

OUTBOARD

SEPTEMBER-OCTOBER 1956 — 35 CENTS

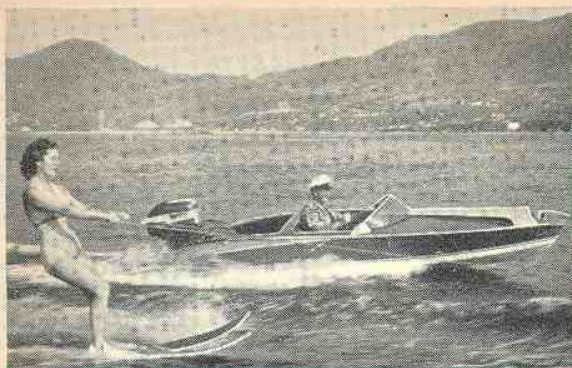
INBOARDS

BOAT SPORT

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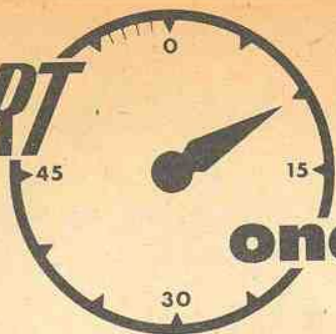
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one minute gun

BOB JACOBSON, Flint, Mich., in his Mark 55H Mercury-powered Speedliner Jumpin' Jake, added to two earlier second-place finishes at the A.P.B.A.'s Detroit Times-Belle Isle Outboard Marathon and 1000 Islands International St. Lawrence River grind with a 35.86 mph overall average speed, to win the most important long-distance race of the season, the Milwaukee Sentinel-Winnebagoland Marathon. This year's eighth annual Wisconsin event was raced over rugged windswept waters with gusts frequently as stiff as 40 mph, cutting the 88-mile course into a blend of angry chop and rolling breakers. Only twenty-two of a starting field of 223 completed the event! Other class winners were: AU, Bob Stanley, Petoskey, Mich.; BU, Bob Herring, Sheboygan, Wisc.; CU, Bob Ross, Birmingham, Mich.; "36", Leonard Weber, Jr., Milwaukee.

ANDREW KOKOLSKI of Dedham, Mass., with a Mercury 55H-powered Switzer, was overall winner of the third annual 1000 Islands Marathon, at Alexandria Bay, New York, at 44.83 mph. AU class was won by Ralph Yost Jr., of Pottstown, Pa., in a Merc-powered Richcraft. "36" class went to Bob Moore, Royal Oak, Mich., in an Evinrude-motored Speedliner. Bob Robbins, of Springfield, Mass., commanding a 20H Sid-Craft, won in BU, and Hunter Grimes, Alexandria Bay, N. Y., in a Mercury 30H Raveau, was the ruler in CU, with what at this writing was still the season's best 30 c. i.-class marathon speed, 39.45 mph.



Hunter Grimes

DIETER KONIG, the German outboarding star, came into his own on the Southeastern Boat-racing Association circuits when at Lake Haar, Savannah, Ga., the Berlin representative of the Konig plant garnered first place wins against thirteen entries in A alky hydro, C alky hydro wins against ten entries, plus a free-for-all victory. Konig also made a strong bid for top honors in B but, while moving up from second in an attempt to pass Savannah's Jack Jerome, he flipped his 20 cubic incher.

AT THE N.O.A.'s annual North-South championships, the Yankees in the outboard-alky-burner Division I invaded Quincy, Ill., from nine northern states, but no Southerners showed up to offer competition. The star of the event, winner of the huge Captain Waide Hughes Trophy, was Ellis Willoughby, Alexander, Ill. Willoughby won two heats of C Service Runabout, one heat of C Racing Runabout, and took a first and a fourth in C Hydro. The Quncy event's second-highest scorer was Homer Kincaid, Carbon Cliff, Ill. Most impressive showing of the day was a turnout of seventeen F Hydros. Jerry Bishop, Lincoln, Neb., topped this crowd of screaming four-cylinder jobs with a second- and first-place finish.

AT MARION, N.C., in the North-South Division III events for stock outboards, the coin was turned and no Yankees put in an appearance. High-point (CONTINUED ON NEXT PAGE)

driver was Chris Erneston, Jr., West Palm Beach. To Erneston went the Linneaus Norfleet Trophy and the title of "General Lee" for next season. The final decision on which faction, North or South, will dominate N.O.A. ranks for 1956 will be settled at Cairo, Ill., when the Modified Stocks tangle July 8.

A BOUQUET TO N.O.A. OFFICIALS who have finally put teeth into the rules concerning illegal use of hot fuels in stock motors. Detection calls for automatic suspension for one year from the date of violation...A.P.B.A., which last year sanctioned 398 speedboating events, expects to easily top the 500 mark on its current schedule... Tentative dates for the A.P.B.A. alky-burner Outboard Nationals are September 22 through 24 at Long Beach Marine Stadium. This will be the first time the Region 12 boys have had the event in their backyard in a number of years.

ELGIN GATES, Surfside, Calif., reportedly is willing to foot the bills to set up a permanent measured half-mile course in the Los Angeles area, probably at Marine Stadium. Gates plans to take a crack at twelve different stock-straightaway marks later on in the season. This may sound like a big chore, but over a period of years Elgin has held more than that many national speed records, and hopes to regain a representative number as his swan song to racing.

THE WEST COAST OF FLORIDA, which generally suffers racing doldrums during the summer months, has become a hotbed of activity, through the efforts of C. R. Watson and other members of the St. Petersburg Outboard Club. The St. Pete Club is unique in that it is one of the few organizations composed of both inboard and outboard racers which sponsors both types of outfits on the same program and still manages to operate with harmony and cooperation. The schedule of Gator events will continue into October on a triangular course set up at Lake Seminole, a short distance outside of St. Petersburg. And the experiment seems to be working out very successfully. At last report, 1956 Gator summer-season race number three, in June, saw Jack Wyckoff, Hialeah, Fla., take over the C Service Runabout alcohol burners in straight heats, with Al Holub, Berwyn, Ill., merging a third and a first to take the F Hydros. Bill Earls, Miami, Fla., reigned over the 44 Inboard Runabout class; Gene Dugger, Winter Haven, copped straight heats in 48-c. i. Hydro; Harry Campbell, Clearwater, won the C Inboard Runabout events; and R. W. Hamilton, Fort Lauderdale, Fla., took a six-boat field of 135 hydros into camp.



Ellis Willoughby starred at Quincy, Ill., June 3.

BETWEEN JUNE 30 AND OCTOBER 21 A.P.B.A.'s Gold Cup type of unlimited inboard hydros will have fifteen major regattas at which to display their wares. Late-season events include Gold Cup, Sept. 1, Detroit, Mich.; President's Cup, Sept. 15-16, Washington, D. C.; Imperial Gold Cup, New Martinsville, W. Va., Sept. 22-23; International Cup, Sept. 29-30, Elizabeth City, N. C.; Governor's Cup, Oct. 6-7, Madison, Ind.; with two final unlimited events at Lake Mead, Calif., on Oct. 13-14 and at Salton Sea, Calif., Oct. 20-21.

THE LAKE GEORGE REGATTA ASSN., of Hague, N. Y., have announced their A.P.B.A.-sanctioned regatta for August 18-19. The annual 88-mile Northern Lake George Marathon, for stock outboards, will be run Sunday, with a program of inboard hydro racing set for Saturday...The American Boat and Yacht Council has urged the adoption of a single set of rules governing pleasure-craft lighting on all Federal waters by the adoption of the International Rules of the Road at Sea light requirements.

BOAT SPORT

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Published

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TIMES A YEAR

Next issue

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APRIL

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SEPTEMBER

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ONE MINUTE GUN	3
<i>Last minute news section</i>	
THE GERMAN-BUILT RACING MOTOR	6
<i>By Hank Wieand Bowman</i>	
BOAT SPORT COVERS THE RACING SCENE	10
<i>By Blake Gilpin</i>	
HOW TO SELECT A COMPETITION OUTFIT	14
<i>By Crane Whittaker</i>	
BERMUDA OUTBOARD MARATHON	17
<i>Second Annual Round-Bermuda Race</i>	
TORQUE TALK	20
<i>By Lou Eppel</i>	
AROUND THE BUOYS	21
OUTDOORS WITH THE OUTBOARDS	22
<i>By John G. Kingdon</i>	
BALL OF FIRE	24
<i>By Henry Hotchkiss</i>	
IT'S NEWS	26
HYDRAULIC MOTOR LIFT	27
<i>By Shanon Place</i>	

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COVER STORY

THE LARGE PHOTO used on our cover this month shows the famed Cypress Gardens jumping boats flying by in close formation. Our thanks to the Cypress Gardens Association, Winter Haven, Florida, the Kiekhaefer Corporation, manufacturer of Mercury outboard motors, and General Marine Corporation, manufacturer of Speedliner boats, which are used in these treenuous stunting exhibitions. The smaller photograph of a trio of fishermen heading out for a day's run after the big ones is reproduced through the courtesy of Evinrude Motors.

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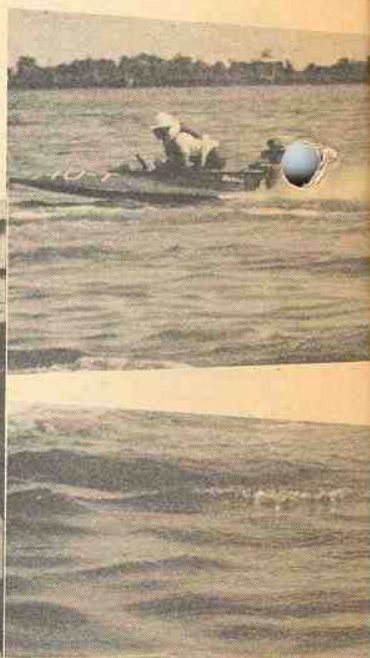
THE

GERMAN-BUILT

RACING MOTOR

KONIG OUTBOARDS FROM WEST GERMANY, WITH A STRING OF EUROPEAN VICTORIES, RECEIVE AMERICAN TRIALS

By Hank Wieand Bowman



Dieter Konig (right) examines Konig B Stock motor used by Mather Hyatt (left) to establish a European BSH straightaway mark of 59.65 mph in Berlin April 3, 1955.

IN RECENT MONTHS more and more has been heard of the West German-built Konig outboard motors. Rumors have been rife among the outboarding clan about both stock and alky burners and reports have been conflicting: the motors were "terrific" or "complete flops"; "in production in large numbers" or "strictly hand built jobs." The results of the motors' performances in competition have ranged to just as great extremes.

In recent months, too, both major

outboard race sanctioning bodies have taken definite but conflicting stands on the motors. The American Power Boat Association's Stock Outboard Racing Commission has turned thumbs down not only on the Konig but on any other foreign-built motor. This would include another very hot new job, the Italian built Carniti. The A.P.B.A. SORC acted as it did to protect the large number of owners of stock racing motors of domestic manufacture from being forced to compete against foreign motors,

which due to present limited distribution may well not be imported in sufficient numbers to be available to all comers.

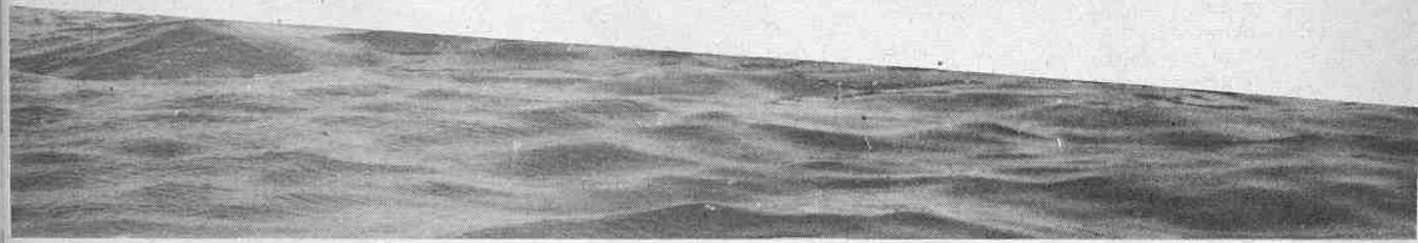
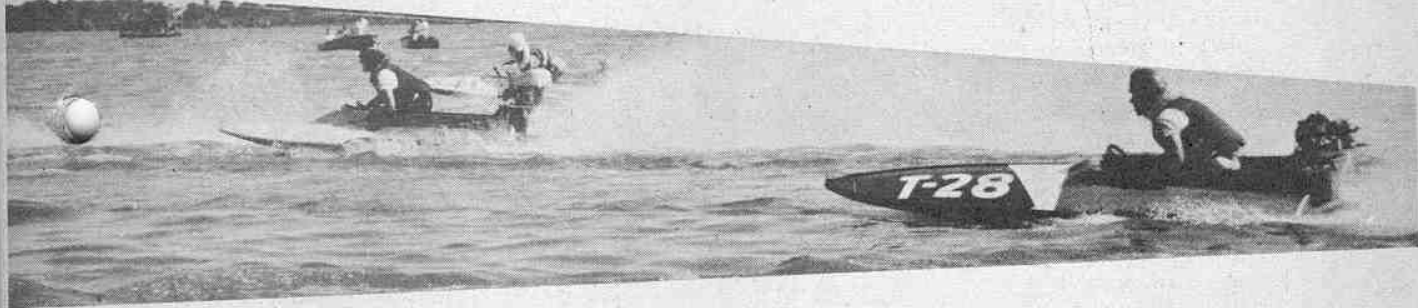
Taking an opposite view, the National Outboard Association has approved both stock and alcohol versions of the Konig motor, though to date no application and specifications have been filed by Carniti. N.O.A. stated that "the imports will be a shot in the arm for outboard racing since competition, whether

(Continued on Page 9)

Konig drives a McCrea designed three-pointer powered by a Class C Konig at 118.5 kph (73.63 mph) for new U. I. M. 30.2 cu. in. world straightaway mark.



Konig B is mounted on T-28 in Texas event. Race was taken by Bubba Haley of Blanchard, La., in his Mercury-powered 54-L (center, farthest from camera).



SPECIFICATIONS KONIG OUTBOARD MOTORS

Class	JU	A	BU	C
Maximum displacement for class (cu. in.)	12½	15	20	30
Displacement (cu. in.)	12.15	14.82	19.87	29.80
Number of cylinders	1	2	2	3
Gear ratio	12:25 or 12:19	13:13	12:19 or 13:13	13:13
Pistons: aluminum (all models) Lubrication: oil in gas (all models)				



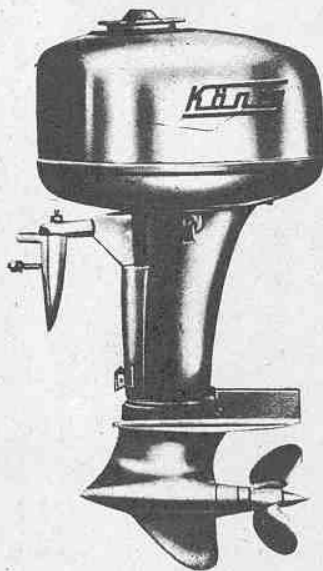
Twenty-six-year-old Dieter Konig, son of firm's founder, testing a three-cylinder-in-line C racing motor on conventional-design European hydroplane.

THE GERMAN- BUILT RACING MOTOR

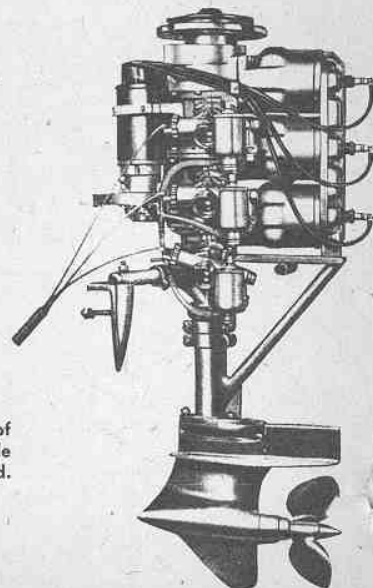
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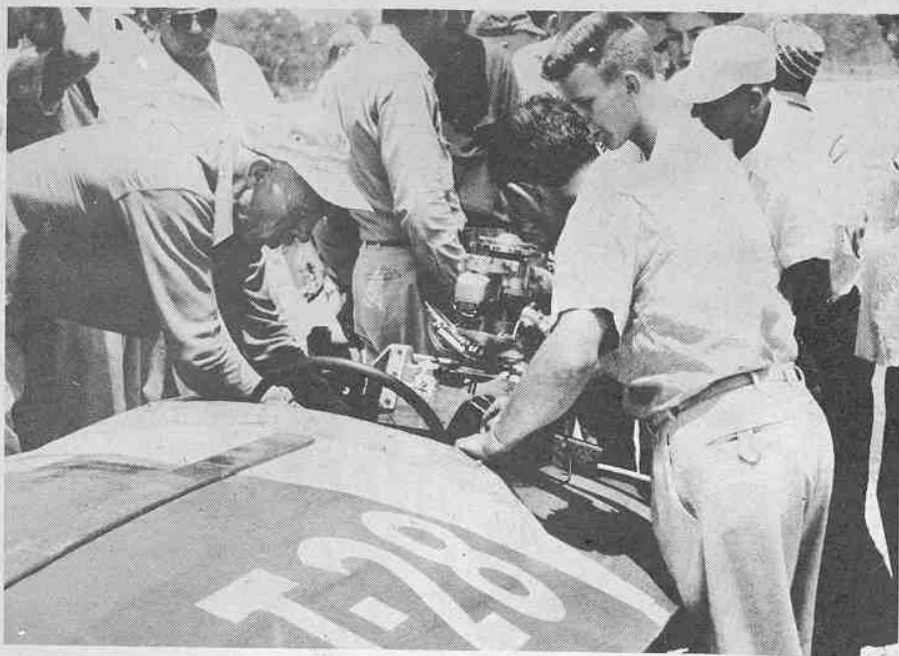
Young Konig is seen at his workbench. He recently spent six weeks in America competing in N. O. A. outboard events.



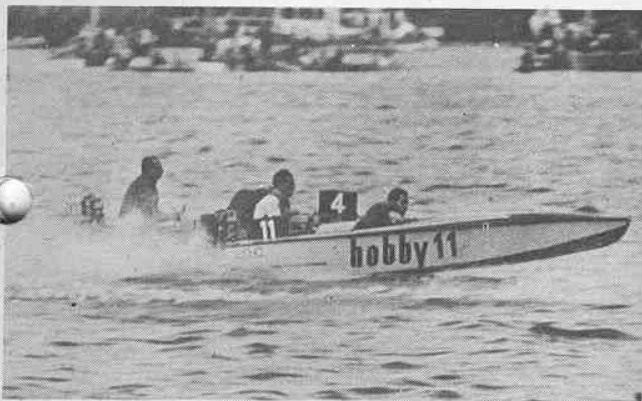
Left: Profile view of König B stock and B racing motors; both have the same basic appearance.



Right: View of carburetor side of König three-cylinder-in-line triple carburetor class C racing outboard.



On May 6, Nick Carstens (left) of Houston, Texas, entered a B Stock Konig in N. O. A. events on Old River, Texas.



European B Runabout Champion Willi Hauter of Dusseldorf, Germany, racing in boat in foreground. Hauter is driving with a Konig B motor.



Dieter Konig, in #92, took easy first-place wins in all three heats of 1955 European C championships. The motors have fine record in Europe.

it be driver, boat or motor, is what keeps the sport of outboard racing alive."

One of the individuals chiefly instrumental in promoting American interest in the production of the Konig Outboard Motor Company of Berlin is Mather M. Hyatt, former sergeant in the United States Army of Occupation in Germany and presently American sales representative for Konig Motors. Recently Dieter Konig, 26-year-old German outboard racing driver, son of the founder of the German motor concern, spent five or six weeks with Mather Hyatt making a survey of motor distribution in the United States and at the same time attending some of the major N.O.A. regattas. Hyatt has considerable faith in the motor, as well he might, since he drove a Konig B stock motor on a European-built McCrea designed hydroplane to a European straightaway record of 59.65 mph on April 3, 1955. This mark com-

pares favorably to the 60.482 mph A.P.B.A. mark established by V. J. Spinner, Jr., with a Mercury Mark 20H on a Jacobson hull, and surpasses the N.O.A. B stock hydro mark, also established with a Mercury, at 58.632 mph by Jim Griffin of Quincy, Ill.

