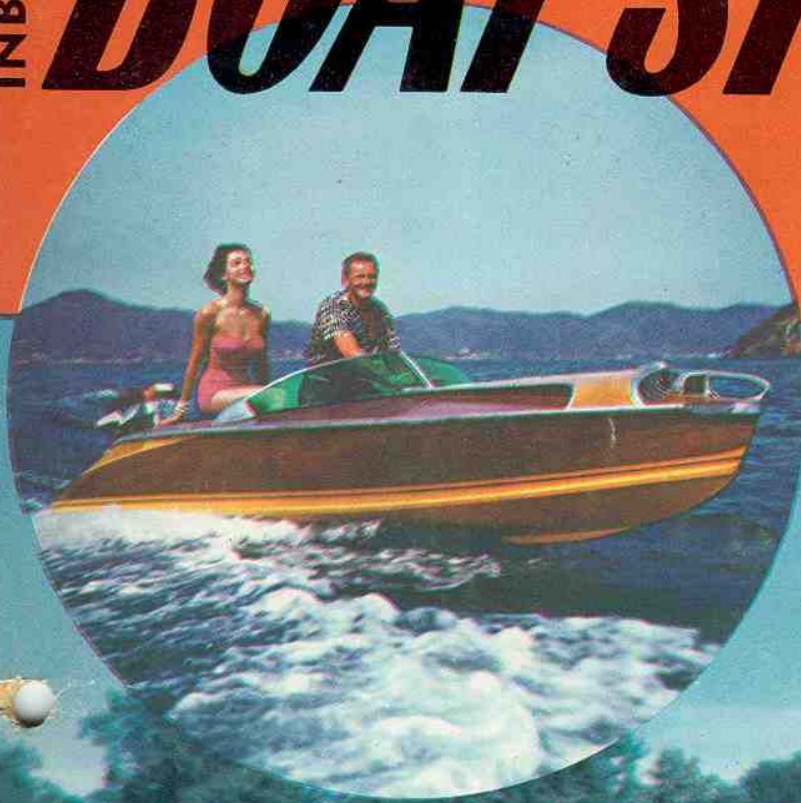


OUTBOARD

INBOARDS
BOAT SPORT ANC

THE JONES-ENTROP HYDRO
•
THE NEW MERC 20H LOWER UNIT

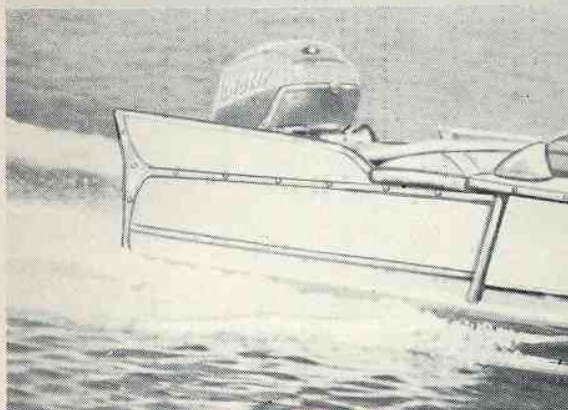


BOAT SPORT COVERS
THE RACING SCENE





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ADVANCED AQUASONIC ENGINEERING!
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Tim Flock is America's leading stock car racer. He won the Daytona Grand National in a Chrysler 300, sponsored by Mercury Outboard Motors, chooses Aristo-Craft for fun with his family off the track. "Safety . . . sweeter handling . . . beauty . . . Aristo-Craft has everything a man could want in a boat," says this champion.



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America's most Wanted Outboard

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LATE NEWS

BOAT SPORT



one minute gun

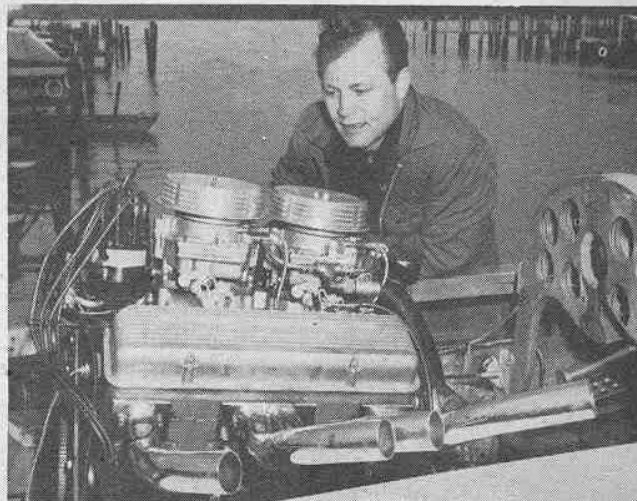
THE AMERICAN POWER BOAT ASSOCIATION has announced that the National Alkie burning Outboard Racing Championships have been awarded to Long Beach, Calif.; the dates, September 22, 23, and 24. The Los Angeles Speedboat Association, which was largely instrumental in making these arrangements, has planned what looks like the biggest Outboard Nationals in many years. The race site will be the Long Beach Marine Stadium; the race headquarters, the Lafayette Hotel. Drivers, their families, and friends will find that L.A.S.A. has really gone overboard, arranging to have the Cavalier Room at the Lafayette set aside from Sept. 17 through 24 as a hospitality room, and setting up everything from motion-picture-studio tours, a trip to Catalina Island, a pool-side chuck wagon dinner to half-mile speed trials, a beauty contest and trophy awards banquet on the agenda. Commodore Jack R. Gouldstone of L.A.S.A. stated that the Long Beach Chamber of Commerce will co-sponsor the event.

LATEST ADDITION to the famed 100-Mile Club membership is Frank Hearn, Toledo, Ohio, for helming his 266 hydro Chromate to an average speed of 103.152 mph at the Melbourne, Ky., mile trials last Sept. 17. The official Gulf Award had been held up until the necessary paper work had been completed...ERNEST ROSE, Patterson, Cal., racked up a new inboard five-mile competition record in B Racing Runabout class, helming his rig "Lil' Bee" to an average speed of 61.517 mph at Salton Sea, Cal., April 9th. This tossed into the discard Rose's own former record, 59.840 mph, established in 1953.

ON APRIL 15 at Venice, California's Lake Los Angeles, Mary Hubbell, teen-age daughter of racing motor and parts manufacturer Randolph Hubbell, won 3 straight alky burning M heats against some top competition, including Boots Morphy, Ann and Johnny Hawley, and Wally Holder. Johnny Drake, Garden Grove, Cal., took two first and a second place in A Hydro to dominate that class, being beaten in one go by Elmo Belloumini, who scored a first and a third in the three heats. The toughest competition at the California puddle was in the B Hydro class, with Bill Bauman, Long Beach, taking the first heat, Arnie Adams, Van Nuys, winning the second, and Mike Stellhorn, Anaheim, scoring top honors in the third. Adams, with a first, a second, and a third, emerged high-point winner.

THE LAKE GEORGE REGATTA ASSOCIATION of Hague, N. Y., has set the date of the Northern Lake George 88-Mile Stock Outboard Marathon for August 19. It will post a minimum of \$2500 in trophies and merchandise and expects a field of more than 100 boats to compete in the four 22-mile laps, with start and finish line at Hague.

DIETER KONIG, 26-year-old Berlin, Germany, outboard driver, made his initial appearance in outboarding competition in the U. S. helming both B and C alky burning Konig-powered hydros at the N.O.A. Caddo Lake, Louisiana, Dixie Outboard Regatta on April 29. In B Hydro, Konig merged third and first-place finishes to score high points in that class. In C Hydro the German driver again showed his skill by taking a second in the first heat, although he failed to finish the second. The outstand-



Chevrolet Corvette 265-cu. in. engine.

ing performance turned in by any driver in the 130-boat field regatta was that of Bubba Haley, Blanchard, La., who took the modified D Runabout events in straight heats and also won one heat of B Hydroplane.

AT DETROIT, Mich., May 27, Leroy J. Scott, 36-year-old mechanic of Detroit helmed a Mercury Mark 55H on a Switzer to a decisive DU victory, and overall win of the rugged 50-mile Detroit Times-Belle Isle Outboard Club annual event. Gene Hawthorne, Grosse Pointe, Mich., repeated his earlier Norfolk, Va., victory with an overwhelming win in BU class, driving a Sid-Craft powered by a Mercury 20H. Other class winners included David Hoggard, Trenton, Mich., AU with a Sid-Craft-Mercury; Duncan Alexander, Port Huron, Mich. CU in a homemade hull, Mercury-powered; and Robert Moore, Royal Oak, Mich., in an Evinrude-powered Speedliner in "36" class.

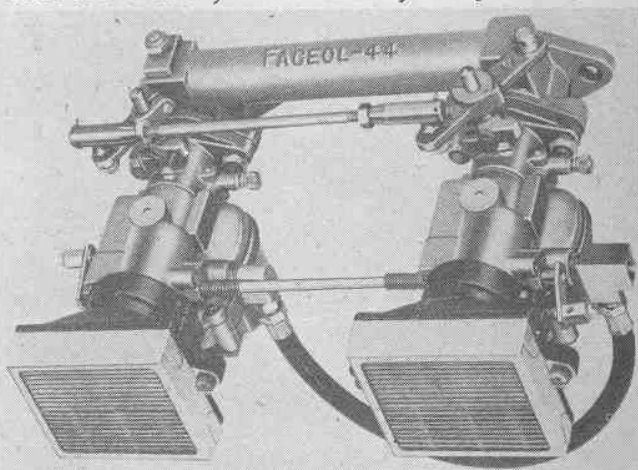


Bill Muncey's 266-cu. in. hydro.

L. H. THOMSON, Secretary, Yachtsman Association of America, announced that the Harmsworth Trophy defender would be selected by a 12-man selection committee headed by R. Stanley Dollar on the basis of qualification and performance of unlimited class hydros at any two A.P.B.A. sanctioned regattas between May 1 and August 18. The six top boats with the highest number of points will then undergo further qualifying trials over the five-nautical-mile Harmsworth course at

Detroit on Tuesday, August 21, to choose the final U. S. defender. The Harmsworth event is scheduled for August 25-27 with the start and finish at the foot of Parkview Avenue, Detroit.

AT THE SOUTHEASTERN BOATING ASSOCIATION EVENT, Pensacola, Fla., May 6, top honors were taken by the following: L. A. Patterson, Midgets; Wallace Stowe, A Stock Hydro and B Modified; Jack Jerome, B Stock Hydro and D Modified Hydro; Bobby Crosby, B Hydro; Archie Golson, A Modified; Chester Moore, C Modified; Floyd Elliott, C-D-F Racing Runabout; Doc Taylor, C Racing Hydro; and Bill Flanigan, Free for All. S.E.B.A. posted \$1805 in cash, plus a high-point trophy, for this big purse event, which was run at Bayview Park...BILL TENNEY, of Dayton, Ohio, who had rough luck at the U. I. M. racing events at Monaco this April, stayed on in Europe to try his outfits and his skill in other major races. On May 2, at Carrera, Italy, Bill hit his usual winning stride again with top place in B Hydro....FAGEOL has announced a new speed kit for their "44" marine engines. The kit, with dual carbs, two adapters, two flame arresters, throttle linkage, balance line, and manifold, is said to boost horsepower 16 to 30%.



Fageol speed kit for "44" marine engines.

BILL MUNCEY of Detroit will make an attempt on the 266-cu. in. hydro record this summer, using a Chevrolet Corvette V8 engine. The veteran speedster will mount the hot 265-cu. in. record-setter in the hydro designed for him by Ted Jones. The record try will take place at Picton, Ontario, in June, or Seattle in August...PEAK NITRO FUEL Concentrate, a Nitromethane racing fuel additive, has been announced by Commercial Solvents Corp. The concentrate, 100% commercial grade Nitromethane, is designed for blending in the preparation of custom fuel blends. Speed and power of piston engines is said to be increased to full potential with proper mixing.

BOAT SPORT
Published

8

TIMES A YEAR

Next issue

SEPTEMBER

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

DECEMBER

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

MARCH

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

APRIL

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(Advertising closing date Dec. 31)

MAY

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

JUNE

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

JULY

Publication date June 1
(Advertising closing date April 1)

AUGUST

Publication date July 2
(Advertising closing date May 2)

COVER STORY

OUR THANKS to the Kiekhaefer Corporation, manufacturer of Mercury outboard motors, for the beautiful color photograph of the two stock runabouts rounding a buoy used on the cover of this month's issue, and to the Atlanta Boat Works, manufacturer of the Aristocraft Torpedo shown in the circle, and Johnson Motors, whose new 1956 color Holiday Bronze shows clearly on this motor.

BOAT SPORT

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Left to right, Ted Jones, designer of the *Slo-Mos* and other Unlimited hydros, Boat Sport's Hank Bowman, Mickey Starego and Sid Uretsky, builders of Sid-Craft boats, discuss new hydro.

ENTROP HYDRO

the Jones

REVOLUTIONARY CABOVER DESIGN D HYDRO MAY PAVE THE WAY TOWARD SPEEDS CLOSE TO THE CENTURY MARK



Hugh Entrop racing his cabover D Stock Hydro at Moses Lake, Washington.

LAST FALL AT THE A.P.B.A. alcohol burner nationals at Caddo Lake, Shreveport, Louisiana, the sensation of the race meet was the performance of a modified 40-cubic-inch Mercury on a strange appearing three-point hydro bearing the number 158R. This unique hydro was approximately twelve feet long with a beam of about six feet. The two forward sponsons presented breaks in the planing surface about five inches in depth and these steps were located about amidships. Several particularly unique features were apparent on closer scrutiny. The angle of attack of the after plane was 5 degrees rather than the conventional 3 degrees. The motor sat into the hull 14 to 15 inches ahead of the trailing plane. The steering wheel was located several feet farther forward than its location on a conventional three-pointer. This feature can be noted by comparing driver's positions in the picture showing Elgin Gates in action at Tequesquitengo.

The driver of this same boat at the alky nationals was Hugh Entrop of Seattle, Washington. In the second heat of the F nationals Entrop ran away and hid from the other entries which included some of the best 4-60s in the country, among which was the plenty fast Paul Cornwell mill on a Neal hydro

which carried Hap Owens to two national Class F titles.

Immediately after the alky nationals, there was a big stir among the racing clan who predicted that the Entrop-type three-pointer would make possible startling new records in practically every class of stock and alcohol burning equipment.

Here are the facts about that particular boat and about the background of its design. Actually, there is no way of pin-pointing the true origin of what has become known as the "cabover" type outboard three-point hydro. It's more than possible that some backyard builder got the idea and played around with it after watching the prop riding inboard hydros which came into their own about 1947 and 1948.

The first boat builders of any note who actually produced what is now referred to as the Entrop-type design for sale in quantity were the DeSilva brothers of Culver City, California. The DeSilvas named their hull a "cabover." This may or may not be the origin of the name, but the DeSilvas certainly should be credited with the first extensive use of that name. These West Coast designers and builders began to push their cabover design with claims of speeds as much as 5 to 7

mph faster than the regular three-point hydros. The DeSilvas sold a number of their cabovers and on several occasions drivers such as Tommy Newton of Santa Barbara won races with them. However, since throttle jockeys as skillful as Newton are likely to win races with practically any kind of a boat, the racing clan as a whole remained pretty cold to the cabover idea. Maybe the design wasn't wholly perfected, particularly for use in smaller classes. More likely was the fact that no DeSilva cabover ever outclassed its competition so strikingly as did Entrop with his Jones version. Or maybe the hydro clan were too reactionary to accept a radical three-pointer at a time when the diehards were still clinging to the conventional single-step hydros and claiming the three-pointer was just a passing vogue.

At any rate, whatever the reason, the DeSilva cabover died on the vine. The DeSilvas were in business to sell boats and when the cabover failed to gain overly many adherents, they stopped building them and switched back to a less radical design which seemed to have longer lasting sales appeal.

In 1951 Elgin Gates, who is presently the owner of the Seaboard Equipment Company, Surfside, California,



(Above) Elgin Gates drives the Jones-Entrop hydro to a lead over Adrian Del Paso, Mexico, in Fourth Pan-American Regatta.

This Northwest version of the cabover design gives a clear picture of motor's location in relation to trailing edge of the hydro and the extreme length of Jones type cockpit.



By Hank Wieand Bowman

Southwestern United States distributor for Mercury motors, was operating in Seattle. Ted Jones, designer of the two *Slo-Mos* and most of the other top-flight three-point unlimited inboard hydros, Doc Jones and Gates got together in typical boat racers' bull sessions and the subject of the cabover design for outboards was brought up. Jones at that time was supervising the construction of one of the *Slo-Mos* at the Anchor Jensen Boat Works. A couple of blocks away from Jensen's,

Doc Jones and Elgin Gates were then in business so it was easy for the three to hash over racing during coffee or beer breaks. The three men continued to toy around with the idea of the cabover design, since Ted's design followed those lines in his successful inboards. Finally, the appeal of a new experiment became too strong and Ted decided to build a Jones-type boat for use with a Mercury D engine. Gates and Doc Jones (no relation to Ted) encouraged Ted and pitched in with

whatever ideas and suggestions they thought would help. Ted Jones built the boat at his home and to him should go full credit for the creation of a cabover type made especially for a Mercury D competition motor. DeSilva cabovers were built with the use of KR, SR and PR Johnsons as their target.

Gates ran the original tests on this Jones boat, the design of which can be considered the forerunner of the Entrop-Jones type cabover outboard hydro

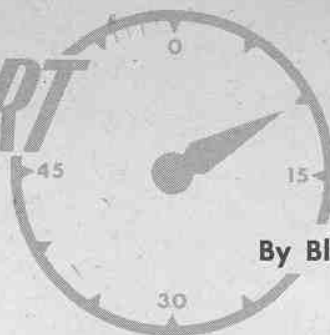
(Continued on Page 40)

Hugh Entrop, in 158R, shown in action during the 1955 A.P.B.A. alky burner national championships.



BOAT SPORT

COVERS



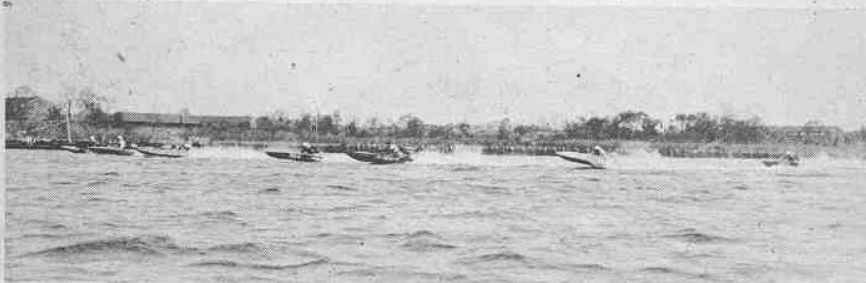
By Blake Gilpin



Nolly Simpson, Norfolk, Va., Tidewater Marathon DU winner, pours on coal in final 6-mile lap.



