APRIL 1958 — 35 CENTS

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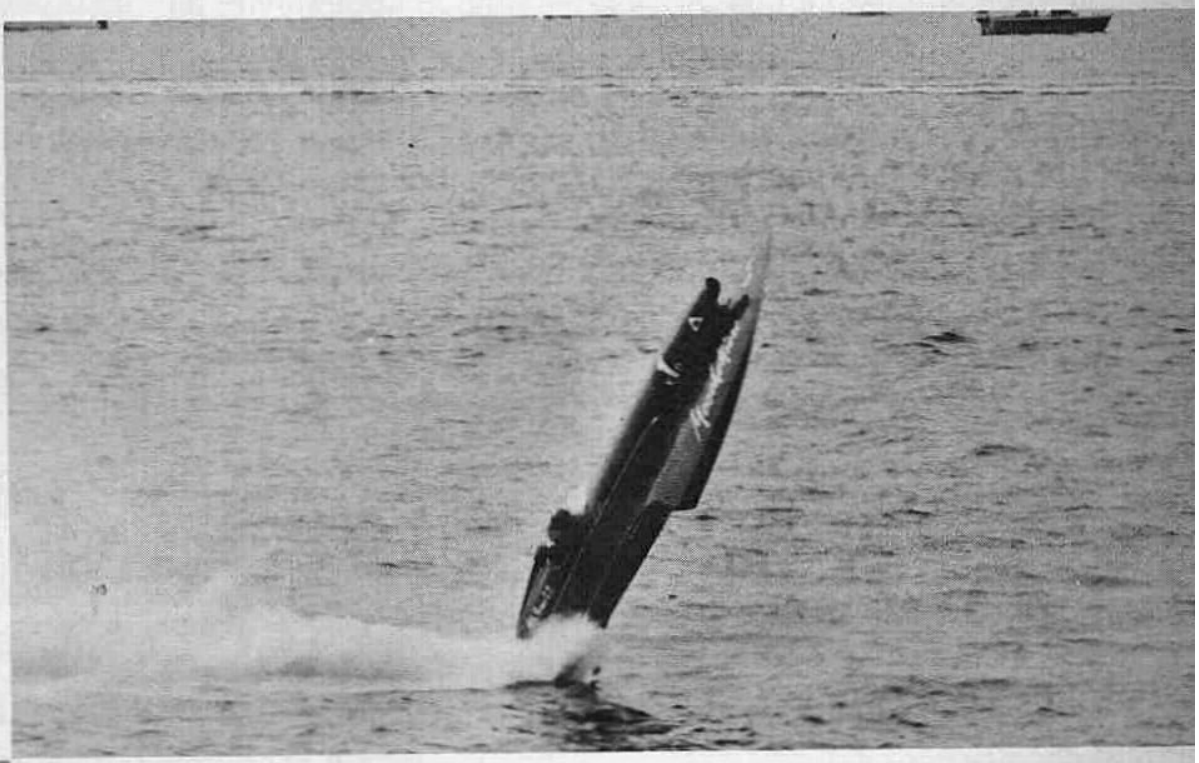
MIAMI, FLA., Dec. 29--Driving in what he had prophetically termed "my last race," 56-year-old Italian speedboat racer, Ezio Selva of Milan, was killed instantly when his 800 kilogram Alfa Romeo-powered Moschettiere became airborne and flipped.

The tragic accident to the world-renowned racer occurred during the second heat of the Miami Orange Bowl Regatta's International Grand Prix. Selva in the bright red Timossi hull with its 1500 c.c. power plant, which a year ago at Hollywood Beach was clocked for an average two-way run through the traps at a new world's record mark of 141 mph, had just moved into the lead with his 91 c.i. supercharged outfit and was on his way to what seemed like certain victory and the winning of the Baker Palladium Trophy which had three times previously eluded him.

Mechanical failure twice had blasted the steel wire industrialist's hopes and in 1956 after winning the first heat, he had been disqualified in the second heat when, blinded by the sun, he inadvertently cut a buoy.

In the first of the three five-mile heats this year, Selva had been pocketed at the gun betwen three of the eight other 266 c.i. and 7 Litre American boats making up the starting field. As an estimated 20,000 fans cheered his skillful and daring driving, the popular Italian racer fought his way up to second spot behind George Byers, Jr. ,who ultimately led him to the line by less than three boat lengths.



The late Ezio Selva, famed Italian racer, in his 800 kg. Alfa-Romeo powered *Moschettiere* (Musketeer) which tail rode, then became airborne and somersaulted, killing Selva at the Orange Bowl Regatta. Left: Selva adjusting his helmet before his last race at Miami, Fla.

In the second heat, Selva judged the start perfectly, though getting away third behind two of the American competitors who were automatically disqualified for beating the clock. Byers, the winner of the first heat, realizing that he had jumped the gun, throttled back and drew off to the side of the course permitting the Italian driver to move into second spot.

As the lead boat swung wide coming off the second turn with Selva in close pursuit, the Italian skillfully moved through the slot gaining an inside course advantage. Down the straightaway toward the officials' stand the two boats raced nearly bow to bow. Then Selva spurted into the lead momentarily as Moschettiere tail rode, seemed to hang for an instant in a nearly vertical position, then was airborne, somersaulted, caught a chine and knifed bow first into the water.

The ill-fated driver apparently was struck by his own boat's engine cowling and the game and smiling Italian racer's fourth and final attempt to win the International Grand Prix came to a tragic end in a burst of spray.

No one won the 1957 Grand Prix, for the final heat was cancelled.

The Editors of BOAT SPORT wish to extend their deepest sympathy to Mr. Selva's family and to his many friends in the Federacione Italiana Motonautica, the Union of International Motorboating and the American Power Boat Association, of which latter group Mr. Selva was a Foreign Honorary Vice President.

Towing in the battered *Moschettiere* in after her crack-up. Although the hull was undamaged, the cowling was demolished, trapping Selva.

NEW YORK CITY, JAN. 18.--At the annual Gulf Marine Racing Hall of Fame and 100-Mile-An-Hour Club awards breakfast at the Hotel Belmont Plaza the Gulf Oil Corporation honored the following APBA racers for competitive performances east of the Mississippi:

--F. C. "Doc" Moor, Miami, Fla., who in his 48 c.i. hydro won his class National Championship at Guntersville, Ala., and in 41 heats of racing placed first 21 times and scored 7 seconds and 6 thirds.

--Weldon Ropp, Miami, Fla., driver of the 135 c.i. hydro Miami Belle, won 28 heats out of 40 and at 21 regattas scored 16 first places, 2 seconds, 2 thirds and a fourth.

--Ranny Eastburn, Newark, Del., who won the 136 c.i. hydro championship and who took the checkered flag 26 times in first position out of 43 starts, placed second 5 times and scored 2 thirds.

--Ron Musson, Akron, O., who in Bill Ritner's Wa Wa won the 225 c.i. Hydro National Championship, had a record of 19 first places, 8 seconds, and 2 thirds in 32 heats in that class, and in 266 c.i. hydro scored 21 firsts.

--Don Dunnington, Silver Springs, Md., a 266 c.i. hydro pilot who scored 15 wins, 6 second places and 1 fourth in 27 starts.

--Ray Lynn, Philadelphia, Pa., who established a new 280 c.i. hydro competition record in Al-E-Cat at 73.952 mph and who won 10 of 31 heats, placing second 8 times and third 7 times.

--Jack Regas, Livermore, Calif., the sensational pilot of Hawaii Kai III who established two new world's records as reported in this issue of BOAT SPORT and who won the Unlimited Class high point title.

--Edgar "Tiger" Petrini, Annapolis, Md., became a Junior Member of the Hall of Fame as a result of the 11-year-old JU driver's exceptional record of 17 first places in 26 starts, 4 seconds, 2 thirds. The Tiger also won his National Championship in straight heats and established a world's record in his class for the mile straightaway with a speed of 28.253 mph (this record has since been broken by Jack Holden, Seattle, Wash., with a new mark of 28.380 mph).

--Craig Dewald, Reading, Pa., who during his racing season won 6 of 10 major marathons, took 3 second places, won 17 first places in AU, established two APBA records for the mile straightaway--one in AU at 49.1 mph, one in ASH at 53.5 mph and briefly held a BU mark at 53.999 mph only to have it broken the same day by 0.2 mph by the present record holder ,Bob McCann, Pottstown, Pa.

--Edwin Wulf, Amityville, N. Y., who scored 21 wins in 70 starts in AU, placing second 14 times and third 12 times in that class and won 22 heats of A Stock Hydro from among 72 starts, finishing second 14 times and third 12 times.

--Skip Ritter ,Hallendale, Fla., the APBA Stock High Point National Champion ofr 1957, who was singled out in particular for his record in BU in which he scored 26 wins in 41 starts with 9 seconds and a third.

(*Continued on Page* 36)

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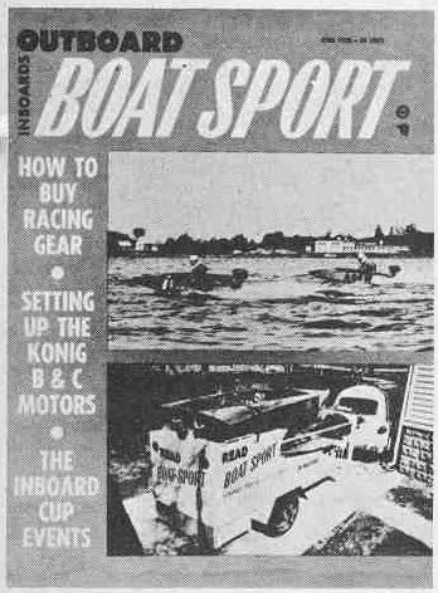

COVER: Hal Kelly's "Boat Sport" trailer with his *Airborne* A runabout on top and his hydro *Wetback* below. This trailer was home built, using a '32 Chevrolet front end, for les than $125. Kelly just built a new red trailer, using '38 Chevy parts, that cost less than $150, including all welding.

BOAT SPORT

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Joseph J. Hardie and Raymond J. Kelly, Publishers; Tom Davin, Editor; Richard Van Benschoten, Advisory Editor; Hank Wieand Bowman, Technical Editor; George Weaver, Art Director; Friede Strobl, Art Editor; Larry Haje, Art Assistant.

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The Outboard Racing Driver's Speed Equipment Directory

By Hank Wieand Bowman

What's Good . . . Who Has It . . . Where To Get it

Boat Sport's Special Boat Show for Speed Merchants

PARTIALLY because of the specialized market for racing equipment, it is often difficult for the new driver to know just where to buy equipment and what equipment he should get. Frequent-ly, too, the veteran racer is not fully aware of changes and new developments in the field which might serve him to advantage..

A quick glance at the records indicates that during 1957, just as in previous years, racers were able to break the old existing records, sometimes by large margins. On occasions the new records can be attributed to a hitherto unexisting combination of perfect atmospheric and water conditions. More frequently increases in speed can be traced to new equipment developments.

The interest of the racing clan is divided into four basic groups. The first are those who do not engage in organized sanctioned racing but from time to time pit their equipment against local counterparts on their own home waters. This type of racing is usually done with regular boating equipment, but the own-

Sid-Craft offer a complete line of all-mahogany hydroplanes and runabouts for 1958. Without controls, hydros run from $375 to 475; runabouts from $310 to $455.

The newest of the Swift line of hydroplanes is the *Big Dee*, incorporating a number of innovations which will increase its speed and stability.

The Mercury Mark 30H and 55H alternate-firing, 4 cyl-in-line motors can be ordered from dealers.

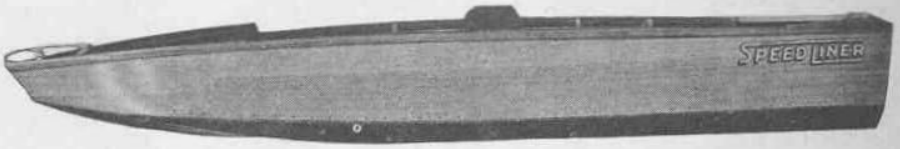
ers are eager to make what changes they can to their motors to gain a bit of added speed.

The largest of the sanctioned groups are the stock drivers who campaign their boats and motors at carefully supervised events and race under an extremely rigid set of rules. However, this equipment used by the stock racers is of a specialized type.

The final two groups are tending to become more and more alike in their rules structure. Their boats and motors have a sameness, making it often difficult or impossible to differentiate between the two. These are the racers whose competition is with specially-designed-for-racing motors that burn fuel blends comprised of alcohol and various specialized additives and the modified-stock racers who are permitted to convert their motors to burn alcohol fuels and to modify their power plants in order to gain more than factory-designed horsepower and speed.

For each of these there are many specialized products and services avail-

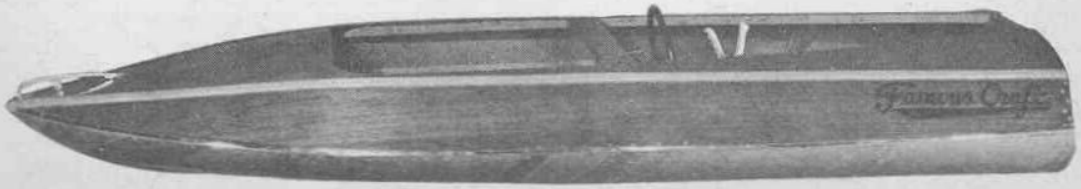
Neal Boats & Motors are now operating under the ownership and direction of Earl E. Robertson, Jr., left, who is keeping up that firm's high quality.



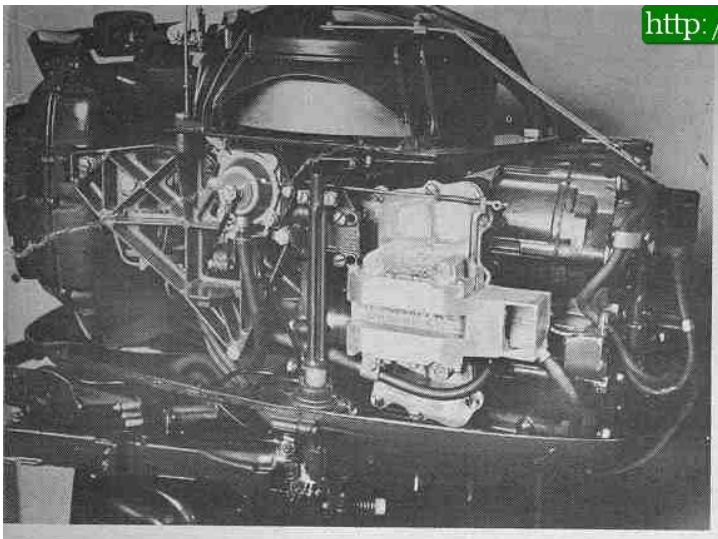
This Speedliner M-510 *Corsair* is 10 ft. 6 in. l.o.a. with 47 in. beam. It weighs 110 lbs, and costs $335. Other competition models run from $195 to $445.

Deanie Montgomery, NOA Class A Runabout Modified Stock champion and class record holder, driving a Konig A. These imported German A-Stock and A-Racing versions both list for $464.

Willis Hydros are made in 8 ft. 10 in., (125 lb. without wheel and hardware) A and B versions listing at $395. The 9 ft. 4 in. C-D lists at $465 and weighs 135 lbs., without equipment.



The Famous Craft AU-BU model is 10 ft. 3 in. long with 49 in. beam and weighs 105 lbs. It is listed at $375.



Left: The Jet Pac, made by the Ray Alberty Co., is designed to give a 15 per cent hp boost to 35 hp Johnson, Evinrude and Buccaneer motors. The full kit costs $49.95.

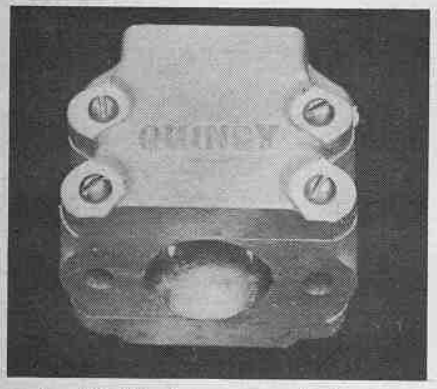
Right: Quincy Welding Co., specializes in modifying stock Mercurys to alky burning or modified competition. Shown here is the Quincy Gravity Tank which costs $34. Other items shown are special cranking plate and spark arm.

THE OUTBOARD RACING DRIVER'S EQUIPMENT GUIDE (continued)

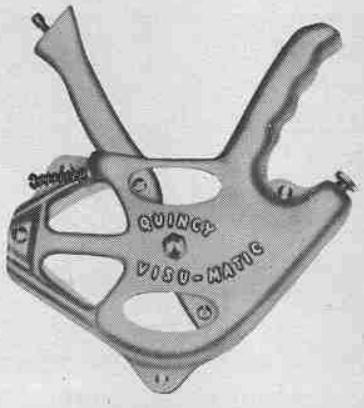
able and for each there have been many developments even within the past year.

One line of specialty hop-up products is directed specifically toward the owners of Johnson, Evinrude, Buccaneer, Sea King and See Bee alternate firing twin motors of 25, 30 and 35 horsepower.

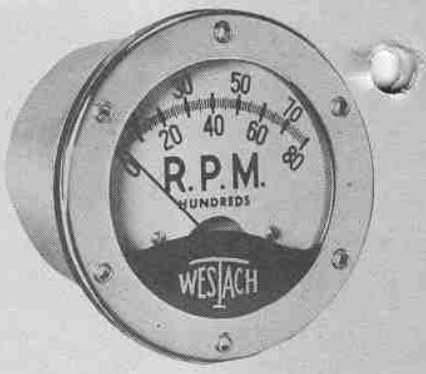
The first and most obvious refinement that should be made by owners of any of these motors who aim to get added efficiency from their equipment is to be certain that cylinder compression is as high as possible with the stock arrangement. This calls for good rings, pistons in perfect condition and cylinder walls round and unscored with ex-



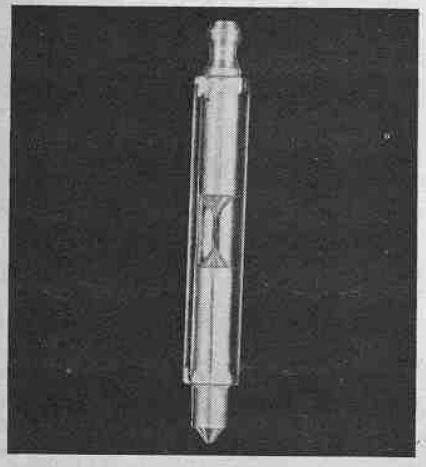
Quincy Welding's extra reed valve cage, often called "mumps," is for Merc 20H and 40 c.i. Mercury conversion. $78.00.



The Quincy Visu-Matic throttle for $8.50.

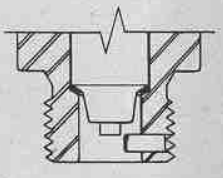


The Westach, for two-cycle engines, is installed by attaching it to magneto terminels and ground. From $38 up.

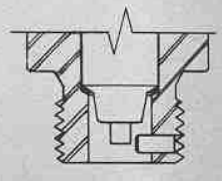


The Hubbell Sparky ignition tester offers a simplified positive check for outboard ignition systems. It lists at $2.

The Aqua Meter Racing Special Model 80 costs $19.75 with tubing, impact tube and bracket.

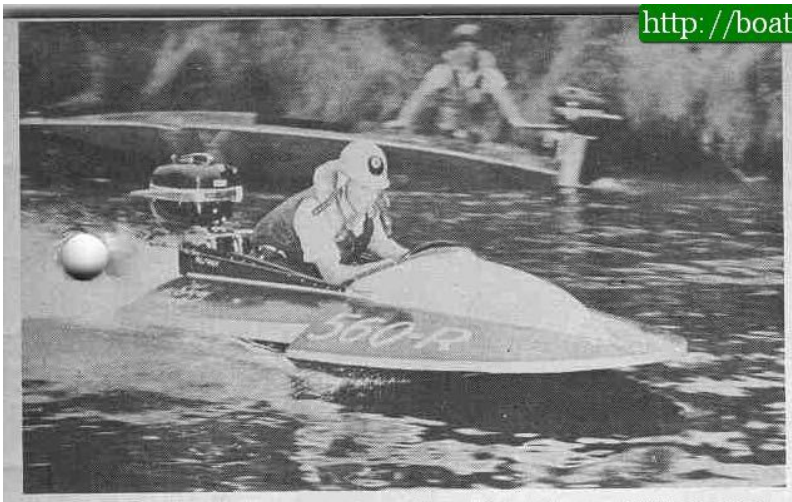


T-GAP



R-GAP

Champion Spark Plug's one piece shell racing plug for 1958. The T-gap plug has a shorter center electrode.



Mishey hulls range from Class M to Class F. With steering, throttle and rubber padded coaming, $400 to $650.

The Neal Big F holds both the NOA Class X and the APBA Class F marks, among others. This 11 ft. hull costs $625.

Rockey Stone in this McDonald hull won the APBA National CRR title. It is 13 ft. 1 in. long, 48 in. beam, and costs $525.

De Silva specializes in alky burner racing runabouts. This one run by Bud Wiget holds the C Service Runabout record.

haust passages free from carbon accumulations. If the group rules require standard stock pistons and rings, then those of the manufacturer's originally designed dome height must be used. New pistons and rings can be bought from the dealer of any of the brands mentioned.

However, if the local rules do not impose restrictions limiting the motors to factory-built parts and specifications, the next step is to have the cylinders precision ground so that they are in perfect condition. Then the cylinders should be fitted with over-sized high-dome racing pistons (manufactured by the speed parts specialist) as replacements.

