

# OUTBOARD *BOAT SPORT*

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E. MALCOLM POPE: PIONEER RACER



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LATE NEWS

# BOATSPORT



## one minute gun

Local racer Nolly Simpson piloted his Merc-powered Sid-Craft, Fire Power, on April 22, to win the DU class and turn in the day's over-all fastest speed, an average of 46.752 mph for the slightly more than 50-mile long Tidewater Marathon over the choppy wind-swept Elizabeth River at Norfolk, Virginia.

Two other Norfolk drivers, Carl Dowe and Harvey Howlett, scored class wins in CU and AU respectively, but the big winner was Gene Hawthorne, Detroit, Michigan, a 21-year-old college student who has frequently been in the stock outboard victory lists in recent years, who won three trophies with his BU victory. Hawthorne helmed his Mark 20H-powered Rovin Kind IV, a 1956 Sid-Craft, to supremacy in its class, with an average speed of 44.888 mph, to take the Kiekhaefer Memorial Trophy, the BU trophy of the Tidewater Motor Boat and Racing Association, and the WNOR perpetual trophy given to the driver coming closest to the A.P.B.A. class competition record.

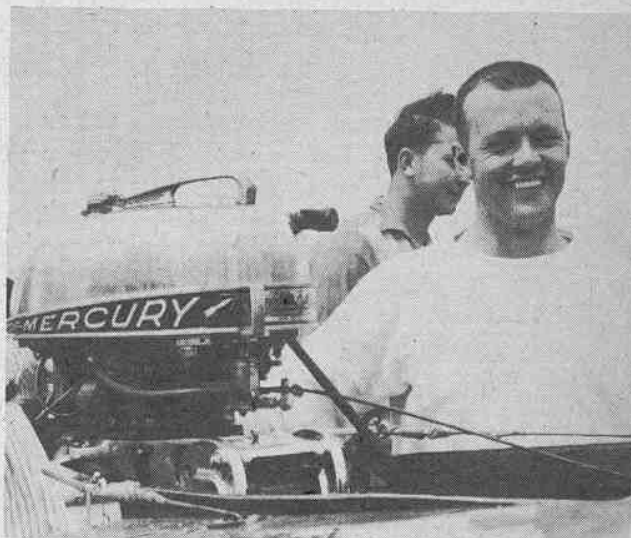
The Tri-State Racing Association has on its tentative schedule the following dates for stock outboards: June 10, Cassadaga, N.Y.; June 17, Ashtabula, Ohio; June 24, Clarion, Pa.; July 1, Lake Minton, Ohio; July 4, Conneaut, Ohio; July 8, Beaver Falls, Pa.; July 15, Erie, Pa.; July 29, Chautauque Lake, N.Y.; August 5, Findley, Lake, N.Y.; and August 19, Clarion, Pa. Drivers or fans who desire additional information about or confirmation of these dates should write to the T-S. R. A. at 651 West 9th St., Erie, Pa.

As an added appeal to drivers from a distance, the Milwaukee Sentinel-Winnebagoland Marathon Committee has upped prize lists for the June 24th distance grind to \$6,000 in merchandise plus trophies for first, second and third in each class.

Also, A.P.B.A. has sanctioned a series of closed course races before and after the event to make the trip more attractive to those who have to come from afar. Near-by events for stock hydros and runabouts are: June 17, Neosho; July 1, Hartford; and July 4, Fond du Lac (all in Wisconsin). These events will be conducted by the Badger State Racing Association, and it is hoped that many drivers will make an extended racing-vacation trip. Housing information can be obtained by writing Dick Mills, Executive Secretary, Fond du Lac Chamber of Commerce.

Don Baldaccini continued to dominate Florida stock competition when, on April 23, at the regular monthly regatta staged by the Miami Outboard Club, he won five heats of racing to capture high points in classes ASH, AU and BU and third over-all in BSH, which was won by Dave Alsop, Ft. Lauderdale, Fla., helming a Charlton hull powered by a Champion Hot Rod. DL Fisherman Class was won by Richard Taylor, and DL Runabout by Don Place, both of Miami. Fred Friffin, West Palm Beach, won the "36" class. In all, sixty-six entries were on hand for the seven-class event.

The St. Petersburg Outboard Club is sponsoring a series of combination outboard-inboard programs on the last Sunday of each month until October. In the first event, dubbed the Gator Race and staged on Lake Seminole, Florence Estes, North Miami Beach,



Harvey Howlett, Norfolk, Va., won class AU in the Tidewater Marathon.

and Alice Ropp, Miami, traded off first and second places in two interesting 44 c.i. inboard runabout events with four women contestants. The winner of a six-boat field of 44 c.i.s with male drivers was John Estes, who took straight heats. Bud Wiget of Concord, California, topped the F alky hydro event with repeat heat wins over six competitors, and then duplicated this effort to make a clean sweep of CSR.

National Outboard Association has set its dates for the North-South races. The Division I alkies will tangle rooster tails at Quincy, Illinois, on June 3, with the Illinois Boat Club playing host. Division III (stock) racers will carry the Yankee-Rebel feud into Marion, North Carolina, on July 8, with the same date set for the Division IV (modified stocks) event at Cairo, Illinois.

Don L. Guerin, A.P.B.A. Stock Outboard Racing Commissioner, as a result of polling his commission, announced that stock runabout and hydro drivers will be scored on a class basis during the 1956 season, with the top amateur and top professional in each class receiving the right to US numbers. Thus, the JU high point winner will be entitled to display the number US 1 JU or US 2 JU, depending upon his amateur or professional status. Other numbers would be based on the same set-up, such as US 1 BU, US 2 BU, US 1 BH, US 2 BH, US "36", etc. Originator of this suggestion was the late Tom Johnson, of Baltimore, Maryland.

The new Mercury Mark 20Hs with the longer lower unit gear case and changes in carburetor and needle valve seat, are now legal for competition. Dealers of Mercury carry lower unit conversion kits and needle valve kits so that the owners of pre-1956 late model 20Hs may make the conversion at a modest cost. The Mercury Mark 30H, on which specifications were filed in 1955, has been legal since that date, and has already seen competitive action, with eight of them racing in the recent Tidewater Marathon.

Dieter Koenig, son of the German outboard motor manufacturer, along with U.S. Army Sergeant Mather M. Hyatt, Koenig's American sales representative are expected to enter several of the new motors in N.O.A. competition races in Texas this month.

Bill Tenney, Dayton, Ohio, alky star, ran into a bit of tough luck at the Monaco International Regatta held April 14-16, which included a two-heat Class C race for the John Ward Trophy. In the first heat of this event, Tenney was unable to start his motor. The following day, he finished fourth in the second heat. Winner of the 1956 John Ward Trophy was Leon Bonneau of France, the first non-U.S. driver to win it.

The Seafair Trophy race, to be held August 5 on Lake Washington, Seattle, Washington, has been picked as the A.P.B.A. Unlimited championship event for the year. Mel Crook has been appointed referee.

New Unlimiteds now being readied in the West for action at Seattle and possibly elsewhere, including the Gold Cup at Detroit, are: Miss Wahoo, owned by William E. Boeing, Jr., Seattle; Shanty, owned by William T. Waggoner, Phoenix, Arizona; an unnamed boat owned by Bob Gillam, Tacoma, Washington, who is known as one of the best outboard drivers in the West and who may or may not take the helm of his new craft; also it is reliably reported that Norm Christiansen, Seattle, owner and driver of Checkmate, the 136 c.i. inboard hydro, is working on an unlimited entry.

The Sixth Annual Kennebec River Marathon will be held under A.P.B.A. sanction on July 15, with the course a double circuit from Augusta to Richmond, Maine. The day before the race will be filled with many activities both on the water and in Augusta with the two-day affair being called "The Maine Spectacular".

We have just learned that Carl Dowe, who was the only successful title defender in the Tidewater Marathon at Norfolk, switched this year from an opposed-firing Johnson twin to a new Mercury Mark 30H on his CU hull. (End)



Gene Hawthorne, Detroit,  
BU winner at Norfolk, Va.

# BOAT SPORT

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**8**  
**TIMES A YEAR**

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## COVER STORY

OUR COVER THIS MONTH (large photo) shows three young men who hold four national A.P.B.A. championships between them, and one older man who is responsible in great measure for their being champions. All four of them live in Seattle, Washington. From left to right: Billy Schumacher, national JU and AU champion; Bud Sullivan, national DSH champion; Don Benson, national ASH champion; and Al Benson, Don's father, a renowned racer in his own right, who has fostered JU racing in the Northwest, having started 42 youngsters in this class who since then have continually held all JU and most AU and ASH world's records. This color photograph was taken by Robert H. Miller and is reproduced through the courtesy of Kiekhaefer Corporation, manufacturer of Mercury outboard motors.

The smaller photograph was taken by Ardean Miller, III, and is reproduced through the courtesy of Evinrude Motors. The rapidly growing sport of skin diving is one of the many popular uses to which outboards are being put by more and more people every year.

**BOAT SPORT**

## CONTENTS

ONE MINUTE GUN .....	3
<i>Last minute news section</i>	
COVER STORY .....	5
E. MALCOLM POPE: PIONEER RACER .....	6
<i>By Hank Wieand Bowman</i>	
BOAT SPORT COVERS THE RACING SCENE .....	10
<i>By Blake Gilpin</i>	
THE NEW "36" MOTORS' EXTRA POWER .....	14
<i>By Henry Hotchkiss</i>	
OUTDOORS WITH THE OUTBOARDS .....	16
<i>By John G. Kingdon</i>	
TORQUE TALK .....	18
<i>By Lou Eppel</i>	
IGNITION TIMING FOR STOCK COMPETITION .....	20
<i>By Shanon Place</i>	
AROUND THE BUOYS .....	23
IT'S NEWS .....	24
THE BOATING BOOKSHELF .....	27
WATER SKIING SAFETY .....	31

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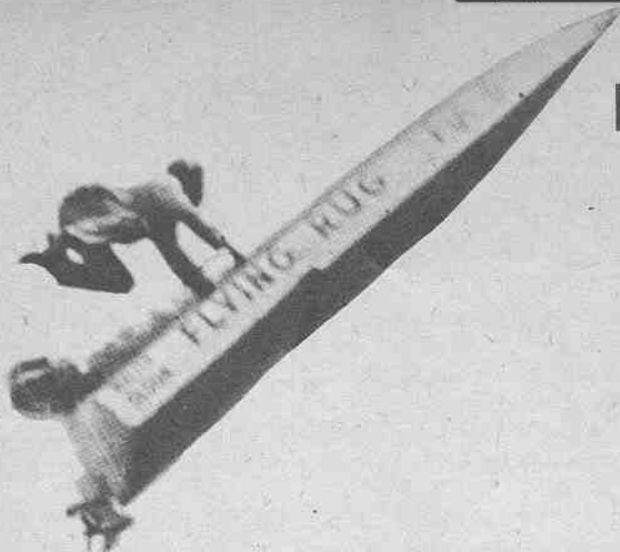
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**E. MALCOLM POPE:**

# Pioneer Racer



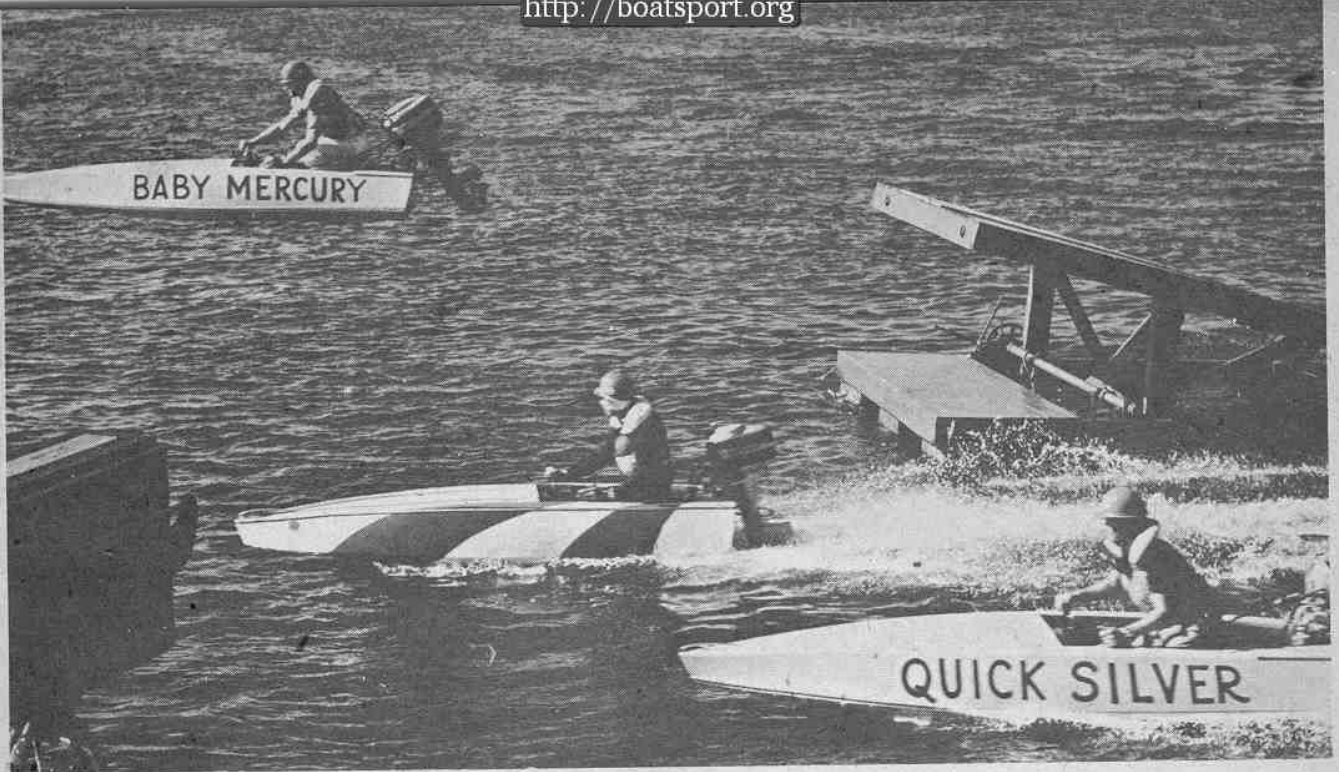
**By Hank Wieand Bowman**

E. MALCOLM POPE is a stunt man who isn't afraid to stretch his luck. There's an old show business saying that you should never follow a banjo act with a banjo act. Pope has managed to prove this to be wrong and figures he can break the rule again and again, just so the second banjo act is better than the first.

Pope first proved his point in early July, 1920. At this stage in his life, as a 62-pound, eleven-year-old youngster, Mal showed little promise of becoming the Sultan of Sensationalism in the water world. In fact, up until that July 1st day the younger son of Mr. and Mrs. J. Walter Pope of Winter Haven, Fla., was just another skinny, bare-

(Left) In 1928 Malcolm Pope won all four of these trophies in a single day. The Sterling silver ship model was valued then at \$5,000. (Below) Malcolm at the helm of boat towing brother Dick in early aquaplane glider test.





Much of Pope's time today is spent training younger stunt drivers who perform at Cypress Gardens for TV, movie and live audiences.

footed kid. Like many mid-Florida youngsters, Malcolm spent every free moment fishing. This hobby hardly distinguished him from others of his same age—at least until that July day when Malcolm hooked into an 80-pound tarpon at Pass-A-Grille, near St. Petersburg, where his family had taken him on vacation. After forty-five minutes of battling, Master Pope unaided brought the thrashing tarpon in. The newspapers carried a picture of Malcolm and the fish that weighed 18 pounds more than its captor. Flushed with this first accomplishment in the water sports world, Malcolm went out the following day to repeat the act and on his first cast snagged a 98-pounder.

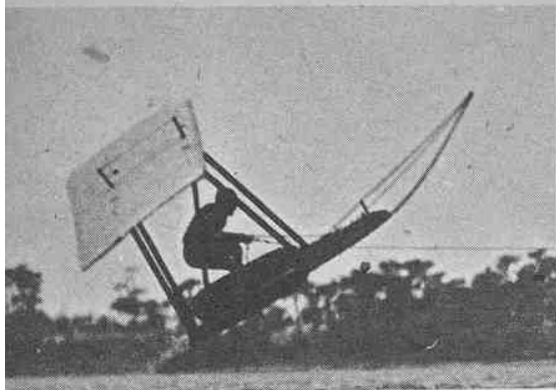
This one took the boy an hour and a half to bring in and he did require some aid in finally landing the monster. Again he'd made the news with the same gimmick, but he'd improved on the act. At eleven he was voted an honorary member of the Pass-A-Grille Tarpon Club and on the 4th of July was introduced to an admiring crowd of club members by the town's mayor. Malcolm is actually a transplanted Floridian. He was born in Minneapolis and educated at Columbia Military Academy in Tennessee. Malcolm, at seventeen, had no real aim in life until he took up boat racing. One taste of speed and he was hooked for life. He won his first race on February 22, 1927

at Palm Beach, within a month of serious application to the sport. This was a free-for-all event in which Malcolm ran a Class D motor with a B lower unit and a B flywheel, an indication of his instinctive drive toward innovation. Though Malcolm was to become best known as a creator and participator in novelty races and water sports dreamed up by him and his brother, he was also one of the successful pioneers in outboard racing. Among the major prizes he garnered was the Colonel Green Star Island Trophy, which in recent years has been won by such contemporary stellar drivers as Bill Tenney, Bob Cramer, Byron King and Bud



### A chapter in the early days of outboard racing and stunt boat driving

At the Cuban Championships in 1929, Malcolm proved a sensation when he won a heat, then was hit by another boat and had to purposely flip his rig to keep from being burned badly.



## E. MALCOLM POPE Pioneer Racer

Continued

With only a 24-square-foot wing surface on their aquaplane glider, Malcolm and Dick frequently reached altitudes of 12' and sustained glides of 50 yards or more.

Malcolm Pope (extreme right) and his stunt team shown in action. Jack Kerr is in center; Carl Ellis left.



Wiget. The trophy of which Malcolm is proudest among a plethora of silver and plated ware that decorates his Winter Haven, Fla., home is one that was posted for a three-heat Grand Free-for-all at New Bedford, Mass., in 1928. Malcolm won two of the three heats to garner the trophy which today could not be reproduced for \$10,000 and at the time cost its donors \$5,000. This sterling silver ship model is completely functional, even to a tiny compass in the binnacle and a perfectly scaled ship's wheel.

On July 15, 1928, he established a

world's record of 34.7 mph over a six-mile course at Oshkosh, Wisconsin. In this event he helmed a Century hull powered by an Elto. Century's builders later called on Malcolm for an assist on their designs of the Century Cyclone and Hurricane series of boats which were all but unbeatable in the early '30s. In another Century hull, Pope established a second world's record at 45.05 mph at Mt. Dora, Fla. A few weeks later he narrowly escaped death or serious injury in the Cuban Championships at Havana, when after winning one heat, his hull was struck by

another boat, the gasoline tank was torn open and the entire rig exploded in flames. Malcolm grabbed one of the steering cables, at the same time helmed the boat over hard and dunked the entire outfit before any serious damage occurred. The winner of that Havana event, Jack Kerr, was later to become one of the members of the Pope brothers' water rodeo.

For several more years Malcolm continued to be a constant threat racing circuits throughout the entire country, driving hulls that carried the names *Lookinback Kid* and *Everyready*



The first of the jumping boats was Malcolm's *Baby Winter Haven III*. Early jumps were only a few feet above the water from low take-offs.





Still interested in racing, Pope, at 48, occasionally takes a fling at competition with this modified-to-alcohol Mercury KG9 that has bettered 72 mph.



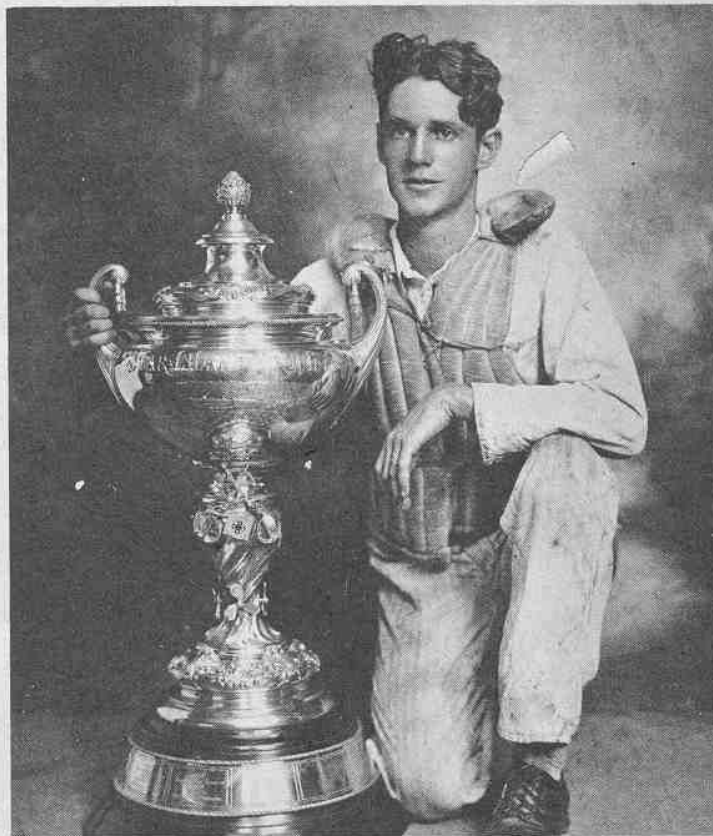
Dressed as a cowboy, Pope vaults this early Century Cyclone with a Johnson motor at Florida Orange Festival rodeo.

*Kid.* The latter was powered by one of the earliest of the O.M.C. F4-60s.