Skip Forcier, Detroit, pushed Simpson closely for five laps, then throttle trouble got him.



Part of the AU and BU starting field getting underway on Elizabeth River, Norfolk, Virginia.



In the inspection area at Norfolk, Horace Nixon mikes the lower unit of third-place winner of the BU event, Lou Wingo, as Red Peatross and Al Bauer, A.P.B.A. referee, look on at right.

AT NORFOLK, ON SUNDAY, APRIL 22, with hundreds of visitors from dozens of northern states moving in for Norfolk's historic garden week featuring its beautiful azalea display, the Tidewater Motor Boat Racing Association sponsored its annual marathon under A.P.B.A. sanction. This year the course was moved from the combination James River and rough open bay 60-mile junket to a somewhat shorter 52-mile course. The water used was the eastern branch of the Elizabeth River between Campostella and the Military Highway bridges. From a spectators' standpoint, the course was considerably improved over the previous year since the racers made eight circuits of a 6½-mile distance, which kept some action in constant view of the crowd. The drivers preferred the set-up since they were able to launch off the beach rather than tediously being slung into the water by a crane and, furthermore, they had relatively protected water over which compete.

The AUs and BUs were slated to get underway at 11:00 a.m. and, refresh-

(Below) Gene Hawthorne, Detroit, gets assist from his fiancée, Kathy Hendrickson, in holding the big Kiekhaefer Memorial Trophy given him as BU winner at Norfolk, as E. M. "Red" Peatross, A.P.B.A. Senior Vice-Pres., watches.



THE RACING SCENE

OPENING LONG DISTANCE EVENT AT NORFOLK . . . STARS OF THE VENICE MARINE STADIUM SERIES

ingly, Starter E. G. Garrison sent the thirty-one boat smaller displacement contingent off at the scheduled time. As the field moved up for the clock, Gene Hawthorne, Detroit, Mich., hit the line wide open and bounced out into an early lead. But within a matter of a half mile on the leg running toward Campostella Bridge, Hawthorne was passed by half a dozen of the starting field and by the time he had covered approximately the two miles which led back past the starting line, the Detroit had dropped back into thirteenth position. This was an unexpected development since Hawthorne with any breaks at all can normally be expected to better than hold his own in the fastest company. Another half mile and Gene decided he had to do something about the lagging qualities of his Merc 20H and 1956 model Sid-Craft. He stopped and was startled to discover that he had forgotten to put in the engine angle bracket adjustment anchoring pin with the result that his rig was running with the unit cocked entirely under. And here Gene had a real break, for on the

deck in the stern of the boat was the pin. Hawthorne made the necessary adjustments, got underway again and, despite the distance lost, picked his way up to sixth spot at the end of the first lap—as graphic a demonstration as one could hope to see of the importance of proper motor tilt adjustment.

At the end of two laps, Hawthorne had overtaken all but Gene Aubrey, another Detroit, Mel Hughes, Norfolk, driving a Carlsen hull riding in second spot and Lou Wingo, Baltimore, who was leading in his Sid-Craft. At this stage of the race Paul Rothenberger, Reading, Pa., winner of the previous year's event in BU class, was riding a close fifth in his Raveau and seemed to be holding his own with Hawthorne. A lap later the situation had changed again. Aubrey was out due to his motor's powerhead shearing off the unit and Hawthorne had flashed into the lead, with Wingo second and Hughes third. Rothenberger's hull was seen to be crabbing badly in the cross wind that swept the Elizabeth River. As the defender took to the air off wave tops,

no fin was in evidence. A tangle with a block of drift wood had cost Rothenberger any chance he might have had at a repeat victory, for without the fin and on the choppy water he had a tough time handling his outfit. It was distinctly to his credit as a skillful throttle jockey that he was able to bring his boat home in sixth spot.

At the end of five laps, Hawthorne had continued to increase his advantage. Hughes had moved past Wingo and Charlie Lauer of Girdletree, Md., was pressing Lou from fourth spot. Hawthorne finished the event averaging a plenty quick 44.888 mph, with the second-place driver getting the checker 4 minutes 3-1/5 seconds behind Hawthorne which was dramatic evidence of the manner in which the Detroit college student completely outclassed his competition.

Finishing 1 minute and 1/5 second behind the second-place driver, Mel Hughes, was Lou Wingo, with Lauer running home in fourth spot, 34 seconds later. Fifth place was taken by Warren Klawans of Annapolis. (See Over)



From left, Craig DeWald, Larry Reber, Paul Rothenberger at Norfolk.

(Below) Eddie Few finished second in "36" class with Carlsen hull.



BOAT SPORT



A part of the 47-boat field that competed in the Norfolk marathon.

(Below) Lou Wingo bounces high in his BU hull that won him a third.



BOAT SPORT



Andy Mullen is being interviewed by TV announcer Dick Lane at one of the weekly programs held at the Venice Marine Stadium.



Patrol boats move onto the beach at Lake Los Angeles while station KTLA television cameraman prepares to shoot heat of racing on 1/4-mile course.



The only repeat winner at Norfolk marathon was Carl Dowe, in CU, who ran with a Mercury 30H.



DU winner Nolly Simpson gets a congratulatory handshake from runner-up Les Kahn, New York.

Kahn, who is a previous Tidewater Marathon winner, got his second place with a Raveau hull.



(Continued from Preceding Page)

In the AU class, Jim Parrish, Jr., Norfolk, in a hull of his own design which appeared to be influenced in its lines by a Switzer, led the A field at the end of the first lap. Harvey Howlett, in a Carlsen hull, was riding in second. These two boats engaged in a thrilling duel. Twice during the first two laps Howlett had passed Parrish only to be repassed and seldom were the two drivers separated by more than a few yards. Unnoticed by the two leaders, however, was Bobby Jones of Richmond, Va., in his hull *Troubles*, a Carlsen, in which Jones had gradually worked his way up from a near tail end spot in the eleven-boat A field. At the end of three laps Howlett was leading Parrish by a boat's length, but a half lap later Parrish again took over the lead. It wasn't until the midway mark that Howlett managed again to inch past and then shake his rig far enough free to pick up several seconds' advantage over the other Norfolk driver. In the sixth lap, Bob Jones closed within challenging distance of Parrish, trailed right in Parrish's rooster tail for another full lap and finally passed him at the first turning point of the final lap. Howlett raced to AU victory at an average speed of 38.256 mph, with Jones flashing across the finish 2 minutes and 47 seconds later, with 1 minute and 47 seconds margin over Parrish, who held down third spot. Fourth place went to Stephen Stevens of New York City, helming a Sid-Craft, with the unsuccessful defender in the class, Craig DeWald of Reading, bringing his homemade hull *Fly Chips* in for fifth spot. DeWald, incidentally, has only finished poorer than fifth once in the past two seasons.

At 2:00 p.m. a combined field of

COVERS THE RACING SCENE



Pat Trozzo, Bronx, N. Y., won the "36" class event with a Raveau hull and Johnson motor. His average speed for the distance was a relatively slow 30.336 mph. Only two finished.



A group of DUs battle down the straightaway on a cold, overcast late Spring Sunday at Venice, Cal.

sixteen "36s," CUs and DUs hit the starting line with Nolly Simpson, Norfolk, former "Mr. Virginia," in his Sid-Craft *Fire Power* moving into the first turn in the lead. Skip Forcier, Grosse Point, Mich., in his late model Sid-Craft, *Sunburst*, was riding right in Simpson's rooster tail. For two full laps Forcier pressed Simpson hard with never more than four boat lengths separating the two. Frequently the two drove almost in tandem. In the fourth lap, Forcier's throttle jammed. This made for some hair raising cornering by the Michigan helmsman but it also

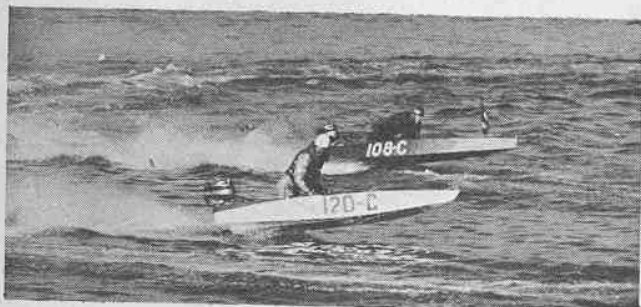
lost Forcier ground in the turns since his full throttle speed forced him to slide wide. Two laps later further throttle trouble sent Forcier into the pits, where despite frantic efforts at jury-rig repair, the driver was unable to return to competition.

From that point on it was no contest. Nolly Simpson could have stroked in for an easy win but he continued to pour it on and averaged 46.751 mph, which was not too slow considering the rough water and stiff breeze. This Sid, by the way, is the same one in which Tom Conte won the Solomon's Island

event in 1955 and the Delaware River marathon in 1954. Les Kahn, defending champion, failed to show any impressive speed. Later, when he checked over his motor again in the pits, he discovered that one exhaust port cover had been reversed. He couldn't help but be amazed that he was able to wind up in second spot—but veteran though he is, Kahn learned that the smallest detail overlooked can spell defeat.

Third place in the class went to Rich Holt of Bishopville, Md., who is at his best in closed course competition.

(Continued on Page 29)



Gene Bettis (120-C), Arcadia, was consistent money winner at Venice.

(Below) Aubrey was forced out when studs of powerhead sheared off.



Gene Aubrey, Detroit, running fourth at Norfolk after twelve miles.

(Below) Gene Hawthorne running his winning BU Sid-Craft at Norfolk.



BOAT SPORT



TESTING THE NEW



SPEED INCREASES OF 3 TO 4 MPH
SEEN POSSIBLE IN BU AND BSH

With the transom jacked up to 15 1/8 inches and using the old style 20H unit with a #23636 propeller, Larry Teel clocked a run at 56 mph.

MARK 20H LOWER UNIT

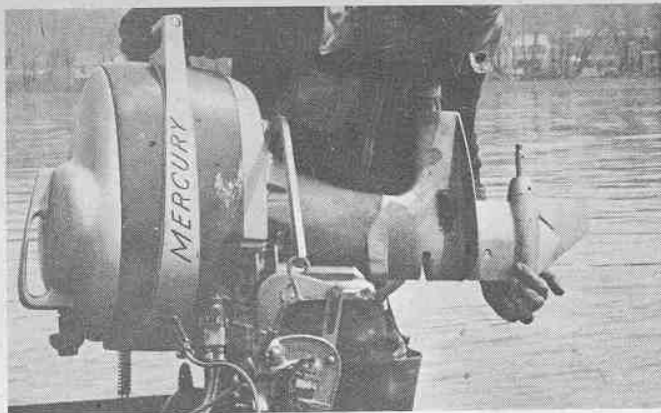
By Shanon Place

WITH THE ANNOUNCEMENT that not only would the new Mercury Mark 20H be shipped in quantities beginning April 15 but that the new model would be legal for BU and BSH competition any time from May 1 on, considerable interest has arisen concerning this motor. First, let's quickly put to rest any thought that the 1956 20H will toss older models into the scrap heap, because this just isn't so. The powerhead of the new 20H is identical to the older powerheads with the exception of a minor carburetion change, that of a new jet and seat. The lower end, however, shows the biggest difference since the new 20H unit will have the deep skeg and the single, below-the-torpedo, jet-type water intake similar to the Mark 30Hs and 55Hs. A modestly

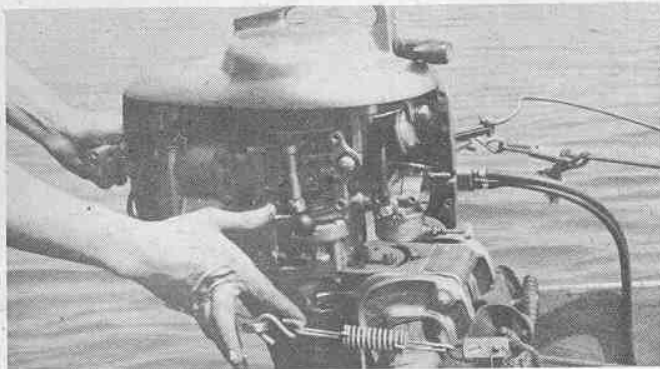
priced accessory kit is now available which includes a new gear case housing and the carburetor parts to modify your old models up to a parity with the 1956 version.

The question in many minds is whether these changes will effect any increase in speed. In order to determine this, BOAT SPORT arranged with stock driver Larry Teel of Lambertville, N. J., to run a series of underway tests, using an older model 20H powerhead with both the older version lower unit and the new deep skeg unit. The hull used was Teel's 1955 model Swift A-F hydro. The combined weight of the boat and Teel was five pounds over the minimum requirement for BSH. Teel, naturally, having campaigned this same Swift and his old model 20H for an

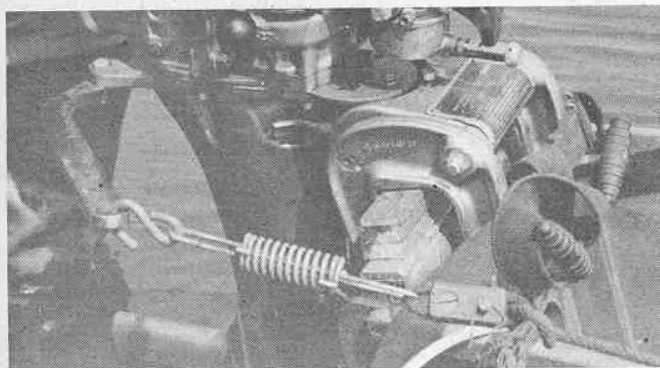




The new deep skeg unit, with single jet type water intake, shown here, was then substituted and tests were made at various heights and angles.



At a 15 1/4-inch transom height and with the motor angled out to the second bracket hole, the new unit clocked only 54 mph with same prop.



With the transom jacked to 16 inches and at a third hole setting, with a Kaminc #25845 blade, the unit gained 2 mph in speed over other tests.



Maximum speed was reached without permanently building up the transom at 16 1/8 inches, when 58 1/2 mph was hit, and no slippage was evident.



entire season, was fairly well acquainted with what was his best set-up with that motor.

The first test run was made with the old unit installed, a transom height of 14 7/8", with the motor angled out to the second bracket hole. A downstream current of approximately 2 mph existed at the test area at New Hope, Pennsylvania, on the Delaware River. A slight breeze, not in excess of 5 mph, prevailed in an upstream direction. The water conditions were very smooth, the water temperature approximately 52 degrees and the air temperature about 60.

In his first upstream run, Teel's maximum clocking was 55 mph with 56 mph showing on the downstream run. We then shimmed the transom 1/4" to 15 1/8" and got an odd reversal of the first run times, that is, 55 mph with the current and against the wind, and 56 mph in the other direction. These results satisfied Teel that he was clocking, under the set of conditions existing, exactly what he could expect with this particular motor and boat. The propeller that was used for these first two runs was a Kaminc #23636.

With these trials out of the way, we then took off the old unit and replaced it with the new. As a starting point we used 14 7/8" transom height and the same prop, with the engine
(Continued on Page 42)

By Crane Whittaker

Photos by J. R. Anderson

IF YOU TAKE A LOOK at the map of the Gulf Coast area, you will notice where the states of Louisiana and Texas meet and touch the Gulf of Mexico. Just a shade back from the Gulf of Mexico, you'll spot the town of Orange, Texas. Orange, with a total population of approximately 22,000 people, has become one of the hottest spots in the water sports world of Texas and is well on its way toward a legitimate claim to being the key boating center between Houston and Tampa, Florida. Part of this is due to its geographical location on the Sabine River, with its countless bayous and adjoining lakes, said to be chock full of fish of all sorts.

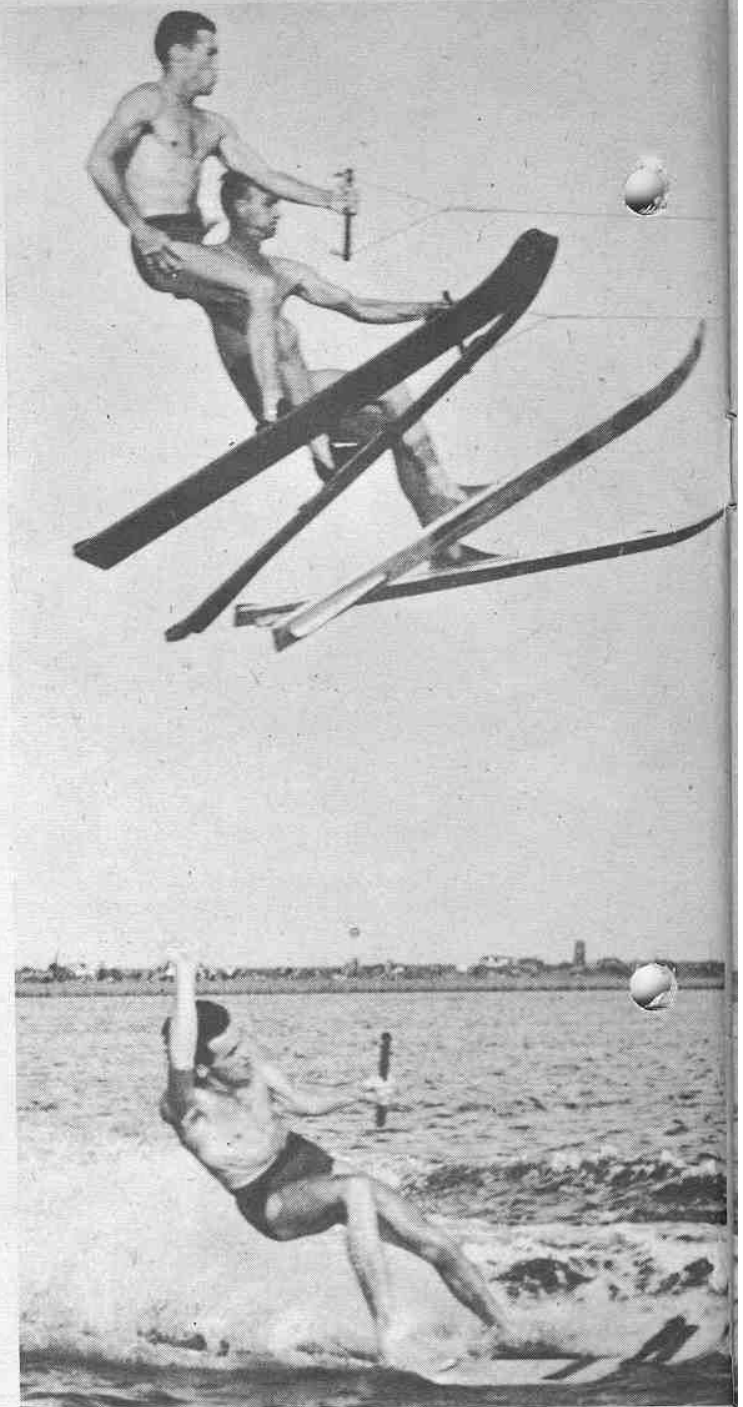
The Sabine and its tributary waters, free from dams, locks and portages and with ready access to additional waters near Beaumont, Bolivar and Lake Charles, plus an inter-coastal canal providing connection with salt water and protected cruising along the coast for smaller craft, is a boatman's dream world come true. Add to this mild weather, long summers and autumns and a short winter season and you have a real formula for a boaters' paradise. The Orange Boating Club in connection with local water sports equipment dealers and the Aqua Demons and Debs, water skiers extraordinary, have pooled their efforts to make the most of this combination of favorable boating factors to further stimulate the already existing interest in water sports.

