

**OUTBOARD**

**INBOARDS**

# **BOATSPORT**

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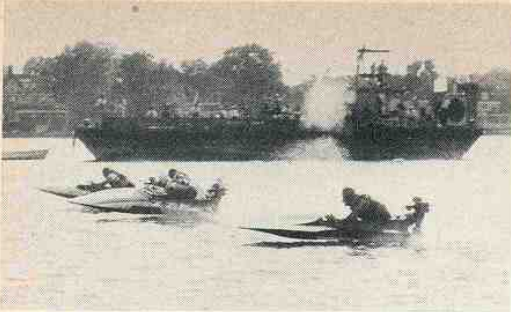
DECEMBER 1956  
35¢

**HOW TO  
ORGANIZE  
AN OUTBOARD  
MARATHON**

•  
**BOAT SPORT  
COVERS  
THE RACING  
SCENE**







Start of B Hydro, as starting cannon still smokes on barge.



The D Runabouts, half hidden by spray, enter the first turn.



Ed Peterson, of Utica, New York, won third place in C Hydro.



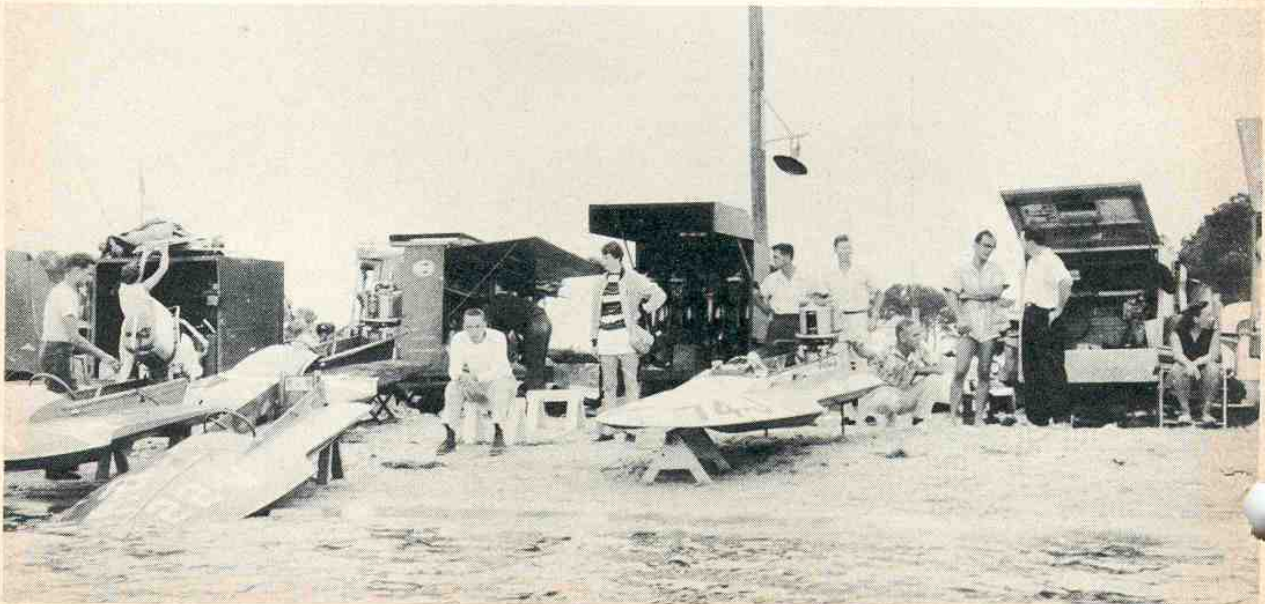
Famous Craft hull of D Runabout winner John Jackson, Cincinnati, is almost perpendicular.

## EXCLUSIVE BOAT SPORT PHOTOS

# STOCK OUTBOARD NATIONALS

*Story and more pictures on Pages 10-11*

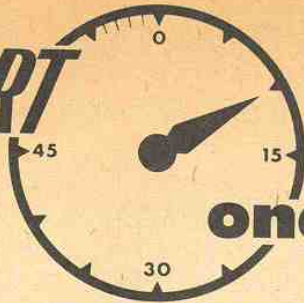
View of pit #3. Three pits were necessary because of number of entrants, but there was a fast shuttle service between pits; facilities were very good.





LATE NEWS

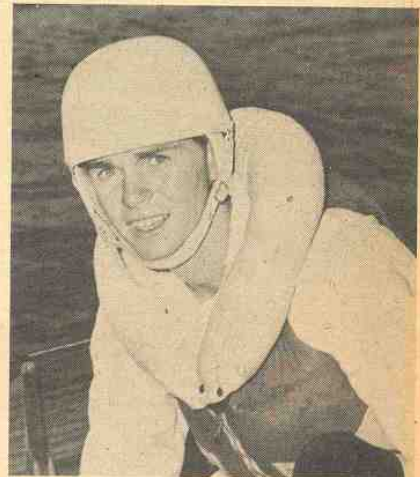
# BOATSPORT



## one minute gun

IN CLEARWATER, FLA., AUGUST 26, Gator Race No. Five of the 1956 season was staged on Tampa Bay, under the sponsorship of the St. Petersburg Outboard Club. Included in the program were three alky-burning outboard races and four inboard races. Tony Kruse, St. Pete, topped the C Service Runabout outboards in straight wins in his DeSilva hull Homewrecker. Bill Tenney, Dayton, Ohio, was high-point man of the day, scoring twice in B Hydro and then repeating with two straight-heat wins in an eight-boat field of F's. He helmed Neal hulls both times. John Este, North Miami Beach, Fla., won the 44-c.i. runabout events in straight heats, while S. E. Jones, Miami, with a fourth and a first, topped the 48 hydro drivers. Harry Campbell, Clearwater, drove his Stardust to heat wins in C Inboard Racing Runabout while G. W. Fregate of Fort Lauderdale merged a first and a second for a tie with Weldon Rapp, Miami, in 135-c.i. hydro. Rapp took first honors on the basis of lesser elapsed time.

AT CAMBRIDGE, MD., August 23 to 26, APBA conducted its Stock National Championships and mile trials. In the pre-race one-mile runs, Bob Murphy, Springfield, Ill., posted a new "36" class record, with a Johnson-powered Speedliner at 36.21 mph. Hunter Grimes, of Alexandria Bay, N. Y., in a Mercury 30H-powered Raveau, scored a new CU mark at 55.907 mph. Most startling performance was that of Tony Rodrigues, Highland, N. Y., who barreled through the traps in a Merc 30H-powered Baycraft for a new CSH record of 67.431 mph. In winning "36" class, Ed Branding raced one heat at a class-record-breaking average for five miles, 35.597 mph. (Winners and photos on pages 10 and 11--complete coverage, all APBA and NOA championships in next issue.)



Dean Chenoweth, new APBA AU and ASH champ

AT DETROIT, MICH., Col. Russ Schlee, San Carlos, Cal., helming the Shanty I of Arizona's Bill Waggoner, successfully defended the Harmsworth Trophy for the U. S. against Canada's challenger, Bill Braden in Miss Supertest, by winning two of three heats. A week later, at the rhubarb packed Gold Cup fiasco, Bill Muncey, Detroit, in Willard Rhodes' Seattle-registered Miss Thriftway, scored a fourth and two first while second-in-points Detroit-registered Miss Pepsi, driven by Chuck Thompson, also of Detroit, had three second place finishes. However, due to a bevy of protests, first Muncey, then Thompson, then "no one" was declared winner. At this writing the ultimate decision awaits the vote of a 16-man APBA Inboard Racing Commission.



Bill Muncey

Muncey took two firsts and a second on Sept. 15 at Washington, D. C., to clinch the President's Cup, despite a badly damaged sponson suffered in the final heat. AT SEATTLE, WASH., on Sept. 17, Stanley S. Sayres, holder of the world's record for piston-driven unlimited hydroplanes at a speed of 178.497 mph in famous Slo-Mo-Shun IV, died of a heart attack at the age of 60, in his Lake Washington home. Sayres, less than three weeks before, had



been saddened by the very serious injuries caused to his friend Joe Taggart, Canton, Ohio. Taggart, in a pre-qualifying tune-up, suffered multiple breaks in one arm, two broken legs, a number of broken ribs, and scalp wounds, when Sayres' Slo-Mo-Shun IV went out of control, dug a sponson, and flipped. The great craft was almost completely demolished.

AN ESTIMATED 75,000 spectators lined the banks of the 2½-mile course on the Niagara River at Buffalo, N. Y., to view the Buffalo Launch Club's International Speedboat Regatta. Highlights included a new world's Class F Service Runabout competition record of 51.843 mph, established by 46-year-old Howard Hibbert, Miami, in Forest Johnson's Jr. Prowler. Hibbert also retained his national FSR class crown. Ron Munson, Akron, Ohio, and Harry Bickford, Hampton, Va., both picked up national class titles. Munson drove Pittsburgher B. G. Bartley's 7-liter hydro Wildcatter to straight-heat wins, averaging 79.506 mph in his fastest five miles. Bickford merged a second and a first in his boat Skip-E to gain a point tie with Enoch Walker, also of Hampton. Bickford won the championship on the basis of lesser elapsed time.

Greatest excitement occurred in what many veteran observers feel was the best race ever staged on the Niagara, when a large field of 225-c.i. hydros roared into



Jr. Prowler

action in two elimination heats and a final. In the second elimination, roostertails really flew as 18-year-old Mount Holly, N. J., schoolboy Ron Smith, at the helm of Jersey Devil, tangled with Dr. Fred Hamm, a Detroit dentist, who drove Knot Movin' II. Smith edged Hamm as the two outdrove the balance of the eight-boat field. Smith averaged 68.389 mph. In the final heat it was anyone's race right into the last turn. Smith pushed overly hard on the final buoy and slid wide, and Hamm won by less than fifteen yards, at an average speed of 71.741

mph. Though tied in points, Smith emerged the victor, with lesser elapsed time.

MANHATTAN WAS THE SETTING for one of the most turbulent outboard marathons in history, when 104 boats got underway to compete in the Mennen Twice Around Manhattan Island grind. Shortly after the start a near-gale kicked up six-foot waves and 29 boats flipped; some were badly damaged and APBA officials flagged the event at the halfway point. Ray Lenk in a Mercury 55H Raveau 13-footer was overall winner. Of the 104 starters only 41 completed the single 28-mile lap. Though the starting gun was fired at 1:30 PM, the last of the missing boats wasn't accounted for until four hours later. Lenk, who had won the event in 1955 also, stated that it was the roughest race he had ever experienced--including the 1956 Winnebagoland affair.

ON SEPT. 19, at Lake Coniston, England, Donald Campbell drove his hydroplane Bluebird to a world water speed record, 225.36 mph. Campbell thus bettered his mark of 216.02 mph set last Nov. 16 on Lake Mead, Nevada. With a speed of 286 mph through the measured kilometer going out, Campbell returned with about 164 mph. Excessive vibration on the return slowed the craft and threatened the 36-year-old driver's control for a time.

EIGHT OF THE SIXTEEN APBA Inboard National Champions have been decided at presstime. Forest Johnson's F Service Runabout Jr. Prowler is the only 1955 holdover to date. Bill Waggoner's Shanty I is the new unlimited hydro champ, and B. G. Bartley's Wildcatter has the 7-liter title. The E Service Runabout award was won by Harry Bickford of Hampton, Va. Other inboard champions thus far decided: Jersey Speed Skiffs, Bernard Tool's Pink Lady; B Racing Runabout, Ernest Rose's Lil Bee; 48-c.i. Hydro, Jack Colcock's Racket; 44-c.i. Runabout, Bob Mutschler's My Sin.



# BOAT SPORT

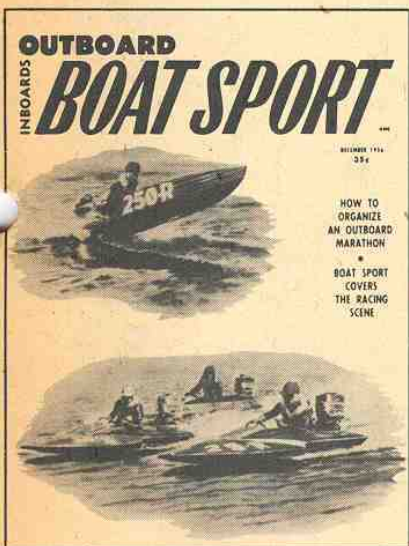
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## COVER STORY

**JANES' FIGHTING SHIPS** would be an apt title to borrow for this month's cover, which introduces the well-known sports-car artist and reporter J. George Janes to the boating public. Mr. Janes' pencil and brush sketches of automotive sports have graced a number of books and periodicals, and we are happy to welcome him aboard. The Speedliner, 250-R, is being driven in BU competition with a Mercury 20H motor—Andy Thompson is at the helm. The other drawing shows a group of D Stock Hydro drivers starting to corner.

BOAT SPORT

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# HOW TO ORGANIZE AN OUTBOARD MARATHON

YOUR GROUP CAN RUN A SUCCESSFUL  
MARATHON—BOWMAN TELLS YOU HOW

By Hank Wieand Bowman



An information center is helpful to both drivers and spectators. It should be manned by persons familiar with local accommodations, restaurants, etc., as well as with technical information about the race.

AT THE 1956 MILWAUKEE *Sentinel*-Winnebago outboard marathon, 223 contestants answered the starting gun. No one will deny that this is a good-sized fleet of racing rigs, yet the officials and working personnel who made this event carry through to a satisfactory climax outnumbered the drivers by more than four to one!

The very fact that the drivers and their pit crews were unaware of the huge corps of workers required to make the event run off smoothly is a credit to the fact that the various committee members knew their jobs and that the delegation of pre-marathon responsibility and authority had been well planned.

Don't run; don't give up outboarding for life. You don't have to have 1000 volunteers to run a race. Remember that the Wisconsin grind is the year's largest and though other groups planning to conduct a marathon need not think in terms of a thousand volunteer workers, still the basic pattern that has been worked out by Tom Johnson, sports promotional chief of the Milwaukee *Sentinel*, contains all of the ingredients that will make any marathon a success.

Throughout the United States there are literally hundreds of locations suitable for a long-distance outboard race. Sponsors of events at such widely separated locations as Needles, Calif.; Top-in-a-Bee, Michigan, Alexandria Bay, N. Y.; Augusta, Me.; and elsewhere have found that the inherent publicity value of promoting an outboard marathon is worthwhile, both from the long-range standpoint of national newspaper and magazine publicity and as an immediate traffic getter.



Welcome and directional signs serve to advertise the event and to keep traffic flowing on roads leading to race area.



Aerial view shows portion of protected pit facilities at Fond du Lac; note throng of spectators lining waterfront on the day before the event.



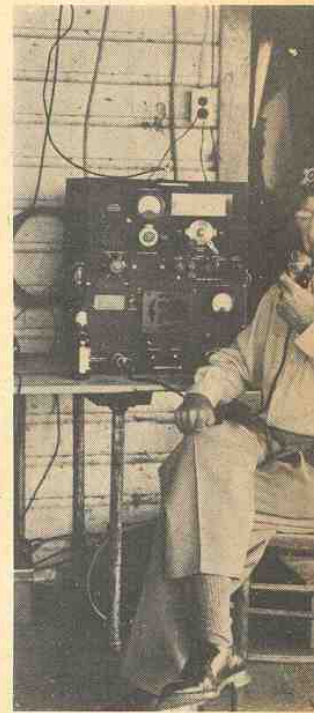
For example, at one major marathon, a check by the Chamber of Commerce of local banks revealed that despite the fact the location was a resort area, with heavy tourist traffic each weekend during the season, bank deposits on the Monday following the outboard marathon were 55% higher than deposits on any other Monday during the entire year. This increase in business over a single weekend should be proof enough to any local merchant that an outboard marathon should be given his support.

Backing by local business is the first of the organizational requirements for any local marathon steering committee. Let's look first to how and why this is done.

Since any event is only as good as

its key planning personnel, any club or civic organization wanting to sponsor a race should be particularly selective in its choice of a chairman and his steering committee. On this small nucleus of individuals falls the major job of promoting and conducting the event, and a careful choice of members for the committee will also involve the selection of individuals capable of delegating authority and yet assuming the responsibility to see that work delegated is carried out.

One of the initial steps by the steering committee should be that of interesting one of the larger local outboard-racing associations affiliated with the national sanctioning body. There's no trick to getting help from one of these groups. Their purpose in organiz-



Leo Promen, Head of Safety for WinnebagoLand, checks out equipment. Good communications are vital to success.

Fueling station must be arranged for. Mobilgas was supplied free of charge to all competitors at this marathon.



## ORGANIZING A MARATHON

(CONTINUED)



Petrol and tow boats must be in position around the testing area the day before the event since prompt and efficient rescue work may save drivers from extensive equipment losses.

ing a club is to stimulate interest in racing in their area. Just a hint that you are considering a race should bring their officials on the run. The local racing group will be able to offer advice and leadership concerning the technical aspects of racing and its conduct. Also, since the group doubtless has helped other sponsors, they should have some worthwhile promotional ideas to offer.

The first key personality to head a committee should be a financial chairman. This committee member will be responsible for raising the necessary funds required for the event. Two important first financial considerations are sanction fees and insurance.

Most of the country's major marathons are conducted under the sanctioning of the American Power Boat Association. A sanction of the event not only gives the race an official status on the national regatta calendar but also places at the sponsors' disposal experienced official and advisors who can aid in planning the event. The cost of an A.P.B.A. marathon sanction fee is \$35 plus the cost of mailing race announcements to the drivers. The national office supplies addressed envelopes at \$1.50 per hundred.

The sanction further means that the contestants entering the event will be covered by accident insurance, that each driver will sign a release-from-



Left: Scale for weighing boat and driver must be provided. Here Andy Kokolski, winner of the 1000 Islands Marathon, has his boat pulled out of the water. Scale is part of crane lift. Above: The committee must inspect motors of prize winners. Erect temporary racks protected from the weather.



liability form relieving the local sanctioning group, the steering committee and any other groups or individuals associated with the event from any responsibility in the event of an injury, either to a driver or caused by a driver.

At the time the sanction is approved, the sponsoring group will be required to protect itself with additional liability insurance. The American Power Boat Association requires each sponsor to carry at least the following minimum personal-liability insurance: \$10,000 protection against claim by one injured person and \$20,000 protection against claims by more than one injured person. The cost of this for the sponsor is \$38. A regatta sponsor may at his own election buy additional personal-liability insurance. A \$25,000/\$50,000 protection costs \$52, a \$50,000/\$100,000 protection costs \$68 and a \$250,000/\$500,000, \$99. In addition to personal-liability insurance, should the sponsor so desire he may carry property damage, which will cost \$10 for \$5000 and \$1 for each additional \$1000 protection desired. For a major regatta, most sponsors will elect to have at least the \$25,000/\$50,000 coverage, for \$52. Usually the sponsor will also wish to carry \$10,000 property-damage protection, which will cost \$15 more.

Thus a sanction, with \$25,000/\$50,000 personal-liability and \$10,000

*(Continued on Page 39)*

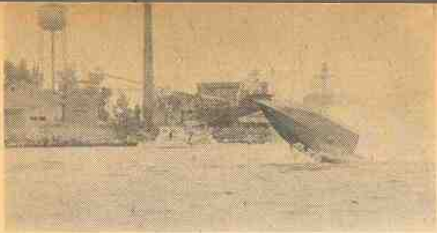


Some sort of diversion should be provided for spectators while contestants are far from the start and finish line. At Top-in-a-Bee, Mich., a jazz quartet supplied the entertainment.

At a Clarksville, Va., regatta, a beauty contest created additional interest and filled any lulls in the program.







Camera catches one of many flips which marked the Nationals, this in a Runabout. Rough waters were not calmed any by the many pleasure boats in area.



After the ball: Larry Rogers, Champion Motors representative; Sid Urytski; David Kough, winner in B Runabout and B Hydro; and Mickey Starego. Sid and Mickey, makers of Sid-Craft boats, had the pleasure of seeing the only Sid-Craft hydro in the race win the B event.



A California boat finds it all clear for a moment. Rough water troubled West Coast drivers.

