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SETTING UP THE KONIG
CLASS A RACING MOTOR

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LATE FALL BASS FISHING





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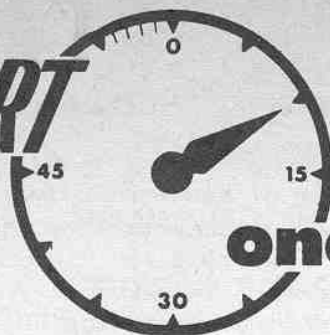
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BOAT SPORT



one minute gun

FOND DU LAC, Wisconsin, June 30, attracted 22 starters for the famed Milwaukee Sentinel-Winnebago land 88-mile marathon. Bob Jacobson, Flint, Mich., in a Mercury 55H-powered Speedliner, copped the event for the second straight year in DU class, at an average speed of 42.42 mph. Since Jacobson was already qualified for the Mennen Grand National Championship Marathon, second place DU finisher Bob Robbins, West Suffield, Conn., earned a spot in the Worcester, Mass., Lake Quinsigamond starting field. Craig DeWald, Reading, Pa., became the first stock outboarder in history to win his class in the event three times when he averaged 31.60 mph in his Merc-powered Raveau to top 28 other AU starters. Franklin J. Gienger, Euclid, Ohio, in a homemade hull, captured CU class at a 37.27 mph new class record speed. Gienger had previously won the event in 1955 in the same class.

"36" class honors went to Ron Rake, Springfield, Ill., in an Evinrude-Speedliner at 33.35 mph. Phil Van Syckle, Battle Creek, Mich., topped the BU's with a Champion-powered Sid-Craft at 34.08 mph. 87 boats in all classes completed the distance.



Part of starting field at Winnebago land

MIAMI, Fla., June 23--The Atlantic Refining Co., with the Miami Outboard Club, sponsored the APBA Region 5 stock outboard championships with a 22 heat schedule to weed out the 27 qualifying drivers in 9 stock classes from Florida, Georgia, South Carolina, the Bahamas, and Cuba. Winds of 14 to 18 mph caused some of the drivers problems, with Stu Gray racking up two flips to emerge top Hell Diver. Skip Ritter, currently the country's leading point garnerer, suffered motor trouble and broken steering cables and failed to win a single class. Divisional qualifiers were: AU, Chris Erneston, West Palm Beach, Harry Pinner,

West Palm Beach, and Huey Tomlinson, Miami; BU, Chris Erneston, Skip Ritter, Hallendale, Fla., and Otis Tomlinson, Miami; CU, Harry Pinner, Skip Ritter, and Jay Nelson, West Palm Beach; "36", Dutch Stossel, Riviera Beach, Fla., (fastest heat with a Johnson-powered Holt Craft, 35.714 mph, a new record subject to SORC approval), Tom Sheldon, Miami, and Dick Slaton, West Palm Beach; DU, Whistler Schmidt, Riviera Beach, Jay Nelson, and Don Drake; ASH, Pinner, Erneston, and Huey Tomlinson; BSH, Don Baldaccini, Miami, Jim Potter, West Palm Beach, and Otis Tomlinson; CSH, Baldaccini, Dave Rawson, Fort Lauderdale, and Mike Moore, West Palm Beach; DSH, N.D. Ryall, Jr., Wabasso, Fla., Mike Moore, and Dutch Stossel.

DETROIT, Mich., June 22--Ten Unlimiteds vied for Detroit Memorial honors, with Fred Alter at the helm of Such Crust emerging victor. Bob Schroeder, driving old Gale IV (now renamed Wildroot Charlie and owned by the syndicate of ex-APBA Prexy George Trimmer, Chester Hart and Bob Schutt) finished overall second, with Miss Supertest, helmed by Art Asbery, taking third. Asbery, incidentally, was thrown in one heat, but the Coast Guard pulled him from the water and then retrieved his boat. Gale III, quali-

(Continued on Next Page)

fied by owner Joe Schoenith, was driverless and Gale V and VI both experienced motor trouble. Many driver-owner combinations had problems as they ironed out pre-Gold Cup bugs in their equipment. What A Pickle failed to start, Short Circuit (formerly Tempo) was withdrawn with a damaged bow, and Miss Ricochet (the old Notre Dame) was also forced to withdraw.

GRAND HAVEN, Mich., July 6--Les Kahn of New York City, genial and hard-driving, but



Phil Van Syckle

this season unable to scratch the winner brackets, finally qualified for the Grand National by way of the back door. Skip Forcier, East Lansing, Mich., emerged from retirement to cop DU class in the 104-mile event, but he, along with second-placer Bob Jacobson and third finisher Eddie Tom, was already qualified for the Men-nen Century. So Kahn, riding home in fourth, earned a spot in the APBA championship enduro field. Craig DeWald added a fifth to his chain of 1957 marathon victories by scoring in AU. BU winner was Phil Van Syckle, Battle Creek, Mich., with CU honors going to James Burnham, Conneaut, Ohio.

FORT LAUDERDALE, Fla., July 1, was the setting for two new scorching one-mile stock outboard runs. Don Baldaccini averaged 62.834 mph for a two-way run in BSH, while 12-year-old Billy Hutchins broke the existing APBA ASH mark with an average speed of 51.470 mph. Both drivers helmed Sid-Craft hydros. The records are subject to APBA approval and are not yet official.

ANNAPOLIS, Md., July 3--Tragedy marked the end of an alcohol-burner hydro test session on the South River. Arthur B. Trayor, popular C Hydro competitor, and a sergeant at the Edgewater, Md., Police Sub Station, was killed when the flywheel of his PR-65, powering a three-point hydro prophetically named Bad News, disintegrated and a piece of the flying metal fragments pierced his chest. The Editors of BOAT SPORT wish to express their sympathy to the late driver's widow, Mrs. Barbara Traylor, and her children, Eleanor and Arthur, Jr.

COLLINGSWOOD, N.J., June 22--An estimated 10,000 spectators lining the banks of the Cooper River in Camden County Park, saw Frank Fugel, Plainfield, N.J., drive his 136-class inboard hydro Hi-Q to straight heat victories, second spot going to Stump Palmer, Lewes, Del. in Ca Lyn Ja, who finished in a point tie with Bill Steinfield, Malverne, N.Y., in High Society, but took second on lesser elapsed time. Bob Zindorf, Annapolis, Md., in his 280-c.i. hydro Double Eagle, topped George Smith, Mt. Holly, N.J., in Tom Cat, the two swapping first and second places, with Dick Jones, Queenstown, Md., in Bob O Boy, taking third.



Craig DeWald

Top honors at the combined inboard-stock outboard meet went to Craig DeWald. DeWald won his qualifying heat and the final in BU with John Schedel, Secaucus, N.J., second, and Bill Holmes, Piermont, N.Y., third. DeWald also won the A Stock Hydro event, with Ken Weyman, of Westfield, N.J., second, and Dave Schubert, Clifton, N.J., third. In B Stock Hydro Charles Piper, Chatham, N.J., edged out DeWald in a point tie, with Jack Evans, Den-ville, N.J., third. AU events were won by Roger Hoffman, York, Pa., with second spot going to Ralph Yost, Pottstown, Pa., and Mike Seitz, Lancaster, Pa., taking third.

NOA has changed the dates for its Div. I alky nationals to Sept. 7-9 to avoid conflict with APBA's alky nationals at McKeesport, Pa., Sept. 14-16.

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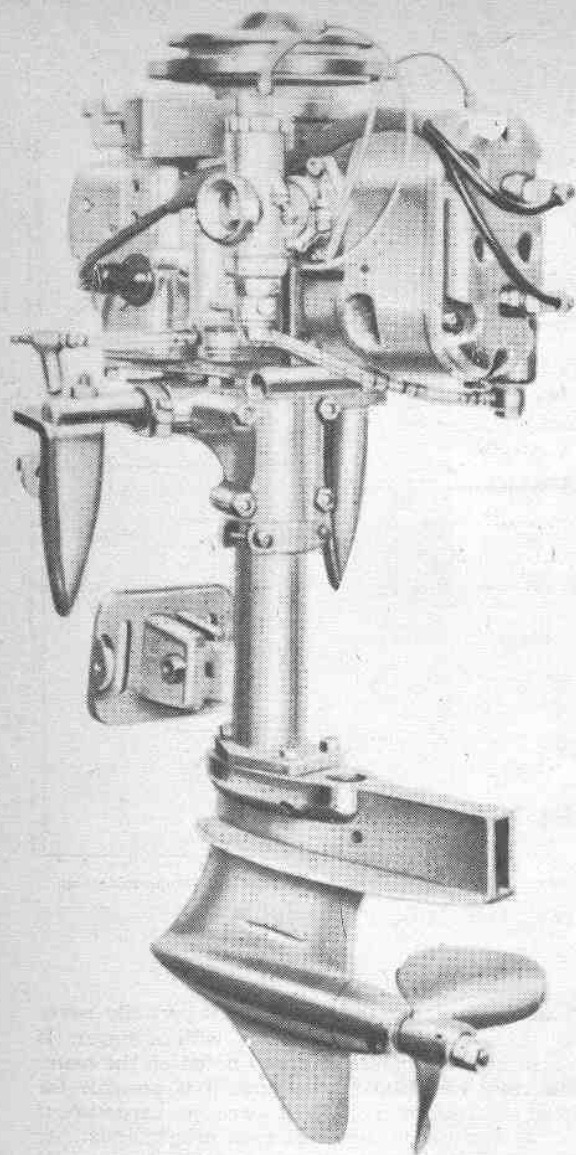
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COVER: The color photograph on this issue's cover shows a DSH cornering full bore. Power comes from the first of the four-cylinder racing Mercurys, the KG-9. Transparency courtesy the Kiekhaefer Corporation.

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A portside view of the König A motor. Lower transom thrust mount in new models is completely adjustable, permitting minute transom-angle changes.

Deanie Montgomery with his König A after setting new NOA straightaway mark. Accessory tuning stack and Amal carburetor intake can be seen.



Setting up the **KONIG** **CLASS A** **RACING MOTOR**

HERE ARE THE FACTS AND FIGURES ON PREPARING THIS GERMAN-BUILT POWERHOUSE FOR COMPETITION

By Hank Wieand Bowman, Technical Editor

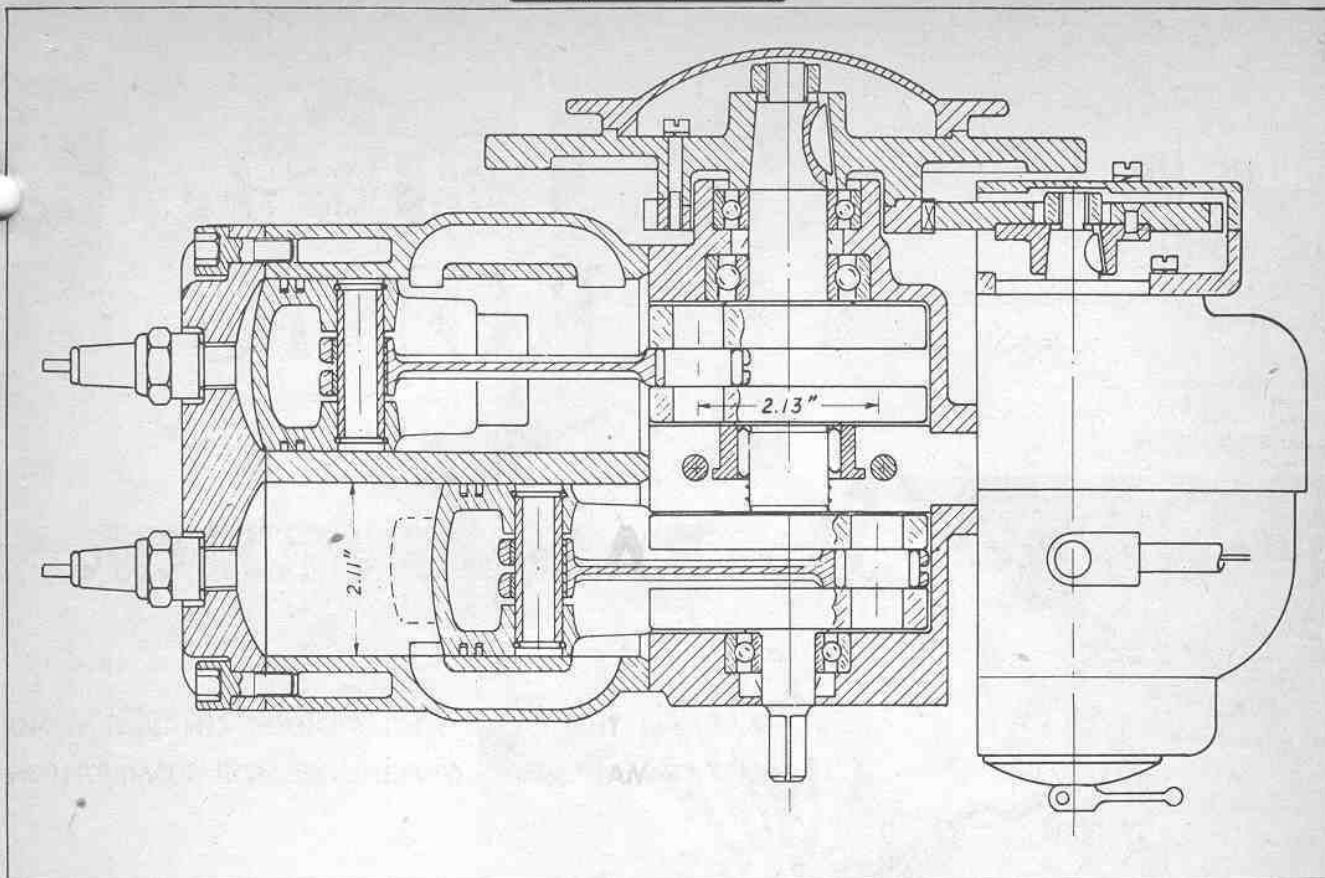
RUDOLPH AND DIETER KONIG, father and son, directors of König-Motorenbau of 26 Schlesische Strasse in the American sector of Berlin, had ample reason to be proud of the performance of their motors during 1956, their first full season of competition in the United States. Though last year only a relatively few Königs had been distributed by Overseas Dealers, of Dallas, Ga., the German-built racing powerplants made their presence felt at regattas throughout the country. At the 1956 N.O.A. alky burner championships, König motors made a clean sweep of A, B and C Hydro competition. Unfortunately for the title winners in B and C, their motors were later disqualified, and rightly so, because of a typographical error in the manufacturer's specification sheet which incorrectly listed the "X" measurement as 50 mm. instead of 60 mm. The motors established three new N.O.A. records, won one Southeastern Boating Association championship and set two new records under SEBA's sanction.

In 1957, with the König motors available in quantity from dealers in ten states, the editors of BOAT SPORT, in the interest of present König owners and prospective owners who have been impressed by these motors, feel that technical data on some of the models, their maintenance and tune-up should be helpful.

The König Class A racing motor is one that is of particular interest, since it was used by Deanie Montgomery, Corsicana, Texas, to win straight heats in Class A at Minden, La., last Fall. Running second to Montgomery was Dieter König, giving the motor the two top class brackets against really rugged competition. Montgomery established at the same regatta a record N.O.A. straightaway speed of 59.211 mph and in so doing won the Wynn Oil Company diamond pin and \$100 cash award for increasing an N.O.A. record by the largest percentage.

Here's a brief description of the hot little alcohol burning twin. It has a bore and stroke of 2.11" by 2.13" and displaces 14.82 c.i. With a 14:1 compression ratio, it pro-

BOAT SPORT



A cutaway view of the Class A Konig racing motor. The twin has a 2.11" bore, 2.13" stroke, displaces 14.82 cubic inches, has 14:1 compression ratio.

duces 25 horsepower at 7000 rpm. The motor is of three-port design, weighs 55 pounds, and is equipped with a Bosch racing magneto and a 1:1 lower unit gear ratio. It is equipped with dual Amal carburetors having .98" venturi diameters. The factory recommends a racing fuel mixture of 18 parts methanol alcohol, 4 parts benzol and 1 part castor oil. The standard jets are 2.9 mm. and 1.5 mm. (.109" and .059"). For those who want to play with fuels of varying viscosity, the U.S. distributor carries replacement jets ranging from 1 mm. to 2.4 mm.

One of the interesting features of the Amal carburetor is the positive-closing sliding throttle valve. The sliding valve completely shuts off the fuel supply to the motor once the safety throttle is released. In the history of Konig racing, according to Dieter Konig, only two motors have ever been blown, since this sliding valve effectively cuts off the intake of water through the manifold and into the cylinders in the event of an upset. In one instance, a driver held onto the safety throttle as he went over. The other case of a blown motor was caused by a boat spinning on its transom in a corner and gulping in a load of water while the boat was still upright and the driver was still pouring on the coal.

The jet and the metering jet of the Amal carburetors should not be confused. The metering jet is approximately 1½" long and in conjunction with the metering needle regulates the flow of fuel only when the motor is operated at less than full throttle.

Since many racing drivers may be using a pre-mixed fuel with high nitromethane content, the following information on jet size should be helpful. Though the .109" diameter metering jet is designed for the factory-recommended fuel mixture, if the orifice in this jet is too small, the motor will run just as fast at half or three-quarters throttle as it will at full throttle. In some instances, the motor may even run faster at half throttle than at full throttle. One means for a driver to detect this while underway is to run with

the throttle wide open, then reach back and partially cover one of the carburetor intake openings with a finger. If there is a measurable increase of speed noted on the water speedometer, the jet is too small. Since it is possible for each cylinder to require a different size jet, experiment by varying the size of the jets that feed each cylinder. At full throttle, the metering needle has no effect on speed or fuel supply, since this is designed to affect only maximum acceleration.

There are five adjustment notches for the metering needle, which has been pre-set at the factory. In general, the metering needle can be left alone—certainly until the proper high speed jet has been determined. There are some clues to adjusting the metering needle. If the motor does not accelerate immediately when the throttle is squeezed, the metering needle should be progressively opened one notch at a time until the acceleration response is instantaneous. If the motor four-cycles at half throttle (that is, fires on every other piston stroke), the metering needle should be leaned one or two notches. If, however, the metering needle, even when it is set fully open, still does not offer prompt acceleration, then the needle should be worked down to a smaller diameter with a fine file or stone.

It is recommended that every owner of a Konig take advantage of the protection offered by the sliding throttle valve. In rigging up the remote throttle controls, be certain that the sliding valve is fully opened when the throttle is squeezed and closes completely when the throttle is released. Persons not overly familiar with the Amal-type carburetor may simply glance at the opening and see that the front part of the sliding valve is clearing the throat of the carburetor and assume that the carburetor is completely open, when actually the rear part of the sliding throttle valve may be partly obstructing the throat opening.

The final adjustment and synchronization of the two carburetors on the Konig A motors is accomplished by a
(Continued on Next Page)

Setting Up the Konig A

continued



Deanie Montgomery looks on as his mechanic O.D. Montgomery receives Wynn Oil award from Ed Martin in recognition of fine mechanical set-up.



Dieter Konig of Berlin explains Bosch magneto of his 3-cylinder C outfit to B. T. Byrd, Jr., of SEBA, at a Lake Haar, Ga., event in 1956.

threaded adjustment sleeve, through which the bowdoin cable enters the carburetors. Once a proper adjustment is reached, it is recommended that the adjustment be permanently fixed by wrapping with fine wire to prevent any change due to vibration while underway.

You will note, too, in inspecting the carburetors, threaded rings that are used to secure the sliding throttle. Make certain that these threaded rings are fully tightened with a pair of long-nose pliers or some other tool, so that they do not vibrate loose during competition.

The Konig Class A alky burner is equipped with a pressurized fuel system. The plastic fuel line houses a small check valve which may not fully seat if the pressure is not kept up to at least one or two pounds per square inch. If any trouble should be encountered, it is recommended that the fuel line supplied be changed for a longer plastic line. Also, the check valve should be worked into the line sufficiently far so that the seat of the valve turns upward in the natural S-curve that the line will assume in its position running from the fuel tank to the carburetors. The pressure relief valve in the line is designed to open at three to four pounds per square inch. If at any time a driver runs into a fuel supply problem, the first check should be to see if the carburetors' float needles are up. If the needles are down, the carburetors are not getting sufficient fuel, and more pressure should be built in the tank. The float needles should be tapped to prime until each cylinder has fuel; then the motor can be restarted. Fuel pressure is built up by blowing into the fuel line just below the pressure relief valve.