The Aqua Demons and Debs are presently made up of a group of eighteen water skiers who conduct water sport shows strictly on an amateur basis. The group, made up mostly of husband-wife teams, takes its sport very seriously, though it engages in show business strictly as an avocation. This amateur organization may well serve as an example of how any enthusiastic local group or club can team together with a common interest in water sports and come up with a well rounded program that is as slick, fast moving and talent-loaded as anything turned out by some of the water skiers' professional counterparts.

Just two years ago, the group of Orange young couples banded together because of their sharing of a common enthusiasm in water skiing. All of them were relatively proficient on the boards. However, they were not content with just plain sliding over the water but began to practice precision skiing and group formations and to develop newer and better ways of doing some of the well-known ski stunts which have been witnessed at water shows throughout the country.

The Aqua Demons' and Debs' captain, Hubert Spradling, who is also vice president of the Southern Water Skiing Association, and other members began to invent some acts of their own. Within a matter of months, they were working together smoothly enough as a group and were ready to put on a full scale, two-hour production. In less than two years, they have built up and polished their production to the point where today it is considered to be one of the best equipped and costumed amateur water shows in the country.

The group, through joint effort, now has approximately \$10,000 worth of equipment, all demountable for ready



Charlie Whitaker and Charlie Webb perform a double jump while Hubert Spradling does a cross-under before 75,000 persons at Galveston, Tex.

trailer transportation over the road. Their equipment, most of which they designed and built themselves, includes such materials as six and seven-foot ski jumps, portable dressing rooms, docks, aqua cycles, a soaring kite, jump boats and costumes. Included in their water ski show, which last year was presented eight times to an estimated total on-the-spot attendance of 165,000, are water ballets presented by groups of up to six girl skiers, mixed double acts for three of the boy and girl members of the team, precision jumping over a seven-foot ramp, singly, two at a time and three at a time. One member, Charlie Webb, specializes in jumping a runabout over a six-foot ramp, following the lead of the professionals at Cypress Gardens and Sunshine Springs and Gardens.

(Continued on Page 16)

AQUA DEMONS AND DEBS

AMATEUR WATER SKIERS FROM ORANGE, TEXAS,
PERFORM TRICKS THAT DEFY THE PROS . . .



Helen Thrailkille (left), Gwen Ramsey, Jean Anne Whitaker, Jeannette Beaver, Margaret Spradling and Dolores Ricks perform an Aqua Deb water ballet on single skis. (Below) Mixed couples perform at a Morgan City, La., festival.





Charlie Whitaker in his first Flying Kite experiment at Galveston in 1955; he has soared to 60 feet with his aluminum and nylon machine.

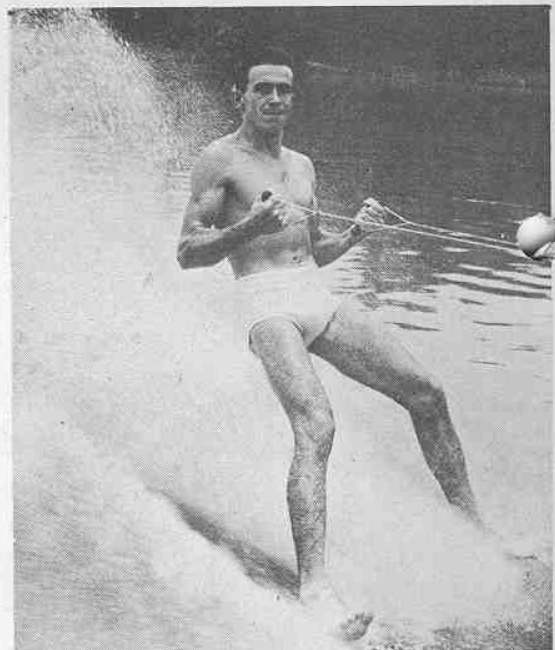
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Charlie Whitaker has his own original version of ski flying. He takes off on skis with a huge aluminum framed kite, soars up to heights as great as 60 feet and lands on skis again. To date he hasn't stalled, spun out or power dived his aerial rig. Bobby Ricks handles the laughs. One of his most sensational clown acts is to approach a seven-foot ramp at high speed in the orthodox manner, then suddenly kick off his skis at the ramp approach to go over the ramp belly flop fashion, still hanging onto the tow rope bar. He finishes the routine by performing a spraddle legged dive 30' or 40' through the air. This one is tough on the body but good for laughs anytime.

One of the youngest members of the show is Billy Thrailkille, whose mother and dad, Helen and Bill, Sr., are both stellar members of the Aqua Demons and Debs. Bill, Sr., has turned down a number of professional skiing offers. He is pictured here by J. R. Anderson, the group's official photographer, doing a backwards swan on shoe skis. One reason that Bill has had professional offers is that among his other stunts, which include shoe ski jumps over a seven-foot take off, are his exciting specialties, 360s and 540s off the regulation jump. A 360 means that after the take-off, the skier does a complete rotation in the air landing on the far side, at least he hopes, without a spill and continuing on behind his tow. The 540-degree spin is even more diffi-

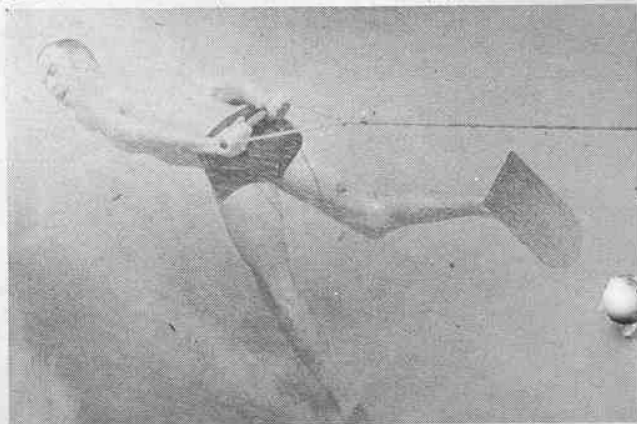


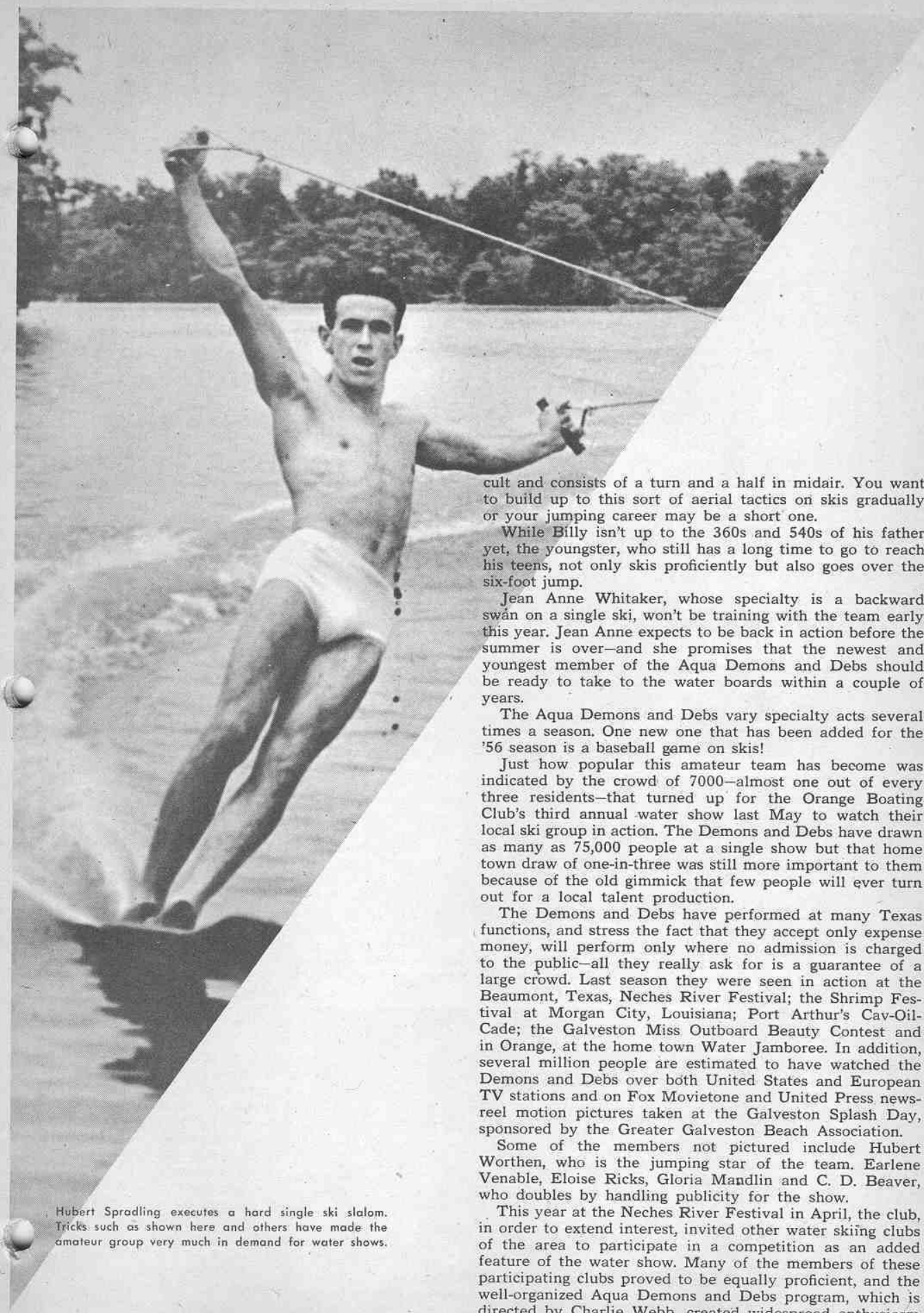
Jeannette Beaver pyramids on Debs Spradling and Ramsey.



Demon's captain, Hubert Spradling, skis barefoot at 35 mph.

(Below) Bill Thrailkille performs a difficult shoe-ski backward swan.





Hubert Spradling executes a hard single ski slalom. Tricks such as shown here and others have made the amateur group very much in demand for water shows.

cult and consists of a turn and a half in midair. You want to build up to this sort of aerial tactics on skis gradually or your jumping career may be a short one.

While Billy isn't up to the 360s and 540s of his father yet, the youngster, who still has a long time to go to reach his teens, not only skis proficiently but also goes over the six-foot jump.

Jean Anne Whitaker, whose specialty is a backward swan on a single ski, won't be training with the team early this year. Jean Anne expects to be back in action before the summer is over—and she promises that the newest and youngest member of the Aqua Demons and Debs should be ready to take to the water boards within a couple of years.

The Aqua Demons and Debs vary specialty acts several times a season. One new one that has been added for the '56 season is a baseball game on skis!

Just how popular this amateur team has become was indicated by the crowd of 7000—almost one out of every three residents—that turned up for the Orange Boating Club's third annual water show last May to watch their local ski group in action. The Demons and Debs have drawn as many as 75,000 people at a single show but that home town draw of one-in-three was still more important to them because of the old gimmick that few people will ever turn out for a local talent production.

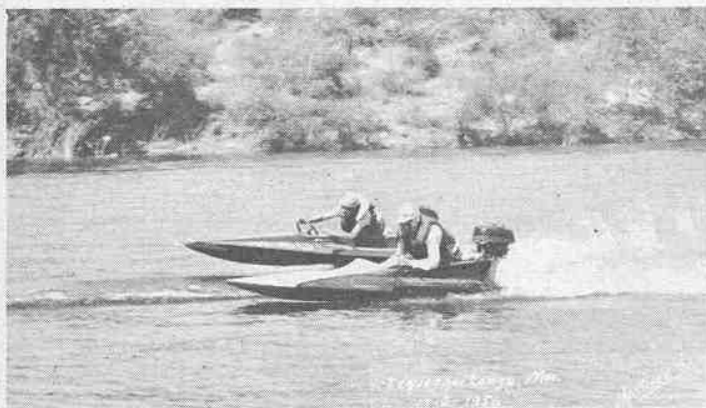
The Demons and Debs have performed at many Texas functions, and stress the fact that they accept only expense money, will perform only where no admission is charged to the public—all they really ask for is a guarantee of a large crowd. Last season they were seen in action at the Beaumont, Texas, Neches River Festival; the Shrimp Festival at Morgan City, Louisiana; Port Arthur's Cav-Oil-Cade; the Galveston Miss Outboard Beauty Contest and in Orange, at the home town Water Jamboree. In addition, several million people are estimated to have watched the Demons and Debs over both United States and European TV stations and on Fox Movietone and United Press newsreel motion pictures taken at the Galveston Splash Day, sponsored by the Greater Galveston Beach Association.

Some of the members not pictured include Hubert Worthen, who is the jumping star of the team. Earlene Venable, Eloise Ricks, Gloria Mandlin and C. D. Beaver, who doubles by handling publicity for the show.

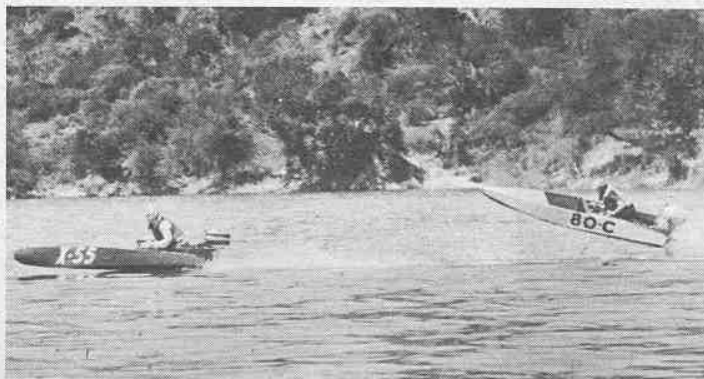
This year at the Neches River Festival in April, the club, in order to extend interest, invited other water skiing clubs of the area to participate in a competition as an added feature of the water show. Many of the members of these participating clubs proved to be equally proficient, and the well-organized Aqua Demons and Debs program, which is directed by Charlie Webb, created widespread enthusiasm for other clubs to follow the Demons' and Debs' lead. (End)

OUTBOARDS SOUTH of the BORDER

Mexican team takes honors at Pan-American regatta



Elgin Gates, Surfside, California, battles down the straightaway on inside of Adrian Del Paso, who won this ASH event held at Tequesquitengo, Mexico.



Lee Dobbs, North Hollywood, California, bounces high behind team mate Gates in BU event of Pan-American regatta. Dobbs was the eventual winner of race.

LET'S GO DOWN TO MEXICO for the fifth annual Pan-American Regatta sponsored by the Federation of Mexican Racing Boats and Motors—this actually is a translation of the far more euphonious sounding Federation de Mexicana de Lanchas y Motores. For the past two years, 1954 and 1955, the American team representatives have won possession of the permanent trophy by posting the greatest total of points. However, this year the Mexicans turned the tables with a vengeance and out-pointed the American team nearly three to one.

The first of the races were held at Lake Tequesquitengo, a famous resort area. The lake itself is a water-filled volcano which came into being from a sudden opening of underground spring sources in the 1850s. It is located about 50 miles southwest of Mexico City and is near the main highway from Mexico City to Acapulco. The lake is about two miles square and the Mexican sponsoring group have laid out a permanent one-mile course, which according to the American team is as near perfect a layout as is possible.

The classes scheduled were A, B and D stock runabouts and A, B and D stock hydros. Actually, alky burning B and C hydro events had also been planned but the expected contingent of Texas drivers, including Bob McGinty, who in the past two years has risen to become one of the nation's top alky throttle pushers, failed to make their appearance at the last moment and these events were cancelled.



Elgin Gates was busiest member of American team. Here he is pictured running in a DU heat that was held at Lake Tuxpan.



Releigh Gibson, Mexico City, finishes third in a heat of B Stock Hydro held in picturesque Tequesquitengo.

At the first group of races, at Lake Tequequitengo, the combination of wind and uncontrolled spectator boats made the water extremely rough so in spite of the fine course flips were numerous. The Mexicans had assembled a force of nearly sixty pieces of equipment in the six classes and had nearly a full field in every heat. The American drivers were Marie and Lee Dobbs of North Hollywood, who were familiar to the Mexican fans since they had competed in Mexico for the past two years. Elgin Gates, one of the original organizers of the event, along with his mechanic, Buddy Railsback, completed the United States team. Marie Dobbs campaigned in A Stock Hydro. Lee Dobbs ran A and B stock runabout and BSH. Buddy Railsback raced an ASH and Elgin Gates was by far the busiest man at the regattas, competing in all six stock classes.

The only Mexican team woman driver was Peggy Gibson of Mexico City, who competed in ASH and AU. Peggy and her husband, Raleigh, who are Americans but have made their home in Mexico City, where Raleigh is engaged in the rubber importing business, had spark-plugged the event from the Mexican end. Elgin Gates reports that the officials proved to be both experienced and efficient, as well they should since the increasingly popular Mexican outboard racing schedule calls for a minimum of one major regatta each month. Gates further stated that the Mexican hospitality couldn't have been

(Continued on Page 36)



Mexican team poses with Lake Tuxpan regatta queen Rosita Martinez. Drivers, from left: Adrian Del Paso, Eduardo Ibarra, Salvadore Escobedo, Antonio Gudino, Carlos Austin and Max Diener. Americans won the event last year.

