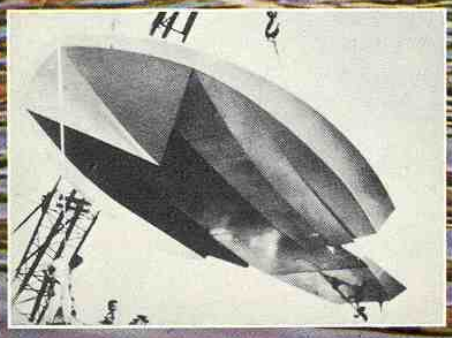
AUGUST 1957—35c

OUTBOARD INBOARDS CDC BOAT SPORT



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Photographed at Cypress Gardens

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LATE NEWS

BOAT SPORT one minute gun

NORFOLK, VIRGINIA, April 28, drew 63 stock outboard contestants from points as distant as Massachusetts, Michigan and North Carolina for the annual Tidewater Marathon over an eight-lap course of about 50 miles. DU winner of the event, and qualifier for the APBA Mennen Grand National Championship at Worcester, Mass., in late August, was Bob Jacobsen, Flint, Mich., in a Mercury 55H-powered Speedliner. Jake is already a threat to repeat his last season's performance, in which he racked up an enviable record, winning the Winnebagoland, Bay City, Mich., and Pittsburgh marathons, placing second at the Detroit, 1000 Islands, and Trenton, Mich., events, and finishing third at Topinabee, Mich. Other Norfolk class winners were: AU, Craig DeWald, Reading, Pa., Mercury-Raveau; BU, Reese Birmingham, Carrboro, N.C., Champion-Carlsen; CU, Hunter Grimes, Alexandria Bay, N.Y., Mercury-Raveau; "36", Eddie Few, Norfolk, Johnson-Carlsen.

AT PORT OF BEAUMONT, TEXAS, April 28, despite a dull, overcast day spiced heavily by cloudbursts, the Lone Star Boat Racing Association's season opener, the 9th annual Neches River event, drew approximately 4500 spectators to twelve heats scheduled for five different classes of modified stock runabouts. The overall winners included: A Runabout, Louis Williams, of Beaumont; B Runabout, Lee Richter, Pasadena; C and D Runabouts, Gordon McDonald, Houston; M Runabout, Cotten Mecke, San Antonio; Free-For-All, Mecke.

Action on the Neches River

AT MIAMI, FLORIDA, on April 14, a special John Hill Memorial Regatta, off McArthur Causeway on Biscayne Bay, was sponsored by the Miami Outboard Club under APBA sanction. Stars of the regatta were Skip Ritter, Hallendale, Fla., and Herbert Moore, West Palm Beach, each of whom scored three heat victories. Moore tallied heat wins in DU, "36", and DSH, in which latter class he merged a first and a third for a race win. Ritter won one heat of ASH and made a clean sweep of AU. Other class winners were: ASH, Jeff Titus, Fort Lauderdale; BSH, Otis Tomlinson, Miami; BU, Don Baldaccini, Miami; "36", Tom Sheldon, Miami; CSH, David Rawson, Fort Lauderdale; and DU, Stu Gray, Miami.

ON GREENWOOD LAKE, NEW JERSEY, May 5, at the second stock outboard affair of the season at that location and the first under APBA sanction, Craig DeWald copped two straight heats in AU from a field of fifteen. Craig then ripped a section from the bottom of his hull in BU, still managed to finish third, but might better have kept the damaged rig on the beach, for he was tossed out for jumping the clock. Other winners included Hal Kelly, Bergenfield, N.J., in BU, and Dick Rees, Pottstown, Pa., in the CU field.

(CONTINUED ON NEXT PAGE)

FROM WEIST LAKE, CALIFORNIA, comes news of the United Speedboat Association's Shamrock Regatta. Winners of the nine classes represented were: AU, Ronnie Hill, Bellflower, Cal.; BU, Doc Schiefer, San Diego; CU, Ron Rima, Newport Beach, Cal.; DU, Roy Willard, Bakersfield, Cal.; "36", Keith Mason, Downey, Cal.; ASH, Jack Hubbard, North Hollywood; BSH, Bob Davidson, San Bernardino; CSH, Ron Rima; and DSH, Russ Hill, Jr., Bellflower.

AT OIL CITY, LOUISIANA, April 28, the Caddo Lake Sports Club sponsored its annual Holiday in Dixie races featuring pounding rain, 50 drivers, 2000 spectators, and an outstanding example of good sportsmanship. The latter occurred when Paul Hayes, of Thayer, Mo., flipped his boat in the A alkie hydro events on the backstretch. Tailing closely was Jim Skidmore, Long View, Texas, who intentionally flipped when split second judgment warned him it was otherwise impossible to avoid running down Hayes.

Top man at the event was Corpus Christi's Bob McGinty, who scored five heat wins and placed in the money in three other events in the R. Allen Smith-groomed, Harry Marioneaux equipment. Race results were: A Hydro, Deanie Montgomery, Corsicana, Texas; B Hydro, Archie Golsan, Memphis, Tenn.; C Hydro, Bob McGinty; C Racing Runabout, McGinty; F Hydro, Bill Weeks, Fort Smith, Ark.; Free-For-All, Dick Pond, Keokuk, Iowa. The event was sanctioned by NOA and, despite rugged weather conditions which sank the Caddo Lake Sports Club under water three days later, the event was an outstanding success and a credit to the sponsoring group.

Bob Jacobsen, Norfolk DU winner

THE EASTERN CRUISER ASSOCIATION lists the following summer and early fall events on their predicted log racing schedule: July 20, Indian Harbor Yacht Club, Greenwich, Conn.; 45.4 nautical miles for the Robert R. Martin Memorial Trophy and the Hubert Scott-Paine team trophy; August 3, 31.6 nautical miles, with start and finish near the Orienta Yacht Club, Mamaroneck, N.Y., for the Pilots Trophy; August 10, 47.5 nautical miles with start and finish near Fair Haven, N.J., under the sponsorship of the Shrewsbury Yacht Club; August 17, the Richmond County Yacht Club, Capt. Billop Trophy over 39 nautical miles with start and finish near Great Kills, Staten Island, N.Y.; and September 7, 42.4 miles with start and finish near the Port Washington, N.Y., Yacht Club, for the Commodore's Trophy.

WILBUR W. MC DONALD of 5245 S.W. Custer St, Portland 19, Oregon, has taken over the Hubert Entrop cabover design and is now turning out cabover hydros suited for alkie burner PR-65, D Stock and F's powered by 4-60's and modified-to-alcohol Mark 55's. Entrop reportedly is working on plans for a stock C hydro and also a suitable hull for the Mark 75 in both F stock and modified-to-alkie form...From MOUNT DORA, FLA., come rumbles of new high-speed activity under the magic wand of race boat designing entrepreneur Joe Swift. The pilot model Swift Delta-X mystery hydro is nearing completion. It will be 13 feet long, about the size of a 135 hydro, and is designed to take alkie-burning modified Mark 75H's. Joe has already performed a face lifting on his BSH after nearly five years of continued successes with the model. The new version will feature a longer cockpit, slight changes in running surface, improved sponson trailing edges, and a complete revamping of topside appearance.

BOB WILLIS, of Long Beach, Cal., left New York May 13 with his 266-c.i. hydro Roughneck to represent APBA at a Venice, Italy, regatta. He will run his 130-mph craft in the 800 kg class in this Federazione Italiana Motonautica regatta. With him as mechanic went "Red" Wilson, also of Long Beach, holder of the E Racing Runabout record of 85.31 mph...A HALF-MILLION-DOLLAR FIRE at Bolton Landing, N.Y., on May 5, destroyed the marine establishment of F.R. Smith & Sons, and with it an adjoining garage owned by George Rice, owner of El Lagarto. Completely destroyed were six 6-cylinder Packard Gold Cup engines, believed the last of their kind existent.

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On your newsstand Dec. 17
(Advertising closing date Nov. 1)

COVER STORY

THE TWO DU DRIVERS in this Kiekhaefer color photograph are not running first, but often, for contestants and spectators alike, the competition back in the pack offers just as much excitement as winning. The upper black-and-white picture shows Harold Tolford, Seattle, in his DU, at a regatta in Wenatchee, Washington. The other picture offers an interesting angle on high speed racing hulls: this unlimited is *Tempo VII*.

BOAT SPORT

CONTENTS

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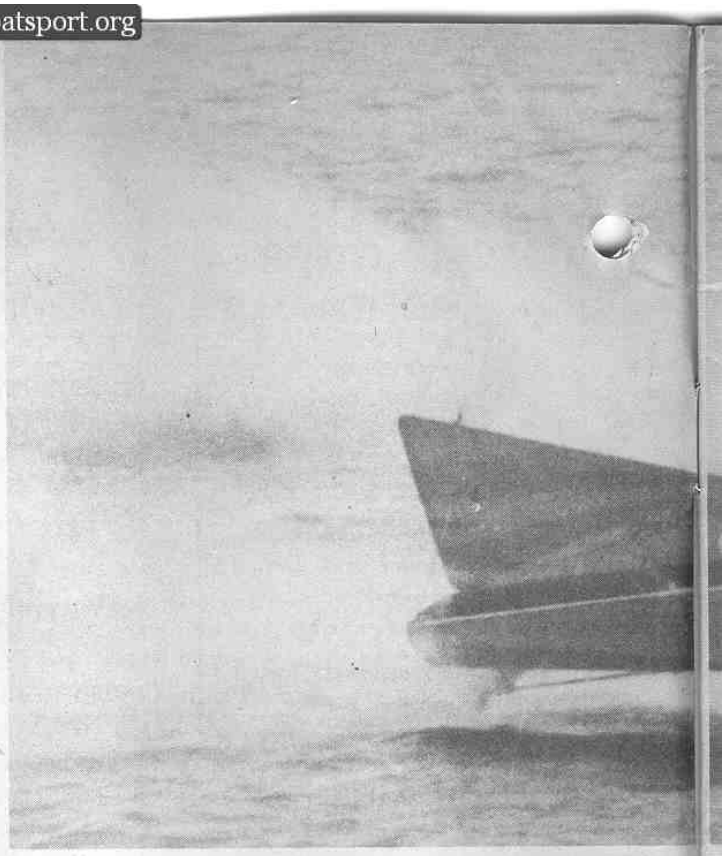
THE FUTURE of the HIGH SPEED RACING HULL



SOME REFLECTIONS AND PREDICTIONS ON THE DEVELOPMENT OF FAST PLANING HULLS

EACH YEAR as we look over the record books, it's immediately apparent that the overall class speeds of both inboard and outboard racing hulls are increasing. A comparison of some of the records fifteen years ago, just before activity ceased during World War II, with those in more recent years makes this more apparent. For example, the one-mile Unlimited Hydroplane mark in 1942 was 124.915 mph. In fact that speed had remained static since September of 1932, when Gar Wood thundered over a measured mile at Algonac, Mich., with his Packard-powered *Miss America X*. This was exceptional for the time, since the *Miss America* hull design would be considered archaic by present day standards. Wood's phenomenal speed mark was made possible by the use of brute horsepower, 7600 at 2600 rpm.

The present Unlimited piston-powered hydro mark is 178.497 mph. This mark has remained stable since it was established at Seattle in 1952 by the late Stanley Sayres in a Jones-designed Allison-powered three-pointer. The Sayres speed was accomplished with less than 25% of the horsepower used by Wood.

It's interesting to note that both Gar Wood's mark and Sayres' mark remained unbroken for a considerable number of years. There is a very obvious reason for this. Most drivers of Unlimited Class hydroplanes are more concerned with competition results than with overall top speed. Since the Unlimiteds' competition is largely raced over a two-and-a-half or three-mile course—the Gold Cup event itself consists of three thirty-mile heats, each heat raced over ten three-mile laps—the Gold Cuppers must be designed with durability, acceleration and cornering characteristics as well as overall top speed in mind. *Slo-Mo IV*, Sayres' record breaker, uniquely enough combined both competition and straightaway characteristics. In one race *Slo IV* clocked five miles in competition at 111.742 mph, and later averaged 103.159 mph for a thirty-mile Gold Cup heat.

Many sages in the inboarding circles have claimed that the present crop of Allison- and Rolls-Royce-powered Unlimited Class boats have reached their potential speed peak for competitive performance. This, I feel, is far from realistic. The present three-pointers have scarcely begun to hit their competitive stride. Three-mile lap speeds such as the 115.979 mph average established by Russ Schleeh in *Shanty I* last year during the running of the Seattle, Wash., Seafair Trophy race was exceptional, certainly when compared to the lap averages turned in during the running of the Gold Cup at Detroit, where the majority of the lap speeds were well below the 100 mph mark.

But I say that the Unlimiteds have not yet hit their stride because I do not consider the average 1956 Gold Cup owner to have been any more realistic about the equipment he operated than were many of the Indianapolis "500" race car owners about their cars in the first few postwar years. Keen competition and more entries for the "500" forced car owners to forget prewar standards and really groom their gear for the job it was designed to carry out—500 miles of racing at increasingly high speed.

Though to the casual eye in the pits and the unknowing spectators on the beach, any one of the some twenty or more Unlimited hydros that were campaigned regularly last year looked like flawless showboats of the water speed world, the fact of the matter is that more than 50% of them were actually yard dogs, replete with obvious flaws; they were poor performers poorly campaigned by tyros in racing togs. This is not meant unkindly to the Unlimited class owners who have put a tremendous amount of time, money and effort into the improvement of the sport. As a group these few men provide some of the most colorful powerboat competition in the world today. They are to be congratulated for the tremendous strides they have made with a class that was largely dormant and dull to witness less than ten years ago. The class has been built up in numbers to a point that elimination heats are the rule rather than the exception. Yet a check of heat results will show few events where the bulk of the registered equipment went the distance without mechanical failure.

With quantity, however, comes added racing excitement.

Unlimiteds in action at Madison, Ind. Tempo *VII* has bounced clear of the water, appears to be planing in air supported only by her propeller.

By Hank Wieand Bowman, Technical Editor

It takes the trained and wholly appreciative speedboat racing enthusiast to gain any pleasure seeing two closely matched boats competing alone or with one or two stragglers two miles behind. However, the casual spectator quite rightly will find much interest when five or six boats of lesser capabilities run closely bunched and keep running for an entire race. Today, at most Unlimited events, there are ample entries to make a real race if the boats would all go the distance.

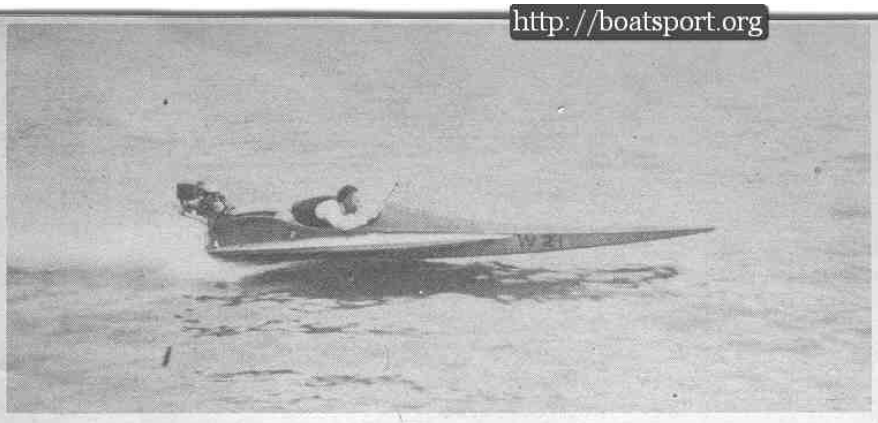
As more and more individuals are attracted to the Unlimited racing classes, the quality of the equipment from hulls and power plants through to minor accessories is certain to improve. In 1956 one jumbo Allison outfit after another ran into supercharger quill problems. The moment three or four owners have the supercharger impeller shafts beefed up sufficiently so that they won't shear, the entire flotilla will have to follow suit or they might as well keep their outfits on the beach. Super fuels, also, took their toll, despite countless warnings by experienced fuel men that the Allisons weren't meant to burn nitromethane blends and other hot cocktail mixes.

In walking through the pits at Detroit last year I saw banged-up propellers that were to be run in the world's most prominent speedboating regatta. These props would have brought nothing but sneers if their counterparts had been used at a stock outboard affair or an alky-burner outboard regatta. Yet the power train tail on multi-thousand dollar pieces of racing equipment was frequently makeshift. At that same race where the boats were expected to be subjected to more than normal rough going due to prevailing water conditions on the Detroit River, I noted that two boats which ultimately competed already had badly split sponsons.

In brief, what I am pointing out is that many of the queens of our speedboating flotilla bear no closer examination than the leading ladies at a burlesque—showy and flossy appearing at a distance but superficially groomed. However, within the next two years, perhaps even this

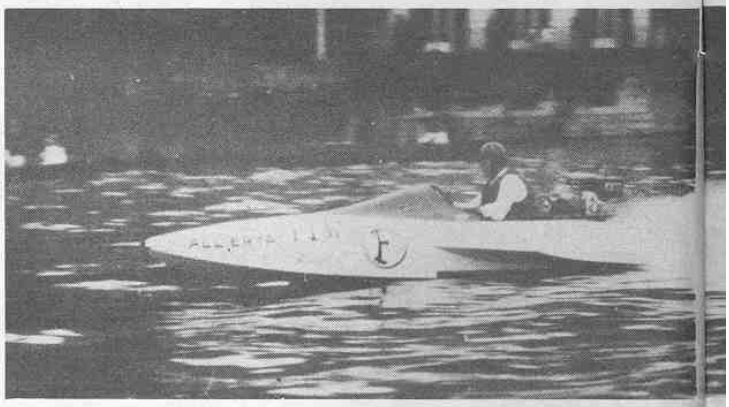
Cabover-design hydro places driver farther forward in the cockpit than traditional three-pointer. Design functions well with lots of power.

Front quarter view of a Record cabover design illustrates how, even with outboard hull, mass of the boat's area is forward of center of gravity.

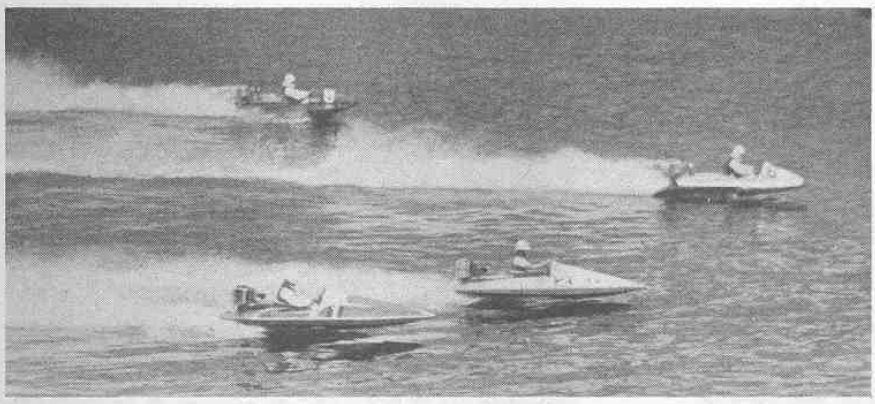


Needle-nose-designed outboard hulls were popular in early 'thirties. Sending a pack of these into a corner today might result in some fancy spearing.