The motor will usually require some priming. For a cold start the float needles should be tapped several times. For a hot start, they should be tapped only once; otherwise,

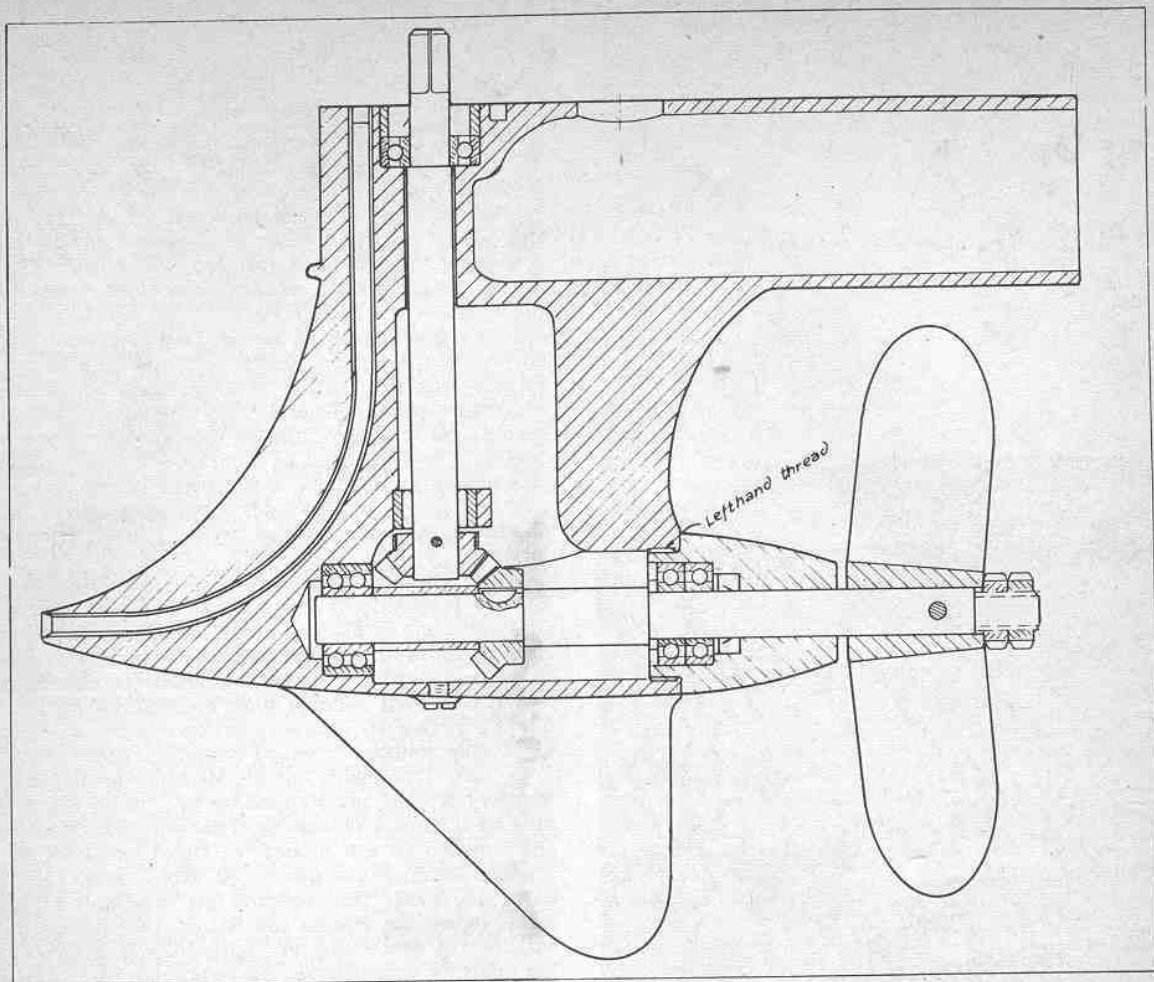
flooding might result. Many drivers have found that it's advisable to warm the Konig A on the beach before a race.

To date the best results on the A have been achieved by Michigan KB6 wheels at a transom height of 13 3/4" or higher. Since one of the best features of the Konig is its ability to accelerate out of the turns, even with a 1:1 gear ratio, it is recommended that the driver set up his motor for maximum speed without cavitation on smooth water, then drop the motor 1/8" to 1/4" to meet most racing conditions.

Keep in mind that the Konig receives its cooling by means of forced intake through an intake line in the nose of the lower unit torpedo. Until the boat is on plane, the motor will receive little or no cooling. Hence extensive running off plane should be avoided as a seized motor may result.

Recommended lubricant for the Konig lower unit is SAE 30 motor oil, though many drivers have used oils as light as SAE 10 without any rapid loss of lubricant.

The factory-set-up A motor has approximately 10 c.c.'s or less cylinder combustion chamber volume at top dead center. As a handy guide, 10 c.c.'s is the equivalent of a 13.5:1 compression ratio on the Konig A. For drivers not planning to use nitromethane (which additive in useful quantities will not produce good results at compression ratios above 10:1), who wish to increase the compression ratio above the factory set-up, the removal of .016" from the cylinder head will cut the compression volume by one c.c. This can safely be done without worry of piston crowns striking the cylinder head. The motor is equipped with soft copper cylinder head gaskets to withstand high compression ratios. In time, however, these copper gaskets, just like spark plug gaskets, lose elasticity, become com-



Cutaway view of Class A lower unit is handy reference in replacing worn or damaged parts. Note water intake in nose of unit.

pressed and may leak. To restore them to an effective sealing soft expanded condition, heat them until they are red hot, then drop them into cold water. When the gasket is replaced, the cylinder head should be tightened down evenly, run until warm and then retightened approximately one-quarter additional turn to each stud.

The ignition is properly timed so that the compressed cylinder fuel charge is ignited when pistons reach .160" to .180" before top dead center. Naturally the spark produced for each of the two cylinders must be synchronized to occur at 180° intervals of flywheel rotation. Measurement of timing is made through the plug opening from the piston crown to the top spark plug hole thread and the spark-piston timing is advanced or retarded by loosening two securing nuts and resetting gears as close as possible to the .180" point. Some drivers use 3/16" b.t.d.c. as a timing measurement. An intermediate adjustment, if a particular gear tooth location does not give the desired measurement b.t.d.c., is made by adjusting a lever centered below the magneto. As a guide, the boys who are really running are currently winding their A's at between 8000 and 8500 r.p.m.

The spark plug gaps on the recommended Bosch W290-T16 plugs should be reduced to .015" and the magneto breaker point gaps should also be set at .015".

For 1957 Konig is offering a set of specially tuned accessory exhaust stacks which sell for \$14.85. These stacks have consistently offered noticeable speed increases on motors winding 7500 rpm and better. The stacks may be attached to any Konig A motors sold in the United States throughout 1956 and later. The design of the tuned stacks, which to date had proved applicable only to the Konig A, not to the Konig J, B or C motors, was arrived at after two

years' experimentation, largely of a hit or miss, cut and weld approach. The idea, of course, of a potential horsepower gain through special exhaust stacks is not original to Konig, but of importance to the 15-c.i. racer is that Konig engineers have come up with a practical set of stacks for their A.

Even the reason behind the gain of approximately two horsepower attributed to the exhaust stacks is not definitely established. The theory is, however, that the escaping exhaust gasses first encounter an initial resistance when the gas strikes the static atmosphere in the stacks. However, once the outgoing exhaust gasses overcome this resistance, through pressure caused by the incoming fresh vaporized fuel, and initially start into motion outside the stack, there is a tendency for this atmospheric movement set up to continue even though the exhaust port closes again on the intake stroke. When this action occurs 8000 to 8500 times a minute, an area in the funnel or the horn portion of the tuned stacks is thought temporarily to become less than one atmospheric pressure. If this is the case, then this lowered pressure area would tend to suck exhaust fumes from the cylinder as soon as the exhaust port opens, creating faster and more complete scavenging of waste gasses. These accessory stacks are pre-factory adjusted and cannot be tuned by the owner, as I had originally thought when I reported this new feature several months ago.

Incidentally, for the driver who has the misfortune to flip a Konig, the Bosch magneto is not waterproof. The flipped motor should not be turned over with the starting rope until the magneto has been grounded or disconnected. Before removing the magneto gear case to give the motor artificial respiration, record the location of the marks on

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*Introducing
Don Baldaccini,
National High Point
Champion*

FLORIDA FLASH

By Henry Hotchkiss

IN 1956 DON BALDACCINI racked up so many A.P.B.A. competition points he won that sanctioning body's National High Point title with the largest score in the eight-year-old history of stock outboard racing. The championship wasn't handed to Don on a platter and he didn't gain it the first time he tried, for Don, who is now 23, has been racing stock outboard motors since 1948, when he entered the game at the age of 14.

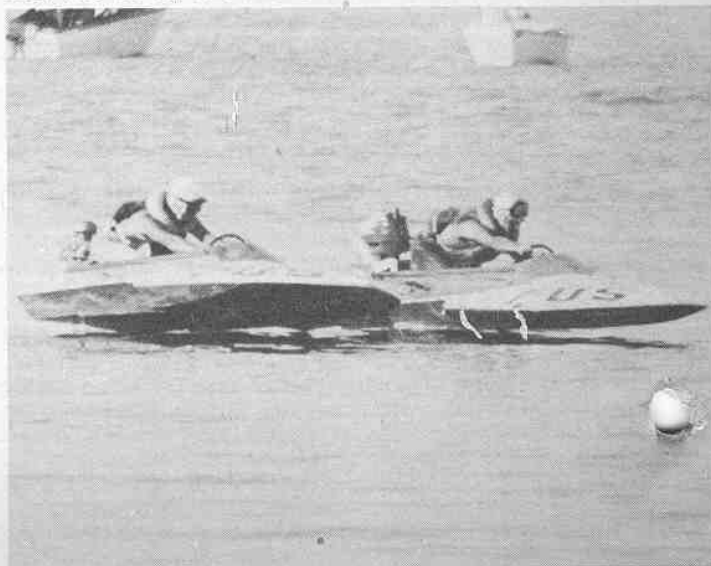
In his first season of racing, Don competed with a 7½-horsepower Mercury Rocket on a runabout in what in Florida was then called "fishing" class competition. Don, who had moved to Miami from Chicago in 1945, had been encouraged to enter outboard racing by his stepfather, Bob Soelke. The two raced as a father-son team. As Don said, "He not only taught me how to race but he was very positive and firm when he said, 'Be a good driver, but above all, be a better sportsman.' This I have tried never to forget."

Don's stepfather was well qualified to help his son, for he was president of the Florida Federation of Outboard Clubs and one of the founders of the Miami Outboard Club. Both organizations were interested in stock outboard racing from its inception. Under the guidance of Bob Soelke, Don had better than average luck his first two years. As frequently as not, when he stepped up into the 9.8-hp category, his 7½-hp runabout romped home to victory.

In 1950 Don really hit his stride when he gave up the Mercury Rocket and stepped up to a 10-hp Mercury Lightning on a 10-foot Wolverine. That year he entered 74 races and finished in the money 72 times, with 48 of his top bracket finishes first places. At Hollywood, Fla., on February 18, 1951, Don suffered his first spill of his racing career when he flipped his BU in the second heat after winning the first. Once he'd joined the Hell Divers and got the knack of dumping 'em, he kept it up for a while. At the Biscayne Bay Regatta a week later, helming a brand new hydroplane, Don experienced the second flip of his career, pulling a dilly of an airborne back loop and punching a hole in the deck of his prized rig.

The 1951 season, however, was a good one for Don. He won the F.F.O.C.'s high point standing in both A Stock Hydro Special and B Stock Hydro Special classes. He also set a Florida Federation of Outboard Clubs B Stock Hydro competition mark of 43.710 mph. The hydros were designated as "special" at that time, since the season of 1951 marked

Recent photo shows Nos. 2-US and 1-US battling in BSH. Don, left, is high point BSH professional champion, and Skip Ritter, his perennial rival, holds the top honors in the amateur bracket of the same class.



their appearance on stock racing schedules on a probationary basis only. The multi-planing surface design hulls did not gain formal acceptance in stock classes until 1952.

On December 30, 1951, Don really folded up his hydro but good, when in pre-race practice for the Orange Bowl event he flipped, tore the bow completely off his boat, drove his head through the deck and deck frames, and wound up with a trailer load of kindling, plus plenty of bruises.

Don's racing career appeared to be at an end in the fall of 1952, when, having completed his senior year at Miami's Jackson High School and planning to attend the University of Florida at Gainesville, Don sold all of his equipment. Yet while still a senior in high school, Don began to take on a real patina of super-driving skill which he was to polish more and more during the next five years. At a Biscayne Bay Regatta in February, 1952, for example, Don had defeated Tommy Hagood, Orlando, a member of the All-American Racing Team and considered next to unbeatable at that time.

An illness interrupted Don's college career shortly after it started when a thyroid condition kicked up, requiring lengthy medical treatment. Don decided to pass by additional formal education in favor of working for his step-father at the Miami Outboard and Sports Sales, an outboard motor and boat business with several outlets in Miami. Don currently manages one of these marine stores.

In 1953, at Syracuse, N. Y., Don entered his first A.P.B.A. National Championships. The events were staged on Onondaga Lake with a daily crowd estimated at between 20,000 and 22,000, and with temperatures in the 90's. It was the largest A.P.B.A. regatta to that date and Don was faced with swapping rooster tails with the best in the business. In his first heat of ASH, Don topped a classy field including such well known drivers as Dean Chenoweth, Xenia, Ohio, 1956 ASH champion; John Alden, Oakland, Calif., and John Schubert, Clifton, N. J., both later to become national record holders; and Jesse Jewell, Northville, N. Y., a hard driving stock racer who is no longer active in the sport.

In the final heat, a fellow Floridian, Wallace Smith of St. Cloud, beat Don to the tape, but Smith had finished near the tail end of the field in his initial heat, so that Baldaccini, with 400 points for a heat win and 300 for a second place finish, took the championship overwhelm-

(Continued on Page 34)

This heart-breaker occurred in Don's first hydro race at Biscayne Bay. Baldaccini has had his share of crack-ups, not unusual considering that he has competed in about 800 heats of racing over the last seven years.



Don finished second in AU in the 100-mile St. Augustine Marathon in 1951 and took another second with this rig in the 70-mile Castle Memorial Marathon, West Palm Beach. This year he is running A and B hydros only.



Above: The superb job of hydro demolition occurred in pre-race practice before the 1951 Orange Bowl event. Below: Don is shown at 14 with his 7½-hp Mercury Rocket-powered "fishing" class runabout, his first outfit.



LATE FALL BASS FISHING



When temperatures are rising, you're most likely to find action up in the shallows next to the shore, since it is here that the water warms fastest.

OUTDOORS with the OUTBOARDS

JUST A LITTLE CLOSER with the boat," Bill whispered softly. "This bug is difficult to cast into the wind."

I dipped the paddle quietly into the water and sent the skiff gliding parallel close to shore. Stripping excess line into his left hand, Bill false-cast several times before leisurely dropping the bass bug up in a partly hidden pocket where a small rivulet of spring water poured into the large river. Concentric rings rippled outward as the bug settled lightly. It lay there unmolested for a dozen or so seconds before Bill popped it slightly. Almost simultaneously it disappeared in a seething funnel of water.

Bill set the hook, and ignited a violent reaction. The pliant rob throbbed as the bass spurted away. It bore down deep, ripping line off the protesting reel.

Then suddenly it came catapulting upward in a silvery spray, twisting and turning. Pancaking with a loud splash, it raced several more yards before reaching for the sky again.

For several exciting minutes the bass stayed out in deep water, intermingling determined runs with heart-stopping leaps. Slowly, though, it weakened. Presently, it wallowed to the surface and Bill urged it in. The pot-bellied bigmouth weighed 3 pounds, 6 ounces. I've never seen a comparable-sized bass with more spunk and fight.

I was surprised that first time Bill introduced me to this late-fall bass fishing. Me, I couldn't get in the habit of associating cold weather with bass

fishing. When the air gets nippy and frost blankets the ground, my thoughts naturally turned to guns and hunting.

But I shook off that habit long ago. No longer does my tackle get delegated to the closet after Labor Day. Since Bill showed me how to take these cold-weather bigmouths, I've enjoyed some dandy fishing along with my late fall hunting. Throughout the nation anglers are enjoying similar sport as more waters are opened to year-round fishing.

One thing to remember is this: *The key to late-fall bass angling is temperature.*

If you have the know-how, late fall can be one of the most productive fishing periods of the year. Knowing where to fish and being able to pinpoint your casts will put some braggin'-size bass on your stringer.

There's a time-honored belief that bass go and stay deep during cold weather. This is only partly true. Often they do get down as close to the bottom as possible, but they feed best when warming surfaces bring them to the top.

When a lake is at its coldest during the winter, temperatures just under the surface are perhaps 35°, while at the extreme bottom they may be 37° to 40° Fahrenheit. This may not seem like a measurable difference, but fish will seek the warmer waters even though it may be only a couple degrees higher, and they will bite slowly. Probably there isn't much difference in oxygen content near the bottom and close to the surface, but fish prefer the more suitable

temperatures—in this case, those down deep.

When a cold front pushes in, bringing a sudden dip in temperatures, fish move into deep and more stable waters to avoid the abrupt change. But when the surface starts to warm during the day, up come the fish to the more pleasing temperatures.

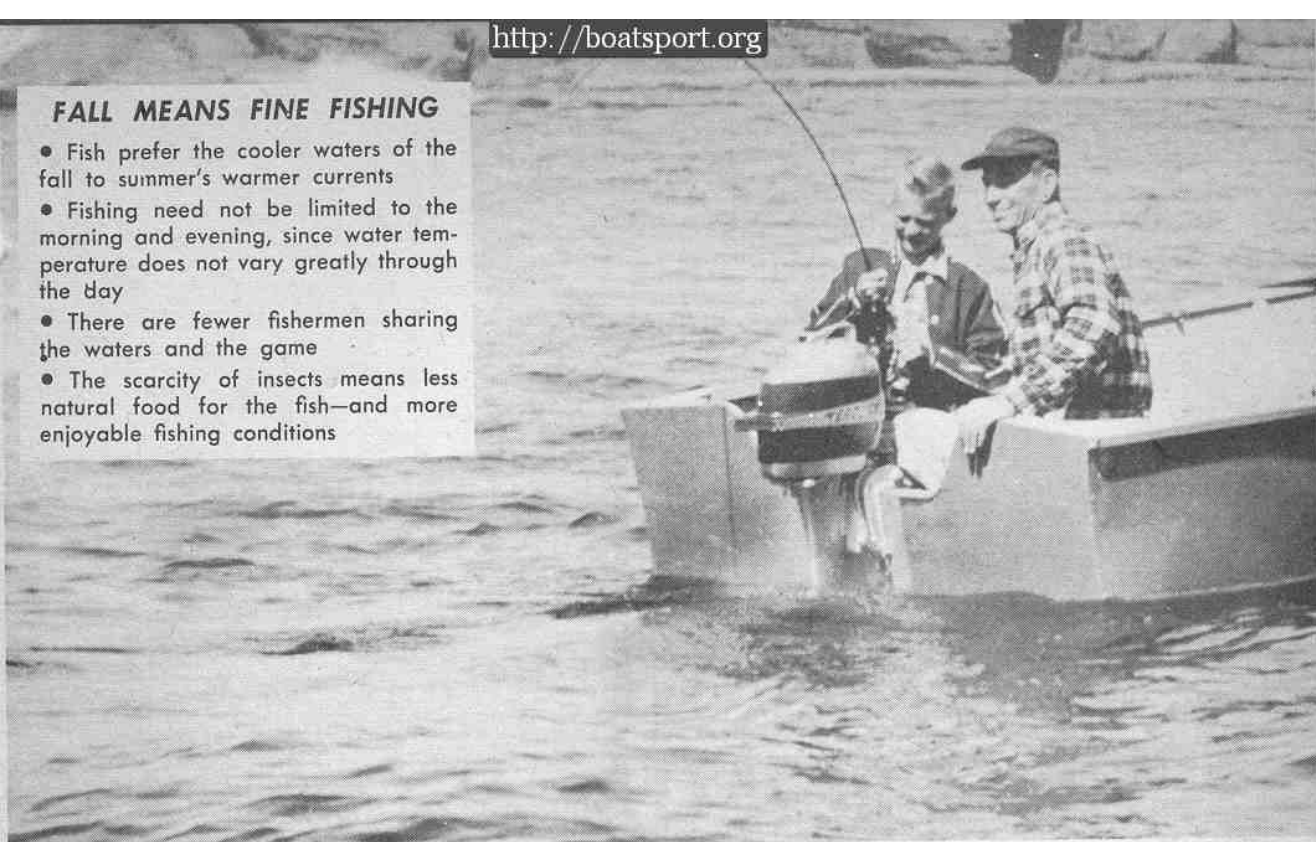
Water warms faster in shallow, open coves or sloughs. That's why you'll find bass feeding in these coves during colder weather, especially during a sunshiny day; and that's the primary reason so few people succeed with bass in late fall or winter. They naturally expect bass to be holed up in deeper waters, and they spend their time fruitlessly trolling or casting a deep-running lure along the bottom. Actually, I've found shallow-running and surface plugs will take the most bass during late fall.

