

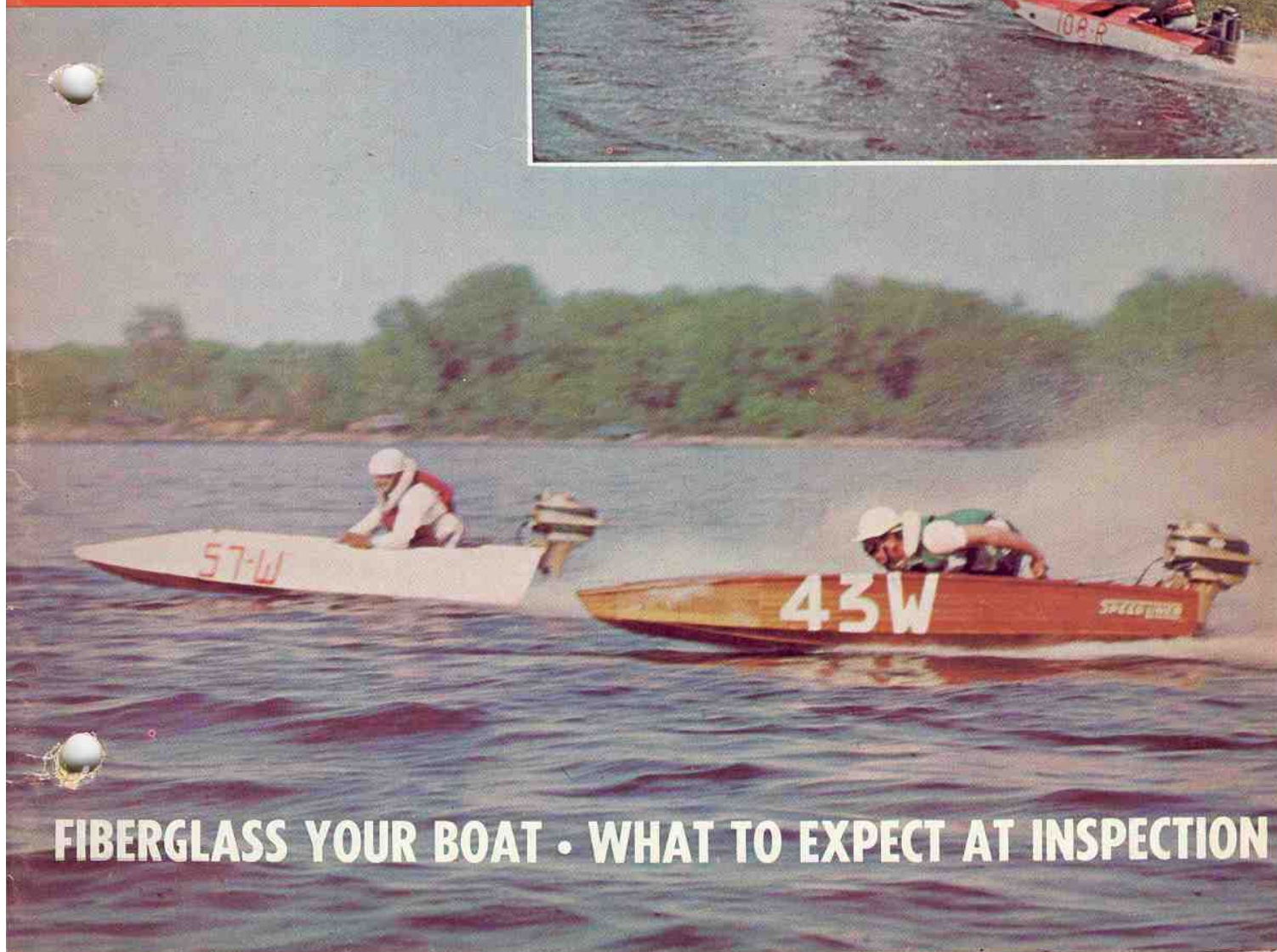
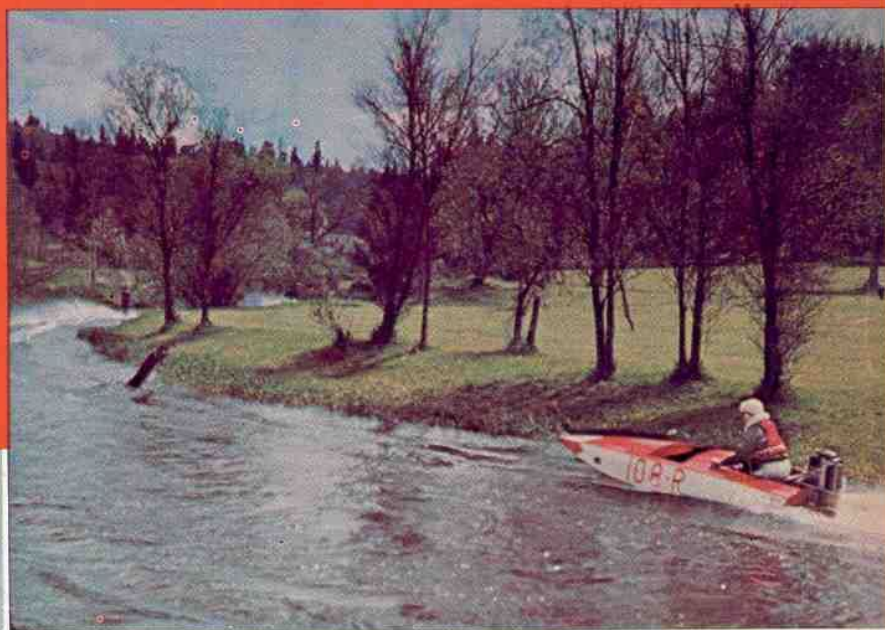
**OUTBOARD**

INBOARDS

# BOAT SPORT



**INBOARD  
NATIONAL  
CHAMPIONSHIPS**



**FIBERGLASS YOUR BOAT • WHAT TO EXPECT AT INSPECTION**



# "Aristo-Craft" — LOOKS BETTER... PERFORMS BETTER...LEAVES 'EM ALL BEHIND!"



## BUCK BAKER & SPEEDY THOMPSON AGREE

Millions of Americans know the celebrated stock car racing champions, Buck Baker and Speedy Thompson. Baker was '56 NASCAR champion; Thompson the runner-up. For care-free relaxation off the track, they choose Aristo-Craft!

ARISTO-CRAFT—  
America's Number One  
"Good Time" Boat!



Sensational Avalon "15"—Mercury Mark "75" Motor



Skill and courage earned the trophies shown above for Buck Baker and Speedy Thompson on the race tracks of America. Connoisseurs of action, they choose Aristo-Craft for leisure-time fun. They tested, probed and exhaustively proved what thousands of owners already know... that Aristo-Craft is America's best boat buy! They praise Aristo-Craft's fine-boat luxury... its unmistakable feel and handling ease. Get Aristo-Craft... the leader!

## WHEREVER YOU LIVE, GET AMERICA'S BEST BOAT BUY!

Aristo-Crafts are sold only through franchised dealers. Franchised dealers will have one of each magnificent model for you to choose from. If there is no dealer near you, then order direct from the factory.

**ATLANTA BOAT WORKS**  
665 Pylant St., N.E. Atlanta 6, Georgia  
Phone TRinity 6-4710

Aristo-Craft—so obviously outstanding! Accelerates like a tiger with his tail stepped on, yet you get smoothness that sets new standards of ease and safety. Fashioned with the same attention to details as America's greatest racing boats, yet you get all the luxury, comfort and room you want in a family boat! And Aristo-Craft's years-ahead design means dollars-ahead value. Now's the time to see your Aristo-Craft dealer for a good deal.

### Compare Quality, Features and Price, and You'll Choose Aristo-Craft, the Leader!

Sea Flash "13" — \$547  
Torpedo "14" — \$647  
Avalon "15" — \$779

Prices F.O.B. Atlanta,  
fully equipped.

**FREE**  
Write for your Aristo-  
Craft Boat Book and  
nearest Aristo-Craft  
dealer

**Atlanta Boat Works,**  
665 Pylant St., N.E., Atlanta 6, Ga.

- ☐ Please send Boat Book.  
☐ Send name of nearest dealer so I can make a  
personal inspection of Aristo-Craft.

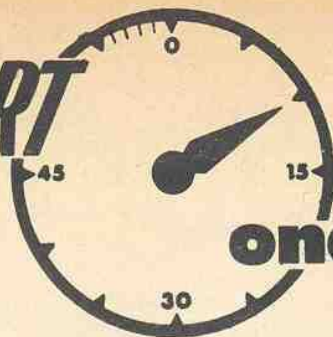
NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY AND STATE \_\_\_\_\_



## BOAT SPORT



## one minute gun

**NEW YORK, Sept. 8:** Thirty-four of 73 stock outboard starters finished the Twice Around Manhattan Island 57-mile marathon, with Bob Jacobson, Flint, Mich., in a Speedliner, leading the pack home in 1 hour 36 minutes 15 seconds. Other class winners included: AU, Stephen Stevens, N.Y.; BU, Bob Schurr, Bronx, N.Y.; CU, Hugo Wallace, Bronxville, N.Y.; and "36" class, George Bodemann, East Islip, N.Y.

**BUFFALO, N.Y., Aug. 17-18:** A 225-lb., 30-year-old Niagara Falls, N.Y., speedboat racer dominated the dramatic card of events at the Buffalo Launch Club's 1957 annual speedboat regatta on the Niagara River. The pilot, Bob Schroeder, captured the 280 hydro race on the first day, beating out Tom Carter, Drexel Hill, Pa., in a point tie; turned in a perfect point score to capture the 266-c.i. events the following day; and was runner-up on points, 969 to 1000, to Art Asbury, London, Ontario, who helmed Miss Supertest to unlimited hydroplane victory. Despite his second place point finish in the big one, Bob was the day's hero, for, leading in the first heat with syndicate-owned Wildroot Charlie (the former Gale V) he dropped out to go to the rescue of Marv Henrich, of Detroit, whose Wha Hoppen II exploded and burned.

Other class winners at the Buffalo event included: Howard Hibbert, Miami, F Service Runabout (winning the national title and setting a new world's record, 55.875 mph in his first heat); 135-c.i. hydro, Weldon Ropp, of Miami, in Miami Belle; E Service Runabout (the national championship) W.E. Jones, Hampton, Va, in Miss Bee Bee; E Racing Runabout, Bill Yaeger, Warren, Pa., driving Go-Devil; 225-c.i. hydro, Hank Vogel, Webster, N.Y., in My Sin; 136-c.i. hydro, Harold Morrison, Middletown, Ohio, Pretty Baby; and 48-c.i. hydro, Paul Brafeld of Toronto, in Little Imp II.



Miss Pit Crew 1957 buzzes Marathon Champion Robbins

**WORCESTER, MASS., Aug. 22:** At mile trials in conjunction with the Boston Globe-sponsored APBA Stock Outboard Nationals, the following new straightaway records were set: JU, Edgar Petrini, Jr., Annapolis, Md., 28.253 mph; AU, Craig DeWald, Reading, Pa., 49.164 mph; BU, Bob McCann, Pottstown, Pa., 54.115 mph; "36", George Cassi, Springfield, Ill., 38.319 mph; ASH, Craig DeWald, 53.552 mph; and DSH, Tony Rodriguez, Highland, N.Y., 70.692 mph.

**HAGUE, N.Y., Aug. 18:** Eddie Tom, Fort Wayne, Ind., helming a Rinker DU, covered the 88-mile Northern Lake George Marathon in a new record time of 1 hour 59 minutes and 46 seconds, ten minutes ahead of second place finisher Jim McCombs, Niagara Falls, who qualified for the Grand National, since Tom had already qualified at Topinabee, Mich. The old meet record had been established by Chris Smith, Pomeroy, Pa., who placed sixth in DU. 118 drivers in five classes started in the four-circuit Hague grind, which was run over choppy waves. Winners in other classes were: Bob Murphy, Springfield, Ill., "36"; Tullio Celano, Jr., New York, AU; Dave Werner, Jeddo, Mich., BU, and Johnny Harth, Massapequa, N.Y., CU.

(Continued on Next Page)



WORCESTER, MASS., Aug. 24: At the 25-lap 100-mile Mennen Grand National Marathon, Bob Robbins, West Suffield, Conn., driving a Mercury 55H-powered Sid-Craft, covered the Lake Quinsigamond route 3 minutes and 11 seconds ahead of his nearest competitor, Harold Tolford, Jr., Seattle. Others who finished in the top five at this event, which crowned the season's DU marathon champion, included Eugene "Jack" Holt, Alexandria, Va.; Ray Lenk, Detroit, Mich., and Ted Moberg, Wauwatosa, Wis. Of the 16 starters, 11 completed the entire distance.

WORCESTER, MASS., Aug. 25-26: Two new competition records were set during APBA Stock National Championship elimination events preceding the title runs. Competing on rain-swept waters which forced postponement of some events for one day, eight new champions were crowned, with only two racers being able to repeat their 1956 victories. The first new 5-mile mark was turned in by Dion Arrigoni, Durham, Conn., who upped the CU standard to 45.4 mph, only to have it shattered in the 2nd heat by John Ennenga, Grand Haven, Mich., with a new mark of 47.307 mph. Reportedly, this mark was due at least in part to use of a new Michigan 3-blade racing wheel which added several miles to his rig's performance.



Tiger Petrini, 11-year-old JU champ & new recordholder

In the first of the two days' events, Tiger Petrini scored two heat wins to capture JU class, driving a Merc-powered Karelson runabout. The 36-c.i. title was captured by Tom Schwarzenback, Los Angeles, who merged first and third in a homemade hull powered by a Johnson. In AU, Dean Chenoweth, Xenia, Ohio, scoring a first and a second, successfully defended his 1956 title, driving a Merc-powered Speedliner. The new BU crown went to Jack Hall, Pittsburgh, who piloted a homemade hull powered by a Champion Hot Rod. CU went to Johnny Ennenga in a Merc 30H-Van Pelt. Skip Forcier, racing a Merc 55H on a Sid-Craft, won in DU class.

In the hydro events, held over until Monday, Dave Hoggard, Trenton, Mich., in a Mercury-powered Sid-Craft, merged first and sixth place finishes to win the ASH title. BSH was captured by Chris Erneston, Jr., West Palm Beach, driving a Mercury-Charlton, with first and seventh places. "Bud" Goodwin, Hanson, Mass., at the wheel of a Merc-Charlton, scored a first and third for CSH victory. Both the DSH heats were won by successful defending champion Bill Holloway, Tipp City, Ohio.

Two unfortunate accidents marred the events. One occurred in CU, when Jim Burnham, Conneaut, Ohio, suffered a severe cut on his right biceps. Reportedly, he will suffer no permanent impairment. The other accident proved disastrous. William "Buck" McClung, Portsmouth, Va., defending CSH titleholder, while competing in the first DSH heat, was involved in a multi-boat accident in the first turn. McClung died of head injuries later that same evening.

(See February BOAT SPORT for full story and pictures of the Stock Nationals.)

MAYS LANDING, N.J., Sept. 2: Harry Nickol, York, Pa., won the APBA 44-c.i. runabout class championship in his Crosley-powered homemade hull Schaene Maedel, in which he dominated both heats, averaging 43.312 mph in his fastest. The 48-c.i. event went to national champion F.C. "Doc" Moor, Miami, in his Southernaire, with the 136 hydro events going to Randy Eastburn, Newark, Del., in his Sooy-Ford First Affair. At this Winding River Boating Assn.-sponsored regatta that combined inboards with stock outboards, the 5000 spectators who lined Lake Lenape saw Jane Smith, Ridley Park, Pa., beat out Dick O'Dea, Paterson, N.J., on an elapsed time basis in ASH. Roger Hoffman, York, Pa., class runner-up at the APBA Nationals, scored top AU honors in his Sid-Craft Wendy Lynn. Hal Kelly, Bergenfield, N.J., dominated the B events, taking BSH in his own-designed and built Buzzard, and BU in his Kelly-designed FooLing. Dick Rees, Pottstown, Pa., in a Richcraft, his Screamin' Demon, topped the CU's.



**BOAT SPORT**  
*is published*  
**EVERY OTHER  
MONTH**

Next issue

**FEBRUARY 1958**

**On your newsstand Dec. 17**

(Advertising closing date Nov. 1)

**APRIL 1958**

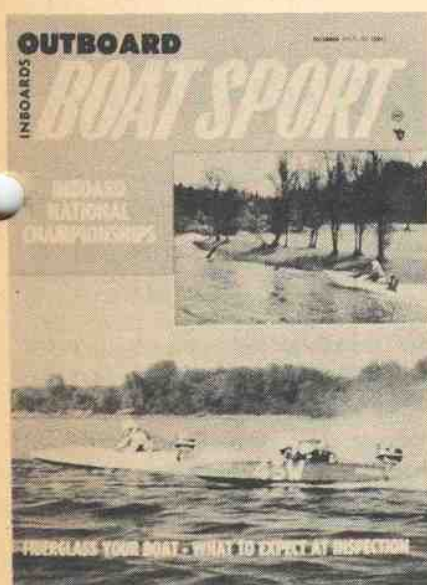
**On your newsstand Feb. 15**

(Advertising closing date Jan. 1)

**JUNE 1958**

**On your newsstand April 15**

(Advertising closing date Mar. 1)



COVER: The two color photos on this month's cover illustrate the two types of boat races—the closed course and the marathon. The smaller photo, in which the grueling job of the marathon driver is set against the idyllic background so often chosen for these events, is likely to be duplicated more and more often, following on the success of the Mennen Grand National Marathon this season at Worcester, Mass.

**CONTENTS for DECEMBER 1957**

<b>ONE-MINUTE GUN</b> .....	<b>3</b>
<b>INBOARD NATIONAL CHAMPIONSHIPS</b> .....	<b>6</b>
<i>By Shanon Place</i>	
<b>MUNCEY-RHODES DO IT AGAIN</b> .....	<b>10</b>
<i>The Golden Gold Cup</i>	
<b>DEAR HANK</b> .....	<b>13</b>
<i>Bowman answers technical mail</i>	
<b>FIBERGLASS YOUR RACING BOAT</b> .....	<b>14</b>
<i>By Hal Kelly</i>	
<b>TOROUÉ TALK</b> .....	<b>16</b>
<i>By Lou Eppel</i>	
<b>WHAT TO EXPECT AT INSPECTION</b> .....	<b>20</b>
<i>By Hank Wieand Bowman</i>	
<b>WINNEBAGOLAND</b> .....	<b>22</b>
<i>Wisconsin's annual marathon grind</i>	
<b>BOAT SPORT COVERS THE RACING SCENE</b> .....	<b>24</b>
<i>By Blake Gilpin</i>	
<b>NEW ORLEANS-ST. LOUIS RECORD RUN</b> .....	<b>28</b>
<i>By Roy Cullum</i>	
<b>IT'S NEWS</b> .....	<b>30</b>

Joseph J. Hardie • Raymond J. Kelly, Publishers  
Frank Scalpone, Editor  
Richard Van Benschoten, Editorial Advisor  
Hank Wieand Bowman, Technical Editor  
Paolo Speroni, European Correspondent  
George Weaver, Art Director  
Friede Strobl, Art Editor  
Larry Haje, Art Assistant

DECEMBER 1957—Vol. VI, No. 4 (Whole Number 37). BOAT SPORT is published bi-monthly by H-K Publications, Inc., 801 Southeast 9th St., Minneapolis 14, Minn. Editorial and executive offices: 215 Fourth Ave., New York 3, N. Y. Second-class mail privileges authorized at the Post Office at Minneapolis, Minn. Copyright 1957 by H-K Publications, Inc. Although unsolicited manuscripts are handled with care, this magazine assumes no responsibility for their safety. Printed in U.S.A. For advertising rates address: Advertising Dept., Boat Sport, 215 Fourth Ave., New York 3, N. Y. (Phone GRamercy 5-2509). West Coast Repr., NED BRYDONE-JACK, 714 Olympic Blvd., Los Angeles 16, Calif. (Phone Richmond 8-7327). Subscription rates: Annual (6-issue) subscription \$2.00 in U.S.A.; \$2.30 elsewhere; two-year (12-issue) subscription \$3.50 in U.S.A.; \$4.10 elsewhere.





## A.P.B.A.'s. Inboard National Championships

GUNTERSVILLE, in the northeastern part of Alabama, is located nine miles above the TVA Tennessee River Dam on beautiful Lake Guntersville, one of the largest man-created reservoirs in the world. Just west of the town proper, the Junior Chamber of Commerce, an American Power Boat Association member club, laid out a surveyed and protected mile-and-two-thirds course with the starting line and main straightaway paralleling at close hand a levee. The levee banks served as natural grandstands for the estimated 25,000 spectators who viewed

the 18th annual Guntersville Regatta. The 1957 late July affair was of far greater importance than any speedboat race previously held in Alabama. Actually it the A.P.B.A. inboard hydro drivers' key event of the year, for it marked the first time in A.P.B.A. history that the national championships of four of its most highly competed-for inboard hydroplane classes were decided at one location.

Those who had viewed with skepticism the lumping together of a number of national championships at one site on a single weekend left the races

once the last rooster tail had died down with a feeling that they had seen one of the greatest inboard regattas of all time. Franklin Foulke, Essex, Md., A.P.B.A. Vice President and Inboard Chairman, Referee Al Bauer, Paoli, Pa., and the other A.P.B.A. officials, and Regatta Chairman and Vice-Chairman Charlie Pass and Clayton Carter teamed together with the drivers of sixty-four 48, 135, 225 and 266 cubic inch hydroplanes to put on one of the most exciting and smoothly functioning national championships ever conducted.

The unsuccessful 135-c.i. defender, *Cumon Baby II*, is snapped as she is driven to a second place finish in the last of the 135-c.i. heats.



Jack Prince, in his 48-c.i. *Jester*, gets a hand from hard-luck Sunny Jones, who hasn't finished a 48-c.i. heat here in four years of trying.





Left, opposite page: Action in the 266 events, with new champion Ray Gassner at left, Dr. Linss, and George Smith, right.

Right: The Lauterbach-designed *Wa Wa*, with Ron Musson at helm, zooms across finish line to the 225 hydro championship.