The late twenties and early thirties was a hectic period for the motor manufacturers—particularly their engineering departments, who were expected to come through with improved and faster models two or three times a year. Lockwood, Caille, Johnson, Evinrude and Elto were all using racing as their principal means of promotion. Each new record or major win called for an advertising blast. It was a hey-day for the top drivers, with free  
(Continued on Page 32)



Malcolm and Mamie Pope, who was an early Cypress Gardens beauty. After his marriage Malcolm gave up barnstarming.



Malcolm poses with the beautiful Colonel Green Star Island trophy won by him at the age of nineteen. This year 41-year-old Bill Tenney won.

Don Wilson, Detroit, is congratulated for his Miami Jaycee win by Major Threlkeld, as Bill Ritner, owner of Wa Wa Too, looks on proudly.



By Blake Gilpin

## BOAT SPORT COVERS THE *Racing* SCENE.

THE WEEKEND of February 11 and 12 was a busy one for the rooster tail set, with the focus on the West Coast of Florida. The inboarders competed at the 18th Annual Southland Sweepstakes Regatta, on St. Petersburg's well-protected triangular course on Lake Maggiore. The alcohol burner outboards were seen in action on South Clearwater Bay, Clearwater, and the stocks beat around a circuit on McKay Bay at Tampa.

At Lake Maggiore, the inboarders' first of two days of racing was conducted under unfavorable weather conditions, with intermittent downpouring of rain keeping the normally large spectator crowd to a minimum and a stiff breeze causing the drivers plenty of trouble.

One of the key points of interest was the Class C Racing Runabout Championship, in which event local driver Otis Beard helmed his *Miss Priss* to straight heat wins. Harry Campbell of Clearwater combined second and third place finishes to take an over-all second in the national title events, with third place in the first heat going to Charlie Pittman of Largo, Fla., in *Baracuda*, and Johnnie Pourtless, Jr., of St. Petersburg, in *Tornado* finishing third in over-all points, with his best effort a second spot in the second heat.

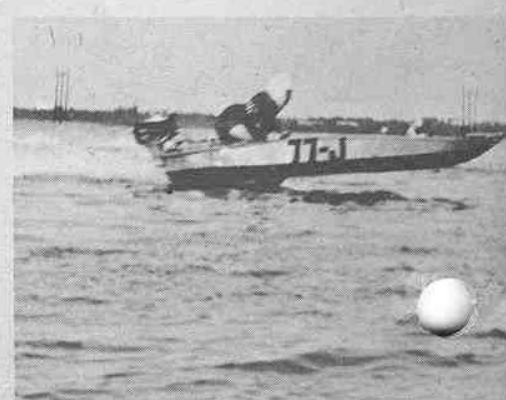
The most exciting competition at Saturday's rain-dampened events was in the 48 c.i. hydro class. The turnout of equipment was the best of the season to date, with three elimination heats required. F. C. "Doc" Moor of Miami won the initial qualifying round,

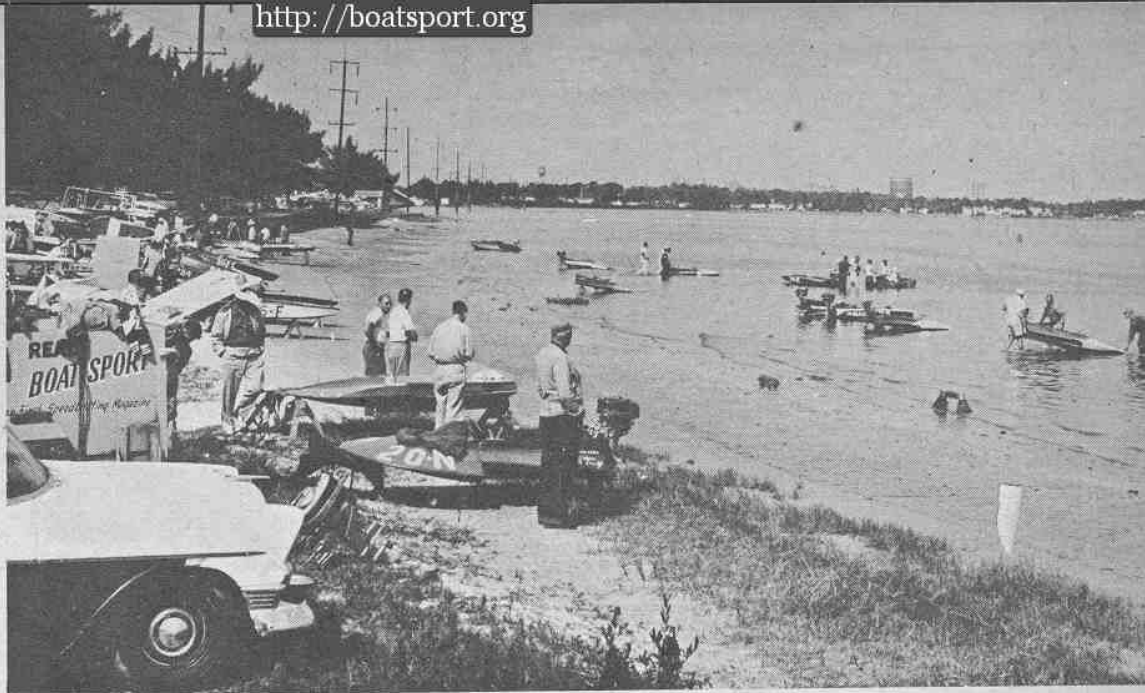
Roy Taber, Detroit, took the second and Henry J. Vogel of Webster, N. Y., won the third. In the final event, Taber, despite rough water and a near flip, averaged 57 mph, with his three-pointer *Sleepstealer* to take the crown. F. C. Moor, in *Southern Air IV*, was second. J. D. Smith of Cincinnati, who was the winner of the same class last year at St. Pete, was unable to finish better than seventh in his elimination heat and failed to qualify for the final.

The only other class to compete the first day, since the events were twice postponed because of the stiff north-west breeze and occasional torrents caused a one-day holdover for several classes, were the 44 c.i. runabouts. A. K. Souders, New Cumberland, Pa., who was beaten for first spot at Lakeland on a total elapsed time basis by Bill Riley of Hialeah, led his rival across the finish line of the first heat at a neat 41.247 mph-clip. In the final heat, however, Riley drove hard through the corners and led the field in, followed by Jim Bowles, Matareie, La., with Souders third. So for the second time in a week, Art missed out on the final high points to the Miamian.

In spite of the bad weather, which caused countless delays, only one casualty occurred. That was in the first heat of Class C Racing Runabouts, when Johnny Pourtless, Jr.'s *Tornado* broke an oil line and his boat caught fire. No real damage was done, however, and Pourtless, as previously reported, was able to run in the final.

On Sunday, with warmth and sunshine, the largest crowd ever to attend



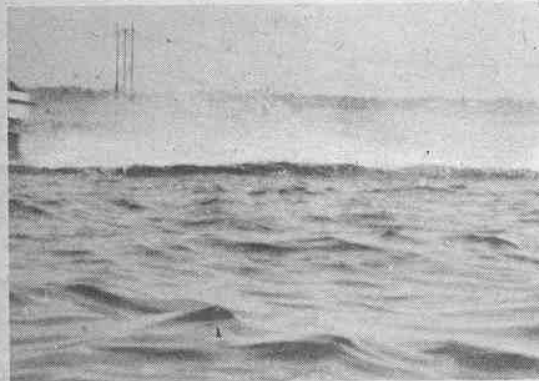


A part of the 60-boat field that competed at Tampa. Note the trailer at extreme left; it is Hal Kelly's, who drove down from Bergenfield, N. J. to compete. Hal is cover artist for Boat Sport.

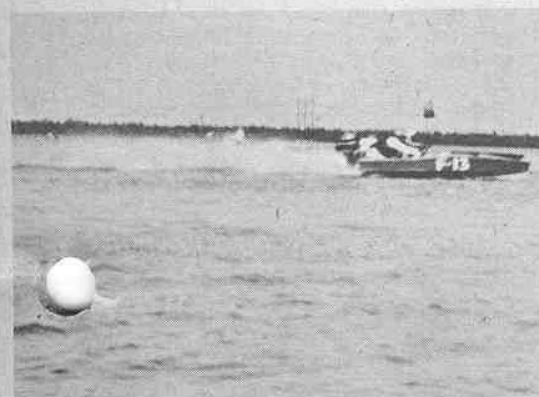
### ON THE SPOT COVERAGE OF REGATTAS THAT WOUND UP THE CITRUS CIRCUIT



Consistent money winner on the Florida stock circuit was Stu Gray, Vice Commodore of Miami Outboard Club and the Stock Chairman of A.P.B.A. Region 5.



Skipper Ritter, of Hallandale, Florida, won in Class AU at Tampa but lost his chance in BU when he nearly flipped.



Perry, Walter, in 77J, flipped in his BU a lap after this photo was taken on the choppy waters of MacKay Bay.

a St. Petersburg Regatta turned out to watch the city's largest card of inboard racing, as the cancelled events of Saturday were carried over onto Sunday's schedule. Water conditions matched the wonderful weather. The course was perfect for high speed, and in the opening event of the day, the 91 c.i. Hydro National Championships, Jimmy Orr of Miami, helming Sammy Crook's *Dragon*, lapped the five miles for an average speed of 60.484 mph and a new record. This mark tossed into the discard the former 59.960 mph record established by Jack Van Deman of New Jersey, over the same course, five years previously.

The new Orr-Cook record, however, was destined to be a short lived one. Burt Davidson of Tampa, who had waited too long to head for the race course, was tied up in traffic and missed the opening heat. Burt made the most of his second chance when he piloted his hull *Porky* to a recordbreaking average of 60.688 mph, making Orr a record holder for only an hour's time.

To add to Orr's disappointment with a race victory in the bag, his rig suffered motor trouble in the second heat and gave up at the end of two laps. The championship actually proved to be somewhat of a fiasco, for neither of the two fastest hulls in a relatively sparsely-competed-for class took the title. Rather, the honors went to J. D. Smith of Cincinnati, who had failed to qualify his 48 c.i. the day before and had finished an unsensational fourth and last in the first heat. In the second

(Continued on Next Page)



A flat-bed trailer served admirably as an official's stand for Dixie National Regatta.



Fifty-five-year-old Bob Neil of Tampa pressed his way to a third spot finish in the BU finals.



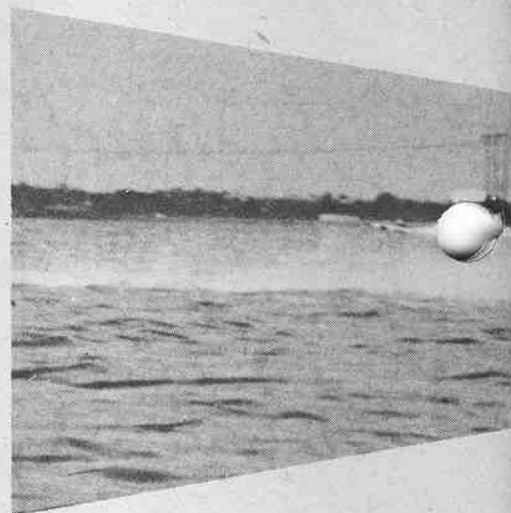
Ralph Dowling, Cleveland, scored 1775 points in his CSR on the 1956 A.P.B.A. Citrus Circuit.



Doug Creech scored eleven firsts and five seconds in sixteen Citrus Circuit starts.



Al Bligh, Yreka, Calif., was 2nd in ASH elimination, then was tossed out in final but he climbed back aboard and finished in 11th spot.



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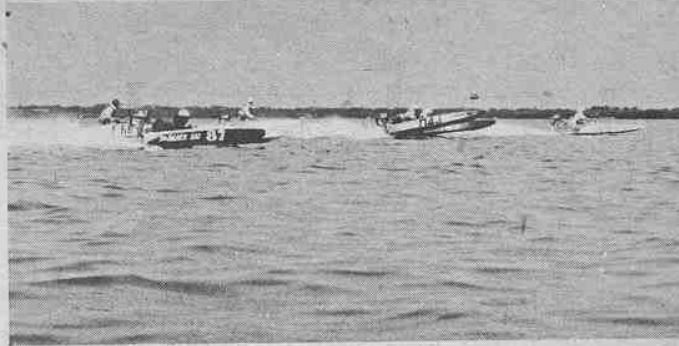
heat, as he came off the final turn in second spot with the balance of the competition already out of contention for one mechanical reason or another, Smith's motor petered out and his outfit came to a dead halt in the water. The crowd in the pits realized that Smith had the title in hand since he was the only competitor who even had a chance to finish two heats. They cheered the Cincinnati on as he frantically tried to get restarted and finally did to limp home 3 minutes and 16 1/5 seconds after Davidson had scorched in for the checker in record breaking time.

In the combined D and E Racing Runabout heats, Bill Yeager, of Warren, Pa., in *Go-Devil* was given a plenty tough time in the early stages of the first heat by Bob Schroeder of New York, behind the helm of Sherm Critchfield's *Hell's Angel*. Schroeder made a bid to pass Yeager in the southeast turn, caught a chine and performed a

**BOAT SPORT**



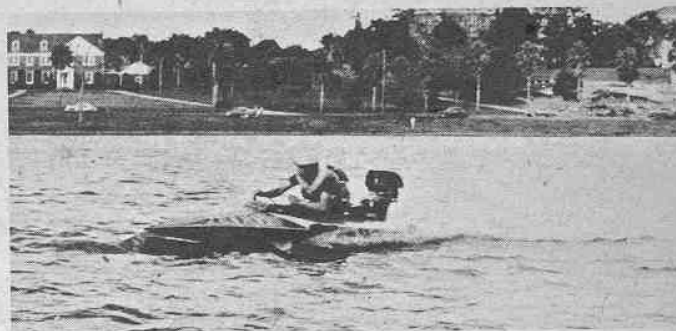
A part of BU field moves up to starting line at Tampa in good order.



A field of BUs on the straightaway. N. B. Ryall, Jr., holds the lead.



Bud Wiget, Concord, Calif., scored 1950 points in C Service Runabout.



The best alkie conversion was George Taylor's fast modified Mercury.



Three out of four class victories at Tampa were scored by Don Baldaccini, who is pictured here running in his BU Holt Craft.

## THE *Racing* SCENE

dilly of a triple barrel roll. At better than 60 mph, this kind of aquabatics can be rough on drivers. Surprisingly, Schroeder was hauled from the water uninjured but minus one shoe and his wrist watch. Yeager went on to win the heat, followed in second spot by *Slipper E*, driven by Guy Wilson of Long Beach, Calif. Yeager had averaged 63.291 mph in the first heat. In the second heat the two lead positions were reversed, with Wilson awarded the race with his second heat average speed of 69.822 mph.

Hank Vogel of Webster, N. Y., took the 135 c.i. hydro events in straight heats, averaging 69.606 mph in his fastest five miles.

The 225 c.i. race was also won in straight heats by Mac Wieferring of Dayton, Ky. Bob Ballinger, Cincinnati, finished second in both events. Wieferring's fastest heat was clocked at a 71.828-mph average, which is not a lazy speed on any course.

The 225s provided the day's most sensational excitement. Chuck Hunter of Columbus, Ohio, moved into the first turn of the initial start of the first heat riding in the wake of J. E. Howard, in *Nip n' Tuck*. Shortly beyond the turn, Hunter's hull vaulted up over *Nip n' Tuck's* wake and lunged high in the air. It crashed back onto the water and then veered off at open throttle a full mile and a half toward the west shore of the lake. Without deviating, the runaway screamed at an estimated 95 mph onto the beach and then bulldozed its way through 25 feet or more of shrubs and palms before it lost momentum in a shredded jumble of motor and planking and burst into flames. Patrol boats and racing boats all headed for the smoke and flames, figuring Hunter was trapped in the wreckage. Fortunately, several patrol boats in the area where *Miss Columbus* had first started to cut capers had seen Hunter catapulted from the

cockpit, and then quickly hauled him into a boat, rushed him to shore where he was transferred to a hospital and treated for shock. Ironically, it all occurred in a false start but, fortunately, Hunter suffered no severe injury, though *Miss Columbus* was reduced to a sad and unladylike condition.

The speed kings of the Southland Sweepstakes were the 266 c.i. hydros, which were reserved for dessert. In the first heat, Don Wilson, in the cockpit of Bill Ritner's *Wa Wa Too*, easily led the way home at a 76.7 mph average. Bob Smith of Baltimore finished second, with local driver Ray Gassner third. It appeared that Wilson, who has largely dominated the 266 activities so far this season, had things well in hand. But a minute or two after the five minute gun had sounded for the second heat, Wilson hit the starter only to find that his battery was dead. He camped in the pits while Smith, in

(Continued on Page 26)

# THE NEW



## "36" MOTORS' EXTRA POWER

New connecting rod is heavier; has needle bearings at wrist pin end.

IN JANUARY of 1955, the "36" class was accepted on a one-year probationary basis by the American Power Boat Association. Like any new racing class, certain to be expected problems occurred during the trial period. Both Evinrude and Johnson had filed specifications on their 35.7 c.i. displacement alternate firing twins and these two motors had been accepted by the Stock Outboard Racing Commission. The growing pains that have occurred were the result of factory improvements to both of these manufacturers' motors during the years of 1954, 1955 and 1956.

One hassle arose from a lower unit improvement. The exterior dimensions of the 1954 unit are different from the dimensions of the 1955 and 1956 units which are identical. The change was made to strengthen the units, with an eye to greater ruggedness for everyday pleasure use. The alteration achieved this but it also made the revised unit slightly slower because of added drag for the racer who measures speed variations in fractions of miles per hour.

On the 1954 units, the "V" dimension, that is the distance from the upper faces of the driveshaft housing flange to the center point of the pro-

PELLER shaft or the center of the tip of the gear box, was 26 61/64" plus-or-minus 1/16". On the 1955 and 1956 models, this "V" dimension was increased to 27 31/32" plus-or-minus 1/16". The "S" dimension, that is the minimum thickness of the driveshaft casing between the gear box and the driveshaft housing flange was 15/16" on the 1954s. On the 1955 and 1956 models, this area was beefed up by 11/32" so that the minimum distance was 19/32". The savvy drivers were quick to realize that the 1954 unit, though it had the same 12:21 gear ratio as the '55 and '56, was somewhat quicker. As a result during 1955, many "36" racers used 1954 units on 1955 powerheads.

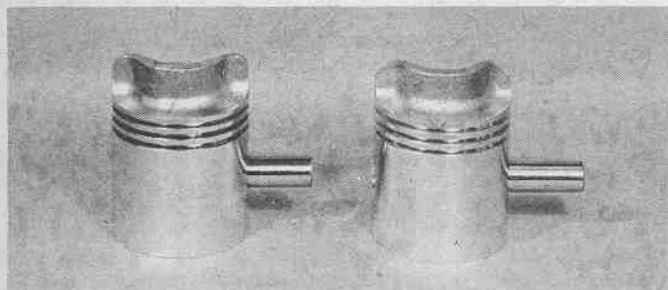
This brought a big squawk from the boys with '55 motors complete with '55 lower units. The idea of this probationary class, of course, was one for the man who by changing nothing but a propeller could race one day and by switching back to a workaday prop could use the same motor for general utility purposes. While this, too, was the original idea for all of the stock classes, the hydro short racing type units changed the picture so that relatively few drivers in stock A, B, C or D

classes use their motors for other than racing purposes.

The more mechanically acute "36" class racers also were quick to spot that the "C" dimension of the block, that is, the distance from the center point of the crankshaft measured to the top of the exhaust port, was modified in 1955. This measurement on the 1954 models was 5.227" plus-or-minus .015". On the 1955 and 1956 models the exhaust port was lifted .109". The specs on these later models call for a measurement of 5.336" plus-or-minus .015". Some drivers felt that this alteration in exhaust port timing also offered an added advantage so they combined the '54 unit with the '55 powerhead and technically within the rules as set up in 1955, this was possible.

However, the 1956 Model Johnson Sea-Horse 30 and the Evinrude 30 horsepower Big Twins, both 35.7 cubic inch displacement motors, have an added 5 horsepower over previous 35.7 c.i. twins. The big problem thrown up to the Stock Outboard Technical Committee, the Stock Outboard Racing Commission and the registered drivers in A.P.B.A.'s "36" class was whether 1954 or earlier lower units could be

(Continued on Page 36)

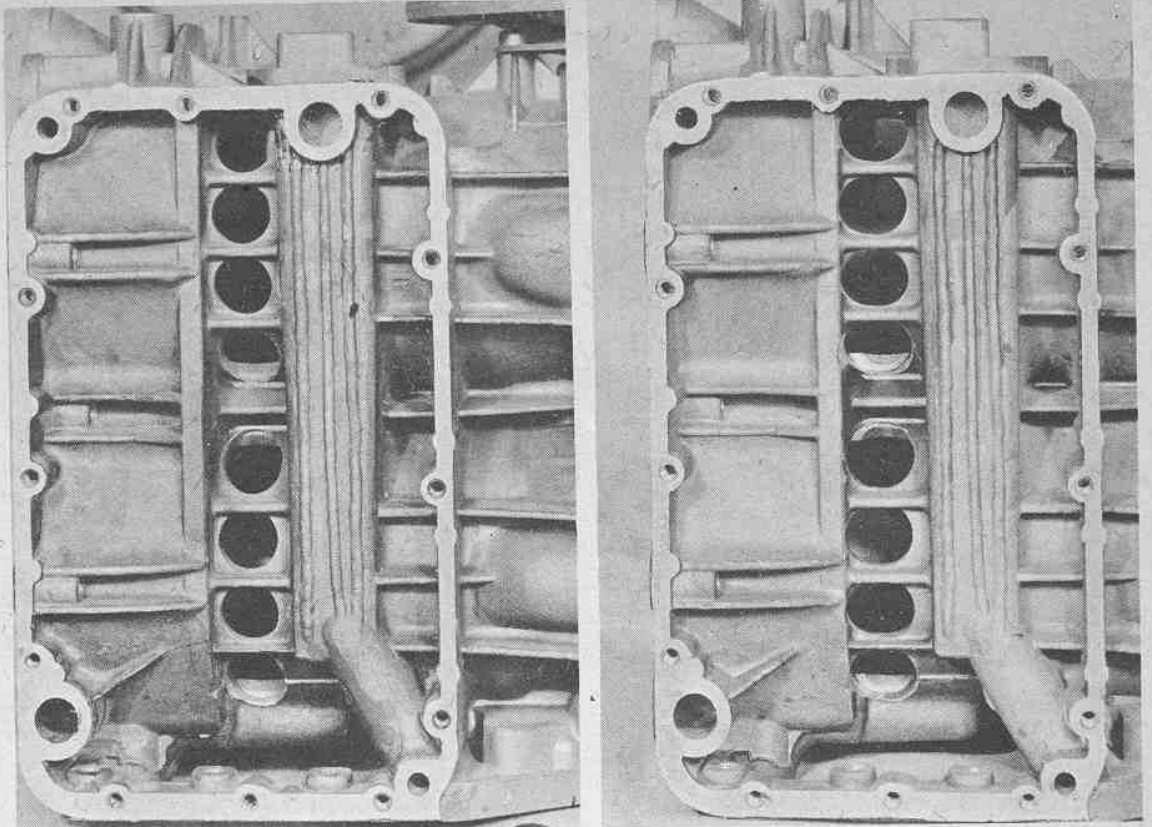


Evinrude 1955 Big Twin piston (left) and differently domed '56 model.

