

JUNE 1957
35¢

OUTBOARD

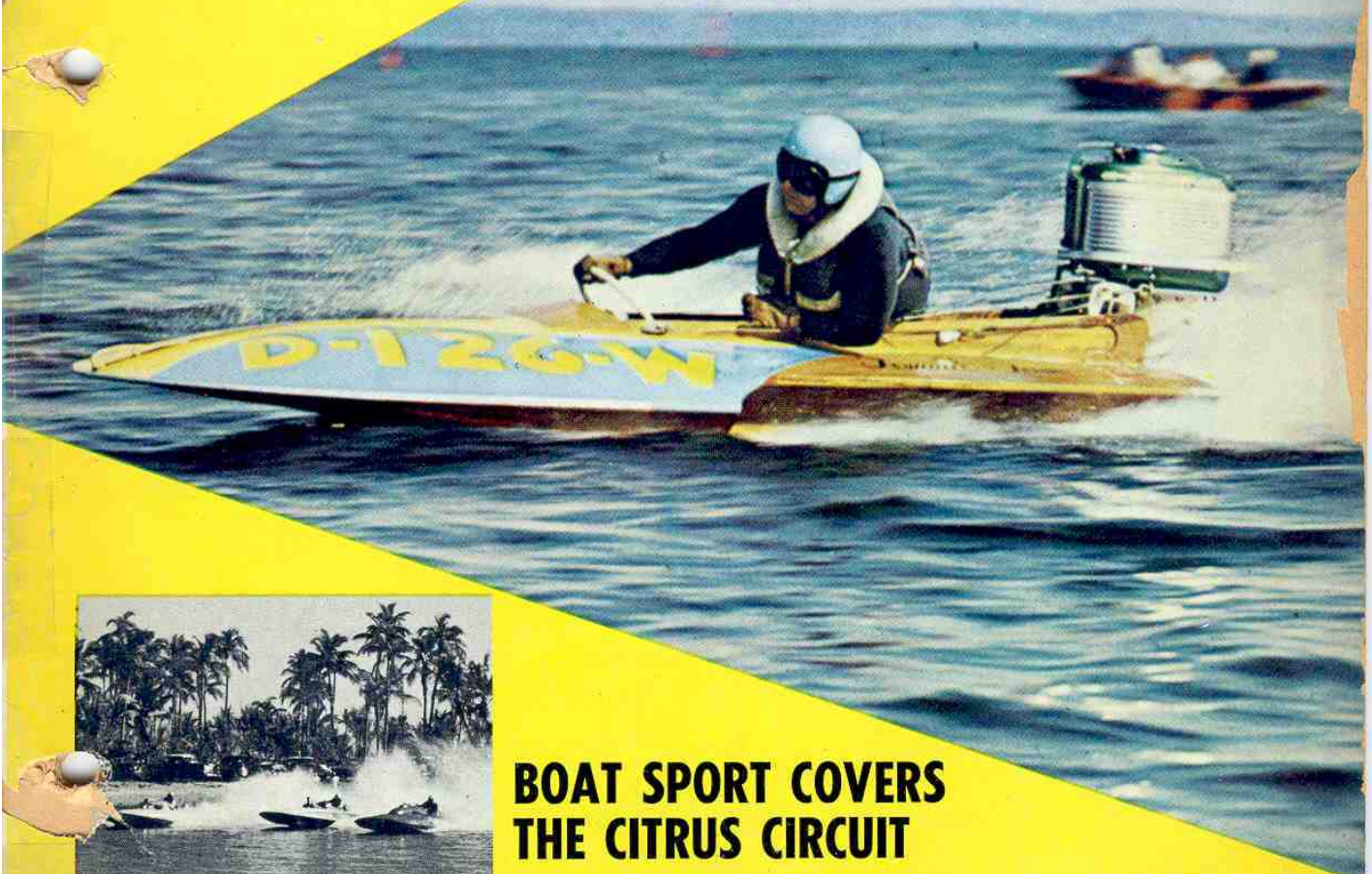
INBOARDS

BOAT SPORT

ANC



**RACES ARE
WON UNDERWATER**



**BOAT SPORT COVERS
THE CITRUS CIRCUIT**

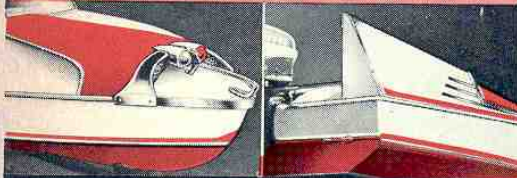
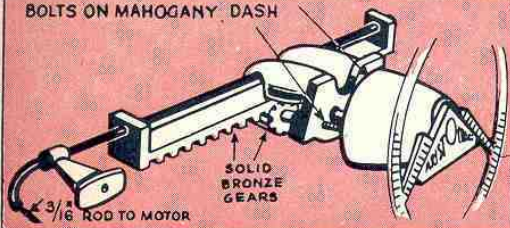
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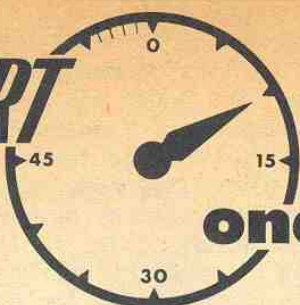
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BOATSPORT



one minute gun

GRAND NATIONAL MARATHON—Biggest news for the stock outboard marathoner is the interest of the Mennen Company in the long distance grinds. Mennen, which two years in a row sponsored the Around Manhattan Marathon, announced that it has reached agreement with APBA to sponsor an APBA-sanctioned Grand National Outboard Marathon. For 1957, the race will be limited to DU class winners of the 16 major marathons. The event, over a distance that will probably be 100 miles, has been tentatively dubbed the Mennen Century. Winner will earn the title of National APBA Marathon Champion.

This year the event will be conducted the week following the closed course Nationals, which, like the Marathon, will be run on Lake Quinsigamond, between Worcester and Shrewsbury, Mass. Dates for the Nationals, tentative: Aug. 15-18. Joint sponsors will be the Boston Globe and the South Shore Outboard Association.

The Grand National Marathon is slated for 10 laps over a 10-mile course. Mennen will pay all eligible participants' travel expenses, will post \$1000 in cash prizes, plus a \$250 gold cup for the winner. The DU Marathon Champion, in addition to his share of the prize money, which doubtless will

be parcelled out among the first four finishers, will also win an all-expense week's trip to Barbados for two.

Further, Mennen will take an active part in awarding prizes at most of the major marathons this season, as well as backing the 1000 Islands International Marathon, June 9, to the tune of \$5000 in merchandise prizes.



MARATHON OK'D: W.G. Mennen Jr. & L.V. Colson of Mennen; Guerin & McCune of the APBA.

single-engined three pointer will probably be driven by Bill Cantrell, with the twin-engined Gale VI slated for Lee Schoenith, son of the owner.

SEATTLE, WASH.—Aug. 10-11 is the date set by Seattle Yacht Club for the defense of its title to the APBA's coveted Gold Cup, to be vied for on Lake Washington. It is expected that more than 20 boats will eventually be slated for the event. The initial challenge was filed by Detroit Yacht Club on behalf of Joseph A. Schoenith's Gale V and Gale VI. Seattle filed its first defense entry for L. James Ausland's Miss Seattle, the rebuilt Slo-Mo-Shun V. Gale V won the Cup on Lake Washington in 1955. The

MIAMI—Feb. 16-17 witness the 44th running of the Biscayne Bay Regatta. Probably the most active participant was 135 Hydro class winner, Miami's Weldon Ropp, driver of Miami Belle. Twice Ropp went overboard to aid injured drivers during the events.

ATLANTA—Southeastern Boating Association announced 1957 officers: President, J. L. Floyd; Sec.-Treas., Mrs. J.L. Floyd, Atlanta; Vice-Pres. Zone I, Thomas L. Green, Birmingham; Vice-Pres. Zone II, S.W. Simmons, Savannah; Rules Comm., David L. Floyd.

ST. PETERSBURG — Feb. 9-10 were the dates of the 19th Southland Sweepstakes, sponsored by the St. Pete Yacht Club, over the permanently surveyed triangular mile and two-thirds course on Lake Maggiore. The Southland Sweepstakes Trophy, awarded for a 10-mile free-for-all, went to Bob Schroeder, Niagara Falls, N.Y., in his 266-c.i. hydro My Ambition, defeating runner-up Henry Lauterbach in the fast Wa Wa Too.

One inboard national title, for 91-c.i. hydros, was at stake. The first heat of the title event was won by Bert Davidson, Tampa, driving Porky. Referee Sam Crooks' Dragon Junior, driven by Alan Robinson, St. Pete, finished third in the first heat. However, in the second heat, helmed by Wayne Purdy, Dragon Junior took a first spot, and the 625 points garnered won the championship for once-prominent-racer Crooks.



Weldon Ropp in 135-c.i. Miami Belle

Other class winners at the event included Bill Yaeger, Warren, Pa., in his E Runabout Go-Devil; John Estes, Miami Beach, 44-c.i. winner in Ricochet; F.C. "Doc" Moor, Miami, 48-c.i. hydro, in Southernair IV; Weldon Ropp, 135 hydro, Miami Belle; 136 hydro, Walt Pierson, Baltimore, Lil' Barb; 266 hydro, Don Wilson, Detroit, Miss Pinky; 225, Henry Lauterbach, Portsmouth, Va., Wa Wa; 280, Joe Wolf, Reading, Pa., driving Charles Lloyd's Sin.

LAKE MAGGIORE echoed to the scream of alky-burning hydros three weeks later when the St. Petersburg Outboard Club sponsored the 5th Annual Sunshine City Regatta, posting a lush \$135-per-heat purse money, for a \$1600 total. Bud Wiget took the first event by helming his CSR DeSilva to straight-heat victories. A Hydro was captured by G.W. Taylor, Orlando; B Hydro, Bill Tenney, Crystal Beach, Minn.; C Racing Runabout, Homer Kincaid, Carbon Cliff, Ill. Wiget rounded out a fine day by taking both the C Hydro and F Hydro events.

For Bud any one of the C wins, Service or Racing Runabout or Racing Hydro, would have sewed up the Colonel Green trophy, emblematic of Florida Citrus Circuit alky domination for the winter months. This season points were scored at regattas held at Daytona Beach, Lake Alfred, Lakeland, Sanford, Miami, Punta Gorda, and St. Pete. The Green Trophy, awarded to the driver scoring most points in any one class at APBA-sanctioned winter events, was actually won three-times over by Wiget: the West Coast speedster scored not only first place but second and third places as well. The Concord, Cal., walnut rancher tallied 2625 points of a possible 2800 perfect first-point score in CSR; 2600 in CRR; and 2500 in C Hydro. Fourth in point standing, though second individually, was Bill Tenney, with 2350 in B Hydro and 2325 in C Hydro. To indicate how these two drivers dominated their competition, the third driver, sixth in point standing, was Ralph Dowling, Cleveland, with 1175 points in CRR.

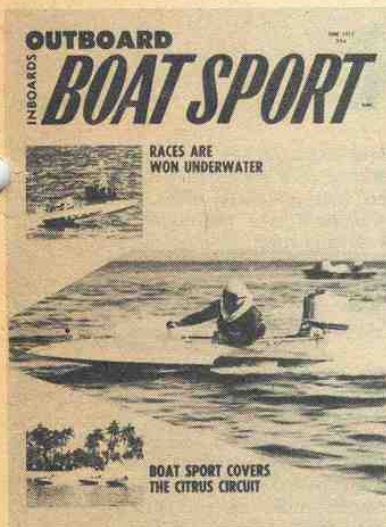
MC KEESPORT, PA., will be the scene of the alcohol-burning National Championships on Sept. 14-16, according to Jack Maypole, APBA Outboard Racing Commissioner.

CARLSBAD, CALIF, Mar. 3 — Ronnie Rima, Newport Beach stock outboard pilot, dominated this early season regatta, scoring class wins in CU and CSH. Most keenly contested events were BSH, with Dewey Pritchard, San Gabriel, topping 25 others, and ASH, in which Bob Parish, Bakersfield, beat out 20 contestants. Other class victors: AU, Ronnie Hill, Bellflower; BU, John Traver, San Bernardino; "36", Chuck Stanford, Buena Park; DU, Dave Hart, Temple City; and DSH, Ray Cordon, Cupertino, Calif.

CLEARWATER, FLA, Mar. 10 — The outboard and stock outboard regatta postponed from March 3 was raced March 10, with aggressive race promoter C.R. Watson, St. Pete, who had chairmanned the earlier alky events at St. Pete, winning top honors in CSR. G.W. Taylor, Orlando, won the only other scheduled alky-burner pair of heats with his CRR. Stock outboard honors were evenly divided: Chris Erneston, Jr., W. Palm Beach, won AU and ASH, and Skip Ritter, Hallendale, was the winner in BU and BSH.

BOAT SPORT
is published
**EVERY OTHER
MONTH**

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(Advertising closing date May 1)
OCTOBER 1957
On your newsstand Aug. 16
(Advertising closing date July 1)
DECEMBER 1957
On your newsstand Oct. 15
(Advertising closing date Aug. 30)



COVER STORY

THE BLACK-AND-WHITE PHOTOS on our cover this month portray outboard and inboard activity on the "Citrus Circuit." The upper photo shows Skip Ritter, BU winner at Miami Stock Outboard Regatta; the lower shows 266-c.i. hydro leaders enter the first turn at Haulover Beach Orange Bowl Regatta. The colorful hydro in action is taken from a Kiekhaefer Corp. Photo: Tam Krehl, Madison, Wis., is helming the Baycraft.

BOAT SPORT

BOAT SPORT

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RACES ARE WON

THE TECHNICAL EDITOR TELLS
HOW SLIGHT CHANGES IN PROP,
LOWER UNIT AND HULL DESIGN
CAN PRODUCE EXTRA MPH



A Kaminc wheel designed for a Mercury Mark 20H is given factory blade tip contouring.

UNDERWATER

By
Hank
Wieand
Bowman

DURING THE RECENT WINTER Grapefruit Circuit activities in Florida, records tumbled with abandon. First at Hollywood, Fla., then at Lake Alfred and Lake Hollingsworth, alcohol burners and stocks alike established a dozen or more new marks. Some of these never had a chance to enter the record books before they had been topped, but when the mid-winter rooster tail spray had finally receded, six new alcohol-burning record competition speeds, two new stock competition marks and a new stock mile straightaway speed appeared in fairly good shape to enter the record books.

Each of these new marks was won underwater. In no instance had a new powerhead or even a major modification in an established powerhead design been responsible for the increased speeds. What had added the necessary oomph were three factors, none of which was evident to the casual spectator. Hull designs had been improved and certainly accounted for at least two of the new marks. Though in no instance was an entirely new lower-unit design being used, experimentation with units and their set-up had also had its effect. Extremely important were new propeller designs and further modification of already proved propellers.

Naturally you are more interested in how you can apply these new speed attainments to the betterment of your own boat's performance than in trying to memorize a lot of facts and numbers indicative of the various class mile-per-hour performances. The mph results, of course, are important to you only insofar as you can use them for comparison when conducting your own pre-race tests. Be forewarned immediately that there is no easy formula for attaining championship speed. You'll get it only through hard work and exhaustive testing.

As an example of this, youthful Eddie "Tiger" Petrini, who averaged 27.784 mph through a mile trap at Elizabeth City, N. C., last fall in his tiny Mercury Mark 5-powered Sid-Craft JU, didn't find this record-breaking speed easily. Once Tiger and his father had their little 7.5-cubic-inch powerplant tuned to perfection, prop, hull and motor set-up received their attention. Literally weeks of testing went into boosting the tiny rig from a maximum speed of 24 mph to a shade over 28 mph. Some days of experimentation

appeared to be complete losses. After forty-some recorded runs in one day's checking of a modified propeller, Eddie and his father realized that a nearly eight hour straight stretch of work had resulted in a net loss of one mph. However, even this was important, because it indicated a wrong approach.

What I'm saying bluntly is, that no one can give you those precious few added miles or fractions of miles per hour; all anyone can do is clue you a bit as to how to go about finding them.

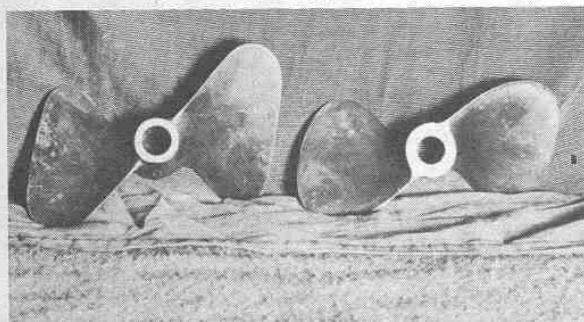
Johnny Schubert, for example, who several years ago held the B Stock Hydro competition record, had bought a brand new three-point hull. Johnny later set a record in this Jacoby hull, but not until he had discovered through exhaustive experimenting a formula that gained him nearly 4 mph. Where did it come from? In this case, Johnny, after trying every combination of propellers, transom heights and motor angles, finally went to work on the hull itself: that is, the part of the hull that is under water. After days of experimenting he found that by adding a certain number of inches (which Johnny kept a fairly close secret) to the air traps on his three pointer, he got greater lift and lessened water drag. Suddenly the Jacoby really began to fly.

I've had a number of letters asking me, "Shall I remove the air traps from my boat?" or "When my hydro was delivered it had two set of air traps, a long set and a short set. Which set shall I use?" Frankly I can't give the answer to that. Obviously the boat builder couldn't either or he wouldn't have supplied two different sets. Certain hulls in rough water conditions perform with greater speed with the air traps entirely removed. Others need them under any conditions.

Air traps, incidentally, may take several forms, but they are all designed to perform the same job. The traps are runners, sometimes rectangular in shape, other times wedge-shaped, that extend aft from the trailing edge of the sponsons of three-point hydros. These runners or wedges serve to trap the air flow passing down between the sponsons and funnel it on like a cushion sternward in a reason-



Contrasting two lower units made for same model motor: unit at right has different water intake; deeper skeg permits higher transom mounting.



Two stock racing wheels designed for the same class and type boat by different makers show how much props of major manufacturers can differ.

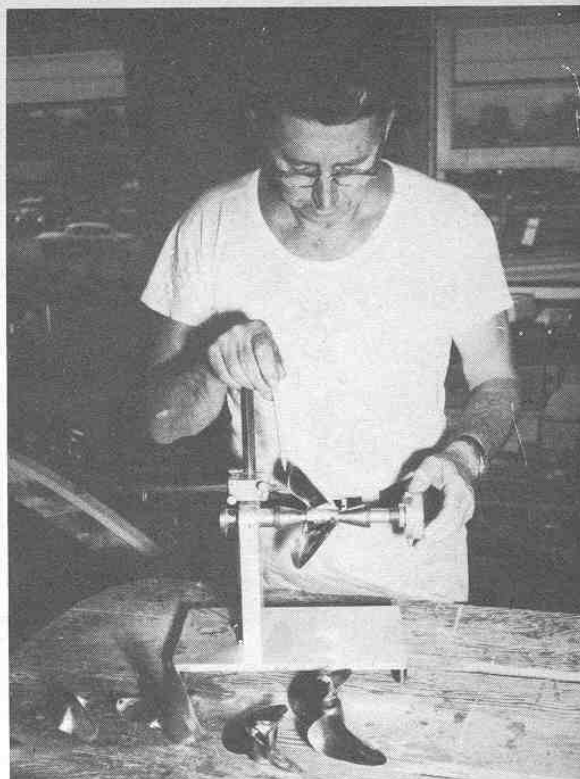
ply direct route toward the after planing surface. In theory at least, the traps also prevent a flow of water or trailing wake caused by the sponsons from wetting down the mid-section planing surface of the underskin of the hull and adding slow-down friction. The air trapped between the two runners offers added lift to hoist the stern higher in the water and shift the center of gravity forward to the sponsons. Depending upon their length, their location and their configuration, they can do this job reasonably well, very efficiently or not at all.

