pre-race period to call together the drivers for drivers' meeting, to give special announcements to the drivers or their pit crews during the pre-race practice period and it will be of value to the chairman of the event as a means of locating and calling together members of his own committees for last minute arrangements.

Since more and more regattas are being conducted with electrically operated starting clocks, the committee should consult with the sanctioning body as to the type of clock and timing devices that will be used and the kind of current that will be required. If a

remote location makes it necessary to use a portable gasoline motor driven type of generator for the electrical system, the electrical planning committee should make certain that it is functioning properly, will continue to function properly and that it is located in an area where the sound of its operation will not cause spectator annoyance or interference with the public address system. The electrical planning committee should also coordinate its activities with the publicity committee to be sure that any special requirements by radio or TV are taken care of in advance.

The course and buoys committee are charged with location of the course, measuring of the course, equally important, with the policing of the course during the race. If a race is conducted on navigable water over which pleasure or commercial traffic can be expected, arrangements should be made with Coast Guard or other supervisory bodies to see that boat traffic does not in any way interfere with the conduct of the races.

Rescue boats should be provided by this committee and particularly for outboard races, these boats should be outboard powered and not inboards since the outboards can be more easily maneuvered and in their rescue activity will be helpful rather than a potential threat to the drivers. The rescue boat drivers—and three are recommended—must meet with the sanctioning officials and be thoroughly briefed on what their part in the day's racing activity should be. They must be particularly warned not to enter upon the course unless instructed to do so by an official. In this respect, walkie-talkies to offer a verbal link between the official barge or stand and the rescue boats will greatly help to make this phase of the event smooth functioning.

A fourth boat should be provided for use by the publicity committee to taxi authorized photographers to strategic picture taking locations inside the course. Control of this boat should also be coordinated with the official barge. Of great importance as concerns rescue boat operation is to see that the pick-up boats are on hand and ready to operate during pre-race practice periods as well as during the race itself. Nothing is more annoying to a race driver than to have his rig stall on the course during practice and to wait for ages for the arrival of rescue boats before he can get back into the pits and make necessary repairs or adjustments in order to compete in the day's races.

The first-aid committee's job is as equally important as that of any other committee. Outboard racing is by far the least dangerous of all motor speed sports. Injuries on the course are rarities and are not to be expected but when an injury does occur in competition, it is likely to be of a serious nature requiring immediate skilled attention. Thus the presence of trained first-aid personnel as well as two ambulances are essential. Why two ambulances? When an accident occurs re-

quiring hospitalization, an ambulance naturally must leave the race site. Properly schooled officials will not permit further racing activity without an ambulance standing by. The presence of only one ambulance at a race course has frequently meant long delays which spoil both scheduling and proper fast pacing of the program for spectator enjoyment.

Of further interest concerning first aid, it is an established fact that though drivers only on rare occasions have

been injured in competition and in the pits through familiarity with their equipment are not prone to injuring themselves during mechanical work, spectators are injured. Fans inevitably turn ankles, faint or manage to hurt themselves—spectators at race events have even been known to give birth to babies. So keep in mind that the first-aid facilities are provided for the spectator group as well as the competitors.

Though perhaps not a specific first-aid problem, some provision must be

BOAT
PLANS



for
outboard

SPORT

RACING

UTILITY

CAMPING

CRUISING

HOUSEBOATING

PATTERNS

INSTRUCTIONS

NEW CATALOG No. 56

Send 25c coin for
your copy today.

E. G. McCREA & CO.
Naval Architects — Dept. BS
NORTH HATLEY — QUEBEC — CANADA

INTRODUCING MOLDZ-ON — FIBERGLASS REPAIR KIT

NOW—for the first time minor repairs can be handled efficiently and economically on your Boat. **MOLDZ-ON CLEAR** is a new product that is acid, alcohol, solvent, heat and water proof. Our kit was designed for two purposes. #1—a simple and efficient method for repairing small damaged areas on your boat. #2—as an emergency repair kit that can be used on vacations for damage from hitting rocks, other boats, piers, etc.

Your **MOLDZ-ON FIBERGLASS REPAIR KIT** contains 108 square inches of glass cloth and one oz. of **MOLDZ-ON** with reactor. Two teaspoonfuls of **MOLDZ-ON CLEAR** are enough for a glass cloth patch 36 square inches.

MOLDZ-ON may be mixed in quantities as small as one-fourth of a teaspoonful for minor repair jobs. This eliminates waste. You only mix what you need.

NEXT TIME — DON'T FRET — GET MOLDZ-ON

— INSTRUCTIONS —

1. Boat Hull that has been damaged.
2. Shattered area filled with marine surfacing putty or plastic wood.
3. Spread **MOLDZ-ON CLEAR** over filled section.
4. Cut glass cloth patch to size and set into place.
5. Coat glass cloth with the remainder of the **MOLDZ-ON** that you have mixed and let set for 3-4 hours.
6. Sand to glass smooth finish and paint.

MOLDZ-ON FIBERGLASS
REPAIR KIT —
FIRST AID TO GOOD BOATING —

MOLDZ-ON ADHESIVE COMPANY
BOX 3043, OAKLAND 9, CALIF.

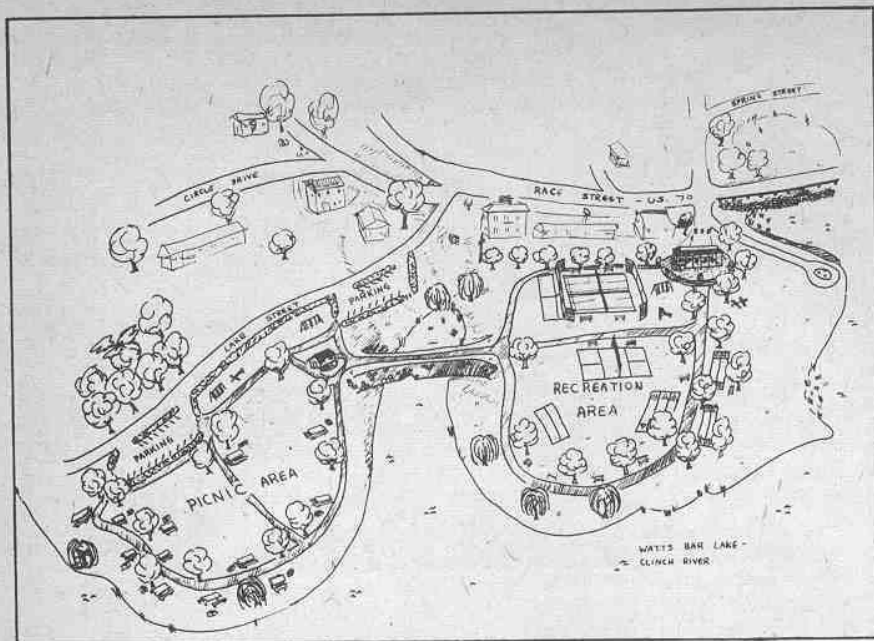
MONEY BACK GUARANTEE
No C. O. D.'s Please

PRICE \$1.98
POSTAGE PAID



CROSS SECTION OF DAMAGED HULL

NOTE:
If a hole is completely through the hull, follow the above procedure on the inside as well.



Kingston's long range lake front development project will be sponsored by the Lions Club and will be financed largely from the profits made by holding outboard regattas on the reservoir.

made for proper toilet facilities for both spectators and competitors.

The ticket sales committee's function is apparent by name alone. The official barge committee serves as liaison between the sanctioning group and its officials and those of the sponsoring club. To this committee usually falls the responsibility for awarding trophies and prize money, introducing prominent members of the audience during lulls in the program. Incidentally neither

fans, officials nor the competitors go to a boat race to become captive audiences for political talks. So it's advisable to keep the introduction of prominent personalities to a minimum and certainly forewarn them that no politician should become a part of the event. Music during pauses between races is far better fare than speeches.

Every regatta committee should include an official photographer as one of its members. It is he who will pro-

vide a record of the event for the group's historical files. More important, however, his photographs of racing action and a picture record of what transpired at one year's race can become a valuable tool for the publicity committee the following year. Photographic displays in store windows and hotel lobbies before a race event stimulate interest. Newspapers that cannot themselves provide a cameraman at the scene will be more inclined to give space to the event if they have a selection of photos available in a hurry for use with their race results. Reporters from magazines may be expected to call on the sponsoring committee for the photographs they will require for their race coverage. A few dollars expended on photography will help assure the following year's race of being a success.