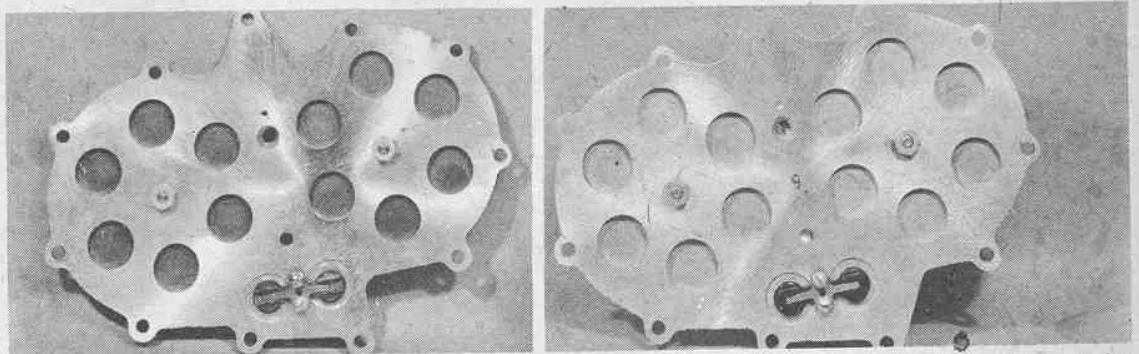
### WHERE THE 30-HP OUTBOARDS

### GET THEIR SPARE "HORSES"

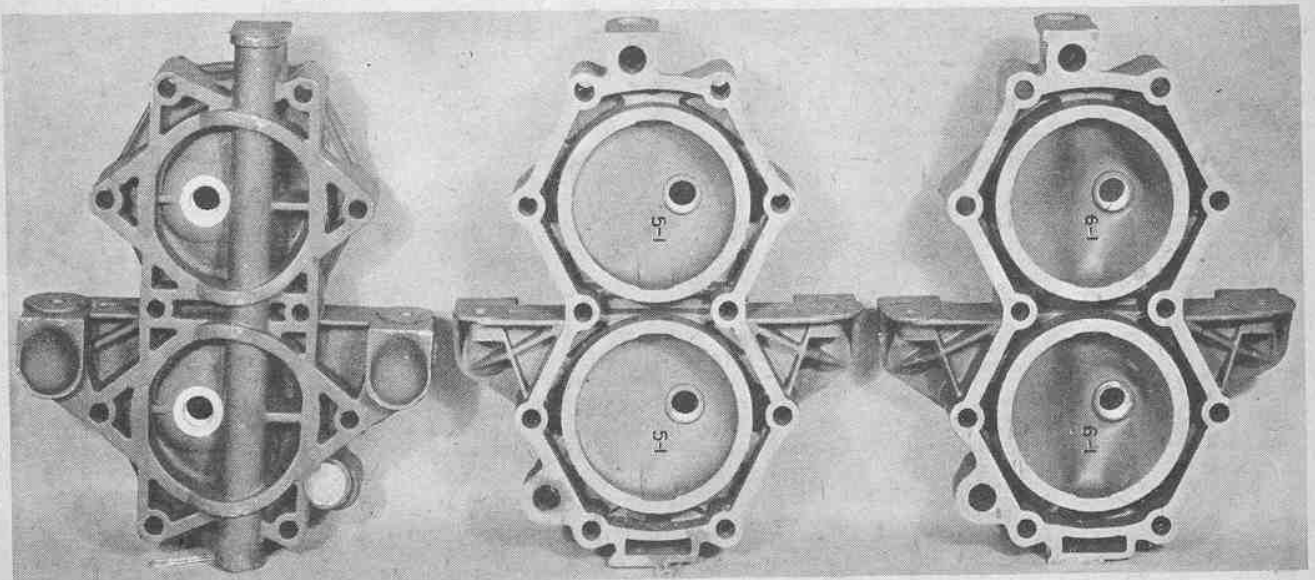
By Henry Hotchkiss



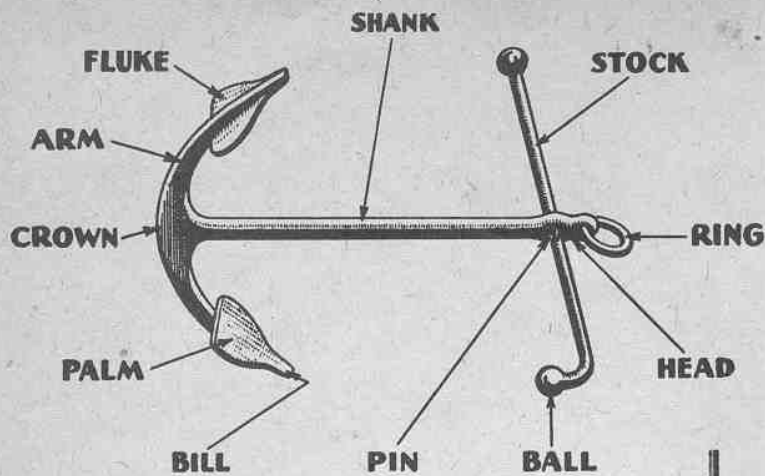
Photos of 25 hp block (left) compared to new 30 hp model shows how exhaust ports have been elongated — approximately  $3/32''$ .



The fuel intake plate of 1956 motor (right) has 12 holes that are  $25/32''$  in diameter; those of earlier models were  $3/4''$ .



Cylinder heads are indistinguishable from outside (left), but inside the new 30s are marked 6-1 (compression ratio); 25 replacements, 5-1.



Kedge or yachtsman's anchor.

By John G. Kingdon

THE ANCHOR is the boatman's oldest, simplest and most efficient instrument, yet until recent years it has been the least changed and least understood. We are indebted to the Northill Co., Inc., Los Angeles, for the following information on the subject.

The first mention of an anchor is found in Chinese literature. About 2000 B.C., Emperor Yu found he could slow his boat down by hanging a chain overboard forward and another one aft.

Around 800 B.C., European sailors began using baskets of stones to hold their boats—but fear of the sea was still strong enough to cause them to beach their boats at night.

By 400 B.C., the Greeks had developed an iron hook that they at first fastened around a tree or stone on shore and later used in the conventional manner. This anchor was the forerunner of the kedge type and had flukes and stock. There was little change from then until 1800 A.D. when, with the invention of the steam hammer, anchors could be forged better and made in larger sizes.

Even then, however, the principle of anchoring remained the same. Holding power depended almost entirely on the weight of the anchor. The stockless anchor, for example, served as a drag—its holding power depended on a combination of its weight and the weight of that part of the anchor chain which lay on the bottom of the sea. The lighter kedge or yachtsman's anchor, while given a stock and much more efficient flukes, still depended on weight to insure penetration of the fluke.

Then, in the latter part of the 19th century, Herreshoff—famed yacht designer—proposed a new concept: "The holding powers of different sized anchors are proportional to the areas of

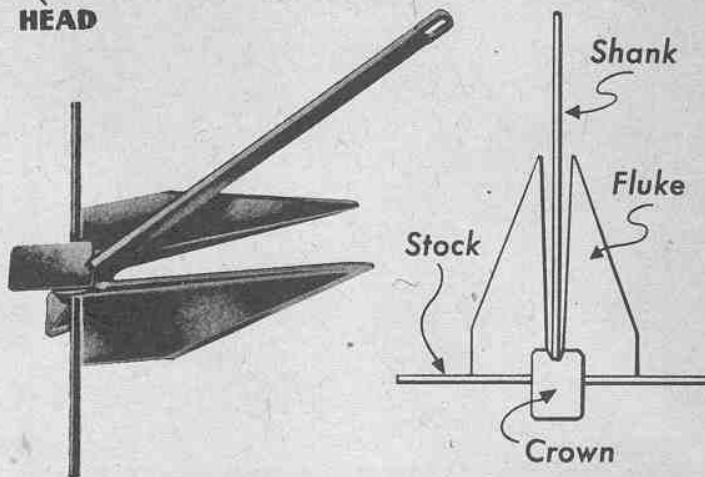
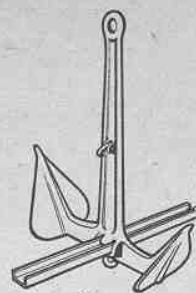
their flukes multiplied by the distance they are buried in the bottom."

Subsequent experiments proved this law. Anchor design then became a problem of engineering, the aim being to develop an anchor that would be light in weight and structurally sound and would provide positive penetration of the flukes.

In 1932, John K. Northrup, inventor and aircraft designer, began work on this idea. He developed a design that disposed the weight of the anchor primarily in its fluke area. Penetration was assured by fixing the flukes at an angle to the shank that afforded a downward-planing action when a pull was made on the anchor cable. For structural strength, a special high-tensile alloy steel was developed.

The result was the Northill lightweight anchor in which weight as a primary factor in holding power was eliminated. Its announcement was naturally received with considerable scepticism by boat owners, who had always depended on weight to hold their craft. However, tests by the Navy, the Bureau of Aeronautics and other recognized authorities have proven the efficiency of the design. Today, lightweight Northill anchors are being used by the Navy, Coast Guard and Air Force—as well as by thousands of yachtsmen and commercial fishermen.

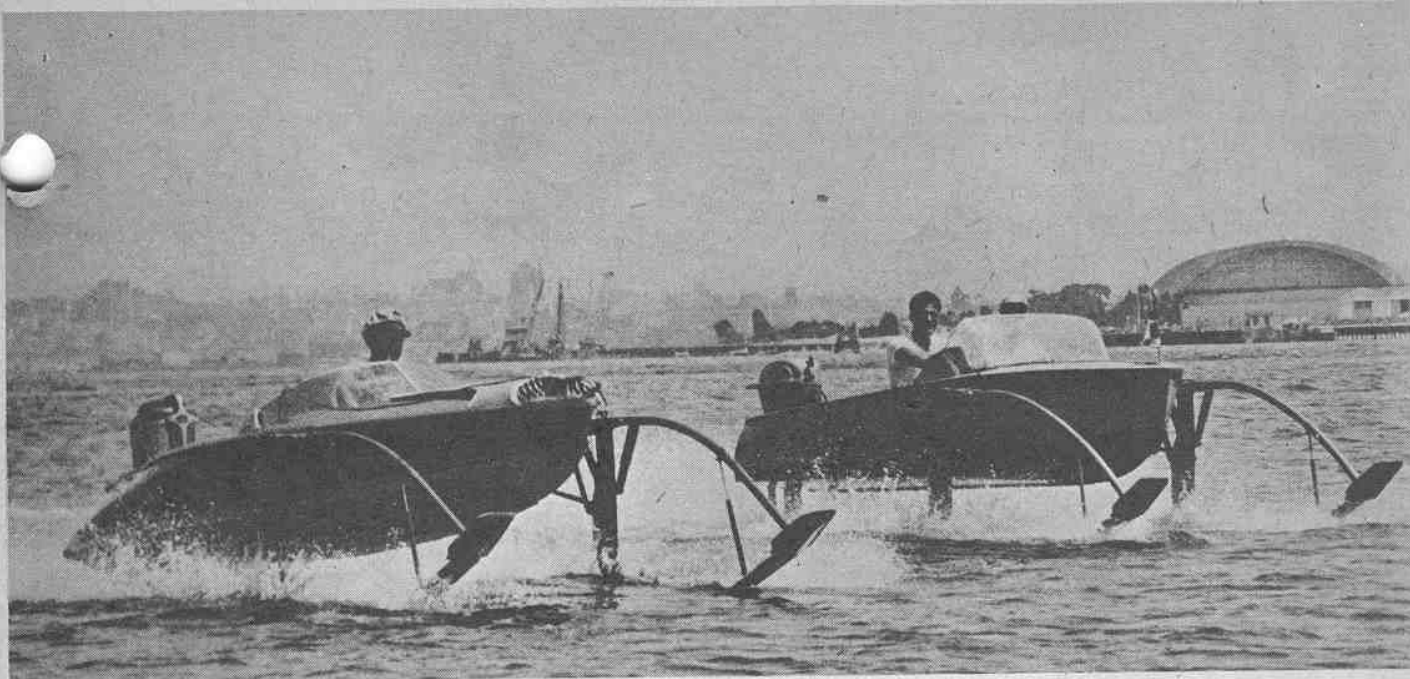
SO MUCH FOR the history of anchors. How can this information be translated into something of use to the outboard boatman? As Sherlock Holmes was



(Top) Northill lightweight utility anchor. (Bottom) Danforth anchor.

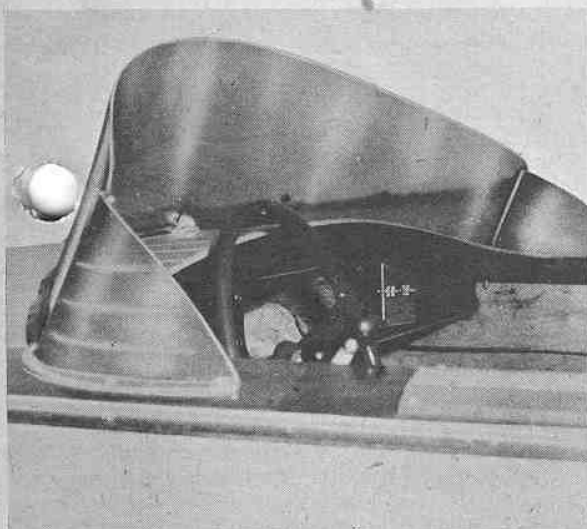
# OUTDOORS WITH THE OUTBOARDS



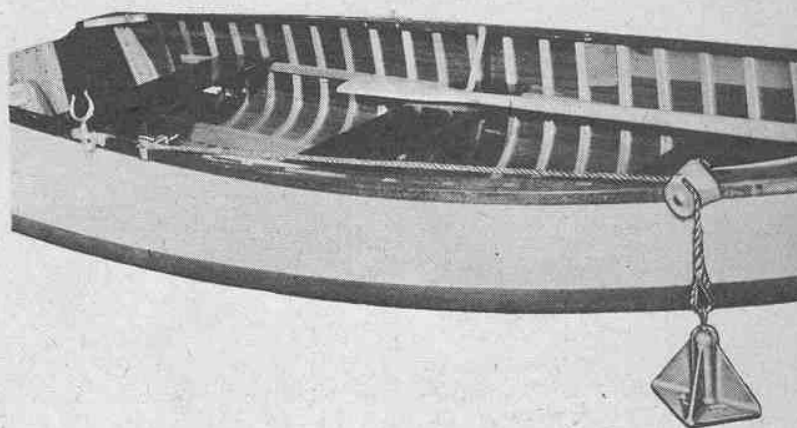


(Above) Conversion kit transforms any outboard into a Hook Hydrofin. Made by Atlantic Hydrofin Corp., 601 S.W. 2nd Ave., Miami 36, Florida.

(Below) Hansafe kit includes pulley, cleat and special anchor, and is designed to let boat operator control anchor without moving from seat.



Nautalloy Plexiglas windshields fit any boat.

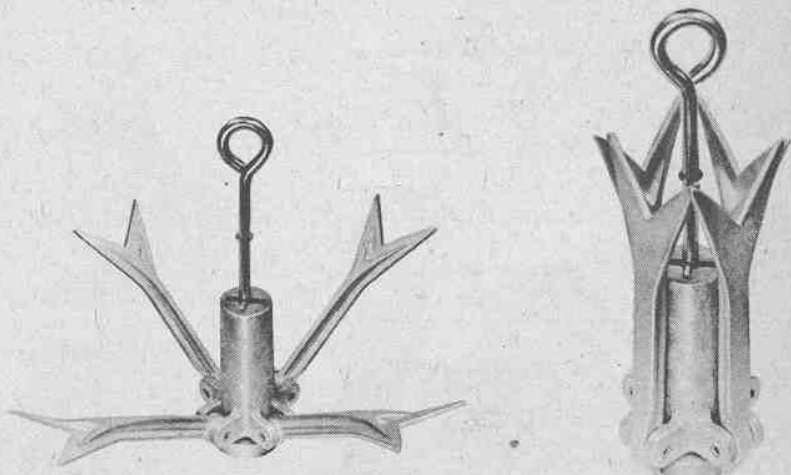


wont to say, "Elementary, my dear Watson."

Of the older types of anchors, the only one recommended for use aboard a small boat is the kedge type. For any outboard boat measuring less than 20 feet long, it is recommended that a 20-pound kedge anchor be carried. If your boat is between 20 and 25 feet long—if, for instance, it is a 22-foot outboard cruiser—we recommend that you carry two kedge anchors, one weighing 20 pounds and the other weighing 35 pounds.

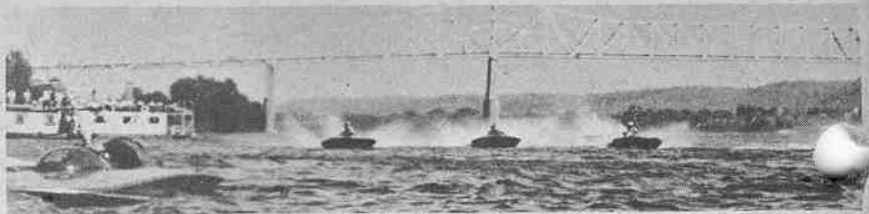
Now let's consider the Northhill folding anchor. One weighing but 6 pounds is as efficient as a kedge anchor weighing 50 pounds and one weighing 12 pounds is as efficient as a kedge anchor

(Continued on Page 28)



No-Drift collapsible anchor has four extendable lugs; weighs 4 lbs. El-Gan Sales Co., Box 132, Elgin, Ill.

The ninth annual running of the Madison (Ind.) Regatta will be held on Sept. 29-30 and Oct. 6-7. Here's a field of 136s comes down the Ohio.

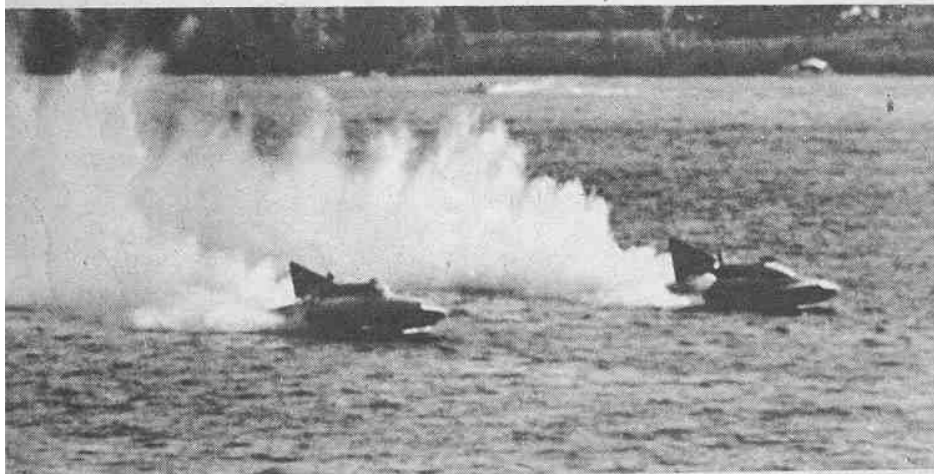


# TORQUE

By Lou Eppel



Kenneth St. Oegger (left) chats with Donald Campbell, the fastest man on water, at Lake Mead, with Hawaii Kai in background. St. Oegger later took Henry Kaiser's Unlimited hydro to Honolulu for ill-fated attempt on record.



More than 50,000 persons are expected to line the banks of the Ohio River as the big Unlimited hydros renew their battle for the Governor's Trophy this year. Here Tempo VII (left) inches out Gale V in a 102.07-mph heat.

IN WHAT WE FEEL was one of the best of all of the "Indoor Regattas" we have ever attended, the 1956 version of the Greenwood Lake (N.J.) Racing Club's annual affair, the membership of this very active stock outboard racing group, had a hilarious evening poking good natured fun at the regatta officials who have worked at most of the club's races. Referees, timers, measurers *et al* were the butt of many clever and pleasantly insulting jibes dreamed up by the committee, most of whom are active drivers, led by Jim Ware of Hasbrouck Heights, N. J., one of the better DU chauffeurs in the Middle Atlantic States area.

