

JUNE - JULY 1958 - 35 CENTS

# AQUA SPORT

Including *BOATSPORT*

BAREFOOT BOY WITH SKIS  
•  
SKIN DIVING THE ANDREA DORIA  
•  
CAPE COD: AQUA SPORTS PARADISE  
•  
THE RACING SCENE





# '58 Aristo-Craft

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# AQUA SPORT

Including **BOAT SPORT**

## AQUA SPORT

is published

EVERY OTHER  
MONTH

Next issue

AUGUST-SEPTEMBER 1958

On your newsstand July 15

(Advertising closing date June 1st)



Cover: The girl in the red suit who appears to be slalom skiing behind a helicopter is Sharon Spencer of Cypress Gardens, Florida. The skindiver checking his Leica's underwater housing was caught by Harold J. Flecknoe who covers sports in the Washington D.C. area. The little hydroplane *Ding How* was snapped by photographer H. A. Thornhill OPL at a west coast regatta.

BOAT SPORT

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# CAPE COD

## AN AQUA SPORT PARADISE

By Bob Whittier



This charming protected anchorage on the Cape's south shore is picturesque Wychmere Harbor near Harwich Port.

Between here and Monomoy Point, off on the horizon, is a wide, shallow bay, ideal for water skiing when water is calm.



A quartette of water skiers at Town Cover, Orleans, which is a section of Nauset Inlet. (See No. 5 on the map opposite.)



Speedboating on Chequaquet Lake, south of Barnstable. (See No. 3 on the map opposite.)

### A Specialized Guide to All The Waterside Pleasures of The Cape

Outboarding . . . Water Skiing . . . Skin Diving . . . Surf and Sport Fishing

CAPE COD, MASS.  
Apr. 1, 1958

Dear Cousin Jim:

Gosh, it was a surprise to get that long letter from you last week! We read it with much interest and are glad to learn that you and your family are fine, and that your business is growing as you

hoped it would. What really gave us a thrill, however, was the news that you've bought a 15-foot outboard boat complete with 18 hp motor and a trailer, with your fishing gear . . . and that you'd like to visit us here on the Cape next summer.

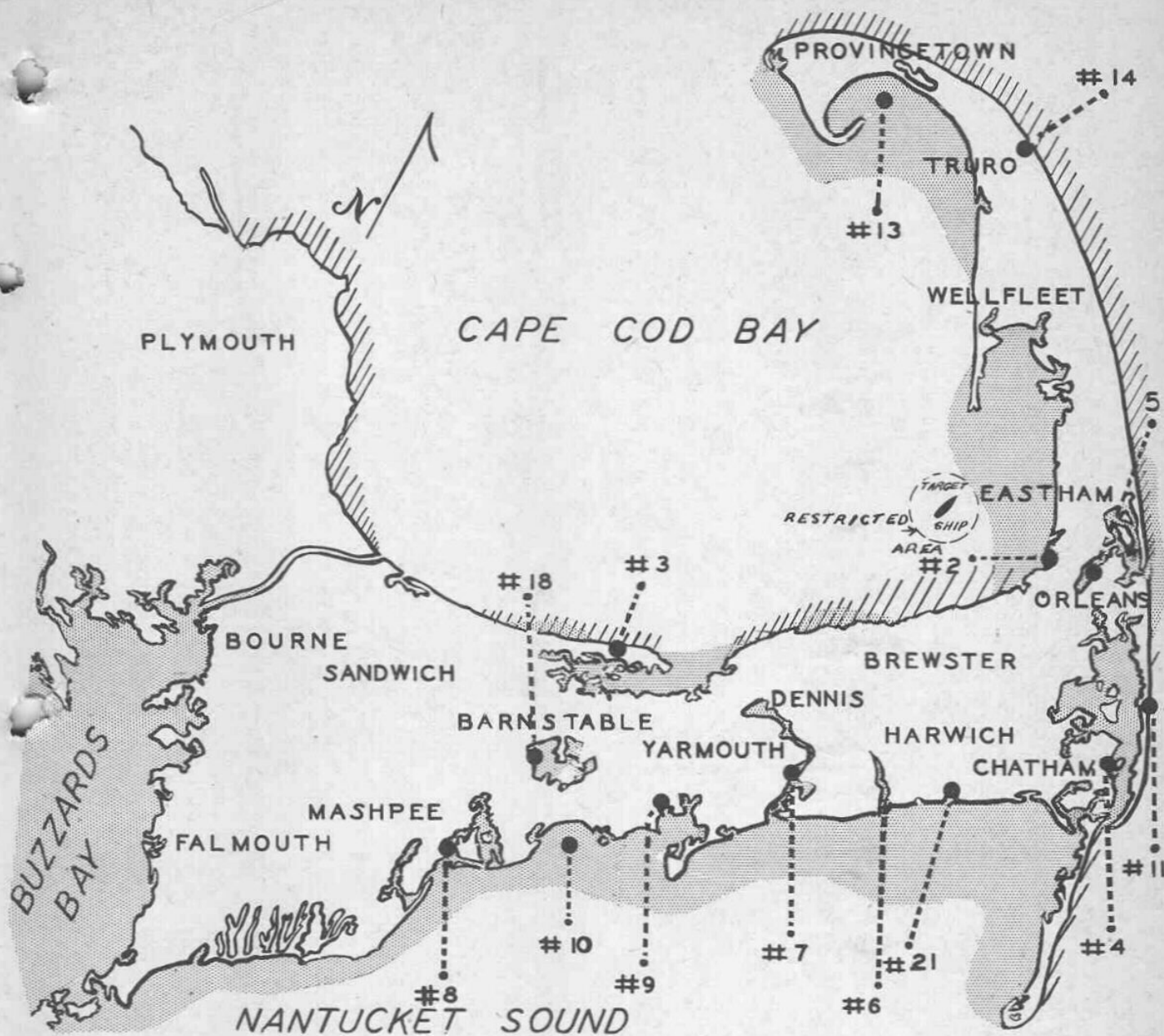
You are certainly going in for water sports in a big way; what with buying

water skis and a set of swim fins and a skin diver's face mask.

With that rig, Jim, you can take my word for it you'll find so many places for aqua-sporting here that your vacation will seem all too short! Knowing that you might like to plan your schedule in advance to make the most of your stay, I think I'll tell you right now

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### WHERE TO HAVE FUN ON AND IN THE WATER AROUND CAPE COD

Among the outstanding spots for outboarding, water skiing and skin diving on the Cape are the ones numbered in the map above, which are also identified in the photographs accompanying this article.

No. 2, up on the Cape's elbow is Rock Harbor, where the fleet of charter fishing boats working Cape Cod Bay are to be found.

No. 3, is the shallow water area off Sandy Neck, north of Barnstable where you can launch your trailered boat from the dunes.

No. 4, The big fishing and boating center at Chatham, offers every facility for aqua sports.

No. 4, Chatham Harbor is a favorite spot for outboarders, fishermen and sailing folks.

No. 5, Town Cove, Orleans, offers sheltered waters for skiing while Nauset Beach at Eastham is a splendid surf fishing station.

No. 6, The Herring River near Dennis Port is a well known south coast harbor.

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No. 7, the Bass River waterway offers Viking historical relics and many protected coves for outboard boating.

No. 8, Cotuit Bay is another favorite boating and fishing area.

No. 9, Lewis Bay, between Hyannis and Tarmouth is swell for water skiing and all aqua sports.

No. 11, The beach opposite Chatham is another surf fisherman's paradise.

No. 13, is Provincetown, a mecca for artists, fishermen and small boat cruisers.

No. 14, the beach at Truro is also a surf fisherman's paradise where swimmers also congregate.

No. 21, Wychmere Harbor is shown on the opposite page. It is one of the prettiest small boat harbors on the south shore of Cape Cod.





Left: You can launch your boat from the beaches and dunes about Cape Cod Bay. This outfit is heading for Sandy Neck, north of Barnstable. (See No. 3 on map on Page 5).

Below Left: Launching at the Town Landing at Prince Cove, near Cotuit on the south shore.

Below Right: Public landings and Town landings are open to all on Cape Cod.

Below Bottom: The launching ramp at Wellfleet leads to protected waters of Wellfleet harbor.



## LAUNCHING RAMPS AND BOATING FACILITIES ARE ON EVERY HAND

about all the places where we go for fun on and under the water.

Enclosed you'll find a map of Cape Cod on which you can locate the various places I mention as you read along. Now, as the map shows only too clearly, the Cape is entirely surrounded by water, and the coastline is very straight in some sections—and most irregular in others. This means there are a large number of protected waterways on which outboards can safely operate al-

most regardless of what the weather's like on open water. It also means that there are a few sections so exposed or so devoid of harbors that caution is the watchword.

To my mind, the really big advantage of the Cape for the visiting trail-boater and aqua-sporter is the fact that one shore or another will always be in the lee of the wind. There's not much chance of weather bringing water sports activity to a complete halt and spoil

your vacation. To make the most of the occasional rainy days, I'd suggest you bring foul weather gear so you can thumb your nose at the weather. And, of course, the many sheltered bays, inlets and creeks are just made for out-board cruising and exploring.

Once a man has bought a boat, he comes face to face with the big question of how to get the most out of it. He gets tired of buzzing around and around in the local mill pond. Men who go

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Right: An old Cape Cod catboat tied up in the Herring River near Dennis Port (See No. 6 on the map on Page 5).

Below, Upper Left: The inner basin of Hyannis Harbor is filled with all kinds of boats.

Below, Upper Right: Excellent out-boarding and water skiing is found in Lewis Bay, between Hyannis and Yarmouth. (See No. 9 on map on Page 5).

Below Lower Left: Cape Cod Bay is shallow inshore and protected from winds. It is a favorite water skiing area.

Below Lower Right: Youngsters setting out for a day's fun on the Bass River near Dennis. (See No. 7 on map on Page 5).



## A BOATMAN'S DREAM WORLD

fishing spend quite a lot of time out on the water and thus get many hours' use from their rigs . . . although mainly in one location. For my money, Jim, owning a boat trailer is as good as owning Aladdin's lamp! There's literally no limit to the variety of things to do and places to go. The word *boredom* just isn't in the trailer-owner's dictionary.

When you're headed up a new river or across a new bay, you're really exploring! No traffic jams, no billboards, AQUA SPORT

no fences, honky-tonks or junk yards to depress you. Just clear water, blue sky, yellow sand, green shorelines . . . and an open road! Too few outboard owners today really make an effort to go exploring, although a lot of them are catching on fast to the idea.

We like to think that the Cape begins up around Wareham at the head of Buzzards Bay, although some mainlanders will try to tell you it begins as far away as Plymouth, Middleboro or Fair-

haven! Anyway, the Wareham region is one of our most active outboard areas by reason of the fact that it has several very sheltered inlets and tidal rivers, yet there is ample open water for cruising when the daily wind from the southwest doesn't kick up the Bay too much.

First, there's the Weweantic River, which has a bait shop and launching beach at the Route 6 bridge. Then there's the Wareham River, which has boatyards on both sides but, so far as





A man can forget his cares surf casting from famed Nauset Beach at Eastham. (See No. 5 on map on Page 5).



A few Cape Cod minnows caught beyond the surf off Nauset Beach, a favorite striped bass fishing area.



Aluminum boats are standard surfers' equipment. When stripers are feeding out of range, they go after them.



Boats on the beach at Provincetown, at the tip of the Cape, during the pollock run. (See No. 13 on map on Page 5.)



Mackerel fishing is great sport. Off Provincetown and other beaches, these lively little fish school in season.



Flounders start biting at Cotuit Bay in March. It's chilly, but fun. (See No. 8 on Map on Page 5).

## FISHING ON THE BEACH AND IN THE SURF

my searching has revealed, nothing better than natural banks for launching. Onset Bay and environs will be fun to explore, and finally there's Buttermilk Bay. At "Cohasset Narrows" the railroad and highway bridges both cross the water, and here are located some large boat liveries and bait shops. These would be the best launching sites for

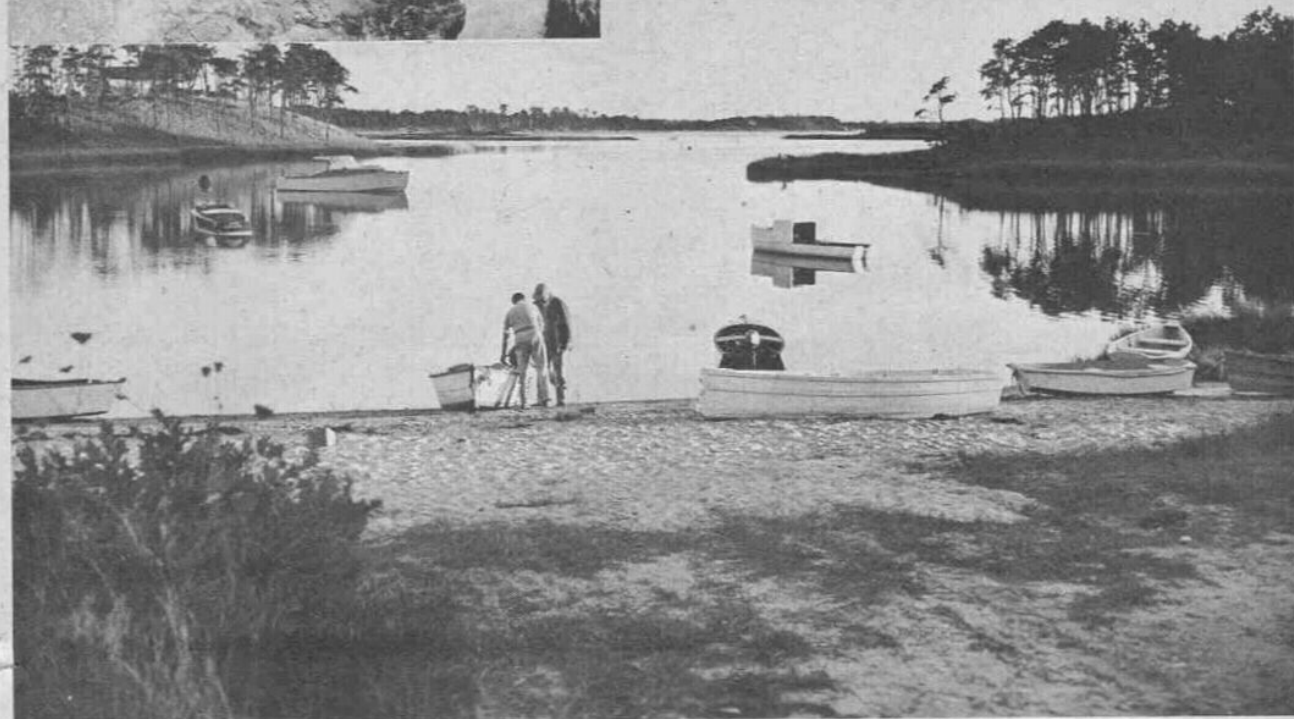
the visitor, as there are ramps and plenty of local advice.

This locality has for years been highly popular among the fishing clan, and from April to October the water is dotted with skiffs seeking flounder, tautog and striped bass. The flounders seem to find the warm, shallow coves with sandy and muddy bottoms very

much to their liking, the tautog lurk in the deeper waters where the bottom is rocky. The stripers, elite of salt water game fish, find the Canal to be a handy short cut to Cape Cod Bay as well as a fine snack bar due to the variety of marine life drawn into it by the tides. The "ditch" is a veritable fish trap! Some of the bait shops stay open

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Up the Bass River, (See No. 7 on map on Page 5) there is this cove where Vikings are said to have moored their long-boats nearly a thousand years ago. Upper Left: One of their mooring-pin holes in a boulder on the Bass River.

### WERE THE VIKINGS HERE FIRST?

around the clock to cater to striped enthusiasts, who find their quarry hits best at night. If you want to get some salt into your veins, hang around some of the canal bait shops and rub elbows with the dyed-in-the-wool anglers who frequent them.

While in that area, by all means make a run through the Canal, as it is a scenic treat not easy to duplicate. It is no waterway on which to play around in a 12-foot skiff with a 2½ hp kicker, believe me, but your new rig should have no trouble at all. You see, currents up to 5 mph swirl through the canal at various stages of the tide and if there happens to be a wind, this already turbulent water will be further kicked up. Not only that, but the Canal is serious business for shipping. It saves coast-wise traffic the long and perilous detour outside the Cape, where shoals and fogs are so treacherous that some 50 per cent of all shipwrecks on the Atlantic Coast have occurred there. In the Canal you'll encounter ocean-going freighters,

oil tankers, Navy craft, commercial fishermen and large yachts. You need a seaworthy boat and dependable, husky motor to keep out of the way of such traffic! The Canal is about 200 yards wide and outboards usually stick close to the sides . . . but not so close as to be menaced by the granite rip-rapping. I'd recommend you ask local boatmen for pointers before starting through.