It is important to find waters which have temperature readings exceeding 60°. Bigmouths like waters with temperatures above 70° best, but can be caught in waters as cold as 50°. But your percentage of catches in waters of 50° to 60° will be so low that it may not be worth your time or effort. Bass lie dormant in the colder waters, but will start feeding when temperatures push up past 60. Trying to catch bass in waters colder than 50° will only be wasting your time.

Changes in water temperature affect fishing in two ways: oxygen content is altered, and a fish's appetite will decrease with the metabolism change

FALL MEANS FINE FISHING

- Fish prefer the cooler waters of the fall to summer's warmer currents
- Fishing need not be limited to the morning and evening, since water temperature does not vary greatly through the day
- There are fewer fishermen sharing the waters and the game
- The scarcity of insects means less natural food for the fish—and more enjoyable fishing conditions



Remember that bass feed sluggishly in colder waters. For best results work your bait slowly, and do a thorough job in covering the body of water.

WATCH THE WATER TEMPERATURE TO BAG THE BIGMOUTHS

By Russell Tinsley

brought about by plunging temperatures.

A body of water has a distinct personality. Starting in early spring and continuing throughout the year, the water is constantly changing. Although there aren't any visible signs on the surface, many alterations are occurring in the mysterious depths beneath.

A lake assumes definite "layers" based on temperature and oxygen content. Fish seek the layer with the most food and oxygen. Any angler can discover these layers for himself by simply lowering a thermometer to various depths and taking temperature readings. Where temperatures are highest is the depth where you'll most likely get a flurry of action. Cold weather will keep fish inactive, but rising temperatures will trigger them into motion.

There is an angler's thermometer available in many sporting goods stores built specially for this purpose. A small cuplike device captures water around the mercury-filled bulb and holds it there until the thermometer is brought to the surface and read.

Another factor to keep in mind during late-fall fishing is that in colder waters bass are sluggish feeders. You must work your bait slowly, and cover a body of water thoroughly. Don't haphazardly move from spot to spot, casting at random as you did earlier in the year.

Seek out those warm-water locations. Merging currents, shallows, mouths of small streams all are possibilities. This

BOAT SPORT

little formula will prove helpful: if temperatures are rising, bass will come to warm water; if temperatures are plunging, bass will move into deeper waters to avoid the abrupt change. It's all this simple, and if you keep this little rule in mind, you'll find some mighty decent bass fishing after the first frost. And you won't have to vie with a bevy of other fishermen for the choice fishing spots, either. Most anglers have given up for the year—and just when the fish, especially those

jumbos, start feeding in earnest to prepare for the lean winter months ahead, too.

This fall bass fishing is no set-up. You'll have to work to get a fish to strike, and once you get one on the business end of your line, you'll be amazed how these pugnacious bass will fight. At times the fishing will get discouraging. But don't give up. When you tempt one to strike, you'll see what I mean. Grab your hat and hold on, brother! ●



This can be your reward when most other fishermen hang up their tackle after Labor Day: a trio of braggin'-size bigmouth black bass, taken just when the big fellows start feeding in earnest.



Johnny Schubert drove his Merc 20H-powered Sid-Craft Sleepy Time Gal III to first place BSH honors at the mid-June Chesapeake Bay Bridge Regatta.

BAY BRIDGE REGATTA

By Blake Gilpin

THE QUEEN ANNE Boat Racing Association, sparked by Race Chairman Clifton Pierson, was fortunate to obtain a race location for their second annual Bay Bridge Regatta at R. J. Funkhouser's Pioneer Point Farms on the Corsica River, about four miles outside of Centreville, Maryland. The location is a beautiful one. The race schedule was ambitious, including ten classes of stock outboards and eight classes of inboards. The weather, which this season was a big bugaboo in most early season events, frowned on the Q.A.B.R.A.'s effort. Rain and a cold blustery breeze greeted the 135 stock outboarders who moved into the commodious pit area.

Despite rough water, eight JU's answered the starting gun, and U. S. high point champion in the class, Danny Ziegfeld, Baltimore, took over the lead at the start to capture the event with relative ease, followed in by Doug Van Rossum, Baltimore, and Ed "Tiger" Petrini. In the second heat, Petrini took over the van, leading Ziegfeld in by a good margin, though Ziegfeld with a first and second to his credit took the event in overall points, with Petrini scoring second and Van Rossum third.

The water roughened up considerably for the AU events, in which Ralph Yost, Jr., Pottstown, Pa., garnered a first in his elimination heat and a first in the final to take the key trophy. Bob Jones, Richmond, Va., with an elimination heat win and second in the final, took second honors. Butch Fleming, Edgewater, Md., provided an added fillip to exciting heat racing when he dumped his rig while cornering.

EU's, next on the schedule, were dominated by Bill Franklin, Baltimore, who helmed a Carlsen powered by an Evinrude. Second spot went to Carl Kipf, Baltimore, who drove an Evinrude-powered Willis Comet.

The CU events brought out Charlie Werstler of Stowe, Pa., who helmed a Richcraft to an upset victory over Dick Rees, Pottstown, Pa., the second-place finisher and a driver who has been practically unbeatable this year in closed-course competition. Werstler, however, while leading into the first turn of the second heat, was pressed into a flip, and Rees moved on to take a clean-cut victory and first spot in the eleven-boat field. Second honors went to Tom Barrett, Bethesda, Md.

In the CU events, Wes Lusby, Washington, D. C., who had finished eighth in the first heat, got off to a last-place start in the second. By the end of four laps, Lusby had moved up into fourth place and was making his bid for third on the final stretch when his boat rolled in what by now was exceptionally rough water, with foot-and-a-half to two-foot waves. To make matters doubly difficult, the waves were presenting a rolling trough parallel to the straightaways. Bob Jones, who was riding about a boat's length behind Lusby on his starboard quarter, veered hard left when Lusby's craft flipped directly in his path. Unfortunately Lusby was pitched out over the port side of his boat and was struck by Jones, who had no warning, never spotting Lusby's helmeted head until his bow was within inches of the hapless racer. The rescue was prompt and efficiently handled. Lusby was severe-

ly cut on the right hand and forearm and was immediately whisked off to the hospital by ambulance. Reports the next day still placed Lusby on the critical list, but by the middle of the week his condition was considerably improved. He lost a part of one finger but prompt surgery prevented further permanent damage and Lusby expects to be racing again before the season is completed. Following the accident, the remaining events were postponed as the rain was falling steadily and the wind increasing.

The following day, the remaining heats unfortunately were not as keenly contested as might have been hoped, since many of the 135 drivers took their equipment on home and many of those who remained were not overly anxious to wet their lumber in the still turbulent Corsica River.

Six BU's answered the gun in the



BOAT SPORT



Second place in the 48-c.i. events went to this Lloyd hull named *Rag Mop* raced by Harry Reitzel, Jr. Barton Wells was winner over the 9 entries.



Ron Musson tangles 266-c.i. rooster tails with Don Dunnington, who drove a 266 for the first time. Dunnington's *Miss Pinky* took the high honors.

18 CLASSES COMPETE ON MARYLAND'S CORSICA RIVER

first heat of that class, which saw Tommy Young disqualified for a clock-jumping infraction. The heat went to Johnny Schedel, Secaucus, N. J., who repeated in the second canto. Second place went to Warren Klawans, Annapolis, who had helmed Jake Dover's equipment to second- and third-place finishes.

Of ten registered DU's, only four answered the gun. Rich Holt scored an easy victory, with Joe Difebo, Wilmington, Del., taking two seconds.

Despite a skimpy field of seven A hydros, as opposed to eighteen that had been on hand the day before, the ASH events were real thrillers. Buddy Fleming broke into an early lead on the first corner but Charlie Piper, Chatham, N. J., in a Sid-Craft, passed Fleming and his Neal on the backstretch and held the lead for two laps.

(Continued on Page 36)



Calvert "Skeeter" Johnson, left, in *Beverly Ann*, and Alton Pierson, in *Lil Barb*, long time rivals, battled bow to bow, giving spectators the day's best racing in their 136's. Below: A portion of the field of 48-cubic-inchers moves around the second turn buoy.



TORQUE TALK

By Lou Eppel



Donald Campbell assaults the world's unlimited jet-propelled boat record this summer on New York's Lake Canandaigua, with 250 mph his ultimate objective.

THE INBOARD RACING COMMISSION of the American Power Boat Association, under the able leadership of veteran driver and record holder Frank Foulke of Essex, Maryland, has taken steps this season to do everything possible to insure safe race courses for the competitors in the several inboard classes. Heretofore, unless the sponsoring body, in applying for a sanction, requested approval of the course for records, sanctions were granted without any real knowledge of the race course. In these days of great speeds in almost every class of inboard hydro and in most of the racing runabout classes, the need for good and safe courses is most apparent.

Under Foulke's leadership, the Inboard Racing Commission now requires that the sponsor of the regatta submit a plan of the course, regardless of whether record claims will be made. In view of the fact that during 1956 the inboards on many occasions ran on courses which were hardly suitable for the slowest of the stock outboards, and that because of the cramped conditions on the turns there were some accidents and more than a few near-misses, this plan is most praiseworthy. In quite a few cases so far this season the lay-out of the courses submitted showed too short a run from the starting line, or insufficient room on the turns, or cramped space through bridge supports, which definitely made the courses dangerous. In some cases, the Commission would not give approval for the sanction, and in others, approval was granted only if the starting field was limited to not more than six boats. It is gratifying to note the Commission has in almost every case received the cooperation of the race sponsor, who is becoming more and more conscious of his responsibility to the competing drivers.

In line with the work being done by the I.R.C., the Regional Chairmen of several of the A.P.B.A. Regions have

also started a campaign for the overall improvement of race courses and facilities. Leader in the crusade to make regatta sponsors live up to all of the sanction requirements is George Smith of Region 3, which includes New Jersey, Delaware and Eastern Pennsylvania. George and his associates within the Region have established a specific list of minimum requirements which will assure the competitors, whether they be stockers, racing outboarders or inboarders, of the best possible conditions. The chore taken on by the Region 3 officials is no small one, and it will take some time to make their program 100% effective. However, they are off on the right foot, and we sincerely hope that they will achieve their goal and that other regions will follow their lead.

Jimmy Jost of Region 7, which includes Illinois, Wisconsin and Indiana within its boundaries, is also spearheading a drive which will certainly benefit drivers. The safety campaign now being waged in this region is to be applauded heartily; especially welcome is the endeavor to establish minimum standards for crash helmets and other equipment. This is a difficult study at best, but at last report Jost and his co-workers were beginning to come up with some answers which will do much in establishing minimum specifications on helmets, life jackets, and other pieces of equipment.

THE CONTROVERSY which has been raging in Stock Outboard circles for the past year on the Champion Hot Rod B engine has done more for Class A and Class C than any other single factor. We have noted more than a few of the old time campaigners who have dropped out of B Runabout and B Stock Hydro in favor of Class C Runabout and C Stock Hydro only because they know that their equipment will not lead to hassles about legality, and

long involved inspections which to date have proven nothing. Stock Outboard Racing Commission Chairman Chet McCune of Dayton, Ohio, is to be commended for his efforts to clarify the situation, but his battle is an uphill one, and one which should have been resolved some eighteen or more months ago.

ONE OF THE MOST SATISFYING rumors to reach this department in many a moon is that there is action afoot to re-establish the famous National Sweepstakes Regatta at Red Bank in 1958. This feature regatta has been off the calendar for too long, and the interest of a new group of enthusiasts is most heartening. We would like to suggest to this group that they consider putting in their bid right now for the Inboard National Championship Regatta for the 135's, 225's, 266's and 48's in 1958. The National Championships for these classes would certainly assure a top-notch field and probably the best racing any sponsor could ask for. With these four classes on hand, plus a full program of Stock Outboards, Red Bank could have two days of outstanding competition, and the need for the Unlimiteds would be eliminated. Besides, with the Unlimiteds now practically unanimous in their insistence on a three-mile course (which we believe could not be properly fitted into the Navesink oval), they wouldn't show up anyway.

While on the subject of the Unlimiteds, we have heard from Lee Schoenith, who reports that Bill Cantrell, one of the best chauffeurs in the Unlimited ranks, when questioned about the possibility of driving a jet powered craft, replied that they would never get him on the wrong end of one of the "Roman Candles." Can't say that we blame old Willie, as that is our feeling also. ●



Henri des Filles, an outstanding French competitor, was able to score just a fourth place overall at the Monte Carlo International Motorboat meeting.

AROUND the BUOYS

IN THE RULE BOOK of the American Power Boat Association under the section dealing with sanctions is a requirement that the referee be satisfied that "a fully equipped ambulance and adequate first aid are on hand to render medical aid and that a minimum of two patrol boats are available for duty on the course at all times." Further, on each sanction application which is sent in by a sponsoring boat club for approval by the properly authorized member of A.P.B.A. is a blank requiring the sponsor to certify that a medical doctor will be in attendance. The doctor and the ambulance are for the protection of the drivers, though more frequently than not the medical facilities used are limited to treating minor injuries to spectators.

A number of reports have reached us of the failure of regatta chairmen

and referees to fulfill their responsibilities to the drivers with respect to this important first aid requirement. At one race earlier this season, a doctor thoroughly conversant with the rules of the game threatened to leave the site of the race course if adequate rescue boats were not provided. The doctor's action, of course, was laudable, but the referee was definitely lax, or he, not the doctor, would have taken the necessary steps to see that all needed safety requirements were carried out. The finest first aid facilities are worthless if rescue boats, properly manned and equipped, are not on hand. Proper equipment should include a Navy-type wire basket litter to aid in removing an injured driver from the water. Tugging a driver over the side of a rescue boat by his arm or belt may well magnify his injuries.

Many drivers apparently are unaware of safety requirements designed for their protection. I have attended races at which, because of an insufficient number of patrol boats or incompetent handling of patrol boats, drivers who have stalled during testing have not been pulled back to the pits and have lost their opportunity to compete as a result. Though not as serious as the same inadequate equipment at the time of an accident, this shortcoming should not be permitted.

There have been numerous instances of regattas being conducted with neither an ambulance unit nor a doctor on hand. Keep in mind this is not an either/or ruling. Both are called for. The sponsoring committee is well aware of this, since the requirement is plainly spelled out on its sanction

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Start of the CIU class at the Monte Carlo event. At the right in #53 is E. Gilles, overall winner of the three class heats, who averaged 30.45 mph.

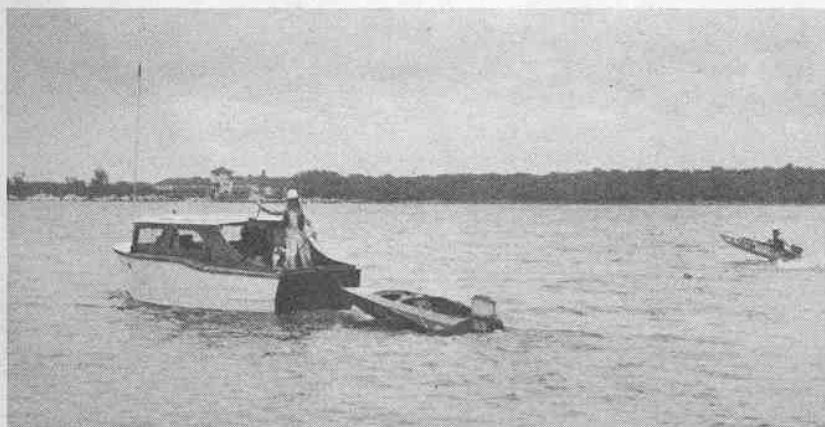
BOAT SPORT covers THE RACING SCENE



Detroit's Belle Isle Marathon got underway in threatening weather after a delay of 24 hours.



Ray Johnson, Detroit, is congratulated by Bill Mennen, Jr., after winning in DU at Belle Isle, and thus qualifying for the Grand National. Cecilia Johnson holds the Mennen Trophy.



Tom Gagnon, Alpena, Mich., is towed in after being swamped on the return leg of the Belle Isle race. Jack McCourtie, visible in the distance, finished fifth among the BU competitors.

Norfolk, Va., April 28

The appeal to drivers of a Grand National Stock Outboard Marathon Championship which would be competed in only by winners in DU class at sixteen pre-selected major A.P.B.A.-sanctioned long distance grinds was apparent at the Tidewater Marathon raced on the Elizabeth River in Norfolk. In 1956 the DU winner of the event, Nollie Simpson, had been forced to compete against only eight starters in his class. This year twenty-one DU's answered the starting gun. Bob Jacobson, Flint, Mich., 1956 Winnebagoland winner, copped the 40-cubic-inch class.

However, despite Jacobson's important win, in which he drove his Speedliner to the checkered flag 13.3 seconds ahead of Dick Beers, Berkley, Mich., in another Speedliner, much of the interest of the race was focussed on a 32-year-old jewelry store owner from Carrboro, N. C. In 1955 Reese Birmingham was so crippled by arthritis that he was limited largely to a sitting position. Birmingham had entered outboard stock racing for its possible therapeutic value. By the time of the Stock Nationals last year, he had already proved that the sport had distinct advantages, since his arthritic condition had been greatly improved. However, while attempting to qualify for a spot in the Nationals starting field and while leading in his elimination heat in BU, Birmingham hit a large wave. He tried to brace himself in the cockpit but his foot slipped, causing him to be painfully cut when his face slammed down on the throttle. However, Birmingham proved that his de-

ROUNDUP OF THE REGATTAS IN WORDS AND PHOTOGRAPHS

By Blake Gilpin

Photographs: Hank Bowman, Wide World, Ted Koopman, Mike Williams, and Bob Carver

termination to win could show itself in the deed. In BU class at the Tidewater Marathon, competing against eighteen other outfits, Birmingham pushed his Carlsen hull, powered by a Champion, into first spot, with almost a five-minute advantage over second place finisher Jeff Howie, Norfolk, Va., in a Sid-Craft. As winner in BU class, Birmingham won the Kiekhaefer Memorial Trophy, and stated, "Stock outboard racing has given me a new lease on life. I have thrown away my crutches and feel as good as any man."

Craig DeWald, Reading, Pa., turned in the day's most decisive win by scoring a 5½-minute victory in AU over second-place driver Stephen Stevens, Bronx, N. Y. DeWald helmed his Raveau hull, *Flying Chips*. The CU event was captured by Hunter Grimes, Alexandria Bay, N. Y., also helming a Raveau, with Charles "Sonny" Smith, Norfolk, in his Sid-Craft *Nightmare*, running second.

A disappointingly small field of only five "36" racers was on hand. Eddie Few, another Norfolk driver, who has been featured in the winning columns at the Norfolk event in three out of the last four years, rode to victory in his Johnson-powered Carlsen, with Edward Ruggiero, New York City, helming an Evinrude-powered Raveau into second spot.