Finally, any fraternal organization planning to use a speedboat race as a fund raiser should be sure in advance that the sanctioning body will provide them with good equipment for a fast paced show. This means that the sponsor should discuss with the sanctioning body the type of equipment most adapted to his waterway and available in sufficient quantities to put on a good race in his area. There is, fortunately, with more than 5000 registered inboard, stock outboard and alcohol burning outboard racing drivers registered with the two major sanctioning bodies, the American Power Boat Association and the National Outboard Association, ample equipment and willing drivers ready to put on action packed race events in any state in our country. (End)

IT'S NEWS

CUSTOM PITCH BLOCK

Gene Aubrey, Great Lakes Divisional BU Champion, announces the introduction of a new product by Marine Propeller Service, 19989 Berg Road, Detroit 19, Mich., custom pitch blocks, made of durable plastic which will stand several thousand tons of stress and will last indefinitely. Custom pitch blocks are molded from the face of customer's propellers and are so designed for those drivers who have cut and cupped their own and don't want to take a chance of losing their designs by banging driftwood or breaking water and losing propeller pitch. The custom pitch block complete with a hub will make it possible to use a rawhide mallet or soft plastic hammer to return bent and damaged propellers to their original configuration. Custom cast pitch blocks will list at \$15 for A and B and \$18 for C and D. Special prices will be made available to dealers. Stock blocks for standard factory propellers will also be available in the same price range.

MOTOR CARRIER

Barker Manufacturing Co., Honeoye Falls, N. Y., announces its new Tote-Kase, convenient outboard motor carrier, to prevent marring the motor while handling in transit and to keep car trunk or trailer free from oil,



grease or water which might drip from the motor. The case, which is zipper

equipped, is constructed of heavy duty cotton duck coated with vinyl plastic and a strong web handle. It's available for most models of Johnson, Evinrude and Mercury motors and priced, depending upon motor model, from \$12.95 to \$15.95.

LONG RANGER FUEL TANKS

Outboarding fans can double their hours of fun and go farther than ever before with the new Long Ranger Cruise Tanks manufactured by the G. B. Mills Company of Cleveland, Ohio. Designed to increase the fuel supply without the inconvenience of extra fuel cans and mid-trip refueling, these extra-long range fuel tanks have a capacity of 12 gallons. The Long Ranger tanks adapt to any of the major outboard motors which employ either pressure or vacuum type fuel pumps.

Now available for the first time in a complete line of compact shapes for easy, out-of-the-way stowage, the Long Rangers fit any outboard boat, as well

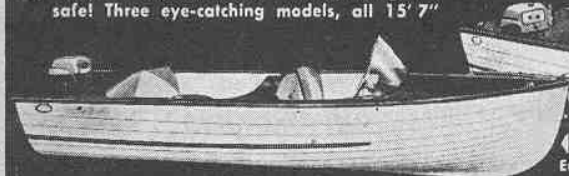
"MOLDED FIBER GLASS"

only boat of its kind in the world

... because it is the only boat with the popular lapstrake design, molded into a one-piece seamless hull with matched metal dies. Result: a beautiful boat, exceptionally strong ... unusually stable ... smooth planing ... safe! Three eye-catching models, all 15' 7"

long ... all trimmed with top grade mahogany ... all budget priced. When you ask your dealer for it, be sure to say, 'that new, revolutionary "MOLDED FIBER GLASS" Boat.'

THE GREATEST NAME
"MOLDED FIBER GLASS"
IN REINFORCED PLASTICS



Erie - \$495



Cambridge - \$460



Union - \$425

Prices f.o.b. factory



MOLDED FIBER GLASS BOAT COMPANY

59 FOURTH AVENUE, UNION CITY, PENNSYLVANIA

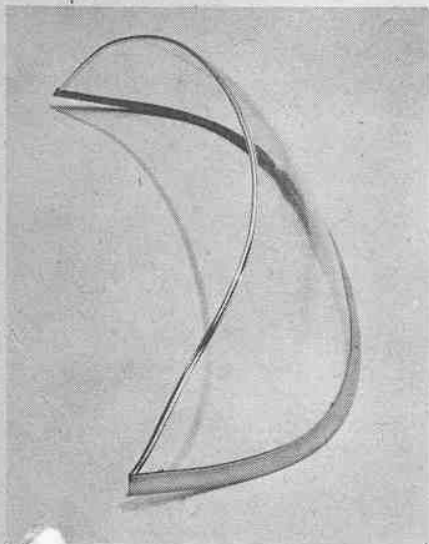
as several of the small inboard types. They are made of sturdy 20 gauge terne plate, complete with built-in baffles, and are finished in bright red baked-on rust resistant enamel.

The 12-gallon Long Ranger Model JEM-12 comes with built-in primer and hose for Johnson, Evinrude, Mercury, or any motor using a pressure type fuel system. Connectors for these motors may be purchased from any dealer. As an added safety feature, the JEM-12 has a pressure relief mechanism built into the filler cap.

Also available for larger outboards and boating fans who desire maximum ranges is the Super Long Ranger, Model TO-24-A, with a 24 gallon capacity. The Super Long Ranger is suitable for any outboard motor using a vacuum type fuel system.

"BUBBLE-BACK" WINDSHIELD

A new "bubble back" wraparound Plexiglas windshield, which may be easily installed on any cruiser, runabout or outboard boat, is distributed by Cadillac Plastic Co., 2111 Olive St., St.



Louis 3. The new windshield style made its debut at the Chicago National Boat Show in February.

Styled like a jet plane canopy, the new Cadillac Surfmaster shield embodies compound vertical as well as horizontal curves. It carries the wraparound effect up and over the cockpit as well as from side to side. The new shape combines maximum visibility and aerodynamic styling with extra wind and sun protection.

The new swept back shields are available in clear or in blue, green, pink or gray tints. They are supplied with weatherproof vinyl deck moulding, aluminum mounting brackets and plastic-chrome edge strips.

Cadillac also manufactures and distributes standard wraparound windshields in a full range of sizes and sheets and mounting accessories for the do-it-yourself windshield builder.

The 3/16" Plexiglas used in Cadillac windshields is claimed to be shatter resistant, weather and chemical resistant, and not to discolor under prolonged exposure to sun. Its transparency is said to be equal to fine optical glass. It is extremely light, a large 62" x 15" windshield weighing 6 1/2 pounds.

PORT-A-FOLD SEATS

Addition of two new models to the Scott Port-A-Fold line of portable seats for fishermen and sports enthusiasts is announced by Thos. A. Scott, Sales Manager of Scott Port-A-Fold, Inc., 725 Middle Street, Archbold, Ohio.

Features of the new HO-35 Holiday Special and the HO-36 are "sit-in" contoured seats, 10 1/2" deep and 14 1/2" wide; wider wider backrest and a new center pivot hook which enables use of the seat at an angle. The pivot hook is held in position by spring action and, when the seat is not in use, folds and locks under the seat pan.

Both models have off-back hinges. All bottom edges of the seats, which are of metal construction, are rolled back to prevent scratching or marring of varnished boat seats. There are two recessed screw holes on each side of the seat so that permanent installation can be made if desired.

The HO-35 has an upholstered seat

while the HO-36 does not. Metal parts are finished in Lime Green or Satin Black baked-on enamel. Seats and backrests are in a choice of matching pastel colors.

The Scott line of sports seats now includes four swivel and six non-swivel models in a wide range of colors and prices.

BENSON ANCHORS

The patented sliding ring feature of the Benson anchor enables the company, Benson's Anchors, Inc., 316 S. Orchard Rd., Syracuse 4, N. Y., to unconditionally guarantee their product.

Benson provides this anchor in weights from 4 to 36 lbs. for boats ranging from 12 to 36 feet. With insured boat holding power and the advantage of lightweight handling the anchor is claimed to be snag proof.

Benson also provides a one piece self locking deck chock that utilizes the sliding ring to provide an easy means of locking the anchor securely off the deck, still keeping it ready for instant use.

"DIHEDRAL" WATER SKIS

New "Dihedral" outboard water skis, with boat-shaped bottom to permit a fully-controlled, non-skid planing surface at all times, are now being produced by Kimball Manufacturing Corp. here, and readied for national distribution. Kimball thus makes its first entry into the field of wood skis, having previously featured only its well-known line of Fiberglas ("K-Glas") construction.

The Dihedral skis were designed by Don Ibsen in 1939. (He was one of the world's first water-skiers and has been actively associated with the sport all his life.) Custom-made, the skis have been used in tournaments by professionals for many years. Now, Ibsen is making his design available to skiers everywhere through Kimball Manufacturing Corp. for volume production.

Among advantages claimed for the unique Dihedral design are the following: Cuts the water like a boat; "wa-

BOAT PLANS

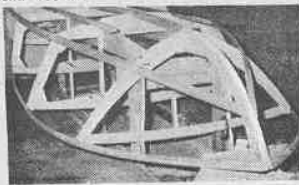


Inboards, Outboards, Runabouts and Cruisers. Modern power boats from 11' to 23'. State specific type or send 40c for COMPLETE catalog

PATTERNS. FRAME KITS



Box 568 B
Compton,
Calif.



14' Model Pictured

42 TOP PERFORMING MODELS, 8' thru 18' .. from \$39.25 incl. frt.

Runabouts, Cruisers, Convertibles, Fishing, etc., for every purpose with modern styling, advanced design. No experience necessary, amateurs can easily assemble. Save 1/2 to 2/3 "factory-built" prices!