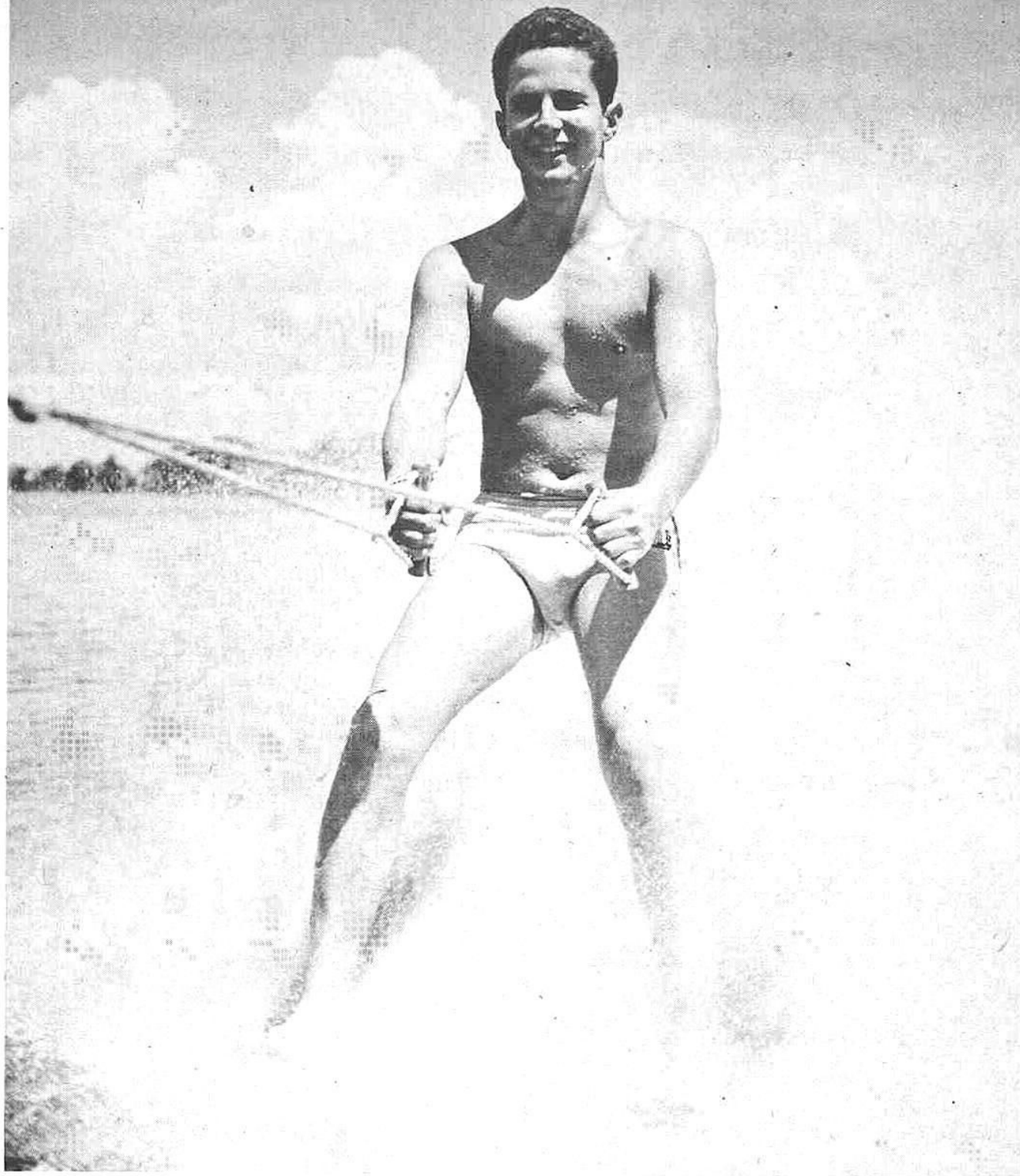
At the western end of the Canal you'll probably see a large ship, the *Bay State*, tied up at the State Pier. She's the training ship of the Massachusetts Maritime Academy, of which we're very proud. As you course through the Canal, which was opened in 1914 after a series of abortive digging attempts going back to 1627, you'll go under the Bourne and Sagamore Bridges, whose roadways are 135 feet above the water! At the eastern end, on the south side, is a fish packing plant and mooring basin where you'll find local color.

Now, getting back to Buzzards Bay, you'll note that the Cape's shoreline

from the Canal south to Woods Hole is as irregular as a rooster's comb. There are several inlets there, among which the following have outboard launching facilities; Cataumet, Red Brook Harbor, Quisset Harbor and West Falmouth Harbor. Here we have an example of the kind of cruising waters the new, large outboard boats and motors will open up. With your 15-footer, you can explore these inlets all right but good judgment will tell you to choose your weather before planning to run the whole coastline. Remember, there's a prevailing wind from the southwest which sweeps up the length of Buzzards Bay and can make the going pretty mean. But these new big outboards will easily be able to cruise between these several harbors in any weather an inboard cabin cruiser skipper would deem passable. For scenic interest I can recommend this area, as it is the Cape's oldest resort section and, though well built-up, is far from spoiled

(Continued on Page 35)





Dick Pope Jr., created barefoot skiing in 1948. Today it is done by comparatively few skilful skiers.

### By Shanon Place

**W**ATER skiing barefoot by a builder of water skis would seem to make about as much promotional sense as a candy-bar manufacturer's going all out to recommend a sweet-free diet. There's no doubt about it that Dick Pope, Jr., of Cypress Gardens, Florida, appears to be putting both feet in his mouth when he brags about creating barefoot skiing instead of making a big sales pitch to get other people's feet into his own skis. Actually, the 25-

10

year-old water-ski impresario knows what he's doing, because only a select handful of pro practitioners of skiing on the water are able to duplicate the feat with feet that bounced Dick Pope, Jr., into national fame back in 1948.

Pope Jr., better known as Downing Pope, was hardly a prodigy as a water skier—this despite the fact that his father and mother own and operate the water ski capital of America, Cypress Gardens, Florida. There, packed into 106 acres of land and water, is more concentrated water sport activity and botanical beauty than any other single spot in the world. At Cypress Gardens today there are

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# barefoot boy with skis

A PAST MASTER AT 25, DICK POPE JR. HAS A CAREER THAT EMBRACES THE HISTORY OF WATER SKIING IN AMERICA



Being a national skiing champ like Dick Pope Jr., offers many advantages — not the least of which is giving skiing lessons to such motion picture stars as Leslie Caron.



Below: Mr. & Mrs. Dick Pope Jr., skiing together on Lake Eloise, Cypress Gardens, Florida. Only the most skilled skiers are likely to venture on the water wearing a wrist watch.



Dick demonstrates here the low-level bar hold position he uses in slalom skiing. This gives better control and prevents slack from developing in the tow line when making turns.

four water ski shows daily and the stars include some of the world's outstanding ski champions, not to mention some of the slickest chicks ever to grace a Jantzen bathing suit.

The personnel of the Gardens, who direct the show, handle publicity, turn out photographs by the hundreds, include many of the champions of the past. Tram Pickett, for example, Buddy Boyle and Bob Cozzens, who handle the Cypress Gardens publicity end of the Johnson Outboard Motor promotional account, were all at one time ski jumping champions. Pickett and Boyle tied for the National AQUA SPORT

Title in '47. Boyle won the Dixie in 1948, the Florida title in '49, the Dixie again in 1950 and Cozzens copped the Dixie in 1952 and each time they established new world's distance jumping marks.

These three and dozens of others of the 250 members of the Cypress Gardens family, who do everything from posing in ante-bellum costumes for the visitors' pictures to skiing in the show, taking tickets or managing concessions, are all avid skiers.

Today, many of the show's stars use skis built to Downing's design and under his supervision, and so do competi-





Dick Pope Jr. starts his famous 540 degree jump-spin with a backward approach, holding the tow bar with both hands.



As he makes contact with the jump ramp, Dick releases the bar with his right hand and starts to turn into a leftward spin.



Automatically starting to pivot in the direction of the tow bar, he swings the points of his skis to the left, up the ramp.



With 90 degrees of his first spin completed, Dick finds himself broadside to the ramp, the tow bar in his left hand.

tion skiers and tyros throughout the country. Joe Cash of Winter Haven who won the Men's Overall World's Championship, Alan Bromberg, co-holder with Cash of the World's jumping record at 126 feet, Alfredo Mendoza, former World Champion, Nancy Rideout, Women's World Jumping Champion, Marina Doria of Switzerland, World Women's Overall Champion in 1957 and Women's Slalom and Trick Riding Champion, all rode on Downing's Cypress Gardens Skis.

Today, even youngsters of four and five learn to ski with no trouble but Downing was eight years old when he first took to water skis in the summer of 1940. Skis in those days were pretty crude things. The ones Downing learned on weighed more than half as much as his 50 pounds, double what a pair of skis weighs today.

Ski instruction, too, was a rudimentary art and it took Downing fourteen tries before two of the Cypress Gardens pros were able to help him to stay on top of the water.



As he completes his first pivot to a full 180 degrees, Dick grasps the bar again to straighten out.





With shoulder and arm thrust, he continues to pivot, then releases his right hand and spins another 180 degrees.



Completing his 360 degree pivot, he leaves the ramp with a double hand hold on the tow bar, still skiing backwards.



Shortly after take-off, Dick releases his right-hand hold again, and starts another spin to left, as at the beginning.



This time, however, he will only make a 180 degree turn in the air, as he will have to land with skis pointing forward.



The 540 degree jump-spin completed, he hits the water cleanly and starts to resume his double hand hold.

It was certainly an inauspicious beginning for a youngster whose father had been the first ever to try water ski jumping back in 1929 when an American inventor, Fred Waller, had suggested that his by then four-year-old "Akwa-Skees" might be used to vault the same type of slanted ramp that Dick Sr., his brother Malcolm and several other Florida screwballs were using to hurtle their stunt boats into the air and through everything including board wall fences and blazing hoops of fire.

After Dick's clumsy beginning, which must have made his water sports conscious father cringe with distaste and shudder with bewilderment at the land lubbering monstrosity he then thought he had for a son, young Downing began to build up considerable facility with the curved boards. In 1942 Downing gave instruction to soldiers who were stationed near Cypress Gardens and who were offered the facilities of the tourist resort as a free recreational area. "We always carried an extra pair of skis to paddle





Among Dick Pope Jr.'s many enthusiastic skiing pupils at Cypress Gardens was Lee Ann Merriweather, who won the *Miss America* crown.

Below: Water tobogganning doesn't require much skill, but it's a lot of fun with a pretty partner. Until he was eight years old, toboggans and aquaplanes were Dick Pope's only diversions.



Among the many internationally famous skiers who have appeared before the visitors at Cypress Gardens, Florida is lovely Marina Doria, 1957 Woman's Champion of water skiing. Here, she is using specially designed Dick Pope, Jr. Slalom ski.





Women's world jumping champion Nancy Rideout and overall men's champ, Joe Cash do tandem leap.

the ski tow boat back with because we ran out of gas every Sunday due to the strict gas rationing."

In September of 1942, ten-year-old Downing, along with a group of other Winter Haven youngsters, Buddy Boyle, aged 12, Trammel Pickett, 14, Ruth Becker, 9, and Adrian Pope, 8, organized the first water ski show ever to be put on at Cypress Gardens. This wasn't the country's first organized water ski show for as early as 1939 groups of water ski enthusiasts who had taken to Fred Waller's equipment were demonstrating the new sport in exhibitions at Jones Beach, New York, and Steel Pier, Atlantic City. A group of expert French skiers—the sport had presumably been originated in the French Alps by officers of the famous military snow skiers, the *Chasseurs Alpine*—had given daily exhibitions at the New York World's Fair. However, Downing's water ski troupe was probably the youngest ever to be organized.

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"We were given enough gas to put on one show each day to provide entertainment for the soldiers who were stationed nearby and who made Cypress Gardens their headquarters on their days off duty. This was really the beginning of what has built up into our four regularly scheduled daily ski shows, which now play to as many as 7500 spectators each day," said Downing.

When the water ski exhibition refined a bit and the rough spots smoothed out, Downing, along with Buddy Boyle, was featured in a colored motion picture short called *Water Babies* in which they acted as ski instructors. The motion picture was directed by Andre de la Varre for Warner Brothers and the show inadvertently was to cause Downing plenty of embarrassment. The commentator, in adding a bit of verbal schmaltz, stated that Buddy and Downing might become America's secret weapons on the

(Continued on Page 36)



THE INSIDE STORY OF THE TRIALS AND PROBLEMS OF AN  
ATTEMPT TO FILM THE ANDREA DORIA, SUNK OFF NANTUCKET.  
FREDERIC DUMAS, THE WORLD'S TOP FREE DIVER IN ACTION

# HARD DIVES

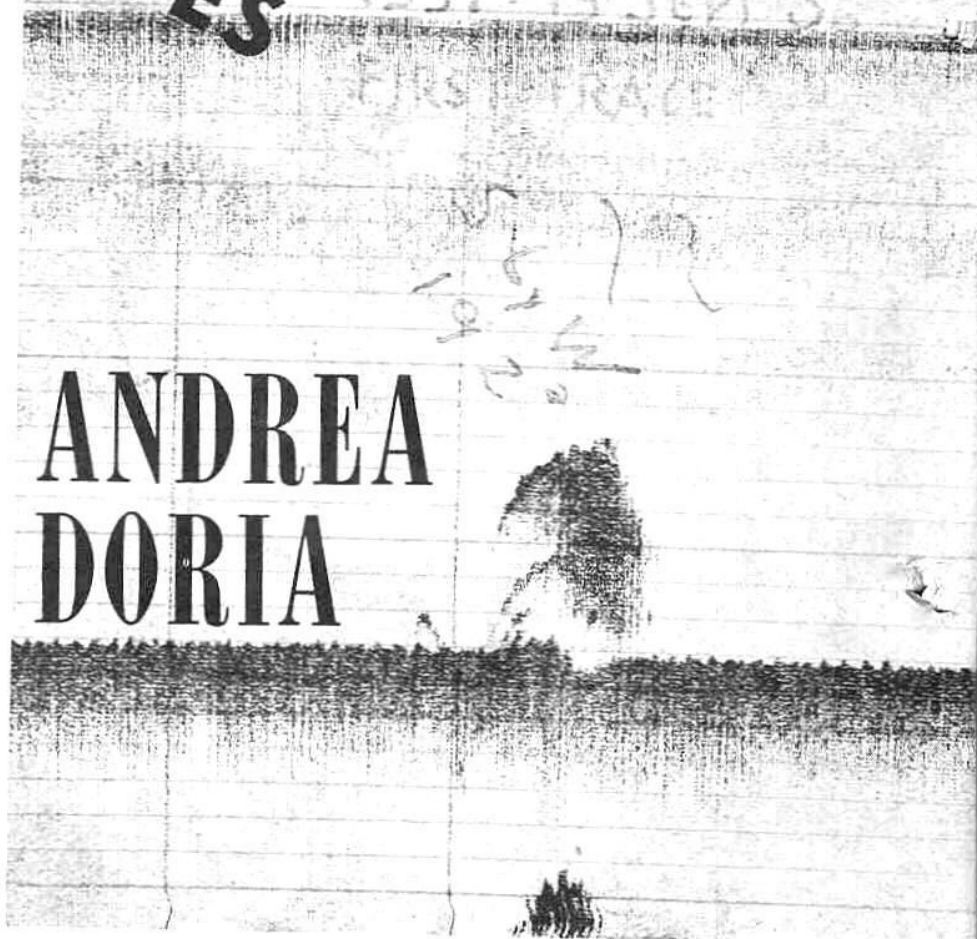
By James Dugan

Author of "Man Under The Sea"

ON THE

## ANDREA DORIA

Right: Here is the first depthfinder recording of the *Andrea Doria* as she lay on the bottom of the sea, 240 feet down. The sounding was made from the diving tender *Samuel Jamieson*, which took the free divers Dumas and Malle over the wreck in September 1956.



A SMALL hawk-faced man climbed out of the grey Atlantic on a windy autumn evening, his black rubber diving suit dripping cold. He said, "The sea owns the *Andrea Doria* now. She's a real wreck. The first coat of algae is on her sides. I see no possibility that she can be raised from that depth this far from land. I don't think divers will ever reach the important places, the first class bank and the first class purser's office. They are on the starboard side, pressed against the bottom, near the big collision hole, 240 feet down."

The diver was Frederic Dumas, the manfish, veteran of ten thousand descents. The diving tender was the

*Samuel Jamieson*, Hyannis, Mass. The time was September 1956. Dumas eased out of his triple-bottle Aqua-Lung. "It's a skull numbing place down there," he said. "You are absolutely stupid with rapture of the deep. You must fight to keep a small fire in your brain to get you out of there alive."

Dumas' fellow diver came up the ladder with a submarine movie camera he had brought from France to make the first films of the *Andrea Doria*. He was Louis Malle, short and dark, at 23 one of the world's top underwater cameramen. Malle said, "There is a yellow, murky cold layer around the wreck. You have to fight a two-knot current. I had trouble with the buoy-

ancy of this dry suit and trying to handle the camera in the current. I don't think I got anything."

Dumas added, "I didn't go far into the wreck, although I felt very good and could have gone in. Malle was having a bad time, so I left him only once."

Dumas handed me a metal ashtray from the enclosed promenade deck. It had a tipped cigaret butt still in it.