THE HIGH SPEED HULL
continued



Right: An early single-step hydroplane with non-trip airfoils, a design which with modifications might be applied to high-speed sports runabouts of the future.



In Europe, heavy Class X motors are run on sit-down type hydros. Cockpit location of two boats farthest from camera resembles our cabover designs.

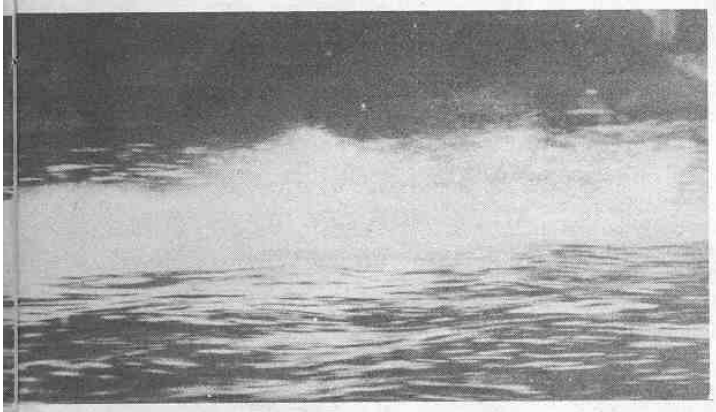
year, I fully expect to see carefully set up Gold Cuppers which will run down the straightaways at close to 160 mph. Lap averages of 115 to 120 mph will be commonplace because competition in the growing fleet will force the owners to be more particular in their preparations. And most important, the outfits as a group will run an entire race, not a heat or part of a heat; and no longer will they fail to qualify and languish in the pits.

The present generally accepted Unlimited Class hull design is so constructed that the first five feet of the boat control its actions. The deck surface and contour as well as the two forward sponsons affect its riding characteristics. The design of the deck is particularly important since it, as well as bottom contouring, helps control lift characteristics. The angle of attack of the sponsons and the configuration of the deck in conjunction with the angle of attack of the propeller also affect the stability and handling characteristics of the hull. On the Ted Jones-designed hulls, if the driveshaft presents an angle of six degrees from parallel with the bottom of the boat, the angle of attack is considered to be neutral and the boat has a 50-50 balance. If the angle is increased, this acts much the same as kicking in an outboard motor. It tends to bring the nose down and increases deck pressure, which cuts down on the tendency of the boat to kite, but if increased too much the boat will plow. Decreasing the angle of attack is comparable to kicking out the motor on an outboard driven hull. This makes the Gold Cupper ride lighter on her sponsons and increases the boat's speed, but requires more skillful helming. As the positive angle increases within reasonable limitations, the boat becomes faster but increasingly flighty.

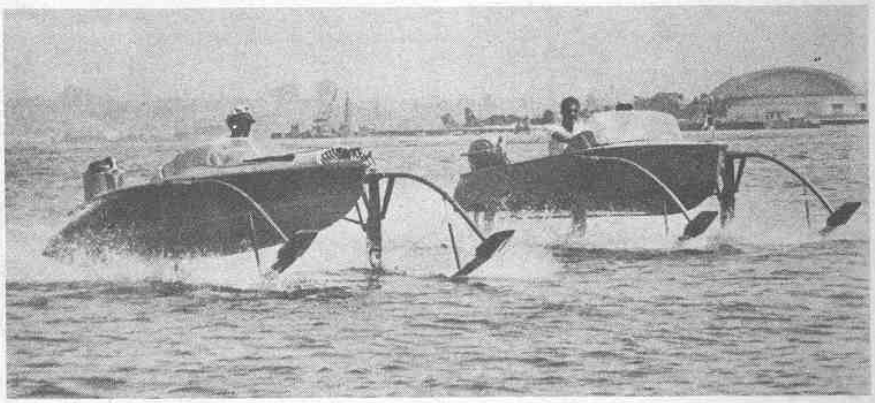
On the present crop of Gold Cuppers, the mass of the area of the boat is forward of the center of gravity. This was true of all but the conventional hydro, *Miss Pepsi*, now retired to a Detroit museum. When one of the present three pointers becomes airborne, there is a tendency for the stern of the boat to try to pivot downward and the boat performs or attempts to perform a backflip or loop. Armand Swenson, a West Coast boat designer by avocation and a rifle manufacturer by trade, considers this design to be wholly wrong. He feels that if the mass of boat area were to be placed behind the center of gravity, the boat would lose its tendency to kite and would be safer. Swenson has long been working with a scale model, a unique and radical craft, which was constructed to this design. His full-size hull will, when completed—and it is in actual building stages—have two propellers placed approximately amidships, so that with his mass aft, Swenson's boat in essence will be largely pulled rather than thrust. Swenson expects to power his rig with a 1000-horsepower gas turbine engine which will weigh only 350 pounds.

Donald Campbell holds the present U.I.M. Jet Class rec-

This group of experimental German boats uses a "delta" three-point suspension approach, with one planing surface forward and two surfaces aft.



"In general the entire crop of stock hydroplanes and alky burner hydroplanes is ill-equipped for closed-course competition."



Hydrofoils offer excellent stability on rough water, and though considered freaks today, they may become commonplace in the future of speedboating.

ord in a hull of his own design at 216.25 mph. Many people wonder about the future of an unrestricted unlimited class—which sounds redundant, but the "unlimited" class at present does have very definite restrictions. Prominent hydro designer Ted Jones feels that within a matter of several more years there will definitely be such a class and that jet-powered hulls unquestionably will dominate it. Jones prophesies that jet unlimiteds will be able to turn a three-mile oval course at an average speed of 150 mph.

Ted Jones also states that hulls must be modified to take the brunt of the future higher speeds. He considers the present materials, largely plywood, will in many more parts of the hull's construction be replaced by aluminum and other lightweight, high-strength metals such as magnesium and titanium. It's highly probable that titanium fastenings, far lighter than aluminum and stronger than steel, already adapted for aircraft use, will be used in Unlimited Class and some of the faster of the limited-class boats presently in construction stage. Jones is at work on an all-metal, 35 foot long, 12 foot wide, jet-powered hull that will be propelled by a J-47-119 of 5000 pounds thrust. Jones' jet boat, which may be tested this season, is to be equipped with a 22 foot long stabilizer. The conventional rudders and rudder post, which offer underwater resistance and are placed under tremendous stress, are to be replaced by a novel combination air and water controlled steering device.

In the limited-class field, designs also must change within the next few years in the interest of safety if not from a standpoint of greater performance. The kiting characteristics of high speed hydroplane hulls must be overcome. Greater length and beam will only partially help this and will not appeal to the racer because of the reduction of speed inherent in these cures. But it has too long been apparent to those interested in the faster running limited-class hydros that present hull designs are inadequate.

One school of design feels strongly that the present-day two leading sponsons on the commonplace three-pointer is the cause of poor handling in the upper speed brackets. High speed aircraft, which once presented their mass forward, have been altered in design and now place the mass back toward the trailing end of the plane, as in the flying delta wing design. A number of boat designers are already applying this approach by offering a single planing surface forward with a far broader stern section with multiple planing surfaces aft. The problem encountered here has been a greater wetted surface area. But on the drawing board, and with towed models at least, it is possible to offer two air tunnels rather than the one on the present-day conventional three point hydro by the use of air traps running off the forward and centered stabilizing sponson.

(Continued on page 34)

Part of the 19-boat starting field in the Channelview Bayshore Boat Club marathon near Houston.

TEXAS TRIAL

MARK 75'S GET A WORKOUT AT CHANNELVIEW MARATHON FOR FAMILY-TYPE OUTBOARDS

By Blake Gilpin

BEFORE SPRING had blown roughshod into Channelview, near Houston, Texas, the Bayshore Boat Club had played host to one of the season's most colorful opening events, sparked by cowboy actor Roy Rogers. Though stiff winds, rough water and rain combined to work against the event, for which proceeds from all ticket sales were earmarked for the National Muscular Dystrophy Research Foundation at Liberty, Texas, a gratifying crowd estimated at nearly 10,000 spectators was on hand. The course was originally slated for fourteen laps over a four-mile oval but was later re-routed as a six lapper over an eight-mile distance, circling the island on Old River near Channelview. K. O. Turner, Chairman of the event, had arranged as added attractions a water show put on by the Houston Water Ski Association and an exhibition of modified stock competition equipment featuring drivers of the Lone Star Boat Racing Association.

Five different races for stock, family-type utility boats plus a main special event open to motors or combinations of motors of up to 80 hp and 88-c.i. piston displacement were featured on the full program. Pre-race favorite Roy Rogers, who had won such West Coast utility events as the open ocean Catalina Island race, had suffered an accident with his consistent front running outfit and replaced it with a rig with which he wasn't wholly familiar.

Behind the scenes, Jack Curtis of Houston, who has designed and builds a hydraulic transom mount, played an important part in the eventual outcome of the event. The bulk of the outfits were Curtis-lift equipped. The Curtis mount, which functioned to the same advantage as the mechanical devices

(*Continued on Page 38*)

Winner of the 48-mile event, for pleasure boats powered by motors of up to 88 cubic inches piston displacement and 80 horsepower, was Harry Flagg, Dallas, former Class D Modified Stock champion.

Two unidentified racers powered by Scott-Atwater 40's lead four other entrants, mostly buried by spray, into a turn. A twin Scott-Atwater outfit finished fourth in the pleasure-boat grind.

FROSTBITE MARATHON

A nice regatta but a bone-chilling weekend for the boys who made this early April Essex, Maryland, event; sketched specially for Boat Sport by racing artist Janes

By Blake Gilpin
Sketches by J. George Janes

STOCK RACING DRIVERS heading north from the coastal Virginia area on April 14 encountered snow flurries. Though the sun was periodically obscured by coursing gray clouds, the weather for the eastern seaboard's opening out-of-the-box outboard marathon was generally clear. However, for the small coterie of stock outboarding enthusiasts, pit stooges and families who fringed Middle River at Airport Beach, near Essex, Md., the day had rugged aspects. For more than a handful of the fifty-eight stalwart drivers who plied their stock outboard runabouts over the wind-whipped water, the day was a frostbite nightmare.

Actually, the water's surface, despite a chilled damp breeze that periodically became gusty, was not exceptionally rough, but flips and toss-outs were numerous. The bulk of these were attributed to shallow water caused by an excessively low tide prevailing between the start of the opening heat at 1:30 and the final canto at about five o'clock.

Chairman Lou Van Rossum had scheduled races of 40-plus miles for six different classes, JU, AU, BU, CU, DU and EU, over six laps of an approximately-seven-mile course. Wind and cold combined to cause Van Rossum and the officials to shorten the distance of most of the events.

The seven JU entrants, who ranged in age from 10 to 14, varied in weight from flyweight class Bobby "Two Bits" Thornton, a scant 60 pounds wringing wet, to the National High Point title holder in the class, Danny Ziegfeld, who has suddenly gone into a gaining sprint and now tops 100. These stalwarts looked at the water with only a casual foreboding. However, Referee Lou Straus preferred to gamble on the waning afternoon providing better conditions for the mites of the game and in the interest of safety called the DU's to the starting line first.

Only seven of the scheduled 40-cubic-inchers answered the five-minute gun. Seconds after the start, the dampening of drivers' spirits and beings began as Bob Jones, Jr., Williamsburg, Va., flipped his Sid and was dejectedly towed in. The boat prophetically enough was named *Soakin' Wet*. Jones claimed that his lower unit had hit bottom, causing his boat to veer sharply and toss him off balance. The thigh-deep water, even 50 yards out from the starting stand, seemed to bear out the fact that Jones' unit probably did hit a lump on the bottom. Dick Ellis, another of the three high-point champions present who sported the coveted 1-US (2-US is awarded to the professionals, 1-US to amateurs including Ziegfeld in JU and Bill Franklin, EU) broke into a lead at the start in his Fury Craft, a modified Hal Kelly design. Warren Klawans, who had moved up to the gun bow-to-bow with hapless Jones, fell in line behind Ellis. At the end of the first lap, the U. S. Navy diesel engine man was leading Klawans by a 25-second margin. Tom Heisler, Trenton, N. J., rode third, with Elmer Possinger, Stroudsberg, Pa., in fourth spot 10 seconds behind.

At the end of the second lap Ellis, who was giving his homemade rig its first baptism in competition, had increased his lead to 39 seconds but continued to squeeze throttle, ignoring the choppy water. Meanwhile, Tom Heisler had flipped and Possinger had moved up into third position. Ted Werner, Roxedale, N. Y., who was running fourth, cut a buoy and was red-flagged, but either ignored or never saw the signal and continued for the entire distance of approximately 40 miles racing for naught.

At the end of six laps, Ellis, who handled his boat as though he had been racing in it all season, had built up a 58-second lead over the second-place finisher Warren Klawans, who helmed a boat owned by Herbert Thornton. Possinger finished third.

The most exciting event of the day brought a field of 18 of the 19 registered BU's and 6 EU's out for the starting gun together. Warren Klawans, still cold and barely relaxed from his 42-mile DU skirmish, led the field across

(*Continued on Next Page*)

Start of an early heat. An icy wind blew over the water and coats and heavy jackets were the order of the day for both racers and onlookers.

FROSTBITE MARATHON

continued

Most exciting performance at the Essex event was that of Craig DeWald, veteran marathoner, who broke a steering cable but moved up from twentieth at the start to third at the finish.

the starting line in Jake Dover's Merc-powered Sid, followed by Bob McCann, Pottsville, Pa., in a Champion-motored Richcraft, and Wilford Lawson, Cambridge, Md., all BU's, and John Manzari, Baltimore, in a Speedliner powered by an Evinrude EU.

Craig DeWald, Reading, Pa., one of the country's most consistent and experienced outboard marathoners, failed to appear when the starting gun sounded. Nearly a full mile behind the last of the starting field DeWald, whose outfit had broken a steering rope while he was jockeying for the start and who had made frantic jury rig repairs, crossed the line seemingly hopelessly out of contention. At the end of the first lap Don Christy led in a home-made Merc-powered hull, followed two boat lengths behind by McCann, with Lawson, Buddy Fleming, Edgewater Beach, Md., Ken Winters, Yonkers, N. Y., Klawans, and Bill Franklin, Baltimore, all in close order. Franklin, holder of the EU amateur national title, was by now leading the 50-cubic-inchers. Amazing to the fans, however, was the appearance of DeWald, who had closed the margin on the tailenders of the starting field, and had moved up into overall tenth spot, passing thirteen boats to ride seventh among the BU's.

The race was thrill-packed from beginning to end. Nelson White, Baltimore, had been tossed from his Merc-Sid at the start. Karl Kipf, Baltimore, in an Evinrude-Willis EU, cut one of the buoys at the starting line end of the course and was disqualified, though he continued the event and finished second in his class. Fleming failed to complete two laps and was another of the host of drivers who returned to the pits soaked and shivering. Bob McCann moved his Hot Rod into the lead near the end of the second lap, pushed closely by Lawson in his hull *BeeZee*, with Christy still in close contention right in Lawson's wake. Ken Winters was in fourth spot, but less than a hundred yards behind Winters was DeWald, closing fast on the leaders in a Raveau powered by a Merc 20H. At the finish a lap later McCann led Lawson by one second, with DeWald, now riding third, finishing twenty-five seconds later, up from last to third over a distance that had been cut to slightly over twenty miles because of the increasingly rough water and dropping temperature. In fourth overall spot in the field, and first of the EU's, was Bill Franklin. Manzari was second finisher in EU, with Willard Rhodes, Baltimore, third.

William Franklin, who holds the high-point championship in Class EU, helmed an Evinrude-powered Carlsen to victory in his class at the Essex, Md., event.

The scheduling of EU class events is a rarity in stock outboarding competition today. The boats and their drivers must weigh 445 pounds, ten pounds more than the DU class. The motors are 50-cubic-inchers, none of which have been made by Outboard Marine—most of them were Evinrudes—for nearly ten years. Yet last year, of the fifteen boats registered in the class under A.P.B.A. banner, eight were from the Baltimore, Md., area. Reportedly through the efforts of this fanatically loyal nucleus in Maryland, the number of registered drivers in the class in Region 4 alone has nearly doubled. So enthusiastic is this small group about their big but archaic power plants, they pool parts and buy up spares whenever and wherever possible in order to keep the class in existence.

Sixteen AU's and CU's combined to make up the day's third starting group. The AU class, with an unimpressive entry list of only six boats, produced just three able to go the entire twenty-one miles. Seven of 10 CU's finished the event—one entry failed to start and two drivers flipped. The race provided an upset in AU when Stephen Stevens, New York City, in a homemade hull, got off in seventh starting position, though close behind DeWald, the favorite. Running in the sixth mile, moving down the backstretch toward the corner near the judges' stand, DeWald led by a slim margin but kissed off a wave top and momentarily became airborne. Stevens quickly took advantage of DeWald's bobble to take over the lead. The New Yorker apparently failed to spot the turning-buoy locations. He nearly cut inside the second of the three markers, but managed to change course at the last moment to round it fairly. DeWald, intent on moving back

Ten-year-old "Two Bits" Thornton is buried deep in the cockpit of his JU, fastening in lead weights to meet minimum limits while getting an assist from a fellow pre-teenage contestant.

into first spot, followed blindly in Stevens' wake and was led even farther in toward a false turning, to lose more ground correcting his error. From that point on the positions of these two boats didn't change, though DeWald pushed Stevens right through to the finish line. Ralph Yost, AU winner last year of the 1000 Islands event, stayed within challenging distance of DeWald, but despite a cornering technique that matched the slick boat handling of both DeWald and Stevens throughout their closely contested race, Yost couldn't better his position.

Bob Jones, Richmond, (teammate of Bob Jones, Jr., but no father-son team; he happens to be seven years Junior's junior) completed only one lap, and Stu Buxbaum, Norfolk, in his final race before entering the service, also chalked up a DNF.

Dick Banks, Laurel, Del., riding in fifth overall position, flipped midway through the first lap. Dick Rees, Pottstown, Pa., moved up from third spot to take over the lead from Bob Jones, Jr., and Norman Rand, Washington, D.C., all driving CU's. From that stage on Rees maintained complete control over the CU outcome, though he did treat the spectators to some fine full-throttle cornering performances, with his Richcraft laying it into the turns as handily as a Rinker.

