

Courtesy Boatsport.org

50 cents

DECEMBER, 1952

# **SPEED and SPRAY**

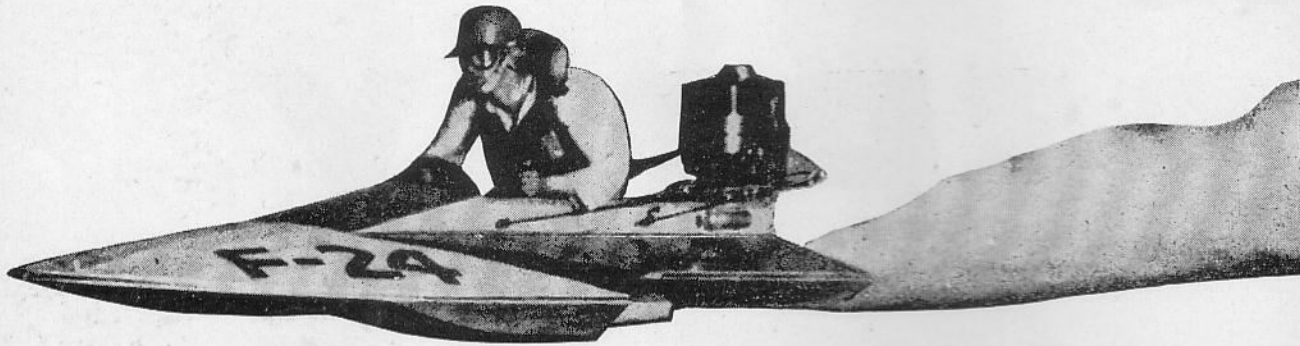
10  
K



*International Boat Racing*



# **SWIFT** racing hydroplanes



*Are the equipment of champions*

## **ONLY PERFORMANCE WINS**

**SWIFT**

A clean sweep of the 1952 Stock Hydroplane National championships.

**SWIFT**

The JU Stock Runabout National championships.

**SWIFT**

Three Stock Hydroplane World Records.

**SWIFT**

boats have recorded fastest official speeds at all National Championships since 1947

boats are the only hydroplanes that have been officially clocked at better than 70 miles per hour with engines of less than 40 cubic inches displacement

promises advanced designs and aggressive engineering to meet all requirements of greater speeds in the future, matched to powerplants of tomorrow

**BUY THE BOAT WITH A REPUTATION EARNED IN COMPETITION**

**SEE YOUR DEALER**

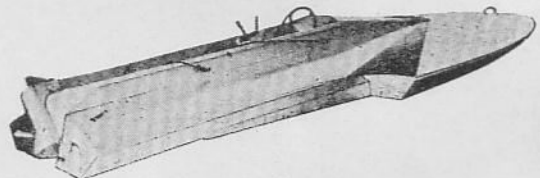
or

**ORDER DIRECT**

the A-B



the C-D-F



Box  
597

**SWIFT WOODCRAFT, INC.**

MOUNT DORA, FLA.

Phone  
2160



# SOMETHING SPECIAL FOR THE EXPERIMENTALLY INCLINED MECHANIC:

1—Special four carburetor manifold complete with four Riley carburetors angled for V8-60 engine—gas and alcohol jets included.

1—Tucker cam and distributor that fires two up-pistons together for V8-60.

The above equipment never used or installed. Original cost was plenty but make me an offer.

2—V8-60 Short blocks, ported and relieved with Clay Smith cams, adjustable tappets, new Jahns pistons, rods, cranks and inserts. Make offer.

Adjustable Tappets and Exhaust Dividers for V8-60 and 85. Automatic Bailers.

Custom propeller repitching and balancing for stock outboards. (Our customers won five National Championships at Oakland and set numerous records in competition.)

For further information write to:

**Merlyn Culver**  
c/o CULVER AEROMARINE COMPANY  
Div. Midwest Aircraft Products, Inc.  
2214 Hoover at Western Avenue  
Dayton 7, Ohio

# COMPLETE OUTBOARD RACING PARTS SUPPLY

New motors, new parts, castings and semi-finished parts for all Racing motors. Write for free catalogue.

**RANDOLPH HUBBELL**

2511 No. Rosemead Blvd., El Monte, Calif.

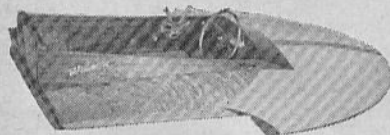
# COMPLETE ENGINE BALANCING

Merc 1/2" Stroker Assemblies

**WEBER TOOL CO.** AN. 9-2158

4200 Whiteside, Los Angeles 63, Calif.  
Dept. SS-12

# At Last!



A boat custom built for the Utility Racer which meets all A.P.B.A. regulations. Eighteen years experience in running and testing assures you the maximum in performance and speed. High point champions for 1950-51 in M.W.P.B.A. in both A-B Hydros and Runabouts. Write today for your free literature.

*Win with a Wilson!*

*Completely Finished....*

*Unpainted.... Kits*

# WILSON BOAT CO.

BOX 281, DEPT 6, RICE LAKE, WIS.

# REGATTA CALENDAR

## 1952-1953 REGATTA DATES

### Region No. 3

7/4	Millville, N. J.	SO
9/5	Ocean City, N. J.	I
9/7	Millville, N. J.	I & SO

### Region No. 4

6/1-2	Elizabeth City, N.C.	I & SO
-------	----------------------	--------

### Region No. 5

12/26-28	Miami, Fla. (Orange Bowl)	I-O
1/1	Orlando, Fla.	O
1/18	Tampa, Fla.	O
1/25	Lake Alfred, Fla.	I & O
1/31-2/1	Lakeland, Fla.	I & O
2/7-8	St. Petersburg, Fla.	I
2/7-8	New Smyrna, Fla.	O
2/14-15	Miami, Fla. (Biscay Bay)	I & O
2/21-22	Palm Beach, Fla.	I & O
2/22	St. Petersburg, Fla.	O

### Region No. 6

5/17	Pontiac, Mich.	SO
5/24	Lansing, Mich.	SO
6/14	Toledo, Ohio	SO
7/4	Algonac, Mich.	O
7/4	Ecorse, Mich.	SO
7/4	Detroit, Mich.	I
	(Detroit Memorial)	
7/5	Algonac, Mich.	SO
7/5	Topinabee, Mich.	SO
7/12	Lewiston, Mich.	SO
7/19	Columbus, Ohio	O
7/19	Akron, Ohio	I
7/26	Ludington, Mich.	O
8/1	Columbus, Ohio	I
8/2	Louisville, Ky.	I

8/2	Topinabee, Mich.	SO
8/9	Marine City, Mich.	O
8/9	Dayton, Ohio	I
8/16	Akron, Ohio	SO
8/22-23	Toledo, Ohio	SO
9/5&7	Detroit, Mich. (Silver Cup)	I
9/13	Dayton, Ohio	SO

### Region No. 7

5/30	Quincy, Ill.	O
10/10-11	Madison, Ind.	I & SO

### Region No. 9

5/10	Harrison, Ark.	I
5/17	Baton Rouge, La.	?
5/31	Chalmetto, La.	SO
6/13-14	New Orleans, La.	I-O-SO
6/28	Montgomery, Ala.	I
7/4-5	Biloxi, Miss.	I & O
7/12	Lafitte, La.	I-O-SO
9/6-7	Baton Rouge, La.	?
9/13	Morgan City, La.	I-O-SO

### Region No. 10

8/8	Seattle, Wash. (Gold Cup)	I
-----	---------------------------	---

### Region No. 15

5/3	Beaumont, Tex.	I & O
6/7	Port Arthur, Tex.	I
9/20	Port Arthur, Tex.	I

## S O MARATHONS

5/30	Detroit, Mich.	50 Miles
7/26	Marysville, Mich.	60 Miles
8/9	Topinabee, Mich.	87 Miles
9/6	Gull Lake, Mich.	100 Miles
9/20	Trenton, Mich.	50 Miles

## SHIP STORES . . .

(Continued from page 9)

is added to the prepared racing fuel-lubricant blend. In each case a treatment will give protection and better efficiency for long periods of running time before a repetition is needed.

MO2C can also be mixed with the lower unit gear case lubricant with good results; in fact one west coast driver, after running in his lower unit for about 2 hours in straight MO2C, is now using nothing but water in his gear case during competition (and it takes a lot less power to cavitate water than oil or grease).

One of those connected with the development of Unichem is J.F.T. Berliner, Ph.D., who developed "Dynax" fuel, which will bring fond memories to you old timers.

Both products are available in pints or gallons, a pint being sufficient to treat the average outboard motor for forty hours of running time. Further information may be obtained by writing UNICHEM at the above address.

## WATCH FOR THE NEXT ISSUE!

- ✓ More About Jet Racing
- ✓ The Season In Review



## INBOARD AND OUTBOARD ALCOHOL AND NITRO RACING FUELS

- ✓ Outboard Fuel Concentrates
- ✓ Poly-Oxide Synthetic Lube Oil
- ✓ Superlube Two-Cycle Mineral Oil

**Bud Wiget**

Mechanical Engineer  
200 WIGET LANE  
CONCORD, CALIF.



Mathea VII comes out of a fast turn around a single buoy up and riding very free.