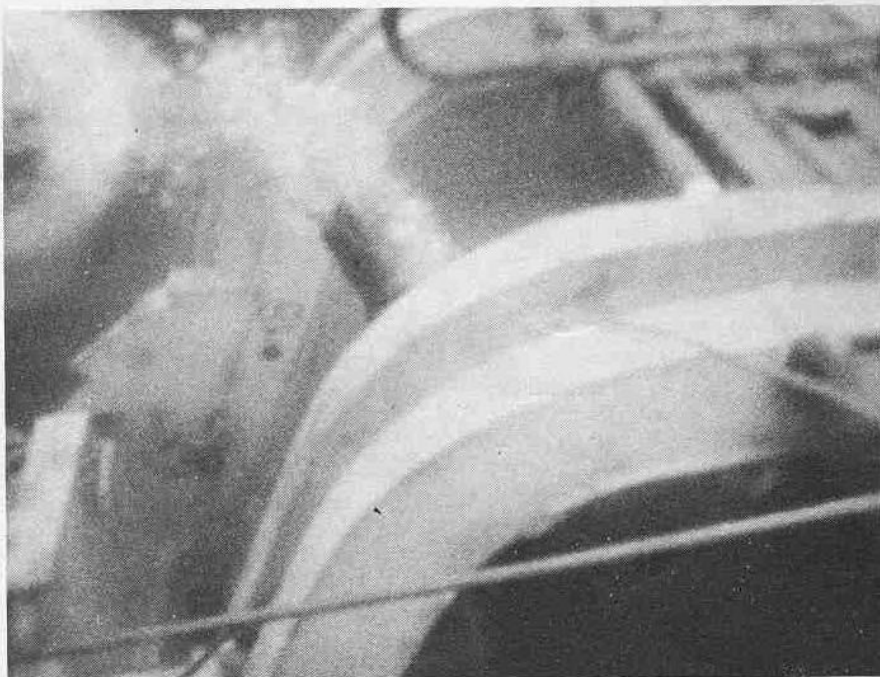
"The wreck is incredible," he said. "Except for the greenish film of algae and the tangle of lines that the passengers slid down, she looks like a ship in drydock. The visibility was better than I expected in these waters—about twenty-five feet."





Frederic Dumas, the famous French veteran of 10,000 dives, swims over the reclining port promenade deck of the *Andrea Doria* about 160 ft. below the surface. Photographed by Louis Malle with a SM 3, 55 mm movie camera using natural light.

Frederic Dumas' fins disappear inside the *Andrea Doria*. The Ship's bank and Purser's Vault were pressed into the mud on the lower or starboard side, over 240 ft. deep.



We listened with controlled excitement to the report. Our expedition had struggled six weeks against weather tragedy and equipment problems to get Dumas and Malle to the *Doria*. Now, we had two mark buoys lodged in the wreck and were anchored over her with salvage lights hoisted (two white, one red between); to warn ships that we were holding a diving station. We had nine depthfinder, echo-sound profiles of the Italian liner. Tomorrow divers would go down in the morning to place descending lines on the bridge and sternquarters to guide Dumas and Malle on camera dives in the maximum natural light of late morning and early afternoon.

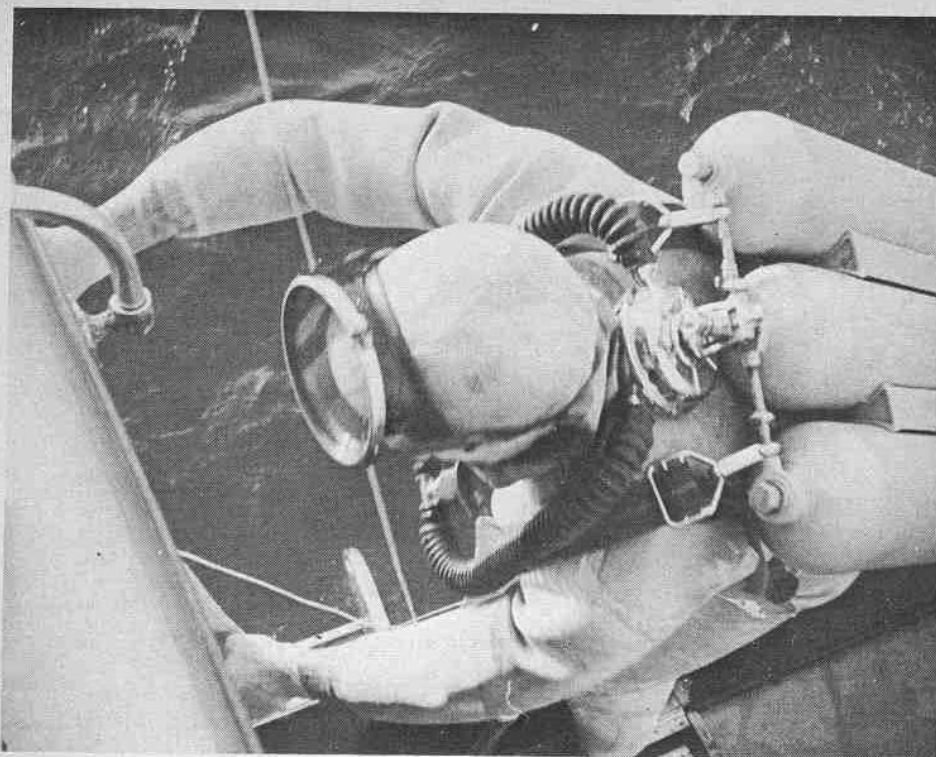
AQUA SPORT

The venture started two days after the collision of the *Andrea Doria* with the *Stockholm*, when I got a cable from Paris: FLYING TO FILM DORIA WILL YOU HELP MALLE. He and I had been shipmates on several oceanographic expeditions with Captain Jacques-Yves Cousteau on the *Calypso*. I replied, SURE LINING UP BOAT. In Hyannis, Mass., I found the only free diving tender on the east coast that was suitable for the job, Captain John Light's sturdy *Samuel Jamieson*, with a compressor and Aqua-Lungs, and several free divers. Light was a former Navy diver, now running a diving school and salvage firm on Cape Cod.

Malle arrived with little more than a toothbrush. He was under the impression that professional underwater movie cameras abounded in the United States and had not brought with him the world's best unit, Cousteau's SM-3. We rented an American camera. Malle look at it in astonishment: "It's twenty years behind in design," he said. Light said, "It's the best made here."

We kept the phone hot, rounding up gear we would need for locating the wreck—radar, sonar, radio-director-finder, and loran. To safeguard the divers at the critical depth of the *Doria*—she was in 240 feet of water—we refused to sail until we had resuscitators and a recompression chamber. The Emerson





Louis Malle, with his three-bottle French Aqua Lung, lowers himself over the side of the diving tender *Samuel Jamieson* to dive on the *Doria* and take the first moving pictures of the famous wreck off Nantucket Island.

## IS THE DORIA BEYOND HOPE OF SALVAGE?

people in Boston came through with the rescuitators. The chamber was another matter. We gave the phone company \$300 worth of business finding the *only* portable recompression chamber available to civilians in the entire U. S. —a German-built job located in Los Angeles. We bought it and air-freighted it to New York. The chamber was too big for the cargo hatches of Northeast Airways, so we chartered a plane to fly it to New England.

We sailed to Nantucket, our base forty miles from the wreck. There one of Light's divers died of anoxia in twelve feet of water while trying out an experimental mixed-gas apparatus called the Flatus.

We felt like throwing in our hand, but the diver's family and friends said we should go on. Malle and I decided that we had to have French equipment and another experienced deep diver. Aside from Light, it appeared that none of the *Jamieson* divers had ever been 150 feet inside the sea, which was the minimum for touching the port side of the *Doria*.

Malle flew back to France. I cabled Dumas, asking him to join us. He replied: OKAY AMITIES. While we were waiting for the French team, we rented our recompression chamber to Kenneth MacLeish, who was trying to reach the wreck with still cameras. We saw his color flash photos in a magazine the day we sailed for Nantucket the second time with Malle, Dumas and the SM 3 camera.

This 35 millimetre moving picture unit is not a standard camera with a

watertight box around it, but was designed from the inside out for submarine work. The assembly is stretched in a plastic cylinder eight inches in diameter and two feet long. The two-hundred foot film load is driven by a silver-cadmium battery. The operator, holding grips on the side, has full external controls for starting, film speed, focus and aperture. The tubular design is superior to box cameras, simply because the lens is thrust two feet ahead of the cameraman and so his unavoidable hand trembling is minimized by the distance.

The salient advantage of the SM-3 is, however, the extraordinary fast wide-angle correcting lens made by the brilliant optical engineer, Prof. Marcel Dratz. This lens, actually an intricate lens train, "sees" much clearer and further through the water than a diver does.

Loading superfast Tri-X black-and-white film, Malle had tools for filming the wreck in natural light, in bad conditions of light and turbidity.

### Weathered in

In Nantucket we were weathered-in for five days. We ignored the weather bureau and radio-telephoned the Nantucket Lightship for actual sea conditions near the wreck site. During the wait, two of our best technical men, a neuro-surgeon and an electronics engineer, ran out of vacation and had to leave us. But we gained a mighty ally in a Nantucket rough-water mariner

and boat-builder named Mitchell Todd Jr. Todd lent us trucks, phones, his tuna clipper, the *Tomaco*, and a comfortable living room where we could stare out moodily at the snarling sea.

We figured that merely locating the *Andrea Doria* would be the biggest job ahead. John Light had slipped out while we were waiting for Malle and Dumas and could not find the wreck in a 24-hour search with Coast Guard bearings, loran fixes, and echo-sound. MacLeish's expedition had spent \$25,000 of his publishers' moolah groping around for the *Doria*, and was disinclined to let us have their fix.

On September 12th, small craft warnings were up from Eastport to Block Island, but our friends on the Lightship phoned that the sea and wind were going down. We sailed that night. The plodding *Sam Jamieson* took twelve hours to reach the wreck area. We came to a mark buoy lettered *Carl Henry*, the name of a fisherman which had dropped the buoy on the day of the sinking.

Without hesitation, Dumas rejected the buoy. "It has drifted," he said. "The wreck is not here." He stood in the forepeak, conning the tender down a faint oil slick. I was on the fathometer, which had broken down during the trip and had been repaired by Jack Burke, one of Light's men. Burke said, "The operation was drastic. She'll run for a little while and then goof completely."

One of the divers reached over the side and picked up an olive. Dumas said, "Small compartments are still im-

(Continued on Page 35)



# BOAT SPORT

## Racing News and Know-How



The Editors of BOAT SPORT, along with outboard racing fans everywhere, deeply regret the passing of two of the sport's most active participants and officials: Jack Maypole, Oak Park, Ill., APBA Vice President Outboard Racing, and Herschel Starnes, Hickory, N. C., Secretary of NOA.

Oil City, La.: The Caddo Lake Sports Club, Shreveport and Oil City, La., announces its annual Holiday-in-Dixie Boat Races, Sunday, May 4, sixteen miles north of Shreveport off State Highway #1. R. Allen Smith, President of the Club, suggests that drivers, who can, arrive early to enjoy the pre-race four-day program including parades, formal and informal dances, a rodeo, stage shows and sidewalk exhibits, to mention a few of the features.

Rock Island, Ill.: Harry Pettingill, Commodore, Central States Racing Association, Inc., announced the overall 1957 high point

standing for the CSRA club members. A Hydro, F. Huck Elsbury; B Hydro, R. Olsen; C,D,F Hydro, Al Barber; C Service Hydro, Al Barber; A Runabout, Ray Stufflebeam; B Runabout, Chuck Musil; C,D Runabout, Al Barber; C Service Runabout, John Herberg.

Seattle, Wash.: S. E. Jones, Chairman of APBA Inboard Racing for 1958, announced the approval of two new 7 Litre hydro straightaway speed marks established by Roger Murphy, Piedmont, Calif., owner-driver of Galloping Gael. Roger Murphy, who was burned in a fire aboard his Unlimited Class hydro while attempting to qualify for the 1957 Gold Cup, averaged 140.351 mph through the mile and 146.875 mph over the kilometer distance.

Delake, Ore.: The terrific one-mile C Alky Hydro average speed of 73.566 mph, established by C. W. Doc Jones, Phoenix, Ariz., October 28, 1957, has been approved by the APBA Outboard Racing Commission. The new 30 cubic inch mark broke APBA mile records by the year's greatest percentage margin so that Jones will be awarded the North American One-Mile Championship Trophy. The former C Hydro record, 68.631 mph, was held by Bill Tenney. Jones, in setting the new mark, drove a McDonald cabover hull powered by a hybrid alky burner, an Evinrude PR type powerhead with a Mercury lower unit. Another scorching new mark, still unof-



Roger Murphy prop rides his 7 Litre Galloping Gael across the waters of Lake Washington. AQUA SPORT

ton. His straightaway speed mark was recently approved for 140.351 mph by the APBA.





Burt Ross, during his sensational 72.072 mph DSH run at Delake, Oregon.

ficial pending approval by Chester McCune, Chairman, APBA Stock Outboard Racing Commission, is the average mile straightaway clocking of 72.072 mph recorded by Burt Ross, Spokane, Wash., in his stock DSH Mercury-powered Swift Hydro.

Washington, D. C.: Vice Admiral Alfred C. Richmond, Coast Guard Commandant, awarded a letter of Commendation to Lt. Howard Istock who, while serving aboard a Coast Guard craft as patrol officer at the President's Cup race last fall, commanded the first rescue boat to arrive at the scene after Col. Russ Schlee's *Shanty* had overturned and catapulted Schlee into the water. Istock dove in fully clothed, ignored highly flammable fuel floating on the surface, swam to and supported the unconscious Unlimited class racer who was floating face down. Istock's prompt action may have saved Schlee's life.

Albany, New York: June 1st has been established as the date for the revival of the famous and arduous down-river Albany to New York outboard enduro.

Problems, however, concerning possible copyright of the original name may cause the sponsor, the New York Daily Mirror, to publicize the event under the logo "Hudson River from Albany to New York Marathon." The event will be sanctioned by the APBA and in addition to competition for A, B, C, "36" class and D Stock Runabouts, two classes of pleasure outboard boats will also be included. Though all rules concerning these two classes have not as yet been announced, it is expected that one class will be open to standard production outboard hulls powered by a single late model

outboard motor (probably 1952 and later) of up to 45 c.i. and that another class will be open to family type utilities and runabouts powered by motors of 45 through 80 c.i. A minimum restriction of 8 pounds per cu. in. piston displacement will be made on each hull and these outboard pleasure craft will each carry two persons, a driver and passenger, who may serve as co-driver. The motors will be stock production motors in every respect with the only changes permitted, a substitution of spark plug brand or heat range and propellers. Conventional remote throttle and shift controls may be used.

(Continued on Page 34)



Vice Admiral Richland, USCG, left, presents a Letter of Commendation to Lt. Howard H. Istock for his rescue of Col. Russ Schlee.



# WILL IT TOP

## 101.12 MILES AN HOUR?

The Scott Atwater Square Six Has Done 80 mph Unofficially  
In It's Tryout for The World's Unlimited Outboard Record

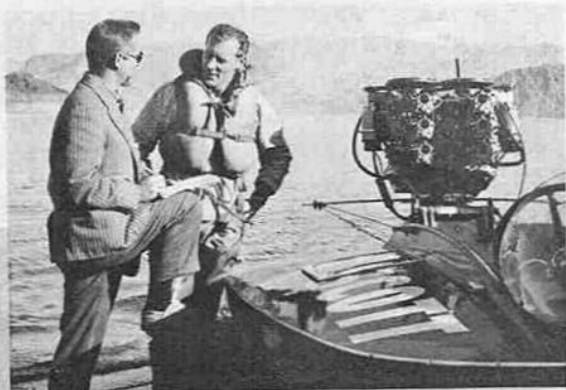
By Hank Wieand Bowman

**A**T Milan, Italy, on December 15, 1954, Massimo Leto di Priolo in a Molinari three-point hydroplane (with bottom design copied from a Swift), built by Cantiere Nautico Lariano of Como, was clocked at an average speed of 100.363 statute miles per hour. On that day Di Priolo became the first outboard driver to break the 100 mph mark.

To this date the Italian record, officially recognized by the Union for International Motorboating, the international rules governing body, has been unbroken. This has been a thorn in the side to the American racing motor and boat builders and drivers for more than three years.

The boat driven by Di Priolo was 12 ft. 6 in. long, 6 ft. 3 in. wide, weighed 210 pounds and, fully equipped with motor and driver, topped the scale at 617 pounds. The engine was a Lesco X-4, a four-cylinder, four-stroke, Roots supercharged, 997 cc power plant which produced 162 horsepower at 7000 rpm. The motor weighed 178 pounds. The powerhead was equipped with an overdrive lower unit of the submerged propeller type. During the run with the motor taching 6500 rpm, the three bladed propeller was rotating at approximately 11,000 rpm.