A boat builder, assuming that he has created a well-performing hull, still, in designing the hull, realizes that it will be driven by racers of varying weight, with a variety of different driving techniques and differences in riding habits. When he puts air traps on his boat (and this is a commonplace practice with three- and four-point suspension hulls) he does much what the motor manufacturer of a pleasure outboard motor does when he sells his motor equipped with a standard propeller. His air traps are designed for the best riding qualities of that boat under what he considers will be an *average* set of conditions.

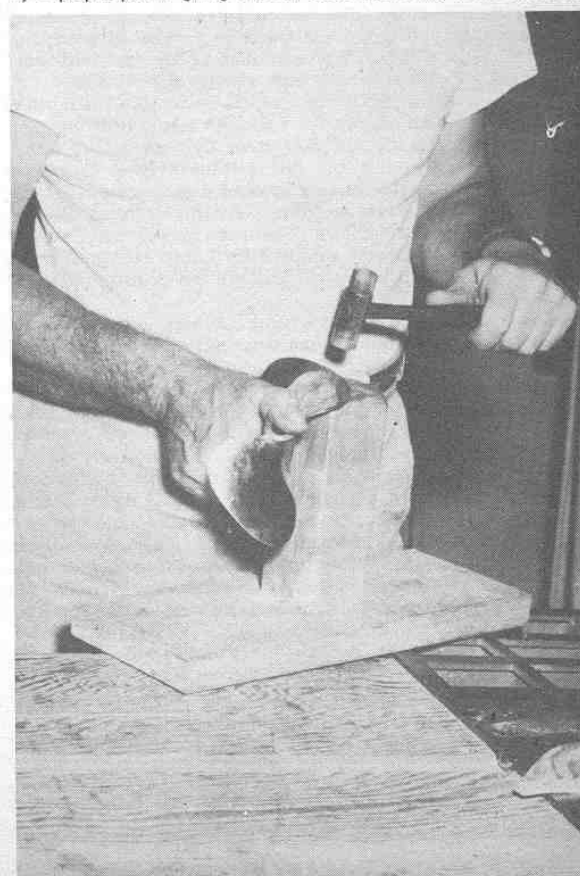
The driver who consistently wins races doesn't consider himself average. He'll make a careful study of the way the hull performs under his particular helming technique. If, after he's set up for competition with what he considers is the best transom height, motor tilt angle and propeller for a given day and a given set of water conditions, the boat should seem overly flighty or sluggish and mushing, he may be able to improve its riding characteristics by modifying the air traps. On rough water with certain hull designs, some drivers have found they can remove the traps entirely to advantage. Others cannot. Only experimentation with your particular set-up will prove what is best.

A driver who is going to win races must not only learn how to get the ultimate out of his own equipment but by observation he should make a study of the performance of the other equipment in the classes in which he is competing.

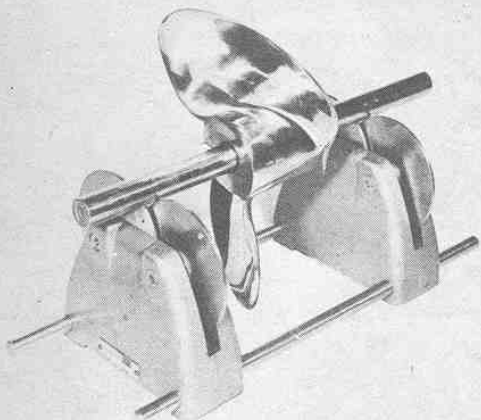
It should go without saying that any intelligent driver will set out to learn as much about the driving habits of his opponents as a baseball catcher and pitcher will about



In checking that the blades of a propeller have matching contours, a propeller indicator is valuable. Below: A rawhide mallet is used here by a prop expert in giving a bit of added contouring to the blade tips.



Races Are Won Underwater continued



Prop balance is checked on an instrument by Crown Industrial Products.

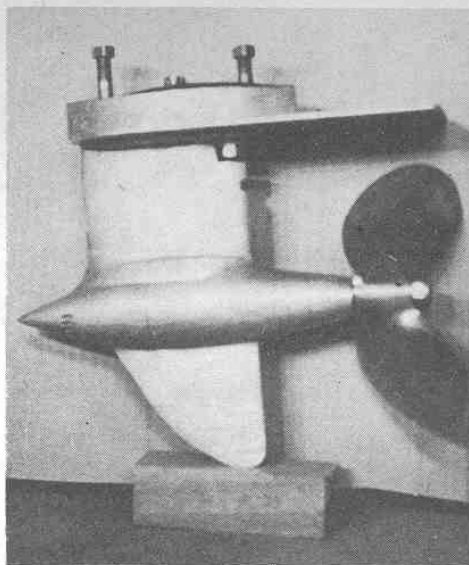
the batting characteristics and habits of their principal opponents. Just a word on this, and perhaps you can see how it will pay you dividends. If you've made a study of your competitors' driving styles, you'll know that Driver A may be the type of racer who can be bluffed in a corner. Racing against that sort of individual you can take advantage of openings that you might not be able to take advantage of with Driver B, who won't give an inch under any conditions, or Driver C, who is erratic and wholly unpredictable.

You may notice that certain racers going into the corners will make a quick survey to check the location of close-at-hand competition. Others may steer through a corner, not looking to right or left, but just getting themselves around the buoys. Be careful of this kind of a guy, because you'll have to do all of the avoiding. Without carrying this on much further, you should be able to see its value and realize that a mental picture of competitors' habits can both make for safety and help you when you are trying to move up in the pack.

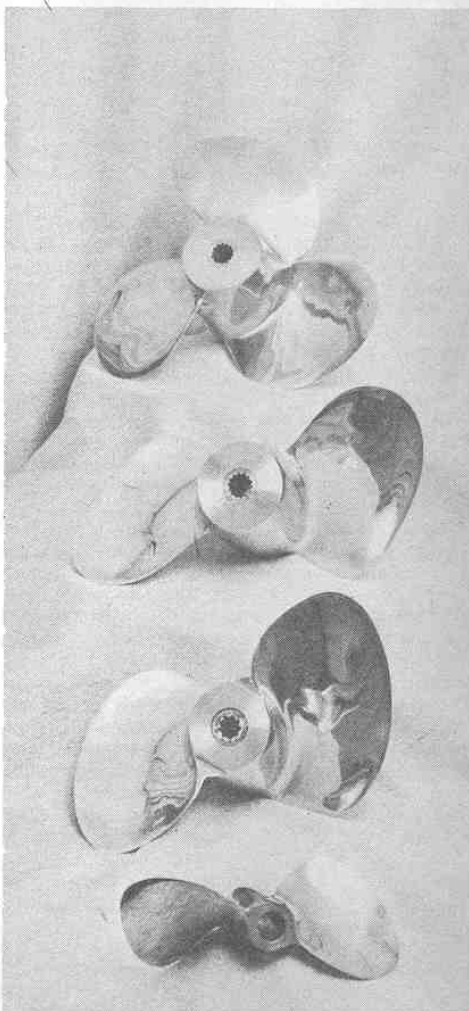
However, equally as important, perhaps even more so, is a knowledge of the handling characteristics of your opponents' boats. Recently Sid-Craft, a long-time producer of successful runabouts, introduced a new hydroplane. The bottom design of the hull differs considerably from other three pointers in competition. The hull is definitely a chine rider. The sponsons are wide spread, with relatively narrow planing surfaces. A characteristic of this hull in cornering is to throw outward a terrific spray of solid water. Naturally this is rough on any competitor trying to go around the outside. With a knowledge of this, the smart driver will try to take the Sid on the inside of a corner or hold off until he gets a chance on the straightaway. Without this knowledge, the unwary may find himself washed out in the corner.

Certain runabouts, though quick as a goose on the straightaways, have a tendency to cross up if cornered too hard. With a knowledge of which ones have this spin-out tendency, it would seem wise not to barrel into a turn boxed in behind a boat of this design in a position where the odds are you may clobber the boat broadside or have to do some fancy backing off and ducking, which is bound to lose you a few positions. The handling characteristics of these hulls are going to be determined by their underwater designs.

(Continued on Page 30)



The new Blakney Champion Hot Rod unit with adapter for use on a Johnson SR. Claims are made that it adds 3 to 4 mph over the original SR unit. It utilizes a 14:19 gear ratio.



These widely-differing wheels are all designed for 40-hp Mercury motors. Kaminc wheel at bottom is for Mark 40H. The others are low- and high-pitch utility propellers.



Dear Hank:

TECHNICAL QUESTIONS ANSWERED BY HANK WIEAND BOWMAN

QUESTION: I have a 25-hp Evinrude motor and I'm looking forward to buying a Speedliner CU stock runabout. Its weight is 180 lbs. Do you think this is a good racing outfit for "36" class?
—Joel Johnson, Aurora, Ill.

ANSWER: The CU Speedliner will make an excellent boat for you in "36" class. Incidentally, the five-mile competition mark is held by a Speedliner. Keep in mind that you and the hull together must weight a minimum of 435 lbs.

QUESTION: I would like to try a 5 or 10% fuel additive mixture in my KR. Where can I purchase Nitro and what do I ask for?

I built a KR-Pumper from your article in 1954 season. Then the Mercurys started really passing me up. I am converting to a Quicksilver lower unit. What should I expect? Any more speed to speak of, and acceleration? Could you suggest a good prop as a starter?
—Tom Mabry Jr., St. Simons Isl., Ga.

ANSWER: As concerns purchase of Nitro, you may obtain it from Christopher Bros., 12800 Eaton Ave., Detroit 27, Mich., or St. Louis Solvents and Chemical Co., 4470 Duncan Ave., St. Louis 10, Mo. You should ask for nitromethane, which in gallon lots sells at about \$3.00 a gallon, including the cost of the container.

Regarding your use of a Mercury Quicksilver unit on a KR pumper engine, you can certainly expect better performance than you had obtained from your original unit. How much more speed, of course, will depend upon a tremendous number of variables.

As to a prop, I would suggest as a starter that you try a Kaminc 48-26012. However, this is just a starting point, and the proper wheel, of course, is going to depend on the horsepower your KR is developing, the type of boat you are running it on, your own weight, the condition of the boat, and many other factors.

QUESTION: I am an outboard driver in Classes A and B Division IV Modified, and am having something of a fuel problem obtaining blended fuel locally. Can you recommend a good workable mix of alkyl fuel I can blend myself? I run full modified Merc motors.

—Harold D. Morris, Kansas City, Mo.

ANSWER: I would suggest the following as a workable fuel mixture:

- 4 gallons methanol
- 1 quart benzol
- 1 quart nitromethane
- 10 c. c. acetone
- 5 pints castor oil

For further information on racing fuels, I can suggest my own *Encyclopedia of Outboard Motorboating*, published by A. S. Barnes, 232 Madison Ave., New York 16. The book is priced at \$5.75 and covers racing fuels completely, including lists of suppliers of components. The book may be ordered through any bookstore.

QUESTION: How can I modify a 1955 25-hp Evinrude motor to get a 300-500 rpm increase? I'm not too much interested in more power, just

greater rpm, regardless of the work or parts involved. I would also like to know what speed prop would be the best to use for maximum speed. The boat is a 13½-ft. runabout.

—Jack Dzaman, Calgary, Alberta, Canada

ANSWER: I would suggest you try a Michigan two-blade 10" x 15" #AJC461.

The easiest way to get a bit more speed from your 25-horse Evinrude, since you don't mind buying parts, is to pick up a 1956 fuel intake plate with the larger leaf valves, plus 1956-model block, head and piston assemblies. New heads and pistons will offer you 6:1 rather than 5:1 compression ratio with different contouring and porting alterations and will also give you the added speed you are looking for.

QUESTION: I have need for a plastic pitch block to allow constant checks on the wheels we are using for Stock AU and BU rigs.

—Mark Tillotson, no address

ANSWER: You can buy plastic pitch blocks custom cast to fit your own props from Gene Aubry, 19989 Berg Rd., Detroit 19, Mich. These can be designed to match any hammered contours you may have added to standard wheels.

You can buy pitch blocks similar to that pictured on the February cover of *BOAT SPORT* from Standard Boat and Motor Co., Foot of Poplar St., St. Louis 2, Mo. They can supply either right- or left-hand propellers from 8" to 16" pitch.

QUESTION: I own a 13½-ft. Whirlwind runabout with a Merc Mark 30. I am anticipating getting a Quicksilver lower unit for it. My transom is about 15½ inches high. How can I run the Quicksilver unit on it without cutting it out? I plan to switch the lower units on and off, but the Quicksilver 13-inch transom must be adaptable to the 17½- or 18-inch transom with which I usually run the standard unit.

—Werner Koehler, Croydon, Pa.

ANSWER: I would suggest that you cut away your transom to 13 inches, and then, using four sections of angle iron, bolt them in pairs to the transom to serve as guides and braces for a 4½-inch shim. Drill the shim in several spots on either side to match the angle-iron guides, and when you make your switchover from the Quickie to the standard unit, secure the shim in place with several bolts with wing nuts. Then you can add additional ¼- or ½-inch shims as you find it necessary.

I suggest that on the Quicksilver you try a Kaminc 12" or 14" #48-25845 as a starter, and try 14 inches with the third tilt pin hole as a beginning point.

QUESTION: I have a 20-cu. in. 1954 Evinrude and am interested in racing for fun. I spent a winter speed-tuning it and got good results last summer. Is there any commercial racing lower unit for this motor, or any unit that can be adapted to the motor without too much expense?

—Ken Sulkowski, Mt. Clemens, Mich.

ANSWER: I suggest that you contact Randolph Hubbell, 2511 N. Rosemead Blvd., El Monte, Calif., and get his recommendations on this. Hubbell has available several combinations that should be of interest to you. He manufactures a racing lower unit designed especially for Johnson and Evinrude 25-hp motors, which would add as much as 9 mph to top speed. The units, including an adaptor plate and a special driveshaft, which can be installed on your own 25 in 10 or 15 minutes' time, list at \$155 for a new lower unit, or, for a used racing unit, at \$115. He also offers a similar kit which, instead of having a 13:19 gear ratio, is built up from a Mercury Class D Quicksilver lower unit of 1:1 ratio. This sells for \$135.

QUESTION: Last summer I built a three-point hydro and bought a Class B motor (Merc KG7-H). I started out with a 16-inch transom. This set-up caused the motor to lose its bite, so I cut the transom down to 14½ inches and started to test it with ¼-inch shims. Well, the steering let go one day and I ended up with a hole in the side, thus ending the testing for that year.

I would like to know three things: Approximately what would be the best transom height; I have fiberglass on the bottom—can I still race with this; is a 4x8 fin big enough to give good control?

—Donald Lincoln, So. Hamilton, Mass.

ANSWER: Without knowing the weight of your hydro, your own weight, the boat design, etc., I couldn't hazard a guess as to the best transom height for your boat. Nothing in the rules would prevent you from racing with a fiberglass bottom, though it's probably added a lot of weight that will cut your performance. A fin the size you mention should offer good control.

Unfortunately, the model motor you mention won't give you competition performance under today's conditions. I would suggest you trade it in for a Merc 20H.

QUESTION: I have read about four-point hydros in *BOAT SPORT* and have wondered if the four-point with offset cockpit has ever proved to be a winner. It seems to me that with an offset cockpit the hydro would not ride and handle well on the straightaway.

If any four-point hydros are made at present, will you tell me who produces them?

—Robert Shibles, No. Berwick, Maine

ANSWER: The four-pointer with offset cockpit you refer to was the Lahti, which apparently never went much beyond the experimental stage. I don't think the offset cockpit would necessarily affect handling characteristics on the straightaway, for the driver uses his body for balance anyway, but I can see no particular advantage to the design.

As to four-point hydros, Baycraft (Baycraft Sales Ltd., 729 Walker Ave., Oakland, Calif.) has recently introduced one, and a number of these have been competing with success in A.P.B.A. Region 2.

Should An Aluminum Boat Be Painted?



OUTDOORS with the OUTBOARDS

THE CURRENT POPULARITY of aluminum outboard boats has created a situation which worries the editors of *BOAT SPORT*. Briefly stated, the problem is that many an inexperienced purchaser of an aluminum boat is unduly neglecting his craft because he has heard that aluminum is virtually indestructible and does not require paint maintenance.

This is a fallacy. As durable as the aluminum boat may be, it still needs the same basic care that is lavished on other boats.

To throw some much-needed light on the subject, we asked R. J. Eckart, vice president and director of research of the C. A. Woolsey Paint and Color Co., Inc., for information and advice that we could pass along to you.

First, however, let's take a look at the typical aluminum boat. Pure aluminum is never found in its construction. Instead, an aluminum alloy is employed. While alloys have been developed during the past 20 years that, compared to pure aluminum, do a remarkable job of resisting oxidation and corrosion, even further resistance is desirable if aluminum boats are to stand up as well as those constructed of other materials. This resistance is provided at the factory by an anodic treatment that densely coats the surfaces with aluminum oxide to guard against weather and wear. As long as this treatment remains intact, it is effective; but if left unprotected it will eventually wear off, especially if the boat is frequently beached or hauled on a trailer. For this reason, it is advisable to paint the boat and

to keep it properly painted.

According to Eckart, the need for proper surface preparation prior to painting is as important as the paint job itself. The surface should be thoroughly dry and clean. Especially should it be free of all oil, grease and slime. If any powdery aluminum oxide (whitish rust) is present, sandpaper the surface thoroughly and wipe it clean with a solvent.

Most aluminum boats are operated either in salt water for short periods, with frequent haul-outs and wash-downs, or in fresh water. In such service, there is only slight need for guarding against corrosion and fouling. This simplifies the painting problem. In general, the procedure is as follows:

Above the water line—on the topsides, deck and interior—apply a coat of bare-metal primer and one or two coats of conventional marine paint in any desired color.

Below the water line, apply a coat of bare-metal primer, two coats of an anti-corrosive barrier paint and a finish coat of racing bottom paint. The latter is a hard finish that has no anti-fouling properties.

If an anti-fouling bottom paint is preferred, four coats of the anti-corrosive barrier paint should be applied. This effectively insulates the aluminum from the copper which is present in the anti-fouling bottom paint. It is necessary, especially when the boat is used in brackish or salt water, because of a phenomenon called electrolysis.

Electrolysis is the disintegration, cor-

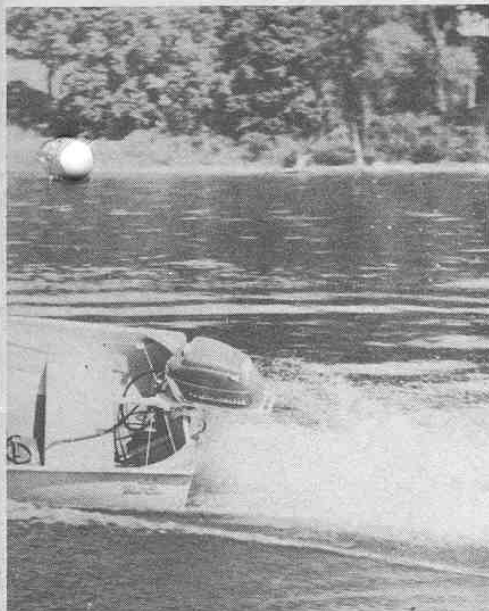
rosion or gradual eating away of a surface when an electric current is present. In this case, the current is supplied by galvanic action: the aluminum, copper and water form a wet cell. Since aluminum is "less noble" than copper, the aluminum surface is the one that is eaten away.