Recently some published materials concerning Konig mentioned that the Konig held the one-mile B alky hydro record at 63 mph. This is not true, as Giancarlo Necchi of Italy, driving a Molinari (Swift type) hydro powered by a Carniti 350 c.c. sports-model outboard, has been officially clocked at 112.527 km. per hour, or 69.92 mph.

However, the three-cylinder triple-carb Konig C outboard racing motor of 30.2 cubic-inch piston displacement falls within U.I.M. regulations for C class, which permit a maximum of 500 c.c. or 30.5 c.i. This motor was officially clocked on April 3, 1955, at 73.62 mph on a Swift C-D hull helmed by Dieter Konig; this tops the best United States

C alky speed by a generous five mph.

The Class A Konig racing motor, which displaces 14.82 c.i., holds the European and World's Class A outboard hydro mark at a scorching 64.84 mph clip.

The JU Konig, a 12.15 c.i. motor, has been clocked at 32.53 mph through the mile. Actually the German Konig JU version designed in conformance with U.I.M. rules is only 10.5 Since neither the U.I.M. nor N.O.A. rules for JU class compare with those of A.P.B.A., which permit only a maximum of 7.5 c.i., speed comparisons can be made only with the N.O.A. Division III runabout straightaway mark, which is 33.866 mph and was established with a Martin motor. No maximum speed has as yet been recorded for the United States version of the Konig JU which is 2.65 c.i. larger than the JU which set the U.I.M. speed mark.

Since under Union for International
(Continued on Page 32)

BOATSPORT **COVERS** the **RACING SCENE**

By Blake Gilpin



Carlson of Bob Jones, Richmond, Va., topped the A class at Solomons, Md



Stephen Stevens, of New York, moves past Donald Bowen, Huntington, Md



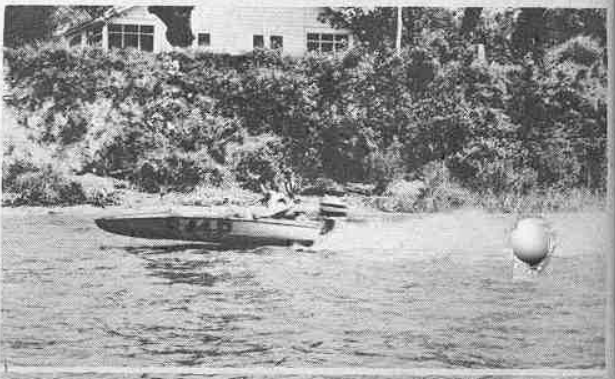
Jim Tower, Jr., Clarkes Green, Pa., helmed Speedliner to seventh in AU.

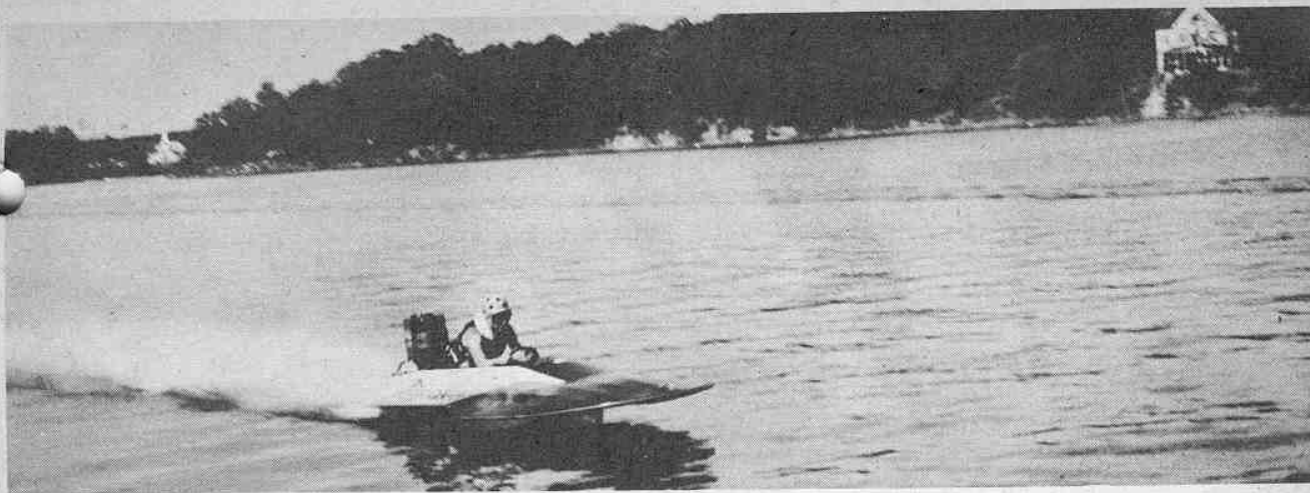


After leading BSH for 48 mi. Everett Edwards went out with fuel trouble.



Thirty-two-year-old Ed Murphy of Alexandria, Va. (above) led at Solomons three years in a row, finally had his first class victory this year. He corners his Merc-Speedliner at Patuxent River turn in photograph below.





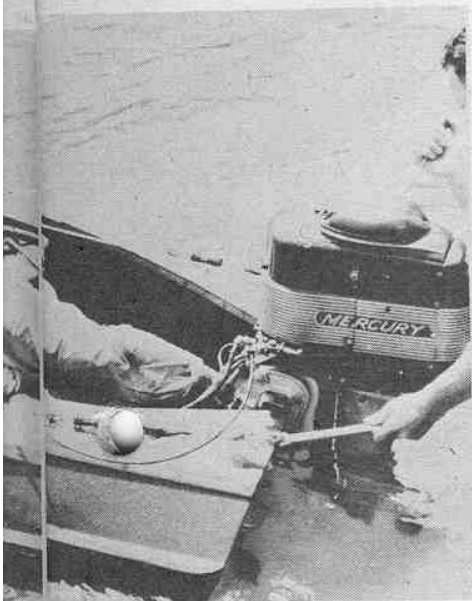
Two fuel stops caused Dick Ellis, Falls Church, Va., to finish 15 seconds behind leader at Solomons.

APPROXIMATELY ONE HUNDRED MILES south of Annapolis, Md., on a tiny spit of land called Sandy Point, eastern stock outboard marathon drivers gathered for the seventh annual Solomons Island Marathon. Unlike previous years, when the course had been laid out in an exposed water area, a new multi-lap wishbone-shaped 4 1/4-mile circuit was set up with pits and major spectator viewing area located at what one time had been the U. S. Navy's training base for amphibious sailors. The course included three 180° left hand turns. Then to add to its sporting qualities, two less-sharp right hand turns were included. The distance of the event was twelve laps or fifty miles over-all. Classes scheduled included AU, BU, CU, DU, BSH and DSH. The inclusion of stock hydros is a somewhat unique and refreshing feature of

this event but the water conditions were dead calm since the bulk of the course was protected by high wooded banks.

The over-all field was disappointingly small for this beautiful layout. Probable blame for this can be laid to two causes. Foremost was the somewhat skimpy booty consisting only of first, second and third place trophies, when the order of the day for marathons elsewhere calls for merchandise prices as well as trophies with the over-all kitty frequently running well into the thousands in cash value. Added to this was a fairly steep \$5 entry fee—steep, at least, in view of the take-home potentials. We would venture to say that with the beautiful course facilities, pleasant atmosphere and hospitable pre-race night party, given a bit more

(Continued on Page 13)



Left: Larry Reber, Reading, Pa., in a Mercury-powered home-built BU, won in class at Solomons at over 44 mph clip. Right: Success of Detroit Times-Belle Isle Outboard Club Marathon was in large part due to effort of Mrs. Blanche Parent (leaning on rail), Detroit Councilwoman (leaning on rail).





Gene Hawthorne, Jr., Detroit, won his second major marathon at Belle Isle.



Overall victor at Detroit was Leroy Scott, with Merc 55H on Switzer hull.



Champion motor of Norman Wargo was seventh in BU, at 35.864 mph.



Craig DeWald, Reading, Pa., was second of 25 AUs in a Raveau hull.



AU winner Dave Hoggard drove last 15 miles with hole in Sid-Craft's side.



One of the closest finishes at Detroit was for second in the "36" class, when Jerry Van Conant, Presque Isle, Mich. (left) beat P. Fredrik Nyberg, Wichita, by a fifth of a second in 50-mile event.



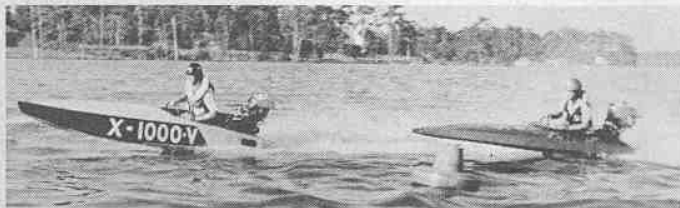
Rand Hippler, Detroit, who drove a Rinker to fourth spot in AU at Belle Isle, demonstrates a lightweight plastic fuel tank he constructed of fiberglass and designed to fit contour of his boat.



George Taylor, Orlando, Fla., won special trophy for high-point performance at Lake Haar, Ga., races. Right is B. T. Byrd, Jr., V. P. Zone 2, South-eastern Boating Assn.; center, Alber: Sikes, Commodore, Savannah Boat Club.



Partial view of pits at the Houston closed-course events May 6



Left: Dave Christner, Quincy, Ill., showing competitor the way at Houston, was later injured when hull dove into cruiser wake.

(Continued from Page 11)
tantalizing bait, this event could become one of the top in the East.

Four separate fifty-mile races were conducted, doubtless in expectation of a more populous field of boats. First featured were the BUs, with fourteen boats answering the gun. Only seven went the entire distance, making for a lonely feeling among the remaining contestants. The most impressive driving in BU was turned in by Larry Reber, Reading, Pa., who, in his home-made hull *Geronimo*, moved from a poor fourteenth at the gun up to win the event. John Randolph of Englewood, N. J., in a Sid-Craft, gave Reber

a real battle for ten of the twelve laps so that through the fortieth mile the outcome was in doubt. Reber's average speed was 44.226 mph.

Special kudos should also be given to two other BU drivers. William Washburn of Lexington Park, Md., while riding well up with the leaders, was thrown out in the first turn of the second lap. Washburn lost approximately eight minutes crawling back into his semi-swamped boat, bailing it out and getting the rig underway again. To his credit, he finished a little less than nine minutes behind the leader. While on this time Washburn would not have won, he very probably would have fin-

ished somewhere among the first four rather than seventh. Another driver who deserves mention is Sam Mason, Snow Hill, Md., who despite a poor start worked his way up to a fifth place, driving the last twenty miles or more with a broken mag mechanism which made it necessary for him to lean back over the right side of the motor in order to hold the magneto lever in full advance. This caused Mason more than a little difficulty in the turns.

The second event brought the DUs onto the course. Nine of the 40-cubic-inchers were listed. Ed W. Murphy of Alexandria, Va., was in a heated race

(Continued on Page 36)

One of interesting European courses is that laid out in the Old Port of Marseilles, France. Utility dinghies, roughly comparable with our own "36" class, are pictured in action here with Georges Geon, Paris, the ultimate winner with an Evinrude-powered Rocca hull, leading the pack at this stage.



CONSIDER THESE FACTS BEFORE DECIDING WHAT YOUR COMPETITION OUTFIT WILL BE

How

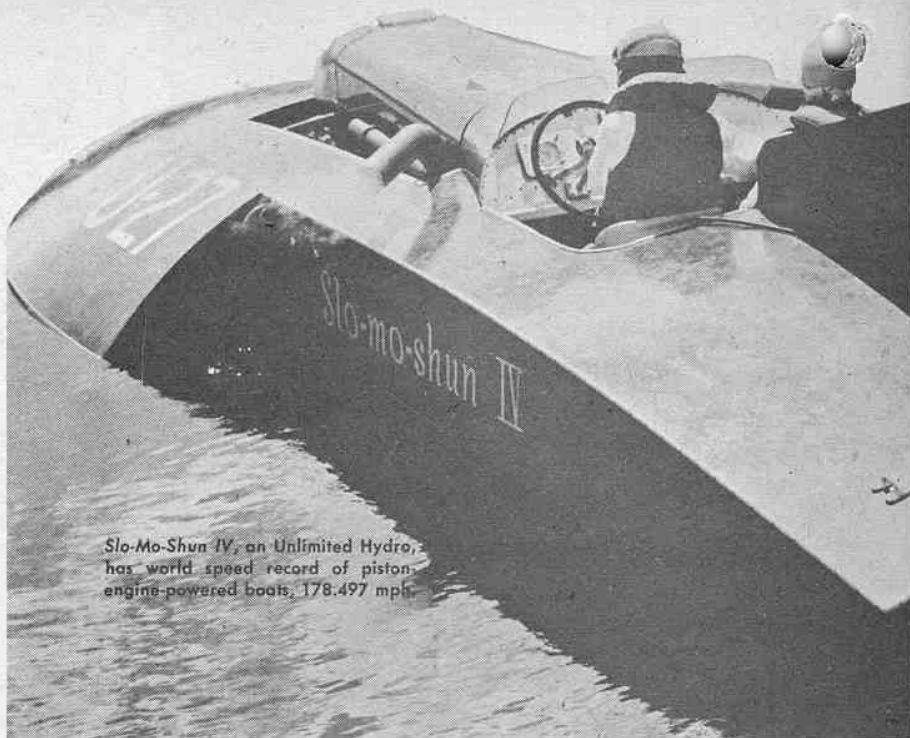
By Crane Whittaker

THE SELECTION OF A RACING speedboat outfit is a relatively confusing one for the newcomer to the game. First, the choice must be made from among the three basic types of organized speedboat racing presently conducted. These are inboard, outboard and stock outboard. In each of the three categories, two basic types of boats are separately raced, hydroplanes and runabouts. In all there are twenty-one different classes of inboard speedboats, nine classes of outboards and eleven classes of stock outboards. There is also a newer and rapidly growing group of modified stock outboard racers. However, for the basis of this article, we need not go into any great details on this latter group since in general, the same various classes of hydros and runabouts exist in modified stock racing as do in the strictly stock. The basic difference is that stock motors are raced in exactly the condition they are sold by the manufacturer. Modified stocks are altered in a number of respects, burn alcohol blends of fuel rather than gasoline and, in general, compare more closely to the racing outboards since they require considerably greater mechanical skill and knowledge to be campaigned successfully.

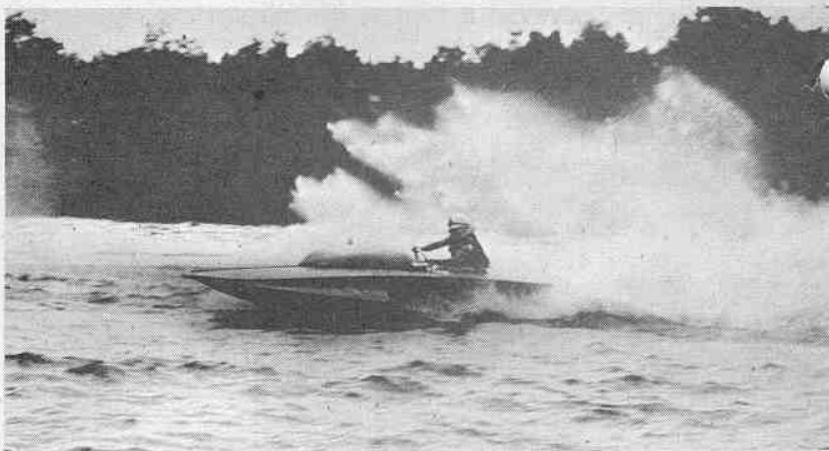
One of the first steps that should be taken by anyone planning to enter boat racing competition is to attend races in his own immediate area. Speedboat racing throughout the United States is conducted by a number of major rules governing organizations. The two major national organizations are the American Power Boat Association of 700 Canton Avenue, Detroit 7, Mich., and the National Outboard Association of 707 Market Street, Knoxville, Tenn. No one governing body sanctions all types of racing in all sections of the country.

The senior and largest association is the American Power Boat Association, which sanctions events for all classes of inboards, outboards, stock outboards and a limited number of modified stock outboarding events, the latter largely restricted to the Long Island, New York, area.

The National Outboard Association sanctions outboards, which it terms Division I; stock outboards, called Division III and Modified Stock Outboards, Division IV. The N.O.A. also has a Division II for pleasure craft, least popular of the N.O.A. Divisions, which, along with A.P.B.A.'s modified stock classes cannot be considered sufficiently wide-



Slo-Mo-Shun IV, an Unlimited Hydro, has world speed record of piston engine-powered boats, 178.497 mph.

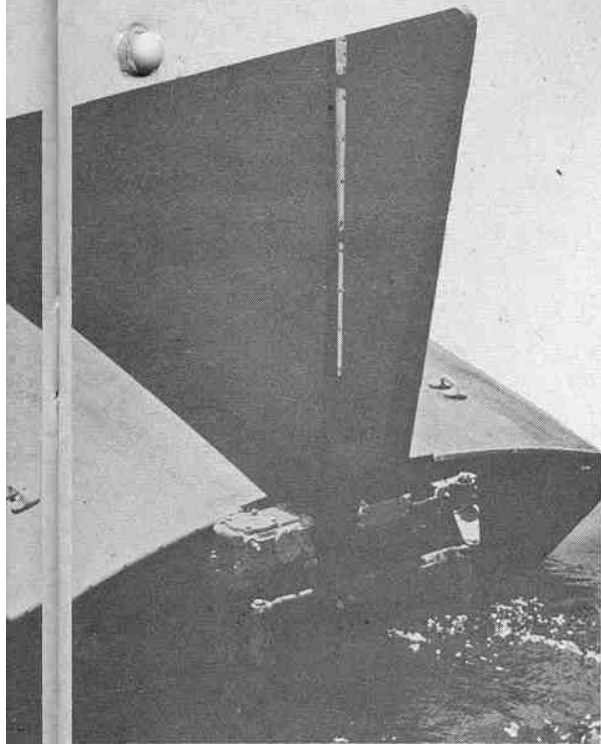


Plenty hot for any contestant are the 135 c. i.'s, 13' 6" in minimum length, with power-plant cost not over \$1000. Class straightaway record is 101.373 mph with Hallett hull similar to this.



The 266 c. i.'s can burn methanol fuel in competition or mile trials. Motor cost must not exceed \$1250 and hulls must be at least 16' long. Mile straightaway record is 121.703 mph.

TO SELECT A COMPETITION OUTFIT



Less prone to flipping, but far rougher riding than hydros, are the runabouts. The BU's are most popular of these; hundreds of B Stock runabouts compete each weekend in the U.S.

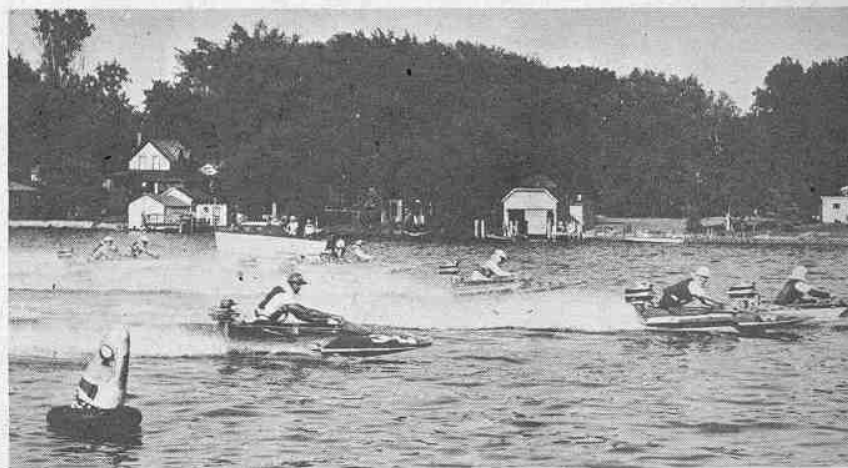


Young Don Benson is APBA's ASH champ.

spread in national interest to be included in anything but an extremely definitive treatise on racing.

In addition to these two major organizations, whose memberships are each in the thousands, there are also a number of smaller sanctioning bodies which are strong sectionally. Two of the outstanding of these sectional rules governing groups are the Southeastern Boating Association, P. O. Box 1313, Anniston, Alabama, active throughout Alabama, Georgia and Florida, and the Lone Star Boat Racing Association, P. O. Box 1222, Galveston, Texas, active in eastern Texas and Louisiana.