The Italian motor qualified as a Class X outboard motor under the UIM rules, which permit a maximum of 1000 ccs or 61 cubic inches, a cubic centimeter being .0610 of the more familiar (to the American race driver) cubic inch. Under the UIM rules, in order for an outboard of-

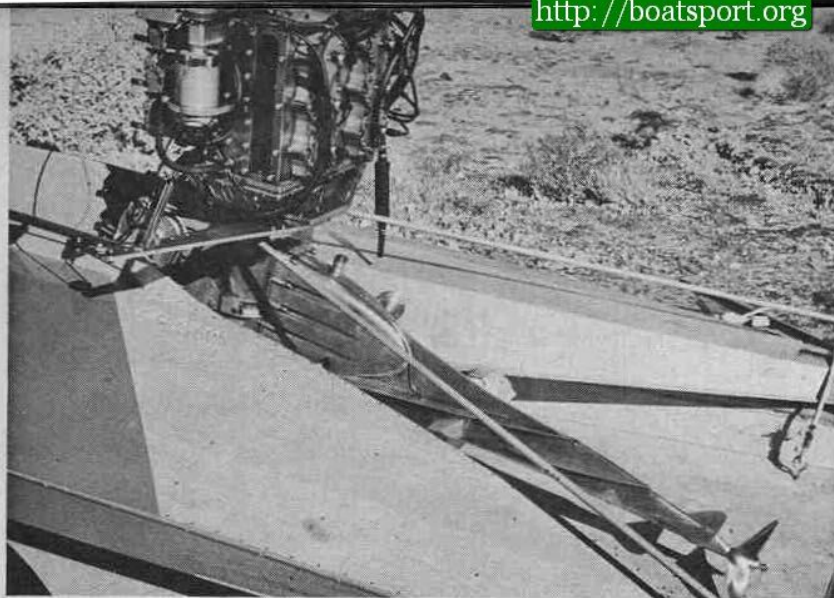


Left: Hank Wieand Bowman interviews Danny Foster prior to test run of *Flying Scott* on Lake Mead.

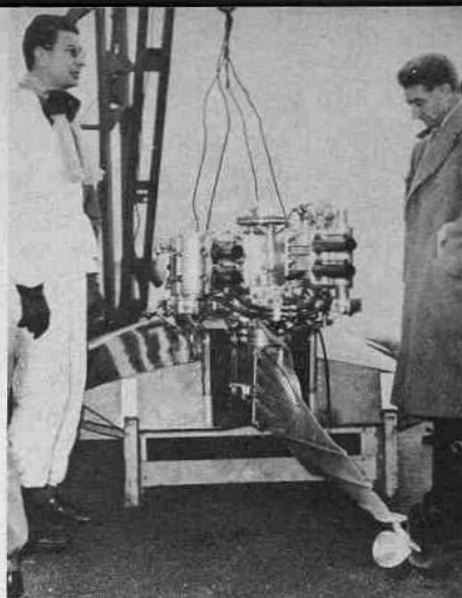
Below: Here, at 4800 rpm, the Scott clocked well over 80 mph, unofficially, and after planes were riding free of water on the only calm day's trial possible on Lake Mead. Darkness stopped another run.



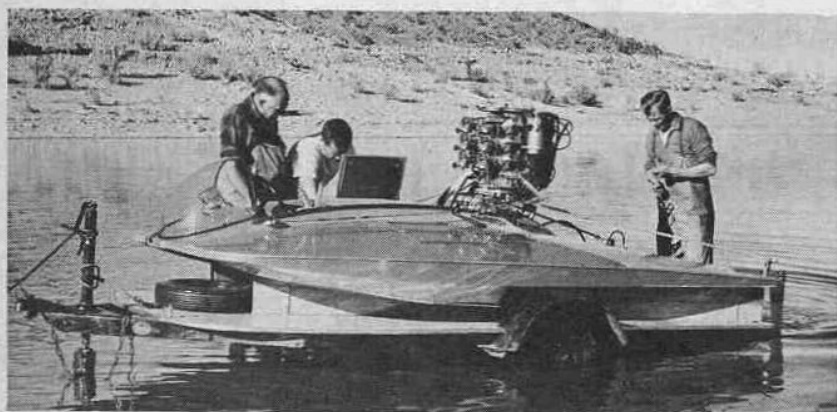




For the initial Lake Mead trials, the unaltered di Priolo lower unit with its three anti-cavitation plates was used. Note the water cooling line moving up the outer edge of the shaft housing. This system caused trouble.



Massimo Leto di Priolo, left, and his brother Dore stand beside their Lesco-powered Molinari hull. The Scott used this unit.



Note the adjustable aluminum sponson wedge just forward of the step of the experimental boat. At this stage it was equipped with twin rudders. These were later replaced with a single large rudder.



Long, Hren and Fife check over the motor fastenings before test run. Gadget forward of steering wheel is Sun Electric tachometer.

## Something Old and Something New

officially to establish a new record, it must average a speed that is 1.0075 times faster than the present mark. Thus a new Class X speed average will only be recognized by UIM if the arithmetical mean of two runs with the speed carried out to two decimal points equals 101.12 mph or better. This is the mark that we have reason to believe a number of racers will be shooting at during 1958.

To claim an official UIM world's mark, a number of other technicalities must be met, one of which is that the clocking of the run be supervised either by UIM officials or officials of the American Power Boat Association. This latter sanctioning group is the only recognized UIM member association in the United States. So much for the official ground rules for the international recognition of an X Class record, should it be broken by a United States racer with a United States built boat and motor.

However, there is nothing to stop any individual, be it a manufacturer or merely an enthusiastic private owner, from building an outboard motor of any configuration, design or displacement and setting out to have this outboard motor streak across the water faster than any outboard has

ever been clocked before, either in the United States or elsewhere in the world.

Further, there exists a conflict of sanctioning bodies within the United States at the present time. Two separate major organizations govern United States' outboard races. One of these bodies, the National Outboard Association, is not recognized by the UIM and hence NOA records are not recognized internationally by that body. This does not in any way minimize the accomplishments of competitors who race under NOA sanction, nor does this detract from the authenticity of measurements, timing or records of the latter body.

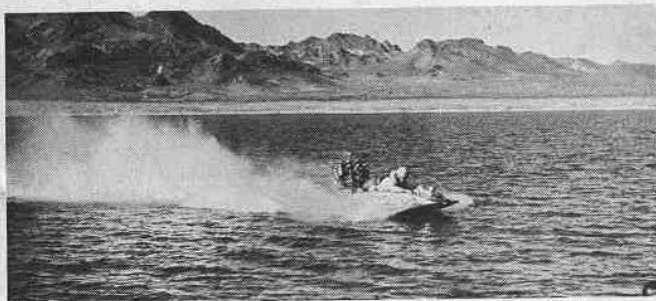
The NOA recognizes and has an established set of rules applying to a Class X outboard motor, which under NOA rules is a motor of unlimited cubic inch piston displacement. The only restriction placed on such a motor is that it "shall be a complete internal combustion power and propulsion unit, that is not permanently attached to a boat and can be lifted by human power to attach or detach to a boat." This would seem to be a realistic definition for present-day Class X activity since a number of manufac-

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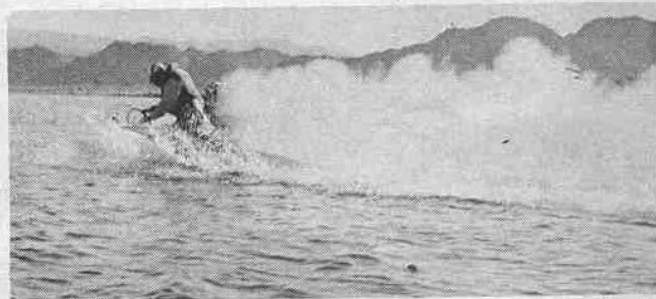




On this run, the planing angle of the sponsons was wrong and the boat porpoised and failed to prop ride.



Chop, combined with a roll, interrupted this speed run, so Foster had to bring the *Flying Scott* back to the beach. Note that no attempt had been made at streamlining yet.



The *Flying Scott's* take-offs were dramatic and violent. Foster had his hands full at this stage and again when the boat broke into a prop-riding condition at about 50 mph.

### The Wrong Kind of Water

turers already have motors on the market which displace well over the UIM 61 cubic inch maximum allowance. Any one of these 61-plus cu. in. 1958 production motors conceivably might be modified for a crack at the world's speed mark.

In recent months, outboard racing fans may have noted that, from coast to coast, Scott-Atwater motors have been making more and more appearances in pleasure boat marathon racing events. This seems, not merely chance but rather factory-fostered activity.

On January 6 of last year, Bud Hall and Bob Deehler with a 14 ft. utility boat, *Southwind II*, helmed the first boat of any class to finish the third annual 120-mile Malibu Beach open marathon. The boat was powered by two Scott-Atwater 40s. The pilots worked for Outboard Distributors of Los Angeles, a Scott-Atwater operation.

In the unlimited pleasure boat outboard class in the 28-mile annual Catalina Cross Channel race starting at Long Beach, California, a 16 ft. runabout powered by twin 40 horse Scotts won the event. This boat was piloted by none other than Sherwood Egbert, executive vice president of AQUA SPORT

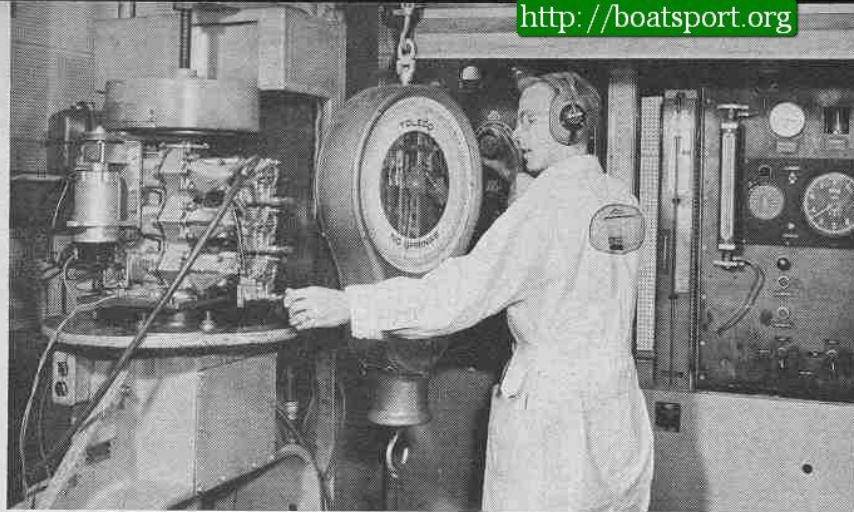
McCulloch Motors Corp., producers of Scott-Atwaters.

At Knoxville, Tenn., on September 24th at NOA's pleasure boat division Championship events, Les Foster of Minneapolis, Minn., established a new record in Class E of 38.919 mph with a Scott 33. Foster is Scott-Atwater's chief design engineer of new models and, perhaps of more importance to the racing driver, is also head of Scott-Atwater's new competition development section.

There were many other instances in which Scott-Atwater motors were driven to victory in local marathons throughout the country. To cite another example, Bill Holland, a Scott-Atwater rep. won a pair of Texas events, the Sun Fest Marathon at Freeport, June 1st, and a 34-miler from Port Neches at Beaumont and return on June 16.

All of this seems to point up the fact that Scott-Atwater, now under McCulloch Motors Corp. ownership and direction, is definitely going to stress speed as a part of its manufacturing program. It can be hoped that this interest will mean that Scott may also design and build some motors that will fit into some of the present recognized APBA and NOA stock outboard classes. However, one thing is quite

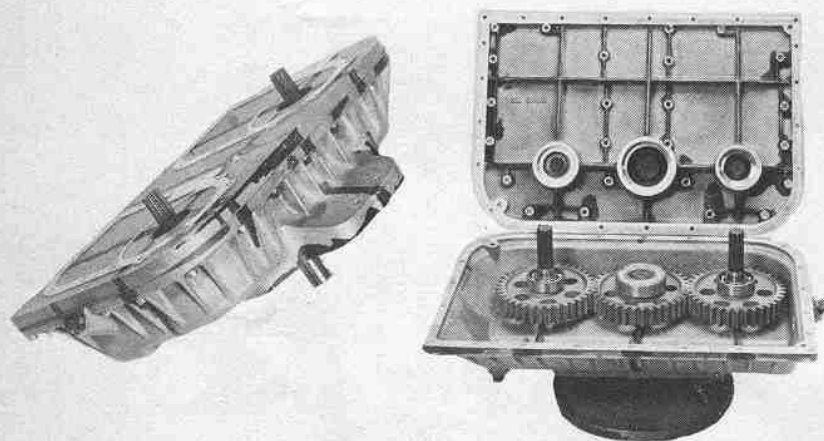




The powerheads used on the *Flying Scott* square six were given dynamometer checks and the carburetors were calibrated at the Scott-Atwater factory. A very careful comparison of this head will show you that it is a stock unit.



Mort Fife installing carburetors on the Square Six. Note gear box in position and dual manifolding which shows here.



Left, above: The gear box when it is closed is a very compact, sturdy unit. The short splined shafts connect with the powerhead crankshafts. Right, above: The open gear box which linked the two 3-cylinder powerheads quite simply.



Lower unit overdrive gear was thirsty. Louis Hren is feeding it gallon and half of SAE 90It oozes away in short order.

### Inside the Scott-Atwater Square Six

apparent and that is that Scott is going all out for the "world's speed mark" in an outboard.

Scott went to work on this project early last fall and had hopes of moving into the New York Boat Show in mid January with at least an official NOA United States X mark well in hand. This first mark they were shooting at was the 85.106 mph record copped by Paul Wearnly, Muncie, Ind., over a one-mile course on the Mississippi River at Myer, Ill., October 8, 1955. To date Wearnly's mark still stands, but its days are numbered.

As a beginning for their speed attempt, Scott-Atwater, called in Bill Tenney, Crystal Bay, Minn., who unquestionably has more first hand experience at record breaking than any other outboarder in the world. Bill's principal function was to develop a boat that could not only carry a motor to top the Wearnly mark but which might also be capable of speeds in the 100 mph-plus bracket. Bill got together with Shorty Fillinger, Kansas City, Mo., whose three-point hydros have run up in the top flight ranks for many years. Between Tenney and Fillinger, an extremely interesting boat developed. I say "interesting," for my personal feeling after watching the boat in action, was that it was a fairly close try for an initial attempt but still has a number of weaknesses that can be eliminated before it can be rated as the perfect test vehicle for the big square six of approximately 400 pounds that ultimately was clamped to its transom.

The hull is 12½ ft. long with approximately 68 in. extreme beam and a 57 in. long cockpit. The boat bears the

name *Flying Scott* and the Tenney-Fillinger design might conceivably be termed a two-point flying V. The narrow cockpit is situated well forward in the boat with the steering wheel location just 22 in. aft of the bow. The trailing edge of each of the two forward sponsons is approximately 5 ft. back from the bow and each of these two planing surfaces is equipped with hinged aluminum riding areas, 11 in. wide and 16 in. long. These sponsons may be adjusted manually by means of two bolts which can be loosened at the trailing edges and shims inserted or removed. In this way the riding characteristics of the boat can be altered.

To the right and left of the cockpit are two hatches in the deck which offers access to the two four-gallon tanks. The motor is clamped with four heavy Allen head screw clamps and double drop-forged brackets to a heavy transom. From the transom aft, the boat assumes roughly a V design, ending with two after planes that taper to approximately 7 in. wide.

The boat has been planned as a prop rider and, once the propeller surfaces at about 50 mph, the two after planes (which measure from rub-rail to rub-rail 66 in. across) are actually free of the water and the boat rides supported only by the propeller and the two forward planing surfaces. The boat is fitted with a ¼ in. thick birch ply bottom, and the sponson bottoms are ⅜ in. thick. Typical of Fillinger's work, the boat is both beautifully and ruggedly constructed.