FIBERGLAS, TRAILERS, ACCESSORIES

FREE! BOAT KIT CATALOG

DEPT. W-6 3404 Lyndale S. Minneapolis 8, Minn.

LUGER INDUSTRIES, INC.

"SKEEKIT" WATER SKI KIT

Just Assemble and Paint.

All parts precision machined and formed from finest materials.

\$14.95

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



wear a REAL **CRASH HELMET**

Like Race Drivers and Jet Pilots Tough, rugged plastic helmet in red or white colors, cushioned with soft sponge rubber. Is adjustable for perfect fit. Protects against hard bumps while riding Bicycles, Motor Bikes, Motorcycles, Motor Scooters, Motor Boats, Hot Rods, etc.

Wear It for Safety!

Sorry, No C.O.D. — Money Back Guar. only

WAL-MAR PRODUCTS COMPANY \$3.98

10023 S. St. Lawrence Ave.
Dept. 95 • Chicago 28, Illinois

WORTH FLEX-O-PLASTIC

Flexible Leather Coating Genuine or leatherette, indoors or out 12 beautiful colors and clear.

Brushes on in one coat, dries in 30 minutes. Will not crack, waterproof, washable. Renews the old, Protects the new.

The best finish for BOAT leather accessories. Pint \$1.75—Qt. \$3.25.

Orders under \$5.00 add 50c for p.p. Money back guarantee.

James Distributing Co.
P.O. Box 7, Woolsey Station
Long Island City, N. Y.

BUILDING A BOAT???



Write today enclosing only 10c for the biggest, most complete marine equipment catalog full of useful information complete with pictures. This is not just a deck hardware catalog, but a complete builders equipment and hardware catalog for outboard or inboard pleasure or racing boats. All new for 1956.

This is the ONLY catalog of its kind published
I. E. DEBOLD'S Marine Supply Co.
10366 Long Beach Blvd. • Lynwood 14, Calif.

ter-vane" characteristic keeps skis aligned during starts; provides easier deep-water starts, surfacing quickly with less drag on the motor; more stable and easier for beginners not only in starting but also because the skis continue to track better when under way.

The manufacturer further points out that Dihedral design assures grooved tracking on straight runs for smoother skiing even in rough water, and gives instant response on cut-outs—"advantages especially appreciated in competition or trick skiing." These performance characteristics are cited as particularly advantageous with outboards, but "equally as good with inboard power." Another advantage claimed for the Dihedral is a "dry riding ski," since water sprays to the back and sides, away from the skier.

The skis are manufactured of select Sitka aircraft spruce, with corrosion-resistant aluminum alloy components. Bindings, as on Kimball's "K-Glas" line, are of Neoprene rubber, with fully adjustable automatic ratchet action, and are "scientifically installed in balanced position." A special laminated tip is designed to prevent its flattening out. The natural finish is protected by special clear, water-repellent silicone lacquer.

Teamwork between Kimball and pioneer Don Ibsen, a national and regional director of the American Water Ski Association, is expected to add a new stimulus to the already-booming sport.

BOARDING LADDERS

Brinktun Inc., 710 N. 4th St., Minneapolis, Minn., has introduced its new "R" or Rigid Line of boarding ladders. Manufactured from an extra strong aluminum, these ladders are said to be the lightest on the market today. A tough vinyl covering over the hooks affords maximum protection for the gunwale of a boat. The steps are coated with a non-skid material for additional safety. Three models to choose from—two, three, and four step ladders. These ladders are packaged one per carton in a three pak container. Retail prices from \$8.95.

Also new this year to the Brinktun line is the T-39 Single Hook Folding Ladder. A budget model, the T-39 is one of the most compact ladders on the market today. It's of all aluminum construction, featuring vinyl covered hook and non-skid rubber grips on the step support, and is priced at \$5.95.

Also the "S" or Swivel Line of boarding ladders was added this year, with three models of two, three, and four steps. This line features complete swiveling of the hooks and folds flat when not in use. They are priced from \$11.95.

NEW BOAT PAINT

Copon, a plastic coating material used by chemical plants, oil refineries,

food industries, railroads and jet aircraft for corrosion control, is now available for boats in a wide range of colors.

This new paint contains epon resin, a new liquid plastic developed and manufactured by Shell Chemical Corporation, and is said to be the first painting material that successfully combines flexibility, adhesion, resistance to chemicals, abrasion resistance, color and gloss retention, and ease of application in one formulation.

Copon's ability to resist marine deterioration of all forms is indicated by the results of a test conducted by Sun Oil Co. on a well guard structure offshore in Galveston Bay. Coated with a 5 mil thickness over 35 months ago, this structure today is reported to show no evidence of barnacles or corrosion. The previous painting schedule required painting touch-up every six months. Sun states that paint maintenance with Copon is at least 1/3 that of other corrosion preventative paints previously used.

Copon is available now in all popular boat colors and can be sprayed or brushed. Samples and more information can be obtained by writing to Taylor & Art, Inc., 1710 E. 12th St., Oakland 6, Calif.

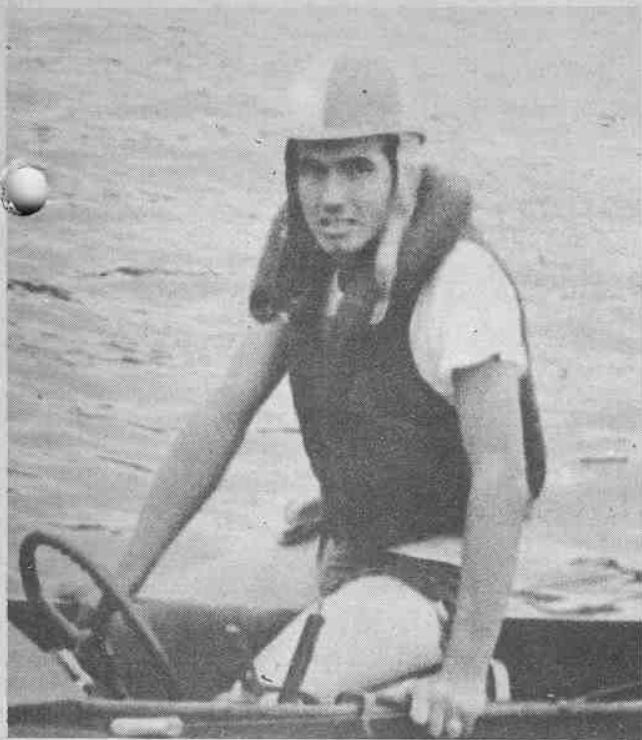
NEW ANCHOR-PULLEY

The new Hansafe pulley set enables the operator of a fishing boat to control the anchor without standing or moving around in his boat. When pulling the rope from the stern of the boat, anchor is pulled out of water. The pulley set and cleat clamp onto any wooden or metal boat securely, yet can be moved easily. In addition to pulley and control cleat, the set includes a specially designed anchor weighing 10 or 15 lbs. It is claimed to hold firmly on hard or soft bottom and not roll or catch under rocks and ledges. Complete set of rope pulley, cleat and 15-lb. anchor sells for \$10.00, postage prepaid. Complete set with a 10-lb. anchor, for \$9.00. For further information, contact H. P. Specialty Company, 8132 Woodland Avenue, Wauwatosa, Wisconsin.

NEW CRUISERLINE TRAILERS

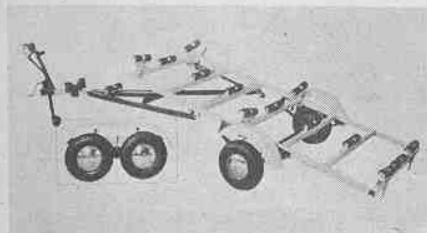
A new line of outboard cruiser trailers called Cruiserline has been announced by Mastercraft. The new series includes three models with capacities of 900 to 2500 lbs. and features "Hydralift" . . . the exclusive Mastercraft system of loading and launching. "Hydralift," with the full tilting platform, it is claimed, greatly facilitates loading and launching. Mastercraft calls it the greatest labor-saving device ever to be offered to the boat trailer industry.

Other features include: an equalizing tandem rocker which enables the trailer to "rock" over the ruts and bumps and eliminates road shocks before they reach the springs; an adjustable run-



Deanie Montgomery, Corsicana, Texas, traveled to Phoenix, Arizona, last season and found the trip well worth while. At the regatta on Lake Pleasant he took two firsts, a second, a third and a fourth.

ning gear which may be moved laterally on the frame after the boat is in position so that exactly the right amount of weight will be carried by towing vehicle; a full transom support permitting adjustment for necessary support exactly beneath the transom of the boat and adjustable cradle rollers which may be adjusted both laterally and vertically to permit a rapid and exact fit of trailer to boat.