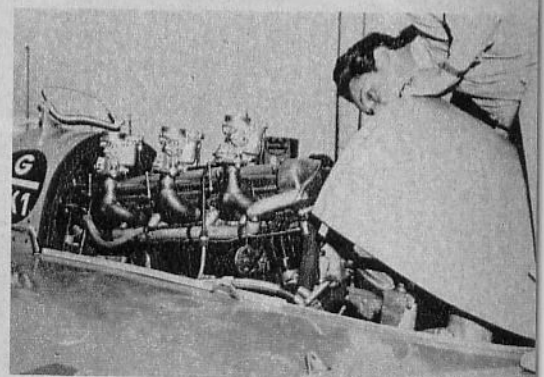
## German RACING

Christopher Van Mayenburg, a young German whose home is at Frankfurt Am Main, is the owner of *Mathea VII* pictured on this page. He was a surprise winner at the 3rd Gran Premio Montonautico Internazionale at Trieste, Italy, this summer. With American Paul Sawyer confined to a hospital in Milan with typhoid fever, the Italians were prohibitive favorites to take the crown that Sawyer had won in 1951. Mayenburg served notice that Germany is not behind in design, altho they have no

large classes of boats. *Mathea VII* doesn't look unlike modern three pointers throughout the rest of the world. The metal work on the cowlings is especially fine. The power plant is a modified Jaguar (3500 cc) developing 200 hp at 5500 rpm and spinning a right hand propeller. The complete outfit weighs 560 kg (Sawyer's *Alter Ego* falls just within the 450 kg weight) and the hull dimensions are roughly 17 feet overall with 8½ feet over the sponsons.



This PUBLIFOTO made at Milan, Italy, gives an exceptionally good idea of the clean lines.



special carburetors on the modified Jaguar  
Chris Von Mayenburg in the cockpit.

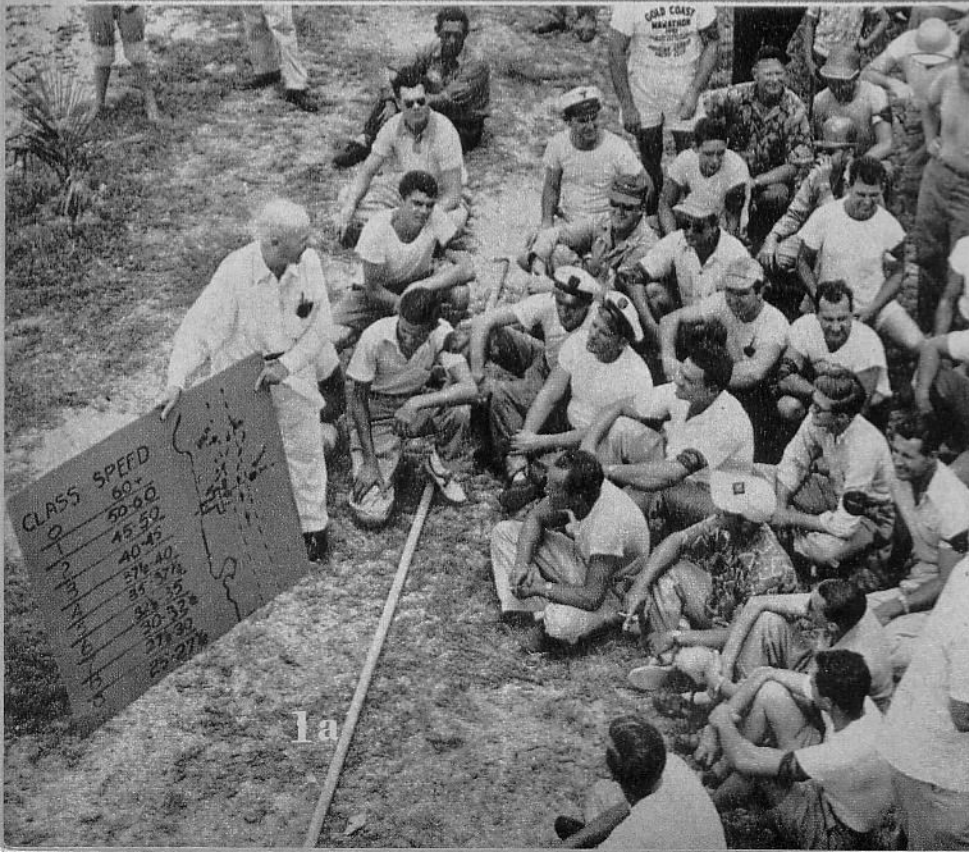






1

Photos by Miami Herald Staff Photographers  
Bill Kuenzel, Stan Waymon and Bill Sanders.



1a

## Gold Coast Marathon

For article see page 50

1. Drivers meeting was going on near Pelican Harbor Yacht Club when this shot was made showing the fleet scattered all around.

1 A. Vilian "Solly" Hall explains the class grouping system at the drivers meeting.

1 B. Gar Wood Sr. was the official starter. Queen Rhoda Wetz, lovely to look at, had a real part in the race. She rode as crew with Harry Santana in an outboard runabout and they finished in 6th place.

2. Seconds after the start. The Inboards started from the near side of the island . . . the outboards on the other side.

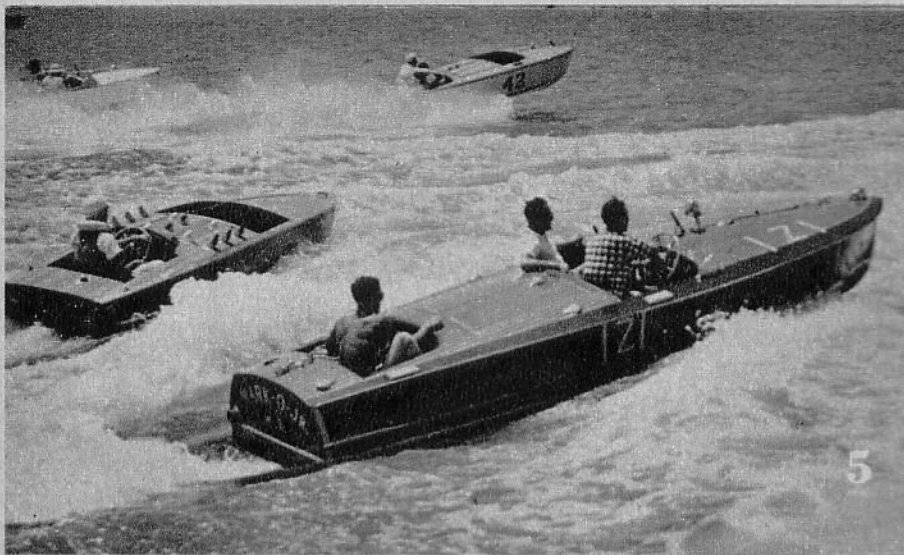
3. A part of the field one minute after the start. The leaders are already out of the picture and the tail enders are just starting.

4. Everybody can get in the act. An inboard sea-sled on the left, a twin motored outboard runabout in the center and a hydro-fin at the right. Biscayne Bay was well stirred up.









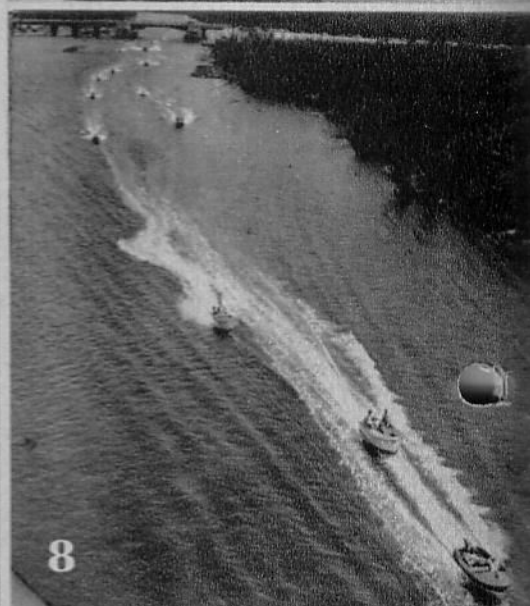
5



6



7



8



9

5. Family speedboats, ski-tow boats—and service runabouts.

6. Fred Pelton whistling along in his Air-Boat with the aeroplane prop in the cage.

7. About 5 miles from the start at Pelican Harbor . . . still closely bunched.

8. Twelve miles from the start in the Inter Coastal Waterway and the competition is still tough. The course passed under 20 bridges, each crowded with spectators.

9. Boats on the beach at the half-way point at West Palm Beach.

10. Harold Abbey repairs the damage to The Fox at West Palm Beach while driver Sam Griffith looks on.

11. It wouldn't be a boat race without Sammy Crooks from St. Petersburg in the entry list. Loading ice in the refrigerator for the return run with an interested audience. That's Mrs. Gar Wood Jr. at the left.

12. Everything got in the race, this one for the first time in several years and with the decks missing and the hatches tied down with cord Chuck Welsh says "Yes, and I made it to West Palm Beach too".

13. The winner Sam Griffith blistering along over Biscayne Bay just 6 miles from the finish.





10



11



12

14. "Sad Sam" looks anything but sad here as he collects a smacker from Queen Rhoda Wetz. Miami Mayor Chelsea J. Senerchia helps to hold part of the winner's boodle, the \$1000 John Jones Perpetual Cup.