Chelan, Wash., May 5

The 1957 Unlimited Class racing scene had its kickoff at the Lake Chelan, Wash., Apple Cup event. It was the first Unlimited race at what can prove to be an exceedingly interesting

BOAT SPORT



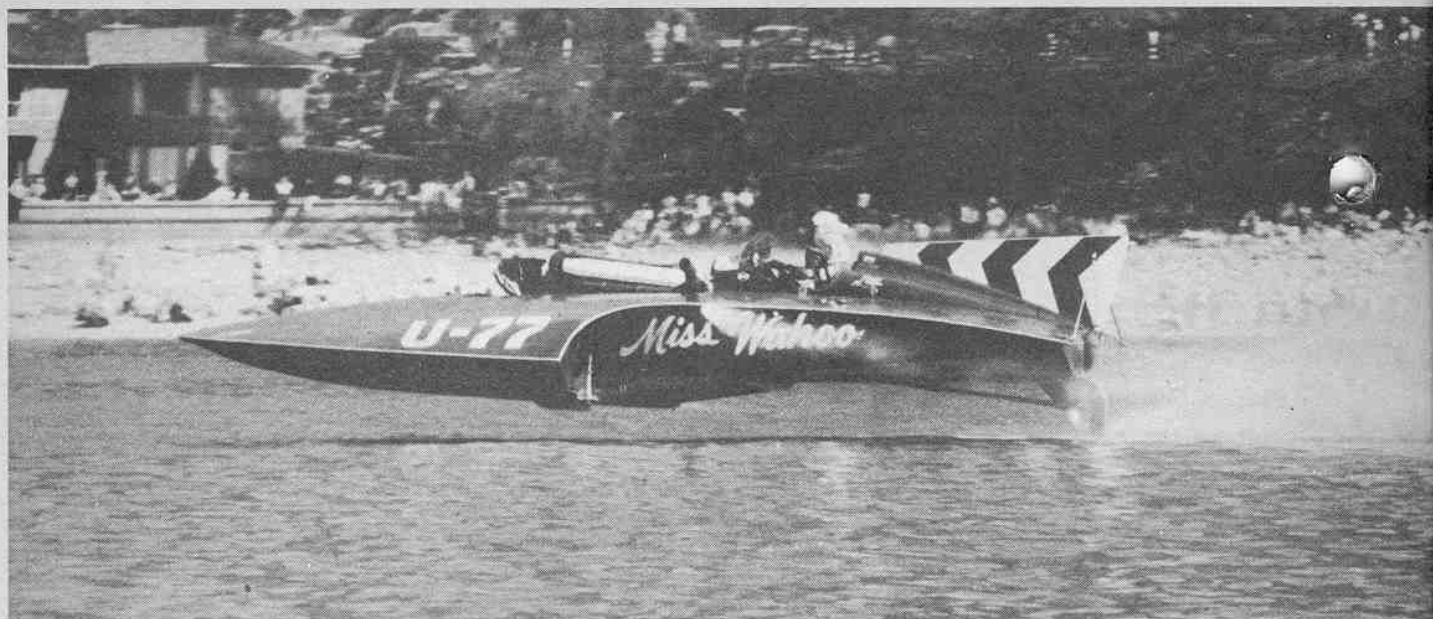
BU of Warren Solomon, Augusta, Mich., is framed by Detroit skyscrapers in Belle Isle race.



Hunter Grimes, Alexandria Bay, N. Y., in his Raveau hull *Uncle Sam*, took first in CU and the WNOR Perpetual Trophy at the Tidewater Marathon, on the Elizabeth River, Norfolk, Virginia.



L. G. Jefferson, Norfolk, in his CU Carlsen hull, is passed by DU driver Ted Wiener, Rosedale, N. Y., in his Raveau, at the Tidewater event. Before the lap was completed, Wiener flipped.



Miss Wahoo takes off during the Lake Chelan Apple Cup regatta. Starting troubles foiled her bid for victory during this early-season contest in the spectacular unlimited competition.



The youngest finisher, and winner of the second-place CU trophy at the North Weymouth, Mass., South Shore Marathon, was 14-year-old Mike Harris. Good field competed despite bad weather.



Charles Fitzgerald, winner of the South Shore Marathon, is presented with the Mennen Trophy by James Reilly. He will compete in the Grand National Marathon during the Stock Nationals.

course. Technically, the first event was a rather poor one, since the Race Committee had seven Unlimteds on their hands, one of them equipped with an untried powerplant. Had only six boats registered, the race might have been a good one, for there would have been a three-heat show with no eliminations required. However, since the rules allowed only six boats in a heat, eliminations were necessary, making a thin five-heat show rather than an action-packed three-heat.

The course itself was not ideally laid out. Had the markers been shifted 300 to 400 yards farther west, it would have eliminated shallow, sticky and slow ground-swell filled water at the east end. Jack Regas in *Hawaii Kai* hooked into one of the slow rollers, had his boat tossed on its outboard chine, and nearly flipped. Russ Schlee in *Shanty* also ran into problems. *Shanty* lacked acceleration. From the beach *Hawaii Kai* looked like the fastest boat on the course. However, Air Force flyer Bill Stead, who had the breaks come his way when bad luck plagued the other six boats, took the event with ease. He was clocked in his fastest heat at a plenty respectable 108.424 mph in the sister Unlimited to *Shanty*, *Maverick*.

Everyone who saw the Lake Chelan Apple Cup race seems to agree that one point was very definitely established: a six-boat-per-heat limit is a poor ruling. Under existing rules, when seven boats qualify or only seven are registered, heats must be split into two sections, one of which will be run with fewer than the four boats required to allow official competition records to be established. On the basis of this, the drivers in a post-race meeting came up with the unanimous recommendation that on courses where safety permits—and this is true of Lake Chelan—the

The Racing Scene

continued

maximum limit should be raised from six to seven boats. The recommendation was examined by the interim committee of the new Unlimited Gold Cup Class and this group agreed that where a local regatta committee elects to run seven boats, and the Coast Guard concurs, the request may be made when the sanction application is filed. This will solve the problem for the balance of this season until the boats-per-heat-limit-ruling can come up for an Unlimited drivers' vote at the end of the year.

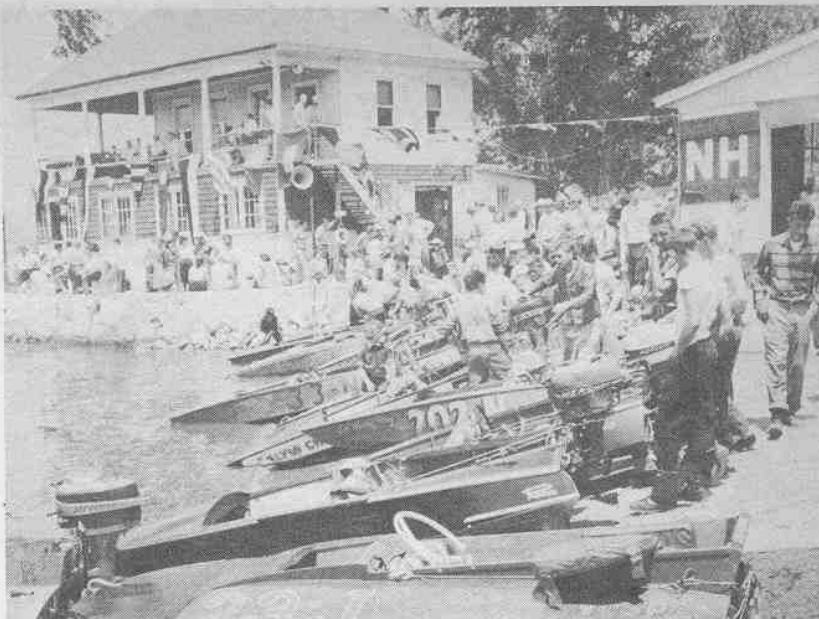
Solomons, Md., May 19

Topping the Norfolk event by ten entrants, the Solomons Marathon on the St. Johns Creek, an eighth annual affair, was marred by cold weather, pouring rain and overcast skies, which at times caused the course, a seventeen-lap affair over a three-mile distance, to be nearly obscured. Jack Holt of Engleside, Va., in his Speedliner hull *Baby Boo*, won the Mennen Trophy and a qualifying spot in the Grand National Stock Outboard Marathon Championship for his victory in DU class. The previous year's winner in DU, Ed Murphy, Alexandria, Va., failed to go the distance and, the race resolved itself into a duel between Les Kahn, New York City, who led for the first thirteen laps, and Holt. Kahn finished second with his Raveau hull *Navy Flyer*.

In AU Craig DeWald again scored with *Flying Chips*, while Stephen Stevens once more followed him in. In BU, the best the previous year's winner, Larry Reber, Reading, could do was a fourth place finish. DeWald hung a 20H on *Flying Chips* and took his second win of the day, defeating John Reese, Lancaster, Pa., second place BU finisher in a Sid, by three minutes.

(Continued on Page 30)

BOAT SPORT



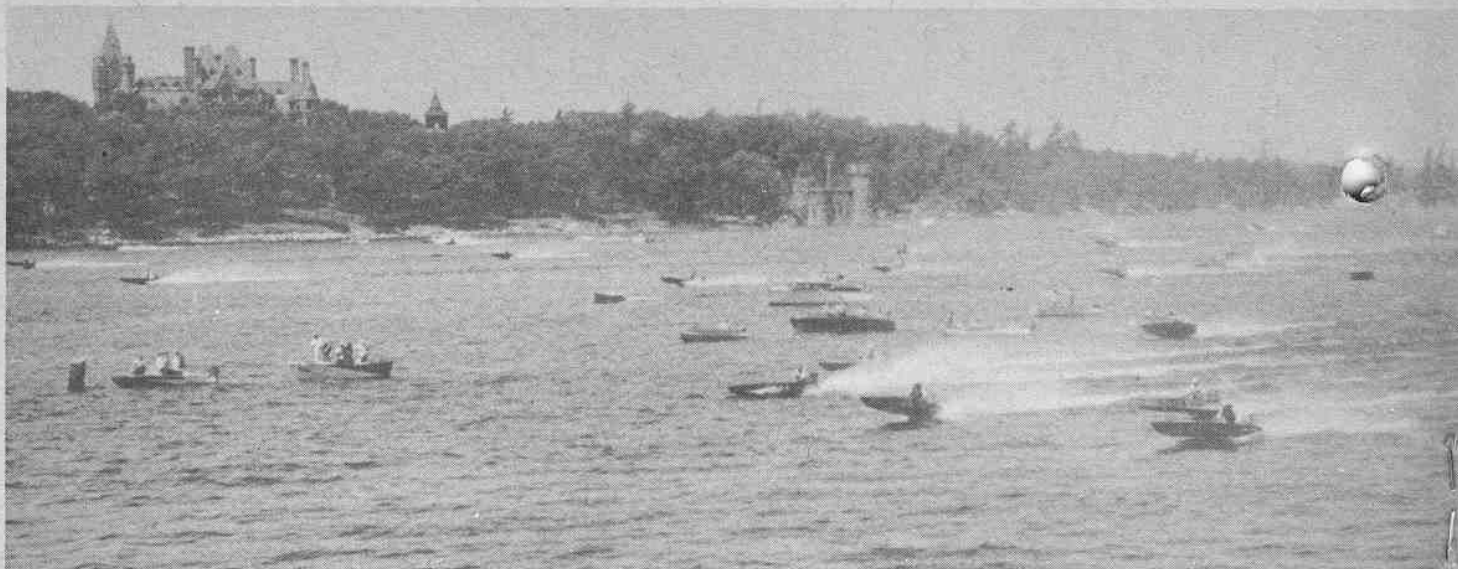
A part of the stock outboard entry pitted on the beach at the New Hamburg Yacht Club, in New York State. Tightly packed stockers competed in full card on the Hudson River course.



William Leonhardt of New York City gets underway in his BU outfit at New Hamburg. Leonhardt got by pretty well, managing to get himself a second-place win in his 'I'll Get By'.



Ed Townsend, Westwood, Mass., plunges over the ruffled South Shore Marathon waters as he drives his DU into second place. A section of the course was on the main ship channel.



SPECIAL DRESSING for the 1000 ISLANDS MARATHON

By Shanon Place



The pre-race day parade, in which sports and antique car clubs participated, gets underway in Alexandria Bay, N. Y. Trimmings such as this increased the status of the 1000 Islands event.



On race-day morning, drivers gathered for last-minute instructions concerning the starts, the checkpoints, and means of getting word to their crews should they break down during the race.

ON JUNE 9 the 1000 Islands International Outboard Marathon was held over a distance of approximately a hundred miles on the beautiful St. Lawrence River. Advance publicity on the event gave indication that the fourth annual endurance race would be the largest ever to be held over the course that starts at Alexandria Bay and passes by such United States and Canadian resorts as Clayton and Ogdensburg on the New York shore and Prescott and Brockville on the Canadian shore.

This year the marathon, which is one of the major long distance races on the stock outboard calendar, was sanctioned jointly by the American Power Boat Association and the Canadian Boating Federation. It was sponsored by the Mennen Company, manufacturers of men's products, with cooperation from the Chambers of Commerce of the five communities mentioned. The Mennen Company's interest in the race gave it an added boost, since that organization is the sponsor of the first Grand National Marathon to be raced in conjunction with the A.P.B.A. National Closed Course Stock Outboard Championships on Lake Quinsigamond, Worcester, Mass., during the third week in August. Knowing that the winning DU driver at the 1000 Islands marathon would qualify for the Grand National brought out a bumper crop of 51 hopeful throttle squeezers with their four-cylinder 40-cubic-inch high speed runabouts. Entries in DU class alone



Part of starting field in DU, CU and "36" head past Boltz Castle towards the first checkpoint.



AU driver Steve Harris, though temporarily in trouble, refuses offers of help from the spectators. Harris went on to finish in third place with his Rinker-built Famous Craft runabout.

POPULAR NEW YORK MARATHON GETS THE FULL TREATMENT

trailed in to Alexandria Bay from Canada and from eight states as far west as Wisconsin. In the other four classes, AU, BU, CU and "36," an additional 78 racers were on hand from ten states plus Canada. Dr. Frederick Nyberg, a CU competitor from Wichita, Kansas, trekked in the greatest distance.

In all 129 boats were readied in the pits to vie for the nearly \$6000 in merchandise, which included five Mercury outboard motors, five Mastercraft boat trailers, five silver service sets from Michael C. Fina Jewelers of New York, five sets of fishing gear from Wright and Magill, Denver, Colo., and five marathon gas tanks by Skyline Products of Deer Park, N. Y. In addition to these and other prizes, trophies were awarded for the first three places in each class, a plaque was awarded to every finisher in the century grind, and the beautiful 1000 Islands Bridge Trophy was presented to the winner with the best improved time over the previous year's grind. The Mennen Trophy was added to the booty awarded the DU class winner. Other prizes for this event, which attracted entrants from 13 to 53 years of age, included a special trophy awarded the youngest finisher, presented by welterweight boxing champion Carmen Basilio, an Atlantic Refining Company Trophy for the Marathon Queen, and cups for a youngsters' fishing derby. Seldom have such elaborate plans been made for a race. As one driver said, "It was almost

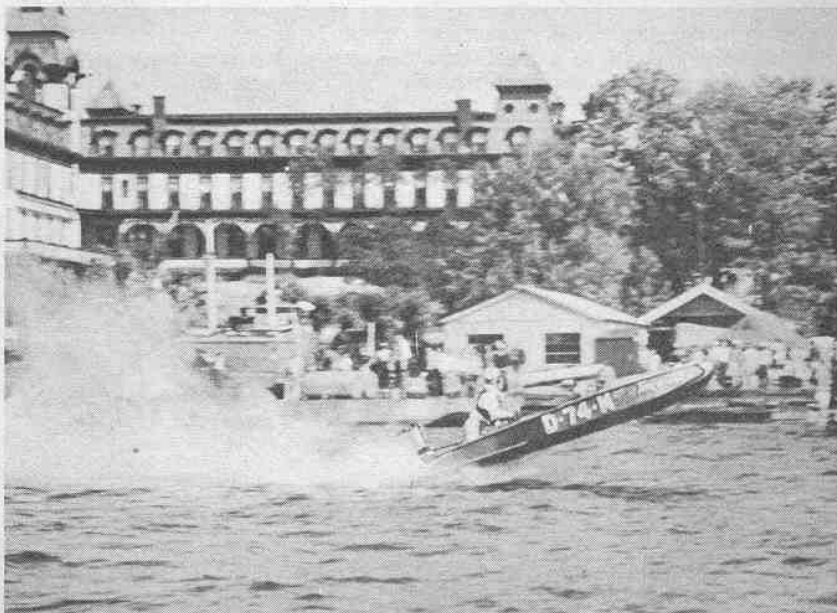
BOAT SPORT



Young contestants in the Marathon Fishing Derby wield their tackle with determination.



Bill Mennen of the Mennen Company is made an Admiral of the Thousand Islands Navy.



Sixth-place DU finisher Ed Koponen, Detroit, bounds high in his Raveau as he crosses the finish line. Twenty-one of the 51 starters in DU failed to finish the hundred-mile St. Lawrence race.

1000 ISLANDS MARATHON continued



Four lead boats are closely spaced at the first checkpoint between Clayton and Grindston Island. Second from left is Gene Aubrey, Garden City, Mich., with Les Kahn third from left.

Regatta queen Irma Jean Morgia holds 1000 Island Bridge Trophy awarded to Graig DeWald.

impossible to leave Alexandria Bay without some type of worthwhile souvenir. Brother, this race should serve as a pattern to other sponsors. Makes a guy want to come back to this area on his vacation."

The marathon weekend started Saturday afternoon, June 8, with a parade of bands, boats and floats, headed by Stock Outboard Race Commissioner Chet McCune and Mrs. McCune. The entries were judged by A.P.B.A. Prexy Don Guerin and S.O.R.C. member Jim Wilson. Mixed in with the racing rigs, three bands and commercial boat floats were the sleek foreign cars of the 1000 Islands Sports Car Club and prized vintage models from the Antique Car Club of Northern New York.

Ed and Lee Zerbe, Detroit, Mich., were awarded the trophy for the outstanding boat and trailer rig. Their CU class outfit, *Southern Belle*, was driven later by Mrs. Lee Zerbe to an eleventh place class finish. Honorable mentions were given to Lowell Boisenin of Niles, Mich., and the Fishers Landing Racing Club of Fishers Landing, N. Y. The winning musical contingent was the LaFargeville, N. Y., High School Band.

A drivers' dinner and marathon ball was held in the Alexandria Bay Convention Hall on Saturday night. Motion pictures of the previous year's race were shown. Judges Mrs. Harry Grayson of NEA wire service, Col. Clarence Lovejoy of the New York Times, and Mark Foster, Communications Counselors, Inc., selected Miss Irma Jean Morgia, Watertown, N. Y., as Queen of the Mennen Marathon. Runners-up were Betty Lou Simpson, Kingston, Ont., and Jean Van Syckle, Detroit, Mich., selected from among the ten pretty candidates nominated by the drivers attending the dinner.

Bill Mennen, Executive Vice President of the Mennen Company, and race referee Bob Marx were knighted as Admirals in the 1000 Islands Navy.

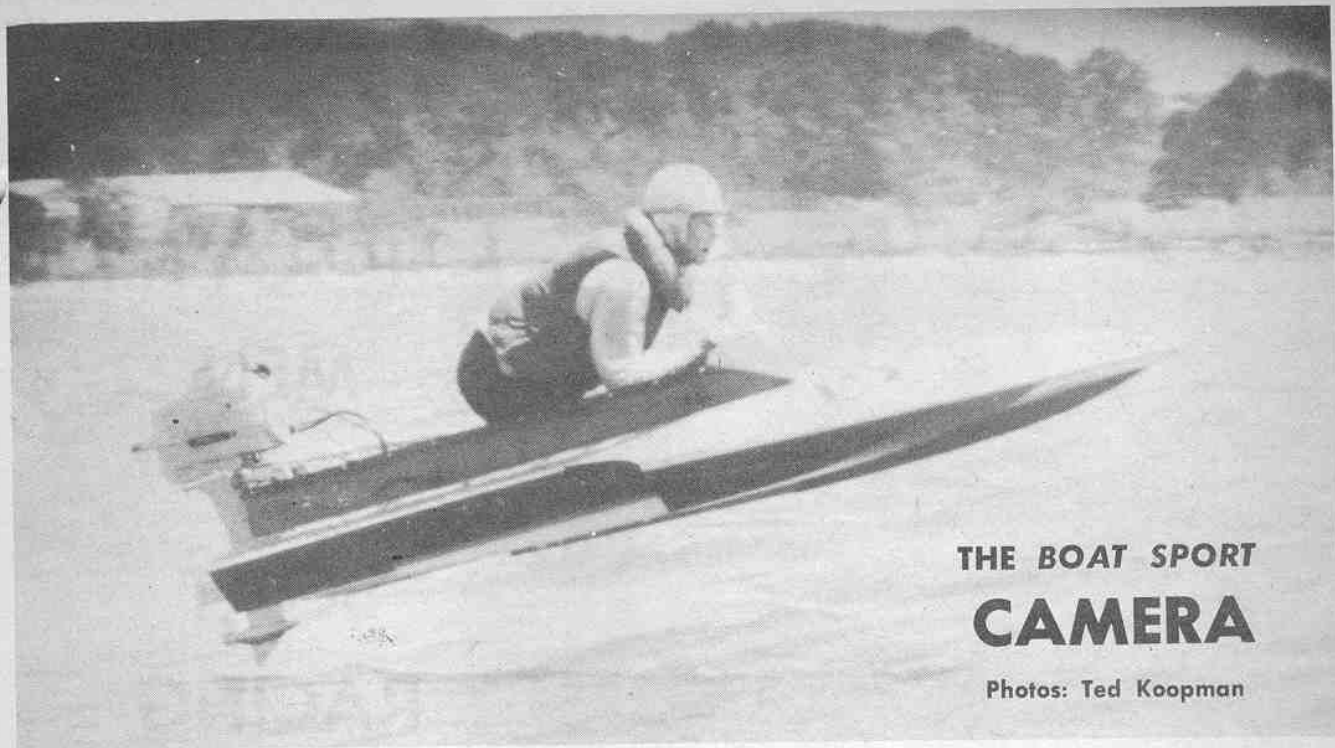
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Bob Jacobson scored his second major victory of the season. Sweetening the pot for the Flint racer was the \$100 bonus awarded him for scoring his win with AC plugs providing the spark.