Also included as standard equipment are frequency dampening springs with elongated rear sections which function in conjunction with rubber-mounted silent block shackles to reduce vibration frequency and produce a softer, smoother ride. Mechanical steel tubing is used in the frame construction of all models.

KEY BUOYS BY WORTHINGTON

The Marine Division of Worthington Products announced the introduction of Key Buoy, a miniature nautical buoy of polyethylene which will keep keys afloat if accidentally dropped into the water. Two styles, both designed like authentic channel markers, are avail-

BOAT SPORT



THE Randy BOATSHU

THE BOATSHU WITH GRIP-DECK ACTION
STYLED RIGHT • PRICED RIGHT • MADE RIGHT



- ★ Arch Cushion for comfort
- ★ Finest duck uppers for long wear
- ★ Blue Stripe for that Look of Luxury
- ★ For Men and Women
- ★ Available Lace to Toe



TUB 'EM
SCRUB 'EM
THEY'RE
WASHABLE

Made by RANDOLPH MFG. CO., Randolph, Mass.

Some of Sid-Craft Marathon Winners:



Solomons Island: Thomas Conte, 1st DU; Alexandria Bay, New York: Gene Aubrey, 1st BU, Gene Hawthorne, 2nd; Hartford, Conn.: Don Arrigoni, 1st AU; Dave Werner, 1st in Detroit, Mich.; WinnebagoLand, Wis.: Robert Robbins, 1st BU, Gene Hawthorne, 3rd; Eastmanville, Mich.: Jerry Van Amber, 1st, Gene Hawthorne, 2nd, Gene Olsen, 3rd; Hague, N. Y.: Charles Whitney, 1st BU. John Wehrle, winner of the AC Kiekhaefer Memorial Trophy for having accumulated number of points in all stock Outboard classes.

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

SID-CRAFT BOATS

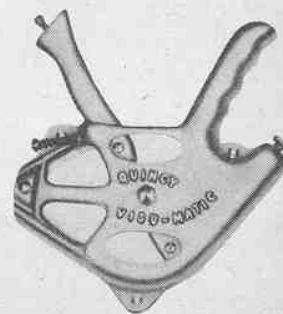
MAIL ADDRESS: ROUTE 43, PLAYER AVE., U.S. 1, NIXON, N.J.
SHOP ADDRESS: U.S. 1, NEW BRUNSWICK, N.J.

America's Finest Racing Safety Throttle

THE QUINCY VISU-MATIC

Designed & Built by Racers for Racers

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



QUINCY WELDING

5th & State

Quincy, Illinois

**E-Z FOLD
OUTBOARD MOTOR
CARRIER**

Now you can handle and store the smallest or largest outboard motor with ease when you use an E-Z Fold Carrier.

A model is available to fit Johnson, Evinrude, Buccaneer, Sea-Bee, Sea King, Brooklure and Royal motors from 1954 through 1956. Priced at \$17.95 and up.

See your dealer or write for literature.



E-Z FOLD CARRIER
6670 Lincoln Ave. Chicago 45, Ill. Patent Pending

**NEW '56
CATALOG**
NEW
56 MODELS
**BOAT
KITS**

**BUY DIRECT—SAVE UP TO 2/3 !
FACTORY-TO-YOU! No Dealers**



You SAVE the PROFIT
Save on the finest quality
boat kits. Lowest prices in
history. Mahogany decks,
bias screws, easy to build.
23 models 6-17' All types!
Includes Fiberglass—Accessories—Trailers, etc.

SEND 10c FOR 1956 KIT CATALOG!
Includes Fiberglass—Accessories—Trailers, etc.

**BOAT
PLANS**

OVER 50 PLANS WITH FULL-SIZE PATTERNS
Send 10c for NEW PLAN CATALOG. Build your boat from
modern, easy-to-follow plans with patterns. Saves time and
money! All types included: From Cruisers from 6 to 25'

CRAIG-CRAFT (DEPT. 50) TONAWANDA, N.Y.

A Valuable Book
Secrets of (Stock) Outboard Motorboat Racing
Information on:
Balancing the Boat
Setting up Motor
Proper Propellers
Running the Race
FOR EVERY OUTBOARD DRIVER
\$3.00 Postpaid

VAN PELT BOAT CO. Spring Lake 1, Mich.

• WATER SKIS •

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

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

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

ELECTRONIC BALANCING

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

Southeast Balancing Co.
4356 Bethwood Circle Jacksonville, Fla.

ESHELMAN BOAT TRAILER



Easy Load • Easy Haul
Easy Launch
ONLY \$79
Write for Catalog
Top quality welded steel construction. Shipped complete with Hi-Speed wheels, tires, tubes, hitch, etc. Write
ESHELMAN CO., DEPT. BT-96
109 Light Street Baltimore 2, Maryland
Shipping Points: Baltimore, Chicago, Reno

WISECO

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

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

CLYDE WISEMAN

30200 LAKELAND BLVD., WICKLIFFE, OHIO

able. One is a red "nun," the other a black "can" buoy. They are true scale models.

In addition, the item is used for sink-proof safekeeping of folding money and license papers inside the buoys.

Key Buoys are a development of the concern which originated No-Vibe transom pads and Sav-Or rubber oar sleeves. If no local distributor can supply, inquiries and orders may be addressed directly to Worthington Products, Marine Division, 441 Lexington Avenue, New York 17, N. Y.

POSITIVE RIDING TRAILER

Designed to carry all types of boats including fiberglass and plywood, Portage trailers carry the full weight of a boat at keel and transom, entirely by long rubber rollers which automatically conform to contour of boat bottom. Adjustable bow support (rubber padded) grips boat in positive roller alignment. A labor-saving loading winch is optional. Conventional axle with new spring gives full action, eliminating side sway and allowing safer highway



speeds. High speed road type wheels. Choice of six models for every boat design. For catalog, price list and dealership information write: Portage Trailers, 7570 Woodman Ave., Van Nuys, Calif.

NEW ACCETTA SPOON

Tony Accetta and Son, 898 East 140th Street, Cleveland 10, Ohio, announces the newest addition to its Pet Spoon line, model 23, a giant sized, 10 1/2" long with 14/0 hook designed for big striped bass, tarpon and tuna. The spoon, which weighs 6 1/2 oz., is available in three models, standard; with feather dressed hook and weedless with feathers. List prices start at \$3.00.

**Outdoors With
the Outboards**

(Continued from Page 21)

would be energized by the sun's rays.

Sound waves would drive one of the motors. A protected disk, whirling at a high speed, would emit high-frequency sound waves that would turn the propeller.

A variation of the above-water flying-saucer motor would be two counter-rotating disks turning underwater and producing either forward or backward motion for the boat to which they would be attached. Changing the speed of either of the disks would alter the direction of boat travel.

Of the seven futuristic outboards, only one would use a conventional internal-combustion gasoline engine. This engine would be of the radial type commonly used to power airplanes. It would have fewer parts than present outboards and would operate at greater efficiency.

Hydrogen and small turbines also might power outboards of the future. The hydrogen motor would have an intake system that drew in water, broke it down to hydrogen and oxygen and utilized the hydrogen for power. The turbine outboard would power counter-rotating propellers and have balanced torque.

"Although we have no plans currently for production of such outboards," Atwater said, "there is little doubt that, in the years to come, both gradual and radical changes will be made to meet the needs of boating enthusiasts for motive power."

ANOTHER PREDICTION by Mr. Atwater is that "boatels" (motels for outboard-

motorboat travelers) will be almost as plentiful in 20 years as motels and hotels are today, and cites the increase in private small-boat travel and in family boating activities as the basic for this prediction.

Small-boat ownership has tripled in the past 15 years," Atwater said, "and family cruising—now frequently including overnight stops—has also increased steadily. Fifteen years ago, there was one outboard motor for every 46 families in the U.S.; today there is one for every seven families; and within 10 years the ratio will be one motor for every three families."

Boatels will provide the same residence facilities as present motels and hotels. In addition, boat docking and mooring space, motor-repair facilities, boat and marine-equipment sales facilities and sales outlets for fishing, hunting and water-skiing equipment will be featured.

Nathan L. Mallison, veteran director of recreation at Jacksonville, Fla., suggests the future of small boating in the U.S. by saying, "I think boating will continue until every stream in these United States is covered with boats. Next to eating, boating will be the greatest participant sport."

And while he was in a predicting mood, Mr. Atwater went on to foretell three additional major developments in the boating industry:

1. Unsinkable boats that will not tip over no matter how they are maneuvered.
 2. Traffic policemen who will patrol public waterways.
 3. A significant increase in public projects designed to produce bodies of water for recreational purposes only.
- "Already crowded highways are forcing more people to abandon public

roads for quiet river 'lanes' and vast lakes," Atwater said. "It is estimated that 20 per cent of all outboard motors sold in the U.S. this year were bought for family cruising, and the trend is to even more of this."

He then called attention again to the tremendous boom in boating, which has already made it our biggest participant sport. "As the present trend continues, there is every indication that some form of traffic control of heavily traveled waterways will have to be established."