Precision cylinder grinding is done by most of the racing specialists who are listed here. There are a number of specialists who carry in stock the special high-domed pistons which will increase the compression ratio of the motor, offering more power and efficiency.

Wiseco Piston Company, for example, carries high-dome racing pistons in semi-finished form, .050 in. oversize. If one sends the cylinder block, these pistons can be finished, turned to the exact size required for the cylinder bore, balanced and polished for $2.50 or $3.50 each depending upon the refinement and care required for the finish.

Randolph Hubbell offers this same service and it's suggested that any owner interested in such improvements should write for the parts list, catalogue and service information. Should you prefer, your hop-up specialist can do the job for you since he will know where to obtain any parts he does not carry in stock or manufacture.

The next means to increase speed on the recent model big twin alternate firing motor is to alter the intake bypass.

This can be done in several ways. Hubbell manufactures a specially-designed intake bypass cover that features two additional reeds which permit the motor to breathe more efficiently, (i.e., draw in a greater amount of vaporized fuel.) A set of two of the Hubbell bypass covers, which offer a boost of about 7 per cent in horsepower, list at $30. They can be installed simply and quickly by anyone and the installation requires no special mechanical skill or elaborate tools.

The Ray Alberty Company of Bartlesville, Okla., offers an alternative means to increase horsepower through better aspiration. Their Jet Pac is a somewhat more elaborate piece of bolt-on equipment which amounts to dual carburetion. Reports have indicated that this accessory offers horsepower gains as high as 15 per cent. The Jet Pac unit can be installed in about an hour's time with simple tools and the kit includes all of the necessary components. It is priced at $49.95.

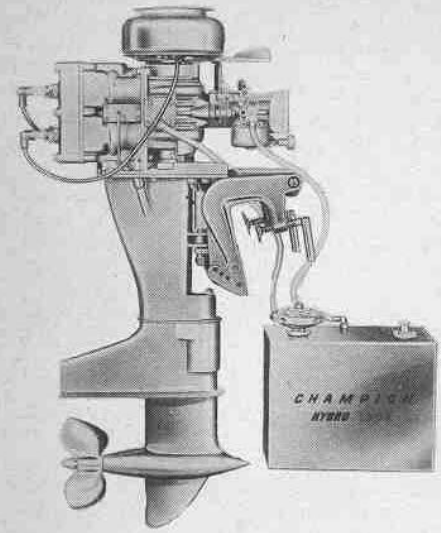
With either type of installation, fuel consumption will naturally be increased. However, this is not usually a consideration of any great importance for a person planning to gain more speed from his equipment, and is merely added proof of the validity of the old bromide "You can't get something for nothing."

All of the 35.7 cubic inch power plants were factory equipped with a 12:21 lower unit gear ratio. This means simply that flywheel revolutions per minute and propeller rpm are not the same as they are with a 1:1 gear ratio such as one finds in a Quicksilver lower unit on Mercury competition models.

Randolph Hubbell markets an alternative set of gears which consist of a

OUTBOARD RACING DRIVER'S BUYING GUIDE

(continued)



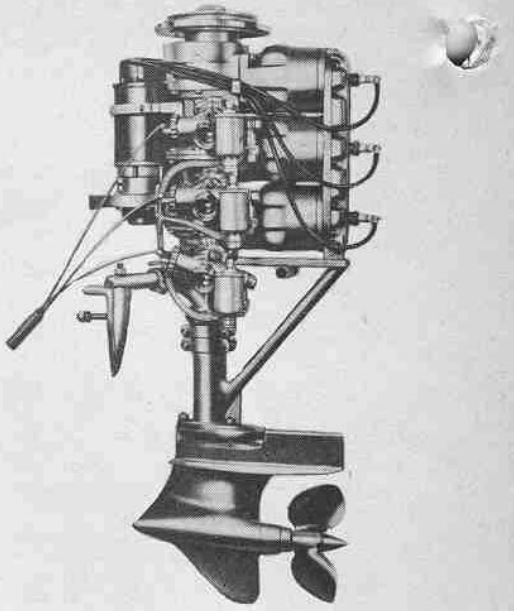
The 19.94 c.i. Champion Hot Rod for B Class stock competition sells for $450. It is easily modified to alky burning.

13-tooth pinion gear and 19-tooth propeller shaft gear. These, without any additional advance in powerhead rpm, should offer about a 3 mph gain with light boat loads with most of the big alternate firing twins. This is possible since the Hubbell 13:19 is closer to a 1:1 ratio than the stock 12:21.

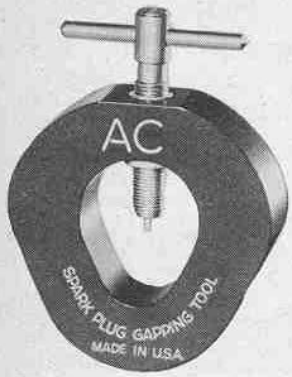
The complete Hubbell parts assembly including gears, prop shaft, key and spacers to eliminate prop shaft end play between the front roller bearing and the rear roller bearing costs $42.50. This speed accessory gearing will eliminate the use of reverse gear. An even further gain can be made at the lower unit by replacing the standard factory unit with a special racing lower unit. This special more-efficient-for-speed unit can add up to 9 mph in speed with no other alterations. Hubbell handles such a racing lower unit which includes an adaptor plate and a special drive shaft so that it will fit the factory housing. The parts can be bought either new or used for $155 or $115. One feature that is interesting about this piece of equipment is that it takes about five minutes to install and can be removed again and the standard unit replaced in approximately the same time.

An alternate of this type unit, which will offer even greater straightaway speeds though less lugging power through the turns is a 1:1 ratio Mercury "D" Quicksilver unit. With adaptor it is listed at $135.

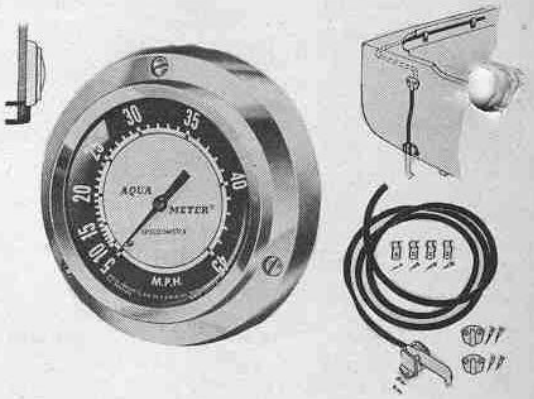
There are other means to gain added speed from these motors designed originally for pleasure boating only. These include the removal of air intake silencers, the bypassing of the underwater exhaust and refinements to the internal passages through grinding and polishing.



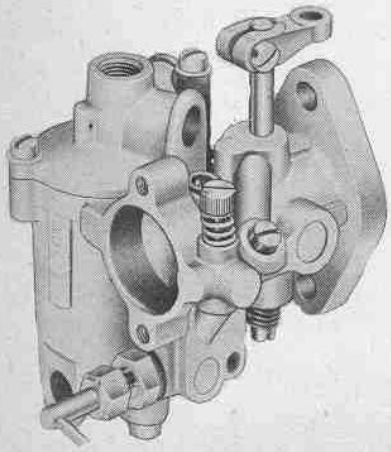
This 45 hp, 30 c.i., 3 cyl.-3 carburetor Konig racing motor is $911. It won the John Ward Trophy at Monte Carlo.



The AC Spark Plug Gapping Tool is used to adjust ground electrode.



The Surface Mount Aqua Meter dialing 5-45 mph and 10-55 mph costs $12.95.



Tillotson carburetors come in a wide variety of competition models. This AJ model has overhead float valve.

The AC Spark Plug Gap Gauge instantly checks electrode gaps from .012 to .025 in.

The Aero crash helmet, a German import, is carried by Konig dealers. Lined with foam plastic, it is priced at $19.50.

The final step is at the thrust end of the engine, the propeller. A number of propeller manufacturers provide replacement two-bladed racing propellers designed just for this purpose. The selection of the wheel, of course, is extremely important and many drivers have found that even certain modifications to the wheels provided by the propeller manufacturer in the form of filing and grinding to leaner dimensions, cupping at the blade ends, streamlining of hubs, all can offer additional efficiency.

There is a popular stock racing class, the "36" class, designed specially for the 1954 through 1956 models of Johnsons and Evinrudes. Owners must be cautioned that for sanctioned competition *no changes whatever* can be made to the stock conditions of these motors, other than the removal of motor cowling and the replacement of the stock three-bladed propeller with a special two-blade racing propeller.

In the stock classes, certain motors have proved dominant. Starting with the smallest and least powerful of these, the JU, two models of motors are generally raced. These are the Mercury KF5 and Mark 5. Motors of either model, though rarely found in new condition, can be picked up secondhand at almost any Mercury dealer. The permissible changes are modest. To fit the motor for safety throttle use, a carburetor adaptor is required. Keller Manufacturing Company makes a special adaptor for this purpose, costing $2.10.

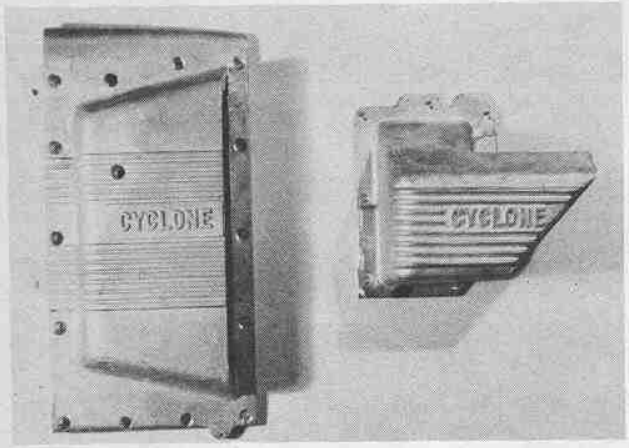
To fit these motors with a racing propeller, an adaptor kit is required for the propeller shaft so that the slip clutch discs may be removed and a direct-drive propeller installed. This kit can be ordered through any Mercury dealer.

In Class A, the KG4 model Mercury is raced. These, too, must be picked up secondhand as they no longer are factory produced. An adaptor is required for the use of an automatic hand throttle and Keller is also the manufacturer of this product which lists at $3.95. To provide for a greater number of motor angle set-ups between the tilt bracket holes on the KG4 (racing hulls are sensitive to minor adjustments) a special kick-out component is also sold by Keller. This item lists at $1.95.

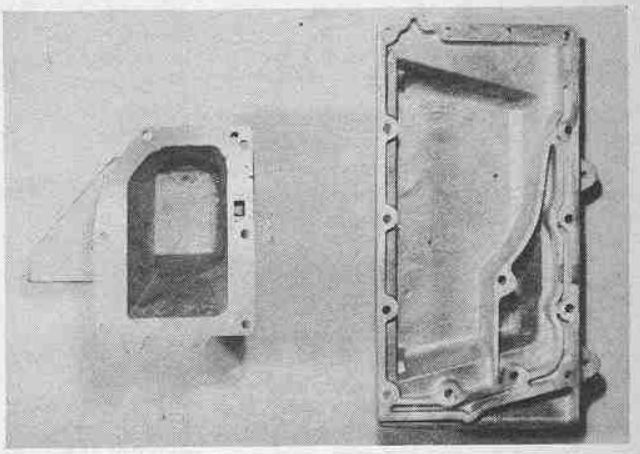
Another motor used in Class A stock racing is the converted Mercury KG7. This model is a defunct B stock racing motor which can be picked up inexpensively. The block assembly, piston, rods, etc., must be replaced with a special Mercury factory conversion kit designed just for this purpose. This kit too, can be ordered through a Mercury dealer and the alteration of a KG7 to a KG4 is approved by both major sanctioning groups, APBA and NOA.

In Class B stock competition, two motors are currently campaigned: the Mercury Mark 20H and the Champion Hot Rod. The former must be bought secondhand as it, too, is no longer factory produced. The latter may be purchased from any Champion dealer or ordered directly from the Champion factory and is priced at approximately $450. In the past year the Champions have held an edge in competition though a new competition record is held by a Mercury Mark 20H; the mark was established only last February. Champion holds the official mile BU straightaway mark established at the APBA Stock Outboard Nationals.

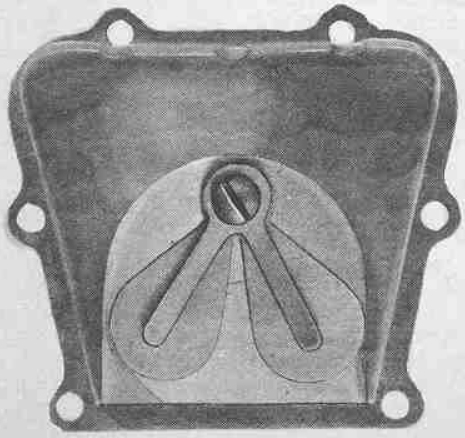
In both stock Classes C and D, Mercury power plants are used. Both the



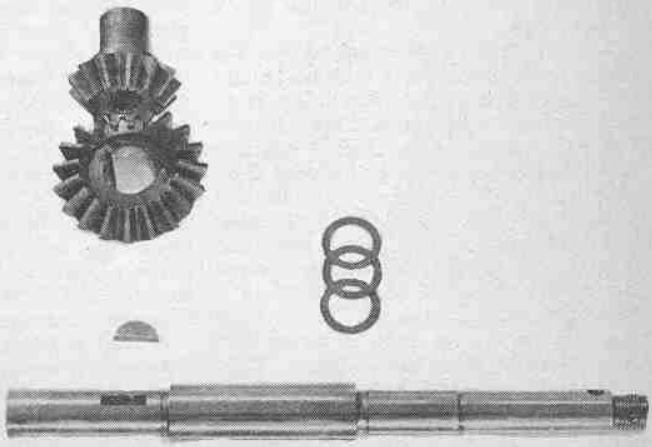
The Crossman Marine Cyclone Exhaust Manifolds for KG4, KG7 and Mark 20 Mervurys are shown in outside view.



The Crossman manifolds, underside shown above, are also made for Mercury KF9, KG9 and Mark 40.



These Hubbell intake bypass covers with two reeds improve breathing in Johnson and Evinrude 25, 30, and 35 hp motors.



The Hubbell 13:19 speed gear is for Johnson and Evinrude 25, 30 and 35 hp motors and the largest Buccaneer.

The Record hydroplane is one of a number of cabover designs which are currently having success in the higher horsepower brackets.

OUTBOARD RACING EQUIPMENT GUIDE

(continued)

This McDonald built, Entrop cabover weighs 165 lbs., is 11 ft. long and was recently driven by C. W. Jones to a new C Racing Hydro mile record of 73.566 mph with a motor comprising an Evinrude powerhead and Mercury Quicksilver lower unit.

Class C four-cylinder Mark 30H and the Class D Mercury 55H can be ordered through any Mercury dealer. A rumor (which may have been verified by the time this article appears) indicates that the six-cylinder Mercury motor with a racing lower unit will be available this year for Class F stock competition.

In the specially-designed-for-racing motor field, new motors may be bought for nearly every class. Randolph Hubbell manufactures both Class B and Class C alcohol-burner racing engines. The Class B is the Hubbell Model B-55 with bore of 2⅜ in., stroke 2¼ in. and a piston displacement of 19.93 cubic inches. It's an opposed firing twin and is sold complete and ready for competition. The Hubbell Model C-52 is a Class C racing engine of 2¾ in. bore and 2½ in. stroke, with a piston displacement of 29.9 cubic inches. This, too, is an opposed firing twin. Both motors are fitted with Vacturi AO-500 type carburetors and both have proved to be extremely successful on the racing circuits. The motors list at $689.40.

Hubbell also manufactures a complete Class A powerhead which lists at $230.50, with a Johnson KR type lower unit, $135 extra. He builds a Class F racing powerhead which lists at $250 and a 60 c.i. Class F Free-for-All racing motor at $515 complete. Hubbell also stocks a full line of replacement parts for his own motors as well as Johnson P, PO, PR, SR, Evinrude Midget parts and Service C racing parts for the Evinrude and Elto Speeditwins. The specially-designed Evinrude and Johnson racing motors are no longer available through the factories, but they can be bought secondhand through most of the specialty racing shops and frequently are advertised for sale in either the APBA *Propeller* or the NOA *Rooster Tail,* monthly publications of these two sanctioning bodies.

A relative newcomer to the specially-designed-for-racing motor field is the German-built Konig. These imported racing motors already hold the A Racing hydro record for competition and for the straightaway with the National Outboard Association. Konigs won both the NOA A and B National Championships in 1957 and the Class A APBA National title. The motors are readily available through ten different dealers. The Konig distributor (Overseas Dealers, Square St., Dallas, Georgia,) is expected to establish additional dealers in other sections of the country. List prices on the motor are Class A, $464, Class B $540 and Class C $911.

Stock version of the A and the B, which have been approved for competition on NOA circuits, though not approved for APBA sanctioned events, list at the same prices.

In both the modified stock classes and in the racing classes certain of the domestic stock motors as well as the Konigs have met with considerable success. In Class A, Mercury models KG4 modified to alcohol have proved that they can keep up with the Johnson KR types and have on occasions beaten them. In Class B, both the modified-to-alcohol Mercury KG7 and Mark 20H and the Champion Hot Rod have turned in performances that place them on a competition par with most of the Johnson SRs and the Konig B.

(*Continued on Page* 38)

SETTING UP the Konig B & C MOTORS

These German imports, appearing successfully in competition over here, can be raced as stock or alky burning power plants

By Shanon Place

THE Konig Class B and C racing motors are approved for alky burner competition by both APBA and NOA. The B Stock version of the Konig motor has been approved by the NOA for its Division III activity and in modified form for NOA Division IV competition. Each of these motors has made a considerable impression on the outboard racing circuits.

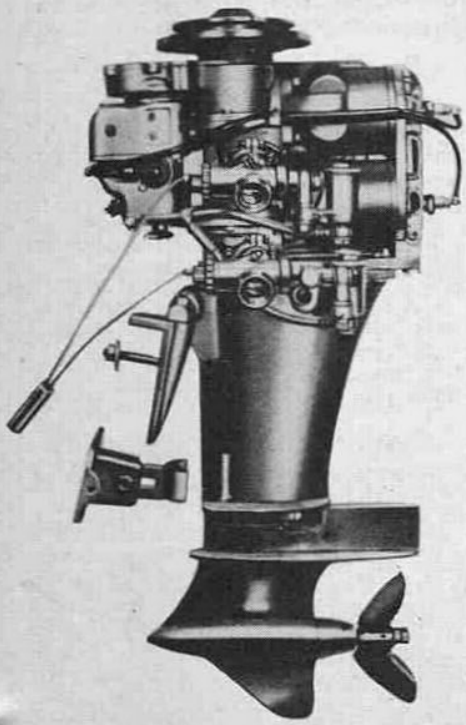
Dieter Konig, son of the motor's manufacturer, won the NOA Division I Class B Hydro title at Mt. Carmel, Ill., last year and with a C Konig was runner-up in the Free-For-All event. Konig also won the B Hydro European championship held at Hanover, Germany, on the 2nd of June, 1957, and won the John Ward Trophy, emblematic of the world's C Racing Hydro title, at Monte Carlo, April 14, 1957.

As a further indication of the success of these imported motors, the B Stock Konig holds three NOA records as follows: B Stock Hydro, five-mile competition, 47.145 mph, established by Dick Brady, Jr., on July 7, 1957, and B Stock Runabout straightaway, 54.217 mph established by Jack Parkes November 25, 1956. That same day Parkes established a B Stock Hydro mile straightaway mark at 61.644 mph.

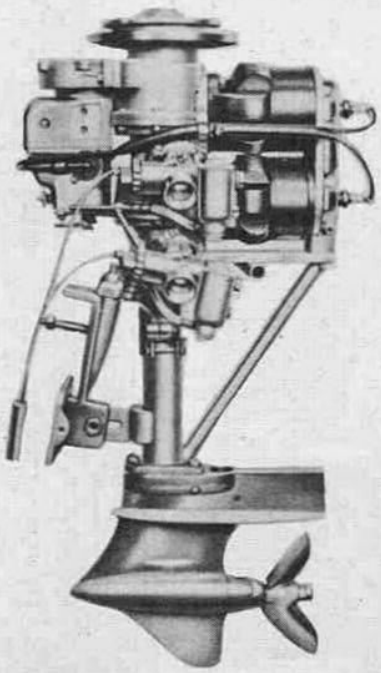
At the Southeastern Boating Association Championships, Scottsboro, Ala., September 21st and 22nd, 1957, the B Racing Konigs took the first five places. The C Konig on a hydro helmed by Ralph McDonald established an SEBA mile mark of 73.320 mph. Also on the SEBA circuit, Dick Simmons in September of 1956 established a B Racing Hydro mark of 67.542 mph, which still stands.

The modified stock B Konig has met with considerable success. Tommy Christopher captured the NOA Division IV B Hydro title at the October, 1957, events, at Corpus Christi, Tex., squeezing the throttle on a Konig. At the same meet, Dieter Konig established a new mile record with a modified stock B Konig of 65.814 mph.