# STOCK OUTBOARD NATIONALS

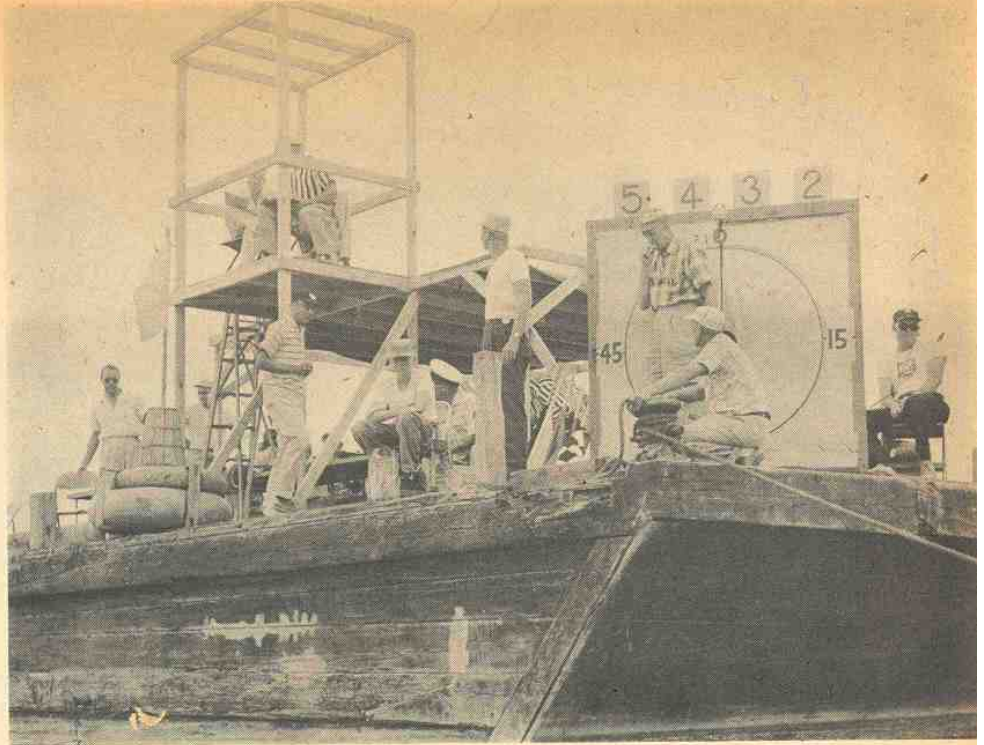
## EXCLUSIVE BOAT SPORT PHOTOS

PHOTOS BY SIMON NATHAN AND HAL KELLY



David Kough of Hawthorne, N. J., in his Sid-Craft hull, leading in the BU event he won.





View of the starting barge shows the electric clock with wipe-off face, one of many amenities in a generally well-conducted event. Below: Waiting for the drivers meeting at Cambridge Yacht Club.



THE A.P.B.A. NATIONAL Stock Outboard Championships, held this year at Cambridge, Maryland, under the auspices of the Cambridge Yacht Club provided an eventful August 25-26 weekend. Rough water gave rise to numerous upsets, and turned the D Hydro event into a "luck" race, but there was a full quota of top competition and thrills for the spectators, and the home club saw to it that each competitor received the best brand of Maryland hospitality.

Many West Coast boys were dismayed by their first run on the choppy Choptank River, and several refused to go out a second time. There was no rain, and the rough water was attributed not so much to natural conditions as to the wakes set up by the many pleasure boats, including large inboarders which spectators brought unreasonably close to the action. Poor patrolling of these pleasure craft was the only failure laid to the hard-working committee.

The winners were:

**JU CLASS**

- |                               |   |
|-------------------------------|---|
| 1. Billy Schumacher, Seattle  | 8 |
| 2. Tiger Petrini, Annapolis   | 5 |
| 3. Dan Zigfield, Baltimore    | 5 |
| 4. Doug Van Rossum, Baltimore | 2 |
| 5. Ronnie Nixon, Norfolk      | 1 |

**AU RUNABOUT**

- |                                    |     |
|------------------------------------|-----|
| 1. Dean Chenowith, Xenia, Ohio     | 8   |
| 2. Billy Schumacher, Seattle       | 6   |
| 3. Ronnie Hill, Bell Flower, Cal.  | 3   |
| 4. Buddy Fleming, Edgewater, Md.   | 7 & |
| 5. Don Pontius, Hummels Wharf, Pa. | 4 & |

(Continued on Page 35)





First feminine crew to complete the Miami-West Palm Beach enduro: 15-year-old Gale Jacoby (right) and mother Rene.



## BOATSPORT Covers The Racing Scene



Chris Erneston, Jr., in 94, makes a bid to pass Johnny Mann, Knoxville, Tenn., in 71K—a breathtaking moment in the eventful N. O. A. Yankee-Rebel tangle.



Above: German speedster Dieter Konig leading in the second heat for B Hydros in the N. O. A. North-South competition, Marion, N.C.

Left: Start of 136-mile Gold Coast Marathon, Miami to West Palm Beach and return. Start and finish was Pelican Harbor Yacht Club.





Start of BU final at Lambertville pictures John Neduchin heading the pack. He finished eighth.

By Blake Gilpin



Above: Close finish is indicated as Stu Wilson in Sabre, left, leads Sam Griffith in F-90 (both helming 266-c.i. hydros) in final stages of Gold Coast Marathon. Right: Stu Wilson is pictured in Pelican Harbor Yacht Club pits after the race. His record-setting average speed was 63.8 mph.



Dave Alsop, shown here in a B Runabout, was leading Division III N. O. A. in high point for North-South trophy, but flipped his B Hydro in a later event.



Michael Seitz, Jr., 35P, leads in second elimination heat for BU at Lambertville. He beat Willard Parker, A-1, to the tape

CHAIRMAN BILL EARLS and his Committee charged with the conduct of the 1956 136-mile two-day Gold Coast Marathon did a terrific job of organization in handling the annual Florida event, which this year attracted 252 power boats of all sizes and descriptions. The eighth annual affair, with start and finish line at Miami's Pelican Harbor Yacht Club under the joint sponsorship of the City of Miami and the West Palm Beach Flotilla Club, was the most successful Miami-to-West Palm Beach-and-return grind to be held to date.

Lady luck, for the first time in the race's history, smiled on the potent in-

board hydroplanes. Stu Wilson, a 28-year-old Fort Lauderdale, Fla., motel operator, shattered existing records by covering the two 68-mile individual legs of the event at an overall average speed of 63.8 mph. This was Wilson's first racing negotiation of the Inland Waterway course, and careful planning plus more than a modicum of good breaks brought Stu home to victory and a winner's hug and kiss from pretty Rosemarie Meeke, the 1956 Marathon Queen.

Wilson knew that Sam Griffith, pilot of *Pussy Cat*, another 266 hydro, had memorized the course and knew every turn over the distance. He also realized

that Griffith and Howard Abbey, also a previous winner, would doubtless be the two men who would give him the most trouble. Wilson had a second problem, that of sufficient fuel, for in order to make a high speed average, he planned to carry only enough to cover approximately 40 miles. To handle this, he sent Bill Gilbert, his mechanic, to Del Ray Beach to establish a fuel drop. Shortly after the start of the event, with 252 inboards and outboards setting up a cacophony of winding-racing-motor screams and tossing tons of rooster tails and rolling wakes, Griffith took over the lead in *Pussy Cat*. Through to within a few miles of Del Ray Beach, Wilson





Bob Jacobson, Flint Mich., crosses finish line in Merc-55H-powered Speedliner at WinnebagoLand, first in DU and overall winner.

## The Racing Scene

(Continued)



Bob Stanley, Petosky, Mich., first of two AU's among 26 starters to complete WinnebagoLand run, accepts trophy from Tom Johnson. Official Wally Broas looks on.



Fred Andrea, Jr., Port Huron, Mich., was forced out of the event in final leg while running ninth.

Bob Ross, Birmingham, Mich., was the first of four CU finishers at WinnebagoLand in a Merc-powered Raveau.



was content to tag in Griffith's wake. Then nearing his fuel location Wilson floored his red hulled *Sabre*, roared past Sam and built up what he considered to be a safe margin to offset his spare-gas-tank stop.

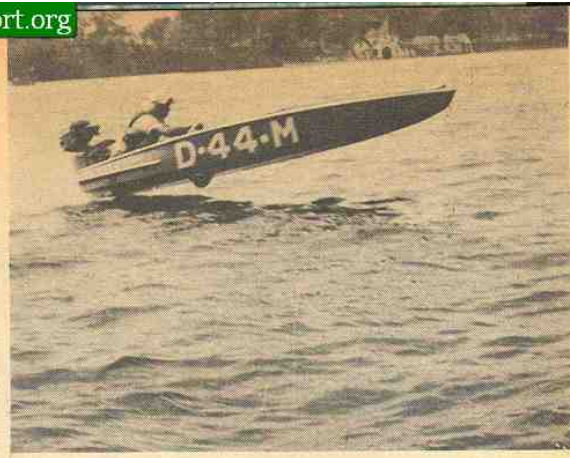
At this point Stu's plans seemed to be working smoothly, but when he tried to restart *Sabre*, the starting motor failed to respond. Gilbert made a quick survey of the situation, located a loose ground connection, made a jury-rig repair with a pair of pliers, and the boat got underway with a second push at the starter button. By this time Griffith had picked up a considerable lead, while Stu at full throttle helmed over the strange course looking for *Pussy Cat's* wake. Not until he reached West Palm Beach Harbor did Wilson overtake Griffith to rocket past him and reach the finish line for the first leg of the jaunt in 66 minutes 17 seconds, an average speed of 61.5 mph over the north run. Griffith skimmed in 33 seconds behind Wilson followed by Lou Nuta, Jr., in his E Racing Runabout *Lil' Stinker*, leading Abbey, the 1954 winner, in his blue hulled Hurricane by three seconds. Dick Cooper with an F Service Runabout was in next, followed by Howard Hibbert in a Junior Prowler.

Amazingly a Mercury 55H-powered outboard runabout, helmed by Irvin Whistler Schmidt of Riviera Beach, was





Mercury-powered Sid-Craft of Bob Robbins, Springfield, Mass., led the B contingent home at Alexandria Bay in the 1000 Islands event.



Bob Moore, of Royal Oak, Mich., in an Evinrude-powered Speedliner, skims the water toward class victory in 1000 Islands Marathon.



Just before start of the St. Lawrence River go, the skies became overcast and the drivers were caught in torrential downpour as flag dropped.

Ralph Yost, Pottstown, Pa., waves wearily at the end of the 1000 Islands event in which he emerged the AU winner, helming a Richcraft.

in next ahead of a score of inboards outpowering his rig by as much as 10:1 in piston displacement. Stu Gray, a standout Miami outboard skipper, was second of the two-cycle racers to reach the midway point.

Of 252 boats, 193 finished the first leg of the enduro. R. C. Barber, the 1955 champion, and his co-pilot Randy Kipple, met grief when they were both tossed from their high-bounding hull. Jim Thornton and Buddy Smith, the latter a prominent alky outboard racer, stopped to give assistance, pulled the two wallowing racers from the water and rushed them to shore. Barber suffered only slight shock, while Kipple sustained a fractured skull which sent him to Jackson Memorial Hospital for treatment.

Fifteen-year-old Gail Jacoby and her mother Rene, competing with a sturdy 18' Barracuda, were the first female skippers to reach West Palm Beach. They finished a respectable 17th on the northbound run.

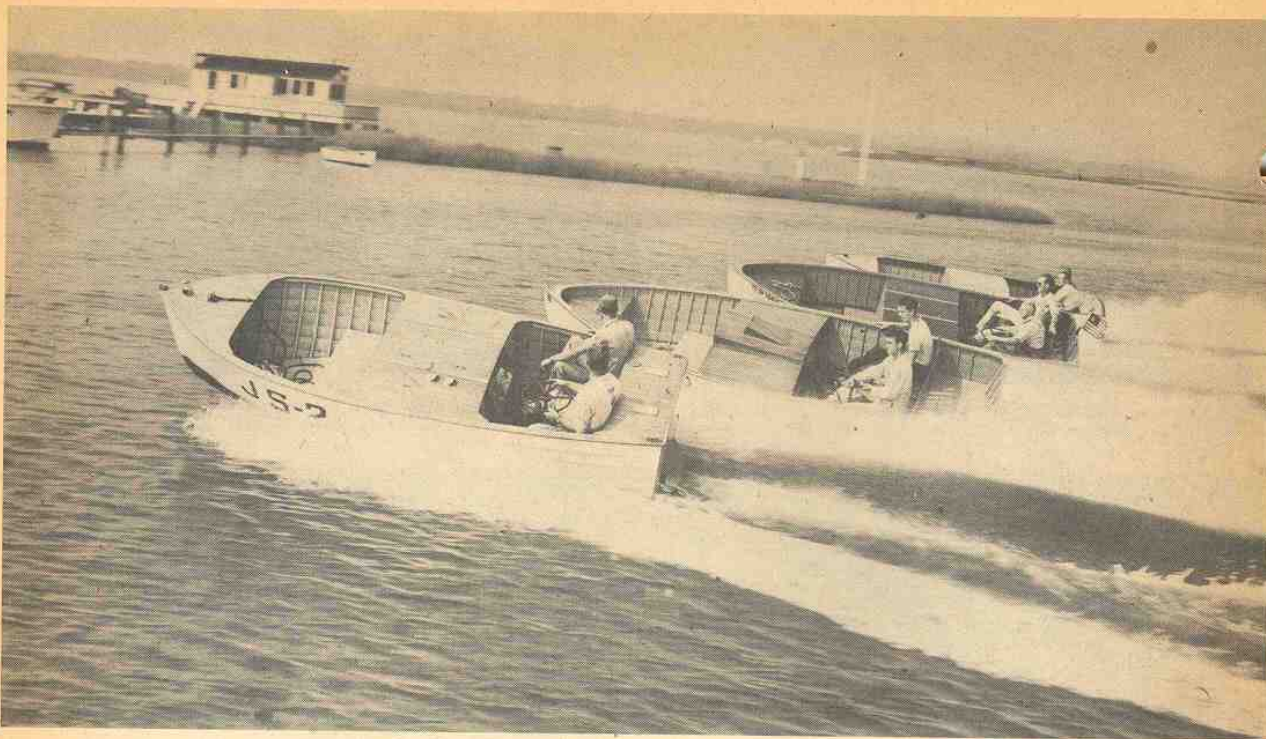
Just before the start of the return half of the marathon, which skirts palatial resort towns and the sumptuous residences of Gold Coast Floridian natives and northland expatriots, Wilson again ran into starting trouble. During the overnight layover at West Palm Beach, Sabre's battery had practically

*(Continued on Page 27)*



Local driver Hunter Grimes, Alexandria Bay, boosted local morale by winning CU class at 1000 Islands in a Merc-30H-powered Raveau, later went on to a closed-course competition record at Worcester, Mass.





Banking in formation, four Jersey Speed Skiffs round a turn in the Shrewsbury River. Pappy Seaman can be seen at the helm of third boat from camera.

## "Pappy" SEAMAN'S SEA-GOING BOMB



Harold L. (Pappy) Seaman, 72-year-old New Jersey boatbuilder, setting up a Mercury Mark 55 in well of an outboard Speed Skiff. New APBA rules call for stock motors.

I'LL NEVER FORGET my first sight of the Jersey Speed Skiffs. It was at an around-Manhattan race a few years ago. All the rest of the boats that were to compete had arrived at the starting line on trailers. The pit area was a madhouse as the drivers and mechanics labored mightily in often fruitless attempts to get their temperamental, highly strung mounts to run.

Suddenly somebody yelled, "Here come the Skiffs," and I looked up to see a half-a-dozen chunky little runabouts speeding up the river. They banked in perfect formation in front of us and throttled down to nose into the pier. Their crews climbed out and proceeded to lounge about in an idle, nonchalant manner.

Intrigued by this island of calm in the midst of chaos, I voiced my surprise to one of the drivers. He grinned and said, "Oh, this is standard operating procedure. We rendezvoused at Long Branch about an hour ago and proceeded here in convoy. After the race, we'll fall into formation again and take off for home."

I did some quick calculating and then said, "That means you've run nearly forty miles already today. Shouldn't you do some last-minute checking and tuning before the race?"





Coming (left) and going (above). Shown here in full racing trim, *Suds* built by the Seaman Sea Skiff Works in 1951 for John Boland of Long Br

## THE UNUSUAL STORY OF THE JERSEY SPEED SKIFF AND THE MAN WHO INVENTED IT

By Gilmore Bailey

"Nope, everything's all set," he replied.

Just then a wild-eyed official came tearing down the pier crying, "Is there any way to get out to the committee boat?"

Since there was no launch in sight, most of the contestants just shrugged their shoulders. Not the boys from Jersey, though. One of them promptly stepped forward and offered to ferry the official out in his Skiff. Before the race began, several other Skiffs were pressed into similar service.

During the race itself, the Skiffs sped over Manhattan's debris-filled waters without mishap, finishing well up among the leaders while all around them boats costing several times as much had to be towed off the course after springing leaks or breaking down.

Shortly after the race was finished, just as my acquaintance had predicted, the Skiffs gathered in the middle of the river and headed south for their home port.

This amazing display of versatility, I learned, is typical of the Jersey Speed Skiff. In general appearance, it more closely resembles the traditional Seabright sea skiff than it does a racing boat. But any doubts as to its speed

*(Continued on Page 37)*



First Jersey Speed Skiff, named *PJ*, was built in 1922. The *PJ* was equipped with a Gray engine, and was capable of the then thrilling speed of 21



Pappy Seaman and his 16-year-old grandson test an outboard skiff powered by a Merc Ma

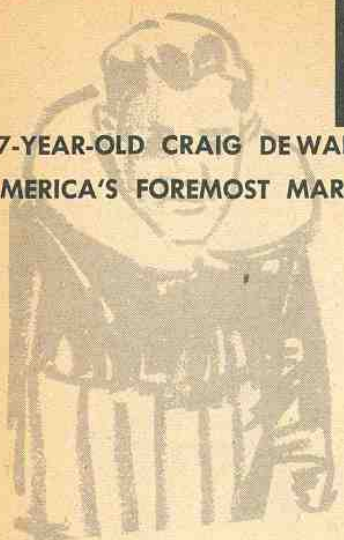


# FLYIN

By Shanon Place

17-YEAR-OLD CRAIG DEWALD RANKS WITH AMERICA'S FOREMOST MARATHON DRIVERS

## *Chips*



DeWald took second place two years running at Belle Isle Outboard Club's 50-miler on Detroit River. Here in his Merc-powered Raveau he passes Whittier Hotel.



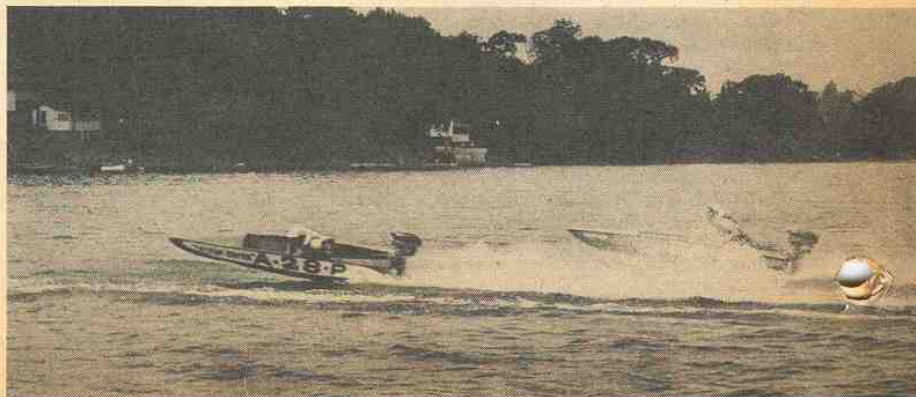
Below: With his crippled motor operating on one cylinder at the 1000 Islands Marathon, he shifts to front cockpit to nurse the best speed from motor, finished fifth.



THOUSANDS OF SPECTATORS stood on their feet and breathlessly watched two stock A Utility Runabouts race for the finish line at Neenah, Wisconsin, in the 1954 Milwaukee *Sentinel*-Winnebago-Land Marathon. In one boat, 86W, rode Ray Lewis, a 17-year-old of Neenah. The other boat, 24P, carried the name *Flyin Chips* and was helmed by Craig DeWald, a 14-year-old high-school student of Reading, Pa. Of the 211 stock outboards which had started the long lake-and-river grind, twenty-eight were tiny two-cylinder, 15-cubic-inchers like the outfits raced by Lewis and DeWald.

William Smith of Clio, Mich., who was later to cop some of the big ones, had led the A boats for more than

Unlike many marathon drivers, Butch has taken to closed-course competition. His full-throttle close cornering is snapped at Worcester 1956 Northeast Divisionals.







Youngest driver in 1954 Winnebagoand Marathon, DeWald started last of 211 boats but won AU at still-standing record.



In the inspection area following the Winnebagoand Marathon in 1954. At the weigh-in Butch and Flyin Chips were 28 pounds over minimum limits.



A tough loss for Ray Lewis in A86W and a big win for DeWald in A24P was two-foot-apart finish after a 92-mile grind at Winnebagoand in 1954.

three-quarters of the distance through Lake Winnebago, up the Fox River, across Lake Butte des Mortes, into Wolf River, across the south end of Lake Winneconne, the east side of Lake Poygan and through Boom Bay to a turning point at Fremont, Wisc., and on back. Lake Winnebago, more often than not, is cut by a rough cross chop, since the shore line is flat and the unprotected water is shallow. June 27, 1954 was no exception.