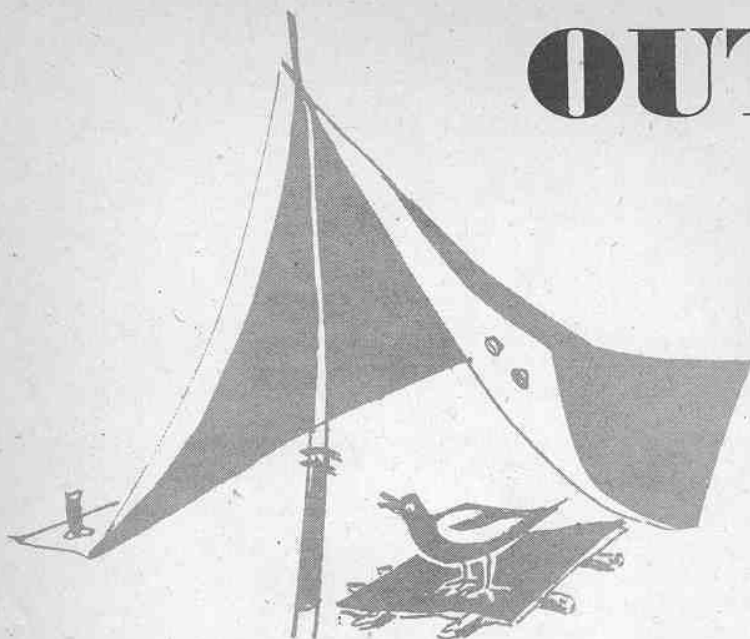


Pan-American winners pose with trophies, from left: Javier Ibarra, Adrian Del Paso, Elgin Gates, Marie Dobbs, Bob Mohler, Lee Dobbs, Eduardo Ibarra.

OUTDOORS

with the

By John G. Kingdon



THE FACE THAT LAUNCHED a thousand ships centuries ago is at it again.

Not in person, of course. She's represented by 3 million modern-day sisters-in-arms who have taken to the water and have thereby created a minor revolution in the boating industry.

It used to be that both boat and motor manufacturers thought primarily about beam and chine and torque and piston displacement. Now, due to the influence of the feminine boating contingent, they have added such words as style, color, harmony and fashion to their vocabularies.

We are consequently this year seeing rakishly streamlined runabouts with palamino seat covers and two-toned hulls in such combinations as pink and brown, black and green, yellow and

brown, and yellow and white. Motors are also appearing in a variety of colors, and their controls are being tucked away out of sight. And to complete the picture, skis, swim suits and sports clothes are being merchandised in matching and harmonizing patterns and colors.

The latest evidence that the ladies are here to stay in boating is news from Johnson Motors, Waukegan, Ill., that they have published a free boating booklet especially for women. Titled *Ladies Aboard*, it covers such subjects as aquatic beauty care, cooking and entertaining on an outing or a cruise, water skiing, fishing and elementary boat handling.

ALONG THE TENNESSEE and Cumber-

land Rivers, the Tennessee Valley Authority (TVA) has constructed one of the greatest water developments known to man. Thirty man-made lakes, ranging from Kentucky Lake, which is 184 miles long, to Fort Patrick Henry Lake, scarcely six miles long, form a rapidly growing sportman's paradise. Boating, fishing and sightseeing are the dominant recreational activities for which there are facilities in this waterland.

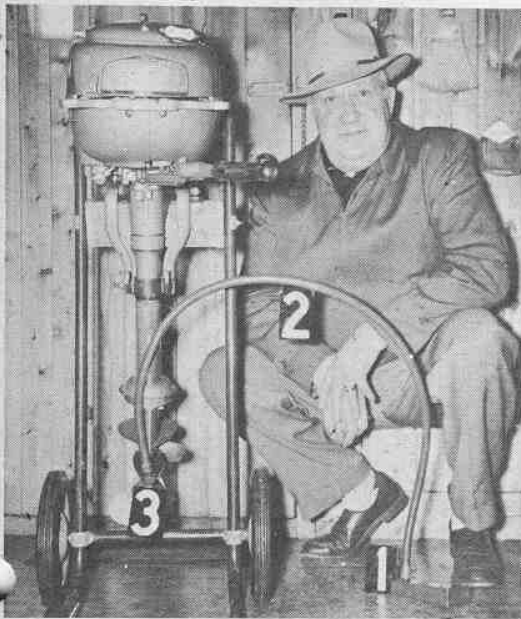
To help the sportsman who wants to boat and fish in these waters, a Tennessee newspaper, The Nashville Tennessean, has just published *Boating and Fishing Guide to the Great Lakes of the South*, a 150-page book with heavy cardboard covers and a plastic spiral binding that was reviewed in the

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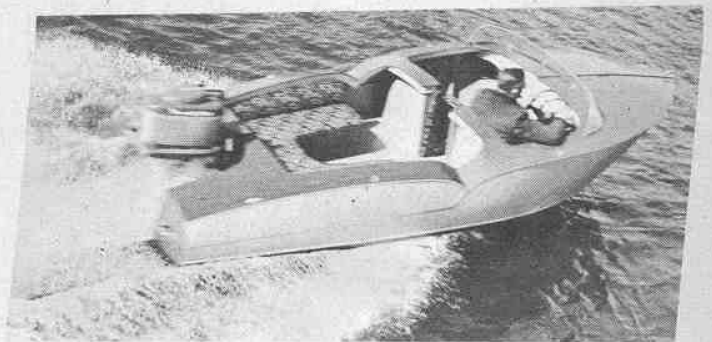
Morsan's "Airflow Terrace" tent is well-suited for family camp-boating. It will accommodate up to seven people, and weighs only thirty-nine pounds.

OUTBOARDS



(Left) R. Lellan Shoemaker and his automatic boat bailer, which consists of (1) a float valve, (2) tubing and (3) aspirating nozzle that is mounted on lower unit of outboard.

(Right) Guest's portable air horn, powered by a disposable cylinder of gas, has sound range of more than two and one half miles.



The new Cornwallis Craft "C Lion" has distinctive lines and walk-through forward seat. It is of plywood construction, with over-all length 14' 6".



With a two-piece Ski King rubber suit, water skiing can be done comfortably in any kind of weather; skiers are kept warm and dry.



Ozark tent is suited for two camp-boaters. It can be set up quickly and will withstand 60-mph gales.

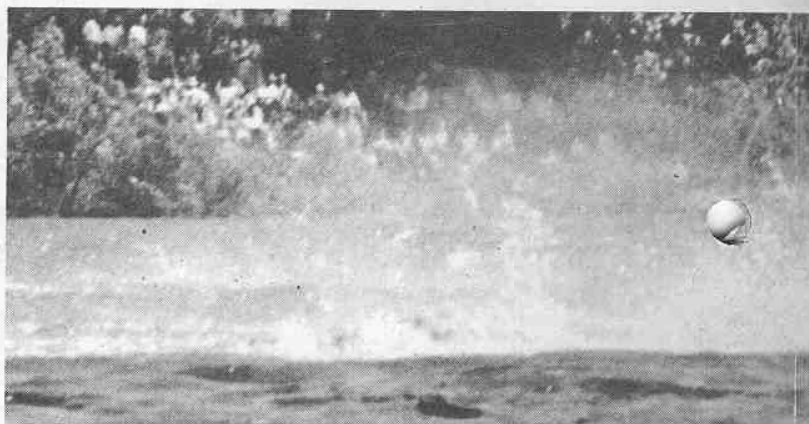


THE JOHNNY MANN STORY

The Johnny Mann Story

How a newcomer to racing experimented with his own hull designs successfully

By Henry Hotchkiss



JOHNNY MANN, a 29-year-old Knoxville, Tennessee, carpenter by trade, became interested in boating immediately after the close of World War II. Johnny built his first boat in 1946, naively hoping that it would qualify for stock racing. Actually the boat filled the requirements, weight-wise and design-wise, of either major sanctioning body but it was more of a fishing rig than a high speed job. It didn't take Johnny more than two or three trips on a nearby waterway to realize that his dream outfit was no match for the factory-built speedsters.

However, Johnny had more than a bit of faith in his own woodworking skill, and in 1947 decided to try again. Johnny still failed to check into the planing designs of the fast boys' boats and went to work blindly on a second pattern of his own, working in a converted garage which serves him as a backyard boat building shop. The second boat, too, was a let down though a bit sprightlier in its performance than its predecessor.

At this stage, Johnny had begun to haunt local stock outboard races. He realized that his own design was still miles-per-hour slower than even the doggiest of the factory-built jobs. For a few years he played around with his hand rolled job, just fishing and bouncing around local lakes, but still the draw for racing was consciously present. Fishing was fine but Johnny had a yen to squeeze a spring-loaded safety throttle and get out in front with the fast boys.

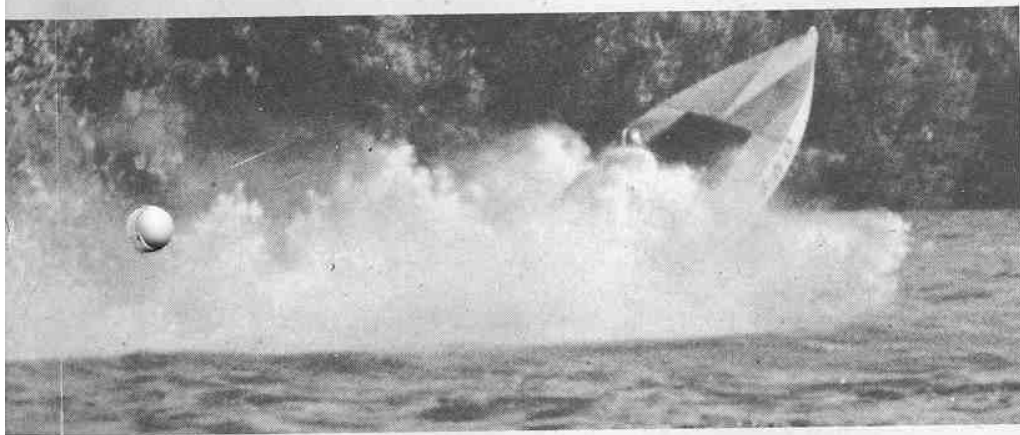
In 1951 the racing bug had injected too much of its insidious draw in Johnny's veins. That year he bought a production-line hull and entered his first race, the 1951 A.P.B.A. National Championships at Fort Loudoun Lake, Knoxville. Like most beginners, his baptism in competition was not earth-shaking. Johnny failed to qualify for the finals and all he got for his efforts was a good hosing down and a pit-side view of the championship action.

The following year, when he started to campaign in earnest, Johnny built up experience the hard way—back at the tail end of the pack where the going is the roughest and the rewards of accomplishment were never for him. He still, however, had faith that he could build a boat that would win races and, after a season of unsuccessfully campaigning with his factory-crafted job, Johnny went to work again in the backyard shop and turned out a needle-nosed runabout which he christened *Zanbo*. The name was formed by a combination of the letters in his wife's name, Zola Ann, and that of the Mann's pet Chihuahua dog, Bo. Johnny's third try as a boat builder finally hit the right combination of length, beam and contouring.

That year at Kingston, Tennessee, on July 4th, racing in N.O.A. Division III competition, Johnny was among four new record breakers. N.O.A. rules permit the use of open exhaust stacks on stock motors where there are no local

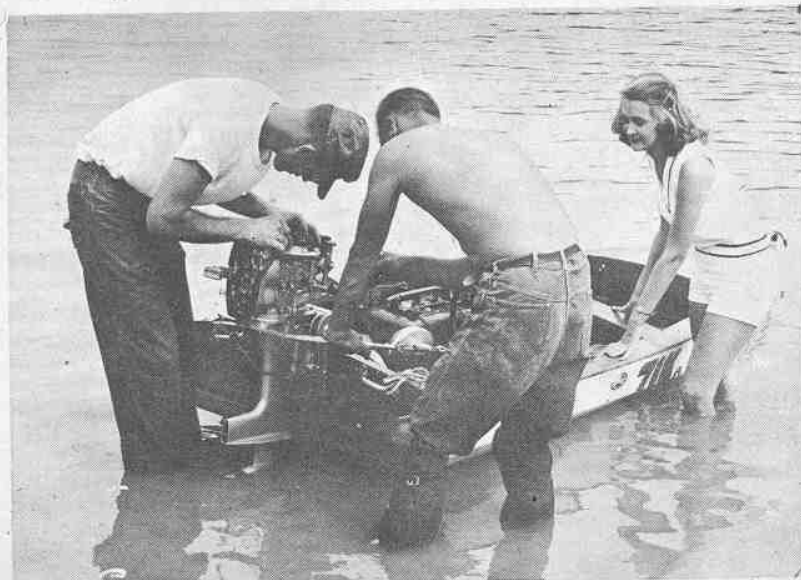
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In 1953—only his third year of racing—Johnny Mann set a new N.O.A. B Stock Runabout record in this unusually long, narrow-bowed hull of his own design and building. He had built several other boats before hitting the right set-up.



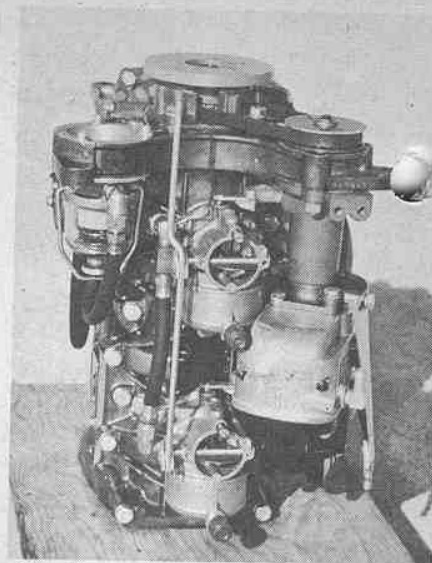
At N.O.A. Division III North-South Stock Championships, held at Clarksville, Tenn., Johnny won the first heat, then stood his BU rig on end in the second and took a spill, to finish up third in over-all points.

Zola Ann pit stooges for her husband as Dave Mynatt adjusts the ignition points on Johnny's Mercury Mark 20H.





Officers and directors of the Outboard Club of Chicago, host to the A.P.B.A. national meeting in November: (from left, standing) Jim Jost, Region 7 Chairman; John Markel, Treas.; Adam Gabriel; Laur Gonia; Bob Seeger, Vice Commodore; Milt Anderson; (seated) Betty Seeger, Sec.; Dr. Richard Murphy, Commodore; Althea Maypole. Jack Cohn missing.



Exposed view of Mercury Mark 55H powerhead shows smaller flywheel and twin carburetors.

AROUND THE BUOYS

THE SOUTHEASTERN BOATING ASSOCIATION, with mailing address of P.O. Box 1313, Anniston, Alabama, is a real live wire, up-and-coming organization. For 1956 its officials are: Vann T. Henderson, Jr., President, with the address listed above; Joyce Martin, Secretary-Treasurer, 1815 Thomas Ave., Anniston, Ala.; Robert D. Burns, Vice President Zone 1, 620 East Gayle, College Park, Ga.; and B. T. Byrd, Vice President Zone 2, Route 6, Parkersburg, Savannah, Ga.

This organization, which operates independently of any other sanctioning body, was organized in 1948 and is open for membership to individuals and clubs who are interested in boating and boat racing. The organization sanctions racing events in Division I (racing motors) Classes M, A, B, C, F and X; Division II (modified stock service motors) Classes A, B, C, D, F and M—the latter with 11 c.i. maximum displacement; and Division III (stock motors) Classes M, A, B, C, D and Free-for-all.

During the winter months the S.E.B.A. was active, with a \$1000-purse event on February 12 at Mobile, Alabama, and a \$500-purse event, The Thunderbolt Centennial race, on the Wilmington River, east of Savannah. At the Thunderbolt affair, L. A. Patterson won the Midget races, with A Hydro high points going to David Lastinger; B Hydro to George Taylor; C Racing Hydro, George Taylor; D Stock Hydro, Julian Bateman; combination C-D-F Runabout to B. E. Taylor; B modified to David Lastinger; A modified, Dan Pigott and Free-for-all to Bill Wenger. Standout performer of the regatta was high-point-winner, David Lastinger, who not only won the A Hydro and B Modified events but finished

second in C Racing Hydro, C-D-F Runabout and placed third in B Hydro.

The S.E.B.A., which is the only race sanctioning body to put out a weekly news bulletin, currently has ten events scheduled in Zone 1 and fifteen slated for Zone 2 during the 1956 summer and fall racing season. Good prize money plus well conducted events have made S.E.B.A. the strongest sanctioning body in the three states in which it operates.

WE RECENTLY RECEIVED WORD of Craig DeWald, Reading, Pa., stock marathon star. During the winter months, Craig was a member of the Reading High School varsity wrestling team, and turned in a near perfect record of seven wins in eight matches to prove his sports talents are not limited just to outboard racing.

OF SPECIAL INTEREST to stock outboard drivers should be the "Stock Outboard Racing Yearbook," available through Mercury dealers. This 56-page book covers the highlights of the past season in marathon and closed course racing plus a listing of the stock division's complete records as of the first of this year and the 1955 high-point winners.

THE TRI-STATE RACING ASSOCIATION, with headquarters at 651 West 9th Street, Erie, Pa., sanctioner of racing events through New York, Pennsylvania and Ohio, is planning an active season. At least a half dozen of its members, like Red Stumpf, of Jamestown, Pa., raced ice boats during the off season until the weather broke and they could campaign stock runabouts and hydros again.

(Continued on Page 38)



These sensational action photos of John



Moran, Riverton, R. I., as he flips his



rig (DSH) during an A.P.B.A. regatta at



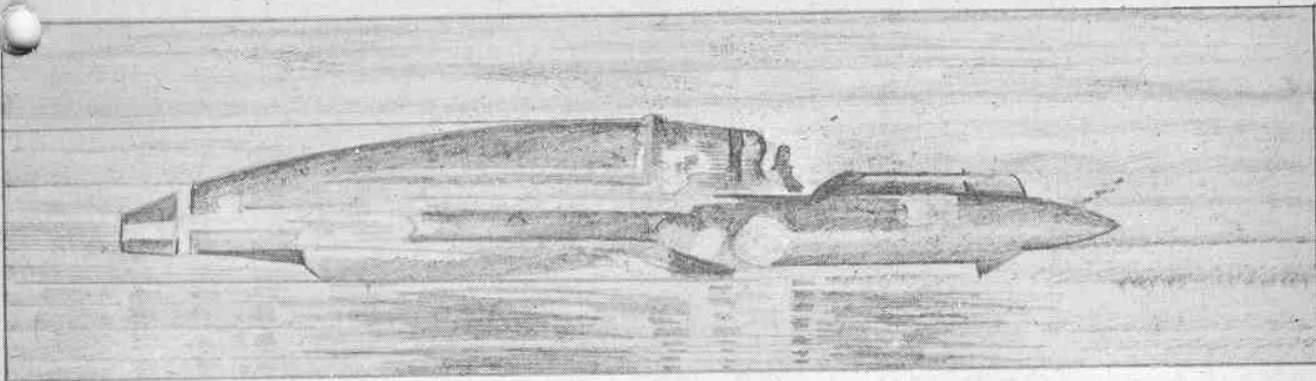
Marion, Mass., last August, were taken



by Ruth McFarlane, North Weymouth, Mass.