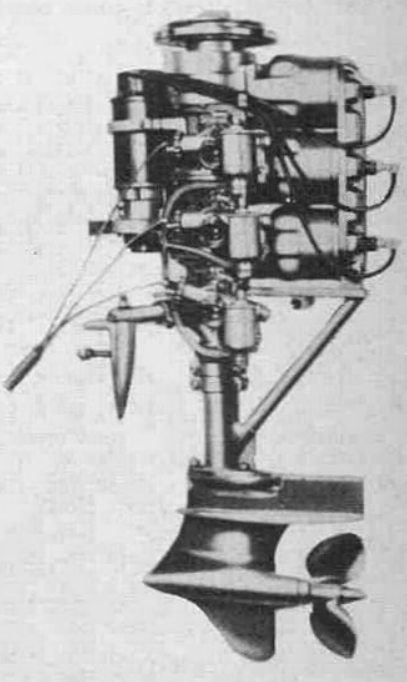
For a brand of motor which has been available in reasonable quantities for less than two years in the United States,



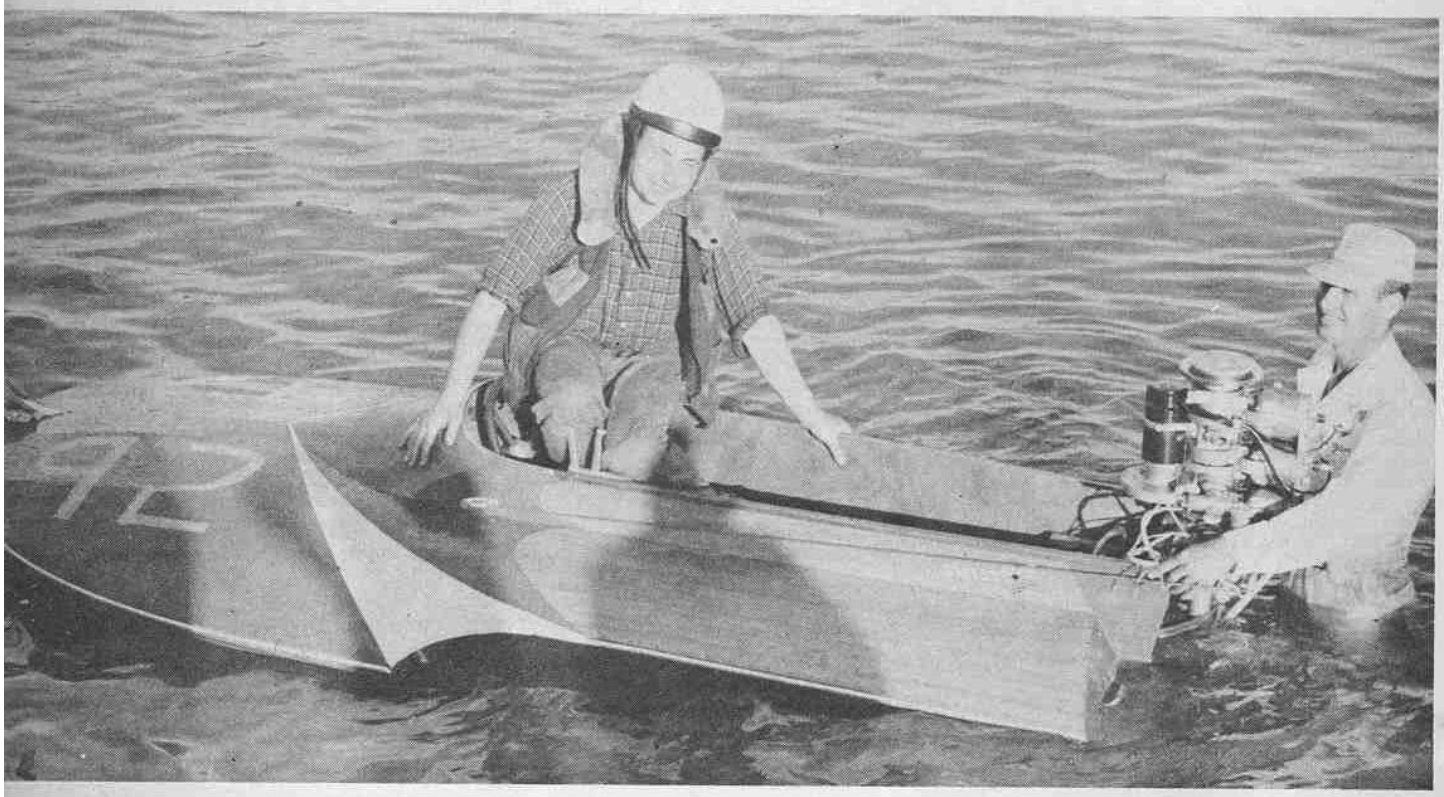
The Konig B Stock motor may be raced as is in NOA stock competition, or may be modified to alky burning for NOA and APBA alcohol burning events.



The Class B Racing Konig furnishes 30 hp at 7,000 rpm. It has the same bore and stroke as the stock version, but different driveshaft housing.



This present three-cylinder Konig C motor may be supplanted by a two-cylinder, single carburetor 30 cubic inch model, before the year is out.



Dieter Konig, son of the motor's manufacturer, raced one of his three-cylinder, Class C power plants to a runner-up spot at the NOA Free-For-All Championships last year at Mt. Carmel, Ill., spotting his competition from 10 to 30 cubic inches.

Dieter Konig in the cockpit of the B Konig powered hydroplane with which he set a NOA record.

the record is an impressive one. The motors have shown such promise that BOAT SPORT readers have asked for more data concerning them. (BOAT SPORT in its October 1957 issue carried an article on the Konig A.)

The motors are presently priced as follows: B Stock and B Racing, $540; C Racing at $911.

The B Stock Konig is a 19.87 c.i. displacement twin of 2.32 in. bore and 2.35 in. stroke fitted with twin Amal carburetors, a 1:1 gear ratio, Bosch magneto and internal rotary valve. The compression ratio of the stock motor is 9:1 and the alternate firing, two-cylinder job is rated at 25 horsepower at 6500 rpm. The B Stock motor weighs 71 pounds.

The B racing motor pulls 6 horsepower more than the stock version, 31 horsepower at 7000 rpm, has the same bore and stroke and the same carburetors. However, the racing B weighs only 63 pounds and has a 12:1 compression ratio.

The C Racing motor displaces 29.80 cubic inches. Its compression ratio is 12:1. This motor is a three-cylinder-in-line design with the same nearly square bore and stroke of the Bs. It weighs 83 pounds, is fitted with a Scintilla magneto, internal rotary valve, triple Amal carburetors and is rated at 45 horsepower at 7000 rpm.

A number of readers have been interested in converting a Konig stock B to a successful modified stock motor for use in NOA Division IV. Actually, the alterations in essence convert the motor to a Konig B racing job at the cost of additional effort and some expense. However, since some drivers already have bought the stock versions only to

Joe Patrick of Neal Boats watches Dieter Konig take down one of his Class C motors during a race motor clinic. Note the one-piece triple cylinder head construction.

find that they would prefer to compete on the alky burning circuits, here's what can be done to make the switch-over.

The Stock B cylinder head is removable. The compression volume of the cylinders in stock version will range between 21 and 22 c.c.s. A successful racing version must have this combustion chamber volume reduced to between 15 and 16 c.c.s. If you're planning to race a methanol blend with nitro additives, I would suggest that you don't go lower than 16 c.c.s. on the compression volume, even hold it to 17 c.c.s. However, if you plan to use the factory-recommended fuel blend, you can go as low as 15 c.c.s.

A formula that you can follow in reducing the compression volume is to remove .015 in. metal from the head per c.c. reduction desired. With a c.c. tube containing about 25 to 30 c.c.s. of gasoline and oil mixture, pour the mixture through the spark plug hole until it levels off at the bottom spark plug thread Subtract the amount of liquid left in the tube from the volume you started with and the result is the c.c. volume of the cylinder. None of the standard stock Konig versions will check out at less than 21 c.c.s. minimum, though their compression volume may be as high as 23 or 23½ c.c.s. The average will be about 22 c.c.s. If you find, for example, that the compression volume is 22 c.c.s. and you want to reduce it to 16, multiply the difference of 6 c.c.s. by .015 in. and you will find that you must remove .090 in. from the head.

If you are not familiar with this process, keep in mind that to remove metal from the inside contouring of the cylinder head will increase the volume and alter the combustion characteristics. Don't do this; but instead, remove metal from the face of the cylinder head (the section mating with the head gasket) so as to bring the contoured section closer to the crown of the piston and reduce the volume of the combustion chamber.

You are striving for a compression ratio of between 11:1 and 13:1, depending upon whether or not you plan to use nitro. If nitro in any quantity is to be a part of your fuel formula, I would suggest that you do not exxceed an 11:1 ratio. Actually few drivers have found any appreciable gains until they burn a blend with quantities of nitro ranging from 10 per cent to 20 per cent of the overall volume of the fuel mixture and at compression ratios not in excess of 10:1.

The following may serve as a guide. With a compression volume of 15 c.c.s. the compression ratio with a standard reach Bosch plug W290-T16 as recommended by Konig, is 11.9:1. 15½ c.c.s. gives a compression of 11.5:1, 16 c.c.s. offers a compression ratio of 11.2:1.

After you have milled down the cylinded head to the desired thickness, lapped it perfectly smooth and replaced it on the block, you will find that the two studs which extend through and which are secured to the driveshaft housing, won't permit the head to fit flush against the two cylinders. The holes must be slightly elongated to allow a compression sealed fit. If the holes are not elongated, the head will be warped in drawing up on the studs. Elongation of the stud holes can be done simply enough with a rattailed file.

(*Continued on Page* 16)

Setting Up B and C Konigs

(*Continued from Page* 15)

If you plan to race both stock and modified, and the rules of the sanctioning body under whose banner you plan to compete permit switching from one category to another, then it's better to buy a B Konig racing head and retain the uncut stock version for later replacement for stock use.

Merely a switch of the heads won't complete the conversion. If you buy replacement heads, you will find that they have not been tapped for the two supporting studs. Regular 5/16 in. SAE studs and a standard U.S. 5/16 in. tap will take care of this.

The standard metering jet on the Stock B motor with which the two Amal Fischer carburetors (since March '57 Amal Ehrenfried carbs have been used because of ready availability. The two are completely interchangeable) are equipped measures 2.7 mm. or .106 in. For alcohol use these must be enlarged to 2.9 mm. or 7/64 in. You can either buy a set of standard B Racing motor jets from a Konig dealer or run a 7/64 in. drill through the stock metering jets.

Adjusting the Metering Jet

The principal value of the metering jet and needle is for an adjustment for maximum acceleration on both the straightaway and coming out of the turns. The proper adjustment of the metering needle will not have any effect on peak speed or fuel supply throttle. Actually, the orifice adjustment is not overly critical since there are five notches or positions for the metering needle. In determining the proper metering jet size, it's recommended that you leave the metering adjustment clamped in the center notch. Then if the motor four-cycles at half throttle, the metering needle should be adjusted. If acceleration seems sluggish, try moving the metering needle out one or two notches from its central position. If it's been moved out as far as possible and the motor continues to misfire when the throttle is squeezed, it may be necessary to file the metering needle slightly to a smaller diameter.

The main fuel jets, however, are far more critical since they affect top speed. In addition to the metering jet change, it is necessary to alter the screw-type main jet, which will measure 1.2 mm., .047 in., or in some instances a 1.3 mm. jet (.051 in.). These two (one per carb) must be replaced or enlarged. Drivers have used both a .069 in. jet and a 071 in. jet. The selection must be made from peak speed readings.

Keep in mind that these suggested jet orifice sizes are merely a starting point. They are designed for the Konig recommended fuel mixture of 18 parts methanol, 4 parts benzol and 1 part castor oil. To avoid any possible confusion between the main jet and the metering jet on the Amal carburetors, the metering jet is approximately 1½ in. long and is fitted with a metering needle which regulates the flow of fuel mixture only when the motor is operated at less than full throttle.

What Size Jet Orifice?

If the metering jet is too large for the particular fuel mixture, you will notice excessive exhaust smoke and plugs will rapidly accumulate carbon and foul. Within a few moments of operating, an inspection of plugs will show a decidedly dark color. This will indicate that the metering jet orifice is too large. However, if you are doing your own opening of these jets, do it progressively, one drill size at a time, so as not to make them too large.

If the orifice is too small, the motor will run just as fast at half or three-quarter throttle as it will at full throttle. In an extreme case of an overly small jet, the motor may even turn up faster at part throttle than at full throttle. The only method to detect this is an underway test. With a tach or speedometer or a combination of the two, run at full throttle. Then reach back and partially cover one of the carburetor venturis with one finger. If you note any increase in speed, the jet on that carburetor is too small. The test naturally can be repeated with each of the carburetors in turn. It is not infrequent for drivers who do meticulous testing to find that they can again appreciably in speed by checking out one carburetor at a time until the maximum orifice size has been reached. Don't be alarmed if after gaining perfection with one carb, you find best results with a different size orifice on the other carburetor.

The cylinders for modified use should fire in a range of .175 in. to ,210 in. before top dead center. This is a considerable variation from the stock motor firing sequence when used with gasoline fuel.

The Bosch type magneto has only one set of points, one condensor and one coil. However, the points, since they are activated by a two-lobe cam, break twice for every flywheel rotation. The magneto, you will note when you disassemble the motor, is driven by a gear on the flywheel. To time the motor properly, first advance the ignition fully by pushing the timing level located below the magneto as far to the left as possible. Or, looking down from the top of the magneto, turn the lever in a clockwise direction. It will be necessary, of course, to determine exactly when the points are breaking and from which the high tension lead spark is being produced. For the latter you must remove the bakelite take-off terminals which are secured to the magneto by two small screws and two small metal strips. The high tension terminal in contact with the brass portion of the magneto rotor is the one that will conduct the immediate spark to the plug. With a feeler gauge and with the spark plug removed, you must run the piston to the desired distance before t.d.c. About .180 in. would be a good starting point, but again you will have to experiment with a number of settings to determine the one that is best for your motor, fuel, boat and your own weight. Engage the gear teeth, tighten the two nuts which secure the top of the magneto to the crankcase and you will have an approximate timing setting. You can make intermediate adjustments by changing the breaker point gap within a range of .012 in, to .016 in. Increasing the gap advances the timing; decreasing it retards the timing. You will note a small lock screw just to the left of the points. To adjust the gaps loosen this lock screw, then turn the smaller eccentric head screw.

A Word Against Wiring

Most drivers will, once the motor is timed, wire the ignition advance lever at full open so that it cannot vibrate. However, keep in mind that final timing adjustment is made with the advance lever and you may find that a proper setting is attained before full level advance and that plugs by inspection appear to function best at a location less than full advance. If this is the case, then see that the lever is firmly secured in the desired position so that it cannot vibrate to a further advance location and cause a burned piston.

One weak spot in the Bosch magneto is the upper magneto drive shaft. Occasional breakages occur to this part. A broken shaft usually can be detected by an inability to maintain proper timing. Breakage most aften results from stress caused by inadequate clearance between the magneto gear and the flywheel gear. These should be set to mesh so that there is about a .006 in. end play.

One other magneto feature that may cause trouble is a loose mating of the lead to the condenser lug. Loose connections occasionally occur here due to faulty soldering during the assembly at the Bosch factory. Play it safe and crimp, then resolder, this connection securely.

Plugs are the most critical factor leading to misfiring in the Konig, since the motor is basically trouble-free other than in the features mentioned. The bulk of ignition trouble may be traced directly to fouled plugs or incorrectly gapped plugs. The plugs should be gapped at .015 in. The Bosch W290-T16, as mentioned before, is recommended by Konig and it is claimed that the Bosch plugs can be sandblasted over and over again. However, the

center electrode of the Bosch plug is soft and repeated sandblastings, even under careful control, will erode this electrode and lead to trouble. It's better to soak the plugs in carbon tetrachloride for several days after fouling, then clean them with a stiff toothbrush with natural bristles rather than synthetic bristles, as the latter type more than likely will dissolve and can leave a non-conducting coating on the electrodes.

Champion has developed a spark plug designed specifically for the Konig; the new Champion Model L-58R. This plug is engineered for alcohol burning Konig motors, not the stock versions. It is strongly recommended that any Konig owners make comparisons between this new plug and the Bosch since there have been claims that the new Champion has superior anti-fouling characteristics.

The Konig C motor's three carburetors are equipped with main jets of either .067 in. or .071 in. and these are intended for use with the factory recommended fuel blend previously given. If a larger proportion of lubricant to fuel is to be used or if nitromethane is to be added to the fuel mixture (both will result in more sluggish fuel flow), larger sized jets will be required. The adjustment and set up of the Amal carburetors on the C follows the same method used with the B motor.

The Scintilla magneto with which the C motor is equipped is simple to adjust. The fuel charge should be ignited when the piston is from .170 in. to .180 in. before top dead center. Ear phones, a test lamp or any other of the common methods used in timing can be utilized to detect that instant when the breaker points start to crack open. Since there is only one set of points, these are pre-set to break exactly 120 degrees apart with a triple cam arrangement. The points make and break three times for every rotation of the flywheel and no timing is required to synchronize this phase. The spark timing can be advanced or retarded simply by loosening the magneto-securing clamp and rotating the magneto a few degrees in the desired direction. Experimentation will determine the best advance setting.

Timing Rotary Valves

The rotary valve through which the fuel is inducted into each cylinder must open exactly as the transfer port closes or a degree or two thereafter, never before. This means that the rotary valve should open .520 in. to .550 in. after the piston has passed bottom dead center. The transfer port must be closed before the rotary valve opens. The rotary valve should close from .710 in. to .790 in., after top dead center. The closer to the .710 in. range the instant of rotary valve opening is maintained, the easier will be the starting and acceleration will be improved. Going beyond .790 in. with the rotary valve point of close will cause difficult starting, will make acceleration sluggish and may decrease peak speed.

Keep in mind that the Konig motors are not fitted with water pumps. The boat must get up on plane before sufficient coolant will circulate through the cooling jackets. The cooling is accomplished by means of a forced water intake through a pick up line located in the nose of the gear box torpedo. Usually a boat can be brought onto plane within 50 yards. If the power plant is jacked up evcessively or if it is fitted with the wrong propeller, it may be difficult to get up on plane and should not be run any great length, nor should the motor be revved excessively, since it will not be getting adequate cooling and the motor may seize.

Propellers are naturally of interest. Only recommended starting points can be given on this. For the Konig C motor, the Michigan model KD6 thus far has proved to be the most satisfactory. The wheel, which is 7¼ in. x 13 in., has a hub diameter too large for the Konig since this particular prop actually is designed for use on a Mercury four-cylinder D Stock motor. Some drivers have also found success with the slightly larger pitch Michigan KD7. In either case the hub must be bushed for the Konig shaft. The Mercury Kaminc wheel, 48-24588, has also met with success.

The Konig C is manufactured for a 13½ in. transom height but drivers have found that they can jack it up to advantage considerably higher. Drivers of the Bs are also going well above the 13½ in. transom height for which the motor was designed.

A number of props can be recommended for the B motors, again only as a starting point, since the final decision on props will be determined by variance in boat design, overall weight of boat and driver, water conditions and other imponderables. A Michigan Model KB5 is good for straightaway while KB7 with ¼ in. more diameter, 6 in. by 9½ in., offers better acceleration for short courses. Oakland Johnson makes some wheels that have turned in excellent performances. Jacked up high with transom stabilizer fins on the boat for better control, the OJ-BH4 works well. For motors not set up quite as high the OJ-BH1 and BH2 may work out fine. The Kaminc 48-26012 has also proved out well. Naturally drivers will cup, alter, thin down the blades and make other changes as their experimental work progresses and a wide range of propellers is required for ultimate success.

A number of drivers have made inquiries concerned pre-tuned stacks. Konig makes a very successful set of pre-tuned stacks for their A racing motor and the application of these special stacks has resulted in a measurable horsepower gain. However, to date, experiments with tuned stacks on Bs and Cs have not indicated that they can be applied to any advantage.

Bugs in Gravity Feed Tanks

Finally, some drivers have reported difficulty in attaining sufficient fuel tank pressure and have switched to gravity feed tanks. The gravity feed tanks have the disadvantage of creating a higher center of gravity. Usually any tank pressure problems can be traced directly to the pressure relief valve which contains a small plastic disc-type check valve. The disc, to operate properly, should be .024 in. thick. The use of alcohol fuels and fuel additives can cause the disc to swell and increase sufficiently in thickness to block or partially obstruct the pressure line. This is easily corrected by disassambling the relief valve, removing the disc, unscrewing the pressure line stud and filing off approximately .010 in. or enough to give the expanded plastic disc .008 in. to .012 in. clearance. Filing the pressure line stud is far easier than attempting to thin down the plastic disc and accomplishes the desired result. Since a replacement disc will doubtless swell too, a replacement won't solve the problem for long. However, the discs once swollen to about .032 in. apparently do not expand further so once corrected the problem should be licked for good. ●

Brazilian Class B National Champion Omar Silveira de Cruz putting his Rodriguez designed, home-built hull through her paces on the Guiaba Rover in the first race of the season at the S.A.V.A. Club, Porto Alegre, Brazil. Capt. Silveira, a Varig Airlines pilot reports activity in B, D and X classes with Mercuries and Konigs favored.

Jack Regas, speedboating's king for 1957. With his expert, hardworking crew, headed by Mike Welsch, they campaigned the former Henry Kaiser craft to success after a long run of bad luck.