About a third of the way between Oshkosh and Neenah, Lewis wrested the lead from Smith. However, Lewis's front-running position didn't last more than a quarter of a mile, for DeWald, who had started last among the entire

211-boat field, had gradually worked his way past one AU contestant after another and less than midway through Lake Winnebago he took over the number one spot. By the time DeWald reached the turning point into Neenah Lagoon with the finish less than half a mile off, the youngster had built up a 250-yard lead over Lewis. But DeWald failed to make the left turn into the Lagoon. Within seconds he realized his mistake and turned back, but Lewis again had moved up front. With about 1000 feet to go to the finish line, the local Neenah driver held a two-boat margin. Fifty yards from the finish, as the partisan crowd rooted for their hometown boy to grab the checker,

DeWald had closed to one boat's length. With such a short distance to go the crowd was sure Lewis had a class victory in the bag. Thirty yards from the finish line, Lewis's homemade hull hit a rolling swell, bounced high in the air and for an instant hung poised without forward momentum. When Lewis's boat slammed back onto the water, his high-winding A motor's propeller cavitated for an instant. DeWald moved up bow to bow. In the last 50 feet down to the finish line, the spectators watched the two drivers crouched in their cockpits, posting on each big wave to gain precious inches. Only those right on the finish line could spot the winner.

*(Continued on Page 32)*

In this home-built, Hal Kelly designed AU, DeWald turned in his best season to date with major marathon wins at Norfolk, Winnebagoand, and the Hague.





# TORQUE TALK:

SHANTY I TAKES TROPHY;  
WEST COAST DOMINATES



*Shanty I* rounds the first turn. In the background is *Miss U. S.*, with a hole in her side, being assisted by patrol boats to keep her from sinking.



*Miss Wahoo*, owned by Bill Boeing Jr. and driven by Miro Slovak. She went dead in final heat.

## THE SEAFAIR RACES

THE OLD SAW THAT STATES that new boats never win was beaten to a pulp in the running of the First Annual Unlimited Seafair Trophy Race held at Seattle's Lake Washington on Sunday, August fifth. Lt. Col. Russ Schlee of the Air Force piloted Bill Waggoner's new unlimited named *Shanty I* to a bucketfull of loot (\$11,000 for 1st place), the National Championship title for Unlimiteds, a ninety-mile race record of 105.742 mph, a thirty-mile heat record of 109.9348 mph, a lap record of 116.38 mph, and possession of the Seafair Trophy.

It was an All-Seattle day on the race course as Joe Taggart in the *Slo-mo-shun IV* captured second place, with *Miss Seattle*, formerly *Slo-mo-shun V*, with Norm Evans at the wheel taking third in the final heat. That heat was the one with the cash sitting on the finish line, and race standings had no bearing on the cash payoff. The \$25,000 prize money was split, giving \$11,000 for the first finisher in the final heat, \$8,000 for second and \$6,000 for third. Actual race standings based on three heats gave first place to *Shanty I* with 1,100 points, second to *Slo-mo-shun IV*

By Lou Eppel

Photos by Bob Carver

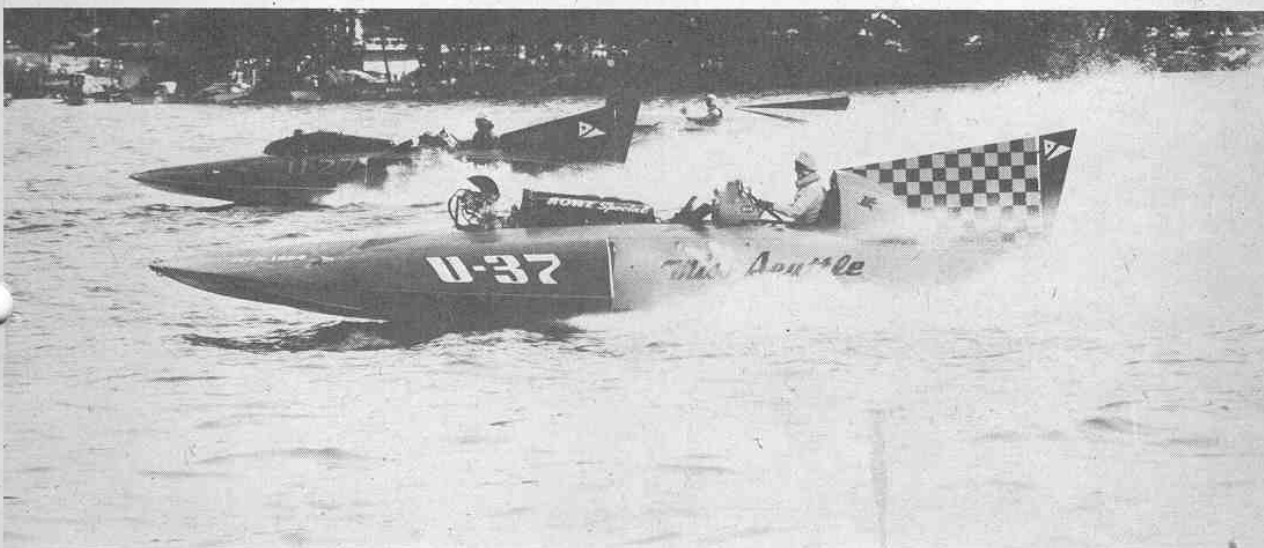


*Miss U. S.* prop-riding around turn. *Shanty I*, after Seafair win, went on to take the Harmsworth Trophy from Canada's *Miss Supertest II* Aug. 28, at an 89.75 mph speed.





*Slo-Mo-Shun IV*, owned by Stanley Sayres and driven by Joe Taggart, was second in the final heat, and gave the title to *Shanty* on elapsed time.



*Miss Seattle*, *Slo-Mo-Shun IV*, and *Miss U. S.* at first turn. Winner's share of purse was \$11,000; second place won \$8000, and third \$6000.

with 1,100 markers also, but slower time for the 90-mile distance, and third place to George Simon's new *Miss U. S. II* from Detroit, with Don Wilson at the controls.

All in all it was a great day for the Unlimteds, especially those from the Pacific Northwest, for out of the six boats to qualify for the final heat, four were from the home territory. Simon's *Miss U. S. II* and Joe Schoenith's *Gale VI* were bearing the brunt of the load for the Detroit contingent; however, only the *Miss U. S. II* actually started, and went out on the south turn of the first lap. Schoenith's boat was withdrawn with gear-box trouble. The sixth boat which qualified for the final go-round was Bill Boeing's *Miss Wahoo*, piloted by Czech refugee pilot Mira Slovak.

Point scores going into the final gave *Shanty I 700* for a first and a second, *Slo-mo-shun IV 800* for two firsts, *Miss U.S. 700* for a first and a second, *Miss Seattle 394* for a third and a fourth, *Gale VI 394* with a third and a fourth, and *Miss Wahoo 600*, garnered by placing in second position twice.

Due to the complexities of running Unlimteds with only six craft permitted in any one heat, the solons of the Seattle Yacht Club along with members of the A.P.B.A.'s Inboard Racing Commission worked out a qualifying set-up which would limit the eligible boats to the twelve fastest qualifiers. The twelve eligible for the onslaught on fame and fortune were *Shanty I*; *Miss Wahoo*; *Gale V*, driven by Bill Cantrell; *Tempest*, a Seattle entry owned by Norm Christiansen

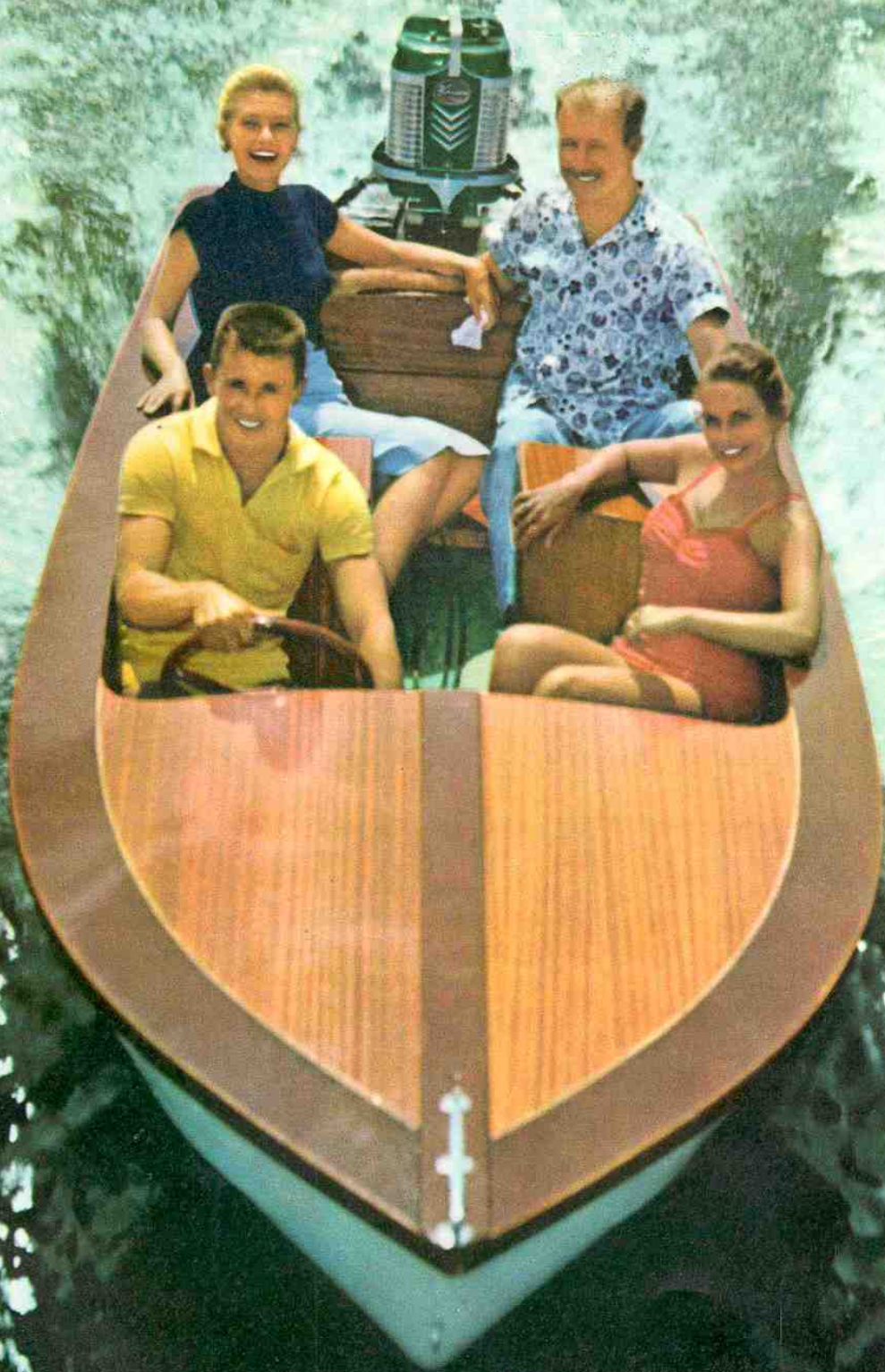
and driven by Bill Tonkin; *Miss Thriftway*, owned by Willard Rhodes and again expertly driven by Bill Muncey; *Such Crust III*, Jack Schaefer's perennial challenger from Detroit; *Slo-mo-shun IV*; *Miss U.S. II*; *Gale VI*, the new Schoenith twin-engined entry driven by son Lee; *Miss Seattle*, driven by veteran outboarder Lin Ivey; *Scooter Too*, Henry and Edgar Kaiser's 24-cylinder job driven by Jack Regas; and *Hawaii Kai III*, another Kaiser entry, driven by Howard Gidovlenko.

Drawings for the first heat brought the *Shanty*, *Wahoo*, *Gale V*, *Tempest*, *Miss Thriftway* and *Such Crust* to the starting line. *Shanty* took over lead position on the backstretch of the first lap and was never headed from that point. Muncey in the *Thriftway* was

(Continued on Page 34)



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**MERCURY PIONEERS A NEW ERA IN BOATING!**





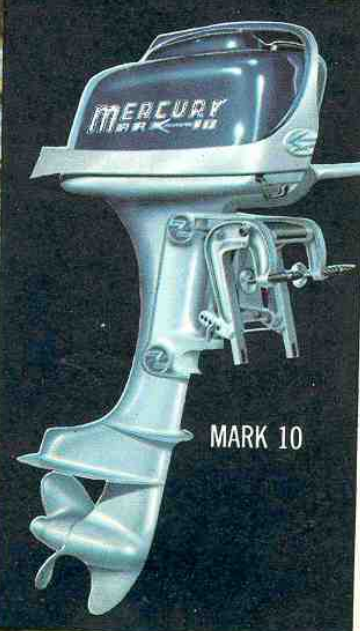
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New 60 horsepower 6 cylinder Mercury combines new speed with great load-moving power

Now in production—the new Mercury Mark 75 Marathon! For speed, for cruising, for moving loads—there's never been a more versatile engine. Safe, smooth and *easy to handle*. World's first 6 cylinder outboard puts 60 horsepower under a *single control*—throttle, neutral and reverse all on one lever that a child can operate! New simplified reverse cuts down weight, reduces drag. Here's the motor that puts you out ahead!

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## 2. SLOWEST TROLL!

New Mercury Trol-Twin packs 10 lively horsepower, yet trolls at super-slow speeds!

Plenty of power and speed to get you fishing fast. Exclusive "Speed-r-Troll" switch lets you troll as slow as you want. It's like two engines in one! One hand operation. A single lever puts you in forward, neutral or reverse. New glide-angle design beats weeds. And quiet? Wait till you learn how it *exhausts through the propeller hub*, burying the exhaust *and the sound*! Ask your Mercury dealer about his new easy terms today!





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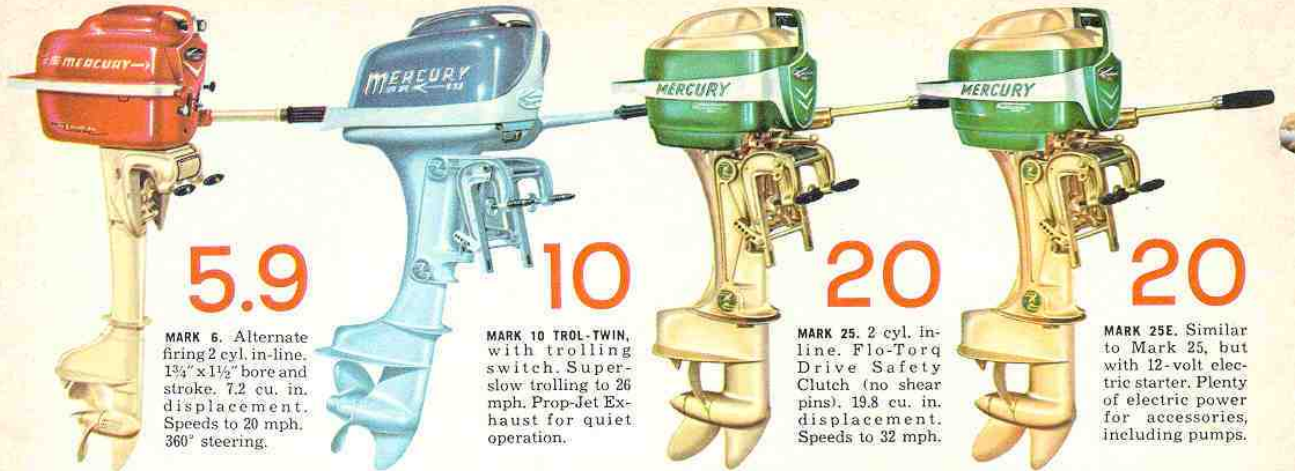


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**5.9**

**MARK 6.** Alternate firing 2 cyl. in-line. 1 3/4" x 1 1/2" bore and stroke. 7.2 cu. in. displacement. Speeds to 20 mph. 360° steering.

**10**

**MARK 10 TROL-TWIN,** with trolling switch. Super-slow trolling to 26 mph. Prop-Jet Exhaust for quiet operation.

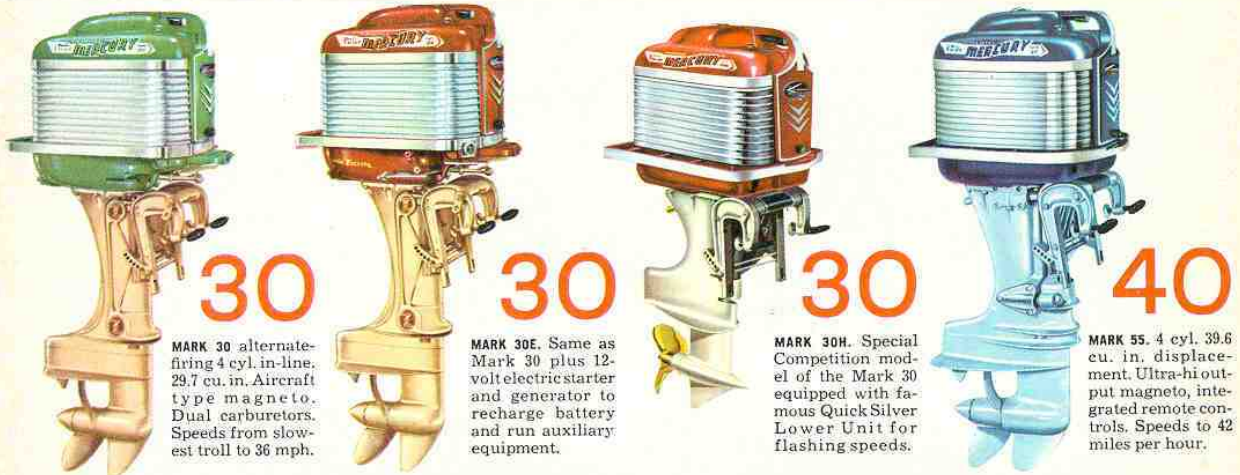
**20**

**MARK 25.** 2 cyl. in-line. Flo-Torq Drive Safety Clutch (no shear pins). 19.8 cu. in. displacement. Speeds to 32 mph.

**20**

**MARK 25E.** Similar to Mark 25, but with 12-volt electric starter. Plenty of electric power for accessories, including pumps.

# MERCURY OUTBOARDS for 1957



**30**

**MARK 30** alternate-firing 4 cyl. in-line. 29.7 cu. in. Aircraft type magneto. Dual carburetors. Speeds from slowest troll to 36 mph.

**30**

**MARK 30E.** Same as Mark 30 plus 12-volt electric starter and generator to recharge battery and run auxiliary equipment.

**30**

**MARK 30H.** Special Competition model of the Mark 30 equipped with famous Quick Silver Lower Unit for flashing speeds.

**40**

**MARK 55.** 4 cyl. 39.6 cu. in. displacement. Ultra-hi output magneto, integrated remote controls. Speeds to 42 miles per hour.

**MORE MODELS  
MORE FEATURES THAN EVER!** >>>

**EXCLUSIVE ON ALL MODELS:** Full-Jewelled Power (anti-friction ball and roller bearings throughout). Forged Steel Connecting Rods. Uni-cast one piece gear housing. Dyna-float Suspension (not on Mark 6). Waterproof ignition and spark plugs. All horsepower ratings by SAE Test Code.



**40**

**MARK 55E.** Same as Mark 55 plus 12-volt Merc-Electric starter and generator. Ignition-key starting on all 1957 models.

**40**

**MARK 55H.** Special competition version of Mark 55, with the cup-winning QuickSilver Lower Unit for added speed.

**60**

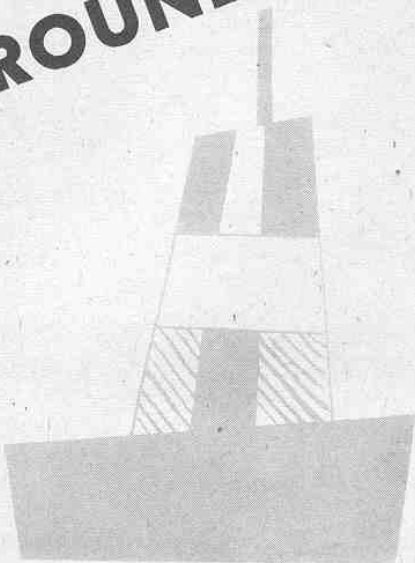
**MARK 75 MARATHON.** 6 cyl. in-line, 59.4 cu. in. Electric starting standard. Certain to be America's fastest stock engine.

**60**

**MARK 75H.** Competition model of Mark 75. Now entering competition with promise of breaking most existing records.



# AROUND THE BUOYS



Roy Cullum (left) and Dick Arant in Arkansas Traveler which, with two 40-c.i. Mercurys, set a new New Orleans to St. Louis record.



Tommy Von Mello sets a new CSH competition mark, 50.444 mph, in his Merc-30H powered Mendes hull.