After viewing a number of race events, the would-be driver must next



Second most popular of all speedboating classes are B Stock Hydros. These are powered mainly by Mercury Mark 20H's, though hull nearest buoy has new Champion Hot Rod.



Below: Stock-outboard speed kings are the DSH's. One has run through a one-mile trap at 69.739 mph and five-mile competition speeds have been clocked in excess of 58 mph.

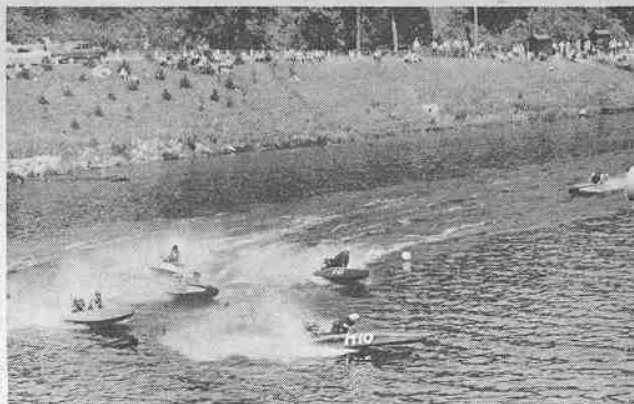
... COMPETITION OUTFIT



There are about 40 Class E's registered in the United States. Fastest of the inboard racing runabouts, one has exceeded 72 mph in competition.



Above: Fastest of alcohol burning outboards are F Class outfits. Burt Ross, Jr., hit 75.402 mph on straight with this boat. Below: Cracker Box class of inboard runabouts is extremely popular on the West Coast.



One of the most keenly contested of alky outboard-speedboat classes is C Racing Runabout, mainly powered by 30-cu. in. twin Evinrudes and Johnsons. Bud Wiget has reached 63 mph on straight, 37.489 in competition.



Fastest one-mile run ever made in a limited-displacement hydroplane was clocked by Paul Cornwell in a Neal hull powered by an Evinrude 4-60, at 77.922 mph over the permanent N. O. A. timed course at Knoxville, Tenn.



decide which association or associations will offer him the most opportunities to race without the need for extended travel; i.e. the association most active in sanctioning events in his immediate area. Each of these groups publishes a rule book, completely outlining the various motor and boat regulations within its sanctioned rules. Such books are available along with periodic race announcements and news bulletins free to its members.

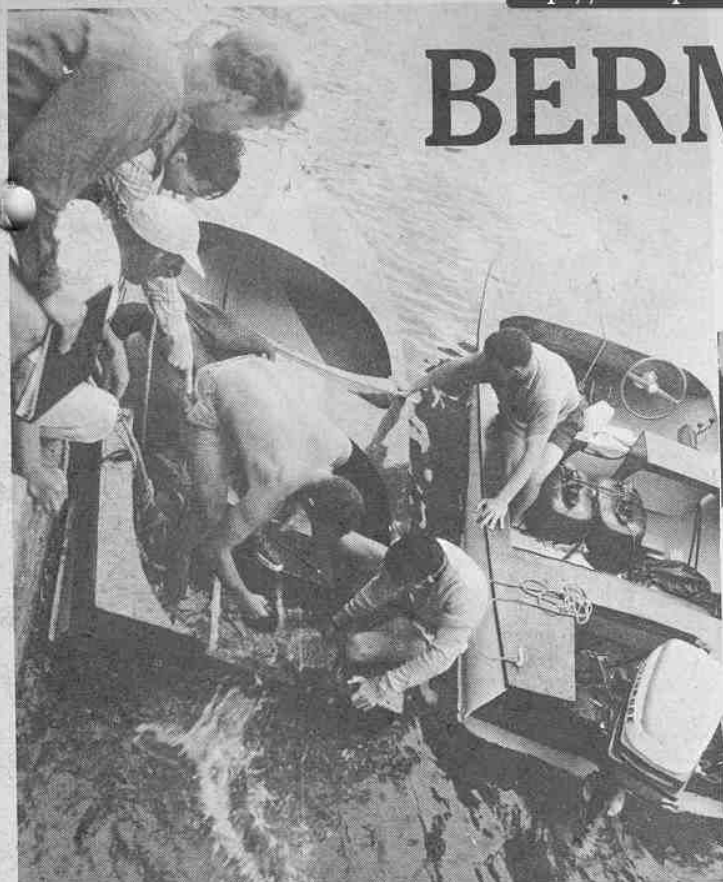
Since relatively few regattas include both inboards and outboards and since few drivers elect to race in both divisions, the first selection must be made between inboard and outboard. If inboards appeal to you, remember that only the A.P.B.A. sanctions these events so if you elect inboards, you must join this group to be eligible for competition at a sanctioned regatta.

Inboard hydroplanes range from the smallest, the 48 cubic-inches to the Unlimiteds, the largest, fastest and also most expensive of all inboard racing boats. Among the inboard hydroplanes there are several classes no longer par-

(Continued on Page 28)

BERMUDA

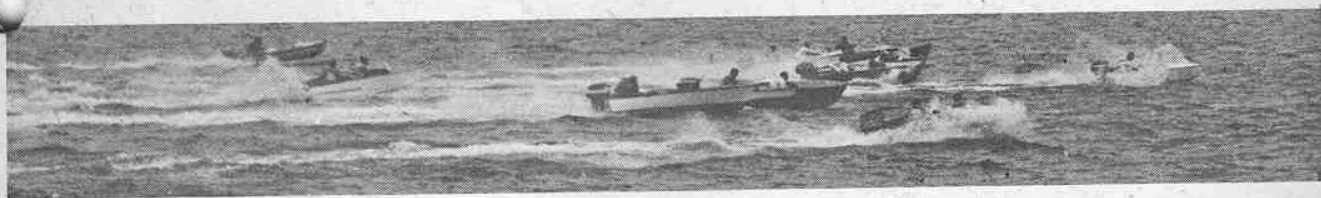
ANNUAL BERMUDA OUTBOARD RACE
SEES ONLY THREE OF TEN BOATS FINISH



Winner Harry Cox (shirtless) bails furiously after victory. Heavy anchor broke loose in rough waters and banged a hole in the hull.



OCEAN MARATHON



Start of May 13 Bermuda Outboard Race saw ten boats cross start line. Only three were able to finish the tough 76-mile course around isle.

TAKE A LIBERAL PORTION of superb seamanship. Add to it a double dash of mechanical skill and physical stamina. Throw in, too, a heaping portion of courage. Mix well and you've got the ingredients necessary to enter the annual Bermuda Outboard Ocean Race.

And you need them all in making your way along the 76-nautical mile course that encircles this mid-Atlantic resort. The great variety of conditions make it so: both sheltered water and unprotected open ocean; hidden reefs and stiff, changing winds; tricky currents, big swells and sharp chop.

The ten starters that shot out of Hamilton Harbour at 1:30 on May 13 had a good taste of all these hazards—some more than others. Only three boats in the starting fleet were able to conquer the course and finish. And the winner, Harry Cox, covered the distance in his 12-foot molded plywood hull in the fast time of 2:30:30. Race conditions were tough even by local

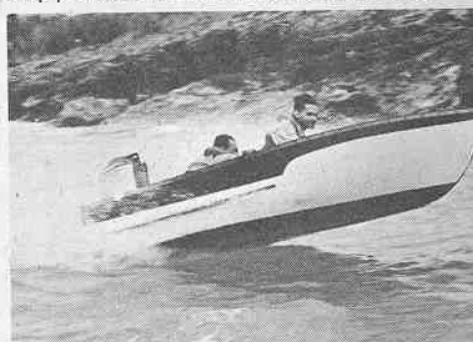
standards. A 10-knot wind from the northwest blew at a steady clip during the opening stages of the race and built up to 14 knots along the rugged North Shore stretch.

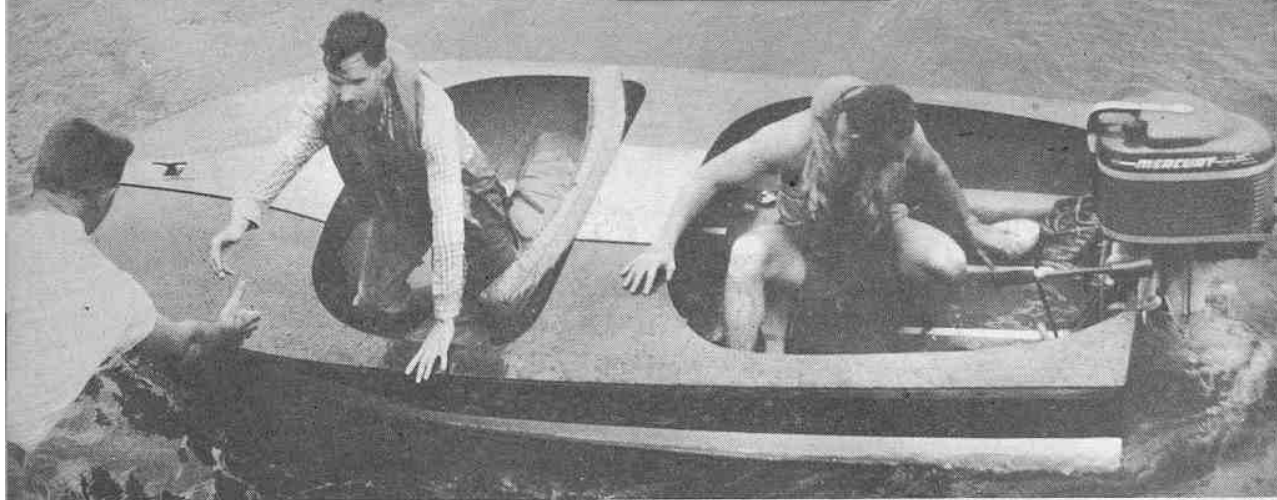
During the first three miles of the race, one boat capsized and two others sprang leaks—the result of rib-splitting surf. A fourth boat was forced to drop out in this same area because of clutch trouble.

By the time the fleet reached the first ocean leg of the race—an eight-mile run through wind-whipped chop—only six boats were left in the contest. The fleet then swung around the Pompano Club and headed down the 30-mile South Shore leg on following seas backed by 12-knot winds.

The racers were now on their most dangerous run. The ever-increasing winds produced flukey tides and currents that changed according to the contour of the reefs that guard the entire length of the South Shore. Long

Cox whips his 12-foot runabout through ocean chop past Gibbet Island on Colony's North Shore.





Cox (right) is shown arriving at Hamilton wharf. Winning boat was towed to safety after it began to sink as result of surf's pounding. John Gilbert, who crewed for Cox, is seen reaching for a helping hand. Cox's craft completed the circuit of the course in 2:30:30.

BERMUDA OCEAN MARATHON

Continued



Leading by seven minutes just three miles from finish, Edgar Cooper's boat developed spark-plug trouble.



Cox, in second place, roars out of Flatts Inlet back to open sea. Craft mounted 30-hp Mercury.

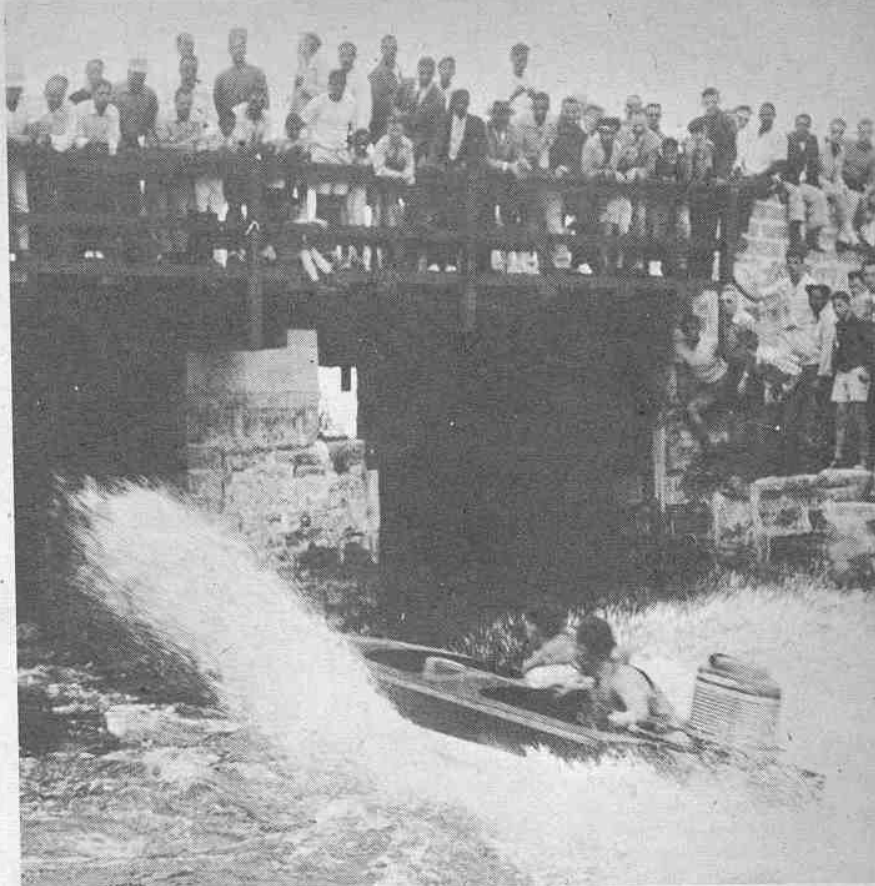
ocean swells resulted in choppy water inside the reefs when waves struck against the coral barriers.

Five of the six boats chose the route outside the reefs to take advantage of the full ocean swells. Cox was the only one who elected to take a chance. He steered his craft, driven by a 30 h.p. Mercury engine, inside the reefs—a risky but shorter route.

His decision paid off as he led the remaining boats in the fleet by 10 minutes into the calm waters of St. George Harbour. Cox held his lead around the Wychwood, the partly sunken hull of an English freighter, located two miles off the Eastern tip of Bermuda. There was a 10-foot ocean swell running at the time.

A fifth boat was forced out of the race because of engine trouble just at the end of the South Shore run. And the fleet was reduced to four boats when another capsizing occurred on the Wychwood leg. At this point, the highest spirit of sportsmanship was demonstrated when Francis Stephens—skipping a 12-foot aluminum hull with an 18 h.p. Mercury—elected to drop out of the race to aid his capsized competitors.

Father-and-son team of Alan and Anthony Mackie was the third and last to finish. Here their 14-foot hull is seen skimming through Flatts Inlet.



Race-winner Harry Cox is shown approaching Flatts Bridge and calm waters of Harrington Sound after pounding his way through six-foot-high waves along the rough open-sea stretch.

Right: Edgar Cooper runs along the North Shore. Here fleet was riding straight into northwest wind at 14 knots; waves were sharp and high.



Cox maintained a 10-minute lead as he moved round St. Catherine's Fort and onto the final 23-mile North Shore leg of the race. But 14-knot headwinds which carried the sea into sharp, six-foot-high waves slowed his craft down to a crawl. He was quickly overtaken by Edgar Cooper's 14-foot molded plywood hull, who elected to run his 25 h.p. Johnson wide open through the heavy surf. Cooper gained a seven-minute lead on Cox in the run for Flatts Inlet and the smooth water of Harrington Sound. But after heading back to the open sea, Cooper ran into bad luck. With a big lead and just three miles to go, his engine developed spark plug trouble. He changed plugs and started his motor up again, but again he was forced to stop as the plugs exploded.

Three times the plugs blew on Cooper and he was finally overtaken by Cox who held the lead to the finish line. What Cox did not know at the time was that he covered the final seven miles with a hole in the bow of his boat that had been caused by an anchor which pulled free, pounding some of the planks loose. His speedy

(Continued on Page 33)



Boats of Mackie team (foreground) and Cox race for calm waters of Flatts Inlet after grinding through 65 miles of open sea. Competitors met with an unusual variety of conditions in race.

TORQUE TALK

UNRAVELLING THE B. I. T. QUALIFICATIONS;
INBOARD NATIONALS; I. R. C. SAFETY RULES

By Lou Eppel



Miss Seattle (ex-Slo-Mo-Shun V, built by Stan Sayres) on a Lake Washington trial run June 3.

THE FORTHCOMING, highly publicized British International Trophy race, or Harmsworth has brought about one of the most complicated set of qualification rules we have ever perused. With only one challenger as of right now, it seems that there will be only one defender in this international type hassell scheduled for August 25th, August 27th and possibly August 28th, should three races be necessary.

As things now stand, each country represented is permitted one entry, and the winner of two races of 35 nautical miles each (7 laps around a 5 nautical mile course) walks off with the B.I.T. until such time as another challenge is

made. The challenger, *Miss Supertest*, owned by Gordon Thompson of Canada and to be driven by Bill Braden, one of Canada's ranking inboard hydro drivers, is thus far the only craft from outside the confines of the U.S. to file a challenge, which presents something of a problem, as there is no way out of having the B.I.T. contest wind up as anything but a two boat affair. How to pick just one of the sizable fleet of current Unlimiteds to represent the U.S. in this battle for international speed supremacy of the water has kept the solons of the Yachtsmen's Association of America, guardians of the B.I.T., working nights trying to evolve a

formula which would result in the best boat representing the U.S. By sheer dint of verbiage, they have managed to come up with a plan which might conceivably work, all things being equal, though it is a better than even wager that there will be loud and vituperative squawks from those unlimited owners whose craft are left out in the cold, when comes the great day of defending our country's honor on t far from placid waters of the Detroit River.

Seems like it works out something like this. Between the 1st of May and

(Continued on Page 33)

Jean Oestreich, Washington's dairy queen, and Sayres toast Miss Seattle after Jean christened boat with bottle of milk. Group of businessmen atop boat, Roostertails Inc., have bought the unlimited speedboat and are out to win the Seafair Trophy Race Aug. 5 on Lake Washington.





Jim Griffin, Quincy, Ill., helms modified Mercury D stock runabout to heat win at N. O. A. Houston races May 6, where he was high-point man of day.

WITH THE INTRODUCTION of the new Mercury Quicksilver gear case housings for the Mark 20H, 30H and 55H, which call for surfacing conditions of propellers, many drivers have been forced to do considerable experimenting before finding the proper transom height and motor angle combinations. In general, transom heights for motors equipped with these new deeper skegs and modified gear housings must be increased in height by 1" to 1½" on utility boats and 1½" to 2" on hydros for competition, with an added ½" to 1" for mile trials, or smooth water marathon use. With the thought of offering a short cut to our readers, we are suggesting the following transom heights and tilt pin holes based on actual tests. Transom heights are measured vertically from a line parallel with the bottom line of the boat to the top of the transom—and not diagonally with the transom angle.

With the new Mark 20H, the Swift Big Bee will perform at its best with a transom height of approximately 17" for straightaway operation and 15¾" to 16¾" on a competition course, using the second tilt pin hole. To date best results have been obtained with the Kaminc #48-26011 propeller.

AROUND THE BUOYS

For most BUs, it has been found that with a Kaminc prop #48-26012 a 17" transom height is required for a straight course, with a 16" to 16½" transom height for closed course. The best tilt pin hole will vary with different models of BUs. For example, the BU Speedliner performs best at the second tilt pin hole, while Sid-Crafts, depending upon models, turn in best performance in the third or fourth tilt pin hole.

With Mercury Mark 30H motors for runabout use, the Kaminc propeller #48-25845 currently is turning in the

best results with a straight course transom height of 14¾" and a competition setting of 13¾" to 14¼". The third tilt pin hole seems to work best for CUs.

On C Hydro, straightaway course, 14¾" to 15", with 14¼" to 14½" for a closed course set-up with motor pinned in the second tilt hole is the proper adjustment. Kaminc #48-25844 steel wheel is recommended.

On D Hydros, with the 55H, a transom height of 15¼" to 15¾" with the #48-26007 Kaminc produced the fast-
(Continued on Page 39)

A. P. B. A. President George Trimper (center) awards the Outboard Club of Chicago Region 7 Hall of Fame trophies to A. P. B. A. champions (left to right): Hap Owens, Bedford, Ind., 1955 F Outboard Hydro National Champion; Jack Cohn, River Forest, Ill., 1955 CSR Champion; Jack Maypole, who accepted, on behalf of Bill Tenney, Tenney's 1955 B Hydro Championship trophy; and Homer Kincaid, Carbon Cliff, Ill., 1955 National Outboard High-Point Champion.