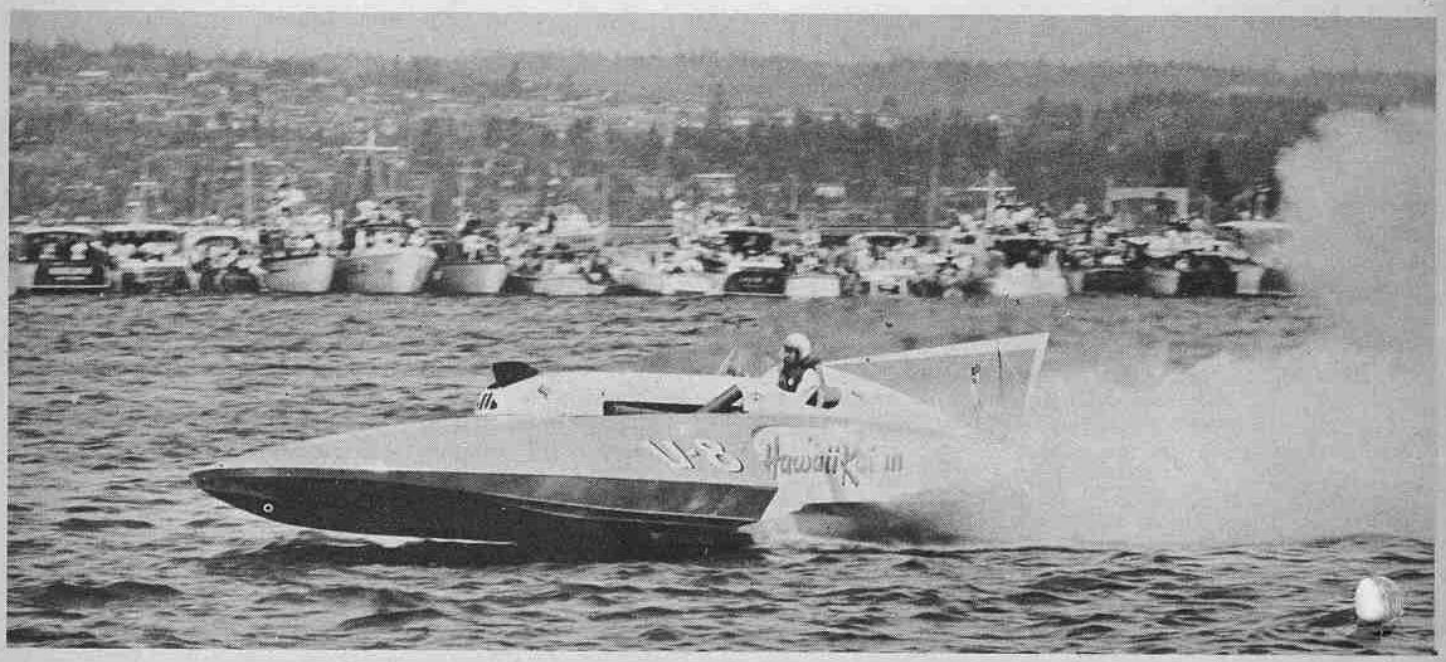
Hawaii Kai SETS Two World's Records And Nears the 200 mph Mark

The Ted Jones-designed, Les Staudacher-built and Rolls Royce-powered Pink Princess comes into her own after being Cinderella of the Unlimiteds

By Hank Wieand Bowman

THE *Hawaii Kai III*, designed by Ted Jones and built by Les Staudacher in 1955, is a 30 ft. three-point hydroplane with 12 ft. 3 in. beam, featuring a unique metal clad construction. The *Kai* weighs 6600 pounds and is powered by a Rolls-Royce Merlin engine. The V-12 power plant displaces 1650 c.i., has a bore of 5.4 in. and stroke of 6.0 in., a compression ratio of 6:1 and is factory rated at 2360 hp at 3200 rpm and 55 inches of manifold pressure

The engine is supercharged with a two-stage, two-speed watercooled blower. The power plant, complete with a



With Regas at the helm, the *Hawaii Kai III* won the first heat at the Gold Cup races last year with a speed of 109.823 mph. However, *Kai* failed to complete either the second heat or the final.

With rooster tail lifted high, *Hawaii Kai III* was clocked at just a fraction of a mph under the 200 mark on this run. She ended up with a 187.627 mph mile straightaway mark, eclipsing the old *Slo-Mo* record.

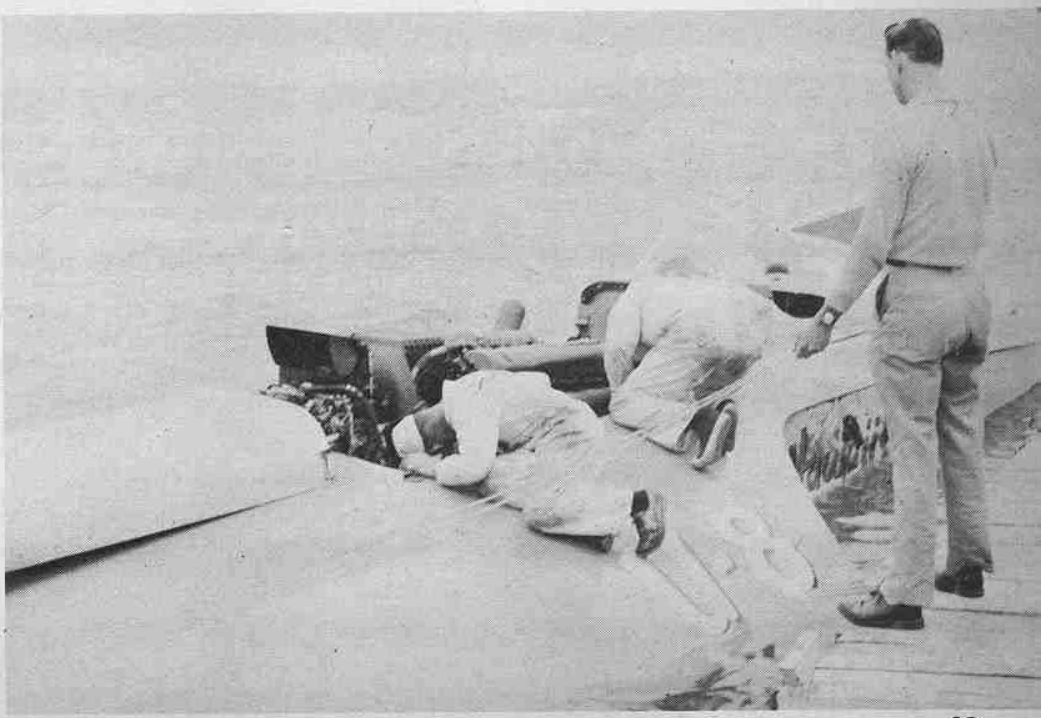
Western type gear box, weighs approximately 1850 pounds. The engine's twelve cylinders have dual intake and exhaust valves plus a dual ignition with two independently fired spark plugs to a cylinder, each set of twelve plugs fired by a separate magneto.

Up until th latter part of 1957, vital statistics on the *Hawaii Kai III* weren't of any particular interest, for her record had been a ho-hum one. In 1956, she qualified for the Seafair Trophy race at 104.516 mph. Despite this plenty-fleet-for-1956 speed, she failed to place in any heat. Later, she was entered in the Gold Cup and the President's Cup but again the rose and coral job failed to live up to her appearance of a natural winner. The *Kai* went like a bomb but seemingly her power plant wouldn't hold together and the Pink Princess became the Cinderella of the Unlimiteds, switching from lightning fast into bumbling pumpkin before the final checker fell. She did win the Rogers Memorial Trophy race which in 1956 was emblematic of the American Speedboat Championship and won the Sahara Hotel Trophy even at Lake Mead.

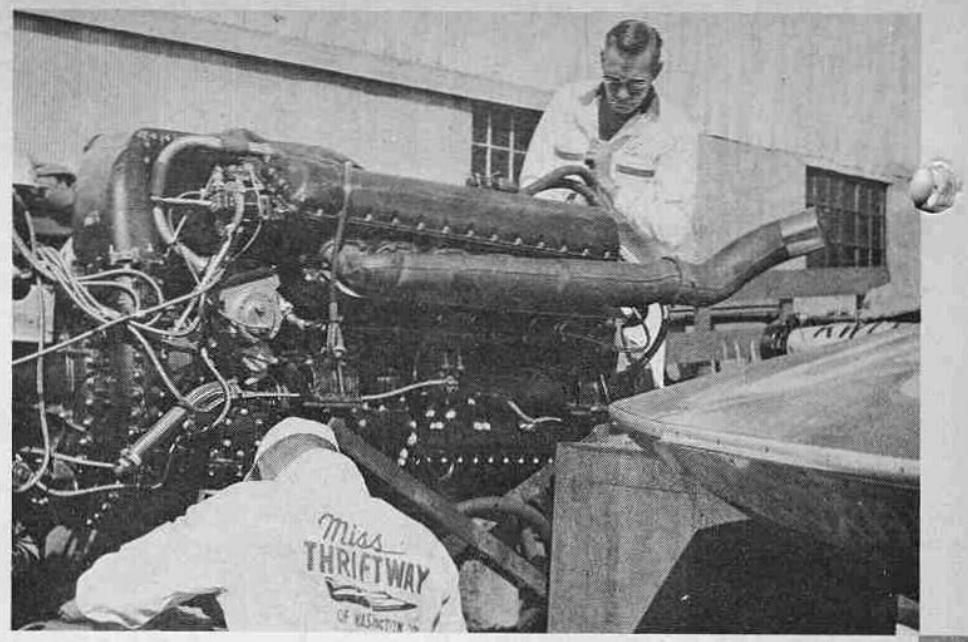
At the start of 1957, owner Edgar Gaiser announced his retirement from the Unlimited racing field and gave the boat to the *Kai* crew, which is headed by Mike Welsch, formerly the crew chief for the *Slo-Mos*.

The crew of an Unlimited can be equally as important to her success as the driver. *Kai's* crew was composed largely of veterans, no strangers to grooming record-breaking and consistent-winning equipment. Aside from Mike Welsch, who is overall supervisor, there are Wes Kiesling and

(*Continued* on *Page* 33)



Hawaii Kai cinched the 1957 high point honors with her victory in the Governor's Cup Race on the Ohio River. Here her crew makes some adjustments before the final heat.



Crew members work on *Miss Thriftway's* Rolls Royce engines in the pit area before her break-up at Madison, Indiana.

by Blake Gilpin

Boat Sport

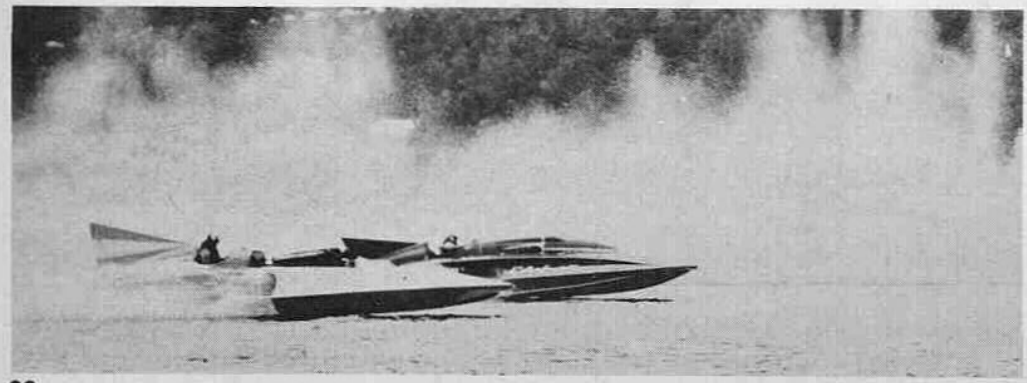
Covers The Racing Scene

A GROUP OF MEMORABLE RACES. THE END OF MISS THRIFTWAY REGATTAS IN THE SOUTH, NORTHWEST AND SOUTHWEST

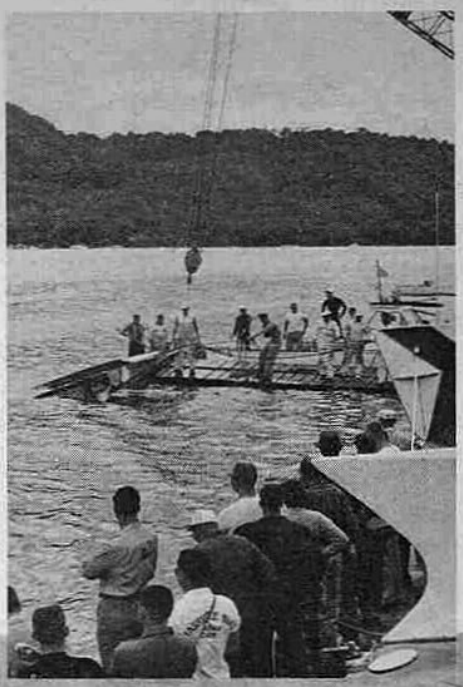
Unfortunate Miss Thriftway

MADISON, INDIANA—On the same day baseball fans were shocked by the official news of the New York Giants' farewell to the Polo Grounds, speedboaters' interest focussed on the Ohio River at Madison, Indiana. There, at the place where in 1809 a Colonel John Paul had poled a raft across the river to inspect an entire valley he had bought for $2.50 an acre, an estimated 20,000 spectators stood rooted in stunned silence as the two-time Gold Cup winner, the once proud *Miss Thriftway*, suddenly disintegrated at an estimated 160 mph.

Exactly what happened to the *Thriftway* will never be known. The river's surface had been broken only by a gentle chop, just enough to give the mahogany and orange 28 ft. 6 in. long, 4500 pound hull enough lift to really scream down the straightaways. The day before, *Thriftway*, helmed by Bill Muncey, had clocked her initial 15-mile heat at an average speed of 112.312 mph. This had eclipsed the performance of the Unlimited Class leader, Jack Regas in *Hawaii Kai* who

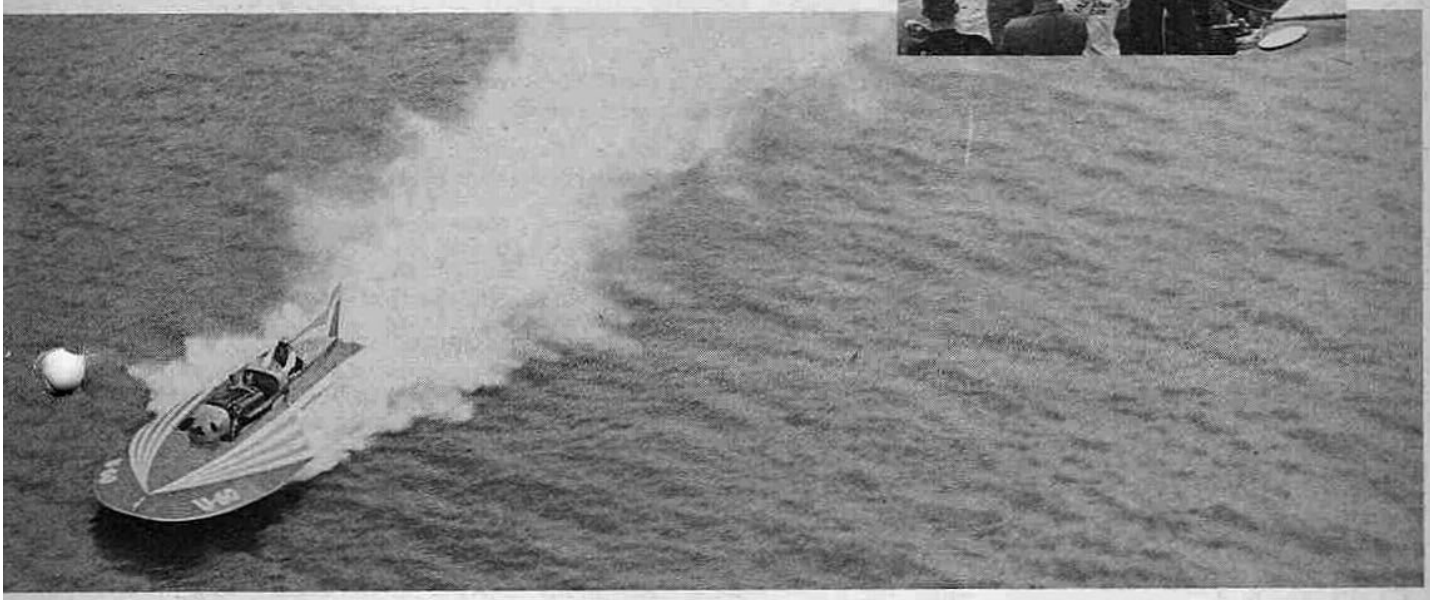


Jay Murphy in *Breathless II* and Bob Hayward in *Miss Supertest* battle it out during the final heat for the Governor's Cup at Madison, Indiana. *Breathless II* finished 4th; *Supertest*, 5th.



The remains of the two-time Gold Cup winner, *Miss Thriftway*, are winched ashore after she disintegrated during her second heat of competition at the Madison, Indiana Governor's Cup Race.

Seconds after this aerial photo of *Miss Thriftway* have been taken, the boat was a mass of splintered plywood. Driver Bill Muncey was not seriously hurt, however.



had been timed at a lower, but no snail's pace, 108.129 mph.

There were many fans, including your reporter, who thought Muncey might well emerge at the end of three heats with the Governor's Trophy figuratively tucked in his hip pocket. It was obvious that Muncey had discarded conservatism and was out to beat Regas on the diminutive Livermore, Californian's own terms by digging his throttle foot floor-deep in the cockpit and letting the Rolls-Merlin take the bit in her mouth.

Four years before this 1957 Madison Governor's Cup, a Czechoslovakian aircraft pilot had hijacked a commercial passenger plane and, with fellow refugees, had speeded through the Iron Curtain in the upper atmosphere to freedom in West Germany. The former Czechoslovak, now a United States citizen, was the helmsman of Bill Boeing's Allison-powered *Miss Wahoo*. Had it not been for Mira Slovak's desire to escape Red oppression, Bill Muncey might well have died shortly after 2 p.m. on September 29, 1957.

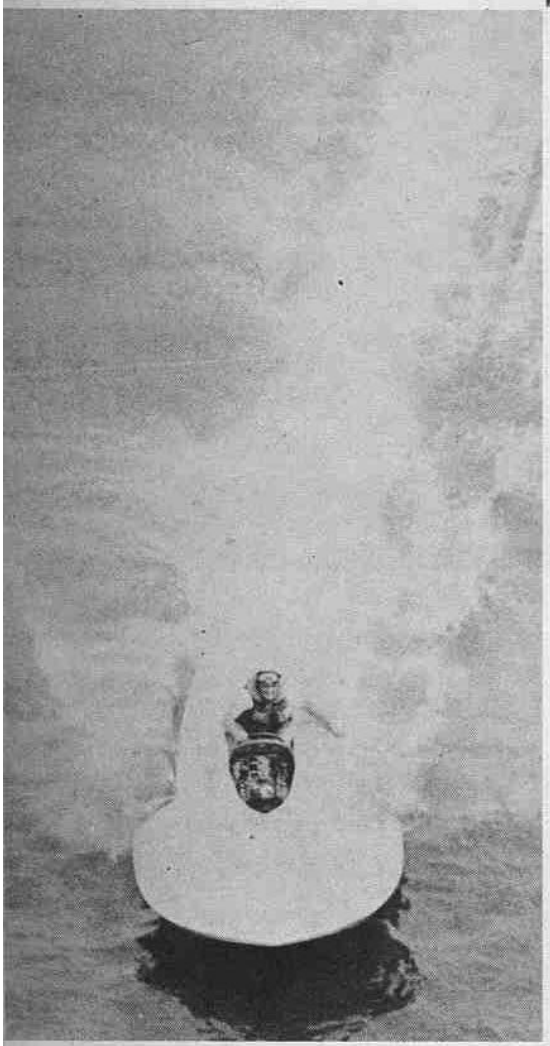
Muncey had completed his first lap

Prompt action on the part of Mira Slovak, helmsman of *Miss Wahoo* may have saved Bill Muncey's life when *Miss Thriftway* broke up before Slovak's eyes.

BOAT SPORT COVERS THE RACING SCENE

continued

A perfect point score, leading to victory at the Governor's Cup, clinched the Unlimited Class National High Point Honors and the Martini & Rossi trophy for Jack Regas and *Hawaii Kai*. Above: Hauling out at Madison.



In the 135 Class, Ray Weber, driving *Mom's Worry*, finished third in his group at the Madison, Indiana regatta.

and was out in the van floating full bore down the starightaway past the officials' stand. Mushing along off plane was Jay Murphy in *Breathless II*. The wheezing *Breathless* was rolling out an expected wake, not a mountainous wave, but just enough to cause the high winding *Thriftway* to bounce momentarily several feet in the air above the water's surface.

Perhaps *Thriftway's* port sponson split and allowed a high pressure stream of water to enter and blast the plywood apart. Maybe the three-year-old hull had become tired and elected that instant to disintegrate. Unsubstantiated rumors had it that the offending sponson was known to be weak and had been beefed up with some bracing just before the race.

Perhaps it's unimportant just how the accident happened though it would seem to indicate that the Unlimiteds travelling at the high straightaway speeds of which they are presently capable cannot be campaigned for several seasons.

Thriftway had taken far bigger waves and vaulted higher and farther through the air countless times with no evidence of structural weakness or any tendency to dig or yaw. *Breathless'* wake may have created the final jolt that caused her to pull apart like the old one hoss shay.

Some spectators thought they detected a momentary explosion and it's possible that a breached fuel line or a collection of raw fuel or fumes may have added to the wood splintering debacle.