15. It doesn't have to be a race job to get in the money in this event. R. C. Barber in his Higgins runabout powered with a Cadillac wound up third on corrected time.

16. J. D. Lamon, the 1950 winner made a sensational showing in his Mercury powered B Stock Hydroplane.

17. Dick Lindheimer driving his Chris Craft Rocket with Harold Abbey riding as mechanic didn't finish in the money but he accomplished a feat in finishing at all. He wrecked two propellers and then did a diving job to "borrow" a third one to finish the race.

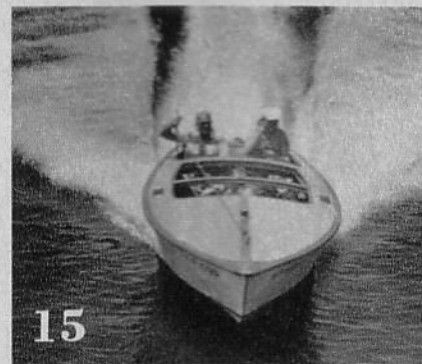
18. Fun for all at the Trophy Presentation Party at Pelican Harbor Yacht Club. Solly Hall at the piano.



13



14



15



16



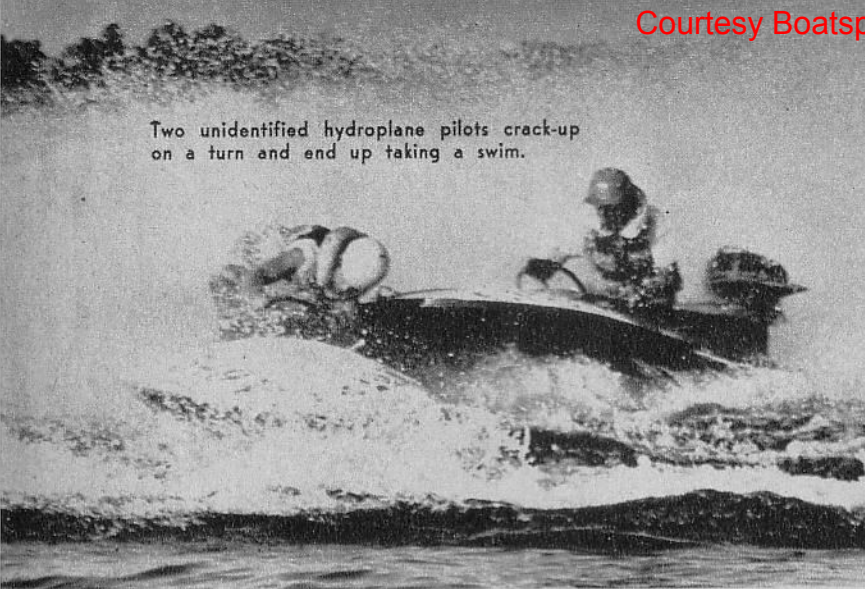
17



18



Two unidentified hydroplane pilots crack-up on a turn and end up taking a swim.



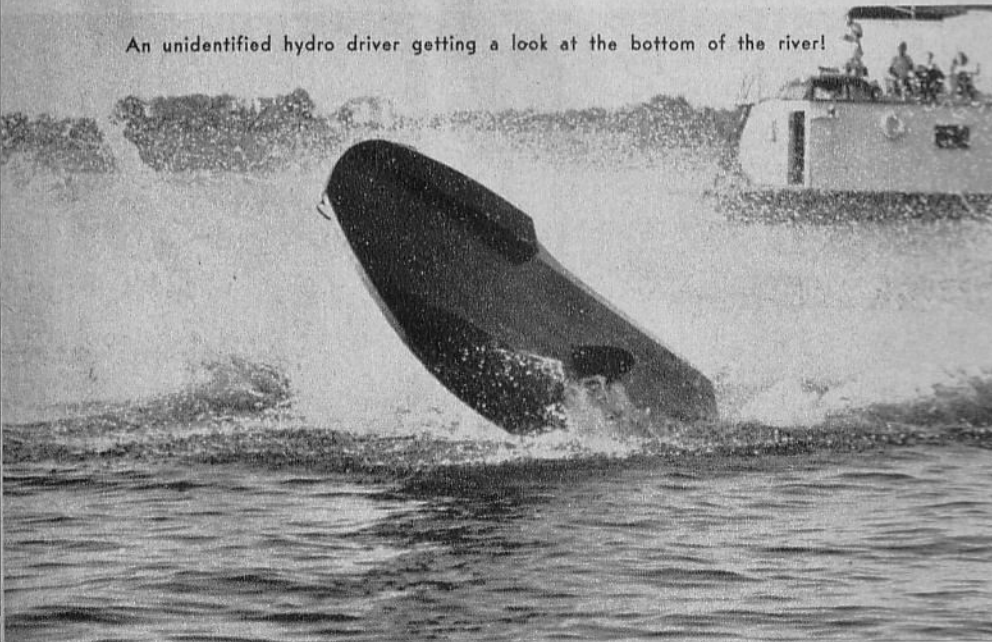
David Hoffman, Wheeling, Illinois, JU Class winner.



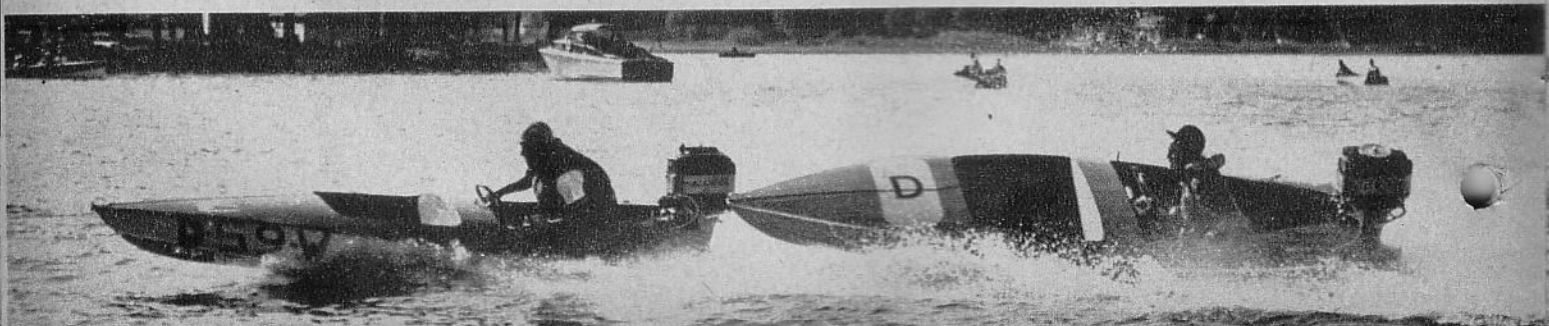
## Great Lakes Stock Divisionals

Photos Courtesy Kiekhaefer Corp.

An unidentified hydro driver getting a look at the bottom of the river!



With two ideas in mind, more speed and enough points to qualify for the National Championships at Oakland, 100 entrants crowded the pit area at the Wolf River Bridge at Winneconne, Wisconsin. Both the competition and the weather couldn't have been better. Here were drivers from Wisconsin, Illinois, Michigan, Indiana and Ohio, planning to toss a bigger roostertail than the next driver. Dean Chenowith of Xenia, Ohio was the big star of the show, emerging with a flock of titles. Jerry Waldman from Milwaukee provided Dean's toughest opposition. Folks will talk for a long time about show that the 42 entries in Class B put on for the crowds on the shore, the river and the bridge. It took three intensely competitive elimination heats to sort a starting list from this field loaded with top notch racing talent. The 10,000 thrilled spectators got an eye-full of speed when the closely matched Thunderbolt powered D Stock Hydros got on the river. It was a fine show from beginning to end. See results on page 47.



Earl Granath, Milwaukee, Wisconsin, driving a big D boat, passes  
Milt Anderson, Chicago, Illinois, to place second in the D Class.





Larry Benedict, Butte Des Morts, Wis.; Russ Riitenhouse, Zion, Ill.; and Fred Digert, Milwaukee, Wis., climbing for the inside in a "B" heat.



Dean Chenoweth, Xenia, Ohio, winner in the AU Class, BU Class, Class A Hydro and second place in the Class B Hydro.



George Jagerson, Neenah, Wisconsin, streaking to victory in the D Class.



D-120 W Bill Thompson, Sheboygan, Wisconsin, in a "one corner" turn.

