

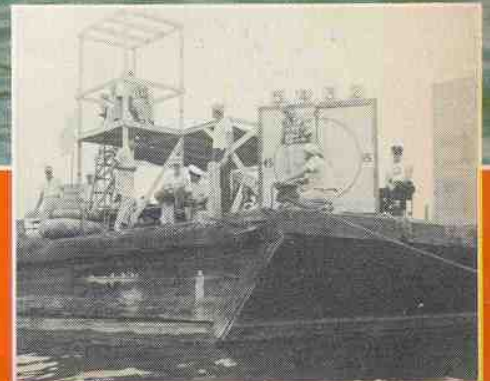
OUTBOARD

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ANC

NATIONAL CHAMPIONSHIP HIGHLIGHTS



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LATE NEWS

BOATSPORT



one minute gun

MIAMI, FLA., JAN. 19 and 20, is the re-scheduled date for the Miami Outboard Club's APBA-sanctioned Atlantic stock outboard regatta, at which a bumper \$200-a-heat purse money will be paid. The race was re-set from Jan. 13 as announced elsewhere because of conflict with a (pardon the expression) sailing event...THE LAKELAND BOAT CLUB of Lakeland, Fla., has announced a two-day APBA-sanctioned outboard regatta for Feb. 2 and 3. Classes scheduled are A, B, C, CSH and F Hydros, CSR and CRR for alky burners, plus ASH and BSH. Added to the outboard and stock outboard events will be two heats for 48-c.i. Inboard hydros. Spark plugs for the event, to be raced on a resurveyed-for-records Lake Hollingsworth 1-2/3 mile oval, are motor mechanic wizard Walter Blankenstein and veteran racer J. B. (Jimmy) Broaddus.

AT CHICAGO, at the 53rd annual meeting of the American Power Boat Assn., hosted by the Outboard Club of Chicago, announcements were made of the results of votes polled for national officers for 1957. Donald L. Guerin, Rochester, N. Y., was elected President, and Dr. Wayne Ingalls, Bell, Cal., won the Senior Vice-Presidential office. Jack Colcock, Seattle, became Secretary, with S. E. (Sonny) Jones, of Miami Beach, taking over as Treasurer. New activities chairmen are: Inboards, Franklin Foulke, Essex, Md.; Stock Outboards, Chester McCune, Dayton, Ohio; Outboards, Jack Maypole, Chicago; Cruisers, Wm. Edgar John, Rye, N. Y.; and Modified Stocks, Wesley Scudder, Huntington Station, N. Y.



New APBA President Donald L. Guerin (left) with Russ Schlee

Outgoing President George J. Trimper, Buffalo, N. Y., automatically became a member of the APBA Council for 3 years. Five new members elected for 3-year terms include Wm. L. Tenney, Dayton, Ohio; Lou Eppel, Cedar Grove, N. J.; Hank Bowman, Solebury, Pa.; W. Melvin Crook, Montclair, N. J.; and A. E. Chenoweth, Xenia, Ohio.



Fred "Pop" Jacoby

Lou Eppel, Chairman of the APBA Honor Squadron Selection Committee, announced the naming of 3 new members to APBA's hall of fame, the Honor Squadron: Fred (Pop) Jacoby, W. Melvin Crook, and the late Sir Malcolm Campbell.

AT JOHANNESBURG, South Africa, Oct. 10, Maurice E. (Bobby) Bothner, outstanding motorboat racing figure on that continent, former So. African Power Boat Assn. President, and foreign Hon. Vice President of the APBA, died at his home...AT LAKE MEAD, Nevada, 140-lb. one-time hard luck driver Jack Regas, Livermore, Cal., helmed Edgar Kaiser's Gold Cupper Hawaii Kai III to victory. This, added to his Wm. Rogers Memorial win and 3rd place at the President's Cup race in a late-season point sprint, virtually secured the 1956 Unlimited high-point title for the daring little helmsman of the rose-and-coral-colored unlimited from among 32 other contenders.

(Continued on Next Page)

OVER SALTON SEA'S below-sea-level waters on Oct. 21, Ed Brown, Sacramento, Cal., in his Chevrolet-powered E Racing Runabout Bouncy Barb III, set a new world's straight-away mark of 89.563 mph, shattering the former 85.312 mph mark held by Slipper-E and her helmsman Guy Wilson. At the same event Sid Street, Kansas City, Mo., in his DeSoto-powered Z-Z-Zip, broke the one-mile 266-c.i. record of 121.703 mph held by Bob Sykes and his Guess Who, with a scorching new 127.864 mph clip.

DON'T FORGET to send your contributions to the FRIENDS OF CHUCK HUNTER FUND for the Benefit of "Mr. 225," who is still bedridden as a result of injuries received in competition last Feb. 12. Contributions of checks or cash in any amount will help offset his huge medical expenses, and should be mailed to the Chuck Hunter Fund, care of Franklin Foulke, 50 Eastern Blvd., Essex 21, Md. Chuck offered us many thrills on the course. Let's show our gratitude by giving him a helping hand.

AWARD WINNERS of the All-Risks Corp., Detroit, Sportsmanship Trophies for 1956 were: Julius E. Howard of the St. Petersburg Yacht Club, St. Petersburg, Fla., selected from among the inboard racers; Douglas M. Creech, Charlotte, N. C., registered with the Dixie Boat Club, Newton, N. C., and also winner of the year's George H. Townsend Medal, scoring 14,113 points in the alky ranks; and Mrs. Henry Forcier from among the stock outboarders. She is registered with the Belle Isle Outboard Club, Detroit.

Honorable mention was given to Bruce Miller, Kingston Racing Club, Kingston, N. Y.; Lester Kahn, Stock Outboard Racing Assn. of Long Island, N. Y.; Robert Jacobson, Bay City Outboard Club, Bay City, Mich.; and Frank (Bud) Goodwin, South Shore Outboard Assn., North Weymouth, Mass.

AT CANEY LAKE, Minden, La., on Oct. 13-15, NOA's Division I alky-burner champions were crowned. They were: Class A, Deanie Montgomery, Corsicana, Tex.; Class C Hydro,



Mrs. Velma Lockhart & Homer Kincaid

HOMER KINCAID, Carbon Cliff, Ill., was awarded the Jack Lockhart Memorial Trophy, placed in competition by Mrs. Velma Lockhart, Bedford, Ind., in memory of her husband Jack, former alky-racing driver who passed away in September. The trophy will be presented annually to the driver winning the most points in B Hydroplane NOA competition.

AT BOONE LAKE, Johnson City, Tenn., NOA Division III stock drivers settled the season's doubts by crowning the following new class champions: A Stock Hydro, W. J. Knight, Kingston, Tenn.; B Stock Hydro, Larry Rogers, Minneapolis; C Stock Hydro, John Ayers, Ft. Smith, Ark.; D Stock Hydro, Bob Keller, Anderson, Ind. The new runabout titleholders are: David L. Christner, Quincy, Ill., A Runabout; Dr. Charles Hursh, Goshen, Ind., B Runabout; Jimmy Morrow, Ft. Worth, Tex., C Runabout; and Earl Renfrow, Booneville, Mo., D Runabout. The most scorching speed was a new straight-away record set by Bob Keller in the trials, 74.534 mph average, in his D Hydro.

AT THE CANEY LAKE straightaway speed trials, Deanie Montgomery set a new NOA A Hydro mark of 59.211 mph. Mel Kirts, Elkhart, Ind., upped the C Hydro record to 68.966 mph, and Fred Mathews, Watervliet, N. Y., raised his own CSR record to 51.650 mph.

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CONTENTS

ONE MINUTE GUN	3
<i>Last-minute news section</i>	
THE NATIONALS	6
<i>By Hank Wieand Bowman</i>	
LEARN TO START WITH THE CLOCK	10
<i>By Henry Hotchkiss</i>	
BOAT SPORT COVERS THE RACING SCENE	12
<i>By Blake Gilpin</i>	
DEAR HANK	15
<i>Bowman answers technical mail</i>	
HOW TO CONDUCT AN OUTBOARD RELAY RACE	16
<i>By Shanon Place</i>	
TORQUE TALK	18
<i>By Lou Eppel</i>	
AROUND THE BUOYS	20
OUTDOORS WITH THE OUTBOARDS	21
BOAT SHOW 1957	22



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COVER STORY

THE INTENT PILOT whose color photograph decorates our cover this issue is Dave Schubert, who was snapped while helming his AU at Maryland this past season. His hydro is a new Sid-Craft. Ektachrome by Hal Kelly.

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 Hank Wieand Bowman, Technical Editor
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Start of the first APBA championship heat in AU at Cambridge. Dean Chenoweth in 100S, the eventual winner, is on the outside, almost hidden by spray. In 19C is Ronnie Hill; Billy Schumacher is the pilot of 3R, George Rohan is at the helm of 42B, and Harvey Howlett can be seen on the extreme outside.

THE NATIONALS

THE APBA ALKY AND STOCK OUTBOARD CHAMPIONSHIPS; NOA DIVISION IV NATIONALS

By Hank Wieand Bowman

THE AMERICAN POWER BOAT Association's 1956 National Stock Outboard Championship races, as each year since their inception, were scheduled at a much earlier date on the racing calendar than the longer-established alcohol-burning title matches. There is a definite reason for the early scheduling: generally speaking, the gasoline burners average far younger in years than the blended-fuel clan and without an early date many stock drivers would be unable to participate without playing hooky and running afoul of their local truant officers.

Each year the location for the Stock Nationals is changed so that over a

period of three or four years no geographical location is given preference. Last year Oregon provided the setting. In 1956 the Cambridge Yacht Club, Cambridge, Maryland, was the sponsoring group with the out-of-the-crate motor racers slated to vie over the unpredictable surface of the Choptank River. Many of the drivers thought the waterway was appropriately named. The Choptank River can, on occasions, be glassy smooth, though this condition is a relative rarity. Yet on Thursday, August 23, the unexpected occurred and Co-Chairmen Lou Barrett and Elwood Pliescott uncrossed their fingers when by eight o'clock in the morning



Hard-luck driver at Cambridge was Paul Woodroffe of Salem, Oregon, who is snapped here with his wife in the pits. Woodroffe flipped twice and put a hole in his DSH, but he went home with a third-place trophy in CU.



William "Buck" McClung, Portsmouth, Va., CSH champ (motor is a Merc 30H despite its substitute four-striper cowling) gives fuel sample to Inspector Ernie Ganz. Horace Nixon, APBA Region 4 inspector, is the onlooker.

Assistant Referee All Bauer gives JU drivers at Nationals final instructions. They are, left to right, standing: Jack Dickerson, Bobby Fleming, Ronnie Nixon, Gary Girton, Doug Van Rossun, Dan Ziegfeld, Billy Schumacher, Jim Osborne, Tiger Petrini, Ken Keefner, Mike Valachovic, Roger Keefner and Bill Eppel. Kneeling: Dennis Peterzell, Bob Thornton, Maureen Wagemaker and David Rhodes. Billy Schumacher took the title.



the measured mile looked like a record-breaker's dream come true. From 8:00 a.m. until nearly 6:00 p.m., 105 two-way runs were made over the distance on a gently rippled surface. This in itself was a new record for time-trial traffic. Though many of the drivers were taking advantage of the official timing merely to check out their rigs' performance before the elimination events slated for Friday and Saturday or for the Championship events themselves on Sunday, a number of new records were hung up.

The first new mark to be posted was a CU runabout run established by a
(Continued on Next Page)

CU champion Jon Culver of Dayton, Ohio, drove to victory in a Mercury 30H-powered Speedliner.



Johnny Jackson and his Merc 55H-Speedliner combination won DU; he won the same class in 1954.



Wild Bill Holloway, Monroe, Michigan, wears a big smile as he enters the winner's circle after taking DSH title.



ASH and AU champion Dean Chenoweth (right) chats with Don Baldaccini (center) and hydro builder Joe Swift. Don took three trophies: runner-up in ASH and BSH, 4th in CSH.

The Nationals: Meyer, Ill.



Trophy winners at Division IV Nationals. Kneeling, left to right, are champions Freddie Goehl, B Runabout; Junior Scott, A Runabout; Johnnie Dortch, A Hydroplane; Ralph Hemminghaus, C Hydroplane, D Hydroplane and C Runabout; and Jerry Lines, B Hydroplane. Standing are Dick Pond, D Runabout champion; Dave Christner, runner-up, A and B Runabouts; Ronald Williams, D Hydro runner-up; Gordon McDonald, C Runabout runner-up; Bob Snider, third in A Runabout; Carl Peterson, third, C Runabout; Tommy Christopher, A Hydro runner-up; Bill Talley, third, B Runabout; Ed Jamgotch, B Hydro runner-up; and Eston Johnson, D Runabout runner-up. The start of the first heat in D Runabout is snapped in photo at right.



19-year-old dental student from Santa Barbara, Calif., defending CU champion Ronnie Loomis. Loomis cracked his own 41.771 mph straightaway speed, set last year in Oregon in an Evinrude-powered DeSilva hull, by nearly nine miles an hour with a Mercury 30H-powered DeSilva at 50.581 mph. Loomis's mark was destined never to reach the books, for a short time later Hunter Grimes, 49-year-old insurance agent from Alexandria Bay, N. Y., broke the new unofficial Loomis mark, racking up a 55.907 mph average. Grimes, incidentally, was helming a brand new Raveau hull with a second-hand Mercury Mark 30H, both of which had been untried in competition. Grimes has been the country's standout CU driver throughout the season, having established a competition record at the Northeast Divisionals of 43.7 mph in another Raveau Hull, *Miss Alexan-*

dria Bay, and run out in front at a number of major marathons.

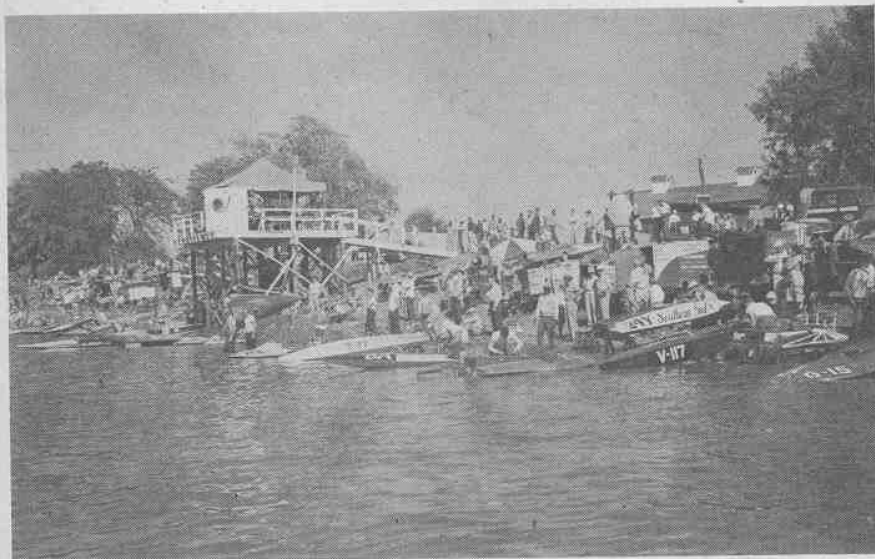
The most sensational of the new records was a C Stock Hydro run made by Tony Rodrigues, Highland, N. Y., at 67.431 mph. Rodrigues helmed a Baycraft three-pointer and such was the amazement at Tony's scorching mile run that rumors were rife that Rodrigues had used a D Stock motor rather than a C. The rumor had its inception in Rodrigues's sense of aesthetic values. Since his hydroplane was a red job, both his 30H and 55H had been color matched with his boat. The inference was that Rodrigues had set his mark with a 40-cubic-inch rather than a 30-cubic-inch motor and that the substitution of the larger motor for the less powerful C had gone undetected by the boys in the inspection area, since they appeared identical. This rumor was wholly false. The official inspecting

talent at the Nationals was the sharpest that could be assembled, headed by ex-M.I.T. professor Charlie Strang, generally conceded to be the country's foremost authority on stock outboard racing powerplants. Further, the run was made under the hawk-eyed supervision of S.O.R.C. member Bob Marx, who saw to it that the necessary formalities of immediately inspecting both boat and motor were carried out before any possibility of switching so much as a spark plug.

Bob Murphy, Springfield, Ill., established the final record-breaking mark when the steamfitter pushed his Johnson-powered Speedliner over the two-run distance at a new average of 37.210 mph for 36 c.i. class.

Elimination heats to fill out the starting fields in stock runabouts were raced on Friday, August 24. The white-capped Choptank reverted to its more customary behavior and after a considerable delay it was decided to conduct the events on a substitute course, a partially sheltered oval of approximately one-mile which had been laid out long in advance of the race with just this emergency in mind. Though the water was considerably more placid than the officially surveyed mile and two-thirds course, in anyone's book it would be recorded as more than merely lumpy.

Though a bumper crop of flips occurred only one driver injury resulted. This one however, put out of the running one of Host Region 4's stronger contenders for the BU title. Reece Birmingham, a 31-year-old jeweler from Carrboro, N. C., was well out in the lead with his Champion Hot Rod-powered Carlsen Craft when the hull kissed off a big wave, became airborne, and walked on its transom for a half-dozen boat lengths while Reece struggled to regain control. Unfortunately another large wave finished the job as Birmingham made a last effort to push the nose down. His foot slipped and



The judge's stand and a section of the pit area at NOA Division IV championships, Meyer, Ill.



A field of A Hydros in action at the APBA Outboard Championships, held this year at Long Beach, California. Champion Orlando Torigiani is at the helm of C-35, the fourth boat from camera.



Eric Molinar, straight-heat winner in M Hydro, is youngest of this year's alky-burner champs.

The Nationals: Long Beach

kicked a hole through the side of the hull; momentarily off balance, he was slammed hard face down against the automatic shut-off throttle.

Two other drivers came to grief in the same heat. Jeff Howie, Norfolk, riding in third spot, was tossed out in a corner, and Lee MacDonald, Wallingford, Conn., driving a Speedliner, performed a barrel roll in the last lap. Despite the fact that Birmingham had suffered cuts about the face, he did not wave for assistance until the last competing boat was off the course. Fortunately, his injuries were such that he was released from the hospital and was able to participate in the grand parade of boats and trailers later that night, a function that was reignited over by pretty Peggy Lake, the Cambridge Yacht Club's Miss Choptank 1956.

The following day eliminations were held for the hydro clan. Water conditions were improved. Still, of 162 boats competing in ASH, BSH, CSH and DSH classes, eight drivers flipped their rigs and seven came unglued from their cockpits and were tossed out. Jim Kough, Hawthorne, N. J., held the swimming record for the day when he was tossed out in both ASH and CSH. However the Kough family's good name was more than redeemed Sunday when 16-year-old Jim's four-year-older brother Dave ran off with top B class honors by capturing both BU and BSH Championships.

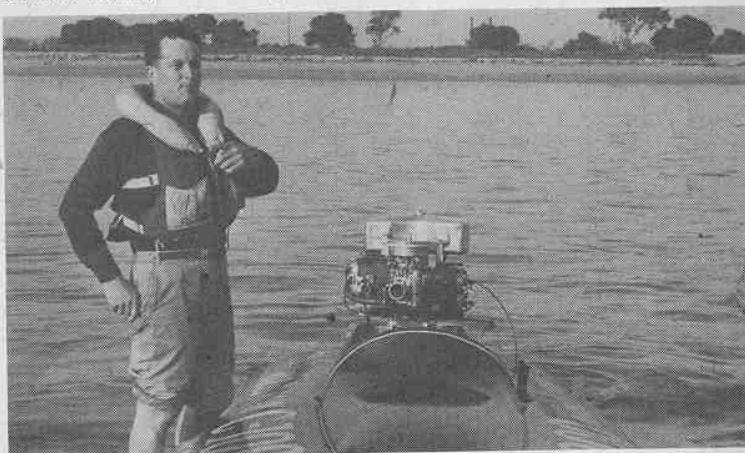
The day of the Championships dawned with a slight threat of rain in the morning but by race time the day was a brilliant sunny one.

Billy Schumacher, Seattle, Wash., was slated to be the meet's only successful defending champion. Thirteen-year-old Billy rather easily topped the JU field, averaging 24.629 mph in his first heat and 24.820 mph in the second to make a clean sweep of the event for a second year in a row. Billy drove

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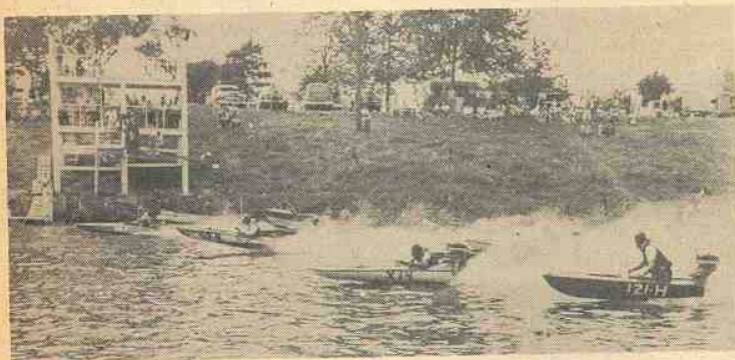


Doug Creech, of Charlotte, N. C., took the C Hydro championship. He was the only Easterner winning an APBA alky title, with West Coast drivers dominating the events.



Above: Ralph Homes and his Evinrude 4-60 powered Mishey hull took APBA's F crown for the 60-c.i. class. Below: A dejected Entrop is towed into pits in his radically-designed hydro during F events. He later won non-championship free-for-all easily.