## FINE RACING AT GUNTERSVILLE AS FOUR INBOARD CLASSES COMPETE FOR TOP HONORS

By Shanon Place

Nearly every available accommodation in the Guntersville area was booked weeks in advance, with drivers and their pit crews jamming such prized locations as the Lakeshore Motel, where every facility from swimming and fishing to shuffleboard was placed at their disposal with no sudden boost in rates, to hotels and motels as far distant as Huntsville to the northwest and Gadsden to the southeast.

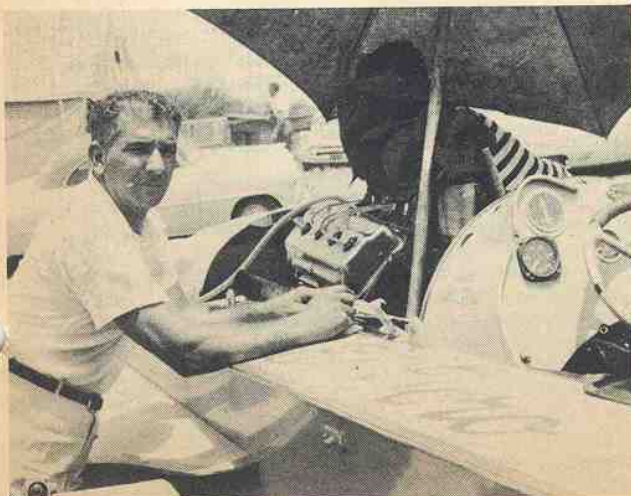
With only twelve boats permitted in each of the championship heats, pre-race day eliminations were required for the nineteen registered 266's, the

seventeen 48's and the twenty 135's. The defending championship boats were present in three of the four classes, but even the \$200 appearance money posted for each defending champion hadn't been enough to attract the 48-c.i. record holder, Jack Colcock of Seattle, Wash., who was entered that weekend in a regatta in his own state and thus abdicated his crown. Frank Neeley, El Monte, Calif., had trailed east, with Jack Salmon, Pico, Calif., assigned to the cockpit of his 135-c.i. *Cumon Baby*. Mac Weiferling, Dayton, Ky., was also already

qualified with his title-holding 225 *Rig-a-Mortis*, and Ron Musson, Akron, Ohio, was assigned to race Bill Ritner's 266 *Wa Wa Too*, the 1956 champion.

Referee Al Bauer, in the interest of safety, wisely insisted on the replacement of metal buoys with inner-tube-fendered bean baskets. Sid Street was later to be thankful for Bauer's foresight. Four buoys were located at each turn, with the entering buoys painted black and orange. Also in the interest of safety, large white targets like range markers were placed on the shore at either end of the course so that drivers

Earl Silva of New Orleans, who is accustomed to racing in hot climates, grooms his 266-c.i. *El Toro* under the welcome shade of a beach umbrella.



BOAT SPORT

Official lineup: APBA Prexy Don Guerin (dark glasses); Referee Al Bauer; E. M. Peatross and Frank Foulke, Inboard Racing Comm.; and Bill Johnston.







New 135 champ Bob Hamilton, Fort Lauderdale, Fla., exhausted but happy, rests on the Henry Lauterbach-designed hull that carried him to victory.

Left: Lou Balas, who hails from Oak Park, Ill. (note sign), gives some last minute grooming to his two-toned green 135-c.i. hydro, *The Moaner*.

coming off the fourth buoy at high speed could line up with the first turn buoy at the opposite end of the course. The run from the starting line to the first pin was a comfortable 1500 feet, with 440 feet offering ample room for twelve boats between the electric clock and the starting line marker.

The first qualifying heat listed eight 48's, though only seven reached the starting line, as Howard Haley of Lebanon, Tenn., ran into powerplant difficulty. Jack Prince, Winter Haven, Fla., who uses an outboard driving style, kneeling and using a hand throttle, broke into an early lead and for the first lap appeared to be a walk-away winner when he opened up a comfortable margin on F.C. "Doc" Moor of Miami. Doc, who is somewhere on the shady side of 50 but who admits to only 35 years, began to gain on Prince. A two-boat duel developed for a lap, with Moor moving up into a threatening position coming off the fourth buoy of the last turn only to lose fuel pressure, start blipping and finally finish second, 13 seconds behind the winner. Prince averaged 56 mph for the five miles. Moor was second. Paul Bauer, Deer Park, Ohio, finished third, in a tight battle with Bob Goodlett, Nashville, Tenn., who

tailed Bauer by less than a boat's length at the finish.

Bascom Grooms, Jr., Key West, Fla., scored a relatively easy victory in the second elimination heat of 48's, with the real battle for second. Last place starter R. E. Bridges, Jr., New Orleans, did an excellent job of moving up from seventh spot at the start to a second place finish, beating Russ Billings, Milwaukee, to the line by only 1 2/5 seconds. Grooms' speed was 53.6 mph. It was obvious by this time that most of the drivers were playing it cozy, and, with only \$50 a heat riding on the eliminations, most drivers were content merely to qualify and save their rigs for the title events the next day.

The first heat of 135's brought veteran Sid Street, Kansas City, Mo., out among the field of eight drivers vying for qualifying spots. Since eleven were to qualify from two elimination heats, these were to be the first five in each heat and the faster sixth, placing a bit of added pressure on the tail enders. Street's outfit was obviously fast but it just as obviously took a driver of Street's unquestioned ability to handle the flighty rig. During pre-race testing, Sid nearly lost his boat when it became airborne running downwind. The outfit had been made

a bit less unmanageable by the addition of a strip of rubber hose over the bow, which acted as a spoiler to prevent the rig from becoming airborne. Bob Schroeder, Niagara Falls, hit the line full bore on the outside of the closely bunched field, grabbed the advantage at the first corner and was never headed, averaging 62 mph for the distance. Street was second.

Nine 135's answered the gun for the second elimination. Lou Balas, Oak Park, Ill., in a two-toned green hull, averaged 64.888 mph to nose out O. B. "Red" Reeder, Hutchinson, Kans., a Chief Radioman in the Navy, at the beginning of the final lap, to lead him to the line by nearly three seconds. Both Ennas Argence of New Orleans and Carter Parish, Jr., Fredericksburg, Va., in third and fourth spots, clocked faster time than the winner of the previous heat. Bob Hamilton of Fort Lauderdale, Fla., in his *Shake, Rattle 'n' Roll*, coasted around at a 57-plus clip to safely qualify in fifth spot.

Lead-footed Bob Schroeder scored a second heat win in the eliminations when in the first heat for 266's he brought his red and mahogany job in at an average speed of 71.146 mph, well ahead of the other six finishers. A disappointment occurred in this heat when one of the favored boats, *Miss*

**BOAT SPORT**





Ron Musson, Akron, Ohio, left, chats with owner Bill Ritner, for whom he drove three boats. They won in 225 but failed to retain Wa Wa's 266 title.



Right: Don Dunnington is shown in cockpit of Miss Pinky, which he drove to victory for owner Bobby Smith (behind him). Mechanic Jim Garvey watches.

*Pinky*, a Chevy-powered bomb, tore off its shaft on the backstretch of the first lap. As a result, *Pinky* failed to qualify. *Miss Pinky*, a Lauterbach hull owned by Bob Smith of Baltimore, uses a 1" diameter driveshaft, while most of the present-day crop of 266's are fitted with shafts of 1 1/8". However, *Pinky's* owner attributed the loss of a shaft and propeller to a bearing failure and had the outfit repaired and ready to go for the free-for-all Governor's Cup the next day, despite not being qualified to enter the championships.

The final 266 elimination heat was won by William "Doc" Linss, Highland Heights, Ky., as the rest of the field strung out cautiously.

Championship day was a scorcher. The ruffled water of the day before had subsided to glassy smoothness as scarcely a breath of air cut the 100° atmosphere. The racing of the two days showed little resemblance. This was immediately apparent in the first heat of 48's. Ten of the twelve starters hit the line, with F.C. "Doc" Moor grabbing off an early lead on the first backstretch and scorching in for the checker at a 63.784-mph tempo, nearly ten miles an hour faster than the average of the elimination heats the day before. Jack Prince finished second in a challenging position 1 1/2 seconds

behind Doc, with Bascom Grooms third.

In the second heat of 48's many bets still rode on Prince, because of his performance in the qualifying round. Actually there was an even sounder reason to stack the odds against Moor's repeating his first heat win. This was no reflection on the Miamian's driving; Doc admittedly was baffled by a lubrication condition in his Crosley which was seemingly starving the forward section of the camshaft. In an early morning check-out, the leading cam was obviously overheating, and Doc was fearful that the overheated mill wouldn't last two laps. The chances of the cam's staying together for two full heats was even more remote.

Prince was apparently overly tense and lost his big opportunity for a crown by crowding the clock and then having to kill his speed during the last five seconds. This caused him to get away toward the first corner in a poor fifth spot. Doc Moor, meanwhile, had seemingly tossed his championship chances out the window, for he hit the startling line in near-tail-end position. At the end of the first lap, Doc, despite hard driving, had only worked his way up to fourth place. Leading at that stage was R. E. Bridge, Jr., who had finished fourth in the first five-mile

go. Prince was riding second with Grooms third.

On the backstretch of the second lap Moor apparently decided to cast caution aside and take a chance on running flat out with the already partially crippled powerplant. His all-or-nothing gamble paid off, for the little mill never once faltered. At the end of the second lap, Bridges, Prince and Moor flashed past the officials' stand grouped in that order so tightly that scarcely a boat length separated the three. Into the first turn of the green flag lap, it still appeared to be anyone's race. Doc chose the outside route, moved cleanly around the dual threats to the crown, and from that point on had it all his own way.

Surprisingly enough he clocked the second heat at an identical speed average to that made in the first, despite his poor start. As he took the checker, Moor kissed his right hand and reached over and passed the kiss on to the cowl that covered the little mill that could and would, lubrication or no. The Miamian has long been one of the country's top 48'ers and in winning his first national title in the class he finally received full recognition for his years of hard campaigning.

(Continued on Page 36)



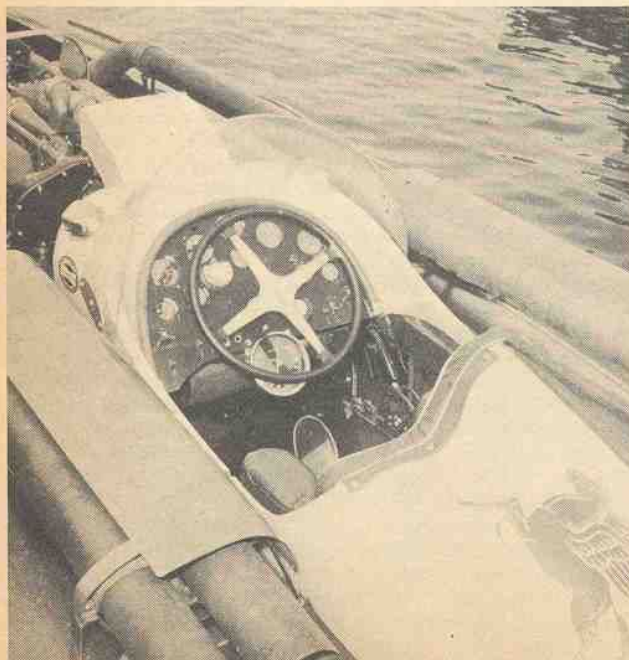


Miss Thriftway, with Bill Muncey at the helm, flashes by on her victory lap after capturing her second straight Gold Cup.

## MUNCEY-RHODES do it again

FIFTIETH GOLD CUP IS A THRILLER

By Blake Gilpin



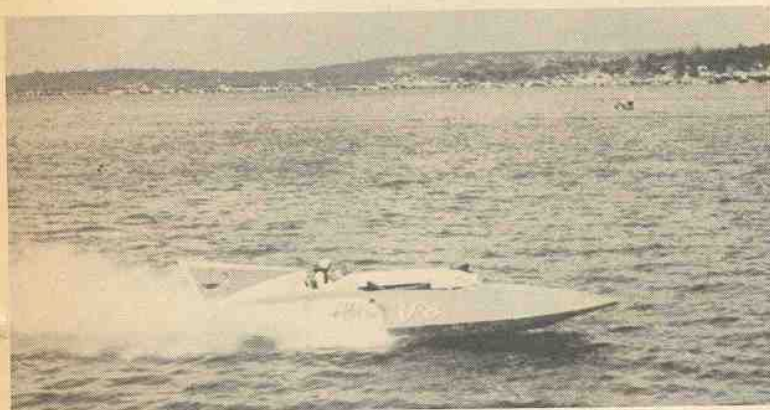
The cockpit of a typical Gold Cup hull displays the complicated array of instruments, switches, and levers required to pilot the big craft.

THE GOLD CUP COMPETITION staged at Seattle for the showboats of speedboating was proof again of the cliché that the race doesn't always go to the fastest. Bill Muncey, the 1957 King of the Unlimiteds, can comfortably wear the crown he successfully defended on Lake Washington without fear of anyone screaming "fluke." Bill performed the unbelievable when for the third year in a row he turned in the most consistent average performance in the three thirty-mile heats which make up a Gold Cup race—but Bill Muncey wasn't necessarily at the helm of the fastest boat, at least according to the records, and the testimony of many of the thousands of the fans who lined Lake Washington.

No one knew for sure which of the 15 Unlimiteds that qualified for the fiftieth running of the Gold Cup was actually the fleetest. On paper Bill Waggoner's *Maverick* looked best, with its 117.04 mph qualifying pace under the helmsmanship of jet pilot Bill Stead. Others figured that Bill Boeing's *Miss Wahoo*, which had clocked 112.344 mph for its pre-race three laps, was the fastest thing on Lake Washington. Still others considered *Hawaii Kai III*, the boat that was given to the former *Slo-Mo-Shun* crew by ex-owner Edgar Kaiser, was currently the speediest piston-driven boat in the world. *Kai's* qualifying speed was posted at 111.347 mph, but shortly after dawn Saturday morning, the day before the race, despite already being qualified, *Kai's* driver Jack Regas unofficially turned three laps at close to a 120-mph clip. Regas wanted to capture the Pop Cooper Trophy (posted this year for the first time, for turning in the fastest qualifying time) for his crew chief Mike Welch and his other crew members who



Bill Stead, in *Maverick*, scored fastest qualifying time but wound up third as final points were tallied.



*Hawaii Kai* streaks across the finish line after winning the Martini Rossi trophy, earned for clocking the record-breaking time of 109.382 mph for a thirty-mile heat.



*Hawaii Kai* mechanic talks shop with Willard Rhodes, Thriftway owner, right, and design wizard Ted Jones.

had already made history behind the scene grooming the *Slo-Mos* during their reign as Gold Cuppers.

A lesser number of the fans, including this reporter, refused to sell *Miss Thriftway* short. Bill Muncey had already proved that he had as heavy a throttle foot as there was in the sport, with his qualifying run at a far-better-than-respectable 108.472 mph. Bill told me that he would have liked to shoot for the Cooper award but owner Willard Rhodes said no. "I've never known the boss to be wrong," Bill said, "so I followed his instructions. He's right, for you can't win a Gold Cup in a couple of high speed laps. The thing is to make sure she lasts for 90 miles."

If these hundred-plus figures don't seem impressive, keep in mind that they are an average for three circuits of a three-mile oval course. To give you an idea of just how fast you'd have to go to push a hydro around the course the way Bill Stead did, you'd have to figure on running down the two approximately one-mile-long straight-aways in about 25 seconds and bending through the approximately-half-mile-long corners in about 20 seconds each. A mile in 25 seconds is *only* (?) 144 mph, but remember that you cut down your average considerably coming out of the corners at under 90 mph. It takes a bit of time to accelerate to near peak speed and not even the top driver in the business wants to enter the first buoy flat out or it might mean sudden death, so that in the short stretches where you can air out, you must really put your foot into it. The speedometer on Bill Stead's *Maverick* only clocks up to 150 mph. Stead estimated that during his qualifying run he had to top 170 mph over the quarter-

**BOAT SPORT**



The sportsmanlike driving of Chuck Thompson in giving way to *Hawaii Kai* made possible Jack Regas's scorching average speed.





Fastest heat and fastest lap were turned in by Jack Regas, driving *Hawaii Kai III*.



Grocery tycoon Willard Rhodes (behind cup) enters Gold Cup Victory Circle for the second straight time.

## GOLD CUP continued



Two engines flown across continent put Jack Schafer's *Such Crust* in race. He tells Inboard Racing Chairman Franklin Foulke, right, of the incident.

mile run on each leg of the course when he could peak out and the indicator needle reached the top of the dial long before *Maverick* had wound up full bore.

There were plenty of other boats among the qualifying field that didn't find the 100-mph mark tough to break. Bill Cantrell in Joe Schoenith's *Gale V* averaged 105.305 mph. Jet pilot Brian Wygle, in Willard Rhodes' radically designed cockpit-over-sponsons *Thriftway Too*, made the three-lap nine-mile distance at 103.194 mph. Al Benson, in Jim Ausland's *Miss Seattle*, was clocked at 102.815 mph. Jay Murphy, in his *Breathless II*, did the distance at 102.473. Freddy Alter, in George Simon's *U. S. I*, was clocked at 100.16 mph, and *Miss Bardahl*, owned by Norm Christiansen and driven by Norm Evans, qualified at 100.590 mph.

One of the non-qualifiers of the twenty-one boat entry list which in time should prove to be an outstanding threat is the other Simon boat, *Miss U. S. IV*, designed and built by Henry Lauterbach. The boat was slated for Don Wilson's helmsmanship and clocked a number of practice laps at well over 95 mph. However, its designer and builder hadn't had an opportunity to groom the boat completely into racing condition and felt that her handling

(Continued on Page 33)



BOAT SPORT's racing reporter Blake Gilpin, left, enjoys a joke with Thriftway's driver Bill Muncey, Gold Cup winner, and his wife Kitty.



Puzzled crew of *Miss Wahoo* study the carburetors which became balky and blasted driver Mira Slovak's hopes after his fast first heat.

BOAT SPORT





# Dear Hank:

## TECHNICAL QUESTIONS ANSWERED BY HANK WIEAND BOWMAN

**QUESTION:** I am planning to build an inboard runabout and would like to use the Chevrolet V-8 engine. Could you tell me how big a boat and how many horsepower would be necessary for a good 45 mph? Where can I get plans and a frame kit?

—Sandy Hetherington, Greensboro, N. C.

**ANSWER:** Speed on the water, as you know, is dependent not only on horsepower but on hull design. With the Chevy V-8, 45 mph is fairly easy to obtain without sacrifice of safety. Certainly you can expect to obtain it with a runabout in the 16-foot category which will have ample beam and will also serve you as a ski tow boat.

Glen L. Marine, Box 565, Compton, Calif., offers a number of runabouts that are available in frame kit form or as plans. In particular, they have a 16½-foot hull with a beam of 83 inches which, with a 165-hp installation, will run better than 50 mph. The hull is designed to take any automobile motor conversion weighing less than 1000 lbs. My bet would be that you can expect better than 55 mph with this, which is known as the Glen L. Hot Rod.

**QUESTION:** I have just purchased a used Mercury Mark 20H of recent vintage, seemingly in good condition and showing no abuse whatever. When we tried the motor in a test tank it started and seemed to run okay. However when we take it to the lake and put in on a runabout (a Hal Kelly B. Airborne with fiberglass bottom, weighing 154 lbs.) the motor will hardly start, and lugs down and quits in about one minute.

We've checked everything and have concluded that it is a problem of the carburetor not feeding sufficient fuel under load; or else the compression is very bad. I plan to get a new carb, pistons, and rings. Are we on the right track? And what props do you suggest for this rig? —Joe Harper, Duncan, Okla.

**ANSWER:** It is extremely difficult to analyze motor problems by mail, but there is certainly no reason at all why your 20H shouldn't plane a 154-lb. boat of the Kelly design at a good speed. I would be inclined to think that you are having ignition trouble and certainly wouldn't go to the expense of new pistons and rings at this time. Have your local dealer check over the ignition, and be sure that the points are properly set. They should be timed to break 180° apart in proper timing sequence with the piston travel.

As to props: most of the boys who are racing start out with a standard factory B wheel or a Michigan or Oakland Johnson. However, most of them rebalance and recut the props along their own ideas and arrive at the final design only after great experimentation. Most drivers, too, go through a half-dozen wheels until they find the one that is most satisfactory. For the time I would stick to your standard factory BU wheel, until you get the other problems of the motor ironed out.

**BOAT SPORT**

**QUESTION:** I am interested in the Mark 75H's modified to alky. How fast are they expected to run on hydros? In your article on high speed racing hulls (BOAT SPORT, August, 1957) you predicted that sit-down cockpits and foot-operated safety throttles would come into use. A picture with that article shows his arrangement on Class X boats; but could this be done in the smaller classes?

—George Holland, Dixon, Ill.

**ANSWER:** The sit-down-type Class X boats have never been used here in the United States. Actually I feel that the Mark 75 modified to alcohol will very probably be driven on a wide-beam three-pointer that will be not unlike the 135- or 136-c.i. inboard hydros in bottom configuration and specifications.

I have heard some people prophesy speeds of over 100 mph with the modified-to-alcohol Mark 75. Frankly I doubt that this much gain can be expected from the additional 20 cubic inches, although I do expect that in time the Mark 75 with alky fuel and a lower unit set up for straightaway activity will top the 85-mph mark.

**QUESTION:** I have noted in the ratings of the horsepower of outboard motors that they are not all rated at the same rpm. Last year's 15-hp Evinrude was rated at 4000 rpm; this year's 18-hp is rated at 4500 rpm. Mercury rates their motors at higher rpm. How would these motors compare if they were all rated at the same rpm, and why are they rated differently? —Joe Fishback, Atlanta, Georgia

**ANSWER:** You are quite right when you state that the manufacturers rate the horsepower of their motors at varying rpm. If a motor, for example, is rated at 20 hp at 4000 rpm and a competitor's is rated 20 hp at 4500 rpm, it is more than probable that if both motors were rated at the 4000-rpm mark the latter motor would show a loss of peak horsepower rating. The rpm at which a motor attains its maximum horsepower will vary according to the design of the motor itself. This is a characteristic inherent in one particular model.

Mercurys in general get their horsepower rating at a higher rpm, since these motors are designed to be run at higher revs. Keep in mind that the manufacturer always builds a safety factor into these motors, and that the rpm listed are safe rpm.