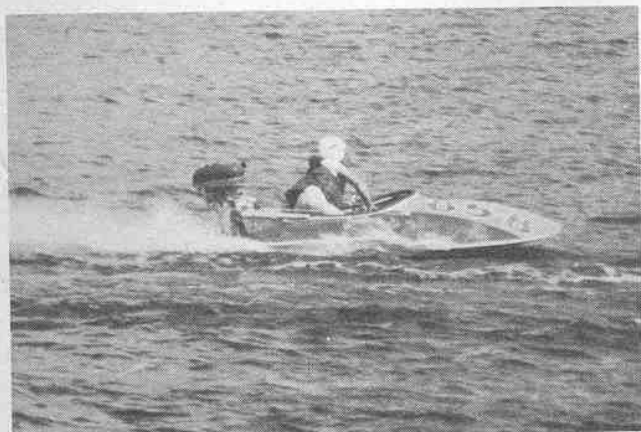
Jim Burnham wins CU with his Mercury Mark 30H and pulls into the inspection area. The Conneat, Ohio, driver pushed his homemade hull around at an average speed of 43.64 mph to cop the class.



THE BOAT SPORT CAMERA

Photos: Ted Koopman

Dave Schubert, of Clifton, N. J., takes to the air during competition at Centerville, Md.



"Sonny" Goodwin, of Hanson, Mass., in his new Charlton hull, has been turning in some excellent results in his first season of competition.

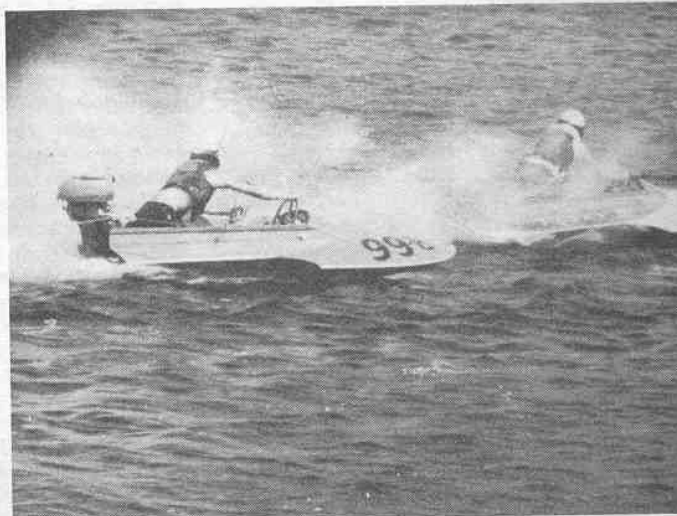


Mike Williams

Ted Weiner looks plenty disgruntled as he awaits the arrival of rescue craft after his spill during Tidewater Marathon at Norfolk, Virginia.



Tommy Von Mello, holder of CSH five-mile competition record, faces some sizable competition at Weymouth, Mass., marathon. Rain and poor visibility cut short event, since large vessels nearby created a hazard.



Wayne Hackmeyer, Lowell, Mass., christens his new Sid, 99-B, providing stiff competition for Stan Armstrong, sectional high pointer in 1956. Armstrong, of Chelmsford, Mass., is always a front runner in hydros too.



Pit stooges take over between heats, as the star stands by and watches the servicing.

THE FORGOTTEN MEN of BOAT RACING

AT EVERY boat race the forgotten men—and women—of speedboating outnumber the racers two to one or more. Maybe this is fortunate, for it gives the throttle jockeys who don't finish up front a greater number of alibis. For you who don't own race equipment and yet have the speed-on-water virus, one way to gain vicarious pleasure from the game is to join the downtrodden stalwarts of the pits. These are the pack horses, the holders of the crying towels, the passers of plug wrenches, the guys and the gals who shake the fuel and take the abuse, but seldom—and I mean seldom—get any plaudits for a job well done.

Stand around the pits someday and inevitably you will hear some driver snarl, "Did you forget to put the spare mag plate in the motor box?" Or "Where the hell is the sponge. What did you do, forget to pack it?"

You begin to wonder whose rig it is, anyway. But, let's face it. Our race driver is a high strung guy. The competitor who doesn't feel butterfly wings beating a tattoo on the lining of his stomach just before the five-minute gun or get a dry cottony taste in his mouth as he waits for the second heat is the rare racer indeed. Maybe it takes a high strung guy to win races, but for every case of racer's jitters in the pits, there should be a counteracting set of nerves as calm, placid and

unruffled as a Guernsey cow's. If you pit stooge for your son, daughter, wife or husband, you, too, may get the five-minute gun shakes. But if you're to succeed as a pit stooge, you've got to hide your own jitters even if you become a Miltown addict.

If some friend gives you the old sales pitch, "Why not come along, Joe? You'll enjoy it," go ahead. You will, but only if you are willing to take insult after insult without retaliating and don't mind lugging your arms off, working your heart out, only to see your boy dump the rig or stroke around for a middle-of-the-field finish with some puny excuse about a slipping throttle cable or some other face-saving explanation.

No driver likes to be a tail-ender, not if he's a real competitor, but unfortunately it is also the nature of the beast to make excuses when he does lose. And if you are to pit stooge, you'd better be prepared to take a bit of punishment when your star does lose. Above all never tell him it was his own fault. He already knows this.

If you are going to be a pit stooge, you might as well be a good one, and here's a helpful pattern to follow. First, if you plan to play rider for an outboard or a stock outboard racer, buy a set of waders. These are lightweight, hip-height fishing boots. You'll live in them, because half of your work is

going to be done at least knee-deep in water. It'll be cold in the early spring and late fall, and even when the water is warm, the waders will protect your feet from broken beer bottles, sharp stones and stinging sea urchins. Odd, but all the nice sandy beaches are the ones you pit at in cold weather. Anyway the waders are the only special equipment you will need—except muscles.

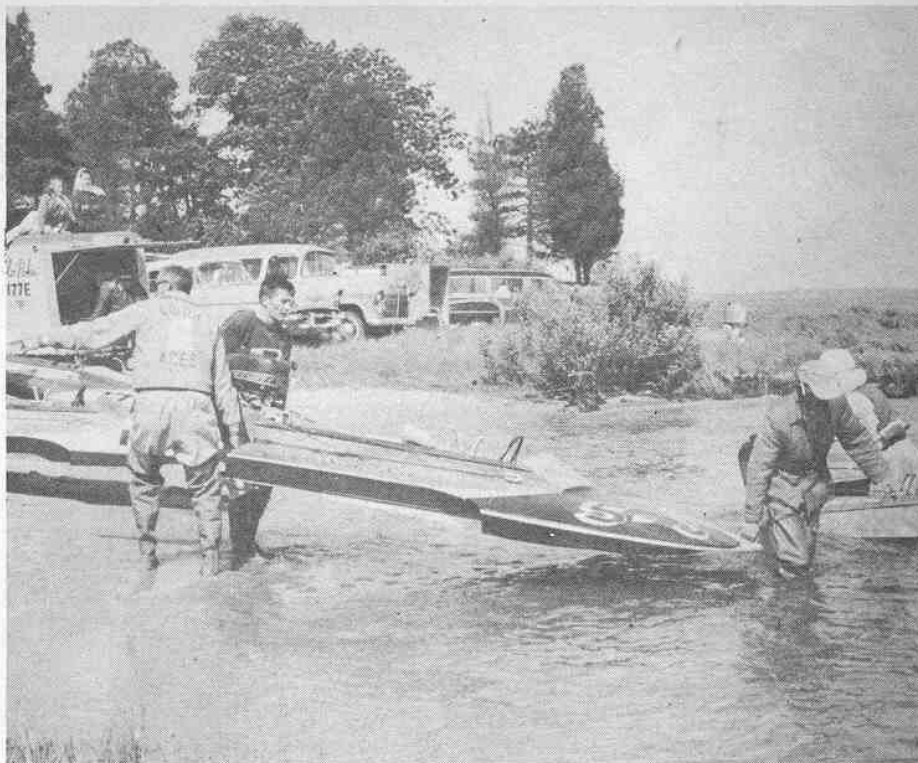
Next, provide yourself with a complete checklist of every item in your driver's racing equipment, personal and accessory gear, because believe me, the star of the show has no memory. He's bound to forget something, and if he does, who'll be blamed? You!

Among other items on the list be sure to include his sanctioning association membership card, his club card, and his motor and boat registrations. He won't be able to race without them and if he doesn't have them, he'll never discover it until you have all the equipment laid out neatly on horses at the beach.

If you're an inboard racing pit stooge, the cranes will relieve you of the boat lugging, but you'll still be expected to roll the trailer into position near the crane, gather together all miscellaneous gear, pack it for the trip and prevent it from being lost in the pits. No, you won't need a police dog to guard your gear no matter what

PITY THE PIT STOOGES— HIS VITAL ROLE WINS HIM LITTLE PRAISE, FEW REWARDS

By Crane Whittaker



Most important for the pit crew—besides good muscles—are a pair of lightweight hip waders.

kind of speedboating you enter. It's a rarity when any tools or accessory gear are ever stolen in the pit area. When gear is swiped, it's done by someone who should have been kept out of the pit area in the first place, not by one of the drivers or his retinue. But watch old throttle squeezer. He'll grab up a crescent wrench, fuss around with it and then stuff it in his pocket or lay it on a car fender. Keep him out of the tools if possible; if not, grab them away from him the moment he's finished with them.

Next, when you get home from a race and your boy has taken a third place, never—and I mean never—mention to the assembled crowd who are admiring his latest trophy that he jolly well should have taken a third since there were only six boats there, that one of them never got away from the pits, another flipped and a third stalled somewhere on the course. Let your boy have his golden moment. Remember, he's in this thing for fun. And it's going to be more fun for him if a year from now he can look back on that third place, as he will, as a real tough race in which he barely nosed out the fourth-place boat by virtue of super skillful driving and led another half-dozen or so down to the checkered flag.

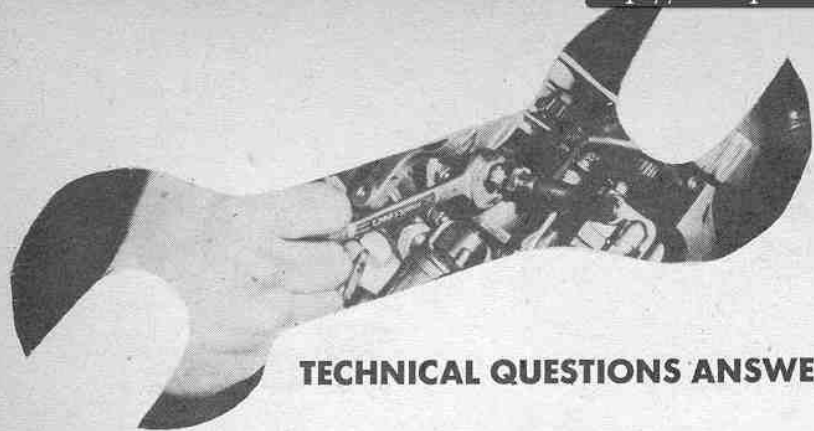
A good pit stooge stays right in his pit location. He doesn't go roaming

way up the river bank to the first turn to watch his boy in action, for when the driver comes back from the first heat, he expects you to meet him with a fuel can ready for refueling, funnel, sponge to mop up excess water picked up during the heat, a cold drink, a spark plug wrench, and a set of sockets to go over those loose bolts which may have vibrated free during the first canto. Don't ever make the mistake, when you are being told to do three or four jobs at once, of commenting, "Look, Joe, I have only two hands." If Joe's really keyed up, he may scream at you, "This is the last race you'll ever go to with me, you crippled bum." Sure, you'll be expected to do a dozen jobs at the same time and the few minutes between heats will prove all too short. But remember all the skinned knuckles, cut fingers and stiff muscles you pick up during the day can be worked out at the post-race festivities. Of course, your race driving friend may be too bushed to want to take in any social event so maybe you'll just pack up the gear and drive home that night while he licks his wounds and sulks.

If you plan to work pits for a marathon, the chore's an even tougher one. You'll get your man away at the start and settle down to listen to PA announcements of the progress of a race you won't even see. Then like as not,

a half hour or so after the winning boat in your star's class has already crossed the finish line, you'll hear an announcement, "Will the pit crew of X-77 report to the committee barge." You'll go up there and find that your boy hit a tree stump forty miles away and wants you to rig up the trailer without any help, jump in the car and then drive off into the wild blue yonder to pick him up. Hours later you'll locate him because someone garbled the message and instead of being at Tucker's boat slip at Riverton, you finally track him down at River's boat basin at Tuckerton. You're pretty proud of your detective work in finally locating him. Don't be disgusted when he greets you with, "What have you been doing? Sacking out?" He really appreciates your help but there's only one star in this show and it's none of the forgotten men in the pits.

One nice thing is that racing drivers, like vintage wine, improve with age . . . their records, that is, not their dispositions. It's amazing how the retired stoker of 1948 who never got closer to a championship than the registration booth will, as the years pass, get so he can recall fondly the day he won the regionals or the divisionals. Don't you be the one to deny it. After all, you can bask in his glory; you were his pit stooge! ●



Dear Hank:

TECHNICAL QUESTIONS ANSWERED BY HANK WIEAND BOWMAN

QUESTION: *In your opinion, is a 1955 model Swift A-B hydro weighing 105 lbs. rigged, with a 165-lb. driver, too light or too small from the safety standpoint for a Champion Hot Rod motor, for N.O.A. Division IV closed-course events? It was suggested to me that a Swift Big Bee would be a more desirable boat for this size motor.*

Secondly, I have had quite a hard time obtaining information on manufacturers who build boats especially for competition under N.O.A. Division IV A and B Runabout rules. Can you name some?

—Chuck Athey, Enid, Okla.

ANSWER: I think that the standard 1955 model Swift A-B hydro will perform very well with the Champion Hot Rod in these events. A 165-lb. driver is not particularly light for B class. The Swift Big Bee offers a much easier ride and is more desirable for rough water competition than the standard Swift. The theory of this is of course that if you have a slightly slower boat which is more stable and you can consistently run such a boat at full throttle, it has an advantage over a slightly faster hull in which you will have to back off the throttle more frequently in rough water.

Many of the boats used in N.O.A. Division IV runabout competition are homemade designs, but several that have done well in competition are factory built jobs. One that has consistently turned in an excellent performance in B runabout is the Rinker, a molded ply hull made by Famous Craft, Goshen Churn and Ladder Co., Goshen, Ind. Sid-Craft of Rt. 45, Player Ave., U.S. #1, Nixon, N. J., has had considerable success. You might also try Pabst, Lacrosse, Wis.; Van Pelt Boat Co., Spring Lake, Mich.; DeSilva Boats, 3215 S. LaCienega Ave., Culver City, Cal.; or Willis Boat Works, 3317 Grand Avenue, Dallas, Texas.

QUESTION: *What is your opinion of the new cabover design for BSH competition? Many, I know, feel it is advantageous only in the 70 to 80 mph area, rather than the slower 60 mph area.*

—Kit Luff, Montreal, Quebec

ANSWER: I do not feel that cabover design shows any great promise for BSH competition. The entire theory of the cabover design is to permit a boat to prop ride. It is my feeling that the BSH does not have the power required to offer prop riding characteristic to hydroplanes.

QUESTION: *I am building an inboard hydro from plans but without much technical data, especially data on the engine set-up. Do you know where I can get some general information on this subject? I am especially interested in the 225 and 280 c. i. classes.*

—Donald Dillie, Wellsville, N. Y.

ANSWER: I quite agree with you that there has been little of a technical nature printed

on the specific classes of inboard hydros. This is perhaps understandable when you realize that there are literally hundreds of outboards for every particular class of inboard in competition.

We at BOAT SPORT plan to greatly increase our inboard coverage in future issues. Meanwhile, for specific data on inboard classes, I would suggest that you get in touch with the Chairmen of the respective classes, whose addresses are listed in the A.P.B.A. Yearbook. You might also care to correspond with the A.P.B.A. Inboard Racing Commissioner, Franklin Foulke, 50 Eastern Blvd., Essex 21, Md.

QUESTION: *I recently purchased a Swift D hydro. I have not yet acquired a powerplant but have in mind a KG-9. I've been told there are two lengths in which the Quicksilver unit is made. Which would you recommend, and what are the characteristics of each?*

With the boat I acquired two sets of air traps, one short and one long set. At the present time there are none attached to the boat. Could you please explain the use of air traps?

Perhaps you could also tell me if there is any published literature on how to set up a stock outboard hydro for peak performance.

—Melvin Freer, Rochester, N. Y.

ANSWER: I would suggest that you buy a Mercury 55H, as this later motor has considerable advantages over the two earlier models. Only one Quicksilver unit is made for the Marks 40 and 55H—that is the short unit, and the one that you should get.

As concerns the two sets of air traps, two are supplied instead of one so that they can be used on varying types of weight conditions. The purpose of the air trap is to prevent spray and disturbed water from splashing on the center undersurface of the hull, thus creating additional skin friction and reducing lift. I would suggest that you put on the long set, test them in various types of water, and then substitute the shorter ones and by comparison make your own decision.

Concerning published literature, I would suggest that you get a copy of my *Encyclopedia of Outboard Motorboating*. This is published by A. S. Barnes and can be ordered through any bookstore. It costs \$5.75, and contains a considerable amount of information on setting up for peak racing performance.

QUESTION: *A group of us are in the process of starting a boat club. What are the qualifications to be met in order to affiliate with the A.P.B.A.?*

—Thomas Lilly, Crab Orchard, W. Va.

ANSWER: Any boating club may apply for membership in the A.P.B.A. Dues amount to \$10 a year for clubs of 50 members or less, \$20 for clubs of 50 to 150, and \$30 for larger clubs. Requirements for obtaining an A.P.B.A. sanction are lengthy, but may be found in the A.P.B.A. Yearbook, complete with racing rules, obtainable

for \$2.00 by writing to the Association at 2534 St. Aubin, Detroit 7, Mich. The book is 384 pages and should be of prime interest to any individual or club interested in the sport.

QUESTION: *I own a 25-hp 1951 Evinrude in top shape, which I plan to enter in marathon competition. Since I find the racing rules for "36" class rather confusing, perhaps you can tell me if, or how far, I can part my motor, open reed valve plate, open exhaust, etc., without risking disqualification.*

—Ernest White, Toronto, Ont.

ANSWER: The "36" class motors have changed considerably from the time of your 1951 model to the 1956. Because of the change, which included modifications in lower units, in order to level competition, "36" motors of 1954 or earlier vintage had the faster unit. However, the rules do not permit intermixing the 1955 or 1956 powerhead with these earlier units.

With your model motor you are permitted, however, to use late model parts for the same basic engine. In so doing, you will have to replace the lower unit with a 1955 or 1956 unit or retain your powerhead in its present condition.

I would suggest that you do not touch the parts of your motor in any respect, and you will not be permitted under the rules to alter your exhaust, either, without risking disqualification. This means you cannot even enlarge exhaust relief holes. The leaf valve stops on your motor may not exceed .118", measuring 1.188" out from the center of the stop. Let me forewarn you that this measurement is approximately 3/16" in from the end of the stop, which will be lifted at the end 3/16".

QUESTION: *I recently bought an unused Crosley motor. It is minus electric starter and clutch. Can you give me the name and address of a firm from which such items may be purchased?*

—George Carter, Huntington, N. Y.

ANSWER: I would suggest that you write to Fageol Products Co., 789 Stow St., Kent, Ohio.

QUESTION: *Could you tell me where I might purchase complete plans for a D-F hydro?*

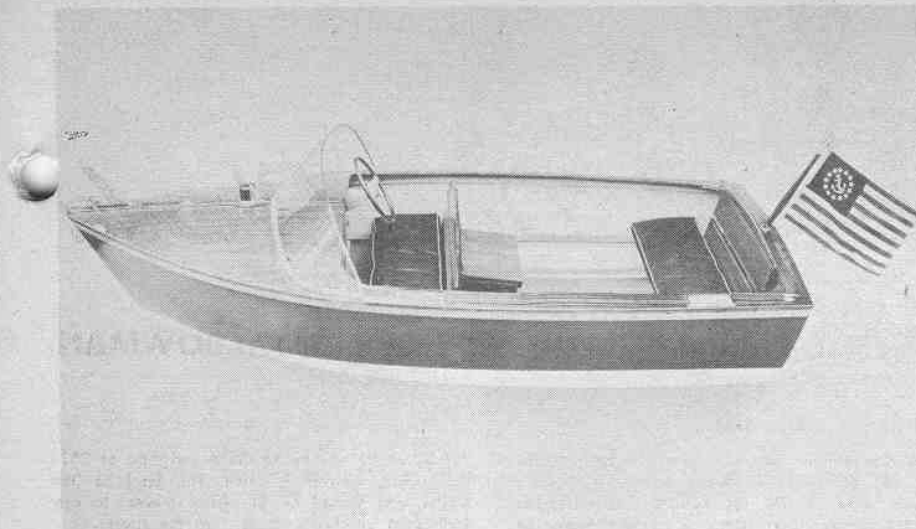
—Dennis Smith, San Jose, Cal.