Smile of Jim Loomis faded when Johnny Valcovich, Measurer at Worcester, found his new Champion unit did not meet specs. Jim ran one event after he built up "S" dimension. Whiff Wehrle is onlooker.

THE FIRST of the season's flurry of new speed records are beginning to line up on the 1956 record books. At Clarksville, Va., July 29, Harry Bickford, no newcomer to the record books, already holder of the Class D Service Inboard Runabout mile mark at 57.464 mph and the DSIR competition mark at 50.719 mph, made a two-way mile average in his Class E Service Inboard Run about, *Skip E*, at 59.729 mph to erase the E mile mark of 56.967 mph which had been set by Howard Abbey in 1954. Bickford's fastest mile run was made at 61.017 mph.

Though no other new mile records were established over the Buggs Lake, Clarksville, Va., mile trap, Jimmy Fyle helmed his 266 *International III* to an average of 104 mph and Bob Smith in *Miss Pinky* averaged 102 mph. Both drivers will qualify as new members of the exclusive 100 M.P.H. Club.

(Continued on Page 36)

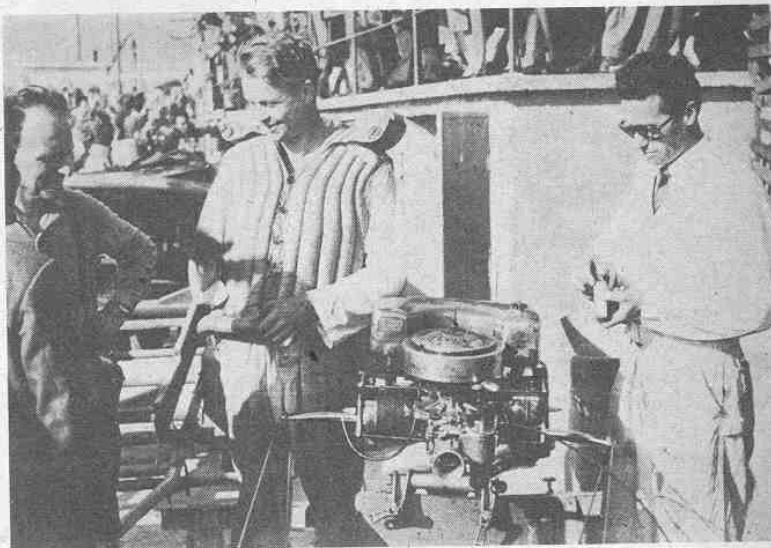


# Tenney's TOUR

By Elmer Carl

## BILL TENNEY BUCKS EUROPEAN COMPETITION IN SPRINGTIME CIRCUIT OF MEDITERRANEAN

After winning Class B race at Carrara, Italy, Bill Tenney explains some of the fine points of his Johnson motor to Emilio Osculati, Italian champion (left), while mechanic Piero at right gives loving care to the spark plugs.



ON APRIL 10, Bill Tenney, accompanied by Walt Blankenstein, took off for Milan, Italy, by air, to compete for the Ward Trophy for Class C Racing Outboards at Monte Carlo on April 18.

Bill's car had been shipped earlier by boat to Genoa, Italy, and his boat had also gone earlier at Monte Carlo in time for the competition, but thanks to good fortune and excellent help from the Mobil Oil worldwide organization, this part of the race was won.

The good fortune ended at this point, however, for when the first heat of the Ward race started Bill was still cranking furiously and Walt was cussing furiously. They later found out that the trouble was caused by electrical leakage in the spark plug and magneto wiring, brought on by exposure to the salt air during the long ocean voyage, and aggravated by the damp, rainy atmosphere at Monte Carlo.

The motor started as soon as the first Ward Trophy heat was ended, and Bill decided to enter the Class X race with the tiny C outfit, despite huge waves running across the race course in Monte Carlo harbor. In Class X most of the entrants were huge six-cylinder, double-overhead-cam, supercharged outfits developing in excess of 100 hp.

The American entrant, with his tiny Johnson "24" built in 1932, soon proved to be a veritable "giant killer" when he ran the first lap in third place among eight to ten snorting, six-cylinder, supercharged behemoths. In the second

lap he surprised everyone by passing Gerbaud, a French entrant, to move up into second place.

Bill then took off after the leader, Massimo Leto di Uriolo of Italy, who holds the Class X straightaway record at 100-plus mph. This attempt turned out to be a little too much, however, for the American caught a wave wrong and was catapulted out of his boat into the icy water of the Mediterranean.

From Monte Carlo the center of racing activity shifted to Carrara, Italy, on May 1. This race was again run in a harbor, in waves large enough, if not as mountainous as those of Monte Carlo. The classes scheduled were A, B, and D, so Bill entered his Johnson Class B motor on his Neal Class C hull. He did not have a Class A motor with him.

Here Bill scored a clean win in the Class B race and also made the fastest lap time, even faster than the fastest lap in the D Hydro Class.

Tenney went to one more race at Sabaudia, Italy, on May 20, mainly to prove that his win at Carrara was no rough-water fluke. Here there was no Class C race again, but the water was smooth and Alberto Vitali of Mariano Comense, Italy, kindly loaned him a Molinari (Italian make) Class B Hull on which to mount Bill's more-than-twenty-years-old Johnson motor.

The outcome of the Class B race was awaited with considerable eagerness, since everyone wanted to see if the old

American motor could again triumph over the new German, Italian, and latest American motors. Things did not look good for Bill at the start, when his motor "loaded up," but it soon cleaned out and he walked through the field into second place at the end of the first lap.

During the next two or three laps, Bill had difficulty trying to pass the leader, the Italian Class B Champion D'ell Orto, driving a Konig motor. Bill would catch up on the straightaways but would lose out on the turns because the unfamiliar boat slid wide.

He finally worked his way into a good position going into one turn and attempted to hold the inside in an all-out effort. Again, the boat slid out and Bill was caught in D'ell Orto's rooster tail. The resulting shower bath drowned out one spark plug and virtually the entire field passed the American. Eventually the spark plug cleaned out and Bill took after the field on both cylinders, working his way up to third at the finish.

There was not much doubt as to who had the fastest boat, regardless of the finish.

Bill also planned to enter races at Berlin and Essen, Germany, and a third race in Italy, but all of these races were either postponed or cancelled, so he sailed for New York on June 20. All in all, a successful and probably quite pleasurable jaunt for this active competitor.



# THE TRIANGLE

By Gladys Adams

SHARING A HUSBAND WITH A BOAT TURNS OUT TO BE LESS  
OF AN ORDEAL THAN MOST RACE DRIVERS' WIVES EXPECT

Angie Bauman, whose husband Bill competes in B Hydro, keeps busy handling Little Anne and Gary and pit stooging for Bill as well.



Boots Kaye Morphy, former alky M champion and wife of racing driver Lewis Morphy, has two children, works as a movie stunt girl besides.



The Bakersfield, Calif., Ingalls are a big racing family: Tommy, Doc, Adeline at right, and Tommy's wife with two of their children.





Doris and Jim Holder pit stogie for their ten-year-old son Wally, who drives an alky M Hydro. For thirteen years Doris served as Secretary-Treasurer of the L. A. S. A., during which time Jim drove C alky burners.

EARLY IN OUR COURTSHIP I discovered that the man in my life had another love. She was a formidable rival. She had the shape that made men drool; she was painted, polished, protected and as cherished as a precious jewel. When she was good, she was very, very good, and when she was bad there were any number of excuses for her behavior. She could do no wrong. She was a racing boat!

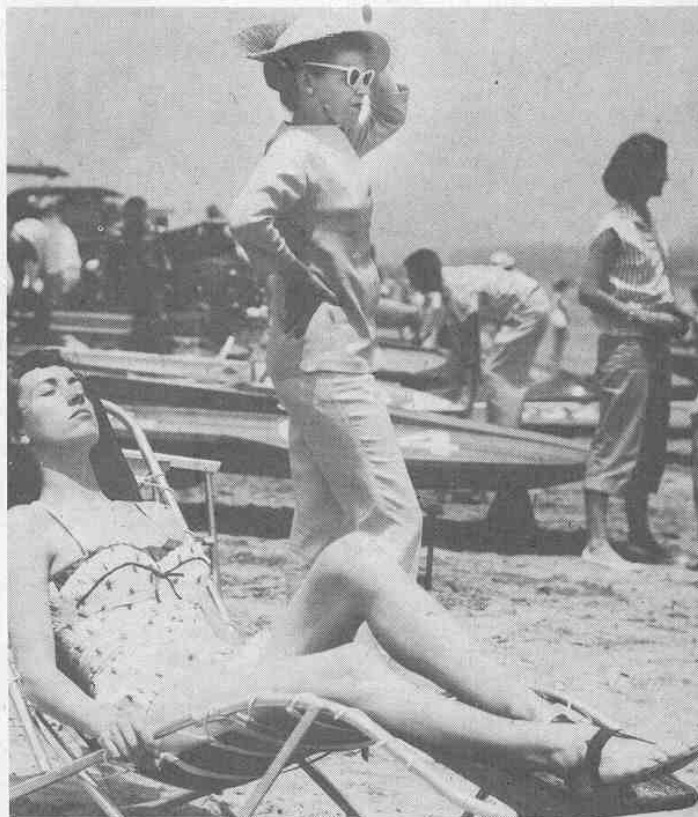
Even as I was carried across the threshold, I had the vague feeling that she, too, had been gently lifted across—if not before, at least simultaneously. So began married life for the three of us.

But as I steeled myself to grapple with this triangle, I gradually found that I had no problem. My rival became my friend and a very vital part of my life. Observations among members of the sorority of racing wives show that mine was not an isolated case. Like me, they had taken this sleekly painted, pampered, temperamental beauty into their lives.

Wives hold up their end of the triangle in different ways, as shown in the pictures on this page. Typical examples are illustrated by the Los Angeles Speedboat Association at a recent race at Marine Stadium in Long Beach, California.

These racing weekends are preceded by a frenzy of preparation—clothes, lunches and speculation—and are followed by exhaustion, sand, sunburn and either a new trophy to dust or a hateful of excuses.

Now that I have become wiser and more aware of the ways of boating, I can see that racing didn't disturb my life—it enlarged it. It gave me a group of friends with like interests. Most of all it gave our family an interest to share—thereby enriching the lives of all of us.



Alma Marvick soaks up the sun at Los Angeles Marine Stadium, setting for the 1956 APBA Outboard Nationals. Her husband Bob is a competitor in the F Runabout class.



GREATER HORSEPOWER is the distinguishing feature of 1957's outboard-motor lines, with no radical alterations in last year's designs. The horsepower race, brought on by consumers who are buying bigger boats, and using them more and more for cruising and water skiing, has been joined in by all leading producers of outboards.

Electric starting grows in popularity as an alternative to manual starting on the larger motors, although several models have compression-relief chambers to make hand starting easier.

Color and trim have assumed a more important place recently, and each manufacturer now offers an extra-cost deluxe version of his biggest model for those wishing to invest a few dollars in prestige and pride of ownership.

Leading the power parade is the new 60-horsepower six-cylinder-in-line Mercury Mark 75, displacing 59.4 cubic inches and weighing just 140 pounds. Its new single-lever control is the first on a outboard motor, and it is as near to automatic transmission as the industry has yet come. The Mark 75, which is to sell for about \$850 F.O.B. factory, is full electric. A competition model, the 75H, is offered as well. The other new Mercury is the Mark 10, designed primarily for fishing use.

Three competition models in all will be offered in 1957 by Mercury—the 30H, the 55H, and the 75H. The 20H has been dropped.

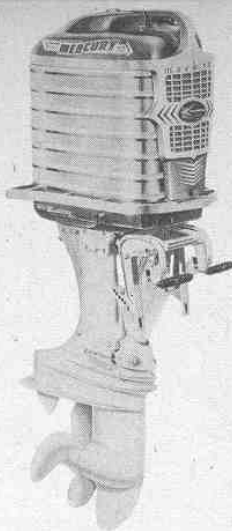
Scott-Atwater has upped horsepower on several of their models, increasing the 33-hp model to 40, and restyling most of the line into colorful and sleek designs. The 40 is available in a deluxe treatment as the Royal Scott, at \$675, as well as in standard models, with a choice of electric- or manual-starting. The electric has a 12-volt generator, and retails at \$589.50 F.O.B. Minneapolis. All the 40's have a new fuel system based on multiple jets. Fuel savings of up to one-third are claimed.

West Bend joins with Scott-Atwater to feature fiberglass cowlings as light-weight sound mufflers. West Bend joins the power race this year with a new 38.7-cubic-inch 30-horsepower motor.

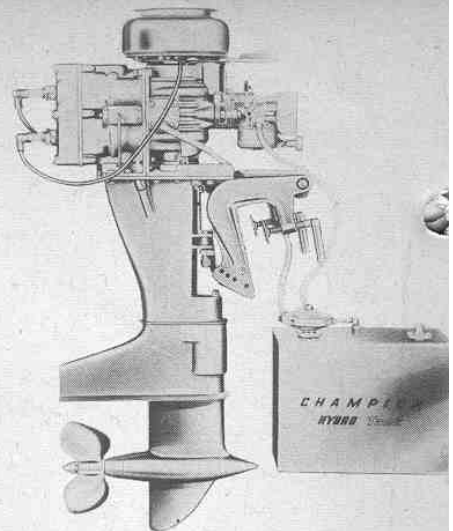
Evinrude's line of nine motors includes greater horsepower, a slip clutch propeller, and an optional generator. Three new 35-horsepower motors head the line: the Big Twins, rope- and electric-starting, and the Lark. These units replace the three 30-horsepower motors in the 1956 line. Two 18-horsepower motors replace last-year's 15's.

(Continued on Page 31)

Golden Javelin leads the Johnson line for 1957. This gold-and-white 35-hp electric is designed for the style-conscious outboarder—price, \$625.



Mercury's all-new Mark 75 is the most powerful of 1957's outboards, a six-cylinder-in-line, two cycle engine which produces 60 horsepower.



Champion continues its 20-c.i. Class B stock competition Hot Rod, retailing at about \$435. Rumors indicate a possible Class A motor too.

# OUTDOORS with the OUTBOARDS

1957 OUTBOARD MOTORS

By John Kingdon





## Boat Sport

### Covers

## the Racing Scene

(Continued from Page 15)



A part of the 109-boat field at Buggs Lake, Clarksville, Va., where the stock outboard competitors came together for 21 heats in eight classes.

run down. Luck again was with Wilson as he finally nursed his power plant into action only to have three jockeying twin-motored outboard cruisers bathe the 266 inboard in a sodden blanket of water, with the result that the big V-engine cut out on one bank of cylinders. When he finally ironed out his problems, more than sixty boats were ahead of him. For the next twenty miles heading south, Wilson reports he was rolling at better than 90, until he finally caught up with Griffith, who was again in the lead, and then forged ahead of *Pussy Cat*. Griffith this time hung on tenaciously and Wilson had to risk skipping a fuel stop in order to keep *Sabre* out in front. An hour and 27 minutes after the start, he roared into Miami across the finish line, having averaged 66.2 mph on the south run, but finishing with less than a half cupful of gas and Griffith just 30 seconds behind.

Lou Nuta blew the motor in *Lil Stinker* off Pompano Beach and had to be towed in. This opened third overall position to Howard Abbey, who arrived for the checker ten minutes behind Griffith, followed in by Hibbert in fourth and Del Daily, fifth. Whistler Schmidt again bested the outboarders, with Stu Gray taking second, followed by Don Drake in third spot in Class 4 for the 40 c.i.-displacement motors.

Other inboard class winners included George Denisco, with Bill Nixon second, in Class 1. Dick Cooper was followed in by Al Martin in Class 2. Howard Abbey and Howard Hibbert placed one and two in Class 3, with Wilson and Griffith overall first and second in Class 4.

Among the outboarders, Oliver Barnhill and Bill Townsend ran one and two in class 1; Jim Potter and Roy Ridzell finished one and two in Class 2; Erwin Fagen and Chink Antonoglou ranked first and runner-up in Class 3, with Irvin Schmidt and Stu Gray one and two overall among the two-cycle rigs and topping the Class 4 ranks.

Outboard Classes 5 and 6 found Roland Berube and Ronald Hyatt taking the checker in rapid succession, with Class 6 going to Bob Kleiser and Thomas C. Bennett in that order.

Only 157 of the starters completed the two-day distance.

### WEST COAST RUNDOWN

Out on the West Coast, where the alcohol burners were prepping for the A.P.B.A. Nationals, slated for Los Angeles Marine Stadium the last week of September, competition among L.A.S.A. members was keen. By midsummer, it was Boots Morphy leading a seven-boat M Hydro contingent with 4,319 points. Her closest competition came from Eric Molinar with 3,094 and Mary Hubbell, 1955 N.O.A.M. Champ, with 2,884.

In A Hydro, Elmo Belluomini headed the heap with 3,850 points. Craig Spencer was second with 2,396, followed closely by Dick Lawrence with 2,333. Twelve boats were regularly campaigned in that group.

Bill Bauman topped the B Hydros with 4,044, pushed by Arnold Adams with 3,534 points. The balance of the eleven boats tangling in that class were well behind.

Tommy Ingalls dominated the C Hydro ranks with 4,800 points. Second-place C Hydro racer Dick Sherman had scored 2,920. In C Service Hydro Henry Wagner received only spotty competition. Wagner had racked up 2,900 tallies. Chuck Parsons in F Hydro with 1,600 points was being pressed very closely by Ralph Homes with 1,575.

Among the runabout competitors, perennial front-rank runner Manuel Carnakis topped the CSR's with 4,900 and also headed CRR with 1,969. Chuck Parsons reigned also over the F Racing Runabout division with 4,725 and Walter Gillo was runner-up of the 4-cylinder runabouts with 3,225.

### NORTH-SOUTH EVENTS

On the N.O.A. circuits the annual Yankee-Rebel tangle in the North-South Championships proved to be an uneven affair for both groups. The Yankees overwhelmingly copped the alcohol burner Division 1 contest and the Rebels reigned supreme in stock racing Division III.

The Division I events were held at

Quincy, Ill. Though there was a healthy turnout of alky burning equipment, no rebel showed up to defend for the huge Captain Waide Hughes Trophy, which was carried away by the high-point driver of the day, Ellis Willoughby, Alexander, Ill. Oddly enough the alcohol burners' race on Quincy Bay proved to be the setting for a rare arrest and conviction for drunken motorboat driving. Leland Naderhoff, local Quincy pleasure boater, suddenly appeared on the race course in a metal-hulled outboard sports runabout and started to circle in and out among the hydro drivers, who were warming up for the F race. Naderhoff allegedly paid no attention to signals and calls from officials and patrol boat crews and after completely disturbing the pre-race testing, he proceeded to lap the course. As he turned the buoys at the upper end, Coast Guard craft and a harbor patrol craft caught him in a V and forced him into the shore near the judges' barge. With engine still full bore, Naderhoff creamed the bank and was thrown out on the shore amid a shower of empty beer cans that had been on the floorboards of his boat. Naderhoff, after paying fines and costs, was \$104 poorer. Frankly the action of the judge met with full enthusiasm from the hydro clan, who all too often are cursed with extra-curricular race problems in the form of pleasure boaters thoughtlessly trying to get into the act.

General Rusty Scheckelhoff, Troy, Ohio, who had been the Yankee High Pointer in 1955, was beset with no problem in mustering his forces to repeat the Yankee win for 1956, since even the Southern General Bob McGinty of Corpus Christi, failed to make an appearance. However, the races were excellent, with drivers on hand from nine states and elimination heats being required in A Hydro, C Service Runabout and B Hydro.

Ellis Willoughby, of Alexander, Ill., rolled up four first places and a fourth for the day's high point score of 1769. Willoughby copped his elimination heat in C Service Runabout, leading in second-place driver Marion Bennett, Sabetha, Kansas, and a full field of other





Dave Kough, Hawthorne, N. J., in 58J, won at Lambertville. Here he passes Leonard Kline, Bridgeton, N. J., whose Sid-Craft has spun out.



Despite blinding rain, F. C. "Doc" Moore, Miami, drove his 48-c.i. hydro, a Lauterbach hull, to straight victories at Buggs Lake, Clarksville, Va.

drivers, as well as topping Todd Brinkman, Springfield, Ill., in the final heat—Brinkman having won his elimination heat. In C Hydro, Willoughby took straight-heat wins with his toughest competition coming from second-place finisher Dave Barnes, Zonesville, Ohio.

Homer Kincaid, Carbon Cliff, Ill., was second in points with a second and third place in CSR and two firsts in C Service Hydro, for a total of 1,325 points. Todd Brinkman, with a first and two seconds for a total of 1000 points, was third in line, with Rusty Scheckelhoff's score of 994 points, based on two second places, a third and a fourth, placing him fourth. Clarence Kleinhaus, Columbus, Ind., another double-heat winner in Class A Hydro, scored 800 points for fifth place.