Any or all of these theories supported by eye witnesses are possible, but indisputable is the fact the *Thriftway's* plywood came unglued. Slovak was running in second spot at the time of the accident. Later, obviously in a state of shock after *Thriftway's* hapless pilot had been rushed from the scene, Mira was quoted as having repeated over and over, "Pieces, pieces, pieces," describing the flying wreckage of Muncey's craft. Slovak, however, had reacted quickly and instinctively to the crisis. He had decelerated rapidly, passed wide of the wreckage and circled back. Without hesitation he dove overboard from the cockpit of *Wahoo*, searched for Muncey in the debris littered water, located him and supported the injured driver's head until rescuers arrived to pull the semi-conscious racer from the water. Muncey, fortunately and miraculously, not only escaped but suffered only painful bruises, minor cuts and shock, though at the time even the doctors in attendance, as they later admitted, considered his chances for survival slim.

Less than two hours later, a still dazed group of Unlimited drivers com-

Second honors in the 266 Hydro Class went to *Wham*, droven by Lou Maas.

This AU Famous Craft driven to third spot at Madison by Wilson Seaman.

The Lee Burris entry, *Ricochet*, failed to finish when high winds chopped the Ohio River's surface.

pleted the remaining two heats of racing. The speeds were only slightly more conservative, though each driver's thoughts must have been divided between anxiety for Bill Muncey at the King's Daughters Hospital and tiny wedges of fear as the river's chop drummed a warning tattoo on their own boats' bottoms.

Shanty I, a relatively close facsimile of *Thriftway*, had come apart at the seams in a similar, though somewhat less dramatic manner, a week before on the Potomac River during a pre-President's Cup practice session. *Shanty's* fate doubtless added to the racers' trepidation, but part of the thrill of racing is the ever present element of danger, the tight rope treading between security and disaster.

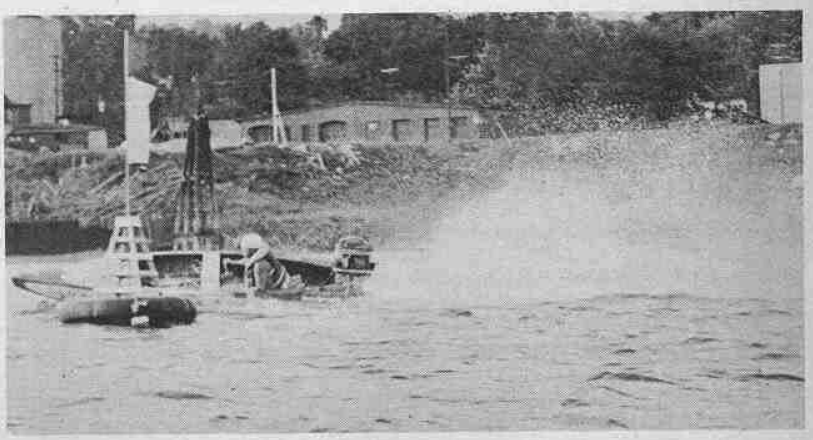
Hawaii Kai won the Governor's Cup and automatically clinched the season's high point honors. Slovak in *Wahoo* gave the *Kai* a real chase in the re-run second heat. In the final, Slovak was again pushing Regas hard when in the last lap *Wahoo* lost a propeller and went dead in the water.

Overshadowed by the drama of the Governor's Cup race were the heats for the limited class hydros. Ron Musson of Akron, Ohio, in Bill Ritner's 225 c.i. *Wa Wa* and 266 c.i. *Wa Wa Too* turned in his usual letter-perfect outstanding performance. Musson and the *Wa Was* romped away from their competition which in the 225 c.i. class was made up of five other top notch rigs, with thirteen other 266ers ready in the pits; eight of them, plus Musson, answering the five-minute gun. Musson won four straight heats in the *Wa Wa Too*. Not spectacularly fast, but considering the fairly choppy water conditions it was amply fleet to outdistance anything else on the course.

Race Chairman Birl Hill and President of the Medison Regatta, Inc., Lyman Armstrong had every reason to be pleased with the turnout of equipment. In the 48 c.i. class, eleven of the tiny hydros put in an appearance as Dale Spicker in *Blue Devil* copped the initial round at a close to 50 mph pace, with Paul Bauer, Deer Park, Ohio running second. In the second heat, Spicker of Dayton wound up third while the lanky Deer Park pilot took the event, though pressed hard by Jim Davies in *Scuffy*. Bauer was clocked in the second heat at 51.37 mph and took top honors.

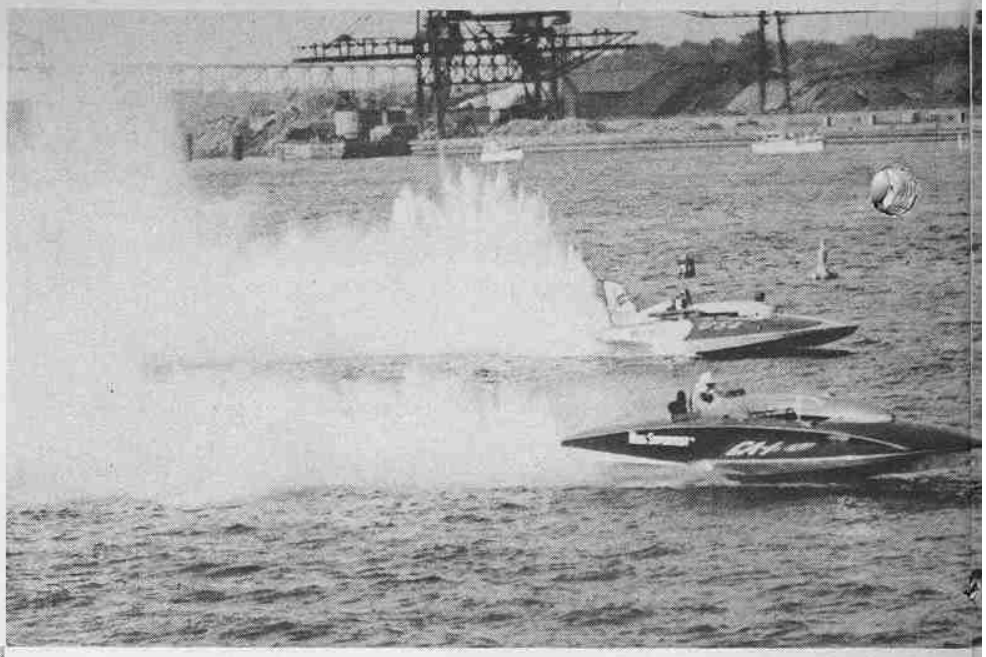
In 136 c.i. class, Harold Morrison, Middletown, Ohio, drove *Pretty Baby* to consecutive heat wins, clocking one five-mile canto at 53.79. Fifteen of the popular stock class inboard hydros had necessitated two elimination heats plus a final. Bill Wise, Pleasant Plains, Ohio, in *Flying Debris* had taken the first qualiflying heat but finished third overall in points when he failed to

A partial view of the outboard pits at Madison, Indiana. Rough water and rain canceled events in all but four of the classes.

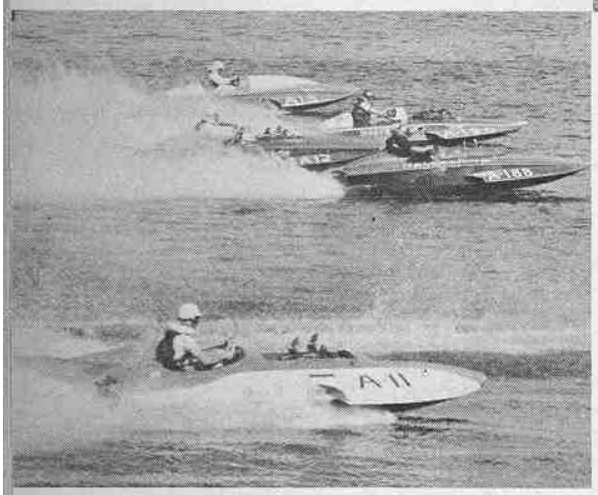


Earl Granrath in *Sea Jay III* tries the wind whipped Ohio River stock course. The DU heats were canceled because of rough water.

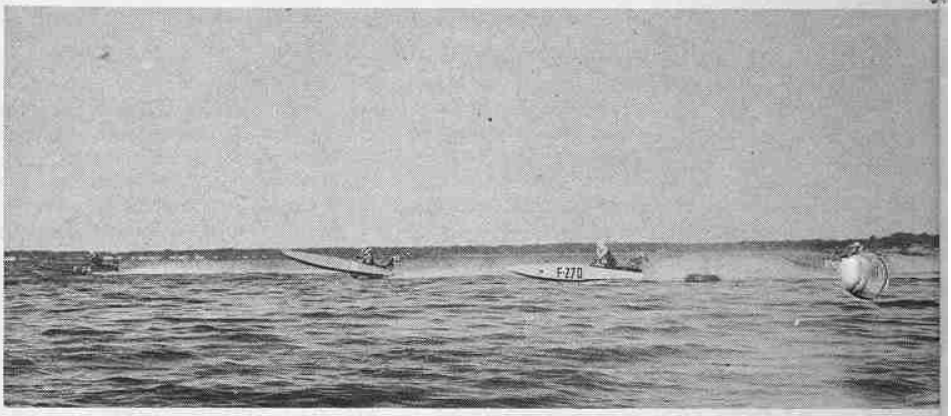
BOAT SPORT COVERS THE RACING SCENE continued



Art Asbury at the helm of *Miss Supertest* drove her to a 31 point margin, 1000 to 969, over Bob Schroeder in the revivified *Wildroot Charlie*.



A group of 135s flashing down the Niagara at the Buffalo Launch Club Regatta. Hank Vogel in a A-190 was 2nd.



The C Modified Runabouts streak across Florida's Lake Weir at an NOA District 5 race. Ultimate winner was George Taylor, Orlando, Fla., in F-270. Tony Kruse, St. Pete., was leading at this stage.

finish in the second. Armand Davis with a second and a fourth wound up as runner-up for the class.

In the 135 c.i. events, the nearly invicible Weldon Ropp, Miami, Fla., had his usual successful afternoon. Ropp scored two heat wins from among the thirteen registrants in his class. Ropp's *Miami Belle* was clocked in his fastest five miles at 63.829 mph, less than a mile an hour slower than the fastest of the 266 heats.

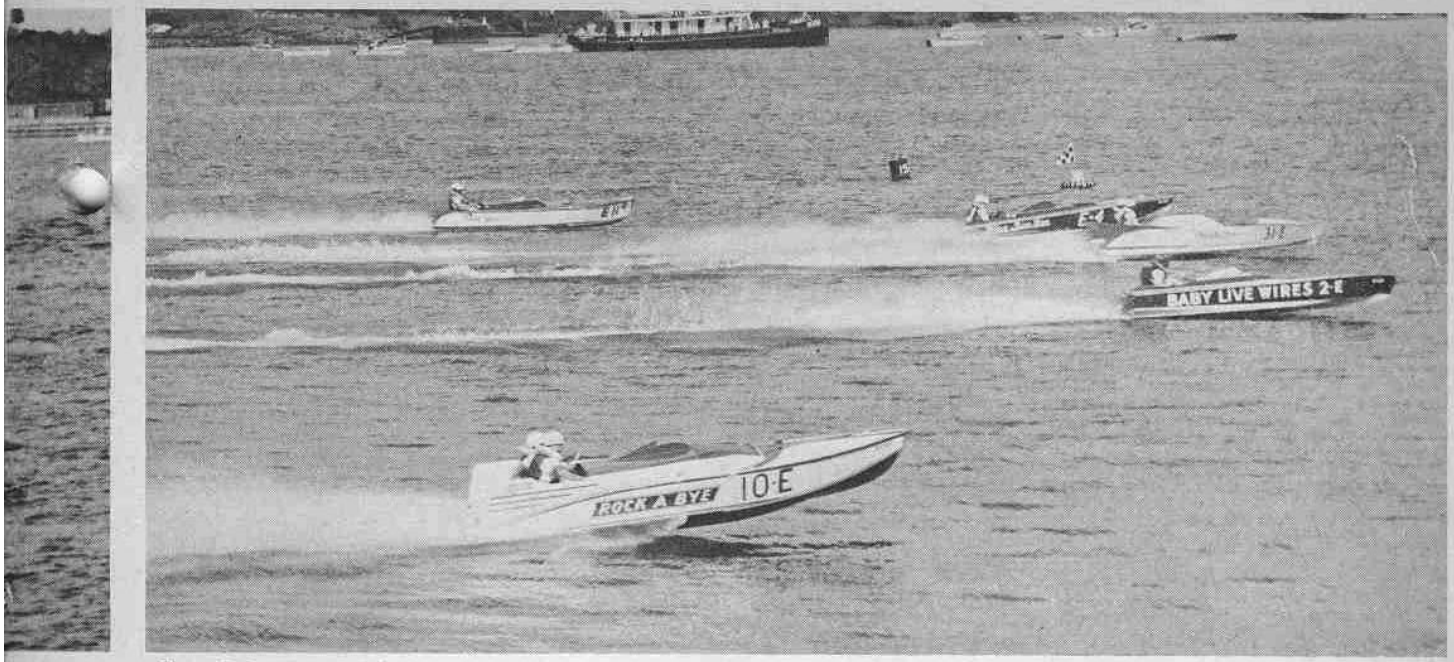
In the 7 Litre class, unfortunately only four of the seven registered Junior Gold Cuppers hit the line at the start. George Byers, Jr., Columbus, Ohio, in *Miss DeSoto* won straight heats, though the 7 Litre events were both closely contested and the winner was pushed right to the tape. Byers led Marion Cooper of Louisville, Ky., to the line in the first five-miler by ½ second and in the second barely eked out a deck's length victory with 1/10 second advantage over the Kentuckian. Byers clocked 71.770 mph in his fastest heat.

The Madison event, a two weekend affair including stocks, alky burner outboards and inboards, had become an increasingly prominent fixture on the racing schedule. Unfortunately, though a bumper crop of stocks, 117 in all, showed for the first weekend of racing, a combination of rain and high wind blanked out most of the scheduled two-day activities.

Ralph Collins, with a first and a third place, took top honors in AU class. Bob Stearman drove to straight heat victories with his BU hull *Omigosh*. Johnny Ennenga, the National CU Champion, followed form taking two straight heats in CU while Dean Chenoweth, Xenia, O., outran the APBA ASH National Champion Dave Hoggard in two heats of that class. The balance of the scheduled events were cancelled.

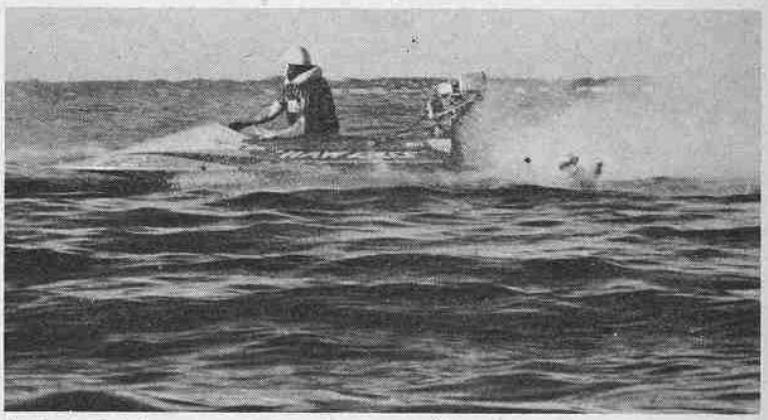
The following weekend, it might have been just as well for the alky races to have been erased from the two weeks' schedule. Only thirty-one boats, in all, were on hand and of these a large percentage failed to finish even a heat over the wind-riffled surface. Mel Kirts, the APBA Class A Champion, took the initial heat for the 15 cubic inchers but was disqualified for a starting infraction in the second heat and finished third in standing as Don Settle, Hope, Ind., driving the Clarence Kleinhouse A rig combined a first and a third for high points. Homer Kincaid, Carbon Cliff, Ill., took the B events and Canadian Johnny Dertinger copped the C Hydro events. Dertinger emerged as the top performer of the regatta, taking the single heat of F events while his Canadian teammate Bill Wells finished second.

The Ohio River course is ideal for inboarders, though a weather break is needed for the more fragile outboards since a bend in the river below the first turning buoys serves as a scoop to make the course vulnerable to the breezes from three directions.



Class E Service Runabouts crossing the starting line at the Buffalo Launch Club Regatta. W. E. Jones of Hampton Va., (farthest from the camera) was the Winner. Russ Kirkpatrick in 10-E was 2nd. Bill Engle and his son were 3rd and 4th.

Syndicate-owned *Wildroot Charlie*, formerly one of the Shoenith *Gales*, surprisingly finished second in final standing among the Unlimiteds of 1957.



At the NOA-American Legion Event on Lake Weir, Florida, Virgil Elder, St. Petersburg, Fla., in the hot Al Holub F rig tangled with a turning buoy and lost his chance to win the F Hydro contest.

Only with a prevailing wind blowing from the west can placid waters be expected. However, from the inception of Madison as a racing center in 1927 when the now defunct Mississippi Valley Racing Association put on a five-class regatta, the small muncipality of less than 11,000 residents has been all out for power boating and year by year the Madison Regatta has increased its prestige until it has taken a spot as one of the country's most important fixtures on the annual speedboat racing season's calendar.

APBA Class F Outboard Runabout National Championship

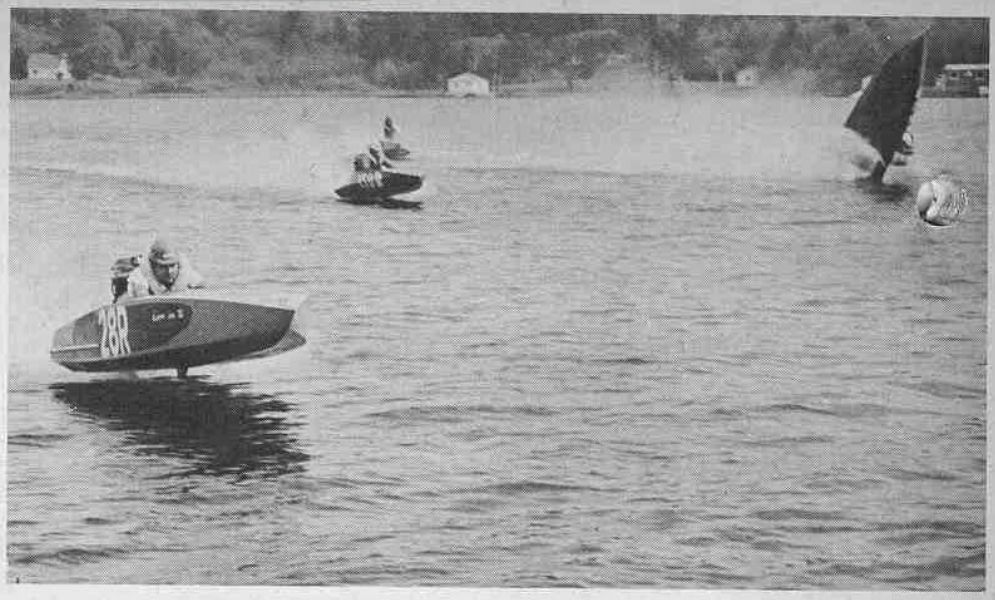
SAN DIEGO, CALIF.—Through the joint efforts of the local Pacific Power Boat Club and the Los Angeles Speedboat Association, the sponsorship of the American Power Boat Association Class F Outboard Runabout National Championship was staged at the San Diego, Calif., Marine Stadium on November 10. Over 18,000 fans gathered along the jetties to witness six two-man crews vie for title honors in the 725 pound, 60 cubic inch powered alky racing jobs. A large Cup, the APBA title winner's trophy, $100 cash for first spot, a jet type crash helmet, a $100 bond awarded by Champion Spark Plug Company (if the winner didn't use ACs!) and the Curly Owens Perpetual Trophy for the fastest heat, were all at stake.

Chuck Parsons of Lodi, Calif., the defending champion was favored to repeat though Bob Jackson, the Western Divisional champion, had a large coterie of loyal rooters who were sure Bob had the crown as good as won. The latter group were dunked to the depths of disappointment in the first heat as Parsons drove to form with Henry Wagner, 1956 C Service Hydro Champion, clinging to the handles as deck rider. Parsons' first five-miler with his Evinrude 4-60 powered Hoggatt-Pierre designed hull, was clocked at 51.31 mph, a brisk pace in view of the short one-mile course. Parsons, who at one time held the record for the class back in 1953, was running in fifth spot at the end of the first lap of the second heat. Entering the backstretch on the second lap, he began to put on a decided challenge to better his position when his 4-60 ran out of revs and conked.

In the initial heat Bob Marvick of Gardena had finished second, Alex Cockburn of San Diego, third, and Bob Jackson, also San Diego, the 1956 runner-up in the class, had finished fourth. In the second heat, however, Jackson with his deck rider Leonard Collinson pressed Bob Marvick throughout the first lap, then grabbed off the lead on the first turn of the second lap to stay out in the van for the remainder of the distance. Jackson averaged 51.05 to miss (by a hair) winning the Owens Trophy, which went as a consolation prize to the dethroned king, Chuck Parsons. Marvick, for the

THE RACING SCENE

continued



Bob Steinbruch, Salem, Ore., roars on as Bob Rubis, Watsonville, Calif., dumps his rig. Steinbruck went on to set a new 5-mile competition mark of 51.165 mph at Devil's Lake.

first three laps of the second heat, still appeared to have the title in hand, having scored 300 points in the first heat to Jackson's 169. Had Marvick and his deck rider Janus Schoenfeldt, Los Angeles, been able to stave off a threat by Buss Tutthill, Orinda, Calif., Marvick would have taken the crown by a margin of 600 to 569 points. Tutthill blasted Marvick's chances, though Marvick's ultimate point standing gave him runner-up spot. Parsons, with 400 points for his lone heat victory, placed third overall while Cockburn and deck rider Glen Campbell, both of San Diego, took third and fourth places for overall fourth.