If, instead of being frequently hauled out, the boat is to be left for any length of time in salt or brackish water, anti-fouling bottom paint should certainly be used. Employ the six-coat system just described—a coat of bare-metal primer, four coats of anti-corrosive barrier paint and a final coat of the copper-bearing finish. The topsides, deck and interior should also be specially protected by applying two coats of anti-corrosive barrier paint between the bare-metal primer and the conventional marine paint.

BEFORE REFINISHING an aluminum boat that has been previously painted, examine the surface. If it is in good condition, refinish above the water line simply by touching up any bare, scraped or abraded spots with a coat of zinc-chromate primer, and then applying an over-all coat of marine paint in the color desired. Refinish below the water line by applying two touch-up coats to the bad spots, then an over-all coat of the primer, and finally a coat of bottom paint.

If the surface is in poor condition, removal of the old finish is recommended. Use a paint remover for this purpose and then carefully clean the

BOAT SPORT



By John Kingdon

surface with a solvent. From that point, continue just as if the boat had never been painted before, following the procedure described earlier.

Whether the interior has been previously painted or not, you will probably want to apply a non-skid finish to the surfaces on which you walk. This is easily done after the surfaces have first been properly prepared and primed. Simply add a non-skid compound to the final coat. The degree of anti-slip can be controlled by varying the coarseness of the mixture. Non-skid compounds have no appreciable effect on the appearance of the color of the final coat selected.

AFTER YOUR BOAT is painted and in use, protect the finish by keeping it clean. A spick-and-span paint job will last much longer and look much better than one that is ignored.

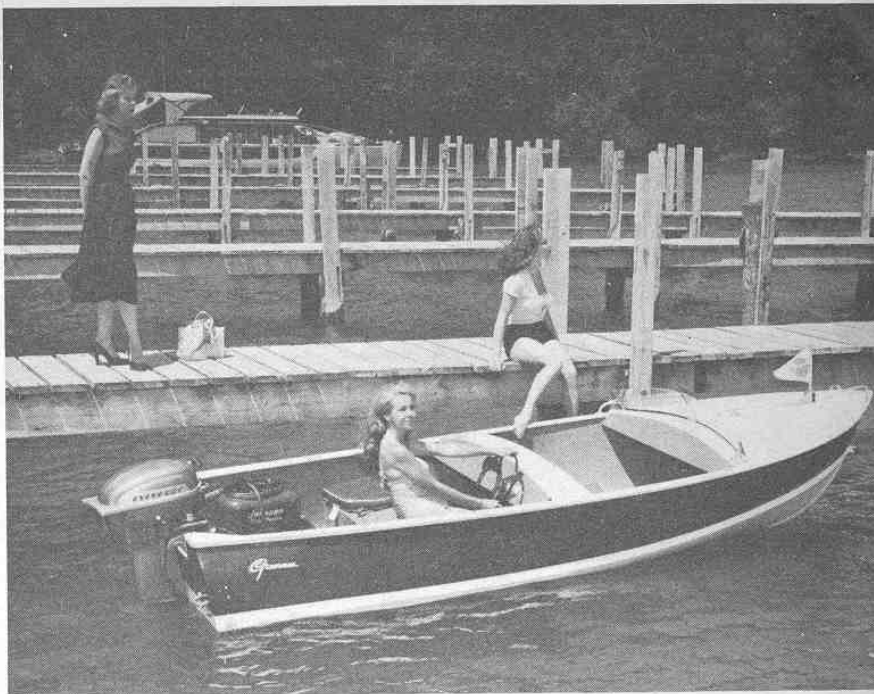
Hose down the hull with fresh water at every opportunity, particularly when she comes in covered with spray after a hard run in salt water.

Bright and early each morning, wipe off the little drops of dew that form on the deck and in the cockpit during the night. A chamois is best for this purpose.

Wash down the topsides occasionally with a sponge and mild soap. Obstinate stains from harbor dirt may require the use of a scrub brush and a household cleanser. Follow this up with a fresh-water rinsing.

Finally, keep sand and dirt off both the deck and the cockpit flooring as much as possible.

BOAT SPORT



Above, left: Gay three-tone paint job enhances the appearance of this 12-foot Sky Rider aluminum runabout. Above: Grumman Deluxe Runabout, a 14½-footer with a handsome two-tone finish. Under the surface paint, anodizing and zinc-chromate primer protect the aluminum from corrosion.

PAINTING DOs and DONTs

- Read and follow the directions on the can—the manufacturer knows by experience the best way to use his product.
- Always stir the paint thoroughly before applying it.
- Use only the thinner recommended by the manufacturer.
- Don't paint on cold or wet days. Even slight dampness on the surface prevents finishes from adhering properly. The ideal surface is one between 60° and 85° F.
- Use good quality brushes and keep them clean.
- Spread the paint out over the surface. Two thin coats will outlast one heavy coat.
- To prevent runs and splatters from spoiling newly-finished surfaces, always work from the top down.
- Never mix the paints of different manufacturers—their formulas may not agree.



Natural finish, shown here, lasts in fresh water, but causes trouble in salt water, so Aluma-Craft offers this 14-footer, with optional forward deck, in three color combinations as well.

BOAT SPORT
covers

THE RACING SCENE



Boats roar away from Pelican Harbor Yacht Club for the start of the U.I.M. Nine-Hour Marathon.



Bud Wiget all but cinched Colonel Green Trophy honors by copping CSR events on Blue Lagoon.

A portion of the racing field at the Miami Mid-Winter Outboard Regatta on the Tamiami Canal.



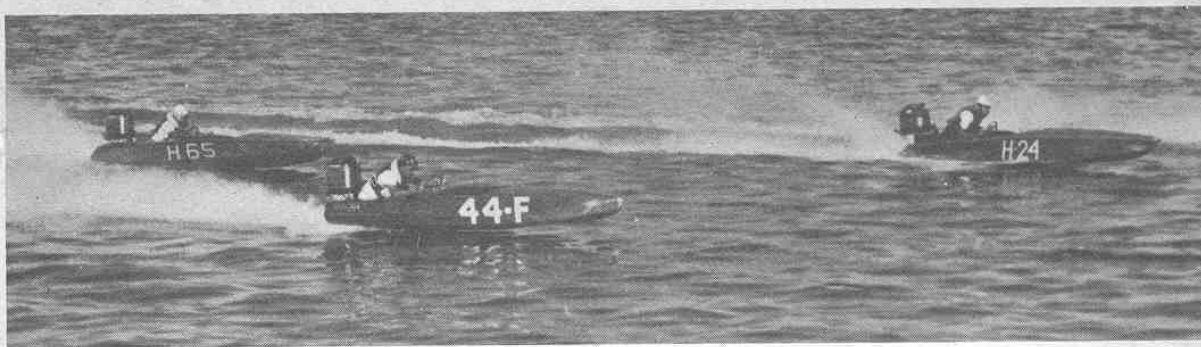
ORANGE BOWL REGATTA

THE FIRST OFFICIAL RACE on the stock outboarders' 1957 calendar was staged on New Year's Day at Haulover Beach, Miami. This regatta originally had been planned as the last race of 1956, but rough weather had caused a three-day postponement. Despite this delay, the program attracted a record Orange Bowl field of 166 stock outboard entries in six classes. This kick-off proved to be a good omen for the Citrus Circuit, which in the dozen or more detachable motor regattas to date was replete with hot action and well-filled class fields at gasoline and alkie-burner events alike.

At the Orange Bowl windup, Floridians were out in force, outnumbering out-of-staters nearly two to one. But Northlander Don Pontius, Hummels Wharf, Pa., took the measure of thirty other ASH drivers, merging an elimination heat win and second spot in the final heat to take overall top honors in the day's opener for the 15-c.i. shingle jockeys. Pontius' toughest competition came from Bob Hering, Sheboygan, Wisc., who took a third to Pontius in the first elimination event but took the Pennsylvanian's measure at the tape in a thriller finish to the final heat.

Pontius, who had planned to compete in four classes, failed to qualify for the final in BU runabouts when he encountered motor difficulty in the initial canto and was forced from competition in an elimination heat, which

BOAT SPORT

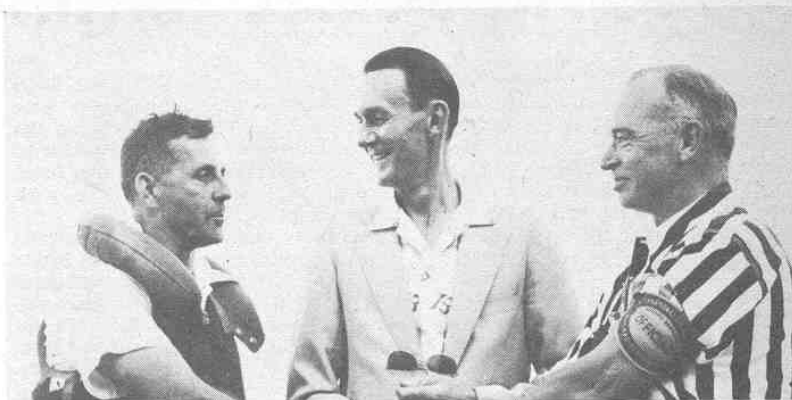


Edward Bonet leads Stu Gray (in 44-F) and Jose Acebo in one of the International DU heats.

THE CITRUS CIRCUIT BEGINS; COMPLETE ON-THE-SPOT PHOTOGRAPHS AND REPORTS

By Blake Gilpin

Photos: Blake Gilpin, Jim Moore;
Chris Hansen, Miami Beach News
Bureau, City of Miami News Bureau



Henry Lauterbach (left), Governor's Cup winner, is congratulated by the Earl of Ranfurly, the Governor of the Bahamas (center), and APBA Prexy Don Guerin. Below: Chris Erneston, Jr., in his homemade AU hull, leads field at Miami's Atlantic Regatta. He racked up a perfect score.

was won by Charlie Lovelace, Tampa. The initial BU event, however, had brought together a number of the country's best gas-burner helmsmen, including national high-point champion Don Baldaccini, Miami; Chris Erneston, Jr., West Palm Beach; and Bill "Skip" Ritter of Hallendale, Fla. Ritter won his elimination, with Baldaccini second and Erneston third. In the final event for BU's, Erneston took the checker, with Lovelace second and Ritter third. In final point standing, Lovelace emerged race victor.

Don Pontius, despite his B class problems, went on to take straight heats in DU to round out a better-than-average Florida vacation campaign. Pontius hit the cash brackets again in AU to wind up a busy day, though in this latter class the best he was able to do was to merge a fourth in his elimination heat and third in the final for overall fourth position in points. Charlie Lovelace, who already had the BU scalps under his belt, took AU in straight heats, beating out Chris Erneston, who finished overall second, and Dion Arrigoni, Durham, Conn., college student, who won his elimination but made a mid-pack start in the final to eke out a fourth after a display of hard driving.

Lovelace, in copping the AU event, toppled such other well-known competitors as Don Baldaccini, Al Bligh of Yreka, Calif., and Skip Ritter.

In B Stock Hydro, Jim Coulbourn, Burlington, N. J., who at fifty-two is





Start of C Racing Runabouts at Blue Lagoon shows Bud Wiget in C-10, who moved on to win. Ralph Dowling (S-2) was second and Tom Small (W-10) third.

RACING SCENE continued

a veteran of nearly two decades of combined alcohol and stock racing competition, was making his first start on the Florida circuit in a hydro. Coulbourn has for a number of years had the B Utility Floridian field pretty much under his wing; in fact, for three years straight he trailered down to Florida to establish new five-mile competition records for BU class during the Citrus events. Recently the mellowing restaurant owner has given up the bronco busting runabouts in favor of the smoother ride offered by the hydros.

At the five-minute gun Jim helmed onto the course a new Sid-Craft three pointer, a hull that was an unknown quantity in the Florida circuits. However, despite thirty other entrants in

the better-known Sunshine State Swift and Charlton designs eager to toss rooster tails in his face, Jim won the first elimination heat, and tangled with the best qualifiers from two other heats to come out on top in the finals, with a perfect point score to boot.

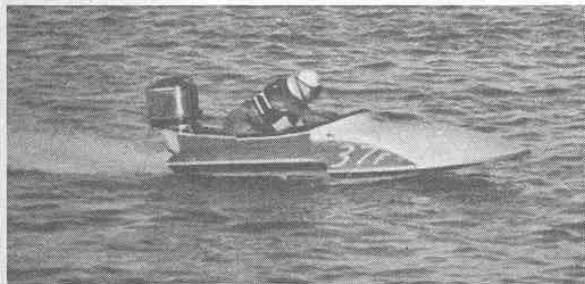
Another oddity, aside from the startling performance he put on in his new Sid, was the fact that Coulbourn, unlike the bulk of his competitors, who were powering their rigs with Champion Hot Rods, had stuck to the Mercury Mark 20H. A look of baffled disbelief was on the faces of more than a few BSH competitors who decided on the spot that the gold-painted Kiekhaefer product still had plenty of zing with the right guy at the reins. Coulbourn's three pointer came in for more

than casual inspection and at least one driver, Charlie Lovelace, put in a hurried order for one of the Uretsky-Starego designs before the last rooster tail had died on the course.

In the final event of the day, considerable interest was focused on Carlo Pagliano, European D Hydro champion and world's D Stock straightaway record holder, as well as on his Milan teammate Paolo Mora. Pagliano, who invaded the United States for the second year in a row, was destined to return home again without top honors. In late 1955 the Italian had been painfully burned during the Nine Hour Endurance event, drove at a considerable handicap and yet finished runner-up in the 40-cubic-inch four-cylinder class. This year, though the driver was



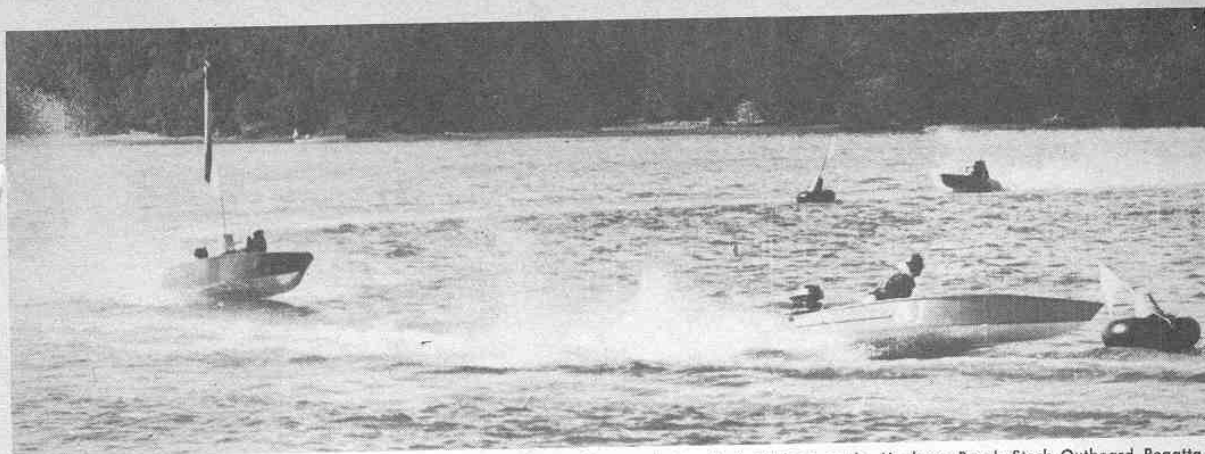
Three of the Atlantic Regatta winners, Stu Gray in DU, Skip Ritter in BU, and Chris Erneston, Jr., AU, congratulate each other after events.



Dutch Stossel, of Riviera Beach, Fla., rides home to victory in DSH. Stossel parlayed his win by taking straight heats in the "36" class.



Jim Coulbourn proved that the 20H Mercurys remain at the top in B Stock Hydro competition, setting a new 52.448 mph record with his Sid-Craft.



Action in the turn during final DU heat at the Haulover Beach Stock Outboard Regatta.

in perfect physical condition, Pagliano's motor was ailing during pre-race tests. Shortly before Carlo's scheduled heat, Don Pontius offered the Italian the Mercury that had powered him to heat wins in the DU events.

Eliminations were called for because of the size of the DSH field. Though Pagliano wasn't listed for the first qualifying round, the heat still had an international flavor, with Joe Acebo representing Cuba and Paolo Mora Italy. A Miamian, Stu Gray, who for several years has been campaigning BU's and DSH's, seems to have found the winning combinations in the D classes. The local driver romped home with an easy victory, tailed not too closely by Howard Kowalski, Ossining, N. Y., with Mora third, followed by Sam Webster of Bellefontaine, Ohio, Acebo, and C. W. Bateman, Aiken, S.C. The second elimination heat was a real scorcher, with the closest action between Jack Jerome of Savannah, Ga., and Pagliano. These two changed positions four times during the five miles, with the Georgian nosing out the Italian champion in the last turn.

In the final heat, which saw eleven of the big screaming saucer-shaped three-pointers hit the line almost in unison, Gray bounced quickly out into a lead. It looked as though a local driver would finally crash through into the win brackets, for Gray was smoking and down the backstretch extended

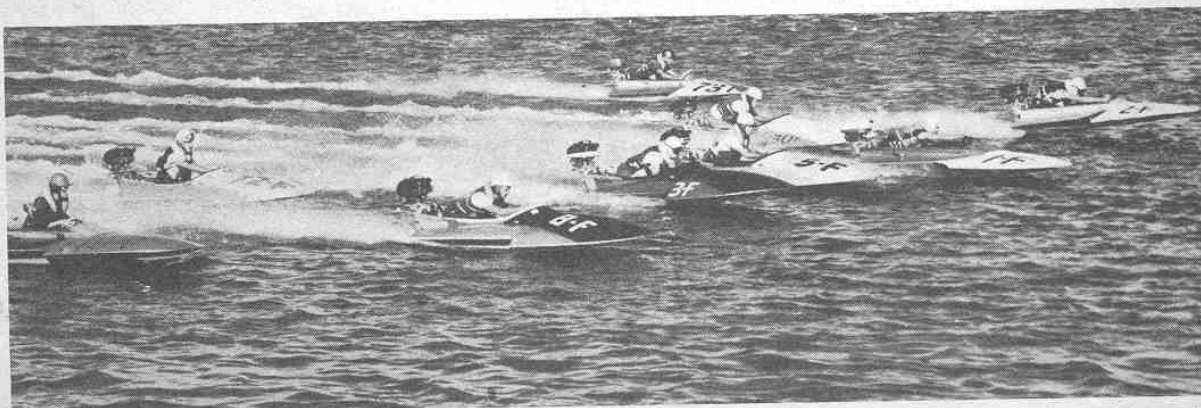
(Continued on Page 33)



Charlie Lovelace set a new APBA Class A record of 43.881 mph at Lake Hollingsworth.



Bill Tenney repeated his 1953 feat of three new records in one day on the same course. Below: Don Baldaccini leads in Class A at Atlantic Regatta. He took straight heats.



TORQUE TALK

TRIBUTE TO BOBBY BOTHNER;
RE-SURVEYING APBA COURSES

By Lou Eppel



Bobby Bothner at the wheel of his record-holding 226 hydroplane *Sugar III*, at the jetty of his boat house at "Duck Point" on the Vaal River near Johannesburg, South Africa.

IMMEDIATELY AFTER THE END of World War II, our correspondence with powerboat racing enthusiasts in such places as South Africa, Australia, Italy, Sweden and Germany reached an all-time high. The devotees of the sport in these countries had ended a five-year famine of news and information on current developments in both inboard and outboard racing and all were most anxious to find out just what was going on here in the United States.