The real race was for second position between Brinke, Rand, and Wes Lusby, of Baltimore. Lusby moved into second spot in the final lap to finish 16 seconds behind Rees and 50 yards ahead of Rand.

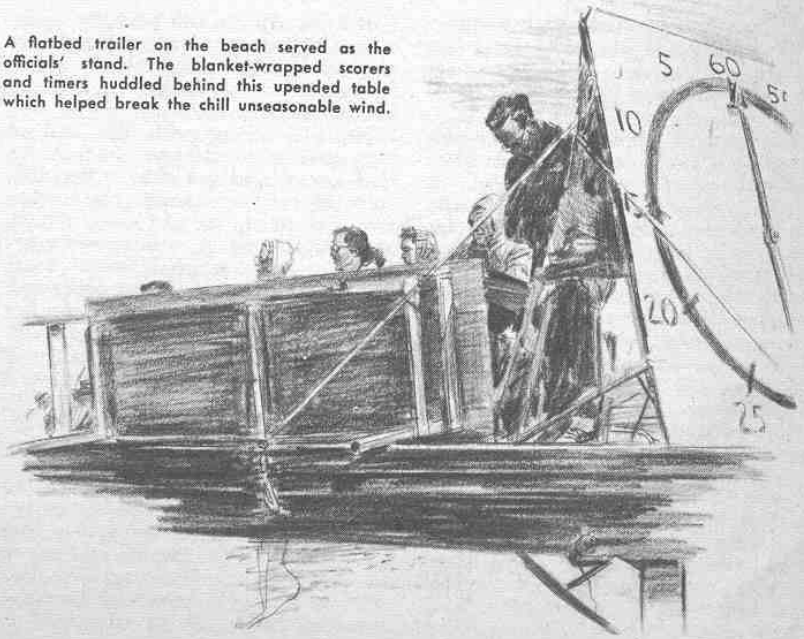
The unluckiest driver in the event was Henry Brinke, Silver Springs, Md., who had helmed his Speedliner from *near the end of the pack at the* start to fourth at the completion of one lap, had bounced past Rand midway down the second circuit and nearly finished third. Actually Brinke came within a stone's throw of the third place trophy. The course's finish line was less than 50 yards from the final corner. An undetected driver a lap earlier had struck one of the two clusters of inner tubes making up the turn buoys and his prop had slashed and sunk them in the shallow water. Brinke, on approaching this final point, looked for and failed to sight the sunken buoy, but his lower unit tangled with it and he dumped.

The seven JU's finally had their opportunity to take to the water but nearly half of them ran into real trouble at the start. Maureen Wagemaker, Laurel, Del., suffered a motor casualty before the start. Her JU's propeller hit the bottom before she was wholly up on plane and the shaft or clutch mechanism snapped to put her out of business. Tiger Petrini, who holds the mile record at 27.748 mph, hit the line with a slight advantage over the balance of the field and appeared to be on his way to victory in a new and untried hull which had just been shipped in from the West Coast. Danny Ziegfeld's rig also hit shallow going and he went out with a prop casualty. For two and a half laps of a special shortened course, Tiger hung onto a slim advantage, followed closely by Doug Van Rossum and David Rhodes, both of Baltimore, with Bobbie Thornton, Alexandria, Va., fourth. Unfortunately for the Tiger, he bounced over a big wave, sprayed his powerplant, and it stalled. Tiger failed to finish the event, which was copped by Doug Van Rossum with Rhodes and Thornton second and third.

An interesting bit of news developed after the event was over. Burt Todd, one-time midget-auto racer and a recent convert to the galloping shingles of the waterways, had served as Timer, helping out Joe Dreisch, Commodore of the Chesapeake Outboard Racing Association, and the rest of his officials. Todd announced his forthcoming marriage to Scorer Mrs. Carolyn Johnson, widow of the late popular Region 4 Stock Outboard Racing Commission member, Tom Johnson, and owner of several of the east's fastest stock hydros and runabouts.

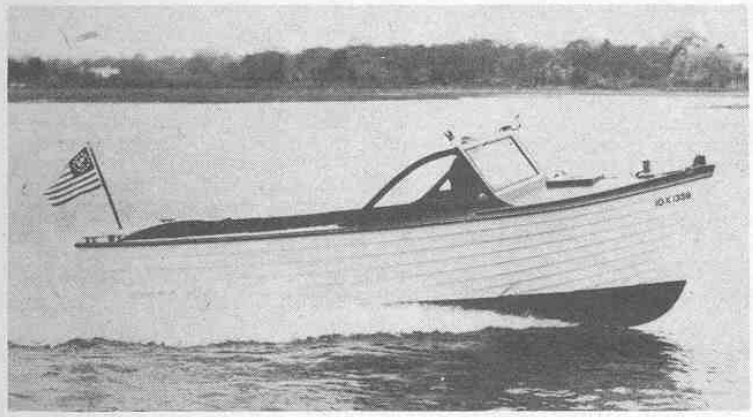
Though weather had stacked the cards against a successful opener, the determination of the drivers to get their season going plus a willingness of the officials to work under any weather conditions, combined to carry the C.O.R.A. marathon to a successful though frigid conclusion. ●

A flatbed trailer on the beach served as the officials' stand. The blanket-wrapped scorers and timers huddled behind this upended table which helped break the chill unseasonable wind.



A sailboat like this Holland American 40-foot ketch would be the yachtman's choice for embarking on long ocean passages . . .

OUTDOORS with the OUTBOARDS



. . . and an inboard like this Zobel 24-foot sea skiff is best for extensive offshore fishing . . .

The Case

WHENEVER TWO OR MORE boatmen get together, the question of sail vs. inboard power vs. outboard power is likely to come up for discussion—and once the discussion starts it is likely to grow quickly to the proportions of a knock-down, drag-out argument.

The outboard enthusiast is usually at a disadvantage in such a debate because he is, relatively speaking, a newcomer to boating. While there have been sailboats for centuries and inboard boats for three-score years or more, outboard boats have come of age only in the past decade. This means that the wind jockey and the inboard fanatic have tradition on their side. It also means that they have many arguments on tap which, because of years of repetition and polishing, are so well formulated as to seem wellnigh irrefutable.

Despite this, the outboard devotee can, with a little thought, present his case so convincingly that he will be able to more than counteract the claims of his opponents.

If he is wise, he will catch the opposition off balance right at the beginning by clearly stating that he cheerfully accepts the limitations imposed by an outboard motor.

He will concur with the sailboat man that a windjammer is best for long ocean passages, where the difficulty of carrying enough fuel makes any motorboat, inboard or outboard, impractical. But, he will carefully explain, ocean crossings in small boats are fine to dream about but just aren't practical for the average Joe who has a nine-to-five job and a two-week annual vacation.

Then he will agree with the inboard zealot that for extensive offshore fishing—where there is no substitute for displacement and mass in coping comfortably and safely with large waves, rolling seas and unpredictable weather—a boat so sizable is needed that it can be powered successfully only with an inboard engine. But, he will hasten to add, he contemplates no long trips offshore in search of the denizens of the deep; he is perfectly content to do his fishing in lakes, rivers and bays with only a very brief sortie now and then into deep water for an occasional try at a bluefish or a striper.

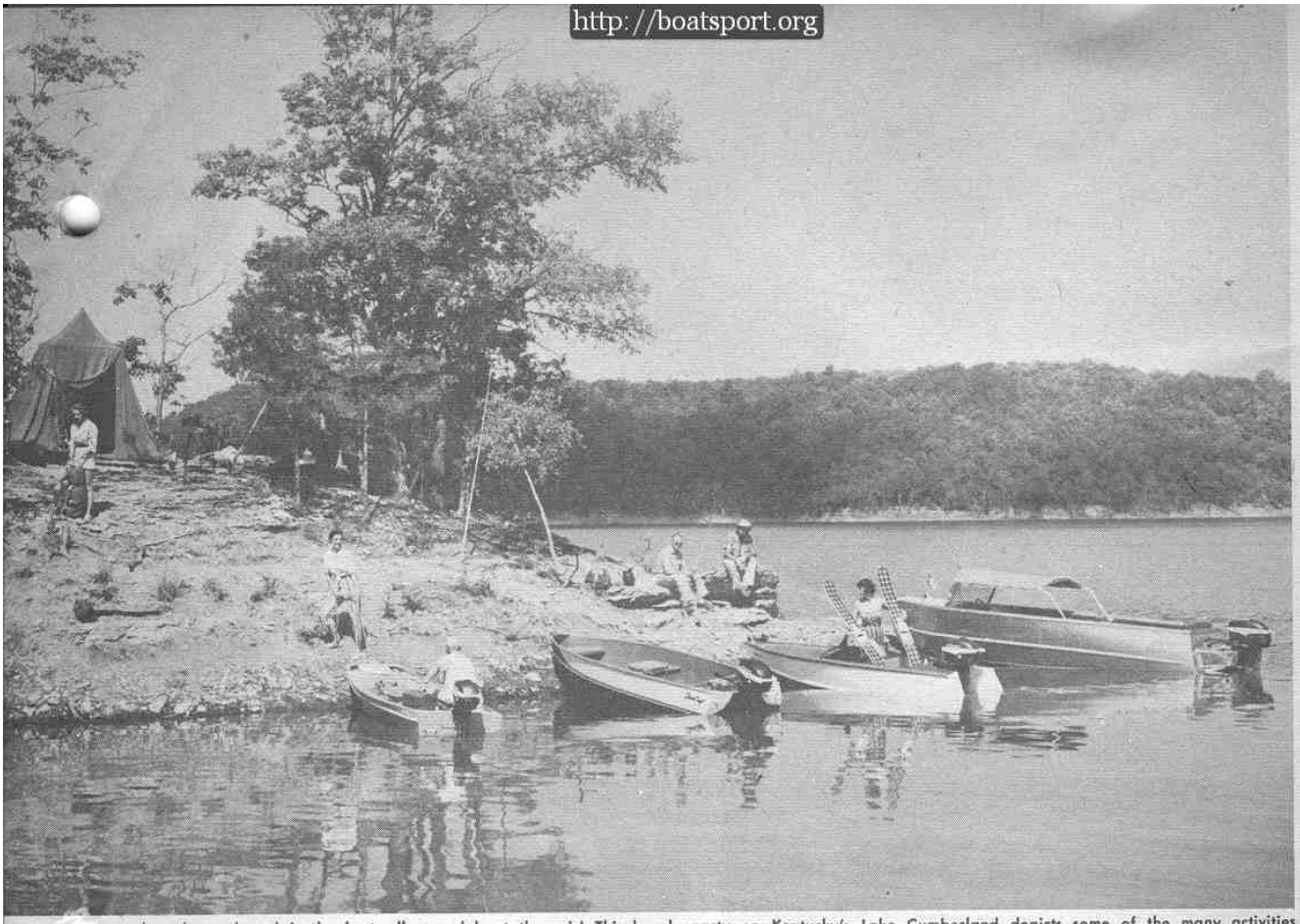
And, finally, he will go along with both the sailor and the inboarder when they point out that cruising accommodations are definitely limited in an outboard boat. But, he will say, he has no desire to accommodate Coxey's Army aboard his craft; if she can sleep two—or, at the outside, four—he will be content.

Our hero thus far will have been pretty much on the defensive. His opponents will be feeling pretty smug. Then will be the time when he'll move to the attack. His opening salvo should be unequivocable and forceful:

"The outboard is the best *all-around* boat there is!"

Can he defend that statement? Sure he can.

He might start by expounding on the virtues of today's outboard motor. This is a smart move because his opinionated, benighted antagonists probably think we still live in outboarding's



. . . but the outboard is the best *all-around* boat there is! This beach party on Kentucky's Lake Cumberland depicts some of the many activities for which an outboard is ideal. The boats are: Arkansas Traveler johnboat, Dura Craft utility, Custom Craft runabout, and Feather Craft Cruisette.

for the Outboard

By John Kingdon

dark ages, when the typical motor was a hard-starting, knuckle-busting mechanism of the devil. This, of course, is nonsense. Today's motor is as trustworthy and convenient to use as any inboard. It has electric starting, a generator, a forward-neutral-reverse gear shift and remote controls. And, thanks to its underwater exhaust, air-intake silencers, fiberglass hood insulation and rubber transom mounts, it is as quiet in operation and as free from vibration as its inboard sister.

Having established this, the outboarder can go on to marshall many more points in favor of the outboard boat.

● The motor is proportionately light and the boat is also comparatively light, thus insuring that the combination will be faster than an inboard that has the same power and carrying capacity. Light weight also makes the rig easy to put on a trailer and haul behind the family car, thus widening the owner's cruising range infinitely.

● The motor is portable—it is not permanently attached to the hull. This means that the motor can be used on more than one boat, making the ownership of a personal "fleet" a correspondingly inexpensive proposition. Portability also means that motor maintenance and repairs, and fall lay-up, can be accomplished at the owner's convenience with no need to rely on the costly facilities of a boatyard.

● The motor is less expensive to purchase than the equivalent inboard engine and is self-contained, requiring no separate propeller, propeller shaft, stern bearing, stuffing box, rudder, rudder bearing, exhaust system, fuel tank, or water intake and discharge fittings. The first cost is thus much less than that of an inboard. And, incidentally, because the motor installation requires no through-hull fittings, there is no fear of bothersome leaks.

● The angle of attack of the propeller can be adjusted to suit varying loads and varying distributions of weight, thereby preventing the boat from porpoising or galloping at any speed or under any conditions.

● The fuel tank is removable and conveniently carried by hand. Refueling is therefore easy—the owner takes the tank to any nearby service station rather than being forced to run the whole boat to some waterfront refueling station that is perhaps inconveniently located.

● Thanks to the tilt mechanism, the boat can be operated in shallow water with no fear of damage to the propeller or shaft.

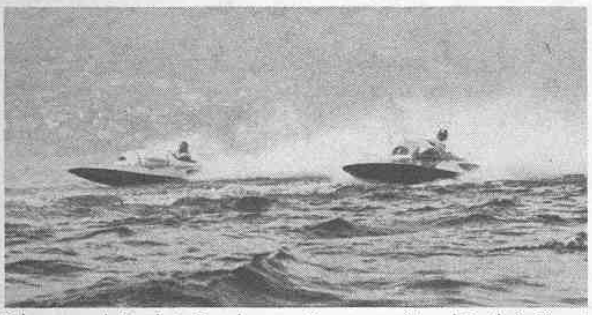
● The boat and motor are bought as separate units. Many combinations are consequently available, making it relatively simple to achieve any desired performance.

With this mass of evidence in its favor, the outboard clearly has the right to hold its head up high in any boating company, no matter how fancy. So the next time a stuffy "yachtsman" type looks down his nose at your boat and condescendingly calls that mechanical marvel on its transom an "eggbeater" swell your chest with pride and righteous indignation and firmly correct him by declaring, "That's no *eggbeater*—it's a *world beater*!" ●

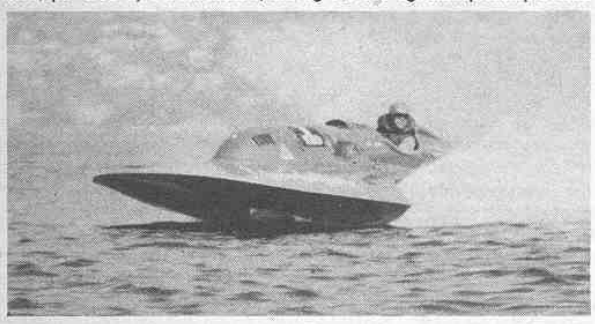
Von Mayenburg of Germany, with a Jaguar-powered Staeves three pointer, finished second overall in the 1956 European 800-kg. championship of the world.

EUROPEAN

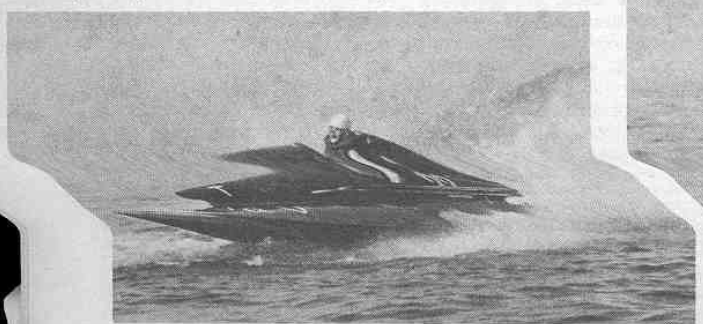
800 kg championship



Delacour and Bauchet, French competitors, are pictured in their Timossi hulls, powered by D.P.M. motors, during the 800 kg. championship events.



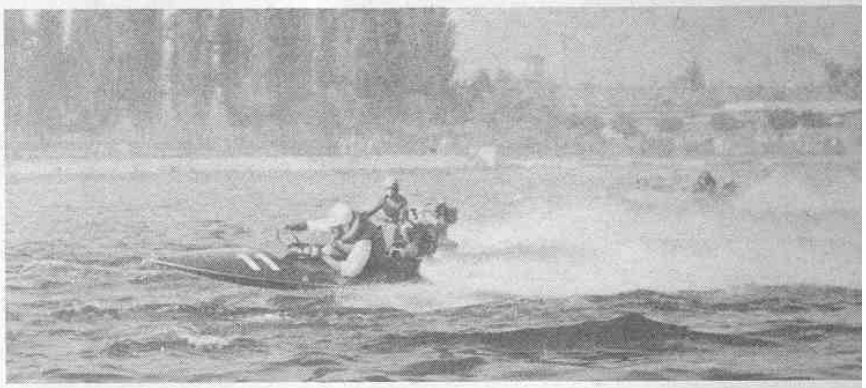
Ezio Selva, in his Alfa-Romeo-powered Timossi, captured the championship with a perfect performance. International representation flavored race.



Third place overall in the 800 kg. world championships went to Guidotti Liborio, who helmed this sports-car-styled Maserati-powered Timossi hull.

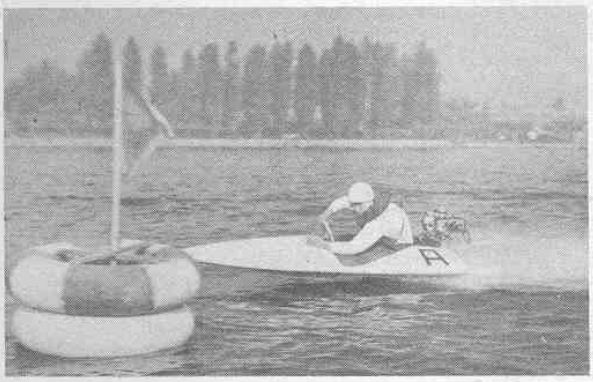
American Sam DuPont competed in this Chevrolet-powered hull. His best showing was in the second heat, in which he took a second behind Selva.