Oddly enough, it is not true that the higher you wind a motor the more horsepower you will develop. Every motor has its own horsepower curve, and when the maximum rpm is reached, extending the motor beyond and winding it at higher rpm results only in a loss of power. Thus a motor used in competition that attains its peak rpm at, say, 5800, may show a horsepower loss if wound up to 6200. Beyond this point, one could write a book of explanation concerning your question, but I hope this will be helpful to you.

**QUESTION:** I have a Mark 20 Mercury with a stock aluminum power prop and would like to know what type of prop and what size I should get in a two-bladed series. This Mark 20 will be on a Class B stock racer weighing approximately 120 lbs. My main interest is to get a two-blade prop that will give me the best speed. —Norman Ruff, Marshall, Mo.

**ANSWER:** I would suggest that you use a Kaminc propeller, made by Mercury Outboard Motors, Model 48-26011, as a starter. You refer to your motor as a Mark 20, which I assume it would be if it was originally equipped with an aluminum prop. This motor, on the boat you describe, will not be as fast, of course, as the Mark 20H, the racing version, would. However, performance will be improved by the two-bladed wheel I mentioned.

**QUESTION:** How can I modify a 1956 30-hp Johnson to obtain the highest possible speed? The motor will be raced in "36" class, but I am not concerned with meeting APBA specifications, as it will run only in non-sanctioned races where everything goes except burning alcohol.

I have installed a fuel intake plate and leaf plate from a 1957 35-hp Johnson, and removed the baffle plate from between the powerhead and lower unit. How far can I go toward obtaining more rpm from this motor before it reaches the danger point? I have been thinking of shaving the heads. Would this be a good idea, and if so, what would be the best amount to remove? Could you suggest a book that tells in detail how to make such modifications? —Dale Powell, Salem, Oregon

**ANSWER:** BOAT SPORT in the past has carried a number of items on tuning the "36" motor for competition. Also, in a recent issue of OUTBOARDING GUIDE, September, 1957 (available for 35c through BOAT SPORT) I wrote an article on "More Speed from your Outboard Motor" which I am sure will have some helpful hints for you.

Rather than shaving the heads to obtain higher compression ratio, as a first move why not put in a paper-thin cylinder block gasket, which will accomplish the same thing without removing any metal? Keep in mind that this will not be legal in any sanctioned race.

Some drivers have found that they have attained a considerable increase in the "36" class by adding metal to the leading end of the lower unit gearbox, that is, the point of the "torpedo."

I think you would find a considerable amount of helpful information on hop-up in general, which could be applied to your motor, in my Encyclopedia of Outboard Motorboating, published by A. S. Barnes and Company, 232 Madison Ave., New York 16 (\$5.75). You can order the book directly through the publisher or place your order with a local bookstore.

(Continued on Page 41)



This B Runabout is taking a pounding, but her fiberglass bottom will stand lots of abuse.



# FIBERGLASS YOUR RACING BOAT

By Hal Kelly

**FIBERGLASS YOUR HULL'S BOTTOM FOR LONG WEAR  
AND MINIMUM UPKEEP, SAYS WELL-KNOWN DESIGNER**

**W**OULD YOU LIKE to make your racing boat last twice as long? Want to save yourself the job of revarnishing the bottom of your boat in the middle of the racing season? By all means, fiberglass the bottom. The total expenditure is low: cloth and resin for a B Runabout cost under \$25, an investment well worth while. Your boat will be easier to keep in top shape, and fiberglassing will keep the hooks and rockers out of the bottom. You'll find the bottom easy to repair if you put a hole in it . . . which is not likely with a fiberglass bottom.

When you buy your next boat, talk the builder into leaving the bottom and non-trips unvarnished, so you can fiberglass her. If the boat is already var-

nished, you must get *all* the varnish off. Do not use a varnish remover; rent a disk or belt sander and sand the bottom clean. Rough sandpaper can be used; don't worry if the wood is gouged up a bit, as long as all varnish or paint is removed.

For the first coat, the resin should be thin, just a little thicker than varnish, so that it will penetrate into the wood. If the wood soaks it all up give her another coat. Use styrene to thin the resin if necessary.

When you are ready to apply the resin, a hardener, or catalyst, must be added. Directions as to the precise amount to add come with the resin, but remember that a little less hardener is better than too much. The resin,

once the catalyst is added, will harden in the pot before it will harden on the boat, and if it hardens too fast it will have to be discarded.

Heat quickens the speed of hardening. You can speed hardening, if the process is taking too long, by putting the boat out in the sun. Since generally the reverse is true, and you will need all the time available, set up the job in the shade.

You are now ready to apply the cloth. Fiberglass is strongest when the resin weighs the same as the cloth, so weigh the cloth to determine how much resin to prepare. A thicker resin than used for the undercoat is better for this.

Lay the cloth out on the bottom and

**BOAT SPORT**





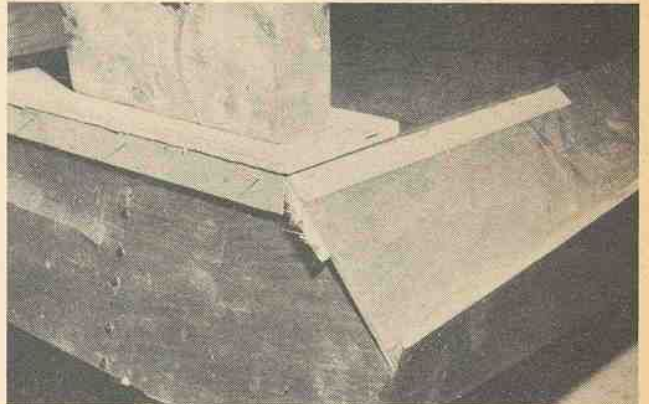
The fiberglass is laid over the hull bottom and trimmed to size. This is boat-cloth grade and it trims well; notching in front is unnecessary.



Resin is applied to half the bottom at a time. After the cloth is laid back over the stern, the forward half is treated in the same manner.



The entire bottom has now been covered with resin, and the cloth laid over it. More resin is now applied over entire surface with a squeegee.



To hold corners sharp, cover with cellophane. Tack strips of wood over the cellophane to keep in place. Cellophane peels off when resin dries.



All large bumps are ground off with a disk sander. Don't cut into the cloth, except at the edges, where it must be feathered into non-trips.



A large flat iron plate is ideal for sanding the stern section flat. Use an open-cut garnet paper, medium grade, for this part of the job.

cut it to size. Now fold half the cloth back and spread resin on the bottom. A squeegee is ideal for this. Fold the cloth back over the bottom and repeat this operation with the other half. The underside of the cloth is now covered with resin. Spread the remainder over the top of the cloth; an old scrub brush does a good job in getting the resin to penetrate the cloth. When the cloth is hardly visible you know the resin has penetrated properly. Now use the squeegee to spread the resin evenly. Make sure there are no air bubbles under the cloth.

You will find it hard to get the cloth to drape over sharp edges. I lay cellophane over these parts and tack wood

(Continued on Page 34)

**BOAT SPORT**



Final sanding is back-breaking but very important. After final application of resin is hardened, wet-sand bottom down to a perfect flatness.





Veteran campaigner "Doc" Moor takes the checker at New Bedford; five firsts in six starts in three days is a record in anybody's book.

## TORQUE TALK

By Lou Eppel

**F**OR TOO MANY YEARS, inboard racing in the New England area was practically non-existent except on a purely local level. However, with the strong backing and enthusiasm of the New England Inboard Association, under the active guidance of Harold "Red" Moynahan of South Hadley Falls, Mass., A.P.B.A.-sanctioned inboard racing has come to life, and in a big way. This year a three day circuit was worked out, teeing off with big doings at New Bedford, Mass. on July fourth.

After a one day layover, racing resumed at South Hadley, Mass. on the sixth and seventh of July, with full fields in all classes from both Canada and the U. S.

New Bedford's regatta was their first inboard affair, and the competing drivers were given first class facilities, liberal doses of New England hospitality, and good racing conditions. The city fathers who underwrote the regatta were most impressed with the turnout and competition, and it is a

fair bet that New Bedford will have an annual inboard race in the coming years. The fact that a change in the wind brought about rather lumpy conditions on the well-laid-out race course later in the program did not cause too much grief to the equipment, but some toll was taken. Evidence of this was clearly seen at Red Moynahan's home, where on Friday, the day between the New Bedford affair and the first day of racing at South Hadley, some thirteen pieces of racing equipment were gath-



Three 136's come down for the starting gun at the New Bedford events. Bill Steinfield, shown at left in *High Society*, copped both the heats.



"Bud" Schroeder cleaned house in the 280 hydro class at New Bedford, but ran into tough luck at South Hadley, costing him severe hull damage.

BOAT SPORT





Fine shot of Bob Zindorf at the wheel of Dick Sooy's 280 hydro *Double Eagle*, which he piloted to a pair of wins at the South Hadley regatta.

Canadian entry *Miss Enkay*, a 135 class hydro driven by Don McDonald of Toronto, was winner at New Bedford and at So. Hadley's opener.



Bob Schroeder, helming *My Ambition*, came within one mph of equaling national 5-mile competition record, clocking 86.956 at New Bedford.

Nine boats in the 136 class stepped up to the 225's at Burlington to make it possible for the mere two boats entered in that class to race.



Photos: Ted Koopman, Harold Flecknoe

## EASTERN INBOARD INVASION OTHER REGATTA HIGHLIGHTS

ered, undergoing minor, and in some cases major, repairs in an effort to be ready for the first heat.

The course at South Hadley on the Connecticut River offers both the drivers and spectators ideal conditions, and the speeds turned in indicate that this is one of the fastest one-and-two-thirds mile courses in the country.

A field of eight boats answered the starter's flag in the 48 hydro class, which found F. C. "Doc" Moor of Miami emerging in the number one posi-

tion with a clean sweep of both heats. Doc's fastest heat was at 61.433 mph. Frank Raccipope of Washington, D. C., chalked up two second places in the two heats to garner second overall, while Bob Wahl of Rochester, N. Y., with a third and a fourth, compiled enough points to take third place in the final standings.

The 136's came out in force with a full field of twelve starters. Randy Eastburn of Newark, Delaware, with a second and a first, amassed 700 points

to be the number one man in this event, beating out Frank Fugle, Jr., of Plainfield, N. J., whose win in the first heat established the fastest time of the day in this class. Fugle's speed was 57.252 mph, but he was unable to maintain the pace in the second heat, placing fourth for a point total of 569. Third in the final standings was Bill Steinfield of Malverne, N. Y., who scored a third and a second in the two heats.

(Continued on Next Page)



Ronnie Smith, in *Jersey Devil*, farthest from camera, takes *Wa Wa* on the north turn at New Bedford. Ron holds world mile record at 111.472 mph.

BOAT SPORT



*Al-E-Cat*, Al Cosa's 280 hydro, was well handled by driver Ray Lynn, with two seconds at New Bedford and three thirds and a fourth at So. Hadley.





Miles River regatta, on rough water at St. Michaels, Md., saw Carter Parrish, Jr., Fredericksburg, Va., win the 135-c.i. class with two firsts.

## TORQUE TALK continued

When the 135's were announced, eight boats roared out of the pits, and in the first heat Joe Wolf of Reading, Pa., blasted around the smooth waters of the course at a blistering 70.312 mph, but a disqualification in the second heat put rotund Joe in third place in the final summations. Don MacDonald of Toronto, one of the two Canadians in this event, racked up a third and a first to come out as high scorer, with George Middleton of Melrose, Mass., taking second place with his fifth and a third. Red Moynahan, through whose efforts the regatta became an actuality, scored a fourth and a third to be just six points out of third place behind Wolf, 394 to 400.

The stock 280-cubic-inch hydros appeared in force, with eight boats getting out on the course. Top man in straight heats was Dick Sooy of Pleasantville, N. J., at the wheel of Bob Zindorf's *Double Eagle*. Bud Schroeder of Niagara Falls, N. Y., placed second to Sooy in both heats to insure his second place in the finals, while Ray Lynn of Philadelphia, Pa., followed Schroeder across the line in both heats for a solid third. Sooy's fastest heat was clocked at 70.03 mph.

After the 280's the fleet 225 hydros left the pits and answered the starting gun. Six of the best in the East, with two Canadians in the field, roared down to the starting line. With the checkered flag, the scorers recorded Ron Musson of Akron, Ohio, at the wheel of Bill Ritner's going Lauterback-Ford combination, in first place in both heats. Ronnie Smith, of the well-

known father-and-son team of George and Ronnie Smith of Mt. Holly, N. J., took two second places, while John Heinault of Cornwall, Ontario, upheld the honor of our Canadian friends by scoring two thirds behind Smith. Musson's fastest heat was clocked at 72.874 mph.

In the wind-up of the first day's racing the 266's came out five strong, and in the first heat it looked as though Musson would continue his winning ways. With a most respectable 81.081-mph speed in the first heat, Musson nosed out Bob Schroeder of Niagara Falls, who led fellow-Empire Stater Hank Vogel of Webster, N. Y., across the finish line in the first heat. In the second heat it was Vogel first and Schroeder second, with Musson being given a DNF. When the scores were totaled Vogel was number one with 625 points, Schroeder second with 600, and Musson third with 400.

Thus ended the day's races, with another full day scheduled. The events on Sunday formed another complete and separate regatta, though at the same site, with the same course and the same sponsors. This innovation, planned by the N.E.I.A., seems to make much sense, with competitors who have travelled considerable distances being given the opportunity to compete in two regattas, for two sets of prizes and separate point scores. The two South Hadley races on successive days, closely following the New Bedford races two days before, were beginning to take their toll on the racing equipment, but feverish activity in the pit

area went on all through the night in preparation for the the Sunday events.

Only six of the 48's were able to run on the second day, and of those not one managed to finish both heats. When the scores and times were toted up Doc Moor was announced the winner, with 400 points scored in the second heat. Moor had a DNF in the first. Moor's speed of 60.402 mph put him in front of Bob Wahl, who won the first heat at a speed of 57.07 mph. Wahl matched Moor with a DNF in the second heat. Third place went to Paul Bauer of Deer Park, Ohio, whose second place in the first heat gave him 300 markers, enough to beat out Frank Cleary of Springfield, Mass., who scored a third in the first heat.

In the 136's, 12 boats again came out on the course, and Randy Eastburn added to his trophy collection by scoring wins in both heats to take top honors. Eastburn's fastest heat was 60.6 mph. Bill Steinfield and Frank Fugle placed second and third respectively in the two heats, to wind up in that order in the final scoring.

Bob Schroeder dominated the 135's with straight heat wins to score 800 points. George Middleton, with a second and a third, recorded 525 points, while the Ed Perry-Bob McGowan combination from New London, Conn., took third place over Red Moynahan, whose 300 points in the second heat were not enough to beat the total of 352 awarded to the New Londoners by virtue of their third and fifth. Schroeder's fastest heat was at 64.782 mph.

Sunday's 280 class go had seven

**BOAT SPORT**



boats come out. Before the day was over, two protests were filed, and generally a pall hung over the results of this class. Dick Sooy, with a third and a first, was high scorer with 625 points. Tom Carter of Drexel Hills, Pa., took the first heat at a speed of 68.181 mph, slightly slower than Sooy's top speed the day before, but sufficiently fast to assure him of second place overall, ahead of Bud Schroeder, who placed third. These protests and counter-protests are doing little to help the growth of the 280's, and it is sincerely hoped that the owners in this class, which is growing by leaps and bounds, settle down and start to abide by the rules.

The toll of three days of almost continuous racing showed noticeably in the 225's, when only three boats were able to get out on the course. Ronnie Smith took both heats easily, to be top point scorer with 800 markers. Harold Gillespie of Guilderland Center, N. Y., placed second in the first heat, and that was all there was in the scoring for the 225's.

Four 266's answered the call for this class, which was won by Ron Musson in straight heats. Musson's fastest heat in Bill Ritner's *Wa-Wa-Too* was a fine 82.949 mph, not bad on a 1 1/4 mile oval. Tom Haelen of Rochester, N. Y., broke into the scoring columns with a fourth and a second to take second place overall, beating out George Smith, who was unable to duplicate his son Ron's efforts in the 225's.

This event ended two days which were jam-packed with some of the best inboard racing witnessed in the East in some time, and from all appearances, all of the competitors from both the U. S. and Canada are looking forward to next year's South Hadley races.

CONTINUING THE REJUVENATION of inboard racing in the New England states, a most successful regatta was held under N.E.I.O. sponsorship at Burlington, Vermont, on Lake Champlain August 4th as a portion of the Northeastern Waterama, a project of the Burlington-Lake Champlain Chamber of Commerce. The 48 event was a completely Canadian affair, with Paul Bradfield of Toronto being top man. Gordon Porter and Bernie Pearson, also from Toronto, placed second and third respectively.

Conrad Schulz of Rochester, N. Y., was the number one man in the 136's, followed by Hank Evans of Voorheesville, N. Y., and Bill Tuttle, Northport, N. Y. Ex-alky outboard chauffeur Bill Fowler of Medford, Mass., got his 135 cooking sufficiently well to take the 135 hydro events. Schulz placed second and Don MacDonald of Toronto placed third. In the 225's it was Hank Vogel of Webster, N. Y., over Floyd Suther of Washington, D. C., and Al Sullivan of Waterford, Connecticut. Tom Haelen, whose success at the South Hadley races was something less than

(Continued on Page 34)

## BOAT SPORT



Don Dunnington, Bethesda, Md., drove *Miss Bethesda* to second place in the 225's. Winner of the event, with two first places, was the new national 225 champion, *Wa Wa*, driven by Ron Musson.



The Capital Power Boat Regatta drew 30,000 to the Potomac in July. Bob Jones, Richmond, Va., took the AU event. Here he checks the officials' barge while enjoying a comfortable lead.



Star of the Capital regatta was Rich Holt, Seaford, Del. He drove Jim Clarke's *Slo-Poke* to C and D Stock Hydro victories. *Slo-Poke*, 177E, can be seen in this photo of start of CSH event.





Each competition lower unit must meet a set of specifications. Inspector Larry Teel checks to see that the "Q" dimension has not been lengthened.



You can help speed up the weighing-in process by draining all the water from your boat and removing all parts which are not securely fastened.

## What to Expect At Inspection

**C**HARLIE STRANG, A.P.B.A.'s Stock Outboard Technical Committee Chairman and an inspector at many major stock outboard racing events, has given these instructions to drivers whose outfits have been among the top finishers, "Loosen all powerhead nuts, bolts and screws. Then shake vigorously."

This thorough-going strip-down of motor components is not always followed out by measurers of stock outboard motors, but in general it's well to prepare for such a rigid check of your powerplant innards.

Why motor inspections are conducted should be well understood. The measurer's job is often a thankless one, frequently causing him to be subjected to criticism or abuse by drivers whose boats or motors fail to meet requirements in some respect. Actually, there is no reason that unpleasantness should occur in the inspection tent or elsewhere at a race if courtesy and sportsmanship are exhibited. Keep in mind that the check on equipment is not made with any spirit of antagonism

by officials or with a sadistic desire to find some failure to meet specifications and disqualify either your boat or your motor.

The inspection tent at a stock outboard race is set up to protect you. The measuring and weighing of boats, the inspection of motors for illegalities, must be carried out in order to maintain as closely as possible a level of competition in each class; to give every driver an opportunity to compete on as even terms as possible with his fellow participants.

With few exceptions the requirements laid down in the rule books and spelled out in the specification sheets require no interpretation. They are clearly written, require no further definition, and there should be no elasticity or deviation from them. Most inspectors operate on this inflexible base. They know full well that to bend a rule leads to boomerang.

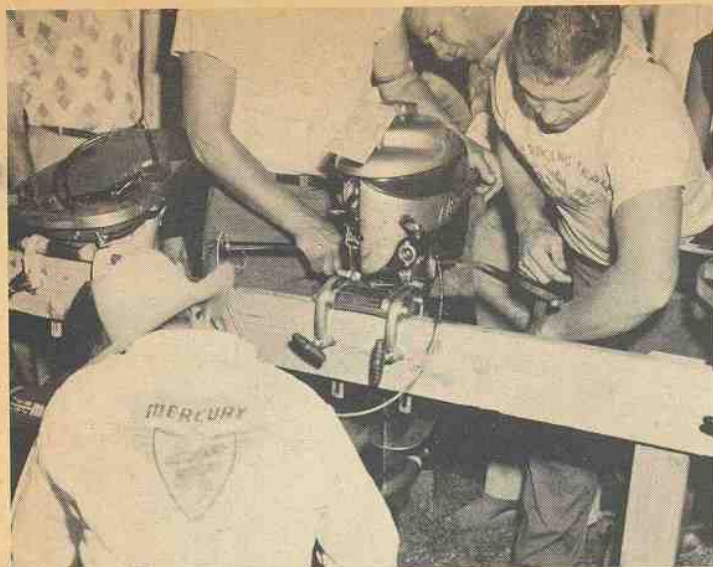
However, each race driver as well as every official is expected to be wholly familiar with the rule book. Keep in mind that no official is infal-

libile. Officials can and do err in their rulings. That is why each driver has the right to appeal any disqualification to the Stock Outboard Racing Commission, the racer's court of appeal, for a review of the ruling and a vote by the Commission, should he feel an official's ruling is in error. Many such appeals are upheld. Others are turned down. The facts decide the issue.

At a recent major marathon, one racer completed the long ordeal up among the prize winners. The width of the front seat of his boat measured 40". The boat was disqualified by the measurer. In this case the measurer pulled a boner, for the rules state clearly, "The minimum width of the forward cockpit opening . . . shall not be less than 43" immediately over the seat in classes CU and larger." The boat in question was a CU; measured immediately over the seat the cockpit width was in excess of 45". The measurer had erroneously interpreted the rule to mean a seat-minimum-width dimension rather than a forward-cockpit-opening dimension. The mea-

**BOAT SPORT**





Every motor is tagged by officials on arrival at inspection area. Crews are then required to disassemble the motor themselves, using their own tools.



During tense wait at WinnebagoLand inspection, Craig DeWald and Bob Robbins are interviewed by BOAT SPORT's Blake Gilpin.

Right: Each motor specification sheet lists a minimum cubic centimeter displacement when piston is brought up to top dead center. Here inspectors are checking a "36" class outfit.

## INSPECTION IS NECESSARY FOR YOUR PROTECTION; THIS IS WHAT GOES ON IN THE TENT

By Hank Wieand Bowman



surer had not disqualified the boat with malice, but rather because of lack of full knowledge of the meaning of the rule. The driver, however, was at fault for losing out on the trophy and other prizes which he had rightfully won. He did not know the rule and did not appeal the decision.