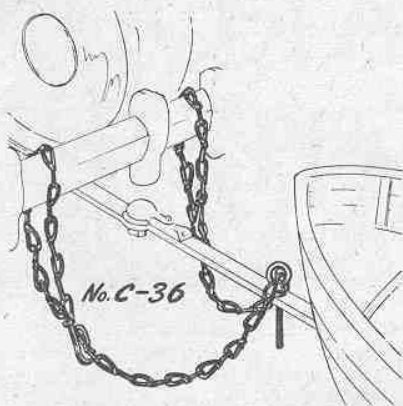
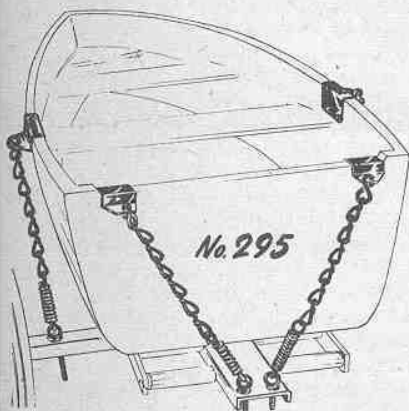


OUTDOORS with

COLOR CONSCIOUSNESS IN BOATING THE GROWING USE OF BOAT PLASTICS

By John G. Kingdon

(Below) Frabill Boat Tie-Downs are rubber-coated to prevent marring the boat; heavy duty springs absorb the road shocks. (Below, right) Frabill Saf-Tee Chain has swivel snaps at ends for quick attachment to bumper.



Auto-top boat loader shown below is one of the marine items made by Quik-N-Easy Products, Inc.



HENRY FORD USED TO SELL "any color of car you want so long as it is black." Now the black car is the exception rather than the rule. It has been largely replaced by cars finished in a riot of colors, with two-tone and even three-tone paint schemes being most popular.

In our industry, it used to be that you could buy "any color of boat you want so long as it is white." Now color is rearing its multitinted head just as it did in the car industry. Two-tone hulls are available in such combinations as pink and brown, black and green, yellow and brown, and yellow and white.

The latest development in the color field is a product called Fiberlay P-18. Produced by Fiberlay, Inc., 1158 Fairview No., Seattle 9, Wash., it is a resin plastic that can be used to secure any fabric to a hull. You can thus employ any of today's fantastic array of fabric to decorate your boat. Inexpensive cotton prints are most popular due to their low cost. A coating of this nature requires only about five cents worth of resin and five cents worth of fabric per square foot.

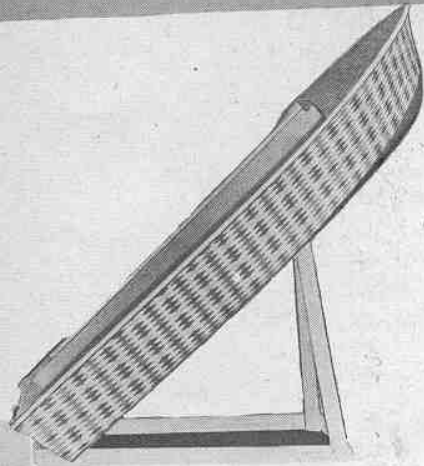
To decorate the boat shown in the accompanying photograph, Fiberlay selected the flashiest print they could find in order to emphasize the possibilities and attract the maximum attention. You will probably prefer a more subdued plaid, stripe, check or similar pattern. Fiberlay does not sell the fabrics; they are merely encouraging boatowners to think in terms of color rather than the traditional white.

BOAT PLASTICS seem to be the theme this month. There's a new protective plastic coating on the market in which boatowners are certain to be interested. It's called Duro Plastic Fiberglass. Originally developed and tested for use in the waters of the Gulf of Mexico, it has only recently been introduced to the consumer market. It is made with a special vinyl resin and actually contains Fibreglas fibers. It is a clear coating that requires no catalysts. The user can tint it, if desired, to any of six available colors—white, black, green, red, yellow and blue.

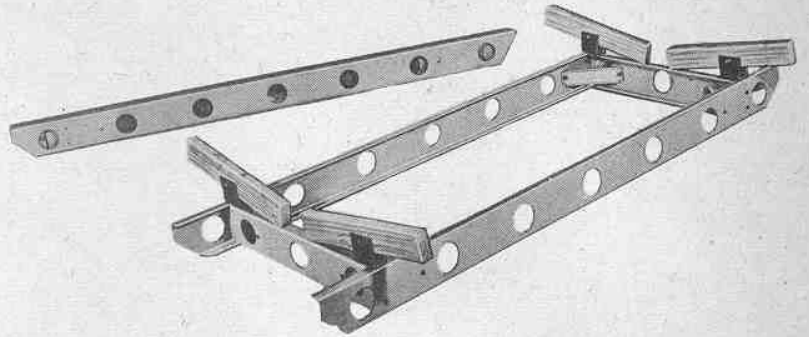
Duro Plastic Fibreglas can be brushed, rolled or sprayed on wood, steel, aluminum, Celastic, canvas or Fibreglas surfaces. It is nontoxic and not affected by gasoline or oil. Adhesion on hulls, decks, cabin tops, hatch covers, bilges, etc., is excellent. When dry, the coating will not chip, crack or peel. For further information, write to The Woodhill Chemical Co., 1391 E. 33rd St., Cleveland 14, Ohio.

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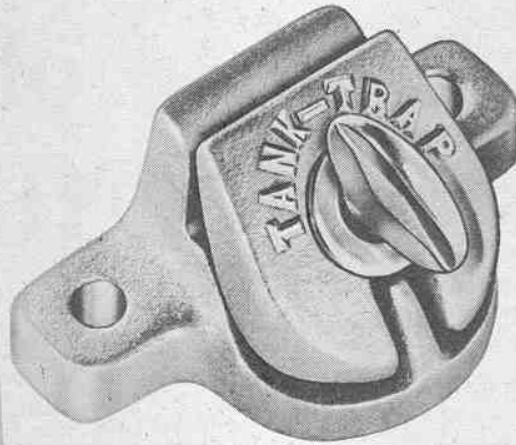
the OUTBOARDS



Fabric print, secured in place with Fiberlay P-18, protects and decorates outboard's hull.

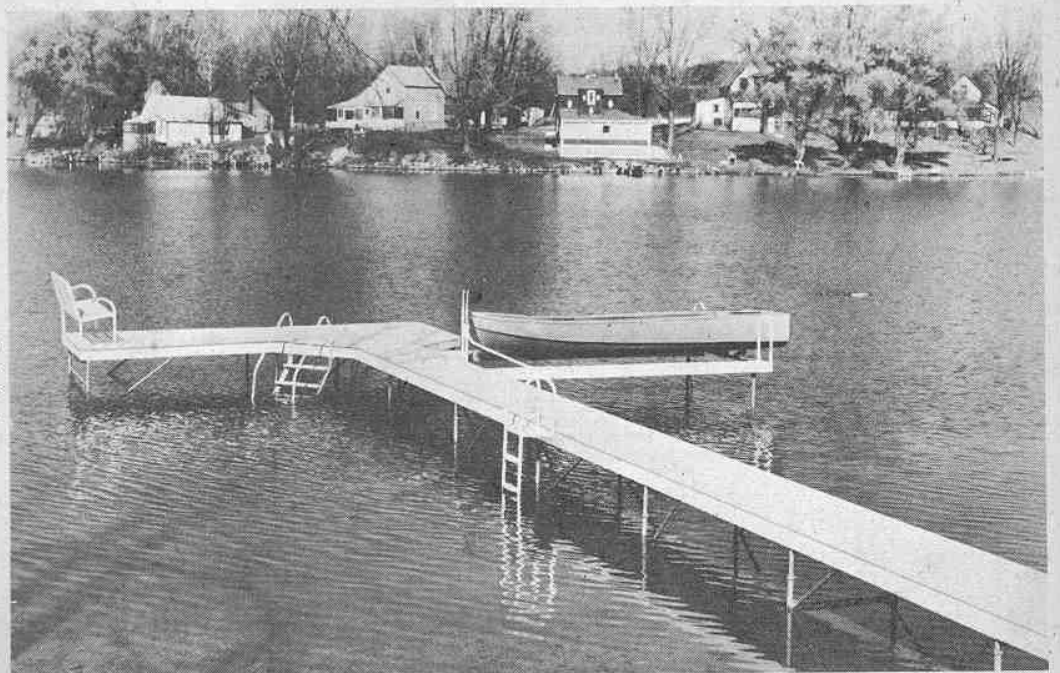


(Above) Alloy Marine Products' new cradle. Top: unit knocked down for storage. Bottom: steel unit as assembled for boat storage.



(Left) A set of three Tank-Traps secures an outboard-motor remote fuel tank to the deck.

Sectional steel piers made by Standard Steel Products Mfg. Co. can be equipped with accessories such as bench, steps, boat lift.



By Henry Hotchkiss



The 40th Infantry Division's sunburst insigne has proved lucky to Skip, who shows some of the trophies won in five years of stock outboard competition.



Glenn "Skip" Forcier has shown himself to be an outboarding . . .

B A L of L FIRE



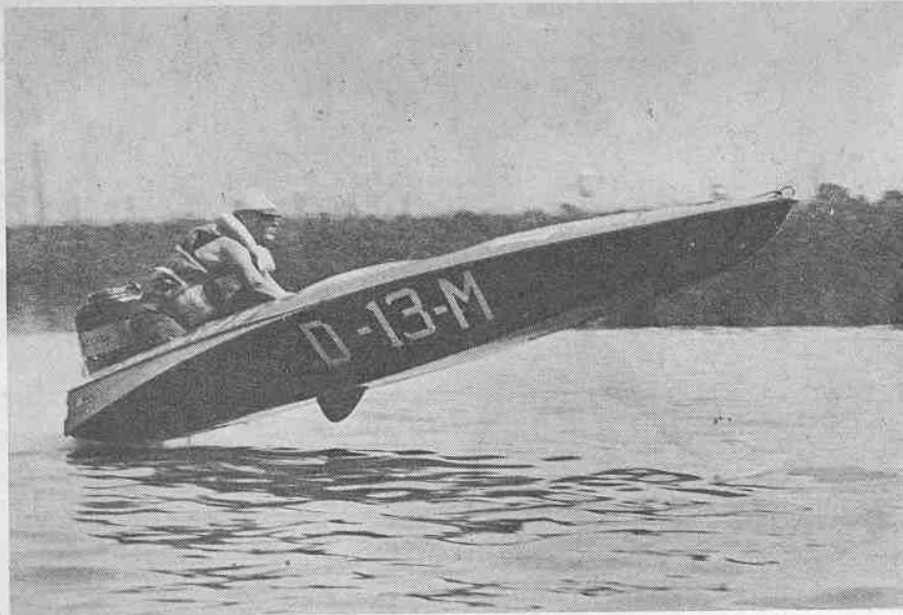
Forcier won the Gull Lake Marathon in this Dan Arena designed run-about, his first to carry name Sunburst with ball-of-fire insigne.

Skip is shown during one of his first 1956 closed-course wins. He considers the number 13 lucky.



SKIP FORCIER is a twenty-year-old stock outboard racer from Grosse Pointe Farms, Mich. From the age of seven, he has been crazy about things nautical and since he was fifteen, he has spent the bulk of his spare time racing stock boats. There have been drivers who have racked up a more sensational record of victories and there have been drivers who have been in the sport a longer time than Skip, but the story of the "Ball of Fire" is the story of an unselfish participant who has brought a strong spirit of sportsmanship to the game.

Skip's marine interest began when he was seven years old. It started when Skip, whose given name is Glenn, went on a visit to Cleveland, Ohio, with his parents during the summer of 1942. While he was there, he was taken to see a newly completed U.S. Navy submarine chaser which was just about to be commissioned, the U.S.S. Sustain,



An excellent shot of the Sunburst II, a Switzer in which Skip Forcier took fourth place in the DU class at the Syracuse Stock Outboard National races.



Forcier is snapped in a close duel with the Rock-N-Roll of Dick Sechrist, Battle Creek, Mich.

commanded by Morgan H. Harris. He scraped up an acquaintanceship with the crew, quickly became a favorite and was elected by the crew as the ship's mascot. Shortly after that Cleveland visit, Skip's selection as the Sustain's mascot was officially confirmed by a formal appointment from the Navy Department with all the trimmings. At seven, Skip Forcier became an Honorary Ensign in the United States Navy.

In early 1943 Glenn's father, Hank Forcier, was asked to volunteer his services as a War Bond salesman. Hank was already an Air Warden, and, furthermore, he was working an average of 75 hours a week in a key defense industry. Hank reasonably enough did not feel that he could take on anything more but suggested that seven-year-old Glenn be enlisted as a bond salesman in his stead. Glenn went
(Continued on Page 34)

UNITED STATES TREASURY DEPARTMENT

In appreciation of services rendered in behalf of the War Finance Program, a citation is awarded to

GLENN FORCIER

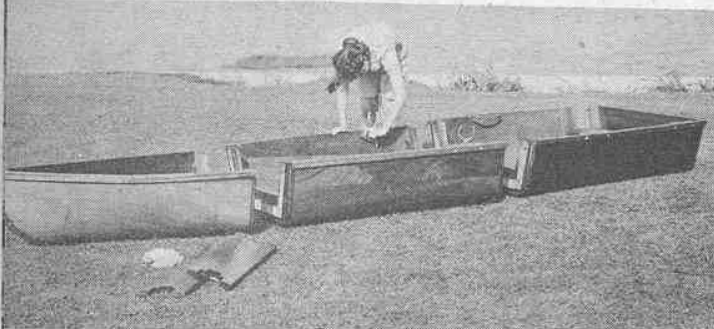
Given under my hand and seal on June 16th 1944



Henry Morgenthau Jr.
SECRETARY OF THE TREASURY
Frank N. Taylor
STATE CHAIRMAN

One of a series of United States Treasury Dept. certificates Skip won for remarkable pre-teenage job of selling war bonds.





The three-section "Whittle" Packboat weighs 100 pounds, will carry three persons (top of page). It assembles in seven minutes (above); girl fits oarlocks—seats are seen on grass.

NEW LAP-CHINE OUTBOARDS

Thompson Lap-Chine constructed boats are now available in 14-foot outboards. The new models are: the Fisherman, \$335; the Family Runabout, \$365; the Special Walkthru, \$425; and the Deluxe, \$555. Each has 56-inch beam.

Thompson boats have smooth plywood sides and bottoms, with planking lapped at the chine. The manufacturer claims this construction provides greater seaworthiness, combined with improved performance and handling. The boats can be pulled out of water and dropped in again time after time without leaks developing, it is said.

The 14-footers have wide sterns to accommodate 25 and 30 hp motors, and have a certified carrying capacity of 750 pounds. Further information is

available from Thompson Bros. Boat Mfg. Co., Ann St., Peshtigo, Wisconsin.

"WHITTLE" PACKBOAT AVAILABLE IN U. S.

The unique "Whittle" Packboat is now being imported from England and offered by marine supply dealers. Weighing about 100 pounds, the three-section boat fits in the trunk of many cars. Made of molded plywood and mahogany, the bow, stern, and mid-section are easily dismantled and stacked. The hull, said to be completely watertight, has these specifications: length, 12 feet; width, 3½ feet; depth, 1 foot 2 inches. The dimensions stowed are 51" x 42" x 17".

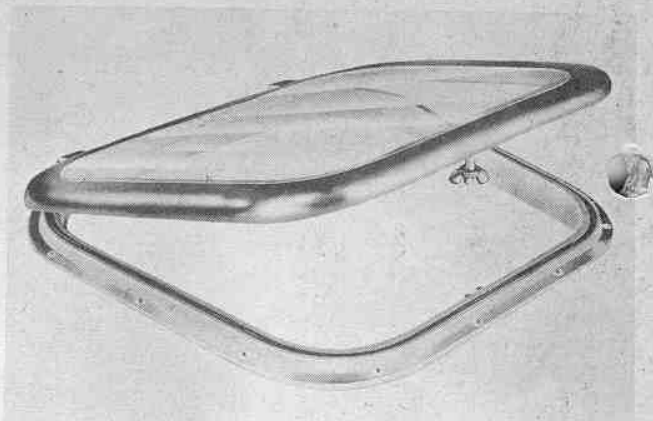
The manufacturer says the boat can be assembled in seven minutes. It carries three passengers with gear. It is

rowed, or driven by a light outboard motor.

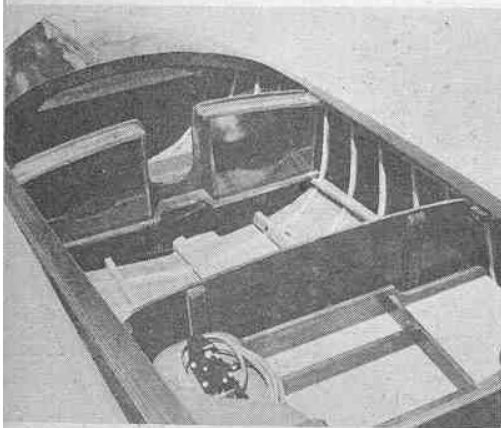
HATCH WITH PLEXIGLAS WINDOW

Aluminum Marine Hardware Company's new No. 695 complete hatch with plexiglas window is practical for cruisers and sailing craft. Deck and cover frames are cast of high-tensile-strength nautical alloy, the aluminum alloy which is mixed especially for marine use. Extra-thick plexiglas will support weight placed upon it. A neoprene gasket forms a water-tight seal. Machined non-rusting stainless steel wing-locking nut can be turned to batten this hatch down so that it is water-tight.

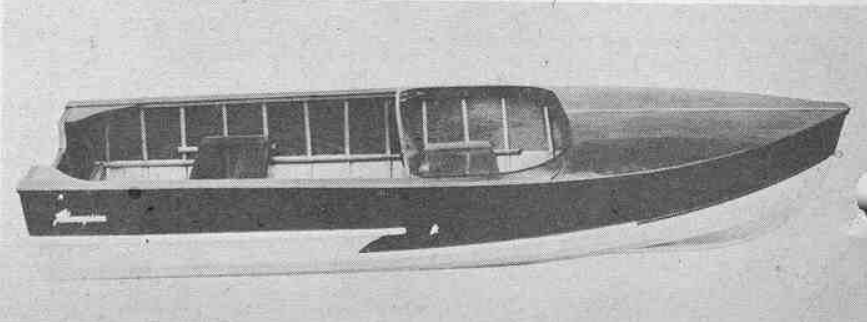
Hatch dimensions are: length 19½ inches, width at back 20½ inches, width (Continued on Page 30)



The aluminum-alloy hatch by Aluminum Marine Hardware has a thick plexiglas window. Length, 19½"; width (back) 20½"; (front) 17½"; \$89.50.



New Thompson Lap-Chine models (left and below) are 14-foot outboards with 56-inch beams. Unusual overlapping construction at the chine is said to eliminate leaking, improve seaworthiness.



HYDRAULIC MOTOR LIFT

AN EFFICIENT RIG FOR ALTERING TRANSOM HEIGHT IN COMPETITION

By Shanon Place



Simple toggle switch on dash serves to control master-cylinder piston. Note air compressor container beneath dash.

UNDER RULE 5 (General) of the Stock Outboard Rules of the American Power Boat Association, Clause 8 states, "The use of any auxiliary device to change motor angle while underway shall be prohibited." This rule was adopted by the A.P.B.A. Stock Outboard Racing Commission with two specific thoughts in mind: safety and a desire to equalize competition so that no undue handicap will be placed on the individual with a limited budget who might find it beyond his means to invest in extra auxiliary equipment.

However, the rule specifically states "change motor angle while underway" and does not cover transom height alterations.

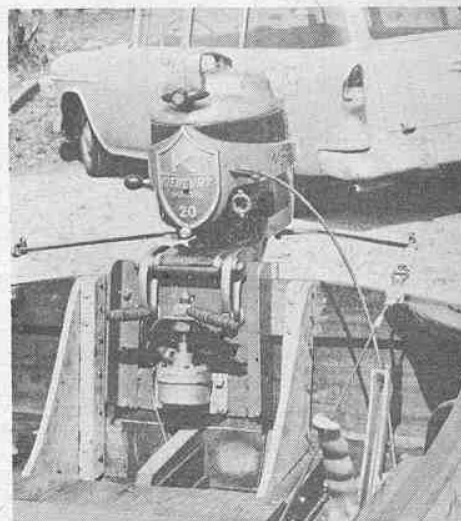
Ripley Williamson, a 42-year-old machine shop proprietor and machinist from Norfolk, Va., realized that the rules did not take into consideration an auxiliary device which could jack up or lower the motor on the transom while underway. There are, of course, obvious advantages to such a device as any experienced racer realizes. It's greatest advantage, of course, would

be in marathon competition. In long distance events, it's quite customary for the drivers to encounter in a single event water differences ranging from dead calm to nearly mountainous waves. Yet unless a marathon racer wants to sacrifice valuable time to stop, loosen his motor brackets in order to shim up or remove shims from under the motor bracket, he must adjust for a happy medium before the event. This means that generally speaking he will adjust his motor height to about a mid-

(Continued on Page 31)



Williamson points to hydraulic lift on his Sid-Craft. Piston is extended and motor raised on sliding transom bracket. Two-inch variation is permitted by piston movement.