An interesting feature of Jackson's championship OMC 4-60, owned and set up by John Toprahanian, the 1952 APBA CU mile record holder, was the dropped fuel tank which added to the Toprahanian-built facsimile of a Hoggatt hull's excellent cornering characteristics. Deck rider Collinson, (who was snatching the handles in his first regatta), was, because of the unique fuel arrangement, required to supply the hand pump pressure to keep the required 4 pounds push on the fuel line—making Collinson certainly the businest riding mechanic in the heats.

The Toprahanian 4-60 also varies from the conventional versions in that it is equipped with a Winfield carburetor and a Harley Davidson spray shield, all of which features can be seen in the photo.

The Regatta, which was spark plugged by Race Chairman Bob Higgins, a local 135 c.i. hydro racer, was marked by the successful appearance of the new, probationary B Racing Runabout class, in which top honors were taken by Frank Geries, Sacramento, with second place won by Orville Herrick of Del Paso Heights. The latter reversed spots with Geries, taking top honors in B Hydro as Geries took second spot in the three pointer 20 c.i. class. Fred Hauenstein, who finished fourth in APBA outboard point honors in the race for the Colonel Green Round Hill Trophy, took first honors in the C Racing Runabout events in which Janus Schoenfeldt placed second. Hauenstein was runner-up in C Service Runabout, which event was won by Henry Wagner, Fresno, who also took top honors in C Service Hydro as Ray McKean, Sunset Beach, garnered second place. Texas Jack Cotton of Cucamonga ran off and hid from the A Hydro drivers in both heats, driving a Konig fitted with Texas Long Horn stacks. Jay Root of San Diego, a 12-year-old tyro, won the M Hydro events in which 16-year-old Peggy Jackson, daughter of the new FRR champion, placed second. C. W. "Doc" Jones of Phoenix, the new world's record holder in C Hydro, ta rode his McDonald cabover three pointer powered by a combination Evinrude powerhead and Mercury Quicksilver lower unit to easy victories in C Hydro with Virgil Cathey placing second. Frank Signorella, Stockton, won the F Hydro events with fellow townsman, Al Brooks, Jr., taking second honors in what proved to be a most successful regatta which was followed by an informal party and trophy presentation ceremony at the PBC's club house.

Les Manosar, Crescent City, California, flashes past the finish line on Devil's Lake where he established a new five-mile competition mark also with his Merc-powered Swift DSH at 59.328 mph

The Marysville Regatta

MARYSVILLE, WASHINGTON—At Lake Goodwin, an interesting combination stock outboard, alky burner outboard and inboard hydro regatta took place on a mile and a quarter course in front of Schuh's Resort. The Regatta was sanctioned by the APBA and co-sponsored by Marysville merchants, the Kiwanis Club and *The Marysville Globe*. An estimated crowd of 7,000 saw this introduction of big time speedboating at the beautiful resort lake.

The largest individual class represented at the meet were B Stock Hydros with sixteen of the 20 cubic inchers on hand. Jim Henry of Seattle in Johnny Sangster's Larson hull, Billy Schumacher, Seattle, in a Van Pelt and Pat McMullen, Bellingham, Wash., in a Welland hull, each won one heat of BSH. However, Henry, who merged first and third spots garnered top position while Alan Pabst, Wenatchee, Wash., in the Al Curtis Welland hull with two seconds took overall second position. Dave Karelsen, Lynwood, Wash., with a Karelsen hull combined first and second place finishes in the six boat F Hydro field to top Hal Tolford of Seattle who finished sixth in the first heat but turned in the fastest time for the class in the second go-around to take second overall points.

The 135 c.i. events were a disappointment. Though six boats were entered, only two of the reworked inboard rigs finished both heats. Merle Solland, Vancouver, Wash., in his Ford-powered Champion kit hull *Hasty* won both heats with Jim Hutchison, Vancouver, B.C., in a Ford-powered Christenson hull runner-up.

Unlimited class racer Chuck Hickling, Bellvue, Wash., in a Buick-powered 280 c.i. won his class with a first and fourth place. Second honors went to George Caris, Missoula, Mont., in a Chevrolet-powered Hallett hull. Gordon Buckley, Yakima, Wash., in a Crosley-powered McDonald walked away from the field, taking straight heats in the 48 c.i. class with Alcide La Pointe, Benton, Wash., in a Crosby-Hickle hull squeezing out seconds in both heats, though pushed hard by Arnold Green of Seattle in an Ingram hull. Oddly enough the best the former National Champion Jack Colcock, Seattle, could do was a next-to-last-place, sixth spot, final position.

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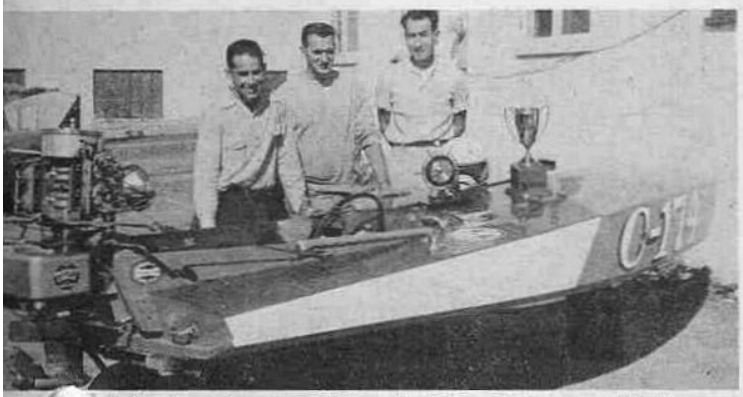
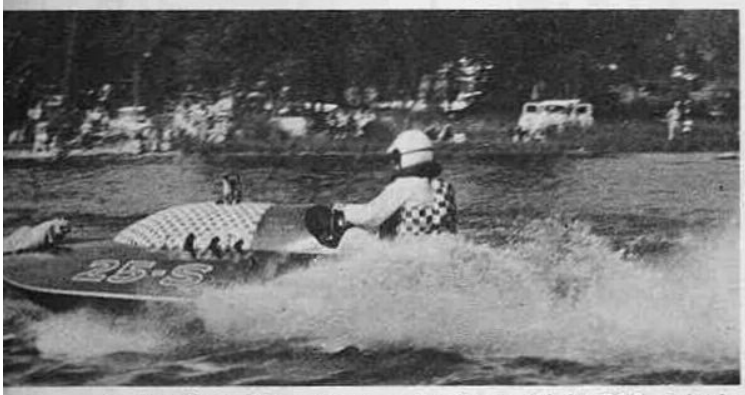


John Toprahanian, left, with driver Jackson and riding mechanic Collinson before their champion F boat.

Hal Tolford, Seattle, in R-8 and Rockey Stone, Willamina, Ore., scrap for the lead in the Devil's Lake Drivers Race.



H. J. Tefray of Tacoma tagged a buoy with his 136 c.i. hydro and spread it over Lake Goodwin during the fall races.

The Toprahanian F Runabout in action with Bob Jackson and riding mechanic Len Collinson at the APBA Class F Races.

At Marysville, Wash., Ted Muncey drove the Jones-designed, Chevrolet-powered 266 c.i. *Miss Thrifty Chevalier* to win.

TORQUE TALK

By LOU EPPEL

In the "Six Hours of Paris" free-for-all, outboards and inboards circle the city for 6 hours. Greatest speed and distance wins, often by only a few minutes. It draws a big bankside audience on the River Seine.

THE SIX HOURS OF PARIS, A NOVEL RACE . . .

DID HAWAII KAI PASS THE 200 MPH MARK? . . .

THE PROBLEM OF SPLIT-SECOND TIMING . . .

THE running of the 23rd edition of the "Six Hours of Paris" motor-boat race on the river Seine by the Motor Yacht Club of France on the 19th of October was a full fledged success, even though the starting field was cut down by the ravages of the flu epidemic which hit the European Continent.

Competing on a course laid out on the river, this race, run very much in the manner of the Le Mans automobile race attracted over 90 entrants, however, only 53 starters were on hand due to the flu which was so wide-spread at that time.

The banks of the river were lined with spectators numbering in the thousands, a strong contrast to spectator appeal here in the U.S. where marathons excite little interest among the spectators. At the starting signal the drivers had to start their motors in the pits and pull out on the course. This is a very dramatic way of starting a grind which will go on for six full hours.

The object of the Six Hours of Paris is to complete the greatest number of circuits of the course within the prescribed six hours time. Open to both inboard and outboard powered craft of monoplane design, eleven classes were represented. The 600 cubic centimeter class had the greatest number of entries adn also the greatest number of finishers, with seven completing the run. This is an outboard class with either Evinrude or Johnson 25 or 30 hp. motors, and is identified as class 600 CIU.

The winner of the race was Roger Brunet who drove a Kirie hull powered by a Peugeot/Constantin engine. This is approximately a 60 hp inboard. Brunet was the only finisher in class E 02 Sport, and he covered 366.028 kilometers at an average speed of 61.004 kph.

Second to Brunet was the team of Mallet and Robin in the Albatross class. They covered 342.952 kilometers at an average speed of 57.152 kph.

Third in the overall standings and first in Class CIU Sport (also 600 cu. cm.) was Cambrillat in a plastic hull powered by a Johnson 35. Cambrillat covered 323.139 kilometers at 53.906 kph.

Fourth overall was another inboard in class E 02. Driver Jolivet in a Kirie hull powered by a Simca motor. The summary sheets show Jolivet succeeded in covering 323.003 kilometers at an average of 53.833 kph. If Cambrillat had not suffered so many troubles througout the race, the fractional difference in distance covered (.137 kilometers) and the difference in speed of only .073 kph would have been much greater. However, Cambrillat, in spite of all his troubles, just managed to squeak out a victory over Jolivet.

In the popular CIU class, pilot Guyard drove a Matonnat hull powered by a Johnson motor to victory at an average speed of 50.345 kph travelling a

total of 302.071 kilometers. The other six finishers in this class, after Guyard's seventh place overall came in a group, with Desfilles placing tenth behind Landau in the 700 cu. cm. class and Guillouzo in the 600 cu. cm. Sport class.

All in all, it was a most successful race, and the 28 official finishers showed tremendous skill and fortitude in braving the chill waters of the Seine whose surface was literally torn up by the wash and wake of the speeding boats. Not only did the water conditions become increasingly poor as it was churned by the wakes of the boats, but because the Seine is bulkheaded on both shores for the entire distance of the course, the wash was bounced back on the course, making each successive tour of the course more hazardous than the last.

Our personal interest in this year's "Six Hours of Paris" was considerably heightened by the entry of our friend Andre Hubert of Paris who, with an associate entered in Class CIU with a combination identical to that of the winner Guyard. Andre's note to us after the race bore the sad news that his co-pilot Mayet, who was to drive the first two hours of the race, upset after 50 minutes of running, thereby eliminating them from competition.

In what appears to be one of the hairiest races run, our French outboard enthusiasts have come up with a real ring-tailed doozy. In their Grand Prix International des 25 Milles de Paris, they compete in classes CIU and CIU Sport on a closed circuit course of some 600 to 650 meters in length, with single pin turns. Not restricted, as are American drivers, to the number of starters in any one heat, they turn loose some 25 drivers all at the same time.

This, in itself, is bad enough. However, the fact that large family runabout hulls are generally used makes for considerably more crowding on the course. Perhaps, they have hit upon the right formula for great sport in outboard racing, in that their hulls and stock motors, complete with gear shift, seem to be able to bring out great numbers of spectators, as well as great numbers of entries.

We can recall, when the "Stock" outboard racing program in the U.S. was first started, boats and motors of this type were used, and it seems that a lot more fun and less hard work went into racing then.

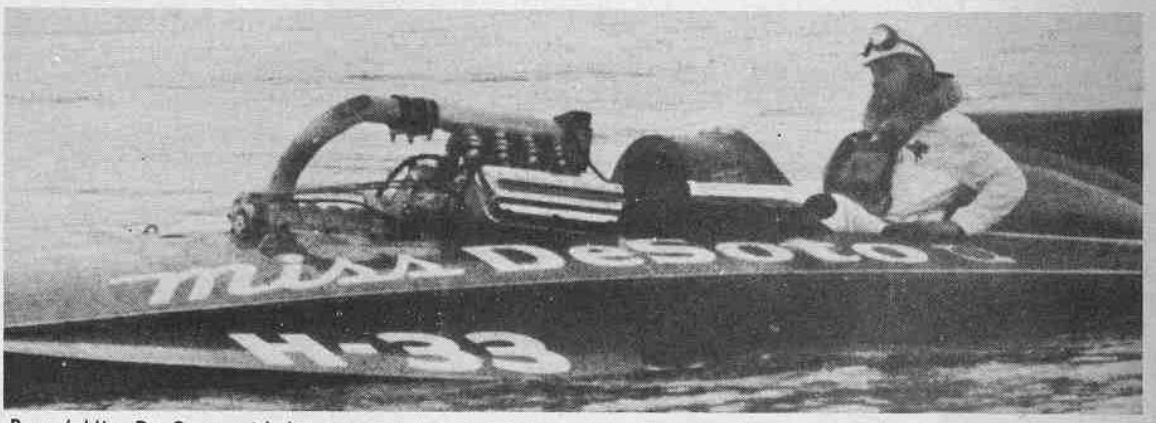
What with all of the recent Kilometer Trials being run by the Unlimiteds over here, and the subsequent claiming of new world's records for the mighty behemoths of the waterways, there has been considerable delving into the rule books, both APBA and UIMO, as to just how Kilometer or Mile Trials are to be run, computed and recognized throughout.

The intricacies of converting the time in seconds into either Miles per Hour or Kilometers per Hour brings up the fact that the OPBA and the UIM are, while not poles apart, not exactly arem-in-arm about procedures.

The APBA Rule Book states that for the purpose of computing average speed from average time for each run, fractions of .05 of a second or over will be considered as .1 second and fractions of .04 of a second or less shall be dropped.

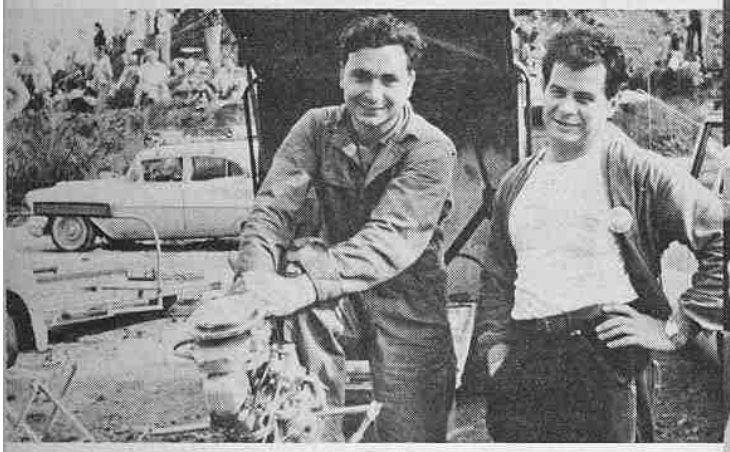
The U.I.M. on the other hand requires that, for computing speed from time, the time to the one thousandth of a second be used.

(*Continued on Page 42*)



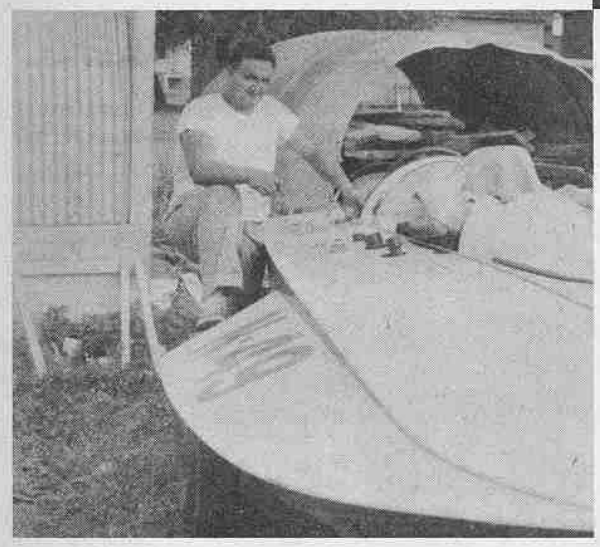
Byers' *Miss De Soto*, with his unusual supercharging rig which beefed up his Chrysler until he almost made a record for the day. Unfortunately, he was only able to keep his bomb perking for one heat. If it had kept going, he might well have set a new speed record.

George Byers of Columbus, Ohio ripping along in his 7 liter Class hydro, powered by a supercharged Chrysler at the Orange Bowl Regatta, Miami Beach, Fla., on December 26, 1957. He was passing 146 mph in the first heat shown above. His *Miss De Soto* didn't make the second run.



Dieter Konig, German speedster (left) and Marcel La Berge, Canadian C Hydro Champion.

Bill Crawford of Niagara Falls, Ont., the Canadian who took third place honors at the APBA Outboard Championships on the Monongahela River at McKeesport, Pa., last year.



Jack Ouellet, Valleyfield, Quebec, with his Schroeder-built 225 cubic inch *Time Flies*.

Around The Buoys

VIVE CANADA! VIVE LE SPORT!

ONE of boat racing's most enthusiastic supporters is Pierre Beauchemin, Montreal, a racer as well as reporter. From time to time, Pierre sends along some interesting data on activities north of the border. The following is from one of his reports.

"Every year in Pont-Viau, just outside of Montreal, *La Presse,* our French newspaper, sponsors (along with four other sportsmen) a 100-mile marathon for racing hydroplanes of up to 331 cu.in. displacement.

It is run on a 2-mile course, 50 laps, without limitations on pit stops, crew members or quantity of fuel—but limited to gasoline. It attracts all sorts of craft, some still smelling of mothballs and covered with spider webs. A first prize of $1000.00 is interesting in any family, and this year it was almost taken by a conservative type who stroked his 330 flat-head Lincoln at a snail's pace, sticking to 2500 rpm (with gear box) like a clock.

"The race lasted 2 hours and 14 minutes (45 mph average) but this was certainly not the fault of Bob Schroeder (Niagara Falls, N. Y.) and four others who were just running the thing like a 5-mile sprint.

"It had not lasted 15 laps when last year's winner, *Thetford Star* a Buick-gearbox entry from Thetford Mines, Que., flipped in a turn while leading the rabbits. That slowed down the rest of the pack for a while and permitted *Jay-Pee,* a two-time winner from Montreal, to keep the lead for ten laps, until he popped a valve.

"He was one of the best prepared, running a Plymouth V-8 specially set up for this race. The other Plymouth V-8 in the race was Schroeder's. The *Suddenly,* a 280 of good standing in Hi-Point for this class, ran without fault until the 35th lap when Bob Schroeder came to the pits with a broken battery. A dash to his own car and his brother Bud came back with another one. Running with jumper cables across the old battery, they managed to finish in first place, many stops later, bringing the average speed down to 45 mph and the second and third place snails close by with 45 laps to their 50.

"Another well-known competitor, Bernard Daoust from Montreal, with his *Canada Maid* was knocked out after 27 laps with a tired engine. His Clay Smith Merc. flatheads can't make the grade any more; he needs more than just encouragement from his staunch supporters . . . He's our hero around here, having carried our colors with pride for many years; (I think I'll pass the hat around his fans and get him a Chev.).

"The only Chev V-8 in the race was H. Buckalt's 280 *Tu-Bad* which sank in the pits while still going strong. It seems a stock engine is the solution for an endurance test like this, specially in the variance supplied by auto manufacturers these days.