Any contestant who wishes to appeal a disqualification imposed upon him by the race committee must follow out a clearly outlined procedure. The appeal must be filed with the Referee within one hour of the conclusion of the day's final event. In this instance the error in the measurer's ruling was not detected by the driver until many days after prizes had been awarded. It was then too late to appeal. An appeal must be presented in writing to the Referee and it must be accompanied by a \$25 appeal fee. If the appeal is upheld by the S.O.R.C., the \$25 fee will be refunded. Otherwise the money will be used to defray general expenses of the racing commission.

Keep well in mind that the appeal should be a written statement. There  
**BOAT SPORT**

is no need, in fact no reason, for any argument nor any loud or rudely voiced complaints. Obviously, the officials in making their ruling considered they were correct. Neither driver, his mechanics, nor his relatives are going to be able to sway an official's decision, no matter how loudly they shout nor what threats they may use. In fact, any driver or his coterie attempting to use abuse may find himself beached; and rightly so. Believe me, the S.O.R.C. will back the official's action right down the line.

In the majority of cases inspection area disqualifications are justified. Fortunately in the bulk of the cases the driver does not purposefully attempt to cheat. However, no intent to cheat is required in order to disqualify equipment. Each driver is responsible for the condition of his boat and motor, whether it be his first race or whether he is a veteran at the game. The excuse that the motor was just bought second-hand and the previous owner guaranteed it to be legal in every respect does not alter the case. Even the fact that

the motor is brand new and the factory may have erred during assembly will not excuse the driver from running illegal equipment. You as the driver-owner are responsible for the equipment you race. Any racer in A.P.B.A. may obtain a full set of specifications applicable to the class he is planning to enter. If a driver is in doubt concerning the legality of his motor because he does not have mechanical skill, doesn't own any gauges of any nature to check the parts in his motor, or is unable to interpret or make use of the instruments if he does own them, he should take his motor to one of his region's inspectors. Any inspector will happily check the motor for him and let him know whether the motor is ok or not.

Unfortunately there is always a small nucleus of racers who feel that they can slip a phonied motor past the inspectors. It is always possible that an illegal motor may slip by many events because the measurers may only spot check certain features. But re-

(Continued on Page 38)



# WINNEBAGOLAND



WinnebagoLand competitors again faced rough water conditions, as evident in this photograph of the start taken off Lakeside Park in Fond du Lac.

**T**HREE INDIVIDUALS repeated past performances in Wisconsin's big outboard marathon this year. One, a non-racer but a long time booster of the sport, Tom Johnson, Milwaukee *Sentinel* boating promotion director and spark plug of the marathon, attracted more than 200 stock outboard racing drivers from all sections of the country and successfully directed the 9th annual *Sentinel*-Winnebago Marathon, witnessed this year by an estimated 100,000 spectators. Bob Jacobson, a 33-year-old purchase follow-up

agent from Flint, Mich., romped over the distance in 2 hours, 4 minutes and 29 seconds to capture Class D honors and win the event for the second year in a row in the 40-cubic-inch category. Jacobson beat his 1956 time by 12 minutes and 45 seconds.

Seventeen-year-old Craig DeWald of Reading, Pa., won the AU class for the third time, retiring the beautiful Merrill A. Jensen sterling silver tray memorial trophy donated by the Kiekhaefer Corporation. DeWald covered the distance in 2 hours, 47 minutes

and 4 seconds to top the second place A finisher, Doug Pattison, Detroit, by 18 minutes and 3 seconds.

Two hundred and twenty-one boats were divided into two sections; DU, CU and "36" class were sent away at 10 a.m., followed twenty minutes later by the AU and BU contingent, as an estimated 25,000 of the spectator group watching the activity from Lakeside Park, Fond du Lac.

The prizes for the event this year were valued at more than \$6000, distributed among the first six finishers



An exhausted Frank Gienger, of Euclid, Ohio, hears the news that his CU victory clocked a new record, 37.27 mph for the tough 88-mile distance.



Ron Rake, Springfield, Ill., who took "36" class, is interviewed by Jerry Rosenthal of the *Sentinel*. Rake helmed an Evinrude-Speedliner.

**BOAT SPORT**



## 87 OF 221 STARTERS COMPLETE ANNUAL TOUR OF WINCONSIN'S LAKE WINNEBAGO

by Blake Gilpin

To entertain spectators awaiting return of the racers, boat and motor demonstrations were put on by Kiekhaefer Corporation.



in BU and DU, the first five places in CU, the first four places in AU and the first three in "36" class.

At least one of the registered drivers never made the race. Bob Cooper, 23-year-old carpenter from Chicago, Ill., has had two years' experience in racing, during which time his brief career has been accident-checked. At Manteo, Ill., in 1956, Bob flipped in the turn and his own propeller caught his foot, requiring 236 stitches to sew the injured right member back into functioning condition and forcing Cooper to spend six weeks in the hospital. At Madison, Ind., his boat was torn up during a start. At Winnebago, in pre-race testing, Cooper clobbered a bridge abutment, escaped with minor bruises but chopped up his rig and had to sit it out.

The first driver across the line at the start was Gerry Waldman, always a big threat in this long distance go. However, less than two miles from the starting line, Waldman tangled with Dick Granrath and Waldman was through for the day, his boat rendered uncontrollable with a broken steering cable.

As in previous years many of the drivers came to grief over the course that winds through Lake Winnebago, past Oshkosh, through Lake Butte des Morts, up the Wolf River to Fremont and return. Only 87 of this year's starters completed the distance. The greatest number of finishers were in DU class, in which 26 of 73 made the round trip, to be among those finishers awarded the Dunphy medal.

However, the racing drivers weren't the only ones to get dunked. A.P.B.A.'s Chief Inspector Al Hart fell overboard as he leaned forward to greet Rocky Bailes at the finish line! The wags had it that Hart's trademark ten-gallon hat kept him afloat. ●

**BOAT SPORT**

### CLASS AU

- |                                     |                     |           |
|-------------------------------------|---------------------|-----------|
| 1. Craig DeWald, Reading, Pa.       | (Mercury-Raveau)    | 31.60 mph |
| 2. Douglas Pattison, Detroit, Mich. | (Mercury-Sid Craft) | 28.52 mph |
| 3. Stephen Stevens, Bronx, N. Y.    | (Mercury-Homemade)  | 27.85 mph |
| 4. Vern Kargus, Menasha, Wis.       | (Mercury-Homemade)  | 27.39 mph |
| 5. Dick Bresser, Gaylord, Mich.     | (Mercury-Homemade)  | 23.99 mph |

### CLASS BU

- |   |                      |           |
|---|----------------------|-----------|
| 1. Phil Van Syckle, Battle Creek, Mich. | (Champion-Sid-Craft) | 34.08 mph |
| 2. Bob Granska, Neenah, Wisc.           | (Mercury-Homemade)   | 33.15 mph |
| 3. Bob Hering, Sheboygan, Wisc.         | (Mercury-Sid-Craft)  | 32.31 mph |
| 4. Leo Brzecek, LaGrange, Ill.          | (Mercury-Speedliner) | 31.54 mph |
| 5. Bob Smith, Dayton, Ohio              | (Mercury-Rinker)     | 30.14 mph |

### "36" CLASS

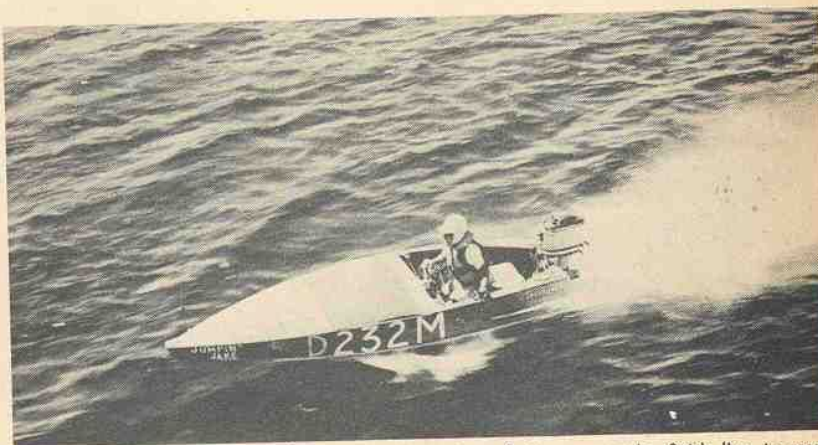
- |                                       |                       |           |
|---------------------------------------|-----------------------|-----------|
| 1. Ron Rake, Springfield, Ill.        | (Evinrude-Speedliner) | 33.35 mph |
| 2. Arthur Seibold, Oshkosh, Wis.      | (Evinrude-Speedliner) | 33.04 mph |
| 3. Tullio Celano, Sr., New York, N.Y. | (Evinrude-Raveau)     | 32.46 mph |
| 4. William Beers, Berkley, Mich.      | (Johnson-Pabst)       | 30.93 mph |
| 5. Leonard Weber, Glendale, Wis.      | (Evinrude-Homemade)   | 30.02 mph |

### CLASS CU

- |  |                    |           |
|--|--------------------|-----------|
| 1. Franklin J. Gienger, Euclid, O.     | (Mercury-Homemade) | 37.27 mph |
| 2. David Putnam, Alexandria Bay, N.Y.  | (Mercury-Raveau)   | 34.38 mph |
| 3. Hunter Grimes, Alexandria Bay, N.Y. | (Mercury-Raveau)   | 34.32 mph |
| 4. James Martensen, Dearborn, Mich.    | (Mercury-Raveau)   | 36.06 mph |
| 5. James Burnham, Conneaut, O.         | (Mercury-Homemade) | 32.89 mph |

### CLASS DU

- |                                      |                      |           |
|--------------------------------------|----------------------|-----------|
| 1. Robert Jacobson, Flint, Mich.     | (Mercury-Speedliner) | 42.42 mph |
| 2. Bob Robbins, West Suffield, Conn. | (Mercury-Sid-Craft)  | 41.51 mph |
| 3. John Johnson, Kenosha, Wis.       | (Mercury-Switzer)    | 41.16 mph |
| 4. Rocky Bailes, Elmhurst, Ill.      | (Mercury-Baycraft)   | 39.84 mph |
| 5. Rogert Schaller, Detroit, Mich.   | (Mercury-Sid-Craft)  | 37.94 mph |



Far in the lead reaching Fond du Lac, Bob Jacobson flashes across the finish line to score his fourth major marathon victory this year. Twenty-six of the 73 DU starters finished.



Speedliners pass on the right: Bob Murphy, seventh-place "36" driver of Springfield, Ill., passes outbound BU pilot Leo Drzecek, LaGrange, Ill., who finished fourth in that class.





Start of the DU event at Grand Haven shows Fred Andreae, Jr., in lead at this point. Ultimate winner can be seen at extreme left of photograph.

## Boat Sport Covers the Racing Scene

By Blake Gilpin



Jim Burnham, CU class winner at the Grand Haven marathon, is a picture of intense concentration as he pushes *My Baby* around the turn at the end of his first lap.

Hard wild driving by Skip Forcier carried him to victory at Grand Haven. Here he is shown kissing off a big wave and being thrown off balance, his feet in the air.



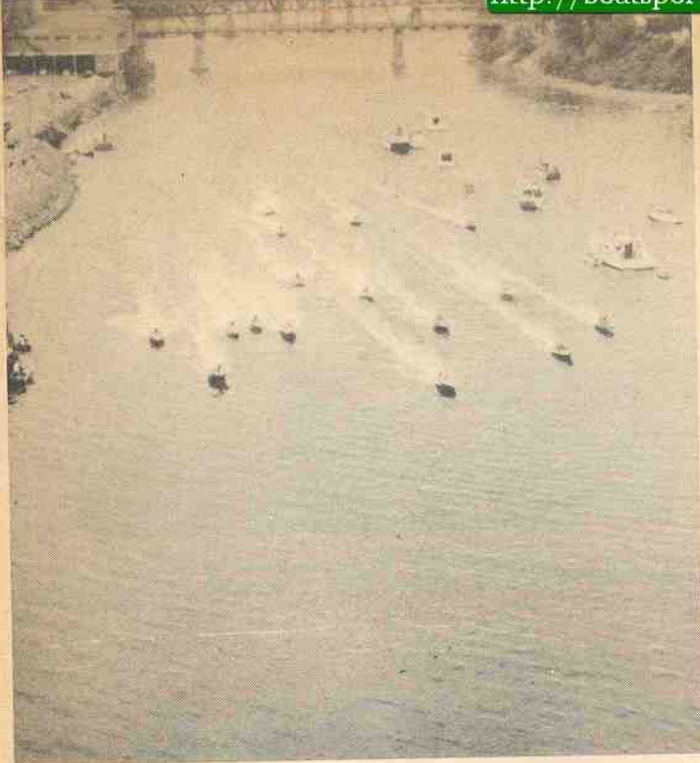
### Grand Haven, Mich., July 6

Western Michigan's fourth annual 100-mile outboard marathon drew 112 boats for the event that started at Grand Haven, headed east along Grand River to Eastmanville, then across Spring Lake to Fruitport, and back to Grand Haven, a distance of approximately 50 miles. Drivers were required to make two circuits of this route. An early morning drizzle gave way to bright sunshine just before the start of the event.

Skip Forcier, East Lansing, Mich., helmed a Mark 55H-powered Sid-Craft into an early lead and was never passed during the century distance, which he covered in 2 hours and 38 minutes. Forcier, who is a 21-year-old Michigan State College student, was awarded the Mennen Trophy and approximately \$500 booty in other prizes and cash. Eighteen seconds behind Forcier, Bob Jacobson, in a Mercury-powered Speedliner, already winner of 1957 marathons at Norfolk, Alexandria Bay, N. Y., and Fond du Lac, came home in second spot, with third place in the big DU's going to the previous year's winner, Eddie Tom, Fort Wayne, Ind., who clocked the distance in 2 hours, 40 minutes and 19 seconds. As all three of these drivers were already qualified for the Mennen Grand National Marathon championship at Worcester, Mass., August 24, fourth place

**BOAT SPORT**





This aerial photograph catches part of the forty-seven boat starting fleet scorching over the placid Kennebec River during the Augusta, Maine, events.



Bob Robbins, eventual winner of Mennen Grand National, accepts Kennebec River Marathon trophy and Mennen trophy for his win.

## SPOTLIGHTING THE MAJOR POWERBOATING EVENTS

finisher, 33-year-old Naval Reserve Commander, Les Kahn, joined the ranks of the lucky sixteen who competed for the top Mennen prize, an all-expense trip for two to Barbados, British West Indies.

The CU events were captured by Jim Burnham, Conneaut, O., who completed the distance in the 30-c.i. class just 32 seconds ahead of Larry Bowman, West Carrollton, O., and 1 minute 24 seconds ahead of Butch Hall, Eaton Rapids, Mich. BU class went to Phil Van Syckle, Battle Creek, helming the same Hot Rod-powered Sid-Craft which had carried him to victory at Winnebago a week before. Second place in BU was captured by a driver who had never before participated in a marathon, John Van Epps, Spring Lake, Mich., with third place garnered by Bob Smith, Dayton, O.

Of the twenty-three starters in class AU only nine completed the distance at the event, which was jointly sponsored by the Grand Haven Chamber of Commerce and the Western Michigan Outboard Marathon Association. Winner in the 15-c.i. category was Craig DeWald, who scored his fifth major marathon victory for the 1957 season. Roy Hay, Manchester, Mich., was second in AU, with third place going to Charles Garrett, Shelbyville, Mich.

(Continued on Next Page)

BOAT SPORT



Sam Still, Penns Grove, N. J., in 63-J, was disqualified at inspection during Loch Haven Regionals; Dave Denelscheck, Pennsville, N. J., took event with two seconds. Star at Loch Haven was Jane Smith, Ridley Park, Pa., with two straight heat wins in her Sid-Craft ASH against aces like Craig DeWald, Dick O'Dea, and Dave Schubert.







Part of JU field at the Atlantic Refining Co.-sponsored Southeastern Divisionals at Miami. In lead is ultimate winner "Tiger" Petrini.



Stu Gray, second-place finisher in the Miami-Havana International Meet on Cuba Bay, presents the winner's trophy to DU victor Tito Ramos of Cuba.



Canadian ace John Webster performed a dilly of a tripping front roll while in front of the ASH field at Tonawanda.



Dominant DU driver at Tonawanda was Jim McCombs, who won his elimination heat and two straight championship heats in a homemade boat built from Hal Kelly's designs.

## Boat Sport Covers

### Augusta, Me., July 21

Forty-seven stock outboard hulls were entered at the annual Kennebec River Marathon, which was run under ideal conditions with virtually no wind ruffling the protected waters. Bob Robbins, West Suffield, Conn., eventual Grand National winner who had already qualified for the Mennen with his second place finish at Winnebago-land behind Bob Jacobson, drove his DU class Sid-Craft home first in the event in one hour and 19 minutes. Placing second to Robbins in the 65-mile enduro was Tommy Von Mello, 35-year-old CSH hydro competition record holder, in another Sid-Craft DU, taking the checker only five seconds behind the winner.

### St. Johns River, Solomons, Md., July 20-21

One of speedboating's oldest fixtures, the annual Solomons Island regatta, was conducted for the seventeenth time when 76 stock outboards, twenty-eight alcohol burner outboards and twenty-five inboard hydros moved into the tiny commercial and sports fishing center for a two-day regatta featuring thirty-eight heats of racing. The stock outboarders began the program with two heats of JU in which "Tiger" Petrini, Annapolis, Md., in his Carlesen-built *Houndawg*, merged second and first place finishes to beat out a five-boat field. Second place, with a first and a third, went to Doug Van Rossum, Baltimore, in his Sid-Craft *Sandy*, in which he held the distinction of clocking the fastest three-mile heat, 6 minutes 3 seconds flat. Third spot went to Dan Ziegfeld, Baltimore, in his Champion hull *Let's Go*.

The AU events were captured by Bob Jones, Richmond, with first and second place heat finishes, his fastest

**BOAT SPORT**





A tired Bob Stanley of Petosky, Mich., is awarded a handsome winning trophy for AU at the exciting Topinabee events by regatta official Don Bonsecours.



Mark Foster, Mennen representative, right, awards first and second place DU trophies at Topinabee to Eddie Tom, left, and Ted Moberg.

## the Racing Scene continued

at an average speed of 41.379 mph. Second spot was taken by Ed Wulf, Amityville, N. Y., with Sam Mason, Snow Hill, Md., copping third.

George Kalego, Luthersville, Md., merged a fifth and a first to take top points in BU, with second place garnered by G. H. "Jack" Stroud, Suffolk, Va., and third going to Elwood Goodrich, Baltimore. Stroud won the first heat at a fast average 46.802 mph.

Dick Rees, Pottstown, Pa., consistent front runner in CU class, took two straight heats to win the 30-c.i. events, his fastest being clocked at 49.369 mph. Second went to Bob Jones, Jr., Williamsburg, Va., with Tom Barrett, Bethesda, Md., capturing third.

Jack Holt, Engleside, Va., drove his DU Speedliner to victory, clocking his fastest five miles at 51.283 mph. Second place went to Bob Jones, Jr., with Terry Meckley, Brooklyn Park, Md., third.

John Johnson, Portsmouth, Va., in a McClung hydro, garnered first in ASH and scored the fastest heat at 45.801 mph, second place going to Edmund Wulf and third spot to Bob Jones, Richmond.

BSH class was split into three heats because of the large field and captured by Donald Christy, Baltimore, clocking 52.083 mph in one canto, second spot going to Bill McClung, Portsmouth, Va., and third to G. H. Stroud.

CSH events were won by Marvin Turner, Jr., Portsmouth, driving Bill McClung's national-championship-holding hull at a 52.972-mph gait in his fastest. Rich Holt, Seaford, Del., captured second, with Doug Stone, Beaver Dam, Va., third.

McClung garnered top honors with two straight heat victories in DSH, his fastest at 58.367 mph. Rich Holt came in second and Howard Kiger, Winston-

Salem, N. C., third.

Jimmy Campbell, Danville, Pa., veteran, took two straight heats in A alky hydro, clocking one at 46.320 mph. Second honors in the 15-c.i. alky burners went to Doug Earnhart, Charlotte, N. C., who nosed out Bob Lerch, Washington, D. C., in faster elapsed time after a point tie.

B alky hydro events were also won by Campbell, at 49.450 mph, scoring ahead of Jimmy Rogerson, Norfolk, second, and Ronnie Pierce, Portsmouth, third.

C Hydro events were dominated by Herschel Starnes, Hickory, N. C., second place being taken by Bob Thornton, Silver Spring, Md., with third going to Harry "Buzz" Mandell, Andalusia, Pa.

Bob Thornton captured the F Hydro events, with second place going to Herschel Starnes and third spot garnered by local driver Carl Breland. Thornton clocked 57.107 mph in his fastest heat.

George Lobe, Jr., Norfolk, in his homebuilt 48-c.i. *Betty Gal IV*, scored a 58-plus average in the 48-c.i. inboard hydro events to win over C. W. Vaughn, Norfolk, in second spot and Paul Price, Annanda, Va., in third.

In the 135-c.i. events, Ardson Bozarth, Vineland, N. J., romped home at a 72.757-mph average to take first honors in that class as Earl Kelly, Richmond, Va., placed second and C. W. Jack Vaughn, third.

Bob Baxter, High Point, Md., pushed his Ford-powered Hallett to upset pre-race odds with straight heat victories in 136-c.i. class. Baxter's fastest five-mile run was clocked at 66.323 mph. Second spot went to Wallace Rowland, Havre de Grace, Md., with third taken by Dick Jones, Annapolis.

The 266 events were won, surpris-

ingly enough, by a 225-c.i. hull owned and helmed by ex-stock outboarder Herb Thornton, Alexandria, Va. Thornton drove a Ford-powered Sooy hull, with second spot going to Captain Kidd Jr., Deal, Md., in a Studebaker-Woodburn, and R. Watson Lewis, Baltimore, running third with a Ford-powered home-built job. Bob Zindorf, in the world's-record-holding Sooy hull *Double Eagle*, pushed his Plymouth-powered 280-c.i. to victory over its builder Dick Sooy, Pleasantville, N. J., also in a Sooy-Plymouth hull, with third spot garnered by A. Robert Rice, Wilmington, Del., in a Chevrolet-powered Wickens.