Top of page: A sweep-secondhand clock, which operates right to left like standard clock. Camera fires automatically when hand reaches sixty. Above: In this start 121H had crowded the clock and had to slack off, putting him at a disadvantage. Below: Spotters will easily pick out the two boats over line with a second to go.



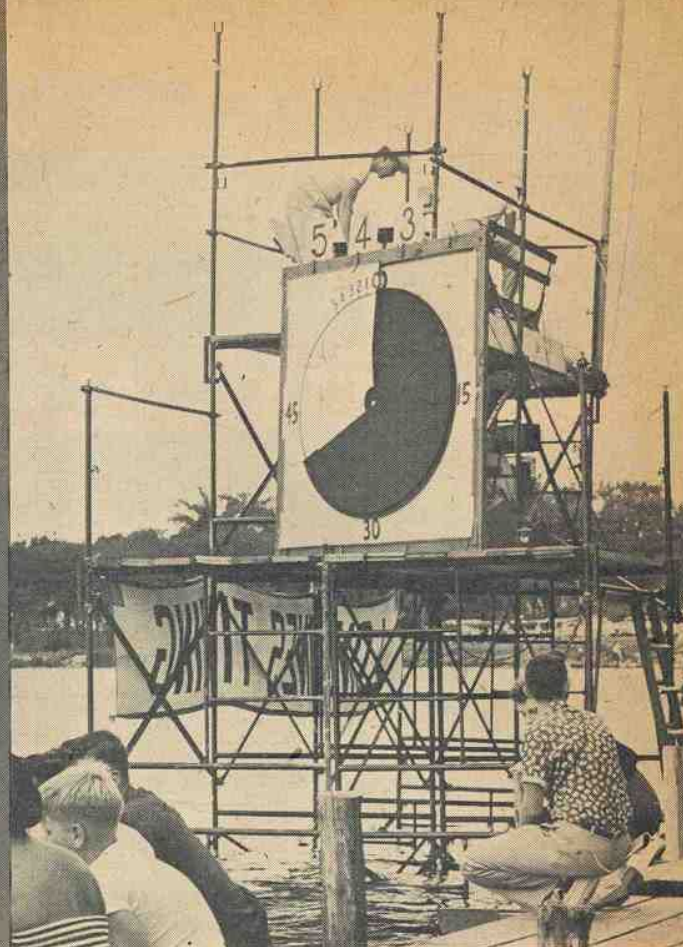
MAKE THE MOST OF THE START TO BE UP FRONT AT THE FINISH

LEARNING TO START with the clock is the mark of the veteran driver—or perhaps more aptly, it's the trademark of the veteran driver who can be found in the winners' area after a race is over. Let's face it. There are several different types of competitors in speed-boating. There are some whose greatest pleasure is to be out in front of a race or at least up among the first two or three finishing boats when the checkered flag is waved. These are the boys who do everything possible to get down into a first turn first. If they don't happen to hit there in the van, they ignore the rooster tails and heavy traffic, keep the throttle poured on, alert for an opportunity to find an open door between a buoy and the driver ahead and steal a position or two during the cornering. These are the racers.

There's another type of competitor who gets his biggest bang out of keeping his equipment looking pristine and favors the neat varnish finish on his boat more than he does a highly polished trophy. It's a rarity for this bird ever to get caught in the heavy traffic up in front at the first corner. If he does, he's likely to overshoot the turn and put as much open space as possible between himself and his com-

learn to

START with the CLOCK



Above: Typical of pie-shaped clocks is this one designed by the Outboard Club of Chicago. Below: Bob Seeger takes a breather at Stock Nationals behind an electric clock on which the one-minute markers are also triggered off automatically by the mechanism.

By Henry Hotchkiss

petitors. More often, he lays back at the start to be sure he isn't caught in the chine-banging fast run at the number-one pin. I'm not criticizing this type of driving, but it is driving, not racing. However, since a combination of both drivers and racers makes up most fields of competition, the drivers are needed if for no other reason than to set up a nice contrast in aggressiveness between the fast boys up front and the slower ones in the rear. After all, if everyone was just a driver, there wouldn't be any hard racing up front to draw the attention of the crowd and create the oohs and aahs.

Learning to start with the clock isn't for drivers; it's for the racer who wants to win. There is a truism around the sport that the easiest and most effective way to win a race is to hit the starting line full bore just as the second hand reaches the 60 mark. True, there are cases where great recoveries are made after poor starts. One notable example occurred at the Stock Nationals at Cambridge, Md., when Wild Bill Holloway, who's definitely a racer and not a driver, journeyed into Maryland from his Michigan home with the advance billing of having a plenty hot DSH rig. Bill didn't

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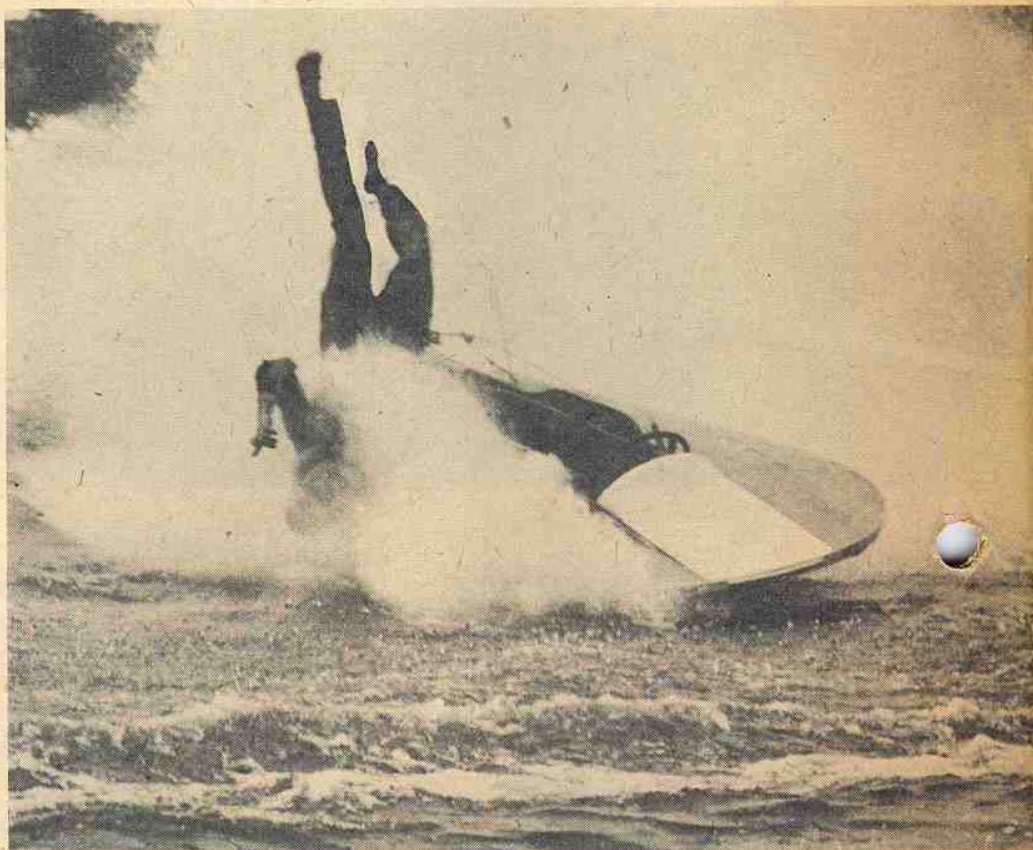
BOAT SPORT

COVERS THE

FALL ROUNDUP: THE BUFFALO AND MADISON
REGATTAS, THE AROUND-MANHATTAN MARATHON

By Blake Gilpin

Photographer Bob Carver caught this rare action shot of Hugh Entrop being thrown from his cabover-designed three-point hull during a Moses Lake, Washington, event.



ONE OF THE LARGEST REGATTAS on any season's race calendar is the Buffalo Launch Club Annual International Speedboat Regatta. This year the two-day thrill-packed event scheduled 225 c.i., 136 c.i. and 48 c.i. hydros, Class E Racing Runabouts and Unlimited hydros on the first day. A bumper crop of fourteen 225-c.i. hydros made it necessary to run two elimination heats and a final. The first of these two was won by Henry J. Vogel of Webster, N. Y., in *My Sin III*, with Don Dunnington, Bethesda, Md., in *Miss Bethesda* second, followed in third spot by Charles Irish, Aldershot, Ontario, Canada, in *Cheeta*. Vogel averaged 69.471 mph. In the second heat, in which Jack Ouriel of Rochester, N. Y., was disqualified for cutting a buoy, the winner was Ron Smith of Mount Holly, N. J., helming his three-pointer *Jersey Devil* at a 68.389 mph average. Second and third spots went to Dr. Fred Hamm, Detroit, in *Knot Movin'*,

with Bob Schroeder of Niagara Falls in *My Ambition IV* finishing third.

On the basis of his elimination heat performance, Vogel was favored to take the final, but Dr. Hamm upset the odds as he booted his hull into an early lead at the first buoy. Despite a dramatic chase by Smith, who rode in the Doctor's rooster tail for most of the event, Hamm flashed across the line winner at a 71.741 mph average. This placed him in a point tie with Smith, as both racers had scored a first and a second. Smith took the event on the basis of lesser elapsed time for the two heats, with Hamm second and Vogel, with a first and fourth, winding up in show spot. Though Hamm's average speed of 71.741 mph was a scorcher, the record for the Buffalo course is held by Smith's father George, who set the circuit mark in *Jersey Devil* at 72.144 mph the previous year.

Jersey Devil had, under George Smith's helmsmanship, won the 225-

c.i. high-point title in 1955 and at the close of the Buffalo regatta, with Ron Smith at the wheel, she was leading for class honors for 1955. Aside from the thrilling duel between Hamm and Smith in the final heat of 225's, the highlight of action had occurred in the initial canto when John Haineault of Cornwall, Ontario, throttling his hull *Hey-No* hard in leader Hank Vogel's wake, poured into the final turn with too heavy a foot, caught a chine and did a high looping barrelroll. Haineault was not injured but one side of his hull, the deck and the sponsons, were badly splintered. *Hey-No* appeared to be out of action for sometime to come if not forever.

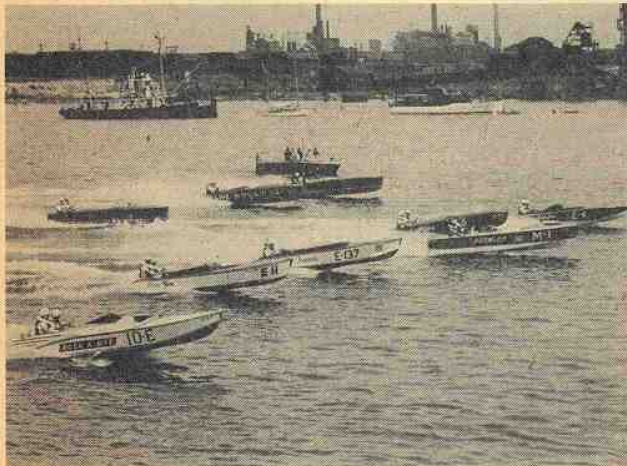
A good field of seven 136's were next on the schedule. Alton C. Pierson, Queenstown, Md., in *Lil' Barb*, outran his competitors at a 57.655 mph clip in the first five-mile heat and came back in the second at an even faster

(Continued on Page 14)

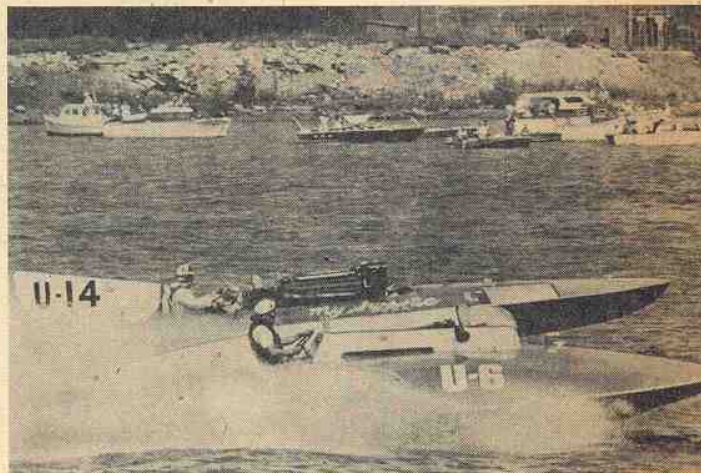
RACING SCENE



Ron Musson helms B. G. Bartley's *Wildcatter* to National 7-liter crown.



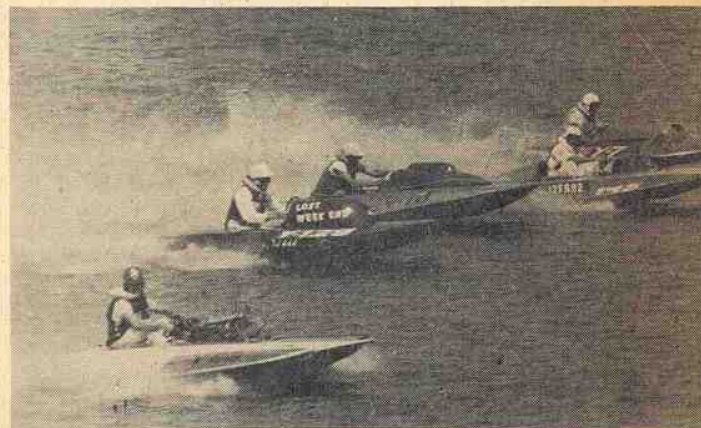
Class E and F Service Runabouts move up to the start at the Buffalo Launch Club International Speedboat Regatta. Photo by Jack Hulbert.



Jack Bartlow, piloting *My Sweetie Dora*, at close quarters with Chuck Thompson in *Short Circuit* (nearest to camera). Photo by John Spaeth.



Harold Depew, of San Diego, with the twin 30-hp Johnson installation which won him victory and a new utility runabout record at La Jolla.



Last Weekend, the Crosley-powered 48-cubic-inch of Frank Jubinville, Canton, N. Y., set a new Buffalo course record of 59.96 mph.



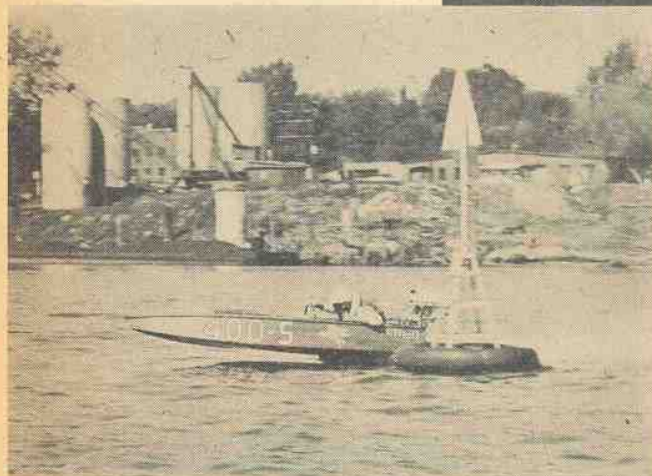
Henry J. Vogel of Webster, N. Y., waves in recognition of the checker as he takes the 135-c. i. hydro event at Buffalo Launch Club regatta.

THE RACING SCENE continued

ASH driver Marilyn Donaldson of Dayton, Ohio, in her new Sid-Craft three-pointer. In it she won first and second heat places at Madison.



Below: Dean Chenoweth, National Au and ASH champion, in action at the Madison, Indiana, regatta, where he won both AU and CSH events.



DSH field skims the Ohio River during Madison's big two-week regatta.



pace to hang up a new course record of 58.518 mph. Gene Fleming, Rochester, in *Fantasy*, combined second- and third-place finishes for a point tie with Bill Steinfield, Malverne, N. Y., in *High Society*. The runner-up spot went to Fleming as the racer with the lesser elapsed time.

The 48'ers were dominated by Frank Jubinville in his Crosley-powered *Lost Weekend*. The Canton, N. Y., pilot

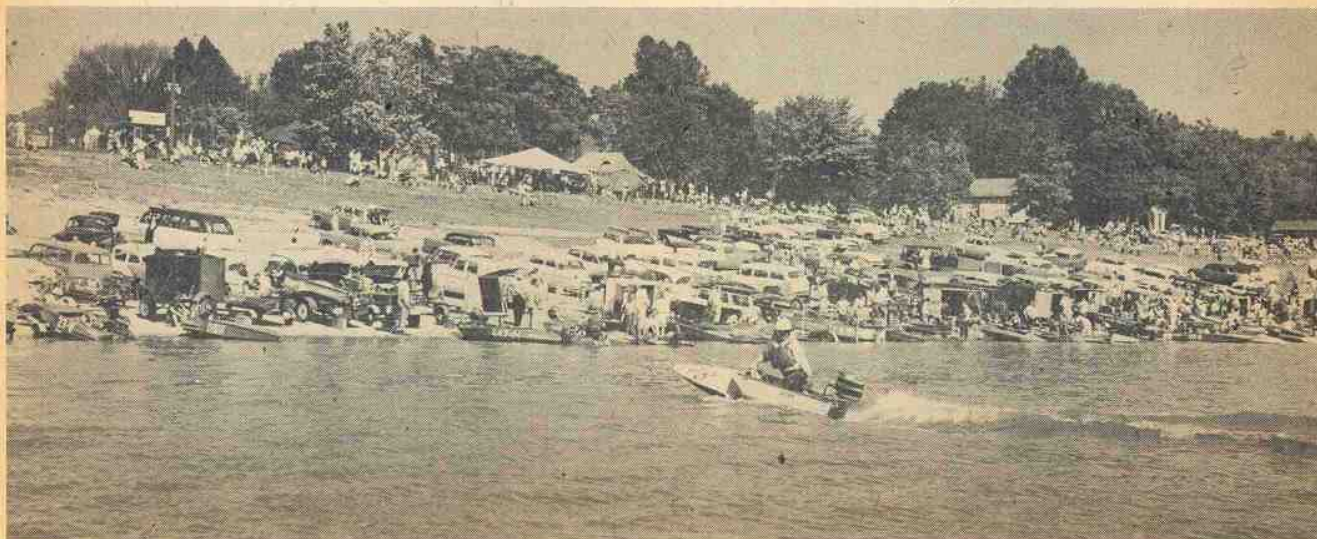
wiped from the regatta record books the old 54.745 mph mark for the class by registering nearly a mile a minute pace in the final event, a neat average of 59.96 mph. Jubinville won the first elimination heat as well, so that he garnered the race with a perfect 800-point score. Paul Bauer of Deer Park, Ill., in *Cat-N-Nan*, won his elimination heat and finished second to Jubinville for runner-up spot. Third

place went to Russ Bogardus, Jr., Pittsburgh.

E Racing Runabouts found Bill Yeager, Jr., Warren, Pa., in *Go Devil I* shellacking his competition in straight heats with a 58.728 mph average in his fastest. *Go-Devil*, incidentally, has been campaigned for two years under that name with considerable success. Previously the hot E had been known

(Continued on Page 38)

Partial view of the pits at Madison. This ninth annual regatta was among the season's most successful, with every type of speedboat in action.





Dear Hank:

TECHNICAL QUESTIONS ANSWERED BY HANK WIEAND BOWMAN

QUESTION: I have read your article on "The German-Built Racing Motor" in the Sept.-Oct. issue of BOAT SPORT, and I am interested in this motor. Could you tell me where I could get one?

—Danny Straberger, Bremerton, Wash.

ANSWER: You may obtain information on the Konig racing motor by writing to Outboard Motors, Ltd., Whitstable, Kent, England, who are presently handling that motor's distribution.

QUESTION: I have a chance to buy a Champion "135 cu. in." racing hull with trailer but without motor for \$150. It seems to be well made. Is the Champion a good hull design? Where could I get information on rebuilding a V-8-sixty block for it? Is there a better powerplant I could use?

—L. J. Redman, Portage La Prairie, Manitoba

ANSWER: I would say offhand that if the equipment is in even relatively good shape, it should be a good buy. For information on a motor conversion for the V-8-sixty, I would suggest that you get in touch with Eddie Meyer Engineering Co., 646 No. La Peer Drive, West Hollywood 46, Cal., or I. E. Debbold's Marine Supply Co., 10366 Long Beach Blvd., Lynwood 2, Cal. Finally I might add that I feel the Champion kits are excellent, though you cannot expect the same performance you would from a top-quality custom boat.

QUESTION: Would you please send me the address of Ripley Williamson? I am interested in more information on his hydraulic motor lift which was featured in Sept.-Oct. BOAT SPORT.

—Paul Monroe, Carp Lake, Mich.

ANSWER: The address of Rip Williamson is 508 Burleigh Ave., Norfolk, Va. I do feel it only fair to warn you, however, that the Williamson-type hydraulic motor lift will in all probability be banned from racing boats in 1957, and was a questionable accessory even during 1956.

QUESTION: I've been bitten by the racing bug and I want to build an inboard hydroplane. I'd like to build a hydro hull without a step and install a converted auto engine in it big enough to go 40 mph. How large an engine and how small a hull would be necessary to attain that speed?

—Edwin P. Ludewig, Long Island City, N. Y.

ANSWER: I feel that a one-design hull of the Crackerbox class would suit you well. With a powerplant such as a Ford 60, you would be able to attain the 40 mph that you require.