Compare position of bolts on swivel bracket with photo at left; motor has been dropped one inch.

How to Select A Competition Outfit

(Continued from Page 16)

ticularly popular. The selector of an inboard hydro class, since any contestant presumably wants to be able to compete as frequently as possible during the active racing season in his area and against good competition, would be advised in general to avoid classes which for one reason or another have limited appeal and hence are not regularly carried on any but the most complete regatta schedules.

At the present, one of the most popular classes is the 136 c.i. hydroplane. Running this a close second is the smaller 48 c.i. hydroplane, with the 135 c.i. next in line, followed by the 266 c.i., the 225 c.i. and the unlimited. A new and promising class is the still probationary 280 c.i. group. Least popular of the inboard hydros are the 91 c.i.s and the 7 liter or junior Gold Cup class boats.

Since the initial investment in equipment is always a consideration, the two least expensive classes for a newcomer to inboard hydroplanes are the 48s and 135s, the former being the smallest, generally being powered by a Crosley modified-for-marine-use auto engine. The price of the powerplant for the 48 c.i. class, including all extras and permissible modifications, cannot exceed \$550. The 136 c.i. class, which is raced with any stock automobile motor built in the United States with a cubic inch piston displacement of no more than 136 cubic inches, and which must be raced in stock condition with only a limited number of relatively inexpensive modifications, is even cheaper. It is conceivable that one could have a 136 c.i. power plant ready to run at a cost of no more than \$400.

On the basis of budget considerations, the types of fuel permitted are also of interest. Gasoline may usually be obtained free of charge at the race course through arrangements by the regatta committee. The overhead of racing an inboard class with fuel restricted to gasoline is far less than in those classes where fuel blends, methanol alcohol or alcohol and additives are permitted.

Both the 136 class and the probationary 280 c.i. class fall into a restrictive category prohibiting the use of anything but gasoline fuel sold as regular or premium fuel by any automotive or marine service station. The 225 c.i. class restricts fuel to a maximum of 100 octane gasoline, making fuel costs a bit higher. The other hydroplanes are permitted to burn methanol alcohol or mixtures, depending upon specific class regulations and blended alcohol mixtures can become an expensive overhead.

There is also a class of hydroplane known as the Pacific One Design hydroplane with the power plant limited to strictly stock Ford V-8 60s. This, too, is a good beginners' hydroplane class, assuming your residence is on the West

Coast or around the vicinity of Maryland and Virginia in the East, in which two areas P.O.D.H. class activities are largely localized.

There are thirteen inboard runabout classes. However, three of these classes have only one registered boat and another has only four registrants so that these classes, D, F and K Racing Runabout and I Service can largely be ignored by the newcomer to the game. This is true, at least, unless you are more interested in easy pickings rather than keen competition. In two sections of the country there are reasonably strong localized classes, not recommended for people just entering the game who do not live in these areas. These are the C Racing Runabout, with a fairly strong following in Florida only, and the Jersey Speed Skiffs, largely limited to the northern section of New Jersey.

The most popular of the inboard runabout classes are 44 c.i., E and Cracker Boxes. The 44 c.i.s are powered by Crosley or Aerojet four-cylinder engines, run in basically stock condition on gasoline fuel. 44s have clocked as high as 50.74 mph through a mile trap. E Racing Runabouts offer a plenty rugged, fast and exciting class. The Es have motors of 246 c.i. piston displacement and a maximum motor price of \$1250. The one-mile record for this class is in excess of 85 mph. The Cracker Box class, largely a California group, powered by motors of 267 c.i. and a power plant price limit of \$1250. Cracker Box fuel is also restricted to gasoline yet a good one can run at better than eighty.

By far the most popular of all speedboating classes today are stock outboards. As with every type of speedboat racing, the classes are divided according to the cubic-inch piston displacement of the motors used plus restrictions on boat designs and weight.

The stock outboard classes like the inboards are divided into hydroplane and runabout competition, the hydroplanes being those boats designed to skim over the water's surface and the runabouts being boats of mono-plane or semi-displacement design. For the individual under 12-years-of-age, no real problem exists. The only stock outboard class open to the pre-teenager is J Runabout for motors of up to 7.5 cubic-inch piston displacement under A.P.B.A. rules, or up to 12.5 cubic inch piston displacement under N.O.A. rules. This is an ideal racing class for boys and girls and is the perfect starting point for the young newcomer.

The next larger class, motor-wise, is the A stock class in which both hydroplanes and runabouts see competition. The A class is open to drivers of 12 years of age and upwards and peak speeds are approximately 46 with runabouts and 50 mph with hydros.

Except for the JU class, as the letter designation increases along the alphabet, so does the cubic-inch piston displacement. The most popular of all of the stock classes is Class B, which also lists competition for both hydroplanes and runabouts. Top class speeds are

about 54 for runabouts or BUs, as they are termed—the "U" for utility—and 60 for hydros for BSHs. Class C, for motors of 30 cubic inches, is recognized for runabout competition with hydroplane competition increasing during 1956 on a probationary basis. This class has showed a rapid increase in popularity during 1956 with the introduction of the new Mercury Mark 30Hs. For several years prior to the 30Hs' release, the class had been slumping since no new motors were being made by a major motor builder. This class promises to become as popular as A, B and D, which list the most competition.

A class for 36 cubic-inch motors, raced in by Johnsons, Evinrudes and Buccaneers, termed "36" class, while less popular than AU, BU and DU, was removed from a probationary basis in early 1956 after a year's try and promises to increase during the current season. D, in which motors of 40 cubic inches are used, is also raced in by both runabouts and hydroplanes.

There are two additional classes, EU and FU, for motors of 40 to 50 cubic inches and 50 to 60 cubic inches respectively. However, due to the current lack of availability of motors for these two classes, they are largely inactive, but may be revived if the current stock outboard motor horsepower race continues.

Because of the far greater number of people engaged in stock outboarding today, estimated to be somewhere in the neighborhood of 4000 to 5000, there are always a large number of second-hand outfits on the market. Prices for a complete second hand outfit in good condition range from approximately \$220 for a J to \$700 or \$800 for D. For a wholly new outfit, a budget of \$500 to \$1000 should be put aside. The stock motor's vast appeal to the outboarding enthusiast has been the ready availability of the equipment to any newcomer to the sport in any area of the country. Since the stock outboard motors cannot be altered from their factory-built condition, no premium is placed on mechanical ability. Spare parts are also available through the normal outboard dealer outlets. This combined with fuel restricted to gasoline and petroleum based oils makes the upkeep modest.

The outboard classes, as distinguished from the stock outboards, have in general the same class designations based on cubic inch piston displacement of the motors. However, these motors may be, within the rules, altered considerably from their original factory condition. Balancing, porting, polishing, use of non-factory parts and other refinements are permitted. The motors themselves were designed strictly for racing with open exhausts, carburetors and fuel lines designed for special racing fuels. The racing outboard power plants are operated with blends of fuel made up of methanol alcohol, special oils and super additives such as nitromethane. These fuels are far more costly than gasoline and as a result the competitor's budget, once equipment

has been purchased, is considerably higher than it is for the stocks. The outboards, or alky burners as they are termed, hold the greatest appeal to those outboard racing enthusiasts who enjoy and have considerable mechanical ability, since it takes an expert's knowledge to keep these outfits running at peak performance or a large operating budget to have the motors worked on frequently by outboard racing speed shop specialists. Today, due to its gradually decreasing popularity, the second-hand outboard alcohol racing equipment is less expensive in general run-of-the-mill condition than a used stock motor although a used and proved hot alky engine frequently may cost 50% more than a new and unworked-on counterpart.

If much of your expected pleasure in the game will be in the minute refinements or modifications from stock, then the wiser selection would be the strictly-designed-for-racing type outboard motor or a modified stock, if their use is prevalent in your area. If, however, you are interested in competing in the most popular form of speedboat racing, in which you may expect to find opportunities to race several times a weekend if you can keep up the pace, with no requirement for specialized mechanical knowledge, then the strictly out-of-the-box stocker should be for you.

Having made a decision between the three different categories—inboard, outboard or stock outboard—you must decide between runabout and hydroplane competition, unless, as many drivers do, you plan to compete in both. Basically, class for class, hydroplanes are considerably faster with the same displacement motor than are runabouts. This is due to the inherent design characteristics of the two types of hulls. On smooth water the hydroplane is quite stable, turns flat and responds easily in the corners. The hydro, too, gives a much smoother ride as well as a faster one. The runabout, however, is less prone to capsize on rough water, though on smooth water it lacks the stable feeling of the temperamental hydroplane. The comparative costs of the two types of hulls are approximately the same.

In choosing a hydroplane hull, you will do well to observe the handling characteristics of a variety of different manufacturers' hulls in the class of your choice, particularly noticing the variations in performance they have under different water conditions. There are several different basic designs of hydroplanes: the conventional hydro of single-step configuration which today, despite its more stable rough water characteristics, is largely passed by in favor of the faster designed three-pointed and the less popular and still largely experimental four-point hydros. The designs are inherently more stable than others.

All classes impose an over-all weight restriction: a minimum weight that must be met by the combined weights of the boat and driver. A heavy driver

may elect a relatively light boat at a sacrifice of handling characteristics in order not to greatly handicap himself by exceeding the minimum weight allowance. By the reverse of this, an extremely lightweight driver may wisely select a broader, heavier and more stable hull since he has poundage to spare.

You will doubtless note, too, particularly in the runabout field, that each manufacturer's hull in any given class will vary from that of its competitors. One design may out-turn another and be particularly well suited for competition in an area where closed course racing on relatively short courses or courses with single-buoy turns prevail. Another type hull may be at its best on rough water and perhaps should be selected by that individual living in areas where most of the racing is conducted on exposed windswept harbors and bays. This same type boat would be the desirable choice for marathon events if course conditions could be expected to be fairly choppy. Another make of boat may be excellent for smooth water conditions. The reason that there are a large number of successful hydroplane and runabout manufacturers whose designs vary is based largely on these variations in handling characteristics. There has yet to be the perfect all-purpose racing boat so your ultimate selection must be based on observation, advice from other drivers in your immediate area and will in the final decision as likely as not be colored by your personal feelings.

The class you select in any of the three categories will thus be a blend of budget considerations, desire for speed (check the records here to learn the potentials; a glance at the tabulations published by each sanctioning body in its rule books will aid you on this score), plus your desire and willingness to travel extensively to get into competition or the availability of leisure and travel time at your disposal.

Just as in any other sport, even though you may be a "natural" at the game, you will only gain finesse and skill with extensive practice. It isn't recommended that the newcomer try to break into the sport at the top of the high speed brackets. Move up as you gain experience. Sure, if the only thing that interests you is an Unlimited Class Inboard Hydroplane, then go into it, by all means, but it might be wiser to get your early experience in something not quite so hot. Better not go into any class of racing with the expectations of being a world beater at the start. Even the best equipment needs a shakedown and set-up period before maximum performance can be accomplished. And usually even the poorer veteran drivers will know more tricks about the game and be better able to handle their routine equipment than the newcomer with a really going piece of machinery. For your first few races at least, don't over extend yourself, gain experience in the back of the pack until you are ready to make your bid against the best in the game. (End)

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

It's News

(Continued from Page 26)

at front 17½ inches. Hatch is supplied, complete, with installation blueprints, at \$89.50. The Aluminum Marine Hardware Company, Auburn, New York, will mail literature to any who request it.

BATTERY-POWERED UTILITY LANTERN

The Radar-Lite, by Burgess Battery Co., is a modern lantern powered by a two-in-one dry battery. It is said to be



wind- and weather-proof; the electrical circuit is simple but rugged. The lantern is \$8.95 complete with battery; replacement batteries are \$2.45 each.

NAUTALLOY BOARDING LADDER

Aluminum Marine Hardware Company have just added the Nauta-ladder, a modern, boat boarding ladder. Boating today is hardly complete without all the extra fun that goes with it . . . such as water skiing, swimming, etc.—and for these sports a boarding ladder is handy to have around. Hang Nauta-ladder over the side; hooks are adjustable to fit any gunwale or transom ¼ inch to 6 inches in thickness. Three steps project ladder down 3 feet. This is a lightweight, sturdily constructed ladder that folds flat for easy stowage. It weighs 5½ lbs. and it floats.

Nauta-ladder is made of anodized gold aluminum tubing, 1-inch diameter. The steps are solid hardwood, and finished with a wood preservative. For protection against scratching, hooks are covered with white rubber. Six heavy-duty rubber bumper end-caps provide further protection. Rubber-bumper hold-off arms can be adjusted to hold off at several different angles and also can be raised or lowered to attach at any height on ladder, from top to bottom. It is completely assembled and ready for use. The Aluminum Marine Hardware Company, Auburn, New York, will mail literature to any who request it.

EASY STARTING SPRAY

The Spray Starting Fluid Company, P. O. Box 584, Camden 1, New Jersey, has come out with a novel pressurized can which includes a spray starting fluid. The propellant used is inert. The

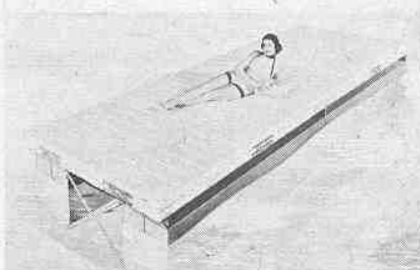
contents of the can are claimed not to evaporate in storage and the handy nozzle is designed to spray fluid into the air intake of an outboard motor carburetor. Of interest to the stock outboarder as well as to the racer of stocks or alky outfits, the starting fluid is claimed to spray at 65° below zero and will remain safe at temperatures up to 180° F.

RACING FUEL AND COMPONENTS

R. J. Brown Company, 1418 Rittenberg Ave., St. Louis 10, Mo., long time distributor of Bronoco Solvents, is at work on a new racing fuel for outboards, soon to be released, which will be called Hydro Fury. The St. Louis outfit also handles racing fuel components. Benzine, five-gallon can, \$5.00. Castor oil, five-gallon can, \$11.20. Nitromethane, five gallons, \$16.25. Methanol alcohol, five gallons, \$4.20; fifty-five gallon drum, \$29.70. All prices are f.o.b. St. Louis with no charge for cans, except fifty-five gallon drums (which are returnable) at \$1.75.

NEW STEEL FLOATING DOCK

A new sectional steel floating dock for extra deep shorelines, fluctuating water levels or for waterfronts plagued by muddy bottoms is announced by Standard Steel Products Mfg. Co., Milwaukee, Wisconsin. Designed for easy one-man installation, the new Standard Steel Floating Dock replaces the steel-drum type of flotation. It consists of the Standard steel platform mounted on two sets of twin steel pontoons especially designed to provide a load-carrying capacity in excess of 3000 lbs. Basic sizes begin at 6 feet wide by 16 feet long—a size that has proved of greatest



possible stability under most water conditions, riding the waves like a big boat. Any additional length can be achieved by adding regular 6-foot by 8-foot floating sections. Water ballast can be added to the pontoons to bring the platform closer to the water, where desired, and special baffles are built into each pontoon for additional ballast stability.

The new "Standard Steel" Floating Dock can be secured to shore by means of a special hinged approach section allowing for free up-and-down movement while still maintaining necessary side rigidity.

Further details may be obtained by writing the manufacturer, Standard Steel Products Mfg. Company, 2836 South 16th Street, Milwaukee 15, Wisconsin.

NOMAR MARINE PRODUCTS

All Nomar marine products are coated with thick vinyl plastic to prevent boat damage and insure long wear. Nomar boat hooks, made of high strength aluminum alloy, come in standard 4½ and 6½ foot lengths, \$8.25 and \$10.25. Useful on both small and large craft, due to light weight, they are approved by boat manufacturers, and float as a complete unit.

Welded metal Nomar battery boxes are acid proof and electrically insulated to eliminate fire hazard, the maker claims. They are secured in place by hold-down lugs while a snap-on handle



makes carrying easy. A cover eliminates danger of shorting and protects clothes, boat and car from acid. Model No. G1 for Group 1 automotive batteries, Model No. G2 for Group 2 automotive batteries. Model No. G12 for 12-volt Chev. and Pontiac batteries. Special for Mercury outboard motor owners—Nomar GA battery box. \$15.00 each.

Easily removable Nomar tank holders keep the fuel tank in place while preventing damage to boat or tank. They are provided with anchor screw holes. Models available for the following tanks are: E-J-4 . . . Evinrude or Johnson 4 gal. tanks. E-J-6 . . . Evinrude or Johnson 6 gal. tanks. M-6 . . . Mercury 6 gal. tank. SA-46 . . . Scott-Atwater 4 & 6 gal. tanks. E-J-6 also fits 6 gal. tanks used with the following motors: Buccaneer, Brooklure, Royal, Hiawatha, Sea Bee and Sea King. List prices: \$5.75 to \$6.50.

The Nomar anchor is of the modified "Navy-Type" design to insure good holding power. The plastic cushion effect means quieter stowage while protecting hull paint and glossy deck finish. Nomar anchors are available in 5, 10 or 15 lbs., with production soon to start on heavier weights. List prices: \$5.75, \$9.00 and \$12.00.

"BOATS TODAY," VOL. II

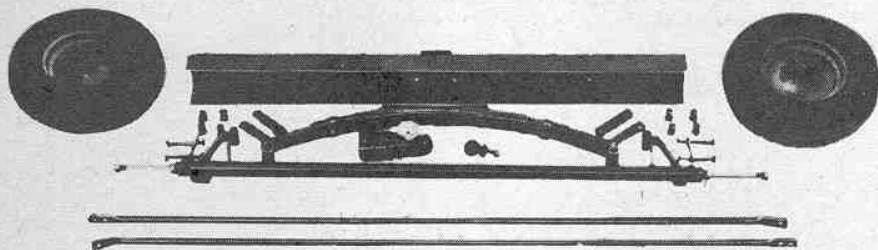
"Boats Today," Volume II, is off the presses, reports Universal Motor Company, Oshkosh, Wisconsin. All new from cover to cover, it is crammed full of fascinating designs and authoritative

"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.



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The Selma Boat Trailer Kit comes as basic kit with choice of 500 or 700-pound capacity. Accessories such as fenders, chocks, tie downs, winch, etc. may be added. Selma Trailer Co., Selma, Calif

descriptions with a broad selection of modern, interesting pleasure boats—151 in number.

This pleasure craft guide is a rich rehouse of modern designs with virtually all types of pleasure boats included, both power and sail. It has profile, accommodation, perspective and cutaway drawings, plus factual descriptions that "take the reader aboard" the 151 designs by 88 well-known naval architects. In the sailboat department it includes all popular types. The range of power boats is as broad as it is interesting, with all popular sizes and types for just plain cruising, sport fishing, water skiing, speedboating or lazy houseboat living. It includes many motor sailers plus husky offshore boats that promise to make the reader dream of faraway ports and waters.

In Volume II, "Boats Today" introduces a special section which carries designs and details on today's popular small family cruisers and runabouts with V-Drive inboard power. Many of these designs show how boats 20' and less can provide comfortable, safe cruising for families—and still be trailed over the highways. Among the new ideas pictured in the V-design section are new sailing boats with transom-installed power plants for added room below deck.

Again, Unjversal includes a complete up-to-date alphabetical listing of all American and Canadian naval architects well as labeling each design where plans may be obtained for home building by the amateur or local boat builder. Volume II of "Boats Today" is the same price as the first book, \$1.00. Copies are now ready for immediate **BOAT SPORT**

mailing by writing the Universal Motor Company, 541 Universal Drive, Oshkosh, Wisconsin.

FOLDING BOAT ANCHOR

The J. F. Anchor Company has announced a light (3¾ lbs.), folding boat anchor. It has no sharp points, and folds to 5" x 12". Open it is 17" x 12". Its trip spring device at the top enables the user to pull it out backwards, should it become snagged. Further information from J. F. Anchor Co., P. O. Box 263, Silvis, Ill.