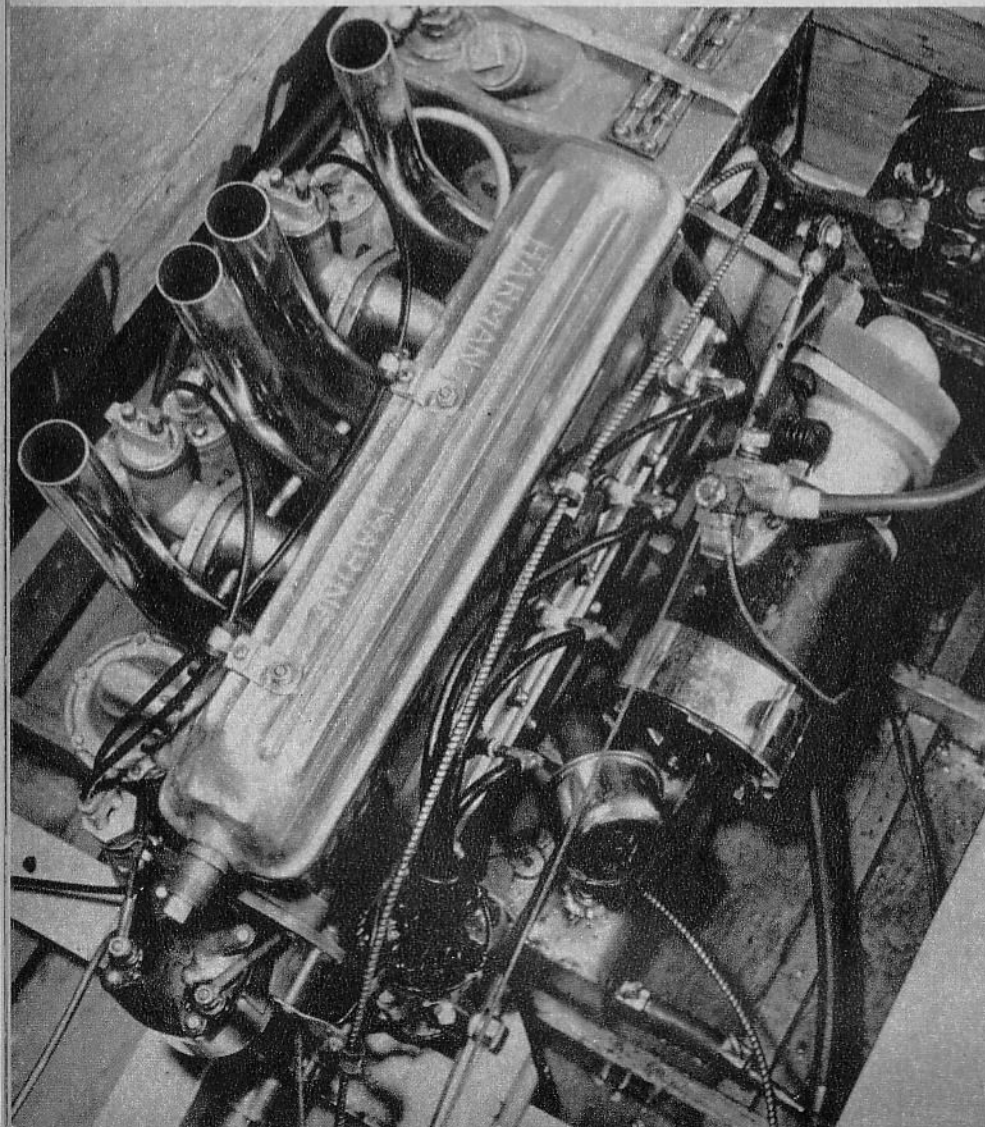




By Kenny Harmon

## HOPPING UP The Crosley Engine

Tinker Toy . . . Motor installation . . . Note the compact arrangement which still permits easy access for all adjustments.



Perhaps you are one of those persons, like myself, who would like to own a Gold Cup hydroplane, but you don't have \$20,000. Chances are, you don't have \$2,000 to spend on a 225. If you are in possession of 500 bucks, more or less, you can be the owner of a potential 80 Mile an hour job that will feature an 8,000 rev engine, equipped with floatless carburetion and an OHC.

Born in Texas and fathered thru the diaper stage by John Peek of Port Arthur, the 48's which include both runabout and hydro designs, have increased in popularity to the point where they can no longer be classed as a novelty. This year, almost every sanctioned regatta, had an event for 48's.

The popularity of the 48's is no accident. No other class of boat racing offers so much, for so little. Low cost, plenty of speed, light weight easy to handle parts, a small enough hull you can park anywhere and an intriguing little engine that is a tinkerer's dream. These doodle bugs have universal appeal. The younger generation like them because they are small. Those of us who are getting gray around the temples, like them because they take the place of Junior's train. Junior has grown up!

Probably the most enthusiastic father is Lou Meyer Sr. Lou, who was the first three time winner of Indianapolis, will be found spending all of his spare time on the "Lou-Kay". Lou Jr. has a tough time keeping his dad out of the boat so he can work on it. 'Sonny', as Lou Jr. is known to most of us, has had more to do with getting the 48's going than anyone else on the West Coast. Plagued with hard starting and innumerable 'conk-outs' the 48's were not even holding their own when the "Lou-Kay" made its appearance. Helped by his dad and Dale Drake who is equally famous as the other half of the Meyer-Drake organization, Sonny perked things up considerably with his consistently good performance. Tho Sonny holds the present five-mile competition record, he has had his bad days. Sonny, most of last year, cow-tailed Vic Klete and Gilette Smith in their "Peggy" and "Snuffy". This year the "Lou-Kay" is on top again.

Pictures of the Meyer-Drake dynamometer with the Lou-Kay engine being given the 'works', should not discourage you. Sonny and his dad have always been the first to help others with their outfits. Actually, out here on the Coast, there has been a great deal of cooperation among the 48 drivers. Willingness to exchange ideas has been the biggest help. Gilette Smith and Lou Meyer Jr. have contributed more than anyone else to improvements in carburetion. Everyone has put in their nickle's worth. Result? A twenty mile boost in speed in two years!



Mulford Scull of Ventnor, N.J. has easily logged more hours of actual boat racing than anyone else in the world. Mull is just crazy about 48's. Not content to be one of the top men in the 48 hydros, Mul built a 48 runabout for his wife Ruby. "Mickey Mouse" and "Yankee Boys", Ruby's and Bob McAllister's (also Scull built) runabouts have given East Coast drivers a fit. Bob beats Ruby and Ruby beats Bob. These two have been kicking the runabout record higher and higher for the last two years. Do you think you can get Mully back to 135's and outboards? No sir!

You might wonder why I like 48's. Well, I used to wrestle with a 225. I still like 225's but chain falls and 500 lb. engines are not for me. You see, I'm past forty, I'm supposed to be falling apart! Let's say my 48 engine needs a little work or I want to look inside to see how everything is getting along. All I do is to remove a few bolts, take off the starter, reach over the deck, lift out the engine, carry it to the car, put it in the trunk, close the trunk lid and I'm off for the shop. All this, in about fifteen minutes!

Tho any engine that meets the specifications of the A.P.B.A. Year Book for this class can be used, the most practical engine to date has been the modified version of the Crosley. In the 7,000 to 8,000 rev. range, where most hydros do their best, the Crosley gives surprisingly little trouble. A number of features found only on expensive racing engines make this possible.

An extremely short stroke of only 2 1/4" keeps the piston speed down where the Crosley runs with no more strain at 7,000 revs. than larger engines at 4,500. An overhead camshaft keeps the weight of the valve gear to a minimum. A one piece block and head eliminates the head gasket problem. Absence of head studs plus the overhead valves allows excellent water circulation, no hot spots to cause preignition. Thru bolts from the main bearings into the block tie the crankcase, main bearing caps and block into one rigid unit. Ample oil pump capacity. In fact the engine has just about everything and only requires a little modification, plus careful attention to details during assembly.

#### PURCHASING THE ENGINE

Assuming you do not have an engine, it is suggested that you purchase a late model, preferably a new one. Early Crosley engines were manufactured with a pressed steel block. These are to be avoided as they turn into leakers from vibration and rust. Later cast blocks made their appearance. These blocks had a flat roofed combustion chamber. About two years ago Crosley featured a stepped roof combustion chamber and have continued with it since. You may use either model, tho the late engine is to be preferred, as it is possible to raise the compression ratio higher and the engine is equipped with heavier valve springs and exhaust valve rotators.

You will *not* need the following stock parts:—Intake and exhaust manifolds, spark plugs, generator, water pump, clutch, flywheel, starter and ignition coil. The last three parts can be used, but not recommended.

#### BUILDING THE ENGINE

##### BLOCK—

Before you do anything to the block, determine whether the block has been machined for higher compression. Crosley has offered for some time, a higher compression engine (10 to 1) to be used with the Thompson VITAMETER (a device for introducing VITANE, a special anti-knock fluid). Do not machine off the block on

this model to raise the compression as the pistons will hit the step in the combustion chamber. If you wish to raise the compression, order stepped pistons for this or any other model with a stepped combustion chamber. You can machine the bottom of the block for higher compression if your engine was not originally equipped with VITANE, but you can not raise it to more than 10 to 1, with flat pistons. If you are a novice it may be wise that you stick to a compression ratio of not over 10 to 1 until you get the feel of things.

##### PORTS—

Ports are big enough. Just smooth them up, removing any sharp edges.

##### VALVES—

Stock valves are good enough. You can lighten them a *little* by turning the heads removing the *half round slot*. Do not over do the lightening process! Stock valve seat angle okay.

As you will discard the cam follower spacers and shims, it will be necessary to build up the ends of the valves. Most any grade of hard facing material will do. Do not use brazing rod, it is too soft. Grind off excess material carefully and be sure to face off the ends of the valves *SQUARE*. Do not crown! Break edges lightly.