ANSWER: The only suggestion I can make for D-F hydro plans would be E. G. McCrea, Naval Architect, North Hatley, Quebec, Canada. Though there are lots of plans for B's and C's, I know of none other than McCrea who has done anything for D-F hydros.

QUESTION: *Can you tell me the power and peak rpm of the Mercury 20H and the Champion Hot Rod?*

—John Huson, Tahuya, Wash.

ANSWER: Horsepower is a variable and is dependent on the condition of the particular motor.
(Continued on Page 40)



New Colonial boats are available in 12- and 14-ft. models, inboard or outboard, with full accessories included in their prices. Hulls are marine plywood and are built to OBC specifications.

It's News

Racing Fuel Components

Bronoco Solvents, R. J. Brown Company, 1418 Wittenberg Ave., St. Louis 10, Mo., carries a line of racing fuel components for the alky burner racing driver who prefers to blend his own fuels in an effort to reduce fuel cost or to specially tailor his own fuel formulas. Fuel components are priced f.o.b. St. Louis. Orders must be accompanied by payment in full and shipments will be made by freight collect. Bronoco lists the following components and their prices: methanol alcohol, 55-gallon drum lots, \$29.97 a drum (55½¢ a gallon); benzine, 5-gallon cans, \$5.00 per can (\$1.00 per gallon); castor oil, 5-gallon can, \$14.90 (\$2.98 per gallon); nitromethane, 5-gallon can, \$22.75 (\$4.55 per gallon).

Crash Helmets

Overseas Dealers, Square St., Dallas, Ga., is now the distributor for German built Aero crash helmets. These are a new German import and will also be handled through all Konig motor dealers. The helmets will retail at \$19.50.

Bosch W290 T16 Racing Plugs

All Konig motor dealers are now stocking supplies of these plugs, designed specially for alcohol-burning use in Konig's motors but which also may prove to be effective plugs for any alky burner. The Bosch spark plugs retail at \$2.00.

Shock Cord

Peyton's Ltd., 10603 Stratman, Detroit 24, Mich., carries a stock of aircraft shock cord used for motor tie downs, tie down of marathon fuel tanks, and for securing boats to trailers. The shock cord may be ordered in lengths of 25 feet or more at the prices listed below: ¾" in 25-ft. lengths, 25c a foot; ½", 30c; ⅜", 35c and ¼", 40c. Peyton's also carries a full line of trailer hitches and trailer hitch mounts, specializing in a rubber lined trailer
BOAT SPORT

hitch quick coupling with a load capacity of 6000 pounds.

New Colonial Boats

Colonial Boatworks of New York, Inc., an affiliate of the Marine Division of Worthington Products, Inc., have announced a new line of fully accessorized boats. Only four models, all variations of one basic hull, will be built in order to make economical production possible and keep prices at a minimum. The new line consists of 12 and 14-ft. inboards and 12 and 14-ft. outboards. They are built of ¾" treated marine plywood, and follow official OBC specifications in every construction detail. All boats are complete with accessories and hardware of triple plated chrome—full wrap-around windshield; steering wheel; running lights with flagstaff; bow and stern lifting handles; chocks; fore and aft cleats; four step-plates with Vinyl inserts; and two full-width seat cushions U. S. Coast Guard approved for buoyancy when used as life preservers.

The list prices, F.O.B. New York City, are \$495 for the 12-ft. inboard with Reo engine; \$550 for the 14-ft. inboard with Reo engine; \$399 for the 12-ft. outboard and \$450 for the 14-ft. outboard. The outboard models are equipped with a No-Vibe "Little Giant" transom pad, and all boats are completely accessorized. Full information may be secured from Colonial Boatworks of New York, Inc., 441 Lexington Avenue, New York 17, N. Y.

Mercury Modifications

Bob Archer, 1356 Union Ave., Memphis, Tenn., features a complete modification service for A, B, C, D and F Mercury motors.

Swivel Eye Pulley with Strap

Don't take a chance on worn, corroded or sticking steering line pulleys. Aluminum Marine Hardware Co., Inc., Auburn, N. Y., has a new die-cast triple chrome plated swivel eye pulley

with strap, Model CR-838, with a 1¾" nylon sheave taking up to 5/16" steering cable, at \$1.50.

Engine Balancing

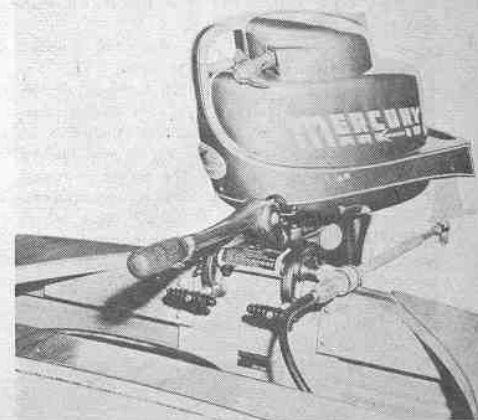
Jim Donovan, 4356 Bethwood Cir., Jacksonville, Fla., operating under the name of Southeast Balancing, announces a full service of engine balancing, hop-up, machining and heli-arc welding.

Sea Wings

Completely retractable hydrofoils offering greater speed and a smoother ride, constructed of Bakelite epoxy resin and fiberglass, factory installed on a Grumman DeLuxe runabout, list at \$495. Boat, motor and boat accessories are not included. For more information, write Grumman Boats, Inc., Marathon, N. Y.

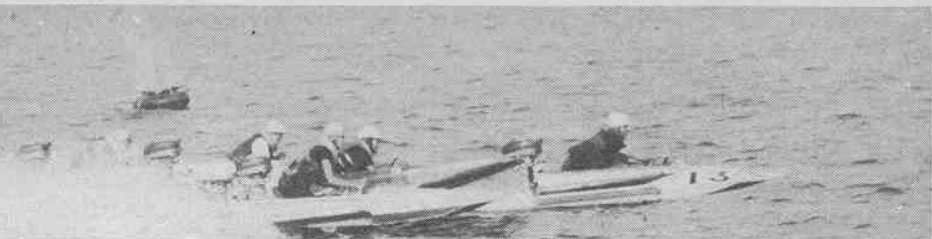
Custom Made Tool Kits

The Beryllium Corporation, Reading, Pa., is now specializing in custom-built marine tool kits. The forged beryllium copper alloy tools are spark-resistant, rustproof, and non-magnetic, and since they are forged, they have
(Continued on Page 41)



New fore-and-aft linkage of Ride-Guide steering.

THE RACING SCENE



(Continued from Page 21)

In the 30-cubic-inch CU events, Norman Rand, Washington, D.C., in his Raveau hull *Miss Peskie*, beat Dick Rees, Pottstown, Pa., in his Richcraft *Screamin' Demon*, to the finish line in the closest of the class finishes, with Rand holding just a two-boat margin.

BSH and DSH class brought forth slim fields. Only five starters answered the gun in the D Stock Hydros, with four moving onto the course in the B's. Both classes were run simultaneously so that nine boats, eight of which finished, competed on the three-mile laps. They were sufficiently closely bunched that the action was entertaining despite the thin competition. Rich Holt, Seaford, Del., copped the DSH trophy, with Robert Jones, Jr., Williamsburg, Va., running second. The

B events went to Bob Jones, Richmond, Va., helming a Swift hydro, with Bob Hunsicker, Perkasio, Pa., also in a Swift, taking second spot.

Detroit, Md., May 26-27

At Detroit on Sunday morning, May 26, 217 stock outboard marathoners pitted their equipment in readiness for the start of the Belle Isle Marathon, for which approximately \$5000 in merchandise prizes and trophies had been posted. Forty- to fifty-mile-an-hour winds cut the Detroit River into a spray-tossed maelstrom. When a sudden thundershower added to the already miserable weather conditions, there was no choice but to call for a 24-hour postponement. This hurt the field, since many of the drivers were

due at work the following day. A Redford, Mich., druggist, Ray Johnson, debated with his wife Cecelia whether to spend the extra money for baby sitters for their three children for an additional day. The decision to go ahead paid off, for one hour, 2 minutes and 33 seconds after the starting gun had been fired, pharmacist Ray Johnson in his Raveau hull *Bimbo* romped over the finish line nearly a minute ahead of the second place DU finisher, Dick Gallagher, Detroit. Thirty-year-old Johnson, who had never before finished better than third in a long distance event, will have his expenses paid to Worcester, Mass., August 22, where he will compete against fifteen other marathoners in the Menen-sponsored Grand National.

Like all major marathons, the Detroit *Times-Belle Isle* deal spelled heartbreak for some and elation for only a few. Ninety-two of the original registrants answered the starting gun and exactly fifty percent ultimately reached the checkered flag at the end of the 50 miles. One of the toughest breaks happened to Joe Schulte, Palace Heights, Ill., a 31-year-old TWA airlines pilot, who was engaging in his first stock marathon. Schulte was the first driver to reach the turning point at the second bridge opposite Grosse Isle. He maintained his lead through to within a mile of the finish line and then an oversight, and inexperience in setting up, robbed him of what would have been sure victory in DU. His thumb screw clamps, which weren't locked into position, vibrated free. The powerhead had not been lashed down to the transom (many drivers accomplish this by drawing up lines from the carrying handles around the thumb screws, securing the motor and preventing engine kick-ups at the same time). Suddenly the motor leaped from the transom and hit Schulte in the back. While he was securing his 55H again to the Speedliner motor mount, Johnson, Gallagher, and the third-place finisher in the 40-cubic-inch class, Bill Heath of Chicago, passed him.

Skip Forcier, a Detroitier who has yet to finish this marathon in his own backyard, was plagued again with tough luck. He was the first out of the race when his steering wheel broke a quarter of a mile beyond the starting line.

Proof that advance planning doesn't always pay dividends was given by the racing Commodore of the Belle Isle Outboard Club, Gale Cummings. Cummings knew well that he would be up against stiff competition, for the



Blinding rain added to the difficulties of the drivers at the South Shore Marathon, cutting the visibility to a minimum. Here Dave Lund, Abington, Mass., CU winner, nears the finish line.



Detroit Councilwoman Blanche Parent Wise presents key to the city of Detroit to APBA Prexy Don Guerin at a dinner in his honor at the Detroit Yacht Club before the Belle Isle Marathon.

Great Lakes region seems to breed many of the best of the long distance drivers. Cummings, anxious to find some slight advantage, went over the course carefully a week before the race. He was delighted when he discovered what appeared to be a shoal area which he could cut across and save nearly a mile. Cummings jealously guarded the secret of his shortcut, which was legitimately within the confines of the course. But, the shortcut put the Commodore in the DNF column, for though there was a safe 14 inches of water at the lowest spots over the reef when he checked the area, the high winds on race day blew much of the water out of this section. When Cummings was half way through his cut-off leg, he went aground, tore part of the bottom out of his boat and broke the lower unit.

Carl Clark, Lincoln Park, Mich., scored a tight 20-second victory in CU class over Hunter Grimes, Alexandria Bay, N. Y. Dave Putnam, also of Alexandria Bay, was third.

Twenty-one-year-old Bob Robbins, a veteran of marathon wins in many sections of the country, followed a longer but more sheltered shore line route in his Sid-Craft BU and the West Suffield, Conn., racer pushed his Mercury Mark 20H-powered 11-ft. runabout home nearly eight minutes ahead of Ralph Peterson, Lansing, Mich., in a Champion Hot Rod-powered Sid-Craft. Third spot in BU went to Bob McCann, Potts-



Hawaii Kai hooks into a squall-driven roller on the turn, heels up high, but recovers, during competition for the Apple Cup at Lake Chelan. Though not the winner, she looked very fast.

town, Pa., who drove a Champion-powered Richcraft *Dancin' Dottie*.

Bob Stanley, Petoskey, Mich., who had already proved by winning last year's Winnebago marathon in Class AU that he thrives on rough water, romped home five minutes ahead of another doughty AU marathoner, Craig DeWald, who has had two Winnebago victories to his credit. Third finisher in AU was Chris White, Michigan Center, Mich., driving his home-built hull *Mighty Mite*.

The ability of druggists to mix up a proper prescription to win marathons

was not only proved by Ray Johnson in DU class but also by 50-year-old Tulio Celano, Sr., whose combination Raveau hull *Sad Sack* and Evinrude powerplant carried the druggist to the finish line twelve minutes ahead of second-place driver Bob Mitchell, Detroit, who in turn led the third-place boat in "36" class, Bob Moore, Royal Oak, Mich., by more than four minutes.

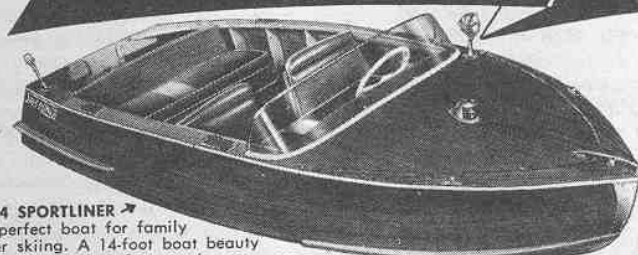
New Hamburg, N. Y., May 30

At the New Hamburg Yacht Club Regatta, a tenth annual affair, a conflict with another Region 2 event

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Ed Wolf, center foreground, of Long Island, N. Y., battles it out with "Sonny" Goodwin, Hanson, Mass., and goes on to win the AU event at Lowell

caused a thin field of only 37 stock drivers to pit their equipment on the Hudson River course. The day's best performance was turned in by Larry DeWitt, Ridgewood, N. J., who scored second and first place finishes in AU to take that event with 700 points and then go on to take the ASH events in straight heats.

Oddly enough, the most closely contested race of the day occurred in the tiny 7.2-cubic-inch JU class, in which there were only three entrants. Coming up for the start of the first heat, Thomas Shannon, Poughkeepsie, N. Y., flipped his Speedliner, leaving the action between Craig Bowman, Solebury, Pa., and Donald White, Poughkeepsie. Nine-year-old Bowman, driving his first race, held the lead into the first turn, where he went wide in his Speedliner kit hull, and 12-year-old tyro Donald White, in a Sid-Craft, took advantage of the error, neatly moved through on the inside into the lead. After that the two boats were never separated by more than two or three boat lengths as they switched positions a number of times, seemingly perfectly balanced as to speed. Finally, coming up the last stretch toward the checkered flag, the two boats were running bow to bow. Their positions did not change and it was still anyone's race up to within 300 feet of the finish line, when White, in an attempt to get a bit of added speed, made a faulty needle valve adjustment and Bowman went on to edge him out at the line. In the second heat, Craig, in his hull *Little Bow*, held the advantage for the entire distance.

In the CSH event, Ed Crocco, 27-year-old engineer from Ridgewood, N. J., broke into an early lead and built up a four-boat margin over the second-place driver. Crocco was really pouring it on in his homemade hull when he nosed into a ground swell and pulled the day's biggest thriller, a

whiplash end-over-ender which put him out of competition. Dave McCormack, Piermont, N. Y., went on to score a victory over second-place finisher John White, Poughkeepsie, and the two maintained those positions in the second heat.

In the first heat of BU, six runabouts came up to the line full bore in the day's best start, not two feet separating the bow handles of any of the group. Jack Evans, of Denville, N. J., hard pressed by Craig DeWald and William Leonhardt, N. Y. C., eked out a hard fought victory. DeWald was disqualified for "standing" in his boat during the competition. This particular rule certainly should be clarified so that there will be a consistency in the officials' decisions for at races at two other locales in the two weeks following this event, drivers using exactly the same riding technique were not disqualified, with the officials terming the position "haunch riding." However, in fairness to the officials at New Hamburg it should be pointed out that all drivers were told in advance that both knees must remain in contact with the cockpit cushioning or floorboards, and that any violation would be called. Hence, this should not be construed as a criticism of the New Hamburg officiating, since the disqualification was in complete accord with the pre-race warning issued to the drivers.

In the second heat, Evans again placed first, this time with DeWald nosing out Leonhardt for second spot, though because of the disqualification Leonhardt finished second to Evans in points.

The BSH events were also taken by Evans, with Rube Cohn, Poughkeepsie, running second. Les Kahn won a well deserved victory in DU against six other entries, moving in to take a quick advantage by nice timing and hard cornering tactics in the initial turn of both heats. Second spot

in both events went to John Willhardt, Queens, N. Y.

The DSH event, which wound up the day's racing, was taken by Les Kahn, who won the first heat and merely had to run out one lap in the second heat when his three competitors failed to answer the starting gun on water which by this time had become exceedingly rough and treacherous for the hydros.

North Weymouth, Mass., June 2

In North Weymouth, Mass., at the South Shore Marathon, Charles F. Fitzgerald, U. S. Postmaster at Hague, N. Y., trained in the tradition of "Neither rain, nor snow, nor sleet, nor gloom of night, shall stay these couriers from the swift completion of their appointed rounds," drove his Raveau hull to a first-place checkered flag in the curtailed Boston *Globe*-South Shore Outboard Association sponsored marathon. The event, originally slated for 90 miles, was flagged down at the end of 50 miles. A number of the drivers felt that poor judgment had been used in running the event at all. Small craft warnings were flying. Blinding rain and rough water teamed up to make the event the season's most rugged to date. Fortunately, the Coast Guard finally stepped in and demanded that the race be stopped after twenty-one of the disappointingly small entry field of thirty-two boats had already gotten into trouble and become bait for the rescue boats.

Ed Townsend, Westwood, Mass., was the second-place finisher in DU. Dave Lund, Abington, Mass., was victor in the CU class with second place going to 14-year-old Mike Harris of Grabill, Ind. Oscar Schurr, New York City, was the lone BU driver to capture the checkered flag, with Bill Allen, Quincy, Mass., the only survivor in AU. ●

Setting Up the Konig A

(Continued from Page 9)

the magneto driving gear, so that the magneto may be replaced into the same position and not require retiming. The magneto is easily removed by loosening four nuts. It is then opened into two parts by removing the four small bolts near the center of the magneto. To recondition a Bosch magneto that has been under water, put it in an oven, set for not over 200° Fahrenheit—usually the lowest control on most ovens—and leave it in the oven for three hours or longer. Do not dry it out at a higher than recommended temperature.

If it should be necessary to replace damaged propeller gears or worn bearings in the Konig lower unit, the following procedure should be followed. The oil filler plug should first be removed and the unit drained. All Konig lower units made since June of 1956 are equipped with a safety ring. Though the safety ring (used to offset any chance of the propeller cap backing out) need not necessarily be used, replacement rings are available from Konig dealers. If a damaged unit has a safety ring, the two points 180° apart on either side of the unit at which the safety ring has been punched out of line must first be straightened to permit the propeller cap, the bearing tail piece, to be removed. The cap should be placed in a vise. An attempt to use a crescent or a pipe wrench will merely mar the cap. (A word of caution—the marking "Links" is German and means "left," indicating the propeller cap is equipped with left-hand threads.) To loosen the propeller cap it must be turned clockwise or to the right.

Next remove the propeller shaft and note the location on the shaft and the direction of space washers and sleeve contours so that they may be replaced in the same order and direction in which they were removed. Gently tap the pinion shaft downward into the housing. This requires little pressure, since it is retained only by an oil seal and bearing. The safety band from the top of the pinion gear must be removed. The pinion gear is secured to the pinion shaft by a pin and not by a more commonplace Woodruff key. Turn the pinion shaft until the drive pin lines up with the propeller cap opening and tap the pin out with a long punch. To drive the pinion shaft out of the housing, which will drop the pinion gear, use a drift through the filler plug opening at the bottom of the gear housing. If the forward propeller shaft bearing should require inspection or be damaged and need to be removed, place the entire gear housing in boiling water to expand the case, then strike the rear of the lower unit with a fiber or wood mallet and jar the bearing loose.