Among the reasons for the present increase in boating are increased leisure time, a booming economy, a search by Americans for new marks of prestige and improved boats and motors.

RIDE GUIDE STEERING, a feature that, it is claimed, improves the safety, comfort and operating ease of the higher-horsepower outboard motors, was announced recently by the Kiekhaefer Corp. Ride Guide steering provides a firm mechanical link between the motor and the steering wheel, thus ending the bind and strain of the old tiller-cable and pulley method of steering and giving the operator a sense of sureness that the average individual associates with power steering in an automobile.

This new system consists basically of a rack and pinion, fully enclosed and protected from moisture, that actuates an enclosed steel cable connected to the motor. The connection at the motor is effected through a hollow bracket that permits the motor to tilt up in normal fashion. There are no fastenings to the hull. The system works with either one or two motors.

The Kiekhaefer Corp. believes that Ride Guide steering is an important safety feature for large outboard motors because it eliminates many small exposed blocks, clamps, rope guides, pins and other parts that are prone to failure at critical times. And the outboard skipper who wants his craft to look neat and shipshape will appreciate Ride Guide because it eliminates the "rat's nest" of tangled cables usually found, especially in dual-motor applications.

"SAFETY FIRST AFLOAT!" Pleasure-boat skippers won't argue with that as a slogan for making their craft seaworthy and as a piloting guide. But the growing popularity of recreational boating has raised the question among experienced boatmen as to the extent of personal safety precautions available in the 5½ million pleasure craft operating on U.S. waterways.

With at least 25 million persons expected to enjoy boating this year, veteran boatmen advise that spring fitting out of small boats should include a check-up of the first-aid facilities aboard.

The limited storage space on the average boat is no excuse for neglecting an emergency medical kit. For even the smallest boat, a serviceable but compact first-aid kit can be assembled by purchasing the smaller sizes of bandages

and tapes and by including as many medicaments as possible in easy-stowing, unbreakable tubes and vials.

The U.S. Public Health Service's book, *The Ship's Medicine Chest and First Aid at Sea*, while meant primarily for use aboard large commercial vessels, lists many items adaptable to the needs of pleasure boatmen. Here are some suggested first-aid items:

A good liniment as a counter-irritant for bruises and sprains; a one-ounce metal tube of ointment for skin burns; a tube of ointment with special applicator tip to treat eye injuries; a four-ounce bottle of detergent emulsion to clean grease and oil from cuts; tincture of iodine; a tube of 5-per-cent sulfathiazole ointment to halt infection in cuts. Other necessities are adhesive tape, adhesive dressings, gauze bandages, sterile gauze squares, absorbent cotton, safety pins and a pair of scissors.

SOCONY MOBIL has just completely revised its free cruising guides to U.S. waterways. The new guides show radio-beacon systems and sketches of light-houses in color and provide information on radio-telephone weather reports, storm signals and mileage distances between ports. They are put together in a snarl-proof, quick-fold arrangement that makes them handy for both the armchair navigator and the seagoing skipper.

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

ALSO AVAILABLE from Socony Mobil is the recently published free booklet *Outboard Marinas*, which presents basic information needed in planning a waterfront-improvement program. The company reports that requests for *Outboard Marinas* have come from as far away as Hawaii and the West Indies. The booklet includes plot plans and views of Marinas now in operation on lakes, rivers and coastal waters. It also provides illustrations of boat slips, boat lockers, launching and handling equipment, parking areas and snack bars.

WINNER MANUFACTURING CO. announces a new addition to their current line of Fiberglas boats—the 14-foot Savage, a deluxe outboard runabout. The Savage, the 11th model in Winner's line, weighs 360 pounds and features a new king-plank deck design and front-seat steering.

The durable, one-piece hull requires no seasonal care, no priming, no calking and no repainting. Available colors include green, blue or red for the deck and green or white for the hull. A vinyl-plastic material is used to cover the seats. A motor range from 10 to 40 horsepower can be accommodated.

CAN'T BE BEAT!



BILL TENNEY — MAY 15, 1955
SET A NEW PROFESSIONAL CLASS B
HYDRO STRAIGHTAWAY RECORD OF
68.311 MPH WITH CHRIS-GO.



RACING FUELS

**FOR INBOARDS
AND OUTBOARDS**

NITRO FUELS
AVAILABLE ON
REQUEST

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



CHRISTOPHER BROS.
12800 EATON AVENUE
DETROIT 27, MICHIGAN

JACK MAYPOLE recommends

LONG RANGER CRUISE TANK
for Outboard Motors

Eliminate dangerous mid-trip refueling. Extra sturdy—made of 20 gauge terne-plate with built-in baffler—fits into out-of-the-way corner. Complete with fuel lines.

NO MUSS — NO FUSS — NO SPILL

JE-12 & MS-12 —
12 gal., 18" W x
17" D x 11" H For
Johnson, Evin-
rude, Mercury
motors.

\$19.95



MARINE CATALOG
25c POSTPAID



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

HERE'S A FASHION FOOTNOTE for the comfort-conscious, sports-minded man of good taste . . . Cambridge Rubber Company, the maker of Kleets yachting shoes, has introduced a new leather version of the Kleets. This new shoe is made of elk-tanned leather that is water repellent, soft to the touch, supple and remarkably durable. Styled in an easy-going, two-eyelet oxford model with plain toe, it comes in mist gray or teak brown.

One of its most important features is its DecKork sole, which will not pick up dirt or pebbles and is non-skid on a wet deck.

Price: \$9.95 at sports-wear, marine-supply and shoe shops. (End)

V-8 FORD CONVERSION KITS

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

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

Build WETBACK

9' 10" Class B&C 3 Point Hydro

A fast, safe, rough water Hydro

Build this fast, safe Hydro, a winning all-around competition boat. Designed for Class B and C stock motors. Simple to construct, you get full-size rib plans, a full bill of materials, thorough building instructions, scale drawings; 23 pictures of her in construction and action, plus a scale to make her into a D Hydro.



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



Build AIRBORNE

11' 6" B Runabout

Build this new prize-winning B Runabout from accurate tested plans. Same type of giant-size plan as Wetback, with full-size rib plans; 18 pictures of her in construction and action, plus a scale to make her into a D Runabout. Airborne can be made into a 10'3" A Runabout using the same full-size B ribs.

Both boats meet 1956 A.P.B.A. specs. Plans are \$8.00 a set, postpaid. For further information write to:

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

Don't Abuse Your Boat's Windshield

BOAT OWNERS STARTING their spring-time overhaul and clean-up jobs are urged to treat their windshields with reasonable respect, no matter how vigorously they wield sanding disc and paint brush elsewhere on the family flagship.

Most boat windshields, and cabin glazing as well, are made of the acrylic plastic Plexiglas because its combination of properties makes it almost ideal for the job. It is optically clear, can be heat-formed to the rakish curves specified by the designer, resists impact, twisting and vibration, stands up in all weathers and weighs a little less than half as much as glass.

However, it is vulnerable to abuse, in marine service, from two, general directions: it can be accidentally scratched by sharp instruments; and its gleaming surface may be marred by solvents such as those used in paints and paint removers, for example.

Accordingly, Rohm & Haas Company, which manufactures the plastic, suggests that the first item on the boat owner's



project list read: "Remove the windshield before you start painting, or mask off the whole windshield with newspaper or wrapping paper held in place with pressure-sensitive tape." This one simple rule will protect the Plexiglas from spattered paint or varnish as well as from accidental scratches as Pop and the small fry work around the 'midships area. Also, by making the windshield conspicuous, it will remind the workman to keep clear of it with sharp or abrasive tools.

If paint does fall on the windshield, wipe it off promptly with a soft cloth moistened with kerosene or white (unleaded) gasoline, then rinse it off liberally with water. Plexiglas should be washed with a mild soap (or household detergent) and water. Do not use window cleaning sprays or cleaning liquids. If desired, it may be waxed with a good grade of wax such as the standard automobile wax polishes, applied in a thin coat and rubbed lightly with a dry, soft cloth such as cotton flannel or flannelette. (End)



OUTBOARDING-1956

PLEASURE BOATING ENJOYED its greatest year in 1955, but 1956 will be even bigger and better. That's the word from boat, motor and marine equipment manufacturers and dealers who took part in the 1956 Chicago National Boat Show.

Industry spokesmen are unanimous in forecasting that the coming year will be the fifth successive record-breaker since Korean war materials allocations restricted production in 1951. The only difference of opinion lies in just how big 1956 will be. Estimates range from a relatively modest 20 per cent sales gain to a "better than 50 per cent increase in sales" prediction.

Manufacturers and dealers believe the same factors that have stimulated the phenomenal growth of boating as a favorite all-family recreation during the past decade will carry the industry and sport to new record highs during

the next 12 months. These factors include crowded highways, parks and picnic grounds; recent improvements in designing, manufacturing and marketing boating equipment; the creation of new waterways in the form of man-made impoundments, more leisure time, higher family incomes, improved launching and mooring facilities and, a trend toward participant sports and away from spectator sports.