Not only were the officials used as foils, but also the fathers of some of the leading drivers. Among the special awards handed out were a huge pair of spectacles with the number 12 painted on each lens for a referee who unwittingly permitted in one race more than the legal number of starters to cross the starting line; a booklet entitled "How to Argue Convincingly" which was presented to a loquacious parent who from time to time had questioned certain decisions made against his offspring; a jeweler's loupe for the motor inspector to assist in reading his mikes and for checking for file marks; and finally, another booklet entitled "How to Overcome Stupidity" was presented to one of the top officials in the country. Needless to say, the drivers, who had raced all season under the official eyes of the foregoing, had a real field day, and the aside comments added greatly to the over-all amusement of the 100 guests.

Another novel feature of the dinner was a two-heat contest for the guest officials, a few proud fathers and one leading hull builder which consisted of operating the starting clock for the final minute without benefit of a watch, against an electric clock. All of the eight entrants were scored on degree of error, with points charged against those who were over the 60 seconds, and disqualification for those who jumped the gun. The second heat consisted of "by eye" measurement of a 1956 special model of the latest in utility "boats". Here the contestants were asked to give the "transom-molded depth and maximum beam" dimensions of very comely young lady who wore the identification of Miss Mickeycraft of 1956.



# TALK

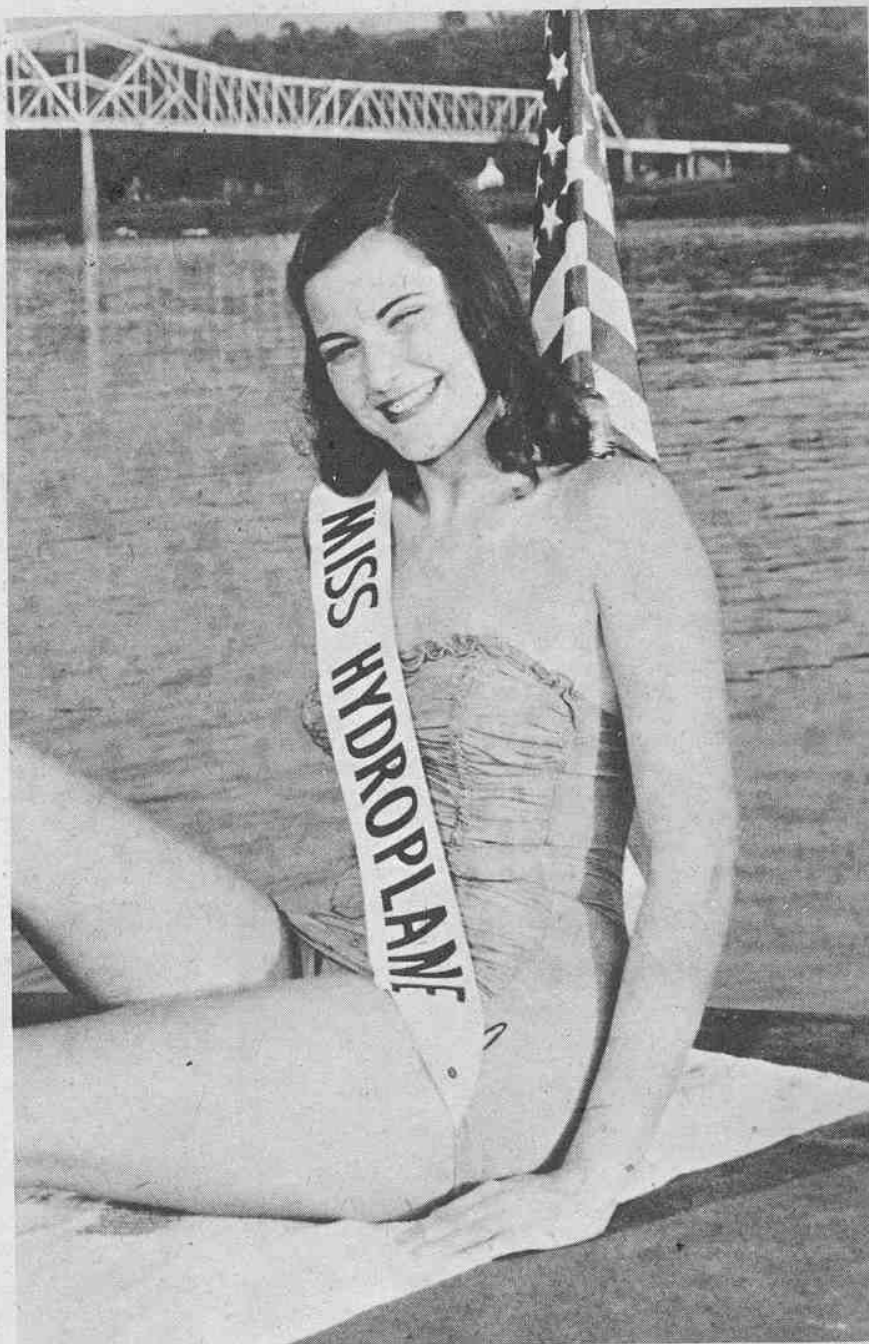
## HAWAII KAI'S ILL-FATED RECORD ATTEMPT . . . PHOTO PRE-VIEW OF THE MADISON REGATTA

Doing this without the aid of a tape measure is no mean feat, and the micrometer eyes of the contestants certainly were out of calibration in many cases. Over-all winner, on the basis of points compiled in the two heats, was Mel Crook of Montclair, N. J., whose usual officiating chores run to the Gold Cup, Presidents Cup and similar regattas. Second and third places went to John Schubert, Sr. of Clifton, N. J., father of the former BSH record holder, and Wiff Wehrle of Hackensack, N. J., father of the 1955 stock outboard high point winner.

To Commodore Click Bishop of the G.L.R.C. and all of his hard working committee, our salute for making their indoor regatta something quite out of the ordinary.

THE ILL-STARRED MILE trials of Henry Kaiser's Unlimited hydro *Hawaii Kai*, on March 4th in the lagoon at Honolulu, has brought up many questions which doubtlessly will have much bearing on certain design features on all Unlimited craft from here on in. From such meagre reports as we were able to garner, the accident which put driver Kenny St. Oegger of La Crescenta, California, in the hospital with a broken right leg, two broken ribs, a black eye and countless bruises, was caused by the breaking of the cast steel rudder post even with the lower support bearing while screaming through the traps at a speed of between 190 and 195 m.p.h. St. Oegger, whose name is well known as the driver of the best limited class hydros on the West Coast, was picked to drive the Staudacher-built craft which Kaiser purchased last August just after the Seattle Gold Cup races. Complete with crew, and also with Kaiser's other Unlimited, *Scooter Too*, on board, Kaiser sent the outfits over to the islands to try to bring back to the U.S. the mile record for unlimited craft so recently carted off by Donald Campbell in his jet propelled *Blue Bird*.

Under the capable guidance of Referee Kent Hitchcock, and with timing by Otto Crocker, the trials were set up with a mile course which was different from any used for record attempts until now. The mile was surveyed for one direction, and because of somewhat limited space for acceleration and deceleration, the return mile was laid out  
(Continued on Page 30)



Beauty of line is not restricted to the graceful hydros, as proved by Miss Ann Gillock, who was elected *Miss Hydroplane* of the 1955 Madison Regatta and who will award this year's crown.

# IGNITION TIMING

By Shanon Place

THE IGNITION SYSTEM of stock competition motors consists of an electrical generating unit called a magneto and the spark plugs. Selection of the proper spark plug was covered in the May, 1956, issue of BOAT SPORT. The magneto, its function, operation and particularly the synchronization of breaker points and timing of the magneto to the piston strokes play an all-important part in the winning of races.

The magneto, regardless of the type, consists of coils, condensers, breaker point assemblies and a permanent magnet mounted inside the flywheel or a magnet rotor. The magneto's function is, without outside assistance from any other electrical source such as a hot shot or storage battery, to produce electrical energy and relay this electrical energy to the spark plugs to create combustion in the cylinders at the proper instant of piston travel.

Permanent magnets mounted inside the flywheel or the magnet rotor pass over pole shoes of the coil laminations. This sets up a magnetic field of induced electrical current which flows through the coil. The coil actually is comprised of two coils, one within the other. The inner coil, or winding, is the primary coil which has relatively fewer turns of relatively heavy wire. The outer, or secondary coil, has many more turns of a much finer grade wire. The induced current which flows through the primary coil, if abruptly interrupted, shifts its flow to the secondary coil, inducing a current in the finer wire windings of a much higher voltage than

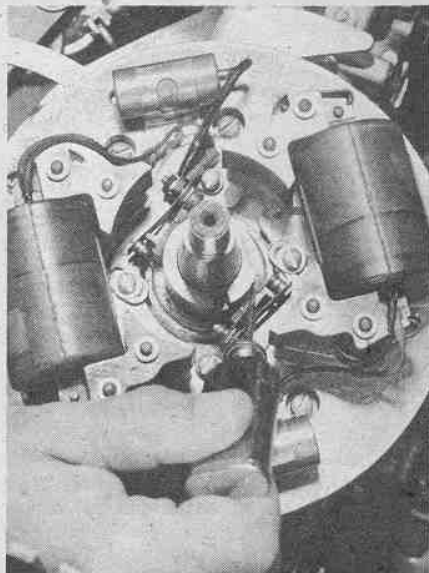
originally was induced in the primary coil. A comparison could be made to the flow of a constant volume of water through several pipes of varying diameter. If the flow through a large pipe is suddenly interrupted and the same amount of water is forced through a pipe of much smaller diameter, the pressure of the water at the outlet of the pipe is increased. So the induced electrical current's intensity or voltage varies dependent upon the size of the wire through which it flows.

To produce the sudden interruption of the flow of current through the primary circuit, breaker points are used. The points remain in contact under spring pressure during each rotation of the flywheel until such a time as a cam arrangement or a modification from perfectly round on the crankshaft causes a cam follower or guide connected to one of the two breaker points to rise or fall. This cam function causes opening of the points which creates a break in the circuit and results in a current interruption. The cam is so arranged that it creates this interruption at a precise time the current in the primary coil has reached a speak of intensity.

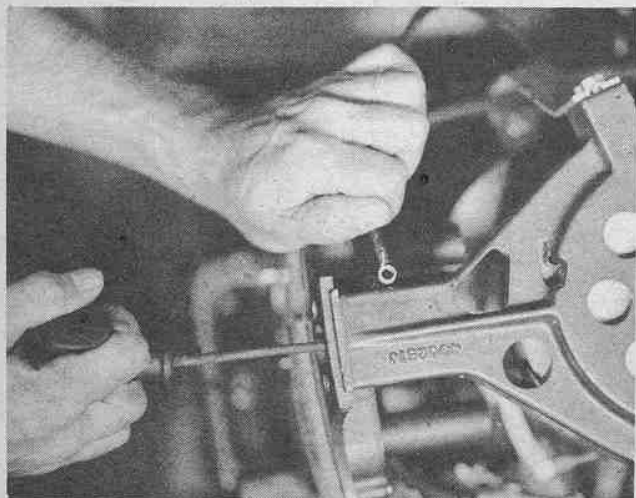
The current produced in the secondary coil, which is of high voltage, is directed through the high tension leads to the spark plugs where it overcomes air resistance and jumps the gap between the spark plug's two electrodes.

The condenser also plays an important part in the function of the magneto and can be likened to a reservoir. It is simply constructed of strips of

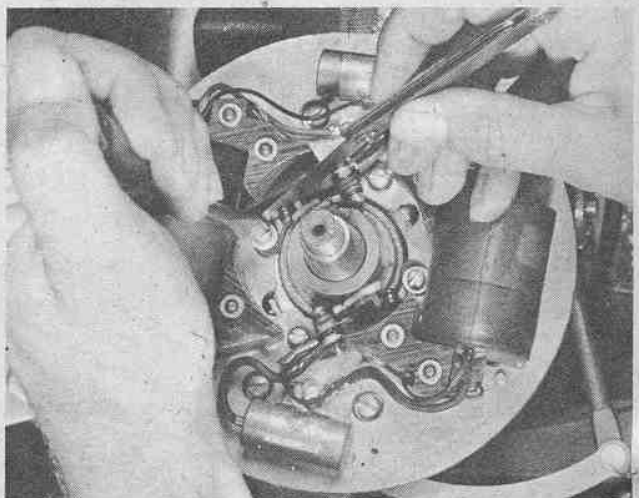
metal foil separated by laminations of insulating material. These are so wrapped that one strip of foil is grounded and another is connected to one breaker point. At the moment the breaker points open, the condenser stores up the sudden flow of current from the primary winding of the coil, which otherwise would arc across the breaker points in an effort to complete its flow. Thus a faulty condenser, no longer able to store up primary current, will cause breaker point arcing which weakens the intensity of the spark at the spark plug



Use light oil on cam followers several times during season, but be sure to wipe up excess.



To check magneto, remove spark plug wire and hold it about 3/16" to 1/4" from metal of motor; pull starter cord and a good spark should jump.



Non-plated feeler gauge should be used to adjust breaker point gaps. (Photos reproduced by courtesy Scintilla Div., Bendix Aviation Corp.)

# FOR STOCK COMPETITION

terminals, may cause complete failure of any spark jumping at the spark plug terminal gaps and will lead to rapid deterioration of the breaker points.

The condenser, when functioning properly, retains the current only momentarily before releasing it to the secondary winding. Since the normal racer will not be expected to repair faulty condensers or coils, but rather to replace them, any further description of these parts is unnecessary.

Several types of magnetos are used in stock racing motors. The Class A

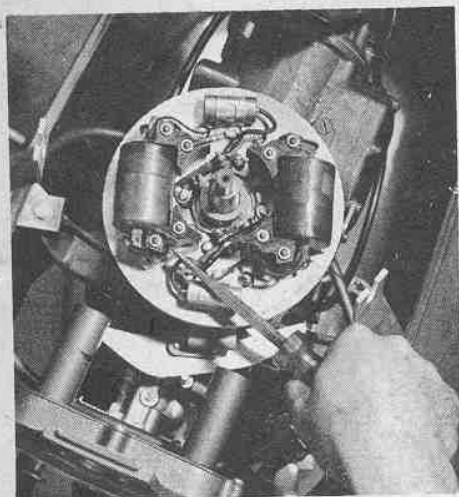
Mercurys and the Champion Class B Hot Rods employ Phelon magnetos; the B Mercurys, Scintillas; and the Cs and Ds Fairbanks-Morse type. The "36" class Evinrudes and Johnsons use a flywheel magnet type magneto.

In checking for spark with any type motor, remove one spark plug wire and hold it approximately 3/16" to 1/4" away from some protrusion on the engine block. With the motor being cranked over, a spark should jump this gap. This type of checking is indicated when the engine is difficult to start or

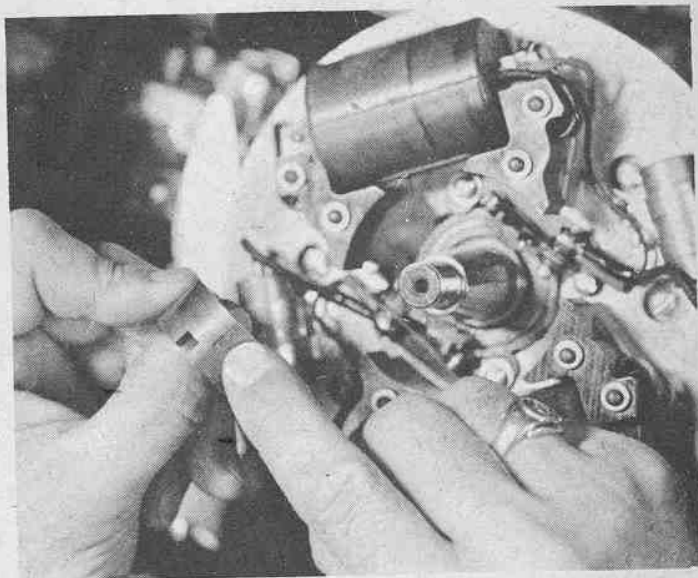
fails to start. However, a good spark may jump this gap when the motor is being pulled over by hand and yet ignition for racing purposes may still be very inadequate. It should be obvious that breaker points must be in perfect condition and the gaps between the points should be properly adjusted.

In checking points or refacing them, several precautions should be taken. Proper refacing is done by removing the points from the stator plate and separately rubbing them down on a

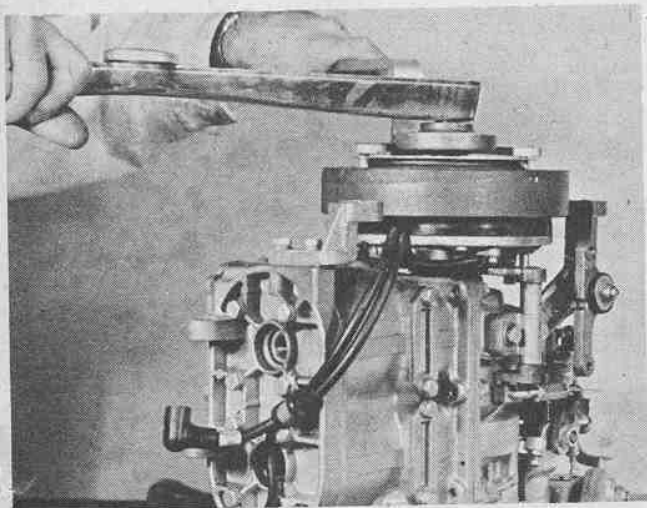
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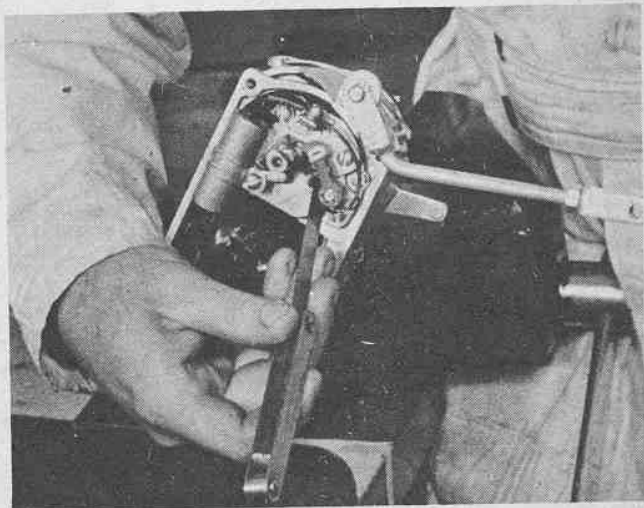
Proper gaps are often stamped on stator plates. Coils come out by prying off the spring clamps.



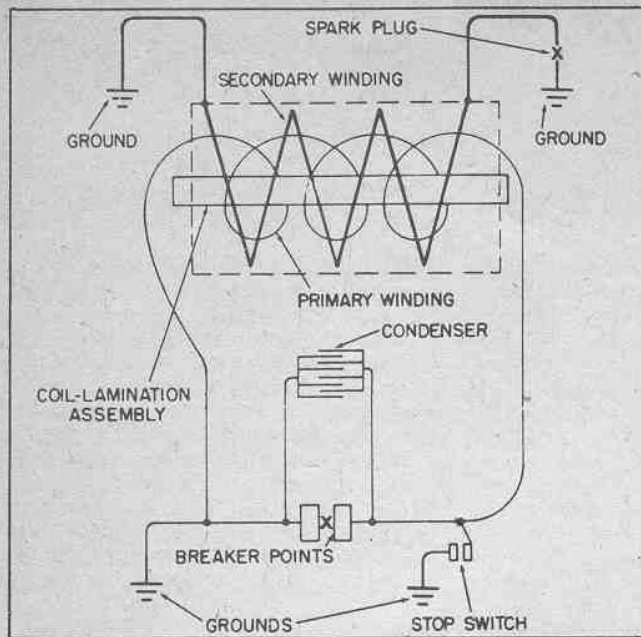
Cam condition is very important. Inspect surface for rusting, pitting or scoring, and replace if damaged before cam followers begin to wear down.



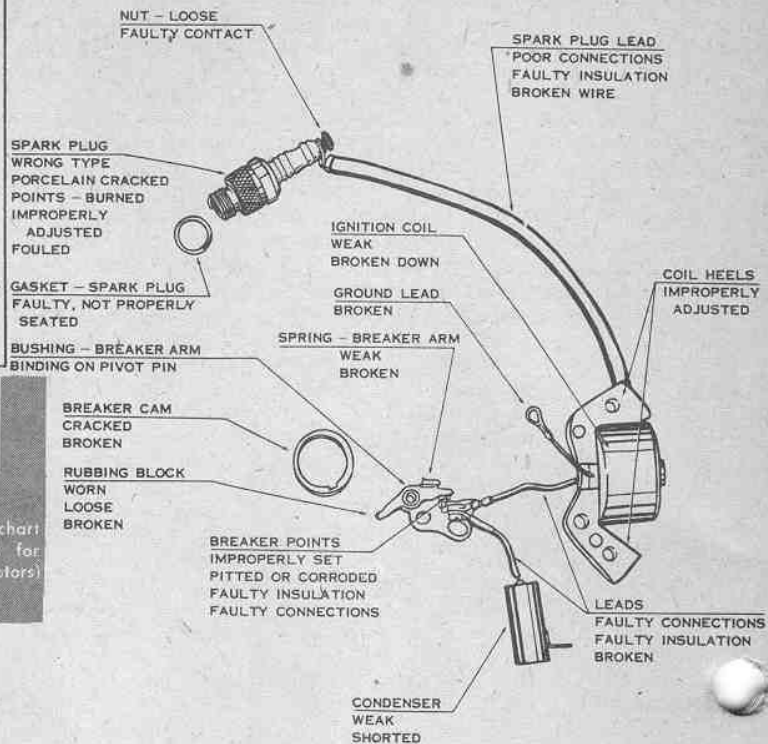
Magneto inspection usually requires removing flywheel. When replacing it, use a torque wrench to 65 ft./lbs. on B Stock motors, 60 ft./lbs. on AU, 90 ft./lbs. on CU and DU, and 60 to 65 ft./lbs. on "36" class.