##### PISTONS—

Several makes of pistons are available. It will be necessary to order them to your specifications. Allow from three to four weeks for delivery. It is impossible for a manufacturer to carry all the different heights, compression ratios and types, let alone all of the oversizes. Give the piston manufacturer all of the information you can. Exact bore, compression ratio you want, whether your block has been machined, whether it is flat roofed and stepped, etc.

It may be a good idea to leave the piston clearance up to him. Also let him fit the pins. Most parts houses fit pins much too tight. A light push fit with your thumb is just right. Pin holes should be honed.

Check your bore for taper if it is a used block. If over .004" taper, bore to a std. oversize. According to the A.P.B.A. Rule Book, .030" is the limit.

The writer prefers permanent mold pistons to sand cast as they are usually stronger. Turner Piston Co. who make original Meyer-Drake Offenhauser pistons, make an excellent piston for the Crosley.

##### RINGS—

Your favorite brand of piston rings will be okay PROVIDED they are not the expander type. There are so many different ideas concerning makes of piston rings that a specific recommendation is impossible. The writer has used the rings from a new Crosley engine. This particular set had chrome plated rings in the top lands and have given a good account of themselves.

An end gap of .012" to .015" should be about right. Be sure to check rings in the bore before mounting on pistons.

##### CRANKCASE—

If the crankcase comes from a used engine, be sure to clean all oil lines. Be careful not to leave line in the holes. A surprisingly large amount of line can be left in the engine and will clog the oil pump.

If you have a large vice handy, carefully clamp your block upside down. With a good clean medium cut file, go over the bottom of the block to remove any nicks or raised spots. Place the crankcase (upside down), on the block and check for flatness. If you have to remove any appreciable amount of metal from the crankcase to take the

rock out of it, it will be necessary to align bore the mains, using undersize bearings. Any align boring should be done with the block bolted in place. Some of the Crosley crankcases become quite potato chipped. It is the writers' belief that many broken cranks can be traced to main bearings being out of alignment.

##### CRANKCASE BREATHER—

Weld a few baffles in the breather pipe near the lower end. Do not weld in the area where the breather pushes into the crankcase as you will distort it and it will not push in. Do all of your welding and cutting after you mount your starter in place. If you use a clutch type starter it will be necessary to detour the breather slightly to miss the end of the starter.

##### OIL PUMP—

As you will have no sludge problems, replace the oil pump screen with one of finer mesh, preferably a stiff screen. This is not absolutely necessary but a good precaution. Check pump for excessive wear if used. Replace *whole* pump if worn.

##### OIL PAN—

As your engine was originally designed to hold two qts. of oil and that two qts. will be at lowest end of the engine due to the tilt. It will be necessary to make an addition to the pan. You should let this modification go until you are ready to install the engine. It is very disconcerting to drop the engine in the hull only to find that the pan hits the frames. In this way you can design the pan to fit and avoid notching the frames to fit the pan.

The oil pan should hold about three qts. To get the additional space, add a buldge to the distributor side and end of pan. As the boat makes a left turn on the course, the oil will be thrown into this pocket. The oil pump pick up tube can be turned and bent (hot) so that it will pick up oil at all times out of this pocket.

Allow yourself at least 1/2" clearance around the pan, bottom and sides, to nearest part of hull.

Be sure to take your modified oil pan and breather to a plating shop to have it pickled. This will remove any scale from the welding which is highly abrasive. Have the platers cadmium plate or dip the pan to prevent future rusting.

##### STARTER—

Some difficulty may be experienced in starting your engine with the stock Crosley starter, after you have raised the compression ratio. The high compression slows up the starter just before top center. After top center the engine will 'snap over' leading the starter momentarily. The stock starter being an inertia type, depends upon the sudden acceleration of the armature to screw in the starter gear so it will engage the flywheel ring gear. Should the flywheel ring gear lead the starter gear due to a single cylinder firing or because the engine snaps over, the starter gear is retracted and cannot be re-engaged until the starter comes to a complete stop. This little, now you do, now you don't act the starter puts on, can be very annoying when all of the other boats are lining up for a start and you are left out on the course cranking.

The only answer to this problem is the over-running clutch type starter. After observing a number of adaptations, some bordering on the Rube Goldberg side, the writer decided it was time to produce a complete unit that would fit the Crosley flywheel housing perfectly. This unit consists of a high strength aluminum alloy casting which serves as the starter housing. The



balance of parts are standard Delco G.M.C. starter parts. Starting is almost instantaneous. This type starter will stay engaged as long as needed and will not kick out.

The starter arm that engages the clutch can be operated with a cable and tee handle.

#### IGNITION—

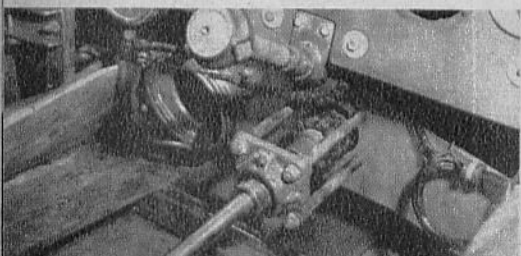
A variety of ignitions have been used on the 48's to date. Stock distributors with a reground breaker cam (for more dwell), two breaker systems made from the four cylinder DIVCO unit and magnetos. Each 48 owner will swear his choice works best.

It is the writer's opinion that any system will work satisfactorily provided it has been built and thoroughly tested by a competent ignition manufacturer who specializes in high speed ignition work. A home made worked-over ignition can be made to work successfully IF the person has had some experience in this line. Otherwise leave it to the experts.

The writer uses a stock distributor with a reground distributor cam. This ignition fires a 12 to 1 compression ratio engine up to 8,000 revs. This is with an 8 volt battery. The writer has run the ignition on 6 volts with no loss in revs. (Battery fully charged).

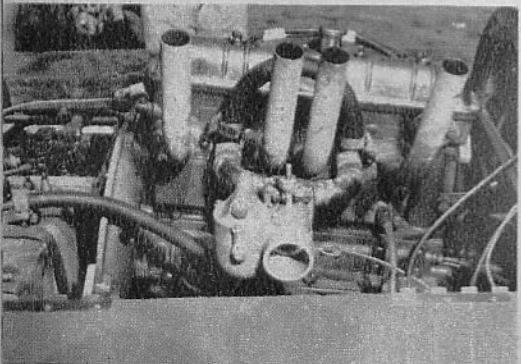


Taking up the thrust is of prime importance. Thrust bearing is mounted to metal cross member secured and gusseted to through hull longitudinal members and to one frame. Robert Hale's Mon Cherie.



Chain coupling . . . Thrust bearing mounted to metal cross member . . . Lou Kay.

Mono Cherie . . . Every 48 builder has a different carburetion set up. . . Riley side draft and H.C. manifold.



A few tips that may help—Brace the ground point support by welding in a diagonal brace from the top of the support to the floor plate. Check the distributor cap and make sure that the rotor is lined up when the points break. Make sure the rotor does not have excessive clearance (rotor to cap).

#### COIL—

Use a 1GA Ford coil with a Ford resistor or use a Mallory coil which has the resistor incorporated in it. (Mallory's BEST)

#### SPARK PLUGS—

Use Champion J2's or J3's depending on how hot your outfit runs. Extra length plugs must be used with caution (LA Series) as they will extend into the combustion chamber and the pistons may strike them.

#### CARBURATION—

Though the side draught AMAL carburetors are becoming very popular, a good many 48's are running successfully with a conventional manifold using the Stromberg model 81 carburetor (for V8 60). This is by far the easiest set up to make. The stock Crosley fuel pump is used with the spring stretched out to increase the pressure. The main advantage of stretching the fuel pump spring is to make the pump follow better at high engine speeds. For beginners, the above system is recommended as it is reasonably trouble free. Kits for changing over the jets can be purchased at almost any speed shop. Thousands of these kits were made for V8 60 boats and midgets for converting 81 carburetors to methanol.

Don Smith of Smith's Speed Shop in Cincinnati, Ohio has been experimenting with using the Stromberg float in conjunction with the Amal carburetor. Don, makes most of the 48 races in the East and Middle West. Perhaps this set up can be seen in operation.

In one of the illustrations, the famous 'horse collar' manifold can be seen on the LOU-KAY engine. This one manifold probably caused more controversy than anything that has been made for the 48 engine. It has had more different makes of carburetors bolted on it than you can count. Current set up is featuring the AMAL's.

Floatless carburation is not for the novice. While it is true that many of the fast 48's are using a floatless set up, it has required many months of experimenting to get them working properly. The carburetors are easy to change over by removing the float mechanism and replacing it with a stand pipe that will keep the level of the fuel at the same height as the float. The catch is scavenging the excess fuel and returning it to the main tank. So far three systems are in use.

The first uses an AUTOPULSE to return the fuel to the tank. This set up is borderline as the autopulse does not have sufficient capacity. The AUTOPULSE is used as it has a metal bellows and is not affected by methanol. The AUTOPULSE is connected to the ignition switch.

The second system uses the mechanical fuel pump as a combined fuel scavenging pump and air pump to maintain a constant pressure on the main tank. This system presents a fire hazard as the driver has to shut off his fuel to the carburetors immediately or release the pressure in the tank as there are no floats to stop the fuel from flooding the bowls.