Hydraulic Motor Lift

(Continued from Page 27)

way distance between a peak speed height for calm water and a safe, efficient and non-cavitating height for rough water.

One of the reasons that the S.O.R.C. considered accessory devices unsafe is that all too frequently they were jury rigged and usually caused drivers more trouble than they would have encountered without them. Frequently they were flimsily built and a driver might angle out his motor for a smooth water stretch, discover when he hit rough water that his device would not alter the motor angle and as a result the hull would be handling in a far too flighty manner to be considered seaworthy for rough going.

Rip Williamson's device, however, is both safe and efficient. At present, at least, it's in complete conformance with

E-Z FOLD OUTBOARD MOTOR CARRIER

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

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

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Type of boat _____

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the rules. As the experienced driver knows, a variation of as little as 1/8" in transom height under certain water conditions can offer a speed advantage of from 1 1/2 to 2 mph. Such an advantage would win races. To be able to simply tug lightly at a toggle, simpler to operate than the hand choke of an automobile, to offer a delicate range of height adjustments within a 2" span, is certainly an ideal situation.

One reason that Rip's arrangement is a safe one is due to the fact that the motor clamps are secured directly to a steel plate front and back of the transom. This U-shaped plate fits into a slot or rails formed by four sections of angle iron, two in front of the transom and two aft. The motor cannot vibrate free when clamped down properly, any more so than it could from a normal thumb tight bite on a transom.

An inspection of the photographs

will show the location of the slave cylinder, that is, the response cylinder, bolted into position securely to a metal plate, in turn bolted directly through the transom above the keel. The slave cylinder, which was built by Williamson, is an aluminum casting with a stainless steel liner fitted with a piston and the actuating piston arm, which is bolted to a plate welded to the sliding bracket on which the motor clamps. As the piston in the slave cylinder moves downward or upward in response to actuation from the master cylinder, the rod extension lifts or lowers the plate automatically lifting or lowering the motor height. The master cylinder is located forward of the dash. It is constructed of brass. The air compressor contains liquid freon in a two-pound can, which is sufficient to operate the master cylinder through approximately sixty complete cycles. (End)

first heat. In that canto Clint Caven, Jr., of Little Rock, Ark., and Ralph Scott of Paducah, Ky., also led Konig into the finish line. The first three helmed American built modified-to-alcohol stock motors. However, with due credit to the Konig motor and perhaps less to Konig's driving ability, German helmsman had started dead last in a fourteen-boat field and, with his motor screaming, worked his way up through the pack to his fourth place finish. He was clocked at 22 seconds behind Haley, the winner. In Konig's second go, however, the West German racer skimmed through to take the checker with a comfortable 9 seconds advantage ahead of his nearest threat, Clint Caven, Jr., over the short three-lap, 3 3/4-mile distance. In that heat Bill Holland of Osyka, Miss., and O. M. Gardiner, Shreveport, La., took third and fourth spots.

The German-built Racing Motor

(Continued from Page 9)

Motorboating regulations somewhat different displacement restrictions were placed on motors, the Konigs which will be raced in the United States will conform with the regulations of the N.O.A., the sanctioning body which has accepted them. This means that in three instances, that of the B and C alcohol burners and the B stock motor, the motors will be made with slightly reduced cylinder bores. The C Konig, which in its European version is 30.2 c.i., has been reduced to 29.8 c.i. for export. The B alkies and B stock motors have been reduced from 20.8 c.i. to 19.87 c.i. The JU, which in its European version displaced 10.5 c.i., has been increased to 12.15 c.i. to take full advantage of the 12.5 c.i. maximum limitation. Though the U.I.M. regulations permit 15.25 for Class A stock or alcohol, the German-built Konig is 14.82, so the bore and stroke will be unchanged in the United States version.

Konig outboard motors have been manufactured since 1928. As early as 1935, a 10.5 c.i. Konig, comparable in size to the current Konig J, set a 39.18 mph record on alcohol fuel. This European mark stood until 1954. The JU motor today, a single cylinder job with a 9:1 compression ratio, is said to develop 14 horsepower. The A racing motor has a 14:1 compression ratio, the B stock 9:1, the B and C racing 12:1. The A, it is claimed, delivers 23 horsepower, the B stock 24 horsepower, the B racing 30 horsepower and the C racing 45. These advertised horsepower are developed at 6000 rpm with the J stock, 7000 rpm with the A racing motor, 6500 with the B stock, 7000 with the B and 7000 rpm with the C.

All the motors are equipped with cast-iron cylinders, watercooled aluminum-alloy detachable cylinder heads, and one-piece forged chrome-steel alloy connecting rods with ball or roller bearings throughout. Water cooling is from

a scoop at the leading edge of the lower-unit gear boxes. The motors are set up for a basic transom height of 12 inches, which will necessitate cutting down transom heights of almost all American built hydroplanes or runabouts.

Valving material is a lightweight nylon plastic. The J motors are equipped with Romag magnetos of the flywheel type, the A's and B's are equipped with gear driven Bosch magnetos, and the C racing motor with a Scintilla. Magnetos on all but the J are externally mounted. Internal rotary valves, are changed since original specifications used on the J, B and C motors, while the A is of a three-port type. All the motors are equipped with Amal carburetors, the J with a single carburetor, the As and Bs with duals, and the C with triple carbs.

The stock competition motors and the alcohol burners are all equipped with 13:13 gear-ratio lower units, though the specification sheet lists the gear ratio of the JU optionally at 12:25 or 12:15. This ration has been changed since original specifications were filed.

The J motor weighs approximately 40 pounds, the A 50, the B stock and the B racing motor 70 pounds and the C racing motor 99 pounds. Though to date no prices by United States' dealers have been announced, Outboard Motors, Ltd., of Whitstable, Kent, England, have set up f.o.b. prices including crating costs as follows: J class motor, \$235; A class, \$333; B class, \$378 and C class, \$635. Approximate freight and insurance costs for the United States would be \$16 per motor.

To date Konigs in competition in the United States have not proved to be runaways. On April 29 at Caddo Lake, Shreveport, La., Dieter Konig made his first American competition appearance with both B and C alcohol versions. In B class, Konig placed fourth to Bubba Haley, Blanchard, La., in the

In the C class competition, in the first heat, Konig again got off to a relatively poor start, this time in fourth position on the outside of the pack. He finally drove his way up to second spot at the finish, only 1 second behind heat winner Earl Griffin of Eldorado, Ark. In-coming through to second, Konig beat, among others, Bob McGinty, Corpus Christi, Tex., and Dick McCullough, Big Springs, Tex., both plenty hot boys in C competition. In the second heat, which was again won by Griffin, Konig ran into motor trouble at the end of the first lap, though at this stage he had been led by both Griffin and McGinty.

On May 6th at Houston, Texas, N. Carstens, a Konig dealer, entered his B class Konig in the hydro events. Despite the fact that the motor had not been tested and the boat's transom was hurriedly cut down at the pits just before the B heats began, Carstens laid the motor's reputation on the line and his new product turned in a better than average performance. Without adequate time for set up, the rig ran second in one heat against copious and aggressive competition, mainly made up of Lone Star Boat Racing Association drivers.

It would seem to be too early to offer any United States competitive analysis of the motors. The Class A alky burner and the JU have yet to make their appearance, and too little has been seen of the other motors in competition to offer a fair report. But one fact is incontestable, the motors have already been proved in Europe, where in 1955 they accounted for all of the European Championships in which they were entered.

How the triple-carb C will stand up against Johnson PR-65s and modified-to-alcohol Mercury 30Hs is anyone's guess at this time, as will be their performance in other classes. At least a part of their success will be determined by who their drivers will be and what caliber company they run. Regardless of this, however, it will be interesting to have some foreign competition in the American racing scene to offer a change of pace. (End)

Bermuda Ocean Marathon

(Continued from Page 19)

closing run had kept the bow out of the water, and it was not until he tied up at the Transportation Wharf in Hamilton that the water came pouring in. A quick bailing and towing operation saved the boat from sinking.

It was a tough race for men as well as boats. The pounding seas resulted in equipment damage to all ten boats. And there wasn't a single skipper or crewman who escaped a good bruising. However, no serious injuries were reported.

Only Bermudians took part in this year's race, although next year the competition will be thrown open to any qualified outboard racing enthusiast from outside the Colony. The plan is to stage the 1957 race during mid-June when conditions are much more favorable.

Because of the difficult and unusual conditions that exist, the Bermuda race demands many modifications of the conventional outboard-type racing practiced elsewhere. Every boat must carry at least two persons because of the constant danger of capsizing. In addition, an entered boat must be completely seaworthy as well as being a good racing craft. This means, of course, that the hydroplane or Continental type of hull is out since it obviously would not stand the pounding of the waves in normal open sea conditions.

Every boat is required to carry an anchor and 50 feet of line so as to guard against a craft whose engine has quit from being washed against reefs and shore cliffs. A minimum of 24 inches freeboard is another requirement in order that the boat will be able to take big waves in a running sea. A set of paddles as well as life jackets also are part of the standard equipment.

It is easy to see that the prime object of Bermuda outboard racing must be safety over speed. And there is no doubt about the fact that this is a sport which clearly demands the best in seamanship, mechanical skill, physical stamina—and loads of courage. (End)

Torque Talk

(Continued from Page 20)

the 20th of August, the U.S. Unlimiteds can compete in any number of Unlimited class events, and as of the later date, the six craft with the highest number of points scored in any two races will become members of the Harmsworth Team, and will so be recognized by a plaque. Then, utilizing the points scored in regular fashion, plus bonus points scored or credited on the basis of the miles per hour and fractions thereof (up to three decimal points) by which each finisher exceeds the average speed of all eligible finishers within the legal time limits in said heats, the total points earned on this basis in the two final heats comprising the two regattas

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used for scoring, shall constitute point evaluation toward acceptance on the Harmsworth Team. The first six boats whose points total up to make them thus far eligible now are broken down into two categories, Primary and Secondary, depending on how high or low on the point scoring totem pole they are as of August 20th.

The Primary Group, those with the three highest totals will then have to further qualify by running trails over the five-nautical-mile Harmsworth course on the Detroit River for the full 35-mile distance. The top boat in these qualifications will then be designated as the Number One defender, with the second and third boats being placed accordingly, but only IF the driver of said boat is acceptable on the basis of ability and experience, and further provided that the craft, owner and driver all meet the Royal Motor Yacht Club and the Y.A.A. requirements as to eligibility.

After all this, the Defender Selection Committee of the Y.A.A. reserves the right to re-evaluate the final position of all craft, if unusual conditions and unforeseen situations arise. So, if you happen to be an Unlimited owner with thoughts toward defending the honor of the United States in the British Inter-



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national Trophy race in Detroit this August, we heartily recommend that you start right now polishing up not only your racing equipment, but also your reading glasses to ferret out the small print at the bottom of the conditions. With the exception of Commodore Stan Dollar of the Y.A.A. and Gib Bradfield, former A.P.B.A. president and long time competitor, none of the twelve-man Defender Selection Committee has ever been in a current Unlimited and cannot be considered expert on the capabilities of the individual craft. Seems like it might have been a bit more practical to have the final selection committee composed of the owners or drivers of the craft which did not get into the Primary Group, but that just isn't the way the ball bounces with these international affairs.

THE SEAFAIR TROPHY RACE, scheduled for August 5th at Seattle's famous Lake Washington course, will be a great day of racing with five thirty-mile heats on the program. The zinger in this Unlimited hassell is in the third condition of the recently publicized revised rules, which reads "The \$25,000 prize money offered by Greater Seattle will be divided among the first three places in the FINAL heat only, as follows: \$11,000 to the heat winner, \$8,000 to the runner-up and \$6,000 to the third place boat." Thus top money may not necessarily go to the Trophy race winner. WOW!

Of the twelve fastest qualifiers, six boats will be drawn by lot prior to the race to run in the first heat, the remaining six boats going into the second heat. A draw will be made at the same time to select the boats to race in the third and fourth heats. By this method, with the field limited to six starters, the speed-hungry Seattlites will have an Unlimited program of five heats of racing, each heat consisting of thirty miles, or a total of 150 miles of competitive racing, even though any one boat will travel only a maximum of 90 miles, if it qualifies for the final heat. Unlimited racing will be at its best in Seattle, and the final heat with all that cash sitting on the finish line should be out of this world.

DATES FOR THE several A.P.B.A. Inboard National Championships have been announced by Frank Foulke, Vice President for Inboards of the A.P.B.A. Millville, N. J. gets the 44 cu. in. runabouts on Sept. 2 & 3; Merced, California plays host to the 48 cu. in. hydros and the B Racing Runabouts on Lake Yosemite on July 15; Salton Sea, California, on October 20 & 21, was awarded the 135 hydros, P.O.D.H.'s, Cracker Boxes and E Racing Runabouts; Buffalo, N. Y. also has several titles on the line on August 11 & 12, with the 7 Litre, E Service Runabout, and F Service Runabouts vying for the honors; Melbourne, Kentucky has the 225 hydros scheduled for Sept. 15 & 16; and New Martinsville, West Va. will put on the 136 hydros and the 226 hydros. Incidentally, the Magnolia Yacht Club

at New Martinsville was awarded the honor of having put on the outstanding inboard regatta of 1955 by the American Inboard Association at their recent annual meeting.

THE A.I.A. has been spearheading a drive over the past several years aimed at safety in inboard racing, and most of the propositions put before the A.P.B.A. by the A.I.A. have become part of the general procedures followed at regattas in regard to safety. Another group which has been working on the same overall picture is the inboard contingent of Region 6 of the A.P.B.A. spark-plugged by Al D'Eath, sometime limited and Unlimited inboard hydro driver. Recently, the officers of Region 6 adopted some safety rules which they claim will be enforced at all inboard regattas within the region. Excerpts from these rules indicate that only crash helmets approved by the A.A.A., its successor, or by N.A.S.C.A.R. will be allowed. Life jackets must have the collar securely fastened under the chin, and must also have shoulder straps which run down the front and back of the legs, secured around the thigh and below the knee with leg bands, said straps to be securely attached to, and worn with the life jacket. Further life jackets equipped with zippers or buttons alone will not be allowed unless an additional heavy web or leather belt is worn over the jacket around the waist.

Doubtlessly, D'Eath and his group have spent a lot of time working out these proposed safety rules; however, there are some pitfalls in getting too much harness into the life jacket busi-

ness. The findings of the A.P.B.A.'s Inboard Racing Commission on life jacket requirements seem to be a bit more logical and enforceable and also more understandable for all concerned. The I.R.C. by unanimous vote agreed on the following safety recommendation which became part of the rules on July 1st, 1956. Briefly, here is the I.R.C.'s safety rule: collar on life jacket must be securely fastened at all time while on the course, racing or testing. Leg straps must be securely fastened to life jacket. Kapok must be securely fastened in life jacket.

In addition, the I.R.C. has ruled that henceforth all boats finishing a heat must proceed 500 feet past the finish line, turn inside the course and REMAIN inside the course until all boats have finished the heat. The Referee may, at his discretion display a yellow flag, indicating "return to the pits," if conditions so warrant. All drivers recognizing a recall signal so signify by holding up one hand in recognition.

These all seem to make good sense, and from this perch, it is extremely gratifying that at long last the sloughed-over safety conditions which have existed in the past seem to be becoming vitally important to drivers and officials alike. We especially like the idea of having a recognition of a recall. For too long, and too often, drivers in all categories of motor boat racing have avoided looking at the official stand as they make each circuit, and trying to stop a race has often required action just short of loading the starting cannon with buckshot and shooting the lead driver. (End)

Ball of Fire

(Continued from Page 25)

to bat for this father, enrolling as one of Michigan's Gallant Sixty Thousand, and in his first weekend at the home defense job sold \$3600 worth of E Bonds and before his initial campaign was over he had sold \$5000 worth.

The following year, Glenn was at it again. He considered that it was his bit in the war as a land-borne crew member of the Sustain. That year he boosted his sales to \$25,775 worth. By the end of 1944 Skip had established a record for a pre-teen salesman, selling a total of \$75,000 worth of War Bonds—not bad for a nine year old! During these two years, Skip, from money he had earned doing odd jobs for his parents and neighbors, personally selected, bought and mailed presents to the crew members and the officers of his adopted ship.

In 1945 the urge to get on the water himself was irresistible. Souvenirs and letters from his senior shipmates didn't wholly fill this yen so when he found a beaten up kayak tossed ignominiously on a city dump, Skip dragged the wreck home. He patched the multiple tears and holes with adhesive tape. Two wheels from a coaster wagon, plus a

2"x4" as a tongue made up his first boat trailer. On top of the tongue he lashed an old mattress and on top of this padding the kayak was tied. With this weird jury rig hooked to a bicycle, Skip started regular trailer junkets between his home and the Detroit River. He even made one successful crossing of the river, though anyone looking at the rig would have had serious doubts whether it could float and Skip's parents would have been anything but complacent had they known he was venturing out beyond wading distance from shore.

Later, his uncle Glenn Anderson, for whom Skip was named, blew the lid and fitted the kid out with a rod and reel and all sorts of accessory fishing gear. The next day his family discovered Skip standing on the back of the sofa in the living room practicing casting, which was a bit rough on lampshades and lamps. About this time Skip began asking for a boat and his family naturally thought Skip wanted it for fishing. A boat seemed a reasonable enough request, particularly in view of the fact that it would take Skip out of the house or away from the backyard where he had a habit of snagging fish hooks in the family laundry.

Dan Arena, of inboard speedboating

fame, was a family friend and since Dan was a boat builder, Hank Forcier decided to place his order with Arena. Apparently all Hank asked was to have Dan build a boat for Skip, stipulating price but not design, leaving that up to Arena, the expert. The boat was ready Christmas of 1950 and to everyone's surprise but Skip's it turned out to be a racing runabout. This was natural enough for Arena, who thought, designed and built largely in racing terms, but it came as a shock to Skip's parents. But by such a misunderstanding a racing career was born.

Skip christened the boat *A Bomb* and it carried the racing number B-3 M. It was powered by a secondhand mill Skip bought with the proceeds of a spare time job at a gasoline filling station.

Skip's first race was a 50-mile marathon on the Detroit River. Neither he nor his family knew anything about racing or setting up for racing. The only concession they made to long distance preparations was to provide Skip with a round five-gallon gas tank, complete with a long pouring spout. They had also thoughtfully stowed aboard another spare single gallon can for emergency use in case he ran short of fuel. He was supposed to hold the spare can with some hand or other, steer with one hand, work the throttle with one hand and somehow hang onto the big can as well. Skip was a couple of hands short for this performance. He tossed the extra gallon can overboard after a few miles but only after a loose eight-pound rectangle had given Skip and *A Bomb* a terrific beating banging around the bottom. The round can he squeezed between his knees although the long spout clobbered him constantly and thoroughly bruised him from chin to waist. Despite these handicaps, Skip completed the distance, finishing 17th in his class, with a few boats still behind him.

For a year and a half he raced at every opportunity he had but he failed to win a trophy. Then one day at a regatta, Skip met Lt. John Sjogren of Grand Rapids, who was a Congressional Medal of Honor winner during the second World War. Sjogren had been a member of the 40th Infantry Division and introduced himself after he saw the boat's name. Sjogren persuaded Skip to change the tag on his hull from *A Bomb* to *Sunburst*. The Medal of Honor winner's reason for suggesting the change was that the name *A Bomb* spelled death and destruction to him and he felt it was neither an appropriate nor a lucky name for a racing boat. This was in 1951 and Skip's *A Bomb* was re-christened *Sunburst*, named for the insignia of Sjogren's former Army Division. Maybe Sjogren was right, for within a week of the change of name Skip won his first trophy, a sportsmanship award.

Since 1951 Skip's boats—and like any active campaigner he has had a number of them — have continued to carry a sunburst insignia on a blue

field and the name *Sunburst*. Skip swears they carried him over the loser's hump and cites that a few weeks after the re-christening he took a third place at Toledo at the Maumee River Racing Association's regatta, his first time in the front ranks. Then on August 31st, Glenn got the checker first in his class at River Rouge and next day took another third.

With the switch-over to the Division's colors, Hank decided that Glenn was big enough for a more powerful motor, so he bought him a Mercury D. On September 7, 1952, with his new four-cylinder outboard, Skip copped his first major victory, an over-all win of the 105-mile Gull Lake Marathon.