The breaker point setting for the Fairbanks-Morse magnetos should be carefully set at between .015 and .018 inch. Remember that in setting points the flywheel must be rotated exactly one half of a turn or 180°.



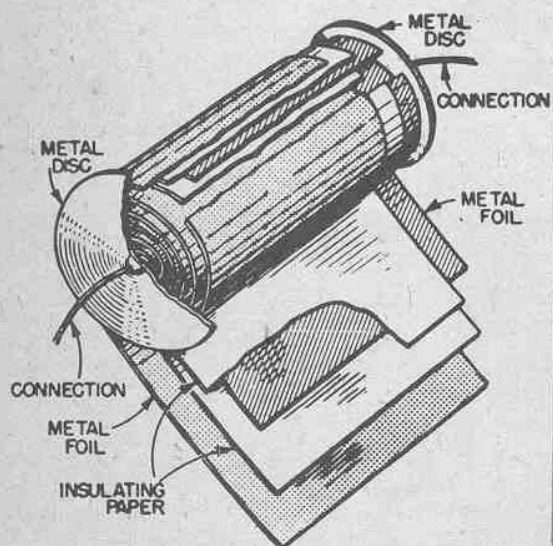
(Left) A diagram showing the wiring and arrangement of a typical magneto such as is used in the modern outboard motor.



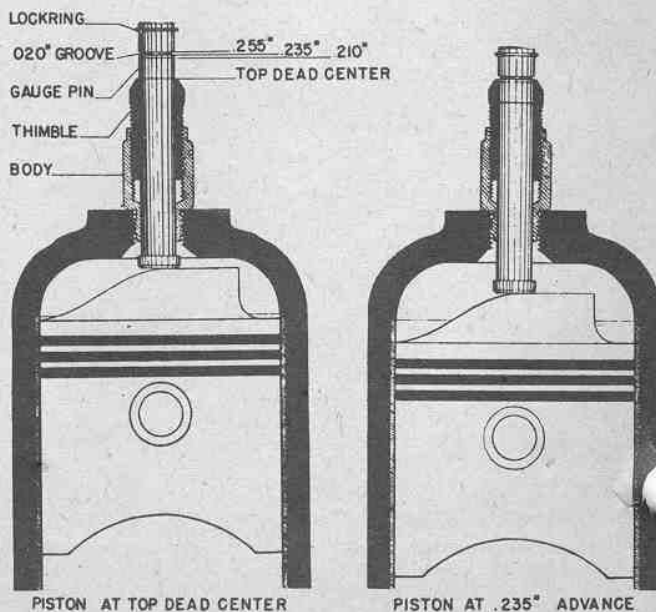
(Right) A handy trouble-shooting chart showing various locations to check for faulty ignition. (From Johnson Motors)

## IGNITION TIMING FOR STOCK COMPETITION

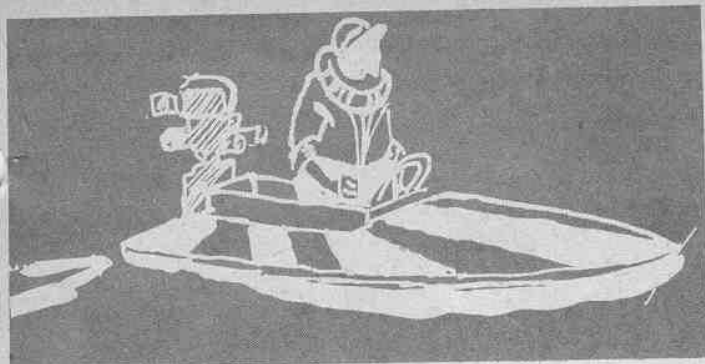
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(Left) A cutaway view of the construction of a typical condenser, showing the series of laminations.



(Right) These two drawings show a Mercury ignition timing gauge in use at different piston positions.



# AROUND THE BUOYS

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

THE 53RD ANNUAL MEETING of the American Power Boat Association will be held in Chicago in November, with the Outboard Club of Chicago as the host club. Rumor has it that A.P.B.A. Outboard V.P. Jack Maypole of Chicago has made arrangements for the Cat Girl to be present at the O.C. of C. hospitality room. Jack first became an ad-

mirer of the famous interpretive dancer while attending an A.P.B.A. function in New Orleans several years ago and furthered his friendship during the A.P.B.A. annual meeting in New York three years ago. Maypole also announces approval by the Outboard Racing Commission of the Champion Hot Rod for Class B competition. Spec sheets on the motor may be obtained by writing to the A.P.B.A. national office, 700 Canton Ave., Detroit 7, Mich.

DONALD L. GUERIN, A.P.B.A. Stock Outboard Racing Commissioner recently stated that as a result of a poll of its members, the SORC has ruled that in the best interest of fairness to all stock racing members, only engines built by United States manufacturers or their bona-fide Canadian subsidiaries will be

eligible for A.P.B.A. stock racing registration. This ruling follows the earlier lead taken by the A.P.B.A. Stock Inboard group in its engine regulations

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 m.p.h. over a five-mile distance during the Stock Outboard Nationals in Oregon last August. The okay on Schumacher's record tosses into the discard the former peak competition JU mark of 24.137 m.p.h. established twenty days before Schumacher's mark on August 6, 1955, at Norfolk, Va., by Garry Gerton of Baltimore.

(Continued on Page 29)

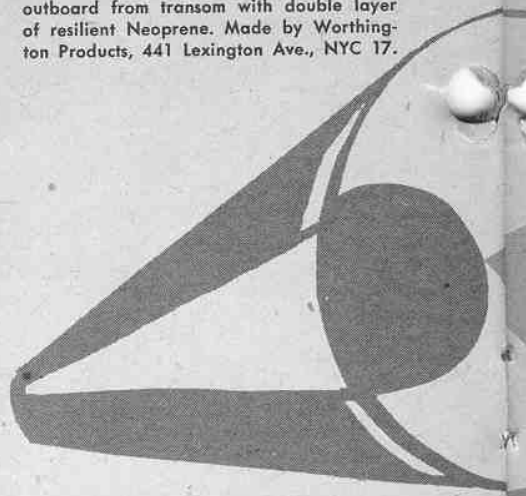
This spectacular action shot shows Johnny Mann, Knoxville, Tenn., as he broaches after trying to pass his arch rival, Ralph Scott, Paducah,

Ky., N.O.A. Division III high point winner in 1954 and 1955. Moments later Johnny neatly flipped his B Runabout and was out of contention.





New No-Vibe Transom Pad is designed to reduce noise and vibration by insulating outboard from transom with double layer of resilient Neoprene. Made by Worthington Products, 441 Lexington Ave., NYC 17.



### NEW BOATING MOVIES

Among the latest films available from the Socony Mobil Film Library, 26 Broadway, New York 4, N. Y., are two of special interest to boat racing clubs. The first of these, which is of fourteen minutes duration and filmed in color with sound, is the exciting story of Donald Campbell's 216.2 m.p.h. world's record breaking run at Las Vegas, Nevada, last November.

Another classic of motorboat racing is a 28-minute color-sound film titled "Where Rooster Tails Fly." This is filming of highlights of the 1955 Go Cup Race. Both films are loaned at no charge to boating groups.

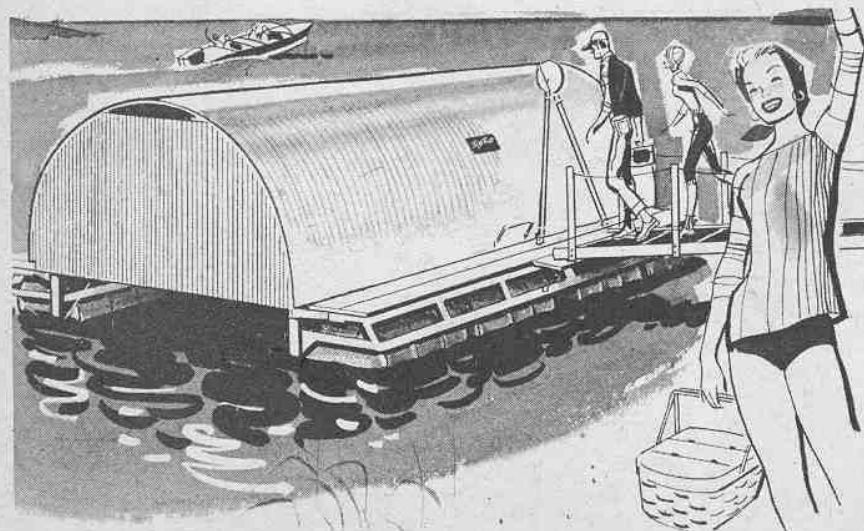
Stephen Foster Briggs, board chairman of Outboard, Marine and Manufacturing Co., has two major interests—wildlife photography and outboard motors. A few months ago the 70-year-old industrialist slung a camera tripod over his shoulder and waded into the muck of the Everglades to produce a 27-minute color moving picture combining them.

The film, "Tamiami Trail," tells the story of two teen-age youngsters who set out with a small trailer-borne outboard boat to explore the wilderness area easily accessible from Florida's famous highway across the Everglades.

Just off the trail, the boys find a primitive land. Seminoles in colorful regalia pole ancient dug-out canoes through the lush swampland. Panther, bear and deer roam wild. Sub-tropical wild-fowl are myriad in specie and in numbers. Surly 'gators and friendly raccoons, venomous snakes and playful otters are found along the pathways.

There is a visit to a trailside Seminole village where the lads learn much of Indian life and folkways and meet the two oldest living members of the tribe.

The Florida high school yo about whom the action centers are Wayne Bailey, 17, of Bradenton; and Dupree (Bucky) Haynes, 15, of Naples. Both hold Eagle rank in the



Tip-Top boathouses resemble floating quonset huts and provide private storage and weather protection for runabouts from 14 to 20 feet long. Smaller boats are suspended above the water.



# It's NEWS

Boy Scouts. Their Seminole companion is Frankie Billie, son of one of the tribe's reigning medicine men.

Briggs worked "on location" in much of impromptu basis, utilizing available material in the vicinity. The wildlife scenes represent hours of waiting in muck and swamp growth and cautious stalking for such scenes as an American eagle atop its nest. So far as possible the film shows animals in the wild, but in the case of panther and bear an expedient was adopted to insure both the safety of the lads and the completion of the film within the time available. Zoo bear and panther were stockaded in the 'glades, with expert animal handlers standing by.

There were anxious moments, however. In one instance, a panther swam a lagoon and crashed through the camera tripod where the photographer had been standing.

In filming the picture, Briggs continued a hobby which has taken him to many parts of the world. No "arm-chair" photographer despite his age, he doesn't balk at trudging through swampland laden with photo gear, nor at hours spent lying in cramped position in sawgrass to obtain intimate wildlife pictures. Much of his footage has been utilized by the National Audubon Society as well as in Disney productions. He resides at Naples, Florida.

John A. McGee, film producer of Sarasota, Fla., wrote the original musical score for "Tamiami Trail." Charles Ebbets, Miami photographer, served as a technical assistant.

The film will be available to clubs and other organizations through Johnson Motors of Waukegan, Ill. The travelogue-type picture is particularly recommended for conservation, nature, travel and youth groups.

## BOAT TRAILER PLANS

Walt Snyder, 2434 McCracken, Muskegon, Mich., lists complete and easy-to-read blue prints for equipment box

(Continued on Page 38)

## BOAT SPORT



This portable freon gas-powered fog horn made by the Falcon Alarm Co., Inc., Summit, N.J., meets the U.S. Coast Guard requirements for marine signaling devices.



New streamlined boat hardware is here demonstrated by a young lady who is quite a bit that way herself. Made by Sea Dart, Inc., Portland 12, Ore., for outboarders.



A scene from the new movie available from Johnson Motors (see text for details). Taken in Florida's Everglades, it takes you along exploring.

## Boat Sport Covers the Racing Scene

(Continued from Page 13)

Miss Pinky, went on to take the second heat and the race, with Gassner in *Sunshine Baby III*, finishing second.

In the day's final event, the Southland Sweepstakes, raced over a ten-mile distance, *Wa Wa Too*, fitted with a replacement battery, was driven to an easy victory by Don Wilson.

Meanwhile, at Clearwater, a field of more than seventy alkies burners turned up for the Fourth Annual Jaycee outboard regatta. Bill Tenney, Dayton, Ohio, was the day's star, racking up four heat wins and four runner-up spots. Closely tagging Tenney for honors, was Ellis Willoughby of Alexander, Ill., who, surprisingly, led both Tenney and Wiget through to the checker in one-heat of C Racing Runabout and then topped Ralph Dowling of Cleveland, Ohio, and Bud Wiget, Concord, Calif., the record holder, in two straight heats of C Service Runabout. Even more surprising was Willoughby's victory over Tenney and Wiget, in that order, in the second heat of C Hydro, for normally either of these drivers has been able to take the Illinois throttle pusher. Willoughby was really on fire and he wound up a neat swing on the Grapefruit Circuit by twice finishing second to Tenney in Class F and, in doing so, again topped Wiget and the balance of a tough field.

At Tampa, Don Baldaccini of Miami showed the thousands of spectators who lined the 22nd Street Causeway the driving skill that had carried him to two national stock outboard racing titles in 1955. Baldaccini's poorest showing occurred in AU, in which he took a second and a third in two heats to finish up second over-all in points to Skipper Ritter of Hallandale, Fla., who drove the six-cornered mile course in letter perfect fashion. However, from that first race on, Baldaccini's performance was flawless. In the second elimination heat of A Stock Hydros, Baldaccini led his nearest competitor in to the checker by a 13-second margin, and in the final he took pre-race favorite Herb Lanphear, Binghamton, N. Y., and a field of ten others, including such standouts as Al Bligh of California, Jim Loomis, Hamden, Conn., 1955 Stock Hydro High Point driver and Skip Ritter, with a 3-second margin.

In B Stock Hydro, Baldaccini led Loomis to the finish line by 2½ seconds in the first elimination heat. Ritter, however, who was slated for the second qualifying heat, clocked his five miles in 9 seconds less time than Baldaccini. However, in the showdown, Ritter was disqualified in an initial false start for being too eager at the gun and Baldaccini racked up his fourth heat and second race victory of the day.

In BU, which also required two elimination heats due to the full field of sixty stock boats for four scheduled classes, Baldaccini was led for one lap

by N. B. Ryall, Jr., of Wabassa, Fla., but overtook Ryall part way through the second lap and went on unchallenged to win the heat. Ritter, who frequently during the Citrus Circuit events has topped Baldaccini in competition, was scheduled for the second qualifying event. The Skipper won it again, with 3 seconds less elapsed time than that recorded by Don. In the final, Ritter took the lead at the first turn and held it for three laps, closely pressed by Baldaccini, who made the Hallandale driver hold a squeezed throttle over plenty of choppy water. On the backstretch of the fourth lap, Ritter kissed off a big wave, bounced high in the air, tail rode for ten yards and nearly flipped. Baldaccini pressed on by and was never headed.

At Punta Gorda, on February 18, the alkies burners gathered along the beach at Charlotte Bay for six scheduled races over a five-lap three-quarter mile course. The short course was dictated by the fickle water conditions. Gil Petermann, Malverne, N. Y., made a clean sweep of the Class A events, with Bill Tenney and G. W. Taylor, Orlando, Fla., swapping second and third positions. Taylor, incidentally, with a combination Swift hull and modified-to-alcohol Mercury motor, had given the veteran alkies burners and their racing KR's headaches throughout the entire Citrus Circuit. Taylor turned in his best performance at Lake Alfred, where he split heat wins with Bob McGinty, Corpus Christi, Tex., and turned in the fastest time of the day to win high points in the race and further proved that his converted stock was a money winner in any company. In the B Hydro events at Punta Gorda, Tenney dominated the field with two first spots. Wiget was second, Mel Kirts, Elkhart, Ind., and Vic Scott of North Bellmore, N. Y., split third place finishes.

In C Hydro, Wiget, who thrives on rough water and tough competition, took first honors, with Tenney second and Scott third. The F heat was won also by Wiget, with Tenney and Scott again finishing second and third.

Choppy water conditions had curtailed both the C and F races to one heat.

The C Racing Runabout class heats were won by Bruce M. Perry, Jr., of St. Petersburg, with Whit Hunt, Scotia, N. Y., second and Bill Tenney, third. Ralph Dowling, Cleveland, who throughout the winter has figured in top spots, won the C Service Runabout events, with Bruce Perry, Jr., taking second in points and Bud Wiget third.

At St. Petersburg on February 19th, the alkies burners had their final races on the 1956 grapefruit swing. Bud Wiget turned in an impressive record, with six first place wins, two each in C Service Runabout, C Racing Runabout and F Hydro. Doug Creech of Charlotte, N. C., equalled Wiget's day's

race record by scoring victories in A Hydro, B Hydro and C Hydro, though in the latter class he finished second in the first heat to break what otherwise would have been a monotonous day's domination by two drivers. Creech, in addition to his five first places and one second in the races already mentioned, finished second in two heats with his 30 c.i. PR-65, beaten to the line only by Wiget and his screaming 4-60, a thing of real music to listen to when it is winding up to perfection.

In A Hydro, Gil Petermann finished runner-up to Creech, with two seconds, and Tenney took third in over-all points, with two third place finishes. In B, Dennis Martin, Jackson, Mich., took a second in the first heat behind Creech, leading in Tenney in third. However, in the second heat, Tenney sewed up second place in points by completing the five miles as runner-up to Creech. Archie Golsan, Air Force based at Orlando, Fla., took third with a modified Merc. Martin, with a fourth, wound up third in over-all point standing.

Tenney won the initial heat of C Hydro and, with a fourth place finish in the second canto, scored second in points to Creech with second and first place finishes. Tommy Jones, Mulberry, Fla., was third in over-all points, scoring a third in the first heat and a second in the final. Third place in the second heat went to Dennis Martin, who featured in the money position in three of four hydro classes.

In F Hydro, Martin took third in points with a third and fourth place finish, with Tenney's best effort a third in the second heat. In the Wiget-dominated C Racing Runabout events, Stan Levendusky, Kansas City, Kans., and Tenney swapped second place heat finishes. Willoughby and Dowling porpoised home second and third in points in C Service Runabout, with Levendusky winding up fourth in over-all points, failing to score in the first heat but finishing second in the second.

As final honors for the Citrus Circuit were totalled up, veteran campaigner Bill Tenney emerged high point scorer in two separate classes, racking up 2000 points in C Hydro to garner the Star Island Trophy and 1975 counters in B Hydro. Bud Wiget finished third and fourth in individual class point standings, with 1950 points scored in his C Service Runabout and 1825 with his F Hydro. Ralph Dowling, another of the standouts among the alky burning clan, had 1775 points in CSR. It was perhaps fortunate for all these high point men that Doug Creech was only able to compete in two of the scheduled six events, Lakeland and St. Petersburg. In four times to the line with his A Hydro, Creech took two straight heats. In his B Hydro he took four more and with his C Hydro took three out of four for two more race wins and a near perfect batting average. (End)

## THE BOATING BOOKSHELF

"The Nashville Tennessean Boating and Fishing Guide to the Great Lakes of the South," the only comprehensive guidebook to the Tennessee and Cumberland River lakes, lists accommodations and facilities to be found at all 349 docks on the 29 developed lakes along the two rivers, is a 150 page book with heavy cardboard covers and a plastic spiral binding.

Information in the book includes such items as the number of boats and motors for rent at the docks; availability of gasoline, oil, bait, tackle, and boat launching facilities; restaurant and sleeping accommodations; directions to the resorts and distance to nearest towns.

Don Cullimore of Waukegan, Illinois, director of publicity for Johnson Motors, said after examining the book that "there isn't another book like it anywhere. I think it's a tremendous job."

Special features in the Guide include a fishing resume written by The Tennessean's outdoor editor Bob Steber, with a table listing the best places in the area covered to catch each of the many species of game fish found along the two rivers.

Small area plat maps are reproduced on nearly every page of the Guide with numbered dock listings keyed to the plats for easier location of the docks. Many of the docks and resorts listed are shown in photographs reproduced in the book. A large map of the entire area is carried in a pocket inside the back cover of the guide.

The Guide was written and edited by Jim Whiteshield, The Tennessean's boating editor, who traveled extensively throughout Tennessee and into adjacent areas of Alabama, Kentucky, Georgia, Mississippi, and North Carolina gathering information for the book.

Price of the Guide is \$1.00 including mailing and state sales tax. Orders should be sent to: Boating and Fishing Guide, The Nashville Tennessean, 1100 Broadway, Nashville, Tennessee.

Watch for the **ONE MINUTE GUN** in every issue of **BOAT SPORT**

..... a new feature that brings you last minute news just before we go to press . . . racing news . . . new developments . . . in special news letter form.



John Alden, of Oakland, Calif., has written us to say that his BSH record for five miles in competition of 50.195 mph has been approved by the A.P.B.A. Here's a photo of John in his title-holding hydro.

BOAT SPORT

## SMOOTH, QUIET, CLEAN BOATING with WORTHINGTON OUTBOARD ACCESSORIES

### NO-VIBE TRANSMOM 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 3 ft. \$2.95 ppd. 4 ft. \$3.50 ppd. & point of high-impact Styrene . . . non-corrosive and 5 1/2 ft. \$4.50 ppd. 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 \$1 ea. ppd. matched pair f. car & boat!

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

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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

## Outdoors with the Outboards

(Continued from Page 17)

weighing 100 pounds. If, therefore, your boat is less than 20 feet long, you can carry one Northhill 6-pound anchor and rest easy in the thought that it will hold much better than the 20-pound kedge that is recommended above. Similarly, if your boat is between 20 and 25 feet long, you can carry one Northhill 6-pounder and one Northhill 12-pounder with the assurance that they will hold your outfit under all conditions.