Through this exchange of letters with enthusiasts in the lands across the seas, we were able to learn of the great difficulties they were having in putting together anything resembling a racing combination, and in finding a place to race. Their eagerness to obtain proper materials to build hulls and especially to overcome the dearth of "cold" spark plugs made us realize that the spirit to compete on the water was as great in other countries as it was here at home.

One of the most interested and anxious of our correspondents was Maurice E. Bothner of Johannesburg, South Africa. Bobby, as Bothner was known to his friends, was interested not only in inboard hydros, but also in the big Unlimiteds, and was seriously looking forward to a go at the world's record then held by the late Sir Malcolm Campbell, 141.17 mph. As a matter of fact, Bothner, through his friendship with Sir Malcolm, had obtained all of the running gear, engine, gear-box, rudder, strut, shaft, propellers, etc. from *Bluebird*, after Sir Malcolm had converted the craft to jet power. Bothner's trials on the upper reaches of some small rivers in the vicinity of Johannesburg had proved one thing: that the hull which he had designed and built was far too small for such horsepower (2,000) and anticipated speeds. Following the lead of Campbell, the Bothner craft had its cockpit well forward of the rear-mount-

ed engine, and the galloping ride experienced by the driver was enough to convince even the most daring of pilots that the hull was just not right. One timed blast over the kilometer at slightly under 150 mph was the last of the attempts made, as all concerned with the run voted unanimously to back up and start all over again.

It was shortly after this attempt at the record that we had the good fortune to meet Bobby on his first visit to the United States after the war. No stranger to this land was Bothner, for he had been educated at Harvard after prepping at schools in Switzerland and in Capetown, S.A. At the time of Bothner's visit to the U.S. in 1947, the limited inboard hydros in the U.S. were just beginning to become airborne, and this development completely intrigued Bothner, who immediately made plans for setting up a 225-cubic-inch hydro. Obtaining plans for a "flying" three-



This photo of Bobby Bothner with some of his awards was taken a few weeks before his death. Tallest trophy is South African Gold Cup, bowl to its left is the *Bluebird* Trophy, and large trophy in the center is South African Unlimited Inboard Trophy.

Three leaders in South African boating: Stock Outboard record holder Bill Makepeace (left), the late M. E. Bothner, ERR champion Peter Haas.



pointer, and making arrangements for the purchase of a flat-head Ford 225 all set up for racing. Bothner, working with a few other dedicated racing enthusiasts, put the South African Power Boat Association into gear, and along with the efforts of such men as Bill Makepeace and Peter Haas, endeavored to put power-boat racing on a footing similar to that of the American Power Boat Association. At the time of his untimely death in October, Bothner was President of the S.A.P.B.A., a post which he had held for many years. In recognition of his efforts on the behalf of power-boat racing the American Power Boat Association had elected Bothner an Honorary Foreign Vice President in 1951.

Prior to the war, Bothner had been active in Grand Prix automobile racing on the continent, but all of his enthusiasm was channelled into boat racing after the war. When the nucleus of the racing fraternity first started to put on racing meets in 1946 and 1947 in South Africa, the classes raced were service inboard runabouts, and an occasional E Racing Runabout. Interest soon switched to the three-pointers after the first Bothner craft appeared on the scene, however.

After subsequent visits to the U.S. on business, which trips usually coincided with the most active part of our racing season, Bothner imported a real going 266 hydro, Billy Morgan's *Sugar III*, whose hull had been built by the Stuarts of Pilot Knob, Lake George, N. Y., and patterned after the famous Hallett hulls. Power was supplied by a fuel injection Mercury V-8, the first seen in South Africa.

The first race for this craft was at the Rhodes Centenary Regatta, which was held on the Zambezi River in Livingstone, Northern Rhodesia, in 1953. Here, at the mile trials, Bobby put *Sugar III* through the traps for an .89 mph average, in spite of an engine which was running far from peak. The 89.53 mph mark still stands as the top mark in South Africa, though subse-

quent trials, not through official traps, recorded over 100 mph. All plans had been completed for another official run in October of 1956, the day after Bothner's unfortunate accident.

On October 10, the Loch-Vaal Aquatic Sports Club on the Vaal River, some 40-odd miles from Johannesburg, had planned a major regatta in celebration of Kruger Day, with the main event to be the *Bluebird* Trophy Scratch Race for unlimited inboards. This race consists of three heats of five miles each, and is considered second only in importance to the South African Gold Cup by inboard drivers in the S.A.P.B.A. Incidentally, both the *Bluebird* Trophy and the South African Gold Cup were donated to the S.A.P.B.A. by Bothner to encourage inboard hydroplane racing in his country.

It is indeed ironic that Bothner's death took place on the very day that he was out to try to win the *Bluebird* Trophy. As a matter of fact, the regatta had already started when news of his accident reached the regatta scene, and although the regatta continued, the Trophy heats were cancelled out of respect to the donor.

We have been most fortunate in having had the opportunity to meet and become friendly with people such as Bothner, Makepeace and Peter Haas over the past years, and it is with a great feeling of personal loss that we write this brief story about the death of one of the greatest devotees of power-boat racing in the world. Such men as Bobby Bothner have contributed much to the establishing of universally-recognized rules and regulations for power-boat racing through their participation in the activities of their national organizations and of the Union of International Motorboating. We can only say that not only have we lost a good friend, but also that power boating has lost a real champion.

MANY BITTER WORDS and recriminations were passed recently when certain race

courses and mile-trial courses were not approved by the Inboard Racing Commission of the American Power Boat Association. It is not easy to tell the sponsors of a regatta that the course which they have been using for years, and on which various records have been established in the past, suddenly cannot be approved for records. This current microscopic inspection of race courses is one of the best things which has happened within the structure of the A.P.B.A. in years, however.

Through the herculean efforts of Bob Schelling, the Chief Surveyor of the A.P.B.A., every course and measured mile for which records will be approved, has been, and will be personally checked by the Squire of Saints Rest on the Niagara, who has now transplanted his activities to the sunshine state of Florida. Schelling, associated with racing from when he handled an outboard F Racing Runabout around the buoys in the early and middle thirties, has made a fetish of demanding that each measured mile have 5,280 feet in it, and that a competition course have either the full mile and two-thirds, or the full two and one-half miles, with the markers located where they should be in accordance with proper surveying practices.

The A.P.B.A. can consider itself most fortunate in having on its roster a qualified engineer with the necessary devotion to duty to go through the painstaking task of checking out each computation and figure to make absolutely certain that the courses and traps are what they are reported to be. All who establish records can be sure that from this time on there can be no doubt as to the legality of the course, or the acceptance of the record on the basis of the race course. With the speeds currently being recorded, the difference of a few feet can determine whether or not a new record is set, and certainly, if the driver and his equipment are capable of establishing a mark, there should be no question about the course.

SKI TRICKS

YOU CAN TEACH YOURSELF TO PERFORM
THESE WATER SKI AND SAUCER STUNTS

Photos: George F. Knoll



Suzanne Strobel demonstrates the skier's salute. Ski is raised in two motions: first up, by raising the leg, then out, by straightening knee.

ASSUMING THAT OUR READERS have had sufficient practice to get out of the "Novice" class of water skiers, we have asked pretty Suzanne Strobel, a young Ocean Beach, N. J., water ski instructor, to demonstrate a few simple stunts for those of you who've grown bored with the two-hands-and-two-feet method. Suzanne shows the skier's salute and the bar-behind-thighs pull, as well as a turnaround on the water disc.

In the skier's salute, which is the easiest of ski tricks, and perhaps the first one to try after you master ordinary skiing, one ski, usually the right one, is raised to a vertical position. When trying this for the first time, be sure that the boat is traveling a straight line, and do not cross the wake during the trick. Speed of about 25 mph will be needed; when you raise one ski, you have halved your planing surface, and the minimum speed which keeps you up on two skis will no longer suffice.

Now raise one leg until the thigh is parallel with the water. Then, with the entire ski out of the water, straighten your leg, bringing the ski to a vertical position. Reverse the procedure to regain your original position. Note that

there are two distinct movements; trying to bring the ski up vertical directly from the water will lead to difficulties.

If you release one hand from the tow bar (release the right hand when raising the right ski), you will find it easier to keep your balance, and the trick will look more graceful. Leaning backward, flexing the knee, and keeping the arm straight are as important here as in ordinary skiing.

Placing the tow rope between the thighs, to free the arms and hands, while not as simple as the skier's salute, is a reasonably easy trick to learn. A word of caution, however: unless you are perfectly secure on skis, postpone working on this stunt. The tow bar can be a mean weapon once you have lost control or have allowed the hope to lose tension.

Again, as with all tricks, start out by practicing on a straight course and while riding in the center of the wake. Pull up on the rope to gain a little slack, and then place the bar behind your thighs. The higher up on the thighs, the easier; Suzanne has placed the bar behind her knees, but this is a little trickier and should be reserved for a later attempt. Now release the

line slowly, gradually allowing your legs to adapt themselves to the tension.

Reversing this procedure will bring you back to your starting position. Once again be sure to release the line slowly after you have the bar back in your hands, or else you will get an arm-wrenching jolt.

For balance and appearance, the arms can be held out at the sides while performing this trick. Variations you have seen include carrying and waving pennants or almost anything else.

Perhaps in your skiing you have watched others being towed on saucer-shaped platforms about three feet in diameter. Maybe you have even tried riding the saucer yourself. The tricky dishes have really caught on at lakes and beaches in the past few years, and offer some pleasant surprises to water bugs.

These plywood saucers, available as flat plates or in the more-expensive molded-dish shape (costing about \$35), plane off at lower speeds than do skis, and are easily maneuverable for turning and for many tricks. On the other hand, crossing the wake with a saucer is more difficult.

Suzanne offers these hints to flying



Suzy and Bob Rey both teach water skiing during the summer at a New Jersey coastal resort. Here they perform the skier's salute together.



Our instructors perform a thigh tow. Skiing in couples is no harder than doing solo tricks, yet stunts done in pairs seem more effective.



Here is a closer look at the bar-behind-thighs pull. Placing the bar higher up on thighs makes trick easier. This is for experienced skiers.

saucerites: Keep your weight back and watch your front-and-back balance; with the flat edged saucer, tripping can be a problem. Rapid acceleration is not a factor in saucer towing. The operator should open the throttle gradually. For this reason, and because the discs plane easily, they can be used with less-powerful motors not satisfactory for water skiing.

In these photographs our instructor demonstrates a 360° turn. First release your right hand, and, by bending at the waist, make a quarter-turn to the right. Suzanne continues around in the next picture, passing the tow bar behind her back. Now grasp the bar with your right hand. At this half-way point, you will find yourself moving backwards. Keep your body bent from the waist. Release your left hand now, and keep coming around. You are in three-quarter position. Complete the turn by reaching over and grasping the tow bar in front of you with your left hand.

Bending low and swinging your free arm before you will help you make the turn. There is no need to stop with one complete revolution, of course. Just keep on switching hands if you want to keep going around. ●

The 360° turn on a saucer. Below: Release right hand and bend from waist to make quarter turn. Right: pass bar behind back, continuing around. Below right: the bar is grasped with right hand and turn is completed.





Don Wilson was involved in a serious inboard crash at Miami.

AROUND the BUOYS

THE AMERICAN POWER BOAT Association recently mailed an emergency ballot to all stock outboard racing drivers. The rules changes on this ballot failed to achieve the 75% margin required to put them into the rule book. The defeated proposals in essence stated that the powerhead on engines accepted by the S.O.R.C. after January 1, 1957, must be identical in design to that powerhead used on the standard service or gearshift versions of the same make and model motor; that any motor accepted by the S.O.R.C. after January 1, 1954, on the basis of approved specifications, which shows evidence of polishing or handwork by the manufacturer or owner should be banned from stock outboard competition; and finally, that withdrawal of approval of motors previously accepted might be made by the S.O.R.C. if it was the opinion of that body that the spirit or intent of the rules was being evaded or violated.

These rules changes which were defeated had been proposed by the

S.O.R.C. as a means of coping with a dilemma which had faced that Commission during the past year because of the reported inability of many of that Commission's motor inspectors to determine whether or not Champion Hot Rod motors competing in the B Stock classes have been altered and modified by their owners.

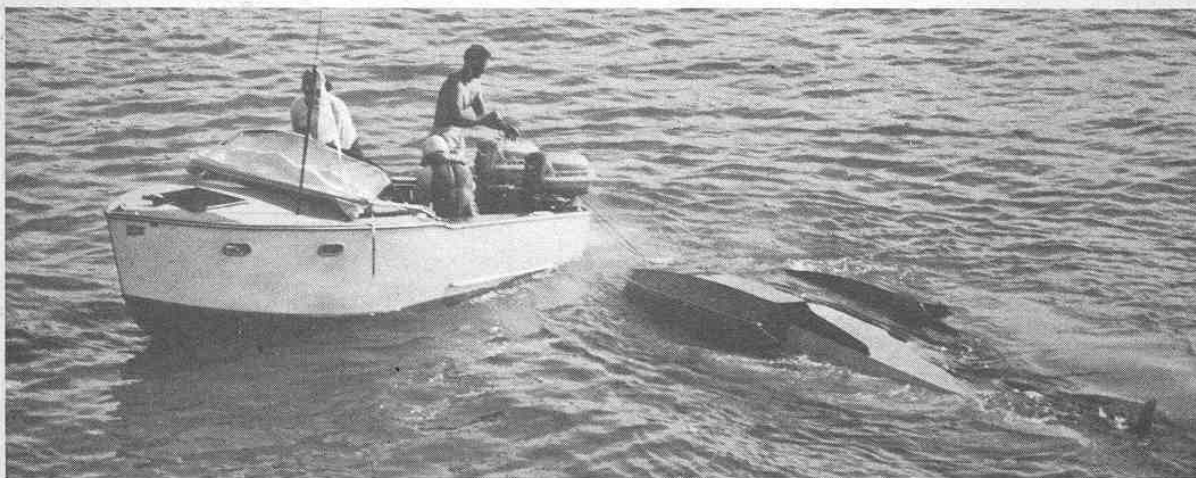
The S.O.R.C.'s action and the problems concerning B Stock class competition have long needed fuller explanation to the drivers of those classes. Rumors have been rife that the S.O.R.C.'s proposed action was made with the intent to favor one manufacturer's product over that of another. Bluntly, the rumors had it that the proposed rules were directed at the elimination of Champion Hot Rods from competition, since that make of motor was beating Mercury's Mark 20H's. The fallacy of such reasoning should be quickly pointed out.

First: though it is true that the champion Hot Rods during 1956 have turned in some remarkable class per-

formances, including a number of major marathon wins, as well as victory in both B Stock Hydro and Runabout classes at last year's Stock Outboard National Championships, the Champions have by no means dominated B class competition. In fact the one-mile straightaway records for both hydros and runabouts in B class are still retained by the Mercury Mark 20H's. During recent Florida racing events a new five-mile competition B Stock Hydroplane record was established by a Mercury Mark 20H.

A summary of B class racing results from coast to coast during the course of 1955 indicates that the preponderance of wins were with Mercury 20H's. So as not to stack the deck, it should be pointed out, however, that Mercury Mark 20H motors in competition at the close of 1956 far outnumbered the Champion Hot Rods, so that sheer preponderance of numbers favored the 20H's.

The manufacturer of the Mercury product could not be particularly con-



After her crash with Miss Pinky, Wa Wa Too, the Bill Ritner craft driven by Stu Wilson, is pulled in by a rescue boat, demolished and partially sunk.

Photos:

**Hank Bowman,
Fred Runnells**

**"STOCK OUTBOARD" PROBLEM
REMAINS UNSOLVED; OTHER
NEWS OF THE RACING WORLD**



In this photo taken before the crash, Ray Gassner is shown with a slight lead over Miss Pinky and Wa Wa Too. The Haulover Beach schedule was marred by a series of spills and accidents.

cerned sales-wise with the success or lack of success of their former product, for the Merc 20H is exactly that. No models of the 20H motor have been manufactured in the past few years. Further, the factory has long since disposed of its backlog of 20H's. Also, the sale of competition stock motors is limited to a small fraction of 1% of Mercury's gross outboard motor sales, so that even were the B Class model still being produced, the company could scarcely be expected to bring pressure to bear (which it has not) to alter rules which in essence could at most affect an infinitesimally small part of its business.

However, the Stock Outboard Racing Commission was faced with the following problems: Its stock technical committee had approved a set of specifications on the Champion Hot Rod B motor. The manufacturer's models of the motor sold to the public had with only one exception complied with these specifications, which unfortunately offered broad tolerances. The exception

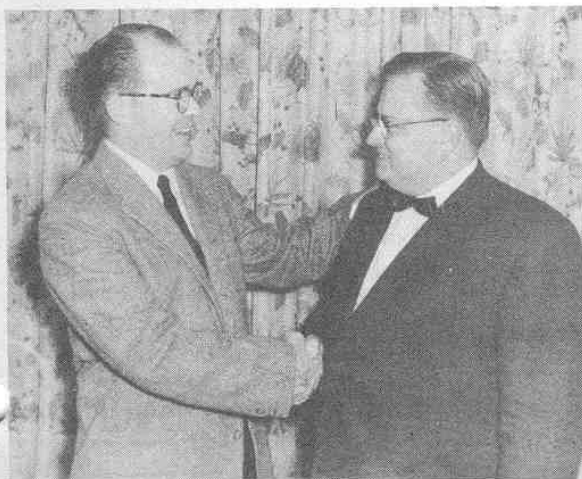
was a limited number of lower units which reached the field during the latter stages of the summer of 1956. Due to an error at the factory, these units failed to meet minimum dimensions. The Champion factory, to its credit, on being apprised of this error, recalled the faulty units and replaced them at factory cost.

The Stock Outboard Technical Committee, however, in accepting the Champion Hot Rod specifications, did so without foreknowledge of the manufacturer's finishing methods. Quite simply, unlike other manufacturers of stock motors, the Champion Hot Rods builder, prior to releasing these motors from the factory, subjects them to certain grinding, polishing, machine and/or hand work processes which preclude the possibility of one given powerhead being identical to other powerheads of the same model. The powerheads vary considerably in the finish of such component parts as manifolds, cylinder block ports and passages, and connecting rods.

The dilemma which the inspectors found themselves in was one of determining whether the owner of the motor, in contradiction to the rules, had, by polishing or other means, further altered the powerhead from its stock condition at the time of purchase. There was at no time any question in the inspectors' minds that each of the Hot Rods inspected did show evidence of polishing and hand work, which if done by the owners, would have caused these motors to be declared illegal. A number of inspectors, feeling that they could not cope with the problem, either resigned their voluntary posts or frankly admitted that they could not tell whether the motors were worked over in the factory or owner reworked.

By contrast, the factory Mercury products did not show this evidence of hand finishing, which could spell the difference between victory or defeat on the course.

(Continued on Page 39)



Bob Seegar, 1957 Outboard Club of Chicago Commodore, and Jack Maypole, Vice-Commodore, exchange vows of cooperation for coming year.



New Belle Isle Club Officers: Roland Lambert, Secretary; Dale Cummings, Commodore; Ed Zerbe, Vice-Commodore; Ralph Hippler, Treasurer.



Tommy Young (left) receives the John and Flora Blank Trophy, and Baldaccini the A.C. Kiekhaefer Trophy, from Donald Guerin, APBA President.

NATIONAL HIGH POINT WINNERS

DON BALDACCINI AND TOMMY YOUNG
SHARE ANNUAL HIGH POINT AWARDS

By Lou Eppel

Photos: Bob Hewes, T. B. Tweedle,
Charles Marshall and Gene Garrett

WHEN THE ADDING MACHINES at the national headquarters of the American Power Boat Association finally cooled off after toting up the individual point scores of the thousands of stock-outboard racers throughout the country, 23-year-old Don Baldaccini of Miami, Florida, emerged as the winner of the A.C. Kiekhaefer Memorial Trophy, emblematic of the top point scorer in the country.