### Loch Haven, Pa., July 27-28

The Loch Haven Boat Club, under the chairmanship of M. Stewart Bickford, was the sponsor of the Region 3 A.P.B.A. Regional Championship on the West Branch of the Susquehanna River. Referee Charlie Fritz, who was also the announcer of the event, handled the eliminations and championship heats in a smooth functioning manner, despite doing two major regatta assignments simultaneously.

The outstanding performance at the event was turned in by Jane Smith of Ridley Park, Pa., a 27-year-old bookkeeper who combined aggressive helming of her Sid-Craft hydro *Jumping Jane* with a plenty hot A motor recently purchased from retired AU star Red Yost to score a perfect record during the two days, first winning her elimination heat against such competition as Jim Kough, Dave Schubert and Tony Marchetti, and then straight heats in the finals, coasting home in the first event with a 15.2-second margin over second place Tony Marchetti and third finisher Craig DeWald and in the sec-

(Continued on Page 32)





Drivers and crew show smiles of success in St. Louis after run: Thurman Kite, Roy Cullum, Lyndon Graham, Mike Cullum, Roy Splawn and Burt Presson.

## New Orleans - St. Louis Record Run

DRIVER'S OWN STORY OF 31-HOUR MISSISSIPPI GRIND

By Roy Cullum

IT WAS JUST breaking day of Friday, July 12th at 4:30 a.m. Lynn Graham and myself, sitting in our boat, *Rambler II*, were impatiently waiting for the official starter, who was already late. We had intended to start at 4:30 a.m. Finally, after a 43½-minute delay, we were officially started at 5:13½ a.m. At the signal, I threw both throttles of our Mercury motors wide open and we were on our way.

Lynn and I were confident without being cocky about this trip. We knew it was a long way to St. Louis when we pulled away from the foot of Esplanade Street in New Orleans. We knew also it would take luck, skill, determination and, above all, the team work of all six of us, to beat a tough Mississippi River and set a new record. I was right; it was long and it was rough and I would hate to have to make that trip very often.

I was at the wheel as we left the rough, turbulent water of the harbor and felt a keen sense of satisfaction because I knew we had the best equipment that money could buy. We were driving a sleek white fiberglass Crosby 16-foot boat with no special reinforcement. Although this boat is recommended for 60 horsepower, it carried twice this power and showed no damage whatever. Our boat was powered with two powerful 60 horsepower Mercurys that made up the sweetest outfit I ever set in. Couldn't help thinking of the contrast between our fine outfit and the ungainly *Robert E. Lee* that outran the *Natchez* and set a

record of 90 hours and 30 minutes 'way back in 1870. That record stood until 1929. Since then, more than 1000 hopefuls have tried. Only about 17 have completed the trip and only about 10 have bettered the *Lee's* time.

After leaving New Orleans, everything went beautifully, outside of having to pass several tugs. We pulled into Baton Rouge at 8:37, running the first lap in 3 hours 23½ minutes. Refueled in 3 minutes, thanks to the best ground crew that a man ever had—Thurman Kite, Mike Cullum, Roy Splawn and Burt Presson.

After taking on gas and ice water we again headed north. *Rambler II* was running nicely and rocking along at 45 to 47 miles per hour. The river was very high but surprisingly clean; what debris there was, was in the strong current in the middle of the river, and we were running the sides to take short cuts and miss the trash and strong currents.

At Natchez our ground crew had discovered that the strong current would make refueling very hard and had found a cove out of the current. We headed that way. After a fast refuel and more water and milk, we were again on our way. It was only 73 miles to Vicksburg and tough refueling, so we decided to by-pass Vicksburg.

Even in serious times, funny things happen. It happened at Vicksburg: as we were approaching Vicks, we looked up and, bearing down on us, was a boat. At about 200 yards, the driver stopped and began waving a white

flag. We didn't know who he was, but guessed him to be an official, as he had binoculars around his neck and looked the part. Lynn said, "What shall I do?"

I knew it would take valuable minutes to stop and see what he wanted; I was afraid we had broken some rule or regulation. "Don't stop unless he starts shooting!" I said and, as we passed, his mouth dropped open about six inches. I knew he couldn't catch us once we were past. Later on we worried about it, not knowing what it could be. We could think of all kinds of things. I was afraid the ground crew had run into trouble and had sent him out to tell us. We worried about it until we got to Greenville and Roy Splawn told us he had given the boat driver some money to buy us sun lotion to keep us from blistering. Some relief!

We had set our schedule to be at Greenville by 5:15 and we pulled in at 4:25, 50 minutes ahead of schedule. This was one time we almost beat out our ground crew. They had just arrived and were pouring the gas up in the containers, but in 10 minutes we were refueled and pulling out into the river. We were heading for Helena, 130 miles away, hoping to get there before dark.

At Helena our ground crew was waiting for us. We pulled in at 7:45, just at dark. At this point we were 12 hours ahead of the record that Dick Arant and I set last year. It took ten minutes to refuel and again we touched the starters on those mile-eating Mer-





Lyndon Graham, left, and Roy Cullum, author of this article, shared the driving on the 1053-mile dash. Boat is twin Mercury Mark 75-powered Crosby.

curys. Up to this point (which was just over halfway), we had not hit anything as big as a matchstick or touched a sandbar; it seemed almost too good to be true. Then we had our first trouble; both our spotlights burned out. We slowed down to about 20 miles per hour, running in absolute darkness.

We ran at this speed until the moon came up. As soon as the moon rose, so did our courage. As our eyes became accustomed to the darkness we began to drive faster and, as the moon got brighter, so did our hopes. We again started to get some speed and were able to drive 30 and 35 before the night had gotten too far along. A little scary, yes—but it was necessary if we wanted to hold a good average. We averaged 25 miles per hour during the eight hours of darkness, covering 200 miles.

We changed drivers every hour so that we could remain alert to the constant danger of logs and bars. We were lucky to hit only two large logs. We also ran upon two bars with only about two feet of water covering them. We got out of the boat and shoved it off with little trouble or loss of time.

We arrived at Cruthersville at 2:10 a.m., Saturday, July 13th. From there we went on toward Cairo, always fighting the wakes and rough water thrown up from the tugs and barges. Those hard-working tugs tear up the water for five or six miles when you are coming up behind them.

We ran from Cruthersville to Cairo,

133 miles, in 3 hours 20 minutes. Our ground crew was waiting and, after a quick refueling job with 86 gallons of gas (over 500 pounds), we set our *Rambler II* toward St. Louis, with the intention of by-passing Chester. I think this was our one and only mistake in the whole trip; our gas load was so heavy it made the boat tail heavy and, as a result, it porpoised very badly coming up behind the tugs. In smooth water it was ok. There were so many tugs that we were compelled to change our tilt angle to the first notch. That made the boat ride fine, but we lost

speed. We ran this way until we had used about half the gas and then we put it in the second notch again and regained our speed. I think we would have done much better to have refueled at Chester; we would have saved time by doing so.

Even right on up into the harbor of St. Louis, we fought the tugs. We arrived at St. Louis at 12:23½, with a record run of 31 hours 11 minutes. We both felt like we wouldn't want to ride in a boat for a month, yet, the very next morning, we were out taking the ground crew for rides.

## Ground Crew Notes

Two ground crews serviced *Rambler II* on her record-breaking run. Crew number one consisted of Thurman Kite and Roy Cullum's son, Mike. Crew number two included Burt Presson and Roy Splawn.

- Checked props at Cruthersville. One found bent, probably due to striking log. Decided not to change prop and ran it right through to St. Louis.

- Logs and sandbars were struck with such force that the fronts of the engine cowls were crushed against the boat when the lower units kicked up. Yet the lower units, driveshaft housing and clamp brackets remained unharmed.

- Running up on a sandbar in the darkness, both men had to get out of the boat to shove it off. A little later,

they narrowly missed running into a three-foot-high sandbar by cutting sharply to the left at the last moment.

- At Cairo, there was no suitable place for refueling, so the boat had to be run up the Ohio River about two miles, where it was refueled at the Cairo boat club facilities. On top of that, one of the ground crew cars ran out of gas before getting to Cairo. By coaxing the last drops from empty fuel drums into a quart milk container, they got the car to travel four miles to a filling station and just made it in time to meet *Rambler II*.

- Commodore Edwin C. Koenig checked the drivers in at St. Louis. Official arrival time at the Midwest Yacht Club was 12:23½ p.m.



# IT'S NEWS

## NEW PRODUCTS OF SPECIAL INTEREST



Pretty model exhibits Worthington's new Pro-Tect-All, a rustproof designed for outboard motors. One unit, at \$1.50, is needed per cylinder.

### Swift Big-Dee

Joe Swift of Swift Woodcraft, Inc., Mt. Dora, Fla., has announced completion of design and full production on his new Big-Dee. Though the new hydro is somewhat superficially reminiscent in topside appearance of the Swift Big-Bee introduced several years back, the design is wholly new. Swift expects new records to be set in Classes C, D and F with this revolutionary hull, which will be suitable for both stock and alcohol outboard competition.

Some of the features of the new design are raked sponson faces to reduce wetted surface and parasitic drag and a tapered sponson chine which reportedly reduces a tendency to kite at speeds of over 70 mph. The after plane, too, has been revamped with a "negahedral" trailing edge. What this means actually is that there is a slight inverted V on the after planing surface which permits some of the air captured by the sponson tunnel to be exhausted amidships at the trailing end of the boat, which offers added lift and also reduces the tendency to get bow flighty. Air traps on the new model are of a compensating dual stage type and offer greater straightaway stability to offset any tendency of the hull to wander due to torque. The streamlined cowling is oven molded, with foredecks and side decks covered with lightweight aircraft mahogany ply. The cockpit itself is designed to give greater hip support and prevent the jockey from coming unglued.

In tests at Salem, Ore., the hull not only handled better than previous

Swift D's but reportedly offered speeds of three mph faster with both alkyl and stock motor applications.

### Aquabird Hardware

Aluminum Marine Hardware Co., Inc., Auburn, N. Y., manufacturers of Nautalloy, Nautafarm and Chromalloy fittings announce a new futuristic design in boat lifting hardware for the racing driver and cleats, chocks and other standard components for the pleasure boater. The new Aquabird line is constructed of triple plated chrome on an aluminum alloy, Zamac.

### Nauta-Blast Air Horn

Another new Aluminum Marine Hardware product is an air horn equipped with a Freon pack which is replaceable. Signals from the horn are audible at 4 miles and one container of Freon is good for several hundred strong clear blasts. The horn is both salt water impervious and tarnish proof. The complete unit lists at \$9.95 with replaceable Freon containers available through marine outlets at \$1.95.

It's appropriate in this connection to refresh pleasure boaters on the standard boating signals used under Inland or Pilot rules. They are: one short blast, I am altering my course to starboard (right). Two short blasts, I am altering my course to port. Three short blasts, I am going astern. Four or more short blasts (danger signal) used when approaching vessel's course or intention is not understood. One long blast used as a warning when a

craft is leaving its dock or when navigating bends in channels and where visibility is less than one-half mile.

### Safe-T-Glow Boat Letters and Numbers

Industrial Products Company, 6655 East Dunes Highway, Gary 5, Ind., is now marketing U. S. Coast Guard-approved Scotch light reflective letters and numbers. The letters and numbers are 3" in height, strip backed so that they can be pressed into position on fiberglass, steel, aluminum or any wood finish. Though of greater interest to the pleasure boater than to the racer, the letters, which are simple to apply, will make up attractively into boat names. All reflective letters and numbers are red.

### Plastic Buoys

A new line of plastic pick-up or mooring buoys that ends replacement of rusted out metal buoys has been announced by Plastic-Kraft Corp., 140 Walker St., SW, Dept. BS, Atlanta 3, Georgia. They are molded in one piece of rugged "lighter-than-cork" Dylite. They will float forever; the millions of separate air chambers can never become water-logged, even if used for a target. Finished with a tough acrylic plastic coating in bright red, they may be re-painted owner's identification colors. Their resiliency prevents damage to boat finishes. The #810L and #1213L have a white Nylon rope loop at the top, with a galvanized thimble at the bottom, priced at only \$6.95 and \$9.95 ea. ppd. The #810R and

BOAT SPORT





The completely new Swift Big Dee for classes C, D and F is pictured underway during a recent trial. At the helm is Walt Danise of Salt Lake City.

#1213R have galvanized welded 5" rings at the top, the latter with an eye-swivel at the bottom, priced at only \$10.95 and \$13.95 ea. ppd. Available direct or at marine supply stores.

#### **Boat Siphon**

"Siphon-all" draws out all the water in a jiffy. Just attach to a garden hose. It is fast—draws over 300 gals. per hour; safe—hose and discharge is overboard, only suction hose is in the boat; economical—uses less water than it draws out. There are no motors to burn out. The maker claims it will drain all the water, keep bilge dry, and prevent rot.

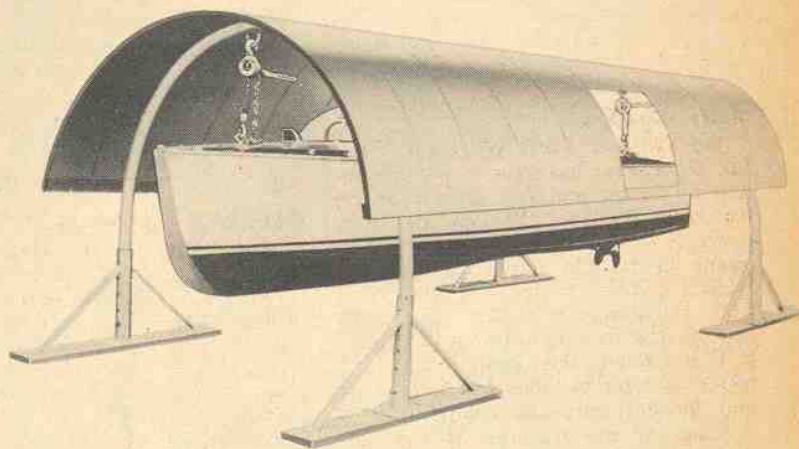
Chrome on heavy gauge zinc for years of service, Siphon-all is \$2.95, with money-back guarantee, from Siphon-all Products, Dept. B3, 75 Main Street, Hempstead, New York.

#### **Mercury Scholarships**

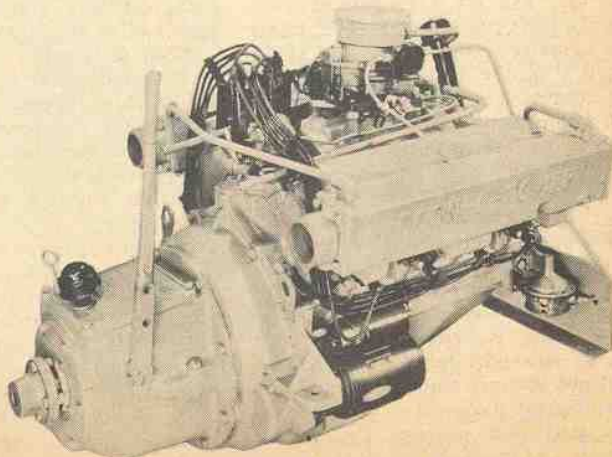
A program of university scholarships in engineering has been established by the Kiekhaefer Corporation of Fond du Lac, Wisconsin. The awards will be made periodically to young men who need financial assistance in their engineering education and who have shown mechanical aptitude and interest in outboard motors and two and four-cycle engines through their activities in outboard racing, motor maintenance and motor sales, or in their previous education.

In announcing the program, Carl Kiekhaefer, president, said that its  
(Continued on Page 41)

**BOAT SPORT**



A combination of boat hoist and year-round shelter is offered in the Manitou Shelter-Hoist, over eight feet wide and up to 24 feet long.



Lehman Econ-O-Power conversion now sold for the Chevrolet V8 engine of 185 to 245 hp. Company has long specialized in Ford conversions.





Glimpse of the start of DU activity at the Northeastern Divisionals, held this year on the choppy Niagara River.

## Boat Sport Covers the Racing Scene

(Continued from Page 27)

ond repeating with an 11.2-second margin over second place finisher DeWald.

Other regional champions are as follows:

JU, Craig Bowman, Solebury, Pa.; "36" class, Dave Denelsheck, Pennsville, N. J.; AU, Craig DeWald, Reading, Pa.; BU, Craig DeWald; CU, Richard Rees, Pottstown, Pa.; DU, Jack Reed, Erie, Pa.; BSH, John Schubert, Clifton, N. J.; CSH, Dick O'Dea, Paterson, N. J.; DSH, Bob Mehnert, Clifton, N. J.

### Havana, Cuba, July 22-23

In the second international outboard racing regatta between the Miami Outboard Club and the Havana Outboard Club under the sponsorship of the Comite Nacional de Deportes and sanctioned by the American Power Boat Association, the Miami team scored a team victory, with 2734 points to the Cubans' 2086. Class winners of the event were Dutch Stossel, Riviera Beach, Fla., "36" class; Jose Manuel Ramos, Havana, DU; Chris Erneston, West Palm Beach, BSH; and Jose Acebo, Cuba, DSH. The second event demonstrated the tremendous increase in popularity of outboard racing in Cuba and the Cuban contingent offered far tougher competition to the State-side drivers than at the previous meet earlier this year.

### Tonawanda, N. Y., August 3 and 4

The temperamental Niagara River whipped itself into a maelstrom to frustrate long laid plans for the tenth anniversary of the Swiftwater Regatta at Tonawanda, midway between Buffalo and Niagara Falls. Here on choppy, wind-buffed waters Tonawanda's Junior Chamber of Commerce and the Niagara Frontier Boat Racing Associ-

ation, sparked by Al and Kay Bingham, had planned the running of the Northeastern Divisional Championships. The rough water all but washed out the event, which drew in 200 boats from all sections of the middle Atlantic and New England states. However, despite a one-day delay, the utility section of the championships was run off, albeit with flips as commonplace as brides and grooms at the nearby Falls. Class champions crowned were JU, James Black, West Roxbury, Mass.; "36," Dave Denelsheck, Pennsville, N. J.; BU, Richard Black, West Roxbury, Mass.; CU, Richard Rees, Pottstown, Pa.; and DU, Jim McCombs, Niagara Falls, N. Y.

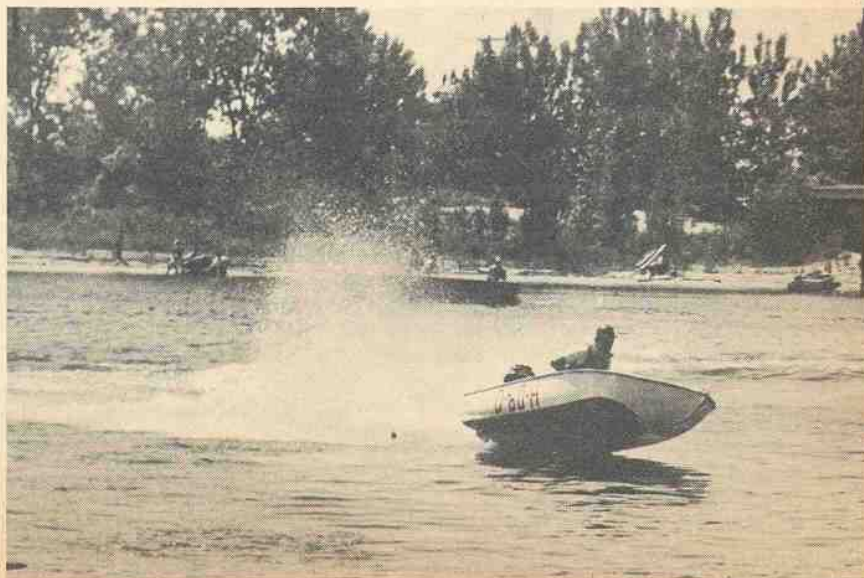
For the second time at a championship event in three weeks, "36" class newcomer Sam Still took top position on the course only to lose in the inspection area when his equipment was found to be illegal by the measurers. Another victim in the inspection area was AU first place finisher, Craig DeWald. The inspectors disqualified De-

Wald for a technicality concerning the use of old-style rods in a newer model KG4. DeWald's appeal of the protest held up final announcements in the AU class, which was tentatively awarded to second place finisher Bill Turgeon, Clayton, N. Y. The A.P.B.A. Stock Outboard Racing Commission, however, later upheld DeWald's appeal and Craig DeWald joined the list of Divisional Champions.

One heat each in ASH and CSH was run off with a high flip-to-finish ratio, which influenced the officials' decision to cancel further events. They were run off prior to the National Championships at Worcester, too late for full coverage this issue.

Regional Champion Jane Smith was among the drivers who flipped into the roiled Niagara River waters. Most unfortunate of the flippees was John Webster, Toronto, Ontario, who was leading the ASH event, tailed closely by Craig DeWald. Both racers appeared to be overdriving, considering

(Continued on page 40)



Eddie Tom, who won at Grand Haven last year and took third place in 1957, is shown at the helm of his beautifully turning Rinker.



## Muncey-Rhodes Do It Again

(Continued from Page 12)

qualities could be improved with a few minor changes. These modifications, however, weren't possible in the short time the Simon camp had at the race site. Though the hull, which was designed by a man who has turned out numerous championship outfits in the limited ranks, could easily have topped the 95-mph average speed required to qualify, both designer and owner preferred to hold her initial trial in competition until some of the bugs which always beset a new boat had been ironed out.

The slowest of the qualifying times, a 95.154-mph average turned in by *Miss Rocket* of Tacoma under the helmsmanship of Marion Cooper, can scarcely be construed as a snail's pace, for just to get in a Gold Cup field calls for a plenty fast boat handled by a driver with more than average intestinal investiture.

Excitement was maintained at a high pitch as day by day during the five days preceding the race the qualified list grew from one boat to fifteen. Damaged Allison and Rolls-Royce engines were pulled out of the big hulls and replaced with new ones with almost monotonous regularity, which should have foretold the many mechanical problems that would be experienced during the 90-mile race if the big twelve-cylinder mills couldn't hold together for a nine-mile time trial. Refreshingly, it was no longer an all-Allison race. A number of the owners, basing their opinions on the sound evidence of past performances in *Slo-Mo-Shun V* (now *Miss Seattle*) and in *Slo-Mo IV*, which was wrecked beyond repair at last year's event, had switched their allegiance from the Allison to the Rolls. Actually four different model Allisons were used, including Models 111, 113, 117, but with the greatest bulk of installations utilizing Model G-6.