Above: In the European alky-burner championships at Milan, Italy, last fall, Dell'Orto, a top Italian driver, helmed a Konig-motored Molinari Class A hull. Below: Ultimate winner Vitali, driving a Carniti-powered Molinari, leads Carena and Gerli, both also pushing Molinari-hulls.

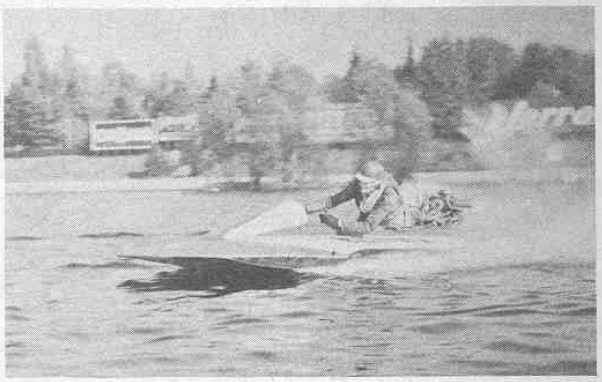


racing outboard championships

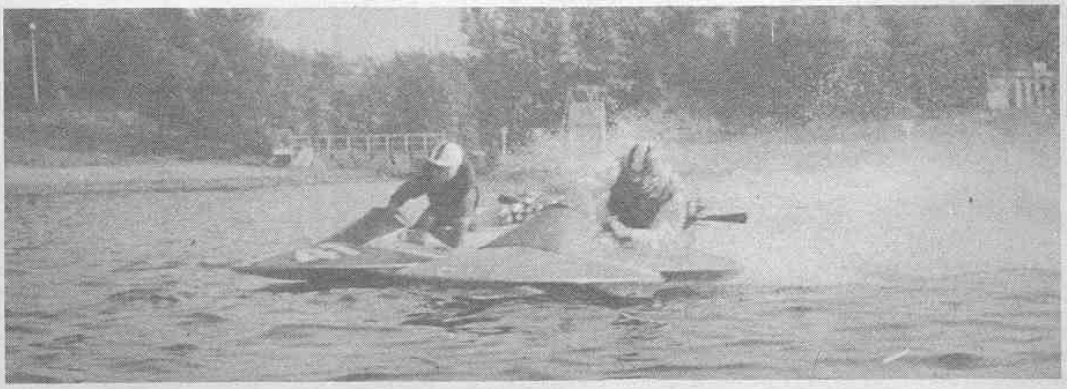
RACING SCENE IN PICTURES



Werner Thiele, German racer, was the winner of the Class A title in a specially designed hull.



Italian Class C champion Emilio Osculati drives his Molinari hull with a 500-c.c. motor he designed and fabricated, one of Europe's hottest rigs.



Action during A events shows Ghignatti, right, with an Ossola-Molinari outfit, running bow-to-bow with Vigano (Konig-Molinari).

Above: One of the few inboards at the Long Island Speedboat Show was the 136-c.i. *High Society*, shown here with driver Bill Steinfield, Region 2 high-point champion last year. Below: Joe Davies and his "36" runabout took a first in the Around-Manhattan Marathon.

EASTERN OUTBOARD RACERS DISPLAY THEIR OUTFITS

Photos: Bob Pape

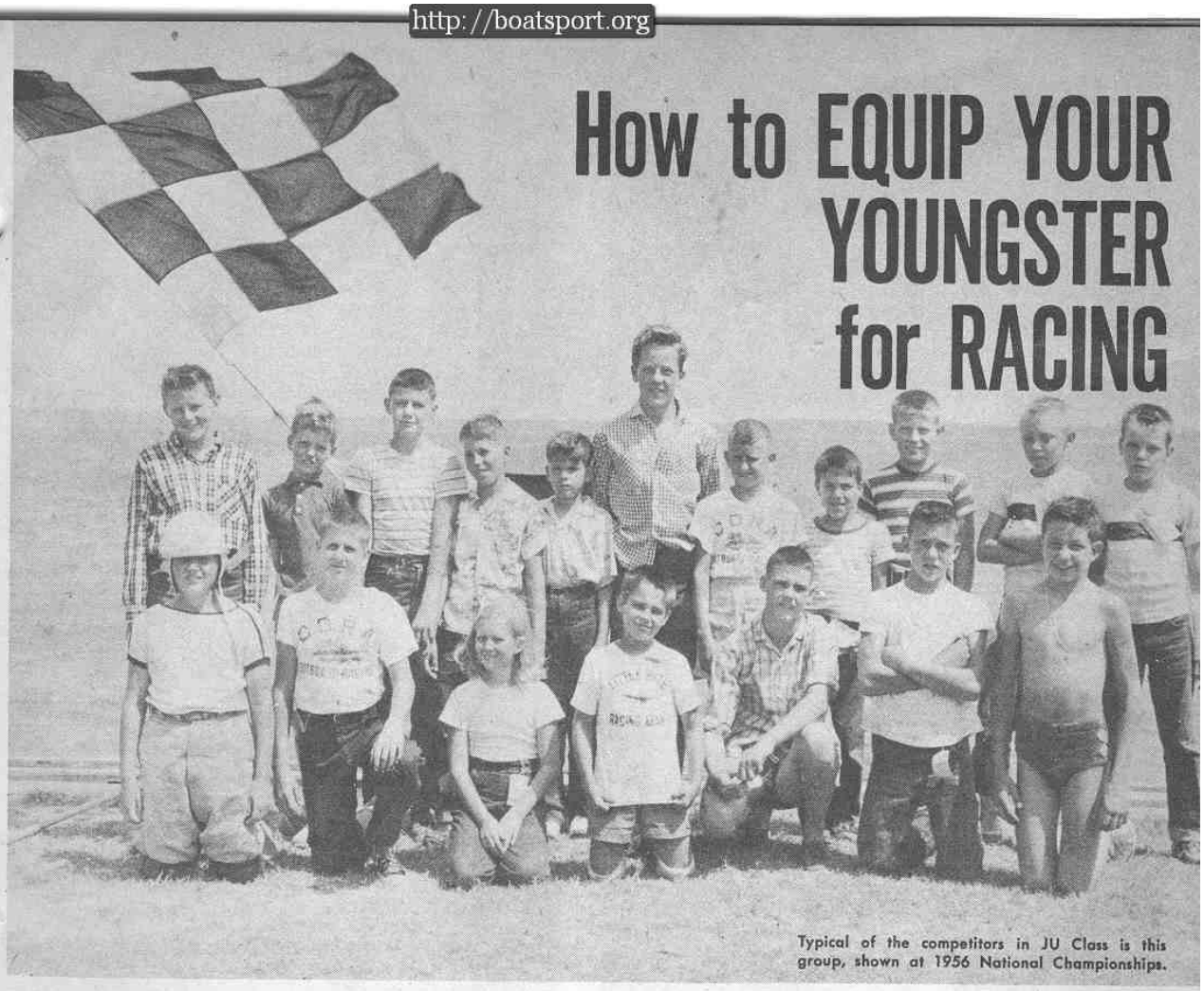
LONG ISLAND *SPEEDBOAT SHOW*

IN A PRAISEWORTHY move to help popularize powerboat racing, and to make its aims and participants better known to the public, the Stock Outboard Racing Association of Long Island, N. Y., sponsored and conducted what they hope will be an annual speedboat show at the Hempstead Armory this spring. About 35 utilities and hydros—and one lone pleasure cruiser—were brought together by their friendly S.O.R.C. owners for the occasion.

The number of interesting hulls and shining trophies testified that the 365-member Association is among the most active in A.P.B.A. With clubs like this working for the increased recognition of powerboat racing, the sport will continue to grow in national esteem. ●

Young Bob Spano of South Freeport, N. Y., shown here with fast A Alky outfit, is one of a promising group of juniors in Long Island S.O.R.C.

How to EQUIP YOUR YOUNGSTER for RACING



Typical of the competitors in JU Class is this group, shown at 1956 National Championships.

Start your youngster in JU Class with an inexpensive boat, motor; he'll enjoy a safe and exciting sport, and acquire new skills

By Hank and Blake

IF YOUR YOUNGSTER is anything like ours, he's probably been going to boat races since he was four weeks old. Naturally he'll want to get into racing himself as soon as possible. There are more and more father-and-son teams in the pits these days. One of the nicest aspects of boat racing is that it is more often than not a pastime for the entire family.

Our own son was nine years old last year. Since then he has been begging incessantly for an opportunity to take an active part in our sport.

As a nine-year-old, there are only two classes of boat racing open for him: Class M alky-burner hydros, for which class there is no minimum age restriction, and Class JU for stock outboards. Since only a few M Hydro events are slated each year in our area and since currently there are JU races scheduled nearly every weekend—actually more than twenty during the past season—there was no question that JU class would get the nod, particularly since Craig has already met many of the JU competitors.

JU class is open to boys or girls 9 through 14, and was set up as a break-in class specially for youngsters. The hulls are runabouts. They are required to be a minimum of 9 feet in overall length, with a minimum of 40 inches of beam at the transom, 12 inches of freeboard amidships, and a minimum depth of 9 inches from sheer to keel line measured at the transom. Though there is no minimum hull weight, the minimum weight of the driver and the boat must be at least 190 pounds. Included with the weight of the boat is permanently attached hardware such as throttle, steering apparatus, pulleys, lifting handles, flotation equipment and upholstered seats or cushions which are securely fastened with bolts, screws or tacks. The weight of the driver includes his regular racing clothes but *not* his life jacket, helmet and kneepads. This latter is a somewhat unrealistic exclusion but it's a part of the rules so the newcomer and the veteran alike have to abide by it.

The motors are limited to a maximum of 7.5-c.i. piston displacement. The motors used in the class include the Mercury models KF-5, Mark 5 and Mark 6. All three of these are of 7.2 cubic inch piston displacement.

Stock JU class is an ideal one for the beginner. The potential speed of these boats is sufficiently high to offer plenty of excitement to their drivers and still not unreasonable in view of their average age. The five-mile competitive mark is 27.239 mph and was established by 1955 and 1956 JU champion Billy Schumacher, of Seattle, Wash., at Ocean Lake, Ore., in 1955. The one-mile straightaway mark is slightly higher, 27.748 mph; this record is held by Eddie "Tiger" Petrini. This speed was made in 1956 at Elizabeth City, N. C. The average outfit set up for competition will run approximately 25 mph, and that or slightly faster should be the target of the racer aiming to finish in the front of the field.

The Motor

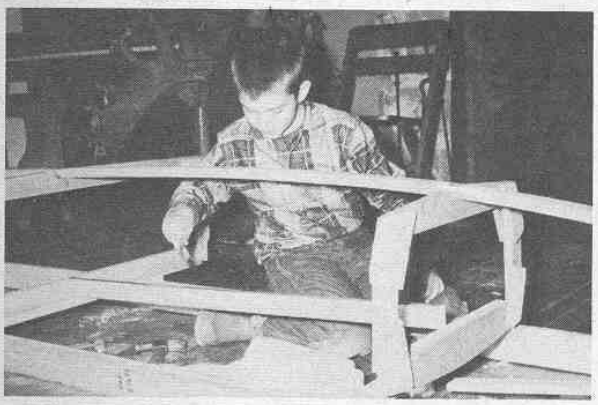
The stock classes are particularly good ones for the newcomer to the game, since the motors can be run practically in out-of-the-box condition. However, regardless of whether you expect your youngster to go out and win his first race or you will be contented to have him run at the rear of the pack until he gets a bit of experience, a certain amount of advance preparation is required even of stock

Nine-year-old Craig Bowman prepares to open his Speedliner kit hydro. Many manufacturers design shipping crates to serve as a building jig.

The builder pauses to read instructions. The first stages have been completed, with two main frames, keelson, stem and transom in place.

EQUIPPING YOUR YOUNGSTER FOR RACING continued:

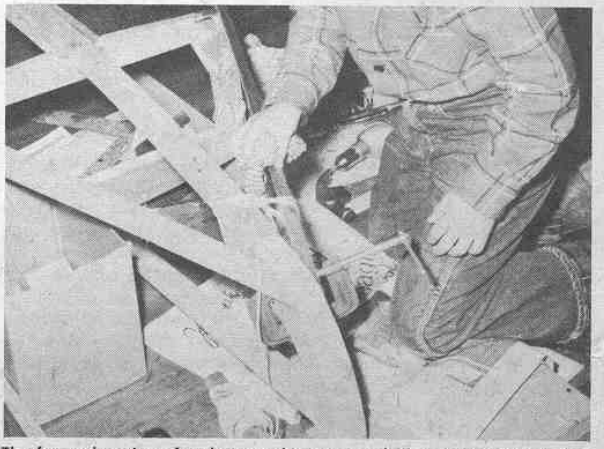
Craig Builds a Kit Hydro



Initially, keelson is bowed between the frames; oak inner keel sections are screwed in place to draw keelson into line. Glue adds strength.

Craig prepares the undersurface of the keelson for a short oak inner keel to be glued and then screwed into place between frames 3 and 4.

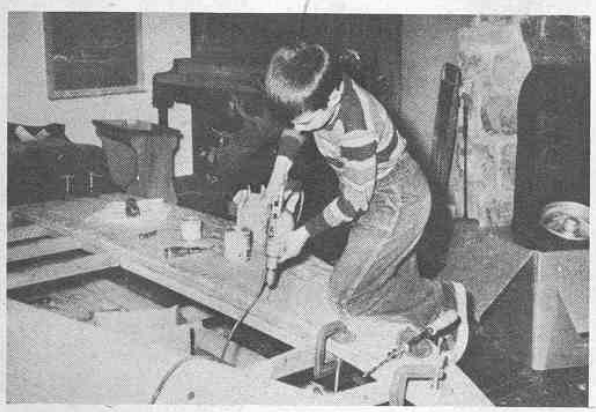
Clamps were used to hold the inner keel sections until the screws had been set with ratchet-type screwdriver. Craig needed little help here.



The forward section of mahogany chine was soaked in warm water before bending. The clothesline was used where clamps were too short to reach.

Chines and sheers were coated liberally with bedding compound before planking was clamped in place. This Speedliner kit sells at under $100.

Wood blocks were placed between the clamp jaws and the wood to be held to prevent the surface of the wood from being disfigured or dented.



By the end of the project, the young builder had acquired considerable skill with many hand tools and some power tools like drill in use here.

Craig's five-year-old brother helped in the project whenever possible. Here he holds bedding compound as his brother trowels it into place.

Bottom planking was screwed into place, all screw holes were countersunk, and holes were filled before the boat was finally turned over.

One of the exciting stages was unscrewing the stem wedge before the boat was turned. The family Briard looks skeptical about the entire affair.

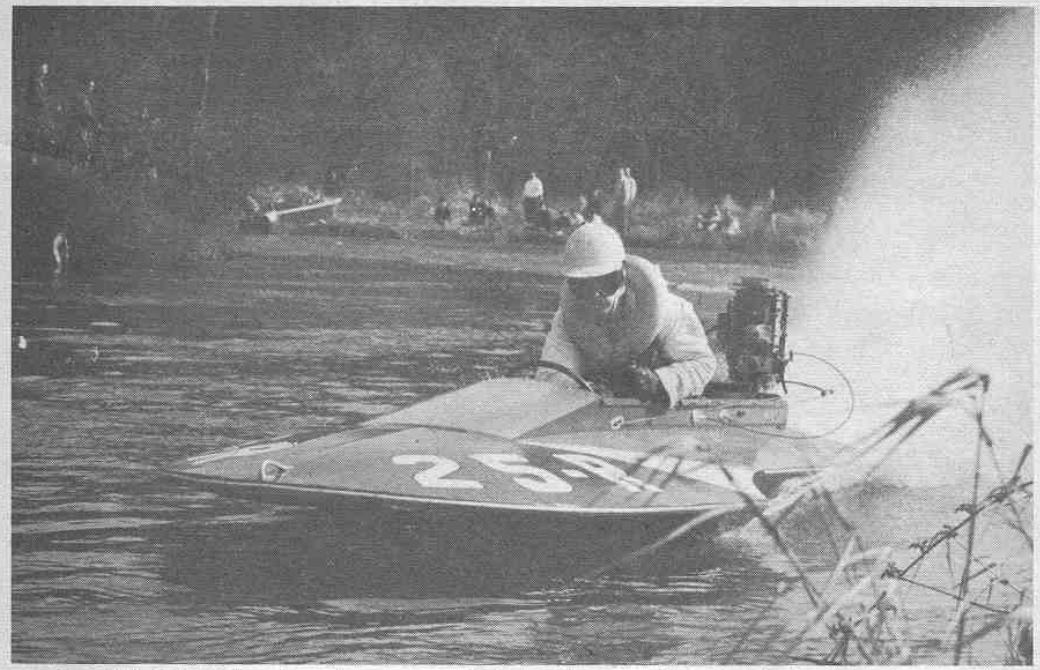
equipment. If you plan to start off with brand new gear, your budget naturally will be considerably higher than if you plan on used equipment. In general this article is directed toward the parent who is interested in getting his youngster into the sport with the minimum financial outlay for the two major items on the youngster's racing budget, boat and motor.

Since all the motors raced in the class are Mercurys, though of three different models, you will probably be able to pick up a secondhand motor from your local marine dealer. If you have been following the sport for some time, you might put out a feeler to some of the drivers in the game and ask them to be on the lookout for a motor. This is what we did and within a few weeks we learned of a KF-5 with new block, rods, pistons, and crankcase, for $65. This was a bit of good luck, but you can match it or come close if you give yourself a little time.

The motor alone, however, didn't end the expenditure on the powerplant. Since the KF-5 had not been used for competition before, it required a steering bar, a throttle adaptor and a racing propeller. The KF-5 varies in several respects from the Mark 5 and Mark 6. For propeller protection, all three models are equipped with a multiple-disc clutch. This permits the propeller to slip if it strikes some bit of floating debris, the bottom, or some other obstacle. No sheer pin is used. The KF 5, however, is not equipped with a neutral mechanism. The Mark 5 and Mark 6 both have a neutral-forward shift actuated by a trip mechanism and a spiral spring located in the driveshaft housing.

(*Continued on Page* 28)

SAMMAMISH SLOUGH: THE WORLD'S CROOKEDEST RACE



One-time APBA National Champion and previous overall winner of the Sammamish event, Bud Sullivan finished second in the F Hydro class with a modified-to-alcohol 40-c.i. Mercury.