QUESTION: I am an outboard racing fan and would like to join the APBA. At present I have no equipment whatsoever and I've never raced before, but I hope to start by next summer. Even though I don't own any equipment, can I join the APBA as a racing member?

ANSWER: Despite the fact that you own no racing equipment, you can become a member of APBA. There are several types of memberships available. You may join as a contributing member for \$10 or as a racing member for \$15. The address of the American Power Boat Association is 700 Canton Avenue, Detroit 7, Michigan. If

you decide to postpone membership, you may still want a copy of the APBA Yearbook and Racing Rules. This book costs non-members \$2.00, and contains complete class specifications as well as other material of interest to racing fans.

QUESTION: I have heard about reed tachometers and wondered if they were really as efficient as they sound. Is it possible to detect variations as small as 10 rpm on these instruments? I also wondered, in reference to the dial-type tach, if it requires any extensive installation, and if it places a load on the equipment being tested. If the latter is true, then is it possible to disconnect it from the motor when peak speed is desired?

—Kerry O'Gorman, Rochester, Ind.

ANSWER: There is no question that the reed-type tachometer is not as efficient as the more elaborate mechanical or electronic type. There are many types of far more efficient tachometers operating either from a direct keyed drive on the top of the flywheel or electrically tied in to the ignition system of the motor. Either type may be disconnected if desired.

QUESTION: Please advise me where I can purchase a custom-built hydro.

—A. H. Ward, Kamloops, B. C.

ANSWER: The following companies make successful custom hydros:

- Baycraft Boats Ltd., 1363 Embarcadero, Oakland, Cal.
- Blue Mfg. Co., 2221 No. Main St., Miami, Okla.
- De Silva Boats, 3215 S. La Cienega Blvd., Culver City, Cal.
- Fred Jacoby Boat Works, North Bergen, N. J.
- Mendes Racing Hulls, 25 Kraseman St., No. Dartmouth, Mass.
- Mishey Racing Boats, 1645 E. Turney, Phoenix, Ariz.
- Neal Boats, 6021 Troost, Kansas City, Mo.
- Pabst Boats, 159 Morgan St., Rockford, Ill.
- Samsel Hydros, Box 783, Electric City, Wash.
- Sid-Craft Boats, Rt. 43, Nixon, N. J.
- Speedliner, General Marine Co., St. Joseph, Mo.
- Swift Woodcraft, Inc., Mt. Dora, Fla.
- Willis Boat Works, 3319 Grand Ave. Dallas, Texas
- Winters Hydros, Texas Marine Supply, Box 648, Paris, Texas
- Van Pelt Boat Co., Spring Lake, Mich.

QUESTION: My husband races in the DU class with a Raveau hull powered by a Merc 40H. He has a fine boat and motor and is a good driver, but it seems the boat lacks that extra bit of oomph in closed-course races. Frank uses the Mercury props; he has two, a 1955 and a '53. Should the props be sanded down paper thin?

—Mrs. Frank Shinney, Weymouth, Mass.

ANSWER: The Raveau hulls, as you doubtless know, have been doing exceptionally well in long-course events, since they have both stamina and excellent riding characteristics for rough water in long distance gas. In general they are not as favorably looked upon as some other hulls

for closed-course racing. You must realize that there is no all-purpose boat. Most D drivers have found that they cannot get the ultimate results in short-course racing with merely a stock cut wheel. They have found that it is necessary to do a little banging and cupping of an experimental nature, checking carefully each time on results until the best performance for the particular boat, motor, and driver is reached. Prop manufacturers design what they consider are a good series of all-purpose wheels. However, since the factory testing circumstances do not prevail for any individual's equipment, drivers have felt gains could be had by modifying their propellers, and those who do modify usually win races.

I assume that, with just two propellers, you have done little prop testing, and therein may lie a gain of from one to three or four mph. My suggestion is that you drop a note to H. Allen Smith, 6329 Thornbill, Shreveport, La., who has turned out some excellently performing propellers for many drivers throughout the South and yet is but little known in the North. You would have to tell Smith the exact model Raveau you have, its exact present weight, your husband's weight, and any idiosyncrasies in his driving style. On the basis of this and his previous experience, Smith would then take either a stock Oakland-Johnson or perhaps a Michigan or Kaminc wheel as a starting point, cut and alter it. He charges for the price of the original wheel plus his time and effort in redesigning it, which might run to about \$20, meaning your ultimate investment in the wheel would be \$30 or more. If you decide to do this, I would suggest that prior to testing the wheel you make a plaster cast of it for future reference, since it is possible to knock a wheel out of pitch by hitting a stick or just in jumping a wave.

QUESTION: When you write (in your articles, particularly the one on the Jones-Entrop hull in August) of Angle-of-Attack being three degrees or five degrees, what do you mean? I (as well as a lot of other boaters) have some ideas along the Jones-Entrop line and it would help greatly if this question were cleared up for me.

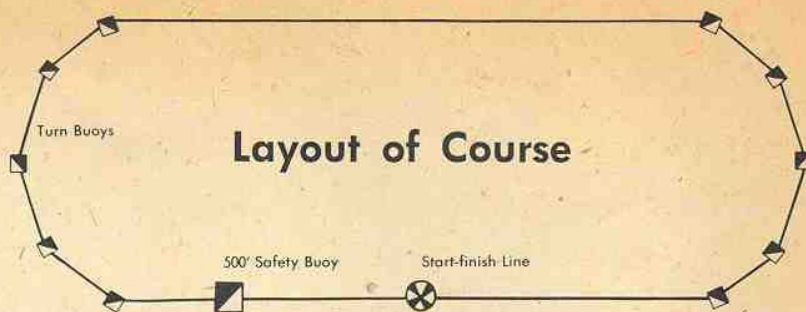
—Wm. O. Harvey, Erie, Kansas

ANSWER: Angle-of-Attack is the angle created between the actual planing surfaces and the horizontal of the keel line. In other words, to get lift, the forward sponsons are not parallel to the keel line, but rather the trailing edge is lower than the leading edge, in order to lift the hull free of the surface to reduce skin friction.

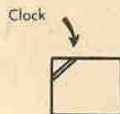
QUESTION: What class of stock utility offers the most adaptability to all-round boat sport, for instance, skiing, fishing, the ability to carry several passengers? Are any of the boats built for racing especially in the stock classes constructed of fiberglass or aluminum, which would provide easier maintenance? Would this work and would it be allowed under the rules of the governing bodies?

—Thos. R. Brosnahan, Brooklyn, N. Y.

(Continued on Page 33)



By Shanon Place



HOW TO CONDUCT AN OUTBOARD

RELAY

THE CITY OF RIVER ROUGE, west of Detroit on the Detroit River, holds an annual civic celebration. This year the festivities ranged from the election of a Beauty Queen, a Rock 'n' Roll contest, baseball, tennis, track, golf, fishing contests and sports-car time trials to a big wind-up on the water, The River Rouge Days Regatta. At this year's Eighth Annual event, Regatta Chairman Nelson Wallis and Co-chairman Leonard Holliday scheduled an interesting added feature to the customary program of stock outboard runabout races. This was the River Rouge Relay Race, which was unique to this reporter, and an extra fillip which could easily be added to any regatta as a novelty, both amusing and exciting.

Relay race rules can be made somewhat flexible to meet any peculiar local conditions and the number of entrants as well as the classes of boats competing can be set at the discretion of the local regatta committee. I had a definite feeling after the event had been run that at major regattas at which a number of different member clubs of the national sanctioning body each have representatives entered, sectional or club rivalry could be built up to a high pitch. The relay race type of event certainly has more widespread appeal than does the free-for-all race, frequently the wind-up event on a program, which is usually limited

in its entries to drivers of the most powerful rigs, with smaller class boat owners sitting it out in the pits. At sanctioned regattas the addition of a relay will not affect either the sponsor's insurance or that of the driver, but more and varied classes can participate.

Here's how the River Rouge affair has been worked out. With modifications it can serve as a pattern for any sponsor.

Three classes of boats, AU, BU, and DU, made up the River Rouge team event. These classes were selected since they were the only ones scheduled on the program—traditionally rough water precluding hydros from the regatta. Hydros, other classes of runabouts or even mixed outboards and inboards could be slated elsewhere since each class of boat competes at a separate time on the course.

Three teams participated at River Rouge. The A, B and D runabout members of each of the three teams were issued colored streamers which were tied to the drivers' helmets to serve as team identification. One AU, BU, DU team was given white streamers; the other two teams wore red and blue. In this instance the nine boats making up the three teams left the pits on signal from the starter several minutes prior to the firing of the five-minute gun. The drivers then helmed their boats to the far end of the course

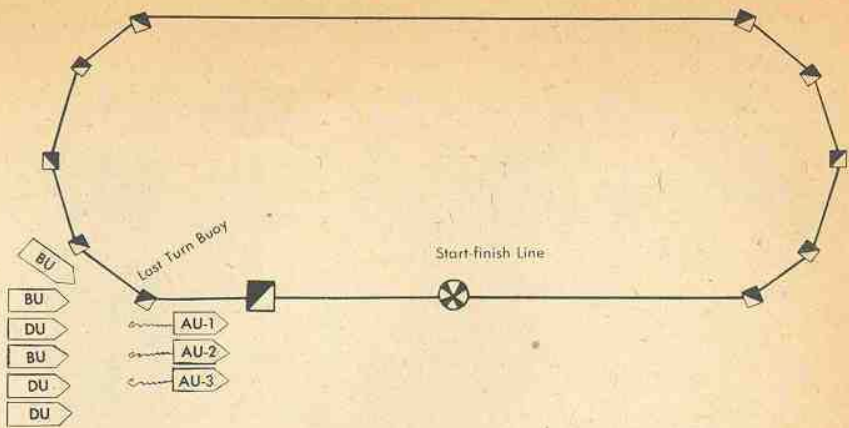
beyond the starting line and killed their motors. The three AU drivers got underway as in a regular heat race, following the firing of the five-minute and one-minute guns, and made a start in the customary manner with the clock.

The entire relay race at River Rouge was slated for a distance of nine laps, each class to race three laps, though, of course, the number of laps may be changed to suit local conditions.

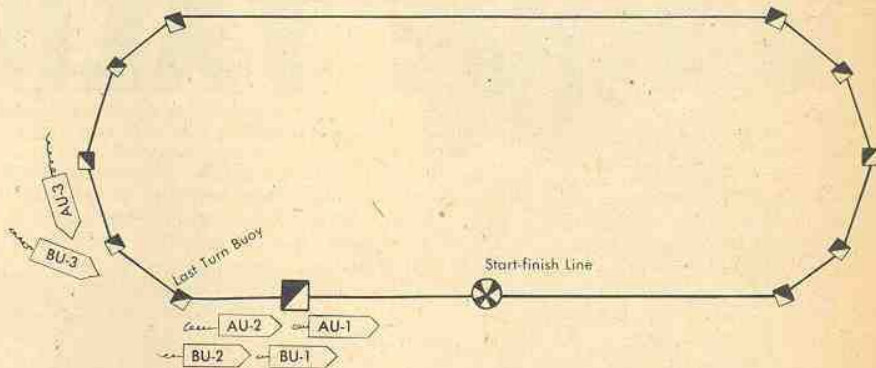
The BU's and DU's lay to at the upper end of the course until the competing AU's had completed two of their three laps. Then the BU drivers roped over their rigs and jockeyed around below the course proper, each waiting for his team mate to move around the final turn buoy of that boat's last scheduled lap. Each BU team member was permitted to pass the starting line only after his own AU team-member boat had completed the entire three-lap distance. Flying starts, however, were permissible. In practice, as each AU boat rounded the last turning buoy, his BU team mate would fall in behind and to the right of him so as to get a full-throttle start. A team disqualification results if any team boat passed a team member at or before the start-and-finish line. This is where the skill unique to a relay race comes in—pacing the start so as not to be caught napping when your

THE RELAY BRINGS TEAMWORK INTO THE ACT AND MAKES AN INTERESTING ALL-CLASS EVENT FOR YOUR NEXT REGATTA

RACE



At the start all contestants lay to off the last turn of the course. AU's move up after the warning guns sound as they would in an ordinary race. The other team boats continue to lay to.



On the final lap for AU's, BU-1 picks up its teammate AU-1 and paces it toward start and finish line. BU-2 picks up AU-2, as will BU-3 when AU-3 passes final buoy. DU's continue to lay to.

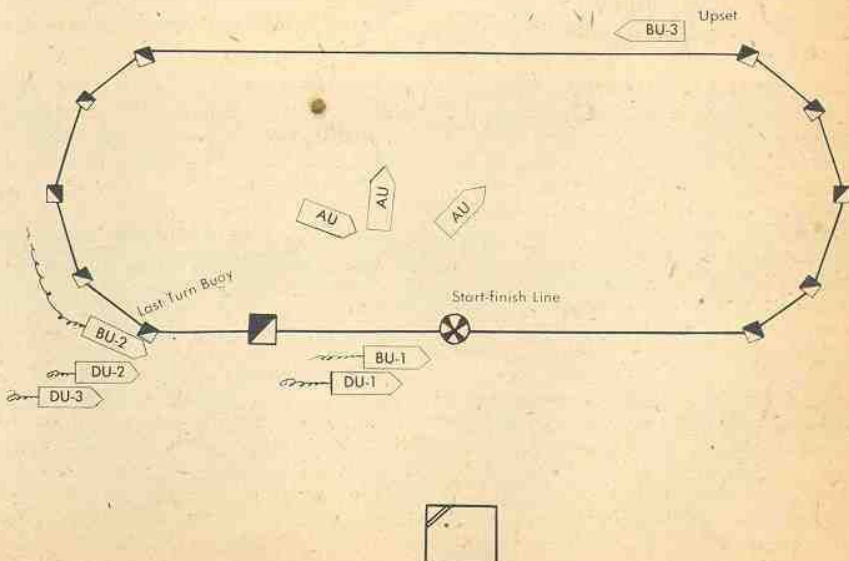
team member comes into his finish, yet on the other hand, not overshoot the smaller boat.

In the interest of safety the team boats moving up to enter the race are required to stay to the right of the boats completing their three laps on the course. As each AU finished the event, its driver was required to turn to the left into the center of the course, where the driver was required to stop his motor and lay to until the entire event had been raced.

The DU's got their motors underway after the BU's had completed their first two laps. They, too, fell in line to pace their team mates to the start-and-finish line in the same manner as the BU's.

In case of a flip—say for example, an AU dumped in the first lap—it does not mean the end of competition for that team. Their next scheduled team boat is allowed to enter the race when the last of the AU rival team boats had passed the start-and-finish line. The team, however, suffering an upset had to abide by the same no passing rule of the tail-ender smaller-class boat as though that boat were on his own team. In the event two or more boats in any given class should flip, the two waiting team members would then enter the race when the last opposing team boats of the smaller class crossed the finish line. Either boat can

(Continued on Page 35)



On final changeover, DU's pick up BU's. DU-3, noting teammate BU-3 has flipped, cannot pass start line until BU-2 has, but he is underway and waiting. AU's lay to in center of course.



Willard Rhodes' *Miss Thriftway* was the winner of the 1956 Gold Cup until a court ruled the event no contest. She is a Ted Jones-designed, Staudacher-built, Allison-powered three-pointer, driven by Bill Muncey.

TORQUE TALK

THE GOLD CUP

IF FOR NO OTHER REASON, the 1956 edition of the American Power Boat Association's Challenge Cup race (Gold Cup) will long be remembered as being the most mixed up big-time race ever held. What actually happened on the waters of the Detroit River on Saturday, September 1, has been ignominiously pushed off the front pages of the nation's press by a law suit instituted by Horace Dodge, protests from practically every entry, claims and counter-claims and a general over-all snafu.

At the time of this writing, the winner of the Gold Cup has not been determined and the hearing committee is still sifting evidence for submission to the Inboard Racing Commission of the A.P.B.A. for final disposition. We do not know who won, but we are sure

who lost, and that was the American Power Boat Association, Unlimited Hydroplane Racing and the many ardent devotees of the big boats.

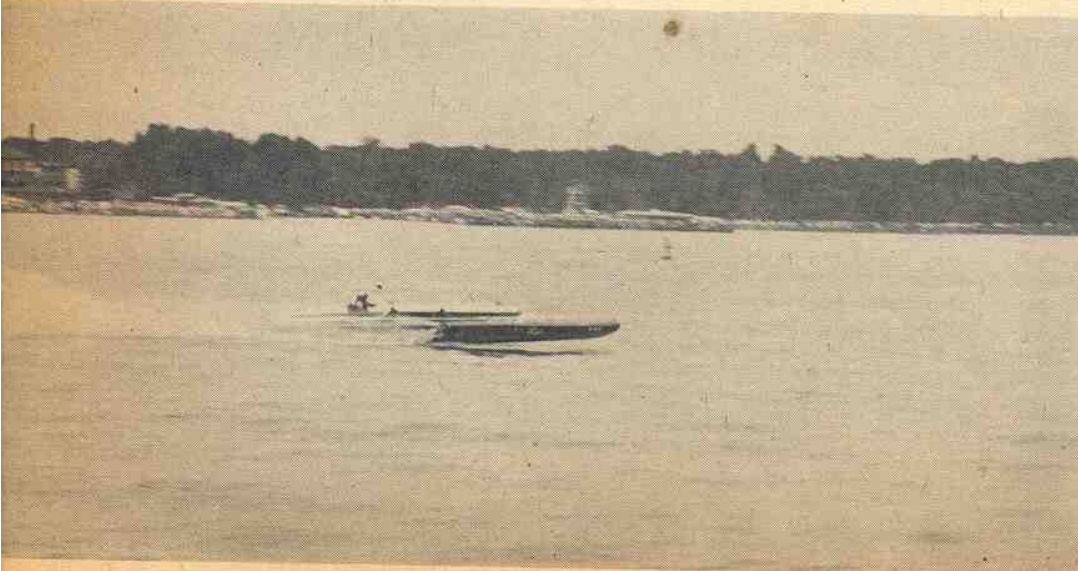
From where we sit, it looks very much like the tremendous feeling of good sportsmanship which has always been associated with the racing of powerboats, and the big ones in particular, has been pushed aside, and roughly, to further the interests of certain individuals who were determined, at any cost, to keep the Gold Cup in Detroit, come what may. With the inter-city rivalry between Detroit and Seattle having grown to such unrealistic limits, it was evident that something like the September fiasco in Detroit was bound to happen.

Anyway, we shall try to give some

of the highlights of the competition on the water, as opposed to the competition on the official stand, where unfortunately races can be won and then lost due to the colossal ignorance of parties who should have been disinterested functioning committeemen.

On hand for the 49th running of the Gold Cup was the finest group of challengers and defenders ever assembled. The defending club was the Detroit Yacht Club, whose 1955 entry, *Gale V*, owned by Joe Schoenith and driven by Lee Schoenith, brought back to Detroit last year the trophy which had become practically the permanent property of the Seattle Yacht Club. Challenging for the trophy were the Seattle Yacht Club, The California Speedboat Asso-

(Continued on Page 32)



Roy Dossin's *Miss Pepsi* was second to *Miss Thriftway* at the Detroit Gold Cup race. This hydroplane is powered by twin Allison's, was designed by John Hacker and built by Staudacher. *Miss Pepsi's* pilot is Chuck Thompson.



THE PRESIDENT'S CUP

THE TWENTY-FIFTH PRESIDENT'S CUP RACE, held in the Georgetown Channel of the Potomac, Washington, D. C., Sept. 15 and 16, was marred by the collapse of a section of the stands at the start of the final heat; 34 were injured, two of them seriously. The A.P.B.A. sanctioned event was won by *Miss Thriftway*, who set a 104.449 mph lap speed and 101.427 mph heat speed, breaking *Tempo VII's* 1955 records. The boat ripped open a sponson on the second turn of the first lap in the semi-final heat, but fast work got her ready for the final, in which she finished second to *Miss Pepsi*, and took the Cup on points. Later, Jack Regas drove *Hawaii Kai III* to victory in the William Rogers Memorial for the American Speedboat Championship, surpassing *Thriftway's* Gold Cup speeds with a 105.675 mph lap and a 103.487 mph heat. *Hawaii Kai* is a Jones-Staudacher Allison-powered craft out of Seattle, owned by Edgar F. Kaiser.

Miss Thriftway shoots across starting line with *Gale V* and *Gale VI* during final heat of President's Cup. The patched port sponson of *Thriftway* is clearly visible.



Thriftway's port sponson, ripped in semi-final heat, was repaired in time for final.



Above: *Miss Thriftway's* winning team poses with the President's Cup: left to right, Bill Muncey, driver; Ted Jones, designer; Willard Rhodes, owner. Below: *Hawaii Kai III*, driven by Jack Regas, won the William Rogers Memorial at Washington with a 105.675 mph lap.



AROUND

the

BUOYS

BACK IN 1920, when outboarding was in its infancy, a River Forest, Ill., two-cycle detachable-motor enthusiast named John B. Maypole entered his first race, won it and copped the trophy, a bag of cake flour! From that time on, he dedicated himself to the sport. For the next decade and a half, his name was prominent in racing circles. He established a bevy of various class records and his zest for the game rubbed off on his son, John J. Maypole. John J. today is better known as Jack Maypole, A.P.B.A. Commissioner of the Racing Outboard alcohol division. In 1931 the team of John B. and John J. established the unique distinction of being the only father-son team in outboard-racing history to win national-championship titles in the same year. Jack went on to garner innumerable class-championship titles as well as the national championship high-point title and the coveted George H. Townsend Medal.