The Allison and the Rolls-Royce Merlin are fundamentally alike. They are both V-12 powerplants. The Allison, with a bore of 5½" and stroke of 6", displaces 1710 cubic inches. The Packard-built Rolls Merlin Model 9, a 5.4" bored mill with 6" stroke, displaces 1650 cubic inches. The Allisons are equipped with either a 6:1 or 6.65:1 compression ratio. The Rolls is set up with a 6:1 ratio. The Allison weighs 1600 pounds complete with a Western gearbox, while the Rolls weighs 245 pounds more, complete with the same type box. The Allison is factory rated at 1710 horsepower at 1710 rpm, which has led some fans to dub the motor the Triple 1710. The Rolls, by contrast, is factory rated at 2360 horsepower at 3200 rpm.

In a Gold Cup both motors apparently develop far more than their rated horsepower, since Jack Regas, in averaging a 110-mph lap in *Hawaii Kai*, was sure that he could clock a far faster canto; the Rolls began to miss at 3800 rpm, when he would have liked to be able to peak her out at better than 4000 on the straightaways. One reason why some of the owners are favoring the Rolls is because the piston and connecting rod assemblies in the Allison are a pound and a half heavier than those in the Rolls. The lesser weight of its reciprocating parts gives the Rolls quicker acceleration.

On race day, bets were being made in the pits as to whether the Rolls-powered *Miss Thriftway*, *Hawaii Kai III*, *Miss Seattle* or *Thriftway Too* could outrun the single-engined Allison-powered hulls or the two tandem-powered Allisons, *Such Crust III* and *Gale VI*.

The pre-race favorites were *Miss Thriftway*, *Hawaii Kai III*, *Miss Wahoo* and *Maverick*, all racing under the Seattle Yacht Club banner. Chuck Thompson's *Short Circuit* was considered the best of the Detroit contingent. Much of the faith in *Short Circuit* was based on Chuck Thompson's thorough preparation of the hull, which was formerly Guy Lombardo's *Tempo VII*. Under Danny Foster helmsmanship, the 1954-built hull had turned in an excellent account for itself. Thompson had qualified early at 98-plus, then covered his outfit. Rumor had it that Thompson had loafed during qualifying to keep *Short Circuit's* true potential under wraps.

The Schoenith's *Gale V*, a 1956-built hull bearing the same name as the earlier version which won the Gold Cup

BOAT SPORT

## NEW WORTHINGTON INVENTION!

# NO-VIBE TRANSOM PAD GIVES SMOOTHER QUIETER VIBRATIONLESS OUTBOARDING



Models for every boat  
every HP engine from

**\$295**



### NO-VIBE "LITTLE GIANT"

longer — wider — heavier

No. 1131 in black **\$5.00** each  
Neoprene rubber only postpaid

For ALL new larger engines 25 HP and up,  
dimensioned to fit big motors. Dupont  
Neoprene with Formica. UNCONDITION-  
ALLY GUARANTEED.



**REGULAR  
"HEAVY DUTY"**  
for boats with regular  
transoms. GUARAN-  
TEED.

1111—Black Neo-  
prene .....\$3.95 ppd.  
1112—White Neo-  
prene .....\$4.95 ppd.

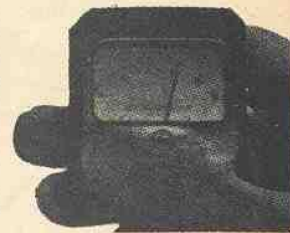
**"HEAVY DUTY"  
CUT-OUT**  
for boats with trans-  
om knee bracing.  
GUARANTEED.

1121—Black Neo-  
prene .....\$3.95 ppd.  
1122—White Neo-  
prene .....\$4.95 ppd.

**"STANDARD"**  
for boats with or with-  
out transom knee bracing.  
1101—Black nat.  
rubber.....\$2.95 ppd.  
1102—White nat.  
rubber.....\$2.95 ppd.

### AUDIOMETER TESTS

show up to 85% reduction of  
vibration-caused noise! No-Vibe  
prolongs life of engine and boat,  
protects both sides of transom  
from clamp and engine marks.  
All pads, except "Standard,"  
have rigid Formica insert... pre-  
vents clamps cutting pad and  
transom.



## 89% OF ALL BOATS AT N. Y. & CHICAGO BOAT SHOWS HAD NO-VIBE TRANSOM PADS... CONCLUSIVE PROOF OF WORTHINGTON'S INDUSTRY ACCEPTANCE & LEADERSHIP

OTHER GUARANTEED WORTHINGTON PRODUCTS  
Write for complete FREE catalog.

RUBBA SNUBBA for mooring lines..... from \$2.95 ppd.  
No-Vibe CLAMP PADS, attach to engine... per pair 3.00 ppd.  
No-Vibe DRIP PAN, regular or cut-out..... 3.00 ppd.  
SAV-OR Rubber Oar Sleeves..... per pair 2.75 ppd.  
Waterproof, explosionproof SAF-T-LITE..... 4.75 ppd.  
All-Plastic STEP PLATES..... from 1.75 ppd.  
LITE-HOOK, from \$2.95. With light..... from 4.50 ppd.  
Nautical KEY BUOYS, each, \$1.00..... per pair 2.00 ppd.  
Ever-Dry SALT & PEPPER BUOYS..... per pair 2.00 ppd.

AT YOUR DEALER OR ORDER FROM

**WORTHINGTON**

PRODUCTS, INC.

MARINE DIVISION

441 Lexington Avenue, New York 17, N. Y.



in 1955, was considered the next best of the Detroit challengers, who were represented with six of the total entry list.

A smaller group of fans was backing *Breathless II*, which hoped to take the trophy to the Tahoe Yacht Club. Of the fifteen boats that qualified, eight were Ted Jones-designed and built by Michigan's Les Staudacher; five others were designed and built by Staudacher. This gave Jones and Staudacher practically a monopoly, with the only outsiders *Miss Bardahl*, designed and built by Norm Christensen, and *Breathless II*, designed and built by the Judson Pacific-Murphy Corporation.

The fifteen qualified boats were split into three five-boat heats. The line-up in the three heats was decided by lot in a pre-race drawing. In the first heat, *Miss Rocket*, *Gale V*, *Miss Seattle*, *Miss Wahoo* and *Miss Bardahl* tangled rooster tails. *Miss Wahoo*, helmed by Mira Slovak, came out on top at the end of the thirty miles at a 108.717-mph average. *Wahoo's* toughest competition came from Norm Evans in *Miss Bardahl* who led the *Wahoo* for two laps before being passed by Slovak halfway up the backstretch of lap three. Going into the north turn, Evans, on the inside, regained the lead, and the two boats moved off the fourth turn, with *Wahoo*, on the outside, slightly behind.

As the two flashed past the officials' stand, they were running nearly bow to bow, with Slovak on the outside holding about a third of a boat's length overlap, but not enough to move in and take over a decisive lead. Evans continued to hold off Slovak through the south turn of the third lap, but had the front running position cleanly wrested from him on the backstretch. On the fourth lap, *Wahoo* averaged out 113.68 mph to gain an approximately 50-yard lead over the owner-built hull. From that stage on *Wahoo* was never seriously threatened, though *Bardahl* continued to hang on to second place. She was close enough to worry the ex-Czechoslovakian pilot of *Wahoo* until *Bardahl* suddenly went dead in the water on the north turn. Evans tried to kick some life into *Bardahl* but was unable to get her going. Those who had sentimentally

placed their faith in the six-year-old *Miss Seattle* because of her past performances when she wore the name *Slo-Mo-Shun V* and won the Gold Cup twice, once in 1951 and again in 1954, saw their favorite run a clean-cut third position, right in contention, for one lap, then go dead in the water in the south turn, later to be towed to the pits and retired for the day.

In the second section of the first heat, *Miss Thriftway* proved too much for the second-place-finishing former Harmsworth Trophy winner *Shanty I*, and her pilot Russ Schlee, and the balance of the field that included *Breathless II*, the third place finisher, *Such Crust III*, which finished more than three minutes after *Thriftway* got the checker, and lumbering *Gale VI*, which completed only six laps before she dropped out and also had to be scratched.

In the third section as in the second a Rolls plant powered the winning boat. This time it was *Hawaii Kai III* with Jack Regas turning in the day's best performance, to average 109.823 mph and lap one three-mile circuit at 114.89 mph to establish two new Gold Cup marks over a three-mile course. *Maverick* finished second, with *Miss U. S. I*, helmed by Freddy Alter, third and *Short Circuit* fourth. Third-placer Alter averaged 101.360 mph, which was faster than the time made in either of the other heats by the second place finishers. *Short Circuit* handled poorly and tended to kite, and though she had a large speed reserve, Thompson was unable to average more than a 92-plus gait, for at a much faster speed she might well have become airborne and kited into a back flip. *Thriftway Too* ran in fifth spot one lap and on the backstretch, with a sudden burst of speed, flashed past *Short Circuit* and *Miss U. S. I* momentarily, then tore up her supercharger quill shaft and dropped out of contention before the lap was over.

The second heat was made up of two seven-boat sections, but a number of these outfits had already been overstrained in their first thirty miles and failed to make the distance. *Miss Thriftway* won the first division go of the second heat to make it two straight for Bill Muncey. Muncey's

## Torque Talk

(Continued from Page 19)

spectacular, found the right combination to win the 266 class, beating out Don Less of North Tonawanda, N. Y., and Hal Bucholz.

The trophies offered at the Waterama were out of this world, and the Chamber of Commerce of Burlington is to be commended for sparking interest in inboard racing on Lake Champlain again, where in years past many outstanding drivers and boats made their lasting impression on the racing scene.

ON JULY 14TH two National Championships were decided on opposite sides of the United States. At Long Branch, N. J., Fred Rexon of Haddonfield, N. J., recorded a third and a second to come out top man in the Jersey Speed Skiff class. Dan Ardolino, at the wheel of Bill Leyeson's craft, took the first heat but was disqualified in the second, beating out on elapsed time last year's titleholder, Bernard Tool, Jr., of Beach Haven, N. J., who was disqualified in the first heat but won the second.

While the Speed Skiffs were tearing up the Long Branch course the B Racing Runabouts were competing at

Merced, California, for the National title. Perennial champion Ernie Rose of Patterson, Cal., successfully defended his crown by taking straight heats over runner-up Duane Easton of Buena Park, Cal., whose pair of seconds outscores George Keene of Modesto, who placed third in both heats. The fastest heat was recorded at 57.034 mph. ●

## Fiberglass

(Continued from Page 15)

strips over it to hold the cloth to a sharp edge. When it hardens the cellophane will peel off and the small nail holes can be filled with a drop of resin.

With a disk sander, sand off all the bumps. Don't cut into the cloth, except at the edges, where the cloth should be feathered to the non-trips. In sanding the bottom flat, an iron plate, with a coarse, open-cut garnet paper, is excellent.

Dust off the bottom and see that it is level. With a brush put on a coat of the thin-mixture resin. I lay on the resin right to the tops of the non-trip chines. When this hardens you will have a really slick bottom.

On the last four feet I again get my flat iron plate and put wet-and-dry sandpaper under it. Using water, I

sand her perfectly flat with a circular motion. This is not an easy job; it may take an hour or so to get the bottom perfect. But do a good job, because the bottom will stay this way. When you are satisfied with the bottom—use a steel straight edge to check it out all way—you are finished.

Repair is easy. If you do get a small gouge, fill it in with the resin and sand it flat again. Should you knock a hole in the bottom, cut it out evenly with a saw, and fit a piece of wood the same size and shape into the space. Lay resin and cloth on each side in the same manner as the original covering job, and sand smooth.

Actually, your bottom will be so tough that the small pieces of wood you hit, which chew up the bottom of a varnished boat, will not hurt her now.

The cloth required by a B Runabout is 44 inches wide and 11 feet long. Boats in other classes will vary slightly, but the size is easily measured. About two quarts of the thinner resin and three quarts of the thicker will do the trick. The American Molded Fiberglass Co., 65 Governor St., Paterson 1, New Jersey, supplied the cloth and resin for this job, with enough catalyst, for \$21 plus shipping . . . surely a worthy investment in easy maintenance and repair! ●

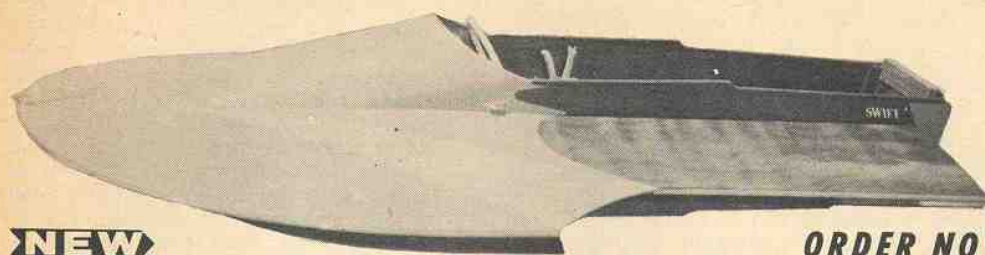




NEW SPEED

NEW BEAUTY

NEW PERFORMANCE



**NEW**

**ORDER NOW!**

STAY ON TOP WITH **SWIFT**

Model UHD-112 is a completely new CDF hydroplane, leading a line of 4 revolutionary hulls by SWIFT for 1958!

Negahedral afterplane, double stage compensating air-traps, raked sponsons, staggered hip rail coamings, all-wood decks and shock-wave color styling add up to the fastest, greatest handling, most beautiful boat you have ever raced! Remember, SWIFT WINS MORE THAN ALL OTHER MAKES COMBINED!

Write  
for free literature

SWIFT WOODCRAFT INC.,  
BOX 497, MOUNT DORA, FLA.

carefully planned consistent pace was dramatically exemplified when he duplicated to a fraction of a second his elapsed time in the first heat to average an identical speed. *Short Circuit*, at a 14 mph lesser gait, took second, with *Gale V* an uninspired third. *Hawaii Kai*, which had started out like a gazelle and was a first-lap threat, ran into supercharger trouble in the second lap and limped sloth-like back to the pits on battery power after running off plane at tugboat speed for a full lap.

Less than eight minutes after *Kai* pulled into the pits the damaged *Rolls* had been hauled out and a new motor was already being lowered into place. All this in hardly more time than it would take an outboard racer to swap motors.

In the other heat of the second division *Shanty* grabbed top honors at 98.369 mph. *Miss Wahoo* failed to start and *Miss Rocket*, which had finished third in its first 30-mile attempt, conked out on the fourth position. *Maverick* had held the lead for six laps but she had apparently been pushed too hard in the first four laps, in which she averaged 109 mph. She also ran into the Gold Cupper's bugaboo, supercharger damage, and stroked in for the four final laps to a fourth place finish at a 77-mph average gait. The *Maverick* crew had a new motor waiting by the time she crept around the tip of the new Stanley S. Sayres Memorial Park where the boats were pitted.

In the hour's time before the start of the final heat *Maverick's* crew had her ready to go again. Their work had apparently been successful, though she trailed *Hawaii Kai* for eight of the ten laps. *Kai's* driver Jack Regas was more than willing to go the whole distance but he ran out of boat when he blew the fifth engine from *Kai* in five days—two during the Gold Cup itself.

*Maverick* took over to win with a 20-second margin over *Miss Thriftway*, which in turn was followed by *Shanty I*, Muncy's only threat to retaining the crown he won at Detroit in 1956. Bill led *Shanty* to the tape by a comfortable 19-second margin.

An analysis of the speeds proved that the "boss," Willard Rhodes had been right in his strategy not to let Muncy overstrain *Thriftway* in qualifying runs and not to shoot for the moon during the race itself. Muncy, who can have as heavy a foot as there is in the game when the occasion warrants, gauged his first two winning heats well, maintaining a fast-enough average to put him in a good position to gain the 400 bonus points for the fastest average speed over the 90-mile distance, yet at the same time not overtaxing his outfit in the final heat, knowing he had only *Shanty* to beat.

To Muncy should go the acclaim of driving the smartest race of the sixteen drivers who tried their driving techniques in one or more of the six thirty-milers. For the first time in three years the Muncy-Rhodes combination wound up 90 miles from the starting line without a single rhubarb, protest or sea lawyer attack to make it two straight Gold Cups in a row, this year's with a higher lustre in keeping with the fiftieth anniversary of this big one, which had given it the name the Golden Gold Cup Regatta. ●

BOAT SPORT

## Quincy CONTROL BRACKET fits all boats

Throttle and gear shift controls are easily and securely mounted with a Quincy CONTROL BRACKET. Ball socket mounting pads insure proper alignment regardless of shape of hull. Fits Mercury, Johnson Evinrude, Scott Atwater and other similar controls.

IT'S  
HOT



PAT.  
APPLIED  
FOR

List Price \$3.50

THE QUINCY WELDING WORKS, 5th at State, Quincy, Illinois

Watch for the **ONE MINUTE GUN** in every  
issue of **BOAT SPORT**

### PLANS · PATTERNS · FRAME PACS

World's Largest Selection. Over 200 new plans, Full Size patterns, frame pacs. Designed for the amateur. Prams, racers, cruisers, utilities, inboards, outboards, in wood, plywood, steel. New longitudinal stressed models with revolutionary bulkhead construction. Light, super strong.

Send 35c for 120 pg. PLAN CATALOG  
Catalog plus Boat Building Handbook.....\$1.00

SPECIAL OFFER... Plan Catalog ... plus  
Hardware and Accessories catalog.....\$1.00

CUSTOM-CRAFT · BUFFALO 7 F NEW YORK



### SPECIAL!

- 120 PAGE PLAN CATALOG PLUS
- 200 PAGE "BOAT BUILDING FOR THE AMATEUR" COVERS
- BOAT BUILDING FIBER-GLASSING
- OUTFITTING, ETC.

Only \$2.50

WE ALL HAVE THE SAME MOTOR - SO HOW  
COME YOU GET MORE SPEED?



SH-H-H-H! HIS MOTOR SWINGS A  
COLUMBIAN CUSTOMIZED  
OUTBOARD PROPELLER.

Get the right propeller for every HULL-LOAD-HP combination and every USE. Save gas, reduce vibration, give extra propeller "bite"-speed for ski towing. Exclusive HUB-GARD, made by America's largest propeller manufacturer. Ask your dealer for literature with PROP SELECTOR CHART or write

COLUMBIAN BRONZE CORPORATION · FREEPORT, N. Y.



## Inboard National Championships

(Continued from Page 9)

The 135's milled for the start twelve strong. Tom Turner, Kenmore, N. Y., first alternate, who lay to at the starting float like a poised vulture waiting for a motor failure to give him a crack at the title, was doomed to disappointment, for not a single one of the class failed to move up in the race to the clock. Red Reeder and Ennas Argence came up wide, close to the shore line, with the balance of the field tightly bunched, moving in a nearly straight line toward the clock. Reeder was forced wide and never could make a bid for a front spot in the corner, but Argence found a hole and dropped into third spot.

However, third across the line and running full bore was *Shake, Rattle 'n' Roll* with a determined Bob Hamilton at the helm. The rig was really screaming and Hamilton never lifted his foot going into the first corner, where he took over the lead, though Ed Barbo, Dearborn, Mich., riding just outside Hamilton's rooster tail, gave him a real run up the backstretch and on for two laps before Barbo finally conked. Sid Street, pressing hard after Hamilton, struck the fourth turning buoy in the north turn on his second lap and though he ultimately finished second, pressed closely by Argence, he was disqualified. Hamilton, with a 69.338-mph average, built up an amazing quarter-of-a-lap advantage over the balance of the field. Argence scored second with Carter Parrish third and Red Reeder fourth.

Disappointing to the West Coasters was *Cumon Baby*, a red-decked Neeley hull that was running seventh at the

end of the first lap and, despite some heavy-footed effort by Jack Salmon, was unable to finish better than fifth. This all but put the defending champion out of the running. Salmon, helmsman of the defender, seemingly felt that he had been squeezed at the start and complained long and loud to the officials. I noted no evidence of it nor had I seen any indication of rough riding during the race itself. Salmon, despite a fast outfit, had merely been outdriven.

In the second heat, the defending championship boat certainly had no cause for complaint, for Salmon brought her over the line in second spot, being led only by 30-year-old Carter Parrish, followed by Sid Street, with Bob Hamilton, fourth. On the backstretch, Parrish hung onto the lead, with Street second, Salmon third. Going into the north turn, the wily veteran Street showed his skill. Sid stayed on the pedal deep into the corner, taking the inside and moving through fast into the lead, followed by Hamilton, who moved right through in Street's wake. Just off the fourth buoy, Parrish, who had been helming a beautiful race, ran into motor trouble and dropped out of competition. For two laps the leaders continued to set a scorching pace, with Street out in front, Hamilton seldom more than two boat lengths behind, and Salmon doing his utmost to move up from third. At the end of the second lap, Salmon tried to take Hamilton on the outside, only to be held off and to lose ground. On the backstretch the Californian, with gutty full-bore driving, drew abreast of

Hamilton, and with the red *Cumon Baby* bounding wildly, made it through on the outside to take over second, five seconds behind Street at the finish line, ending with a two-boat-length advantage over Hamilton.