Over-eagerness on the part of drivers in eight of the seventeen heats led to a large number of disqualifications for gun jumping by starter Steve Jankowski, Milwaukee, Wisc. In the second qualifying heat for B Hydros, after three attempts at getting a fair start, only three legal drivers remained of the original field of a dozen.

All told at Quincy, 112 entries were on hand for one of the largest alky burning turnouts of the season. Most heartwarming for the fans was the total of seventeen of the big four-cylinder F Hydros. The F winner was Jerry Bishop, Lincoln, Neb., who merged a second in his qualifying heat and a win in the final to take top honors in the day's final event.

At Marion, N. C., where the N.O.A. Division III stock drivers met for the North-South Championships, a reversal of the Quincy situation existed. Not a single Yankee showed at Lake James. This was the fifth annual race to be sponsored by Chairman Jack Ballew and the Lake James Boat Club. Each year the proceeds of the regatta are turned over for the benefit of underprivileged children at South Mountain Institute. Chris Erneston of West Palm Beach, Fla., turned in high points for the event, with second high points being garnered by Ralph Scott, Paducah, Ky.; Dave Alsop, Ft. Lauderdale, Fla., was third and Fred Deal, Newton, N. C., fourth. Dieter Konig, the German outboard campaigner, competed in his final race prior to returning to Berlin. He

entered the BSH events, taking a third place in the initial heat and a first place in the final to total enough points to place as overall winner in the class, a fitting farewell to his spring and summer campaign here in the United States.

#### LAMBERTVILLE, N. J.

At the first closed-course event ever to be staged at Lambertville, N. J., a heartening group of seventy-six hydros and runabouts lined the Delaware River banks. In the initial heat of the day, a BU event, Ed Bradby, of Lancaster, Pa., helming a Sid-Craft powered by a Merc 20H, turned in a most exciting piece of aggressive racing, completing the first of his five laps on the one-mile circuit back in fourth spot. Bradby then picked his way up through the three leading boats with skillful driving in the corners to eke out a victory in the final turn. Because of the twenty-six entries in the class, three elimination heats were held. Bradby finished second in points, being about to nurse out only a third spot in the final. First in points was straight-heat winner Dave Kough, Hawthorne, N. J., who helmed a Sid-Craft powered by a Champion Hot Rod.

George Stillwell, Glendora, N. J., piloted a Merc-powered homemade hydro to top honors with a perfect point score in ASH, followed in point standing by Dick O'Dea, Jr., Paterson, N. J., and Bill Ploucher, Vineland, N. J.

In BSH, there were three standouts. One-time National Champion Dick O'Dea, Jr., won his elimination heat and the final in the 19-boat turnout. Dave Kough finished second to O'Dea in one elimination heat and the final and Hal Kelly, Bergenfield, N. J., BOAT SPORT's cover artist, won his elimination heat and finished third in the final event to place overall second to O'Dea and lead Kough by 25 points.

In the AU events, Dick Rees, Lancaster, Pa., in a Merc-Richcraft, turned in a perfect score for an elimination-heat win and a win in the final. Many of the fans in the crowd were rooting for Bob Widmer, Scotch Plains, N. J., helming a Sid-Craft. Widmer got off to a bad start, picked his way up to third place at the end of one lap, dropped back to fourth at the end of the second lap and then settled down to hard corn-

ering. He moved through rooster tails into a clean-cut second position, pushing Rees in the first elimination heat and repeating with much the same performance in the second heat. Dave Kough, however, who had a big day for himself, merged first- and third-place finishes to take overall second in point standing behind Rees.

In DU, with the only skimpy turnout of the day, Les Kahn of New York City took advantage of a wide sliding turn by Elmer Possinger of Stroudsburg, Pa., to garner the checker with a several-boat-length lead over Possinger in the single heat for the four-cylinder jobs.

Water conditions, pit facilities, officiating and overall arrangements were excellent. It would appear that the success of the event would mark it for an annual affair under the sponsorship of the Winding River Boating Association.

#### 1000 ISLANDS MARATHON

At Alexandria Bay, New York, the start and finish point of the third annual 1000 Islands enduro over a 90-mile course on the St. Lawrence River, 103 stock outboard runabouts in five different classes got off to a damp start when a sudden shower poured down on the drivers just as the starting cannon blasted. Fortunately the rain lasted only about ten minutes, though intermittently during the balance of the afternoon there were threats of another deluge.

Harold Van Norman and J. Y. Thompson, Alexandria Bay Co-Chairmen of the co-sanctioned A.P.B.A. and Canadian Boating Federation event, were delighted by the estimated turnout of 50,000 persons who lined the river at the check-point communities of Alexandria Bay, Clayton and Ogdensburg on the New York side of the St. Lawrence and Prescott and Brockville, Ontario, on the Canadian side.

At the half-way mark, when the first boats flashed downriver again past W. Grant Mitchell's picturesque Hotel Monticello, where many of the pre- and post-race festivities took place, Les Kahn, New York City, the previous year's overall winner, was spotted in the lead, silhouetted against Boldt's Castle, tailed by less than a half boat-length by Joe McSavage, U. S. Navy sailor on racing leave. Kahn, however, came un-



glued from his Raveau hull twice during the event, losing valuable time swimming instead of racing and wound up in fifth spot with Andy Kokolski, Dedham, Mass., romping in for a tight finish and nosing out Bob Jacobson of Flint, Mich., second-place runner. Both drivers had Merc 55H-powered rigs, Kokolski helming a Switzer and Jacobson a Speedliner. It was either driver's race right down to the finish line, with the two boats battling it out bow-to-bow for the last mile and a half. Kokolski came off the better as both racers bounded over a cruiser wake less than 50 yards from the finish line, the winner averaging 43.83 mph for the distance.

In Class CU, Hunter Grimes of Alexandria Bay, N. Y., opened the eyes of many of the spectators for the first time to the real potentials of the new Mark 30H Mercury when he averaged 39.45 mph over the rough water distance to score handily over Dunc Alexander, Port Huron, Mich., winner of the Belle Isle Marathon at Detroit.

Bob Robbins, Springfield, Mass., took first place in BU with a Merc 20H powered Sid-Craft, leading home second-place finisher Hal Kelly, Bergenfield, N. J., who helmed a hull of his own design powered by a Champion Hot Rod.

AU class was a heartbreaker for Craig DeWald, Reading, Pa., who had built up nearly a two-mile lead over his closest competitor in AU, only to have a condenser go bad within sight of the finish line and limp home on one cylinder into fifth place, with the win going to Ralph Yost, Pottstown, Pa., in a Richcraft. The previous year's winner in AU, Tullio Celano, Sr., grabbed off second honors.

Bob Moore of Royal Oak, Mich., helming an Evinrude-powered Speedliner, continued his consistent "36" class performance by piloting his boat *Mad Mamma* to a surprising average for the class, 34.32 mph. Moore, who is a 28-year-old carpenter, has previously scored victories at Detroit, Top-in-a-Bee, Mich., and River Rouge.

Much of the success of this annual marathon, which now ranks among the major events, was dependent upon the publicity and promotional efforts of Dick Powers, Secretary of the 1000 Islands International Marathon Association and publicist for the 1000 Islands Bridge Authority.

ciation and publicist for the 1000 Islands Bridge Authority.

### WINNEBAGOLAND

At the Milwaukee *Sentinel*-Winnebago Marathon, which has come to be known as the "Tom Johnson Enduro" in honor of the pioneering and continuing efforts of the Milwaukee *Sentinel's* sports-events manager, Bob Jacobson, Flint, Mich., who all season has been knocking at the door of a major victory, copped what will go down in history of outboard marathons as one of the most rugged grinds of all time. Jacobson surprisingly averaged 35.86 mph over the 88-mile distance despite water conditions—waves were frequently rolling four feet and higher. Jacobson in DU class was one of ten of the largest-class boat jockeys to manage to navigate the entire distance, from among 80 DU starters. Of 223 boats entered, only 22 reached the finish line, with swampings, flips, broken transoms, split bottoms being the commonplace factors in eliminating the contestants. Since any driver who was able to negotiate the angry chop is deserving of recognition, a complete rundown of the official results follows:

#### CLASS AU (26 starters)

1. Bob Stanley, Petoskey, Mich.
2. Johnny Ellenberger, Petoskey, Mich.

#### CLASS BU (80 starters)

1. Bob Hering, Sheboygan, Wis.
2. Bob Granska, Neenah, Wis.
3. Jack McCourtie, Michigan Center, Mich.

#### CLASS CU (19 starters)

1. Bob Ross, Birmingham, Mich.
2. Carl M. Clark, Lincoln Park, Mich.
3. Bill Magel, Kalamazoo, Mich.
4. Clarence Heath, Jackson, Mich.

#### CLASS DU (80 starters)

1. Bob Jacobson, Flint, Mich.
2. Walter Robbins, Springfield, Mass.
3. Troy J. Routon, St. Joseph, Mo.
4. Ray Lenk, Detroit, Mich.
5. Jack Abraham, Fremont, Wis.
6. Christ Dangles, La Grange, Ill.
7. Chef Michaels, Glenshaw, Pa.
8. James Komorowski, Fond du Lac, Wis.
9. Walter J. Granitzke, Racine, Wis.
10. Richard Bolton, Hague, N. Y.

#### CLASS 36 (18 starters)

1. Leonard Weber, Jr., Milwaukee, Wis.
2. Ralph Davis, Milwaukee, Wis.
3. John Czaplowski, Chicago, Ill.

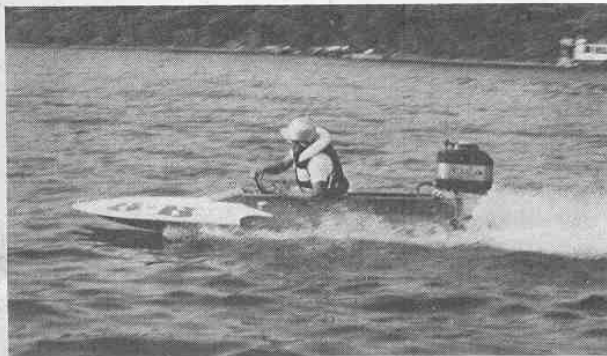
### BUGGS ISLAND LAKE

Co-race chairman Ned Roberts and Thomas E. Boyd, A.P.B.A. Senior Vice President Red Peatross and A.P.B.A. Referee Franklin F. Foulke put on one of the most ambitious racing programs of the season at Huge Buggs Island Lake, Clarksville, Va., where a schedule of six classes of stock outboards, four classes of outboard hydros, and five classes of inboards, plus mile trials, kept the area singing with the sound of revving motors for two full days. Cash prizes of \$50 a race for the stock outboarders and \$130 per race for outboards and inboards represented a cushy jackpot for the more than 23 racers who swarmed into regatta headquarters at this isolated town of less than 2000 population. Local V.F.W. Roanoke River Post Commander Waverly Watkins and genial Ned Roberts sparked a series of buffet dinners and dance which gave the weekend a continuing festive flavor.

The stock outboarders were most heavily represented and of the 12 two-cycle stock craft, Tommy Young of Wachapreague, Va., proved to be the standout. Unlike recent results in the Northeast, the Champion Hot Rods failed to dominate the BU and BSH event although the motors were represented in large numbers. Young copped BU with a Merc-Sid-Craft combination in straight heats from eighteen other competitors, though in this event he was pressed by Bruce Birmingham, Carboro, N. C., helming a Champion powered Carlsen hull. However, when the two met in the final event, both having won their eliminations, Young led Birmingham to the tape by a full six seconds. BSH was captured by Bobby Merritt, Wilmington, N. C., in a Merc powered Swift, with William "Jimmy" Robinson of Norfolk, Va., taking second honors in a homemade Merc-powered hydro. Merritt scored the fastest competition time with an average of 44.18 mph.

AU honors were also garnered by Tommy Young, but Buddy Fleming of Edgewater, Md., who took second points, lapped the fastest competition time when he won the final event an average of 37.578 mph.

(Continued on Page 31)

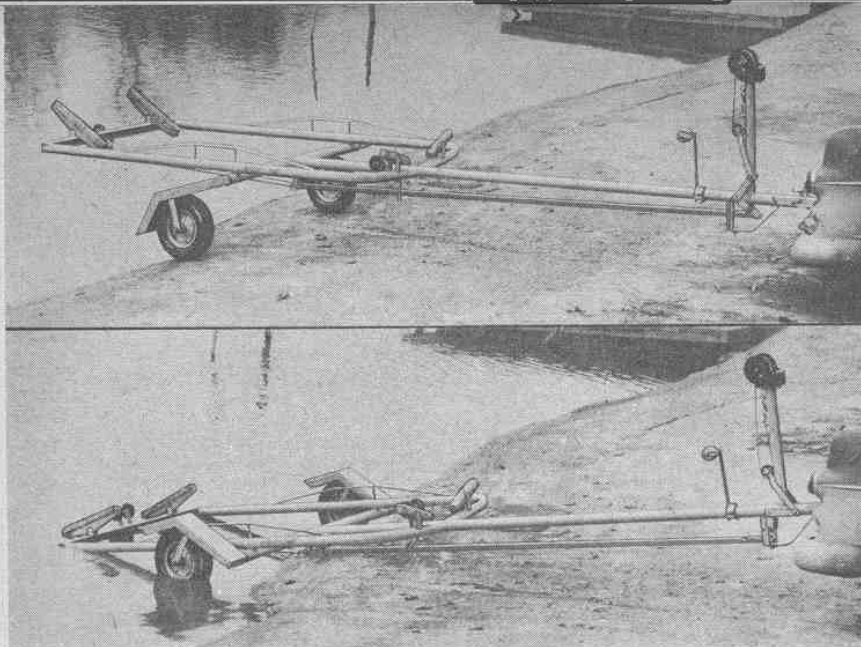


Tommy Von Mello, Marion, Mass., helms a DSH at Northeast Divisionals in Worcester. Hard-driving Von Mello was the standout competitor there.



In DU, Jack Holt, of Engleside, Va., helmed this 55H-powered Speedliner Baby Boo II to a first and a second place for an overall class win.





### FLEET-CRAFT TRAILER

The Fleet-Craft trailer combines the advantages of a marine railway and a dry dock. To launch a boat, back the trailer into the water and with the trailer still connected to the car, drop the cradle frame down and float the boat off. When the frame is lowered, rollers are automatically raised to lift the boat from its cradles and provide a roller runway for gliding the boat into and out of the water. Retrieving the boat is equally simple, just float the boat over the submerged cradle and then raise the cradle frame.

However, in those rare cases when the boat must be launched and retrieved over a steep bank, the powerful geared winch will provide more than enough pull to recover the heaviest boat that the trailer will carry. For further information write Fleet-Craft Boat Trailer, 1802 N. Leland Ave., Indianapolis, Ind.

## It's News

### QUICKSILVER GEAR HOUSING ADAPTOR

Grossman Marine Supply House, 1136 N. Third St., St. Louis 2, Mo., announces another in its line of Cyclone racing accessories. This latest is an aluminum casting adaptor so that the owners of Mercury Mark 50, 50E, 55 or 55E motors can install only the gear housing of the Quicksilver (long model) or the standard Mark 40 gear housing in place of the stock equipment. Transom height remains the same but on a light boat speeds of up to 15 mph faster can be gained. It also offers a means to change gear ratios so that owners may use a standard unit and in a matter of 10 or 15 minutes, switch units for higher-speed activity. In tests on a Switzer Craft 1956 Shooting Star, a stocky Mercury Mark 55H with a Quicksilver #504 propeller showed 42 mph. With the adaptor and the 1:1 gear ratio lower unit, the speed increased to 57 mph. The Quicksilver unit used was the long type with the 19 3/4" driveshaft length. The adaptors will sell for \$30.

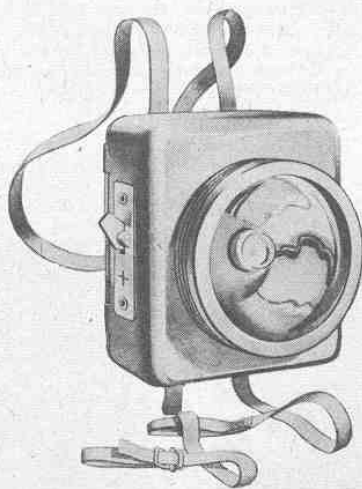
### PATCHING KITS

Travaco Laboratories, 233 Condor St., East Boston 28, Mass., is the manufacturer of Marine-Tex, kits designed to patch cracks in engine heads and crankcases, make permanent repairs to

fuel tanks, pipe lines and fittings, patch cracks, plug holes and to fill many other uses. It comes in kit form, packed in a waterproof plastic bag, with complete accessories such as catalyst, mixing cups, applicators, sandpaper and plastic squeegee. Marine-Tex is an Exporite Resin compound which is non-toxic, self extinguishing if exposed to fire, has a shelf life of several years under any climatic condition, is non-explosive, hardens completely after two or three hours with catalyst added and can be applied in any thickness without cracking. A one-pound kit lists at \$4.50 and a three-pound kit at \$12.

### CHESTLITE

The Chestlite puts the light where you want it and leaves both hands free.



It is adjustable on the heavy-duty webbing strap which is provided with loops for belt if needed; has focusing lens for spread or spotlight, corrosion resistant 26 ga. steel case, copper plated before

painted gray. Burns under water when used with sealed-type flashlight batteries (requires 2). \$3.15 ea. less batteries. Write Emergency Lights, Inc., Dept. M., 620 West Anaheim, Long Beach 13, California.

### HOT SPARK PLUG

A new spark plug, called the American Eagle, has been designed to shoot a full circle of fire instead of the single lane spark of ordinary plugs. This hotter, stronger spark is said to give quicker starts, greater horsepower and more miles per gallon of gasoline. The 360° radial cathode and the broader cold headed electrode are pre-gapped and, because of the wider area of contact, remain constant after thousands of car miles, the maker states.

The more complete combustion possible gets increased energy from lean fuel mixtures and allows less back pressure in the exhaust systems. Self-cleaning, the American Eagle plug is unaffected by oil splash or water.

Pre-set at the factory for all makes and years of cars, American Eagles need no adjusting before installation. They require no testing, checking or cleaning at tune-ups, says the manufacturer, since no loss ever occurs under any working conditions. They retail at \$1.25.

### NON-TOXIC FIRE EXTINGUISHER

Spraint Fire Extinguisher, a new aerosol-type self spray, has been announced by Minit Spray Corp., 23 No. Wacker Dr., Chicago. The 12-ounce container can be used several times until exhausted, and emits a 10-foot high-pressure stream, suitable for engine fires. It evaporates rapidly, and is therefore practical for drying out ignition systems. Non-caustic and non-toxic, it contains no carbon-tetrachloride. Price, \$1.69.



## Boat Sport Covers the Racing Scene

(Continued from Page 29)

Jack Holt, Engleside, Va., helmed a Speedliner to victory over Nollie Simpson, Norfolk, Va., second-place finisher in a Sid-Craft from among ten DU competitors.

C Stock Hydro honors went to Doug Stone, Beaver Dam, Va., with Bill powers, Richmond, Va., taking second. Both racers helmed Swifts. In DSH a Baycraft piloted by Troy Hatcher, Winston Salem, N. C., merged a second and a first for top honors over Nollie Simpson in a Swift.

On the second day of the event one of the most popular wins of the regatta occurred when Guy Hamilton III, a fifteen-year-old driver from New Bern, N. C., in a Johnson KR-powered Swift moved up from fourth place to win the initial event handily against a strong field of thirteen competitors. The remarkable thing concerning young Hamilton's victory, which gave him the Southeastern Divisional title, was that though he had been driving stock outboards for several years, this was his first competition effort in an alky burner. Among the boats he topped was another Johnson-motored Swift raced by his father, Guy Hamilton, Jr., a veteran and topflight A Hydro jockey. Second honors in A Hydro went to Doug Earnhardt, Charlotte, N. C., who helmed a Fillinger.

Bill Scheerer romped through a field

of sixteen B's with an SR Johnson-powered Fillinger to score a perfect record and gain the Southeastern Divisional B Hydro title, with second place going to Doug Creech, Charlotte, N. C.

The C Hydros also hit the starting line sixteen strong when Tom Harden, Portsmouth, Va., nosed his Neal under, took a tremendous end-over-end flip and was pulled from the water by members of the Mecklenburg Life Saving and Rescue Squad.

Hard consistent driving by lower-unit builder Herschel Starnes, Hickory, N. C., merged two second-place finishes to gain the C title, with Doug Creech again runner-up.

In the F Hydros, Creech finally garnered a Divisional title when he scored two wins against the fourteen boats entered in the event. Not too surprising, though four of the large 4-60 Evinrudes were registered, Creech, with a smaller PR-class job, romped home ahead of the 60 cubic inchers, as did second-place finisher Bill Tenney, Dayton, Ohio, who tailed Creech in both heats.