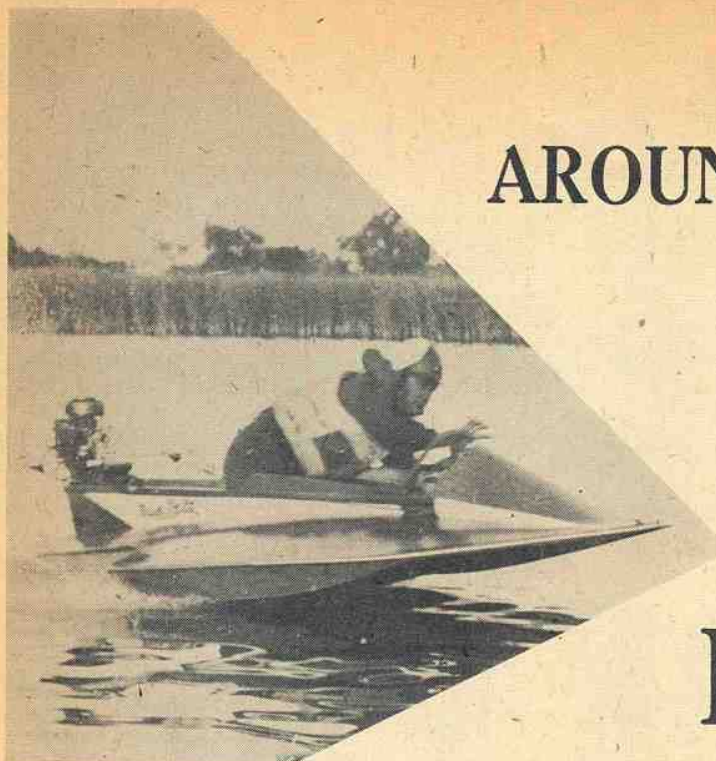
John B. is no longer living, but in 1952 Jack's son, John Maypole, Jr.,

became the third generation of the racing Maypoles to drive the alkyl-burning circuits. Young Johnny started out with a Class A Johnson KR but in the last four years has expanded his activities to include the Class B SR's and the Class C PR's.

At the Long Beach Marine Stadium Outboard Nationals, young Johnny was disappointed when, after flying out to the West Coast from Chicago to enter his first Nationals, he was disqualified in his qualifying heat for gun jumping. He kept up a bright front, however, and on Monday, the day of the scheduled time trials, Jack asked Johnny if he wanted to take a crack at the record in C Hydro class. The one-mile mark stood at an astronomical 68.163 mph, established by Bill Tenney, the perennial record holder, who had set his speed run at Seattle, Wash., in August of 1954. The salt water, though at sea level at Long Beach, hadn't seemed overly fast in the early attempts through the trap. Jack Leek, who holds

(Continued on Page 30)

Above: Johnny Maypole, new Class C alkyl-burner record holder, with his father, Jack Maypole. Above, left: The new Van Pelt Cab-Over hydro. Below: Ten-year-old Eddie "Tiger" Petri in his record-holding JU Sid-Craft.



USE COMMON SENSE AFLOAT!



OUTDOORS with the OUTBOARDS

By John Kingdon

LAWMAKERS, ALARMED BY RISE IN BOATING ACCIDENTS, BLAME HOTRODDING AND CARELESSNESS

SINCE WORLD WAR II, we have taken to boats in unprecedented numbers. There are now about six million pleasure craft in the United States with approximately 25 million people using them. And the number of boats is regularly increasing at the rate of 500,000 per year. Of particular interest to us outboarders is the fact that two-thirds or more of these boats are small outboard-powered craft.

From a business standpoint, this tremendous popularity of boating is a healthy and pleasing situation. From a safety standpoint, however, it has proved disastrous. Why? Because it has spawned and cultivated two types of boatmen who are accident-prone—the irresponsible seagoing hotrodder and the ignorant water-ski devotee.

You regular readers of *BOAT SPORT* will undoubtedly resent my use of the term "irresponsible seagoing hotrodder" because it has a disagreeable implication, especially in the boat-racing field. It conjures up a picture of an idiotic and reckless mughead who is addicted to loud exhausts, wild joyriding and bad manners. There are, unfortunately, some racing drivers who fit this description as if it were tailor-made for them. You and I, of course, aren't included in this category; but we know a lot of guys who are. *And they are going to ruin boating for us unless we band together and either stamp them out or rehabilitate them.* You don't believe me? Well, as the politicians like to say, let's look at the facts.

There is at the present time absolutely no Federal control over the operation of the typical outboard boat. True, the law requires of all motorboats 16 feet or more in length, outboard or inboard, that they be licensed by the Coast Guard, and that they bear registration numbers on their bows. But the average outboard boat is smaller than 16 feet in length. It therefore requires no registration whatsoever. To complicate the situation, the driver needs no license. Hence there is no minimum age at which a boat can be operated. Nor are there any driving examinations to determine the competence and ability of the operator. As one student of the problem has said,

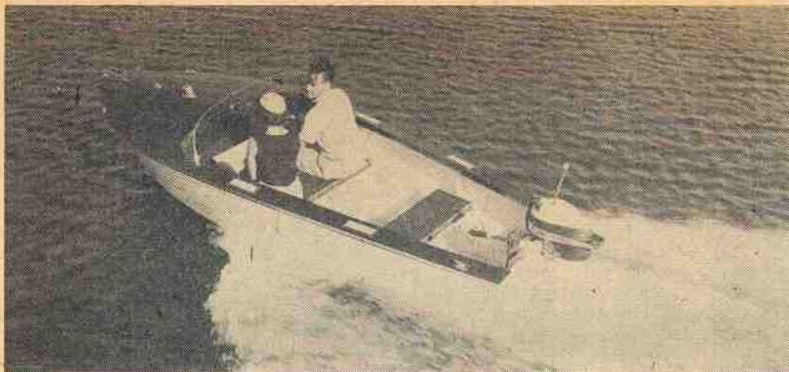
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Never sit on the forward deck like this young lady. You might be bounced into the path of the propeller by a wave or another boat's wake.

There should always be two people in the tow boat when waterskiing: one to concentrate on driving, the other to keep an eye on the skier.





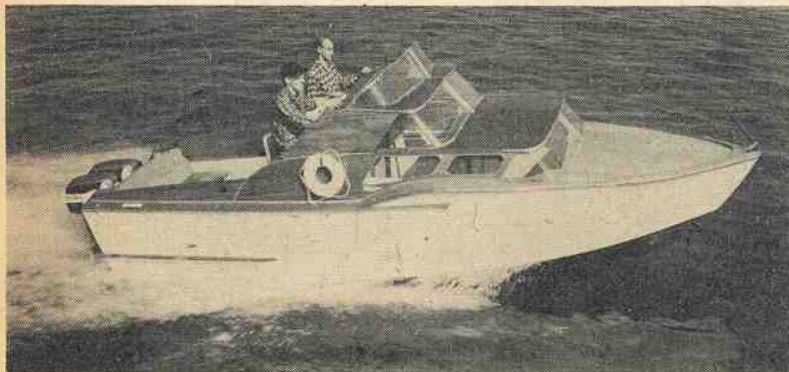
This Luger 14-ft. runabout is built from a kit costing \$150 freight prepaid. The 180-lb. boat has a 63-in. beam, 28-in. depth, and takes a maximum of 40 horsepower. The Luger line offers runabout kits of 8 to 16 feet, fiberglass covering kits, and trailers also.



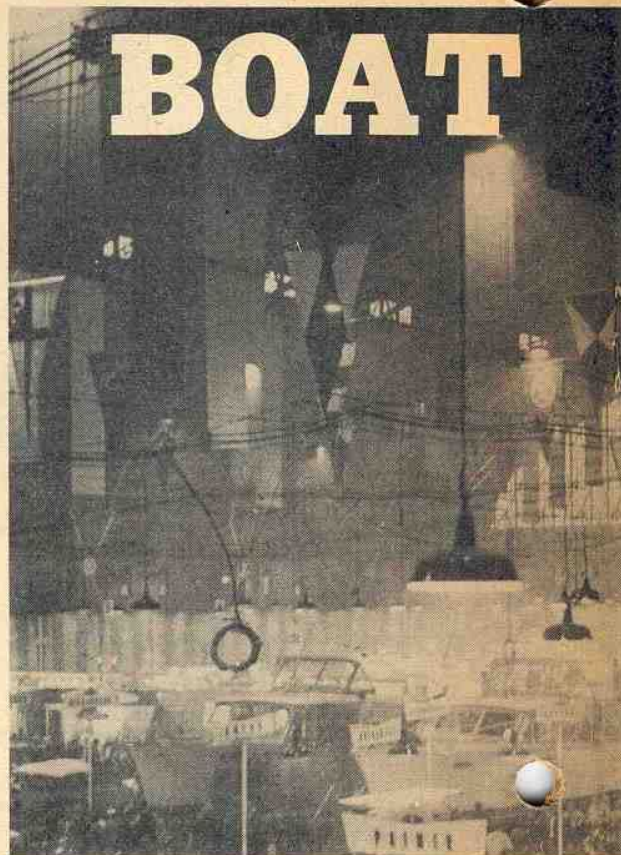
One of the most popular competition boats is the Speedliner. The model shown is the Tropicana, 15 feet long, with a 69-in. beam, weighing 425 lbs. Tested with two Mark 25 Mercury motors, the mahogany plywood hull produced almost 33 mph carrying two persons.



The Raveau hull has proven among the most dependable in marathon events. This 15'5" high-speed runabout has a 60-in beam, weighs 800 lbs. Equipped with two Mercury 55's, and with Quicksilver # 48-26387 props, the rig, with just the driver, hit over 60 mph.



Custom Craft's Victory 21-foot Twin Trunk Express is one of over 100 models, from 8 to 22 feet, in the line, which also includes kits, plans, fiberglass boats, and accessories. The Victory cruiser shown has a 7'10" beam, and a 9-ft. cabin with headroom of 5'9".



BOAT SHOWS GALORE this year, with showings of the new models in almost every locale; the lineup at press time:

ASBURY PARK, N. J.—Jersey Coast Boat Show, Convention Hall, Feb. 16-24

ATLANTA, GA.—Southeast Boat & Sport Show, Municipal Auditorium, March 1-8

BALTIMORE—Chesapeake Bay Boat Show, Fifth Reg. Armory, Feb. 22-27

BOSTON—New England Sportsmen's & Boat Show, Mechanics Bldg., Feb. 2-10

BOSTON—New England Boat Show, Commonwealth Armory, Feb. 24-March 3

BUFFALO, N. Y.—Boat & Travel Show, 174th Armory, Feb. 22-March 2

CHICAGO—National Boat Show, International Amphitheatre, Feb. 8-17

CLEVELAND—Vacation & Boat Show, Public Auditorium, March 22-31

DALLAS—Southwest Sports, Boat & Vacation Show, State Fair Park, March 22-31

DETROIT—Detroit News Boat Show, Artillery Armory, Feb. 2-10

FRESNO, CAL.—San Joaquin Valley Sports & Vacation Show, Armory & Commerce Bldgs., Fairgrounds, March 15-19

FORT LAUDERDALE, FLA.—Boat & Sports Show, War. Mem. Auditorium, Jan. 31-Feb. 3

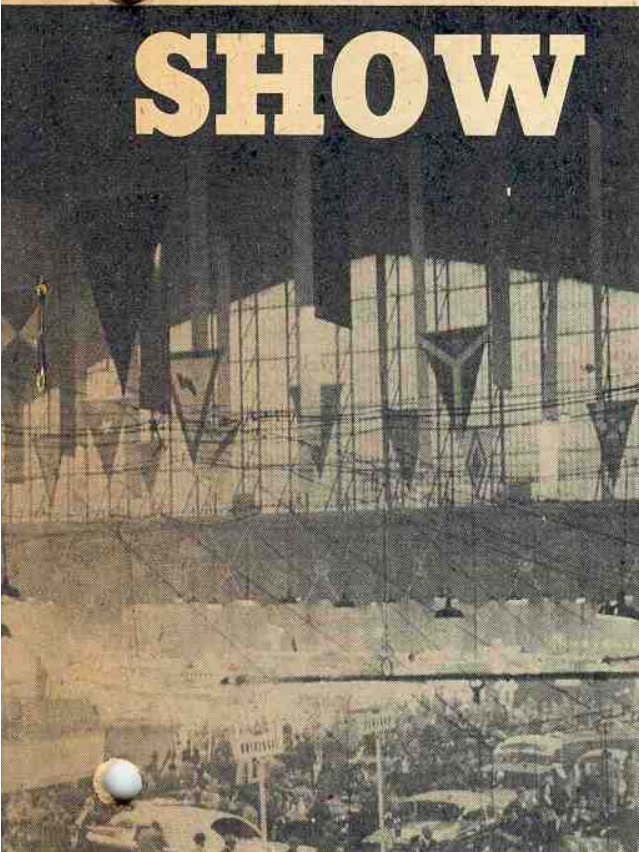
GRAND RAPIDS, MICH.—West Mich. Sports & Boat Show, Civic Auditorium, March 25-30

HOUSTON, TEX.—Boat, Sports & Travel Show, Sam Houston Caliseum, April 6-14

JAMAICA, L. I., N. Y.—Long Island Boat & Sportsmen's Show, 104th F.A. Armory, March 2-10

KANSAS CITY, MO.—Sports, Boat, Travel & Trail-

SHOW



This is the smart Fleetwood in the Switzer Craft line, a very successful 15-footer with 74-in. beam and 34-in. depth. The 6-passenger craft weighs about 295 lbs., and takes a maximum load of 820 lbs. The Fageol V.I.P. engine can be factory installed to order.

some highlights of the 1957 lines



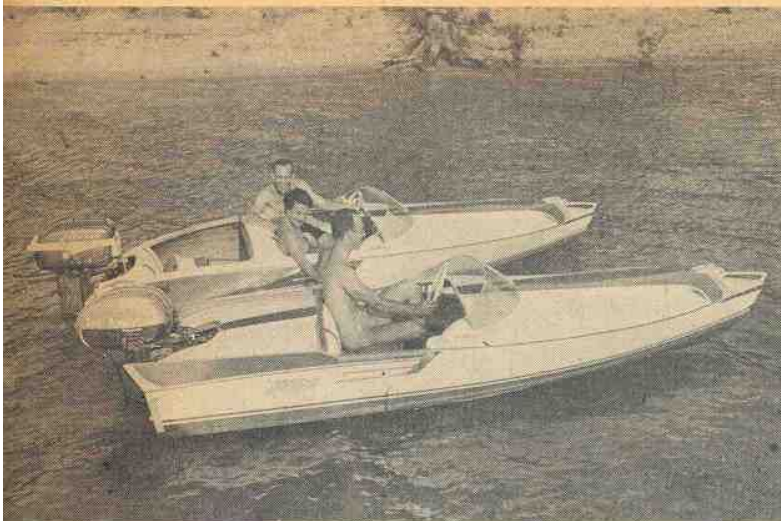
Two new models of the Orlando Boat Co. are shown here: at left is the 48-12 Speedster, 12'3" overall with a 58" beam. On the right is the 54-14 Zephyr, which is 14'3" long and has a 68" beam. These all-aluminum boats will lead the Florida company's 1957 line.



The Cambridge is one of three Molded Fiber Glass designs offered for 1957. This model, \$525 F.O.B. factory, has a 54" deck, is 15'7" long. The new boats have mahogany plywood trim to further strengthen the tough molded fiberglass reinforced plastic hulls.

- er Show, Municipal Auditorium, Feb. 1-10
- LOS ANGELES—Los Angeles Boat Show, Shrine Exposition Hall, Jan. 11-20
- LOS ANGELES—Great Western Boat Show, Great Western Bldg., Feb. 15-24
- LOS ANGELES—Boat & Sportsmen's Show, Pan-Pacific Auditorium, April 4-14
- MIAMI, FLA.—International Boat Show, Dinner Key Auditorium, Feb. 22-27
- MILWAUKEE—Milwaukee Sports & Vacation Show, Arena and Auditorium, March 23-31
- MINNEAPOLIS—Northwest Sports, Travel & Boat Show, Municipal Auditorium, April 5-14
- NEW YORK CITY—National Motor Boat Show, Coliseum, Jan. 19-27
- NEW YORK CITY—National Sports & Vacation Show, Coliseum, Feb. 15-24
- OMAHA, NEB.—Sports, Vacation & Boat Show, Civil Auditorium, March 2-10
- PHILADELPHIA—Motor Boat & Sportsmen's Show, Convention Hall, March 1-9
- PORTLAND, ORE.—Boat Show, Pacific Intl. Livestock Pavilion, Feb. 23-March 3
- RICHMOND, VA.—Virginia Sportsmen's & Motor Boat Show, Arena, April 2-7
- ROCHESTER, N. Y.—International Sports & Boat Show, Memorial Auditorium, March 8-17
- ST. PAUL, MINN.—Land-O-Lakes Boat, Marine & Tackle Show, St. Paul Auditorium, March 15-24
- SAN FRANCISCO—National Sports & Boat Show, Cow Palace, March 1-10
- SARASOTA, FLA.—Boat & Sport Show, Municipal Auditorium, March 30-31
- TORONTO—Canadian National Sportsmen's Show, Coliseum, March 15-23

BOAT SHOW continued



The Aristo-Craft line of Atlanta Boat Works shows three colorful models featuring new gear steering, eliminating ropes and pulleys. Shown are the smartly styled Sea Flash 13 (nearest to camera) and the Torpedo 14.



This trim craft is the Wolverine by the Wagemaker Co., shown on Lake Minnetonka, Minn. The 14-footer has a 64-in. beam, takes four adults with a recommended horsepower of 30 to 40. \$730 F.O.B. Grand Rapids.



The Commodore by Cruisers, Inc., is a luxurious clinkerbuilt 16-footer designed for extended cruising or sport fishing, and takes one or two motors. Standard equipment includes steering assembly and hardware.



The new Sid-Craft A-B hydro, all mahogany with fabric forward deck, is \$400 with standard equipment. Also offered: a J stock hydro at \$375 and a C-D, \$475. Steering wheel and remote throttle are \$45 extra installed.



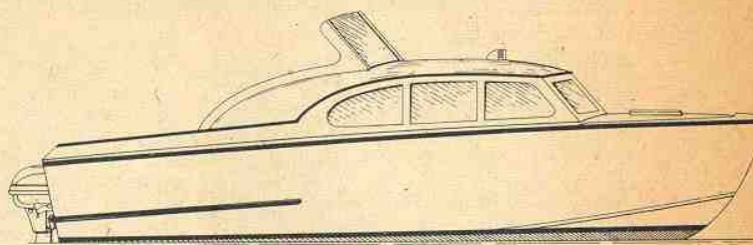
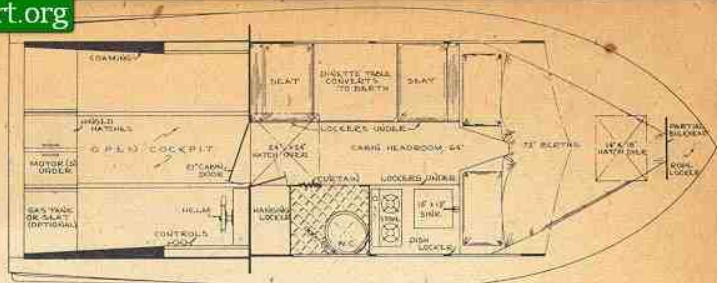
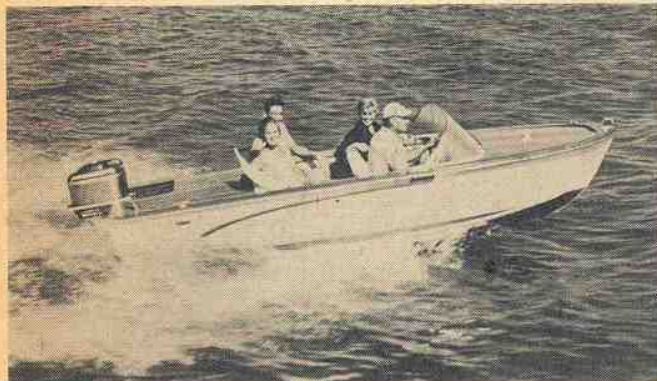
Swift's Tropic Explorer is a convertible cruiser in which luxury is the theme. The 20-footer combines offshore sport fisherman with a deluxe cruiser. Twin engines will produce 30 mph with gross load of 1800 lbs.



This 15-foot runabout by the Lyman Boat Works has a 64-in. beam and a 54-in. transom width. The 330-lb. boat has four seats, carries up to 750 lbs., and will take an outboard up to 40 hp. \$470 F.O.B. factory.



This 18-footer is a new addition to the line of Thompson safety-lap boats. She will take any motor or combination, and do close to 30 mph with two 40's. Standard model sells for \$1010, the deluxe for \$1210.



Above: Latest outboard cruiser by Glen L Marine Designs is the Vera Cruise. Available as a plan set with or without full-size patterns, she is 21 feet long, has a beam just under 8 feet, and weighs 1200 lbs.

Left: Leader of Trojan's outboard runabouts is the "Big 15" Custom Sea Queen, now available with two-color hulls and choice of cockpit arrangement. Standard equipment includes windshield, lights, side ceiling.

LOS BARQUEROS

LOS BARQUEROS is Spanish for "The Boatmen," and in San Diego it means a smart, fast-moving drill team that has earned the cheers of thousands with spectacular aquatic performances.