The third system which the writer developed recently might be called a vacuum system in which the main tank is connected to the mechanical pump in the usual manner. The excess fuel runs by gravity into a catch tank. The catch tank is connected

to the top of the fuel tank. By keeping the fuel tank sealed it is possible to pull the excess fuel from the bottom of the catch tank into the main tank by the vacuum caused by fuel being displaced by the pump. As there is less than two feet of line under pressure, less than 1/2 cup full of fuel can find its way into the boat if the pressure line breaks. The engine will not run more than a few seconds if the pressure drops.

In all systems a metering orifice of around .100" will have to be used to each bowl otherwise the scavenging system will be overloaded. The writer lately has used a surplus pressure regulator set to 1 1/2 lbs. This permits a large orifice and keeps the bowls from overflowing at idle speeds. The outlet side of the pressure regulator can be connected to the inlet side of the pump or top of the fuel tank.

AMAL carburetors are standard equipment on most English motorcycles and can be purchased thru dealers of English motorcycles. Sizes in use range from 7/8" to 1 1/8". Jet sizes run from .089" to .104". Main discharge nozzels for methanol are marked .113" and can be purchased from the dealer. Metering rods should be polished down to .060" at the small end to .095" one inch up from the small end. Metering rods come notched to give you a small range of adjustment.

Fuel can be fed into the bottom of the carburetor bowl (from the restricting orifice) with a small rubber hose.

#### CAMSHAFT—

As the writer is in the camshaft business, he naturally thinks that his cams are the best, especially since they hold the lions share of the 48 records. Any cam, however, with 20-60 timing with a good stiff action should give a good account of itself. Do not use cams with wild timings, your boat will be a sitting duck in the turns.

If you are using stepped high topped pistons, double check your timing remembering that NO valve is wide open or nearly wide open on top center! As your timing marks coincide at top center only once in every four revolutions it is easy to get confused. Pistons will hit the valves if you turn the crankshaft without the cam turning or the cam being in proper time.

#### FLYWHEEL—

An aluminum flywheel should be used to improve acceleration and save on overall weight. In addition to the three cap screws in the flywheel, lay out, drill and tap for three extra cap screws. Use full length dowel pins as the stock dowels are too short and will beat out the soft aluminum.

#### ASSEMBLY—

Much of the performance of your engine will depend on the care exercised during its assembly. A free turning engine is a MUST. Your Crosley engine above 7,000 revs. develops very little torque. As torque times revs. determines your horsepower, any friction at high speeds cuts into your power considerably. If possible, obtain a copy of the Crosley Motors Service Manual. The manual contains much information that is too lengthy to incorporate into this article. Proper clearances and end play of bearings are given plus general information that will come in handy.

Two things that will assist you in your valve job can be made in an hour or so and will save many times that in time and temper. First, find about four feet of a two by three. With a lathe or draw knife, turn or cut round (flats on sides okay) to fit the cylinders. Cut into four pieces. Contour one end each to fit combustion chamber (roughly will do). Cut off ends



(square!) flush with bottom of cylinder block. Nail on (while in cylinder block) a 1"x6" slightly longer than the block. This contraption will keep your valves from falling out while you are trying to assemble the valve springs.

Next, steal, borrow, or buy an old cam follower (new one will do). Anneal top with a torch. Drill and bore in a lathe, hole large enough to remove valve keepers. By using a drill press with a piece of 3/4" round you can depress the spring and seat and can place or remove the keepers easily. Use the spindle lock on the drill press to hold down the follower and pick out the keepers with a pair of tweezers.

Avoid using the paper gasket between the block and crankcase. This gasket will disintegrate and clog the oil pump screen. Cut a piece of .004" to .005" copper sheet or brass shim stock to same pattern as gasket. If you have scraped your crankcase in to fit the block (as mentioned previously) you will have no trouble holding oil. Just smear the copper or brass lightly with gasket cement around outer edge only.

#### MANIFOLDS—

If using side draft carburetors, short stubs about three inches long will do. Use tubing same size as ports. Exhaust can be made from "U" bends. If you can not purchase the bends from a muffler shop you can buy them from Douglas Muffler Shop, Alhambra, Calif. Specify size (I.D.)

Would suggest that you slant the exhaust stacks away from the engine slightly as fumes from the exhaust will blow back in your face and are not pleasant. This will complicate the cowl over your engine but will be worth it.

#### FUEL TANK & FUEL LINES—

Most 48 owners purchase aluminum tanks from war surplus stores in all sizes and shapes. Anything 2 1/2 gals. or over (up to 5 gals.) will do. Mount filler neck to the inside of the turn (left). The writer recently saw a new 135 burn up as the filler cap was left off and the fuel was thrown into the boat without the driver knowing of it when it suddenly blew up. This precaution may not be necessary with some fuel systems. Use 3/8" solvent hose for fuel lines. This hose is also known as material hose in paint shops. Keep all tees and elbows to a minimum in number.

#### FUEL—

Straight methanol, avoid additives. Some prepared fuels are good and are considered reliable. Experiment with these *AFTER* you have tuned your job with methanol.

#### HULL

Though the writer purchased his record breaking hull from Rich Hallett, beautiful home built hulls from the plans of Kenny Ingram have been winning their share of the races and at the moment an Ingram designed outfit is the holder of the straight-away record. These jobs are exceptionally light and handle well in competition.

#### PROPELLER

You can buy a propeller for your 48 for as little as \$12.00. *DON'T DO IT!* If you are serious about boat racing and are hell-bent to get out in front, buy a top notch racing propeller. The difference between a good prop and a poor one will spell success or failure for you for the prop is one of the most critical parts of your 48. I use a Hi J built by H. I. Johnson who specializes in inboard racing wheels and at the moment has his wheels on most of the inboard record holders. Racing wheels are expensive but

the \$50.00 you will spend on a good one is the best investment you can make to put your 48 out ahead. I prefer the Hi J wheel because it is actually tailored to your boat, not just a straight pitch and diameter prop. Shaft angle, boat design and rpm are all taken into consideration in having a custom built wheel turned out for your particular outfit. Your 48 will use a 3/4" shaft, stainless or monel and your racing wheel will require a std. marine taper of 3/4" to the foot. Wait for your propeller before cutting the taper . . . you will get a better fit. The keyway should be cut from the back (the end) to front with the cut running out about 1/2 length of taper. This will prevent weakening the shaft where the strain is greatest.

#### FITTINGS—

It is possible to purchase all of the necessary fittings, such as chain coupling, steering equipment, strut, hand throttle etc. from I.E. Debbold Marine Supply in Lynwood, Calif. Most of this equipment can be made by yourself if you have the time. However most of the 48 equipment is not too expensive and seems to be of good quality. Rich Hallett I believe furnishes Debbold equipment as stock on his boats.

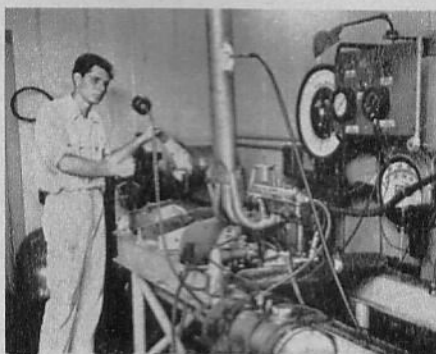
#### TUNE UP—

Tune up is all cut and try. You yourself will have to determine what is best. A few

things to keep in mind that will help but not guarantee to keep you out of trouble—Stay on the rich side when using methanol. Run the coldest spark plug you can without fouling. Stay away from "nitro" regardless what anyone says. There is always someone who knows someone that is using 25% nitro and is going like mad. *FORGET IT!* It will take time to get up front with your outfit, don't try any short cuts. Use a good grade of Pennsylvania oil. Additives will not make your outfit jump out in front, they do no harm, but do little good. Buy yourself plenty of instruments, don't rely on the seat of your pants or the whistle in your ears to tell how fast you are going. Try to learn as much about your outfit as you can. Don't depend on others too much for advice. Scuttlebutt is very unreliable. Bottom design is very important. Outside of wind resistance it is the only thing that is holding you back. Give it plenty of thought and study the fast outfits. Pull your engine down every chance you get and give it the once over. If you leave the pistons in the bore you will not have to re-ring them. Be sure to clean the oil pump screen often.

#### SUMMARY—

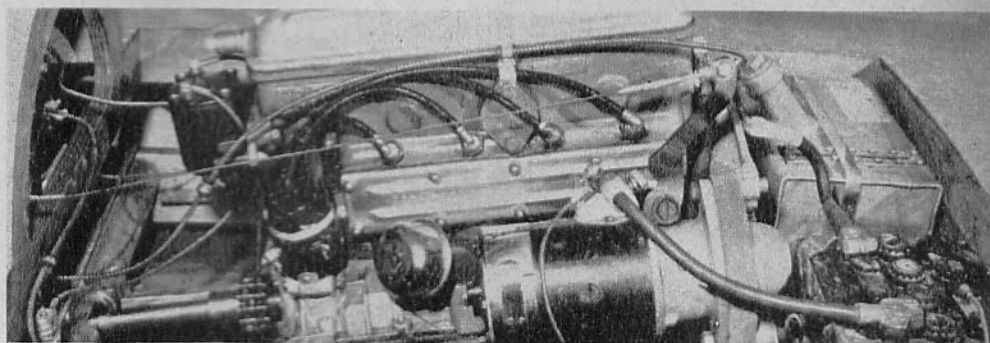
If I have left anything out it has been unintentional. There are few speed secrets that will replace a good tuneup! See you at the next race!