When the trend toward bigger boats started the American public responded by building their own trailers. These early boat trailers were garage-produced highway hazards that swung and swayed along the roads leaving a wake of cursing motorists. The trailers on display at the boat show bear little resemblance to their homemade precedents.

The advantages of trailer-borne boats are many. If the boater's favorite lake is suddenly plagued with moss or

drouth or if the boater's family becomes bored with the same shoreline each week-end, it is a simple matter to hook up the trailer and drive the entire rig to new vistas.

The problem of storage is easily solved too. The boater merely drives his trailer-borne boat home. At home he can keep it in the garage or backyard where he will be able to putter around with it during his spare time.

The boat trailer serves the family interests too. If the youngsters want to go water skiing or cruising, they can haul it to water best suited for that type of activity. When the head of the house decides a fishing trip is in order he can trail his boat and motor to the best water available.

Boat trailers are constantly being improved and the 1956 line is the best yet. The trailers this year make it possible for any member of the family to load and launch a large runabout easily and without getting so much as a foot wet. Safety, convenience and flexibility make the boat trailer a very definite part of the modern boating picture.

THE LADIES DID IT

"The woman's touch" has always meant refinements and greater provision for the animal comforts. When the ladies marched down to the docks and started transforming Dad's fishing skiff into a family boat they started a minor revolution in boat design. The results were visible in the 645 boats on display at the Chicago National Boat Show at the International Amphitheatre. Not only did the Old Man have to clean the ripening live bait out of the bilges and buy a couple of seat cushions, he had to buy a whole new boat before the season was over.

The hand that rocks the cradle rules the waves as well as the world, and boat manufacturers lost little time in developing boats to please milady.

This transformation from fishing hull to family boat was not an overnight affair. Change comes slowly in an industry as old and tradition-bound as boat building. A boat designer must move slowly if he is to prevent his boat from sinking rapidly. Gradually the boats took on a longer, broader look. The added length and beam gave the boats greater carrying capacity, better performance at high speed and made possible their use as all-family craft for water skiing, cruising and picnics as well as fishing.

Boats for 1956 have more deck area. Greater length of spray rail gives a dryer ride. The transoms have been strengthened to accommodate the heavier, more powerful motors. Most important to the boating family is the addition of the wide range of models available that make it possible to select the proper boat for each family.

The boat that Mom takes the kids out on is a safe, comfortable craft that looks as if it belonged to a family of civilized folk. Perhaps some of the romantic attraction of time-worn paint

is gone. Perhaps the thrill of risking life and limb in a leaky hulk is lacking. These are minor losses indeed when the tremendous number of people enjoying fun afloat is figured and Mom wears a contented look knowing that her youngsters and her husband aren't likely to have to swim home because of an unsafe boat.

Roomier cockpits with convenient walk-through center decks and fully upholstered interiors are important features of many '56 models that add to boaters' fun and comfort afloat.

Boat builders have not overlooked the importance of greater safety in their 1956 models. With wider beams and increased flotation, the latest runabout models are more stable, safe and seaworthy than ever before.

OUTBOARD CRUISERS

The records of the Chicago National Boat Show bear startling witness to the zooming interest in outboard cruisers. In 1954 the International Amphitheatre, home of the Chicago show, held 30 outboard cruisers. The 1955 edition of the world's largest boat show attracted 40 of the outboard-powered cruising craft and this year the number was increased by 20.

These popular craft are usually less costly than their inboard-powered counterparts and yet they provide many of the same "home afloat" advantages. The outboard cruiser has been one of the major factors in the formation of family boating clubs around the nation. This type of boat is generally between 16 and 22 feet long and furnishes sleeping accommodations for from two to four persons.

Equipment for extended cruising is included in many models. Large capacity water tanks, stoves, sinks, foam rubber bunks, after-deck covers and side curtains as well as toilet facilities and window screens are all part of the equipment list that fits an outboard cruiser for the task of carrying an entire family safely and comfortably over the nation's waterways for a few days or even several weeks.

Several manufacturers have added deep water boats to their lines. These craft are the reflection of a trend to off-shore fishing with outboard powered equipment and a need for sturdier boats to use on the great expanses of the impoundments created by government flood control and navigation projects. Most of these off-shore boats are designed to accommodate sleeping bags or cots and can, at a moderate cost, be equipped with convertible tops, side curtains and other equipment necessary for extended cruising.

Not all of the cruisers are ready-made. At least one manufacturer offers the family handy man a chance to fabricate his own cruiser. This cruiser kit makes up into a fine family boat and costs only \$495.00. From the low priced kit the outboard cruisers on display range up to a super-deluxe model that has a \$2,390.00 price tag fluttering from its mast.

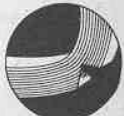


COMPLETE RACING BOAT KITS Easy to Build — Low in Cost!

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

EXCLUSIVE DESIGN

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



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

OZARKA, INC. 766 BORDEN LANE WOODSTOCK, ILLINOIS



FIBER GLASS

Write for Free sample of our glass cloth, complete instructions and information of its application.

Send 10c today for Big New 1956 Marine Catalog full of illustrations and information for boat builders.

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

ATTENTION!!

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

'OJ' propellers for Mercury Mark 25, 30, 50 and 55 standard engines.

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

Better performance, speed, acceleration.
Reconditioning on all makes.

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

"STYLE CONSCIOUS" OUTBOARD MOTORS

The engineering departments of the outboard motor manufacturers have reduced the weight-per-horsepower of the motors, they have cushioned and insulated them to provide nearly silent operation and they've developed easier starting, more efficient units. The design departments of the outboard firms have been busy too. They have added color, streamlining and a new look of fashion to outboard motors.

The 1956 models of the 15 outboard motor firms displaying their products at the International Amphitheatre reflect the efforts of these designers. The motors are more streamlined. The controls do not protrude like so many knobs and handles but rather blend into the general contours of the motor.

It is not in shape alone that the 1956 outboard motors demonstrate the new-look thinking of the manufacturers. One firm even went so far as to discard a color that had become their trademark in favor of a new, bright shade calculated to compliment the two-tone coloration of modern family boats.

Motors haven't gotten to the point where they can be purchased to match milady's swim suit or hair color, but they are available in enough colors to assure a pleasing effect when fastened to the transom of a classy runabout.
(End)

West Michigan Marathon



The third annual West Michigan Marathon will be held this year on July 14, over a 104-mile course on the Grand River. One of the largest events in Michigan, this long-distance grind is put on by the Furniture City Boat and Sports Club, whose club grounds are at Eastmanville, Mich., near Grand Rapids. This action-packed photo is of the start of the BU class, in which 58 boats got off but only 21 finished. Jerry VanAmber, of Lansing, Mich., won BU last year.



Fred Snyder, of Lancaster, Pa., was the winner of the DU class in the second running of the West Michigan event last July. Here he poses with his trophy, at left. Jim Shimanek, who was second in DU, took this runner-up trophy back home to Chicago with him. Prizes were \$5000.

FAMILY FUN ON TRIPS



The Rallye Ruler is the answer to teenage boredom and your own boredom on those long vacation trips. The amazingly simple and attractive slide rule computer tells at a glance the average speed at which you have been driving and how fast to travel to maintain that speed.

The Rallye Ruler makes a safe, entertaining, and educational game of those long and tiring drives. Complete instructions are printed on the reverse. Only \$1.00 PPD. Use the coupon below to order your own.

MOTORSPORT
215 4th Ave., New York 3, New York

Enclosed herewith \$1.00. Please send me a Rallye Ruler.

NAME

ADDRESS

CITYZONESTATE



Ron Althouse, left, 15-year-old high school boy from Hamburg, Pa., won class AU for second time in as many years in the 104-mile race on the grand River. Bob Nautra of Grand Haven, Mich., 18 years old, holds runner-up trophy. The two rivals finished in the same order the year before, in the first running of this event, and will be all set to go again this July.

Around the Buoys

(Continued from Page 25)

A. Worcester, Silver Spring, Md., have formed a non-profit sales organization to promote outboard hydroplane racing. The new organization will operate under the name Outboard Hydroplane Races and further information may be had by contacting any of the new group's representatives.

THE 1956 OLE EVINRUDE award for "lifetime contributions to recreational boating" was presented posthumously to Herbert L. Stone, late editor and publisher of *YACHTING* Magazine. The presentation was made by Ralph Evinrude, son of the outboard pioneer, at a press reception at the Waldorf-Astoria during the New York Boat Show.

HIT OF THE 15th Annual Miami International Boat Show were the tiny German-built Lepel water scooters. At this writing it would appear that the German-built Koenig motor, for which application was filed with A.P.B.A. for approval as a stock racing motor, will not be approved since neither the motors nor spares are expected to be available in sufficient quantities so that any racer who wished to obtain one of the fleet running rigs would be able to do so. Failure of ready obtainable parts or entire motors would place those who could not get them under a distinct disadvantage if the Koenigs proved to be as hot in competition as they are reported to be.