Walt Poquette, member of San Diego's OBC Club on Shelter Island, and owner of a fast Aristo-Craft runabout, conceived the idea for the first drill team on the West Coast. Other Aristo-Craft owners were quick to join the exciting new venture, which has added to the fun of boating for them.

Extensive formations, every bit as complicated as those of a big college band, were carefully diagrammed. The driver of the lead boat uses colored flags to give signals, and each driver takes a numbered position. "It is simply a matter of staying on the throttle and being darn careful not to run over the other guy," says Walt.

Colorful Los Barqueros shows, with the boats moving at top speeds, have proved to be sure-fire crowd pleasers. The highlight of every show is a thrilling number in which the boats approach each other head on with throttles wide open, and then spin out with tight rudder in single file about six feet apart. Each performance sends camera fans into action.

The high point of the season came when the drill team was asked to perform in the Pacific Festival Parade, an annual event called the Blessing of the Fleet.

The San Diego Outboard Club, among the nation's most active, is the sponsor of the San Diego-Catalina Marathon Race each year. This is a 230-mile round-trip marathon through open ocean, and Mort Goodman set a record last year on the 115-mile return of 3 hours 37 minutes.



Above: Los Barqueros—San Diego's first drill team. Left to right, Joe Crawford, Ed Rutledge, John Hollingsworth, Walt Poquette, Dana Cobb, Mort Goodman (holder of the Catalina-San Diego record), Jerry LaFond, Bob Miller, and John Torgerson. Below: The team performs a maneuver.



THE RACING SCENE

(Continued from Page 9)

a Mercury-powered Benson runabout. Runner-up spot went to popular "Tiger" Eddie Petrini, Annapolis, Md., who helmed his Merc-powered Sid-Craft, *Wild Goose*, to third- and second-place finishes and a point tie with Danny Ziegfeld, Baltimore, Md., in a Merc-powered Champion hull. Tiger garnered the second spot by a margin of 13.3 seconds less total elapsed time.

In AU, defending champion Billy Schumacher put up a good battle, running two seconds in the sixteen-boat challenging field. In the first heat he moved up from a fourth position at the start to finish 5.9 seconds behind Dean Chenoweth, Xenia, Ohio, who helmed a Merc-powered Speedliner named *Beedle Bomb*. In the second heat George Rohan, Concord, Mass., in a Sid-Craft, led into the first turn, with Billy Schumacher coming out of the corner in number-one position, followed by Buddy Fleming, Edgewater, Md. On the backstretch Chenoweth squeezed out a hard spurt over the choppy water, took to the inside on the final buoy of the second turn, flashed past the officials' stand in the lead and was never headed. Schumacher continued to press him for the entire distance. Fleming rode right in Schumacher's rooster tail but was unable to find an opening through the corners and lacked passing speed on the straights. Chenoweth was the second champion to be crowned with a perfect performance of straight-heat wins, but Schumacher in finishing second established beyond any doubt that his 1955 title was no flash in the pan for he certainly deserved his runner-up spot.

Pre-race bets on CU class were about evenly divided between defending champion Ron Loomis and the new competition record holder, Hunter Grimes. Not seriously considered before the gun was Jon Culver, veteran stock racer and 23-year-old engineer from Dayton, Ohio.

Culver was no stranger to championship titles. At one time he held the DSH crown. Jon's skill was immediately apparent to the spectators when he timed his start beautifully, hitting the line full bore just a fraction of a second behind the electric clock. His Merc 30H-powered Speedliner *Revluc* had the oomph to carry the distance not seriously challenged. Grimes, who had gotten away to a mediocre start, worked his way up to a not-overly-close second-place finish. Paul Woodroffe, Salem, Ore., ran third. The defending champion should be given credit for his fourth-place finish since apparently his DeSilva was set up improperly for the rough-water conditions. Loomis

made a valiant though highly unstable ride into fourth spot.

Competition in the second heat was far more close. Bill Tichey, Shelton, Conn., who had finished ninth in the first heat in a homemade rig hit the starting line perfectly, held the lead through the first corner and into the backstretch. Traffic was heavy and in the spray-filled first turn, Gene Hawthorne, Jr., Detroit, and his Michigan friend Ray Lenk both congenially flipped, cutting the field down to fourteen. Culver had gotten away in second position but dropped back to third in the first lap, with Grimes in front followed by Tichey.

In the second lap Culver, who seemed to have a speed edge on the rest of the field and who used it judiciously, moved into second. Grimes had it through the corners, showing amazing buoy-hugging ability for a driver whose greatest experience has been gained in marathon events where competition in the few turns is a rarity. Through to the final 50 yards, it was anyone's race. Right to the last turn of the final lap, Grimes managed to close the gate on Culver at every buoy. But Culver stayed within challenging distance and poured on the coal on the final straightaway to edge out the New York driver by two-tenths of a second in a near photo-finish at the checker. So the third national title, too, was taken conclusively in straight heats.

The "36" class found only ten starters on the course in answer to the five-minute gun. Ed Branding, Lake Villa, Ill., obviously meant business. He put his combination Speedliner and bronze-painted Johnson out into the front, cruised at full throttle for the distance, to set a new competition record of 35.597 mph and win the heat with a 5.4-second margin over the new straightaway record holder Bob Murphy, Springfield, Ill. The second heat was a repetition of the first though this time Branding drove a bit more cautiously; still he had a comfortable 2.1-second lead over runner-up Murphy at the finish.

In the BU heats, Skip Ritter of Haldendale, Fla., jumped the gun in the initial go, calling for restart. In the second go-around, Dr. Charles Hursh of Goshen, Ind., booted his home-modified rinker to an unchallenged victory at 44.709 mph. Gene Hawthorne, Jr., Detroit, Mich., in his Champion-motored Sid-Craft *Rovin' Kind*, finished second, five seconds behind Hursh, with Dave Kough, Hawthorne, N. J., in another Hot-Rod-pushed Sid-Craft 1.7 seconds behind Hawthorne. In the second heat, Hursh again led at the gun, followed by Kough. Hawthorne was on

the inside of the pack moving up fast and held his inside spot going into the corner traffic jam while Hursh moved fairly wide. Somewhere in the melee of soaring rooster tails at the first turn, Hawthorne and Hursh momentarily tangled and Hawthorne took his second swim of the day. Kough came out of the corner first, clamped his throttle closed and built up an increasing margin, fully aware that with a third-spot finish in the first heat his ultimate position might be decided on the basis of total elapsed time. Chris Erneston, the West Palm Beach, Fla., flash, who had been lost in the middle of the pack in the first heat, hit the checker runner-up but six full seconds behind Kough. Hursh, who dropped back to fourth spot after his first-turn chine-banging experience, worked his way into third, though given a hard time, first by Ritter, who did not realize that he'd also scored somewhat of a perfect record by being disqualified in two straight heats for gun jumping, then by John Rester, Bocalusa, La. Hursh and Kough wound up with first and third places for a tie at 625 points each. When the total elapsed times were figured out, Kough took the crown by a one-second margin!

In DU defending champion Paul Woodroffe, scratching in seventh spot in the third lap, flipped on the back stretch. Johnny Jackson in a Merc-powered Speedliner copped the event at a 47.594 mph clip. Jack Reed of Erie, Pa., had moved up from fourth place at the start to a lead position at the end of the first lap and second-place finish. Nolly Simpson, Norfolk, Va., had also joined the Hell Divers' club in that heat. In the second heat, Ed Tom, Fort Wayne, Ind., helming a Famous Craft Rinker, gave the crowd their money's worth of thrills as he put the round chined boat through the corners as though it were tied to a cable and rode it airborne at least 50 per cent of the way down each main stretch. Jackson, with the potential title in hand, helmed his own hull more conservatively to finish the heat 6.8 seconds behind Tom but with his first and second earning him the crown.

CSH went to Bill McClung, unheralded Region 4 driver from Portsmouth, Va., in his Merc 30H-powered homemade hull, *Miss Dixie Bell*. McClung stepped up his tempo in the second heat and boosted a first-heat safety margin of seven seconds to an overwhelming 12.3-second lead in the second canto to make a clean sweep and win the title with plenty of plaudits from the spectators, who approved his gutty driving.

1955 ASH titleholder Don Benson

and DSH champ Art "Bud" Sullivan had both found the cross-country trek from Seattle, Wash., too great. Chenoweth dominated the ASH events with a Merc-powered Swift hull, averaging 38.860 mph in the first and 38.995 mph in the second to gain two crowns in the 15-c.i. division.

The first heat of DSH was copped by Bill Janz of Chicago, thoroughly redeeming his reputation after the swim he had just had in the second heat of CSH. Janz won the heat after a close battle with the then-high-point man in the country, Glenn Brown, Bloomsburg, Pa. The pre-race favorite, Bill Holloway, finished seventh. Wild Bill had been caught napping at the start and got away to as poor a last place as any driver of the entire meet. Janz lost his chance at the title when he was disqualified in the second heat for gun jumping. Bill Holloway left nothing to be desired and looked like a champion indeed when he scampered in at an average of 51.903 mph, the day's fastest time clocked. Holloway racked up 471 points to barely eke out his title from second-place-finisher Bob Wagner, Willowick, Ohio, who wound up in a runner-up point tie of 469 points with Glenn Brown, who took second spot on fastest total time.

Dave Kough went into the final event of the day, the BSH race, as an unknown quantity, since he was driving an untried new design Sid-Craft hydroplane. Kough had qualified the new Sid three-pointer on Saturday. In the first heat Kough, from a third spot start, took the checker with a 10.1-second decisive advantage over the second-place finisher, Cliff Miller, Kingston, N. Y. In the second heat, one lap of which was run under a caution flag because of the twenty-third and twenty-fourth flips of the day, Kough had it all his own way with a 17.2-second lead at the finish for the most overwhelming victory of the regatta. And Kough, with his combination of Champion Hot Rod power and Sid-Craft hulls, became the second double winner in these very successful Stock Nationals at which a record-breaking 523 boats saw action.

NOA DIVISION IV

On September 8, 9 and 10 the National Outboard Association's Modified

Stock Division IV group, nearly 300 strong, moved into Meyer, Ill., on the banks of the Mississippi River. The drivers outnumbered by far the townsfolk, who tallied only 83 in the last census. But despite the fact that this championship event was run in the smallest hamlet ever to play host to a regatta of national prominence, let it be said to the credit of Howard Hemming, President of the Meyer Boat and Gun Club, sponsors of the event, that no host organization in N.O.A.'s Division IV title-crowning history has been more cooperative or provided better facilities. Various local churches pitched in and served meals at picnic facilities set up within a few hundred feet of the pit area. Even the most luckless drivers will remember the Meyer sponsoring group's chicken dinners and full-course breakfasts.

Excitement occurred from the beginning of the first heat of the eliminations Saturday morning when three modified A Stock hydroplanes tangled in the traffic jam at the first turn. One of the drivers, Ray Stufflebeam, Rock Island, Ill., suffered a broken right arm and serious cuts of the face and neck. He was hospitalized at the Quincy Hospital and fortunately was reported not to be in critical condition.

The thousands of spectators who ranged along the river banks between the two turns from a vantage point atop a flood-control levee were treated to some keenly contested events, highlighted by the performance of Freddie Goehl, Quincy, Ill. Goehl broke the Class B competition runabout record of 45.872 mph, formerly held by Bubba Haley, Blanchard, La., with a new and impressive speed of 48.283 mph.

Sunday the bugaboo commonplace to championship events occurred, and the Mississippi was anything but a placid, gently meandering river. The schedule was delayed in its start for nearly an hour because of rugged waves. After the first A Hydro event, which was won by Johnny Dortch, St. Louis, Mo., the events were again delayed, this time for nearly an hour and a half, as the chop failed to subside. Finally the D Runabouts, larger and considered the more stable of the modified stockers and hence better equipped to cope with the water conditions, were pushed onto the program in advance of their orig-

inal schedule, and many of the crowd got the thrills they had come hoping to see. Sixteen of the modified 40-cubic-inchers hit the line but only eight remained right side up and in action when the checker was dipped for heat winner Dicky Pond, Keokuk, Iowa. Pond established a new five-mile competition mark of 53.503 mph, ignoring the waves, squeezing his throttle and moving about his boat like a jumping jack to keep the wildly careening rig upright. Pond broke the former D Runabout record set by Art Kennedy at Cairo, Ill., last September by more than two mph. At the conclusion of the heat, which had already proved to be a real hair raiser, Ray Jeffreys, Pampa, Texas, and the unsuccessful defending title holder, Art Kennedy, St. Louis, Mo., crashed coming into the pits and both drivers' boats were badly damaged.

In the second heat, only five of the big rigs were still in condition to run. Pond garnered a third in his second five-mile junket to rack up enough points to win, with Eston Johnson, Quincy, Ill., merging a sixth and a first for the runner-up spot. In addition to the bevy of flips and two accidents already mentioned, the DU drivers were overly aggressive and gun-happy. In the two heats, eight boats were disqualified for hitting the line in advance of the clock.

Johnny Dortch copped the second heat of the delayed A Hydros to take that crown with Tom Christopher, Granada, Miss., merging a second and a third for the runner-up spot. Defending titleholder Ralph Scott, Paducah, Ky., managed a third by merging third- and fourth-place finishes.

Bob Snider, Kansas City, Mo., A Runabout driver who used to race out of Mission, Kans., not only won the N.O.A. A Runabout title last year but also had an unbeaten streak of twenty-four straight heat wins. Snider was favored to repeat and handily won the first event. The Kansas City helmsman failed to finish the second, however, and Junior Scott, Quincy, Ill., with a third in the first heat and second heat win, took the crown with a total of 700 points from runner-up Dave Christner, Quincy, who tallied a total of 600 points for two straight second-place finishes.

B Runabout followed the expected



Cambridge committee included: Bill Montell; Doug Ireland, Timer; Chet Nelson; Lou Barrett, Jr., Chairman; Walter Hulle; and Cliff Mallalieu.



Stripe-shirted officials moving out to starting barge include Referee Wally Broas in yachting cap and Assistant Referee Al Bauer to his left.



Ronald Williams, Keokuk, Iowa, established a modified D Hydro record at Meyer, Ill., with an average of 55.419 mph for the five miles.



Reece Birmingham, the only seriously injured driver at Cambridge, was able to enter the pre-race parade despite a split lip and a cut eye.



Ed Branding, Lake Villa, Ill., and the Johnson-motored Speedliner which won him a class win and new 35.597 mph record at APBA Nationals.

form in view of Goehl's record-breaking qualifying performance. Goehl took the crown in straight heats. He also won the Winn Oil Company diamond pin award and the accompanying \$100 check for breaking a former record by the greatest margin. Dave Christner wound up in a point tie with Jim Mullen, Clarkton, Mo., with a third and a second to Mullen's second and third. The Quincy driver captured his second runner-up position on the basis of the least elapsed time.

Ralph Hemminghaus, Sandoval, Ill., a consistent front-rank performer on the N.O.A. circuits, took the C Runabout title with a second and first place. Second position was garnered by Gordon McDonald, Houston, Tex., who scored a fourth and a second. Jerry Lines, Minneapolis, took the B Hydro crown with a first and second. Ed Jamgotch, Sioux City, Ia., who had failed to finish the first heat but captured the second eked out the runner-up position.

Ralph Hemminghaus, who was to prove to be the star of the event, took his second title in the C Hydroplane event, winning the first and finishing behind Jimmy Nichols, Kansas City, Mo., in the second. Nichols had enough points to place runner-up, having scored third in the initial canto. Hemminghaus then went on to win his third title of the meet in the DSH event. He dethroned the defending champion, Ronald Williams of Keokuk, Iowa, winning his initial heat though being beaten by the former champ in the second. Williams had finished third in the first heat. However, Williams did gain some satisfaction and considerable prestige even though he lost his crown. Hemminghaus in his heat win had broken the former Merc-held record of 52.848 mph established by Ray Owen, Fort Worth, Tex. Hemminghaus got his own four-cylinder in-line Mercury really humming to turn in a new record-breaking mark of 54.979 mph. However, the new speed mark was destined never to enter the books, for in the final event of the day Williams clocked his five miles at an even faster clip of 55.419 mph. This was the end of any record breaking; the scheduled straightaway trials the following day were cancelled because of excessively rough water.

The sportsmanship trophy for this

N.O.A. Championship event, which had been sponsored by the Ursa, Illinois, Lions Club, was awarded to Gordon McDonald, Houston, Tex. McDonald in one heat of racing had withdrawn from competition and sacrificed his chance at a title to go to the aid of a racer who had flipped and appeared to be in trouble.

Scheduled for this same weekend were the N.O.A. Alcohol Division I Championships slated to be run over a mile and a quarter course at Caddo Lake, Shreveport, La. However, due to low water, the event had to be cancelled and was re-announced for October 13, 14 and 15 at Caney Lake, thirty miles east of Shreveport.

APBA OUTBOARD NATIONALS

The A.P.B.A. Outboard National Championships were conducted at Long Beach Marine Stadium by the Los Angeles Speedboat Association with sponsorship of the Long Beach Junior Chamber of Commerce. Aside from the prevailing smog, typical of the L.A. coastal region, the weather conditions were perfect on the 22nd and the 23rd, when the title events were raced, and again on the 24th, when the straightaway trials were run over a half-mile measured course. Just as ideal as the unrippled protected waters of the amply long but hazardously narrow Marine Stadium, were the race headquarters at the Lafayette Hotel. Here the bulk of the drivers and officials had accommodations in attractive lanai suites (glass-fronted) facing on the hotel's swimming pool. The hotel itself was a focal point for some of the season's most festive after-race banquets, barbeques and trophy presentations.

The course was a one-mile affair, not approved for records—which were beyond the realm of possibility anyway, since the confined turning radius necessitated the use of single buoys. One hundred and thirty-two drivers trailed in with 198 boats to scrap for the nine titles at stake in what proved to be a poor day for defending champions. At the last moment, Dottie Mayer, College Point, N. Y., former champion in M Hydro, was unable to make the West Coast trip. Ex-Champion Bill Tenney arrived with a C motor but no

boats and didn't defend his B title. Steve Gantner, the CSH '55 champion, failed to show. Bill Siemsen, Santa Rosa, Calif., F Racing Runabout champion, checked in after registration closing time September 21 at six o'clock and didn't make the line-up. Hap Owens, the F Outboard '55 champion, was on hand and though he drove a C outfit, he had no F in which to run a defense. Hap's was a real hard luck story. P. G. Cornwell, Paoli, Ind., is the owner and sometimes driver of some of the fastest C and F equipment anywhere in the world. Paul had his trailer loaded with two hot F's, one slated for Owen's title defense, the other for Hersh Starnes, Hickory, N. C. Just before take off P.G.'s wife lighted a fire to a pile of trash too near the trailer and the two hot F's got even hotter as motors, boats and trailer burned on the spot.

Saturday, strangers to outboard racing would have thought it was a rugged sport indeed. Among the bumper number of flips was one unfortunate one which occurred in CSR to Joe Machado. Joe is a 40-year-old service-station operator who drives a blue-and-yellow DeSilva. Machado was riding in third spot when he caught a wake, broached and flipped over while trying to pass Bill Rankin, Seattle, Wash. Riding full throttle almost in Machado's rooster tail was Lon Stevens, Oakland, Calif., in another DeSilva. Stevens hit the foundering Machado bow on and drove right over him. To Stevens' credit, he dropped from the race, circled and got a signal from Machado that he was all right before he moved back into competition again to finish in fourth spot. Immediately after the heat, when the rescue boats went to Machado's aid, they saw the water red stained, thought at first it was dye from Machado's red life jacket, then realized that the driver was bleeding profusely. Machado was quickly brought into shore and whisked off to the hospital in an ambulance. Machado's life jacket had been badly chewed by Stevens's propeller and the driver suffered a number of long deep gashes on his back. He later said he had been unaware that he had been cut, realizing only that he had been struck first on the crash helmet and then on the back. He was released from the

hospital before the weekend was over with a bit of hemstitching as his souvenir of the race.

In C Service Hydro, Dick Lowe, of Stockton, Calif., a 41-year-old machinist, was driving an Evinrude-powered Hoggatt hydro. In the first turn Lowe was involved in a three-boat accident in which his own hull did a slow roll-over. To the spectators and the other drivers, it was about as unsensational an accident as could occur with three boats crossing up in a turn. However, when Lowe went underwater he felt his crash helmet struck by a propeller. Instinctively he threw up his right hand to guard his head and face. This was Lowe's undoing. The McHal racing helmet later was found to have two very definite slash marks caused by propeller blades but the helmet was still intact and would have offered him ample protection. However, his arm was struck during his protective gesture and seriously mangled. Prompt emergency action on the part of a safety boat manned by Bill Mondot, Burbank, captain of the exceptionally well-operated patrol-boat fleet, rushed to Lowe's aid. Mondot quickly applied a tourniquet, which may well have saved Lowe from suffering an amputation of his badly-mangled right arm. By the end of the weekend, Lowe was doing well and expected to be released from the hospital in several days' time.

A strong contingent of drivers had traileered in from the Pacific Northwest. In pre-race F Hydro predictions, Hugh Entrop and Dick Brunes, two stalwarts of the Washington and Oregon group, both with Entrop-built cabovers powered by Merc 55H conversions, were favored to run off and hide from the 4-60 drivers. Both Entrop and Brunes were running in the neighborhood of 73 to 75 mph down the straightaway. The outfits were sensational to watch but in the pay-off of the championship, neither Entrop nor Brunes made the finish line in the F Hydro events.