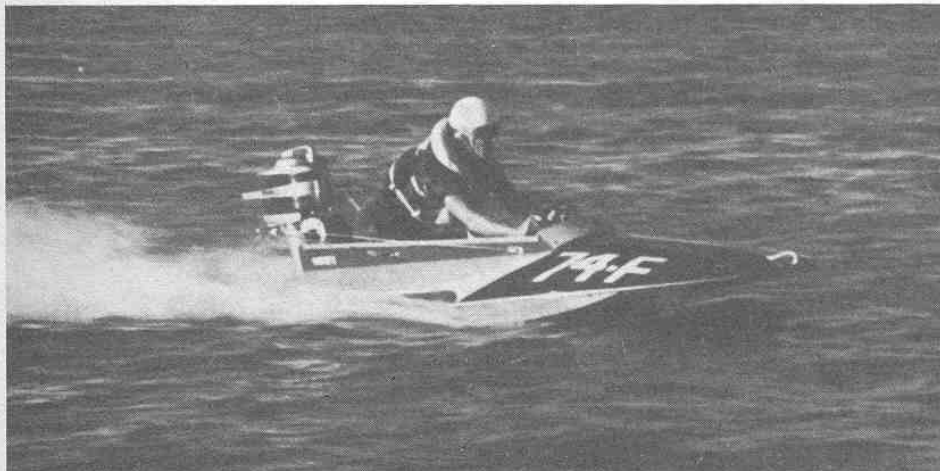
Baldaccini, who is the manager of a marine supply store in Miami, had compiled the greatest point score ever recorded in stock outboard racing history, with a staggering total of 31,993 markers scored in A.P.B.A.-sanctioned regattas during the calendar year 1956. By coming in as top man, Don achieved the goal for which he has been shooting

for the past three years. In 1955 Johnny Wehrle of Hackensack, N. J., nosed out Baldaccini after a season long tussle, and the year before it was Bob Parish of Bakersfield, Cal., who had the edge.

Hard on the heels of Baldaccini throughout the year, and for a good portion of the year ahead of him in point scoring, was 18-year-old Tommy Young, of Wachapreague, Virginia, a freshman at the University of Virginia, who, while winding up as the number-two man for overall stock outboard high point scoring, managed to amass sufficient points in AU to win the John and Flora Blank Memorial Trophy, awarded annually to the driver who scored the greatest number of points in any one class of stock outboard rac-

ing. The point totals for sanctioned A.P.B.A. regattas during 1956 showed Tommy had scored 9,507 markers in his Mercury-powered Sid-Craft at 33 regattas in the states of Virginia, North Carolina, Pennsylvania, Maryland and Florida.

Don Baldaccini started racing back in 1948, competing in local races and under local rules, but then in 1949 he got into the A.P.B.A. classes and began to make his name known in southern stock outboard circles in the AU class. Later Don added a BU to his stable, and then went on to include the A and B stock hydros, achieving national recognition in both and the National Championship in A Stock Hydro in 1953 and 1954. In 1955 Baldaccini became a double winner by taking the national



Baldaccini gets off to a good start in his Swift BSH during last year's citrus campaign.



Don ran in seven classes of stock outboards during 1956, and piled up a grand total of 31,993 points, a new record in stock outboard racing.



A cooling drink for a tired young man: Tommy is rewarded by girl friend Page Hayden of Onancock, Va., after winning in AU class at Clarksville.

title in both B Stock Hydro and B Runabout at Devil's Lake, Oregon.

After being nosed out for the grand overall title in 1955, Baldaccini, with the help of a most loyal and hard working pit crew, began his assault on the high-point award by entering every race he could in the state of Florida, campaigning in AU, BU, ASH, and BSH. By the time the National Championships at Cambridge, Maryland, rolled around, Baldaccini had added a C Stock Hydro to his fleet. For the first time since 1953, Baldaccini left the scene of the National Championships without wrapping up a title, but his second places in the ASH and BSH events showed he was still in the top echelons of stock racing and a definite threat on anybody's race course.

After the Nationals, a fast check of the point scores published in the A.P.B.A.'s *Propeller* showed that Baldaccini would have to hustle up a mess of points if he was to be the top man, so by the simple expedient of adding two more classes to his already sizable flotilla, Baldaccini campaigned the balance of the season in seven classes of stock outboards, AU, BU, DU, ASH, BSH, CSH, and DSH. Anyone who has tried to race in more than one class can full appreciate the amount of time and effort, not to mention expense, involved in keeping this number of rigs running. Racing in seven classes meant that Don had to drive in a minimum of fourteen heats at each regatta. When the season ended, the effort put out by Baldaccini and his hard-working pit

crews had paid off, for as a result of the concentrated assault, the scores showed the amazing total of 31,993 points before the end of the year. As close as could be figured, Don competed in over 228 heats of racing, all within the state of Florida with the one exception of his trip to Cambridge for the Nationals.

The toll of shepherding seven pieces of equipment around the course markers took something out of Baldaccini, he states, for in 1957 he plans to race only in A and B Stock Hydro, and wants to go back to having fun at regattas.

Tommy Young, who romped around Eastern courses in four classes, piled up a grand total of 28,926 points, ex-

(Continued on Next Page)

Tommy was a determined-looking 16 years old at the time of this event in Millburn, N. J.



HIGH POINT WINNERS

continued

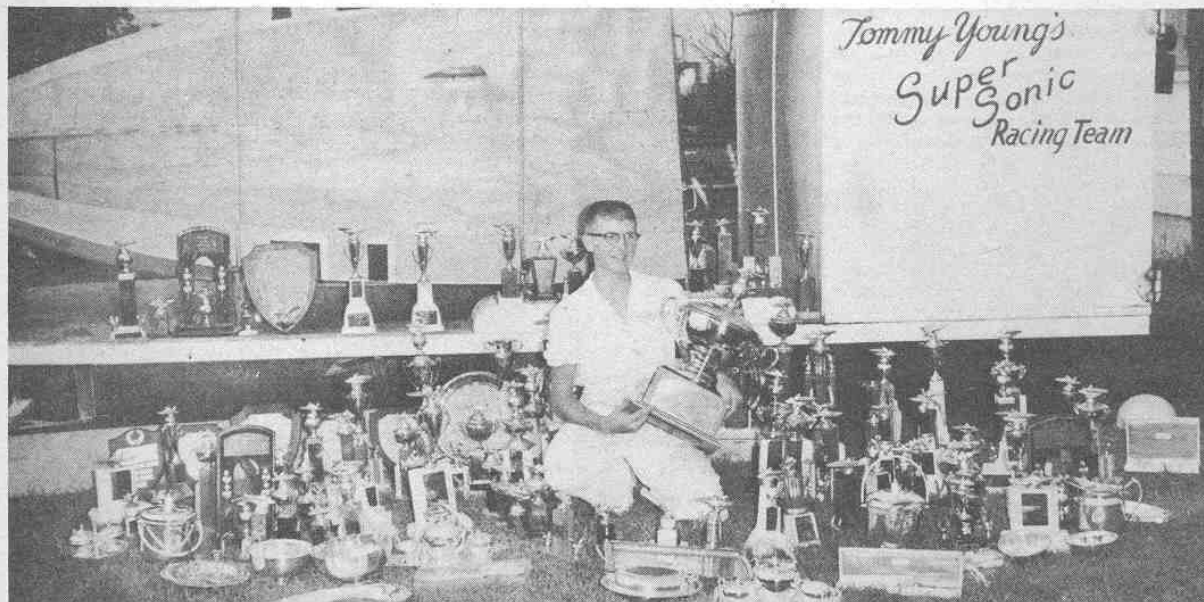
cluding bonus points for championship events. In his most active season so far, he took four regional championships, first places in AU, ASH, BU, and BSH. Tommy had a first and a third in the Divisionals, but struck a run of bad luck at the Nationals and failed to complete a single race.

Although he started racing just three seasons ago, with a BSH, the young driver had an exceptionally consistent year, taking home trophies from every regatta he entered except Cambridge. More than a little of Young's success can be charged to the great help given him by his "crew," his mother and dad. Tommy's father is the owner of a prosperous azalea nursery on the eastern shore of Chesapeake Bay, and a lot of little azaleas probably missed their customary loving care when the Youngs, Senior and Junior, were off at some regatta last year, or else out on the river preparing for the next race weekend.

Both Baldaccini, with his Holcraft runabouts and Swift hydros, and Young, with his Sid-Craft runabouts and Jacoby hydros, used Mercury outboards for the vast majority of their point scoring, and both men proved that they had the winning combination of good equipment, painstaking preparation, sportsmanship, and top driving skill. ●

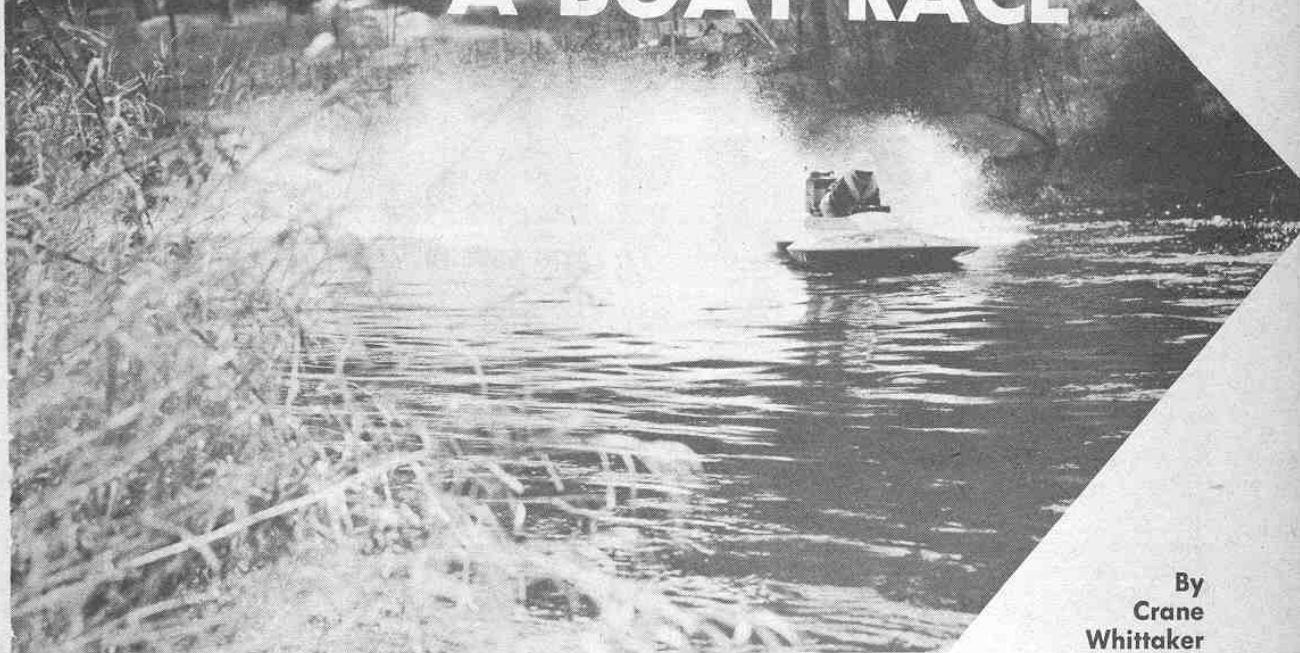


Don credits much of his success to his efficient pit crew, snapped while at work before a recent regatta in Florida. More than two hundred heats of racing last year kept these lads hopping.



Tommy rests a moment with his collection of trophies. Last year he took home trophies from each regatta he entered except the Cambridge Nationals.

How to PHOTOGRAPH A BOAT RACE



By
Crane
Whittaker

SPEEDBOAT RACING PHOTOGRAPHS taken in color or in black and white offer a challenge to any camera bug whether his principal interest is in documentary material, action with stress on thrills, beauty of composition, human interest or cheesecake. And though the photographer may employ a different technique for each of these they are all to be found at regatta sites.

Last season under the American Power Boat sanction alone there were nearly 490 major regattas at which spectators had an opportunity to snap pictures of the flying shingles in action or record some of the interest of pit activity.

As with most sports activities, there are certain restrictions placed on photographers. Don't ask to get on the judges' stand or barge. Space is always limited and the only photographers admitted are members of the working press. If you are assigned to cover a boat race by a recognized publication that plans to make use of your pictures, you may wish to work from the officials' location in order to get identification of drivers and boats, race results and the like. However, avoid standing or walking in front of the scorers. Don't ask for information when a heat is in progress. Keep in mind that the officials are on hand to conduct the race and serve the drivers. Each regatta has two sets of officials, the sanctioning body's officials who start the races, score, time and record the results, and those of the local sponsoring body. This latter group will have a publicity chairman. Go to him with any special requests for help and let him act as intermediary. It will save time and confusion.

However, far more pictures are taken by the hobby photographer than by the professional assigned to the race. And here are some general hints for the hobbyist.

No special camera equipment is needed for boat racing, though a K-2 type filter will aid in sharpening pictures on hazy days. A maximum shutter speed of 1/400th or 1/500th will stop most action, but keep in mind that a boat travelling at 60 mph is crossing your camera range at 88

feet per second. Even if you shoot at a 500th with a steady grip on your camera, the boat will move almost 2/10 of a foot; not much, but to fully stop the action you must pan slightly.

Regattas are usually conducted rain or shine. Frequently some of the most interesting action pictures occur with overcast skies or during the rain. I would suggest that you use a fast film, such as Kodak Tri-X. This film is rated by its manufacturer for daylight 200, though good results may be obtained even when this index is doubled. Use of a fast film permits the use of smaller lens openings and greater depth of field at fast shutter speeds.

Boat races are usually staged at some distance from metropolitan areas. Film is rarely available at the race sites so bring along all you expect to use. For closeups use flash fill so you can work even when the sun is behind your subject.

Two areas are usually out of bounds for the casual spectator photographer. One is the pit area where most of the pre-heat excitement occurs and where personality pictures or documentary shots are most likely to be found. This section is frequently fenced off from the general spectator area and a pass is required for admission. If boat-race photography is to become more than just a passing fancy, I would strongly recommend that you take out a non-racing membership in the American Power Boat Association or National Outboard Association, whichever group's events you plan to attend. Such memberships are available to any one at a nominal fee and will include a membership card, which will gain you admission to the pit area at most regattas and will usually get you into the race area free if admissions are charged. Your membership fee will also include the sanctioning body's Yearbook and complete racing rules, as well as a subscription to its monthly news publication. In the latter, you will find listed advance notices of regatta dates and their location.

Though, unlike the auto racer, most boat drivers aren't



Rough-water events, such as the Around-Miami-Beach Marathon photographed here, present spectators with opportunities for dramatic shots.



An inside cornering shot like this is the province of a professional photographer, but spectators might try telephoto shot from the banks.



An unposed scene around the pit area will often catch the flavor of racing much more than the common trophy-presentation photograph.

superstitious and don't object to having their photographs taken before a race, most of them are busy with last-minute preparations. So use discretion before interrupting them.

Some drivers with special equipment prefer to keep certain parts of their racing gear covered up. If you come across a lower unit covered with a towel or wrapped in engine wiping cloths, don't look to see what's underneath. The owner wants to keep it hidden and that means from you and your camera as well as from his competition.

The other out-of-bounds area is the course itself. The few boats you see moving inside the course are manned by officials with definite assigned duties. The officials in these authorized boats are placed where they are to spot any infractions of the rules that may occur on the course itself, to serve as safety or rescue teams, or in certain instances to carry accredited photographers to strategic locations. If you come to the race in a boat, don't try to go inside the course. Don't even approach the race area without checking first with patrol boats assigned to the spectator fleet and being given an okay to move to or anchor at a given location. The wash from your boat, however small it might seem to you, can cause an accident. You can be held legally liable for any resulting damage and certainly you don't want to louse up some driver's chance to win.

MAKE THE MOST OF YOUR CAMERA AT A RACE AND TAKE HOME A VARIETY OF GOOD SHOTS

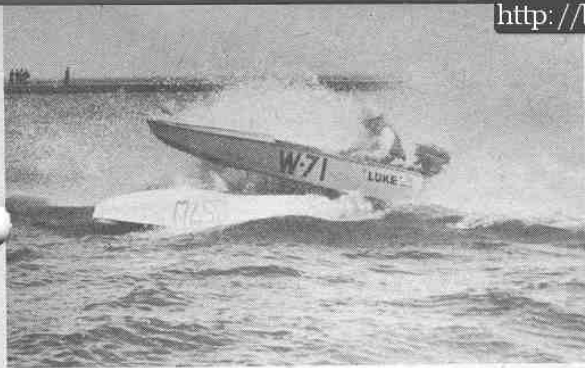


Timing often makes the difference between an arresting shot and a run-of-the-mill photo. This tells story of the start of a hydro marathon.

Exposure of objects on water is a bit tricky. If you use a light meter, take your reading from one of the boats along the shoreline rather than with the meter pointed out toward the water. The water will reflect the light and give you a false and exaggerated exposure guide. Naturally you will get better results if the sun is behind you and directed toward the boats you are picturing rather than vice versa.

Distance on the water is deceptive. Most successful action shots are obtained by prefocusing on a location which you expect the boats will pass. If you're working with a range finder or with a reflex-type camera, when you look into the finder one piece of water will look pretty much like another. It's difficult to tell, too, whether you're getting an unoccupied section of water into actual focus, as waves are constantly changing their contours. One method is to focus on the wake of boats during a practice period before the race itself. Another is to pick out an object as a reference point, focus on this object (which at a race might be a buoy or one of the rescue boats) and then alter your focus in conformance with the distance removed from that object you expect to find your action.

If you're after thrills in particular, you will be playing a large element of luck. Some photographers have driven themselves nearly crazy by running from one end of the



Action photos like this two-boat tangle are usually possible only for professionals working at the race who gain access to strategic spots.



Trying to photograph upsets from a long distance usually fails, since results are wholly lacking in drama, as this picture well testifies.



Photographs of boats moving away from the camera do not usually have the impact of those in which boats come toward or move across camera.

course to the other. If they are located along the straightaway in the middle of the course and an upset occurs at the fourth corner, this type of shutter bug immediately loads his equipment and rushes down to that turn. As likely as not no sooner does he arrive at that spot than a dilly of an end-over-end flip will take place right in the middle of the straightaway exactly in front of the location he has just deserted. Photo thrills of boat races aren't where you find them. You have to be on the spot, ready to shoot at the right instant. Since upsets can occur anywhere, it's sort of like playing roulette. If you stick to one number long enough it's bound to come up and if you stay at one location long enough some good action's bound to occur there.

Just as it's possible in a game of chance to ride with luck when it's moving in one direction, so you can place the odds in your favor in picture taking. If a strong wind comes up, look for action at those areas where boats which have been running either up or down wind along a straightaway will suddenly encounter a change of wind direction in the corner before they've had an opportunity to compensate for the alteration. Generally speaking there is more action in the first turn of the first lap for this is when the boats are still closely packed together, all scrapping for the lead.

Certain drivers are more prone to flip than others. With

BOAT SPORT



An overcast or even a rainy day need not ruin your camera opportunities. Don't overlook the dramatic possibilities of shooting down from a bridge.