Skip took his winnings from all his 1952 races, converted them into fruit cakes and candy which he sent to the Commanding General of the 40th Army Division, then stationed in Korea. On the 28th of December, 1952, Glenn Forcier received the following letter, which read in part:

Dear Skip:

Your wonderful Christmas gift arrived today and I want you to know how very much I appreciate it. The cakes are really delicious.

It wasn't hard to find where they would be most appreciated—I have kept one cake for myself and my staff and sent the rest to the hospital. It will add a lot to the New Year's dinner of the men who have been wounded.

Since I wrote you last we have returned to the line and have a lot of important real estate to take care of. However, like you and your speedboat, we have a winning team that will keep things under control . . .

Kindest personal regards,

Most sincerely,

(signed)

*Joseph P. Cleland,
Major General U.S.A.
Commanding
40th Infantry Division*

It was shortly after this that Skip and his friend Lt. John Sjogren learned from General Cleland that the 40th Infantry Division in Korea had adopted the nickname "Ball of Fire" in keeping with the sunburst insignia.

At seventeen, in 1953, Skip went to Syracuse, New York, for the A.P.B.A. Stock Outboard Nationals. His mechanic was his aunt, Mrs. Glenn Anderson. Skip, as the youngest Class DU driver in the country, took second in the final heat and an over-all fourth in point standing against stock outboard-ing's best.

In 1954 Skip entered three marathons, won two and finished sixth in the other. His firsts were in the West Michigan Marathon and Pirates Club Marathon. In the former, Skip also was awarded the sportsmanship trophy. It seems that Skip and Ray Lenk of Detroit were engaging in a real two boat duel, with first Lenk leading and then Forcier. Lenk had taken over the lead for the second time in the final twenty miles of the race and had approxi-

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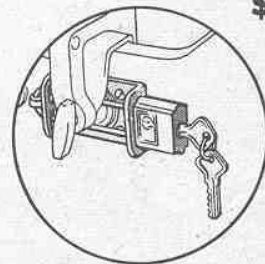
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mately a 500-yard lead on Skip when Lenk hit a cruiser wake, then conked out. Skip stopped to see if he could aid his stalled oponent and only continued when he found that Ray Lenk had broken his propeller shaft and had no choice but to be towed in. This stop was made despite the fact that the second place boat driven by Kenneth Wood of Chicago was already in sight.

Skip who has made a name for himself as a tough contestant on the course is equally as well known for his generosity and good sportsmanship. At another major regatta a year later, Skip had a really going D outfit and had been planning to run the motor in mile trials to take a shot at the national record the day following the championship events. Yet he learned that another D contestant had trailed in an equally long distance and was unable to compete due to motor failure during pre-race tune-up. Skip turned over the hot motor to him and didn't cry the blues when later the driver flipped, wrecking Skip's plans for a try at a new speed mark.

Last year Skip added a DSH to his racing outfit. In utility class in 1955 he took first places at ten major regattas, including the Great Lakes Divisional Championships, took a fourth in the Detroit Times Belle Isle Outboard Club Marathon, a second in the Top of Michigan Marathon and was leading DU at WinnebagoLand by half a mile with only eight miles to go to the finish when a steering cable broke and dumped him into the lake.

New to hydroplanes, he scored third in high points at three regattas, second in three others and finally broke into the DSH winning ranks with a first in the Capital City regatta at Lansing.

As this report is being written, Skip in his first two times out has already taken two firsts, one at the Lansing,

Michigan, regatta, another at Fort Wayne, Indiana, in DU. At Lansing he also broke in a new Mercury Mark 30H and finished second in CU. At the Norfolk, Va., Tidewater Marathon, Skip battled for first with the winner Nolly Simpson for better than half the fifty-mile distance when fuel troubles forced him to the sidelines.

What about Skip's early interest in the Navy? Well, in 1954, then a high school senior, Skip got his first taste of submarine duty as a Naval Reservist. That year he spent part of his Easter holidays 200 feet underwater at New London, Connecticut, taking a pressure test. With that requirement out of the way, Skip, who is now a sophomore at Michigan State, where he is majoring in metallurgy, plans his military service underwater.

As to his ambition on the water's surface—like that of nearly every stock outboard racer—it is to take a national championship. For three years Skip has been trying. Merely to qualify for the Nationals against approximately 2000 other hopefuls isn't too bad. Last year Skip merged a sixth and a fourth to take an over-all fifth in DU. This year, campaigning in three classes, he hopes to come out with at least one of the symbolic A.P.B.A. plaques. But whether he wins or not, Skip will carry the Ball of Fire Division's Sunburst emblem with honor. General Cleland in a letter to Skip stated, in speaking of Skip's driving ability, "It is plain that this Division has a worthy representative . . ." And stock outboarders in general can be just as proud of Skip as the officers and men of the Army's 40th Infantry Division, for the sportsmanship that he and others like him have engendered into the game will continue to make stock outboard racing the largest competitive sport on water. (End)

Boat Sport Covers the Racing Scene

(Continued from Page 13)

with Les Kahn, New York, for the first four laps. Then Kahn overcontrolled in a corner, spun out and partially swamped. From then on it was Murphy's race in a walk, finishing 1 minute and 5 seconds ahead of the New York driver in his Raveau boat *Navy Flyer*. Murphy had twice previously led the Solomons Marathon in DU class beyond the midway point only to have mechanical failures put him out of the event. This year, his Speedliner, powered by a Mercury 40H, ran the distance faultlessly to average 47.120 mph.

Dick Ellis, Falls Church, Va., a twenty-one-year-old machinist helming a Champion kit hull, put in a real bid for eight laps for third spot, finally passed Dr. James Tower of Clarkes Green, Pa., only to tangle with the limb of a tree and wind up in the D.N.F. column, with Tower moving up again for third.

The AUs, fifteen strong, and five CUs hit the starting point together. In CU, Gene Hornberger, Pleasantville, N. J., in a Sooy hull powered by a Mercury 30H, took first spot, followed in by Rich Holt, Bishopville, Md., with a Merc-Sid-Craft and A. W. Seeley, Jr., Norfolk, with a Merc-Carlson finishing third. Bob Jones of Richmond, Va., in a Carlson called *Troubles*, had none to speak of in taking AU, with Craig DeWald, Reading, Pa., second and Har Howlett, Norfolk, class winner at hometown event, finishing third at Solomons.

Among the AUs, Howlett, in his second try for the day, turned in an impressive piece of driving to move up from fourteenth position at the end of the first 4 1/4 miles to a third spot at the finish.

Rich Holt, in CU, very probably had the fastest of the 30-cubic-inchers despite finishing second. But Holt, like a shy bridesmaid, was left at the starting line off plane when the field got underway. The front running boat already had a three-mile lead before Holt was able to get up on top of the water and really moving. This initial disadvantage meant that Holt had to pass the entire A field and four other CUs, by which time distance had run out and he was never able to make a threatening bid for the winning spot.

The hydros, which brought the BSHs and DSHs onto the course simultaneously, was a fairly skimpy affair with only six B Hydros and two Ds. Within a few laps the drivers had strung themselves out all over the course and the event looked like pre-race testing. Everett Edwards of Washington, D. C., with a Speedliner hull powered by a Champion Hot Rod, the B contingent for approximately 1/2 of the 50 miles, only to encounter fuel problems in the final lap and finish the event ignominiously at the end of a tow line. Hard-working Sam Mason,



Named *Wetback* by designer Hal Kelly, this 9-foot 10-inch hydroplane accommodates the new 30 cubic-inch Mercury C motor as well as any Class B motor. Building plans meet all the A.P.B.A. specifications for these two classes and feature 23 step-by-step photos of the boat while in construction, plus full-size drawings of all ribs. It is estimated that the boat will take about 70 hours to build and cost around \$100. A scale is provided for making a 12-foot 9-inch D hydro from the same plans. From Hal Kelly's plans, 98 Anderson Ave., Bergenfield, N. J.

who had already done 50 miles in BU, topped the 20-cubic-inch hydro group in his Mercury-powered Marchetti three-pointer. Second spot went to E. M. Brown of Richmond, Va., four minutes later and Tom Barrett of Bethesda, Md., stroked in for a ho-hum finish eleven minutes after Brown had crossed the line.

The two DSHs put on a far better show, at least during the early stages, with Richard Ellis of Falls Church, Va., being pressed hard for the first five laps by Mel Hughes, Norfolk. Ellis had a bit more acceleration out of the corners while Hughes had the edge on straightaway speed but was unable to make full use of it until Ellis made the first of two fuel stops which spelled his defeat. Hughes carried enough fuel to make only one pit stop.

By contrast to the Solomons Island event The Detroit Times-Belle Isle Marathon found a healthy field of 124 drivers in five different utility classes answering roll call. Unfortunately for the Belle Isle Outboard Club, the Detroit Times and a number of civic leaders sparked by Detroit's aggressive and attractive Councilman Blanche Parent Wise, this turn-out was scarcely representative of the growing popularity of this Detroit 50-Mile Marathon. Through some still to be explained foul-up, numerous marathon racing specialists never received their A.P.B.A. announcements. It wasn't until a few days before the scheduled race that Chairman N. R. Kerns, who is the Commodore of B.I.O.C., learned inadvertently that even some of the marathon drivers right in Detroit had not received entry blanks. Nick and other members of his committee got busy on the telephone. The A.P.B.A. office sent out a special flyer bulletin, but unfortunately this, too, was fouled up since the special was buried in the same mailing that included announcements of three or four other races, so many drivers didn't even read that notice until too late. As a result, though trophies and merchandise awards totalled approximately \$1000 a class, many would-be competitors never did hear of the event or learned of it with insufficient time to trailer in from long distances.

Despite this, a combined field of 41 DUs, 8 CUs and 8 "26s" hit the starting line at the foot of Burns Avenue, off Memorial Park on the Detroit River, in a colorful display of flying rooster tails. Missing from the field was last year's winner, Dominic Martinez, who had been forced to retire from the sport due to medical reasons. Dominic, however, was on hand and viewed the event from an outboard cruiser anchored opposite the starting line. The bulk of the drivers were from Michigan, where newspaper publicity had given them the word on the event. However, some top-notch out-of-staters were on hand, including Eddie Tom, Fort Wayne, Ind., who was the lead boat at the start and was considered tough competition, having won the rugged 1955 Topinabee Marathon. Chet Michaels of Glenshaw, Pa., was also

BOAT SPORT

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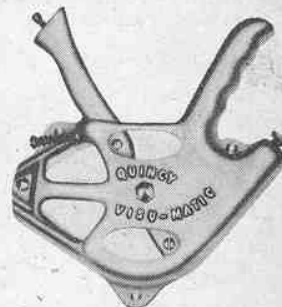
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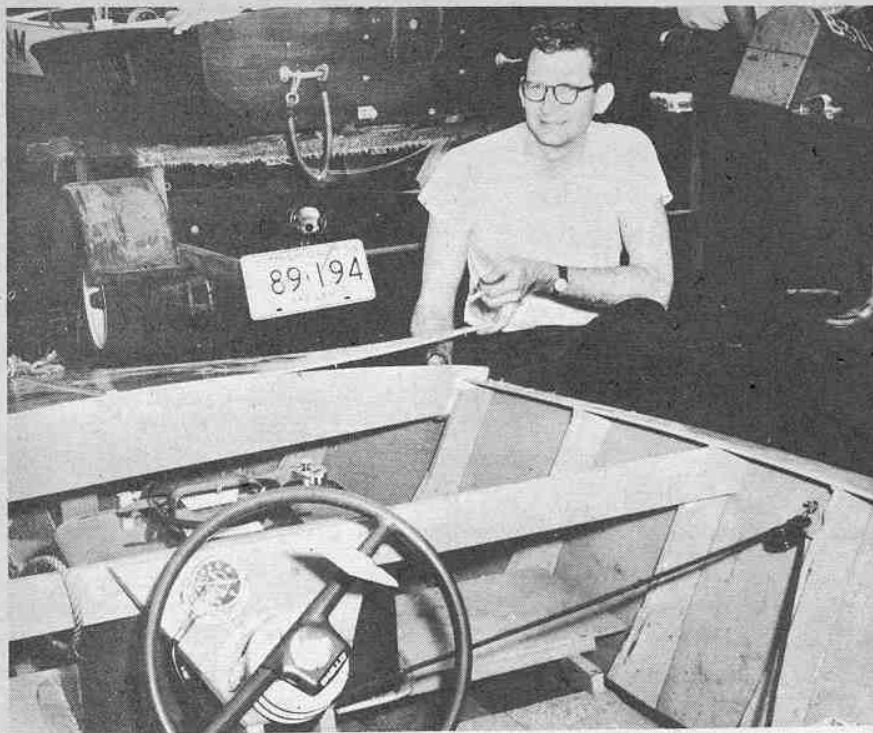
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CU winner at the Detroit Times-Belle Isle Outboard Club Marathon was Dunc Alexander, of Port Huron, Michigan, whose boat took a beating, suffering a torn foredeck and two broken frames.

among the first boats to break away, as was Les Kahn of New York, who won two of the big ones last year and has two seconds to his credit so far in 1956. Jim Shimanek of Chicago, Ill., headed a contingent of DUs from the Windy City. Gene Hornberger of Pleasantville, N. J., had trailered in with his CU job, which had first and second marathon finishes in as many 1956 starts. Sal Sidoti of Little Neck, L. I., N. Y., was helming the Johnson-powered Raveau which had won the "36" class at Norfolk under the helmsmanship of Pat Trozzo. An M.D., Dr. Fredrik Nyberg travelled in from Wichita, Kansas, for the event.

The course led down the Detroit River, under the Belle Isle bridge, the Ambassador Bridge, under the toll bridge to Grosse Ile and the County Bridge, to a turning point at Trenton, approximately 18 miles from the start. The first news to reach the spectators was that Jim Waldron of Burt Lake, Mich., was out with motor trouble midway to the turning point and that Larry Sorenson, one of the pre-race favorites from Muskegon, Mich., was already under tow. At the first check point, at Trenton, Leroy Scott, Detroit, Bob Jacobson, Flint, Bill Beers, Berkley, and Skip Forcier, Grosse Pointe, were grouped together within a few boat lengths of one another, running in that order. Next came Jim Hutchinson, Spring Lake, followed by Gale Cummings, Berkley, George Gillett, Jr., Racine, Wis., Jim Holden, Sr., Trenton, Leon Dragos, Melvindale, and Arthur Crane, Jackson, to account for the first ten. Forty-five minutes after the start, Les Kahn limped into the pits with

spark plug trouble and Scotty Drinkwater of Pontiac, Mich., was reported out with a broken prop. Forcier finally called it quits after shearing two pins and then being tossed out vaulting a wave.

Fifteen minutes after the first phalanx had churned across the line, 42 BUs got underway. The starting gun for BU served as the five minute gun for the 25 AUs so that the 15-cubic-inchers finally cleared the starting point twenty minutes after the larger craft had sped downstream.

First CU to reach the check point was a Speedliner helmed by William Magel, twenty-one-year-old realtor from Kalamazoo, Mich. Following him closely was Duncan Alexander of Port Huron, Mich. The CU race at this point seemed to be between these two drivers.

Gene Hawthorne was leading the BUs at the check point, and Craig DeWald, who had gotten away to a poor twelfth place start in AU, led at the initial check spot, tailed closely by Red Lambie, Wayne, Mich., in a Kay hull and David Hoggard, Trenton, Mich., riding third in a Sid-Craft.

The next check point, 36 miles from the start, was an upriver run past the official line where the drivers had been warned that they must pass inside the starting buoy on the left bank of the river so that the checkers could spot their numbers. Scott, who helmed a new Mercury Mark 55H on a Switzer, had built up a 30-second lead over Bob Jacobson, with Bill Beers two minutes behind Scott, tailed closely by Jim Hutchison and Gale Cummings. Among the first ten boats was Sam Webster.

Belle Fontaine, Ohio, the youngest DU driver in the race, a 16-year-old student. Webster either had failed to hear the instructions given at the drivers' meeting or he failed to realize his location. At any rate, the youngster, who did a nice job over the fifty miles, most of which was plenty rough, with waves up to 3 feet high, was disqualified because he steamed past the officials heading right down the channel. Though he was too far distant for his number to be spotted, the boat was painted a shocking pink with scotch light paint so there was no doubt in the officials' minds who the offender had been.

Dunc Alexander had taken over the lead of the CUs, followed by Red Irick, with Magel back in fourth spot and Hornberger, who made a noticeably miserable start as last of the fleet of 57 at the gun, had moved up into fourth CU position.

The first B through, running at this stage approximately 30th over-all and having passed many of DUs, CUs and all of the 36s, was Gene Hawthorne, Jr., Detroit, who already had the 1956 Norfolk Marathon to his credit. At this stage, Hawthorne had built up a 5-minute lead over second place BU driver Al Schaller, Detroit, who was being followed closely by Dossin Throop, 31-year-old Canadian from Ottawa, helming a homemade hull, Jim Smith, Birmingham, Mich, Norman Wargo of Roseville, Mich., and Jim Burnam, Conneaut, Ohio, were closely grouped, followed by Jim Holden, Jr., Trenton, who was having his own personal duel with Chuck Whitney of Birmingham, Mich.

Dave Hoggard, Trenton, had taken over the AU lead with a 30-second margin over second place man Craig DeWald at this stage.

Dave Werner, the previous year's BU winner, had flipped his Sid in the rough water stretch off Grosse Ile near Trenton.

One of the surprise performances was that turned in by Robert Moore, Royal Oak, Mich., in his Evinrude-powered Speedliner *Mad Mama*. Moore, driving a "36," which by all expectations should have been back among the tail end of the larger cubic-inch group, moved past the officials' stand in twelfth over-all position.

Six miles farther on beyond Peche Island is a lighthouse at the entrance to Lake St. Clair. At this final check point, Scott was still the over-all leader. The big 225-pound mechanic was leading by 54 seconds over Bob Jacobson, who throttle squeezed a Speedliner tabbed *Jumpin' Jake*. Beers was still riding third but Jim Hutchison had dropped out and Gale Cummings had moved up into fourth spot. Dick Beers of Berkley had improved from ninth up to sixth, though he was being pushed hard by Jim Shimanek of Chicago, who edged him out of sixth spot in a photo finish with both drivers clocked at exactly the same time, with less than 6 inches separating their bows at the checker point.

Scott won the event with a surprise.

ingly good average of 44.050 mph, considering the rough water conditions, and then a few yards beyond the finish line he stalled! Bob Jacobson came bouncing in 1 minute and 10 seconds later. Third in DU and over-all was J. Beers.

Duncan Alexander, Port Huron, with a wildly flapping deck and two broken boat frames on his homemade hull, won the CU event, followed 10 seconds later by Red Irick, Harvey, Ill., and Bud Kraus, Royal Oak, Mich., third. Alexander averaged 36.772 mph for the distance. Bob Moore had a better than 6-minute margin over his closest competitor in "36" class, averaging 36.640 mph for the distance. Just as Moore passed the finish line to get the flag, his steering wheel tore loose from its mountings and he spun out immediately in front of the officials' stand with a safety margin of only five yards between a D.N.F. and victory. Second position in "36" went to Jerry Van Conant, Presque Isle, Mich., who edged out Dr. Nyberg by 2/10 of a second in another exciting finish.

Gene Hawthorne really showed his rooster tail to his competition, beating second place finisher and 1955 winner of the Hague, N. Y., Marathon, Chuck Whitney, by 2 minutes and 17 seconds. Hawthorne averaged 38.432 mph. Al Schaller of Detroit took third among the BUs.

In AU, Dave Hoggard raced the last fifteen miles with a hole in the starboard side of his Sid-Craft caused by a wobble pump breaking loose and, though water logged, averaged a very neat 35.013 mph to win with a 9-second advantage over Craig DeWald, Reading, Pa. Dick Fuller, Mt. Morris, Mich., in a Rinker, came in third. Hoggard, a nineteen-year-old college student, is just as much at home in closed course competition as in marathon events. In his two previous 1956 campaigns, he had taken class wins at Lansing, Mich., and also at Fort Wayne, Ind. Both regattas were very well attended by the rooster tail clan. This was Hoggard's fourth try at the Detroit 50-mile event. He had previously finished second in his first year, third in 1954 and failed to finish in 1955.

The second place BU finisher, Chuck Whitney, is apparently at his best on rough water. He was 28th in his class at the first check point but as the wind increased and the chop became more noticeable, Whitney cowboied his way

up, boat by boat, through better than half the BU pack.