Entrop was off to a middle-of-the-pack start in the fifteen-boat F Championship field but within a lap he had screamed out into lead position. Before he had made another straightaway distance the motor began to sound sick and Entrop pulled into the pits, out of the running in the first heat. Brunes put on an odd performance. He barreled down into the first turn of the first lap in the lead. There he stalled. About the time the field had completed its first lap, Brunes got underway again, paced the field through for a full lap and again stalled out on the turn. He repeated the same performance for four laps, each time barely saving himself from being lapped by the entire field. Then he, too, failed to finish. The big 4-60 Outboard Marine Products dominated the field. Bill Carson, Jr., San Francisco, in Larry McSeaton's Record cabover 4-60 powered hull, took the first heat at a disappointing 46.632 mph. Ralph Homes, Phoenix, Ariz., in a Mishey-Evinrude 4-60, ran second with a driving finish, just four seconds behind Carson. In the second

of the F Championships heats, ten of the four-cylinder jobs milled at the start. Roy Burt, Glendora, jumped the electrically-operated clock and was disqualified. On the restart, Frank Signorello, San Francisco, led the first lap but was being hard pushed by both Homes and Carson. On the second turn of the second lap Signorello broached his Hoggatt hull and was washed out. Entrop's Merc continued to splutter on two barrels and again dropped out at the end of one lap. It later turned out that a pinhole had developed in the block cooling jacket, which caused water to wet down the number-two cylinder.

By the end of four laps Homes had built up a commanding lead though the Arizonan nearly lost what was to be his first championship in twenty years in the game. The popular Phoenix driver, grinning broadly but with his throttle hand completely relaxed, coasted in to the checker from the last turning buoy. In doing so, he beat Carson by a comfortable 12 seconds. But seemingly Homes had overlooked the fact that Carson had won the first heat and that there might be a point tie decided on elapsed time. On the final tallying, however, Homes was safe for the title with a 14 1/2-second margin. Carson took second and third spot went to Dave Karelsen, Lynwood, Wash., who drove one of his own hulls, Merc 55H-powered.

The old workhorses of the F class had come through in two out of the first three spots and were further to distinguish themselves when in time trials the following Monday, Bud Wiget, Concord Calif., drove his Evinrude 4-60 powered Neal F Hydro through the half-mile traps for a new straightaway mark. On the first run Bud averaged 76.956 mph and on his second he clocked 79.717 mph for a two-way average of 78.336. This mark toppled from the books the old 75.402 mph speed mark held by Burt Ross and established at DeLake, Ore., in 1954.

In C Service Runabout events, Manuel Carnakis, long-time mayor of Bakersfield, Calif., switched from political performance to the racing spotlight by capturing the CSR crown in straight heats. His fastest five miles was turned at 39.37 mph. Carnakis helmed a De-

Silva as did runner-up Al Barber, Rock Island, Ill., who merged third and fourth for an overall second.

The M Outboard Hydro events for the tiny 7 1/2-cubic-inches brought a new star to the game. Eric Molinar, a 16-year-old Hollywood, Calif., high-school student in his second year in the sport, drove his Evinrude-powered Mosher to straight-heat wins, clocking 31.622 mph in his fastest five circuits. Second position went to veteran Kaye "Boots" Morphy, Hollywood, in a Jacoby three-pointer.

C Service Hydros were the final boats to vie for titles at Saturday's events. Henry Wagner, 43-year-old electrician from Fresno, Calif., used the combination Evinrude power and DeSilva boat craftsmanship combined with his driving skill to take two straight heats for his first taste of victory at the three-day Nationals event. His fastest clocking in his three-pointer *Hi-Resistance* was at 41.744 mph.

Tom Newton, Santa Barbara, with an OMC-powered Samsel hull, and Rocky Stone, Willamina, Ore., in a Neal, swapped second and third spots with Newton holding the time advantage in the point tie with a comfortable cushion of 18.2 seconds over Stone.

A full field of sixteen A Hydros led off Sunday's program. Orlando Torigiani, Bakersfield, Calif., a farmer, had held the title for three years straight and on the basis of past performance he was favored to repeat. The odds against anyone taking four titles in a row, however, were great. Further, Orlando was facing such standouts as Jack Leek, Tacoma, Wash., holder of both straightaway and competition speed records for the 15-c.i. class; Doug Creech, Charlotte, N. C., perennially tough competition in any class, and Bob McGinty, Corpus Christi, Tex., who was on hand with a whole fleet of the quick-running Marioneaux equipment.

On the first start McGinty and Gerry Waldman, Milwaukee, jumped the gun, but fortunately for them a stalled boat caused the officials to red flag the start for safety reasons and the start was wiped from the book with no disqualifications. On the restart Orlando, Leek and Bob Parish ran tightly bunch-

(Continued on Page 36)



The start of the A Runabout event at Meyer, Illinois, at the N.O.A. Division IV Championships.

Around The Buoys

(Continued from Page 20)

the A mark at 61.069 mph, had only been able to clock 58.328 over the precision distance timed with the Crocker electronic device. The new timing instruments were able to clock the drivers' speeds to split thousandths of a second. Young Johnny decided to give it a try anyway, despite what appeared to be unfavorable carburetion conditions due to the day's near-90° temperature.

On his first run through the trap, Johnny had his Neal hull really prop riding and scorched through at 69.2840 mph. On his return run Johnny averaged 68.931 mph for a new two-way average mark of 69.1115 mph, the fastest speed any outboarder in history has ever clocked with a 30-cubic-inch motor.

Not to be left out of the family celebration was young Johnny's pretty mother, Althea Maypole, a one-time stock and alky racer though never a champion, who for the past four years has handled the myriad of clerical details concerned with Jack's office as Outboard Racing Commissioner. Althea's contributions to the sport were recognized at the 1956 Alky Nationals when she was voted Miss Outboard of 1956 and awarded two trophies of her own. So here's a tip of the hat again to outboarder's most prominent speedboating family, the Racing Maypoles.

GARY BLANCHARD OF LANSING, Mich., reports the appearance of two new cabover-designed hydros developed by the Van Pelt Boat Company of Spring Lake, Mich. The two models are A's and B's. The design is somewhat similar to the Jones-Entrop hull but with longer forward sponsons and more rigid deck. To date the stock A follows the pattern expected: not sensational in performance, since the A motor seemingly does not have the punch to make the thing truly prop-ride. However, with an alky fueled A engine, reports have it that the boat will get up on the surface and really scat. Jack Martin, the driver, feels that both the A and the B have tremendous potentialities. In its first appearance the Van Pelt B rig placed fourth in an elimination heat but failed to produce anything in the finals, due to motor problems. However, this design experiment seems to substantiate our feeling of a trend in the search for greater speed and better cornering characteristics by following the prop-riding lead pioneered by Gold Cup designer Ted Jones.

SPEAKING OF NEW DESIGNS, the recently introduced Sid-Craft hydro, which copped the BSH National Championship under the helmsmanship of Dave Kough, continued to prove itself in its second major test in competition. At Madison, Ind., September 29 and 30, Marilyn Donaldson, Dayton, Ohio, one-time Class A Winnebago land winner,

helmed one of the new Sid hydros to beat a scorching field of ASH's. The eleven men drivers she defeated included Dean Chenoweth, the 1956 National Champion. Jerry Van Amber in another Sid-Craft finished second to Marilyn. In the second heat positions were reversed, as Van Amber took top honors with Marilyn runner-up. The race, however, was a clean sweep for designers Mickey Starego and Sid Uretsky, who are getting their new Sid-Craft hydros into production in all classes for the 1957 season.

THE FALL MONTHS OF 1956 were really bumper ones for the Sid-Craft outfit. Not only did Sids win two National Championships but they also established a new world's record. The latter was particularly popular since the new mark was established by a ten-year-old tyro, Eddie "Tiger" Petrini, in his first year of stock outboarding. The fifth-grade schoolboy from Annapolis, Md., first got his taste of racing in Penguin-class sailing. But young Tiger had dreams of greater speed and persuaded his father to let him get into outboard competition. Tiger's been plenty busy during his first season, competing in nineteen regattas, including the Stock Outboard Nationals in which he placed second. Of the nineteen events Tiger's poorest finishes were two fourths out of seventeen—in the other two races, Tiger was disqualified for gun jumping.

This season his greatest glory occurred at Elizabeth City, N. C., where he made a bid in the mile trials for a new record in JU runabout. The old mark was 27.564 mph, plenty fast for the tiny 7½-cubic-inch motor and 190-pound overall boat and driver weight. Tiger, however, romped over the first leg of the measured mile at 27.994 mph. On his return run, Tiger's Sid-Craft averaged 27.502 mph for a new mark in the class: 27.748 mph. With this run Tiger became the youngest speedboat driver in history to hold an A.P.B.A. record, one which eventually may be recognized by the U.I.M. as a world's mark.

Tiger's biggest thrill, however, came not by way of his close-to-30 mph gait in a stock outboard but rather from a fast ride as a passenger in Bud Saille's Gold Cupper, *Miss Wayne*.

ONE OF THE COUNTRY'S outstanding speedboat groups is the aggressive Miami Outboard Club, sparked by hardworking veteran stock-outboard racer Stu Gray. This club conducts more than a dozen race meets each season. At their last Fall event, September 30, Chris Erneston of West Palm Beach and rival Don Baldaccini, Miami, continued to vie for top honors. In A Stock Hydros Don and Chris both won their eliminations, with Baldaccini copping the final. In the A Stock Runabouts, however, the picture was

reversed with Erneston leading runner-up Baldaccini into the checker two straight heats. Baldaccini then turned the tables on Erneston in B Stock Hydros, taking a first and second to Erneston's first and third. In BU, Baldaccini failed to finish the first heat, which was won by Erneston, though he beat Erneston in the second. Between the two they sewed it up, with Erneston racking up five firsts, a second and two thirds to Baldaccini's four firsts and three seconds.

The plum of the Miami Outboard Club's schedule will be the January 13, 1957, second annual Atlantic Regatta, A.P.B.A. sanctioned, sponsored by the Atlantic Refining Company, and conducted by the Miami Outboard Club. The event, which will be held along McArthur Causeway, will carry a full schedule of AU, BU, DU, ASH, BSH, DSH and "36" class, with a lush \$200-a-heat payoff. This kind of prize money should attract drivers from all over the United States—all this and a Florida vacation, too!

H. W. B.

Outdoors with the Outboards

(Continued from Page 21)

"A similar situation on the highways would be unthinkable."

Because of this lack of Federal legislation, great numbers of boats under 16 feet long, carrying motors developing up to 40 hp or more and capable of speeds well in excess of 30 mph, are being operated by irresponsible youngsters and heedless adults. These are the guys I call "seagoing hotrodders."

The results of their recklessness have, as I've said, been disastrous. Uncontrolled wakes have rolled other boats so violently that hulls have been damaged against piers and things have broken loose below with calamitous consequences, especially when the people aboard the injured boat have been refueling or cooking. Collisions have caused fires and drownings. Swimmers have been mangled and killed.

This has happened and is happening despite international "rules of the road" that strictly govern the procedure for meeting and passing other boats, and despite local laws specifying speed limits. Why? Because of the ignorance of the boat operators.

While these irresponsible waterborne hotrodders are the worst offenders from a safety standpoint, almost as bad are the water-ski devotees. The shortcomings of these comparative newcomers to the waterfront scene are twofold. First, because they are primarily skiers and only secondarily boatmen, their disinterest in and ignorance of things boating is inclined to be great. And second, they are especially accident-prone because they don't watch where they are going. They usually perform in pairs, one on the skis and the other operating the tow boat. The one on the skis concentrates on staying up while the boat operator concentrates on the

(Continued on Page 34)



Using nearly full throttle, John Moran moves into the north turn in a Worcester DSH event.

Coming off the buoy, he pours on full throttle; the boat began to broadside, then dug a chine.



moran **DOES IT AGAIN**



Then came the spin...



The three-pointer flips up on its side...



... as Moran fails to regain equilibrium.

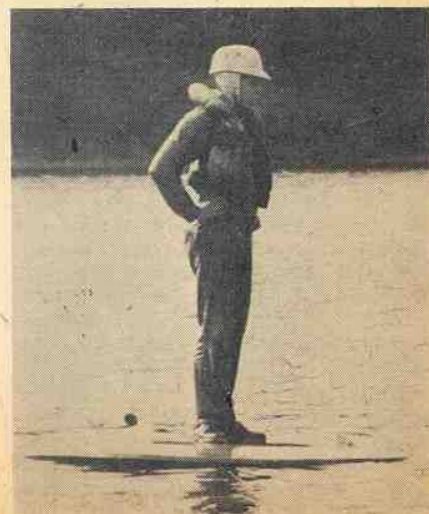
He finishes race from vantage point of his overturned hull.

IN THE AUGUST, 1956, issue of BOAT SPORT there was a series of exciting action photos showing John Moran, Tiverton, R. I., flipping in DSH at a Marion, Mass., A.P.B.A. regatta, August 1955. Ruth McFarlane, North Weymouth, Mass., submitted that sensational series of pictures.

Now, Moran's done it again. Ted Koopman, Newton, Mass., veteran speed-sport photographer, was waiting in a boat at the turn of the 1956

Worcester Stock Divisional Championships. Using a Robot camera with 150 mm. lens, Koopman snapped this split-second sequence of six pictures showing Moran's more recent flip.

Moran, however, wasn't the only one to get wet. In the next heat, Koopman switched to a Speed Graphic with a 10" telephoto lens. Koopman, standing in the stern, poised for another action shot, lost his balance, fell overboard and lost his camera in 60 feet of water.



Torque Talk

(Continued from Page 18)

ciation, the Tacoma Yacht Club, the Tahoe Yacht Club, and the Marine Prop Riders. Along with the three Schoenith entries of *Gale IV*, *Gale V* and *Gale VI*, Roy Dossin entered *Miss Pepsi* with Chuck Thompson scheduled to drive. George Simon entered *Miss U.S. I* and *Miss U.S. II*, Jack Schaefer had *Such Crust III*, and there was J. Gordon Thompson's *Miss Supertest II*, all carrying the burgee and hopes of the Detroit Yacht Club.

Representing Seattle were Waggoner's *Maverick*, with Bill Stead in the cockpit, and *Shanty I*, piloted by Lt. Col. Russ Schlee. Edgar Kaiser's *Hawaii Kai III*, driven by Jack Regas, Willard Rhodes' *Miss Thriftway*, with Bill Muncey at the wheel, Stan Sayres' famous *Slo-mo-shun IV*, chauffeured by Joe Taggart, and *Miss Seattle* (formerly *Slo-mo-shun V*), with Norm Evans driving, rounded out the Seattle fleet of challengers. Bob Gilliam, owner-driver of *Miss B & I*, represented the Tacoma Y. C., while Henry Kaiser entered *Hawaii Kai* for the California Speedboat Assn. Bud Saille, who owns and drives *Miss Wayne*, carried the banner of the Marine Prop Riders, and Jay Murphy in *Muvalong* was the challenger from the Tahoe Y. C. Dodge also entered *Dora My Sweetie*.

During the qualifying trials, in which Jack Schaefer's *Such Crust III*, driven by Fred Alter, posted the fastest time (108.16 mph), Joe Taggart in *Slo-mo IV* rocketed down the back-stretch at an estimated 160 mph, hit a swell and capsized, totally demolishing the famous craft and sending Taggart to the hospital with serious injuries. Inasmuch as the course, for some reason or other, was not open for qualifying during the times specified in the Gold Cup Rules, the qualifying trials were extended to the morning of the day of the race, and late qualifiers managed to bump the Dodge entry, which had the slowest qualifying speed (93.5 mph), and it was then that the egg hit the fan, along with the show-cause order obtained by Dodge from the Circuit Court, County of Wayne, Mich., which sought to have the A.P.B.A. declare the Gold Cup race "no contest."

In heats 1-A and 2-A were *Gale V* and *Gale VI*, *Miss Pepsi*, *Miss Wayne*, *Miss Thriftway* and *Maverick*. In heats 1-B and 2-B were *Gale IV*, *Miss U.S. I*, *Miss U.S. II*, *Miss Seattle*, *Shanty I* and *Muvalong*. Heat 1-A saw Chuck Thompson put *Pepsi* into the lead at the start and hold it there for the full 30 miles, leading *Thriftway*, *Maverick*, *Gale IV* and *Wayne* across the line in that order, with almost two full laps separating *Pepsi* and *Wayne*. *Gale V*, which was to run in this heat, was unable to start. *Pepsi's* speed for the distance was 91.525 mph.

In heat 1-B *Shanty* roared through the pack at the start and blistered the course, which was becoming exceedingly difficult to see because of darkening

skies and the threat of rain. Hot on the tail of *Shanty* were *Gale IV* and the two *Miss U.S.'s*, and the four craft battled it out for three laps in that order. On the fourth lap, *Miss U.S. I*, skillfully piloted by Fred Alter, who had stepped into the driver's seat after *Such Crust III* was withdrawn with gear box trouble, passed the field and took over first spot, just as the clouds opened up and a heavy rain blanketed the course. In the darkness which accompanied the rain, Alter missed a turning buoy and was forced out of the race, which was called at the end of the seventh lap.

Because of the unworkable wording of the rules, it was necessary to re-run this heat, amid the protests of George Simon, owner of *Miss U.S. I* and *Miss U.S. II*, for during the last lap completed by all craft running, his *U.S. I* was in first place. On the re-run, *Miss U.S. I* was out of the race, as was *Muvalong*, which had been withdrawn by Jay Murphy. Taking Murphy's place was *Hawaii Kai III*. *Shanty I* again took command and was never headed, although challenged for the lead by *Gale IV*, which unfortunately got in the rooster tail of *Shanty* in a bid to pass on the second turn of the first lap. Regas in *Hawaii Kai* showed tremendous bursts of speed but was unable to keep running consistently. *Miss U.S. II* was disqualified for cutting inside the 1000-foot marker at the start, and *Miss Seattle* also received a DSQ for cutting a turning marker. At the finish it was *Shanty I* with a speed of 92.022 mph for the thirty miles. Following were *Gale IV* and *Hawaii Kai*.

Thus for the final scoring for the two sections of heat one, the order of finish was *Shanty*, *Pepsi*, *Gale IV*, *Hawaii Kai* and *Wayne*, the positions being determined on the basis of time for the 30 miles each ran.

In heat 2-A, the same boats which ran in 1-A answered the starting gun, and it was a 30-mile battle between *Thriftway* and *Pepsi* for the full distance, with *Pepsi* forcing Muncey up over the 100-mph mark for the heat, with an average of 100.04 mph. *Pepsi*, in second place, was clocked at 98.935 mph. *Maverick*, *Gale IV* and *Wayne* finished the heat in that order behind the leaders. *Gale V* was forced into the pits with mechanical trouble in the seventh circuit.

Heat 2-B saw *Shanty*, *Gale IV*, *Miss Seattle*, and *Hawaii Kai* make the run for the start, with *Miss Seattle* over first; by the first turn, however, it was evident that the fight to watch was between *Shanty* and *Hawaii Kai*. Regas and Schlee dueled for first place through the turns and on the stretches, but Regas misjudged *Shanty's* rooster tail on the third lap and was soundly washed out. By the time Regas again was fired up and running, *Shanty* had lapped him and took the heat at an average of 96.901 mph, with *Kai* taking second, for *Miss Seattle* was again giv-

en the heave-ho by the committee for cutting a buoy. *Gale IV* received a DNF in this heat.

Scoring both sections of the second heat together on the basis of time the winner was *Miss Thriftway*, with *Pepsi*, *Shanty*, *Maverick*, *Hawaii Kai*, *Gale IV* and *Miss Wayne* following in that order. The boats and their points (based on the combined results of each section) going into the third and final heat were: *Shanty I*, 625; *Pepsi*, 600; *Thriftway*, 569; *Maverick*, 296; *Gale IV*, 225; *Hawaii Kai*, 198; *Gale VI*, 190; and *Wayne*, 124. At this point pencils and papers were seen in every pit area, with the crews figuring out the possibility of heat and race bonus points. *Pepsi's* time advantage over the rest of the field seemed to assure her of that 400-point gift, as she had 17 seconds advantage over *Shanty* and 27 over *Thriftway*. *Thriftway's* 100.040 mph heat seemed to be the best bet for the 400-point fastest-heat bonus.

The six highest-scoring craft which were eligible for the final heat were *Shanty*, *Pepsi*, *Thriftway*, *Maverick*, *Hawaii Kai* and *Gale VI*, which was moved up into the heat when *Gale IV* could not be readied for the start. At the start it was evident that this was an all-out effort for the whole fleet, but by the first turn all eyes were focused on *Pepsi*, *Shanty*, and *Thriftway*. *Pepsi* took the start but it was *Thriftway* that came out of the first turn first, hotly pursued by *Pepsi* and *Shanty*. In the first backstretch, *Shanty* wound off a supercharger quill shaft and was out of the battle. Lap after lap Muncey poured the coal to *Thriftway*, trying to overcome the 27-second advantage held by Chuck Thompson in *Pepsi*, which steadfastly held on to second spot, never giving Muncey any opportunity to back off. They finished in that order. By this time all bonuses had been figured and it was clear that the Seattle entry had copped the fastest-heat bonus of 400 points, and *Pepsi* had garnered her extra 400 markers for having the fastest 90-mile speed. Thus the total score for *Miss Thriftway* was 1369 points and for *Miss Pepsi* 1300.