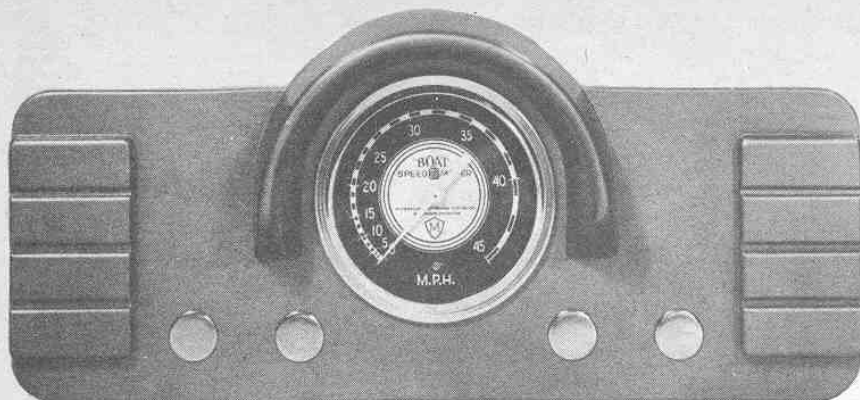


There are abundant opportunities for cheesecake photography at boat races, where sun and water combine to bring out the best in pit crews.

a little experience as an observer, you'll learn to spot the wild-riding boat, the driver who through lack of skill handles his boat poorly, or the guy who shows more courage than good judgment in trying to get out in front. There are also drivers who have gained a reputation of either winning them or flipping trying. Be patient, pick the driver you plan to concentrate on, and pan with him on each lap as long as he is within range.

If you're a cheesecake addict there is no better place to get lumpy photos than at a boat race where the hot sun always brings a big turnout of the bathing-suit and the shorts-and-halter gang.

Since you are a boat fan already, or you wouldn't be reading this, why not volunteer your service to your local club to handle publicity photos? More and more clubs are realizing that photos of their own regattas appearing in boating magazines offer a boost to club morale. Most clubs are willing to cover the photographer's expenses for film and paper and even a nominal fee for prints in return for the privilege of sending prints of your better shots, along with news items, to the magazines. Your hobby can also pay you added dividends if you print up samples of your work and take them to club meetings and make prints available to club members who care to buy them. ●



Above: Michigan Wheel Co.'s speedometer and panel No. 230, guaranteed accurate within 1%.

It's News

Grumman Sport Boats

Grumman Boats, Inc., formerly the Metal Boat Co., have announced an expanded line of aluminum boats.

Their 15-foot sport boats and canoes (double and square end) are versatile craft for which the company has acquired an excellent reputation. These boats, equally at home in the jungle or in Alaska, are practically maintenance-free, important when service is not readily available. They will support the weight of a motor of recommended size plus a normal load if accidentally swamped, and can be stored out-of-doors all year round. Grumman's method of painting, says the manufacturer, insulates the heat-treated aluminum hulls against salt-water action.

Electric Trailer Winch

An electric winch for boat trailers, operated from your car battery, has been announced by Pleasure Craft. The Power King Winches are available for 600-lb. loads in 6- or 12-volt form, for 800-lb. loads (6-volt), and for 1000-lb. loads (6- or 12-volt). Prices range from \$49.50 to \$64.50.

All winches come with a steel cable and forged hook, and operate from a

single control handle. A handle is also provided for manual operation, and there is an electric overload switch to protect the motor. Write Pleasure Craft, 1000 Farmington Ave., West Hartford 7, Conn., for details.

Columbian Outboard Propellers

A line of outboard propellers in a range designed to meet many different combinations of hull, horsepower, and load, is announced by the Columbian Bronze Corp. This well-known propeller manufacturer has entered the outboard field with a "Customized" propeller of heat-treated aluminum-base alloy. All have slip-clutch protection and line-cutting features, are easily installed and interchanged by the boat owner. The maker recommends a "customized" prop for best adapting your rig to your particular purposes, and suggests retaining your original prop as a spare in case of loss or damage.

Write Columbian Bronze Corp., Freeport, L. I., New York, giving specifications of your boat and motor, usual load, and primary aim: top speed, pulling power, or economy. The company will recommend without obligation a propeller for your boat.

Michigan Wheel Speedometers

The Michigan Wheel Company's Outboard Catalog for 1957, which is free to anyone requesting it, contains several new speedometers, most of which are integral with smartly streamlined instrument panels designed for easy installation on outboard runabouts and cruisers. Other models, it is said, have been especially developed to accommodate those boats with narrow wheel posts. Panels are of heavy, colorful plastic, impervious to weather, oils and greases, and have several knock-out buttons for ignition connections, lights, etc. Speedometers register from 0 to 45 mph and are guaranteed accurate within 1%. They have chrome trim, bronze body and mechanism for maximum corrosion resistance. Also shown in the catalog are a complete line of boat fittings, skis and accessories and propeller recommendations for obtaining better performance from practically every outboard motor ever built. For a copy of the catalog write Michigan Wheel Company, Grand Rapids, Mich.

Anti-Fouling Bottom Paint

Effective protection against tube-worms, borers and barnacle problems is now believed to be a reality with a new anti-fouling bottom paint just announced by The Dolphin Paint and Varnish Company. Known as Dolfinite No. 9134 Copperpac, the new paint was developed by Dolphin in a six-year joint effort with the Marine Laboratory of the University of Miami (Florida).

One coat will prevent fouling for a period longer than any boat will be kept in the water—a full year or more. This protective coating possesses such long anti-fouling effectiveness that test panels have gone over 3½ years without film failure or permanent fouling. There has been no cracking, splitting, nor checking in any instance.

As to consistency in performance, Copperpac provides the same protection in all waters and to all boats.

Copperpac permits launching the boat wet or dry. The paint base being

The Crosby Capri is a handsome fiberglass runabout. This 16-footer carries six passengers.





Group of sportsmen assemble with line of Grumman sports boats and double and square end canoes.

stable in air, the boat can be taken in and out of the water for recommended inspection periods without the loss of the anti-fouling properties. Damaged spots accordingly can be touched up without the necessity of repainting the entire bottom.

Free descriptive literature, prices and a folder "Fouling" will be sent to anyone addressing their request to The Dolphin Paint & Varnish Co., 924 Locust Street, Toledo 3, Ohio.

Propeller Selector

Kiekhaefer Corporation through its dealers has released a handy propeller selector gauge, a 3½" by 6" pocket-sized sleeved cardboard gadget, which on one side of the selector can be indexed to the motor model. The selector has an opening in which the boat's length and the overall gross load of the boat may be positioned. Another opening will then offer the owner an expected speed range in miles per hour plus a description of the type of propeller he needs, two- or three-blade, and the propeller's pitch. By turning the card over, he will also find the recommended transom height for that model motor with that particular boat and load plus the recommended maximum rpm and the model propeller given by order number, both in aluminum and bronze.

The handy selectors, both sides of which are reproduced here, are available through any Mercury dealer.

New Alcohol Burner Lower Unit

Blakney's Glass Shop, 1323 West Broadway, Missoula, Montana, announces a modified Champion Hot Rod 14:19 gear ratio lower unit designed specifically for application to Johnson SR models. Blakney claims 3 to 4 mph increase with this unit over the standard SR units. The foot is designed for use on a 12-inch high transom, is ready for bolting on to any SR, and lists at \$130.

Adjustable Motor Mount

E. F. Vilter Company, 4161 North Richards St., Milwaukee 12, Wisc., lists,

at \$42.50 for a fresh-water model and \$49.50 for salt-water use, redesigned Hi-Lo outboard motor mounting brackets which permit both motor angle and motor height trimming even when the boat is underway. For the runabout owner who wants the ultimate in speed, this ruggedly-constructed aluminum alloy accessory should offer versatility and convenience.

Custom Pitch Blocks

Marine Propeller Service, 19989 Berg Road, Detroit 19, Mich., announces custom pitch blocks made of durable plastic. These are available for all current outboard and stock outboard racing wheels and may be custom molded to fit individually cupped and shaped propellers. The blocks are designed to last indefinitely, and are fitted with permanent shafts of the same diameter as the propeller shaft of the model motor for which the props are designed.

Crosby Outboard Runabout

The excellent handling qualities of the Crosby line will commend themselves to our readers. These fiberglass runabouts are highly maneuverable, and have a pleasing line.

The Capri is a 16-foot, six-passenger runabout with a 70" beam. The 425-lb. craft is a three-deck, front-cockpit-driven hull with a full centerdeck walk-through. In addition to 12 other runabouts of from 12 to 18 feet in length, Crosby offers a new 22-foot outboard cruiser which sleeps four. The Vagabond has a cabin headroom of 6' 3", with built-in galley and enclosed head.

Wiseco Pistons

The modern shop of Clyde Wiseman, 30200 Lakeland Blvd., Wickliffe, Ohio, is devoted solely to outboard racing parts and services. Parts for the Evinrude Speeditwin, Evinrude and Johnson PR, Johnson SR, Johnson PO and P-50, Johnson KR, all Mercury motors, Evinrude Speedifour, 4-60 and Big Four, and the Evinrude and Johnson Big Twins are listed in his latest catalogue. Write Wiseco Piston Co. for a copy.

Below: Mercury Quicksilver Propeller Selector offers complete data on a pocket-sized card.





**NEWEST
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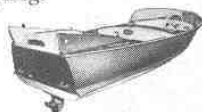
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Races Are Won Underwater

(Continued from Page 8)

If you are a runabout driver, I am sure you realize by now that your boat should have a flat or nearly flat after plane, which should be particularly straight and smooth in a fore-and-aft direction. Occasionally, due to wrong over-the-road support, improper storage or in some cases poor design on the part of the boat builder, boats lose their original shape. Three conditions can develop which will adversely affect the boat's performance.

The first is a rough planing surface, usually attributable to inadequate maintenance on the part of the boat's owner. Chipped and worn paint, or varnish, missing wood fill or road haze will react like dragging brakes. Don't waste speed here when a little bit of sanding and a fresh coat of varnish or boat enamel and a bit of wood fill may gain a fraction of a mile per hour or even more speed for you.

A boat supported too far forward of the transom, either during storage or over-the-road hauling, may develop a hook. This is an indentation or concave shape. When the boat is set up and is in a planing attitude, the hook will cause excessive lift at the transom and push the bow down, to increase the wetted surface and reduce the boat's speed. Granted an increase of the motor angle will cause the bow to lift again, but the hook, which was not designed into the original planing surface will still be exerting an unwarranted drag and the boat will not perform up to the capacity of its original design.

The reverse of this is the development of a convex planing surface, referred to as a rocker. The rocker, if relatively slight, may result only in the boat's riding exceptionally light. However, if a decided rocker has occurred, the boat will tend to porpoise, or in extreme instances in rough water, it may tail ride and threaten to go over backward.

It is always recommended when buying a new hull that the owner immediately check the planing surfaces of the hull. If any variance from completely flat planing surfaces is noted, question the designer. Faulty workmanship may have occurred and the bottom should be corrected by its manufacturer. However, just to show that there is nothing that is a truism in this sport of racing planing boats, some manufacturers have purposely built slight rockers or slight hooks into their hull designs, with full knowledge and intent. In this instance, an inquiry will substantiate the purposeful presence of a rocker or hook. If you have a boat with such a design, then it is recommended that you make a template to fit any distortions so that you can check from time to time to see that the boat's shape has not changed.

Lower units are standardized among the stock racers. Regardless of whether you drive a Mercury, Champion, Evinrude, Johnson or Buccaneer, or in which of the established stock classes you run, keep in mind that you cannot alter any of these units externally so that their contours or the specified measurements are changed. If your motor is of a model that had been accepted for stock competition prior to January 1, 1954, you may polish external underwater parts, providing again you do not change contours and measurements. If your motor is of a model accepted for racing after January 1, 1954, which will be true of all motors but those in JU and AU class, no polishing is permitted. This means that if you run into an efficient inspector, don't try to tell him that that shiny skeg or torpedo was caused by dragging the motor through sand during the course of long use. He'll just give with a knowing look, say sure and disqualify you on the spot. Better spray your unit with a coat of touch-up paint if it looks a bit on the polished side so as not to take any chance of being thrown out.

And on this subject, remember that even though you buy a secondhand piece of racing equipment, the onus is on you as the owner or driver to see that the motor conforms with stock specifications. An excuse that you had never looked at the inside of the motor or that some illegal part was that way when you bought it won't hold water. Believe me, you're your motor's keeper.

In the alcohol-burning classes, considerably greater lee-

way is offered the competitor as regards lower units. In M, A and B Racing Hydroplane classes, for example, any stock lower unit that has been approved by the Outboard Racing Commission may be used, and if you want to, you can polish your lower unit until it gleams like silver. Since both the Champion Hot Rod in Class B and the Mercurys in Classes A and B have been approved for alcohol-burning competition, the units of these motors have also been approved. Each may be applied to approved motors of other manufacturers. Thus combinations such as Johnson powerheads with Champion Hot Rod or Mercury Quicksilver lower units may be, and in fact are, used.

The Mercury Quicksilver lower unit, with its 15:15 gear ratio, has proved effective on both KR Class A and SR Class B Johnson motors. The reason? The 15:15 gear ratio is actually 1:1, while the original units supplied with the Johnson KR A's had a 12:19 gear ratio and the SR B's had a 13:19 gear ratio. Thus with the Quickie the prop turns once for every 360° rotation of the flywheel while with the Johnson the props turn either 12 or 13 times for each 19 revolutions of the flywheel. This compares roughly to the difference between high and second gear in an automobile. The Quickie offers more top speed but less prop thrust or power.

There are a number of racers who feel that though the 1:1 obviously offers higher top speed on the long straightaway, the 12:19 or 13:19 ratio, with its better pulling power through the corners and greater acceleration out of the turns, offers balancing values. This is true. As a result racers intent on gaining the best performance under any course conditions will retain the original Johnson-type unit or one of the later approved and improved counter parts, such as the Hubbell B unit. They use this type on race courses with tight turns or courses with short straightaways and use the direct drive units on large looping oval courses or for mile trials.

Specialty racing parts manufacturers enter the field from time to time with new lower-unit designs which on testing may prove superior to others already on the market. Blackney's Glass Shop, 1323 West Broadway, Missoula, Mont., for example, has recently offered a new Champion Hot Rod styled lower unit and adaptor for the SR Johnson. This has a 14:19 gear ratio. The water pump of the Blackney unit may be removed. The manufacturer has designed it to function on a 12-inch hydro transom, thus offering a lower-than-normal center of gravity for which Blackney's claim better control and 3 to 4 miles per hour higher speed than with the original factory unit. The one tooth closer to 1:1 should give added speed without much loss of acceleration.

The problem of lower units is an expensive one for the alcohol-burner driver trying to build up the quickest combination, merely because there are such a variety of combinations available.

Propeller improvements, more than any other factor, have led to increased speeds. Manufacturers are constantly working to improve their prop designs. In the alcohol-burning classes a knowledge gained from a willingness to experiment tirelessly with propellers alone can be credited with speed gains of anywhere from 2 to 5 or more miles per hour in each class in the past few years. In general, the propeller manufacturers make only a relatively limited selection of their products available for any given model of motor. These propellers serve only as a starting point for the individual looking for maximum performance. Beyond this point, the driver must begin to do his own experimentation. A number of approaches can be used. Propeller work by individuals has led to a great deal of mystery and considerable secrecy in the pits.

For example, spectators at Lakeland may have noted that Jim Coulbourn seemingly made no effort to disguise the propeller he used on his Mercury Mark 20H to set a new five-mile competition record. (In fact Coulbourn broke the BSH record twice.) The more observant spectator would have noticed that Coulbourn, contrary to appearances, places considerable stress on the value of propellers to his ultimate performance. Just before his boat was ready to be put in the water, Coulbourn removed the propeller

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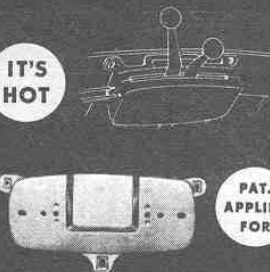
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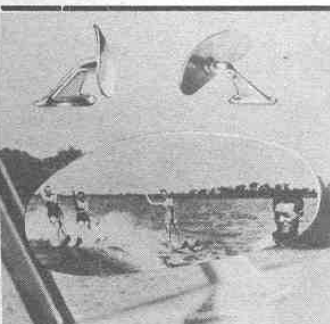
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which was openly displayed for any other competitor who cared to inspect it and perhaps check the make, model number or pitch and diameter. He then quickly replaced this dummy wheel with a specially-worked-over prop and hastily put the boat into the water, being sure that no competitor got a good look at his prized long-course wheel. At the time of the switch, the bulk of Coulbourn's competitors were readying their own outfits for the water. Coulbourn's subterfuge could lead a competitor far astray in prop experimenting.

Bill Tenney, who breaks records in the alkies ranks with a regularity bordering on monotony, may have a long string of new ones ahead of him since he discovered the O.R.V.E.A. Italian propellers that have already given his B and C rigs added zip.

What goes into such propellers as Coulbourn and Tenney race represents painstaking experimentation and not dependence on one or two factory-designed wheels.

The most frequently asked question is: How does one go about working over a propeller? At some time or another in a racing career each driver is going to want to give prop reworking a try. One good beginning point is to get the manufacturer's recommendation for a particular class motor on either a runabout or hydro. Both types call for a different propeller. Buy two identical propellers, not one. One wheel will be used as a reference and will be retained in its standard factory form. With the other you can begin experimenting—and propeller testing can become as engrossing as stamp collecting, model-train building or any other hobby, and it can be just as rewarding.

With a rawhide mallet and a bevelled-edged block of wood as shown in the illustration, you can start carefully cupping the blade tips. Don't ask me how to cup them. You're going to do the job and there is no standard technique. Even the tools you use can be of your own selection. Many a prop has been worked out over an auto's rear bumper or a trailer hitch ball. Make only modest changes at a time and be certain that each propeller blade matches the counter-blade. This calls for an added piece of equipment. You may be able to fabricate your own or you can buy a propeller indicator for less than \$20. But if you are going to take your racing seriously, this is a tool that will stand you in good stead as long as you are in the game.

With the reference propeller and the modified propeller you are ready to start testing. One of two things will show up in your results. Either the standard factory configuration will be the better of the two props or, largely by pure luck, you may have stumbled on an improvement! Remember, too, all you have done is buy two propellers of like pitch and diameter built to one manufacturer's design. There are a number of specialty outboard racing propeller manufacturers. Three of the better known are Michigan Wheel Company, Johnson Propeller Company and Stannus. Each of these three manufacturers' propellers have a wholly different appearance. So with just one recommendation from each of the three, you already have a combination of three standard wheels of given pitch and diameter. If you plan to experiment you'll need three wheels to play with besides these reference wheels in only one size.

Okay, back to your first set of wheels. Suppose the beating around you gave the one you played with indicated only that you had moved in the wrong direction and lost rather than gained by so doing. Where do you go from there with the two wheels? You can do a number of things. First, remember that the best transom height and motor angle is going to vary from propeller to propeller, so that before you discard your own handiwork you've got to play around by moving the motor up and down and in and out, keeping a careful record of each comparative performance. You must make a record, too, of the reference wheel under varying transom heights and engine angles until you find its best performance.

The reference wheel must be checked thoroughly under different weather and water conditions. You may find that with rough water you'll have to run your motor a bit deeper in the water to gain ultimate performance from the reference wheel. But what about weather? How does it affect the type of propeller you use and/or its transom height?

BOAT SPORT

Quite simply, when your motor was originally designed, its rated horsepower was obtained from a dynamometer corrected in all values so that the tests represented horsepower produced at a sea level at 60° temperature, with a barometer reading showing 29.92" of mercury.

Don't think this is so much hogwash, for as the temperature increases and the barometer drops so will speed, since your horsepower will slump. A motor operating on a hot humid summer day may show a loss of as much as 15% of its horsepower compared to its operation on a dry cool spring or late fall day. The horsepower developed by your engine will depend upon the density of the air it consumes. Since the density of the air depends on a combination of the barometric pressure, humidity (the amount of water vapor in the air) and the temperature, density is a varying thing.