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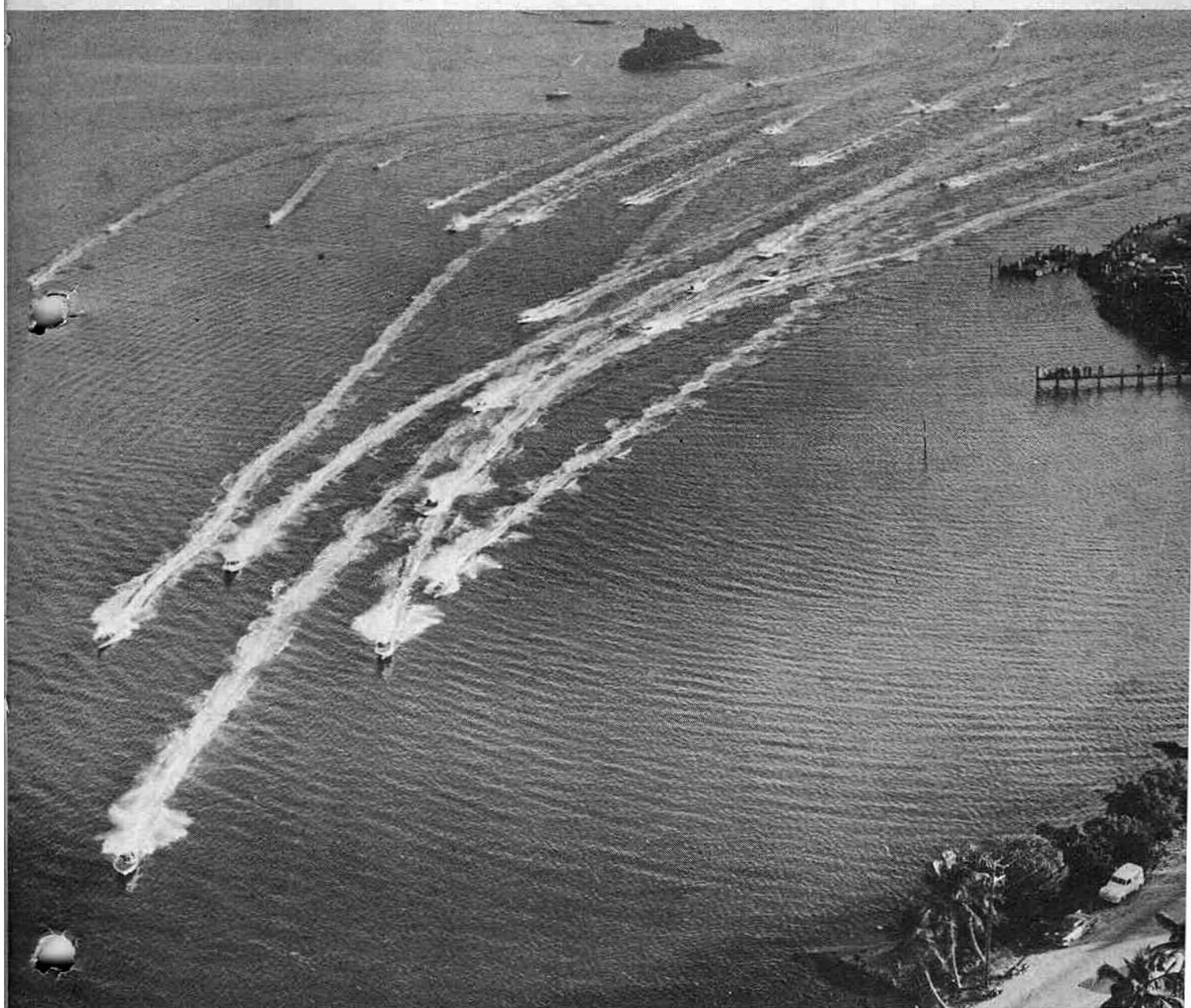


The Early 1958 Races in Florida Are Marred  
By Mishaps, Cold Weather and High Winds

By Blake Gilpin

## ***BOAT SPORT***

COVERS THE ***RACING*** BEAT



An aerial photo taken seconds after the start of the start of the Orange Bowl Nine-Hour endurance run. At this stage, AQUA SPORT

the first six boats in the breakaway scramble were the Ski Boats from the Chain-O'-Lakes Boat Club of Chicago, Illinois.

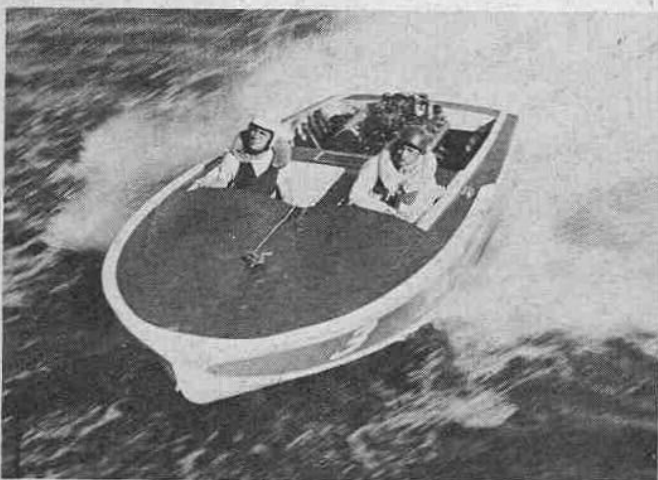


## BOAT SPORT COVERS THE RACING BEAT

The start of the 266 Hydro event at Miami's Orange Bowl Regatta. Ron Musson, farthest from the camera, won this heat but failed to go the distance in the other. George Smith, who finished third in this heat, helms F-20, while the ultimate winner, Fuzzy Furlong, is shown nearest to the camera.



Jim Venner of Plainfield, N. J., the winner of the Orange Bowl Nine-Hour Endurance Run, receives a congratulatory kiss from his wife Margie, as Co-driver, Don Dunnington of Bethesda, Maryland, smilingly stands by.



The Chrysler-powered *Long Gone*, entered by Chain-O'-Lakes Commodore Les Brown, dropped out of the endurance run at the end of 8 hrs. and 15 min., with coil trouble.

### Inboards at The Orange Bowl

By Blake Gilpin

#### Mishaps at Miami

**T**HE Florida racing scene for the first month and a half of the new season was largely beset with tragedy and hard luck. On December 29, on Biscayne Bay, Miami, Italian Ezio Selva, Europe's outstanding speedboat driver, sped to his death in what was to have been reportedly the final race of his career. Selva's Alfa Romeo-powered *Moschettiere* became airborne, then flipped during the second heat of the International Grand Prix.

Among the inboard hydros at the Orange Bowl Regatta, Bascom Grooms of Key West, Fla., took the measure of a healthy field of 48 c.i. hydros, with Gene Dugger, Winter Haven, in his *Jimmy Boy* finishing overall second and S. E. Sonny Jones, APBA Inboard Vice President, Miami Beach, third. The 1957 135 c.i. National Champion, Bob Hamilton, Fort Lauderdale, swapped first and second spots but scored a victory over second place and consistently hot airplane pilot, Weldon Ropp of Miami with the lesser elapsed time for his two heats. Bus Kackey, Johnstown, N. C. scored third in the 135 class.

The 266 class failed to go according to form with Bill Ritner's *Wa Wa* taking straight heats when Ron Musson, Akron, Ohio, helming the Ritner hull finished runner-up, winning one heat but failing to go the distance in the other. Musson clocked faster time than third place overall finisher, Dave Craig, Miami, who also won one heat but

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Right: Skip Ritter and his Merc KG4-Sid Craft 1-US merged first and second place finishes in the opening events at the Miami Mid-Winter Regatta, Lake Judine, Hallendale, Fla.

Below: Three alky burner CSR jockeys round a corner at Miami's Lake Judine. Ralph Dowling in S-1 was the winner with Bud Wiget, outside, finishing second. Frank Pavlovic, S-50, was third.



On Lake Judine, Hallendale, Florida



failed to finish in the other. The ultimate winner was local Miami racer Paul Furlong, who combined fifth and second place finishes for a total of 427 points.

Spectators at the finish line of the Around Miami Beach 24-Mile Marathon, which was partially raced over the sheltered inland waterway and partially in rough ocean chop between Bakers Haulover and the Government Cut, saw Howard Hibbert, Miami, in Forest Johnson's 19 ft. Prowler F Service Runabout win the event for the second year in a row. Hibbert's Cadillac-powered outfit completed the distance in 31 minutes and one second, 3 minutes and 42 seconds ahead of the second boat home.

In the Nine-Hour U.I.M. endurance run, which circles the 79th St. Causeway roughly midway between Miami and Miami Beach, Jim Venner of Plainfield, N. J., with relief driving by Don Dunnington, Bethesda, Md., drove a 300

horsepower Caddy-powered Prowler Class F Service Runabout, *Too Much*, for an average speed of 43.996 mph to cover 105 laps during the Nine Hours for a total of nearly 400 miles. Venner's last few laps were raced under highly dangerous conditions due to a fuel leak which had made the bilge of his boat an uncertain time bomb.

A surprisingly fine showing had been made during the early stages of the race by Stu Gray, Miami, driving a Sam Holton-designed Holt Craft D Stock Hydroplane powered by a four-cylinder Merc. Gray had lapped the entire field before he went out due to an engine breakdown.

Finishing overall second to Venner in the event was Mrs. Catherine Parks, a veteran of both the Nine-Hour and the Miami-West Palm Beach and return marathon, who completed one lap less than the Jersey competitor, averaging 43.80 mph with her Chevrolet-powered Prowler hull. Surprisingly

Mrs. Parks went the entire distance without relief.

Distance to the Miami Enduro wasn't any barrier to twenty-seven ardent racing fans of the Chain O'Lakes Boat Club of Chicago, Ill. Some of them took the easy winged route via the airlines. Others, in order to participate in some of the events, had to trail their boats on the 3000-mile round trip. Many of the contestants had boats built just for this race but the Chain O'Lakes boys thought their "Ski-Boats" excessive speed would give them the much needed advantage. On the morning of December 30th, at 8:30 a.m., the boom of a cannon saw six of the Oak Lawn, Ill., built custom utilities jump out in front. From then till 5:30 p.m. that evening it was a hectic day all around the 3.8 mile course. The first of the Chicago contestants to fall out was Joe Moulis in *Rum Runner 8*, when one of his water pick-ups tore loose from the excessive speed. The rest of the mid-west fleet fell one at a time, plagued with troubles from clogged water pick-ups to blown pistons. Commodore Les Brown's *Long Gone* was the last hope when at the end of 8 hours and 15 minutes his boat dropped out with coil trouble.

The day was marred with only one accident of major severity. One of George Bates' two boats *Exterminator II* blew up and burned just after refueling with 60 gallons of gas. The driver at that time was Sam Sara of Miami, who, though not severely injured, was blown 50 ft. away from the boat and escaped with only first and second degree burns. When the fire was finally extinguished, his right shoe was





Left: A part of the 17 boat field of BSHs that competed at the Miami Mid-Winter races on Lake Judine. In foreground is Johnny Webster, Toronto, Ont. Skip Ritter won with two heat victories.

## BOAT SPORT COVERS THE RACING BEAT

Right: End of the day for Don Baldaccini, who won the first DSH heat, then hit a buoy in the second and accomplished his second flip for race meet.



found still on the gas pedal. George estimated the damage at \$5000 to \$6000.

The other Chain O'Lakes entries were Vern Nelson's *Krazy Canoe*, Bob Flood's *Greyhound II*, Bob Trinski's *Mistake II*, Len Pike's *Thumper* and last but certainly not least, George Bates's second offering, *Exterminator* which set an unofficial 1 lap record of 67 miles per hour around the 3.8 mile course. In a runabout hull, that's really moving considering the straightaway speed was probably close to 80 mph. As one spectator was heard to say, "Wow, look at those boats go!"

The Chain O'Lake group didn't win but they set a never-to-be-forgotten pace. Still, they all agree that they will have to pace themselves a little better next time. This experience was quite a departure from their usual three lap closed course racing at Fox Lake, Ill.

Another in the series of mishaps suffered by various of the forty-three entries occurred to Les Kahn, New York City, who helmed a Kaiser-built Raveau hull. Kahn was running in second place in the outboard division with only one lap to go before the total elapsed time was scheduled to run out. Kahn's boat, after eight hours of running, had suffered a steering wheel failure when the spokes collapsed. The driver had been helming the fast mov-

ing rig by gripping the wheel spindle. A wave caused Kahn to lose control and dashed the boat at full speed into a bulkhead. Kahn was thrown violently against the wheel and the force of the blow knocked him out. Kahn reports that when he regained consciousness he found a spectator had leaped from the sea wall into the boat in order to offer him assistance.

In his determination not to be disqualified and to record one more lap before his time ran out, Kahn grabbed the man by the seat of the pants and back of his collar, heaved him toward the lip of the sea wall and got under-way.

"When I last saw the guy," Kahn said, "he was hanging by his fingertips. I guess eventually he got tired and had to drop into the water. I feel kinda badly about it now because the schnook just wanted to help, but when you drive eight hours and 55 minutes, you hate to get disqualified for accepting help during the last five."

### Wind and Rain on Lake Alfred

On January 26th the elements really loused up the Lake Alfred outboard events. Rain descended until five or ten minutes before the first heat was scheduled to get underway at 1:00 p.m. The moment the rain subsided, the cold prevailing 1958 Florida breeze began

to blow and how it blew. The C Service Runabouts fifteen strong were able to make two sets of three laps of the course with most of the drivers running at half throttle. Even at that pace many of the boats threatened to blow over backward. Maybe the boys were anxious to get it over with in a hurry, but at any rate, veteran Ralph Dowling of Cleveland, Ohio, in his *Margie*, Bill Becker, Vermilion, Ohio, and J. B. Broadus, Lake Wales, Fla., were all set down for clock-jumping in the first heat, which was particularly unfortunate for Dowling, who had romped home first in this canto. The official race winner was Charlie Watson, St. Petersburg, who merged first and third place finishes. Bud, Wiget, Lakeland, Fla., finished second in points with two seconds. Third place was taken by Dowling for his second heat win.

The balance of the Lake Alfred events, A, B and C Outboard Hydro, C Racing Runabout, 48, 135 and 266 c.i. hydros were all cancelled for re-scheduling at a later date by their sponsor, the Lake Alfred Lions Club and the APBA.

### More Unusual Weather

At Lakeland, Fla., the Lakeland Boat Club's two-day Orange Cup Regatta slated for outboards, stocks and 48 and 135 c.i. inboard hydros was the

AQUA SPORT



next of the Florida events to fall under the curse of the weather. According to Air Force reports, the wind on opening day was blowing between 20 and 30 mph. 197 boats lined up along the beach and waited for the sand to stop swirling in the pits and the whitecaps to disappear. At dusk they were still waiting.

On the second day, the wind had increased if anything and though it was bright and sunny, whitecaps again cut across protected Lake Hollingsworth. By Monday, most of the Floridian entrants had given up and gone back to school or work, but the out-of-state drivers hung on hoping that some miracle would occur and wind would blow away. Finally Referee Joe Swift and Chairman Walt Blankenstein cancelled the events, which were rescheduled for three weeks later on February 22. The inboard section of the show was permanently cancelled.

#### In the Hallendale Sand Pit

It wasn't until February 9th that I got to see any more racing. This was at Lake Judine, Hallendale, Fla., several miles outside of Miami. The day was still a typically cold 1958 Florida

sweater and coat affair but the course, a one-mile oval with three buoy turns, was well protected since Lake Judine is actually a large sand pit and heaped up mounds of sand along the shore line provided a silty wind break. Recent digging had given the water an eerie milky white appearance, but it was relatively unruffled.

Two heats each were scheduled in nine classes for stock and alky burner hydro and alky runabouts. The sponsoring group for this APBA sanctioned affair, the South Florida Outboard Racing Association, could well have stood some additional officiating help in the stand, more rescue help on the course and some aid in the pits.

Actually, Chairman John Baker with an assist from Jim Clark and starter Sam Holton had to run the entire show on the officials' platform with Jack and Carole Wyckoff manning rescue boats at either end of the course. One of the spark plugs of the event, Buddy Smith, had worked hard in the advance stages of the affair which was financed by the City of Miami, but Smith was understandably tied up on race day with his C Racing Runabout and C Hydro, both of which were entered in the day's events. A purse of \$60 a heat was posted for the outboard classes and

\$40 a heat for the stocks. The discrepancy didn't bother the stock boys, for most of them doubled up and ran modifieds as well as gas burners.

Seventeen A Stock Hydros called for eliminations. Eight boats answered the clock for the initial three lap go in which Jeff Titus, Fort Lauderdale, grabbed off the lead in the first turn, neatly holding local driver Skip Ritter to the outside. Titus, in his Merc-powered Sid-Craft went on to win the event by a 2 second margin from Ritter, who drove the same boat and motor combination. Chris Erneston of West Palm Beach, in a Charlton, placed third in a routine race with no real challenging or peak of excitement.

In the second elimination heat for the A stockers, the field moved up very slowly, not crowding the clock at the start. By the end of one lap the event had developed all the earmarks of a thriller with Bud Goodwin, Hanson, Mass., in a Merc-Charlton, John Webster, Toronto, Canada, in a KG4-Jacoby Jim Potter of West Palm Beach helming a Merc-Swift and Al Schwenke, Fort Lauderdale, in a Charlton bunched together with not more than two feet separating the lead boat from the fourth. Goodwin had a

#### The St. Petersburg Southland Sweepstakes

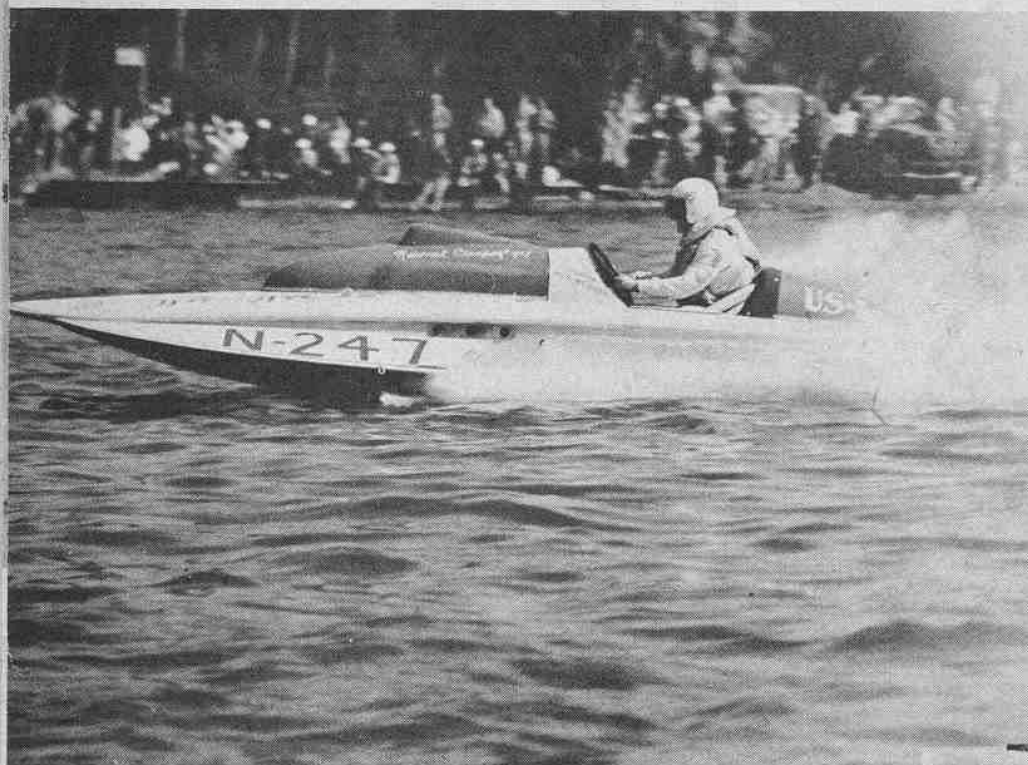


Hank Vogel of Webster, N. Y., won both heats of the 225 c.i. class at the St. Petersburg races, clocking 74,688 mph in the 2nd heat.