Besides the kedge and the Northhill anchor, there is at least one more type that is highly recommended. This is the Danforth anchor, which is manufactured by Danforth Anchors, Berkeley 4, Calif. Like the Northhill, the Danforth is well known for amazing holding power and elimination of useless deadweight. And, according to the manufacturer, it has many other qualities that add to security and ease of handling. It takes hold fast, it cannot foul, it cannot rotate, it breaks out easily, it comes up clean, and it stows easily on deck.

Danforth recommends that two anchors be carried by every boat regardless of size. For a boat measuring less than 10 feet long, a 2½-pound working anchor and a 4-pound storm anchor should be carried. A boat between 10 and 15 feet long should carry a 4-pounder and an 8-pounder. And a boat between 15 and 25 feet long should carry an 8-pounder and a 13-pounder. All of the foregoing are Danforth Standard anchors. Danforth also manufactures a Hi-Tensile anchor and a Shearpin anchor.

OLE EVINRUDE, whose adult life was devoted to fun on the water, will have an entire body of water named after him in his much-loved home city, Milwaukee.

In a gesture that is typical of his father's love of the outdoors, Ralph Evinrude, only child of the outboard-motor pioneer, has made a donation of \$30,000 through the Ole Evinrude Foundation to the Milwaukee Zoo for the creation of a 4½-acre lake for waterfowl.

Mr. Evinrude, in announcing the gift of the lake, which is to be named Lake Evinrude, said, "My father loved every part of the out-of-doors, but more particularly did he love the water and everything that lived on and around it. That is why I know that, were he alive today, he would ask no higher privilege than to have his small part in bringing this true picture of our water birds and natural habitat to the people."

The gift was one of the largest in a \$358,000 campaign to stock and equip Milwaukee's new zoological park. Lake Evinrude will provide a permanent home for a collection of native waterfowl including teal, mallard, redhead,

canvasback, pintail, wood and shoveler ducks; Canada, Hutchinson's blue and snow geese; and native swans.

All of the birds will be pinioned so they will stay in the area. The basic collection is expected to be increased each spring and fall by stopovers of migrating waterfowl. Ice will be no problem since the water will be kept free by agitation in the winter.

Construction of the lake is expected to start this year. It will be on the west side of the new zoo, which is to open in three years. The early start on the lake is being made so its banks can be stabilized with plants.

A scenic railroad, which has been offered to the zoo by the Milwaukee Journal, will skirt Lake Evinrude on the west. On two other sides, there will be walks from which visitors can view the waterfowl. The scene will be enhanced by having the lake level about 20 feet below the adjacent land. The fourth side of the lake will be strictly private—for the ducks and geese. Reeds and shrubs will be allowed to grow rampant to form a nesting place in which the birds can brood undisturbed.

The gift recalls the life of one of Milwaukee's most colorful and significant industrialists. Ole Evinrude was brought from Norway to a Wisconsin farm when he was five years old. The farm home was near Lake Ripley, reminding him of the old country, where he used to sail paper boats. His interest in the water never waned.

He assembled his first outboard motor in 1909. Reportedly, he hit on the idea when his sweetheart (and later wife), Bess Cary, craved a dish of ice cream and Ole had to row across the lake in broiling weather to get it.

Despite the fact that Evinrude's developments are credited with helping not only the outboard-motor industry but several allied industries, Lake Evinrude, out of deference to the shyness of its denizens, will not contain a single motorboat.

"KICKERS" DON'T KICK like they used to. Most of the motors in the 1956 Johnson and Evinrude lines are equipped with a new type of elliptical starter that is timed with the compression stroke of the motor to which it is fitted. The result is a smooth, effortless pull that makes the big motor as easy to turn over as the little "one-lunger" of years past.

OBSERVATIONS MADE at several of the leading boat shows early this year reveal that outboard boats are becoming larger. The 14-foot boat may still be the average, but 16, 18 and 20-foot open craft are becoming increasingly popular. Almost every notable boat-building firm in the country has one or more of these big runabouts in its line. When equipped with convertible tops, these oversized open boats offer most of the advantages of the outboard cruisers.

In keeping with this trend, the growing popularity of houseboats is also

noticeable. Unable to find enough comfort afloat in the comparatively cramped outboard cruiser, advocates of living aboard have turned to houseboats to obtain sufficient room. These big craft draw so little water that it takes little horsepower to move them along at a good pace. A 30-hp or larger outboard is preferred, but when speed is no object, a 10 or 15-hp outboard equipped with a large prop will suffice. Aluminum houseboats have given evidence of being the most practical and economical.

IN LINE WITH the above trend, some manufacturers have found it profitable to market home marine railways that are designed especially to handle today's long, broad-beamed, weighty outboard runabouts and cruisers. And they aren't the only specialized manufacturers to jump on the boating bandwagon. People who build such things as portable piers, boat lifts, motor hoists, boathouses and the like are also enjoying the current trend to boating as a major recreation.

ANY PORT IN A STORM is an expedient bit of reasoning. If a boatman isn't aware that a storm is abrewing, however, he won't be able to make any port. That's why Gary, Indiana, boatmen may be excused if they act a little smug these days. You see, they needn't worry about being overtaken by sudden squalls, not if they keep their eyes on the five new storm-warning stations that are spotted along the Gary waterfront.

At the urging of Jack Parry, outdoor editor of the Gary Post-Tribune, Gary city fathers joined with officials at the U. S. Steel Corp. in erecting the towers, from which storm-warning flags are flown whenever foul weather is imminent. The location of these warning stations is shown on a map that has been made available to boatmen in the Gary area.

INTEREST IN BOATING was so strong in Quincy, Ill., last summer that it was blamed by an airport operator as the cause of his closing down his airport. Reporting the story, the Quincy Herald-Whig subheaded their article "Civilian Fliers Have Become Boatmen," and said:

"Lack of interest in civilian aviation, especially in the Quincy area, has led to the decision to discontinue the airfield at Doc's Airpark, three miles west of Quincy Memorial Bridge, it was announced Wednesday by Dr. James E. Haffner, owner and operator. . . .

"We have battled to keep the airport open," Dr. Haffner said, "but it has been a losing game. There is little interest in civil aviation in this section. Those who formerly flew for recreation have turned their attention to boating."

KEEPING PACE with the trend of boating to go streamlined, the industrial-design staff of the Aluminum Ma-

rine Hardware Co. has created Nautiform Sport Windshields to add that "newest look" to outboard motorboat styling. These windshields provide full panoramic wrap-around vision.

Each windshield is heat-contoured from one piece of clear or tinted aircraft Plexiglas, a plastic that doesn't reflect glares, is scratch resistant and has a high tensile strength. All metal parts are made from Nautalloy, a non-tarnishing, highly polished aluminum.

Because of their built-in flexibility,

these windshields fit (without any cutting) any shape boat, new or old, regardless of its deck crown. Since they are not kits, but are ready to install, they can be put in place in 5 minutes. They come complete with rubber deck moldings and all necessary hardware. Widths from 46 to 66 inches and heights of 12 or 15 inches are available. For literature containing further information, write to Aluminum Marine Hardware Co., Inc., Auburn, N. Y. (End)

### Around the Buoys

(Continued from Page 23)

THE FURNITURE CITY Boat and Sports Club, Inc., invites all marathon competitors in stock outboard classes AU, BU, CU, DU, and "36" to enter its third annual West Michigan 104-mile stock outboard marathon slated for July 14 on the Grand River and Spring Lake, Michigan. The event is conducted over a three-lap course: the first two laps 42 miles each and the final lap over a 20-mile circuit.

WITH THE HARMSWORTH TROPHY (known outside the United States as the British International Trophy Contest) scheduled for Detroit in August, this race will represent the first defense of the United States held trophy since *Miss Canada IV* was defeated by *Slo-*

*Mo-Shun IV* in 1950. The famous trophy was first posted in 1903 by Sir Alfred Harmsworth, later to become Lord Northcliffe. The first event was held in Ireland that same year on a course laid out on Queenstown Harbor. Britisher S. F. Edge in his *Napier I* won the event and repeated in 1904 with a different boat *Napier Minor*. The trophy was first captured for the United States in 1907 by B. J. Schroeder, helming *Dixie*. United States successfully held the trophy through 1912 when Britisher Mackay Edgar in *Maple Leaf IV* was successful in his challenge. Edgar defended successfully in 1913 in the same craft. Even in those days, the unlimiteds weren't sluggish rigs for in 1913 Mackay Edgar's best circuit speed was lapped at a very respectable 57 m.p.h.

The trophy was retained by England

## 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.



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FOR INBOARDS  
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NITRO FUELS  
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## SPEEDLINER

Graceful AS A GAZELLE—Rugged AS A RHINO!

The M-314 Caballero, one of the sleekest runabouts ever launched! Fourteen feet of fast, maneuverable, seaworthy beauty. Wide, roomy—it's America's favorite outboard family boat!



### 30 Spectacular Models For Your Boating Pleasure

There's something about a Speedliner that gets in your blood! Here's a boat whose majestic beauty and daring design issue a call to fun and adventure that no boat lover can resist. Nimble as a cat yet sturdy as an ox, Speedliners are internationally known for their consistent championship performance.\*

No matter what your preference in boats—whether your first love is

family boating, fishing, racing or water skiing—you'll find a Speedliner model that's made just for you. Have a look at the Speedliners now on display at your dealer's. Or, send coupon below for beautiful, color-illustrated 1956 catalog.

\*During the last seven years, Speedliner racing models have captured 41 national and international racing championships and records.

### SPEEDLINER AQUADYNAMIC WATER SKIS

Best water skis you can put on your feet! Exclusive Speedliner process molds 9-ply Philippine Marine Mahogany into skis that are virtually unbreakable. Lightweight, perfectly balanced, "just-right" flexibility. Beautifully finished. 5 models. Ski kits, ski discs, boat kits, marine plywood, resin and Fiberglass also available.



Relax and Play the Speedliner Way!

GENERAL MARINE COMPANY Dept. 1176 6th & Oak St., St. Joseph, Mo.



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until 1920 when Gar Wood won it back for the United States where it has been held in spite of repeated challenges by England and Canada for the last thirty-five years. The closest any foreign challenger has come since 1920 to recapturing the cup, emblematic of speedboating supremacy of the entire world, occurred in 1931. That year at Detroit Kaye Don in *Miss England II* won his first challenge heat at an average speed of 89.913 m.p.h. from Gar Wood in *Miss America IX* and George Wood in *Miss America VIII*. In the second heat Gar allegedly baited Don across the starting line before the gun. Don in an effort to make up the penalty lap imposed capsized and the officials ruled the entire match void.

In former years, the rules permitted the defending country to enter three boats for each challenger. The Yachtsmen's Association of America is to be complimented for its good sportsmanship in agreeing to a new ruling which permits the defending country only one defending craft for each foreign challenging boat.

THE NEWEST MEMBER of the Union for International Motorboating is the Inca Boat Club of Lima, Peru. Let's hope that 1956 shows a continued upswing in South American speedboating interest.

WHENEVER A N.O.A. stock outboard race is slated in which the two rivals, Johnny Mann, 29-year-old Knoxville, Tenn., carpenter, and Ralph Scott, Paduch, Ky., N.O.A. Division III high point champion in 1954 and 1955, tangle, sparks fly and the competitive action is terrific. The accompanying picture shows Johnny in his B Runabout *Zanbo* making an unsuccessful bid to pass Scott in 200Y during one of their hard fought 1955 meetings. This broach followed by a flip was one of a series of mishaps that plagued Johnny last year, though despite bad luck, his overall season score showed more than his share of wins and front money spots.

## Torque Talk

(Continued from Page 19)

actually overlapping the first mile. With reference points established for each of the miles, the Crocker timer could pick up and record the time for each run in each direction. Held up by unfavorable weather, the trials actually took place on March 4th. Firing up the *Hawaii Kai*, which is the only unlimited we know of without the usual vertical stabilizer or tail fin, St. Oegger started his first attempt at the record. Some 4.66 seconds into the mile, the rudder was sheared off at a speed of better than 190 m.p.h. and the boat went into a wing-ding, from which it was thought impossible that anyone could come out alive. The course patrol, set up by Hitchcock, using facilities of the Coast Guard, Navy, Air Force and

AT THE VENICE Marine Stadium, Venice, Calif., in the series of stock outboard races which have been televised by KTLA, Channel 5, Los Angeles, on a two-hour weekly basis, the boat racing has been topped only by one national network show. The telecasting of the races is sponsored by Seaboard Equipment Company, Mercury dealers of Surfside, Calif.

Two or three classes of stock outboards are scheduled each Sunday for competition on what was once known as the mud puddle and which in recon-toured, dressed up format now boasts a permanent 3/8th mile course visible from any side of the lake. One of the standouts of the new speedboat TV stars is Howard Thompson of Downey, Calif., who has figured in the winners' ranks in both DSH and BSH events with a regularity.

AS A POSSIBLE FEELER for interest in the projected probationary C Stock Hydro class, the Valley Speed Boat Association announced the inclusion of that class in a schedule of events for the Imperial Valley Spring Regatta, March 18, at Weist Lake, Brawley, Calif.

GEORGE I. BARRIE, secretary of the Canadian Boating Federation recently presented the winners of the various stock outboard class awards for the Canadian Championships. The Kiekhaefer Corporation provided handsome trophies for the North-of-the-border races where were presented to the following: John Webster, Toronto, Canada, ASH; Bill Sampson, Akron, Ohio, AU; Grad Clark, Vernon, British Columbia, Canada, BU; Charles Stewart, Jr., Toledo, Ohio, BSH and Sam Webster, Bel Fontaine, Ohio, DSH. It is interesting to note that of five Kiekhaefer high-point Canadian class trophies, three were won by drivers from the United States who report keen competition and excellent hospitality at the Canadian regattas.

H.W.B.

Army, with some civilian help, functioned perfectly, and St. Oegger was pulled out of the water in a matter of seconds and sped to the hospital. The fact that his injuries were no more serious than they were is absolutely amazing, especially when it is realized that the spill of *Hawaii Kai* was far more severe than the loop-the-loop executed by Lou Fageol in *Slo-Mo-Shun V* in the qualifying trials at the 1955 Gold Cup in Seattle. At that time, the fact that Fageol came out of that spill alive and in one piece seemed unbelievable; and now we have an even worse spill which was not fatal to the driver. Perhaps after a certain speed there is a lessening of actual danger to the driver.

Not as fortunate as St. Oegger was the *Hawaii Kai*, which while not completely demolished, is considered be-

yond repair. Undaunted by his experience, St. Oegger and Kaiser have started construction of a new Unlimited boat, which is to be built at St. Oegger's General Fixture Company in Los Angeles. Apparently, both St. Oegger and Kaiser feel that they were on the track of a new record with *Hawaii Kai*, and from such reports as we were able to garner, the 200 mph mark was within reach on the first run, as the boat was still accelerating at the time of the accident. It is not so easy to picture just how fast 200 mph is, however, when you realize that at that speed the mile is covered in just about 174/5 seconds, some indication of the speed is apparent. As soon as some data is available on the new Kaiser boat, we shall try to pass it on. From all indications, Kaiser is serious about going after the record and is approaching it in a far different manner than in the past, such as his abortive attempts at Lake Placid a few years back with *Hot Metal* and *Aluminum First*. Just what plans are in store for *Scooter Too* has not been decided, but if the rig is anything like the one we inspected at Seattle last August, we feel that the Sayres propeller-driven record and the Campbell jet record are quite safe for a while from any onslaught by the 24 cylinder Allison powered craft which Jack Rigas drives.

THE PROBATIONARY 280 cubic inch stock hydro class as approved by the A.P.B.A. Inboard Racing Commission seems to be getting a firm foothold almost every section of the U.S. The only section which seems to be a bit slow in showing much enthusiasm for this new class is Southern California, where but one is being readied. However, in the northern part of that state some five or six are being set up. There will be at least a round dozen in the eastern section of the country with several reported almost ready to run in the mid-west. If the great success of the stock 136 hydros is any barometer, the 280s should soon be among the top number of registered boats.

While speeds in the 90 mph bracket are being predicted at this point, we feel that before long—in fact before the end of the season—there will be some 280s carrying their drivers into membership in the Gulf One Hundred Mile-per-hour Club. It should make for good racing notwithstanding the many headaches and problems that will face the poor inspectors charged with keeping the boys legal and stock. The 136s are not too bad, what with just about one engine being used, and with much data on this engine available, but with Fords, Chevrolets, Dodges, etc., all falling into the cubic inch limit, policing the class will be no small chore. Before these boats start competing, it is hoped that a full set of specs for all eligible motors will be available and distributed to inboard inspectors. If a tight rein can be held from the start, the class as a whole will benefit and better competition will result. (End)

## WATER SKIING SAFETY

STILL LABORING FAITHFULLY and effectively on behalf of safety in water skiing and other aquatic sports, American Water Ski Association Safety Director Earl "Pappy" Hollowell is cooperating with the safety programs of other aquatic groups.

His "Safety Suggestions for Water Skiers and Boat Operators" was published recently as part of the report on a Conference for National Cooperation in Aquatics.

"Pappy's" current safety "gospel" includes the following reminders which are particularly appropriate as water skiers all over the country get another season of skiing.

For water skiers:

1. Learn to swim proficiently before attempting to water ski. Non-skilled swimmers should wear life jackets.
2. On falling, recover skis as they will keep you afloat; raise a hand quickly to signal boat driver all is well; if in a congested area, raise a ski so other boats can see you.
3. Stay away from all objects such as docks, sea walls and boats. Skiers seldom get hurt from hitting the water but they could be killed by hitting solid objects.
4. Be thoughtful of rights of swimmers, boatmen and fishermen.
5. Don't yell "Hit it" until your ski tips are up and the rope is taut.
6. When landing, run parallel to shore, come in slowly and release tow bar a safe distance from shore. Do not land in swimming area.
7. Always test equipment before skiing. Check for loose runners and replace wing nuts with flat-head type.
8. When skiing with more than one person, use ropes the same length. A longer rope for one skier may wrap around the legs of the other skier in the event of a fall.
9. When jumping use a single handle. Double handles are dangerous in a fall as they may wrap around a part of the body.

For skier's partner in good skiing teamwork—the boat driver—"Pappy" reminds:

1. A skier's life may depend on how well you handle the boat, so become proficient in boat handling.
2. Don't "Hit it" until the rope is taut, you can see the skier's tips and he has indicated he's ready to go.
3. Have one extra person in the boat at all times to watch the skier. Skiing areas are becoming more congested everywhere and the driver must watch where he's going.
4. Steer the skier away from all objects such as docks, sea walls and other boats. Remember—you are 90 per cent of safe skiing.
5. Should the skier fall, cut speed immediately to determine if he is entangled in rope. Then, return quickly and pick him up or circle slowly and throw him the line. Approach him on downwind side so that the boat will not drift over him.
6. Kill the motor when taking a skier into the boat, as he may slip and be injured by a moving propeller. An idling motor in neutral is not a safe procedure since the propeller may still be turning and cut the skier.
7. A boat used for towing skiers should have a safety throttle that will return motor to idling speed automatically when pressure is released.

Safety, of course, is everybody's business and "Pappy" needs plenty of help from other water skiers to insure that "good skiing" and "safe skiing" become synonymous.

Joining in the campaign for safety awareness, National women's champion Willa McGuire sends along a list of 13 safety rules from down Cypress Gardens way.

As would be expected, Willa accents most of the "do's" and "don'ts" voiced by AWSA's Safety Director. Several others deserve addition to every skier's safety check-list.

Willa reminds skiers:

1. Don't ski in shallow water. Avoid excessive speed.
2. Ski progressively—never try stunts for which you don't have the basic skill.
3. Never ride behind a boat that has a careless or incompetent driver at the wheel.

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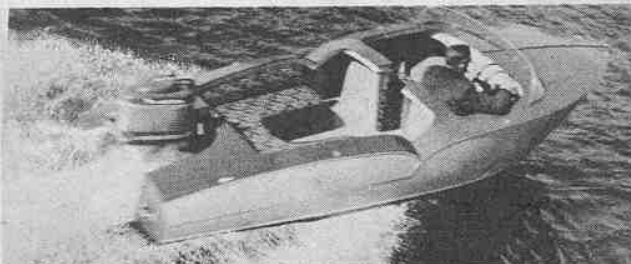
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4. Watch the water ahead of you. Don't depend upon the boat driver to keep you away from dangerous objects and rough water.

5. Don't wrap the rope around your body except to do a helicopter spin on the jump.

6. Don't put any part of your body through the bridle of the ski handle (an exception is the heel trick where tow bar rests in back of the ankle and no further up the leg.)

7. Avoid falling forward into the rope.

8. Be very cautious with your ski rope. Getting it tangled on take-off or pulling up on it so that you have slack while skiing could result in loss of fingers or hands.

There you have it—safety suggestions from a couple of "old pros" (and we use the term only in the sporting sense of experience), Willa and "Pappy"!

Remember: Safety is everybody's business! (End)

## E. Malcolm Pope: Pioneer Racer

(Continued from Page 9)

motors and spares, plus bonuses in cold cash, for major wins or for each new record set. Carl Koeffler, Bill Frey, Ralph Harrington, Ray Pregenzer, Bill Higgins, Hub Meyers and E. Malcolm Pope were always among the toughest to beat at any regatta and rode the factory gravy train. Don't think competition wasn't keen, for though the rigs, class by class, were slower than they are today, the racing was cut-throat and there were nearly 4000 active registered racing drivers from coast to coast.