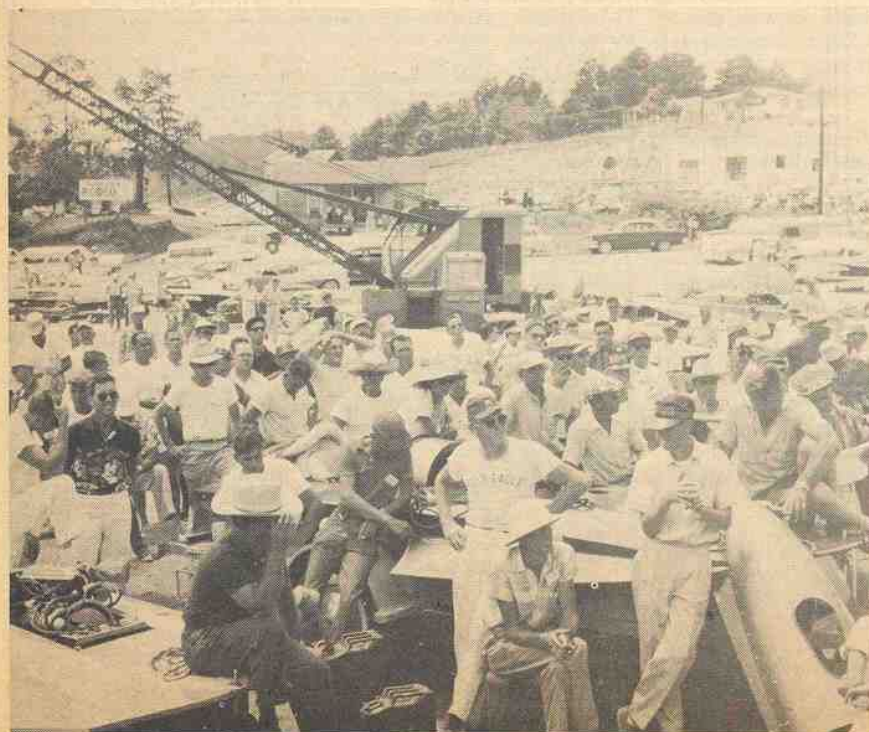
The Winter Haven driver had not extended *Shake, Rattle 'n' Roll*, because Hamilton could add. He knew Street had scored no points in the first heat, while he had racked up 400, and knew that Salmon had only been credited with 127 in the first three-lapper. It had proved to be an expensive disqualification for Sid Street, whose 400-point win gave him third place with a five point margin over fourth place finisher Argence. Hamilton's 225 for third gave him a safe margin of 625 points to the defending champion *Cumon Baby's* 427, and a second crown moved into Florida.

Eight 225's, including National Champion Mac Weifering and the one-mile record holder were among the next field. *Jersey Devil*, the straight-away champion, a Studebaker-powered Hallet, which under the direction of Mt. Holly, N. J.'s Ron Smith had clocked 111.472 mph last December on the West Coast, was a sick rig plagued with ignition trouble. *Jersey Devil* ran a poor eighth in the first heat and failed to start in the second. Henry Vogel of Rochester, N. Y., was led to the starting line by Ralph Mars, Denver, Colo., but easily shook free of Mars and the balance of the field to clock 72.058 mph and finish with a safe 11½-second margin over second-place driver Ron Musson in *Wa Wa*. Defender Mac Weifering, off to a bad start, finished fifth.

In the second heat, Rodney Brogden, of Warwick, Va., was first of the six starters when the white flag dropped. *Wa Wa* took over the lead in the first turn, with Vogel riding second, and the beginnings of a real point battle for the title appeared to be in the making. Unfortunately Vogel was unable to complete the first lap. Brogden put on a challenging performance throughout the three laps but actually was driving for naught, since he had been disqualified for jumping the clock and his second place finish was destined to be wiped from the books. Musson, merging his second and first place finishes, the latter heat at a 72.289-mph clip, took the title with 700 points. Mac Weifering combined a fifth and a second for an overall second with 427 points and Henry Vogel, despite his failure to finish, topped the third place finisher, Ralph Mars, with 400 points for his heat win to Mars' 394 for fourth and third place finishes.

The elimination runs for qualifying had proved too much for some of the fast 266-c.i. outfits, for only ten of twelve qualifiers made it out to the start of the first heat, which saw Musson in the 266-c.i. *Wa Wa Too* move into the van on the first backstretch. Musson really had his foot in it and *Wa Wa* responded well. At the end of the first lap *Wa Wa* had built up a

The Guntersville committee, which handled everything else so well, neglected to arrange for cool weather. Drivers' meeting was held in 100° heat beneath the blistering Alabaman sun.





six-boat-length lead over Roy Gassner, St. Petersburg, when *Wa Wa's* Chevy powerplant blew. With it went owner Bill Ritner's hopes for two titles and a successful defense of his 266 class crown. Bob Schroeder was pressing Gassner with four boat lengths separating the two at the end of the first lap. Levon Paul of Denton, Tex., in his yellow and black *King Bee*, was making his presence felt, helming hard right in Schroeder's rooster tail. A lap later it was Gassner and Schroeder flashing past the starter's stand bow to bow, with Gassner on the inside and Schroeder on the outside. Riding between the two, two boat lengths back, was Levon Paul, foot to the floor.

On the backstretch of the third lap, Schroeder and Gassner were still running bow to bow, with Paul hanging on like the tail of a kite. It was still any one of three drivers' race. Schroeder on the outside made his bid in the final turn, staying on it deeper into the corner. His momentum caused him to cross up, and though the spectators didn't realize it until it was later announced, the nervy Niagara Falls helmsman was slammed hard against the side of the cockpit, suffering several cracked ribs. Paul, taking advantage of Schroeder's momentary broaching, plunged by into second, but Schroeder immediately straightened out his hull, pulled up abreast of Paul momentarily and then, possibly because of a sudden twinge of pain, lost it for an instant and performed a spray-raising complete 360° spin-out. Despite this Schroeder still finished within seven seconds of second place Paul, who was led to the tape by Gassner, who had a three-boat margin and an average speed of 74.196 mph. Close behind Schroeder was Milt Gagnon of New Orleans in fourth.

In the second heat L. LaPorte of Metairie, La., made a perfect start in the closely packed eight boat starting field. LaPorte was followed by Dr. Linss, Earl Silva of New Orleans and Marion Cooper, Louisville, Ky. Schroeder, who was still a popular favorite, was nearly last of the closely packed field across the line, but he was going full bore, moved up to second spot behind LaPorte in the first corner, and took over the lead coming off the fourth buoy. Schroeder was setting a screaming pace, with Linss riding second, Gagnon third and LaPorte fourth at the end of the first lap.

The previous heat's winner, Gassner, was holding onto the fifth spot at the stage, nearly a quarter of a lap behind the lead boats. On the backstretch of the second lap the Niagara Falls driver's bid for honors came to an end when his motor called it quits. Linss grabbed the lead but up from fifth spot to second came Gassner, who took Gagnon neatly between the third and fourth buoy of the north turn. This was the order in which the three boats finished, Linss averaging 71.034 mph to top Gassner by four seconds at the tape; Gassner in turn led Gagnon in

by a boat's length.

Gassner, in his *Sunshine Baby II*, took the title with 700 points, with second spot going to Doc Linss with his *Briar Hopper* and third being taken by Gagnon with *Security Flyer*.

Levon Paul, who had gotten off to a poor start, was running sixth at the end of one lap but bettered his position by moving up into fourth at the end of the second lap and was challenging Gagnon for third when suddenly *King Bee* caught a chine, flipped and catapulted the Denton, Tex., driver into the water. Fast work by rescue craft made it possible to get a line on Paul's

damaged boat, which was sinking rapidly. *King Bee* was later towed to the pits completely underwater. Paul at the time of his flip had a third place sewed up tight and was making a determined bid for second when he joined the Hell Divers' Club.

Three of the championships at stake had been taken by Floridians. No previous champion had successfully defended his crown and the national title events were over, but one of the most exciting races of the day was still to be run—the free-for-all for the Alabama Governor's trophy. The event was scheduled for ten miles. Only six

## SID-CRAFTS DOMINATE STOCK NATIONALS

FANS AT THE A.P.B.A. — BOSTON GLOBE SPONSORED STOCK OUTBOARD NATIONAL CHAMPIONSHIPS SAW SID-CRAFT HYDROS AND RUNABOUTS DOMINATE THE FOUR-DAY RACE MEET . . .

HELM THE BOAT THE CHAMPIONS DRIVE

Bob Robbins in his Sid-Craft DU 168 Won The 100-Mile Mennen Grand National Marathon . . . Skip Forcier Won the DU Title In A Sid-Craft . . . Dave Hoggard and Bill Holloway Copped ASH and DSH Crowns in Sid Hydros . . . Tony Rodriguez and Bob McCann Set new A.P.B.A. Straightaway Marks with Sid-Crafts in DSH and BU . . .

YOU TOO CAN JOIN THE WINNERS AND THE RECORD BREAKERS IN A SID-CRAFT (Order Now For Early Delivery)

Mail Address:

SID-CRAFT BOATS

Rt. 45 Player Ave., US 1, Nixon, N. J.  
Shop Address: US 1, New Brunswick, N. J.



## boat plan • pattern • units



prepared  
ESPECIALLY

for  
**AMATEURS**

OUTBOARD

Sport — Racing — Utility — Cruising — Camping

Send 35¢ coin for  
LATEST COLORFUL CATALOG

**E. G. McCrea & Co.**

Naval Architects — Dept. B3  
NORTH HATLEY — QUEBEC — CANADA

## BOAT PLANS

for the amateur builder



DEALER INQUIRY INVITED  
BUILD YOUR OWN boat from our PLANS, FULL SIZE PATTERNS or FRAME KITS. A complete selection of inboards and outboards

for plywood planking. State requirements or send 50¢ for our BIG CATALOG listing all types from 10' to 22'.

PATTERNS  
FRAME  
KITS

GLEN

BOX  
568B  
COMPTON,  
CALIF.



of the seventeen original entries were still in mechanical condition to enter the event for the beautiful huge gold cup plus \$200 in cash, the final booty of the \$3000 posted. The entries included Marion Cooper in his 266 *Tennessee Kid*, Ray Gassner, the new 266 Champion, Milt Gagnon in *Security Flyer*, Ron Smith in *Jersey Devil*, and Don Dunnington in *Miss Pinky*, all 266's with Lou Balas, Oak Park, Ill., in *The Moaner*, a 135.

Ray Gassner led the field at the start and into the first turn in true championship form. He was followed by Dunnington, Cooper, Smith, Gagnon and Balas in that order. At the end of the

first lap, despite hard pressing by *Miss Pinky* on the backstretch, Gassner, cornering cleanly, still held the advantage. The 37-year-old Dunnington, driving harder into the corners, slid wide and lacked Gassner's deft buoy-hugging touch.

The second lap it was Gassner still out in front, coming off the final buoy. Dunnington with his foot in it slid the beautiful Lauterbach hull almost up onto the rip-rapped levee trying to gain an advantage. If at the last moment Dunnington had lost his nerve and lifted his foot, it is possible that *Miss Pinky* would have been beached. With the beaching would have come disaster, for the sloping levee banks were jammed solidly with excited spectators. However, Dunnington got away with his maneuver, clipping the levee bank with less than eight feet to spare at the closest point, but he achieved his purpose, that of keeping *Pinky's* tail high so she wouldn't lose speed.

Dunnington rocketed down the straightaway past the officials' stand with about a half a boat length advantage over Gassner. On the lower turn, Gassner, with the inside position again, helmed the four buoys in letter-perfect fashion and reached the backstretch first. By the end of the backstretch he had a nearly two-boat lead over *Pinky*. Again Dunnington stayed on it and again he slid wide, flat and full bore nearly to the bank before *Miss Pinky* finally straightened and arrowed by the judges' stand, throwing spray from his rooster tail onto the automatic clock. At this point again Dunnington had a slight advantage, but the two-boat duel continued with Gassner holding the inside on the south

turn and reaching the backstretch first. Dunnington, having missed his opportunity at a national championship, was not to be denied the Governor's Trophy, and though his driving may have lacked some of Gassner's finesse, he was scarcely wanting in courage. *Miss Pinky* continued to get a flat-out hair-straightening ride. In the final corner of the fourth lap Dunnington managed to tighten his corner somewhat and finally got a clean overlap over Gassner to move on for the final two laps with no serious challenge from the National Champion.

Dunnington, I feel, with another season's racing under his belt, will really be a racer to watch. The newcomer to 266's, who was undeniably the real crowd-pleaser of the day and responsible for finishing off the event with an exciting performance which had the entire crowd on its feet throughout the event, should turn into one of the country's top flight helmsmen of the fleet 266's.

During the excitement few but those on the officials' stand, who were keeping an eagle eye on the course, had seen Milt Gagnon flip *Security Flyer* in the north turn. Fewer still realized what had happened, since *Security* disintegrated and went to the bottom. Fortunately Gagnon was riding in fifth place when the flip occurred and a patrol boat was able to fish him from the water before the two lead boats again reached the corner. Marion Cooper took third place despite being lapped by *Miss Pinky*, and Balas in his outclassed 135 took fourth. Alabamans saw a real boat show and A.P.B.A.'s multiple-title event proved to be a huge success. ●

**SKI KIT**  
**\$18.00**  
**SAVE 1/2**

**IDEAL CHRISTMAS GIFT**

Simply assemble and finish our new water ski kit and you have a pair of skis worth twice the price of the kit. Skis are 7 ply moulded plywood, 67 1/2" long, 7" wide, 3/8" thick. Sturdy rubber foot pieces. All parts plus instructions included — \$18.00. Order from your Michigan dealer or MICHIGAN WHEEL CO., Dept. 88-12 Grand Rapids, Mich. C.O.D. orders accepted.

**5 NEW CRUISER KITS** LOW AS \$399

Many other models. Best values in fiberglass covering kits, marine supplies.

**TAFT MARINE WOODCRAFT**  
Dept. 88-1257 636 39th Ave. N.E. Minneapolis 21, Minn.

18 Ft. Offshore Cruiser

**ON SALE NOW!**  
Get your copy of  
**SMALL CARS MAGAZINE**



It's the only publication that presents prices, specifications, photos and all other pertinent information for the American car buyer on the new, inexpensive and economical small foreign cars.

On sale at newsstands, or send 35c to the address below and we'll rush you your copy by mail.

**RAJO PUBLICATIONS**

215 Fourth Ave., New York 3, N. Y.

## What to Expect at Inspection

(Continued from Page 21)

member, too, that the fact a motor was declared legal at one event does not cause it to be free from the possibility of a later disqualification. This is so because the flaw may be undetected through many inspections, only to be spotted by a measurer who happens to concentrate on the illegal part or parts of the motor.

One little trick some of the drivers have tried to use to increase the compression ratio of their motors and to gain a little added oomph is to substitute a paper-thin gasket between the crankcase and the cylinder block for the standard factory gasket. One driver recently went so far as to carefully rub the exposed surface of the paper-thin gasket with carbon so that it took on a factory gasket appearance. The inspectors caught up with this one quite easily by shaving the edge of the gasket with a razor blade. They didn't even have to tear down the motor to know what had happened.

This type of purposeful cheating meets with a rugged reception by the measurers, who may be inclined to take a more lenient attitude toward an honest mistake but will really crack

down on the guy who figures the inspector isn't quite bright.

One factor in recent years has led to many problems. In late 1953 the S.O.R.C. realized that permission granted to balance and polish was exerting a hardship and added to the motor preparation expense for the racer who preferred to run his equipment right out of the box. As a result polishing and balancing was prohibited on any new models of motors accepted for racing after January 1, 1954. Prior to that time motors could be polished and openings could be beveled to permit alignment of parts. Though metal may be removed for balancing purposes only on pre-1954 motors, remember that any measurer who spots polishing or evidence of metal removal on both rods in a twin cylinder motor or on all four rods in a four-in-line will doubtless disqualify that motor. Why? Simply because he knows that one rod must be heavier than another if removal of metal for weight balance is required. If this weren't so the rods wouldn't require weight balance. The inspector knows there is no reason to remove metal from both rods or all

**BOAT SPORT**



four and the owner will be suspected of attempting to lighten the rods to gain a speed advantage.

Though beveling is permitted on pre-1954 motors, this does not mean that contours can be changed. Better keep emery cloth, crocus cloth or grinding tools out of those internal passages entirely if you want to play it safe. Realize, too, that some of the quickest engines in the pre-1954 category have never been altered internally.

Some drivers of larger class motors have asked that they be permitted to enlarge the prop shaft shear pin hole so as to be able to use a heavier-duty shear pin. Their argument is that by using a heavier pin they are not taking advantage of a fellow competitor or making their motor run faster. This one, too, is strictly for the birds. The hole cannot be drilled larger for good reason. It involves removal of metal, which is contrary to the rules. Though the driver may argue that this removal of metal does not add to the speed, in essence it does, for this reason: the heavier pin can permit the use of a propeller that may grab harder coming out of the corners or one that may wind faster going down the straightaways without fear of pin shearing. To allow one driver to do this and not the others is handicapping the others. The hole must be kept to stock dimensions.

At another recent race a group of drivers had drilled a hole through one section of their D motor's driveshaft housing at the base of the pivot bracket. They had inserted a bolt in this area. It was necessary, they claimed, as the pivot shafts would corrode from salt water action after any layover period and the motor could not steer. Metal had been removed. The bolt fitting was not a factory designed item or an accessory. As a result the inspectors quite rightly ruled against it, and it was up to the drivers to find some other means to overcome the salt water corrosion problem.

Granted, in this case the modification did not add to the speed of the motors. This particular item offered no advantage to the racer. However, if this modification were to be permitted, then all of the drivers could rightly protest that removal of metal from some other area of the motor was no less illegal. The measurers had to stick by the rule book.

Another favorite gimmick is for the racing driver to cut the tips off water pump impellers in order to reduce drag. Don't do it. Inspectors will spot this and out you'll go. The rules call, too, for standard pump-type gasoline and a standard lubricant of petroleum base to comprise the fuel mixture. Illegal additives such as nitromethane or an alcohol blend are easy to spot. At the inspection tent a sample of fuel is taken from each of the winning motors and the inspectors use a variety of means to check fuel for legality. Further, any fuel that may be suspect and which the driver continues to claim is perfectly legal will be sent off

for laboratory analysis. Don't think you can fool the inspectors here either.

What is your part as a driver in the inspection area? The inspectors are not expected to lug or prepare equipment to be checked. Immediately after the completion of any race in which your boat places in the money, forewarn your crew to rush to the inspection area with a complete set of tools to tear down the motor. As soon as your boat pulls into the pits, an official will tag your motor with an identification, such as "third place AU" or whatever your overall finish position may have been. You will be expected immediately to remove the motor from your boat and carry it up to the inspection area, where it will be impounded until it is given an ok by the inspectors or is disqualified.

The next move is for you and your crew to carry your boat over to the scales. Don't make the measurer remind you that all water must be removed from the boat, and further that any hardware, cushions, flotation equipment, fuel tank or battery that is not permanently attached to the boat must be removed. This means that kneeling cushions or coaming pads must be fastened in place with bolts, screws or tacks which would require the use of tools for their removal. Fuel tanks or batteries must be permanently fastened either with elastic cord, straps or some other securing device. All loose equipment must be taken out of the boat.

Since the overall weight includes both the hull weight and the driver's weight, keep in mind that the driver's weight excludes the weight of his life jacket, helmet and knee pads under A.P.B.A. rules. Take them off before you get on the scales so as not to slow down progress and don't try to add overall weight by wading ashore and expecting to pick up a few pounds with water-soaked clothing. The measurer will probably insist that you squeeze out the water. If you and your boat are underweight, you will have only yourself to blame. Scales are always on hand at the regatta site in advance of the races. If you are in doubt that you and your boat meet the minimum, weigh in before the race when you still have an opportunity to add overall weight to the boat if you are light. Don't figure on putting some lead weights or tools in your pocket. Even though you carried these weights when you were racing, they can't be counted, because they are not "permanently attached."

If you are a marathon racer, don't cut this weight item too close. I knew of one driver who entered an 88-mile marathon two pounds overweight. However, at weigh-in time he was a half pound light and lost out on a first position in a big one. He played it too close and didn't figure that the strain and energy burned up during the grind would lop off nearly three pounds of his body weight. It can and does happen. Next step is to check with the

## CAN'T BE BEAT!



BILL TENNEY — '56 FLA. GRAPEFRUIT CIRCUIT, 1st & 2nd PLACE — COL. GREEN TROPHY.  
CARRARA, ITALY '56 1st PLACE CLASS B RACING HYDRO.  
HOLDER OF ALL APBA RECORDS CLASS B & C RACING HYDRO & 3 OUT OF 4 NOA RECORDS FOR CLASS B & C RACING HYDRO.  
'55 APBA NAT. CHAMP CLASS B & NOA CLASS A RACING HYDRO.

**Chris-Fo**  
LEADS THE FIELD

## RACING FUELS

FOR INBOARDS AND OUTBOARDS  
NITRO FUELS AVAILABLE ON REQUEST

SEE YOUR DEALER OR  
WRITE TO Dep't. 1-19

**CHRISTOPHER BROS.**  
12800 EATON AVENUE  
DETROIT 27, MICHIGAN

Secrets of  
(Stock)  
Outboard  
Motorboat  
Racing

**A Valuable Book**

Information on:  
Balancing the Boat  
Setting up Motor  
Proper Propellers  
Running the Race

FOR EVERY  
OUTBOARD  
DRIVER  
**\$3.00**  
Postpaid

**VAN PELT BOAT CO.** Spring Lake 1, Mich.

## NOW AVAILABLE !!

'OJ' Three blade rubber cushioned hub propellers for the 25-40 HP Scott-Atwater, Evinrude, Johnson, Fageol, Buccaneer, Elgin, Firestone, Sea King, Oliver engines for improved speed and performance on family runabouts being used for racing, water skiing and carrying heavier loads. Two blade 'OJ' propellers for the '36' Class.

'OJ' propellers for Mercury Mark 25, 30, 50 and 55 standard engines.

Super 'OJ's' for Mercury and Champion stock racing engines. Better performance, speed, acceleration.

Reconditioning on all makes  
**JOHNSON PROPELLER CO.**  
603 Lancaster St., Oakland 1, Calif.  
Kellogg 3-4110



### ACTION PHOTOS INBOARDS • OUTBOARDS

8 x 10 Glossies—\$1.00 each. All new England events—Cambridge Mile Trials, Buffalo Divisionals—Worcester Nationals. Many others. Add 25c mailing cost. Write, giving boat number and class to:

**TED KOOPMAN, 41 Woodward St.  
Newton Highlands, 61, Mass.**

### ELECTRONIC DYNAMIC BALANCING

Outboards, Inboards, Auto, Micro Midgets. Helarc welding, block padding, special machining A, B, C and D stock or alcohol modified hop-up. Write for descriptive literature. Let us get you ready for serious racing.

**Southeast Balancing Co.**

4356 Bethwood Cir. Phone Evergreen 9-2088  
Jacksonville 5, Fla.

### AMERICAN POWER BOAT ASSOCIATION

is the internationally recognized sanctioning body for all North American motorboat racing. Since 1903, the A.P.B.A. has been dedicated to furthering the interests of all power boat enthusiasts.

Memberships are available in this non-profit organization for clubs and individuals.