In the foreground is Alto Pierson, Queenstown, Md., in his 225 c.i. hydro Bo Bo II in which he captured the Lake Maggiore race for that class.





Ron Musso, 225 c.i. hydro champ, took second in that class but won the 266 event at a record-breaking 82.797 mph in the second heat.

## BOAT SPORT COVERS THE RACING BEAT

slight inside advantage, protected it skillfully, so he was never forced to swallow rooster tails. However, in the first turn of the second lap, Canadian-star Webster, who was in fourth spot, gave the buoy plenty of room, then cut behind and inside of Potter and Schwenke, who left the gates open, and Webster took over second. Potter ultimately swapped spots with Schwenke and the first four boats finished in that order, Goodwin with 1 1/5 second margin over Webster and Potter running third.

In the final, 1957, U. S. Stock High Point Champion Ritter left no doubt of the outcome. Moving into the second buoy of the first turn, Potter in the lead gave the buoys too much clearance and Ritter filled the gap, moved through into the lead and was never threatened for the balance of the event. Titus picked his way up neatly from a fifth starting spot to third at the end of the first lap, a challenging position nearly abreast of Capt. Tom Griffith, Los Angeles, driving the Commodore of the Los Angeles Speedboat Association Bud Cowdery's AS Houtfit.

Down the backstretch, Titus drew abreast of Griffith, swung wide, cut inside, chopping off the Californian in the final turn and moving home in second place. Ritter had finished with a safe 8 second margin over Titus, with Griffith third place finisher. Overall third spot went to Bud Goodwin who got tied up in traffic and was unable to finish better than seventh. This

combined with Goodwin's elimination heat win gave him the necessary points for third behind runner-up Titus.

The second race of the afternoon brought eight alky burner C Racing Runabouts onto the course. Bud Cowdery in his Phantom runabout got away first at the clock, followed by Ralph Dowling with Bud Wiget third on the outside. The Phantom hull turned beautifully, dug out through the corners but Wiget seemingly with speed to burn in his Evinrude-De Silva passed both Dowling and Cowdery on the outside on the backstretch to take over the lead. Wiget moved on to take an easy win with a 7 second margin over the second place boat.

A real throttle and helming duel developed between Cowdery and Dowling. At the end of the first lap, Cowdery had a slight lead but Dowling was moving up fast on the outside. Cowdery managed to hold him off through the upper turn but going into the second turn Dowling came off the final buoy inside and at full bore to take over the lead. Cowdery, however, refused to be beaten and with a beautiful piece of driving in the first turn of the third lap, recaptured the lead, closed the door on Dowling and moved on to the finish line with a 1 2/5 second margin between the two boats.

Coming up for the start of the second racing runabout heat, Wiget was

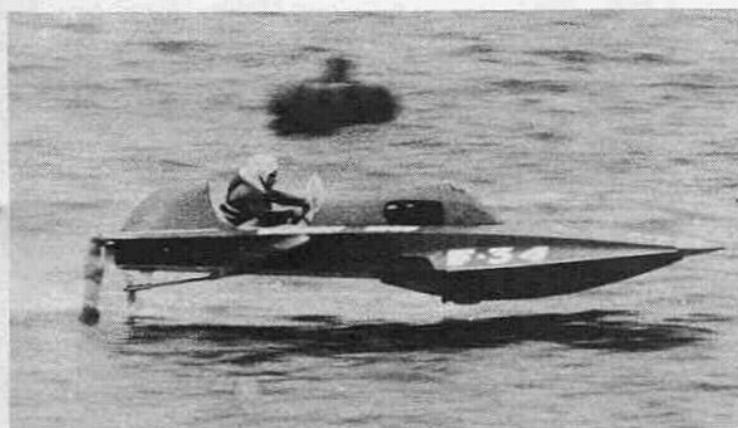
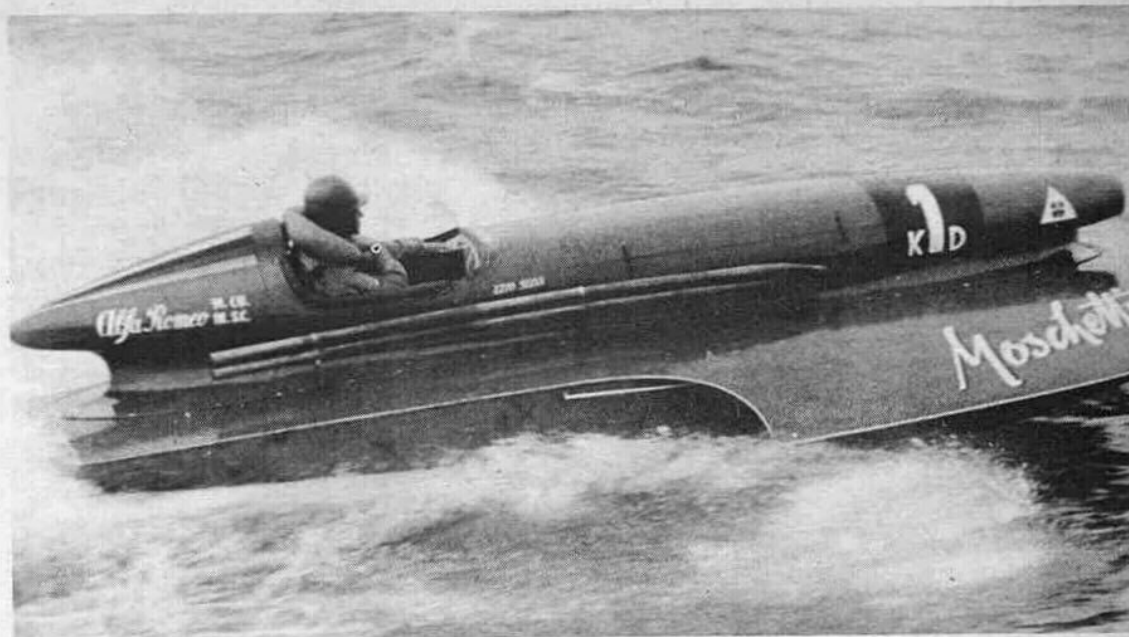
(Continued on Page 39)



Bob Mutchler, 19-year-old university student, set a new 44 c.i. runabout competition speed of 50.448mph at the St. Petersburg Southland Sweepstakes.



Snug cockpit enclosure of Ezio Selva's Muskeeter trapped and crushed him when his craft flipped at the last Orange Bowl race. Below: Wide-open cockpit, favored in this country, may lose some streamlining and maybe some miles per hour, but it enables the driver to fall clear of the boat in case of accident.



By Lou Eppel

At the January Council meeting of the American Power Boat Association, in New York, it was of considerable interest to note the great concern suddenly felt by the governing body of power boat racing over the pressing need for a comprehensive study of safety factors in the sport.

For many years there has been a Safety Committee under the capable guidance of Dr. E. C. Blum of New Martinsville, West Virginia. However, all of the efforts of Doc and his committee have been more or less to no avail, as there was no provision for the activation of the committee's recommendations, and no method prescribed for the enforcement of such conditions as laid down by Blum's group.

Several independent groups within the APBA have been making studies of various facets of safety problems, and it is good to know that each one has come up with some valuable information which might eliminate future accidents and injuries if properly put into the rules of the Association. Some time ago, we remarked about the excellent work being done by Jim Jost of River Grove, Illinois, in the study of crash helmets, and now we find that Al D'Eath of Detroit, who at times piloted a screaming 135 and also

AQUA SPORT

## TORQUE TALK

**OPEN VS. CLOSED COCKPITS . . . LIFE JACKETS . . . HELMETS . . . AND OTHER SAFETY PRECAUTIONS TO BE INVESTIGATED BY THE APBA COMMITTEES**

Unlimiteds, has become active in this phase of the safety problem, among others.

The tests made by the Navy at Washington, after the *Shanty* and Col. Russ Schlee came to grief, pointed out the need for complete revision in the specifications for life jackets, for the jackets as specified in the APBA book must have collars, and Navy tests proved conclusively that the jacket with a collar worn by Schlee caused the good Air Force Colonel to float face-down in the water.

We recall when the life jacket with a collar became mandatory many years ago and the prime reason, as we recall, had really nothing to do with the floatation characteristics. The fact was that the racing outboards of that time had a startling habit of shedding flywheels at top speed, and more than a few outboard jockeys were whammed in the back of the head or neck with a loose flywheel. The collar, at that time, was supposed to be a guard against having your noggin knocked off or bashed in. The mere fact that it furnished additional floatation was incidental.

Of course, a properly secured collar on a life jacket will help in keeping your head afloat and out of the water. However, with the introduction of crash helmets, this value

(Continued on Page 33)





# Dear Hank:

## TECHNICAL QUESTIONS ANSWERED BY HANK WIEAND BOWMAN

### A Beginner's Rig

*First of all, let me congratulate you on a fine magazine. My interest in boat racing was only lukewarm until Boat Sport came along and really fanned the flame. Up to then, you could never really get any definite information on racing.*

*My problem is this: I have a nephew, 13 years old, who wants to compete in JU Class. He has had no previous experience racing. Since his birthday is in the latter part of June, he will have one full season and part of another before he passes the age limit.*

*Should we get him a top grade outfit, or a kit boat such as the Speedliner plus a second-hand motor, letting him drive for the experience?*

*We are hesitant about spending too much money and waiting until he is eligible for AU Class before purchasing a top grade outfit.*

*We would be grateful for your opinion on this*

*T. McL., Norwalk, Ohio*

JU CLASS IS A WONDERFUL ONE FOR YOUNGSTERS breaking in. My own son, who is now 10, drove in his first race at 9 with a Speedliner kit boat he largely constructed himself. The Speedliner as a JU design is probably one of the fastest that you can obtain. However, it is a hard chined boat without non-trips. With the present JU speeds ranging from 24 upward to 28 mph, we found that after a half dozen races a non-trip bottom would be more desirable.

As a result of these observations, we bought a hull that was built for us by Dick Rees of 662 Walnut St., Pottstown, Pa. Dick currently leads the CU Class in high points, but is not a production boat builder, since in order to be able to race he must limit his building to five boats a year. Ours was one of the four he made last year and we can recommend it highly.

The bulk of JU drivers in the Bucks Co., Pennsylvania area are driving Sid-Craft boats, which have proven to be very satisfactory. Their address is Sid Craft Boats, Player Ave. and U.S. 1, Nixon, N. J.

Although we operated a KF5 Mercury last year, the bulk of JU drivers were running Mark 5s and it seems that that model is more successful, though either of the two will run right

up in the front ranks. Incidentally, I would equip them with a Model AJ23A carburetor, since it has a slightly larger venturi than the stock carb found on these motors.

I suggest that you buy a top grade outfit. If you pick up a motor second-hand, \$125 should cover this, plus another \$15 for a good OJ or Michigan wheel. Frankly, I don't think you will have much difficulty in disposing of the outfit. We sold one complete JU rig last year within a week of deciding to get rid of that one in favor of another. HWB

### More Beginner's Problems

*I would like to get into stock racing next summer and there are a few things I would like to know.*

*What would be the minimum cost of an AU outfit?*

*If Mercury brings out a new A motor, will the KG4-H be done for?*

*Where can I find used outfits?*

*M. S., Massillon, Ohio*

TO ANSWER YOUR QUESTIONS in order: 1. You should be able to pick up a good used A hydro for \$150, or even less. A complete rig ready to run, second hand, should be obtainable under \$350. 2. Mercury is not planning to bring out a new A motor, so that if you can pick up a KG-4H it will not become outdated in a hurry. 3. You can find used outfits advertised in The APBA Propeller, 2534 St. Aubin, Detroit 7, Mich., and I would suggest that you take out a membership in the APBA, not only to get the Propeller, but also data where races are to be held, as well as the APBA Rule Book. -HWB

### Prop for "Airborne"

*Can you furnish me with the address of the Stannus Propeller Co., of Detroit, Michigan. I have tried to contact them for information on the type of propellers to use on my Hal Kelly designed "Airborne" utility runabout which is 11 ft., 6 in. long, 37 in. wide and weighs 140 lbs. The driver weighs 165 lbs.*

*R.C.J., Fernandina Beach, Fla.*

THE ADDRESS of the Stannus Propeller Co., is 356 E. Jefferson Ave., Detroit 26, Michigan. You might also

try Johnson Propeller Co., 603 Lancaster St., Oakland 1, Calif., or Michigan Wheel Co., Grand Rapids 3, Mich.

### Information on 48 c.i. Hydros

*Can you tell me where I can get information and details about 48 cubic inch inboard hydro racing. I would like to find out what types of engines are used and where one can buy frame kits for such hydros.*

*J. V. W., Los Angeles, California*

FOR FULL INFORMATION on 48 ci hydros, I would suggest that you contact the Chairman of the American Power Boat Association Inboard Technical Committee. He is Kenneth Harmon, 6121 Baldwin Ave., Temple City, Calif., or a member of his committee: Fred Jackson, 5774 Cumberland St., National City, Calif., both of whom will be only too happy to help you. -HWB

### Fast Family Runabouts

*In a recent issue of Boat Sport, you described a family boat marathon in which several Scott Atwater motors did fairly well. This sport is just penetrating to the last frontier areas we serve.*

*In view of this new interest, I feel that we should know of any really fast family type runabouts available for the amateur speed merchants. The Canalita hull appears to be a money runner and so does the Bonita. We are, of course, familiar with the Yellow Jacket line.*

*I wonder if it would be too much trouble for you to put us in touch with a builder, or vice versa.*

*J. W. B., Salt Lake City, Utah*

ONE BOAT YOU SHOULD SEE is the Keller Kraft Hydrabout made by the G. Flanders Keller Co., Port Trevorton, Pa. This is a sheet ply hull that incorporates a step hydroplane bottom. The manufacturer claims that it does 50 mph with stock motors in the 40 cu. in. class. -HWB

### Unlimited Photographs

*Can you tell me where it would be possible to obtain 8 x 10 in. glossy prints of certain photographs of unlimited hydroplanes which have appeared in various issues of Boat Sport?*

*(Continued on Page 35)*

AQUA SPORT



## Torque Talk

(Continued from Page 31)

was considerable offset, as the collar of the jacket could not be fastened properly.

The round table discussion which took place at the Council meeting seemed to make more sense than any previous discussion, and it is to be hoped that the various Racing Commissions will come up with some hard and fast facts regarding the safety equipment worn by competitors. Having each activity, namely Inboard, Racing Outboard, and Stock Outboard, as well as Unlimiteds delve into the matter seems to be the logical approach, as there are problems peculiar to each division which would have no bearing on the other divisions.

Certainly, the equipment needed by an Unlimited pilot would vary from that worn by a driver in the 36 c.i. Stock Outboard category, where the speed differential is roughly one hundred miles an hour out on the course. We surely wish the special safety committee's well in their efforts, and hope that they are able to come up with some concrete, hard and fast specifications for jackets, helmets, etc.

### Open vs. Closed Cockpits

While still on the subject of safety in racing craft, we would like to throw our two cents worth into the why's and wherefore's of the recent tragic accident at the Orange Bowl Regatta which took the life of Ezio Selva of Milan, Italy. There is little or no need to go into the evaluation of the late Selva's driving techniques at this time, as that has no bearing on the thoughts which cross our mind in review of the accident.

Several years ago, when the contingent of three Italian racing stars came over to race at the Orange Bowl Regatta, we had lunch and a short visit with the three who were to do battle in the International 800 Kg. class race at Miami. Present were Achille Castoldi, Mario Verga and Ezio Selva, all highly reputed drivers with excellent equipment. During the post-luncheon discussion, the matter of hull, and specifically, cockpit and superstructure design, came up.