Outboarding, even back in the late twenties, attracted a varied group of people. The sport was big news and nationally known personalities climbed on the publicity band wagon the racers created. The late Charles G. Dawes, then Vice President of the United States, was among the politicians who were attracted to the sport. Dawes posted a huge silver trophy, which is now retired after having been won three times by C and F alky-burning hydro driver, Harry Vogts, of Madison, Wisc. The trophy, however, was captured in 1928, the first year of its existence, at the Mid-East Regatta at Marietta, Ohio, by Ben Kohler of Gary, Ind. According to Malcolm, Kohler was

a rough character off or on a race course and as a profession headed the Al Capone laundry protection operations. Unfortunately Kohler never had a chance to gain the big silver job permanently because shortly after his victory he was taken for his last ride, this time in the company of gangsters, not boat racers.

Though Malcolm failed to win a leg on the Dawes cup, he gained more than his share of victories, reportedly a hundred odd in five years, and he has a home filled with trophies to prove it. In 1928 alone he scored nineteen firsts in thirty-two starts.

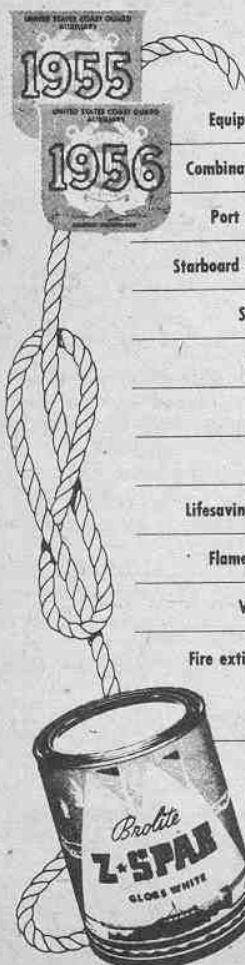
But Malcolm, as early as 1930, had a thirst for something more sensational than racing. When he heard that \$100,000 had been posted for the first individual to top 100 mph for a two-way average through a measured water mile, this was for him.

He and his brother Dick, who was even at that stage promotionally minded, put their heads together and came up with the damndest rig you ever hope to see. Surprisingly enough, it might even be classified as an early forerunner of Donald Campbell's *Bluebird II*; at least it was propellerless and sure wasn't a sail boat. Dick, who

is better known today as the owner and manager of Cypress Gardens, Fla., was the designer of the rig. The basis for the hull was a Mullins Torpedo hydroplane, but modified so that without the name to identify it, the original builder would have been hard pressed to recognize his disguised handiwork. The transom was covered with sheet iron as were other sections of the wood planking where protection from fire seemed advisable. Two tiers of holes were arranged along the transom to house twenty-two Hercules Powder Company rockets. An additional ten rockets were installed in a metal box in the single step amidships. The completed hull, including boiler plate baffling, weighed 150 pounds. The thirty-two rockets approximately doubled the weight.

The rockets were electrically squib ignited. The ignition control was from a series of toggle switches located on a panel forward of the steering wheel. A hot shot battery supplied the juice to set off the charges. The rockets and the electrical squibs were packed in a watertight oiled paper covering. Once the rockets had been placed in ready position, a section of boiler plate was bolted down tight over the rockets to prevent Malcolm from getting a singed *derriere* in the event of a backfire.

Originally, the Popes had planned



## U. S. Coast Guard Safety Equipment Requirements

Equipment	Class A (0 to less than 16 feet)	Class 1 (16 to less than 26 feet)	Class 2 (26 to less than 40 feet)	Class 3 (40 to not more than 65 feet)
Combination light	1 in fore part of boat showing red to port and green to starboard from right ahead to 2 points abaft the beam. Visible at least 1 mile.		None	None
Port side light	None	None	1 on port side, properly screened to show red from right ahead to 2 points abaft the beam, visible at least 1 mile.	
Starboard side light	None	None	1 on starboard side properly screened to show green from right ahead to 2 points abaft the beam. Visible at least 1 mile.	
Stern light	1 bright white light aft showing all around the horizon. Visible at least 2 miles.			
Bow light	None	None	1 bright white light in fore part of boat showing from right ahead to 2 points abaft the beam on both sides. Visible at least 2 miles.	
Whistle <sup>1</sup>	None	1 hand-, mouth-, or power-operated, audible at least 1/2 mile.	1 hand-, or power-operated, audible at least 1 mile.	1 power-operated, audible at least 1 mile.
Bell	None	None	1 which produces, when struck, a clear bell-like tone of full round characteristics.	
Lifesaving devices <sup>2</sup>	1 approved life preserver, buoyant vest, ring buoy, or buoyant cushion for each person on board.			1 approved life preserver or ring buoy for each person on board.
Flame arrestors	1 approved on each carburetor of all gasoline engines installed after Apr. 25, 1940, except outboard motors.			
Ventilation	At least 2 ventilators with cowls or equivalent capable of removing gases from the bilges in engine and fuel tank compartments of boats constructed or decked after Apr. 25, 1940, using gasoline or other fuel of a flashpoint less than 110° F.			
Fire extinguishers <sup>3</sup>	Any one of the following types of extinguishers: 1 quart vaporizing liquid 1 1/2 gallon foam 4 pound CO <sub>2</sub> 4 pound dry chemical None required on pleasure outboard motorboats of open construction.		Any two of the following types of extinguishers: 1 quart vaporizing liquid 1 1/2 gallon foam 4 pound CO <sub>2</sub> 4 pound dry chemical	Any three of the following types of extinguishers: 1 quart vaporizing liquid 1 1/2 gallon foam 4 pound CO <sub>2</sub> 4 pound dry chemical

<sup>1</sup>Commercial fishing motorboats may carry any of these specified devices. <sup>2</sup>Commercial fishing motorboats may carry in lieu of this specified equipment prescribed wooden life floats. <sup>3</sup>These vessels which are fitted with a fixed fire extinguishing system in the machinery space may dispense with one (1) of the required fire extinguishers.

We picked up this 11" x 14" three-color show card at the Boat Show. It lists the U. S. Coast Guard Safety Regulations for 1956. Copies may be obtained by writing to Andrew Brown Co., 5431 S. District Blvd., Los Angeles 22, Calif., or from Brolite Z-Spar dealers.



to propel their craft with liquid rockets, 2½" in diameter and 3' in length. Instead the rockets finally used were of the dry powder type originally designed during World War I to fire signal lights high over trenches or send up distress signals from naval vessels.

The planned toggle sequence called for the firing of the upper ten rockets simultaneously to get the boat underway and well up on plane. A second switch would simultaneously set off four of the rockets in the forward step and four astern. The third charge would fire another four from the step and four more from the transom. A final toggle flip would let go the remaining four astern and two from the step. Theoretically when the entire barrage had been banged off, the rig was expected to exceed 100 mph with ease. It probably did for a short distance.

Doc Schnurmacher, speedboat builder of that era, described the noise of the initial run as "a million hungry cats with snow-shoes suddenly landing in a lake of rich cream."

Malcolm, who had tested the rig a few times under lesser charges at Winter Haven, swathed himself with rubber padding, donned a life jacket and crawled behind the wheel. The locale for the boat blasting was the famed Gar Wood electrically timed course on Indian River, Fla. A tow boat carried Malcolm into position. Dick, on shore, was confident of success. Malcolm was willing but a bit edgy. Finally Malcolm saw the signal that he was ready for the first run. As the first salvo was fired, the rocket boat practically leaped entirely free of the water, heaving up a water barrier 50 feet astern. Watchers estimated that the boat had attained about 50 mph on the initial thrust. Malcolm flipped the second switch. The Dixie Torpedo responded with a leap and became largely airborne, clipping off better than 70 mph. When Malcolm hit the toggle again and the third batch of rockets added to the boat's speed, the spray completely fogged Malcolm and the Torpedo from the spectators' view. Malcolm later claimed to have zoomed well over the 100 mph mark, and who can deny it? He had already covered nearly a full mile, three quarters of it within the measured area, when his rudder lines burned through and the boat suddenly went into a flat pinwheel-like spin. Pope later described the sensation as the fastest merry-go-round ride he'd ever had in his life, with no chance to grab the brass ring.

Prophetically, immediately after the initial test, Dick Pope in discussing the future application of rockets, said that he could visualize them being used to assist huge aircraft in take off under heavy loads. His prophesy of course long since materialized. Though Malcolm corrected the rudder deficiency in the rocket craft and later gave a number of demonstrations with it in conjunction with his water shows, the use of the high-speed outboard

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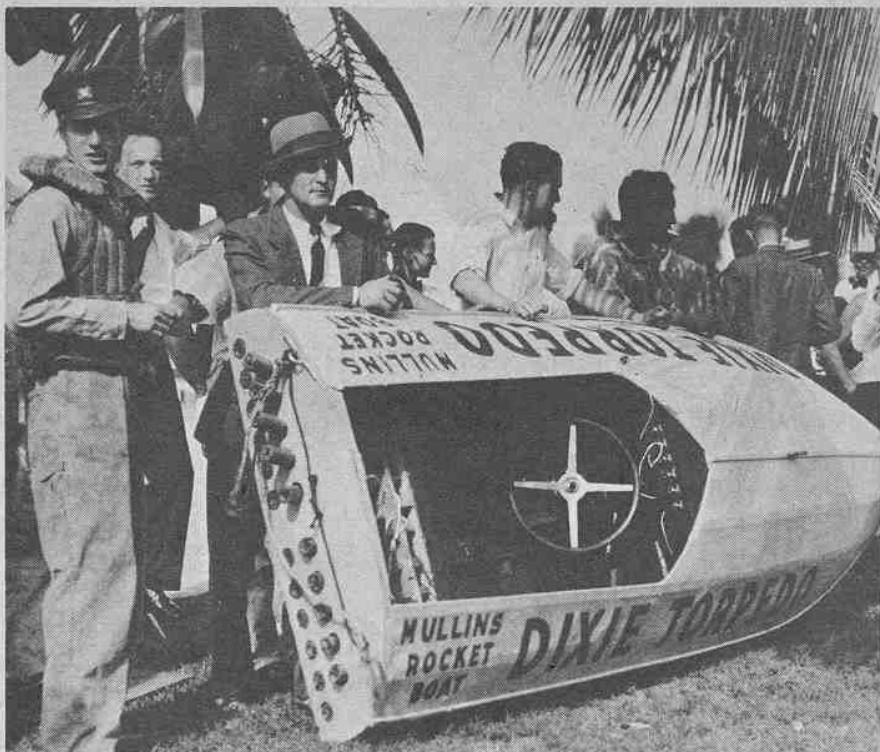


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The specially designed rocket boat in which Malcolm Pope tried to crack the 100-mph barrier. Note the toggle switches mounted on the dash to discharge rockets. Pope is at the far left.

appealed to both Malcolm and his brother as being more predictable and less nerve wracking.

Dick was primarily the inventor of new water stunts and Malcolm the executor. Between them they introduced the first outboard jumping boats and soon had a complete aquatic circus set up, adding such individuals as Jack Kerr, the winner of the fiery Cuban outboard championships, Bob Eastman, Carl Ellis and Bob Bishop to the team. The group barnstormed various water carnivals from Florida to Canada. As a troupe, it did quite well financially since the steeple chase antics of plunging through paper hoops, vaulting inclined platforms, plunging through firewalls and even through wooden and brick walls inevitably were ready bait for sensational newspaper and magazine photos. It was simple enough, of course, to give the aquatic rigs a different name whenever a new sponsor

could be found and sponsors plus appearance fees made for a fair profit.

Just who invented aquaplaning is a moot point and it probably is not overly important. But it was largely through Malcolm and Dick Pope's antics on aquaplanes that the boat-towed sport enjoyed a real vogue. The Popes' *piece de resistance* in the aquaplaning field came later on, shortly after 1936, after Dick invested in some acreage which many scoffed at and thought was suitable only for alligators and wild hogs. Dick's folly was destined to be turned into one of the great tourist beauty spots in the United States and a veritable gold mine as a

business venture. Dick worked hard and gambled a small fortune to convert the cypress and palmetto jungle into what today is a breathtakingly lush botanical garden. But in order to get people to know of his new spot, Dick had to resort to publicity and the outboard motor proved to be the peg to hang the stories on. His acme of news space grabbing, aquaplaning stunting, was accomplished with a 6-foot long board on which he mounted an aircraft type wing of 24 square-foot area. With Malcolm at the outboard's helm, towing the rig at 30 mph or better, Dick was able to soar upwards to 12 feet and glide 50 yards or more through the air. The two brothers quickly complicated things by improving on the same act by arranging for perfectly timed criss-cross stunts with Dick soaring leap frog fashion over boats loaded with Cypress Gardens cheesecake beauties.

Many of the Popes' early water stunts could be well revived today for any local boat clubs to add a bit of zip to their boat sport. One of these Cypress Gardens water games combined lancing skill with water skiing. It operated in this fashion. Two or more teams consisting of a water skier, boat and driver combination would also have as a part of their team an advance boat. This was loaded with the inevitable bathing gals who were to become as permanent a part of Cypress Gardens promotions as outboard motors. The girls would throw out buoyant hoops weighted on one side so they would float upright. The skiers equipped with wooden lances would be expected to spear the hoops at high speed. The event was won by the team spearing the entire quota of hoops and reaching a finish line first. When hoops were missed, of course, the boat and skier team had to circle back and make another run.

Another variation of this was for the lead boat of each team to drop balloons on the water. The water skier

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This three-foot take off from a ramp and a vault through a paper frame was a sensation when Pope first started his barnstorming brand of daredevil showmanship with outboard motor boats.

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would have to spear and burst the balloons while making high speed passes at their targets. With a stiff wind and a few waves, the game called for plenty of skill. Jousting with padded poles was rougher on the skiers but exciting for spectators.

Once the publicity had worn out on these gimmicks, which still sound like fun games for any group of water skiers and could well be revived, the Pope brothers switched back to aquaplanes and mounted rubber horses on the water boards as an added fillip.

Malcolm at one stage introduced a rolling boat. This was a cigar shaped job equipped with an escape hatch and a weighted fin. Malcolm's performance consisted of driving head on toward a crowd of spectators and then turning sharply. If the stunt worked perfectly he would execute one complete roll-over followed by a take off again at high speed at right angles to his original course. On several occasions he had to make use of the emergency trap door when the boat overshot its 360° roll, bogged down and started to fill with water. This, of course, was more thrilling for the crowd but gave Malcolm some tense moments.

Water skiing and ski jumping were

something else that the brothers can take plenty of credit for. Though they may not have been the originators of ski jumping, they certainly exploited its possibilities and many of today's ski-acrobatics were developed at Cypress Gardens under Dick's or Malcolm's direction.

Today, Malcolm occasionally keeps his hand in stunt work by jumping one of the Mercury-equipped Speedliners that are featured at the Cypress Gardens water show or helming his modified Merc KG-9 in non-stock competition. More often, however, he spends his time conjuring up new ideas for his jumping boats which are now helmed by a new and younger crop of stunt men. However, wherever aquabatics may take place, the crowd can be assured that Malcolm Pope, the Sultan of Sensationalism, has very probably performed the same stunt dozens of times in helping to promote Cypress Gardens, or perhaps in one of the many motion pictures in which he doubled for the stars in handling their boat stunts. Though today stunt work is only a minor part of Mal's business, which includes two huge orange groves, his real love is still with the high speed eggbeaters. (End)

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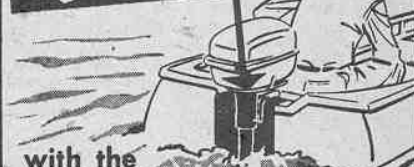
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Malcolm Pope crawls into his specially constructed torpedo rolling boat, with the help of a pair of early 1930 pin-ups as an added attraction. Boat sometimes rolled too far and sank.

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# The New "36" Motors' Extra Power

(Continued from Page 14)

used in combination with 1955 and 1956 powerheads. Under 1955 rules, had no changes been brought about, five possible combinations existed: (1) 1954 lower unit with 1954 powerhead, (2) 1954 lower unit with 1955 powerhead, (3) 1955 lower unit with 1955 powerhead, (4) 1954 lower unit with 1956 powerhead and (5) 1955 or 1956 lower unit with 1956 powerhead.

The winning combination unquestionably would be the '54 unit with the 5 horsepower more potent '56 powerhead. However, the Stock Outboard Racing Commission realized that to permit such a combination would impose a hardship and a handicap on the newcomer entering the sport who would be able to buy a new 1956 motor but would be unable to get a 1954 lower unit since these are no longer readily available as spares.

The registered members of the class were polled and wisely voted that the 1954 lower unit should not be allowed in combination with a 1955 or a 1956 powerhead.

The "36" class is no longer on a probationary status but is a firmly established racing class within A.P.B.A., and during 1956 records will be recognized. Almost inevitably these new records can be expected to be established with 1956 Evinrude or Johnson 30 hp motors.

Where does the added five horsepower come from? That's something that the Evinrude engineers readily explained and which is at least partially portrayed in the photographs accompanying this article.

Basically, both the Evinrude 30 horse Big Twin and the Johnson 30-horse RD are similar to each manufacturer's 1955 models, but here are the major changes that produced the oomph. Though, superficially, from an exterior view the cylinder heads of the 1955 and 1956 36 c.i. motors appear identical, the inner contouring of the heads have been altered. The compression ratio of the 1956 heads has been boosted from 5:1 in 1955 to 6:1. Though there are no distinguishing marks on the outsides, replacement 25 horsepower heads are marked 5:1 and the 30 horsepower cylinder head is marked 6:1, as will be noted in the photograph.

This question immediately arises: can the owner of a 25 horsepower motor switch heads and take advantage of the added compression ratio and power punch involved? The answer to that is both yes and no, meaning yes only if certain other changes are made and no within the stock racing rules.

An inspection of the comparative photographs of the two Evinrude Big Twin pistons, the 1955 at the left and the 1956 at the right, will indicate that the domes are differently shaped and that the deflector on the 30 horsepower pistons has cut-off corners. The 25 horsepower pistons used in conjunction

with the 30 horsepower heads would cause immediate trouble because of the dissimilarity in deflector shapes. Furthermore, since the dome thickness of the 30 horsepower piston has been considerably beefed up to withstand the added thrust of the higher compression, even if the pistons were to be illegally reshaped, the older design pistons under the added stress might collapse.

The construction difference in the pistons would be immediately apparent if the pistons were weighed. It would be found that the 1954 and 1955 pistons would scale a minimum of 12.3 ounces while the 1956 pistons weigh at least 14.1 ounces.

To withstand the greater power thrust, load and added heat, a new type of connecting rod, with two sets of caged needle bearings in the wrist pin end, was installed in the 1956 models. The diameter of the 1956 wrist pins was increased by .010" to add greater bearing area and strength. The wrist pin bearings on the pre-1956 models, instead of, consisting of two sets of caged needles, were constructed of steel backed bronze.

If you inspect the comparative photographs of the block, you will note that the exhaust ports have been elongated to increase their size by approximately 3/32" to provide better scavenging of exhaust gases and hence greater thermal efficiency.

The reed plate which consists of two sets of six full intake ports has been altered. The fuel intake plate pictured at the right, which is from a 1956 model, contains twelve holes which are 25/32" in diameter as opposed to the 1954 and 1955 models which have smaller holes of 3/4" diameter.

These engineering changes not only offer added torque, permit the newer models to reach a higher rpm but also allow them to wind at a higher rpm for longer periods of time safely.

Another change, not intended to increase horsepower, is a redesigned magneto to facilitate the ease of starting with the higher compression ratio.

For those who are planning to compete in "36" class competition, keep in mind that your motor regardless of its vintage will be subject to careful scrutiny by motor inspectors. You will not be permitted to tamper with your motor, so don't be tempted, for example, to enlarge the exhaust ports of a '54 or '55 model to gain the scavenging effects of the '56. Stick by the rules and keep it stock—and should you be tempted to convert a 1955 to a 1956 by substitution of replacement blocks, head, pistons, piston pins, connecting rods, reed valve plate and other components, better consider the advisability of trading in the older job on a 1956 model. You will find it to be a cheaper and more satisfactory way to gain five horsepower. (End)

## Ignition Timing for Stock Competition

(Continued from Page 21)

point facing stone. A file is not advised since its use may result in a residue of iron particles being left on the point faces. In checking point gaps, a plated feeler gauge should not be used since plating may rub off on the points.

The points of the Scintilla magnetos should be gapped at .018" as should the Phelons. The Fairbanks-Morse points are designed for a .015" to .018" gap and the "36" class motors should be gapped at .020".

The racing driver should take no chances with faulty coils or condensers. These should be periodically checked at a service shop equipped with proper coil and condenser testing equipment. The magnet units integral to the Mercury flywheels should not be removed and no attempt should be made to re-charge them since the magnetism will last forever. Many Mercury service shops are equipped with magneto analyzers, a testing instrument which will test the coils under actual working conditions at both high and low speeds. The coils can be given a dampness check to test the coil's secondary for high resistance and for shorts due to dampness caused by a flip or faulty storage. The primary of the coil can be tested separately and insulation of all magneto parts under actual working conditions can also be checked.

Condensers can be tested to determine whether they still conform with manufacturer's specifications, and the same instrument they can also be checked for leakage of insulation or shorts.

Similar equipment is available at Evinrude and Johnson repair shops, and only with proper test equipment can the condition of coils and condensers be checked. It is recommended that racing drivers have the component parts of the magneto checked prior to the start of any racing season and certainly after any flip.

Proper timing of the ignition, however, is something that the racing driver can and should handle himself, for only with a properly timed ignition can he expect to win races. Keep in mind that the factory adjusts the spark timing and advance on the magneto to give peak performance on the average type of boat with an average weight driver and one specific type of propeller. This, of course, means that the racer who varies from the factory standard of a normal set up must select a proper magneto timing and travel in order to attain peak motor performance on his particular boat, with his weight, propeller, boat and motor set up.