Kenny Feroe, a youngster running his homemade runabout in AU, tangled with a log and tore a hole in the port side of his hull, but showed the nerves of a pro by staying in the event.

Bill Muncey, last year's Gold Cup winner and Detroiter transplanted to Seattle, entered the race in this hydro but failed to finish when he spun out opposite the Wayne Golf Course.

ALMOST TWENTY-FIVE years ago the Seattle Outboard Association sponsored for the first time a unique marathon over the Sammamish Slough. This tortuous, narrowly twisting thread of water connects Lakes Sammamish and Lake Washington, fourteen miles apart, the latter providing the Seattle waterfront. The greatest width of the Slough is 50 feet at the mouth, narrowing to as little as 12 feet in several places, with the average width roughly 30 feet. The snake-like, hazardous waterway never fails to provide fan excitement as spectators can take up positions close enough to the action to get soaked down with spray from the boats' rooster tails. One of the favorite spots for spectators along the route is at the Bothell Bridge. Here numerous contestants over the years have failed to maneuver a near-right-angle turn and thread their racing boats through the eye of the needle-like bridge abutments. This year was no real exception. V. J. Spinner, Jr., Mercer Island, Wash., a veteran competitor in the race, clobbered the abutment with his alcohol-burning A Hydro, managed not to flip, and continued on to cover the entire 28-mile distance. Spinner sunk just over the finish line after he had sewed up a third-place class finish.

A group of DU's, with Gil Allen in the lead, gun into the start at Kenmore Harbor at the beginning of the annual Washington 56-mile corkscrew event.

Above, left: Harold Tolford receives the Mennen Trophy from Ken Wise after winning in DU. Above: Sixteen-year-old Chuck Lyford just clears branches as he comes out of a fast turn.

By Blake Gilpin

Photos: Carver & Swanson

Other hazards of the course, which has been referred to variously as the "world's crookedest race," the "Seattle snake dance," and the "Washington Slough wriggle," include stumps, overhanging branches, log booms, shoals and the backwash of unpredictable waves from the banks.

Nine different classes of boats were slated for the go. These ranged from 60-c.i. Class F hydros, which actually included a preponderance of 40-cubic-inch Mercurys (The Mark 75H's had not yet been released), down to tiny 7.5-c.i. JU runabouts.

There was added interest this year in the outcome of the DU class, since the winner of this 40-cubic-inch runabout event would qualify as one of the contestants in the Mennen Grand National Stock Outboard Marathon Championship, which will be staged August 24th under A.P.B.A. sanction at Worcester, Mass. To win this was a special plum for a West Coast racer, since the Mennen Company will pay the over-the-road travel expenses of each of the competitors.

The first 1957 qualifier for the Mennen Century was Harold Tolford, Seattle, who helmed his Mercury-powered *Sandbox* to an impressive margin for

(*Continued on Page* 38)

Jim Johnson, a newcomer to the Sammamish Slough, had trouble getting a good start, eventually overturned his A Hydro halfway through race. Only 50 of the 75 starters finished.

Three "hasbeens" in outboard rocking chairs at the Greenwood Lake and Mid Hudson Inboard Regatta: Johnny Wehrle, Dick O'Dea and Johnny Coval.

TORQUE

IT IS WITH no small amount of pleasure that we have watched the growth of the New England Inboard Association, whose Commodore is Harold Moynahan of Hadley, Massachusetts. Last summer this group staged one of the best inboard races we have seen in some time, under a joint sanction of the American Power Boat Association and the Canadian Boating Federation. Attendance of both American and Canadian drivers was excellent, and the course on the Connecticut River was Grade A in all respects. Certainly this course offers the spectators, who gathered by the thousands on the bluffs overlooking the river, the finest possible vantage point for witnessing powerboat races. We know of no other course where both turns are visible to the onlookers, with the action taking place literally at their feet.

Moynahan has announced that the 1957 version of the New England Inboard Association's regatta at Hadley Falls will be a two-day affair scheduled for Saturday and Sunday, July 6th and 7th. All classes of inboards will be run, up to and including the Seven Litre jobs, and as in 1956, the sanction will be a joint A.P.B.A-C.B.F. one.

For too many years, inboard racing was almost dormant in the New England area; however, with the advent of the 136's, and now the 280's, interest has been revived, and several more regattas are in the planning stages. For those drivers and owners of inboards in the East and in Canada who did not make last year's races at South Hadley Falls, Massachusetts, we would like to recommend strongly that they do not make the same mistake this year, as the N.E.I.A. certainly deserves all of the support and cooperation possible, and the course and site of the regatta is of the very best.

EACH MONTH we look forward most anxiously to the arrival of the Southern California Speedboat Club's publication "The Bilge Rag." This journal, now edited by Secretary Joan Humphrey, and formerly put out by Peggy Hitchcock, contains all kinds of news of the "Club of Champions," as well as regular departments dealing with the various classes. Bill Phelps ladles out the news about the 136's, Kenny Gilbert takes care of the 266's, and Elmer Cravener keeps the P.O.D.H. enthusiasts up to date on what is going on. Duane Easton reports on the B Racing Runabouts and the editor puts together news and notes about the other classes.

Having tried unsuccessfully, from time to time, to get some cooperation from owners and drivers in various classes of outboards and inboards to give forth with news about their classes, we must go on record and extend our congratulations to Commodore Keith Black and all of the members of the Southern California Speedboat Club for their fine spirit, which makes such a publication possible. Little wonder this club has its members right on top of the racing picture year in and year out.

WITH THE CONTINUED GROWTH of the 280 class, the problems facing the Inboard Racing Commission of the A.P.B.A. and the 280 Technical Committee expand all out of proportion. It seems that no matter how carefully rules are written, and how clearly certain sections of the rules on permissible modifications to the power plant are spelled out, some potential owners just can not seem to understand the whys and wherefores of the class.

In the published rules for the 280's, section G of Rule 3 clearly states that on reconditioning motors "*only* original parts shall be used as furnished by the motor manufacturer. *No excuse for replacement parts.*"

It is amazing to find the number of letters and telephone calls which are sent to the 280 Technical Committee asking whether it is OK to use a Corvette Camshaft in a 1955 Chevvy, as the "local Chevvy dealer said this was now a replacement part for that particular motor." The mere fact

that the use of this cam requires shims for the valves, and has a totally different lift and timing doesn't seem to bother these chaps at all. When you try to explain that such substitution is not OK, the types of excuses offered, and the alleged reasons for wanting to make such a substitution, are indeed wondrous. We sincerely hope that the owners of 280's do not do anything to change the rules as they are now set forth, as the merest crack in opening the door could well spell the demise of this fast growing class. Strict policing of this class by the owners themselves is most necessary if they want to keep on increasing in number. It is a hot class and before long should be up with the 136's in number of registered boats.

THE NIGHT OF MARCH 30 will long be remembered by the Stock Outboard drivers in Regions 2 and 3. This was the night of the first annual combined dinner dance sponsored jointly by the Greenwood Lake (N. J.) Racing Club and the Mid Hudson Outboard Association. Just under 300 folks attended the dinner, which was held at the Empire State Country Club in Spring Valley, New York. The program, as put on by the combined efforts of DU jockey Jim Ware, Motor Inspector Wiff Wehrle, driver Charlie Drum and their many assistants, will go on the record books as one which gave full sized needles to all and sundry, including drivers, owners and officials. Space prevents listing all of the fine "awards" which were handed out during the evening, but all who were on the receiving end as well as the gathered merry-makers got a terrific boot out of the affair.

Probably one of the best pictures of the evening was that of former high-point winner Johnny Wehrle, along with former ace driver Johnny Coval and former national champion Dick O'Dea, riding three rocking chairs rigged with steering wheels and throttles, and duly identified with the racing numbers they made famous over the years. These three were introduced to the audience as "broken-down former race drivers."

TALK

by Lou Eppel

Dave Schubert, AU driver whose picture appeared on the cover of BOAT SPORT a short while back, with both knees up in the air in violation of the Stock Outboard rules, was presented with a special pair of knee-pads with foot long spring extensions which were guaranteed to keep his knees in contact with the floorboards at all times. In view of the existing rule, which many consider as having just the reverse effect on the safety of the driver, as intended, since his ability to move about the cockpit to maintain balance is severely limited by having to keep both knees on the floorboard, such kneepads might very well become standard equipment for some of the better and more active drivers in the Stock Runabout classes.

John Schubert, Sr., whose entire racing season last year was spent in trying to keep powerplants running for Johnny, Jr., and Dave, was presented with an awesome "Bucket of Bolts," with a specially long skeg and a specially braced driveshaft housing. The considered opinion of those on hand who were familiar with the trials and tribulations of the Schuberts during 1956, was that this was the absolute solution to their problems. "Pop" Schmidt, whose electric clock with camera attached plays such a vital role in Stock Outboard races in the Hudson Valley and in the North Jersey area, was presented with a new cannon to replace the one which went the way of all old cannons, the only hitch being that the new cannon was nicely packed, first in a wooden crate, then in a steel box which was duly welded closed. The only provision regarding Pop's possession of the new cannon was that he had to get it out of the crate and steel box before midnight, using only the tools which were supplied to him in a running sequence. The "tools" consisted of a sardine can opener, a small hand operated can opener, a hack saw, and a pair of tin snips. We are not sure how Pop managed to get through all of the so-called wrappings, but just before the deadline at midnight, a beaming and perspiring Pop Schmidt, with his fine mustache a-bristle, proudly walked down the hall bearing aloft his now-prized cannon.

All in all, it was the best of all of the many, many Indoor Regattas we have ever attended, and our kudos go to the officers of the two clubs who sponsored the affair, and to the hard working and highly imaginative committee that made it all possible.

A FITTING MEMORIAL to the late Stanley S. Sayres, who was responsible for catapulting Seattle and the Pacific Northwest to the front of the pack in racing, is being constructed on Lake Washington. Stanley S. Sayres Park, a joint $85,000 undertaking by the City of Seattle and a committee of citizens, is being constructed on Wetmore Slough. The project, which will provide 17 berths for unlimited hydroplanes, will be the first permanent facility built for the launching and servicing of racing craft.

Scheduled for completion in July prior to the Gold Cup Championships on Lake Washington August 10-11, the basin has seven finger piers fronting on a paved service area. A launching monorail with two electric hoists will be installed and there is adequate space at the end of each pier for a lifting crane on race days. Electrical and water outlets will be provided along the bulkheads of the slips, which will have a depth of five feet.

The pit area will be completely fenced off from the street, which will be reached by a roadway 16 feet wide across the slough. There will be a general office building with a communication control center.

Mr. Sayres sent his *Slo-Mo-Shun IV* to Detroit under the colors of the Seattle Yacht Club in 1950, and the craft won both the Gold Cup and the British International Trophy. With the *IV* and a new boat, *Slo-Mo-Shun V*, Mr. Sayres cornered the Gold Cup for five consecutive years, to set a new mark in the half-century of competition for the historic run.

A one-mile speed record of 178.497 mph for propeller driven unlimited craft, set by Mr. Sayres here in *Slo-Mo-Shun IV* in July, 1952, still stands. ●

This beautifully engineered motor was awarded to John Schubert, Sr., at the same affair. Watch for a technical article on it.

AROUND the BUOYS

Bill Tenney helmed a DeSilva racing runabout to a new record of 67.164 mph, then set another new NOA mark in a Neal hydro.

THE UNLIMITED HYDROS appear to have a full season lined up for 1957, dating from their opener, the Apple Cup Race at Lake Chelan, Wash., May 5, with the balance of the season tentatively lined up as follows: June 22, Detroit Memorial, Detroit, Mich.; July 1, Prince Edward Island, Picton, Ont.; July 8, Copper Cup, Polson, Mont.; July 20-21, Mile High Gold Cup, Lake Tahoe, Nev.; August 10-11, Gold Cup, Seattle, Wash.; August 31, Silver Cup, Detroit, Mich.; Sept. 21-22, President's Cup, Washington, D. C.; Oct. 5-6, International Cup, Elizabeth City, N. C., and October 12-13, Governor's Cup, Madison, Ind.

Chuck Thompson has purchased Guy Lombardo's *Tempo VII* and has sold his own *Short Circuit* to Gordon Deneau. Thompson, incidentally, has constructed a special trailer which uses two hydraulic rams to tilt the hull's cradle to an angle of 45° so that he can haul his Unlimited Class outfit cross country without special road permits.

IN THE JUNE ISSUE OF BOAT SPORT, we discussed the stock outboarders' B Class problems. Since the release of that issue, we believe that the problems existing in the stock B classes have been at least partially overcome, though not wholly to the satisfaction of all the stock outboarders interested in the class.

Most B Stock class racers under A.P.B.A. sanction are well aware that Stock Outboard Racing Commissioner Chester McCune and members of his commission announced in March that they would enforce the rule concerning stock outboard motors that states, "Polishing is prohibited on all new models accepted for racing after January 1, 1954." It was the opinion of the S.O.R.C. that the Champion Hot Rod motors raced in 1956 did not conform with this rule. However, the S.O.R.C. also announced that polished motors could be changed to be brought back to legal specifications.

The manufacturers of the Champion Hot Rod motor immediately thereafter took steps to protect the interests of drivers of motors of their manufacture, many of whom might otherwise be subject to disqualifications. A certain amount of polishing reportedly had been done as a standard practice on the Champion motors by the manufacturer. The Commission, however, was desirous of being assured that certain drivers did not take advantage of the rather broad leeway offered in the Champion specs and do a bit of additional polishing on their own. The inspection problem is one of determining where the factory left off and the driver began.

Tolerance allowable in the specification sheets had been sufficiently broad that it was possible for drivers to do considerable additional grinding or filing and polishing and still maintain their motors within the specifications. Ás an initial step to help straighten out the controversy, the manufacturer has revised the specification sheets, listing much closer tolerances, to conform more exactly with the regular manufacturing dimensions, which in all instances had been held far closer than the tolerances outlined on the spec sheet.

For example, on the Champion Models 6N-HR of 1956, the A dimension has on the revised specification sheets been reduced from 2.265" plus or minus .030" to plus or minus .020". The C dimension of 2.453" plus or minus .030" has been reduced to plus or minus .020". The E and F dimension of 1.890" plus or minus .030" and 2.062" plus or minus .020" have both been reduced to plus or minus .015". The K

Clarence Kleinhaus, Class A alky driver, is the winner of the NOA single-class high-point award.

news and notes of powerboat competition

Bud Hall, left, and Bob Beehler were winners of the Malibu Marathon, driving a combination of Southwind hull and Scott-Atwater powerplant.

dimension of 1.843" plus or minus .030" has been reduced to plus or minus .005". The distance of the piston from top dead center when the rotary valve closes has been reduced from 11/16" plus or minus 1/16" to plus or minus 1/32", and the distance of the piston from top dead center when the rotary valve opens, which was formerly 1-29/32" plus or minus 1/16", has also been reduced to plus or minus 1/32".

Beyond these changes in maximum allowable tolerances, Earl Dumont, President of the Champion Motor Company, has taken very positive steps to make the motors more readily inspectable. He is offering every registered driver an opportunity to have the motor given a major overhaul. At the same time the internal surfaces of the cylinder head, cylinder block, crankcase and carburetor adapter are given an Alrok treatment. Alroking is an acid etching process which penetrates the metal, won't wash off and gives a dull appearing finish. Mr. Dumont reports that as early as mid-December Champion Motors Company had Alroked a number of models of Hot Rod motors.

The purpose and value of this perhaps needs further explanation. Owners of B Class Hot Rods may send back their entire motor or the powerhead only—the former being processed for $23.50 and the latter for $18.00. The motors are completely disassembled and each part is miked to be certain that it comes within the dimensions filed on the specification sheets and approved by the S.O.R.C. If any parts fail to meet specifications, Champion Motors Company then notifies the owner and the faulty part or parts will be replaced but charged to the owner, unless the discrepancies are due to factory error, in which case the parts are replaced at no charge. The charges made are for the complete disassembly and reassembly, so that in essence the owner is receiving an inexpensive major overhaul.

In addition a new anchoring device is installed in the water pump so that the water pump housing can no longer be turned and a full supply of cooling water is assured. This is done within the package price.

The Champion Company, recognizing that the center main bearings in many models have worn and caused trouble, recommends replacement of the center main with a new self-aligned bearing of hardened tool steel designed to increase the useful life of the motor.

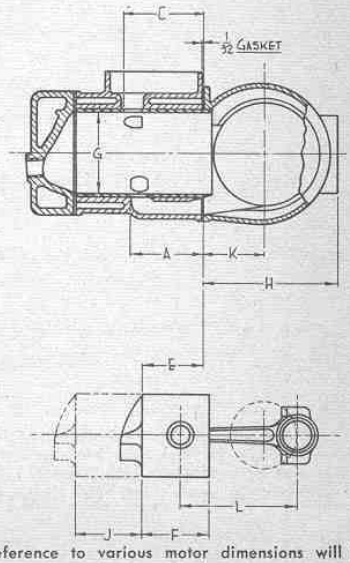
The 1957 model Champion Hot Rods which went into production in March, are, according to Mr. Dumont, basically identical to previous models other than for the Alroking process, which is done before the new models are shipped, and the modified water pump anchor and improved center main bearing.

The question has been raised: what's to prevent a driver from having his motor factory-Alroked, then working down certain passages to the extremes permitted within the specifications and having these particular parts Alroked again by some local metal processor. According to the Champion Motors' spokesman—and let this serve as a warning to any driver who may intend to attempt to take such unfair advantage—once any Alroked component is ground or polished and the etched surface has been penetrated, re-Alroking will be readily detectable, for the two areas will not match in appearance.

Another question which has been posed by some of the racers—what is to prevent a driver from working over and modifying his motor by grinding and polishing as closely as possible to the tolerances permitted in the specification sheets, then sending this motor back to the factory to be Alroked? Mr. Dumont states that during the miking process, his inspectors will be easily able to spot any internal work done on the motors after the factory manufacturing processes had once been completed. When any evidence of this occurs, the driver is informed that the parts in question have been tampered with. The factory will suggest that replacement parts be substituted and the cost of these replacement parts charged to the owner, or the motor will be returned to the driver without Alroking. Serial numbers of such motors and names of owners and drivers who ask illegal motors to be returned without being brought back to a legal condition will be reported to the S.O.R.C.

Granted it's possible to beat this game. If a driver sets out purposefully to attempt to take an unsportsmanlike advantage over his fellow competitors,

(*Continued on Page* 40)



Reference to various motor dimensions will indicate the tightening of Champion specs. Note A, C, E dimensions include gasket thickness.