Now we can assume for the purpose of illustration that the propeller you selected as being the most efficient is one which was chosen during early spring testing, the pro-

peller that wound out to the highest rpm before your motor's horsepower curve fell off. However, on the hot low barometric reading day, with the resultant power loss, your motor no longer winds up as high as it did during the spring tests. You can regain some of this horsepower loss by shifting to a propeller of lesser diameter or pitch which will let your motor wind up faster and move upward toward its power peak.

By now you may be starting to realize that consistent winning of races is no fluke. Setting new records isn't achieved just by a fat pocketbook, but rather by long painstaking experimentation and testing. Much of the fun of the sport is going to be gained by finding that little extra speed on your own that wasn't put there just for the taking by your boat and motor manufacturer. You won't find it this year, at least not in most classes, in powerhead advances. But you can bet your last dollar that you can find some improvement if you're willing to dabble around below the water-line, for races are won underwater. ●

The Racing Scene

(Continued from Page 15)

his early margin to nearly ten boat lengths. However, on the final turning buoy of the first lap, Gray caught a chine, and dumped, blanking any possibility of a Miamian breaking into the win ranks. Again the event turned into a two-sided duel between Jerome and Pagliano. Pagliano last year had been blinded by spray and missed a buoy when he all but had victory in his hands. Perhaps the Milan driver remembered this experience too vividly, for going into the final turn he gave the markers an overly-generous berth. The Georgian filled the hole, and took over the inside advantage to make a full throttle break for the checker. Though the estimated 12,000 spectators were screaming with excitement right down to the finish line, and from a number of vantage points no margin seemed to separate the boats, Jerome garnered a heady, well-deserved victory. And yet with his final second place standing, the Italian was impressive, particularly in view of the fact that his boat was being powered by a wholly unfamiliar mill.

NINE-HOUR ENDURANCE RUN

A DAY EARLIER, as another feature of the holiday season Orange Bowl regatta, a mixed group of thirty-eight inboards and outboards had answered an eight o'clock starting gun for the beginning of the nine-hour-long endurance drive starting at the Pelican Harbor Yacht Club and monotonously circling a 3.8-mile course around the islands of Miami's North Bay Causeway.

This third running of what has become an annual fixture on the Union for International Motorboating calendar was somewhat of a disappointment from the standpoint of the number of entrants. The entries failed by 100% to reach initial expectations. There is reason and one that the sponsors might well give thought to before next year. Outboards are expected to compete on an even footing for overall first honor with inboards that frequently may overpower them 20:1. The



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THE RACING SCENE



first driver home takes the lion's share of the booty, a \$1,000 government bond. This places a premium on brute-horsepower rather than on relative individual performance against evenly-matched rivals. There's no doubt about it, too, that the inboards also out-comfort the outboards during the nine-hour grind, but the outboarder, being a hardy individual, wouldn't gripe about this if the two groups which mix like water and oil were either to race separately or at least for separate top honors and equal prizes.

The race, however, was a good one despite the limited entry list. At the end of the nine hours a woman competitor (the first of her sex to score an overall win), Mrs. Helen Martin of Miami, with co-driver Fred Fichtner, won the event by slightly over 200 feet. Mrs. Martin's victory in a 19-foot

Hawthorne, Jr., of Detroit and his relief driver, Byron Chocola, Lansing, Mich. These two had their Champion Hot Rod-powered BU Sid-Craft well ahead of their competition after several hours. Then the blue job failed to make the distance when it blew but good and turned into a near peach-basket case.

A dead battery prevented Howard Hibbert, National F Inboard Service Runabout champion, from scoring an overwhelming victory in Forest Johnson's *Prowler Jr.* Among the eighteen finishers the Martin family was well represented. Helen's husband Al not only won the Class I inboard category but in so doing drove his 16-foot Chris-Craft kit boat to an overall third-place finish among the group of eighteen boats that lasted out the time.

calmly enough but as his wife Pat watched, the half dozen or so kisses bestowed on him by the Orange Bowl Queen seemed to leave Hank far more shaken than the toughest competition on the course.

Other Orange Bowl inboard class winners included Ivan Tarbert, Miami, who upset favored Bill Engle, Warren, Pa., in the E Racing Runabout category; George Byers, Jr., who took a rather dull 7 Litre event; John Estes, North Miami Beach, who scored a local victory in 44-c.i. runabouts; Ray Gassner, who merged third- and first-place finishes to win the 266-c.i. event when Lauterbach was disqualified for gun jumping in the second heat; Weldon Ropp, Miami commercial airlines pilot, who took the measure of his fellow 135-c.i. hydro racers in straight heats; and Jack Prince, Winter Haven

Stossel, D Stock Hydro.

The B Stock Hydro events produced a novel touch in that both heat winners spent as much time swimming as they did racing. Buster Royal, winner of the first heat, was among the gun jumpers in the second. And in the second canto, Royal flipped while out in the lead though out of the race and swam aimlessly about until the balance of the field had finally received the checker. Oscar Del Valle of the Cuban team, who had been unable to get underway in the initial event, was off last in the second heat. Del Valle was as surprised as anyone else when he was awarded the checkered flag and found that all of the other contestants had been disqualified. The Cuban no sooner stepped from the cockpit of his boat to receive congratulations from his team mates, when he was given a victor's heave-ho into the drink. This left Royal and Del Valle, the two swimming racers, tied for top points, with Royal winning the hardware on the basis of lesser elapsed time.

ATLANTIC REFINING REGATTA
THE ATLANTIC REFINING REGATTA, a cushy \$200-a-heat event originally slated for January 13th, rescheduled for the 19th and 20th, and finally run off on the 26th and 27th, turned out to be a well-contested event, drawing approximately 12,000 spectators to the Biscayne Bay shore line to see Riviera Beach's Dutch Stossel grab off the lion's share of the purse money. Stossel, 40-year-old masonry contractor, won "36" class from a seven-boat field in straight heats in his Johnson-powered Speedliner. Then, switching to a Merc-powered Charlton, he repeated his straight wins, getting the toughest competition of the ten-boat DSH group from Don Baldaccini in the first heat and Herb Moore, West Palm Beach, in the second.

Baldaccini, who failed to start in the second heat of DSH, still picked up plenty of loot during the day's activities, taking two first spots in A Stock Hydro, a third and first in B Stock Hydro for overall second position, second and fourth in AU for an overall third, and two fourths in BU. I bet he was tired at the end of that day, too!

Stu Gray has been joined by his 16-year-old son Don on the Stock circuits, but as a father-son team the Grays achieved more prominence in dunking than in racing at the Atlantic Regatta. To Stu's credit he did take both ends of the DU event and finished a third in the first heat of D Stock Hydros, which makes for a better-than-average day any time. However, young Don, who had finished ninth in the twelve-boat first elimination heat of ASH, flipped going into the first turn of the second heat and sat that one out. His overturned hull. Stu, in his second heat of DSH, helmed into the same corner at full bore just minutes after explaining to Don just how to handle himself in that traffic-laden first corner. Naturally Stu pulled a flip right at that

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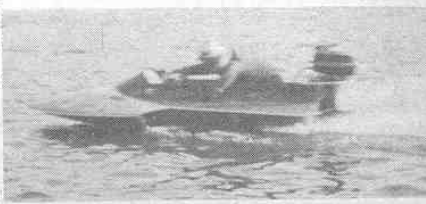
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point, to the secret delight of his son and wife, Zola.

Otis Tomlinson merged a first and second spot finish in a Charlton hull to garner B Hydro honors. Chris Erneston copped the AU's with Skip Ritter running out in front of the BU's.

One hundred twenty-five drivers had competed in the seven scheduled classes and cut up a ripe \$2400 purse melon.

LAKELAND'S LAKE HOLLINGSWORTH REGATTA

THE ANNUAL LAKELAND, FLA., event took on a somewhat different atmosphere in 1957. Quite simply the city fathers and the yacht club deserted the inboarders and the outboarders. For a time it looked as though the yearly affair, which is almost as old as speed-boating itself, was to be passed over on the '57 Citrus Circuit calendar. Then the Lakeland Boat Club, sparked by Walt Blankenstein, Glen Wilder and Marshall Eldredge, with added support from Jimmy Broaddus, Lake Wales outboard dealer, pulled the annual fixture out of the doldrums. Blankenstein and his group were looking for full fields but they had offered to include 48-c.i. inboard hydros on the program. The small-powerplant inboarders decided to pass Lakeland by, so in addition to six classes of alcohol-burning craft, Walt also included races for A and B Stock Hydros to round out an eight-race card. The overall program proved to be a fortunate one, at least from a standpoint of local pride.

On the judges' stand at Lakeland regattas there had always been considerable tenseness among the officials. Their brow furrowing concern seems not so much with the race being run before them as with their clocks and their record books. This is a conditioned reflex. Lake Hollingsworth for years has been the locale for broken

records. The big looping mile-and-two-thirds course, where the water is as frequently as not almost swimming-pool smooth, has been the setting for numerous A.P.B.A. record-breaking performances. Bill Tenney, late of Dayton, O., now of Crystal Beach Minn., racked up three competition marks at Hollingsworth in 1953 in B and C Hydro and CRR, and Jim Coulbourn topped the BU's with a new tempo. That same year recently-retired Doug Creech romped around the oval for a new Hydro mark. Five records at one regatta means *beaucoup des publicity*, which the city fathers like. But in the last few years, try as the racers did, only one mark fell and with it fled local backing enthusiasm.

However, 1957 made '53 look like an amateur affair, for with eight classes competing, eight new A.P.B.A. five-mile competition marks were established, and I hope that down in City Hall someone got hell for dumping the galloping shingles boys onto their own.

Bud Wiget, who owns a part of Lakeland Marine in partnership with Walt Blankenstein, was the first to tumble old marks. Bud still drives out of Concord, Calif., despite his frank preference for Florida. Unfortunately Bud has to unload a walnut ranch before he can move permanently to Florida and hasn't yet found a buyer to take him off his California nut. Bud took three straight heats in CSR. In his first three-lap try, he was pushed hard by C. W. "Doc" Jones of Phoenix, Ariz., and was clocked at 49.669 mph a time that bettered his own previous speed.

The second event of the day brought the A Stock Hydros onto the course and they were on hand in such numbers that two elimination heats were scheduled. Al Bligh, Wiget's stock-driving protege from Yreka, Calif., won the initial heat, with Baldaccini steaming home second. In the second elimination go Charlie Lovelace of Tampa, in his first heat of competition behind the wheel of his new Sid-Craft, skimmed in ahead of Skip Ritter and the balance of the field. In the final, Lovelace had a slight margin over Al Bligh at the start. Bligh never gave ground but didn't have enough smoke to head the cigar-town helmsman. Bligh, a commercial sign and billboard painter, had proved that he had an extremely fast outfit in late September at Orrick, Calif. On a mile-and-two-thirds course with tight turns, Al had been clocked in one heat at an average of 43.248 mph. The official record at that time was 43.186 mph, which had been established by Wally Grandberg. However, the rules call for at least a tenth mph increase in order for the new record to stand. So, though impressive, Bligh's mark never got into the book. Bligh again was to be disappointed, for though he himself was clocked at several tenths faster than Grandberg's old average, he took the checkered flag second to Charlie Lovelace, who established a new record of 43.881 mph.

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To that point it was two for two in the new-record book.

The C Racing Runabouts, always a colorful class, boasted some of the top drivers in the entire nation with the favorites being Bob McGinty, Corpus Christi, Tex., several times A.P.B.A. champion and present N.O.A. CRR competition record holder; Bill Tenney, one-time class record holder; and Bud Wiget, until then the one-mile and five-mile A.P.B.A. champion. The A.P.B.A. mark stood at 57.489 mph. In the first heat Tenney was clocked to win at 59.524 mph, and Lake Hollingsworth's score stood three for three.

Coming up for the start in the second heat, two CRR's, driven by Tony Kruse and Art Rice, both of St. Petersburg, tangled and flipped. The heat had to be restarted. And in this one, it was Wiget out in front and Wiget who finally took class honors, merging a second and first to beat Tenney's first and third. Wiget, in winning the second heat, also shattered his own 1954 mark, but too late and with just a bit too little, for his speed of 59.055 mph was nearly half a mile an hour slower than the Minnesotan's initial run.

In the second elimination heat for B Stock Hydros, Jim Coulbourn, Burlington, N. J., was checkered in the winner at 52.295 mph, 2.2 mph faster than the former record held by Johnnie Alden. Alden's mark had been approved and moved into the record books though it had been scored at a post-championship consolation event in Oregon several years back. However, the officials at Lakeland ruled that Coulbourn's mark could not go into the record books, since it was set during an elimination rather than a final heat. Actually the Alden record was delayed because of discussion as to whether or not the post-championship sanction was a legal sanction. However, the officials were in error in disallowing Coulbourn's original mark since the event was sanctioned and there were considerably more than the required four legal starters. Coulbourn never had to argue the technicalities on that point, though, for he went out in the final and was clocked in his Mercury 20H-powered Sid-Craft at 52.448 mph, to wind up the initial day's events with a perfect record-breaking score and cast a bit of gloom in the Hot Rod camp.

The second day of the meet was just as perfect as the first. Bob McGinty, helming a Fillinger powered by an R. Allen Smith built-up KR Johnson, won the first heat at 48.570 mph, and then went out in the second to establish a new record of 51.517 mph.

In the day's second race for B Hydros, McGinty might well have made it two records in succession. At the end of two laps Tenney and McGinty were running bow to bow with the race still undetermined but with the Texan certainly given a 50-50 chance. Suddenly the Corpus Christi driver's boat became airborne and went over backward. Tenney went on to take the

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event at an average speed of 58.631, far better than his old mark of 55.012 mph, so that in a final toss-up finish, either driver would have garnered the fame. Tenney, who had only a ho-hum season last year, had failed to defend his Class B championship title at the A.P.B.A. West Coast Alkie Nationals, and unsuccessfully defended for the United States in Monaco for the John Ward trophy, let it be known that '57 might well be his best year.

In the first heat of C Hydro, Bill was clocked at 63.558 mph, nearly three miles an hour faster than his four-year-old 60.729 mph mark. In the second heat, Tenney bettered this with a speed of 63.966 mph. A week before at the Valencia Regatta at Lake Alfred, Tenney had ballooned the C mark up above the 63-mph bracket, but his consistency was little short of amazing and the close-to-64-mph Hollingsworth clip was a real scorcher.

The final and eighth record of the meet was established by Bud Wiget in the first heat for the 60-cubic-inch F's. Bud was clocked at 66.568 mph in a big 4-60 powered Neal. The nut rancher sewed up the event with a second-place finish in the second heat to Seattle's Hugh Entrop. Entrop himself was timed at 66.128 mph. However, this fell short of Bud's initial effort.

BLUE LAGOON

AT ANOTHER COMBINATION stock and alcohol burning event, the second weekend in February, at Blue Lagoon on the Tamiami Canal, Wiget and Tenney dominated the competition but to a lesser degree. A Stock Hydros led off the program, with elimination heats being won by Baldaccini and Jack Wyckoff of Miami. Ritter, who finished second to Baldaccini in his heat, won the final heat and the race.

But Wiget made a clean sweep of both heats of CSR, and at this point in Grapefruit racing was well out in front in point standing for the annual Colonel Green Island Trophy, awarded to the alkie driver turning in the best performance in any one class. Bud's CSR wins had become as predictable as taxes and death.

A Hydros were taken in straight heats by George Taylor, helming an alkie-burning Merc, with Don Baldaccini, also in front of a stock conversion to alcohol, merging a fourth and second for overall second. Tenney took second in the initial heat but failed to finish the second.

Wiget easily dominated ten competitors on hand in the well-filled CRR events. Gene Arib, a relative newcomer to stocks from Miami Beach, took the measure of two nine-boat heat fields in BSH to garner top honors. Jay Nelson, West Palm Beach, and Dutch Stossel, alternated D Stock Hydro wins.

The first heat of B Hydro was won handily by Bill Tenney, who was unable to get out for the start of the second heat. B. E. Taylor won the second heat and merged that win with a fifth place in the first to capture top honors,

second honors going to Don Baldaccini with fourth- and second-place finishes.

In C Hydro, the final event of the day, Tenney and Wiget battled it out well ahead of the balance of the field, with Tenney taking the event with two straight wins.

BISCAYNE BAY

THE FORTY-FOURTH RUNNING of the Biscayne Bay Regatta, February 16 and 17, at the Haulover Beach, Miami, was one of the most exciting combination inboard-stock outboard powerboat regattas ever staged. On the outboard side of the card, Chris Erneston, Jr., and Skip Ritter were standouts in a series of stock events replete with flips, which, among others, sent into the drink Edwin Wulf, Amityville, N. Y.; Burt Troop, transplanted White-man, Mass., driver, now racing out of Dania, Fla.; Bill Hutchings and C. R. Snyder, Miami; and Jim Potter of West Palm Beach. Even Erneston, who had scored three heat wins, got an unscheduled baptism when he flipped in the opening heat of BSH.

In the inboard events, Bill Yaeger, Warren, Pa., and Frank Racioppi, Washington, D. C., were tossed from their racing runabouts, though Yaeger did win a heat of E Runabouts in his national champion Go-Devil. Ivan Tarter, Miami, barely managed to get his ERR out of the water after a water hose had broken free and the boat was rapidly filling. S. E. "Sonny" Jones flipped his 48 just before the 266-c.i.'s finally made their appearance to race for the Miami Junior Chamber of Commerce Past Presidents' Trophy.

Stu Wilson, 29-year-old former winner of the annual Gold Coast Marathon from Miami to West Palm Beach, was helming Bill Ritter's *Wa Wa Too*. His older brother Don, Dearborn, Mich., who has campaigned practically every class of flying inboard shingle including the Unlimiteds, was piloting Bob Smith's *Miss Pinky*. Ray Gassner was at the wheel of *Sunshine Baby* and Dr. William Linss, Highland Heights, Ky., was pushing *Briar Hopper*. The four boats hit the starting line closely packed and nearly abreast, with Gassner on the inside holding a slight edge over the other three boats.

Going into the first corner *Miss Pinky* and *Wa Wa Too* slammed together. The crash was a terrifying spectacle. Both Wilson brothers were catapulted into the water. Don was knocked unconscious; Stu, dazed, made shallow water but was too shocked to offer help to his brother. Ray Gassner, who even over the scream of his high winding 266-c.i. heard the tangle as the two boats were torn apart, turned back and rushed to Don's aid. Gassner leaped from his boat and held the unconscious driver's head above water until a patrol craft picked him up. Don was rushed to a hospital suffering from a number of bruises and lacerations and complaining of an injured back and neck. No broken bones were found and reportedly he was released from the hospital the next day. Stu was

treated for shock and for an hour and a half after the accident was still unable to discuss how the tangle had occurred.

In a 135-hydro heat that followed the cancelled 266 event, Wayne Seamans' three pointer kissed off a swell, became airborne, flipped and sank in 18 feet of water. Seamans, too, was rushed to the hospital, where he was treated for bruises, X-rayed, and later

released by the hard-worked medicos.