The committee at first announced the winner of the 1956 Gold Cup to be *Miss Thriftway*, but shortly after that announcement they passed the word that *Thriftway* was disqualified for allegedly striking buoy #7 in the seventh lap of the final heat, and that *Miss Pepsi* was the winner. Needless to say the fight was on, especially when last year's snatching of the cup from the same boat and owner and driver is remembered. Protests flowed in from one and all, and the final outcome was put in the hands of the Inboard Racing Commission of the A.P.B.A., who were to review all of the evidence, including a kinescope of the last heat furnished by TV station KING of Seattle, which had televised the entire race. Long hours of careful study of the film, and hours of listening to testimony from all concerned, resulted in the special hearing committee, consisting of Mel Crook,

well known official, and Bill Smith, Chief Counsel of the A.P.B.A., submitting to the Inboard Racing Commission their findings: that while the wash of Thriftway did remove the flags on the marker in question, the boat did not strike it or destroy it, and that while Pepsi did run over the same marker (less flags) on the following lap, it was also blameless, inasmuch as it would not have been visible at the speeds these unlimited craft travel.

The result of the ballot sent to all of the I.R.C. members resulted in unanimous agreement with the hearing committee's recommendation that the Gold Cup be awarded to Miss Thriftway, with Pepsi second. No sooner was this known than word was received from Wayne County, Michigan, that the Circuit Court held that the race was "no contest," and that as far as the court was concerned there was no Gold Cup race or Gold Cup winner in 1956.

This is indeed a sad condition, when an owner who was never seen at the race can call upon the courts to decide the outcome of what should be the biggest event in power boating, and up

until this year was so considered. The blame should fall on the ineptness of the local committee, whose entire handling of the race was remiss from the very start. It was apparent when the local committee neglected to set up the highly important inspection committee until the day prior to the race, and then it was only because of the willingness of some of the more experienced former drivers and officials that any safety inspection was done. It seems to this department that if ever again a sanction is awarded to Detroit for an event of the magnitude of the Gold Cup, the sanctioning group should have their heads examined thoroughly.

All in all it is a plain and simple mess, and as we said at the outset, the losers were the American Power Boat Association, the owners, drivers and crews of all of the entries, and most important of all the entire sport of powerboat racing, for if the biggest and best-known event in the country can be fouled up by an alleged sportsman and a biased committee, we had all better take up bowling on the green and forget race boats from here on in.

Dear Hank:

(Continued from Page 15)

ANSWER: Unfortunately racing utility boats are not interchangeable for use as general pleasure runabouts. Racing runabouts are designed for light weight and highest speed potentials and are not safely adaptable for carrying passengers and general boat sport. There are several aluminum stock racing boats which have proved very satisfactory in the racing field. The Blue Manufacturing Co., 2221 N. Main St., Miami, Oklahoma, has had outstanding success with several of its models. There is nothing the rules limiting the material used in the construction of racing boats.

QUESTION: I am planning to construct a 135 cu. in. inboard hydro and would like the addresses of Rich Hallett and any other hull designers or builders so that I can get information concerning such a craft.

ANSWER: The following may be of help to you: Dick Sooy, 39 East Floral Ave., Pleasantville, N. J. handles plans, completely assembled frame kits, and complete 135 hulls. E. G. McCrea and Co., North Hatley, Quebec, Canada, sells plans, as does Custom Craft (Dept. N), Buffalo 7, N.Y. Rich Hallett's address is 8231 Quoit St., Downey, Cal.

QUESTION: My new Famous Craft DU, on which I will use a Merc 55H, has been delivered with a 15 1/2" transom. Can you tell me how far to cut it—the lowest point likely to be used in rough water?

ANSWER: I would recommend as a start that you try the Kaminc #48-24588 two-bladed stainless steel wheel. Unfortunately tests with different DU's have indicated a transom height range from 12" to 15 1/4". I would suggest as a starter you cut your transom down to 13" and if you notice no cavitation at this point, then gradually build up the transom again with quarter-inch shims. However I am sure you will find the 15 1/2" transom far too high and you will probably encounter difficulty getting onto plane and will cavitate when on plane. You will have to experiment with your tilt holes too, but here again, I suggest as a starter trying the third pin hole, but run one test in the second

hole at each shimmed height and another in the fourth, making careful notes as you go along.

QUESTION: This winter I plan on building a "crackerbox" type boat but I'm lost as to the kind of motor to use. The boat will be 14' 6" long, with a 68" beam, and 22" in depth. The freeboard is 16" forward and 15 1/2" aft. Do you believe a Ford V-8, 60 hp, would be suitable, or is it too small?

ANSWER: The Crackerbox class is open to boats conforming to the Crackerbox rules, with motors of a total maximum piston displacement of not over 267 cubic inches. They must be of the four-cylinder type, with not more than two valves per cylinder; cost of the powerplants cannot exceed \$1250. I feel that the Ford V-8 60 would be too small and I would suggest that you look over secondhand automobile motors for possible conversion use, taking full advantage of the 267 cu. in. allowance.

QUESTION: I need some bungee aircraft shock cord and have not seen it advertised. Where can it be obtained?

ANSWER: You may write directly to Gene Hawthorne, Jr., 10603 Stratman, Detroit 24, Michigan, who supplies most of the outboard drivers with this.

QUESTION: This question has been in my mind since I bought my 23-year-old Jacoby-built Class C hydro. It is a two-point hydro and the former owner said it was the last one Jacoby made. Why did Jacoby stop making them and why are there so few two-point hydros made today?

ANSWER: The Jacoby Boat Works built two-step, or what are called conventional hydroplanes, in rather large quantities up until several years ago. The conventional-type hydro is more stable than the newer three-point suspension design but, in general, it is not as fast on straightaways. As a result the trend with Jacoby and the other manufacturers of racing boats has been to switch over to the three-point design almost exclusively.

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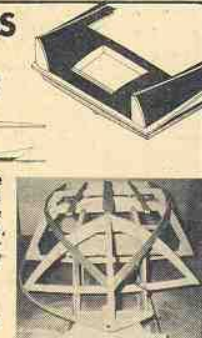
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Outdoors with the Outboards

(Continued from Page 30)

skier. All too often, therefore, no one is paying any attention to where the boat is going. As a result, accidents have been numerous.

To prevent such mishaps, both New York and New Jersey have recently passed laws requiring at least two people in the tow boat, one to operate the boat and the other to keep an eye on the skier.

Legislation like this is one answer to the vital problem of safety afloat. Many state legislatures have already put into effect or are planning additional laws that strictly regulate the horsepower and speed of outboard motors and boats. The Congressional Committee headed by Representative Herbert C. Bonner is currently conducting public hearings all over the United States in order to determine the desirability of additional Federal legislation to keep pleasure boating safe. If the proponents of these laws have their way, all boats will have to be registered and all operators will have to be licensed.

The alternative to restrictive regulation of this sort is self-regulation. Here's where you and I can and should do our part. If the boating public were aware of the simple rules of safety, there would be no need to impose restrictive measures on us outboarders. The trouble, as I have already said, is that not enough people who use outboards are aware of even the simplest safe-boating rules. It is absolutely imperative that the boating public become aware of these rules and abide by them.

So here's what to do: learn the rudiments of piloting, seamanship and small-boat handling by gathering your boat-owner friends together and enrolling the group in a local course. Such courses are given at regular intervals by adult-education groups, by the U. S. Power Squadrons, by the Coast Guard Auxiliary and by the Red Cross.

The most important rule of any road, whether it be on land or water, is to learn and use the three "C's" of safety: Common Sense, Courtesy and Caution. The application of these three C's alone would stop many of the needless accidents that occur on the water today. Motor and boat manufacturers can build just so many safety factors into their products. The rest is up to the person who buys and operates them.

In addition to the three C's, here are a few rules that will help you along the channel to safer boating:

1. Use the right motor on the right boat. Don't either underpower or overpower.
2. Keep low when boarding a boat and moving around in it. Never jump down onto or step up onto the gunwale.
3. When boarding or disembarking, remember the old sailor's adage: "One hand for the boat and ope for yourself." This means keep at least one hand free at all times to grab for something if you should start to fall overboard. Ex-

tending this saying, when you put the motor on the transom, get in the boat first, then lift the motor from the pier or have someone hand it to you.

4. Don't overload the boat.
5. Don't smoke around gasoline.
6. Watch the weather. Head for the shore before a storm breaks.
7. Keep a constant lookout for stumps, rocks, fishermen and other boats.
8. Stay with the boat if you tip over.
9. Use common sense; don't be a cowboy.

All of these dos and don'ts apply equally to all boatmen. This, of course, includes water skiers. If you are either a serious devotee of the sport of water skiing or just an occasional practitioner, you should also study the safety recommendations of Larry Brown, president of the American Water Ski Association.

1. Either learn to swim proficiently before attempting to water ski or wear a life jacket at all times.
2. When you fall, recover the skis and use them to keep you afloat. Raise a hand quickly to signal your boat driver that all is well. If in a congested area, raise one ski so the drivers of other boats can see you.
3. Stay away from all objects such as piers, bulkheads and boats. Skiers seldom get hurt from hitting the water, but they can be killed by hitting solid objects.
4. Be thoughtful of the rights of swimmers, fishermen and other boatmen.
5. When making a landing in shallow water, come in parallel to the shore and release the tow bar a safe distance from shore. Never attempt a landing in an area where people are swimming.
6. Watch the water ahead of you. Don't depend on your boat driver to keep you away from dangerous objects and rough water.

For the operator of the tow boat, Mr. Brown suggests:

1. Since the skier's life may depend on you, become skilled in boat handling.
2. Have an extra person aboard at all times to watch the skier. Since skiing areas are becoming more and more congested, the driver must watch where he is going.
3. Steer the skier away from all objects such as piers, bulkheads and other boats.
4. When the skier falls, cut your speed immediately until you make sure he isn't entangled in the tow rope. Then return quickly to him, approaching on the downwind side so the boat can't drift over him.
5. Kill the motor before taking him aboard. Otherwise he may slip and be injured by the moving propeller. Remember that even a motor that is idling in neutral is not safe since the propeller may still be turning fast enough to inflict a nasty cut.
6. Your boat should have a safety throttle that will cut the motor to idling speed automatically when the pressure is released. This is the type of throttle used by outboard racers.

Since self regulation is much better than government-imposed restriction, you should memorize and observe all of these rules. And remember to use your head instead of your throttle the next time you step into your boat. It's much more fun to participate in a pleasure trip than it is to be the cause of a bad accident.

Relay Race

(Continued from Page 17)

lead across the line, just so it does not overlap the last finisher of the previous class.

In the event a team boat should for any reason be unable to get started, the same rule would apply as in a flip, the next scheduled team boat being permitted to start after all rival team boats had already started.


At River Rouge the members of the three teams were decided by drawing slips out of a hat. Cash money was posted for the winning team, which was then split evenly among the winning team's members. At River Rouge the victorious "white" team was made up of Dave Hoggart in AU, Gene Hawthorne, Jr., BU, and Leon Dragos, DU.

One of the nicest aspects of the relay race is that it's as exciting and as much fun for the competitors as for the spectators, since the team leading after one or two of the classes have been run will not necessarily prove to be the winning team. The greatest disappointment, of course, would occur if one team had built up an overwhelming lead only to have its anchor man flip or stall during the final leg. Of course, a lot of fingernails can be bitten to dust by a team watching a stalled boat on the course frantically trying to get started again while other teams keep going round and round.

It strikes us that relay races are a good way for individual clubs to build up a feeling of unity, since generally at regattas there is little club spirit, with every race an each-man-for-himself affair. Rather than draw teams by lots, sponsors planning to include a relay race on the program could invite various clubs to send in a list of their team entrants in advance of the event, with alternates who could be substituted should one or more of the slated team members be unable to race.

I have discussed the River Rouge relay with several potential sponsors who are planning not only to post prizes or individual trophies for members of winning teams but also are planning to establish a permanent trophy to be retained by the winning team for one year and which will continue to be presented until one competing team gains permanent possession by winning it three times.

This type of team interest has not existed in outboarding since the mid-thirties, when each year a number of colleges and universities in the East used to send teams to compete in the colorful Inter-Collegiate Outboard Championships. Among the many drivers who nearly two decades ago raced in the Inter-Collegiate Championships are such now well-known racers or ex-racers as Paul Sawyer, member of the American Power Boat Association Honor Squadron; Sam Crooks, a long-time prominent outboard racer and now owner of inboard racing equipment; and Lou Eppel, regular contributor to BOAT SPORT.

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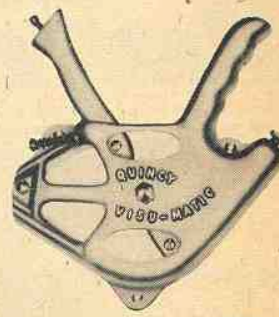
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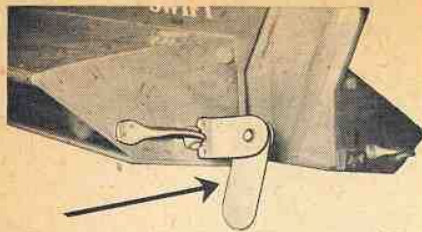
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(Continued from Page 29)

ed for the first lap. At the beginning of the second, Torigiani moved out into the front with Leek still tailing him closely. Separated from the two leaders by about 100 yards was a tightly-packed group of another six boats. On the second turning buoy Gerry Waldman spun out. Elmo Belluomini, Buttonwillow, Calif., a cotton farmer, in his three-pointer *Farmer Boy*, was into Waldman before it was possible to change course. Elmo was thrown out but Waldman was hit by the bow of Belluomini's boat. Belluomini frantically waved for assistance for he spotted that Waldman was badly injured. The heat again was red flagged, Waldman was hurried from the course and rushed to the hospital where an emergency operation was performed due to internal injuries. Not until Monday morning was Waldman reported to be out of danger. Though no permanent injuries are expected to result, it is thought that Waldman will be convalescing for several months at least.

On the third Class A restart, Torigiani again quickly took over the lead. Again the heat was red flagged. This time Doug Creech's KR motor suffered a broken fuel-tank bracket and going into the first corner the outfit suddenly became enveloped in flames. Creech, though superficially burned on both arms and losing his eyebrows and eyelashes to the game, was saved from further injury when he vaulted from

the seared cockpit. Again Mondot and his smooth-functioning crew rushed in with split-second timing, extinguished the fire and pulled Creech to safety.

It wasn't until the fourth start that the first heat of A Hydro was to run through to its climax. Again Torigiani raced with Leek down the straightaway, beat the Seattle driver to the turn, and was never afterwards seriously challenged, averaging 40.946 mph to snow under second placer Leek by more than six seconds. In the second heat Leek got into the first buoy with a substantial ten-yard margin over Orlando but promptly lost his advantage as he looped wide. Orlando clipped the buoys hard and again went the balance of the five laps, running part of it at cocked throttle. His second heat was run at a 40.78 mph average and again he finished with a 5-second margin over the runner-up.

In C Racing Runabout a potential threat, Rocky Stone, of Willamina, Ore., lost his opportunity by jumping the gun. On the restart Stone was again over, but also axed by the Committee were Al Barber, defending Champion Bob McGinty, Steve Levendusky, Bud Wiget, Louis Morphy and Leonard Gates! This gave first spot to Lon Stevens, Ventura, Calif., though he was sixth across the finish line almost 40 seconds behind the first illegal boat reaching the line. Frank Nunes, Newman, Calif., was second.

In the second heat, there again was gun jumping at the start. C. W. "Doc" Jones, Phoenix, Ariz., was disqualified. On the restart, the C Racing Runabout drivers, who seemed wholly unable to judge the split-second perfectly-timed electric clock, again crowded, and Rocky Stone, Levendusky, McGinty and Jim Schonfeldt of Los Angeles were also destined to run for naught. Frank Kennedy, Del Paso Heights, who was officially the third finisher in the first heat, arrived on the course late. Kennedy, too, looked like a beginner, for he rushed up to the starting line, ignored the 500-foot marker and circled right on the starting buoy for an automatic disqualification. Then, as though not satisfied with that flagrant violation of the rules, or perhaps deciding that sometime during the race he should turn around the safety buoy, he proceeded to use that marker rather than the course turn buoy as his first-lap turning point, thereby losing out on a chance for at least a third-place position in the final results. Stevens, this time fourth boat in, again was the first legal finisher and thus took the title, with Fred Haverstein, who scored a second in the second heat finishing as runner-up in a "championship" event that was really strictly for the birds.

In the first start of BH all but three boats beat the clock, but the gun jumpers were so closely bunched that the spotters were unable to pick the initial offender. So flagrant had been the violation that the polaroid camera, tied in with the starting clock, recorded nothing but boat wakes as the field had long since gone by before the clock

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reached the 60-second mark. On the restart Elmo Belluomini took over the lead on the backstretch of the first lap. Elmo held it for three laps though he was pressed hard on the straightaways by Keith Sorenson, La Crescenta, Calif. Sorenson, a carpenter by trade, had all season showed promise with his home-designed hull powered by an odd combination of SR Johnson powerhead with Evinrude steel flywheel, battery twin ignition, electric fuel pump and Mercury Quicksilver lower unit. The composite mill had been built up by motor wizard Pep Hubbell and throughout the season it was plagued by mechanical trouble, so that it seldom finished a complete race. On the fourth lap, however, the Hubbell mill was still screaming flawlessly and Sorenson outmaneuvered Belluomini to take over the lead and romp home with a 44.292 mph average, five seconds ahead of Belluomini in his Neal SR-powered *Farmer Boy*.

In the second running Belluomini again led, but this time for only one lap before Sorenson grabbed off the front spot. Belluomini, however, had been disqualified at the start and Homer Kincaid, Carbon Cliff, Ill., took second position. This, merged with a fourth, gave him runner-up honors to Sorenson.

Spectators from the non-California area had looked forward with relish to the two-man F Racing Runabout championships. These boats are seldom seen

in action east of the Rockies. Thirteen of them were slated on the schedule. Coming up for the start, Bud Wiget in his hull *Crossfire* with his son-in-law as deck rider were bouncing wildly when suddenly they kissed off a big wave and both of them were tossed out. The riderless boat fortunately didn't tangle with any of the competitors but eased in gently to a stop at the beach. Chuck Parsons, Lodi, Calif., in his Hog-gatt hull *Chuck Wagon* with CSH titleholder Henry Wagner as deck rider, clearly outclassed the field in both heats. Aside from the flip of Palmer Harrison whose *Sea Que IV* dumped in the second heat, the promised excitement never developed and the team of Parsons-Wagner quietly took the title unchallenged. Runner-up spot went to Bob Jackson in a homemade hull, who had a second and an eighth place.

C Hydro events brought a full field of sixteen of the 30-cubic-inchers onto the course. Among the drivers were two veterans, Dr. Tommy Ingalls of Bakersfield, and Doug Creech, Charlotte, N. C., both of whom had said that this would be their final race before retirement. The first heat showed Ingalls out in front with Creech about 20 yards behind. Rounding the first turn, however, Doug caught a load of water and washed out. By the time he had restarted he was back in eighth spot and yet amazingly drove up through the pack to finish second. For four laps Ingalls really smoked through with his

DeSilva three pointer, *Big Doc*. But as he moved past the starting line for the fourth lap, his rig had noticeably slowed and was cutting out on one cylinder. Despite this, Tommy clocked the five miles in 6 minutes 22 1/5 seconds for a better-than-middling average of 47.096 mph.

In the pits Tommy Ingalls and his crew frantically pulled the flywheel. They found that one coil wire had shaken loose. Doc scurried around the pit area, finally located a soldering iron and made quick repairs. His boat was back in the water with about three minutes to go to the start. Again he got out in front and seemed on his way to a championship, though Creech was pressing him hard for the first lap. Going into the first turn of the second lap, Tommy helmed his rig in tight to close the door on Creech, who was making his bid. Then Tommy, who had never dumped his DeSilva, caught a chine and flipped. He later said that he felt the boat going but was so tired from skirmishing around the pits trying to get his motor repaired that he just didn't have the strength to react in time to try to correct the off-balance rig. Creech went on to the title with a win merged with his second-place finish in the first.

Runner-up spot went to Art Pierre, Stockton, Calif., who had failed to start in the first heat but whose 300 points for second gave him a four-point margin over the closest competitor.

Bad luck kept Bob McGinty from defending the two titles he won in 1955.



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Boat Sport Covers the Racing Scene

(Continued from Page 14)

as Dawn when it had an equally-successful career under the ownership of Fred Endres, Grand Island, N. Y., from whom Yeager bought the fleet craft. Second in final standing went to Bill Bunn and his *Renegade* of Baltimore with first and third places. Third spot was captured by Russell Kirkpatrick in *Rockabye V*, from Clarksburg, W. Va., who merged a fourth and a second.

The Unlimiteds were racing for a total of three heats for the William J. Conners Memorial Trophy. Joe Terry of Detroit helming one of Horace Dodge's conventional hydros, *My Sweetie*, lapped the fifteen miles in 10 minutes 50.6 seconds to average 82.998 mph for the distance. This was the fastest average speed ever to be clocked over the 2½-mile Buffalo Circuit. Though *My Sweetie* easily won the original heat by a margin of nearly a mile over second-place finisher Chuck Thompson, and John Bridge in *Let's Face It*, a fourth boat in the race, *My Sweetie Dora*, with Jack Bartlow of Detroit in the cockpit, performed an amazing flip which all but went unnoticed by the thousands of spectators lining the banks. *My Sweetie Dora*, nearly obscured by spray kicked up by *Short Circuit*, caught a wake, turned over and amazingly landed right side up again, though the boat's engine cowl was shattered and most of her decking was torn loose. Bartlow got away with minor cuts and bruises. Immediately after *My Sweetie Dora* was towed into the pits, the entire Dodge crew of eleven men went to work trying to get her back ready for action the following day.