How to Equip Your Youngster for Racing

continued from page 21

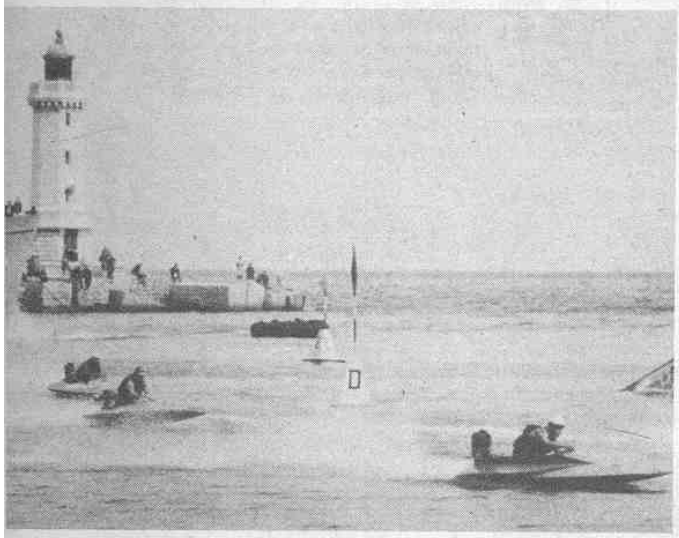
Most of the drivers in JU class do away with the slip clutch mechanism by replacing the alternate metal and fiber discs on the splined prop shaft with a conversion kit that can be ordered through any Mercury dealer. This kit makes it possible to use an Oakland Johnson JU wheel, which is equipped with two shear pins, or a Michigan type racing wheel may be used with the clutch mechanism as is or with a substitute cone replacing the metal and fiber discs. The JU motors have two A.P.B.A.-accepted gear ratios, 16:21 or 13:21. The 16:21 ratio is generally used, since more propeller know-how exists for this gearing and either the standard Michigan or Oakland Johnson JU racing wheel will perform with it.

Since no steering bar is available as an accessory you must fabricate one. This may be either bolted to the ears extending back from the gas tank, or a section of pipe of the same inner diameter as the inner diameter of the swivel-type bracket supporting the tiller control is fitted into position just forward of the bottom front of the crankcase. The latter requires removing the complete tiller mechanism. We decided against this location for two reasons, possible breakage of the sleeve and, more important, because we wanted to use the aft half of the tiller bar to mount an adaptor to clamp the outer casing of the bowdoin throttle cable.

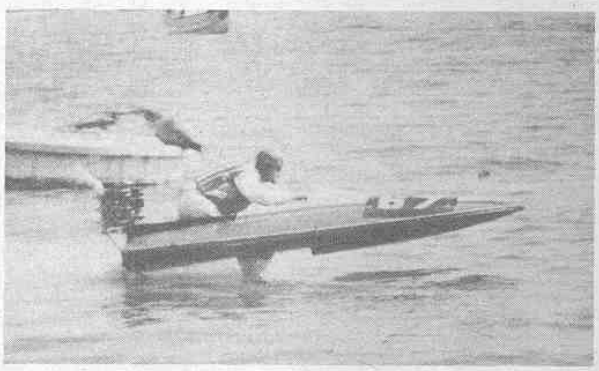
Since every driver is responsible for the legal condition of his own equipment, prior to running the motor at any sanctioned regatta you should check it carefully to see that it meets motor specifications. If the motor was made prior to January 1, 1954, which is the case with the KF-5 and Mark 5, internal passages in the power head may be polished and material may be removed from revolving and reciprocating parts for the purpose of balancing, provided minimum specified weights are maintained. Many people feel that a perfect weight balance between the two sets of pistons, rings, wrist pins, fastenings, connecting rods and bearings will aid in gaining top speed. This is questionable, but if you plan to tamper with these parts, remember that the piston ring, wrist pin and fastenings as a set must weigh a minimum of 3⅜ oz., and that the connecting rod with bearings in both ends and thrust washers must weight 2⅞ oz.

After a little practice, the builder learned how to use a block plane and was able to do all but the final finished fairing without help.

JOHN WARD TROPHY RACE



Dieter Konig leads in first heat of John Ward Trophy Race, held at Monte Carlo April 13-14. He took both heats to win the trophy with his Swift hull powered by a Konig C Racing motor. For past two years race has been run in Europe under U.I.M. rules. Europe-wide TV carried the races.



Vigano of Italy successfully fended off Konig's bid in the second heat, but was disqualified for gun-jumping. He had placed third in the first heat. Konig raced best over Saturday's smooth water. Rough water for second heat on Sunday favored older conventionals still used in Europe.

Gerband, a French competitor, aids in bringing in his disabled craft. Just after he won in Class X at the April Monte Carlo events, driver knocked a hole in the bottom of his boat. Gerband piloted a 6-cylinder supercharged Dupuy, which produced 100 hp, in overpowering his rivals.

The last screw is set and the boat is ready for sanding and painting. Inaccessible spots had been varnished before they were covered over.

Craig elected to finish the hull with marine enamel over varnish. Sanding and painting were not included in 38½ hours of construction time.

There are two critical measurements you should check with special care to be sure the motor is legal. One is the minimum compression volume of the cylinders. This measurement is made with the piston at top dead center and the measurement is taken to the top of the spark plug hole. The measurement is made by use of a c.c. tube with a lightweight oil. The minimum volume allowable is 9 c.c.'s. A check of our motor indicated that the two cylinders were not perfectly balanced but were quite legal, one measuring 10½ c.c.'s and the other more than 11½.

Another critical spot is the reed valve stop height. This is the maximum allowable lift of the reed stop, which controls the amount the reed valve can rise during operation. The JU stop is limited to 7/64". This is a factory production setting and a tolerance of 1/64" is permitted.

If the lower unit of your used motor appears to have been polished it would be well then to check several dimensions carefully. One is the thickness of the torpedo tube or gear box housing, which must be a minimum of 1⅜". The other is the S dimension of the thickness of the housing between the anticavitation plate and the gear box housing, which may not measure less than ⅞". Too often the tyro mechanic does more harm than good trying to polish or balance a stock motor. Better just get the ignition properly timed, points adjusted, and spark plugs properly gapped, and with good compression the

motor should be OK. From that point on proper motor angle and transom height will pay greater dividends than playing around with a file or crocus cloth.

Though you are not required by the JU rules (all other classes are) to equip the boat with an automatic spring-loaded shut-off type safety throttle, the use of such a throttle is highly recommended, and since you can buy a good one for $7.50 or less, it would seem foolish to take chances here. As concerns safety, the sanctioning body will require two additional items: a collar-type life jacket and an approved crash helmet. Though the rules do not specify exactly what is an "approved" crash helmet, aside from its being of a white, yellow or other bright color, more and more regatta officials are inspecting the racers' headgear and when they spot cheap miners' or construction workers' helmets not designed specifically for racing, they are encouraging the drivers to replace these with more suitable professional headgear. A good crash helmet will cost $25 to $40, but it can be much more important than life insurance. Don't cut corners on your youngster's safety equipment.

The Boat

When we selected our boat, we favored buying a kit rather than a used boat for a number of reasons. Used JU runabouts can be located at anywhere from $50 to $175, depending upon their condition. However, we both thought that our son would feel a closer identity with his equipment, and we in turn could be a closer part of his racing team, if we got a kit JU and assembled it as a family project. An even better approach might be to build from a plan, if you have proper power tools for woodworking and the necessary skill. We didn't have either, so the kit seemed a safer bet—at least for the first try.

We had been particularly impressed with the performance of a Speedliner kit boat at the elimination heats at Cambridge, Md., last year. The driver of this was more than a bit unlucky. He got away in fourth place at the start in an elimination field made up of nine boys and a girl. At the end of one lap he had moved his Speedliner kit into second place; he took over the lead in the second lap, and then at the start of the third lap, he was thrown out midway through the turn. The driver, Bobbie Fichtner, Akron, O., wasn't about to give up. He swam back to his stalled boat, crawled in, started off again, and though he had lost seven positions, began to close the gap again on the leaders. He had worked himself up into second spot when he hit a big wave, and in his eagerness to try for first, he failed to back off the throttle enough to regain equilibrium and flipped. A number of the JU pit crews were extremely impressed by the performance of the boat, which was by far the fastest outfit in the elimination heats.

Later we learned that a number of racing fathers in Miami, on the basis of what they had seen at the Nationals at Cambridge, hd bought their sons Speedliner kits, which helped confirm our decision. So we settled on a KB-9 DeLuxe Speedliner JU racer, which is priced crated f.o.b. St. Joseph, Mo., at $98.50. The hull is slightly over 9 feet long, with an extreme beam of 45", 12½" depth amidships, 40" transom width with a 28" foredeck. The hull is designed to conform with A.P.B.A. class specifications. It does not, however, have non-trip chines, but neither do several of the factory finished JU's made by leading boat builders, since they feel that with the weight, power and speed potential of the motor involved, non-trips are not essential and would complicate construction.

The important thing, of course, is the boat's ability to perform with the JU motor. The Speedliner KB-9 kit seems well qualified for this and in the past has held a national championship.

The materials included with the KB-9 are ¼" marine grade three-ply fir plywood, for bottom and side planking, solid mahogany keelson, chines, sheers, outer sheers and motor board, with oak inner keel sections and frames of combined mahogany and marine ply. Included, too, are all necessary screws, Phillips-head type of cadmium-plated steel, seam compound, and miscellaneous but no less important wood sections such as rear deck, fore deck, motor pad, front seat (a token affair designed to conform with

the rules and serving as an additional athwartships stiffener) and "rear seat"—actually a kneeling board, for as with all outboard racing equipment, the JU is designed to be raced from a kneeling position.

However, despite the fact that the Speedliner kit is well worked out by its manufacturer, with parts pre-cut and requiring a bare minimum of additional cutting and fitting, face it, the boat cannot be put together in a day's time by inexperienced hands.

Our son's JU required 38½ hours of work, with direction and some assistance from us, plus a bit of "help" from his five-year-old brother. To the credit of the kit is the fact that a nine-year-old was able to do the bulk of the assembly. We felt that the youngster would get much more of a feeling that the boat was his if he did as much of the actual building as was possible. During the assembly we were surprised to find that with instruction on handling some of the tools with which he'd previously been unfamiliar, he was able to do far more than we had considered possible. From the time of uncrating to the installation of the final screw, we worked largely as his assistants, doing only what he was wholly unable to do, things such as sinking the longer screws the final quarter of an inch or so, finished planing after he had completed the rough fairing, securing of the rear sections of the inner sheers, and such odds and ends as fitting the motor board between the transom and the inner keel.

The directions which came with the kit were quite clear. Where any confusion did exist, three construction illustrations accompanying the instructions straightened out the problems.

In general there were few phases of the construction that presented any great difficulty. The first troublesome spot we encountered was the installation of the chines. From the location of the first frame aft of the stem forward to the stem, the chine not only was bent in a sharper radius than elsewhere but also was required to be twisted in the sharply bent section. It had been precut with an accurate bevel and the frames fortunately were accurately notched. Still to get the piece in without breaking the wood looked like a tough chore—and it was. We finally soaked the forward section of the chines with warm water. Then we found that our clamps would not hold since neither of the jaws could get a square bite on any wood. Further, at the spot which needed clamping most, the jaws were not sufficiently widespread. We made a jury-rig clamp from clothesline, then gradually tightened the line, drawing inward until we could get a grip with one of the clamps at the stem and the extreme forward end of the chine.

When the job was completed, we found that several items had to be added, and we made one minor structural change. We added an 8" x 1" mahogany plank from the dashboard down to one of the frames on approximately a 45° angle with the bottom of the boat. This served as a steering wheel location since the dash was neither properly angled nor designed to carry this weight or take the strain that would be expected to be placed on the wheel. We

(*Continued on Page* 34)

The 7-foot-long, 75-lb. Water Skipper takes a small motor but can be used for water skiing as well as for other water sports and transportation. The easily-carried craft retails at $159.

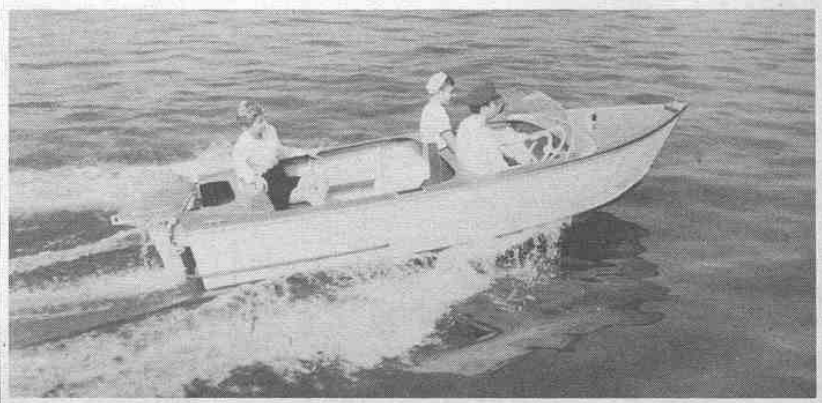
Konig Motors

Rudolph and Dieter Konig have announced that the authorized importer and distributor for Konig motors in the United States is Overseas Dealers, Square Street, Dallas, Georgia. The distributor has authorized the following dealers of Konigs: Neal Boats and Motors, 6021 Troost Ave., Kansas City 10, Mo.; Dick Carstens, 2202 Wroxton Road, Houston 5, Texas; Frank Vincent Marine Co., 5330 East Admiral Place, Tulsa, Oklahoma; Harry B. Marioneaux, Brewster Co., P.O. Drawer 1095, Shreveport, La.; R. W. Cother, Box 613, Tupelo, Miss.; Paulding Hardware Co., Dallas, Ga.; A. F. Bryant, 1331 Cecilia Drive, Atlanta, Ga.; Barney Coburn, 3100 Jane Way, Fort Worth, Texas; Jack Parkes, 2533 Lebanon Road, Donelson, Tenn.; Dick Millburn, 324 North Main Street, Salinas, California.

DU-FU Stock Runabout

Speedliner has announced that its Model 814 Marathon Special, winner of the 1956 Winnebagoland Marathon in Class DU, has been changed to meet FU class specifications. The M-814 has long non-trip chines and new bottom contours. The bottom is planked with ⅜" Philippine mahogany plywood, five ply, with sides and decking of ¼" ma-

This Azar Thrill Boat is shaped like a shoe and is said to be just as unlikely to turn over. The frisky outboards are available in lengths from 10½ to 16 feet and sell for $395 to $695.



For the do-it-yourselfer who desires the advantages of lapstrake design, U-Mak-It Products now offers a lapstrake skiff kit as part of their extensive line. Each plank is precut and notched.

It's News

hogany marine ply. It's priced at $445. The standard, 1 foot shorter, 13-foot long Zephyr, designed for DU and "36" class competition and winner of both classes at the 1956 A.P.B.A. National Championships at Cambridge, Md., lists now at $435, including bow handle, rear lifting handles and aluminum fin.

O.R.V.E.A. Stainless Steel Racing Propellers

Larry Teel, veteran racing driver and winner of the 1956 A.P.B.A. Stock Outboard Racing Sportsmanship award, will be named distributor for O.R.V.E.A. Italian stainless steel racing propellers. Teel Boats and Motors, Main Street, Lambertville, N. J., will import stainless steel props for all types of outboard and stock outboard racing motors. Several of the new alcohol burner records have been attributed to O.R.V.E.A. blades.

Inboard Hydroplane Engines and Parts

Joe Wolf Automotive, 1154 North Front St., Reading, Pa., announces thirty-day delivery on Lloyd hydroplanes, an engine dyno-testing service, crankshaft balancing, new Chevy V-8 280-class engines plus engines and parts for 135, 136, 225, 266 class power plants.

Racing Pistons

Turner Piston Company, 8333 Wilcox Avenue, Bell, Calif., carries pistons for alky-burning Johnsons up to 15 c.i. and Classes B and C, either light or heavy castings, Evinrude pistons for Service C's, 4-60's, P-500A and the short rod pumper P-500B, Mercury pistons for the KG-4, Mark 20, 20H, 25, Mark 30H, 40H, 55H, KG-7 and KG-9. Turner also carries Champion Hot Rod pistons and Crosley inboard p tons, from standard to .125" oversi

Th. ll Boat

The Azar Thrill Boats, manufactured by Azar Boats, Inc., 2126 Fourth Ave., So., Birmingham, Ala. are designed like the sole of a shoe and are claimed to be nearly flip-proof. A slotted sponson-type stern puts the power about 25%

(Continued on Page 35)

Equip Your Youngster for Racing

(*Continued from Page* 31)

added a block on the left hand side of the hull just aft of the dash below the sheer line as a support for the spring-loaded remote hand throttle. The after seat or kneeling board did not seem to be sufficiently large and was replaced by a larger board. This modification is purely a matter of personal taste and driver comfort.

The finish of the boat, too, is subject to personal taste. Fir plywood, however, is rather soft, and since the boat's driver presently weighs only 65 pounds and conceivably within the next few years won't take on more than another 20 to 30 pounds even though he goes into a real spurt, holding down the overall weight of the hull was not of any particularly great concern. As a result we gave both the inner and outer surface of the hull four coats of penetrating varnish, heated to about 80 degrees prior to application. Most varnishes are not designed to penetrate into the wood and are compounded so as not to do this. Penetrating varnish, however, fills and seals all the pores, though it does add considerable weight. We laid on varnish until the wood would not absorb any more. Another light coat or two of non-penetrating varnish doubtless would have fixed the bottom up fine. However, again since weight was of no real concern, the builder-driver elected to add marine enamel. Four coats of this were applied to the bottom and three to the sides.

Regardless of whether the result proves to be a world beater or not—and at this writing the boat still has not been initiated in competition—just preparing the outfit has been a valuable experience for Craig. He has been introduced to the use of power drills, power sander and a number of other tools, and though not yet skilled in handling them, he has a basic working knowledge of their use. Most important, he has a pride of achievement already, for he can quite rightly consider that the boat is largely his own handiwork. ●

Future of the High Speed Hull

(*Continued from Page* 9)

The outboarders have also moved their speeds radically upward with the passage of years. In recent months, an under-30-cubic-inch alcohol burner PR-65 of pre-1940 design pushed a hydro through a measured mile at close to 75 mph, more than 11 miles an hour faster than the peak mark ten years ago. The outboard hull used was a traditional three-pointer of the type basically standardized in the past four or five years. The design is wholly unsuited for safe speeds in that range. This applies not only to that particular make of C Hydro hull but to all outboard step hydro hulls utilizing the conventional three-point approach.

Much was made several years ago of the so-called cabover hydro design which places the outboard pilot well forward of the center of gravity of the boat and, given sufficient power, permits the hull to prop-ride. The acceleration qualities of this type of hull have been proved to be superior to those of more conventional design. The turning characteristics have been somewhat improved in the cabover as opposed to the conventional three pointer. However, by its very nature, on hulls of the currently accepted design the outboard motor is so located that it is constantly tending to cause the hull to turn over in cornering and calls for consummate skill on the part of the driver to keep it upright against this force.