The Buggs Island fans were treated to some real action from start to finish in the inboard events. Ten 48-c.i. hydros were on hand, with F. C. "Doc" Moore, Miami, Fla., helming his *Southern Air IV*, a Crosley-powered Lauterbach hull, to straight-heat victories.

However, Moore did not have things all his own way by any means, as he was hard pressed to the end by Amada Tanael, Washington, D. C., in a Visel hull.

Eleven of the hot-running 135 hydros hit the starting line in two perfectly timed and bunched starts. Earl Kelly of Richmond, Va., battled through the first heat in his Hallett to barely nose out Ardon Bozarth, Vineland, N. J., in a Seabrook hull. Both drivers averaged better than 68 mph. In the second heat, Kelly found tough competition in edging Frank Vernon, Washington, D. C., by less than four seconds. Bozarth was unable to start the second heat and didn't figure prominently in the final standing. Vernon took second honors.

Eleven 136's were also on hand. Bob Baxter, High Point, Md., merged a third and a first to capture high points from Alton Pierson, Queenstown, Md., who drove his *Lil' Barb* to second point standing despite a gun-jumping offense and disqualification in the second heat.

WaWa, the Ford-powered Lauterbach 225 of Bill Ritner, scored front-rank checker spots under the skillful guidance of Henry Lauterbach, Portsmouth, Va., in two relatively easy victories in a five-boat field. Lauterbach's best average speed was 67.924 mph, topping second-place Don Dunnington, Silver Spring, Md.

The 266-class gun brought six of the screaming jobs out to the starting line. Curt Martens, Hampton, Va., in a Dodge-powered rig, led Lauterbach's Chevrolet-Lauterbach hull to a close finish with a two-second margin between the two boats. Martens averaged 74.380 mph. In the second event, however, Jimmy Fyle, Jr.'s *International II*, campaigned out of Baltimore, Md., grabbed off the lead with Martens riding in third and Lauterbach fifth. At the end of two laps Martens finally drew abreast of *International* in his *MarBel*, steamed through to an overlap when suddenly the Dodge V-8 blew and *MarBel* dragged to an abrupt stop. Curt was thrown clear of the boat, which veered directly into the path of *International*. In a giant curtain of spray, *International's* bow was seen vaulting high in the air. When the curtain of water receded chunks of red-painted plywood from both of the scarlet boats floated on the water.

The other entrants pulled to a stop to offer aid but *International* suddenly fled at full throttle back toward the pits, her foreplane badly gashed. Though announcer Al Bauer alerted the winch crew and the lift was ready, *International* sunk before the slings could be drawn under her. *MarBel*, with one damaged sponson, was towed off the course and the heat was restarted. Lauterbach, despite being pushed by Bob Smith, Baltimore, Md., in *Miss Pinky*, romped home to top honors with a five-second margin over the Baltimore, Md., driver who during the mile trials of the meet had pushed *Pinky* through the traps at over 100 mph to qualify as a member of the exclusive 100 M.P.H. Club.

## Outdoors With the Outboards

(Continued from Page 26)

The Big Twins and Lark produced 35 horsepower (OBC certified) at 4500 rpm, giving speeds, according to the manufacturer, of over 33 mph. On the rope-starting Big Twin, compression relief chambers have been provided in the cylinder head, making it easier to pull the engine through the compression stroke. Valves open these chambers, and are operated automatically by a linkage connected to guide tracks in the starter pulley. Valve opening is thus coordinated with the timing of the starting handle as it is pulled.

The new slip-clutch propeller is used on all models except the 5½-hp Fisherman and the 7½-hp Fleetwin, which already had a propeller clutch. A rubber hub has been redesigned to allow the propeller to slip when an obstruction is hit. The traditional brass shear pin is replaced by a stainless-steel drive pin.

Johnson, like Evinrude, has upped horsepower of its bigger motors for 1957, jumping last year's 30 to 35 horsepower, and the 15 to 18. The 35 and the 18 are available in both manual- and electric-starting models, and there is a deluxe version of the electric 35, the Golden Javelin. A total of nine models makes up the 1957 line.

The Lark remains the deluxe model of the line, incorporating all the features of the electric-starting Big Twin. Designed, like the rest of the line, by Brooks Stevens, the Lark is colored in

aqua-white, gray, and chrome.

Johnson's 35-hp motor has a displacement of 40.5 cubic inches, and the manufacturer claims speeds up to 33 mph. It has the fuel-saver system, an automatic spark control which reduces fuel consumption at planing speed. The manually-starting 35 has a compression-relief system which reduces the physical effort required in starting.

The 27-mph Sea Horse 18 has a displacement of 22 cubic inches. It too is available in both manually- and electrically-starting models.

The Fageol 44, introduced less than a year ago, will make an attempt at a mass market this year, emphasizing its great fuel economy. The 35-hp motor sells at less than \$800.

The Champion line will continue without major change, although they too aim at great expansion for 1957. The Hot Rod, popular 19.98-cubic-inch version of their 16½-hp outboard, will undoubtedly continue its winning pace in B Runabout and B Hydro competition. There is talk also of a 15-cubic-inch stock competition motor for Class A events. Because of the expense involved in tooling for such an engine, with a limited sales potential, the price would be as high, or even higher than, the Class B Hot Rod. For this reason, if produced at all, it will probably be as a power head for use with the lower unit of those who already have B Hot Rods. (End)



## Flyin Chips

(Continued from Page 19)

Tense minutes passed until the winner's name was announced. DeWald had scored his first major victory by less than 2 feet at the end of a 92-mile race.

Craig DeWald, who prefers to be called Butch, hadn't had the victory handed to him on a silver platter; in fact the teenager had entered racing the hard way. DeWald, who this August 7 celebrated his seventeenth birthday, lives with his father George, mother Fern and three sisters, Jolynn, 18, Donna, 12, and Pinky, 9, at 1529 Luzerne Ave., Reading, Pa. His racing career began when he was 11. The Schuylkill River, which courses through Reading and has its start up in the coal region of Pennsylvania, had over the years become so silt filled that it was embarrassing to even think of the sludge-loaded stream as a thing of beauty. Certainly no one at the time would consider boating or swimming in its waters, which closely resembled Turkish coffee. At least that was the picture until about 1948, when the State, with a big assist from Federal funds, started a program to reclaim the Schuylkill and purify its contaminated waters so that once again it could serve as a recreational waterway.

Within two years amazing progress has been made and a cousin of Craig's started a boat works with the thought that soon the Schuylkill River would become a mecca for sportsmen. Young Butch was fascinated with his cousin's business and decided he wanted to build a pram. With this decision, George DeWald gave his first serious thought to boating in any form. He knew his son better than Butch knew himself and realized that the youngster would never be satisfied with a rowboat when other people were whizzing over the Schuylkill in motor boats. George tracked down an 11-foot Tomahawk, took Butch to see the boat and told him that if he would buy the boat, George would buy him an engine. Craig's total savings weren't enough to swing the deal but George made arrangements for Craig to borrow the balance from a local bank, with the understanding that Craig would repay the loan with regular installments. George then bought a secondhand Wizard 6, but it wasn't fast enough to please father or son, so George turned it in on a secondhand Mercury 10. With the combination of the Tomahawk and the Mercury, Craig had the fastest boat on local waters and was happy with it, at least for a short time.

In the fall of that year, shortly after Craig turned twelve, the City of Reading conducted its first Rivercade, a full afternoon of water skiing and boat racing to celebrate the revival of river sporting activity. Craig asked George if he could enter his Tomahawk in Class A. Craig was sure that he had a really moving rig. George forewarned him that he wouldn't be able to do anything in the race but agreed to let

Butch give it a try. Craig did and in his first race ran a neat last. He finished out the balance of that year fooling around on the river and dusting off other fishing and pleasure craft. But the thought that his rig wasn't fast enough for real competition rankled him.

The following spring Craig had saved up \$25, earned from baby sitting and a newspaper route. Red Hoffert, a local race driver, had advertised his old racing boat for sale and Craig wanted to buy it. But Red was asking \$50. Craig finally persuaded Hoffert to accept a \$25 down payment and a promise to pay the balance within several months. That season was a rainy one and Craig had very little opportunity to do any boating. Most of the season the inclement weather kept the boat idle.

But on his thirteenth birthday, George and Fern gave him a Mercury KG4 Class A Utility competition motor for a present. In his first race with the rig locally, Butch, helming Hoffert's old hull, had the satisfaction of beating Red Hoffert even though he didn't take first place.

The following weekend four Reading drivers planned to compete in the Connecticut River Marathon and Craig asked permission to go along with them, taking his own AU. He finished twelfth and near the tail end of his class in that first marathon. However, since under A.P.B.A. rules that year, you could buy a limited membership for \$5 which permitted competing in one marathon and one closed-course event, Craig selected the President's Cup at Washington as his second sanctioned try. Just as George expected, Craig ran out of the money at the Potomac affair, too.

By this time Craig was learning to do his own motor work. This struck George as being a bit odd, since up to the time Butch had an outboard motor to tinker with, his mechanical experience had been limited to taking a few clocks apart and failing to get them back together again.

Another ex-driver, Bob McLean, who had a reputation of being able to do top-flight motor work, encouraged Craig, advised him on what he should do but refused to do any of the work himself. Despite the fact that Craig's only encouragement had been that of beating Red Hoffert in a backyard race, and that win probably had been a fluke, he had the racing bug bad and decided he needed a better boat if he was going to have any success with his sports career.

George on a truck driver's salary couldn't afford a factory-built racing hull but he bought a set of Hal Kelly boat plans. The father-and-son team, along with their friend Stewart (Spike) Moyer, put together the first *Flyin Chips* in the DeWald basement the winter of Craig's thirteenth year. They were still putting the finishing touches to *Chips* the morning Red Hoffert pick-

ed them up to take Butch along with him to compete in the Norfolk, Va., marathon. George was particularly proud of the wood he had used in building *Chips*. He had handpicked each piece at the Harbor Marine Supply Company, Baltimore, Md. *Chips*, despite the fact it turned out to be a bit nose heavy, was a thing of beauty as Craig, George and Red scraped it out of the cellar—their original measurements had muffed by the merest fraction of an inch. Each small scratch was like a knife wound to the builders, but they finally squeezed it out and headed overland for *Chips'* christening.

That first attempt at the Norfolk Marathon followed the pattern of most novices in the game. Craig failed to finish, this time because the gaskets on his remote fuel tanks didn't seal properly and his rig ran out of pressure. But *Chips* was a definite improvement over the Tomahawk and the Hoffert cast-off. At the Solomons Marathon a condenser disintegrated. Not until the 80-mile Mid-Hudson marathon, with start and finish point at Poughkeepsie, did Craig bring the rig in first.

Technically that Mid-Hudson run was *Flyin Chips'* first crack at the win brackets. It was also Craig's first experience in the inspection tent. The Measurer disqualified the DeWald motor, stating that the contour of the crankshaft throws had been altered. Both George and Craig admit to having had the crank balanced, which was and still is perfectly legal with an AU, but disclaimed any modifications to the crankshaft. On the basis of later inspections it would appear that maybe the DeWalds had been bilked out of a first-place trophy, but to find he could get out in front and stay there had given Butch confidence.

At Philadelphia several weeks later, in the Delaware River Marathon, a 90-miler running two laps over a course from Philadelphia upriver to Trenton and return, Craig appeared to have another first place in the bag. He completed the first forty-odd miles of the junket with nearly a three-mile lead on his closest competitor. At the second turning point at Trenton he continued to hold his position. He flashed past the starting point on the final leg of the route, which ran about a mile below the judges' stand, circled around a Coast Guard picket boat as the downriver turn, and headed on back to the start and finish line. The picket boat, however, had shifted position to chase a spectator craft off the course. Craig had realized that the picket boat was to be moored just north of one of the Delaware River bridges. When he didn't spot it in front of the first bridge beyond the starting line, where it should have been, he continued on down river several miles to the second bridge. Not until he failed to find it there did he realize that he had made a tactical error. He repaced the distance to finish second by about 150 yards despite the fact that he had travelled more than four miles farther than any other competitor in the event. Craig, however, failed to get the



second-place trophy, this time being thrown out for a borderline case of insufficient c.c.'s. This was a matter of bad judgment on George's part, since after setting up a new set of piston rings, he had replaced the block gasket with one which proved to be overly thin and made the engine a mite short on cylinder volume.

Craig then asked George if they could go to Winnebagoland. George decided to combine the trip with a family vacation. This is the event that gave Craig his real kick-off on a winning career. Not only did he, the youngest competitor in the 92-mile race, score a class victory but in so doing, he averaged 37.43 mph to better the previous AU mark for the distance by more than six minutes.

This time, too, Butch had installed a heavy gasket and though the crank was carefully inspected, the motor was declared legal in every respect at an event noted for an ultra-careful scrutiny of every specification in the book.

The next weekend at a Delaware River Yachtsman's League event, Craig had moved out of second place into the lead when nose-heavy *Chips* buried her bow. Craig was thrown out, hit by a following boat and made his first trip to a hospital due to a racing accident. He suffered shock, a long but superficial cut on his back, and several fractured ribs. Despite this injury he was back in action again the following week at Washington, D. C., where the 14-year-old scored a fourth. Then, just three weeks after his Winnebagoland win, Craig decided to try his hand again at the Reading Rivercade and see what he could do now in his own backyard with better equipment. This time, instead of being an unknown, Craig was highlighted as the standout driver at the affair. In the first AU heat he was running in third position, tailing Norman Rand and George Julius. Before the completion of one lap, he passed Julius and made his bid for the lead, only to hit the wake of Rand's boat. Again *Chips* dug her nose in and Craig was thrown out. George Julius never had a chance to avoid him. He clobbered DeWald's helmet-clad head with the fin of his boat and followed up with the motor's propeller knifing into DeWald's right elbow and right side. Fast work by a rescue squad and the Reading Hose Fire Company's ambulance had DeWald heading for the Reading Hospital before the distaff side of his family had much indication that he was even seriously injured. George managed to clamber into the ambulance just as it was taking off and admittedly spent some fairly tense moments while Craig was being patched up. Today Butch has as much needlework as a major-league baseball. Forty stitches were required to patch together his gashed elbow and a frayed tendon. Another hundred stitches went into a job of suturing the muscles of his back and closing the large flap of slashed flesh over his fractured ribs.

Five weeks later Craig was itching to get back into action. He finally got the Doctor's reluctant okay to make

his second bid at the Connecticut River Marathon.

When George and Fern were asked how they could permit Butch to race again after being so seriously injured, they explained (and rightly) that they considered stock outboard racing, or for that matter any form of speed-boating, as by far the safest type of any motor speed sport. Actually the game's safety record compares more favorably with such sports as football and baseball. Besides, Butch's parents are accustomed to his injuries. When he was 13 months old, he suddenly developed a mysterious ailment of one leg which made it too painful for him to attempt to walk. The leg was placed in a cast for two months. The ailment disappeared but Butch had to learn to walk all over again. Several years later he cut one toe right through to the tendons. Another time he fell from his bicycle and ran one of the handle bars into his stomach. On another occasion he picked up scarlet fever. Then he was slugged with a golf club and spent ten days in the hospital with a fractured skull. Kind of accident prone, but Craig seems to thrive on it.

In that second Connecticut River go after the Rivercade accident Butch lucked out again and broke down halfway through the event, when he was in the lead. Asked about it he merely shrugged. He doesn't alibi when he loses or brag when he wins.

Probably his best season was in 1955, when he was selected as the outstanding marathon driver of the year. He won the Norfolk River Marathon hands down on the roughest water the race committee had ever seen, and captured the Winnebagoland event to make it two in a row. This time the Wisconsin enduro was an 88-miler, with the start at Fond du Lac rather than Neenah. Butch again set a record for the course, 2 hours 26 minutes and 10 seconds, and still holds the AU record for both Winnebagoland courses. He also won the Hague, N. Y., Marathon, finished second in three other major events, third in two and fifth in one. His poorest finish of the year was a seventh.

In scoring the seventh-place finish it is very probable that DeWald drove the toughest race of his career. The event was the Twice Around Manhattan Island. Halfway through the first lap, DeWald skipped off the top of a ferry-boat wake, broke both his throttle and steering cables and all but jarred his teeth loose. *Chips* sprung a leak in the transom and opened up one plank seam. These problems combined would have been enough to cause many drivers to head for shore and call it a day. DeWald didn't. As he floated around in the middle of the East River like driftwood among the swells of tug and ferry-boat traffic, he methodically went to work making jury rig repairs. He stuffed an engine-wiping cloth into the open seam with a screwdriver, changed plugs after roping a gob of water from the engine, tied together the broken steering cable, and finished the balance of the event operating his throttle con-

trol from the motor.

This year Butch has campaigned a new *Flyin' Chips*, a factory-built Raveau hull, which keeps its bill out of the water. He has also added a secondhand kit hydro to his limited racing stable, but as a hydro, it doesn't perform much better than his first two runabouts. He still operates on a financial shoestring, although he has offset much of his expenses by selling merchandise prizes he has won at nice discounts. In closed course this season Butch won his regional championships and in two successive weekends thereafter at Cold Springs and Saugerties, N. Y., made it six first places in a row.

At his third try at Winnebagoland, in history's toughest long-distance event (only 22 of 223 starters reached the finish line), DeWald's name appeared in the D.N.F. columns of that race for the first time. But for nearly three-quarters of the distance, the Reading mite gave the fans their money's worth. At the halfway point not only was he ahead of all the other AU's and 36's but he had passed all but one BU, all but two CU's and eight DU's. On the return trip Craig even passed the leading B, but about then his equipment had had it. With one broken steering cable and a boat full of water, he was continuing only on sheer guts. Finally, halfway through Lake Butte des Morts, with waves rolling like the ocean, DeWald's waterlogged and weary rig refused to lift its bow again and swamped.

To date Craig's best competition performances have been turned in on the long-distance grinds. Perseverance and ingenuity have paid off well, for even in those events in which he has won or placed in the top-money brackets, he's been beset by problems common to the endurance type of racing. At Top-in-a-Bee, Michigan, for example, when he was celebrating his sixteenth birthday underway, Craig swerved to avoid another contestant's boat, ran high and dry up on a river bank, and drove a gnarled dead branch four inches thick through the bow of his hull. He couldn't pull the spear-like chunk of wood free, but unaided, dragged his boat back onto the course to finish the event well up in the money, albeit giving the appearance of a harpooned whale as he brought his boat in for the checkered flag.

During the winter months, in addition to spending countless hours working on his motor and refinishing his hulls, Craig continues his interest in sports by competing as a member of the Reading High School Wrestling Team. Last year he turned in a grappling record of ten wins against one loss in the 95-pound class. During the summer months he has put on some more beef and will have to fight for a position on the squad in the 125-pound bracket. But our bet is that he won't only win a spot on the varsity but that he'll turn in another season's record of more wins than losses. Butch doesn't believe in excuses and he eats up an uphill battle. That's what makes him a great competitor.



## The Seafair Races

(Continued from Page 21)

running in second slot ahead of the *Wahoo* from the first turn and held this position until the seventh lap, when Slovak took advantage of *Thriftway's* engine trouble and moved up to second place. *Such Crust* went out in the first lap, and *Gale V* and *Tempest* made up the balance of the field. *Thriftway's* engine trouble continued and at the finish it was *Shanty* with an average speed of 104.6004 mph, *Wahoo* second at an average of 103.4086 mph, *Gale V* at 98.99 mph, *Tempest* at 92.727 mph, and *Thriftway* fifth and last with an average of 91.7119 mph. *Thriftway's* average is remarkable considering the fact that twice during the heat Muncey suffered engine failure and lost valuable time in getting started again. To be twice dead in the water, and still finish with a 91-plus average is good evidence of the *Thriftway's* potential.

In the second heat the *Slo-mo-shun IV*, *Miss U. S. II*, *Gale VI*, *Miss Seattle*, *Scoter Too* and *Hawaii Kai III* came out for the start. Regas in the *Scoter* was three seconds anxious at the start and was called over by Referee Mel Crook of Montclair, N.J., thus being penalized an extra lap; however, the *Scoter* never had to make the extra lap, as it holed its hull just below the starting line and sank. From the start, it was all Joe Taggart and the grand old lady of Seattle, the *Slo-mo-shun IV*. Don Wilson in the *Miss U.S.* was in hot pursuit throughout the heat, leading the *Miss Seattle* and *Gale VI*. The *Hawaii Kai* went dead in the water at the start and was never in contention at all. At the finish it was the *Slo-mo-shun IV*, with an average of 103.516 mph, in first place, *Miss U.S.* in second with a 103.004 mph heat, *Gale VI* in third place at an average of 99.1153 mph, and *Miss Seattle* fourth at an average of 92.9192 mph.