Surprisingly enough the big conventional hull under the direction of Frank Nikolets, chief mechanic, was ready to go and finished third behind Terry in second spot in the other Dodge-team boat. The winner was Thompson in *Short Circuit*. Thompson made short life of Terry's previous new regatta mark when he clocked 83.731 mph. However, in the final heat, Thompson was disqualified for jumping the clock. Weber in *Let's Face It* failed to finish. The Gold Cupper that had flipped the day before, *My Sweetie Dora*, skimmed in at an 82.633 mph average to win the event and the trophy on total points.

Ron Musson, Akron, O., in B. G. Bartley's *Wildcatter*, not only took the 7-litre hydro National Championship in straight heats but in so doing beat his boat owner's son, B. G. Bartley, Jr., who drove *Uppercut*. The event proved to be somewhat of a disappointment as only three boats were on hand to vie for the title.

The far more keenly contested Class E Service Runabout National Championship title went to Harry Bickford, Hampton, Va., who, with first- and second-place heat spots, finished in a point tie with Enoch Walker, also of Hampton. Bickford emerged on top on a time basis.

The F Service Runabout national title was easily taken by Howard Hibbert of Miami in his *Jr. Prowler*. In its first heat *Prowler* set a new world speed record for the class, 51.843 mph. Bob Palermo, Rochester, took the 266-c.i. events in straight heats from a large field of twelve boats and Hank Vogel of Webster, N. Y., ruled over the 135 c.i.'s in straight heats.

The estimated 75,000 fans present at the two-day running were of the opinion that this year's Buffalo International was the best ever, with perfect water conditions and ideal weather.

MANHATTAN MARATHON

Of the 104 boats which started this year's Twice Around Manhattan Island Marathon, sponsored by the Mennen Company under A.P.B.A. sanction, only 41 completed half the distance. The course starts on the Harlem River, heads west out into the Hudson, down to the Battery, up the East River and through the Harlem River again to the starting point. It measures approximately 28 miles per circuit. This year gusty winds and choppy water caused 29 of the competitors to flip or swamp. Thirty-four others literally got cold feet and, wet down with the spray, chilled to the marrow, they pulled in at varying spots from Spuyten Duyvil down the Hudson River to the Battery. Many even docked and called it quits at some of the huge Hudson River slips where palatial ocean liners normally are docked. Forty Coast Guard boats, two police launches, police helicopters and even radio patrolmen went to the aid of hapless drivers, who had started what they thought would be a race but which turned into a frosty fiasco.

The race got under way at 1:30 p.m. at the Val Ray Boat Club, Harlem River and 96th St., hardly a spark plug's throw from the Polo Grounds. Ten minutes later the Weather Bureau issued small craft warnings, but too late. By then sixteen boats had already capsized and it had become an all hands for himself event. The race—water hurdle, it might more aptly be termed—was won for the second year running by Ray Lenk, 29-year-old Detroit forging-plant supervisor, though the officials flagged the race at the halfway point. Just how tough was the going can be realized from the Michigan winner's time: his boat covered the 28 miles in 2 hours 9 minutes and 55 seconds.

The second-place DU, and overall runner-up in the event, was Walter Werner, Jr., Valley Stream, N. Y., who like Lenk drove a Raveau powered by a Mark 55 Mercury. Werner as runner-up was probably the most unlucky driver in the race, for though he streaked past the start and finish line just 3 minutes and 15 seconds after Lenk, he failed to note the checkered flag and made another complete 28-mile circuit as originally called for in



Winner Ray Lenk takes checker from Dick McFadyen in Manhattan grind.



Sill Yeager, Jr., Warren, Pa., won in E Racing Runabout at Buffalo, N.Y.

the race announcement! Despite the fact that Werner completely swamped once on the second lap as he bucked the 20 to 25 mph wind, he successfully completed the full 56 miles.

James Relyea of New York, with an Evinrude powered Yellow Jacket, won the 36 class, while John Willhardt, Howard Beach, N. Y., in a homemade Mercury-powered hull topped the AU's; Bill Leonhardt, New York, with a Mercury-powered Speedliner, took BU; Hunter Grimes, Alexandria Bay, N. Y., won CU with a Mercury Mark 30H Raveau and John S. Davies, Holbrook, N. Y., in an opposed-firing twin Evinrude on a homemade hull, was victor from among the C Modifieds.

SAN DIEGO-LA JOLLA

On the opposite coast, the thirty-mile distance between San Diego and La Jolla, Calif., was the setting for another annual marathon. Harold Depew, Jr., of San Diego, with Fred Jordan as co-pilot, was overall winner of the event, in which 88 boats started and 57 finished. Depew—and this is a twist—helmed a Yellow Jacket sports runabout equipped with two Johnson 30's and clocked the 30-mile distance in 1 hour 16 minutes 25.2 seconds to break the mark established last year by Roy Rogers, the cowboy movie star, of 1 hour and 33 minutes. Finishing one minute and 23 seconds behind Depew

was second-place driver John Miller, of Los Angeles.

MADISON REGATTA

At Madison, Indiana, early in October, over 120 stock outboard race boats trailered in to take a part in the festivities centered about the Ninth Annual Madison Regatta. The events, which are A.P.B.A. sanctioned, are sponsored by the Madison Regatta, Inc., a non-profit corporation backed by local chapters of the Jaycees, Kiwanis, Rotary and Lions, with the aim to promote water sports, racing and earn the title for Madison of Water Sports Center of the Ohio Valley. Last year more than 50,000 people attended the two-weeks event. If the stock outboard portion on the first weekend of festivities is any sample, Madison should draw even more people this year and has already earned herself the honor of being one of the Midwest's key speedboat centers.

After all the rooster tails had calmed down the results showed Jerry Van Amber, Lansing, Mich., in a point tie with Marilyn Donaldson, Dayton, in ASH, with Van Amber edging out Marilyn on an elapsed-time basis. BSH events were captured by Ed Sonoras, Newport, Mich. Bob Michley, Hagerstown, Ohio, was second. In CSH, Dean Chenoweth, Xenia, Ohio, edged out runner-up Dave Thomas of Dayton. In DSH, however, Thomas scored top

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Learn to Start with the Clock

(Continued from Page 11)

need a press agent to huckster his hard driving tactics, for they are known from coast to coast by any of the three-point clan who push the four-barrel-in-line 40-cubic-inchers. Bill, you may remember, ran away and hid from the boys in the first heat of DSH at the Stock Nationals in 1955. Then in the second heat he got lost in a fog bank (literally), strayed off course, tangled with some lily pads and, rumor even had it, ran down a duck. Whether that last part is true or not is hard to say, because certainly Bill has never been accused of showing a white feather in competition. However, at the 1956 Nationals, in the first heat Holloway looked like a beginner or maybe a guy who was simply a driver. At any rate when fifteen DSH's streaked over the line and the starting gun sounded, Bill had yet to reach the 500-foot safety buoy. And here's the exception to the rule: with this really bad start, Bill went on to pick off 50% of the starting field before the five miles had run out and came back in the second heat with an on-the-button start to leave Cambridge the next day with a well-earned crown. However, Wild Bill had done it the hard way and he had had the breaks with him. His mediocre first-heat start would have robbed him of the title if one of the front-runners in the initial heat hadn't been disqualified for *gun jumping* and several other potential champions hadn't flipped.

Gun jumping is a misnomer which is generally used to describe drivers who hit the line before the legal time. In learning to start with the clock, the first thing any driver should understand is that the *clock*, not the sounding of the starting gun, determines when the race is begun. It's wholly possible for the starting cannon to misfire. Actually a race can be held without a starting gun, which apparently is on the officials' stand largely to scare hell out of the officials three times in each heat, blast holes in the starter's flags, and shoot wads of pasteboard at any driver who hits the line too close to the starting stand. It's surprising how many drivers do not know the rules of starting or the flag signals.

The starting clock itself must be six feet in diameter. It must be clearly visible to all the contestants moving up to the starting line. The clock is designed to indicate by seconds the elapsed time of the last minute before the start. Some starting clocks are pie-faced. This means that before the one-minute gun is sounded, the face of the clock appears wholly white or wholly yellow. After the one-minute gun, a black pie-shaped piece—actually another disc—gradually and progressively obscures the clock face as seconds pass, so that, for example, after thirty seconds have elapsed, half the clock face is covered, at forty-five seconds three-quarters of the face is covered,

until finally as the last second is ticked off, the entire face is blacked out. Other clocks use a large sweep secondhand. Sometimes the hand moves to the right; sometimes it moves to the left, depending on the particular starting clock. So a word of caution here. When you arrive at a regatta where the starting equipment is unfamiliar to you, take a trip past the starting line and study the clock, or even better still, ask the officials if they mind operating it a minute or two so you can study it from a distance.

The trend is moving more and more toward the electrically-operated clocks which are activated by the 60 cycling of normal AC house current. These are exact to the split second. Hand-operated clocks are apt to be accurate only within a few seconds, since the human element is involved. This again the racer should take into consideration.

A clock start operates in this fashion. A preparatory gun is fired five minutes before the start of the race. At this time a red flag is displayed on the officials' stand and four balls, targets or other type of visible markers are suspended above or near the clock. As each minute elapses one of these markers is removed, blanked out or obscured. At exactly 60 seconds before the start a one-minute warning gun sounds, the red flag is lowered, a white flag takes its place and the clock is set in motion.

In theory at least this last sequence of things is timed to occur simultaneously. However, your immediate concern is the clock. Remember that the official start is at that exact instant when the starting clock indicates the final second of the clock-timed minute has elapsed. In a fair start the white flag is dropped; a starting gun may be fired as an extra signal though its principal purpose is to attract attention to the dropping of the white flag and for a bit of showmanship window-dressing.

In the event of a false start, the starter will display a red flag. The practice is, when a red flag is displayed, for a driver to raise his hand as a warning to other drivers, then to decrease his speed, turn left and circle back toward the starting point when he is sure that the boats behind him have also recognized the red flag and won't be endangered by his left turn.

Flag signals are important. Races have been lost by ignoring them. Learn what the flags mean, for failure to observe the flags may cause you to lose a race, to be disqualified, or to race into an unsafe situation.

In addition to timing your starts perfectly there are several rules which must be obeyed to ensure your own safety and that of other drivers and to avoid a disqualification. You will note that 500 feet before the start and finish line of an approved course, there will be a marker buoy in line with the

other course buoys. This marker, called the 500-foot buoy, is important to you. You must cross the starting line between the marker indicating the starting line and the officials' stand. In approaching that imaginary line at the start you may not mill around between the 500-foot buoy and the starting line. You must keep the 500-foot buoy on your left and, prior to the starts, any turns you make while approaching the line or maneuvering for a start must be made to the left.

Within 500 feet of the starting line you will be disqualified unless you make your approach at a right angle to the starting line or nearly so.

Okay, so much for the rules concerning the start. But how about getting your boat there just as that final sixty seconds has ticked off? There are a number of ways to do this. One is to know within a matter of feet how fast your outfit moves at full throttle. This is a simple question of mathematics. You know that at 60 mph your boat will cover 5280 feet per minute. Certainly you are not planning to take a full mile's run at the starting line. However, you can use this knowledge of feet traveled per minute to break this distance down into seconds. For example, at 60 mph your boat will be moving 88 feet per second. At 30 mph your outfit will cover 44 feet per second and at 45 mph you will race 66 feet per second. So what gives with this, you ask? Plenty.

Assume that you have a 45 mph outfit. Assume, too, you check with the officials and they state that the 500-foot buoy is in fact 500 feet from the starting line. Then by simple mathematics you can figure out that if you were to pass the 500-foot buoy at full throttle with only seven seconds to go, when the clock reached the sixty mark, you would hit the line full bore with a little less than one second safety cushion. Your timing would bring you to within 38 feet of the line at the drop of the white flag. At full throttle this isn't too poor a getaway.

The 500-foot buoy is merely one of several convenient timing aids.

The boys who consistently win races are consistently good starters. One driver of my acquaintance who wins more than his share of first places carries a stop watch onto the course during his pre-race testing period. He will select some handy landmark on the right-hand side of the course at a point 1000 feet or more from the starting line. Assume, for example, there's a pier or a factory smokestack at about that location. Either of these will serve as a handy guide. His intent will be to pass this mark at full throttle when he moves up to the start at a pre-selected time. When will he pass this mark, you ask? That's his purpose in pre-race testing. He comes to the event with his propeller, transom height, motor angle and other items long since checked out. He knows his motor is right. But he goes out on the course with only one purpose in mind and that's to plan how he's going to start

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his races. Having picked the landmark, he drives on beyond the course a sufficient distance to be able to pass his landmark at full bore. Just as he flashes by the reference point, he snaps his stop watch. When he passes the starting line, he snaps his watch again. Assume that the reading is 25 seconds. Then he does a little cheating on the watch by telling himself that he will give himself a safety margin of another couple of seconds to take into consideration the rougher water conditions he'll meet and also the possibility of someone cutting in front of him so that he is forced to slow down or to arc in making his approach. He plans his race so that he will jockey far enough back from the start so that he will attempt to pass his landmark when the clock hand reaches 27 seconds before the final minute has elapsed.

Okay, so the five-minute gun is fired and he goes out on the course. Assume nine other boats are milling around with him. As he comes up and passes his landmark he finds that he's misjudged and instead of the clock being at 27 seconds before the start, it shows only 15 seconds. Well, frankly, all he can do is make the best of his own faulty judgment. The worst that can happen to him is that the boats will hit the clock accurately with between a nine- and ten-second lead which he may or may not be able to make up. My point is, however, that this racer or any racer who practices a bit will hit the reference spot on or before his planned time of passing it.

You may wonder how it is going to be any easier to pass that landmark at a certain precise time than it will be to hit the starting clock. It is and here's why. In moving up toward your landmark if, as you watch the clock and the approach of the landmark, you realize that you are going to hit the landmark too soon, you can slow down, even fishtail a bit to cut your speed—which, remember, is tabooed inside the 500-foot mark. Furthermore, when you get within 500 feet of the starting line, you want to be rolling full bore or the boys coming up behind you will lit-

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erally eat you up or wash you down with spray. If you don't pass the reference point soon enough, as I mentioned in our theoretical example, you're licked, but actually you have no one to blame but yourself. If you hit it too soon, you still have a very definite guide, for you know how many seconds too soon you have reached

that mark, hence you can compensate. You'll note that we have already left about a two-second cushion in the event that you get caught behind some slow-moving boat or kiss off a couple of big waves and have to crack your throttle a few times to regain stability. How can you be reasonably sure you are not going to be caught in real heavy traffic behind a lot of boats which are crowding the line and approaching it nearly off plane? There's a simple answer to this one, too.

If you'd sit in the officials' stand or just keep your eyes peeled on the starting line with a pair of glasses sometime from the pits during a whole afternoon's racing, you would notice a very definite pattern about the pre-start traffic. In about four heats out of five, there's a definite slot two or three boats wide right down the left side approach along the inside of the course. The heavy traffic almost invariably occurs from about three or four boat-widths to the right of this slot over toward the officials' stand, if the clock is in its most customary location on the outer fringe of the course. Alcohol-burner driver Bill Tenney, and stock drivers such as Johnny Wehrle, Dick O'Dea and a number of others who have had plenty of wins to their credit, use an approach at the far right of the course close by the officials' stand. Tenney almost inevitably hits the line at full throttle coming in at a slight diagonal from a point close to the starting barge aimed bow on toward the first pin. With an exceptionally fast rig, such as Tenney usually has, this is an excellent technique, since if you have the speed to break through, your wake and rooster tail will be converging at an angle on those starters on the inside of the course. These drivers may either be thrown off balance by the diagonal wake, hosed down or lose their visibility because of the spray.

The open inside-slot position is a better location for the racer who has a good rig but not one of the best in the field. Of course by starting on the inside, he does stand a chance of having someone, using the Tenney technique, chop his nose as he approaches the buoy, or he may be forced to overshoot the entry buoy into the first turn in an attempt to maintain his position. Overshooting may leave the door open for a canny driver to make it through the hole at a slacked throttle speed.

Another technique is that which has been used very successfully by the present A.P.B.A. National alkyl C champion, long one of the country's standout outboard performers, who competes in A, B and C. If you were to watch Doug Creech, you would note that invariably he circles the first turning buoy at half throttle, squeezes it full and uncannily seems to hit the line just after the clock ticks off sixty. This is the opposite from the full-throttle-approach technique but in pre-race testing Doug knows to a split second just how long it takes each one of his outfits to run from the last turning buoy at half

throttle condition, then up to maximum speed, and hit the starting line full bore. Naturally this is a different period of time for each outfit and for each course.

Regardless of the technique you select, put a bit of science into your starts. Learn your own outfit and devise some method to time your approach run. If you simply pick out a driver who consistently wins and decide, well, I'll stick right behind him and I'll be sure to be up near the front at the 60-second mark, you'll probably be up near the front but you will only be helping that driver to continue his winning streak. If he and his outfit are both hot, you've got to beat him at the clock to beat him to the checkered flag.

And finally, don't follow the lead boats across the line before the clock has reached 60 on the theory that only the lead driver will be disqualified. Only if the field is recalled will it be just the lead boat in the clock-jumping start that is axed from the heat. Remember, too, that a restart after a false start is it. Even if there is only one legal starter who has not jumped the gun, the race will continue and that driver will win. If all boats jump the clock at the restart, the heat will be eliminated entirely. So don't lose your race at the start by being over eager and don't expect to win unless you're there with the most stuff first. Remember that just to be up there on time isn't enough. You've got to be up there with all the coal poured on or you'll be left in a cloud of spray.

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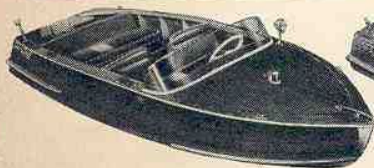
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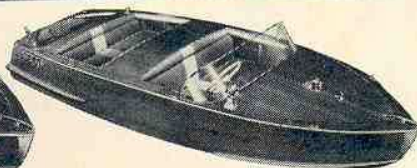
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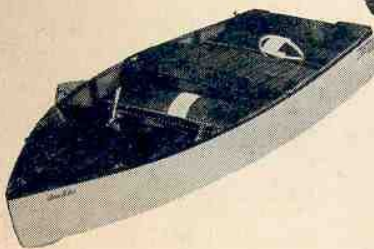
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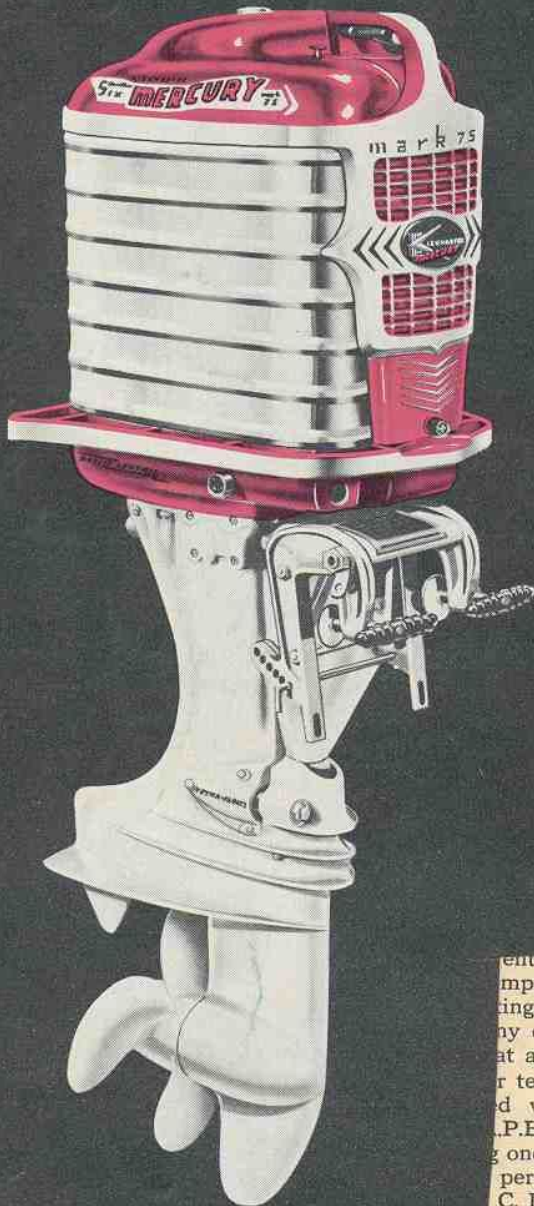
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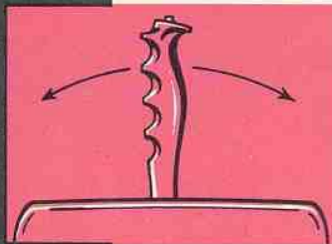
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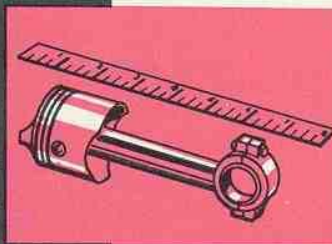


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