In general the entire crop of stock hydroplanes and alky burner hydroplanes is ill-equipped for closed-course competition. Proof of this is apparent at any keenly contested closed-course race where a plethora of flips is inevitable. Yet each boat designer realizes that he cannot add to better cornering characteristics of his design if this sacrifices to any noticeable degree its peak straightaway speed or accelerative ability through the turns. The hot drivers will elect instability to gain higher top speed every time.

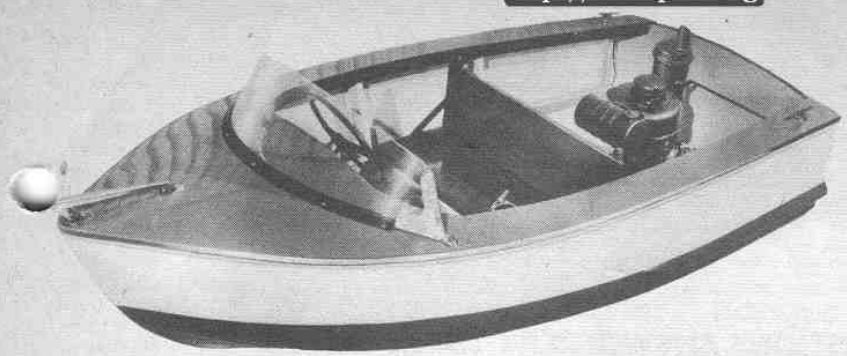
Basically the outboard hydro design has remained static for the past four or five years. It's probable, however, that the appearance of the Mercury Mark 75H will have a noticeable effect on outboard hull designs, for its weight and potential speed will call for greater stability or drivers will get hurt.

In runabouts I predict a shift from the squat and kneel school of driving, with one hand on the steering wheel and another on a spring-loaded throttle, to an outboard competition runabout designed for sit-down operation, with foot-operated safety throttle and two-hand steering control. I expect, too, to see the development of a hydroplane with a sit-down cockpit and two-hand wheel control which will make use of stabilizing well-type sponsons, moving the balance point of the loaded hull forward. Another design which may well be developed for high speed competition work will be an outboard installation in a forward well, with the motor located in front of rather than behind the driver, so that its thrust will literally pull the bow of the boat around a corner rather than tend to make it try to cross up and spin out, as occurs with both present-day hydros and runabouts. I expect this hull to have more freeboard than the arrowhead-like designs commonplace at the moment, and, at least on the runabouts, a return to stabilizing sponsons, which will be carried clear of the water except when the hulls are banking in turns.

The introduction of a 60-horsepower six-cylinder-in-line pleasure-boat outboard motor by Mercury this year, and the probable powerful V-4's which are rumored being readied by several major motor builders for 1958, have caused a flurry of design thinking concerning pleasure boats both by the motor manufacturers and the boat builders. Just as road handling characteristics in the Detroit automotive products had to be vastly improved to cope with the radically increased potency of the automobile motor, so must a new concept of hull design enter the family pleasure boating field. Stock outboard racing runabouts, however, will undergo no radical change until these radical changes first make their appearance on non-racing equipment. The stock utility racers will then clamor to their rules governing bodies for permission to alter their relatively tight specifications so that they can take advantage of new designs in high speed utility hulls and not be outrun by pleasure craft.

Unfortunately, what the automobile designer can do with shock absorbers and varying types of spring and torsion bar suspension, the boat builder to date has had to do with bottom design. The non-trip-chined boxy designed boat is as archaic as the automobile with body secured directly to axles and frame.

Many who have scoffed at hydrofoils and fins may have to review their thinking for to date this is the only type of water planing device that can reduce wave shock, offer stability and cut down wetted surface and hull skin friction successfully. Present day competition rules for hydroplanes would not preclude the use of hydrofoils, shock absorber or torsion mounted outrigger planing surfaces, but these would be barred for stock runabout use. ●



This lightweight is the Skeeto, a 7½-foot inboard runabout suitable for cruising, fishing, hunting, or as an auxiliary. Weight of boat and two-cycle air-cooled 3-hp motor is just 122 lbs.

It's News

(*Continued from Page* 33)

of the way forward in the boat. The Azars are available in four different lengths: 10½, 12, 14, and 16 feet, and sell at $395, $495, $595 and $695 respectively. They are constructed of ⅞" mahogany frame members with screwed-on ½" white cedar planking.

Water Skipper

Every year the light, 75-pound Water Skipper is becoming a more popular water craft that enables both children and adults to enjoy the thrills of water skiing and aquaplaning. It can be used for skin diving, water skiing, fishing, racing, boat-hopping and transportation. The Water Skipper's small size, 7' x 4' x 6½", makes it easy to transport on top of your car to your favorite boating and fishing areas.

The 1957 Water Skipper has additional structural strength. The transom is now an intricate part of the inner structure, giving it the added strength demanded by heavier motors in rough waters. The larger, deluxe handle is connected to the inner structure to give it the necessary strength required by heavier or stronger operators.

The Water Skipper, made by Hasso Industries, Inc., South Hackensack, New Jersey, can be identified by its bright red hull and detachable white handle. The retail price is $159 f.o.b. Cape May, New Jersey.

Lapstrake Skiff Kits

U-Mak-It Products, of 701-725 Whittier Street, Bronx 59, New York, have added to their line a completely new and original kit boat design—lapstrake skiff kits. These boat kits are manufactured with heavy-duty framework. Skiff kits are assembled in the same manner as any other kit in the line. The only difference in assembly is in the planking. Here, instead of using a large pre-cut plywood panel over the factory-machined and assembled frames, individual overlapping, interlocking planks are used. Each easy-to-handle lapstrake plank is individually cut to the exact shape of the hull, bevelled, and notched with great accuracy. Special sealer is applied to the plankings, which are then fastened with brass nuts and bolts. Thoroughly tested by amateur builders, skiff kits have proven to be extremely easy-to-assemble. No special tools or skill are required.

Bait Maker Kit

A new do-it-yourself bait making kit retailing for only $1.79 makes dozens of soft, pliable, wiggly fishing lures that rival the professional off-the-counter sellers in appearance, feel, color, and action. These new Clinton Bait Maker Kits are manufactured by Clinton Sales, Inc., 9627 Clinton Rd., Cleveland 9, Ohio.

Any member of the family can turn out startling lifelike bait in seconds with the very first attempt. They simply fill the aluminum mold with liquid plastic from the self-dispensing bottles, heat it, add hook, quench in water, and remove a perfect colorful, tailor-made lure for fly casting or spinning. Six different kits are available with choice of lures and colors.

Skeeto Boat

A new idea in boating fun is the Skeeto boat, a 7½-foot inboard runabout. The hull is just 15¼" high and has a 43" beam, giving good stability and maneuverability. Skeeto can be used for one-man fishing, duck hunting, cruising, or as an auxiliary for larger cruisers. The Skeeto is light and easy to handle: boat and motor weigh only 122 lbs., are easily portable.

Power for the Skeeto is produced by a 3 hp inboard engine. It's a 2-cycle, air-cooled type and weighs only 16½ lbs. The engine features a remote control throttle and cable, ignition switch, and rewind starter. An over-sized muffler reduces back pressure and induces more power; equally important, it is said to stifle motor noise and vibration, assuring a quiet, relaxing ride. A 2-qt. gas tank permits two hours of cruising at full speed.

Construction features of the Skeeto include a formica deck, streamlined splash rails which double as stabilizers, and a plastic windshield. The body of the boat is made of marine plywood, with choice of red, blue, or green trim. Hardware is chrome. Manufacturer is West Bend Aluminum Co., West Bend, Wis. ●

Dear Hank:

TECHNICAL QUESTIONS ANSWERED BY HANK WIEAND BOWMAN

QUESTION: *In AU class, do you think the extra gas tanks should be located in the front cockpit or in the back on either side of the driver? Also: since I am light for AU, do you think I'd be wise to buy a BU hull, which has the same dimensions but a different weight than the AU? If I did and still needed more weight, what are some means of bringing up the total weight to 265 lbs.?*

—David Cochrill, Port Huron, Mich.

ANSWER: Since you are light I would strongly advise your buying a BU rather than an AU hull so that you can have the advantage of the latter's greater stability. I would suggest that you put the tanks in the front cockpit since this will give you more flexibility. You can always crawl back against the transom but if you have too much weight in the rear it is difficult to compensate for it.

As concerns bringing the hull up to a total of 265, one of the best ways is to throw in extra padding for your own comfort. Padding the sides of the cockpit coaming, and padding the edges of your floor boards so that you won't cut your legs will pick up weight for you and add to your own comfort. If you need a lot of weight, of course you might use a floor board with drilled holes into which you have poured lead.

QUESTION: *I would like to build a Class A Runabout. Would you suggest where I could get plans? How much must I do to a Mercury 7½ Hurricane (KG4) to get it ready for stock outboard racing?*

—Gordon Wistrom, Des Moines, Iowa

ANSWER: I would suggest that you write to Hal Kelly, 98 Anderson Ave., Bergenfield, N. J., for a set of runabout plans. As concerns your KG4, within the rules you are permitted to polish just so you do not change contours. Personally, I feel the moment you start to polish any motor you lay yourself open to possible trouble with inspectors. My recommendation to you would be to get the ignition in perfect condition. I would use a timing light, also install new points, see that rings, pistons and cylinder walls are in good shape—but leave polishing and beveling to the guys who want to run into headaches in the inspection area. Some of the fastest KG4's around have never been touched with a file, crocus cloth or polishing materials.

QUESTION: *I have a 10-foot Penn Yan Swift with 54-inch beam, total weight 155 lbs., and a Mercury Mark 20 motor. I have coated the bottom with a polyester resin and have fiddled with the ignition timing of the motor. Here are some questions I have about improving my performance:*

Can I run my Mark 20 without the plate that covers the exhaust ports and thereby make my motor more efficient? I have quite a bit of carbon deposit on the exhaust ports. How can I get it off without getting bits of carbon in the cylinders or marring the pistons? Will the use of one of these "wonder oils" dissolve it? Would the product called Gumout do it?

I am now using Champion J-7-J plugs. Would colder range plugs improve my speed? What type of speed prop would make me go faster? I am using Amoco fuel. Can I improve my speed by using a different gasoline?

I use Kiekhaefer lower unit grease. Would an oil instead of a grease reduce friction and give me more speed? I run my motor without a hood to allow air to get to the carburetor more easily. If I rigged up a metal funnel so that a greater quantity of air would be rammed into the carb by my speed, would it act as a supercharger?

What would be the smoothest, fastest bottom finish I could get? Would my advancing the ignition cause motor knock and overheating?

—Fred Krieble, Andover, Mass.

ANSWER: You may run your Mark 20 with the exhaust port baffle plate removed and it will make your motor more efficient. However, keep in mind that in many areas running without a muffler (and in essence this is what you will be doing) is prohibited.

You should remove the carbon deposit on the exhaust ports since this will not only obstruct exhaust passages but will also cause undue heat and reduced efficiency. Yes, Gumout will dissolve it, but use this sparingly, keeping in mind that as an additive to your fuel mixture, it is not a lubricant but a solvent.

If your plugs are burning with a warm chocolate coloration on the porcelains, you will not improve your speed by switching to a different heat range plug. However, for high-speed activity I would recommend that you change to Champion K3's, gapping them at .030".

As to a prop, you might try a Kiekhaefer #48-25663-A1. This prop would be two-bladed, with about 11½" pitch. I don't feel that you will improve your speed perceptibly by switching from the Amoco gas you are now using. Stick to your present lower unit lube for oil in that type of unit would not prove advantageous.

You will not get any supercharging effect at the speed you can expect from your present outfit, which is in the 35-mph range (or under). If you have applied your polyester resin properly you should have a smooth finish. The important thing is to keep the bottom free from concave or convex configurations on the planing surface. Lastly, advancing your ignition would cause motor knock and would cause the motor to overheat.

QUESTION: *I am building a three-point hydro to meet A-B class racing rules. I would like to know if it would be possible to put a 30H on this boat safely. I do not wish to go into competition, but will use the boat for pleasure. The plans say it will take the Class C-D four-cylinder motor. I know it will take the 20H but wonder if the 30H could be put on safely. My weight is 210 lbs. The hull is 103" long, 57" wide, weighs 105 lbs. without hardware.*

James Wignall, Toronto

ANSWER: I think if you put a Mark 30H on your 103" three-pointer you will be about as safe as you would be powering an MG chassis with a Cadillac engine. You just don't have enough boat. You ought to have a hull very close to ten feet long, particularly since you yourself weigh 210 lbs. Since you are planning this strictly for pleasure, why not get hold of a long broad-beamed Class D hydro? Whoever made your plans and said that a 105-lb. boat 8'7" long is perfectly safe for a C or D motor was, at best, exaggerating. He could be accused of fabricating.

QUESTION: *Can you give me the names of some good recent books on the design of hulls for racing, planing, etc.? Am interested in the details of points of balance, center of gravity, relation of width to length, angle of attack, and achieving greater planing speed.*

—E. J. Basgall, Kansas City, Mo.

ANSWER: Unfortunately there has been very little written on the high speed planing hull. One of the few books I know of that might be of help to you is Lindsay Lord's *Naval Architecture of Planing Hulls*, published by Cornell Maritime Press. This is available through your local bookstore, *not* through this magazine.

QUESTION: *I have been trying to get plans for a good three-point inboard hydro. I have seen hydros modeled on Paul Sawyer's Alter Ego and I wonder if it is possible for me to get plans for this boat.*

Your magazine is the best on motorboat racing I have read, but could do with a little more on inboards, as there is more inboard than outboard racing in Australia.

—Ron Brierley, Perth, Australia

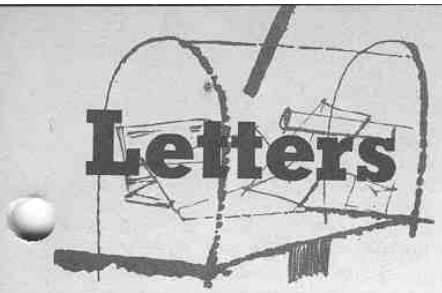
ANSWER: As far as I know no one is handling boat plans for Paul Sawyer's *Alter Ego;* however, you may be able to get plans for a three-pointer such as you outline from E. G. McCrea, North Hatley, Quebec, Canada.

QUESTION: *Here in South Africa it is very difficult to import boats or plans. Could you advise me where I could get plans for a B Class hydro? I feel that I need a boat a bit longer and more stable than I have now, and fancy something like the small Neal, Swift, or Sid-Craft.*

—J. David Mann, Port Shepstone, Natal

ANSWER: Since you want plans, I suggest you write Hal Kelly, 98 Anderson Ave., Bergenfield, N. J., and ask for plans of *Wetback*, a 9'10" B-C three-point hydro, which you will

(Continued on Page 39)



To the Technical Editor:

I have just read the article written by you and published in the June issue of BOAT SPORT in "Around the Buoys," and may I congratulate you sincerely for the excellent job in covering the "B" Class problem. It is the clearest and most self explanatory article I have had the pleasure of reading. In fact, I would like to inquire if it would be possible to reprint the article in our "Propeller"—I am sure it would certainly clear a lot of the air.

—Don L. Guerin, President
American Power Boat Association

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To the Editor:

I am looking for a "mileage and time chart." I and my friends live near Lake Murray State Park and do a lot of boat speeding. We get into discussions about our speed but no one can figure the speed per second correctly.

Your magazine has given me all sorts of ideas which all proved to be practical. I would appreciate it very much if you can help me get this chart.

I have built two racers by Hal Kelly's plans. The boats are just fine.

—Alfred Nett, Marietta, Okla.

We don't know offhand of a chart that will break your time down into seconds, but the formula for working it out is easy enough. Your rate of speed is equal to the distance traveled divided by the time. Thus, if you make the nine miles in 15 minutes, divide 9 by 15 and you will find that you traveled .6 miles per minute. Multiply this by 60 to get 36 miles per hour, or divide it by 60 to get .01 miles per second. The same formula can be inverted to learn distance or time when the other two factors are known.

On a trip when tenths of a mile and even minutes are to be used, our Rallye Ruler, which is advertised from time to time in these pages, is quite satisfactory. It costs one dollar postpaid, and computes rate, time, or distance almost instantaneously. It is equally useful in car or boat.

THE TOP 'O MICHIGAN Outboard Racing Club has scheduled six races for 1957 at this writing: July 4 at Alpena; July 7, Wolverine; July 28, Conway; August 11, East Jordan; August 18, Gaylord; and September 2, Alpena. The eight-year-old club, under Commodore Bob Stanley, is one of Michigan's more active, with a category of non-racing members specially trained for officiating at regattas. In addition to Stanley, AU winner at Winnebagoland last year, top racers include Lloyd Stanley and John Ellinberger.

Texas Trial

(*Continued from Page* 10)

that several years ago were popular in A.P.B.A. stock racing ranks prior to being outlawed for safety reasons, permits raising and lowering the engine or engines at will while the rigs are underway.

The first race of the day, for motors of 36 c.i. and under, was won by Ed Steinman, Jr., Houston, helming a Smithbarry boat powered by a Johnson motor. Second and third places in the class went to W. C. Leonard, Pasadena, in a Johnson-powered homemade craft, and Joe Rutledge, Houston, in a homemade Johnson-powered hull.

Johnsons also swept Class CD-4, with Sam Irving of Beaumont the winner in a homemade boat. E. M. Godings in a Canalita was second; Claude Mann, Houston, third finisher, also helmed a Canalita. In Class CD-5, Lee Richter in a Canalita powered by a Mercury, B. W. Adair of Houston in a Mercury-Canalita, and Ted Titger, Houston, in a Mercury-motored Victor boat, finished one, two, three.

In Class D-7 for 40-cubic-inch motors, Ronald Wilkins of Houston in a Mercury-powered Wilkins boat was first in for the checker. Second and third spots went to Barton Gable of Houston in a Scott-Atwater-powered Bonita and Kenneth Lilie, also of Houston, in a Scott-Atwater-powered Canalita. In the D-8 class, Anton Souida, Rouston, in a Canalita-Mercury, led home second-place-finisher Ernest Perry of Houston, who helmed a Scott-Atwater-powered Ashburn.