The value of ignition timing of a two-cycle motor is something which is too well understood by many racers. In its simplest form, ignition timing means that the sudden interruption of the induced current in the primary coil must occur at the

proper instant of the pistons' upward travel on a compression stroke if peak efficiency is to be achieved. Contrary to what the newcomer to outboard racing might expect, the spark jumping the spark plug gap does not occur when the piston has reached the top of its compression stroke, that is when the piston has advanced as far as possible toward the spark plug end of the cylinder. Rather, the spark must occur at some point prior to the piston's reaching top dead center. In general, as the motor increases its rpm (the number of piston strokes in a given minute), the firing impulse must occur more quickly before the piston reaches top dead center to allow for the lag between the time of the spark and the complete combustion of the fuel vapor which creates the power stroke.

Since the racer is interested in full throttle speed, he is concerned with proper ignition timing of the motor at the motor's highest rpm.

In our discussion of timing, we will consider the Mercury Mark 20H, which is the most widely used of the stock competition motors. The owner of any Mark 20H would be wise to buy a screw type timing gauge, since it is a tool which he will use constantly. This timing gauge is an inexpensive item which may be obtained through any local dealer. The gauge is calibrated with a series of markings ranging from .235" to .375". At a .235" timing, for example, the motor would be timed to fire at 34 1/2° before top dead center. This timing is not sufficiently advanced for the 20H which is usually timed as a starting point at .375" b.t.d.c.

To use the gauge, one removes a spark plug, screws the gauge into the spark plug hole with the piston being pre-set at top dead center. The knurled screw on the tool shaft is then adjusted until the top of it matches perfectly the bottom of the first groove marking on the tool. The flywheel is then rotated counterclockwise with thumb pressure placed on the top of the gauge until the fifth line mark is reached, which is .375" b.t.d.c. Remember that this is the recommended factory advance. At this point, both sets of breaker points should be adjusted to full breaking at an .018" gap setting. The spark advance lever is pushed to full advance location during this adjustment. You will note that there is a linkage on the spark advance lever so that additional adjustments can be made. The magneto advance should be tightened at this point to prevent lever travel beyond the .375" b.t.d.c. timing.

It is quite possible, however, that after this initial adjustment, which has synchronized the two sets of breakers and at full advance creates combustion at .375" before top dead center, you will find, with the aid of a tachometer, that you will be able to wind your motor to a greater number of rpm by

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further advancing this firing position. This is done by loosening the magneto advance linkage and gradually, at full throttle, pushing the advance lever beyond the former full advance point, carefully checking your tachometer until you note a drop-off in rpm. Retard the spark slightly to a point just before this drop-off occurs and again lock the magneto linkage.

Keep in mind that a shift from one type of boat to another, a change in propellers or in the height to which you jack your motor on the transom may all require a slight modification in ignition timing. Your tachometer readings and final magneto advance setting must be accomplished underway at wide open throttle.

If you do not have a timing gauge, which merely simplifies the job, you can insert a scale in the spark plug hole, take a reading on the scale at top dead center and then back off on the flywheel in a counter-clockwise fashion to get the proper depth b.t.d.c. A recommended starting point for Class C and D Mercurys is at 36° before top dead center which is .255". Remember that this is not necessarily the best advance spot for your own motor. Better results may occur at 40° b.t.d.c. or even at a greater advance. Only experimentation will give you the answer.

In that you may desire to time a motor not described here, don't feel that you have to go purely on guess work in order to obtain a starting point. With any outboard motor, keep in mind that the complete flywheel consists of 360° and that during any complete revolution of the motor the flywheel will rotate this exact 360°. Remember, too, that an alternate firing twin must fire each cylinder exactly 180° apart in flywheel rotation.

It is a simple problem to make a flywheel protractor which will serve as an accurate timing tool. Take a section of cardboard and cut a circular hole in it so that the cardboard will fit snugly on top of the flywheel or down over the flywheel pulley plate. Trim the outer edges of the cardboard so that you have actually made a circular collar to fit over the flywheel. Carefully divide the collar into 360°, marking the 0°, 90°, 180°, 270° and 360° points and any intermittent markings to serve as quick reference. With the collar inserted over the flywheel and with one spark plug removed, rotate the flywheel until the piston in the cylinder with plug removed reaches top dead center. Then use some section of the motor as a reference point or zero indicator. At this point place the 0° of your flywheel protractor. Then using 36° as a starting point for timing, rotate the flywheel counterclockwise until the 36° marking on the protractor is opposite your reference point. At this stage, adjust one set of breaker points to a fully opened condition and adjust the gaps to the manufacturer's recommendations which as previously noted will range from .015" to .020". Then rotate the flywheel exactly 180°

and adjust the opposite set of points. Remember the points must be synchronized to function 180° apart and at the proper time in relationship to piston movement. Remember, too, that this point adjustment is done with the magneto in full advance position.

Keep in mind that this 36° b.t.d.c. timing is only a starting point and that you must then conduct an underway test with tachometer, check and record your maximum reading, then advance the timing several degrees, test again and see if you have accomplished any gain. Only after repeated setting of the points will you arrive at the proper timing for your outfit. Remember that in this case you are after top rpm with the propeller and the motor set-up with which you are doing the testing. This does not mean, of course, that you will necessarily achieve your peak speed at this rpm since with a propeller of greater diameter or pitch you will naturally cut down your rpm but conceivably may show a gain in over-the-water speed.

The individual who wins races consistently is usually one who is willing to check and experiment tirelessly with his outfit. Stock outboard motor racing does not merely mean taking a motor out of a box, putting it on a boat and winning races. Though you cannot alter your stock motor mechanically, it must be tuned to perfection if it is going to stay up with the boys who are painstakingly tuning their rigs—and proper ignition timing is a very important and frequently overlooked factor in pro race tune up. (End)

## It's News

(Continued from Page 25)

with hinged type motor carrier, suggested materials and short cuts for building an economical racing boat trailer. Plans list at \$2.95.

## PISTONS

Turner Piston Co., 8333 Wilcox Ave., Bell, Calif., lists the following replacement pistons: Johnson KR and 15 c.i. A, B and C; Evinrude Midget, Service C, F 4-60 and Short rod pumpers; Champion Hot Rod and Mercury KG-4, Mark 30, Mark 20 and 20H, Mark 25, Mark 55 and KG-7.

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### RACING SPRAY AND SUN GLASSES

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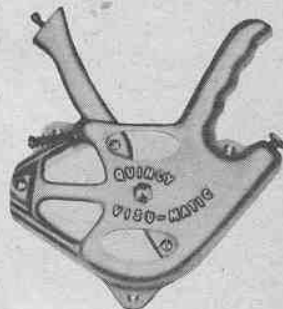
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and is further supported with reinforced grommets. Available in red and orange in a range of five sizes from child's small to adult large, and in corresponding price ranges, \$4.95, \$5.25 and \$5.95.

### DIE-CAST BOAT FITTINGS

A new line of chrome-plated, streamlined boat fittings has been developed, and is now being manufactured for distribution by Sea Dart, Inc., 3625 N. Mississippi Avenue, Portland 12, Ore.

The Sea Dart fittings are of die-cast Zamak (zinc alloy), polished to a high luster before plating. After an acid bath the fittings are copper plated, then nickel plated before the final chrome plate is applied. The result is a glossy, mirror-like finish free of any ridges or roughness.

At the same time, the tough alloy is said to give the fittings plenty of strength to pass tests for impact, tension, hardness, compression, shearing and rupture, and because of their zinc base, to also resist corrosion in salt spray tests.

Included in the line at present are bow handles, lifting handles, bow and stern eyes, open chocks, flag-pole sockets and cleats. Other types of fittings will be added from time to time.

High-speed production of the zinc die castings on a modern automatic machine makes possible the production of Sea Dart deluxe fittings at prices competitive with other fittings. Distributed through jobbers, the fittings are marked and packaged in individual saran-coated cellophane packets for attractive display.

### APPLY-IT-YOURSELF FIBERGLAS

A new do-it-yourself process enables boat owners to apply a Fiberglas skin to a new or old wooden boat which is claimed to render the boat leakproof, rotproof and several times stronger than originally, and to eliminate the necessity for annual repainting and fitting out.

The kit which is distributed by Cadillac Plastic and Chemical Company, 15111 Second, Detroit 3, consists of a Fiberglas cloth, a special Cadco polyester-base resin, a hardening agent and a concentrated plastic pigment in a choice of colors.

The first step in applying the new process is to sand the outside of the hull down to good wood with a coarse disc-sander. All large seams and cracks are filled with a non-oily filler.

The polyester-base resin is rolled or brushed on, and the Fiberglas cloth is stretched over the tacky resin and conformed to the hull with a squeegee or the hands. The cloth is recoated and thoroughly saturated with the resin. When dry, the new Fiberglas surface is sanded lightly and is ready for painting.

Only the outside of the hull is coated. The inside of the wood is left open to breathe.

### NEW BOAT CUSHION

Style-Crafters, Inc. of Greenville, S. C., manufacturer of "Life-Raft" and "Aqua-Float" Marine Safety Products, has developed a new U.S.C.G.-approved boat cushion which incorporates many new features and is called Style No. MKP-15.

A new heavy gauge vinyl plastic cover developed to the Company's "Nestex" fabric specifications features a brilliant red and black tartan plaid design. This is contrasted with a charcoal grey fabric gusset with a "Dri-Qik" feature that Style-Crafters has developed for their complete "Life-Raft" cushion line for 1956.

### NEW MARINE COMPASS

The Dinsmore Instrument Co., 1800 Kelso St., Flint, Michigan, has just introduced their new Model 301 marine runabout compass.

This new compass was designed specifically to take the pounding and severe vibrations of runabouts, outboards and other high speed craft under 25' feet.

The new 301 is hermetically sealed with Army-Navy approved fluid. Vibrations and oscillations are said to be hydrostatically eliminated. New built-in Sempli-Matic compensator is claimed to correct any error created by engines, coils or other magnetic disturbances.

Built-in indirect lighting system for either 6 or 12 volt. Universal mounting bracket permits quick, easy installation. Dial is white with black lettering, graduated in 5 degree increments. Handsomely styled black casing. Model 301 retails for \$5.95, and is guaranteed by the manufacturer.

### NEW MARINE SEALER

A new mastic neoprene super marine sealer has been developed by Tarp Seal Adhesives of 2555 Boston Road, New York 67, N. Y. Offering the boat builder many advantages over hard resin glues, this sealer adhesive does not require mixing and can be used at any temperature. The company states that after applying the neoprene sealer to a surface, it sets up in approximately twelve hours and forms a flexible, waterproof bond of enormous gripping power. This permits the boat builder to remove all clamps—giving him a free surface on which to drive in metal fastenings.

An open can of this super marine sealer has a pot-life of two hours or more, which gives the boat builder plenty of time to use up the contents without being concerned about drying. Waste of time and spoilage of material is kept to a minimum, it is claimed. After it has dried which takes 12 hours the sealer begins to cure, forming a flexible, waterproof seal, resistant to gasoline, oil, salt water, sunlight, atmospheric heat and cold. Fully cured in two weeks time, the sealer can be subjected to any test after the two week



period. Claimed to be superior to anything now in use, this super marine sealer is available to boat builders in quart and gallon sizes.

### WATER SKI ROPES

Floating ability is built right into Plymouth Water Ski Ropes, reports the manufacturer, Plymouth Cordage Company of Plymouth, Massachusetts.

The secret is a Plymouth-developed water resistant treatment which is applied to both Plymouth Manila Yacht Water Ski Rope and to Plymouth Linen Water Ski ropes. The treatment also protects the rope from the effects of water and makes it easier to handle, wet as well as dry. A floating rope offers an added advantage in that it is less likely to foul the propeller.

Plymouth Manila Yacht Water Ski Ropes will float upwards of 20 hours, often for as long a period as 44 hours, extensive tests have proved.

The floating period of Plymouth Linen Water Ski Ropes also increases substantially with use, the manufacturer reports. In the case of Plymouth Polyethylene Water Ski Ropes, the new plastic rope is so buoyant it will float indefinitely.

While these are research laboratory tests and the floating times may vary under actual use conditions, these water-resistant characteristics are expected to prove of real value to the water skier.

### WATER SKIING BOOKLET

Written especially for Puritan Cordage Mills by two skiing experts at Florida Cypress Gardens, "How to Water Ski" contains brief, fundamental instructions illustrated by the authors, Paul Smith, Director of Water Skiing at Florida Cypress Gardens and his attractive wife, Kathy Darlyn Smith, more familiarly known as the Cinerama Girl.

Free copies of "How to Water Ski" are being made available through marine dealers everywhere. If you are unable to secure a copy, write to Water Sports Department, Puritan Cordage Mills, 1205 East Washington Street, Louisville, Kentucky.

### PORTABLE SIGNAL HORN

New types of light-weight fog and signal horns designed specifically for small boat and pleasure craft operators and powered by low-cost disposable "power cans" of harmless Freon gas have been introduced by the Falcon Alarm Co., Inc. of Summit, N. J.

Falcon officials report that the new pound-and-a-half units meet U. S. Coast Guard requirements and "Rules of the Road" for both sail and power boats can be heard more than a mile open water. Company spokesmen said the devices also are useful for any other emergency signaling purposes.

The new Falcon units consist of durable valve and horn assemblies and one-pound cans of Freon gas. As one

cylinder of Freon—enough to produce more than 300 two-second warning blasts of 110 to 115-decibel intensity—is used up, the horn assembly is removed from the emptied can and screwed down onto another fresh Falcon can of "packaged power."

The Falcon needle valve assemblies automatically puncture the seals on the replacement "power cans" and make available another twelve minutes of continuous blast or several hours of intermittent signaling.

Operation of the new Falcon Fog and Signal Horn is controlled by finger-operated toggle valves. They may be locked into open position for sustained emergency signaling.

The new Falcon devices—Fog Horn and Signal Horn—are packed one horn and valve assembly and one Falcon "power can" in a single package. The Falcon Fog Horn emits a low-pitched sound through its 6 1/4-inch-long horn. The Signal Horn's three-inch-long trumpet produces a piercing sound approximately an octave higher than the Fog Horn.

Retail price for the new Fog and Signal Horn is the same—\$20 for a horn assembly and one disposable Falcon "power can." Falcon's one-pound replacement cans of "packaged power" retail for \$1.50 each.

### "MAIL ORDER" COURSE IN BOATING SAFETY

The U. S. Coast Guard Auxiliary, in an effort to follow the wildfire spread of boating into all sections of the nation, is offering a three-lesson version of its small boat seamanship course to outlying areas.

This course, available by mail through the offices of the 12 Coast Guard Districts, is designed so that any two people, regardless of their degree of innocence in presenting public instruction courses, can do a successful job of putting the facts of boating safety across.

The mail order version of the Auxiliary's regular eight-lesson course arrives complete with script and film. All that is needed is a hall, a projector and two men, one to narrate and one to show the film.

With the U. S. Postal Service packing film into every corner of the nation, there is no reason why any boater or boating club should lack the instruction necessary to provide safer fun afloat.

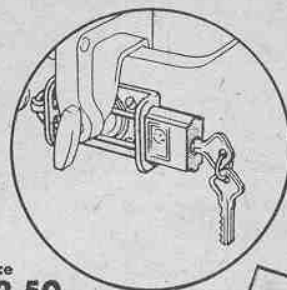
Divided into three lessons, the course opens with an introduction to seamanship and boat handling. The film supplied for this first lesson lays stress on outboard-powered craft and was made with the cooperation of the Outboard Boating Club of America. The second lesson deals with aids to navigation and boating rules. The final lesson is a discussion of legal and safety requirements that must be met to pass the Auxiliary's courtesy examination. The film, "You're Being Boarded," provides pictorial backing to the final lesson.

Auxiliary offices are located in Bos-

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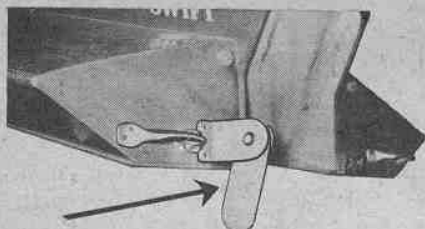
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Make remittance payable to BOAT SPORT, Classified Advertising Dept., 215 Fourth Ave., New York 3, N. Y.

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

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

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

**SHAVE IN CAR!** Adaptor only \$2.98! Guarantee for Schick, Sunbeam, Remington-Foursome, Norcelco Electric Shavers. R. E. N., 5803D White Oak Avenue, Encino, Calif.

**BARGAINS GALORE** — Steer Wheels \$9.95, Windshield Bracket \$7.95. Handles, Hundreds of polished items. FREE FOLDER. Marine Sales, Dept. A., Box 681, Mendota, Minn.

**WANTED**—(P-500 Pumper Power Heads) or; (50 H.P. Evinrude Power Heads). Contact, John A. Anderson, Box 714, Jamestown, New York.

**BUY SURPLUS** Marine Equipment, Camping and Hunting equipment. Hundreds of other items. Direct from Government. List \$1.00. Box 1842K, Hartford 1, Conn.

**HAWAIIAN SPEEDER** Build the Eleven foot Hula Girl. Full scale plans ten dollars postpaid. Bill Wilson, Box 187, Hilo, Hawaii.

**PRECISION FITTING** of piston rings in a racing engine. Complete pamphlet describing little known, inside technical aspects. \$2.00 ppd. Blitz Racing Products, Madeira Beach, Fla.

**YOU ARE INVITED** to register on our confidential forms for future or present positions. Design, engrng., Sales, Marine, Chemical, Plastics, etc. **MARINE EMPLOYMENT AGENCY**, 271 Fort Lee Road, Leonia, N. J.

ton, Mass.; St. Louis, Mo.; New York, N. Y.; Philadelphia, Pa.; Norfolk, Va.; Miami, Fla.; New Orleans, La.; Cleveland, O.; Long Beach, Calif.; San Francisco, Calif.; Seattle, Wash.; and Honolulu, Hawaii.

Those areas not served by auxiliary offices may obtain the course by writing to: Alan A. Atchinson, National Instruction Officer, U. S. Coast Guard Auxiliary, 815 Olive St., St. Louis 1, Missouri.

**NATIONAL WATER SKI MEET**

The National Water Ski Championships will be held at La Porte, Ind., August 24 through 26, according to an announcement by Hugo Biersach, secretary-treasurer of the American Water Ski Association.

The La Porte site was chosen from a large number of areas that had extended invitations to the AWSA on the basis of the central location of the Indiana city and the excellent skiing water available.

The La Porte group began work on the national meet while ice was skating thickness on Stone Lake. With ice spuds and surveying equipment the members of the La Porte Water Ski Club laid out the slalom course, marked the buoys and then spudded holes through the ice to set the buoy anchors.

**FIRST ALL OUTBOARD POWER SQUADRON**

Down in Florida, where boating is a way of life, the first all outboard affiliate of the U. S. Power Squadrons has been formed. This unusual group is the result of an effort to overcome criticism about boat operation on the lake in the Lakeland region.

A group of 24 outboarders banded together and called upon the Tampa Power Squadron for instructions on piloting and safe boat handling. The Power Squadron, normally a group of boaters representing all types of boats and often including some non-boaters, supplied the instruction with the result that the Lakelanders now have their own squadron and are busily teaching their friends and neighbors the "rules of the road" that must be observed if the waterways are to be safe and happy ways.

**UNDERWATER BREATHING APPARATUS**

Now available to the public for the first time, featuring new scientific principles for vastly simplified and improved underwater breathing equipment, meeting Navy and Air Force breathing requirements, the new Rose-Scuba "Pro" Model 56 is guaranteed safer, easier operating, more compact and maneuverable at lower cost, according to Rose Aviation, Inc., Box 123, Madison, Ohio.

The new unit is said to deliver effortless air supply at all depths, under all conditions, in any position without

variation. Meets Navy and Air Force requirements of minimum breathing flows of 135 liters per minute, requiring only 1.5 inches or less of water suction. Test data shows lowest resistance to inhalation and exhalation, vastly easier, safer breathing under water.

Engineered for utmost operating efficiency, the functional simplicity of this exclusive design has lowered production costs, making it inexpensive. The entire demand regulator and exhalation valve assembly is built into the mouthpiece, which is one of the smallest and lightest in the field. A single, flexible 1/2 in. air hose connected to cylinder pressure reducing valve, lessens water drag and permits greater freedom of movement. Eliminated are the usual, two large diameter breathing hoses, which are always in danger of flooding, and vulnerable to fouling, damage and failure. New design prevents "flooding" of mouthpiece and hose.

Designed and manufactured by the technicians who originally developed and produced Air Force breathing equipment during World War II and the Korean fracas, the Rose-Scuba "Pro" promises to be the choice of many expert and novice skin divers alike.

Rose Aviation guarantees the unit for one year, and offers free inspection at factory once each year for five years at the cost of postage only. Complete literature is available on request. Retail price: \$22.50.

**HEAVY DUTY MOTOR CARRIER**

Just introduced is the new Brinkton T-8 outboard motor carrier for large motors. The new U-shaped Vinyl covered handle provides easy control of the unit. This unit folds flat for storage. Heavy duty dual wheels with Oil-Lite bearings for long life, the T-8 also has semi-pneumatic tires for easy rolling over rough surfaces. This model, in addition to the complete lines of carriers made by Brinkton Co., 2502 W. 2nd St., Minneapolis 3, Miss., is Brite-Plated for lasting beauty. Other features include all-aluminum construction with drip pan, wing nuts for fast, easy take-down, and extra wide axle width for more stability. The manufacturer states that the T-8 is designed to carry the largest outboard motors being manufactured today.

**BOATING SHOE**

Designed for boating enthusiasts everywhere, the new Randy Boat-Shu is made in models for both men and women. Constructed with uppers made of the finest duck and arch-cushioned for comfort, these shoes have the Randolph Mfg. Co.'s exclusive "no-slide, no-slip" sole for "grip-deck action." The styling is in distinctive blue and models come in both oxford and lace-to-toe styling. All models are completely washable. Priced at \$5.95 at leading sportswear, marine supply and shoe shops nationally.

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