The nearly-unprecedented series of accidents caused the cancellation of a large section of the inboard schedule. However, the estimated 20,000 spectators left the Haulover Beach race site still breathless and firmly convinced that speedboat racing was a terrific spectator sport but one that takes plenty of nerve and isn't a game for the casual Sunday boater. ●

Around the Buoys

(Continued from Page 21)

The Stock Outboard Racing Commission certainly is in no position to dictate to any manufacturer what its production methods should be. However, the Commission is expected to function as a body to see that the spirit and intent of stock outboard racing rules are followed out. With this in mind, the Commission had met with the president and one of the engineering representatives of the Champion factory on several occasions. At one of these meetings, at which both the president and one of the manufacturer's engineers were quite frank to admit that their methods did in effect place the Outboard Commission in an untenable position, a request was made of the manufacturer by the Commission to use some means in his production method whereby the finished product could, by means of dye, chemical or some other process, be so stained or marked that any tampering or attempt at modification on the part of the motor owners would be readily apparent to the inspectors. The manufacturer indicated that he would do this, that he wished to cooperate in any way short of altering his production methods to relieve the A.P.B.A. inspectors of their problem. His promises were not kept.

Though, as was pointed out above, the Commission certainly cannot dictate manufacturing methods to the maker of motors, the Commission should be empowered, in the interest of the future of the sport, with the authority to withdraw approval of a manufacturer's motor if it is the considered opinion of that body that the models of that motor fail to be consistent. The entire value and purpose of stock outboard racing is that it permits any entrant into the sport to buy out of a box a motor which is identical to that purchased by his fellow competitor. The specifications of the Champion motors offer such broad tolerances and are so inconsistent one to the other that the Stock Outboard Commission, after obtaining on the open market four new models of Hot Rods from different suppliers and inspecting these motors, found no two of the group of only four even remotely identical. This situation offers, by lot and luck, one purchaser a motor which may be far more efficient than its presumed counterpart.

At the time of balloting, unfair pres-

sure was brought to bear to defeat the proposals. The manufacturer of Champion motors, realizing full well that the passage of these emergency measures would in all probability cause many of the owners of present Champion Hot Rods to buy completely stock and un-handworked Champion blocks and other components and which might have even led in certain instances to the outlawing of complete motors, sent out a direct mail plea to Champion Hot Rod owners to vote against these measures. In view of the former patient and wholly open attempts of the Stock Commission to deal fairly with the manufacturer on this situation, such a pressure technique can only be looked upon as unsportsmanlike and in poor taste at the very least.

Each of the S.O.R.C.-proposed measures received a majority of support favoring their adoption. However, only a small fraction of the voters in the stock classes actually cast their votes. The blame for the failure of these measures to pass can be probably be laid to indifference on the part of the racers themselves, combined with questionable lobbying measures. It's to be hoped that in any future balloting pressures of the type put to bear on the drivers by a manufacturer will not reoccur. But more important, the drivers themselves should realize that the American Power Boat Association is conducted on a democratic basis, with the drivers themselves responsible for the formation or changes of any rules; that they rather than any appointed or elected commission will in the final analysis determine the future success of stock outboard racing.

Only if stock outboard racing is placed on a firm foundation of competition, with equipment that is essentially identical in any given class, with motors so constructed that those isolated few who may desire to seek unfair advantage over honest fellow competitors can be readily detected, will the fast-growing game of stock outboard racing continued to flourish.

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event. The winner of the 1956 honor was recently announced. The award goes to Rich Hallett, Downey, Calif., who, in *Holiday*, a three-pointer of his own design, was clocked at an average speed of 75.125 mph over a course on Lake Mead, Nev.

THE OUTBOARD CLUB OF CHICAGO has announced the election of its new officers and directors. Heading the aggressive Great Lakes area racing club will be hard-working Bob Seeger, stock and alkali hydro competitor who also has officiated at major regattas from coast to coast, including the DePere, Wisc., and Cambridge, Md., Stock Nationals. Betty Seeger, advertising copy writer and creator of the Chicago Outboard Club's promotional brochure, "The Detachables," will serve as Secretary and John Markel as Treasurer; and A.P.B.A.'s alcohol-burning outboard racing commissioner, Jack Maypole, has been elected Vice Commodore. Directors of the groups are Jack Cohn, Adam Gabriel, Laur Gonia, Jim Jost, Dick Murphy, Ed Sullivan and Dwight Sprow.

NEW N.O.A. PREXY Ralph Tatum, who in a tight balloting race defeated former alkali racing star Paul Wearly by a narrow margin, announced that all three divisions of N.O.A. outboards may look forward to a strong schedule of events during the coming year.

THE ANCHORAGE OUTBOARD CLUB, Inc., Alaska, has voted in Bill Oswald as Commodore; Ray Mickelsen, Vice-Commodore; Mr. and Mrs. Roland Berfield, Secretary and Treasurer; and named as Trophy Chairman Glenn Brewster, with Bob Opland heading the club's publicity.

The A.O.C.'s schedule calls for a regatta every other Sunday from June through August. One of the club's opening events is a marathon on Big Lake, ninety miles from Anchorage, with the Alaskan championship scheduled to be staged the following day at Lake Lucille. In late July, the Anchorage Outboard Club will journey to Fairbanks, Alaska, for the annual Fairbanks to Nenona Marathon. Wind-up race of

the season will take place on Labor Day.

THE BELLE ISLE Outboard Club, Detroit, Mich., has elected the following officers to serve during 1957: Gale N. Cummings, DU driver, as Commodore; Vice Commodore, Ed Zerbe; Secretary, Roland Lambert, Sr.; and Treasurer, Ralph Hippler. Directors are: former Belle Isle Commodore Nick R. Kerns, LeRoy Scott, Henry Forcier, Dick Beers, Nick Bucurestean and Tom Iwaoka.

COMMODORE EMILE JACOBY of the New Jersey Outboard Association announced the high point scorers in the season-long competition of N.J.O.A.'s 1956 regattas. Class winners were: M Hydro, Don Whitfield, Verona, N. J.; A Hydro, Joe Frins, Jr., Brooklyn, N. Y.; B Hydro, Joe Frins, Sr., Brooklyn, N. Y.; C Hydro, Emile Mayer, College Point, N. Y.; A Stock Hydro, Robert Moser, Rutherford, N. J.; B Stock Hydro, Al Milanese, Rutherford; C Service Runabout, Charles Hovgate, Wyckoff, N. J.; AU, Dick O'Dea, Paterson, N. J.; and BU, Perry Walker, Rumson, N. J. Other N.J.O.A. awards for 1956 were Ladies' High Point Trophy, Dorothy Mayer, College Point, N. Y.; and E. M. Peatross Trophy and Locke Memorial Trophy, both to Bruno Pierguidid, North Bergen, N. J.

A SINGLE NATIONAL CHAMPIONSHIP regatta for the four most popular limited inboard hydroplane classes—the 48, 135, 225 and 266-cubic-inch-hydro—is being sought by the American Power Boat Association for 1957, reports Lou Eppel, vice chairman of the Inboard Racing Commission.

The I.R.C. has invited all interested and eligible boat clubs and race sponsors to bid for the consolidated title regatta. Eppel pointed out that these four classes are national in distribution, with class members in most sections of the country. In submitted bids for sponsorship of the championship event, clubs should give full details on: the course and its actual location; water conditions; pit and spectator facilities; and prize money and trophies.



Group of Cuban drivers and wives at supper after International events. Orlando Puig, top Cuban scorer, wears checked shirt, right foreground.

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Boat Sport, 215 Fourth Ave., N. Y. 3, N. Y.

BOAT SPORT

W. MELVIN CROOK has been advised that at the annual meeting of the Union for International Motorboating, "A proposition by A.P.B.A. to admit speed records on half-mile statute miles (804.5 meters) was defeated unanimously less one vote by the U.S.A." We personally feel that for a long period of years the situation of European members of the U.I.M., whose annual speedboating supervision encompasses only a minute fraction of the competition staged in the United States, dominating decisions of an international nature, is an incongruous one and like unto the tail wagging the dog. Further, if A.P.B.A.'s membership in the U.I.M., which permits A.P.B.A.-established records to assume a world recognition status, is to continue and have real importance, we feel that the American Power Boat Association, and particularly its Council, should have a far closer link with the world governing body than the once-a-year pat report now offered at the annual meetings.

THE LOS ANGELES Speedboat Association, sometimes referred to as the "Club of Champions" because of the vast number of championship-caliber drivers who have raced under the group's banner, has elected as Commodore Dr. Wayne Ingalls, Senior Vice President of the A.P.B.A. The new Secretary-Treasurer is Bill Bauman, one-time Eastern alkies outboard jockey who for the past nine years has been living in Los Angeles, where he was born. Bauman was the 1956 Class B Hydro high-point winner in L.A.S.A. Vice-Commodore is Hank Trabucco, one-time stock utility driver who with his son Joe now helms C Service and C Racing Runabouts. Joe Molinar, father of National Class M Champion Eric Molinar, will take over the important post of Race Chairman, with Alma Marvick, wife of F Runabout driver Bob Marvick, serving as Press Chairman.

TWO HISTORIC MOTORBOAT RACING trophies owned by the National Association of Engine and Boat Manufacturers, dating back to their first award in 1905, have been deeded to the A.P.B.A. These are the National and Interstate Trophies. The National Perpetual Challenge Cup was first won back in 1905 by Jacob Siegel, Red Bank, N. J., with his 40-foot speedboat *XPDNC*. The Interstate Trophy, originally awarded for speedboats up to 33 feet in overall length, was won in 1905 by *Durno*, owned and helmed by J. H. Durno, Rochester, N. Y.

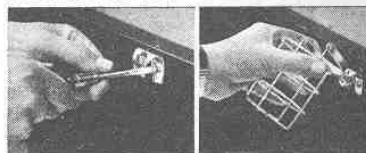
The two awards are to be given annually for A.P.B.A.'s high-point scorers in the 135- and 136-c.i. inboard hydroplane classes. In 1956 the National Trophy was awarded to William Ritten, Sr., whose 135 Hydro *Wa Wa*, driven by Henry Lauterbach, amassed 5670 points in its class. The Interstate Trophy goes to Alton Pierson, owner and driver of *Lil' Barb*. H.W.B.



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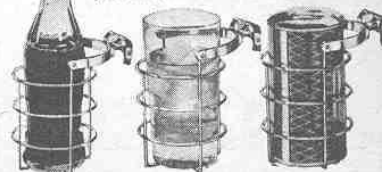
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A-B HYDRO & Runabout with trailer, Mark
20-H Hubbel modified, KG-7, KG-4 Quincy
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gee, Muskogee, Oklahoma.

BOATS

MEYERS ALUMINUM BOAT. Stable—Rigid—
Seaworthy. America's Finest. Free Literature.
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Letters

IN OUR PREVIOUS ISSUE we print-
ed a letter from Dwight B. Sprow
criticizing our February cover, which
was a color photograph of Dave Schu-
bert driving his runabout from a crouch-
ed position. Mr. Sprow pointed out that
"standing" in a boat merits disqualifica-
tion in a well-run race. We have had
the following reply from Hal Kelly,
well-known boat designer and racer,
who submitted the photograph under
discussion:

To the Editor:

The fact that Dave was not kneeling
in his boat had been brought to my
attention by the publishers of BOAT
SPORT. Frankly, I can see nothing un-
safe about this manner of driving a
boat. In this position the driver has
more control over his boat than if he
were kneeling. Many drivers squat in
their boats, especially in rough water.

I have seen fellows stand upright in
their boats, and even sit on the motor.
This sort of gymnastics is downright
dangerous. But because of a few show-
offs the rest of the drivers suffer. I
believe that this rule should be made
a little clearer, rather than used as it
stands to disqualify a man for driving
with his knees a few inches off the
floorboards.

For this reason I suggested the pic-
ture be used anyway, just to see what
the average experienced driver would
have to say. I still think it's a good
picture of a driver trying to nose a
guy out at the finish—and he did, too!

—Hal Kelly

To the Editor:

We were more than happy to read
the reporting you did on Ron's driving
at Buffalo. Of course you know, by now,
that he set a new 225-c.i. hydro record
in Florida.

I am writing now to let you know
that George L. Smith, Ron's father and
owner of the *Jersey Devil*, has set up
this company to help other boat racers
and all people interested in boating
with their problems. Our shop is set up
right next to the testing waters for our
racing jobs and it's a common sight,
during the season, to see some of the
top boats and drivers in the country
trying out for races.

Visitors are welcome and advice is
free.

—Richard E. Bartling
Smith Marine
Rt. 130 and
Rancocas Creek Bridge
Bridgeboro, New Jersey

To the Editor:

This book you have is the best on
boat racing, but why don't you ever
put anything in about Montana boat
racing, as they have a lot of good guys
in there.

—L. D. J. Larson, U.S.S. Decatur

To the Editor:

I like BOAT SPORT but would like to
see news from Montana and the West-
ern states.

—A. B. Bertelson, Cut Bank, Mont.

For several years we have been try-
ing to encourage boat clubs from
different areas to send us news of their
local activities. We would like to have
anecdotes, copies of summary sheets,
photographs, and clippings from local
newspapers. This goes for all boat rac-
ing clubs. Write us at BOAT SPORT, 215
Fourth Avenue, New York 3, N. Y.,
and we will make use of the informa-
tion.

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Build this fast, safe Hydro, a winning all-around
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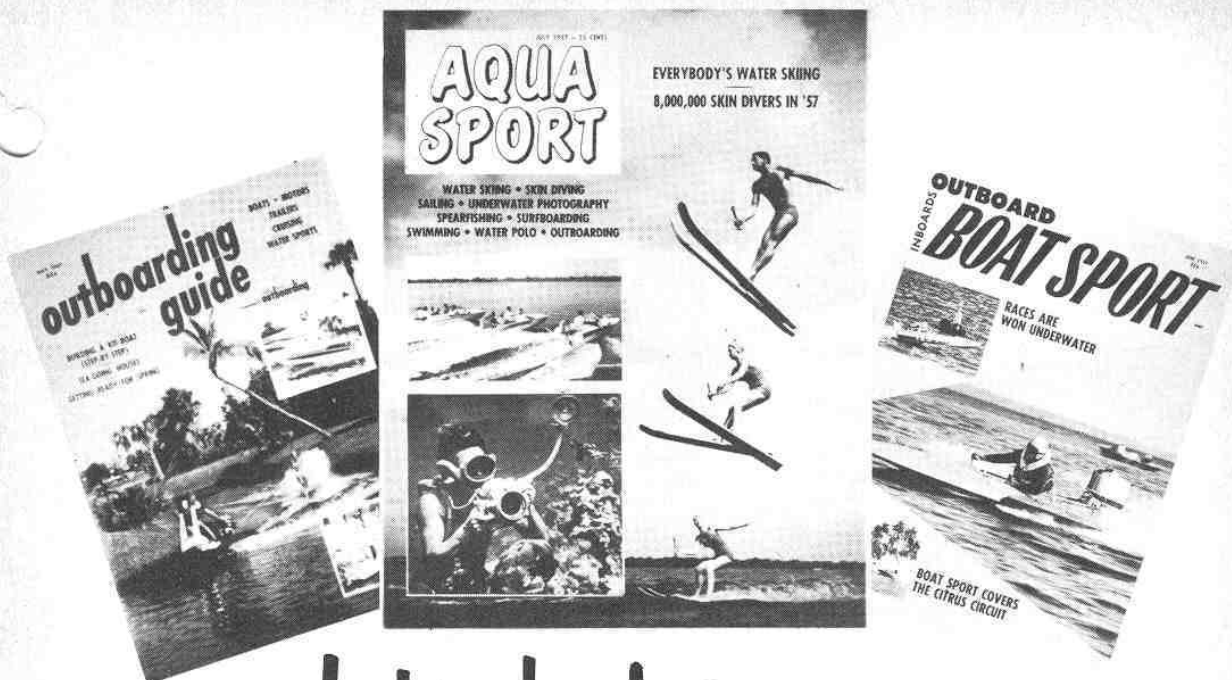
11' 6" B Runabout

Build this new prize-winning B Runabout from
accurate tested plans. Same type of giant-size
plan as Wetback, with full-size rib plans; 18
pictures of her in construction and action, plus a
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BOAT SPORT



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This July issue of Aqua Sport will appear on newsstands May 21st—just at the start of the season—with articles on

WATER SKIING • SKIN DIVING • SPEARFISHING
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Place an advance order with your newsdealer, or if you prefer, mail us 35c and we will send you a copy from the 1st supply available from our printer.

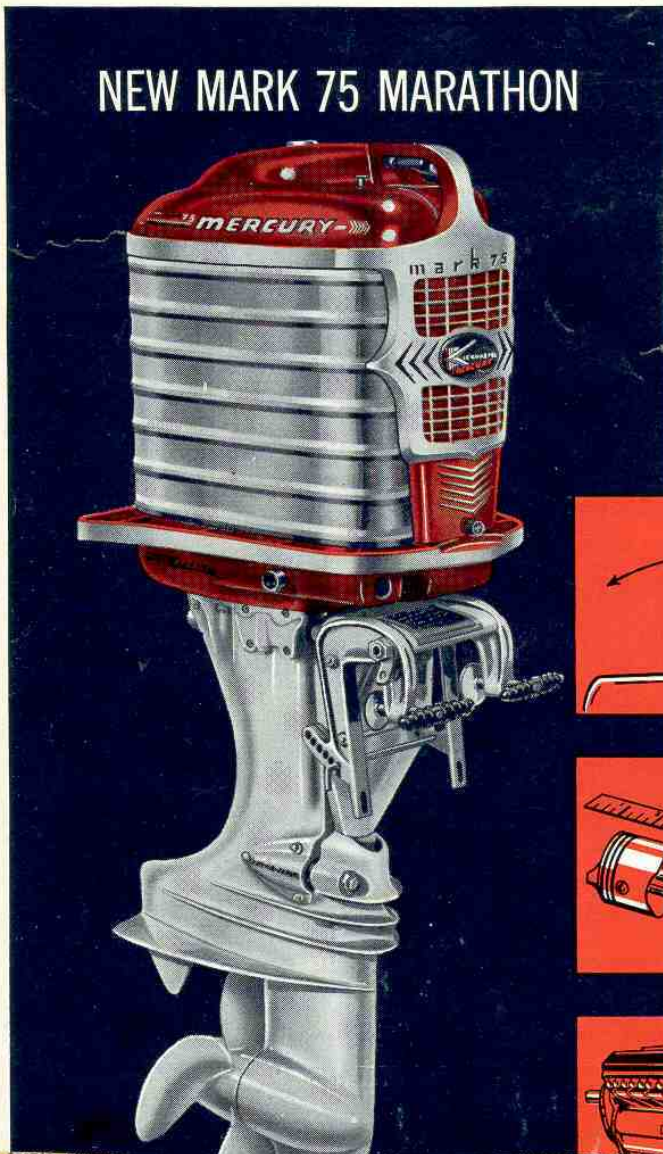
COME ABOARD for outboard fun, excitement, sports and how-to-do-it information. If you want to get more fun and enjoyment from your outboard boat and motor, learn more about them or even build your own rig, get your copy of the May issue of OUTBOARDING GUIDE—it's on sale at newsstands now!

BOAT SPORT is the one magazine that is almost exclusively devoted to the interests of outboard racing fans. Race coverage, engine tune-up and hop-up, news of new items, and the Last Minute Gun are just a few of the many features edited for the driver and the spectator. Order a subscription!

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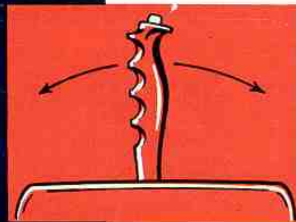
A-B HYDRO & Runabout with trailer, Mark 20-H Hubbel modified, KG-7, KG-4 Quincy modified. J. E. Horn, M.D., 1820 West Okmulgee, Muskogee, Oklahoma.

BOATS

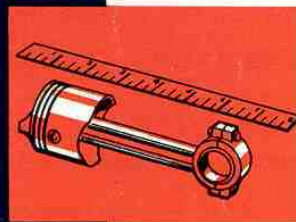
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