KENT HITCHCOCK, Newport Beach, Calif., long prominent in speedboating as a photographer, promoter and official, has been placed in charge of the American Power Boat Association's new Judges' Stand Committee, charged with recommending standard equipment and procedures to be used by race committees for starting, timing and scoring A.P.B.A.-sanctioned speedboating affairs. Other members of the new committee are Edward C. Endres, Grand Island, N. Y.; E. M. "Red" Peatross, Richmond, Va.; Adam Gabriel, Chicago, Ill.; C. Ed. Hiller, Detroit, Mich., and Harry Woods of Spokane, Wash.

MISS SEATTLE, the former *Slo-Mo-Shun V*, recently purchased by the non-profit Seattle Business-man syndicate Rooster Tails, Inc., will be helmed by Lin Ivey of Seattle with Jimmy Harland named as permanent crew chief. Present plans call for *Miss Seattle* to

Torque Talk

(Continued from Page 26)

and the dates of August 25th and August 27th have been set aside for this international battle of the Unlimiteds. The site for the race will be on the Detroit River, which, it seems, will have more Unlimited race boat traffic on it this year than Lake steamers, **BOAT SPORT**

compete at Detroit in the Gold Cup Regatta.

THE A.P.B.A. stock outboard amateur runabout high point title for the 1955 season went to Ron Loomis, Santa Barbara, Calif., who totalled 9,313 points. Runner-up was Tommy Young, Wachepreague, Va., with 8,131 points. The professional runabout title was copped by John Wehrle, Hackensack, N. J., who ran away with all types of honors last season including both the A. C. Kiekhaefer and the John and Flora Blank trophies. Wehrle tallied 13,353 points with his runabout with Bob Parish, Bakersfield, Calif., scoring 11,927 as runner-up. Bud Fleming, Edgewater, Md., garnered the amateur hydro crown with 9,128 to romp in ahead of second place man, Skipper Ritter, Hallandale, Fla., who totalled 7,380. Ex-alcohol burner campaigner Jim Loomis of Hamden, Conn., took the professional hydro honor with a very impressive top total of 15,499. John Wehrle was second in this group, too, with a close 14,334.

RON LOOMIS' CU Class one-mile straightaway record of 41.771 mph established September 29, 1955, at Devil's Lake following the Nationals has finally been approved by the A.P.B.A. Stock Outboard Racing Commission. The delay was caused by failure of necessary paper work, inspection reports and other data to be forwarded by the race committee.

LAKE LOS ANGELES at Venice, Calif., has become a mecca for the stock outboard racer with \$55 per heat purse money plus trophies, \$5.00 for each boat qualifying for the final heat in its class, free gas and oil courtesy of StaLube Oil Company and a high point trophy for each class at the end of the thirteen week schedule which ran from November through March. The events were A.P.B.A. sanctioned over an approximately 1/2 mile course not approved for records. Many of the events were televised and the added promotion has helped spark more sponsor interest in speedboating.

.....ONE OF THE STANDOUT service runabouts in Florida competition was Forest Johnson's Jr., *Prowler* helmed here by Howard Hibbert at the Miami Biscayne Bay Regatta at Haulover Beach. The hull is powered by a 331 c.i. Chrysler.

H.W.B.

what with the Ford Memorial, Gold and Silver Cups, the Harmsworth and possibly one other race. The prospects for a thrilling battle for the Harmsworth Trophy seem to be a bit dull, for under the revised rules of the race the Americans, as defenders, will be allowed only one craft to carry the ensign of the U.S. Picking the one boat which will defend the trophy will surely result in a fine hassel, as in years past,

FOR EVERY BOAT OWNER

FREE SAMPLE
OF UNBELIEVABLE
Brolite
Z-SPAR
World's finest Marine Enamel



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

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



FREE SAMPLE MAIL COUPON

ANDREW BROWN COMPANY, 5431H So. District Blvd., Los Angeles, Calif.

I am a boat-owner. I am a marine dealer.
Send me a FREE sample of Brolite Z-Spar Gloss White Enamel. Also send one to my marine dealer.

Name _____

Address _____

City _____ State _____

Type of boat _____

My Marine Paint Dealer is: _____

(No street address necessary)

HENRY H. FULLER

Parts & Services

for

SR & PR RACING MOTORS

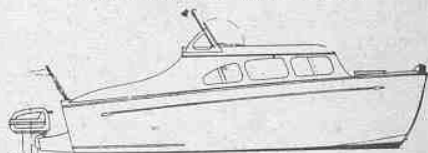
"Better Than Ever For 1956"

WRITE FOR CATALOG

10404 SHELEY ROAD

INDEPENDENCE, MISSOURI

BUILD A BOAT AT ONE THIRD THE COST



18-Ft. Outboard Cruiser, plywood construction.

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

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

when there were three boats making up the defending team, there were many noses out of joint when some of the top boats were left on the beach. With only one out of the potential fifteen or sixteen craft which will be eligible and running, the selectin will be an extremely difficult one, and regardless of which boat gets the nod, the decision will be unpopular with many.

The 25th running for the President's Cup, the second oldest American unlimited speedboat trophy, is listed for the weekend of September 15-16 on the Potomac River at Washington, D. C.

Classified Advertising

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

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

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

FOR SALE—Used and rebuilt marine motors, 2 to 550 H.P. gasoline and diesel. Complete stock list of popular models. Write for FREE Catalog 200 covering conversion equipment, propellers, reverse gears, fittings, and supplies of all kinds. STOKES MARINE SUPPLY, Dept. BS, Coldwater, Mich.

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

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

MICRO GAGE solid oak "Rev" sticks, full set—over twenty combinations—\$1.25 postpaid. Garney Marine Engineering, 3306 Summit Avenue, Baltimore #34, Maryland.

The President's Cup Regatta Association, sponsoring the event, has also scheduled the second annual William Rogers Memorial Trophy race for September 16 following the final heat of the President's Cup race.

Elizabeth City, N. C., will play host to the big boats September 29-30 for the International Trophy on the Pasquotank River. The following weekend the fleet will travel to Madison, Ind., for the Governor's Cup Race, October 6-7, on the Ohio River.

Two new events have been added to the unlimited circuit and are currently listed to be held on successive weekends following the Madison race. The first is scheduled for Lake Mead, Nev., October 13-14 and the second for Salton Sea, Cal., October 20-21. Salton Sea is reputed to be one of the fastest courses in the country and many limited inboard and outboard records have been established there.

OVER THE PAST SEVERAL SEASONS we have been watching the limited class inboard hydros running with a tremendous amount of interest, especially with regard to the powerplants used in the most successful boats. Ever since the horsepower race began with the automobile manufacturers with the OHV engines, we have wondered just how long some of the top flat-head 266s would keep on dominating the fields. There have been, from time to time, some of the OHV jobs which looked as though they might be the consistent front runners, but these jobs just didn't seem to have the stuff needed to get out in front and stay there week after week, and when the chips were down, it was a fair bet that the fellow who walked off with the 400 points for first place was riding behind a flat-head job. This is true in the 266s more than in any one other class. Witness the boats of Ray Gassner, Frank Foulke, Frank Hearne and many others. Gassner's job in winning with effortless ease the 1955 Seafair Trophy against the cream of all the western hydros, and the job Ron Musson did with Hearn's 266 at the National Championships really proved the point.

We have never been able to come up with any good reason for this seeming dilemma, when careful consideration of the success of the OHV jobs in other classes, such as the racing runabouts, Cracker Boxes, 7 Litres and the like seemed to be thriving on the current popular automotive powerplants converted to racing purposes. The results of the International Grand Prix at the Orange Bowl Regatta in Miami may give some reason to feel that the trend has changed, for the performance of Bill Ritner's new 266 with a going Chevrolet in it left little to be desired. Perhaps this is the year the tide will turn for the 266s, and the top honors will go to the outfits with the OHV's rather than the howling Mercury jobs.

WITH THE POSSIBLE EXCEPTION of very new drivers in both the inboard and outboard ranks, there remains a

fond spot in the hearts of all competitors for the good old days of the National Sweepstakes Regatta which was for years and years a fixture on the big league regatta circuit, not only for the big fellows, but for all classes of racing outboards and limited boards. For the past several years has been a big blank spot in the Eastern regatta circuit, not in the sense of a blank date, but in the sense of not having the big weekend regatta at Red Bank, N. J., where the National Sweepstakes Regatta was an annual fixture.