Few closed course events were slated during the lull between winter activity and early summer racing. Noticeable exceptions were A.P.B.A. events on the West Coast, Southeastern Boating Association competition throughout Florida, Georgia and Alabama, and the Lone Star Boat Racing Association's modified stock activities at N.O.A.-sanctioned events in Louisiana and Texas. At one of the latter, poor control of spectator boats gave the drivers a hair-raisingly rugged time. The particular event was staged on Old River by the Bay Shore Boat Club in the vicinity of Houston. Two drivers were toted from the course on stretchers, one still unconscious due to a harrowing vault over a cruiser wake, the other suffering cuts sustained when a pleasure boat wake caused another racer to be thrown from his rig and the boat ran wild into the pack nearly slicing the hapless racer's outfit in half. A bevy of ten other flips and crashes were attributable to rude water-borne spectators, some of whom even water skied along the fringes of the course during the actual racing action! This was one of the roughest races seen anywhere in the country.

Doyle Rains, Corpus Christi, copped the A Hydro events with Bubba Haley, Blanchard, La., heading the B Hydro contingent and Jim Griffin, Quincy, Ill., showing the D shingles boys the way home. In A Runabouts Cecil Anderson of El Campo, Texas, was the stand-out, with a local Houston driver, Roger Q. Smith, trading D Runabout heats with Jim Griffin. Bubba Haley dominated the B Runabout events, and A. C. Huff, Corpus Christi, and O. B. Aylor, another Houston driver, swapped front rank checker flags in the Free-for-all.

The number of flips and accidents were definitely unusual even for a regatta in which every class was represented by more than the maximum starting field limit. It should, however, make officials realize that it is within their prerogative to postpone heats until necessary steps have been taken to make the spectators and pleasure boats realize that fragile hydros and runabouts tangling at high speed have sufficient problems of their own without coping with mountainous wakes churned up by careless spectator craft. (End)

Around the Buoys

(Continued from Page 21)

est results, while for competition a transom height of 14" to 14 1/4" was the

DU, Kaminc propeller # 48-24588 is recommended for the 55H, with a straightaway transom height of 14 1/4" to 14 3/4" and a closed course transom height of 13 1/2" to 14 1/4". The best tilt pin hole appears to be the third.

DU and DSH drivers should also know that the new deep skeg unit which may be bought as a gear case housing, with all internal parts transferable from older units, may legally be used on a Mark 40H, KG-H or KF9-HD. Naturally, as the independent propeller manufacturers introduce new wheels, these should be tried with a hope to added improved performance.

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for the largest regatta in its history. The schedule calls for four full days of boat racing September 29 and 30 and October 6 and 7. Last year more than 225 entries were on hand for the annual event and this year it is expected that the entries may approach the 300 mark. Stock outboards in all classes are scheduled for the first weekend, with alky burner outboard events on the first day of the second weekend plus the first heat of Gold Cup boats for the Governor's Trophy. The final day will include inboard hydro races highlighted by the final heat of the Governor's Trophy for the Gold Cuppers.

During the week between the two racing weekends, additional water sports, parades, beauty contests, parachute jumps and other specialty features will be among the festivities planned by Bob Snelling and his committee. Regatta-minded Madison is receiving cooperation from the Junior Chamber of Commerce, the Lions Club, Rotary, Kiwanis Club and city officials.

ONE OF THE NEWER of the growing number of stock outboard marathon events is the 104-mile West Michigan Marathon sponsored by the Furniture City Boat and Sports Club, which has its headquarters in Grand Rapids. The Club's grounds are situated 20 miles west of Grand Rapids and 3 miles east of Eastmanville on the Grand River. The long-distance event starts and finishes at the Club's grounds. Charles C. Griffin, who handles the marine pages for the Grand Rapids Press and who himself has competed in stock marathons, furnished some information on the Furniture City Boat and Sports Club.

In three years this aggressive group has sponsored eight A.P.B.A. sanctioned events with a total entry list of 833 boats or an average of 104 boats per race, which is something of an entry record for other clubs to shoot at. The West Michigan Marathon, sometimes loosely referred to by the drivers as the Eastmanville Marathon, covers a course from the starting point down the Grand River to the village of Spring Lake, northward up Spring Lake to a turning point at Fruitport, then back to the Grand River and west to the City of Grand Haven. There the contestants encounter another turning point and after cornering, race back again to the club grounds. This represents a distance of 40 miles. The competitors do a second lap over an identical course to bring the total mileage up to 80. The final and third lap of 24 miles covers the route as far as Spring Lake and return.

In 1955, with 127 entrants churning the water, amazingly the first four finishers in DU were only twelve seconds apart at the end of the 104 miles. A comparison of the leaders' times points up the excitement of the close finish. The winner, Fred Snyder, Lancaster, Pa., completed the grind in 2 hours 17 minutes and 25 seconds. He was followed in 5 seconds later by Jim Shiha-nek of Chicago who clocked 2:17:30.

Next came Bob Cooper of Chicago in 2:17:33 and Bob Jacobson, Flint, Mich., in 2:17:37. Shimanek in a heart-breaker had led most of the distance and a mile from the finish appeared to have the race in the bag. But for Jim it was a hard luck event for as he neared the finish line he was running low on gasoline. His motor spluttered, coughed momentarily and that was enough to drop him back into second spot. Shimanek ran completely out of gas fifty feet over the finish line. If the motor had coughed a second time Shimanek probably would have finished third or maybe had to paddle home, but another half pint of gas and he would have been the winner.

Drivers who have never competed in the Eastmanville area will have an opportunity to look over the fine facilities of the Furniture City Boat and Sports Club at a closed course A.P.B.A. stock outboard event slated for September 1.

AT LOWER LAKE PLEASANT, Arizona, April 29, the second annual Boys Club Race under N.O.A. sanction featured events for A, B, C Hydro and C Racing Runabouts, B and D Stock Hydro, BU and CU, with the Arizona Navy Boat Club handling the affair. One of the interesting features of the event was \$200 in tow money which was split among the ten drivers who failed to win any of the generous purse money in any of the events.

The day's outstanding racing was turned in by Johnny Craven of Los Angeles, Calif., while Elgin G. Surfside, Calif., and Ken Hutchison, Winslow, Ariz., provided unscheduled thrills with flips in B Stock Hydro. Ralph Homes of Phoenix and Harry Sappington of Holloman Air Force Base, New Mexico, added to the pre-race excitement when they flipped the day before the event in practice. Unfortunately, Homes lost a lower unit and clamp-on bracket which was not recovered.

OCCASIONALLY it's the long haul drivers who take home top honors. Such was the case at Houston, Tex., on May 7, at the boat races staged at Bayshore Boat Club on Old River under the sanction of N.O.A. Jim Griffin who had trailered in from Quincy, Ill., to pit his skill against the hot modified stock drivers of the Lone Star Boat Racing Association took the high-point trophy with 1725 points, dominating the D Hydro events with straight wins, taking one first spot in D Runabout and a third in B Runabout. In addition to this Jim also picked up another 300 points running out of the first three but still well up in contention.

ALSO DOWN IN THE TEXAS AREA at the Eighth Annual Neches River Festival, a crowd of 12,000 paid spectators ignored overcast skies to watch a series of fourteen modified stock races staged under the sponsorship of the Neches Boat Club and also featuring the hard driving of the L.S.B.R.A. racers. The

star of the day was O. B. Aylor, Houston, who took one heat of F, one Free-for-all event and a second place finish in each of those classes. Aylor just barely shaded Clay Pettifer of Lake Charles in point tallying for Pettifer traded F and Free-for-all wins with Aylor, took second in another heat of F but a fourth in the final heat of Free-for-all which gave the point honor edge to the Houston flash.

DON L. GUERIN, Stock Outboard Racing Commissioner for A.P.B.A., has gone on record with a suggestion that a well equipped ambulance with first-aid trained personnel be provided at any sanctioned regatta and that the ambulance and its crew remain at the regatta site at all times when any racing is being conducted. In the event of an accident requiring the ambulance to

leave the regatta, the uncompleted portion of the program would be held up until the return of the ambulance to the race site. This is a ruling with which we would heartily concur but we would add that no testing of equipment should take place until the ambulance and its personnel were present.

WE LEARNED WITH REGRET of the cancellation of the nearly six-month-old weekly program of televised boat races at the Venice, Calif., Marine Stadium, fondly termed "The Puddle," due to reported financial difficulties encountered by the TV producers, Newman-Priest Productions. It's hoped that N-P Productions can iron out their problems for the weekly events are a real shot in the arm to boat racing publicity on the West Coast.

H. W. B.

Outdoors With The Outboards

(Continued from Page 22)

THE USE OF FIBER GLASS cloth and mat with polyester resin for covering boat hulls is not exactly new. There is, however, one right way, one proper technique, to accomplish the desired result.

In the main, the public knows little about what chemicals and materials should be used. Some suppliers are selling materials that aren't entirely satisfactory for the results required. The owner naturally suffers if the materials are not the best.

There are four basic factors involved for satisfactory results:

1. Preparation of the hull.
2. Filling cracks, seams, gouges, etc., with a filler that is friendly to the resin.
3. Use of the proper resin.
4. Use of the proper fiber glass.

In the past, one of the missing links for a satisfactory job was a proper calking compound or filler. This compound cannot have any oil or tar in it. It must be made with the proper ingredients so it will "wed" with the resin and fiber glass.

Several salty men in Barrington, Ill., associated with the plastics industry, have been doing research work in this connection for over two years. They have ascertained what is needed to do a really good job easily. They have formed a firm called Chapel Plastics (Hough & Lake Sts., Barrington, Ill.) and are now producing and marketing PermoGlas Filler, PermoGlas Resin, PermoGlas Hardener and PermoGlas Cloth.

They have a complete plastic kit for the boatowner who wants to test his abilities in the fiber glass field. The kit will cover 18 square feet, which is enough to apply a protective layer of fiber glass to the bow of the average boat, making it immune to ordinary wear and damage. The kit includes a package of PermoGlas Filler, one quart of PermoGlas Resin with hardener, 18 square feet of PermoGlas Cloth and a

detailed instruction folder. The Resin is available in neutral, blue, green, red or yellow. Price of the complete kit: \$7.75.

FURTHER AID for the beginner in the plastics field is available in the form of a new booklet titled *The Glasser's Manual*. It is published by Taylor & Art, Inc., 1710 E. 12th St., Oakland 6, Calif., and costs \$1.00.

In nontechnical language, accompanied by over 60 photographs and illustrations, it shows how to use glass fabric and resin to repair, restyle and build car bodies; how to coat boat hulls; how to repair and build furniture and art objects; and how to make household and industrial repairs. A "how-to-do-it" book throughout, it begins with a simple description of the materials and methods recommended and then covers a wide range of typical jobs that can be performed by any reasonable handy amateur craftsman.

A NEWLY PATENTED all-purpose trailer hitch that fits all modern passenger cars is being manufactured by Independent Iron Works, Inc., Oakland, Calif. Called the Baker Hitch-Master, it features a chrome-plated cover guard that actually increases the appearance of a car by eliminating ugly draw-bar and ball arrangements. The Hitch-Master is the result of over ten years of experience by its inventor. It is engineered for positive attachment, minimum side-sway and safe towing. For information, write to Baker Hitch-Master, 825 Pine St., Oakland 20, Calif.

ANOTHER MANUFACTURER of trailer hitches is Foote Industries. Their proud boast is that they are the "Cadillac of the trailer-hitch industry." Foote's new Custom Trailer Hitch incorporates precision engineering and design simplicity to achieve a product that is attractive, safe and dependable, yet can be installed in a matter of minutes. In pointing up the features of their new product, the manufacturer calls attention to the deep saddle design, which provides

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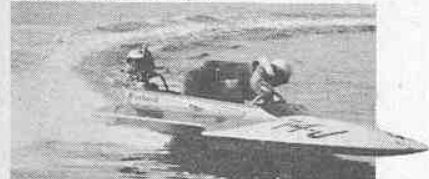
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and workmanship. Descriptive literature and prices can be obtained from Foote Industries, P.O. Box 688, East Lansing, Mich.

TO GO WITH YOUR trailer hitch, you'll want a safety chain. A new, easy-to-use one is announced by the Frabill Manufacturing Co. Quickly installed without special tools, the new chain complies with safety requirements in every state. Made from heavy twisted links, it is 84 inches long and has swivel snaps at the ends for quick attachment around the car's bumper. Since it is cadmium plated, it will withstand the most severe weather conditions without rusting. Its tensile strength is 2,000 pounds. The retail price is \$2.50.

Another new Frabill safety product for trailer owners is their Boat Tie-Down. Introduced last year, the tie-down has proved versatile. It is easily attached to the sides or ends of the boat, can be used in any desired combination and holds up to 1,000 pounds without shifting. Both the tie-down chain and its top clamp are rubber-covered to prevent marring the boat. Long bolts with wing nuts make installation on the trailer especially simple. Heavy-duty springs absorb road shock, assuring a safe, smooth ride. Sold in pairs, the new tie-downs cost \$2.95 per set.

For more information on either of these products, write to the Frabill Mfg. Co., 234 W. Florida St., Milwaukee 5, Wis.

PERHAPS YOUR BOAT is light enough to be carried atop your car instead of being trailed behind. If so, you should know about Quik-N-Easy Products, Inc., of Monrovia, Calif., who manufacture boat loaders, boat dollies and marine fittings.

Larry O. Ellingson, president of Quik-N-Easy Products, started making marine equipment nine years ago as a hobby. After three years of development, his hobby turned into a full-time operation for him, his wife, his father and his mother. Today the firm holds a reputable position in the field of marine manufacturing.

WINTER STORAGE of small boats has always been a problem for both the boat owner who stores his own and the marine operator who must care for hundreds of craft. Now, thanks to Alloy Marine Products, Inc., of Algónac, Mich., there can no longer be any reason to have a stored boat look like an abandoned hulk on weather-beaten wooden runners, cradles and shoring of odd pieces of nondescript scrap lumber.

Alloy has just begun manufacturing a neat and attractive line of sturdy, lightweight, take-apart steel boat-storing cradles with adjustable wooden cradling bunks. They are available in eight, ten and 12-foot lengths for storing outboard or inboard boats from ten to 22 feet long. They provide proper keel support and ventilation.

When disassembled, the cradling bunks, cross members and angle braces

store within the cradle's longitudinal steel frames. These can then be fastened together to store in little more space than is taken up by a two-by-six piece of yard lumber of equal length.

WHEN A PERSON BUYS waterfront property, one of his first projects is to improve his property by installing a pier for sun-bathing, swimming and boating. Probably the easiest pier to install and maintain is a sectional steel type such as those fabricated by Standard Steel Products Mfg. Co., 2836 S. 16th St., Milwaukee 5, Wis.

To increase the usefulness of these piers, a complete line of accessories is available. Included are benches, ladders, steps, diving boards, lifeguard towers, signal lights, mooring arms, boat lifts and drydocks. All accessories attach easily to the piers and match them in finish and durability.

To meet the growing need for multiple boat-mooring space, special "Marinas" are now also available. These combine sectional steel piers with narrow catwalks to form boat stalls. A lifting mechanism is attached to each stall to raise each boat above water level for safer mooring.

A NEW BATTERY UNIT for electric-starting outboard motors has been introduced by the Nic-L-Silver Battery Co. Available in 6 and 12-volt models, this unit bears the trade name Pow-R-Pak. It includes a built-in self-charger that can be plugged into any standard 110-volt electrical outlet to build the battery up to peak efficiency over night.

The Pow-R-Pak unit also contains an electrical outlet plug for operating lights, a radio or other D.C. appliances. There's enough potential in a fully charged battery to light a 25-watt bulb for about 15 hours.

Two outstanding features of the Pow-R-Pak are its all-metal, rustproof case and its removable snap-on false bottom. This removable bottom can be bolted to the boat and the actual Pow-R-Pak unit can be snapped securely to it or released and carried about at will.

Further information and literature can be obtained from the Outdoor Division, Nic-L-Silver Battery Co., 600 Terminal, Santa Ana, Calif.

YOU CAN PREVENT your remote fuel tank from sliding around by holding it down with a set of Tank-Traps. Originally designed to fit the base rims of Evinrude, Johnson and Mercury fuel tanks. Tank-Traps now fit all similarly constructed remote tanks. Among the other motors that can use them to advantage are Oliver, Buccaneer, Wizard, Champion, Elgin and West Bend. Clean, safe boats, free of oil-slick decks result from the use of Tank-Traps.

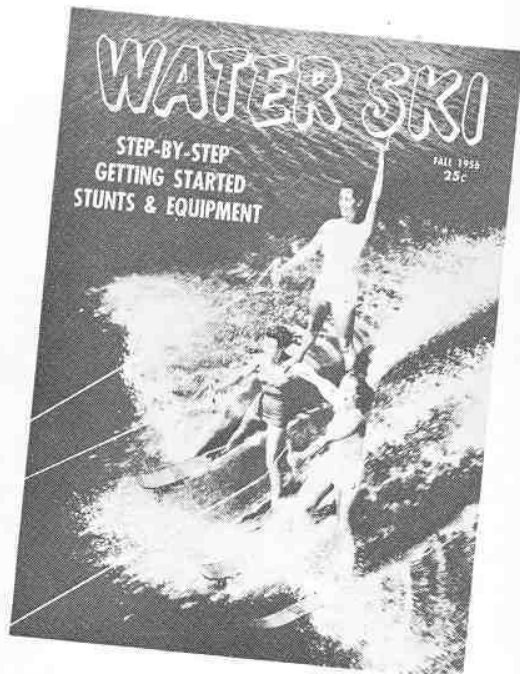
Each set consists of three identical cast-aluminum clamps that are fastened to the deck of the boat. The fuel tank is locked in place with one thumb screw on each unit. B-T Company, Inc., 121 N. Broadway, Milwaukee 2, Wis., is the manufacturer. The price is \$5.00 per set. (End)

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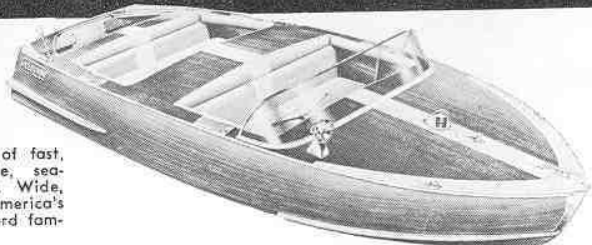


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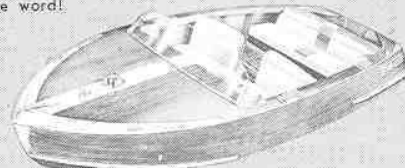
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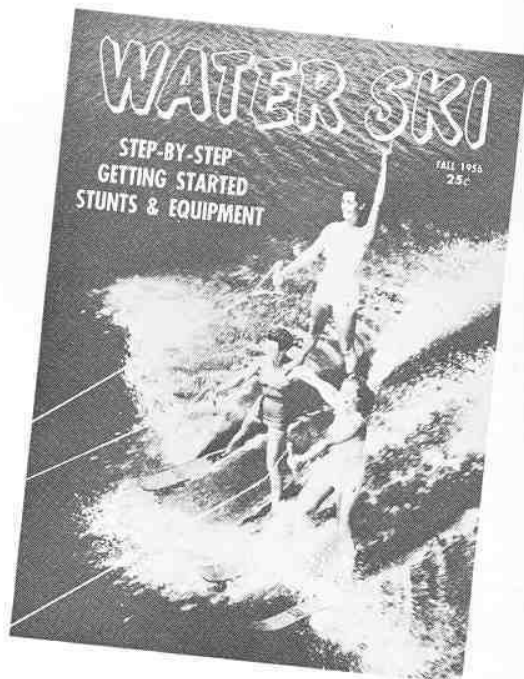
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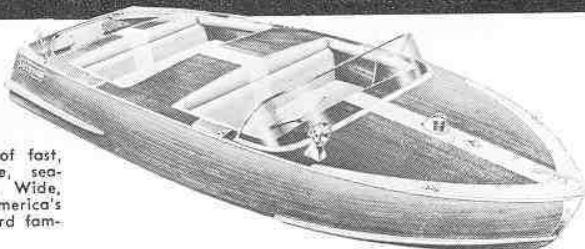


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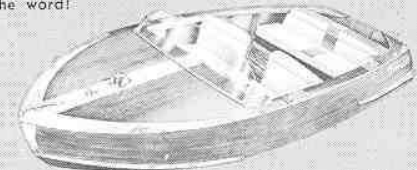
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