Drawings for the third heat brought together the *Miss U.S.*, *Miss Wahoo*, *Miss Thriftway*, *Hawaii Kai III* and the *Tempest*. *Miss U.S.* took over the lead and was never headed. *Miss Wahoo* was running a good second throughout the race, though from time to time the *Thriftway*, with recurrent engine trouble, made several bids, and after being lapped when the engine failed, got fired up and running, and even for a time closed in on the leaders, but to no avail. The *Tempest*, after running in second slot for the first two laps, went out with a broken oil line. The *Hawaii Kai* struggled along in fourth spot for five laps, this time driven by Jack Regas; however all hopes of the Kaiser camp were extinguished when it died in the water on the sixth lap. At the finish it was Wilson in the *Miss U.S.* with an average of 106.1425 mph, Mira Slovak in the *Miss Wahoo* with a 104.6004 mph speed, and Bill Muncey in the *Thriftway* at an average of 97.968 mph. These were the only finishers.

The line up for the fourth 30-mile

heat brought out the *Slo-mo-shun IV*, *Shanty I*, *Miss Seattle*, *Gale VI* and *Gale V*. From the first turn it was Taggart and the *Slo-mo-shun IV* over the *Shanty* and it appeared that the old gal still had everything needed to win anyone's Unlimited race. Whenever the commanding lead it held was threatened in the least, genial Joe mashed on it and took off with acceleration which is unequalled on the water. *Miss Seattle* picked third place in the first lap and held on to it throughout the entire eight laps, leading *Gale VI* and *Gale V*, who maintained fourth and fifth places on every lap. Taggart's winning speed was 104.2571 mph, with the fastest lap being the first, at 108.87. Col Schlee in the *Shanty* was timed at an average speed of 102.6908 mph for the thirty-mile distance while third place winner *Miss Seattle* had a 97.658 average. The two Detroit challengers, the *Gale VI* and *Gale V*, were clocked at speeds of 97.403 and 95.821 mph respectively.

Thus at the five-minute gun for the fifth, final and pay-off heat, the six boats with the highest point scores as a result of the previous two heats which each of the original twelve qualified craft had to run shaped up this way: *Slo-mo-shun IV* with two firsts, *Shanty I* with a first and a second, *Miss U.S. II* with a first and a second, *Miss Wahoo* with two seconds, and *Miss Seattle* and *Gale VI* each with a third and a fourth. At the start it was Col. Schlee in the *Shanty* over and running in first place, closely followed by Taggart in the *Slo-mo-shun IV*. *Miss U.S.* broke third with *Miss Seattle* right there alongside, but the Simon entry went dead in the water at the first turn. At the end of the first lap it was *Shanty*, *Miss Seattle*, *Slo-mo-shun* and *Miss Wahoo*. The *Gale VI* had been withdrawn with a faulty gear-box and didn't start.

For the first three laps the positions remained unchanged, with Schlee in the *Shanty I* setting a fantastic pace by doing the first lap in the record speed of 116.36 mph. *Miss Seattle*, taking full advantage of *Slo-mo-shun's* conk-out in the north turn, grabbed second place and grimly held on while Joe Taggart nursed the old lady back into life. At the first turn both *Miss U.S.* and *Miss Wahoo* lay dead in the water, apparently washed out by the mile-high roostertails of the leaders. *Wahoo* got fired up again but was never able to get motivating. It rode in fourth place for three laps and then went out in the north turn. The *Miss U.S.* never got into the race after stopping in the first turn. On the fourth lap, Taggart passed the *Miss Seattle* on the back stretch to take over second place, but the lead built up by Schlee in the *Shanty* during the time the Sayres craft was suffering from motoritis was so great that it was impossible to overcome.

From the fourth lap on the three boats remaining in the race were the *Shanty I*, *Slo-mo-shun IV* and *Miss Seattle*, and in that order they completed the remaining four laps without changing positions. At the finish the timers announced Schlee had averaged a record breaking 109.9348 mph to win the heat and the \$11,000, as well as the National Championship, for the record-breaking heat had given the Waggoner craft an overall average for the three heats of 105.742 mph, which in time equals 51 minutes, six and six-tenths seconds for the full 90 miles. Taggart in the *Slo-mo-shun IV* was timed in 52 minutes, nine and four-tenths seconds, thus giving the title to the *Shanty* on elapsed time even though both the Waggoner and Sayres craft had recorded 1,100 points for the three heats.

Needless to say, the clean sweep of the Seattle entries gave the more than 500,000 spectators that lined the shores of Lake Washington much to cheer about. Last year's loss of the Gold Cup to Schoenith's *Gale V* on bonus points still smarted, and the attitude of some of the challenging contingent from the East toward some of the new and unknown drivers of the West-Coast craft did little to endear the Motor City boys to the local citizenry. As a matter of fact, a chance remark by a local Seattle sports columnist started up one of the biggest demonstrations ever seen in the pit areas. Attributing to one of the best known and most popular Unlimited drivers in the country the phrase that some of the new drivers were "plumbers," the columnist touched off the entire deal. From that point on, the *Shanty* crew adopted as its symbol a "plumber's helper," one of those rubber suction cups on the end of a short stick, and all members of the crew, owner, driver and all mechanics changed their badges from driver and mechanic to plumber, plumbers assistant, etc. Col. Schlee, in fact, carried with him a "plumber's helper" which he brandished aloft after his clear-cut victory. The rough part of the whole incident was that the driver to whom the remark was credited had nothing to do with it at all, but the wheeze stuck and was played to the hilt by all concerned.

Post-race reviews of the unseemingly amount of engine breakdowns brought out that more than a few of the finalists were running highly-doped-up fuels in their Allison's, and that the fuels were just too much for the machinery. Nitro-fuels were very much in evidence, and the fact that almost every entry used up at least one engine is evidence that the engines are being pushed past their limits. Having witnessed the tremendous advantage in acceleration as well as in top speed enjoyed by the *Slo-mo-shun IV*, which is the only Unlimited powered by a Rolls-Royce, we wonder why some of the countless dollars being spent by the other owners in trying to pull more and more horsepower out of their Allison's isn't being



spent in adopting the Rolls for a power plant. Certainly Sayres has proved it can be done, and if it weren't for the liberal dose of water picked up in the final heat when Taggart got involved in a rooster-tail, the results might very well have been different, for the *Four* was the fastest outfit there, and under the skillful handling of that old master Joe Taggart was the boat to beat.

It was a great day for a couple of more-than-slightly-interested spectators, namely designer Ted Jones and builder Les Staudacher. The three finalists were all Jones designed, as were several of the other qualifiers, and going into the last heat, four of the six boats were built by Staudacher.

### Outboard Nationals

(Continued from Page 11)

#### CU RUNABOUT

1. Jon Culver, Dayton, Ohio	800
2. Hunter Grimes, Alexandria Bay, N. Y.	600
3. Paul Woodroffe, Salem, Ore.	394
4. Bill Tichey, Shelton, Conn.	265
5. Ron Loomis, Santa Barbara, Cal.	222

#### 36 CU. IN.

1. Ed Branding, Lake Villa, Ill.	800
2. Bob Murphy, Springfield, Ill.	600
3. Bob Lenschow, Sycamore, Ill.	450
4. Bob Moore, Royal Oak, Mich.	5 & 4
5. Herb Moore, West Palm Beach	5 & 4

#### BU RUNABOUT

1. David Kough, Hawthorne, N. J.	625
2. Charles Hursh, Goshen, Ind.	625
3. Chris Erneston, Jr., West Palm Beach	395
4. Gene Hawthorne, Jr., Detroit	300
5. J. Byron Chocola, Lansing, Mich.	296

#### DU RUNABOUT

1. John Jackson, Cincinnati	700
2. Ed Thom, Ft. Wayne, Ind.	569
3. Jack Reed, Erie, Pa.	525
4. Tom Krehl, Madison, Wis.	254
5. Skip Forcier, Grosse Pointe, Mich.	225

#### C HYDRO

1. Bill McClung, Portsmouth, Va.	800
2. Rich Holt, Bishopville, Md.	338
3. Ed Peterson, Utica, N. Y.	320
4. Don Baldicini, Miami	254
5. Bill Ganz, Chicago	5 & 5

#### A HYDRO

1. Dean Chenowith, Xenia, Ohio	800
2. Don Baldicini, Miami	525
3. Buddy Fleming, Edgewater, Md.	469
4. John Webster, Toronto	352
5. Dick O'Dea, Paterson, N. J.	264

#### D HYDRO

1. Bill Holloway, Monroe, Mich.	471
2. Bob Wagner, Willowich, Ohio	469
3. Glenn Brown, Bloomsburg, Pa.	469
4. Gene Hilton, Newton, N. C.	450
5. Bill Ganz, Chicago	400

#### B HYDRO

1. David Kough, Hawthorne, N. J.	800
2. Don Baldicini, Miami	394
3. Tammy Weaver, Durham, N. C.	394
4. Cliff Miller, Chicago	300
5. Joe Zoroskie, Menasha, Wis.	296

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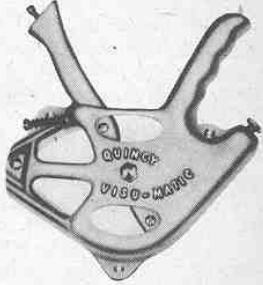
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## Around the Buoy

(Continued from Page 22)

IN THE STOCK OUTBOARD RANKS, Tommy Von Mello, Marion, Mass., skimmed over the five-mile competition distance at Worcester, Mass., where the Northeastern Divisionals were held August 4 and 5, for a new CSH competition mark of 50.444 mph. Von Mello helmed a Mendes hull powered by a Mercury Mark 30H. At the same race meet, Hunter Grimes, Alexandria Bay, New York, pushed a Raveau powered by a Merc 30H to a new competition mark of 43.7 mph, wiping from the books the previous mark held by Ron Loomis at 40.559 mph. Since the performance of these 30H motors, introduced in 1956, is increasing weekly as the boys become savvier about tuning and props, it's doubtful that either of these new Worcester records will hold through the end of the year.

AT THE SOUTHLAND SWEEPSTAKES at St. Petersburg, February 12, Chuck Hunter of Columbus, Ohio, was thrown from his 225 c.i. hydro, *Miss Columbus*. He was treated at St. Petersburg and later was transferred to a Columbus, Ohio, hospital. Many drivers and speedboating fans will remember the thrills that Chuck offered to them in competition throughout the east where he came to be known as "Mr. 225." Chuck, you will remember, won the 225 hydro National Championship in 1952 and won the 225 high-point title with the same boat in 1953. Chuck also is a member of the 100 M.P.H. Club, having on September 17, 1955, averaged 102.577 mph while driving Marion Cooper's 266 hydro *Hornet*.

Unfortunately, though it was first reported that Chuck was not seriously injured at the St. Petersburg, Florida, event, he is still confined to his bed. The last report indicates that many more months or even years of hospital treatment may be required before Chuck is up and about. Though Chuck carried A.P.B.A. accident insurance, the costs of his hospitalization have long since far exceeded the limits of his average. Chuck, we are sure, would be the last person to ask help from any of the thousands of fans and hundreds of close racing friends for whom he has always turned in a top competition performance. However, we realize that the financial drain on the Hunter family has been excessive with nearly a year's hospital costs and operation fees continuing to climb.

With this in mind, BOAT SPORT has consulted with Franklin Foulke, A.P.B.A. Vice President of Inboard Racing, of 50 Eastern Boulevard, Essex 21, Md., and suggested that a *Friends of Chuck Hunter* organization be set up. Any of you wishing to contribute to help offset Chuck's excessively-high hospital expenses, in addition to his long period away from his work, may send contributions to the *Friends of Chuck Hunter*. Please mail cash or

checks to *Friends of Chuck Hunter*, c/o Franklin Foulke at the address above. Checks should be made payable to Chuck Hunter.

Since Chuck still retains his enthusiasm for racing, we are sure he would also like to hear directly from racing fans everywhere with news, tidbits from races you have attended, and an occasional line to let him know he still rates as "Mr. 225" in your racing book. He may be addressed at 834 Seymour Avenue, Columbus, Ohio.

THE CHAMPION HOT RODS, which have been making a good showing in BSH and BU racing circles all season, have also been causing the motor inspectors no end of trouble. This is due to the fact that the internal finish of these motors shows a lot of bevelling, cutting, filing and polishing which has been done at the factory. However, the tolerances are such that it is practically impossible to determine at what point the factory left off in interior refinements and the owner continued. Further, in recent months many of the lower units have fallen far below specifications (as much as .025" in some instances) in the "S" dimension, that is, the minimum allowable thickness of the unit in the area between the cavitation plate and the gear-box housing. At the Divisional Championships at Worcester, Mass., Inspectors permitted drivers to race these units after filling the area either with paint or metal to build them to the required minimum. In permitting the units to be run at that event, the Inspectors had to stretch the rules. They did so to avoid imposing a hardship on unwitting drivers who had bought the new units and had not miked them.

An example of outstanding sportsmanship concerning this particular problem was that of Whiff Wehrle, father of the 1955 National High Point Champion, John Wehrle. Whiff, prior to the Divisional Championships, brought to the attention of the Inspectors the fact that his own son's lower unit, which had recently been purchased, did not meet specifications. The Inspectors permitted Wehrle and others to use a synthetic build-up that one day only, with the warning that such units should not be used in the Nationals or elsewhere, and that the problem would have to be straightened out by the Champion factory itself.

THE IMPORTANCE of adequate ambulance facilities at speedboat races has been made even more evident during the 1956 season, first with the unfortunate accident which occurred at a Southeastern Boat Racing Association event at Gadsden, Ala., when Tommy Wilkes, Eddie Creel and Phil Williams tangled in a nasty wreck. Tommy Wilkes suffered cuts requiring sixty-three stitches. Later at Worcester, Mass., on August 4, another three-boat

flip occurred in an A.P.B.A. BSH qualifying heat in which Clifford Green of Braintree, Mass., suffered scalp cuts, a back injury and severe gashes of his left leg. Regatta committees should refuse to permit boats to go on the course even for practice unless adequate first aid and an ambulance are present at the race site.

The Green injury also brought to the forefront again the question of approved racing helmets. Though under all associations' driving rules a helmet is a requirement and failure to wear such protective headgear is grounds for disqualification, no description of what comprises a safe crash helmet appears in any rule book. Green's helmet, for example, was a "Corker," manufactured by J. Compton of London. The helmet was completely torn open by either a prop or a fin and apparently did not offer adequate protection. It's time that the safety committees of the various associations come up with some more specific rules on this helmet issue. It strikes us as being exceedingly foolish for any racer to invest \$700 and upwards in racing equipment, then cut corners on the safety of his own head.

CONGRATULATIONS to the Catholic Youth Organization who worked so hard to put over the A.P.B.A. Western Divisional Championships August 12 at Long Beach Marine Stadium. The event was a bang-up success, with drivers represented from fifteen Western states, Hawaii and Western Canada. Co-sponsor was the aggressive Los Angeles Speedboat Association. The group, incidentally, along with the Ladies Auxiliary of the L.A.S.A., should be congratulated for its terrific pre-planning of the A.P.B.A. National Championships, which were also held at Los Angeles Marine Stadium.

ROY CULLUM and Dick Arant, helming an Arkansas Traveler Rambler, along with their ground crewmen James Archer and Therman Kite, won the Koenig Challenge Trophy for the New Orleans-to-St. Louis Mississippi River run in 47 hours and 20 minutes, breaking the previous record of 52 hours and 53 minutes which had been established by Raymond and Charles Loetscher of Little Rock, Ark., in a steel boat powered by three V-8 inboards. The Arkansas Traveler hull, a new 1957 model in the metal boat line, was pushed by two Mercury Mark 55 40-hp outboard motors.

However, the Cullum-Arant record was short lived. W. L. Tedford, a river pilot, and his son, in a 15-foot specially-built plywood runabout powered by three 30-hp Evinrudes, chopped the time to 41 hours and 53 minutes.

Over this same 1058-mile course on August 5, in the first race of the Mississippi River Marathon Racing Association, Byron R. Pool and Lonnie J. Kirkpatrick, both of Carmi, Ill., won the distance in a 16-footer in 47 hours and 14 minutes.

H.W.B.

BOAT SPORT





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## "Pappy" Seaman's Sea-going Bomb

(Continued from Page 17)

which might be engendered by its appearance are immediately dissipated when it is observed in action. The present holder of the mile record in the class is the Jo Carol Too, which is owned by Dan Ardolino of West Long Branch. Powered by a modified Dodge engine, she has done 56.604 mph officially and over 60 mph unofficially.

The nearest equivalent to the Speed Skiff on dry land is the sports car. In fact, the Speed Skiff might well be called the "sports car of the sea." It can be used on family outings and picnics. It can tow several water skiers at thrilling speeds. It can be employed as a base of operations when skin diving and spear fishing. And as a conventional fishing boat, it can't be beat.

Let's imagine, for instance, that you are the proud owner of a Speed Skiff which is berthed on the Shrewsbury River and that you want to go offshore for a tussle with the denizens of the deep. Like all Speed Skiffs, your boat is 16 feet long and has a flat bottom, round bilges, lapstrake planking and generous freeboard. It is powered with a converted automobile engine that is located under an amidships deck. Forward and aft of the engine compartment are cockpits with seats for six passengers.

Before you start off for the day's fishing, you take aboard rods, reels, tackle boxes, bait pail, food hamper, portable ice box and some spare clothing. Everything fits in the commodious cockpits without seriously interfering with elbow room or adversely affecting the boat's speed.

Then you make the long run up around Sandy Hook at a speed in excess of 40 mph. Once in the open Atlantic, you throttle down. Thanks to the Skiff's unique combination of flat bottom and round bilges, the reduction in speed immediately converts the hull from a planing shingle into a comfortable, stable, displacement boat that can take almost anything the ocean has to offer.

If the fish aren't biting offshore, you

can run inshore and try for the big striped bass that lurk in the neighborhood of the jetties. All Speed Skiffs are great bass-fishing boats. They can maneuver close to the beach with no fear of breaking seas. It's quite a sight to see one of them inside the breakers. As the foaming surf thunders down on it, a quick touch of the helm throws it bow on to the sea and it rides over the disturbance like a sitting duck.

The man who invented this sensational little all-purpose boat is a fourth-generation boatbuilder from Long Branch named Harold L. (Pappy) Seaman. Pappy's great-grandfather, Isaac Seaman, began building sea skiffs in Seabright in 1841. Seabright was at that time an Indian village called Nauvoo. The first Seaman skiffs were propelled by sails.

In 1859, Pappy's grandfather, Walter A. Seaman, entered the family business. During his 24 years of active participation, he developed and brought to perfection the surf skiff, which was universally adopted by professional fishermen because of its lightness, stability and carrying capacity. This is the type of skiff that is still seen along the coast wherever pound fishing is practiced. Heavily laden with fish, it is pulled through the surf on rollers and skidded up the beach to a point well above the high-water mark, where it sits upright on its flat keel until it is time to pay a visit to the pounds again. It is reported that a 21-foot Seaman skiff can bring over 5,600 pounds of fish safely through the surf and that 20,000 pounds is not exceptional for the 32-foot version.

Pappy's father, William A. Seaman, joined the business in 1879. His career spanned exactly 50 years, during which time the yachting and sports-fishing versions of the sea skiff were born.

Pappy went to work in his dad's shop in 1901. He conceived the idea for the Jersey Speed Skiff in the early Twenties and built the first one in 1922 for P. J. Bowers of Red Bank. Named, for

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obvious reasons, the PJ and equipped with a Gray engine, this prototype was capable of the then thrilling speed of 21 mph.

Since then, he has built thirty-one Speed Skiffs and has watched their speed mount as each new model has been launched. By 1925, they were capable of 26 mph. Nine years later, they could do 38 mph. And today, as previously mentioned, they are reaching speeds in excess of 60 mph.

The number of Skiffs that have been built is small for one reason and one reason only—the class rules have allowed modified engines. This practice has discouraged many a would-be owner who was dismayed at the prohibitive cost of hopping up an engine and keeping it in tip-top shape.

This year, however, the technical committee for the Jersey Speed Skiff Class, with the approval of the American Power Boat Association, has changed the rules to specify that all Skiffs must race with strictly stock engines.

No power plant will be allowed that displaces more than 256 cubic inches. Superchargers and fuel injectors are specifically prohibited, as are sports-car engines and hop-up accessories of any kind. For fuel, unadulterated gasoline must be used. All outfits must be equipped with reverse gears. The maximum cost of engine and reverse gear must not exceed \$1,500.

If a prognostication is in order, I predict that the Speed Skiffs will now multiply in number like the proverbial rabbits. This will make Pappy and the several other builders who have followed his lead in the Speed Skiff field very happy.

Besides the inboard Speed Skiff, there's also an outboard version. Pappy developed it in the late Twenties and built over 100 in the years 1930 through 1932. He has been constructing them on demand ever since, modifying and improving as he went along.