The last few years the Sweepstakes Regatta was held, there was a new and good feeling of hospitality extended by the regatta committee, and foremost in making this feeling of hospitality real was Fred Brown, perennial secretary of the regatta for many, many years prior to the war, and immediately thereafter. Fred Brown dedicated a good part of his life to the success of the Red Bank race, and even in the latter years of the event, while in ill health, Fred gave unstintingly of his time and effort. On February 20th Fred Brown, at the age of 77, died at his home in Red Bank, and all drivers and owners who had the great pleasure of knowing and working with Fred will feel his loss. Here was a man who was always doing everything possible for the drivers who came to race on his beloved Navesink River course, and the many, autographed pictures of the great and near great owners, drivers and officials which lined the walls of Fred's office testify to the great esteem in which he was held by the competitor.

Perhaps this would be a good for the brass of the National Sweepstakes Regatta Association to pull themselves together and make plans for a regatta in 1957 of such scope that it would be a true memorial to a man who did so much for powerboat racing over a very long period of time.

CURRENT CHATTER in the C Outboard Hydro ranks has taken on some amusing aspects, for the conversation deals more with sartorial matters than how to get that last hundred revolutions out of a motor. Being of an inquisitive frame of mind, we delved a bit deeper into this and learned that the reason for such interest in what to wear resulted from the announcement that the John Ward Trophy Race emblematic of the World's Championship in the Class C Hydros, has been assigned to the principality of Monaco, where the forth-coming nuptials of screen star Grace Kelly and Prince Rainier will be held, and where, as part of the planned celebration, a major regatta is planned, with one of the events to be the John Ward Trophy race.

We can just see Doug Crech in tailored formal coveralls sipping a cooling drink with equally well dressed Bill Tenney and Paul Wearly and Top Owens nonchalantly lolling in Riviera sunshine, prior to climbing in their rigs before the five minute gun. Truly a scene no artist could paint. (End)

Please Send



to name

..... address

city zone state

BS-656

6 ISSUES FOR \$2.00
(Canada and elsewhere \$2.30)

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

Perfection Afloat . . .

Spice For Your Life With A

'56 Aristo Craft



Sea Flash "13"—America's most wanted Outboard

- ACTION JET DESIGN—Way Out Front In The Brilliance Of Its True, Fleet Design!
- ADVANCED AQUA-SONIC ENGINEERING—Perfect-ed 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!

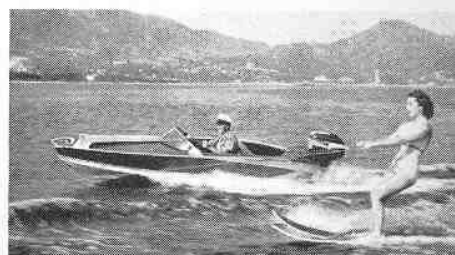


It's something you can't miss . . . a new kind of action and glamour and airy grace that never was in any water-borne creation before. Here's dream boat "Jet Design" with a "go-ahead" look matched by "out front" spirit. Beneath dazzling beauty is Aqua-Sonic Engineering that means smoother riding and sweeter handling than you've ever dreamed of. Here's record setting ruggedness . . . a new kind of excitement that's taking the country by storm. Cost-cutting, assembly-line production means value no other manufacturer can equal. Why settle for less than the unquestioned leader when it costs no more.

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

ARISTO CRAFT—CHOICE OF CHAMPIONS

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."



AMERICA'S FAVORITE SKI BOAT—Terrific Aqua-Sonic performance that brings new thrills to America's favorite water sport. Exclusive metal transom bracket—you pull all the skiers you want.



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."

DON'T WAIT! See your Dealer or Write the Factory!
 Typhoon "12"—\$397 • Sea Flash "13"—\$497
 Torpedo "14"—\$597

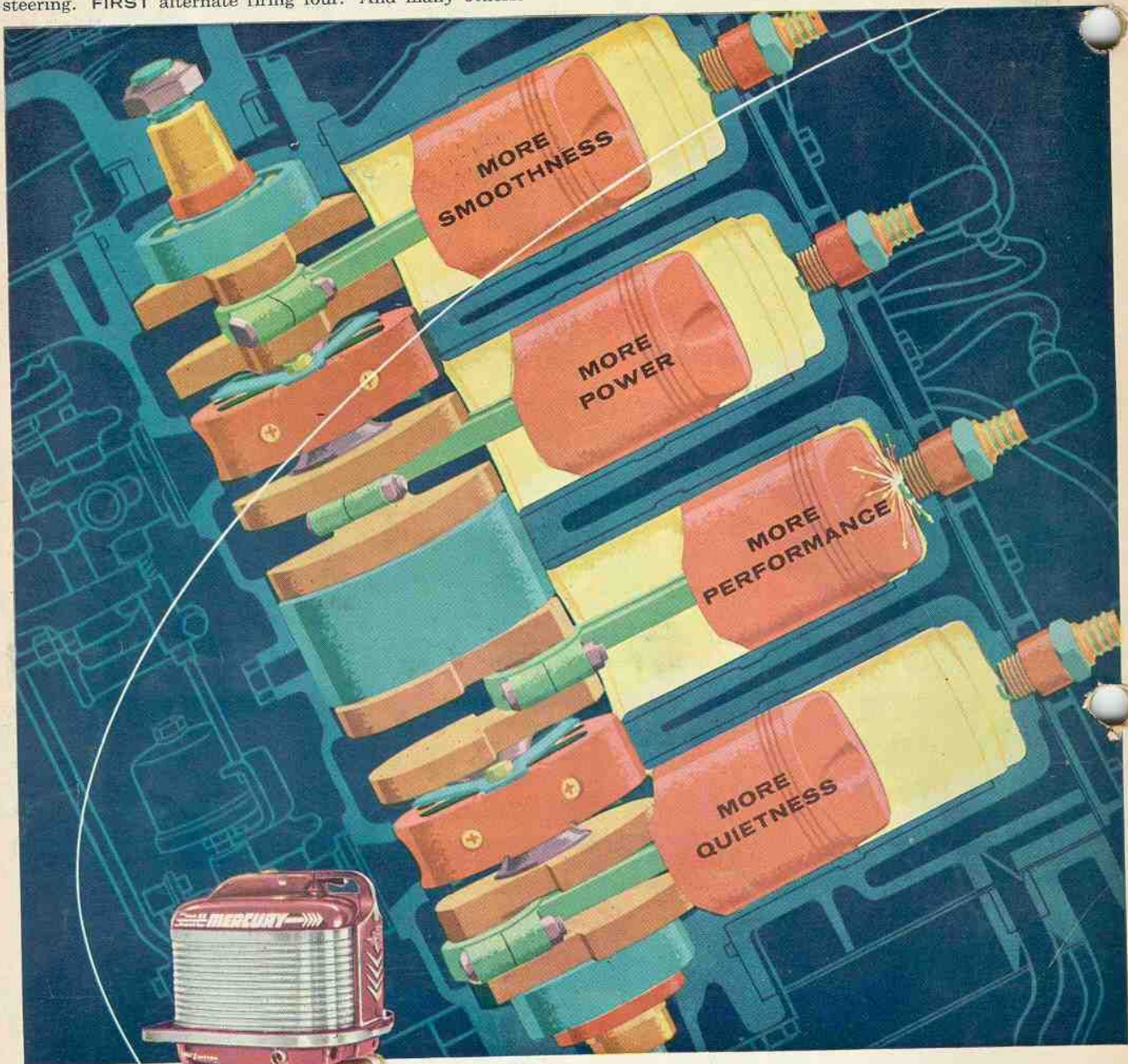
Prices fully equipped less motor.



ATLANTA BOAT WORKS
 666 Pylant St., N. E.,
 Atlanta, Ga.



FIRST with color styling. FIRST in power. FIRST in durability and reliability. FIRST in actual operating economy. FIRST with 12-volt electrical system. FIRST with permanent magnet generator. FIRST with super light weight starter. FIRST with aircraft alternate four integral magneto. FIRST with drop forged aluminum clamp and swivel brackets (unbreakable). FIRST with drop forged aluminum pistons. FIRST with rubber rotor water pump. FIRST with Ride-Guide steering. FIRST alternate firing four. And many others.



MARK 55E

40 h.p.; 4 Cylinder in Line; Alternate Firing Thunderbolt Engine; Reverse Gear and Neutral; Exclusive 12-Volt MercElectric Starter and Generator. (Manual starting model also available.)



MARK 30E Turbo 4

World's First 30 h.p. Alternate Firing Four! Reverse Gear and Neutral; MercElectric Starter and Generator. (Manual starting model also available.)



YOU GET MUCH MORE IN A

**KIEKHAEFER
MERCURY FOUR**

Four experience? — it's Mercury, with over 2,000,000 h.p. in 4-cylinder engines to its credit! *Amazing Fuel Economy!* Triple-checked tests prove the Mark 30 delivers as much as 25% more miles per gallon than a competitive 30 h.p. outboard which used up to 15% more fuel per hour and 33% more oil per gallon! . . . savings that can pay for Mark 30 in a single season!



Write for FREE Illustrated Catalog
©1956 Kiekhaefer Corporation, Fond du Lac, Wis.
Awarded Fashion Academy Gold Medal 1956