**JOIN A.P.B.A. today!**

For information concerning our activities and memberships, write:

**American Power Boat Association  
2534 St. Aubin Detroit 7 Michigan**



### Wear a REAL CRASH HELMET

Like Race Drivers and Jet Pilots. Tough, rugged plastic helmet in red or white colors, cushioned with soft sponge rubber. Is adjustable for perfect fit. Protects against hard bumps while riding Bicycles, Motor Bikes, Motorcycles, Motor Scooters, Motor Boats, Hot Rods, etc.

Wear it for Safety!

Sorry, No C.O.D. — Money Back Guar.  
**WAL-MAR PRODUCTS COMPANY**  
10023 S. St. Lawrence Ave.  
Dept. 88 • Chicago 28, Illinois

**\$3.98**

## Classified Advertising

Use this directory for prompt response. Rate 20c per word (\$3.00 minimum). CASH WITH ORDER. 5% discount for three or more insertions to direct advertiser. Copy should be on one side of the sheet and typewritten, if possible. Schedule of closing dates for classified advertising as follows:

Issue	Closing Date	Issue	Closing Date
February	Oct. 20	August	Apr. 20
April	Dec. 20	October	June 20
June	Feb. 20	December	Aug. 20

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

**POLYETHYLENE SKI TOW ROPE**—40% under list price. 900 lb. test—no stretch—yet it floats! Singles \$4.95, Doubles \$5.95. Postpaid. The Marine Company, Box 923, Fort Worth, Texas.

**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.

**SKIS & ACCESSORIES**—40% under list price. Write for FREE price list. The Marine Company, Box 923, Ft. Worth, Texas.

inspectors and ask them what parts of your motor they want you to tear down. Some of them may use the Strang approach and want every part laid out on the bench. Others may just spot check. Inevitably you can expect to remove port covers and expose the magneto for inspection. With most alternate firing twins, this will require you to pull the flywheel. Don't expect to borrow a flywheel puller from the inspector. You are to do this job yourself and with your own tools.

Inevitably, too, lower unit dimensions are carefully inspected. If during the course of the race you struck some submerged or floating object and knocked a chunk out of the motor's skeg or cavitation plate, for example, the inspector will probably still pass your motor. However, see that the damage is repaired before your next race, because if you encounter the same measurer, he won't excuse the flaw twice. Repair does not mean filing down the damaged area. Repair involves having the damaged section built up again by welding and then the rough surfaces can be cleaned up. A number of drivers have thought they could get away with polished lower

units in those classes in which the practice is prohibited, by claiming that the metal surface had been brought up to a nice smooth sheen by the action of silt and sand during use. The inspectors know better. If you pick up a second hand piece of equipment and the unit has been polished to a nice gleam, better get a can of lower unit spray paint and spray it. Otherwise you'll run the chance of having the motor thrown out.

Finally, since you may face a complete teardown and want to run the motor again shortly, carry along a complete set of gaskets, for you may damage one or more of these during the tear-down process.

The best way to feel secure in the inspection area is to groom your motor in advance so that it conforms with the rules in every respect. Replace any part that is questionable, and when you do, be certain that the part carries the proper part number for your particular motor model serial number. In many instances similar parts do not meet up with the specs. When in doubt, check with an inspector or a member of the Stock Outboard Technical Committee. You'll find their addresses listed in the rule book. ●

## Boat Sport Covers the Racing Scene

(Continued from Page 32)

rough water conditions, and their hulls took off in great 10-foot bounds from one rolling wave to another. Suddenly Webster's outfit leaped high above the water, then nose-dived, tripped and did a front end-over-end whiplash performance as DeWald, blinded by the spray, rode right over the overturned boat. DeWald circled quickly to check on Webster, who was floundering in the water. When he saw that Webster was uninjured, he headed for the beach, plugging a large gaping hole in the bottom of his boat with his left foot. He managed to nurse his wrecked craft into shallow water before it finally swamped.

tioned Brown, CSH; and Stu Gray, DSH.

### Topinabee, Mich., August 4

Twenty-five-year-old Eddie Tom topped fifty-one other DU drivers over a rugged 87-mile course, extending through Mullet Lake, Indian and Crooked Rivers and on to Burt Lake and return. Tom finished nine minutes ahead of second place driver Ted Moberg, Wauwatosa, Wisc., with third spot in the event, which at times was conducted over waves 3 and 4 feet high, going to Christ Dangles, La Grange Park, Ill.

Though upsets were commonplace, the most harrowing spill in the entire event happened to Fred Andreae, who was driving his Sid-Craft into narrow winding Indian River from Mullet Lake. Cornering full bore at one of the narrow spots in the pretty little stream, Fred flipped and was tosed through the air across a small jutting peninsula and into the water, where he landed almost in front of an onrushing boat. Andreae's boat completed a full 360° barrel roll, then ran wild and crashed into the beach with its motor screaming. Fred went under water, swam like mad as the onrushing boat passed over him, reached shore and cut off the motor before it became overheated and stuck, as fortunately the cocked lower unit was still feeding thin churned-up air and water through the cooling system. Andreae then managed to drag the boat back into the water and amazingly enough finished fourth in a race in which endurance, not speed, had spelled victory. ●

### Miami, Fla., August 10 and 11

The Southeastern Divisional Championships were dominated by Floridians. Of all the talent assembled from the ten state area included in this title event, the happiest Floridian was Bob Brown, a 29-year-old Miamian, who had never previously won a race with his brand new C Hydro rig, a Charlton powered by a Mercury 30H. Brown beat out ten other competitors, combining first and second place finishes to become a Divisional title holder.

The new Southeastern Divisional Champions were "Tiger" Petrini, Annapolis, Md., JU; Chris Erneston, Jr., West Palm Beach, Fla., AU and BU; Tom Barrett, Bethesda, Md., CU; Stu Gray, Miami, Fla., DU; Dutch Stossel, Riviera Beach, "36." Among the large representation of hydro helmsmen Skip Ritter, Hallendale, Fla., came out on top in ASH; Chris Erneston copped his third title in BSH; the aforementioned



## Dear Hank

(Continued from Page 13)

**QUESTION:** I am planning on joining APBA and racing in Wisconsin. I will probably race in Class AU this year, and later in A and B. I weigh 125 lbs. I would like to know what kind of boat you recommend.

—John Puestow, Okauchee, Wis.

**ANSWER:** It is difficult for me to recommend any specific AU, since each of the major AU manufacturers has worked hard to perfect his own boat design, and each has sold equipment to successful drivers. You have probably observed in watching the AU class in competition that a number of different makes of boats from time to time take top honors. I would suggest that you pick up a second-hand AU which conforms with the class rules and in which you can gain your basic experience. The ultimate results gained from a boat come at least partially from familiarity of the driver with his own equipment. Skilled drivers, however, will vary in their driving styles. One may feel more at home in a Sid-Craft, another in a Raveau, while a third may swear by a Pabst or a Famous Craft, and still another driver gets his best performance out of a Speedliner, or some other boat.

However, your first season, even with the finest equipment in the world, you cannot expect to be out in front, because an experienced driver, even with inferior equipment, will pin your ears back; there is more to the sport than just a boat and motor. Good luck, and I hope to see your name in the winning brackets a year or so from now.

**QUESTION:** Where can I buy a Mercury ignition timing gauge and what would be the best setting for a Mercury KG7? I have built a Hal Kelly B Runabout and bought a KG7. I am

planning to enter a few non-sanctioned races to learn how to drive, and would appreciate any information on setting up the rig.

—G. L. Fray, Maumee, Ohio

**ANSWER:** You can buy a Mercury ignition timing gauge from any Merc dealer. I would suggest that you start at 32½ degrees before top dead center, which in inches is .210" b.t.d.c.

For competing in non-sanctioned races, you will get more performance out of your KG7 if you have a set of aluminum inserts heli-arc'd into the head end to increase the compression ratio. This can be done for you by Randolph Hubbell, 2511 N. Rosemead, El Monte, Calif. At the same time I would recommend having the blocks ground and a set of over-size pistons and new rings installed. Another gimmick is that of transfer passage reed blocks, which are also available through Hubbell. Keep in mind that with alcohol fuel and your increased compression ratio you will require a cooler plug.

**QUESTION:** I would like to know how drivers of alky-burning motors polish their lower units to a chrome-like finish.

—Mike Smith, Kirkland, Wash.

**ANSWER:** Most of the drivers use a soft rotary buffing wheel in a ¼" drill, either with or without a flexible extension cable. Take Ajax or a similar cleansing powder, add some 3-in-1 oil to get the consistency of smooth paste, dip the rotary buffer in this, and let it do the work for you. Exceptionally rough spots are taken off with fine emery paper or crocus cloth first. Once you get the finish you want you can gain a bit slicker polish by hand, with A-1 or a similar good metal polish. ●

## It's News

(Continued from Page 31)

purpose was to stimulate young men to become engineers in the outboard industry "as it enters what promises to be its greatest period of development." Kiekhaefer's firm makes the Mercury outboard motors and he has long been known as a leader in engineering in the outboard industry and in engine development.

He said the first scholarship has been awarded to Craig Dewald of Reading, Pa. for four years study starting this fall in the department of engineering in a university of his choice. Dewald, 17, has been prominent in outboard racing for a number of years and only last June 30 won Class AU in the Winnebago Outboard Marathon for the third time. In making the award to Dewald, Kiekhaefer noted that the young man had shown considerable interest in outboards specifically and a strong desire to become an engineer.

### New Shelter-Hoist

The new Manitou Shelter-Hoist makes it easy to lift boats up to two tons out of the water and also provide year-round shelter for them. Built by Manitou Products, Inc., Manitou Beach, Michigan, the unit consists of only five basic parts and can be installed at dock-side in a very short time. Parts include two arched frames, a detachable fiberglass or aluminum roof and

two "Tugit" lever-operated hoists. The hoists, built by Shaw-Box Crane & Hoist Division, Manning, Maxwell & Moore, Muskegon, Michigan, enable even a woman or child to easily raise and lower a heavy boat.

Each frame consists of a heavy duty arched bow and two legs equipped with 4' mud plates. The bow telescopes into the legs and a simple hole and pin arrangement permits adjustment for various water depths. Clearance between frame sides is 8' 2". The roof, available in various colors and up to 24' long, has a roll-back door for easy entry from a dock. Its low silhouette does not obstruct the view.

Besides allowing easy removal of the boat from the water, the Manitou Shelter-Hoist protects the craft from sun and rain while eliminating the need to cover and uncover it at each usage. Refinishing costs are held down and the unit provides good out-of-season storage.

### Outboard Motor Stabilizer

Increased power and speed for outboards with motors of 15 hp and over, and greater power for those of lesser horsepower, are among the advantages of equipping with a Jagiel Stabilizer, according to the manufacturer, Jagiel Research & Development Co.

The stabilizer also increases planing and stops cavitation with resultant

**BIG BOAT KIT CATALOG Free!**

Write:

**LUGER INDUSTRIES, INC.** DEPT. W12 3404 Lyndale S. Minneapolis 8, Minn.

**SAVE ½ - ¾ THE PRICE OF FACTORY-BUILT BOATS**

Runabouts, cruisers, convertibles, fishing; 43 models, 8 through 18 ft. Freight paid, \$39.25 up. Assembled and finished by experienced owners. Luger boats equal factory-built in speed, handling, style, beauty; yet save you ½ to ¾. Owners say: "Fastest boat on river." "Pleasure to assemble." "Everyone admires my Luger." Thousands in use. Send for big, free boat kit catalog; also lists fiberglass, hardware, accessories, trailers, paint. Write for catalog today.



## WISECO

- Hi Dome Racing Pistons
- Special Parts
- Precision Cylinder Grinding

Write for Catalogue Parts & Services for Racing, Service & Modified Motors

## CLYDE WISEMAN

30200 LAKE LAND BLVD., WICKLIFFE, OHIO

**1957 CATALOG**



**BOAT KITS WOOD AND FIBERGLAS**

EASY TO BUILD — DESIGNED for professional results by the amateur. World's largest selection of top performance, latest design, prams, skiffs, racers, runabouts, sailing boats, cruisers. 8 to 20 ft. Mahogany decks, frames. FREE FREIGHT. SEND 10c for CATALOG.

**Boat Plans—Patterns—Frame Kits**

Build over 50 modern boats from large scale plans, available with FULL-SIZE patterns, new PRE-FAB frame kits! All types: prams to cruisers, 4 to 25 ft. Best buy for Amateurs! SEND 10c for CATALOG.

**Craig Craft**  
Tonawanda, N. Y.

## FAMILY FUN ON TRIPS



**RULER**

**RALLYE....**



The Rallye Ruler is the answer to teenage boredom and your own boredom on those long vacation trips. The amazingly simple and attractive slide rule computer tells at a glance the average speed at which you have been driving and how fast to travel to maintain that speed.

The Rallye Ruler makes a safe, entertaining, and educational game of those long and tiring drives. Complete instructions are printed on the reverse. Only \$1.00 PPD. Use the coupon below to order your own.

### H-K PUBLICATIONS, INC.

215 4th Ave., New York 3, New York

Enclosed herewith \$1.00. Please send me a Rallye Ruler.

NAME .....

ADDRESS .....

CITY .....ZONE .....STATE .....



## Build WETBACK

9' 10" Class B&C 3 Point Hydro

A fast, safe, rough water Hydro

Build this fast, safe Hydro, a winning all-around competition boat. Designed for Class B and C stock motors. Simple to construct, you get full-size rib plans, a full bill of materials, thorough building instructions, scale drawings; 23 pictures of her in construction and action, plus a scale to make her into a D Hydro.



- Proven Trophy Winner
- Giant Tested Plans
- Full Size Ribs
- Step-by-Step Photographs
- Detailed Scale Drawings
- Complete Instructions



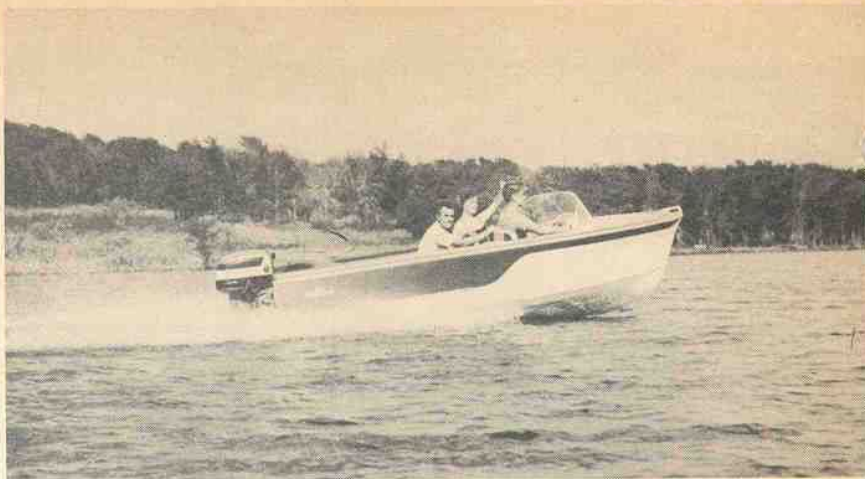
## Build AIRBORNE

11' 6" B Runabout

Build this new prize-winning B Runabout from accurate tested plans. Same type of giant-size plan as Wetback, with full-size rib plans; 18 pictures of her in construction and action, plus a scale to make her into a D Runabout. Airborne can be made into a 10'3" A Runabout using the same full-size B ribs.

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

HAL KELLY  
98 Anderson Ave.  
Bergenfield, N. J.



First of the Glass Magic line for 1958 is the completely new Baymaster, 17-footer with 64" transom and 78" beam. For information write Glass Magic, 2759 Ludelle, Fort Worth 5, Texas.

fuel economy; eliminates pounding, affords greater safety of operation, and enables operating in shallower water than otherwise possible. Boats equipped with the Jagiel Stabilizer can be turned around in their own length at full throttle without capsizing under normal conditions. Spray is minimized and drift on turns eliminated. This, plus the increased power, makes its use unexcelled for ski towing.

The Stabilizer, of 14 gauge galvanized steel enamel-dipped for protection against rust and salt water, fits above the propeller on the cavitator and can be installed in a few minutes with only a small wrench and screw driver. It weighs but 5½ pounds.

The Jagiel Stabilizer fits all motors of 15 hp or over with the exception of Scott-Atwater and Mercury, but can be adapted to these motors on special order at slight additional cost.

For literature and information, write Jagiel Research & Development Co., 3105 Algonquin Parkway, Toledo 6, Ohio.

### Chevy V8 Conversion

The Lehman Manufacturing Company, noted for the past 25 years as manufacturers of the "Econ-O-Power" line of marine conversions for all model Ford, Mercury and Lincoln engines, have announced a marine conversion for Chevrolet V8 engines. This is the first time that the Lehman Company has publicly offered equipment for any except "Ford-built" engines.

The basic engine, available from all local Chevrolet dealers, may be obtained with a dual (2 barrel) carburetor. This model develops 185 h.p. @4600 r.p.m. Another model with 4 barrel carburetor and 9.5 to 1 compression ratio develops 220 h.p. @4800 r.p.m. The third type with two of the 4 barrel carburetors is known as the "Corvette" and is rated 245 h.p. @5000 r.p.m. The kits offered by Lehman are adaptable to any of these models. The completed engine, fully converted with direct drive marine type reverse gear weighs 738 pounds. It measures only 40" long, 20¼" high above the crank-

shaft and mounts on standard marine 22½" centers.

Full detailed information on the Econ-O-Power Chevrolet V8 is available by writing to: Lehman Manufacturing Company, 972 Broad Street, Newark, N. J.

### Outboard Rustproof

"Will she run next May as she runs this September . . . ?" This is how some outboard engine owners, who are about to store their motor away for the cold season, are paraphrasing an old song hit. They know from past experience that rust and corrosion caused by damp winter weather, can play havoc with the efficiency of their powerplant.

Today there is no more need to worry about rust, for a new invention, based on a research development of the Shell Oil Company, banishes rust in laid-up engines and conditions them for next season's boating fun. The new product, called Pro-Tect-All, is injected into the engine, where it forms a corrosion inhibiting protection that penetrates combustion chamber, crankcase, piston ring grooves, bearings and all other areas. For good measure, capsules containing dehydrator crystals keep the engine free from moisture and give extra rust protection to the spark plugs. The same rust prevention method is used by the U. S. Army Air Force, U. S. Navy and U. S. Army Ordnance.

Pro-Tect-All is sold at \$1.50 per unit, or \$2.50 per two units needed for the protection of two cylinder engines. No tools or skills are required to apply it; and the rust inhibitor does not have to be removed before starting the engine again. It cannot harm the motor, and is sold with a 12 months' guarantee. Pro-Tect-All is also recommended for corrosion-free winter storage of motorized lawn mowers.

The new product can be bought at marine supply and hardware stores. Where not available, it may be ordered direct from the manufacturers, Worthington Products, Inc., Marine Division, 441 Lexington Avenue, New York 17, N. Y.

Please Send



to.....  
name.....  
address.....  
city..... zone..... state.....

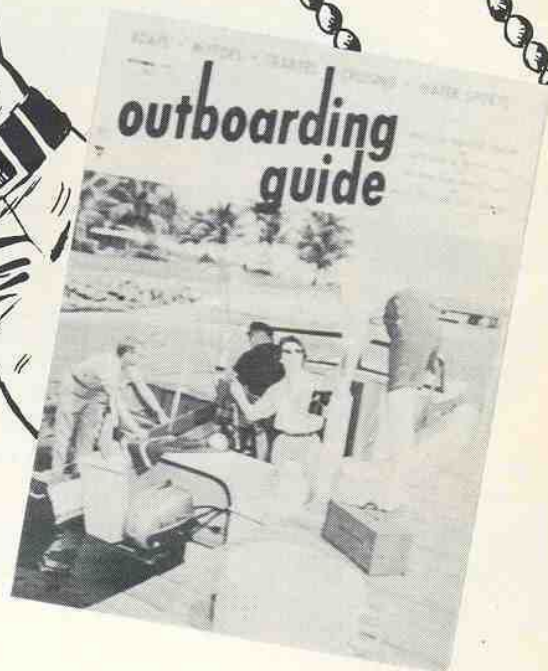
BS1257

6 ISSUES FOR \$2.00  
(Canada and elsewhere \$2.30)

Give to your newsdealer or mail to  
Boat Sport, 215 Fourth Ave., N. Y. 3, N. Y.



# COME ABOARD!



Outboard fun, excitement, sports and how-to-do-it information await you on every page of OUTBOARDING GUIDE—the magazine edited for every member of the outboarding family.

If you want to get more fun and enjoyment from your outboard boat and motor, learn more about them or even build your own rig, get your copy of the Nov. 1957 issue—it's on sale at newsstands now. Every page is packed with information on how you and your family can enjoy outboarding even more.

OUTBOARDING GUIDE is published every other month—6 times a year. Use the coupon below to subscribe. We'll start your subscription with the Jan. number. You won't want to miss this one with its complete pictorial review of things to come in '57.

And, here's the answer to some of those Anniversary gift problems for your boating friends. Order a subscription to OUTBOARDING GUIDE—a gift they'll appreciate and enjoy all during 1957. We'll be glad to send a card along informing them of your gift.

**OUTBOARDING GUIDE,  
DEPT. BS, 215 4th Ave.,  
New York 3, N. Y.**

Enclosed find \$2.00 (Canada & Foreign \$2.30). Please enter my one year subscription to OUTBOARDING GUIDE.

NAME: .....

ADDRESS: .....

CITY: ..... ZONE: ..... STATE: .....

Enclosed find \$2.00 (Canada & Foreign \$2.30). Please send a one year OUTBOARDING GUIDE subscription to:

NAME: .....

ADDRESS: .....

CITY: ..... ZONE: ..... STATE: .....

SEND GIFT ANNOUNCEMENT FROM: .....



IN  
LOVE  
WITH A

WONDERFUL  
BUY!



## MERCURY OUTBOARDS

And why not? The Mark 10 delights the eye as well as the heart with its handsome look of motion. So easy to start, so eager to go, so easy to run, the Mark 10 is just what you need for relaxing. Why not see your dealer for a demonstration of a wonderful buy—the Mark 10.

*MARK 10 Alternate twin with full ten h. p.* Automatic Transmission with one-hand shift and throttle control; 1 mph trolling; weedless Glide-Angle Design; Full Jeweled Power—anti-friction ball and roller bearings throughout.

WIDEST CHOICE OF POWER ON THE WATER FOR **'58**

© 1957 KIEKHAEFER CORPORATION, FOND DU LAC, WISCONSIN

Write for FREE Catalog