The bulk of the regatta's interest focussed on the 48-mile Roy Rogers Special Event. The fans were particularly interested in whether the new six-cylinder Mercury 75's could take the play from the twin installation 40-c.i. Mercury 55's or twin 44-c. Scott-Atwaters. Would a single 60-hp job be able to outrun an 80-hp two-motor installation? Rogers in his substitute rig laid his faith in a pair of Mercury Mark 55's. Nineteen starters hit the line for the main race. Within fifty yards from the starting line, Harry Flagg, former racing boat driver and one-time Class D Modified champion, moved out in the lead with a twin-Mercury-55-powered Yellow Jacket. Flagg was never headed though his winning margin was a close one over Jack Williams, Houston, whose Yellow Jacket was powered by a single Mercury Mark 75. Roy Rogers finished third in his molded ply Yellow Jacket fitted with twin Mercurys. Earl Warner of Houston in a Holmes boat brought a pair of Scott-Atwaters in fourth.

Johnny Buckner of Houston was one of the seven starters who were eliminated from the event. Buckner clobbered a log and flipped his rig. Lee Richter, the Class CD-5 winner, who had been one of the favored drivers, was forced out at the midway point. Mechanical troubles eliminated the other five non-finishers. Apparently the Curtis hydro lift paid dividends for Harry Flagg's outfit.

The event stimulated considerable interest in competition by family type outfits. In the Houston area it is expected to be the forerunner of many similar races in the future.

The World's Crookedest Race

(*Continued from Page* 23)

DU victory. The 33-year-old model maker, who races both stocks and alky-burner equipment, captured the handsome Mennen Trophy and his opportunity to compete in what will be the first annual outboard marathon championship. Five marathon winners of events held in the late fall of 1956, annually scheduled later than the championship run-off, had already qualified. These late-season marathons included Stocton to Redding, California; Eastmanville, Michigan; Around Manhattan; Trenton, Michigan; and Needles, Calif. The five already qualified DU winners of these events are respectively: Dave Hart, Temple City, Calif.; Eddie Tom, Fort Wayne, Ind.; Ray Lenk, Detroit, Mich.; Skip Forcier, Grosse Pointe, Mich.; and Ev Baggs, Dana Pointe, Calif.

Among the F Hydro competitors, Bill Farr of East Bellevue, Wash., throttle-squeezed his three pointer to

Second in the 36-c.i. class at the Slough was Roy Williams, shown here bounding round a corner.

Jim Henry of Seattle drove full throttle to finish third in BU in the murderous meander.

victory, leading Bill Wallace and Howard Anderson, who finished second and third. Since it was Farr's second class win of the event, Farr gained permanent possession of the trophy. One of the pre-race favorites among the F Hydro contestants was Bill Muncey, late of Detroit, now a resident of Seattle, who last year drove Unlimited class hydro *Miss Thriftway* to Gold Cup victory and was instrumental in returning the cup to the West Coast. Muncey, however, found the three-point outboard less stable than his Allison-powered Gold Cupper. He spun out and flipped his lightweight shingle long before the 28-mile two-way run of the course had been half completed.

Another favorite, A.P.B.A. JU champion and 1955 AU champion, teenager Bill Schumacher, also of Seattle, failed to go the distance when he dumped his AU.

The racing Bensons of Seattle—father Al, who runs a DU, and sons Don, one-time a national champion who helmed an AU in the serpentine junket, and Jimmy, who piloted a JU—had a big family day. Al finished runner-up in DU to Harold Tolford, beating Gil Allen, the third-place finisher. Don Benson finished fourth in AU and young Jimmy captured top honors in the J runabout class.

Others winning or finishing well up in their respective class brackets included Ted Uerling, BSH winner, with Allen McPherren second and Bob Rautenberg, third in that class. Duke Polk captured the A Hydro event, tailed to the checkered flag by Red Taylor and Jim Spinner. John Freeman won A Stock Hydro, Dick Rautenberg placed second and Pat Crane third. AU was taken by Fred Miller, followed by Larry Knight and Kenny Feroe. Bob Blair garnered top 36-c.i. honors, heading Roy Williams and Wally Martin, with Jackie Holden runner up to Jimmy Benson in JU and Harvard Palmer finishing third in the 7.5-c.i. stock class.

Nearly 60,000 spectators were estimated to have lined the banks of the fourteen-mile Sammamish Slough, though closest to most of the action was BOAT SPORT's racing lensman, Bob Carver, a camera veteran of the corkscrew race. ●

Dear Hank

(*Continued from page* 36)

find a very stable boat. I have seen this boat handle exceedingly well with a Mark 30H on it, and am sure it would take the lighter B Class Konig. The boat turns very well and has done well in competition. Unfortunately there are no plans available for the Neal, Swift, or Sid-Craft.

QUESTION: *We are attempting to start an inboard club here in Dallas, and plan to build several 135-c.i. hydros. Where can we get plans?*
—Bill Brazil, Dallas, Tex.

ANSWER: We do not have any plans for 135-c.i. hydros; however, I would suggest that you write to Charles P. Hanley, Chairman, APBA 135-c.i. Class, Box 468, Muscatine, Iowa; or to S. F. Steed, 202 W. Shaw St., Tyler, Texas. I am sure that either or both of these APBA members who are interested in the 135's will be delighted to help you.

QUESTION: *My brother and I recently built an A-B utility runabout from plans. As soon as we got the frame together, we found that we had forgotten to angle the transom. From the beginning we've had quite a job keeping the boat from bouncing. If I slanted the transom, would it make the boat go faster and quit bouncing?*
—Dean Babbitt, Gig Harbor, Wash.

ANSWER: I am afraid you made a big mistake in not putting the angle in your utility. This definitely is the reason why it does not behave properly. I'm afraid you will have to modify the stern in accordance with your original plans.

QUESTION: *I live in Pennsylvania but can get into New York State for Sunday races easily. Can I go into another APBA Division with my outfit and collect points for closed-course racing?*

ANSWER: If you are an APBA member you can compete in and gain APBA points in any event that organization sanctions, regardless of its location. If New York races are closer, attend them by all means.

QUESTION: *I want to purchase, or buy plans for, hydrofoils for attachment to my 14-ft. Yellow Jacket. Please send me what information you can.*
—Joseph Gambee, Liberty, Ind.

ANSWER: I would suggest that you write for information to the Jones Hydrofoil Co., 501 Kaiser Bldg., Baltimore 2, Md.; Baker Mfg. Co., Evansville, Wis.; or Hazard Hydrofoil, 2843 Casitas Ave., Altadena, Cal. Grumman Boats, Marathon, N. Y., has recently announced hydrofoils, but these are applicable only to one of their own models of metal boats.

QUESTION: *Could you tell me the difference, if any, between the O.B.C. and the S.A.E. horsepower rating?*
—Albert E. Swanson, No. Weymouth, Mass.

ANSWER: No difference. A five horsepower O.B.C.-rated motor should also pull five S.A.E. horsepower. The Society of Automotive Engineers uses the standard horsepower unit: the ability to perform 33,000 foot-pounds of work per minute. O.B.C. uses the same formula. ●

Around The Buoys

(*Continued from Page 27*)

he might at considerable expense be able to have the factory process imitated on all or certain parts. However, we do believe that the ruling by the S.O.R.C. and Champion's willingness to cooperate with the S.O.R.C. will go a long way toward straightening out what has been a real hot potato in the A.P.B.A. stock outboarding ranks.

Personally I feel that the closer the Stock Outboard Racing Commission holds owners and drivers to running equipment in truly stock condition, the better it will be for the sport. In this respect, recently a group of B stock drivers have requested that owners of the Mercury Mark 20H be permitted to remove cowlings, rewind starters, etc., to reduce the weight of the motor and to help offset the sixteen pound advantage of the lighter weight, stripped-down Champion Hot Rod. This would seem to be a reversal. Rather, any motor raced in stock outboard circles should be required to be equipped with full cowlings and a ready-pull rewind-type starter, just as its pleasure counterpart. Let's hope that in the future the Stock Outboard Racing Commission will refuse to approve any applications for motors which are not truly stock motors. At present this seems to be limited to the "36" class, though even there permission has been granted to the drivers to remove cowlings, though the ready-pull starting plates must be used.

THE NINTH ANNUAL Milwaukee *Sentinel*-Winnebagoland Marathon June 30 will again have its start and finish point at Fond du Lac, Wisc., on Lake Winnebago. Classes A, B, C and D are scheduled. This colorful event may offer the first opportunity for the racing fan to see the 60-cubic-inch, six-cylinder-in-line power plants in action, for the sponsors have announced that an F division will be raced if twelve or more of that class are registered and on hand to run.

PERENNIAL RECORD SMASHER Bill Tenney, who now makes his home at Crystal Beach, Minn., has again been successful at his favorite pastime. On March 23 at Fort Loudoun Lake, near Knoxville, Tenn., over the Knoxville Boat Club's permanently surveyed N.O.A. straightaway course, Tenney romped two ways over the half-mile stretch in a Johnson-powered DeSilva to set a new alky C Racing Runabout mark of 67.164 mph. Tenney broke his own 1954 record, established on the same course. His previous mark had been 62.609 mph. Then, with an assist from his pit stooge, Major Seale Matthews of St. Petersburg, Fla., Bill switched to a Neal hydro and with the same PR 65 set a new C Hydro mark at a scorching 74.844 mph to toss into the discard the old mark of 68.966 mph, established by Mel Kirts in the fall of 1956 at Caney Lake, La. Since Tenney was within less than .2 mile an hour of being the first racing driver ever to helm a two cylinder outboard motor at over the 75 mph mark, Bill gave the rig a second try over the course. On the first run of his new attempt, Bill was clocked at a fraction above the 75 mph mark and had his potentially faster downwind run still to go. It looked as though the Minnesotan was out to make history again when, at well over the 75 mph mark, the Neal hydro suddenly went end over end. Whether the rig hit some obstacle or the motor jumped off the transom and caused the accident will never be determined, but the unfortunate flip wound up any further record attempts.

To date during 1957 Tenney has established three new official A.P.B.A. five-mile competition marks in addition to the two new N.O.A. records. Though he has long talked of retiring, this may turn out to be the 41-year-old aircraft engineer's biggest year.

N.O.A. HAS ANNOUNCED dates and locations of several of its year-end championship events. Division I alcohol burners will compete for their annual crowns at Mt. Carmel, Ill., Sept. 14, 15 and 16 under the sponsorship of the Wabash Valley Boat Club. This is a repeat on the location, for the N.O.A. Division I championships were held there in 1955.

The Division IV modified stock championships will be sponsored by the Outboard Boating Club of Corpus Christi, Tex. The date has not yet been set but a promised purse of $5000 has been announced.

Meyer Gun and Boat Club of Meyer, Ill., will sponsor the N.O.A.'s Midwest Division IV Zone Championships July 28. Straightaway speed trials will be held at the same location the day before the race.

CLARENCE "KLINNY" KLEINHAUS, Columbus, Ind., Class A alky driver, was awarded the N.O.A.'s Tenney High Point Trophy given each year for the racer scoring the greatest number of points in any single class.

HAROLD MOYNAHAN, JR., President, New England Inboard Association of South Hadley, Mass., has announced a two-day International Inboard Speedboat Regatta slated for the Connecticut River, July 6 and 7, under the sanctioning banner of A.P.B.A. The area adjoining the water site is being developed to provide 5000 grandstand seats plus a nearly-ten-acre parking area. It's expected that the top Canadian and United States inboard drivers will be on hand for a schedule of events ranging from 44-c.i. runabouts to 266-c.i. hydros.

A SPOKESMAN FOR A.P.B.A. Region 6 announced a group of inboard race

dates established as follows: St. Marys, Ohio, July 7; Columbus, Ohio, July 14; Russels Point, Ohio, July 27; Louisville, Ky., July 28; St. Marys, August 4; Cincinnati, August 18; New Richmond, Ohio, August 19; Russels Point, September 1; Melbourne, Ky., September 7 and 8 (mile trials); and Russels Point, September 15.

THE A.P.B.A. GREAT LAKES Stock Outboard Divisionals are set for August 10-11 at Turkey Foot Lake, Akron, Ohio, with the Southeastern Divisionals slated for Miami the same dates.

MATHER HYATT, Konig Motor Company official, announced that there have been a number of changes in the Konig models for 1957. The alcohol burning A racing motor is now equipped with "tuned stacks," which help produce 26 hp at over 7000 rpm, though according to Hyatt the stacks do not aid the motor below the 7000 rpm bracket. New Konig specs on B stock motors increase their horsepower from 25 to 26 hp, with an advertised rating of 32 horsepower for the B racing motor. Konig is also making an A stock motor for gasoline-burning use in 1957. Reportedly, the stock A was checked out on a dynamometer at between 21 and 22 horsepower. The method of transom mounting the motors has also been changed so that they will fit on 13½" transoms without necessitating the cutting of transoms; longer transom bars on the motors mean that steering arrangements can be made interchangeable between Konig motors. A new transom thrust mount makes it possible for the driver of a Konig to measure exactly the extent to which he has kicked his motor out.

A.P.B.A.'S STOCK National Championships are now definitely set for Worcester, Mass., August 21 through 25. This event will be sponsored by the Boston Globe and conducted by the South Shore Outboard Association.

IN THE 120-MILE annual Malibu Marathon, three laps of a 40-mile circuit from Paradise Cove in Malibu, Calif., to Ocean Park Pier, Bud Hall and Bob Beehler of Costa Mesa, Calif., in a 16-foot Southwind Ski boat powered by two Scott-Atwaters covered the course in 3 hours and 46 minutes. As overall winners, the team established a new record for the colorful open water event.

THE CITY OF SEATTLE, acting jointly with a citizens committee, has earmarked $85,000 for the Stanley B. Sayres Park, a memorial to the late Unlimited Class racer and boat owner who catapulted Seattle and the Pacific Northwest into speedboating prominence. The project, to be located on the shores of Lake Washington, will include a deep water basin with seven finger piers fronting on the lake, equipped with a launching monorail, two electric hoists and a paved area at the shore end of the piers to accommodate a lifting crane, trailers and ample working space for a large number of Gold Cuppers. Included, too, will be parking space for approximately 500 cars, with central headquarters for race committees. The Gold Cup race course has been slightly altered, with the north turn moved approximately 1000 feet south, affording the contestants a longer approach toward the starting line. This should provide faster, but safer, pacing of the starting clock. ●

JULY 21 has been set as the date of the Kennebec River Marathon, wind-up of the three day Augusta, Maine, Marathon Carnival. The seventh annual enduro will cover a 58-mile course on the scenic Kennebec River. The A.P.B.A. sanctioned event will be sponsored this year by the Maine Outboard Racing Association, with competition in AU, BU, CU, and DU. There will be a special shorter-course race for juniors on the preceding day.

The region turns out each year to make the Marathon Carnival one of the biggest events of Maine's summer season, with a street dance, parades, a yachting carnival, and a masquerade ball just some of the features which attract over 20,000 people for the weekend.

THE COWTOWN OUTBOARD RACING CLUB of Fort Worth, Texas, has announced the formation of a "Hell Diver" Club, whose exclusive membership will be composed of drivers who turn over during a sanctioned race. Commencing with the 1957 season, these unlucky souls will thus gain recognition for their hard driving in the form of a membership card and a letter of welcome into the "Hell Divers."

Awards will be made by Ed Lamb, announcer for the Cowtown Club, which is affiliated with N.O.A.'s District 15. A.P.B.A. and independent association members will also be welcomed, of course. Drivers outside District 15 should write Jimmy Morrow, Club Secretary, 3808 Cagle Drive, Fort Worth, giving particulars of the race,

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GFORGE J. TRIMPER, Buffalo, N. Y., attorney and past president of the American Power Boat Association, and Bill Tenney, Crystal Beach, Minn., aircraft manufacturing executive and outboard motor boat racing driver, have been awarded Gold Medals of the Union of International Motorboating for their contributions to the sport during 1956 and preceding years. The announcement was made by Maurice Pauwaert, U.I.M. secretary, of Brussels, Belgium.

Trimper, who was A.P.B.A. president in 1955 and 1956, received the award for "outstanding work in behalf of motorboat racing" at a national and international level. A perennial campaigner in the racing (alcohol-burning) outboards and holder of many national and international records, Tenney was awarded the Sport medal of the international supervisory body "for his remarkable achievements in racing in 1956 and preceding years."

Pauwaert also announced the election of Trimper as one of four vice presidents of the world-wide organization representing 31 nations. Other officers re-elected for 1957 include: President, Alfred Buysse, Belgium; George Sutton, Jr., New York, Jean Houet, France and Prince Vitaliano Borromeo, Italy, vice presidents, and Pauwaert, secretary.

THE EAGERLY-AWAITED Bonner Committee Report was received as a sensible and well-reasoned document by most boaters on its release this Spring. This Study of Recreational Boating Safety by the Committee on Merchant Marine and Fisheries of the House of Representatives called for the numbering of all motorboats on federal waters, but opposed licensing of pleasure boat operators or establishing age limits. The report, filed by Rep. Herbert C. Bonner after nationwide hearings and study, called for the creation of a single Federal Boating Act to clarify existing regulations and serve as a guide to state governing bodies.

Numbers would be assigned to all powerboats, inboard and outboard, operating on waters under federal jurisdiction. Registration would be renewable every three years or more often, at a "reasonable fee." The Committee also suggested granting power to the Coast Guard to fine boat operators up to $200 for reckless or negligent operation, and called for legislation governing the conduct of boaters involved in accidents.

On minimum age limits for boat operators, the setting of which could seriously hamper organized powerboat racing, the Committee found that there was no evidence that any particular age group is more responsible for boating accidents than another, and that age limits were not demonstrated to be necessary or desirable.

NATIONAL SAFE BOATING WEEK will be observed for the first time this year; the dates, June 30-July 6; the sponsor, the Coast Guard Auxiliary. The aim, according to Capt. Harold B. Roberts, Chief Director of the Auxiliary, is to bring to the attention of the American people the need for observing safe boating practices.

DONALD CAMPBELL is expected to make his next assault on the world water speed record with his jet-propelled *Bluebird* on Lake Canandaigua, N. Y., during the latter part of August. Campbell currently holds the Union of International Motorboating world record of 225.3 mph set at Lake Coniston, England, Sept. 19, 1956. In previous speed trials in the United States he turned in an average of 216.6 mph over the measured mile on Lake Mead, Nev., in November 1955.

W. RALPH HOMES, 1956 F racing hydro champion, and his 12-year-old son Billy, were killed in the mid-April crash of Homes' private plane 60 miles outside Phoenix, Arizona. The Phoenix contractor, a campaigner for seven years in professional racing, had been active for a still longer period in promoting western powerboating. Seven days before his death, Homes had taken second place in F racing hydro at the Encanto Kiwanis Regatta. ●

Bob Jones, Jr., Williamsburg, Va., was tossed out of his DU Sid-Craft at the start of the Essex, Md., races. Name of Jones' boat was prophetic. He later drove to a sixth-place finish in CU.

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