Sonny Meyer testing his 48 on dynamometer.

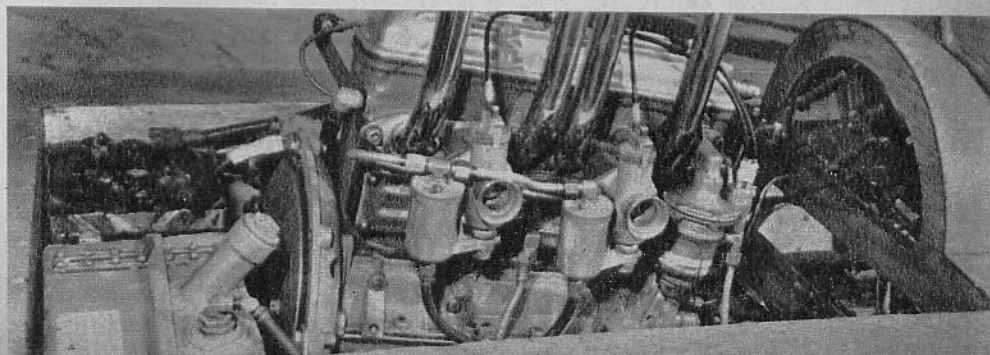


Author Kenny Harman with his well designed Tinker Toy. The instrument panel is simple.



Tinker Toy's Crosley . . . Note the chain coupling on the prop shaft. Stock distributor, IGA Ford coil, Kenny Harman starter and starter linkage to instrument panel.

Tinker Toy's Crosley left side . . . Note carburetion, fuel pump, exhaust headers, stacks, etc.







## WINNEBAGOLAND *Marathon*

Ray Lenk, Detroit, Michigan, surprised the crowd when he flashed over the finish line in first place. Jack Maypole had been in the lead, but when he missed the turn into the Neenah harbor, Lenk came in first. Lenk drove a Thunderbolt on a Speedliner.

a 10 inch chop making the lake ideal for speed. Maypole, Lenk, Hopper, Routon and two dozen others were only seconds behind him. They would through the village of Winneconne where 8000 people cheered them on in that same order and headed out across Lake Poygan for cut off into the Wolf River.

At the headquarters radio tent in the pits at Neenah the loud speakers had the crowd of 15,000 spectators on edge speculating whether the lead boat could turn the 46 mile halfway mark in less than an hour. With three minutes to go the radio at Fremont reported a boat in sight and 30 seconds later Jack Maypole, now ahead of Switzer who was out with fuel transfer trouble, turned round the buoy and headed back. Just 50 seconds behind Maypole, the next 5 boats turned the halfway mark so close together it looked like the first buoy in a closed course race while the crowd roared at the closeness of the competition.

It was Maypole all the way on the return trip. He led at Winneconne, Butte des Morts, Oshkosh and back up the big lake. But he was never able to shake off curly haired Ray Lenk of Detroit who hung on all the way with his Speedliner Mercury combination and was never more than a minute behind. And when Maypole missed the turn into Neenah harbor with the finish line almost in sight, Lady Luck smiled on the Detroit machine shop foreman and he flashed over the line in first place. By the time Jack realized his error and turned back, Troy Routon, St. Joseph, Mo., Laur Gonia, Chicago, Ill., Earl Granrath, West Allis, Wis., and Jon Culver, Dayton, Ohio had finished ahead of him. Instead of the 1st place he had cinched Maypole had to be content with 6th position.

Lenk finished the 92 mile run in 1:56:20 for an average speed of 47.5 M.P.H., a mark that may stand for many years to come.

### OTHER CLASS RACES ARE CLOSE!

While the big fast front running D jobs are always the crowd's favorite, there was plenty of competition in the other classes. With 127 entries in Class B there was sure to be a fight for supremacy in this popular Class. Ronald Zuback of Morgan, New Jersey was a favorite and as he pulled away from the field at the start he looked like

### America's Greatest Outboard Race

Ray Lenk of Detroit first boat home in surprise finish.

Start right at the beginning . . . with the finest pit facilities available anywhere . . . add the sporting 92 mile course that requires a dash of navigating yet winds its way through big cities and little villages alike . . . concoct a perfect racing day of brilliant sunshine and just enough breeze to make a utility hull get up and really "go" . . . sprinkle the course with 273 boats . . . stir in 80,000 spectators . . . \$5,000 in prizes and you'll have the 4th Annual Sentinel-Winnebagoland Outboard Marathon.

The course of this rugged fresh water event which each year continues to gain in entries is guaranteed to provide almost any type of water desired. From the starting line beautiful Lakeside Park in Neenah, Wisconsin where 273 outfits were pitted without taxing the facilities, the boats head out into Lake Winnebago for the 17 mile run to Oshkosh. Forty five miles long by fifteen miles wide, the big lake can be gentle or vicious . . . there seems to be no middle ground. With only 8 to 10 mile breezes off shore this was one of the gentle days . . . and the drivers made the most of it. The airplane patrol overhead in contact by radio with the cruisers on the lake, reported the 110 CU and DU outfits were running full throttle, and when Bob Switzer in Thunderbolt powered Switzcraft made the turn into the mouth of the Fox River and flashed past the Oshkosh check station just 22 minutes after the start, everyone knew that new records were in the making. Just 50 seconds behind Switzer at Oshkosh was Jack Maypole of Chicago, making his fourth bid for the coveted 1st place in this race, and within 5 minutes, 39 of the big fast Class DU Mercury Thunderbolts had checked through. Ray Lenk of Detroit, Mich., first to finish and winner in D Class was the third boat through Oshkosh on the way up.

Up through Lake Butte des Morts, where last year some 35 boats broke up in 20 minutes, went Switzer at full throttle with



Drivers' Meeting—



Once again the unexcelled pit facilities in beautiful Riverside Park in Neenah were able to accommodate the 273 entries.

Feminine racing trio . . . The three gal participants get together for a look at the prizes before the race start. (L to R) Lorraine Werner, Horicon, Wis., Vera Hankewich, Milwaukee, Wis., and Marilyn Donaldson, Dayton, O.





the man to beat. His Sid-Craft-Mercury combination was the first B to check through Oshkosh but his steering wheel came apart and even though he took 20 minutes for repairs he still managed to finish 7th. David Smith of Wisconsin Rapids, was 5th at Oshkosh on the way up, still 5th at the halfway mark, but moved up steadily to cop front honors. He averaged 38.3 M.P.H. with his Switzer-Mercury combination.

Bearded Lloyd Stanley of Petoskey, Michigan, took Class A honors with his home made boat and Mercury outfit. Stanley, father of five children, actually finished third, but moved up when Lee Mei of Grand Rapids, Mich., and James Norton of Fort Wayne, Ind., were disqualified for boat rule violations.

Bernard Abrams of Wilmington, N. C., with a Rockholt-Evinrude outfit led all the way in Class C. He averaged 35.5 M.P.H. and finished 10 minutes ahead of Larry Freeman of Milwaukee who was second.

Art Siebold from Oshkosh driving a Speedliner-Evinrude rig won out over the 22 entries in Class D-1. His average speed was 37 mph.

Once again the hospitality of the Neenah residents and the friendly feeling of the contestants, officials and sponsors contributed mightily toward making this race the most popular in the country. Everything possible is done for the drivers and their crews including a big free outdoor party and supper the night before the race. Beautiful Lakeside Park in Neenah is tops in pit accommodations from every standpoint. The race is sponsored jointly by the Milwaukee Sentinel and the Neenah-Menasha Chamber of Commerce, conducted by the Wisconsin Stock utility Outboard racing Association and sanctioned by the A.P.B.A. Dick Mc Fadyen of Upper Montclair, N. J. served as referee and David Rose of Cambridge, Mass., was Chief Measurer.

#### RACE NOTES

Running through the historic Indian country in this Marathon has certainly put the Indian sign on Jack Maypole. This was his fourth attempt to win this Marathon and in three of them he was in the lead at some time or other.

Although it is 46 miles to the turn around point at Fremont by water, it is only about 23 by highway and many pit crews leave after the start to watch the race at the halfway mark. If their driver is still running good they can easily be back in the pits before he finishes.

Safety precautions at this race are unexcelled. Chief Irv Stilp of the Neenah Police Rescue Boat has airplanes, boats and shore based rescue units all coordinated and a driver who stops anywhere on the course is immediately spotted, charted and help is dispatched via radio.

No state had a monopoly on prize winning. The 5 prize winners in Class D each came from a different state, Michigan, Missouri, Illinois, Wisconsin and Ohio.

Bud David from Modesto, California came the longest distance to race for the second successive year. He was set up for rough water and didn't do too well . . . finishing 14th in Class A.

Ronnie Zubach from Morgan, N. J. showed why he holds many Class B records and titles. He broke out into the open at the start of the "B" race like he was jet-propelled and was a cinch winner until his steering wheel came apart. He was 39th "B" boat to turn the halfway point after he made his repairs. He passed 39 boats in his class on the return trip to finish 7th in his class.

(Continued on page 46)



Lloyd Stanley, Petoskey, Michigan, construction foreman and father of five children, built his own boat, powered it with a Mercury Rocket Hurricane and won the Class A title.