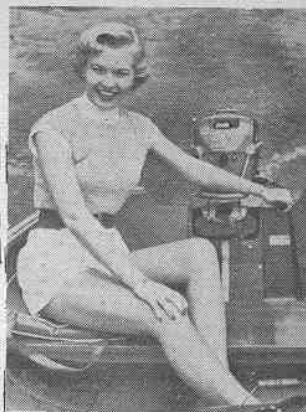
Reassembling is a reversal of this procedure. The only difficulty is that of getting the forward spacing sleeve of the propeller shaft past the pinion gear once the pinion gear has been replaced. Slip the sleeve to the forward end of the propeller shaft and insert the propeller shaft tilted upward. The sleeve will then slide under the pinion readily. In checking the mesh of new gears, push forward with the butt of the hand on the propeller shaft to simulate underway thrust of the propeller. Also draw backward on the prop shaft to simulate the drag motion that will be encountered when you suddenly back off the throttle at high speed. There should be a slight end play and a slight gear click should be audible when reversing the direction of rotation of the propeller shaft.

When properly set up with the top of the pinion shaft secured firmly, the propeller shaft when rotated in a forward direction should not turn more than .120" before the secured pinion shaft gears cause it to stop. Keep in mind that when the propeller cap is replaced, it should be tightened beyond the exact spot at which it was when you first removed it. It is advisable to make a scribe mark before dismantling—that is, a mark on the propeller cap and the rear of the unit housing. Usually you will find you can tighten 1/8" or more beyond this original mark each time the cap is removed.

Replacement pistons for the Konig A should be tapered with a range from .011" clearance above the top ring, **BOAT SPORT**

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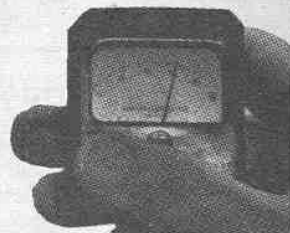
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.008" clearance between the top and lower ring grooves, .006" clearance below the second ring groove, tapering on down to .004" clearance at the skirt. The piston rings should be gapped with .008" end clearance.

The Konig A motor is of three-port design, as mentioned before. The closing of the intake and exhaust ports is controlled by the sliding movement of the pistons. Specification sheets supplied with the motor will offer information on the location of the ports but it should be remembered that in cleaning, polishing and smoothing the ports, the dimensions listed, which offer .04" tolerances, should not be exceeded.

At this writing the Konig A motor has been accepted for N.O.A. sanctioned events and also for races of numerous local sanctioning bodies. To date the American Power Boat Association has not approved the motor, largely because it was thought when application for approval was first made that the motors were not available in sufficient quantities nor were sufficient spares available in the United States. However, now that Konig has a well established distributorship and a strong dealer set-up, it's thought that the re-application for approval of the Konig racing models through A.P.B.A. should materialize before the season's end. ●

Florida Flash

(Continued from Page 11)

ingly, topping his closest competitor by 250 points. Joe Swift, designer and builder of the hydro which carried Don to his first National title, stated that it was by far the hottest ASH competition he had ever seen at a national championship event.

Oddly, the motor that carried Don to his first championship had been one of a pair of twin KG-4 engines which powered an outboard cruiser to a win in the rough-water Around Miami Beach marathon earlier that same year.

In 1954 the Miamian went to DePere, Wisc., and raced in defense of his ASH title with a patched-up hull which had been damaged in the BSH qualifying events. Don successfully defended his ASH crown on the course, only to nearly lose the diadem in the inspection area, where the measurers for some reason that was never very rationally explained declared that though the motor met stock specifications in every respect, the workmanship was so meticulous that the motor was disqualified; they said it violated the "spirit" of the rules, because it was "too perfect." Baldaccini rightly appealed the measurers' ruling and he and his stepfather left the scene of the race with final disposition of the ASH title still to be determined. One of Don's great thrills in the sport was the receipt of the following telegram 24 days after his appeal of the measurers' disqualification had been filed:

"Congratulations. You are the winner of the A Stock Hydro National Championship. Your appeal upheld by Stock Outboard Racing Commission. Regards."

It was signed by Don Guerin, Vice-President (currently President) of A.P.B.A. and Stock Outboard Racing Commissioner.

At the third annual July 4, 1955, Pass-A-Grille Yacht Club regatta on Boca Ciega Bay, Don picked up a total of \$178 in prize money. Though Don has won more booty in a single day of racing, he has never turned in a better performance. Racing in two heats each of Classes A and B Stock Hydroplane and two heats each of Classes A and B Runabout, as well as a single-heat free-for-all race, Don romped home for the checkered flag first in every event, to win nine heats in a row. Despite this, Don's most dramatic accomplishment was still to come.

The setting was DeLake, Oregon, in late August of 1955, where on Devil's Lake Don entered his third National Championships. Don got off to an auspicious start when, in an AU runabout qualifying heat, he established a new competition record of 41.021 mph. In the first title heat of AU, Dean Chenoweth copped top honors, with Bob Parish, Bakersfield, Calif., coming in second and Don managing only a fourth in the 15-boat starting field. In that same event, a twelve-year-old Seattle schoolboy racing in his first national championship, finished a surprising third in the very classy field, which included the country's ranking drivers. In the second heat, despite that pre-finals record which looked so good, the best Don could manage was a second place. Squeaking through with front spot was the twelve-year-old, Billy Schumacher, who romped off with the National AU title.

In ASH, in which Don was defending, Baldaccini finished third in the first heat, again seemingly jinxed by pre-teenagers, this time by twelve-year-old Don Benson. They seem to start off young and plenty hot in Seattle. In the second heat Baldaccini led home the field, only to learn that he had jumped the starting clock and had been disqualified. He wound up with a final-fifth place position and was dethroned by young Don Benson, who merged his first heat win with a second place finish in the second canto.

At this point Don had ample reason to feel as though it just wasn't his year. The possibility of a title looked plenty remote when he finished fourth in the first heat of BU, this time with Seattle teenager Johnnie Sangster winning the event at a new record speed of 47.493 mph. In the second heat Don came into his own and won his heat. Nine of the 14-boat starting field were disqualified for jumping the gun so though he had lost one championship trophy through gun-jumping himself, Don captured the BU title by his on-the-button timing of the clock.

Don was having his motor and his boat checked by the measurers in the inspection area to make his new title win official. He still had his BSH outfit to race and naturally was dreaming of a double-title win. Here's what Don had to say on what turned out to be the most dramatic accomplishment in his career. "Naturally I had been kind of disappointed, but after that BU win, I was feeling good and looking forward to making a letter-perfect start in the first heat of B Stock Hydros. Bang! Suddenly the five-



At DePere, Wis., Don Baldaccini successfully defended his ASH national championship on the course but nearly lost it in the inspection area.

minute warning gun for the first heat of BSH went off. I ran like mad back toward my pit location but I had to dodge in and out among a lot of the parked trailers and boats on horses. By the time I got through that obstacle course, the one-minute gun had been fired. And by the time I got out on the course, I had been left at the start, but still managed to work my way up into fourth place at the finish."

What Don failed to say was that his driving through the field was little short of phenomenal. At the start no one would have given a nickel for his chances of winding up anywhere but at the tail end. When he came in from the heat, Don complained to the officials of their failure to give him time to get out on the course with his BSH. They were apologetic and even agreed that they should have given a little warning, since it was unreasonable for him to be two places at the same time—in the inspection area and in the pits. They said they were sorry, but they couldn't erase the mistake.

"It was up to me, then," Don stated. "I still had a slim chance, though Bob Brownell, an Oregon driver who had won the first heat, had averaged a plenty hot 48.675 mph and he had been tailed in pretty closely by Johnny Wehrle of Hackensack, N. J., and Bob Parish of Bakersfield, Calif. Well, I went out for the second heat, got away first at the gun, held the lead all the way and won it. Then I started figuring out points and I was plenty shaky, I'll tell you. Brownell, who had won the first and scored 400 points for that one, racked up 127 for his second heat fifth place finish, giving him 527 points. Wehrle had scored second in the first heat and was third in the second—525 points. Parish had swapped positions with Wehrle in the two heats and he also had 525. With the 400 I had scored in the second heat and 169 in the first, I had my second 1955 championship with a 42-point margin."

Don might have added that in winning the second heat he was clocked at 49.157 mph.

The balance of Don's career is fairly recent history. He was runner-up for the national high point title in 1955. In 1956 he set out for that tough-to-come-by title with vengeance. But so did a few other Floridians, so that he constantly was tangling rooster tails with such top notchers as Skip Ritter, Chris Erneston, Jr., and Charlie Lovelace, who can put an end to anyone's dreams of a checkered flag. At the nationals at Cambridge, Md., Don was blanked for the first time in four years. His performance, however, though he didn't win a title, was far from mediocre, since he placed fourth in C Stock Hydro and second in both A Stock Hydro and B Stock Hydro. But he did gain the high-point championship, though he was given a plenty hard run for that A.P.B.A. national title by Tommy Young, Wachapreague, Va. Young, the runner-up, scored 28,926 points to Don's 31,993.

In the approximately 150 regattas he has attended during seven years of racing, Don has competed in about 800 heats. He has finished first, second or third in more than 80% of those events. Sure, he has had his share of spills and accidents along with anyone else who's a veteran at the game. In one Biscayne Bay event, he completely demolished two boats, dunked two motors and blew another, to wind up one of those days "he should have stayed on shore." In the worst accident in which he was ever involved, a five-boat smash-up, he gives credit to his steel-covered crash helmet for escaping serious injury.

At 23 Don still feels that outboard racing is tops, but during 1957 he's pared his equipment down to an A and a B Stock Hydro. Why? Well, last August, just before going to the Nationals, he injured a knee in a race. A week before the Nationals, the knee was so severely swollen that he had to have fluid drained from it. During his drive toward the high point championship, the knee continued to give him trouble, though in the final months of 1956 he drove in six classes and twelve heats of racing a day, and even on a good set of knees that much racing can be plenty wearing. He figures four heats in an afternoon are enough for him from now on, and since the hydro gives a smoother ride than a runabout, albeit sometimes a trickier one, he's decided to limit himself to the shingles. ●

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Bay Bridge Regatta

(Continued from Page 15)

when Dave Schubert, Clifton, N. J., moved up into a challenging position. Schubert finally managed to eke out an advantage entering the final turn but Piper cut the corner more sharply, dug in and held a lead over Schubert into the final stretch. It was anyone's race right up to the finish, with the two boats bounding high into the wind. Schubert finally edged out Piper by 1/5 second at the line in a near-photo finish.

In the second heat, which was equally exciting, Larry DeWitt maneuvered into an early front spot, but lost it when he nosed into a wave coming off the first turn and his outfit conked out. Schubert took over on the backstretch and held the lead for one lap. Then Piper got his *Sid Kid* really romping and moved out about three boat lengths ahead of Schubert, who was unable to make up the difference. Piper scored first honors, with Schubert second, and took the race, despite a point tie, on the basis of lesser elapsed time.

The C Stock Hydro race was as eventful as the ASH had been exciting. Rich Holt scored first spot and Piper second. The balance of the disheartened field dropped out in the second canto.

The first B Stock Hydro heat was strictly an endurance run. Johnny Schubert (Dave's brother) had more endurance than the second-place finisher, turkey-raiser Sam Mason of Snow Hill, Md. In the second heat, Jack Evans, Denville, N. J., who was unable to get going in the first, scored a relatively easy victory. However, Schubert took the first place trophy, with Mason second.

Rich Holt took his DSH on a rough water romp to score a victory over the only other contestant, Ned Berry, North Wales, Pa., winding up the somewhat spotty stock outboard regatta—one which, had it not been for the weather, should have proved to have been the most exciting in the East to date.



Rich Holt took home the top trophies in DU, CSH, and DSH. He is shown in his C hydro winner.

Inboard events, scheduled for later that same afternoon, were postponed one week when the drivers, with perhaps more sense than the stockers, refused to put their equipment overboard. It appeared that the inboarders were right, for the following Saturday the Corsica River was glass smooth, the weather as hot as the previous weekend's had been cold.

Harry Nickol, York, Pa., in a homemade hull, captured the relatively dull five-boat 44 runabout class heats, with second honors going to Art Souders, New Cumberland, Pa., in a Glazier, with a fourth and a second.

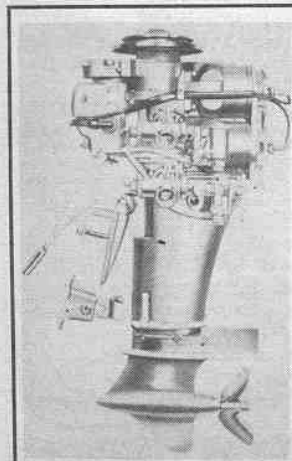
A nine boat field of 48's quickly disposed of any lethargy the spectators may have picked up from the 44's. Paul Bauer, 48-c.i. class National Champion from Deer Park, Ohio, was cut off coming up to the starting line and tangled with Francis Racioppi, Washington, D. C. The wood-splinter-

ing crash put Racioppi out of competition and ruined Bauer's chance at victory, for though the Ohioan scored a fourth in that heat, his boat was so badly damaged that she took on water and he could not keep her on plane in the second. The first heat was won by Harry Reitzel, Jr., Wormsleyberg, Pa., in a Lloyd hull. A sixth-place second-heat finish dropped Reitzel back to an overall second. Second-place winner in the first heat, Barton Wells, Newcastle, Del., merged that with a second-heat win in his *We Wa Wa* to garner top spot.

The PODH's Eastern Regional Championship was won by Calvert Thompson of Chester, Md., in his chartreuse and black *Wildcat*. Thompson had an easy time with his five competitors. Second honors were gathered in by Garrett Ruth, Grasonville, Md., in the previous year's eastern regional champion rig, *Dutch Boy*.

The 135 competition was dominated by Carter Parrish, Jr., in his Farmer hull, *Go Gal Go*, which had speed to burn over the rest of the field. Earl Kelly, Richmond, in a Hallett, merged a second and third place to take second honors.

By far the best racing of the day occurred in the 136-c.i. class, in which there were thirteen boats registered, with nine finally reaching the starting line. The battle in the first heat was between Calvert Johnson, Cambridge, Md., in his Sooy-built hull *Beverly Ann*, who tangled rooster tails with the 1956 high point champion, Alton Pierson, Queenstown, Md., in his Brogden hull *Lil Barb*. Positions switched back and forth throughout the entire five laps, with both drivers pushing their



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hulls full bore deep into the corners before backing off. Johnson edged out Pierson on the final stretch, averaging 67.924 mph for the distance. The second heat was anti-climactic, when Johnson, while pushing Pierson hard into the second turn, took a gulp of water in his carburetor and conked, got going again, completed only one lap and finally was forced out. Pierson went on to score an easy 67-mph paced victory, with second spot going to Bob Baxter, High Point, Md., in a Hallett, who merged fourth and second places.

In the 280 class, Bob Zindorf, with last year's championship Sooy hull, *Double Eagle*, scored two easy victories with his Plymouth-powered plant. Riding second in both heats was Wally Rowland, Havre de Grace, Md., in a Chevy-powered Hallett. Bob Rice, Wilmington, Del., in a Chevy-powered Wickens, provided spectator excitement when the left sponson of his hull tore off.

George Smith, Mt. Holly, N. J., in *Jersey Devil*, took two straight heats in his Studebaker-Hallett, with Ron Musson, Akron, Ohio, in Bill Ritner's Ford-Lauterbach *Wa Wa* running two seconds. Despite the fact that only four boats started in the 225 class, the two leaders, plus Don Dunnington, Bethesda, Md., in a Ford-powered Hallett, put on terrific competition. The three boats entered every turn nearly abreast. Musson was perhaps robbed of ultimate victory when *Wa Wa* was wet down in the first corner of both heats. That slight lapse before the Lauterbach could dig out again gave Smith his victory margins.

The 266'ers finished up the day's racing in an exciting fashion. *Miss Pinky*, owned by Bob Smith, Baltimore, Md., and originally slated for Jimmy Fyle as driver, scored an upset win, with Don Dunnington helming her to first- and second-spot finishes. *Miss Pinky's* first five miles were run at an 84.191-mph average. Again Ritner's boat lost its opportunity for victory when Ron Musson got a bill full of water into the Chevrolet powerplant in the first five miler and finished fourth.

In the second heat the spectators were treated to a bit of unexpected starting line excitement when Ed Aleksandrowicz's Edlebrock-powered Lauterbach caught fire. Don Dunnington in *Miss Pinky* buzzed the blazing craft when Ed's fire extinguisher failed to cope with the disaster. After a series of hard helmed corners, Don managed to wash out the fire with *Miss Pinky's* rooster tail.

The second 266-c.i. heat was even faster than the first. *Miss Pinky* got into the first pin in the lead and swung wide, and Musson grabbed the advantage to move through the key slot off the third buoy and scorch out five miles at an 87-plus tempo, to lead *Pinky* to the tape by 4-4/5 seconds. George and Ronnie Smith traded spots in the cockpit of *Jersey Devil* to score second and third and garner an overall third. ●

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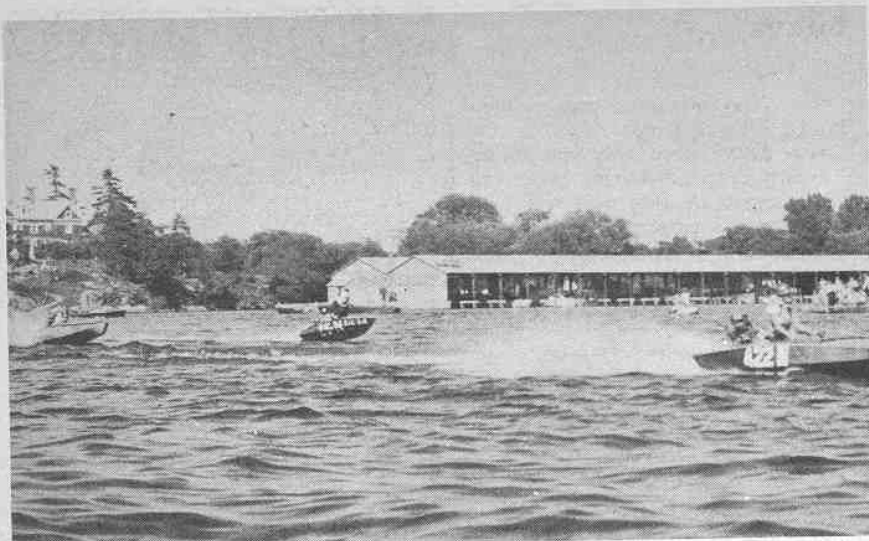
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Don Tietze in his CU, Bob Champagne, BU (center) and Dave Robillard flash toward the finish line. Tietze was third in CU; Robillard took fourth. Champagne, first BU finisher, was disqualified.

Special Dressing for 1000 Islands

(Continued from Page 24)

This honorary organization was established in 1838 and '39 during what was termed the Patriots War against Canada. The original 1000 Islands Navy actually engaged in one brief fracas, sinking the British Steamer *Sir Robert Peel*.

Another popular—and new—feature of the Alexandria Bay racing weekend was a fishing derby for children up to twelve. The youngsters went for this in a big way. After intent youngsters had angled for a few hours and their catches had been carefully weighed on a grocer's scale, the winners proved to be Martha Service, with a 5-oz. sun fish; Dennis Slate, 7½-oz. rock bass; Steve Ganter, 5-oz. perch; Mary Jane Patterson, 5-oz. northern Pike, and Geoffrey Grimes, for the most fish caught, seventeen!

At the drivers' meeting, Les Kahn and Hunter Grimes, who had been elected as drivers' representatives, met with Race Chairman Harold Van Norman and decided that in the interest of safety, two separate starts would be made, with the DU's, CU's and "36" class starting at 2:00 and the AU's and BU's at 2:30. Both starts went off without incident on calm water with sunny skies blessing the event for the first time in several years. It wasn't a great day, however, for repeat winners. The previous year's DU winner, Andy Kokolski, in his Switzer hull *Ruth Marie*, failed to finish. In fact, twenty-one of the 51 DU starters failed to get the checkered flag, and of the 30 finishers, two additional boats were disqualified. The DU class winner was Bob Jacobson, Flint, Mich., who splashed home first in his Mercury Mark 55H-powered Speedliner hull *Jumpin' Jake*, who had already won at Norfolk, Va., earlier in the season and thus had already qualified for the Grand National Championships at Worcester, averaged 48.72 mph for

the distance. The second place winner and qualifier into the Grand Nationals—since if a winner repeats at any of the sixteen qualifying A.P.B.A.-sanctioned marathons, the second place winner is awarded a starting spot in the Grand National to assure a full field—was Eugene Aubrey, of Garden City, Michigan, who in 1955 was the BU winner. Aubrey helmed a Sid-Craft hull, making the route at an average speed of 47.56 mph. The third spot went to Chet Michaels, Glenshaw, Pa., who several times in the past has been up front in this event. Michaels ran his Speedliner hull *Super* at an average speed of 47.37 mph over the hundred mile course.