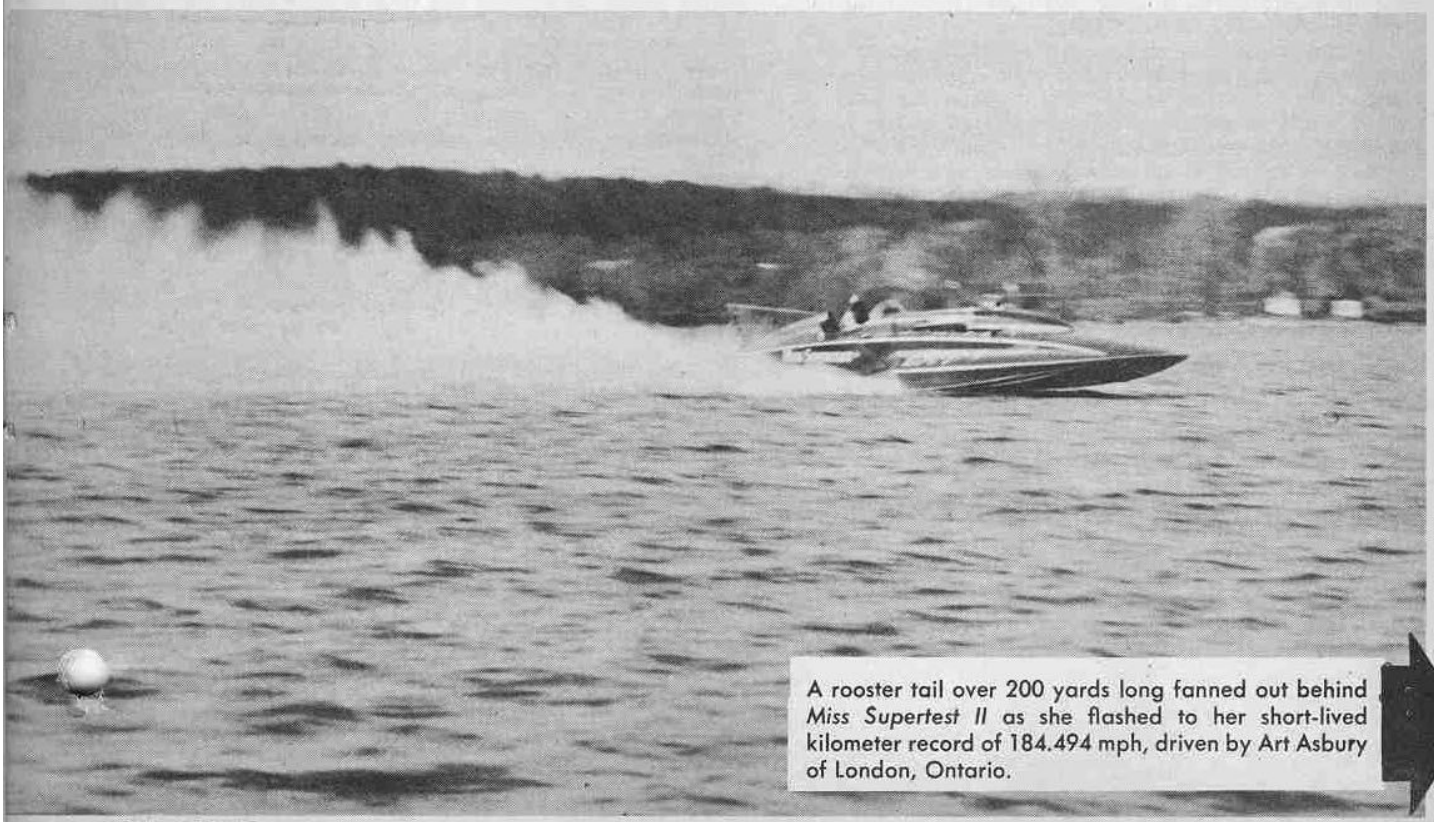
"A little investment can bring interesting results in an event like this one. $1000 is enough to encourage a man to stay in a sport that usually persuades a competitor he should have stayed home, comfortably sipping his beer.

"We will be at it this year, encouraging our heroes to bring back the trophy to Montreal, and inside of us rooting for the little fellow who can't afford it but is there anyway with Mom saying: 'He's foolish to spend his money in such a way,' Dad who knows it and the girl friend who hopes he'll show 'em all!"

The Canadian Picture

Pierre then lamented the problems that had hit the Canadian boys at the Alky Nationals at McKeesport where the Canadian high point alky racer Chuck Simon, Ville La Salle, Quebec, had both his A and B come down with weak rev ailments. Walter Martin took a back seat in the runabout events and went for a swim before the start of C Service hydro. The C Hydro Canadian champ Marcel Laberge had his PR washed out in the first heat while running sixth and never got out of the pits for the second five-miler. The only Canadian to finish in top brackets at the APBA Nationals was Mill Crawford, Niagara Falls, Ontario, who merged fourth and second spots in Class B to take an overall third.

In describing the current racing picture in Canada, Pierre reports: "Our regattas are sanctioned by the Canadian Boating Federation and organized by the Commodore



A rooster tail over 200 yards long fanned out behind *Miss Supertest II* as she flashed to her short-lived kilometer record of 184.494 mph, driven by Art Asbury of London, Ontario.

A frequent and successful invader of the Canadian circuits is Hank Vogel of Rochester, N. Y., who, with his Studebaker-powered 225 cubic inch hydro *My Sin*, is a popular contender.

A Report on Lively Doings North of the Border

Boating & Racing Assoc., which is the Quebec group. We have members from Ontario, New York State and of course, Quebec. We follow APBA rules and this year got APBA sanctions to lure more Americans to our races. New York State has passed new laws, or at least eased insurance rates on regattas, so we were not too successful by adding APBA sanction to CBF's; New Yorkers had plenty of races and we didn't see them.

"Class C started on a downslide last year but with a group of Mercury 30s from Three Rivers, Que., this year, we have mustered 7 to 9 entries at almost all regattas. With a bit of coaxing from Blankenstein, Marcel Laberge of L'Islet, Que., rode his PR-65 in the smooth water champions final up there in front. (I never thought myself such a thing existed.) Competition came from John Dertinger and his friend Wells of London, but Marcel was the one to get on TV when the Valleyfield regatta days were telecast.

"The C Service Runabout class has suffered quite a lot this year from lack of entrants who buck at the size of boat to lug around and the limitations on engine and lower unit modifications. Walter Martin of Montreal rides on top since last year now and contradicts the popular saying, 'If it doesn't go, chrome it!' His outfit shines and goes!

"The province of Ontario has seen stock races for a while now, both utilities and hydros, but Quebec has bucked their introduction; probably the French spirit prefers to feel no barriers to invention and modification. We prize our freedom too much to introduce stocks!

"In outboard ranks, Class A has been dominated by Chuck Simon for two years in a row with an occasional fight from James Campbell of Danville, Pa. Simon came into prominence after our present Captain and Referee, Gaston Fecteau of Montreal decided that 20 years of racing, a three-time High Point Championship and a disturbed stomach were enough of a contribution to the sport. Chuck Simon and his brother Lou have been seen at every Canadian regatta for many years now and their immaculate outfits are the envy of every young soul in the sport! The fact that they really go excites the older ones who still believe speed comes with the amount of dirt and rust on the engines. (A glance in Tenney's closet reveals mucky hunks of iron that would stump a Customs man in his estimate). Class B is also the domain of Chuck, who over-extended himself only at the Canadian Nationals in Beloeil, Quebec, to see James Campbell take the trophy, from a wet seat on the bottom of his boat. After that dunking, the poor boy or his motor were never the same.

"This year, the race for High-Point man is between Simon and Dave Gorman of Fort Covington, N. Y., who sits right on the Canadian border and is almost a Canadian by now. Both have shared honors in B and we will know next month who gets the pot.

The Valleyfield Regatta

"Our biggest event in the year is Valleyfield International Regatta. It is a two-day affair: Saturday 13th of July in 1957 was reserved for outboards and Sunday 14th saw the inboards race on schedule, which is a bit unusual. The Inboard clan is temperamental and needs some urging to get going at times. At Valleyfield, we were invaded by the Rochester, N. Y., group which has had a monopoly in Class 225 for two years now. Hank Vogel in *My Sin* a sight to remember on water, and Bob Palermo with *Time Flies* (both Schroeder-built craft with Studebaker power) have shared first places during both summers but came apart at Valleyfield to let Ernie Roberts of Cornwall, Ont., drive his *My Folly* (CN-1) to victory and a golden

Around the Buoys

(*Continued from Page* 32)

helmet. Another Rochester entrant, Bob Wahl, bounced his 48 to victory.

"That grand old Class 266 has been our own domain for many years since Bernard Daoust started showing the maple leaf on his *Canada Maid* all over Quebec, Ontario and down to New Martinsville, W. Va. He has retired only to let Francois Lavigne, a TV personality, drive a DeSoto powerhouse, *Escapade,* to countless trophies in Canada and the northern states and an average speed of 124 mph in Picton, Ont., last year. The *Escapade* and *Mamma's Mink* (Joe Less, Tonawanda, N. Y.) traded firsts in Valleyfield and the other DeSoto from Tonawanda took the trophy on elapsed time.

"Dr. Paul Latour has sold his *Escapade,* but brought out of mothballs the well preserved *Alter Ego,* a sensation a few years ago. Ernie Roberts will drive and there is no doubt this cool driver will honor Canada as Daoust did in the past. At New Martinsville, Latour got a second in the first heat and teething troubles in the next. The engine is the last flat head Mercury built up by Bobby Sykes for Paul Sawyer. It has no flywheel and the crankshaft bolts directly to the driveshaft. The Doc says the boat is beautiful to watch, just slides around the corners like a snake (no weaving back and forth though) and is superior by far to his previous *Escapade.* Paul Sawyer was quite reluctant to let his boat go but if someone can afford the loving care needed for such a prize, the Doc is the one.

"I just got up from a week in bed with the Asiatic flu and close this letter before snow falls and nobody is interested in boats any more. We had a 50-mile marathon at Three Rivers, Que., for racing outboards, a local affair of 50 laps, and it just knocked me out; a week in bed and four days in hospital for kidney observation. *Vive le sport!*"

The first National Racing Outboard Championship under CBF sanction referred to by Beauchemin was held on the Richelieu River in mid-August under the sponsorship of the Beloeil-St. Helaire Yacht Club. Six classes were scheduled and more than fifty entries from Eastern Canada and the United States were on hand.

An American Shortage

Though the Canadians were prepared for an influx of stellar drivers from the United States, only a few showed up. Chuck Simon won the A title in straight heats though pushed hard for the distance by Pennsylvania veteran shingles jockey, Jimmy Campbell. It appeared that Simon was on his way to two National titles for he was out in front in the B Hydro field on the backstretch when suddenly his rig caught a chine and the boat barrel-rolled four times, putting Chuck out of competition, but uninjured other than for a slight cut over one eye. Campbell went on to take the B title while Art Phillips of Kingston placed second in the fourteen boat field. Johnny Dertinger, Delhi, Ontario, who, according to Beauchemin, frequently travels 1000 or more miles to attend a single regatta, copped the first heat in Class C Hydro by less than a half a boat's length from his running mate Bill Wells off London Ontario. Dertinger hoped to take the title to English speaking Canada but owed his failure to a bit of his own fallacious on-the-course personal officiating. Dertinger played it cautiously so as not to jump the gun. He was well behind the leaders and made the fatal error of assuming they had jumped the gun. Dertinger pulled off the course and waited for a restart that never came. The start had been close, but legal, and Dertinger waited in vain. His teammate Wells was out in front for part of the heat but engine trouble caused him to drop back as Marcel Laberge went on to take the title.

The Class C Racing Runabouts, as reported by Pierre, have become fairly thin in numbers. Only four showed for the title heats which were taken by Ernie LaSalle, Stittsville, Ontario, with Walter Martin, Woodlands, Quebec, finishing second.

In the C Service Runabout class, also a slimly contested event, Martin and LaSalle put on a terrific two-boat position swapping dual, trading wins with Martin taking the crown with the lesser elapsed time for the two heats. Martin then went on to win two titles. In C Service Hydro, LaSalle won the initial heat, though hard pressed by Martin, but in the second canto LaSalle's power plant ran out of steam and Martin took the checker, gaining the distinction of being the first Canadian to win two CBF national motor boat championships in a single year.

A Brief Kilo Mark

The final Canadian news was late last fall at Picton, Ontario when *Miss Supertest II* skimmed over a measured kilometer course at a record breaking average speed of 184.499 mph. This performance won for its co-owners Col. Jay Gordon Thompson, London, Ontario, and son Jim, the world's Unlimited horsepower kilo mark (though Jack Regas in *Hawaii Kai* was destined to make the mark a short lived one). The driver of *Supertest* was Art Ashbury, a 36-year-old pro speedboat helmsman from Ox Tongue Lake, Ontario. The weather conditions were short of ideal for a record-breaking attempt but forecasts for a later try were even poorer. Asbury and the Thompsons decided to give it a go. Art moved onto the Bay of Quinte course, a few miles from Picton near Algonquin Park as six timers from the Canadian Boating Federation set their watches under the supervision of Commodore Jay Cole, the referee.

Supertest which previously had made several unsuccessful attempts at the world's mark, is a 31-footer weighing 7000 pounds, powered by a 2500 hp British-made Rolls-Royce Griffon. Since 1952 the Thompson father-son combination have been trying for a world mark when they started campaigning *Miss Canada. Miss Supertest II* which already held the British Commonwealth and Canadian record for her class at 154.8 mph had been built by Mac Craft Industries of Sarnia, Canada, in 1954.

As early as 1955, the Staudacher-designed hull had clocked 182 mph on one run only to throw a rod on the second run so that her speed could not become official. In 1956, she had been clocked at 196 mph for one way but on the return junket, *Supertest* hit a submerged log, smashed one sponson and was out of business.

At the end of the 1957 season, *Miss Supertest* ranked ninth in overall Unlimited high points from among twenty of the approximately thirty Unlimited hulls which had scored in North American competition and appears to be finally living up to her early promises. In 1958 *Miss Supertest* may well be an important factor in the season's high point race for the Unlimiteds. H.W.B.

Kai's Speed Record

(*Continued from Page* 19)

George McKernon, who handle the engine work. Pete Bertlotti and Bob Stubbs are the electronic equipment experts. Elmer Linenschmidt and Fred Hearing take care of the gear box. Rod Fellers handles propellers and shaft work. Don Ibsen is responsible for tools and Jack Watts handles any miscellaneous jobs. Kiesling and Hearing were destined to be selected as part of the 1957 Unlimited "Dream Crew" chosen by all crew members and drivers of Unlimiteds at the season's end.

However, at the beginning of 1957 the *Kai* seemed fated for continuing bad luck. In her first three races at Lakes Chelan, Tahoe and Washington in the Gold Cup, the supercharger blew and Regas and the *Kai* wound up in the DNF brackets. Some claimed that Regas was overly hard on equipment. Others felt that the crew just couldn't put a rig together that wouldn't come unglued in 45 miles or more of competition.

Then the *Kai* hit her stride as the lightweight, 120 pound, Livermore, California, mite and the two-toned pink boat started collecting trophies: the Silver Cup at Detroit, on August 31st; the President's Cup at Washington, D. C., September 21st and 22nd; the William Rogers Memorial,

(*Continued on Page* 34)

also at Washington, September 22; the Governor's Cup at Madison, Indiana, on September 29 and finally the Sahara Cup at Lake Mead, Nevada, on October 12 and 13. Regas, Welsch, *Hawaii Kai* and her entire entourage had more than redeemed themselves with five straight victories clinching for owner Welsch the Martini and Rossi American Power Boat Association high point award.

After Slo-Mo's Record

Despite these honors, Jack, Mike and Company set their sights on another goal, the world's piston-driven mile straightaway mark of 178.4 mph held by the late Stanley Sayres and the Allison-powered *Slo-Mo-Shun IV*. On November 29, at Lake Washington, Seattle, three Unlimiteds were among the speedboats waiting in the pits for their turns at attempts at the the mile straightaway mark. They were also gunning for the new mark set by the Canadian-built hull, *Miss Supertest*, which on November 1st had flashed over the calm surface of Lake Ontario at 184.499 mph, giving driver Art Asbury and owners Jim G. Thompson and Jay Gordon Thompson the world's kilometer record.

Lyle Parkes in *Miss Sunnee*, owner-driver of the 4400 pound Allison-powered 25 ft. 8 in. long boat formerly named *Skyway*, was clocked at unimpressive speeds of 117.264 mph and 120 flat in her runs. Bill Muncey at the helm of *Thriftway Too* found the going too smooth for the cabover design of the Willard Rhodes' boat and was unable to average better than 165 mph.

Jack Regas, like the drivers of *Sunnee* and *Thrifty* would have preferred choppier water. Though the *Kai* crew waited most of the day, the water failed to ruffle so Regas decided to take a shot at it anyway. He sent the pink miss through the traps at an average of 183.350 mph, breaking the long standing Sayres' mark set July of 1952.

Killing the New Kilo

Regas also eclipsed *Miss Supertest's* three-week-old mark, averaging 194.649 mph through the kilo. The faster speed is understandable since the shorter kilometer distance (approximately six-tenths of a mile) offered Regas a longer run on his north approach. The extra two-fifths of a mile apparently let the two-toned pink blur peak out a bit more.

Under the rules of the American Power Boat Association, sanctioning and timing body of inboard speed trials for the United States, boats shooting for new straightaway marks are limited to three two-way passes through the traps. Each pair of north-south, south-north runs are averaged out. Back to the Sand Point pitting area went the *Kai*. That night she was fitted with a slightly higher supercharger gear ratio and Regas and company had visions of cracking the 200 mph mark.

On November 30 Regas tried again. His speed on the north-south run .was 182.741 mph and on the south run 174.757 mph. The average was 178.749 mph, higher by more than 0.2 mph than the old *Slo-Mo* mark, but not as good as his already official 183.350 mph. By the end of his south-north run on the first day, Regas had figured he'd been topping 200. Actually, during the kilo clocking he had come within 0.3 of a mile per hour with a 199 plus clocking in one direction.

The water was sticky again on November 30 and the *Thrifty Too* crowd realized their rig didn't have a chance. The spread between the 47 degree temperature and the 43 degree dew point was a skimpy 4 degrees. A 15 point differential is considered a minimum to prevent high speed icing conditions of the carburetor. When icing occurs, manifold pressure drops and with this condition, peak speed is reduced. Though the temperature dropped 1 degree just before dusk, the dew point dropped only 1 degree and the speed limiting 4 degree spread remained.

Finally, as the leaden sky grew darker, Regas moved onto the course for his third and final attempt. Flashing from north to south across the unrippled lake surface in

(*Continued on Page* 36)

THE RACING SCENE

(*Continued from Page* 27)

The 225 c.i. events were dominated by Bob Bagdon, Wenatchee, Wash., in a Ford-powered Hallett. K. B. DeRango of Seattle in his Studebaker-powered Hallet merging third and second place spots for overall second.

The most keenly contested of the inboarding events was found in the 13-boat 136 c.i. field in which Harry Reeves, Seattle, in a Ford-Hallet won his elimination heat and the final for a perfect point score. Paul McMahon, Seattle, in a Ford-powered Sooey won his elimination heat but trailed Reeves to the tape by 7.4 seconds to take the runner-up spot.

The final event of the day brought five 266 c.i. onto the course. Two of these were driven by Unlimited Class racers, Bill Muncey and Norm Evans. Muncey in his *Miss Thrifty Chevalier*, a Ted Jones-designed, Chevrolet-powered hull, booted out two straight heat wins though in the second five-miler Evans didn't give Muncey a breather for the entire five-lap distance. The second place finisher was Bob Doros who drove Howard Gilliam's *Rocky*, another Chevrolet-powered Jones Hull. Doros finished second in the first heat and third in the second.

Lloyd Folwer of *The Marysville Globe*, who serevd as General Chairman of the regatta, stated that the sponsoring group were so pleased with their initial venture into speedboating that they were already making plans for shingle racing to become an annual feature at Lake Goodwin.

With the NOA in Florida

LAKE WEIR, WEIRSDALE, FLORIDA—Sunday, December 1st, marked the opening of the NOA sanctioned Florida outboard racing season as that group staged an eleven class event at Legion Beach, Lake Weir, under the sponsorship of the local American Legion Post. Though the town has a population of only 675 people, there was a turnout of several thousand on the beach despite an unfavorable 35 mile wind and 40 degree temperature in the morning, which gave the drivers as well as the sponsore plenty of jitters. However by 1:30 p.m. when the drivers' meeting was called, the wind subsided and a strong sun came out cooking away the threat of cancellation.

The big driving surprise of the meet proved to be a newcomer, Wally Adams, of Auburndale, Fla., who in the second race of his career creamed a stiff field of A and B Racing Hydros, including NOA's Division I high-pointer, Vern McQueen. who had trailered in from Springfield, Ill. High point driver of the race meet, however, was Chris Enreston of West Palm Beach. Chris, who holds the APBA BSH National title, won the high point trophy posted for the stock drivers by copping the BU heats, and taking seconds in AU, ASH and BSH.

(*Continued on Page* 37)

(*Continued from Page* 34)

a nearly colorless blob, he was clocked at 192.517 mph. On his south-north run his unofficial speed was 183.673 mph. but midway through the traps his carburetor had started to ice and Regas decelerated in what technically was ruled a balk or no-try. He was forced to repeat the run to score an official average.

Breaking His Own Record

The re-run was somewhat slower, 182.741 mph. However, Regas had boosted his day-old mile straightaway mark to 187.627 mph, although this record has not yet been officially approved by the APBA. Given about a 10 in. chop and a more favorable temperature-dew point ratio, it is probably that the *Kai*, relieved of much of the skin friction caused by the sticky-smooth water and with more efficient manifold pressure would have averaged better than 200 mph.

Because of the cold water and cold air conditions, the traditional victory dunking of the driver at Denny Park hadquarters was waived. Instead, the *Kai*'s crew merely anointed Regas with a token cupful of water and, rather than a soaking, his pretty wife Elaine gave the gutty little driver a congratulatory kiss.

Two new world's marks, five straight Unlimited victories and finally the selection at the Seattle Boat Show as Top Driver of the Year are honors aplenty for a boat, crew and driver, seemingly jinxed less than six months ago. The coral Cinderella reigns regally as the Pink Princess of speedboating with her Livermore jockey King. ●

The One Minute Gun

(Continued from Page 4)

--Skip Forcier, Lansing, Mich., the APBA National Champion in DU, who had a close to perfect record in the front ranks in his class with 17 first places, 2 seconds and 2 thirds in 23 starts.

--Ed Sonoras, Newport, Mich., whose blue boat Fixit was nearly unbeatable. Sonoras in the keenly contested B Stock Hydro class gathered in 27 wins, 2 seconds and 2 thirds in 33 starts.

--Bill Tenney, Crystal Bay, Minn., by far the leading alky burner driver, who established three new five-mile competition records in a single day at Lakeland, Fla., last February, won the Class C Hydro APBA National Championship, had an outstanding record in B Hydro with 11 wins, 1 second and 2 fourths in 15 starts.

--Donald L. Rimbach, Flushing, N. Y., outstanding APBA cruiser pilot of the boat Ellen Ann II.

The following racers entered the exclusive Gulf 100-Mile-an-Hour-Club:

--Mira Slovak, Seattle, Wash., helsman of the Unlimited Class hull Miss Wahoo.