TORQUE TALK

By Lou Eppel



Donald Campbell's jet-propelled Bluebird whooshes across Lake Mead at nearly 240 m.p.h.

IN THE APRIL ISSUE OF BOAT SPORT we discussed the November 1955 runs on Lake Mead of Donald Campbell's *Bluebird II* in which he established the jet-propelled motor boat record for the one-mile straightaway of 216.2 mph. Recently we were fortunate enough to be present at the screening of the motion picture prepared by Socony Mobil Oil Co. of Campbell's trials. The title of this full-color, sound film is "Challenge on the Lake," and we most seriously urge everyone with the slightest interest in fast boats to view this film at the earliest opportunity. Many extremely interesting facets of the actual performance of *Bluebird II* are clearly shown, and we must admit that after viewing the film we were forced to alter some of our pre-conceived ideas about jet-propelled craft.

One of the main points, to our way of thinking, was the apparent maneuverability of the big boat. Some of the telephoto shots, where the cameraman caught Campbell coming down the lake for a pass through the traps, showed most clearly that the boat is most responsive to the rudder, turning smoothly to both right and left, with obvious stability even at very high speeds. It seemed to us that with the proper facilities for carrying sufficient fuel *Bluebird II*, with minor modifications, could well navigate around a three-mile or four-mile course such as is available at Lake Washington, in Seattle. Another factor which was brought out in the film, and which verified our reports as to the boat's inherent difficulty in getting on a plane, seemed to indicate that the terrific angle of attack on the forward planes, plus the comparatively small area of planing surface, is directly responsible for the logginess of the *Bluebird* in getting up on plane. The amount of water thrown forward and to each side of the outrigger sponsons when starting up all but hid the boat from view, and whenever any wash, wake or waves

were encountered, great sheets of water were thrown up and out, and too often into the air intakes which are located on either side of the cockpit. The deflectors which were fabricated to diminish the number of flame-outs, which plagued Campbell during his first attempts at the record run, seemed to cure to some degree this problem of literally quenching the burning fuel in the jet engine. Now we fully realize why Campbell has a windshield wiper installed.

Once the craft was on a plane, she was extremely stable and clean riding, with little or no "tip-toeing" evident. In contrast to the American propeller driven Unlimiteds, the *Bluebird* made very little fuss on the water, and the lack of the fantastic rooster tails usually associated with Unlimited inboard hydros at full bore made viewing the actual record-breaking run somewhat less spectacular. With only the rudder disturbing the flow of water under the hull, very little was raised behind the hull. To appreciate fully the drama of the trials, we suggest your club arrange for a showing of this excellent film. Contact Dept. A, Film Library, Socony Mobil Oil Co., 26 Broadway, New York 4, N. Y.

Since Donald Campbell set the world's water speed record in the *Bluebird* on Lake Mead, a lot of people have asked him how it feels to go 250 miles an hour on water. In a byline article in the current issue of *The Flying Red Horse*, publication of Socony Mobil Oil Company, Inc., he describes the sensation as like driving a car with solid tires and no springs at a speed of 4 miles a minute over bumpy, undulating ice.

"The ride," he adds, "is not exactly relaxing. And there is the ever-present danger of slipping . . . You cradle the wheel just as you might carry a large shallow pan of water while trying to keep from spilling any . . . Failure will very likely end in a flip. And no need

to add, I suppose, that water at high speeds is just as unyielding as a highway surface."

Campbell points out in the article that his record run was in no way a personal triumph. He gives particular credit to Leo Villa, the *Bluebird's* chief mechanic who joined Donald's father, Sir Malcolm Campbell, before Donald was born and who has shared importantly in all of the land and water records of both Campbells. Donald also paid tribute to his crew and to Socony Mobil's fuel engineers who helped him in his assault on the record in the 2½-ton jet speedboat.

In *The Flying Red Horse* article Campbell also mentioned what started him off on his quest for speed. He fell in a pond when he was 4 years old and nearly drowned. "Most children, he said, would probably develop a fear of water from such an experience. But for me it was the beginning of a lifelong friendship."

Discussing future plans, Campbell says: "The *Bluebird* and I shall perhaps go after new records. My associates and I may re-design the boat based on some of the things we learned on Lake Ullswater and Lake Mead. More work and more worry, but on a project of this sort everything is sacrificed toward the end. You become its slave rather than its master. Where will it all end? Truthfully, I have no idea."

THIS YEAR, more than ever before, the need for competent referees and inspectors for both inboard and outboard regattas will be sorely felt. With more and more interest in all divisions of racing and with new classes being added to the programs in inboard and stock outboard races, plus the very likely rejuvenation of some classes of racing outboards, there will be, most likely, more races than there are qualified officials. In setting up a regatta

(Continued on Page 34)



Arlene, Joan, and Sandy smile for the camera at the time of the 1954 Chicago Daily News regatta. Arlene has married and retired from racing, but her sisters will run full schedules this year.

THE PRESKI FAMILY

By Gloria Mae Hansen

THREE SPEEDY GIRLS SPARK THIS RACING FAMILY

"Pop" Preski wears beat-up straw hat for luck while acting as daughters' mechanic and morale booster.

THREE PRETTY GIRLS brighten up any scene, and when they are members of a racing family, they doubly deserve enthusiasts' attention. The three Preski sisters have been active in boating half-a-dozen years and have, with their father, made the Preski name known in the Midwest.

Leo Preski, or "Pop," got into out-board racing about six years ago, when his doctor advised him to take up a hobby for his health's sake. He set out to race in Class B hydro. His daughters were drafted to become pit crew judges, clerks of the course, first aid crash-boat operators—and to join Mrs. Preski in the cheering section.





Pop and neighbor's boy remove motor at end of a typical racing day enjoyed by Preski family.

It was not long before the sidelines became too tame for Sandy, Joan and Arlene, however, and soon all three were having tries at Class A and B hydro and Class A utility racing. They joined the Midwest Racing Club, whose 125 active members wear their red-and-gold jackets with pride in their organization. Sandy (now 16 years of age), Joan (17), and Arlene (23), have been among Midwest's most active members ever since.

Mr. Preski soon found he had to build a special trailer to handle his daughters' equipment. The custom job carries the hydro, two gas tanks, two Mark 20H motors and a 7½-hp motor. Equipment, in addition to the usual spare parts and first-aid kit, includes a mirror, make-up kit, horseshoe, and a complete picture-story of the Preski family. On the trailer's varnished sides

are painted, in black and yellow, the names Pop, Sandy, Arlene, and Joan.

Most of the Midwest Club's racing is done at Manteno and Kankakee, and on any summer weekend the five Preskis, with their dachshunds Happy and Dutchess, can be found in the thick of things. The family shares two utilities and the hydro. Between races the girls put on water-skiing shows and run the rescue boat. When the girls are otherwise busy, Mom and the dachshunds take over the rescue boat.

Two years ago in the Eastman Bell 104-mile marathon, Joan was the only girl entrant in the field of 154 and she placed 25th among the 60 finishers. Last year she was fifteenth out of 50 starters in Class B utility. Joan was nominated two years in a row for the sportsmanship award of the year by 50 American Power Boat Association

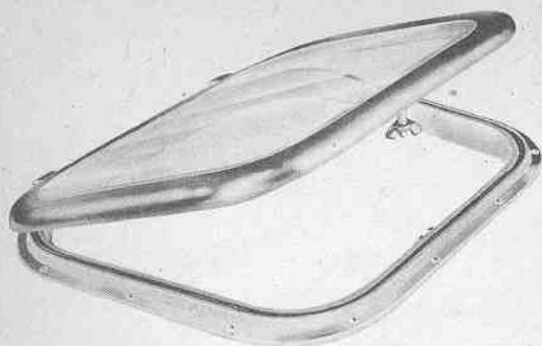
drivers. On one occasion she pulled out of a race to help a driver who had flipped, and stayed with the unconscious lad until the rescue boat arrived. On the other occasion a driver was thrown clear of his boat, which ran wild. Joan chased it down and stopped it, preventing it's being wrecked or causing injury to someone.

Sandy was champ of Class A utility in 1954. Last year she was out with an infected knee, but this year she and Joan will enter the marathon as well as closed-course racing. Arlene, recently married, has retired from racing, but continues to help on the judges' stand and works in the pit.

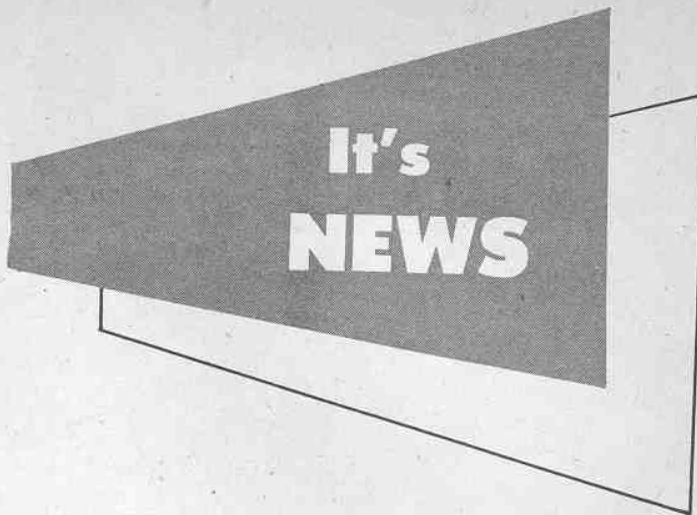
There is no question as to why the Preski family was nominated for the Kiekhaefer "all Boating Family" award. This happy gang is a credit to the sport. (End)

Joan enters a tight turn in a Class B stock hydro race last summer at Manteno, Joan has made a reputation for speed and sportsmanship.





Complete cruiser hatch with plexiglas window made by Aluminum Marine Hardware, Auburn, N.Y.



3 CARBURETOR MANIFOLDS

Offenhauser Equipment Corp., 5156 Alhambra Avenue, Los Angeles 32, Calif., announces a new 3-carburetor manifold for racing marine conversions for Cadillac 1949-56 models and Dodge and Plymouth for all but the 315 c.i. These are for 180 firing order (not open base) and are designed to permit peak performance at a nominal cost for use with 3-bolt Stromberg 97s, 48s or Holley 94 carburetors.

VIBRATION TACHOMETER

Evinrude lists a new vibration type

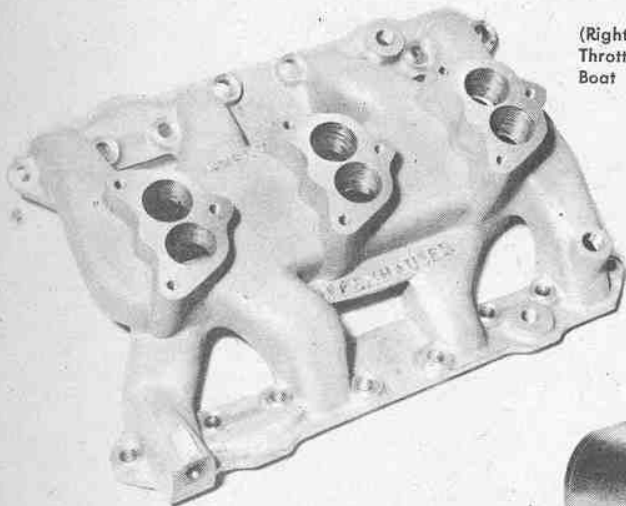
tachometer at \$27.00 f.o.b. Milwaukee, designed to take direct finger tip readings from motor hoods either in test tanks or underway. The scale range is from 3000 r.p.m. to 6000 r.p.m. and the high-grade instrument is styled to be strapped to the wrist. A carrying case with wrist strap is available for \$2.00 extra. This tach should prove of considerable value to "36" class competitors.

PRESSURE GAUGE

Also of interest to the "36" class competitor is a pressure gauge designed to help in tracking down motor per-

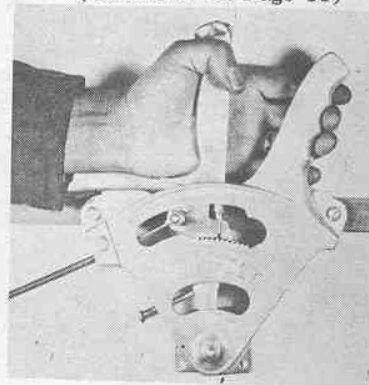
formance irregularities. The low pressure gauge is complete with about eight feet of rubber tubing and a fitting for attaching to the motor fuel line connector on 25 and 30 h.p. Johnsons and Evinrudes plus a valve to close off pressure to the tank if desired. It may be ordered from Stevens Experimental Company, 2015 Grand Avenue, Waukegan, Ill., for \$11.50 postpaid. The gauge will show up pressure leaks which have their effect on motor performance by an inability of the system to maintain proper fuel level in the carburetor. A falling off of pressure as indicated by a needle dip when motor

(Continued on Page 38)



(Above) A new 3-carburetor manifold for racing marine conversions of 1949-56 Cadillac, Dodge and Plymouth models except the 314 c.i. Made by Offenhauser Equipment Co., Los Angeles 32, Calif.

(Right) The Van Pelt High Speed Racing Throttle is a new item made by Van Pelt Boat Co., Spring Lake, Mich.; price \$8.



(Right) Allcraft Seafarer fuel tanks are made of Monel metal in outboard models from 9 to 23 gallons. Allcraft Mfg. Co., Cambridge, Mass.



BOAT SPORT

Outdoors With the Outboards

(Continued from Page 20)

July issue of BOAT SPORT. A large map of the lakes is provided in a pocket inside the back cover of the book. The guide was edited by Jim White-shield, The Tennessean's boating editor. Its postpaid price is \$1.00. Orders should be sent to Boating and Fishing Guide, The Nashville Tennessean, 1100 Broadway, Nashville, Tenn.

IF YOU'VE EVER DONE ANY skin diving and spear fishing—or ever dreamed of doing any—you'll want a copy of *The Master Diver and Underwater Sportsman* by T. A. Hampton. The author is Chief Instructor at the British Government's Underwater Center. He therefore writes with authority on diving in all its forms, amateur and professional.

He explains how to dive and swim underwater and how to use self-contained compressed-air diving apparatus, oxygen-rebreathing apparatus and surface-supply diving-helmet apparatus. Further chapters include instructions on using underwater cutting and welding gear, on underwater blasting and on seamanship. Some legal aspects of wrecks and salvage are discussed. And finally underwater fishing, harpoon guns and photography are dealt with by the author.

This manual is so clear and comprehensive that it will undoubtedly become a standard work on the subject. It contains 208 pages and is exceptionally well illustrated with 156 diagrams and photographs. It is available in this country from John De Graff, Inc., 31 E. 10th St., New York 3, N. Y. The price is \$3.50.

WATER SKIING IS A GREAT SPORT that is attracting an increasing number of enthusiasts. For those devotees who live in the northern part of the country, here is good news. No longer need you regretfully store your skis away during the cold months. Instead, don a Ski King rubber suit and ski in comfort, warm and dry, even in January.

The suit is made in two pieces that roll together at the waist to form a seal. It comes in large, medium and small sizes and costs \$30.00. A zipper collar with a foam-rubber neck piece costs \$3.00 extra. Burbank Ski Shop, 1855 N. Victory Place, Burbank, Calif.

WE HAVE RECEIVED a number of requests for information concerning sources of camp-boating equipment. When you stop to think about it, the most obvious source is a camping-goods store. If there is none in your locality, you might try any of a number of mail-order houses that specialize in camping gear. One such is Morsan Tents, 10-21 50th Ave., Long Island City, N. Y.

Morsan distributes a 120-page booklet called *1956 Catalog and Handbook*. The price of this publication is 15 cents. The "handbook" section consists of 12 pages and covers such subjects

as tips for new campers; choosing, erecting and caring for tents; choosing and using sleeping bags; and choosing and operating gasoline stoves and lanterns. The remainder of the publication is laid out in conventional catalog form. Among the items displayed are tents, boat covers, outboard-motor covers, life preservers, an inflatable rubber boat, ditty and duffle bags, sleeping bags, air mattresses, cots, folding tables and chairs, portable ice boxes, camp stoves, lanterns, cooking equipment and foul-weather clothing.

Morsan's tents range from a tiny pup type to a huge wall type. The pup tent measures 5x7 feet, is 40 inches high and costs \$6.95, complete with poles and stakes. The wall tent, largest of a number of its type stocked by Morsan, measures 16x20 feet, is 9 feet high at its ridge and costs \$215. For the camp-boater, Morsan has a "Short Stay" umbrella tent. It measures 7x7 feet, is 5½ feet high at its center, sleeps two and, complete with wooden poles, costs \$18.50.

One of the accompanying illustrations shows the Morsan "Airflow Terrace" tent. Measuring 9½x9½ feet, it will accommodate from two to seven people. It has four insect-proof windows that open and close from inside and an insect-proof door with complete zipper protection. The walls are 6 feet high and the ridge is 8 feet high, allowing adults to walk anywhere inside without stooping. The tent weighs only 39 pounds and costs \$118. The screened-in terrace costs \$28 extra.

ANOTHER TENT SUITABLE for camp-boaters is the Ozark. Complete with poles, it weighs about 14½ pounds. Since it uses only nine pegs and no ropes, it can be set up in five minutes. When set up, it covers a space 8 feet 4 inches square by 6 feet 3 inches high.

Despite the fact that it employs no ropes, the tent can withstand 60-mph gales. This was proved in actual usage on Mt. McKinley, Alaska.

Made out of boatsail drill, the tent is dyed a soft-forest green and is mildew, rot and water-proofed for long life. Together with its poles and lightweight aluminum tent pegs, it comes in a bag for easy stowage and carrying.

The Ozark tent is manufactured by The Porta Co., Inc., 32 Neponset St., Canton, Mass. Its price, complete as described above, is \$89.50. Also available, as shown in the accompanying photo, are Ozark cots and an Ozark folding chair.

NEXT ON OUR EQUIPMENT list is a handy-sized portable air horn that has been designed specifically for small-boat use by the Guest Products Corp., 381 Fourth Ave., New York 16, N.Y.

Having many of the advantages of the powerful air horns used on large cruising vessels, the Guest portable air horn weighs less than two pounds and

retails for \$20.00. It comes in two models, one of which has a deep tone for use as a fog horn and the other, a high-pitched, piercing tone for use in signalling.

Each unit consists of a horn and a disposable cylinder of nonexplosive, nontoxic, nonflammable gas. The disposable cylinder retails for \$1.50. A mahogany bulkhead-mounting bracket is available for \$2.95.