All three, Castoldi, Verga and Selva, declared that the Americans were sacrificing several miles an hour by their wide-open cockpit arrangement, and that they, the Italians, making full use of the experience of the Italian automobile designers in the lay-out of the Grand Prix racing cars in superstructure and cockpit enclosure design, had a definite speed advantage over the Americans, hull for hull and power for power. We recall bringing up the matter of exit from the cockpit if an overturn or accident should occur. Verga, if memory serves correctly, stoutly maintained that the cockpit design of his hull offered considerable protection in the event of a crash on the course. Perhaps he was correct. However, it must be noted that both Verga and now Selva are dead, both the victims of being crushed and trapped in their hulls when an accident took place.

It may very well be true that the Americans are sacrificing some few miles an hour in the upper reaches of speed, but the mere fact that a long list can be made (without any gold stars being placed alongside any names), of American drivers who have turned over at speeds well over that which Selva was travelling at the time of his death.

Just to list a few who come to mind, we may mention Lou Fageol whose loop in the *Slo-mo-shun V* left everyone who saw this spectacular wing-ding completely amazed that any one could live. Then we have Joe Taggart in the *Slo-mo-shun IV*, Bill Muncey in the *Miss Thriftway*, Kenny St. Oegger in the *Hawaii Kai* at Honolulu, Col. Russ Schlee in the *Shanty* at the President's Cup, Sid Street in a 266, George Simons in the *Miss U.S.*, Al Fallon in the *Great Lakes*, Guy Lombardo in the *Tempo VI* and many, many others. All, we grant you were considerably knocked about and suffered painful injuries and shock, but nevertheless, they are all alive and about today.

We surely hope that the APBA will see to it that there are some provisions which will govern the cockpit design of the limited and unlimited inboard hydros, to prevent the driver from being caught therein and crushed to death in the event of a spill at speed. ●

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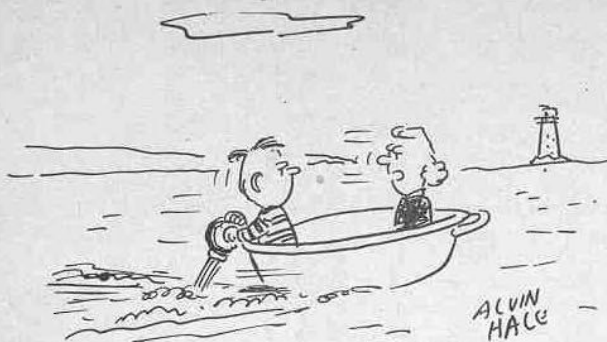
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## The One Minute Gun

(Continued from Page 20)

**Detroit, Mich.:** Two historic motorboat racing trophies originally posted by the National Association of Engine and Boat Manufacturers in 1905 for competition in the National Motorboat Carnival on the Hudson River were redeeded to the APBA by the NAEBM as perpetual national high point awards for 135 and 136 c.i. inboard hydroplanes.

Weldon Ropp, Miami, Fla., owner-driver of the 135 c.i. hydro Miami Belle with a season's total of 7819 points won the Interstate which 54 years earlier had first been won by J. H. Durno of the Rochester, N. Y., Yacht Club with his speedboat Durno.

The other NAEBM trophy, the National, was won by 136 class racer, David A. Eastburn, Jr., Newark, Del., who scored a total of 7200 points with his First Affair. The 1905 winner of this trophy had been Jacob Siegel, Red Bank, N. J., in his famous speedster XPDNC.

**Highland Creek, Ontario, Canada:** Bob Finlayson, Commodore, Canadian Boating Federation, announces that Picton, Ontario, may be the site for the first international competition since 1951 for the Golden (\$10,000) Duke of York Trophy. The trophy, which was donated in 1924 by King George VI, then Duke of York, was brought to Canada by Art Hatch, Hamilton, Ontario, who won the ten grand bauble with his 225 c.i. Costa Livin on England's Lake Windemere. The trophy is posted for the winner of three 30-mile heats for propeller driven craft and imposes a maximum fuel consumption of 12½ gallons of gasoline for each boat per heat. Five entries from any one country are permitted.

**Knoxville, Tenn.:** Bouquets are in order for NOA's Safety Committee which recently ruled out power launching by holding a boat up out of the water or running of any motor on stands with the prop mounted on the propeller shaft. Drivers are permitted to start motors without the prop mounted. Too long the threat of thrown prop blades, which creates a dangerous situation for spectators and other drivers in the pits, has been ignored. Let's hope APBA will also adopt this rule.

**West Palm Beach, Fla.:** D. C. Kieseacker, Brandon, won the Palm Beach Yacht Club Washington's Birthday Regatta main event. Kieseacker drove his 266 hydro to victory in two straight heats over the three-lap distance of the 1 2/3 mile Lake Worth course averaging 69.178 mph in his fastest. Bob Hamilton, Jr., 135 c.i. National Hydro Champion, took straight heats in that class, clocking 62.370 mph in the fastest of the five-milers he turned in with his Rock 'n' Roll.

AQUA SPORT



## Dear Hank:

(Continued from Page 32)

In particular, I would like to get the photo used on page 18 of the December 1955 issues showing Miss Thriftway and Gale V.

J. E. G., Seattle, Wash.

THE PHOTOS OF GALE V AND MISS THRIFTWAY to which you referred were taken by Bob Carver. I have numerous photos of Thriftway, Gale and all the other unlimiteds in my files, which are for sale for \$1.50 each, 8 x 10 in. size.

However, Carver is near you and no one can touch his photos for quality, action and excitement. I would suggest that you contact him at 8028 25th Ave., N.W., Seattle, Wash.—HWB

## Hard Dives on the Doria

(Continued from Page 18)

ploding in the Doria. An olive jar has collapsed in a top deck pantry." He liked the olive.

The oil slick ended in a "T." Dumas took us right on through the T without slowing, although oil was shining iridescently all around us. "The tide is carrying the oil off the wreck," he said. "It's further on."

Then I saw the *Andrea Doria*.

The fathometer stylus sketched the outlines of a proud, unrushing liner 240 feet down. The fathometer pings were bouncing off a ship lying on her side, but our angle of crossing made her look upright.

"We're on top of her!"

We threw over a grapnel on a keg float. Dumas coned the *Jamieson* back and forth over the site, making nine fathometer profiles. Then the machine coughed and quit.

On the fifth pass, Dumas took a quint at the echograph and dropped a second mark buoy with a twenty-pound hunk of scrap iron on the line. "That should land amidships," he said.

It did. When he went down the line, he found the iron had crashed through a square window on the port promenade deck just after the bridge. That is the way to find sunken ships—get Dumas.

That was the dive described at the beginning of this account. Malle shot only a few feet of movies on this reconnaissance dive. He huddled in the *Jamieson's* head with an improvised blackout curtain and developed the end of the roll to find the correct lens opening for the next day's work. He came out, yelling, "The light is phenomenal! We'll get wonderful stuff tomorrow."

(In the next issue of *AQUA SPORT*, James Dugan will complete his reporting of the difficult dives on the *Andrea Doria* and tell what happened to Dumas and Malle when they reached a depth of 215 ft. in the wreck.)

AQUA SPORT

## Cape Cod Aquasports

(Continued from page 9)

or honky-tonk. An interesting, surprising or picturesque scene lies around every bend!

You could cruise that area working southerly from Buzzards Bay or northerly out of Woods Hole. If you choose the latter, drive down Route 28 and ask local people for directions to a number of spots where you can launch your boat, although they are not officially listed as launching ramps. Woods Hole is a salty little town with a cosmopolitan air, for it is the home of the Woods Hole Oceanographic Institution and the Marine Laboratory of the U. S. Fish and Wildlife Service. You can putt-putt up for a close look at their research vessels, some of which are quite large. The ferries to Martha's Vineyard and Nantucket berth here, there's one of those fascinating fish piers where local fishermen unload their catches, and the Coast Guard has a large base for its seagoing ships and buoy tenders.

In addition, Woods Hole swarms with pleasure craft since it is located at the intersection of popular cruising routes in Buzzards Bay, Vineyard Sound and Nantucket Sound. You'll enjoy visiting there! There's one navigation pointer you should know . . . at certain tide stages there is a strong current in the "hole" between Buzzards Bay and Vineyard Sound; large craft sometimes have a hard time navigating the twisting channel, but a maneuverable outboard should have no trouble. Just don't overload your boat here, or anywhere else on the ocean. I'd say two or three occupants would be enough in a 15-footer.

## The Elizabeth Islands

You'll see on the map that a chain of islands runs southwest from Woods Hole. These are the Elizabeth Islands . . . Nonamesset, Naushon, Pasque, Nashawena and Cuttyhunk. All but the last are privately owned and maintained in an unspoiled state, for which many of us are thankful after seeing what real estate promoters have done on some parts of Cape Cod with their flimsy, modernistic doghouses. A cruise down the Elizabeths will take you past lonely, rocky shorelines which will make you feel you are coasting along some wild, remote archipelago.

The owners of these islands do not wish the public to swarm over them, but some do allow yachtsmen to go onto the beaches for swimming and picnicking (no fires!). If you should spot a group of anchored boats, you may join them to inquire about what is permissible in the locality. Cuttyhunk is not privately owned, has a fine little harbor, and is highly popular among the cruising fraternity.

As regards outboards cruising the

(Continued on Page 38)

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## Will It Top 101.12 mph?

(Continued from Page 24)

I spent four days at the Lake Mead site with Danny Foster, crew chief Les Foster (no relation) and the others waiting for a break in the weather. We would occasionally work in one or two quick test runs, only to have the water chop up again and frustrate any chance at an officially clocked time trial.

On January the 3rd, another piece of hard luck further frustrated the record breaking attempts. A short-out switch, designed to stop the motor, failed to function and Foster beached the boat damaging the rudder and the after planing surface. The boat was trailed post haste back in Los Angeles and repaired, but by the end of the first week in January Lake Mead still proved too balky for a full throttle sprint.

The boat and her crew were flown east to Fort Loudon Lake in Tennessee, hoping for more placid water conditions. There during an unofficial run and a final check-out before the official clocking was to be made over the permanently set up NOA measured course, the final boom of hard luck was lowered on the Scott group. The tired over-drive gears let go at a 90 mph plus pace and the unit was so badly damaged that further speed runs weren't possible until the unit could be completely rebuilt or replaced by another version.

Whether the series of misfortunes and the resulting time lag will prevent the *Flying Scott* from being the first American-built and driven outboard powered boat to top the hundred mile per hour mark is anyone's guess. What isn't guesswork, however, is that Scott-Atwater appears very aggressively to be in the high speed outboarding picture and whether the initial *Flying Scott* experiment is wholly successful or not, it is certain to be the predecessor of some interesting developments in high speed two-cycle activity emanating from the Minneapolis outboard plant. ●



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## Barefoot Boy With Skis

(Continued from Page 15)

water. The short feature was released in 1944 just before Downing entered Sewanee Military Academy in Tennessee and almost immediately he was given the nickname "Secret Weapon" which was a bit hard to live down.

That summer, Chuck Sligh of Holland, Michigan, another of water skiing's pioneers, came down to Cypress Gardens and demonstrated some tricks to Downing and his troupe. Among them was backward skiing and skiing on one ski with both feet on the same ski. This was the introduction of the Cypress Gardens group to trick riding and to this day the Garden's personnel feel deeply indebted to Chuck Sligh for opening up a new field of thought and stimulating their imaginations. From that time on the group started concentrating on improvising new tricks and routines.

In 1946 when Downing was fourteen, he entered his first national water ski tournament on Lake Macatawa, Holland, Mich. Along with most of the other contestants, he had never seen a slalom course—a sort of obstacle arrangement over which skiers enter a four yard wide gate between two buoys, then follow a serpentine route through six evenly spaced buoys out a gate around a turn and back through the same snaky path to the start. In fairness to all contestants, none were permitted any pre-competition practice. In those days, Junior skiers (those under 17) were allowed to compete in the Men's Division as well. Dick competed in Junior Division jumping, trick riding and slalom, and slalom and jumping in the Men's Division. He didn't win this Nationals but he had the thrill of winning his first competition trophies, finishing second in jumping and slalom and third in tricks in the Junior Division as well as third in jumping in the Men's Division.

Tournament competition stimulated him and he started practising constantly and entering every tournament possible.

In 1947, again at Holland, Mich., Dick took first Junior jumping, first in trick riding and second in slalom to win overall first in the Junior Division. That same year, incidentally, his mentor Chuck Sligh won the World's record distance jumping at 49 ft., a distance that Dick was to nearly double in 1951 when he garnered the World's record with a leap of 85 ft. at the Dixie Tournament. In 1948 Downing won the 1948 Florida Championship and that same year went on to win his first Men's National title at Martin's Lagoon near Baltimore, Md., successfully defended at the same location in 1949, won the 1950 Nationals at Green Lake, Seattle, Wash., the 1950 World Tournament at Cypress Gardens, placed overall second in the 1951 Nationals at Lake Placid, New York, was runner-up that same year in the Canadian Nationals at Toronto, won the All-American Tournament and in 1952 won the Mexican International at Acapulco, Mexico.

### Dick Pope's ski stunts

Among the ski stunts Dick Pope, Jr., has created are two which have given him more fame than any of his national titles. Perfecting them may, too, have given him more of a thrill than teaching water skiing to such personalities as movie actress Leslie Caron, or the lovely 23-year-old bride of the Shah of Iran, Queen Soraya, though Downing refuses to commit himself on this comparison. These two stunts are his miraculous barefoot skiing and a reverse 540 degree takeoff over the ski jump. Both of these tricks are now a regular part of most top professionals' repertoire as is Dick's slalom technique of holding the ski tow bars at lower-than-chest level for greater power and to keep the slack out of the tow line.

The barefoot stunt isn't as tough on the feet as you might expect. But it takes plenty of beef to hang on. Dick, along with the Wright Brothers, managed to lead the way in scoffing at the law of gravity—the Wrights with their flying machine; Dick by walking on water. Originally Dick used standard skis. When he would reach a speed of about 30 mph he would vault out of the ski binders, then with his

AQUA SPORT



legs extended forward and bent at a slight angle, he would stab his heels into the water. With his body slanted backward at a slight angle, he would hang onto the ski tow bar and gradually draw himself up to a conventional straight-backed skiing position, riding on bare feet and appearing as incongruous as a bear riding a bicycle.

Today the stunt is usually done with shoe or take-off skis which are about 12 to 14 in. in length and 6 to 8 in. wide. How to stop safely once you're skinning your barefoot soles on the water's surface is one of the biggest problems of the trick for the beginner. If you just drop the ski tow bar at 30 mph you are likely to be banged around pretty hard. Dick's method, and the one followed by most skiers today, is to toss aside the tow bar, double his head forward and hit the water head downward in a curled up position, like a tumbler on dry land.

The backward-approach, 540 degree jump naturally first requires the jumper to have a knowledge of how to jump frontwards. Even so, better prepare to take a real beating before you perfect this one. Dick approaches the jump with the ski tow bar held behind him skiing backwards. He then releases his right hand from the ski bar. This automatically starts his body pivoting in a counter-clockwise direction so a short distance onto the ramp he is broad-siding. Taking a two handed grip he straightens himself out for a straight frontal approach up the ramp. Then retaining a hold, this time with his right hand, he releases the left pivoting so that he leaves the ramp facing backward. At this point he had completed a 360 degree spin on the ramp. As he takes off he releases his right hand and pivots in mid-air, landing skiing forward. This 540 takes plenty of practice and usually plenty of spills are involved before it's perfected.

About the only stunt Dick has never been able to accomplish—and to the best knowledge it has only been done once—is a forward flip off a standard 6 ft. takeoff. At twenty-five, and after many unsuccessful tries, Dick has decided he's going to leave this one for someone else. A skier by the name of Keith Strom did show up at the Cypress Gardens one day in the early 1950s, claimed he could do a forward flip off a jump and successfully backed up his claim. This was the only forward full flip that has ever been recorded, although Strom's flip may not be considered wholly official since he did a spill after landing.

Today Dick has tapered off on tournament activity and has switched his concentration to the manufacture of Cypress Gardens Skis. His products feature new lamination techniques, specially designed gum rubber ski binders, European style Riviera Trixers, slaloms or banana type skis which are rounded front and rear and tapered at the trailing end, plus other features incorporated in the interest of safety and proper ski balance.

Downing recommends that any beginning skier should first learn the proper standard ski tow boat signals to be given to the driver before putting on skis. These signals are simple and logical. The skier first should shout "in gear" followed by a nod of his head before take off or a yell of "hit it" as a signal for the driver to get underway. If the skier wants more speed, he should turn one palm upward and motion upwards or nod his head up and down if both hands are on the ski bar. To signal for a slow down, one palm should be turned downward and a downward motion used, or, if both hands are on the bar, the skier should shake his head from side to side. If speed is okay and if one hand is free, form an "O" with the thumb and curved forefinger or give no motion with the head if both hands are in use.

On turns, hold the palm of one hand vertically and make a curving motion in the direction of the desired turn. For a jump raise one hand up sharply imitating a jumping arc. If you want the tow boat to stop, hold one hand up with the fingers extended, like a policeman stopping traffic. To return to the dock or the beach from which take off was made, point with a downward swing of the arm. If you want the boat driver to cut his motor, draw fingers of one hand across your throat with a cutting motion.

"Anyone from four to eighty can learn to ski," Dick said, "and even if they learn to ski barefoot later on, they've got to start with skis."