--Fred Alter, Detroit, Mich., pilot of Miss U.S. II.

--Kenneth Wade, Garden Grove, Calif., driver of the 225 c.i. hydro Teacher's Pet.

--Hank Vogel, Webster, N. Y., 225 c.i. hydro racer.

--Frank Byers, Columbus, Ohio, in the 7 Litre, Miss DeSoto V.

--Dr. William Linss, Highland Heights, Ky., 266 c.i. hydro racer.

--R. Watson Lewis, Brooklyn, Md., pilot of the 266 c.i. hull We-Jo.

THE RACING SCENE

(*Continued from Page* 35)

John Jennings of Tennessee competing with a stock version 20 cubic Konig soundly drubbed the BSH competition. George Taylor, Orlando, took his competitors' measure in the C Modified Racing Runabout heats, while his father, Doc Taylor, won the F Hydro class. The Free-for-All Runabout and the C Service Runabout races went to Charlie Watson, Tampa, and Tony Kruse, St. Petersburg, respectively.

This was the first 1957 NOA regatta to be run in the Association's District 5 and according to Chairman Sam Brooks, a return engagement is assured in early 1958.

Florida State Championships

MIAMI, FLA.—With the Miami Outboard Club as host, the Florida Federation of Outboard Clubs' State Championship regatta was conducted on December 7th over a course laid out along Miami's MacArthur Causeway.

Chris Erneston barely escaped serious injury at the title event. The 37-year-old West Palm Beach produce dealer suffered a badly gashed left hand and a torn tendon when he flipped entering the first corner in the opening A Stock Hydro heat. Erneston who has long held to a theory of clasping his hands behind his crash helmet to protect his neck after a flip instinctively performed the long-practiced, but never before needed, gesture. But for this precaution he might have suffered far more severe injury as he was struck by the fin of a hydro driven by Bob Brown. Brown had made every effort to avoid a tangle, flipping his own hydro in an effort not to strike Erneston. But even his quick response to the emergency failed to permit Erneston to escape unscathed.

One important feature of the accident was that Erneston's flip was directly attributable to the wake set up by a cabin cruiser whose pilot thoughtlessly moved across the first turn of the course just as the hydros hit the starting line. I personally am looking forward to the day when some hapless driver who loses his opportunity to race, damages his rig or suffers personal injury sues the owner of a cabin cruiser. In fact, I would love to see it become a common practice for outboard drivers to take legal steps against the owner and operator of any craft whose actions on or near a race course directly result in an accident. Despite the best possible safety precautions of the sponsoring committees, there are always those thoughtless pleasure boat operators who refuse to show common courtesy or good judgment to the splinter jockeys engaged in putting on the show.

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(*Continued from Page* 12)

In Class C the Johnson PR type and the Hubbell C-52 have proved dominant, though a modified-to-alcohol Mercury Mark 30H recently won the NOA Class C championship and other modified-to-alcohol Mercury hybrids placed up in the front ranks. During 1958 you can expect to see far more conversions of the Mercury 30H Class C model and its early successes doubtless will be repeated.

In Class F for 60 cubic inch power plants, despite spotting a 20 cubic inch advantage, the modified-to-alcohol Mercury Mark 40s and 55s have had considerable success against the larger 60 c.i. racing engines. n fact, the NOA Class F title holder and second place finisher both drove modified stock equipment. With the advent of the Class F six-cylinder-in-line Mercury in modified-to-alcohol form, the days of the double-opposed four will be limited.

There are a number of racing parts specialists who provide special modification equipment. Walt Blankenstein, for example, has established an enviable reputation for refining and building up hot KR, SR and PR motors. Walt is also turning his skill to improving performance of the new Konigs.

There are certain racing specialists who offer more limited though nonethe-less valuable equipment or services. An example is Westerman W. Jones who (as a result of observations at the 1957 McKeesport APBA Nationals) has designed and is manufacturing a special carburetor cowl designed to replace the conventional air horn on B and C Vacturi carburetors. The new Jones component is claimed to permit the motor to breathe to the extent that as much fuel and air are vaporized as with a conventional air horn, yet racers whose motors are equipped with a Jones cowl reportedly are freed from worry of being washed out in competition. The cowling will be sold in two forms: at about $10, finished machined, and $7.50 for the rough casting. Jones, too, is working on a new set of cylinders for PR type Class C racing motors which will be cast of aluminum with porus chrome plating applied directly to the aluminum bore. The same aluminum cylinders will also be made with a centrifugally-cast iron liner chrome plated. Jones, however, is not going to apply for APBA approval on these parts at this time, so better check your own sanctioning body to see if they will be considered legitimate for racing. Jones will continue his specialized grinding and chrome work for racing motors at $30 a hole including the chrome work.

Even in the field of components such as spark plugs, new advances have occurred recently. The AC Spark Plug Company has in the past several years placed greater and greater emphasis on marine racing. It now features a new series of racing plugs with a thin "hot tip" deeply recessed insulator that is claimed to improve anti-fouling characteristics and yet cool rapidly so as to prevent pre-ignition. These AC plugs are offered in a broad heat range covering stock competition motors as well as alcohol-burning racing motors.

The Champion Spark Plug Company, which long has supported an active racing specialty department, has brought out a wholly new line of plugs built strictly for racing. These new Champion plugs carry numbers 51 through 75 inclusive. The lower the number, the colder the plug. The new racing line includes both 18 and 14 mm. plugs with ⅜ in, ½ in, ¾ in and .460 in. tapered seat thread reaches. Two types of gapping will be used: an R gap plug in which the center electrode extends out to approximately one-half the diameter of the side electrode, and a T gap type with a shorter center electrode. Heat ranges and other characteristics of R and T type plugs are identical but in certain cases it has been found that anti-fouling characteristics of the T type plug are superior to those of the R type. For example, in the 55 heat range, only the T gap will be carried. In alcohol racing, for most 18 mm. applications a new K-58R is used with the K55T and K53T being used in exceptional cases. These plugs replace the old standbys, R11S, R2S and R2. For Konig use, Champion has developed the L58R as a replacement for the more expensive imported Bosch heretofore extensively used in the Konigs.

The new Champion K61R and K58R plugs are doing an excellent job in the Champion Hot Rods and a whole new line of stock competition plugs is being introduced. Champion has also inaugurated a free service and testing program for used racing plugs. Owners may send their used plugs to the Service Department, Champion Spark Plug Company, 900 Upton Ave., Toledo, Ohio, making sure to mark plainly that the plugs are to be serviced and returned. They should be shipped to Champion prepaid. Champion pays the return shipment.

Anyone with plug problems should feel free to write to either Don Garner, Racing Division, Engineering Department, Champion Spark Plug Company, Toledo, Ohio, or to Matthew J. Rozboril, Jr. Spark Plug Engineering Department, AC Spark Plug Division, General Motors Corp., Flint 2, Mich.

When it comes to the selection of a boat, the racer should consider several factors. Naturally he will want to campaign one of the models which has proved to be successful in his chosen class. In many instances he will note that a number of different makes of boats are being campaigned with equal success. The choice might then be to buy from that manufacturer located closest to him with thought of lesser shipping costs and accessibility to the manufacturer in the event repairs are required which the driver does not feel qualified to undertake himself.

I would strongly suggest that any potential boat buyer attend a number of races and make a comparison of the available equipment. Variations in price are frequently based on differ-

ences either in the quality of workmanship or materials used or both. However, design, not long range durability, is paramount in the choice of most serious competitors though naturally it is best to latch on to a combination of both.

Keep an eye out for new models by various manufacturers. Frequently, changes would not be adopted by the builder unless they represented definite improvements, either in handling, speed or a combination of the two. For example, DeSilva has made a number of changes in its successful racing runabout design for 1958. Certain manufacturers, such as Neal, build two distinct models in each class, one version pointed at rough water conditions, the other for smooth water.

If your budget is limited and you can't afford two boats per class, then naturally you should select the model designed for the type of water you will expect most generally to encounter in the area in which you plan to race. Study the handling characteristics of comparable class boats in action. Some may be better suited to your own driving style than others.

Keep in mind that consistency of performance as well as the ultimate in speed is also desirable. An in-and-outer who runs like a bomb at one race and ips at the next may do so because the boat design. Though inherently fast, it may also be characteristically tricky to handle. Some boats are better in rough water; some out-turn others; some are bombs on the straightaway and duds in the corners; others corner as though they are on rails but lack zip over long stretches. Your selection must be based on the principal use to which you will put the boat. ●

The following are a list of manufacturers and racing specialists for ready reference:

STOCK OUTBOARD RACING MOTORS

Any authorized motor dealer (see reference in article)

ALCOHOL RACING MOTORS

Randolph Hubbel, 2511 N. Rosemead Blvd., El Monte, Calif.

Konig Motors:

Overseas Dealers, Square St., Dallas, Georgia (distributor)

Dealers:

Neal boats and Motors, 6021 Troost, Kansas City 10, Mo.

Dick Carstens, 2202 Wroxton Rd., Houston 5, Tex.

Frank Vincent Marine Co., 5330 E. Admiral Pl., Tulsa, Okla.

Harry B. Marioneaux, Brewster Co., P.O. Drawer 1095, Shreveport La.

R. W. Cother, Box 613, Tupelo, Miss.

Paulding Hardware Co., Dallas, Ga.

A. F. Bryant, 1331 Cecelia Dr., Atlanta, Ga.

Barney Coburn, 3100 Jane Way, Fort Worth, Tex.

Jack Parkes, 2533 Lebanon Rd., Donelson, Tenn.

Dick Millburn, 324 N. Main St., Salinas, Calif.

Secondhand motors: Private individuals

RACING HULLS

Ashburn Boats, 8300 Millet St., Houston, Texas.

DeSilva Boats, 3215 S. LaCienega Ave., Culver City, Calif.

Famous Craft (Rinker), Marine Division, Goshen Churn & Ladder Co., Goshen, Ind.

Fillinger, 2235 Blue Ridge, Kansas City 3, Mo.

General Marine Co. (Speedliner), 6th and Oak, St. Joseph Mo.

McDonald Hulls, 5245 Southwest Custer St., Portland 19, Ore.

George Mishey, 2872 Grand Ave., Phoenix, Ariz.

Neal Boats, 6021 Troost, Kansas City, Mo.

Pabst Boats, La Crosse, Wis.

Raveau Boats, 100 Lambert Ave., Copiague, L.I., N.Y.

Record Boats, 5813 North Alki Rd., Vancouver, Wash.

Samsel Boats, Electric City, Wash.

Sid-Craft, Player Ave. and U.S. 1, Nixon, N. J.

Simmons Boat Shop, Plantersville Rd., Tupelo, Miss.

Swift Woodcraft, Inc., Mt. Dora, Fla.

Van Pelt Boat Co., Spring Lake, Mich.

Willis Boat Works 3317 Grand Ave., Dallas, Tex.

RACING HULL PLANS AND KITS

Champion Boats, 1524 West 15th St., Long Beach, Calif. (kits)

Craig Craft, Tonawanda, N. Y.

Glen L., Box 568B, Compton, Calif.

Hal Kelly, 98 Anderson Ave., Bergenfield, N. J. (Plans)

E. G. McCrea, North Hatley, Quebec, Canada (plans)

Speedliner, General Marine Co., 6th and Oak, St. Joseph, Mo. (kits)

ALCOHOL-BURNING PARTS

(alcohol conversion parts for stocks and/or services)

Walter Blankenstein, 1250 E. Magnolia St., Lakeland, Fla.

Henry H. Fuller, 10404 Sheley Rd., Independence Mo.

Joe Grossman 1136 North Third St., St. Louis 2, Mo.

Tom Harden Motor Parts, 14 Herman St., Portsmouth, Va.

Randolph Hubbell, 2511 N. Rosemead Blvd., El Monte, Calif.

Huff Outboard Shop, 4621 Brookdale Dr., Corpus Christi, Tex.

Fred Jacoby Boat Works, 1708 40th St., North Bergen, N. J.

Wes Jones, 1 Yale Ave., Claymont, Del.

Jordan Speed Shop, 210 Anita Drive, Haysville, Kans.

Keller Mfg. Co., 18340 Ashworth Ave., Seattle 33, Wash.

Landis Outboard Motor Co., Nebraska City, Neb.

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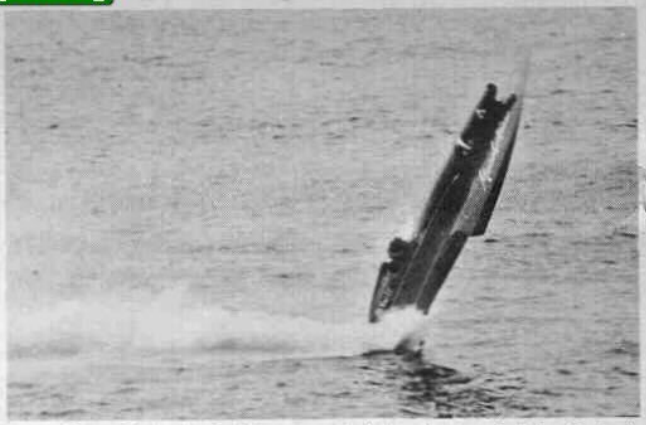

Prints (8 x 10 in.) of this remarkable photo of Ezio Selva's fatal flip at the Orange Bowl Regatta are available from the photographer: Ted Koopman, 41 Woodward St., Newton, Mass., at $1.00 each.

(Continued from Preceding Page)

Quincy Welding Works, 5th and State, Quincy, Ill.
Samsel Boat and Motor, Electric City, Wash.
Southeast Balancing Company, 4356 Bethwood Circle, Jacksonville, Fla.
H. H. Starnes, 627 8th St., N.W., Hickory, N. C.
Tillotson Carburetor Co., Toledo, O.
Turner Piston Co., 8333 Wilcox Ave., Bell, Calif.
Frank Vincent, 5330 East Admiral, Tulsa, Okla.
Bud Wiget, 200 Wiget Lane, Concord, Calif.
Wiseco, Clyde Wiseman, 30200 Lakeland Blvd., Wickliffe, Ohio.

PROPELLERS
Cary Enterprises, Inc., 404 West Jericho Turnpike, Huntington, L. I., N. Y.
Columbian Bronze Corp., 216 N. Main St., Freeport, N. Y.
Crown Industrial Products, Sycamore, Ill. (prop balancing instrument)
Johnson Propeller Co., 603 Lancaster St., Oakland, Calif.
Kiekhaefer Corporation, Fond du Lac, Wisc.
Marine Propeller Services, 19989 Berg Road, Detroit 19, Mich. (custom pitch blocks)
Michigan Wheel Company, Grand Rapids 3, Mich.
Standard Boat and Motor Co., Foot of Poplar St., St. Louis 2, Mo. (pitch blocks)
Stannus Propeller Company, 356 E. Jefferson Ave., Detroit 26, Mich.

RACING FUELS (*alcohol blends and components*)
Ace-O-Speed, Joe and Eric Molinar, 7500 Sunset Blvd., Hollywood 46, Calif.
Christopher Bros. (Chris-Go), 12800 Eaton Ave., Detroit 27, Mich.
Francisco Laboratories, 3015 Glendale Blvd., Los Angeles 39, Calif. (Topsol)
Sweney Proser (Nitro-X) 3104 Dogwood Ave., Charlotte, N. C.
St. Louis Solvents & Chemical Co. (components) 4470 Duncan Ave., St. Louis 10, Mo.
Bud Wiget (Super Speed), 200 Wiget Lane, Concord, Calif.

SPECIALTY EQUIPMENT (*Tachometers, Speedometers, hardware, etc.*)
Airguide Instrument Co., 2210 Wabansia Ave., Chicago 47 Ill.
Bendix Pacific Division, 11600 Sherman Way, North Hollywood, Calif.
Keller Mfg. Co., 18340 Ashworth Ave., Seattle 33, Wash.
Precision Instrument Service, Franklin Square, New York.
Westach (Michigan Wheel Co.), Grand Rapids 3, Mich.
Wilcox, Crittenden, 40 South Main St. Middletown, Conn. ●

(Continued from Page 37)

THE RACING SCENE

Incidentally, just so the tyro racer won't view speedboating as inherently dangerous, Erneston's injury was the first of any sort that the Florida veteran had experienced in seven years of active competition during which he has engaged in a conservative estimate of more than 1200 heats of competition.

Several other flips added excitement to the keenly contested race meet. Jeff Titus of Fort Lauderdale, who had taken two straight heats in A Stock Hydro, ran into hard luck in the 30 cubic inch CSH class when the 15-year-old pulled a wing ding at the same location where Brown eliminated himself and Erneston flipped out of the day's activities. Skip Ritter, Hallendale, won the BU state title in straight heats, finished runner-up in A Stock Hydro, third in CSH but flipped in the BSH events.

The most impressive driver of the FFOC meet was Bob Bishop. The fact that Bishop was in the race event at all was a bit of a fluke, for the 45-year-old Tampa chemical plant manager is usually found on the officials' stand rather than out on the course.

(Continued from Preceding Page)

After Erneston's upset and injury, Bishop took over Erneston's Merc-powered, home-built AU and drove it to straight heat wins. Another driver, J. B. Carter of Tampa broke his thumb during pre-race testing. Impressed by the job Bishop had performed in Erneston's rig, Carter turned his BSH outfit over to Bishop, who then performed the hat trick and took two straight heats in BSH. Here's a guy we figure have a rig of his own!

However, for those who think Bishop is strictly a tyro, let it be said that Bob is a bit of a ringer, for he was one of the original trio of boat jumpers who, along with Malcolm Pope and Bob Eastman two decades ago did much to put Cypress Gardens on the map and focussed the attention of the sports world on the potentials of outboard racing by plummeting their specially designed rigs up ramps, through blazing hoops of fire and board wall barricades. Bishop, too, did much of the mechanical work on Malcolm Pope's racing motors when the latter was one of the country's outstanding shingle jockeys in the early thirties. I guess once a guy learns how to squeeze a throttle on a racing boat, he just never forgets.

Stu Gray, the president of the FFOC and Commodore of the Miami Outboard Club, was very nearly blanked at the Championship event when he was disqualified for jumping the clock in CSH. In the initial heat of DSH, Stu finished in fourth spot as his Miami rival, Don Baldaccini took the checker in the top spot. However, in the second heat Gray came in in front with Baldaccini doing the over-eager-at-the-start stunt. Gray with 569 points in the class became the state title-holder of the 40 c.i. flat bottom clan.

Dutch Stossel, runner-up in D Hydro and in D Runabout, in which event J. Nelson, West Palm Beach, dethroned the former champion Whistler Schmidt, won the 36 c.i. runabout class. Fred Griffin, West Palm Beach was tops in CU. W. T. Hutchins, Miami, father of the former ASH straightawaw record holder, 13-year-old, 87-pound Billy Hutchins, who placed third in both A Hydro and A Utility, copped the CSH crown.

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MARINE CONVERSIONS for Ford, Mercury, Lincoln, Chevrolet V8, Jeep engines. Free catalog. Lehman Manufacturing Company, 972K Broad Street, Newark 2, New Jersey.

OUTBOARDERS: 10% more speed and power. Nitro Blitz treats 4 gallons of gas or alcohol, $2.00. Also Hop Ups on all outboards. Blitz Racing Products, Box 3026, St. Petersburg, Florida.

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PERMANENT LETTERING for boats, yachts, vehicles, homes, businesses—cast bronze, polished natural or chrome. Three sizes in script and three in block letters. Write for circular. BOAT NAMES COMPANY, 426 WEST 5th ST., KANSAS CITY, MISSOURI.

Torque Talk

(*Continued from Page 29*)

So, on one hand, the APBA either picks up or drops hundredths of seconds as the case may be, while the UIM holds hard and fast to the use of thousandths of a second in computing speeds.

What does all this mean when translated into actual performances? Well, we think that the first run made by Jack Regas in the *Hawaii Kai III* in Seattle on November 29th over the kilometer course proves the point that there is need for unification of recognizing timing procedures, etc., if we are to have really *official* World's Records recognized both her and abroad. In Regas' first run on Lake Washington, the times caught him through the kilometer trap in 11.162 seconds. Using the APBA method of converting time to speed, 11.2 seconds was used, resulting in a speed of 199.726 mph for this run.

Using the conversion method as outlined by the UIM and carrying the conversion to the third decimal place or to the thousands of a second, we find that by using the full 11.162 seconds, Regas went through the traps at 200.409 mph, which is a considerable feat in that this is the first time a propeller driven boat has been officially timed at better than 200 mph anywhere.

The battle of the decimal points is a fascinating one, for when the time of 11.16 seconds is used and converted we come up with a speed of 200.445 mph for the same run.

Actually, here is what we have from the same run, using first the APBA method as outlined above, then carrying the time to the second decimal, and finally using the UIM procedure of using time to the thousandths. Under plan APBA a speed of 199.726 mph; under (b), a speed of 200.445 mph; and under plan UIM a speed of 200.409 mph. A total variance of .719 mph, which is pletty close to one mile per hour.

Surely now that we are in this speed category with the Unlimiteds, we can not afford, in fairness to the owners, drivers, and sponsoring groups to use anything but the fairest of timing procedures and conversions. When you blast through the traps in 11 seconds more or less, surely carrying the time to the third decimal is not out of line, and it will behoove the APBA to get organized and running right on this score.

More at a later date on the matter of how come you can get miles per hour from a run over a kilometer course, and conversely how can you get kilometers per hour over a mile course, and who loused up the detail by changing, after these many years, the length of a nautical mile from the well-known and time tested 6080 feet. ●

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