Advantages cited by Guest include instantaneous trigger action (no pumping required), more than 300 two-second blasts of 100 to 115 decibels per can, a range of more than 2½ miles, freedom of direction since the horn is not mounted, and approval by the U.S. Coast Guard for rules-of-the-road applications.

OUR LAST PIECE OF EQUIPMENT is, unfortunately, not yet on the market. It is an automatic boat bailer for use with any outboard motor except those manufactured by Scott-Atwater, which are already fitted with somewhat similar devices. The inventor is R. Lellan Shoemaker of Newcomerstown, Ohio.

Mr. Shoemaker's pump consists of three parts (see accompanying photograph): (1) an automatic float valve that opens when water is present in the boat and closes when water is evacuated, (2) a tube and (3) a plastic V-shaped aspirating nozzle that is mounted on the motor housing adjacent to the propeller.

When the motor is in operation, suction is created within the tube, causing any water present to be withdrawn. After the water has been removed, the valve closes until more water comes into the boat. The automatic valve is essential because without it air would pass through the tube and cause cavitation at the propeller.

Among the advantages cited by the inventor are:

1. The bailer is inexpensive and easy to install.
2. It starts bailing automatically when the propeller revolves and increases its delivery with any increase in the speed of the propeller.
3. It has but one moving part, the float in the valve.
4. The speed of the boat has little effect on the bailer because it is operated solely by the speed of the propeller.

PRODUCTION OF RUST VETO SPRAY, to protect all metals from corrosion merely by the pressure of a finger, has been announced by Krylon, Inc., of Philadelphia, the country's largest maker of protective coatings and spray enamels in aerosol cans.

Rust Veto applies antirust protection in a matter of seconds. It is effective on all types of metals, both ferrous and nonferrous. Finger pressure releases fine, even spray that forms a soft, dry, waxy film which resists oxidation.

Retail price of the 16.2-ounce can is \$1.95.

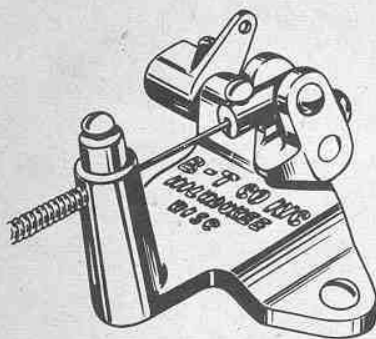
A NEW PRODUCT that will bring even greater pleasure to owners of electric-starting outboard motors than they are now enjoying is the "Handy Marine Power Pack" that is made by the Schauer Manufacturing Corp., Cincinnati, Ohio. In one compact, easy-to-carry case are a compartment for a 6-volt storage battery, a built-in battery charger and a separate compartment for storing hand tools, spark plugs and other motor accessories.

The charger is a high-efficiency, four-ampere unit that will recharge almost any run-down battery overnight. It has a trickle-charge feature that permits a low, safe charge to flow into the battery, keeping it fresh and warm, ready for instant use, between cruises and during off-season storage.

The case has a carrying handle and a hinged cover that protects the battery and charger from wind and spray. The battery compartment is coated with an acid-resistant finish. Another feature is an appliance outlet in the back of the case for operating a spotlight, radio, or other six-volt D.C. appliance.

A descriptive bulletin giving detailed information can be obtained by writing the Schnauer Manufacturing Corp., 4500 Alpine Ave., Cincinnati 36, Ohio, requesting Bulletin No. 2481.

OWNERS OF HIGH-SPEED OUTBOARDS will be interested in the B-T Throttle Adapter. It qualifies 36-cu.-in. (Evinrude and Johnson 25 and 30-hp) motors for sanctioned racing. And it provides fast pleasure boats with a greater safety and speed potential.



B-T Throttle Adapter

The adapter is designed to fit 1951 to 1956 motors of the type mentioned above. Specific instructions for installation on each model, year by year, are included with each adapter.

When this accessory is installed, the carburetor control is separated from the spark control. The carburetor is then controllable with an automatic safety throttle and a conventional flex-wire cable. The spark control remains on the motor's twist grip.

The price is \$5.00. B-T Company, Inc., 121 N. Broadway, Milwaukee 2, Wis., is the manufacturer. (End)

BOAT SPORT

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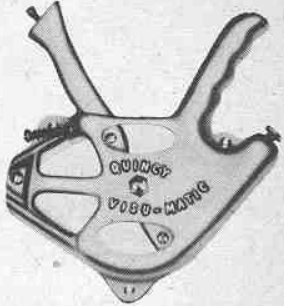
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America's Finest Racing Safety Throttle

THE QUINCY VISU-MATIC

Designed & Built by Racers for Racers

1. The first safety throttle with cast integral rack
2. Safer mounting — two top mounting holes
3. Much easier to hook up — stays put
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Read
"How to Set Up Your Outboard for Peak Performance"
"The Molded Plywood Hull"
"Outboarder's Skin Game"
 in the Summer Issue of
How To Enjoy OUTBOARDING
 35c at newsstands everywhere

Some of Sid-Craft Marathon Winners:



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

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

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

SKI TEACHER

By Al McFadyen

TRAMMELL PICKETT'S DEVICE

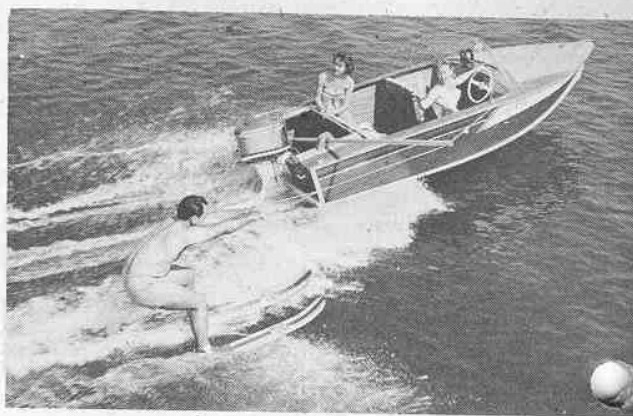
MAKES LEARNING TO WATER SKI EASY



After briefing and dry land practice, pupil gets instructions while in shallow water: hold boom straight-armed, bend knees, tip skis up.



Moving to deeper water, pupil submerges more and gets feel of actual starting position. Boat then starts and he is lifted without strain.



As speed is maintained, the pupil gains confidence and balance; then grabs tow bar, secured by 75-foot rope through bow pulley to a winch.

GONE ARE THE DAYS of stress and strain in learning to water-ski, thanks to an ingenious device invented and developed by Trammell Pickett at Cypress Gardens and called the Pickett Ski Teacher. The mechanical instructor consists of a 10 foot 1½" aluminum arm mounted on a boat by two wooden gussets and secured to the bow by a cable, to which a beginner can hold onto until he or she gets the feel of being on water skis. Once confidence is obtained, the skier then grabs the tow-bar which is secured by a 75' ski rope. The driver of the boat then can unwind rope from the mechanical winch mounted near the steering wheel until the skier is let out to a desired length behind the boat.

Boat sizes for using the arm may vary but a 14' boat powered by a 25 or 30 HP motor is suitable. The Pickett Ski Teacher is now being manufactured by Dick Pope, Jr., Tournay Water Ski Company of Cypress Gardens, Winter Haven, Fla. (End)



After getting feel of skiing, pupil is let out farther behind boat as rope is unwound from winch operated by driver; speed is increased. Champion water skier Willa McGuire is driving.

"MOLDED FIBER GLASS" an ideal family boat

• Stable, seaworthy, easy to handle, safe . . . designed for fishing, water skiing, camping trips, family outings. Tough, lapstrake design hull requires almost no upkeep. Three 15' 7" models at \$425, \$460 and \$495 f.o.b. factory. Right: The Cambridge, \$460.



MOLDED FIBER GLASS BOAT COMPANY • 59 Fourth Avenue, Union City, Penna.

Watch the Angle When Mounting Motor

A boat travels at greatest efficiency when it is 'planing.' This means that its outboard motor will perform more efficiently if its line of drive parallels the direction of boat travel. An improperly mounted outboard will cause the boat to plow or squat, wasting power and cutting speed.

Here are some tips on mounting the motor properly as prepared by the Evinrude Boating Foundation.

If you are alone, lay the motor down on the float or wharf where you can reach it easily after you are in the boat. Then set the motor squarely on the center of the transom and set up the bracket screws as hard as you can by hand.

As insurance against losing the motor if it happens to hop off the transom, pass a line or chain through a hole in the stern bracket, or around it, and then secure it to the stern lift ring, if your boat has one, or make it fast around the transom knee.

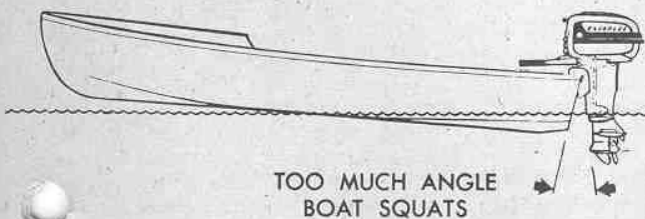
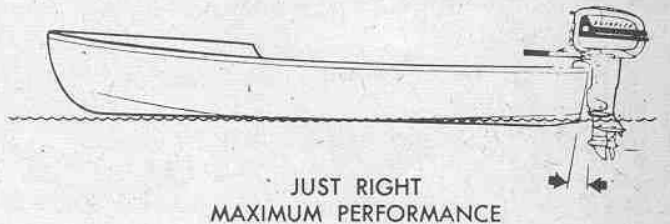
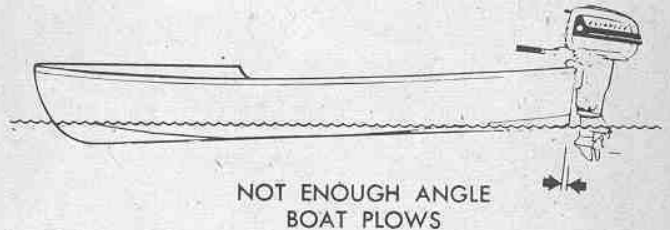
Boats built especially for use with outboard engines these days have transoms 15 inches high or 20 inches high and set at an angle of 12 degrees outward from the keel.

When you are setting the motor, be certain that it is in the proper running position—the drive shaft straight up and down, not canted in toward the boat or angled away from it.

If the drive unit is moved in too close to the boat, it will cause the boat to run with its nose down and tend to dig in. This makes for difficult steering. If the shaft is tilted too far out from the transom, the stern will squat, the bow comes way out of the water and your boat will not perform properly.

"Cavitation" is also a problem. You know the sound an auto makes when the clutch is disengaged and the motor is raced; sound and fury but no progress. A high transom will cause the same trouble—"cavitation"—when the propeller is too close to the surface and is unable to take a "bite."

Cutting a notch in the transom where the bracket fits is frequently the cure for this trouble.



Bendix
ELECTRIC
TACHOMETER
FOR OUTBOARDS

The new Bendix Electric Tachometer is easily attached to any outboard. Operates from primary, low tension impulses of the magneto. Will not affect engine operation. 0-8000 RPM range. 3 1/2" dial. Rugged, water-proof, magnetically shielded and noiseless. Ask your dealer or write for information.

To peak the performance of your outboard for cruising or racing, this accurate self-energizing tachometer is a must! Also indispensable for synchronizing twins.

ONLY \$39⁹⁵

Pacific Division
Bendix Aviation Corporation
NORTH HOLLYWOOD, CALIF.

BOAT EQUIPMENT LOCKER

AS A BOAT OWNER, have you accumulated a large collection of boat equipment and accessories? If so, you can provide a "shipshape" storage for all this valuable gear by building a sturdy boat equipment locker that has just been developed by the Douglas Fir Plywood Association and Socony Mobil Oil Co., Inc.



By using exterior type fir plywood, bonded with 100 per cent waterproof adhesive, and following the simple (step by step) plans from the Douglas Fir Plywood Association, the boat enthusiast can build this roomy locker on his own dock or waterfront. With this locker, which can be built in either a single or multiple unit, you have a neat storage place for outboard motors, paint, rope and line, oars, life jackets, water sports equipment, anchors, parts, and all types of boat and water equipment.

The working drawings from this handy boat equipment locker were developed by the fir plywood association from a basic design furnished by the Socony Mobil Oil Co., Inc. A single unit of the storage locker is 7-feet high, 6-feet 1 1/2-inches wide, and 3-feet 7-inches long. The multiple unit design provides four double lockers 13-feet 4-inches long, making it ideal for use at Marinas.

As the do-it-yourself plans indicate, the locker has 3/4-inch plywood doors, 1/2-inch plywood sides, 3/4-inch plywood roof, and a frame made of 2x4's. The roof is covered with rolled roofing. The multiple unit has four doors on each side, each 3-foot wide.

Only Douglas fir plywood that is grademarked "EXT-DFPA" should be used for this boat equipment locker. A plan is available for building both the single and multiple unit locker at ten cents a copy from the Douglas Fir Plywood Association, Tacoma 2, Wash. (End)



Out of seven contestants in his class, Jack Ward of Long Beach, California, was the winner of the 60-mile outboard marathon held on March 18 that started at Long Beach, proceeded Newport Beach, Portage Bend and then back to Long Beach. His boat was a 14' Calboat with a Mercury Mark 25 motor. To peak the performance of his motor, Jack used a Bendix Electric Tachometer that he says helped him win.

Torque Talk

(Continued from Page 25)

program in the stock outboard division, it is quite obvious that to run a full program for all stock classes, including JU, AU, BU, CU, ASH, BSH, CSH, and DSH, a minimum of 22 heats of racing will be called for. This allows only two elimination heats for the AU, BU, ASH and BSH classes, and one final, plus two heats each for the other classes. Working on a fifteen-minute headway, and allowing no time for restarts and postponements in the event of spills, etc., a minimum of five and one half hours of racing is required. Add to this the time needed for pre-race tune-up runs, post-race inspections

and prize presentations and you have a more than full day, with activities extending well into the very late afternoon or evening. In most areas, running motors at races held on Sundays before noon time is forbidden, so it is very possible that it will be dark before the officials can pack up their equipment and go home.

Small clubs holding sanctioned races with limited personnel are becoming somewhat exercised about this condition, and it seems that some very drastic changes will have to be made in the over-all picture. Several groups of drivers and officials are giving serious thought to proposing an alternative rule to the Stock Outboard Rules which limit the starting field to 12 boats, thus requiring elimination heats if thirteen boats of any one class should

appear on the scene. It is the feeling of many that the referee should be given the authority to decide as to the number of boats which may start in a heat, up to the permissible number of 16 as allowed in National Championship events. We have, in the past year, worked as referee at regattas where just one or two more than the legal number of 12 starters appeared, and because of the definite wording of the rules were forced to run elimination heats of six boats in one heat and seven in the other. Certainly, we are all in favor of making the sport of power boat racing as safe as is humanly possible, but we are also realists. The time is fast approaching where it will be physically impossible to run off a full program of all classes in one day if

(Continued on Page 36)

The Johnny Mann Story

(Continued from Page 22)

anti-noise ordinances. Johnny, in his first taste of real accomplishment, sent his high screaming *Zanbo* lapping a five-mile distance to smash the record of Earl Humes, Yorktown, Indiana, of 38.577 mph with a then-new N.O.A.

Stock Runabout mark of 39.709 mph. Johnny's *Zanbo* is powered by a Mercury KG-7. Though the N.O.A. B Runabout speed for five miles now stands at 42.644 mph, that high speed romp on the 4th of July proved to Johnny that he could build 'em, tune 'em and drive 'em with the best.

That season, after a full year of playing the tail on the racing dog, Johnny moved up into the front and wound up the season as one of N.O.A.'s best known pilots through the Midwest and Southern sections. During 1954, this time with a Mercury Mark 20H, Johnny, with another season's experience behind him, consistently ran with the leaders. Then during the 1955 season, Johnny started pressing a bit too hard and suffered a new set of growing pains as he began to be plagued by finishing first in one heat and then dumping in the next. But this gave him a lot of practice in working on his motor and hard-to-take experience which tempered his judgment.

Johnny is not a mechanic. He had had very little background to prepare him for outboard motor tuning—actually none with two-cycle motors. However, Johnny is a confirmed do-it-yourselfer. From the start he has done his own motor work, with occasional assists from friends such as Dave Mynatt. He has yet to send his motor to anyone of the nation's prominent "hop-up" specialists. When someone asks Johnny why his rig runs so fast, his usual comment is, "It's always full of dog hair and grass. Maybe that does it."

What he means, actually, is that most of his motor tune-up is done in his own backyard under the supervision of the pet dog Bo, who's almost small enough to slip under a reed valve if Zola Ann doesn't hold him in check. Incidentally, Zola has gained the constant job of boat holder, of lugger and general pit stooge, with enough racing bug bites of her own to keep up her interest in the game for years to come.

During the past winter months, Johnny decided to spread out a bit and laid down the frame work of a three-point hydro. Meanwhile he has had an opportunity to study some of the other hydros that are really smoking so maybe it won't be necessary for him to build three hydros before he gets the formula that may carry him on to a new B Hydro record.

But, regardless of how he makes out with the multi-stepped shingles, throughout the South spectators have learned to look forward to B Stock Runabout events when Johnny Mann tangles with Ralph "The Great" Scott, of Paducah, Kentucky, who has been the N.O.A. National High Point King for the past two years straight. Scott, however, has competed in several classes and Johnny, in only one class, has managed to give Scott a bad time whenever they mix rooster tails.

The important thing about Johnny's racing career isn't that he joined the limited ranks of record breakers and has become a top flight two-cycle jockey but rather that with no previous mechanical skill or boat building experience, he's been able to top the boys with the big budgets who have the work done for them by the pros. While there is nothing too remarkable about the Johnny Mann story, the fact that it is typical of sincere racing enthusiasts should serve as a pattern and give hope to other beginners who might be inclined to be a bit discouraged sweating out the first few years of learning and being also-rans. (End)

In the September issue of

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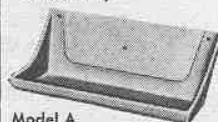
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CITY ZONE STATE

Torque Talk

(Continued from Page 34)

the 12-boat rule is enforced stringently. Perhaps, it might be a good idea if a space were provided on the sanction application for the use of the approving officials, the Region Chairman and the closest member of the race commission concerned, to indicate whether the course is suited for starting more than 12 boats. Certainly, the approving officials should know the course concerned, and know if it would be safe to allow 14 or 16 boats to start if it became necessary. Another suggestion offered was to have a poll at the driver's meeting of the drivers themselves as to whether or not the 12-boat rule should be amended.