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## Cape Cod Aquasports

(Continued from Page 35)

Elizabeths and also crossing over to Martha's Vineyard, I'm noncommittal. I've done it myself in good weather and found it to be acceptably safe provided your boat is of reasonable size, is lightly loaded and buoyant, the motor is in good condition, and you have proper safety equipment such as life jackets, chart, compass (in case of fog), flares, a husky anchor with plenty of line, and ample gasoline supply. However, I do sense that the local Coast Guard and fishermen are nervous about it, so prudence must be the watchword. For the larger outboards in the 18-foot class, of course, it should be duck soup.

Distances which look short on maps often turn out to be very, very great when you're sitting in an outboard, so don't make plans which are too ambitious until you've done enough salt water boating to gain an appreciation of distance. I might remark here that I make frequent use of regular navigation charts; some fellows tease me about it by saying "Can't you get across the harbor without a chart, lubber?" What they don't realize is that an outboarder finds charts invaluable to see where mud flats and channels are, to discover all the many interesting creeks and inlets, to identify buoys in case he should some day be groping around in a fog, to identify geographical features and make exploring more significant,

and to measure distances for the purpose of estimating cruising time versus fuel supply.

### Norse relics

Several years ago an amateur historian, poring over the old Viking Sagas, began comparing their references to sailing times, appearances of various shorelines, and descriptions of landing places, with modern maps of the coast of North America and by a process of elimination deduced that the Bass River fitted perfectly the location where Lief Ericsson and his contemporaries spent several winters in the New World. Three large boulders have been found to have holes bored in them which are identical to those in Scandinavia which Vikings made to receive mooring pins. One of them is on the western side a quarter of a mile below the railroad bridge, but I'll let you have the fun of searching for the other two! What a chance for a skin-diver!

Also, as you range along the southern shore of Follins Pond, you'll see a gully in its otherwise raised shoreline and you'd agree this would be the best place of all to erect a boathouse. And, as a matter of fact, excavations there have uncovered the remains of a number of posts laid out in exactly the pattern you'd expect for the cribbing under a craft the size and shape of those the Vikings used! Yet, a search of records going back to Colonial times reveals no

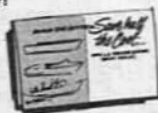


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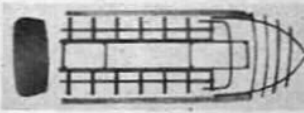
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building having been erected there by settlers in more recent times. This is strong evidence that Vikings really wintered there a thousand years ago, but thus far the pundits aren't convinced because nobody has as yet dug up artifacts which are unquestionably of Viking origin.

#### Something about the weather

I'd better interject a few remarks about weather and navigation here. The great majority of days in June, July and August are as mild as you could wish. You should, however, keep an eye peeled for signs of fog on muggy or overcast days. Watch our normal prevailing winds so that they don't surprise you by becoming stronger than usual. Thunderstorms are quite infrequent, but they do happen. Heed weather reports about those rare late-summer hurricanes, and don't be surprised to have a stretch of glorious weather interrupted for three or four days by a wet northeast storm with fog and moderate to brisk winds.

At any spot, such as the entrance to the Cape Cod Canal, or where Pleasant and Nauset Bays meet the ocean, etc., where an outflowing tide may meet wind or waves coming in from the sea, be very wary of the tossing, churning rips created by these powerful opposing forces. The entire "Great Beach" from Chatham up to Provincetown, washed by the open Atlantic, is not considered outboard territory. There are no refuges; the surf can be rough, and the high bluffs behind the beach make launching impossible. The only boating here is done by striped bass fishermen who, when weather permits, go offshore a short distance in aluminum auto top boats.

#### Make reservations

Well, Jim, that about winds it up as far as places to go are concerned. You'll agree that a two-week vacation will go fast if you try to hit all the spots I've mentioned. Now, about places to stay, we naturally have a million motels and guest houses. They are pretty crowded in July and August, the peak vacation months, so I'd recommend booking a place in advance to be really sure of it. The Cape Cod Chamber of Commerce, 210 South St., Hyannis, Mass., is our clearing house for such matters and they will send you lists and catalogs on request... better give them an idea of what kind of accommodations you prefer and in what location.

Actually, the weather is fine for outboard boating from May to October, and the resorts advertise that their "thrift months" are June and September. For many outboarders, a Cape vacation in the weeks following Labor Day would be wonderful, and economical, too. Well, let us know when we'll see you!

Best wishes,  
Bob

## Boat Sport Covers the Racing Beat

(Continued from Page 30)

again fifth boat across the line in close to the officials' stand but he cut hard into the first buoy, moved up into second spot, churned into first rounding the second buoy and again was never headed, this time having a 4 4/5 second margin over the second place boat. Second spot again was contested, this time between Dowling, Bud Cowdery and Charlie Watson, St. Petersburg. At the end of one lap, Dowling held

the advantage with Cowdery third and Watson fourth. On the backstretch of the second lap, Watson moved off the third buoy close into the peg, passed Cowdery and moved up to within a half a boat length of Dowling. Through the second turn of the second lap and through the entire third lap, Watson, who had finished fourth in the first heat, clung right to Dowling's transom,

(Continued on Page 40)

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## Boat Sport Covers the Racing Beat

(Continued from Page 39)

waiting for the Ohioan to make a mistake that never occurred. Watson was finally led to the checkered flag by 2/5 second. J. B. Broadbudd moved up into fourth but a fifth spot finish combined with a second in the first heat was enough to give Cowdery overall third with Dowling taking second in points.

The A Alky Hydro events were of particular interest since unlike races in the past in which Johnson KR's filled the field, the KR's were actually in the minority, with modified Mercs six strong, only three KR's, three Konigs and an Anzani. In the first heat of A Hydro, Jim Coulbourn with a Konig on a Sid-Craft took over the lead on the first pin and went on to win the heat with a 3.2 seconds margin over George Taylor, Orlando, who helmed a Konig-powered Swift. Wally Adams of Auburndale, Fla., in another Swift-Konig was third.

### A close race

Coulbourn was axed for jumping the clock at the start of the second heat though his 400 points for a heat win gave him an overall race third. George Taylor in a Swift-Konig led the entire distance with his German power plant clocking the three laps at a 4/5 second faster pace than Coulbourn had recorded in the first heat. Bill Tenney with the Anzani pressed Taylor, seemingly had speed on the Orlando driver on the stretches but lost ground on the turns and wound up second with Taylor coasting in by nearly a 3 second margin. Wally Adams scored third finishing in Tenny's rooster tail and tallying an overall second, with Taylor taking top honors.

In the first heat for C Stock Hydros, Baldaccini pulled a dilly of a back flip right in the middle of the pack, 25 yards beyond the start, when his three-pointer became airborne. Baldaccini put it 8 ft. into the air and over on its back. The two C Stock Hydro events were strictly Ritter affairs with the twenty-one year old driver scorching his Merc 30H Sid-Craft through the first three laps to lead Gene Lambert, Youngstown, Ohio, to the finish by two full seconds. Ritter repeated in the second heat with a margin of more than 6 seconds. Lambert took straight heat seconds with Dave Rawson and Ross Bennett, both of Fort Lauderdale, finishing in a nearly bow-to-bow dog fight in the first go around with Rawson finally taking the honors and Bennett taking third spot in the second go around with Rawson riding back in sixth.

B Stock Hydro events called for elimination heats. The first prelim pitted a hot field of eight boats, including Ritter, Erneston and Baldaccini. Chris grabbed the lead at the start with Ritter forcing him during the first lap and finally bulling his way through on the inside on the first turn of the second

lap. To Erneston's credit he had far less speed than Ritter and yet gave the Hallendale jockey a plenty tough time before the Skipper was finally able to push into the van. After the second lap, the race developed into a parade with Ritter scoring with a 5 2/5 second margin over Erneston who in turn led Baldaccini past the officials' stand with a 4 second margin.

In the second elimination head, which oddly enough seemed to bring the Yankee contingent together, Bud Goodwin had it all his own way in a dull race that saw Coulbourn run second, Johnny Webster disqualified for jumping the gun, and Bert Troop, Hollywood, Fla., in a Hadley hull garnering the official third finish position. In the final BSH, with Coulbourn again axed for jumping the gun, the Champion Hot Rods had a heyday. Ritter with his blue alternate firing twin hung his Sid-Craft on the buoys, scorched down the straightaways and was never seriously threatened by second place finisher Goodwin or third place finisher Baldaccini. There was very little change of positions, Ritter taking his third race of the day, Goodwin finishing overall second and Erneston with a second and a fourth to his credit gaining race points for third spot.

In the first heat of Alky C Service Runabout, Frank Pavlovic of Clarendon in a yellow and black DeSilva provided an upset by taking the measure of an eight-boat field. Ralph Dowling clung to second spot and Wiget ran third. In the second CSR heat with seven boats answering the gun, J. B. Broadbudd, Pavlovic in his boat named *Speed Demon* and Cliff Burks of St. Petersburg in a Willis, were all disqualified though Dowling and Pavlovic (who did not realize he had gotten the axe) but on a good battle with Dowling beating Pavlovic by less than a boat's length. Dowling with a second and first took overall first, Wiget who had finished third in the first heat was officially placed second in the second for runner-up spot, Pavlovic with a heat win wound up third.

### The B Hydros

The B Hydros again brought an interesting and variegated collection of power plants on Lake Judine's milky looking water. Hank Bourrett, Sioux City, Iowa, with a combination modified Merc on a Swift Big Bee got off to a good start and was never pushed overly hard by second place finisher, Skip Ritter, who helmed a modified Hot Rod. Ritter was followed in third place by Bill Tenney with a British Anzani. Wally Adams got the black and white flag close behind Tenney after having picked his way up from a poor start and fifth at the end of the first lap in his Konig powered Swift.

Ritter, by virtue of hard driving and



riding off his competition in the first corner took over the lead, followed closely by Wally Adams and Hank Bourrett in the second B Hydro canto. For two laps the positions remained the same with Adams showing more straightaway speed but Ritter driving the buoys to perfection. Yet going into the final turn, Skip snubbed his rig in too tightly at full bore trying to fend off Adams' challenge and spun out, letting Adams through. Bourrett followed right on Adams' tail. Ritter recovered beautifully, circled and never actually lost plane as he slammed the door in the face of B. E. Taylor of Orlando in his Neal SR to secure a third spot. Bourrett took top honors with the Merc, Adams second with a Konig and Ritter third with his Hot Rod.

The first C Hydro event was a dull affair with Bud Wiget taking over the lead at the first buoy and pushing his Johnson powered Neal through to an easy victory over B. E. Taylor who ran second with a PR Neal and his son George Taylor with the same boat and motor combination running third. The second heat of C Hydro was as exciting as the first one was dull. Tenney, who had been unable to get out on the course for the first heat, had his odd looking PR-Johnson with home fabricated stacks on a Neal really winding, but Wiget jumped into the lead on the first turn. Tenney was closing on Bud throughout the first lap, seemingly able to hold his own Neal in tighter to the buoys than the Lakeland driver. Throughout the second lap, Tenney continued to close though Bud didn't offer him any room going through the final turn but stuck to the inside of the officials' stand straight. On the second buoy of the first turn of the final lap, Wiget slid wide and Tenney knifed through to take top honors in what had been a beautiful two boat duel. Wiget with a first and second won the race. B. E. Taylor with a second and third to his credit took second, while Tenney with a single heat win finished overall third.

Only five of the six boat field of DSHs answered the gun. Baldaccini ran away and hid from the second place finisher Paul Woodroffe, of Salem, Ore. Woodroffe and Jack Troxel, Denver, Colo., however, put on a nice position switching battle with Woodroffe holding the edge in the final two laps to lead Troxel to the tape by 2/5 of a second.

In the second heat Troxel jumped into the lead only to have it taken away from him by Ritter who got his outfit running for the second heat. Skip moved out in front at the end of the backstretch, tailed closely by Baldaccini who was buried in Ritter's rooster tail. Baldaccini, blinded by spray, failed to see a buoy and ran up on it to take his second flip of the day. Jay Nelson, West Palm Beach, sprinted from fifth spot into second during the first lap but never proved much of a threat to Ritter, once he reached the runner-up slot. Woodroffe rode third for two laps, then spun out on the final

lap to finish fourth. His spin out cost him overall first place for it put him in a point tie with second and fourth positions with Nelson, who had the lesser elapsed time of the two. Nelson scored the race win with Woodroffe second and Jack Troxel, third.

#### Lake Maggiore, St. Petersburg, Fla.

On February 8th and 9th, the St. Petersburg Yacht Club sponsored a two-day schedule of inboard racing events including the APBA 91 c.i. Hydroplane National Championships and the Southland Sweepstakes, a one-heat ten-mile free-for-all race card climaxer. Despite stiff northwest breezes that cut across Lake Maggiore, Chairman Clifford B. Thomas, Referee Charlie Pierce and other officials could look favorably on the two-day meet which started off with a bang when the initial event of the first day produced a new world's record.

Bob Mutschler, a University of Miami freshman, whose home is Ocean City, N. J., wiped from the record books the year old 45.317 mph five-mile competition record established for 44 c.i. runabouts at Baton Rouge, La., by Jim Bowles in his Gilmore hull. Mutschler was unable to finish the first heat which had been won by Ernie Argence, New Orleans, La., in his hull *I Gotta Go III* and at that stage wasn't looked on as any great threat.

Considerable interest had been evidenced in the pits concerning the 44 c.i.s which under the new inboard rules are permitted to burn alcohol blended fuel and use high lift cam shafts. The new zip that the rule relaxing permitted was apparent in Mutschler's clocking the three laps of the mile and two-thirds triangularly shaped course at 50.448 mph in his hull *My Sin*. Argence sewed up top 44 c.i. honors by finishing second to the new record holder in the second heat. Despite his new record Mutschler had to be content with third class honors, as second in point standing was garnered by a St. Petersburg housewife, Mrs. Rhoda Newman, whose husband Sam Newman is also a 44 c.i. racer. Mrs. Newman placed second in one heat and fifth in the second.

The 91 c.i. hydro National Championship was a bit of an empty bag deal despite the winner E. Burt Davidson of Tampa touring the course to win at a flat 61 mph record breaking average. This, unfortunately, cannot go down officially in the books since there were only three rather than the minimum of four competitors required to compete in a record breaking heat. Actually this wasn't too tough for Burt to take since a year before he had established a record of 60.688 mph over the same course in his Crosley-powered Peek hull *Porky*. Davidson split heat wins with Wayne Purdy, Largo, Fla., who drove Sam Crooks' *Dragon Jr.* However, Davidson became the champion with the lesser elapsed time for the two heats.

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Doc's class, in which 18 boats were entered was held off for the second day, though the 280 c.i. and 136 c.i. hydros ran on Saturday. In the 280 class, Alton Pierson, Queenstown, Md., longtime campaigner of PODs and 136s, was in action in his new hull *Bo Bo II* and topped a first and third place finish for overall first honors when his closest competitor, Tom Carter, Drexel Hill, Pa., in his 1957 class hipoint runner-up *Tom Cat* swapped the same positions with Pierson but didn't run quite as fast. Third place was taken by Joe Wolf of Reading, Pa., who combined a second and fourth spot finish.

The wind-blown crowd on the bank were treated to an added bit of excitement in the 280 cantos when Clyde Tiller, Woodbury, N. J., had his hull *Thunder Hummer* become airborne and flip when he was riding in second spot.

In 136 class, officials again had to tally up total elapsed time to decide which of the two drivers, W. D. Hoggard, Jr., Portsmouth, Va., in his *Kiss-in' Cousin*, or Bob Baxter, High Point, Md., *Gail III* who had both won one heat and placed third in the other was the overall winner. Hoggard took it with a .5 second safety margin with Frank Fugle, Jr., Plainfield, N. J., with two second spot finishes garnering overall third behind Baxter.

In the 225 events, Hank Vogel of Webster, N. Y., in his *My Sin III*, who incidentally in 1957 had set a new competition record at New Martinsville, West Va., at 80.573 mph, took straight heats, his fastest at 74.688 mph while the National 225 c.i. Champion, Ron Musson, who last year won 19 first places in 32 heats, took a pair of seconds.

In C, D and E Racing Runabout combined events, Ray DeRone, North Miami Beach, in *My Bad Penny*, won a dramatic race. DeRone had at the last moment, due to a discharged battery, been forced to take along a replacement which, jury rigged, he carried on his lap! DeRone rode in second spot for nearly the entire distance behind Niagara Falls' Bob Schroeder driving *Go Devil*. However, *Go Devil* ran out of gas and DeRone won though Schroeder won the second heat.

Other high lights of the St. Pete races included Ron Musson setting a new course record with his 266 at 82.797 mph, in the first heat of 266. Musson went on to win the Sweepstakes with ease with the 266 c.i. National Championship Ray Gassner running second.

Weldon Ropp recently elected to the Gulf Hall of Fame took two second places in 135 c.i. to win that class despite individual heat wins by Ed Barko, Dearborn, Mich., and Sid Street, Kansas City, Mo. In the 48 c.i. class S. E. Sonny Jones combined an elimination heat first plus a second in the final to take top points. Jack Prince, Winter Haven, Fla., won the other elimination heat with Gene Dugger copping the final.

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