In "36" class, a Speedliner again came out on top, with lone repeat winner Bob Moore, Royal Oak, Mich., pushing his Evinrude-powered runabout *Mad Mamma* over the distance at 35.98 mph. Trailing Moore by only 18 seconds was another Royal Oak, Mich., racer, Gerald L. Van Conant, who drove a homemade hull called *Nervous Wreck* at an average speed of 35.90 mph. Third spot went to Don Tietze, Rome, N. Y., in his homemaker *Driftwood*.

In CU the 1956 winner, Hunter Grimes, Alexandria Bay, failed to go the distance, to the disappointment of home town partisans. Covering the course at an average speed of 43.64 mph to win was Jim Burnham, Conneaut, Ohio, in a home-built boat *My Baby*. Second spot at 42.66 mph was captured by Carl Clark, Lincoln Park, Mich., in his Sid-Craft *Thumper II*. Jack Overmyer of Flint, Mich., tailed Clark in by just 4 seconds in his Speedliner. Overmyer averaged 42.64 mph in one of many closely contested battles right to the officials' barge that added excitement to the bounding action provided by the 129 racers who pitted skill, speed and stamina against

the water on the international boundary.

Tommy Tom, sixteen-year-old Fort Wayne, Indiana, helmsman of a Rinker hull named *Tom Tom*, took first place after Bob Champagne, Rochester, N. Y., the first BU to finish, was disqualified. Second to Tom was the consistently hot Ottawa, Canada, driver, Dawson Throop, in his boat *Candy Cane*. Robert E. Smith, Jr., Dayton, Ohio, took the BU class third spot.

The most outstanding performance, and one which gained the AU trophy winner the coveted 1000 Islands Bridge Trophy, was turned in by Craig DeWald, Reading, Pa., helming his Raveau hull *Flying Chips*. DeWald scored an overwhelming victory, beating second place finisher Doug Patterson, Detroit, Mich., to the checkered flag by more than fourteen minutes. Third spot in AU went to Steve Harris, Grabill, Ind., helmsman of a Rinker. Thirteen-year-old Steve also won the Carmen Basilio trophy awarded to the youngest finisher.

The Power Squadrons of Watertown and Ogdensburg, N. Y., and Brockville, Ont., patrolled the course, keeping pleasure boats out of the lane of drivers' action and aiding racers in distress. The one flaw in the entire event was the lack of adequate control of spectator boats anchored and operating near the start and finish line.

Bob Moore, the only repeat winner, collected an extra \$100 bonus offered in advance by A.C. Spark Plug representatives to any first place winner whose motor was equipped with their plugs. A.C. did well for itself in that DU winner Bob Jacobson also drove a motor equipped with bonus plugs and collected a C-note for having the A.C.'s spark his rig to victory.

With the type of pre- and post-race hospitality and entertainment offered at the 1000 Islands Marathon, this New York-Canada vacation center enduro definitely establishes itself as one of the principal marathon events of the season. Its sponsors hope that the number of entrants will top 150 for 1958 and with 129 1957 competitors spreading the word about the lush treatment afforded them, the goal may well be topped with ease. ●



Weighing in the haul after the Fishing Derby.

Around the Buoys

(Continued from Page 17)

application. At the time of application for sanction, the sponsoring group must indicate in a blank provided for that purpose that a doctor and ambulance will be in attendance. Since it is the duty of the referee to see that all provisions of the racing rules are complied with and since his suggestions to the local committee concerning compliance of rules must be observed, the referee is thus charged with not permitting a race to proceed unless these safety rules, among others, are complied with.

Reports have reached us, too, concerning an accident which occurred in practice before a race, causing serious injury to a contestant. The accident occurred in normal testing procedure and it was unavoidable. If, as reported, however, no doctor and no ambulance were on hand and the injured driver was given first aid by untrained personnel and removed to a hospital in a private conveyance, the referee erred badly. No member of A.P.B.A. or any other sanctioning group's officiating personnel is infallible. Any official can err in his decisions. He may also err through lack of knowledge or interest to uphold the rules clearly outlined in the rule book. However, as concerns safety, every driver is risking his own physical well-being when he competes in a race. Speedboat racing in general is far from being a dangerous sport and is certainly the safest of all automotive speed sports. Accidents, however, can occur. A driver promptly and efficiently removed from the scene of the accident to an ambulance where his injuries are treated on the spot or in which he is transported under surveillance by a doctor has a far greater chance of full recovery than does a similarly injured driver treated by an amateur and carried to the hospital in an automobile or station wagon.

Since it is the driver who is most likely to suffer from the failure of the local sponsoring committee and referee to enforce adequate safety regulations, all drivers should be familiar with General Racing Rule #21, which states that both owners and drivers shall have a right to protest any violations of the racing rules. No protest fee need be posted. Our purpose in pointing this out is not with any intent to have a driver protest a race after it has been run on the basis of inadequate safety, though in theory at least this is possible, but rather that all drivers should be aware of the importance of having proper medical facilities available when they are needed. It is not only the "right" of the drivers and owners, but, in the interest of the safety of the sport, it is their duty to protest to the referee before an event if for any reason contestants feel that the safety provisions of the particular regatta are inadequate.

Last season in the late fall the ref-

eree of a Tullytown, Pa., regatta held up the conduct of a race schedule for over two hours until the sponsoring club finally produced the promised medical doctor at the race site. No driver, once the reason for the delay was explained, complained. In fact, many of the drivers later congratulated the referee. Let's all help to keep our sport safe by insisting on strict adherence to all safety rules.

OUTBOARD RACING has spread to South America. From Montevideo, Uruguay, come reports of the first outboard marathon ever to be raced in South America. This long distance event was reported by the Centro Uruguayo Motonautico. It was directed by Eduardo Cassarino and took place over a 66 kilometer (about 41 miles) distance on the Santa Lucia and San Jose rivers. Daniel Cassarino and his brother Eduardo Cassarino, Jr., captured first and second places, helming 35-hp Johnsons in the open-powered utility class. Of the sixty-eight boats entered in the event, 24 completed the entire distance. A crowd of approximately 5000 gathered along the river bank of the town of San Jose, where the finish point was located, and an estimated 20,000 saw at least some part of the event that ranged along the two rivers.

In addition to Evinrude, Johnson, West Bend, Champion, Mercury and Scott-Atwater motors, several British Anzani motors, as well as two South American-made motors, Penta and Arquimedes. The classes varied considerably from those run in the United States. One category was for canoes powered by motors of less than 5 1/2 horsepower. This event was taken by a Johnson 5 1/2 from among nine entrants. A Johnson also won the up-to-10-hp class with a Johnson 10, and the utility 350-c.c. class was won by a Johnson 15.

Though Johnson motors were predominant in the entry lists, 23 of the 68 originating at the Waukegan, Ill., factory, the fact that they made a clean sweep of all classes was impressive and it's refreshing to see Johnson again taking a major part in a stock outboard regatta, albeit in South America rather than in the United States.

IN EUROPE utility outboard racing continues to flourish. At the International Motorboat meeting in Monaco, where three heats each were conducted for touring outboard classes for the Esso Trophy and separate events run for utility outboard classes, Italian and French drivers split honors. The Italian Crespi, helming a Mercury-powered two-man runabout, averaged 32.31 mph to top seven other contestants in his three heats, in touring CU class. Crespi captured the Esso trophy. In CIU class, Gilles of France with a Johnson-powered hull averaged 30.45 to top a large

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field from France, Monaco, Germany and Italy to take top honors in his group. Henri des Filles, one of the favorites in his Evinrude-powered hull *Flying Fish*, winner of last year's Six Hours of Paris, placed fourth in CIU.

AT THE FIFTH ANNUAL Indoor Regatta for the Outboard Club of Chicago, the following racers from A.P.B.A. Region 7 were presented Hall of Fame awards: Ed Branding, Lake Villa, Ill., 1956 36-c.i. National Champion; Bill Janz, Chicago, 1956 C Stock Hydro national high point driver; and John Maypole, Oak Park, Ill., who set a new A.P.B.A. C Outboard Hydro alky burner record at 69.115 mph. Honorable mention awards were also made to Region 7's high point drivers: in the outboard division, Don Frazier, Rantoul, Ill., Illinois amateur high point driver; Al Holub, Berwyn, Ill., professional high point driver; Jack Shubert, Waunakee, Wisconsin, amateur high point driver; Tom Small, Milwaukee, Wisc., professional high point driver; Melvin Kirts, Elkhart, Ind., pro high point driver; in the stock outboard division, Joseph Zolkoske, Manashe, Wisc., 1956 Region 7 high point B Stock Hydro driver; Dick Schluessel, Neenah, Wisc., regional high point A Stock Hydro driver; John Zalub, Chicago, regional JU high point driver; Clarence Norgal, Hales Corner, Wisc., high point regional in AU; Jack Schmitzer, Neenah, regional BU high points; Keith Stippich, Milwaukee, regional CU high points; Robert Lenschow, Sycamore, Ill., regional 36 c.i. high points; and Earl Granrath, West Allis, Wisc., 1956 regional DU high points.

N.O.A.'S EL PASO, Texas, Division IV racing event on May 5 might well have been termed "Deanie Montgomery Day." The Corsicana, Texas, driver took straight heats in A Hydro, repeated with straight heats in B Hydro and A Runabout, and captured the B Runabout events in a tie for points with Dick McCulloch, Fort Worth, Texas,

both drivers scoring seconds and firsts but Montgomery clocking his two heats at a faster average speed.

Pressing Montgomery for top honors was Donald Johnson, Killeen, Texas, who won both C Runabout and D Runabout events with a clean slate and then captured C Hydro, scoring a first and a third. Johnson also engaged in a point tie, his with Bob Kimball, Borger, Texas. The only event of the day not dominated by one of these two drivers was D Hydro, captured by Bobby Holmes, Lubbock, Texas.

Montgomery also was featured in early season N.O.A. scoring with straight heat wins at Oil City, La., in Class A alky events, but at Austin, Texas, the busy N.O.A. Class A record holder was able to grab off only a single first place spot, that in AU. At this well-attended event, Dave Christner, Quincy, Ill., dominated the A Hydros in straight heats and captured a second and a first to take home first honors in A Runabout as well. Bubba Haley, Blanchard, La., made a clean sweep of both the B Hydro and Runabout events, taking four straight heats. Dicky Pond and Freddy Goehl battled it out in the D events. Goehl, from Quincy, Ill., swapped honors with Pond, of Keokuk, Ia., in D Hydro, with Goehl turning the two five mile cantos at the lesser elapsed speed. Pond nosed out Goehl, the second place finisher, in both runabout heats.

Don Magee of Fort Worth, Texas, won the C Runabout event, placing ninth in the first five miles but coming back to win the final.

N.O.A.'S DIVISION I championships are now definitely set for September 14, 15 and 16 at Mount Carmel, Ill., with the A.P.B.A. alky burners racing for their titles at McKeesport, Pa., on the same dates. Since there is a considerable overlap in membership, we still wonder if one or the other of the two racing bodies won't plan to change its scheduling.

H.W.B

Dear Hank

(Continued from Page 28)

for and the way it is set up. In general a Mark 20H or Champion Hot Rod properly set up for stock competition should pull about 18 to 21 horsepower at 5500-6000 rpm. Converted to alcohol and winding about 6500 rpm on a hydro, either of these two motors can pull about 23 to 25 hp.

QUESTION: I am planning to change from BU to AU and am having a tough time getting started. I have heard that it is best to buy a KG-4 and race it, and have heard from other sources that it's best to buy a KG-7 and sleeve it down. What do you think? I also would like to know what type carb to use and whether the reeds must be changed.

—Gilbert Melanson, Gloucester, Mass.

ANSWER: If you are planning to race at A.P.B.A.-sanctioned events in AU, you cannot use a sleeved-down KG-7. I would suggest that you

get a KG-4. You must use of the carbs that were standard on this model. They were Tillotsons AJ36A, AJ29AX, and AJ32A. The two former have venturi diameters of 3/4", while the latter has a 13/16" venturi.

The throat diameters of the former two are 7/8", while the latter is 15/16". You must use stock KG-4 reeds and the maximum reed stop height for the KG-4 is 5/32".

QUESTION: In your recent article "Races are Won Underwater" (BOAT SPORT, June 1957) you mention an instrument for checking prop balance. I would like to know where I can buy this, as well as a prop indicator for checking the contour.

—Jack Troxel, Denver, Col.

ANSWER: The balancing instrument is made by Crown Industrial Products, Sycamore, Ill. The indicator is manufactured by Skid-do Industries, 1109 E. Fourth St., Dayton 2, Ohio. ●

It's News

(Continued from Page 29)

the strength of tools made of the finest steel. A variety of tool kits ranging from combination tip screwdrivers and justable end wrenches to more elaborate kits including needle nosed pliers, grooved joint water pump type pliers, open end wrenches and others, are available, packaged in vinyl plastic pouches. These should fill the bill for the racer who wants fine, long lasting tools with built-in safety.

"Boating's Man of Year"

Joseph E. Choate, secretary of the National Association of Engine and Boat Manufacturers, has been presented with the annual "Boating's Man of the Year" award by the Marine Trades Association of New York.

Choate received the award for his "outstanding contribution to the improvement of recreational boating during the past year" from Spencer V. Newins, MTA president.

In making the award, the MTA president noted that Choate not only is executive secretary of the National Association of Engine and Boat Manufacturers—principal national trade association of the recreational boating industry—but is also manager of the National Motor Boat Show. In addition, he said, Choate serves as chairman of the Motor Boat and Yacht Advisory Panel of the Merchant Marine Council of the U. S. Coast Guard, chairman of the Waterfront Improvements Committee of the American Power Boat Association, vice president of the Yacht Safety Bureau and as a director of the New York Marine Trades Association.

"Snipe" Motor Kit

The new "Snipe" is a complete 4-cycle, vertical drive, inboard motor kit for all small boats—wood, aluminum or plastic—up to 12 feet in length. It's quickly and easily installed. The 4-cycle economy insures quick and easy starting, with no mess of mixing fuels and the utmost of ease in high

speed performance along with complete and dependable idling speeds for trolling. The vertical drive feature allows a 360° pivot of the engine which gives the operator full maneuverability of his boat, both in forward and reverse.

These units are now in production, featuring the Clinton VS3100 engine, by John W. Roby & Associates, 9045 16th Ave. S. W., Seattle 6, Washington.

Club Organization Booklet

Methods of planning, organizing and administering local boating and water skiing clubs are outlined in a new handbook published by the Outboard Boating Club of America. Titled "How To Organize For More Fun Afloat," the new 16-page booklet is a companion publication to OBC's popular "Organized Outboarding," a club activity guide, which made its debut last year. The new handbook is a revised and expanded version of a booklet which has done yeoman service in aiding hundreds of new boating clubs throughout the country. Sections are devoted to the basic steps to organization, the first meeting, election of officers, sample by-laws and legal points, incorporation, publicity and sample forms and letters.

A copy of "How To Organize For More Fun Afloat" may be obtained, free of charge, from the Outboard Boating Club of America, 307 N. Michigan Ave., Chicago 1, Illinois.

Optional "Ride-Guide" Linkage

A new fore-and-aft linkage for its single-cable steering system has been announced by the Kiekhaefer Corporation, Fond du Lac, Wisconsin. It is designed specifically for boats with closed rear cockpits or dropped-center transoms which previously had to be modified for transverse linkage installations.

This optional linkage is a further development of the Mercury "Ride-Guide" steering system which, when introduced in mid-season last year,



This craft is powered by the "Snipe" 4-cycle, vertical-drive inboard kit, now in production.

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Both boats meet 1956 A.P.B.A. specs. Plans are \$8.00 a set, postpaid. For further information write to:

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Make remittance payable to BOAT SPORT, Classified Advertising Dept., 215 Fourth Ave., New York 3, N. Y.

CONVERSIONS for all model Ford, Mercury, Lincoln and Jeep Engines. Free Catalog. Lehman Manufacturing Company, Dept. K, 972 Broad Street, Newark 2, N. J.

MERCURY MODIFICATIONS—Cylinders padded—A-B-D, pistons built up. Alcohol conversions on carburetors. Gravity tanks for 20-H. Electronic balancing. Full house jobs for racing. Write O. F. Christner, Quincy Welding Works, 5th and State, Quincy, Illinois.

BARGAINS GALORE—Boat Kits, Custom Hardware, Steerer \$9.95; Plex-Shield \$12.95; Skis \$14.95; Save Dollar Folder. Box 681, Mendota, Minnesota.

was the first single-cable, "push-pull" control system in the boating industry. It replaced the old rope-pulley installations which cluttered both sides of a boat.

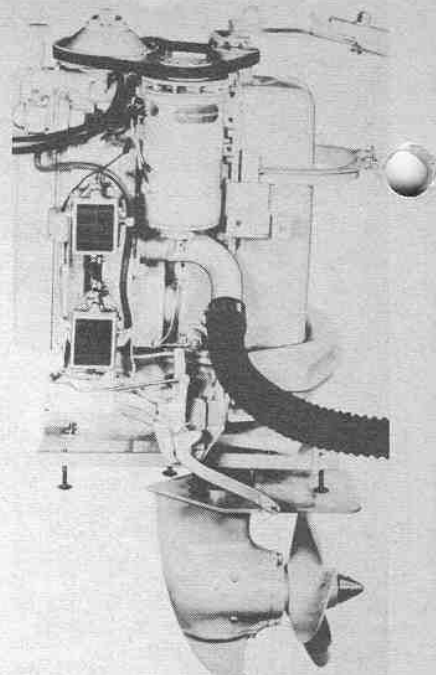
In the standard "Ride-Guide" system the control cable motion is transmitted to the outboard in a transverse direction. The slide rod on the end of the control cable is piloted in the hollow tilt hinge shaft of the clamp bracket. This arrangement will continue to be recommended for all applications in which it can be installed without modifying the boat.

With the new fore-and-aft installation, the slide rod, instead of passing transversely through the tilt hinge shaft, is piloted in a guide tube mounted in a fore-and-aft position. This keeps the control cable and linkage within the width of the cowl and permits installation in any enclosure wide enough to accommodate the turning range of the outboard itself. The guide tube is attached to one end of the tilt hinge shaft by a swivel which allows angular motion for steering and also permits full tilt regardless of steering angle.

40-hp Fageol Motors

Availability of Fageol 44 V-I-P (vertical-inboard-power) and outboard motors in 40-hp models is announced by L. J. Fageol, president, Fageol Products Company, Kent, Ohio. Production of the previously-offered 35 h.p. units will be continued.

In the 40-hp models, combustion chambers and pistons were redesigned to produce greater power and compression ratio was increased to 11 to 1. Otherwise the engines are identical



The new 40-hp Fageol V-I-P motor.

to the previously-offered 4-cylinder, 4-cycle power plants.

Effective immediately, supercharger kits are also available for 35-hp V-I-P models, according to Mr. Fageol. These increase engine output to 45-hp and can be installed in 45 minutes to 1 hour.

Thirty leading boat builders are now offering Fageol V-I-P (vertical-inboard-power) engines as standard equipment.

Letter

To the Editor:

I've the August 1957 copy of BOAT SPORT in front of me . . . and am reading your answers to letters.

First: As to the design of racing or planing boats, there is a whole library full of texts and tech. articles which are used quite regularly by people who design those things. While some get pretty technical, some are easy to wade through; the best is *High Speed Small Craft* by Peter Du Cane, in the second edition. Another cheaper text is the Motorboating Magazine reprint of articles by J. Stotlz on "Design of Stepless Planing Hulls" for 25c. The N.A.C.A., Institute of Aeronautical Sciences, Society of Naval Architect and Marine Engineers, Navy Model Basin and the Stevens Institute of Technology have published voluminous treatises on these matters and craft. A complete bibliography will run several pages.

Second: As to *Alter Ego*. You remember that the now defunct Speed

and Spray published the offsets of Sawyer's boat several years ago. I was asked to convert those offsets into working plans and did so. . . . A lot of these are running quite well, and Norman Buckley bought a set before building his record holding *Windemere II*. The complete set of working plans using Debbold hardware is available for \$12.50 in blueprint form.

Third: As to plans for the 135-136 cubic inch class . . . This is a hot one, as it was Canadian Hi-Point in their CBF 135 Restricted Class a year or so back as *Whats Left*. Plans also available for \$12.50, including those for casting, but can use Debbold hardware or Custom Craft hardware to suit. Note that these are not full sized plans, as for example Kelly produces, but are quite complete in all details so that a person who can read prints and handle tools need have no trouble with them. The proof, of course, is that a lot have been built and run . . . and well.

—David D. Beach

Please address all inquiries concerning Mr. Beach's plans to David D. Beach, Naval Architect, 23 Buckingham Court, Maywood, New Jersey.

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