Today's outboard Speed Skiff is a 15-footer that's constructed just like the inboard Skiff. It has a good turn of speed with six persons aboard and, as the load is reduced, increases in speed up to a maximum of over 35 mph. This makes it exceptional as a runabout, family boat or sport fisherman for use in rough, exposed waters.

Pappy is now 72 years old. He carries on his boatbuilding business in a small, rickety shop alongside his home. In the distant past, he had as many as ten or twelve men working at once in this shop, but it is now so far gone that he doesn't dare hire any helpers because of fear of potential liability suits.

He could, of course, rebuild the an-

cient building, but feels that this would be pointless because he is in the midst of a fight with his home town of Long Branch. That Monmouth County community is attempting to condemn the neighborhood where Pappy has his home and business so they can make the entire area over into a public park.

Pappy has bought a waterfront lot on nearby Pleasure Bay to which he can move if Long Branch is successful in its attempt, but he would rather stay where he is. The condemnation proceedings have been in the works for over two years.

This leaves him fidgety because despite his age he has the ideas of a young man. His dream is to establish, either on his present site in Long Branch or on his new lot, a marina where hundreds of outboard boats could be berthed.

And he's especially anxious to get started because he doesn't want the family tradition to die with him. He has a 16-year-old grandson, Carl Schneider, who is eager to learn the business. But there's so much for Carl to learn, Pappy feels, and so little time left to teach it. So he wishes the condemnation proceedings would be settled one way or the other, but settled soon.

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## Letters

### JONES-ENTROP HYDRO

In reference to your article on the Jones-Entrop Hydro, I cannot help but recall the 1952 Nationals at Lake Alfred, Fla.

In the first heat of F Hydro Joe Michilini of Chicago, Ill., had a new De Silva Cab-Over F hull. He pulled up through the pack and after gaining about a 10-boat lead did a double reverse "flip," that put his outfit out of commission for the rest of the races. He was running against such hot outfits as Harry Voghts, Hap Owens, and Don Frazier.

Rome Gaffney Lytton, Jr.  
Lake Waccamaw, N. C.

### HOLIDAY-IN-DIXIE

In reading your August issue of BOAT SPORT I came across an article in the "One Minute Gun" stating that Dieter Konig of Berlin, Germany won the high-point trophy in the class B Hydroplane at the Holiday-in-Dixie Regatta on Caddo Lake, Louisiana. I beg to inform you that by taking two seconds in this class I outpointed Dieter, who had first and fourth, and therefore I was awarded the Class B high-point trophy. I also captured third in Class A Hydro race . . .

It also might interest you to know that this is the second year that I have won this event. Last year I won a first and second in the B racing Hydroplane to capture that class and also won two straight heats of B Mod. Hydro.

Clint Cavin, Jr.  
No. Little Rock, Ark.



Reader Clint Cavin Jr. and Hydro



## How to Organize an Outboard Marathon

(Continued from Page 9)

property-damage insurance, represents an initial outlay of \$102. Added to this is the cost of mailing race announcements to drivers—in a large regatta expecting 75 or more entrants, about \$7.50.

The sponsoring group can then feel that they are adequately protected against any accident that might occur to contestants, mechanics or their families, officials, the sponsoring club and its officials, any governmental body involved, such as the U.S. Coast Guard, volunteer patrol and committee boats, service personnel such as crane operators, their equipment, repair facilities and the like. The sponsor, too, is provided with protection from any claim that may arise from use of bleachers erected for spectators or from injury to spectators as a result of the race itself. For example, if a competing boat should go out of control and hurtle onto the beach, injuring one or more spectators, or should it plunge into a spectator boat anchored or underway in conformance with regulations of the day, the insurance company would pay the cost of defending any law suit and take care of settlement to the limits of the policy.

The value of this type of insurance to the sponsor is evident. At Buffalo, N. Y., in 1955, an outboard which was competing at a regatta held on a park lake owned by the City of Buffalo went out of control, plunged up onto the shore and injured five spectators. Unfortunately the sponsoring club carried no personal-liability insurance, since at the time a minimum coverage was not required by the American Power Boat Association. One of the injured spectators sued for \$20,000, and the defendants were the sponsoring club, the City of Buffalo and the driver of the outboard. Both the driver and the sponsoring club were forced to retain attorneys and underwent considerable expense in order to defend this law suit.

It has been a practice at some marathons for the sponsoring group to charge an entry fee. The hope of those committees is that the drivers will carry the burden of these sanction and insurance costs, and the costs of trophies and prizes as well. If such is the case funds required to get the event underway need only be in the form of short-term loans, to be repaid by the drivers' admission charge. This is a short sighted viewpoint and one which has in some instances spelled failure for the steering committee and the event. Fees ranging from \$1 to \$10 have been commonplace. With an average turnout of 100 boats, income may range from \$100 to \$1000. The more judiciously thought-out regattas, however, tend to charge no entry fee, if entries are received prior to a definite cut-out date, a few days or sometimes several weeks before the race itself.

Fees for competing are then charged only to late entrants.

It may be quite plausible for a driver to pay a \$5 entry fee for a large established marathon with national prestige, in which he has a chance at a goodly share of \$5000 in trophies and merchandise prize money or at least can expect to receive a medal or some type of prize for merely finishing the event. But sponsors planning to post only a few hundred dollars' worth of trophies may find the racer is not so eager to lay \$5 on the line and then be expected to go out and beat up himself and his equipment for the privilege of winning back just some of the bait he's paid in.

One of the East's major marathons this year suffered a decided drop-off in the number of contestants merely because they offered a handful of cheap tin trophies and expected the drivers to pay a sizeable entry fee. After all, the ultimate success of any regatta is dependent upon the show, the quality of the participants and the quality of their equipment.

The racers already operate at a considerable loss, frequently spend a large sum of money for over-the-road travel to the event, and once at the race site are good spenders during their two- or three-day stay. Don't chase away the talent for your show with a large entry fee. Your town will get its bait back anyway, but racers, like our early colonists, tend to shy away from a direct tax on their participation in an event—particularly an unknown one.

Raising the initial funds to put on the marathon is not difficult. Motels, hotels, restaurants, places of amusement will directly profit from the affair and the merchants in any area to which spectators are drawn by a major race are certain to benefit as well. Few merchants are to be found who do not realize the value of a show that can be expected to attract anywhere from 10,000 to hundreds of thousands of spectators into their area. Even those merchants and business individuals whose places of business are not open during the conduct of the race itself are certain to benefit by the added purchasing value brought into the community.

The financial chairman's work, then, will involve setting up a group of committees. The first committee should be one designed to gain financial backing from the local Chamber of Commerce or other businessman's organization, with the group willing to provide money as a loan or as an outright gift to handle initial organizational expenses. In some instances the civic body or other sponsoring organization will reserve the right to profit from the sale of refreshments and a booster program, donations on race day or outright admission charges, in return for their initial help.

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the prize committee. Prizes for major outboard marathons usually include cash, trophies and merchandise. As already mentioned, a large marathon like the Milwaukee *Sentinel*-Winnebago-land affair may hold forth \$6000 or more in prizes. Lesser affairs have been successfully conducted for a fraction of this. However a typical sampling of a prize list for one class alone at a regatta may give the sponsor an idea of what the drivers expect to run for.

At the Belle Isle Outboard Club's fourth annual 50-mile marathon, sponsored by the *Detroit Times*, the following were some of the awards given for the first place in DU class: a trophy, a 20-horsepower outboard motor, a case of outboard-motor oil, a pair of water skis, a year's subscription to a boating publication, a flight bag and a boat cushion. Trophies, incidentally, were offered to the first seven finishers in that class as well as merchandise like fuel cans, fire extinguishers, steering wheels, water speedometers, electric clocks, charcoal grills, fishing rods

and reels, and even automobile tires.

At the 1000 Islands International Marathon last year, one of the major prizes was a snow plow valued at over \$1000 and donated by a local farm-machinery distributor. You may wonder what on earth a driver would do with a snow plow. Uniquely, at this regatta where the merchandise prizes varied from five-pound tinned Polish hams to gift certificates from the local women's hair-dressing salon, there was an auction following the awarding of prizes. The sponsor realizes that many of the prizes awarded are either inappropriate or impractical for the particular racer who may win them. Yet the sponsor has accepted gifts offered for prizes from any source whatever regardless of their seeming appeal or lack of it to the outboard racer. The sponsor provides the services of a professional auctioneer (a volunteer) and the public is invited to the post-race auction. The drivers who do not wish to retain certain of their prizes turn them over to the auctioneer and accept cash when the bidding has been completed. No item ever offered at auction at this event has failed to find a buyer. Even the beauty-shop certificate, valued at \$25, certainly was a steal for the local lass who bid it in for \$10, but the driver, who sported a crew cut, was happier with the cash.

It is clear then, that any merchant is fair bait as a prize donor, and the more prizes posted the greater the possibility of attracting the racers who must haul in from distant parts of the United States to compete. Drivers from twenty or more states at a major marathon make up a typical roster.

The very fact that drivers may be expected to come in from long distances means that the steering committee must have a chairman charged with providing accommodations for drivers, their families, mechanics and spectators. The driver and his entourage do not expect free accommodations. But he will in his race announcement expect to find listed an individual and address so that he may phone or write for reservations in advance. The responsibility of this chairman is to estimate room requirements, which he can do by getting in touch with the accommodations chairmen of other successfully conducted regattas, and through estimates made from advance entry blanks. If inadequate public accommodations are available, then the chairman should poll private homeowners to find those willing to provide tourist accommodations. A few of the drivers will tent at the race site. They and the spectators will need drinking water and toilet facilities.

A promotion-and-publicity chairman should be selected. The work of his group, of course, should be to stimulate local interest in support of the event during the planning period and in later stages to create interest in the race itself over a few more widespread area to draw spectators. Pre-race interest in the event can be sparked by the publi-

city chairman if he gains the support of civic personalities, such as the Mayor, chairmen of various business organizations, members of the city council and personalities with local prestige. This committee very probably will be broken down, with divisions for newspapers, radio, television, public addresses and feature promotions.

A hospitality committee should be organized. On this group will fall the responsibility of providing some type of pre-race entertainment for the drivers: a dance, a dinner, or perhaps a variety show. The group, too, should set up information booths and make arrangements through some of the local car dealers to provide hospitality cars and drivers which may be used before the race by officials, members of the press, drivers, and mechanics traveling to and from the race site and the town, if the site is remote from the town. The hospitality committee, too, should be responsible for providing some form of entertainment to hold the spectators' interest at the start and finish line during the time the contestants are at other sections of the course. Typical of this form of entertainment are band or jazz concerts, beauty contests or fashion shows, diving or water-ski exhibitions.

At the Winnebago-land Marathon, the Wisconsin Stock Utility Outboard Racing Association, a co-sponsor of the event, provided a Welcome Trailer where spectators and drivers were given answers to their problems.

The race committee itself is best broken down into two closely coordinated groups with sub-committees. The first of these groups will include the officials and their committees necessary for the starting of the event, observation of the rules, checking of the boats, inspection and any other of the myriad of details involved.

The other, and perhaps one of the most important of all of the committees, is the safety committee. The committee will be responsible for safety at the pre-race pit site, safety on the course itself and safety along the route of the course. Using Winnebago-land as an example, more than 700 individuals were involved in this one activity. At the race site first-aid facilities and fire protection must be arranged and traffic controlled.

The local police authorities are usually called upon to plan traffic controls at the race site and its environs. Since outboard marathons frequently are laid out on a course which runs through a number of communities, the police authorities of each of the communities involved and the state police should all function together to work out a coordinated program of traffic controls.

At major regattas, free fuel is usually provided to the contestants by one of the major refining companies. At some of the longer marathons, in addition to a fueling location at the start and finish line, a refueling stop

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is provided along the route. Fire protection should be established at each fueling station. Municipal and volunteer fire-company personnel should be asked to cooperate with the project, recommend what fire protection is required and provide personnel or supervise volunteer personnel to carry out the function.

First aid is the next item. The American Power Boat Association requires a doctor and an ambulance with qualified attendants on hand to render medical aid. It is within the discretion of the Referee of the event to postpone or wholly cancel a regatta or a marathon if he does not consider that necessary first-aid precautions have been taken. A single ambulance is seldom enough. Don't jump to conclusions from this and infer that marathon outboard racing is a hazardous occupation. For the contrary is true. However, several surveys of first aid facilities at major marathons have shown that first aid is inevitably used to a far greater extent by spectators than by contestants. Wherever thousands of people gather, minor accidents such as small cuts, and sprained ankles are expected to occur. Among recent occurrences at races, two babies have been born to spectators, and the pet dog of one contestant suffered a broken leg. There have been occasions when a serious accident has occurred. For example, at Detroit, one driver's hand was rather severely cut. The injury occurred when a wave lifted the stern of his boat when he was making an underwater adjustment to the lower unit. When the wave receded his hand was caught between the blade of the propeller and a stone on the beach. The doctor present felt that the injury warranted stitches and hospital observation. The driver was whisked away. The doctor accompanied his patient. The race chairman, Nick Kerns, quite rightly asked the referee to delay the start of the event until the doctor could return to the race site. However, Chairman Kerns and his regatta committee had erred in not preparing for such an eventuality in advance and seeing to it that more than the APBA requirements had been fulfilled and at least two doctors were in attendance.

This first-aid problem is not an onerous one. Local doctors, like local merchants, can be expected to volunteer their services. Nearly every community has a volunteer rescue squad. Several ambulances, not just one, should be provided at the start and finish line, where the greatest congestion of spectators can be expected. However, the well-run regatta will also have additional ambulances strategically placed along the route of the course. These ambulances should be provided with some means of communication so that their response to a call is immediate.

At this point another important phase of pre-race planning is indicated. A communications committee must be set up. At a minimum, this committee should provide a direct telephone link

from the various check points (to be discussed later) to the official stand, and communications between first-aid facilities and the rescue patrol fleet. Under Tom Johnson's supervision at Winnebagoland, not only was this minimum provided but each boat in the nearly 200-boat rescue patrol fleet was equipped either with its own ship-to-shore telephone, radio or walkie-talkie wireless communications. The communications group, too, must see that an adequate public-address system is provided, one which in particular offers intelligible verbal communications with all the pit crews at the various pitting areas. Try the local radio ham club for this part of the safety set-up.

The rescue patrol-fleet should make advance arrangements with the Coast Guard or state authorities having supervision over the waterways on which the course is laid out to determine the means of controlling the vast spectator fleet of boats which without adequate supervision can lead to near havoc on the course.

In some instances a race permit must be secured for an official source. Local courthouse officials can check into this requirement. In those areas where a harbor master has authority over the local waterways, he obviously would be the desirable choice.

Though this may seem complicated, every regatta committee should take advantage of the large number of pre-trained personnel who are usually only too willing to volunteer their services for various phases of the safety work. Local outboard clubs or yacht clubs, sea and explorer scout units will have more than a sufficient number of boats which can be assigned to patrol duty. This should not be a last-minute planning job, however, but a chart of the course should be drawn up in advance and specific areas of responsibility should be plotted out for each of the volunteer patrol boats. Improperly trained patrol-boat crews can create as great a mess as thoughtless spectator craft.

It has frequently been found, too, that local flying enthusiasts will be happy to provide planes and spotter personnel who can direct water-borne craft to the location of capsized contestant boats or boats otherwise in distress.

The race committee's job begins with registration and is not finished until after all placing boats have been inspected and all competing craft have been accounted for. The race committee must coordinate its work closely with the rescue and patrol fleet, since at any marathon only a percentage of the starters ever reach the finish line.

The American Power Boat Association will outline to the sponsoring committee what key officials are required and will provide or aid in the selection or supervision of officials to handle such key spots as Referee, Starter, Measurer (who inspects motor boats), Timer and Scorers. Two of these officials will be trained and must be approved by the APBA. The Ref-

eree must have a full knowledge of all of the rules of the event; the Chief Measurer must be fully acquainted with rules relating to boats and motors and have the technical skill and the necessary equipment to determine whether the winning boats have complied with these rules.

One problem which frequently baffles the spectator or the newcomer to marathons is how the officials know what boats coming back across the

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finish line actually covered the entire distance of the race—or even more pertinent, how can they be sure with a mass start of a hundred or more boats that all boats ultimately crossing the finish line actually were at the start, instead of having started at some location farther along the route.

In outboard racing as in any other sport there are a few participants whose goal is to win regardless of methods used. Several years ago at a major outboard marathon, one contestant went to great lengths in an attempt to slip illegally into the winners' column. He purchased a duplicate of his racing hull, painted it to appear identical to the boat he had in the pits. He placed his same APBA registry number on the boat, then had a confederate hide this twin rig 25 or

30 miles up the course. This driver actually started the race, but several miles after the grind was underway, he pulled into shore at a pre-arranged isolated position where his helper was waiting for him with a car. The boat was pulled upon the beach, covered with a tarpaulin and left to be picked up later. The two conspirators sped along the lake front by car until they reached the substitute boat. The driver leaped into the cockpit, got underway again with an advantage of about a five-mile lead over his closest competitor and a lighter fuel load to complete the balance of the distance.

One thing that the driver had not counted on was an added check point which was not previously announced to the drivers, one located along the route he had bypassed. When the checkers' slips were finally turned in by the scorers, naturally the cheater's rig had not been scored through at that key location and despite his protests he was disqualified. Check points work in this manner. Groups of spotters and a scorer are stationed at a number of locations which the boats must pass in order to officially complete the distance of the marathon. As each boat passes the checkers, the boat number and the time of its passage is noted on a tape. On occasions it is possible that only a part of the boat's number is detected, in which case the spotters usually jot down the color of the boat or make note of some other feature that can be identified later on. When all check-station recording tapes are turned in, a boat which has not been wholly identified usually can be picked out by his position and time at a previous check point or at a later check point. Naturally only those boats scored at the finish line are double-checked on the checkpoint tapes.

The start, however, could become extremely complicated, because even with a battery of dozens of spotters, it would be humanly impossible to catch the numbers of each boat as they come bunched across the starting line, many of them obscured by spray. The way the start is handled is fairly simple. A definite time for the start of the race and the firing of the five-minute warning gun is announced well in advance of the race and covered again at the drivers' meeting. Either at the time of registration or at the drivers' meeting, when roll call is taken, each contestant is issued a card on which his boat number appears. Five minutes before the starting gun, at a pre-arranged location, usually a large float near the officials' stand, the driver must turn in this card to any one of a group of attendants stationed there for the purpose of collecting them. The cards must be turned in not more than five minutes before the firing of the five-minute gun, and usually five minutes after the starting cannon is fired, no further contestants are permitted in the race.

To preclude the possibility of any driver turning in his card and then leaving immediately over the route of

the course, local rules are usually set up prohibiting any boat from moving into that area of the course beyond the starting line from the time that card collections are being made until the start of the event.

Another problem confronting the officials is how drivers can notify their pit crews that they are out of the race and where to pick them up. At most marathons, the drivers are provided with an emergency telephone number. This is usually at or near the officials' location and it is constantly manned from the start of the race until every boat has been accounted for. If a driver flips, or his rig breaks down, as soon as he is rescued and pulled into shore, he goes to the nearest telephone and calls this emergency number, which is set up to accept collect calls. His pit crew is informed of his location over a public-address system or by a messenger.

One major decision which must be made is the overall distance of the course and its layout. If, as in the WinnebagoLand, Top-in-a-Bee, or 1000 Islands marathons, financial support is gained from a number of communities, the course should be laid out so that the route the boats take passes through each resort or town which has supported the event. However, if only one community is undertaking the sponsorship of the race, a lap-type marathon is frequently more desirable. In order for a marathon to be given APBA sanction, it must cover a minimum distance of 50 miles. No maximum distance, however, is specified and during the winter months at Miami, for example, a Nine-Hour Marathon is conducted, during which the leading boats frequently cover 400 or more miles within the time limit.

The lap-type marathon, which has been successfully conducted at such locations as Norfolk, Va., Solomons Island, Md., or Hague, N. Y., calls for the boats to race a number of laps over a circuit which may vary according to local geography. At Hague, N. Y., on Lake George, the race consists of four laps over a 22-mile course. The lap-type event frequently holds more interest for the spectators, since the boats can be seen passing the start and finish line a number of times. The spectators can note changes in position as they occur, which adds drama to the race. Sanctioned APBA events have ranged from 50 milers upwards, though the average seems to be somewhere in the neighborhood of 80 to 90 miles.

Outboard racing drivers, despite the physical beating they take, seem to thrive on long-distance events. Though a considerable amount of work is involved in setting up one of these races, communities where they have been tried seem to love them. Many of the major enduros have been conducted annually for five or more years. No sponsor of a 1956 marathon has failed to put in a request with the American Power Boat Association for a sanction next year. Why not give one a try in your area?

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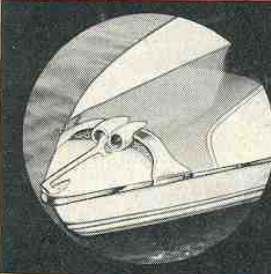
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