The effect on the working officials is self-evident. If, with the conditions as outlined above, it is impossible to conduct a regatta with all classes scheduled, it will be necessary to split the classes and have some race at one place, and the others compete at another regatta. The problems involved here are manifold. Many drivers compete in two and three classes and, in some cases where runabouts and hydros are carried on the same rig, compete in four or more classes. What will happen to these boys? Where will they race and who is to determine just which classes will run at place A and at place B? Unfortunately, there are just not enough open weekends during the season in most parts of the country to hold all of the races that will be required. And there are just not enough officials to go around. The problem is serious, and is one which will have to be reckoned with very soon.

ONE OF THE THINGS which we have always wondered about when delving into the complexities of the rules and regulations covering inboard racing has been the difference in rules governing the motors between inboard hydros and inboard racing runabouts. Especially noticeable is the difference in the Class E Racing Runabouts, and their hydroplane counterparts, the 266s. For many years, the outboard and stock outboard boys have had the great advantage of being able to use the same motor for their hydros and for their runabouts, and in most cases, they carried two or more motors for each class. In the inboard ranks, there are quite a few ardent campaigners who tote two sepa-

rate inboard hydro rigs around with them and compete in two hydro classes. This is an extremely expensive and arduous task, as it is no small feat to keep two separate classes of engines running at peak performance. We have often wondered why it wouldn't offer a new vistas to both the racing runabout owner and driver, as well as to the hydroplane driver, if the rules were so written that the E racing runabouts, for instance, could use the same power-plant as the 266 hydros. The price limit for each class is the same, \$1250.00, but the E's are limited to 246 cubic inches of motor displacement, and the 266s allow 266 cubic inches.

Having, in our younger and more prosperous years, diddled with inboard racing craft to some degree, we found that it was absolutely necessary to have at least two engines operative, one in the boat and the other ready for use should the occasion arise. Thinking back, we remember wishing that it were possible to make better use of the second pile of iron, such as putting it in a racing runabout hull, but the rules just didn't allow that, as we were always just over the runabout limit or vice versa.

Coming back to the case in point, namely the ERRs and the 266s, it seems somewhat silly to have everything the same except the 20-cubic-inch differential. Both classes are spectacular and put on a top-notch show when they run, so why not join forces and allow the Es to use 266 cubic inches, the same as the hydro boys? Seems to us that this might well stimulate interest in both classes and produce some more campaigners in each. With different driving techniques required for hydros and runabouts, a driver who could stay on top in each category would really prove his ability. We have had very successful drivers driving two or more classes of hydros, and the same holds true for some of the runabout chauffeurs, but we can not recall any one driver who distinguished himself in both the hydro and runabout ranks in the same season or at the same races. Could prove interesting, especially if the rumors going around in some inboard circles that there is a desire for an over-all high-point award in the inboard ranks similar to that in the Stock Outboards with the Kiekhaefer Trophy, and in the Racing Outboards with the George H. Townsend Medal. (End)

Outboards South of the Border

(Continued from Page 19)

finer, for the American drivers were welcomed into the Mexicans' homes rather than being dependent upon commercial accommodations, and parties were frequent and gay.

In 1955, Marie Dobbs had topped her Mexican woman competitor, but this year Peggy Gibson not only turned the tables on Marie but also beat the

male contingent, both national and foreign. This wasn't immediately apparent, for at Tequesquitengo Peggy didn't hit the major win brackets. The A Stock Hydro event was won by Adrian J. Paso, Mexico, with pert Marie Dobbs coming in second for the U.S.A. team and Rafael Paso, Mexico, third. In AU, Elgin Gates of Surfside, Calif., topped the Mexicans, with Adrian Del Paso

and Carlos Ibarra second and third. In BSH, Gates again emerged victor, this time showing his wake to Robert Mohler and Raleigh Gibson of the Mexican team. Gates was doing his best but he just didn't have enough members on his team to pick up needed points in this race. Lee Dobbs also ran spots. Lee Dobbs took top honors in BU, with the Mexicans' Jorge Francisco and Raleigh Gibson piling up points in second and third. In DU, Eduardo Ibarra beat out Elgin Gates, who finished in second spot, with Raul Sota third. Mexicans again dominated DSH, as Adrian Del Paso garnered 400 points, Javier Ibarra racked up 300 for second and Elgin Gates 225. This left the Mexicans outscoring the United States foursome 3525 to 2025.

The second race, a week later, was held at Lake Tuxpan, near the small town of Iguala. This is located on the main super-highway from Mexico City to Acapulco, about 150 miles from Mexico City, which is about roughly the midway point between the capital and the west coast resort. At Tuxpan, Peggy Gibson started off by coping ASH. Marie Dobbs and Buddy Railsback garnered second and third spots for the U.S.A. In AU, the indomitable Peggy took Elgin Gates and Lee Dobbs into camp, the latter two finishing second and third. In BSH, Elgin Gates scored top honors, with Raleigh Gibson and Andres Gudino taking second and third. BU went to Raleigh Gibson of Mexico, with Lee Dobbs and hard-working Elgin Gates in place and show positions.

DSH was an eye opener. Gates really found the formula with his Jones-Entrop hull and defeated Adrian Del Paso in second and Gotfried Laupracht of Mexico, third. Gates, who was the over-all high point winner, also scored a victory in DU, followed in by Eduardo Ibarra second and Raul Sota third. In actual point score, based on the first three spots alone, U.S.A. and Mexico tied at Tuxpan, with 2775 apiece. However, with its four-racer force, the U. S. competitors had to bow nearly three to one in over-all final score.

The United States group needed only added reinforcements of an equal caliber, for they certainly turned in a terrific performance with their ten pieces of equipment. However, since there was such a poor turn-out of American drivers this year, Gates, the Gibsons and others interested in continuing the promotion of the Pan-American idea have concluded that future regattas will alternate their locale between Mexico and the United States. At the present time, plans are already underway to schedule the next International Pan-American Regatta in Southern California in the fall of this year with a return engagement in Mexico during the summer of 1957. The Mexicans feel that more American drivers will be able to make the trip in the summer months when vacations are more customary and most schools are not in session. Let's hope that this international event gains greater and greater support since it is an extremely colorful affair. (End)

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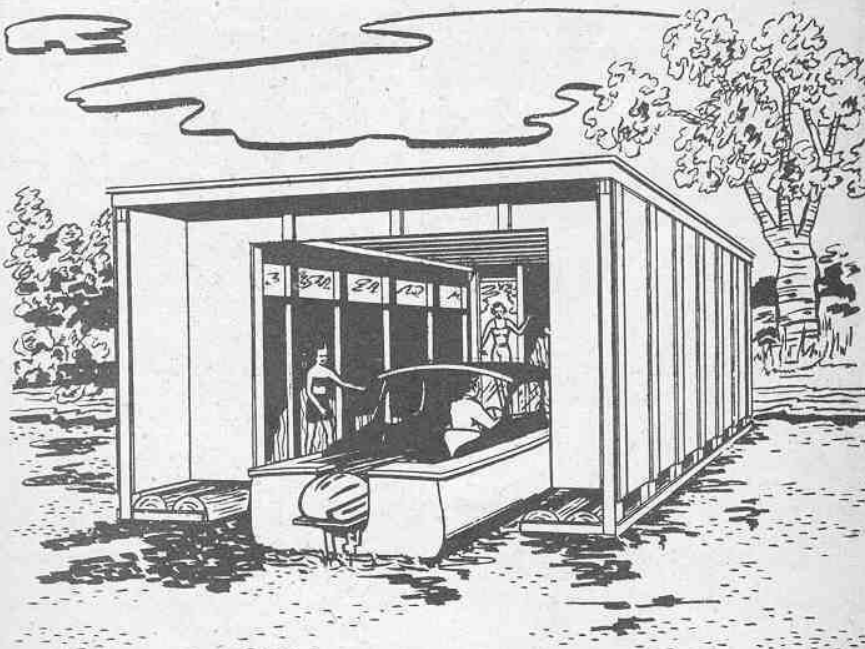
BOAT HOUSE

THERE'S NO NEED to let your boat sit out in the weather when you can build a permanently snug boat house the easy way with fir plywood. The labor involved in building this trim boat house will pay big dividends in protection against theft, wind and rain.

The plans for this single boat house are from a basic design published by the Outboard Boating Club of America. Working drawings were developed by the Douglas Fir Plywood Association, and construction was detailed for the home handyman. With this design, the boat house may be floated on logs, drums or plywood pontoons. Other drawings show how to adapt the design for piling or pier foundation.

The boat house is 8-feet 1½-inches wide, 8-feet high and 24-feet long. However, the plans may be adapted to build a longer house. Only DFPA grade-marked exterior type fir plywood with waterproof bond, as specified in the plans, should be used for construction. Substitution of materials (or construction in an area that is exposed to high winds) may result in structural deficiencies.

To admit light into the boat house, there is a 1-foot 4-inch strip of glass or plastic along its entire length. The open end of the house can be secured with either rolled canvas or an overhead



door. Inside the house there is a 2-foot 9¾-inch wide deck on both sides, and a 4-foot deck at the closed end.


Both sides of the doorway are sheathed with L-shaped sheets of plywood inside and outside of the studs. Eliminating joints at corners of the

opening adds strength to withstand buffeting by wind and wave action.

Step-by-step plans to build this floating single boat house are available at ten cents each from Douglas Fir Plywood Association, Tacoma 2, Wash.

(End)

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Around the Buoys

(Continued from Page 24)

FROM THE Northern Arizona Outboard Association of 319 West Cherry Street, Winslow, Ariz., comes a human interest story of the activities of some of their club members. It seems that a schoolboy, Charles Storey of Winslow, suffered an 80-foot fall into Clear Creek. The local police station put out a hurry call for a boat and motor rescue operation and minutes later the N.A.O.A. Commodore, Don Bruchman, Vice Commodore Cecil McCormick, Director Harold McCormick, Marshall Hayes and his brother were headed for the Creek along with Leo Booley. Don picked up his boat and motor on the way but the group had to hand carry the boat and motor for almost a mile over rocks and other obstructions before they could launch it and make good the planned rescue. A few days later Charlie Storey was able to return to school, thanks to the prompt action and hard work of the N.A.O.A. members.

THE LOS ANGELES SPEEDBOAT ASSOCIATION is one of a number of West Coast clubs taking part in the weekly short-course racing events staged at Lake Los Angeles, Venice, Calif. On March 18, L.A.S.A. members participated in three heats each of 48 c.i. hydros, A hydro and B Hydro. Vernon Dallman won the first two heats of 48 c.i., with Ted Tyce, who had run third in the first and second in the second, taking the final event to wind up with high points. In A hydro, Johnny Drake and Elmo Belloumini put on a tremendous show in all three heats, with Drake nosing out Elmo in the first two and Elmo winning the third. A somewhat similar result occurred in B Hydros, with Bill Bauman and Arnie Adams tangling in the first and third heats and Bill coming out on top, although in the second heat Elmo Belloumini took top honors, followed in by Bauman, with Adams finishing fourth.

EDDIE FEW of Norfolk, Va., writes in to straighten out the results of the 24-mile Around Miami Beach Marathon. Eddie was the winner of the Class 2 group competed for by boats powered with standard 35.7 c.i. motors. Joe Anderson was the winner of Class 5 rather than Class 2 as published in the May, 1956, issue of BOAT SPORT. Eddie Few, incidentally, has twice won his class in the Norfolk Marathon with the same Johnson motor. Few's average speed was 34,862 mph, at Miami.

FROM DICK SIMMONS, designer and builder of Simmons Custom Built hydros at Tupelo, Miss., comes some data on Dick's experience while driving one of his own design A-B hydros during 1955. Simmons' own hull weighed 160 pounds although his average custom hull checks in at about 130 pounds. Despite this extra weight, all last season, throttling R. W. Cothers' modified

A and modified B Merc motors, Simmons was able to clock 56 and 62 mph respectively. Simmons is of the opinion that hydros lighter than 120 to 130 pounds are going to become obsolete, feeling that an added 10 or 20 pounds offers much safer water competition rides. In fact, Dick calls his own A-B Hydro, the Simmons "20-H," the original big rough water hydro, stating, "The days of smoother water, few boats, slow boats and submarine boats have passed." Maybe Dick's right! At any rate, this season, with a new Mercury 20H lower unit that offers potential average speeds of 3 to 5 mph faster, a broad-beamed, high-riding, rough-water boat may be desirable... at least that's Dick's theory.

THE NEW JERSEY OUTBOARD ASSOCIATION, one of the oldest racing clubs in existence, organized in 1929, for the first time this season switched their annual Carlstadt regatta from a one-day affair for alkies-burning hydros only to a two-day affair including one full day's program of stock racing.

N.J.O.A. officers who will serve during the 1956 season are: Commodore Emile F. Jacoby, North Bergen, N. J.; Honorary Commodore Wilfred Wehrle, Hackensack, N. J.; Vice-Commodore John Covals, Hasbrouck Heights, N. J.; Treasurer, Michael Corsilli, North Bergen, N. J.; and Secretary, Ann Jensen, Bethpage, N. Y.

THE OUTBOARD CLUB OF CHICAGO announced its Region 7 Hall of Fame awards at its fourth annual Inboard Regatta in April. Those elected were: Jack Cohn, Chicago, Ill., A.P.B.A. Class C Service Runabout Champion, 1955; Hap Owens, Bedford, Ind., A.P.B.A. Class F Outboard Hydro Champion, 1955; Bill Tenney, Dayton, O., A.P.B.A. Class B Outboard Hydro Champion, 1955; and Homer Kincaid, Carbon Cliff, Ill., A.P.B.A. National Outboard High-Point Champion, 1955.

Also given recognition by the O.C. of C. were these Regional High-Point drivers in the stock division: Chuck Mapes, Elgin, Ill.; Cappie Trotter, Rockford, Ill.; Clarence Norgal, Hales Corner, Wisc.; Larry Freeman, Milwaukee, Wisc.; Dick Schluessel, Neenah, Wisc.; Jack Abraham, Fremont, Wisc.; and Bill Janz, Chicago. Honored in the outboard division were: John Celletti, Rock Falls, Ill.; Jack Maypole, Oak Park, Ill.; Tom Small, Milwaukee, Wisc.; and Bob Meyer, Milwaukee. H.W.B.

It's News

(Continued from Page 28)

is stopped indicates seepage in proportion to the fall of the needle. Failure to build up sufficient pressure may be due to faulty crankcase valving of remote fuel tank and its accessories. Such a check should be one of the first made when unsatisfactory high-speed performance is noted.

PRESSURIZED BLOW TORCH

Insta-Lite, a handy brazing, soldering or sweating torch with a self-contained pressurized fuel source lists at \$7.95 from either Richardson Marine Service, 200 East Milwaukee, Janesville, Wisc., or McCune Outboard Marine, 1115 Broadway, Denver, Colo. Self pressurizing refills cost 69c. The torch kit is equipped with three tips: heavy duty, pencil point and diamond point, so that all types of work can be accomplished.

RACING BOAT NAMES AND NUMBERS

Transfer Monogram Co., Inc., 184 Washington, Chicago 2, Ill., carries a full line of decal letters and numbers in seven sizes and five colors. The application is quick and easy. Dip the decal in water and slide it off onto the boat coaming or decking, wherever desired. After the decal dries, a thin coating of varnish or clear lacquer spray will protect it for a season or more. The finished lettering or numbering looks professional and is inexpensive.

TANK TRAPS

The Kiekhaefer Corp. now manufactures a kit consisting of three specially designed cast aluminum clasps styled to clamp to the bottom rim of remote fuel tanks and secure tanks firmly to a racing boat bottom or cockpit flooring. These traps, equipped with jumbo screws for quick release of tanks, sell for \$5.00 a set and should be an ideal accessory for the closed-course competitor. Order number is 24016. They are stocked by all Mercury dealers.

FUEL TRANSFER CAP

Marathon competitors helming Class A KG-4 Mercurys might well look into the replacement fuel caps designed for safe transfer of fuel from an auxiliary to the integral motor tank. The replacement is designed to take a flexible 1/4" i.d. hose and the cap incorporates an automatic check valve to prevent overfilling. It lists at \$8.10.

STAINLESS STEEL RACING PROPS

Three new stainless steel propellers have been announced for the new Mercury competition motors, Mark 55H and 30H. A DU wheel for the new 55H lists at \$31.00, Model 48-24588 and a CU wheel, 48-25845 and CH wheel, 48-25844 also list at \$31.00.

BRONZE RACING WHEELS

Michigan Wheel Co., Grand Rapids 3, Michigan, lists a 7"x13" hi-tensile bronze racing wheel for Class B' Champion Hot Rod motors. For hydro use, a PH1 lists at \$24.00. PU1, a 7"x12" prop is for Champion-powered racing runabouts and sells at the same price.

Michigan also makes a new model AJC465 two-blade 10"x16 1/2" bronze **BOAT SPORT**

racing wheel for the 30 h.p. "36" class Johnsons and Evinrudes. It is priced at \$19.80.

MOBIL BOATING BOOK

A NEW BOOK that all boaters will find of great value to them is the *Mobil Boating Book*, just published by Mobil Oil. Covering every subject of interest to outboarders and inboarders alike, this book is heavily illustrated with practical photographs and diagrams to help the boat owner get more enjoyment and better operation from his craft.

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The two opening chapters are "Come on in, the Water's Fine" and "Have You Discovered the Pleasures of Owning a Boat?" These two sections give a fine introduction to the joys of boating, and no one can read them without a desire to take part himself in this great sport and to read on and find out more about the subject.

The next chapter, "A Boat is Part of the Family," stresses the group participation in America's fastest growing recreational activity. This is followed by "Waterways are Abundant and Pleasant," which contains a complete directory of where cruising information may be obtained for every State in the Union.

"Choose a Boat That Fits Your Needs" is a practical section that explains and gives examples of all popular styles and models of boats. Next comes "How Much Will a Boat Cost?" and "Test Before You Buy," both invaluable to the person who is contemplating boating as a new avocation.

"How to Win Friends and Influence Your Fellow Boaters" gives pointers on the right way to conduct yourself on water, with rules of the road and courtesy tips.

"How to Plan a Cruise" covers this important topic thoroughly. This, as all who have taken cruises know, is something that should be done carefully before casting off on your vacation voyage.

"Lubrication and Care of the Outboard" and "Lubrication and Care of the Inboard" are two chapters packed with valuable information that will pay off in better operation and longer life for your motor. Also fitting out and laying up data is given for the Fall and Spring.

The last—and certainly not least—section is devoted to "Boating Safety," a most important topic that is becoming increasingly more so as our waterways become more filled with boats and boaters, many of them out for their first season.

The *Mobil Boating Book* may be obtained free of charge by writing to: Socony Mobil Oil Co., Inc., Small Craft Div., 230 Park Ave., New York 17, N.Y.

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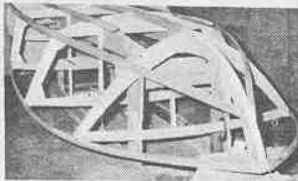


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The Jones-Entrop Hydro

(Continued from Page 7)

which is also the first really successful stock outboard powered cabover design. Jones and Gates were enthusiastic about the result of initial tests and made arrangements to send the hull back to the Kiekhaefer Corporation for further testing at that manufacturer's northern proving grounds at Oshkosh, Wisc. The boat is still there and is used occasionally for underway testing. I have driven it and felt that the boat had one basic shortcoming: it is practically a two-man job. By this I mean that the cockpit is so long that when the boat is at rest in the water, there is always a likelihood that the cockpit might be taken for an aircraft carrier flight deck. It's definitely a long, long way from carb or mag adjustments to the helm.

This extraordinarily long haul from steering wheel and remote throttle control back to the motor makes it almost impossible to make adjustments underway, as might be noted in studying the photograph of a somewhat similar hull pictured here, #660R.

Gates, in describing the original Jones cabover, stated that the outstanding characteristics of the boat were that it seemed to be able to eat up rough water as well or better than the best handling conventional single-step hydro, that it could turn on a dime, seemed steady with no indication or threat of catching chines in the corners and that the top speed "would approach that attained by a good three-point hydro."

You will note here that Gates didn't go overboard on its speed characteristics but did favor its handling characteristics. My own later report on this same hull tallies closely with that of Gates.

Gates, who now owns the Hugh Entrop version of the Ted Jones design, having bought the hull from Entrop shortly after last year's alky nationals, stated that though he and others were intrigued by Jones' original design, the only person who had both the time and the skill to further the design was Hubert Entrop. This isn't entirely accurate, for though Gates had no reason to know there was another version of the Jones cabover, there actually was one on the East Coast. Ted Jones left the West Coast and worked for the Kiekhaefer Corporation in its two-cycle aircraft drone motor program. Ted was then working at a naval facility on the East Coast where the Merc air-cooled motors were powering pilotless aircraft target drones. Ted built another three-point. This one was somewhat lighter than the original which, at a guess I would say, having helped haul it in and out of the water, probably scaled close to 190 pounds. The second version was raced a few times with a stock KG-7 against SRs. Though it wasn't startlingly fast, its sterling feature was excellent cornering and an ability to eat up rough water so that it trounced a few SRs, though helmed by a novice racer whose greatest asset was full-throttle helming

under any water conditions. If that driver ever later crawled into the cockpit of a more temperamental rig, he doubtless had a rude awakening to certain realities that can occur in a less stable craft.

However, that boat has probably since become a scrap heap job so back to Entrop and his version.

In 1951 Entrop was driving a B Stock Runabout and was a newcomer to the racing game, but he had an instinct for the sport and a creativeness that made him dissatisfied to coast along with the average equipment if a bit of ingenuity and work could improve it. Entrop decided to build a hydro and based his plans on the original Jones' hull. Entrop's version was a close copy but it incorporated a few small but important modifications of his own. The Entrop version went like a bomb and, in August of 1952, Entrop took it through the traps at Lake Washington, Seattle, with a competition set-up at an average speed of 66 mph. This Entrop version was actually the first really successful outboard three-pointer of the original Jones' design.

Entrop subsequently built a second one with additional refinements which was an improvement over his first attempt. Still he wasn't satisfied, and he went to work on a third boat which was better yet. This is the one that proved to be a sensation at Caddo Lake last fall, where he ran in F Class, spotting the Evinrude 20 cubic inches and showing his rooster tail to the best of them with ease.

Elgin Gates has made several interesting observations based on tests he has made since he took over ownership of the hull. It's his feeling that a boat of this design has to get up to around 55 or 60 mph before it becomes effective and really starts going. It is based on this point that Gates has doubts that the cabover design will work out for A or B type motors. However, he does report that Entrop and Jack Leek, of A-record-breaking fame, are now building a scaled down version for the new Mark 30H and Entrop is building a fourth boat for his own use, designed for the new Mercury 55H. Entrop plans to campaign this one also with a modified 55H in alky F class.

Rumor has it that Ted Jones has been in touch with his idea with Speedliner. Speedliner has definitely built a few experimental models of the Jones-type cabover, one of which has been successfully raced by Jon Culver, though again Culver's driving skill can be largely credited with its success since the hull hasn't proved to be sensationally fast by contrast to conventional three-pointers. To date reports on the Speedliner experimental hydro have not been overly exciting.

A bevy of racing enthusiasts in both the stock and alcohol field have rushed into the boat building fold and made various additional experimental cabovers. Among others, Bill Tenney has been playing around with one. His reports would indicate that the Tenney

cabover version looks good, felt good to Bill, handled well but when Tenney looked at the aquameter, the speed wasn't there by contrast to the same motors on conventional three-point designs. Tenney, reportedly, has worked on the theory that plain brute horsepower and more piston displacement such as with an Evinrude 60 c.i. 4-60 should push the cabover design faster than a Mercury D motor with 40 cubic inches. According to Elgin Gates and tests he has been conducting, this just does not work out. Gates feels that he has proved it.

Here's what Gates has learned as a result of his tests so far. With a stock Mercury D burning gas and oil and with closed exhaust he has been able to clock 67 to 68 mph with a competition set-up. This compares roughly with the speed Entrop ran with his stock D and should be sufficient to win almost any D stock hydro race since the boat takes to rough water very well and handles exceptionally well in the corners, going in at high speeds. The bulk of the faster conventional three-point designs today are running about 65 mph set up for competition so it would indicate that for stock use the Gates-Entrop-Jones hull has several miles-per-hour advantage plus better cornering qualities.

The competition mark for DSH is presently held by a Mercury-powered Swift at 58.027 mph, with the one-mile straightaway at 69.739 mph, both records held by Burt Ross, Jr., of Seattle, Washington. It is interesting to note, however, that an Entrop-Jones hull as early as 1952 held the DSH competition mark at 55.866 mph and at that time motor set-up, propeller savvy and general boat and motor arrangements weren't as well understood even by the Northwesterners, who seem to have a knack for setting up faster rigs than anyone else in the country. This last statement may bring down plenty of "t'ain't so's" from other sections, who naturally have local pride, but the Northwesterners do have a definite edge. Just take a look at the record book; it speaks for itself.

On several occasions Elgin Gates has unofficially clocked in the neighborhood of 70 mph set up for straightaway with his conventional designed three-pointers but, naturally, these set-ups wouldn't handle in competition, and his 67 to 68 mph clockings on the Entrop-Jones hull were made with competition set-ups. Gates at the present time feels that with a modified D it will be quite possible for him to break 80 mph set up for a straightaway run with his E-J cabover.

Gates, in describing the riding characteristics of the Entrop hull, stated that it was noted by most of the crowd at Caddo Lake that Entrop had to move the boat back and forth by shifting his weight in order to spill air out from under the hull to keep it from becoming airborne and going over backwards. Gates, testing for straightaway runs has selected fairly smooth water. Gates

checks in at approximately 30 pounds heavier than Entrop but says that with a modified Merc D, clocking about 75 mph, even with his added weight, the boat feels as though it is riding on a ball of air at the transom yet strangely remains fairly stable. Gates has also noticed some interesting relationship between rpm and top performance with the Entrop hull.

With a dynamometer-tested Mark 40H, which pulls between 38 and 40 horsepower at 6500 rpm, the boat indicates about 63 to 64 mph. However, with some doctored-up wheels that allow the engine to rev up higher, speeds increase perceptibly. Gates' theory is that as long as the motor is in sufficiently good mechanical shape to pull its peak horsepower at 6500 rpm, he can increase the Entrop-Jones type boat speed by using smaller props, hence boosting rpm, which to Gates indicates that with this design hull at least, the faster he can turn the prop, the greater propeller efficiency that results.

To further establish this point, he finds that with his modified engine which develops approximately 10 more horsepower than his stock D on dynamometer tests, his top speed isn't indicated until he gets his rpm to climb up to around 8500. This gets Gates back to his original point that with an alky C or an F, which can't be peaked at the prop rpm of the 1:1 gear ratio Mercury, the hull will not perform at its best. Thus he feels that the design is far better suited for a high revving Mercury or modified Mercury D than a PR-65 or a 4-60 despite the fact that those motors can both turn out very healthy horsepower but at a lower prop rpm range.

Following Gates' thesis a step farther, it is very possible that an F powerhead equipped with an overdrive lower unit, which can permit the powerhead to turn 5500 to 6000 rpm and still have horsepower to spare to wind the prop through an overdrive gear box at 8000 rpm or higher, may well be the answer to the American 100-mile-per-hour record breaking combo. Gates bases his feeling on this theory, perhaps affected too by the knowledge that the big unlimiteds like the *Slo-Mo-Shuns* swing small propellers but overdrive to about 12,000 rpm. The Italian world's record holder, Massimo Leto di Urioli used an overdrive-type gear box with his Lesco motor, with which he clocked 100.382 mph with a Swift-type hydro. During the record breaking runs the Lesco powerhead turned 5500 rpm but the overdrive gear box wound a three-bladed prop at 11,000 rpm.

I feel, as does Gates, that it's a strong probability that before the summer is out an Entrop-Jones type hull, powered by either a modified Mercury 55H or an Evinrude 4-60 equipped with a Mercury D Quicksilver unit, will easily break the 80-mph record and may pave the way toward speeds respectably close to the magic century mark.

(End)

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Testing the New Mark 20H Lower Unit

(Continued from Page 13)

cocked out to the second bracket hole. Teel's best speed was 53 mph and, uniquely enough, this top speed prevailed on the upstream run with the wind and the downstream run with the current. Teel reported that turning characteristics felt the same but that on the straightaway the boat handled more steadily with no tendency to snake.

For the next run we moved up to 15 3/8" and picked up to 54 mph. The third run was made with the same engine angle but with the motor shimmed up another 1/4" to 15 1/2". Speed recorded was again 54 mph. On the fourth test of the new unit we moved up another 1/4" to 15 3/4" and again clocked 54 mph. As the motor was increasingly shimmed, the motor angle automatically shifted farther under. So for the fifth run we moved out to the third hole and retained a 14 3/4" transom height, but the speed fell off to 51 mph and it was apparent that the prop had started to cavitate on the straightaways and the rig with the #23636 prop at 15 3/4" cocked out to the third hole had become very hard to get on plane.

Thus far we had determined only that up to 15 3/4", with either second or third hole motor tilt, the new unit showed no improvement but actually produced poorer performance with the #23636 prop, with which Teel had previously produced his fastest results.

This was not unexpected and so we shifted to a stainless steel Kaminc #48-25845 wheel. This blade had been designed for 30H runabout use. With a third hole adjustment and a transom height of 15 3/4", Teel was able to clock 56 mph but the motor did not seem to be winding out and he was actually revving about 300 rpm slower than at his 56-mph clocking with the old unit and the #23636 propeller. At this point Teel had already produced an initial advantage with the new unit: a speed equivalent to the best produced with the old unit, yet with no tendency to snake on the straightaways and a lowering of motor rpm by 300.

Our next test was to drop the motor back to the second hole to see what effect this would have. The hydro got up onto plane far more readily than with the third-hole setting but the speed

slumped back to 53 mph so it was obvious that we were moving in the wrong direction, a fact of which we had already been fairly certain.

We pulled out one 1/4" shim to lower the transom height to 15 1/2" and shifted out to the third hole, and the speed moved up to 55 mph. The next trial was made with the motor cocked out to the fourth hole, at which point the boat was very hard to get up onto plane, and the speed fell off to 54 mph. Again we had been fairly certain that a fourth hole adjustment would be wrong but we wanted to try as many combinations as possible with only two propellers to work with.

For the next run, we moved up to 16" and a third-hole setting. Teel's speed both up and downstream increased to 58 mph, with excellent turning characteristics and still no tendency to snake.

At this point, since none of the shimming was permanently secured to the transom, further jacking in height became pretty risky. After an inspection of the bite of the clamps on the transom, Teel agreed to make one more run at 16 1/8", but in so doing he realized that it would be quite touchy since less than one-third of the thumb clamps were now biting into permanently secured transom wood. He made one run and attained a speed of 58 1/2 mph before the motor peaked. He was sure a higher potential existed but the motor started vibrating excessively on the stern due to the flimsy shimming arrangement, and so our tests were completed.

What we had learned was, first, merely a confirmation of the obvious fact that the new unit would have to be jacked considerably higher than the old one. Because of transom limitations, we had gone up only one full inch, but in so doing had picked up a maximum of 2 1/2 mph over the old set-up. It was Teel's feeling and mine as well that with the #25845 stainless steel blade we had not reached the potential maximum speed and probably would not reach it up to a 16 3/4" transom height or possibly as high as 16 1/2". Teel's hydro has been one of the quickest running rigs in BSH class in the East but both he and I were convinced that, when the proper combination of prop, transom height and engine angle is arrived at after considerably more intensive testing, he could expect to clock in the neighborhood of 60 mph on smooth water, and even faster on a modest chop.

So to put the sceptics' mental queries to rest, it's my firm conviction that claims of 3 to 4 mph greater speed with the new unit are by no means exaggerated. However, as we quickly realized, to gain the advantage inherent in this unit, considerable experimentation will have to be undertaken. However, this applied to the former unit as well. (End)

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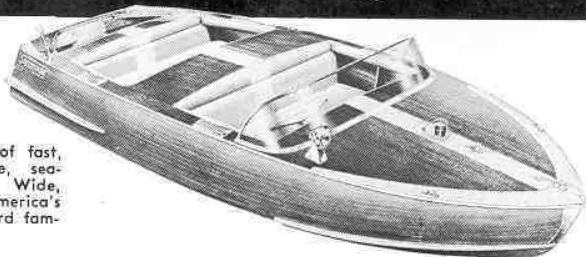


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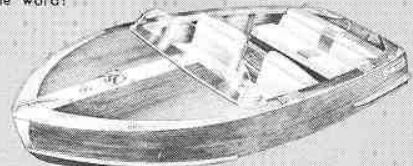
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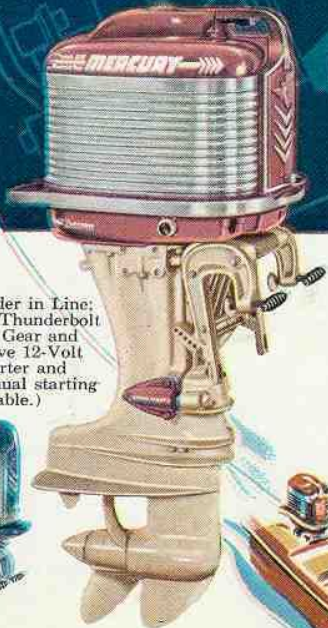
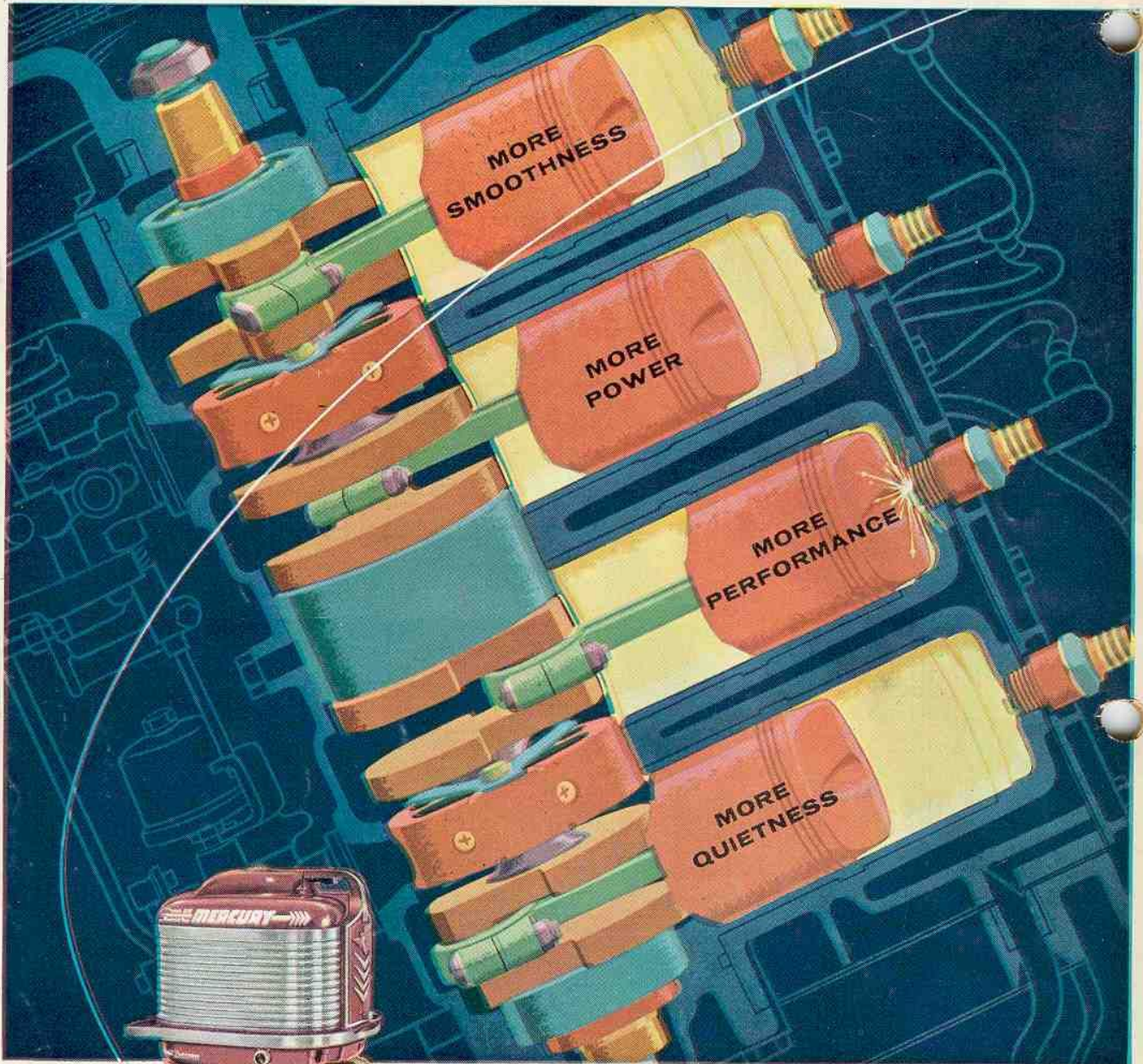
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