D-1 winner . . . Andrew Hertel, left, Milwaukee Sentinel promotion manager, presents the first place Sentinel trophy to Art Siebold, Oshkosh, Class D-1 winner in the post Marathon trophy and prize presentation ceremonies.



Chief Scorer, Armand Hauser, Jr., left, awards the first place Milwaukee Sentinel trophy for Class D-2 to Raymond Lenk, Detroit.



WOTTA ARMFUL . . . Bernard Abrams, Wilmington, N.C., Class C winner, displays the prize boodle he won. In addition to the first place Sentinel trophy, Abrams won all the merchandise prizes he's here trying to carry.

David Smith, Wisconsin Rapids, Wisconsin, did it the hard way by winning over 127 Class B entrants with his Mercury Thompson.





# ***The Continentals Move!***

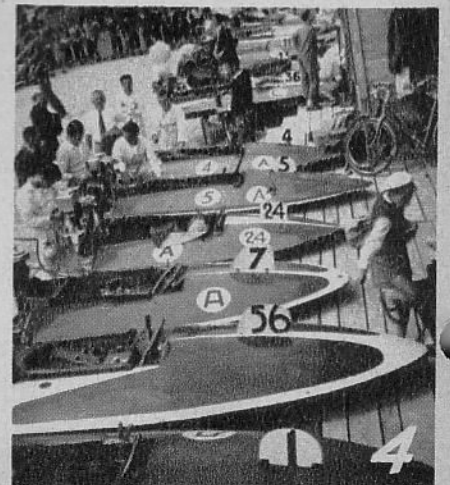
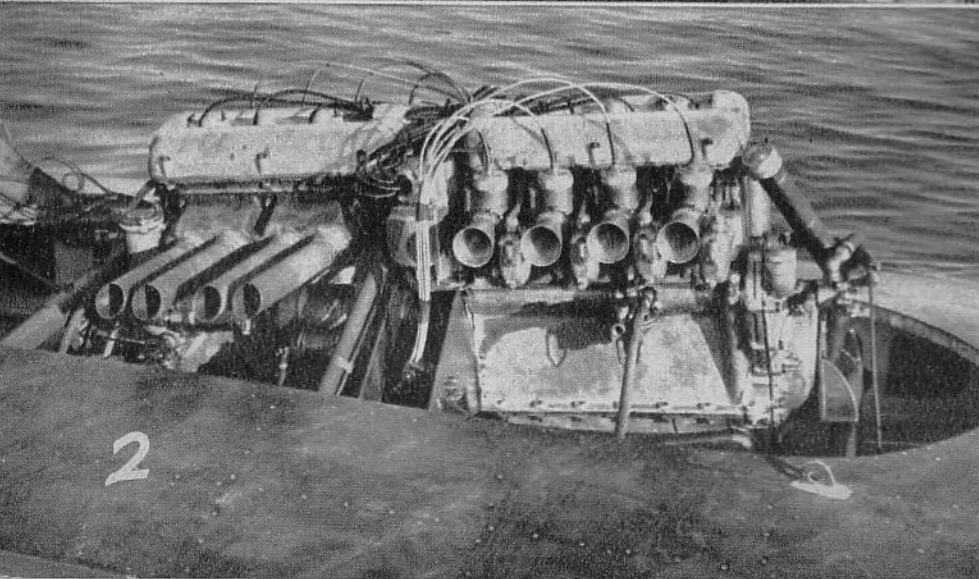


1. Paul Schiller, the Swiss Hurricane, launches his Class X Outboard. The Schiller creation has more the appearance of an inboard hydro, but that package of power on the transom is the fabled 6 cylinder Soriano with a single overhead camshaft and one stage of supercharge. Schiller, winner of many awards, is defending this year his European "X" Championship. Racing outfit, truck and crane are all one unit, a clever arrangement. (Courtesy Valvoline Oil Co.)

2. Ezio Selva's twin installation of a pair of 2225 cc BPM's driving one shaft in the Italian's new 450 kg hydroplane. Selva expects to be able to give Vega and his new blown Alpha powered outfit a good run with this new creation.

3. Aleardo Polli doesn't look at all concerned as his 2800 cc hydro takes off. Polli has been giving the favorites fits this season. Publifoto

4. Lake Auronzo. The Continental outboard fleets are increasing in numbers.





# John Cobb's "Crusader"

by  
JOHN COBB

My Railton-Vosper boat has been built with the object of conducting research into high-speed travel on water. Its rather revolutionary layout was originally suggested to me by Reid Railton. Design and construction have been carried out by Vosper Ltd. in co-operation with the British Aluminum Company and the de Havilland Engine Co.

We decided that the boat should be powered by a jet engine since this form of propulsion has great advantages over the conventional propeller when aiming at very high speeds. As boat-speed increases, so the efficiency of a propeller decreases until, at the highest speed so far attained on water, only about one-third of the horsepower developed by the engine can be converted into propulsive force.

With a jet engine, on the other hand, the thrust remains nearly constant, irrespective of the speed of the boat, while the overall efficiency of propulsion actually increases rapidly with the boat-speed. Moreover, at speeds approaching 200 m.p.h., the horsepower available from a jet engine of given weight and bulk is rather greater than that provided by a piston engine of the same size, even if all the latter's power could be used propulsively instead of the one-third which is actually available. The designers of the boat and I were satisfied that, provided we could master the technique of applying it to boat propulsion, a jet engine was the logical choice.

With the agreement of the Ministry of Supply, the de Havilland Engine Company has made available a Ghost engine, similar to those fitted in the D.H. Comet. The land based and carrier borne Venom fighters, which have such a big responsibility in the defense of this country over the next few years, are also fitted with this type of engine. A de Havilland Vampire, with a similar Ghost engine, still holds the World's height record of over 59,000 feet.

The novel shape of the hull was dictated by the desire to prevent its being disturbed by the very large forces which are exerted by the surrounding air on the hull of a boat traveling at very high speed. With boats of conventional design, presenting large, fairly flat surfaces to the air, these forces may tend to lift (or depress) the hull to such an extent as to spoil its performance completely. Since the purpose of our project was to achieve speeds greater than have ever been reached before, it was obviously vital for us to avoid these forces as far as possible.

Having arrived at a shape for the hull that was satisfactory in this respect, it was, at least, equally important to provide it with planing-surfaces that would ensure stable running at high speed. Lastly it was necessary to endow it with enough buoyancy to enable it to float satisfactorily when at rest. The main problem facing the designers has been to work out a compromise which should satisfy these three requirements.

The design was constantly checked at

successive stages by the use of rocket-propelled models, at first by small models of one-sixteenth scale, and finally by a large model of one-sixth scale. This large model, propelled by a rocket of known thrust, was actually timed to achieve a speed of 97 m.p.h. We believe that the boat, as it now stands, represents a fundamentally sound solution of the problem, although considerable experimentation and development will probably be required before the final high-speed trials are made.

The construction of such a boat is, in itself, a considerable problem since it is necessary to obtain maximum strength with minimum weight penalty. In this case, a planned mixture of birch ply and high strength aluminum alloy has been used. The hull and sponsons are basically of plywood reinforced as necessary with aluminum alloy, while the outrigger beams are almost entirely of aluminum alloy. The actual planing surfaces are of aluminum sheet.

The overall length of the boat is 31 feet, with a span over the sponsons of 13 feet. The weight in running trim is expected to be nearly three tons.

Provision has been made for the experimental use of parachute-drogues to act as

an "air-brake", in case such a thing should be found necessary.

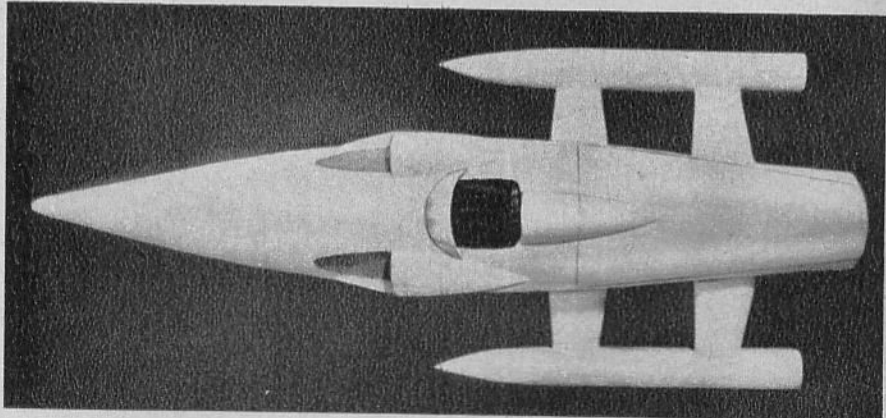
I should like to make special acknowledgement to Commander Peter Du Cane of Vosper Ltd., to Reid Railton and to the staffs of the Admiralty Experimental Station, Haslar, the De Havilland Engine Company, C. C. Wakefield & Company Ltd. and the Aerodynamic Section of the Fairey Aviation Company. Finally, I acknowledge gratefully the co-operation of the Rocket Propulsion Department of the Royal Aircraft Establishment, Farnborough, which made possible the checking of our design by high-speed model.

(Editor's Note: F. H. Snoxell, Speed and Spray's English correspondent prepared the following additional notes on the design and construction of *Crusader*.)

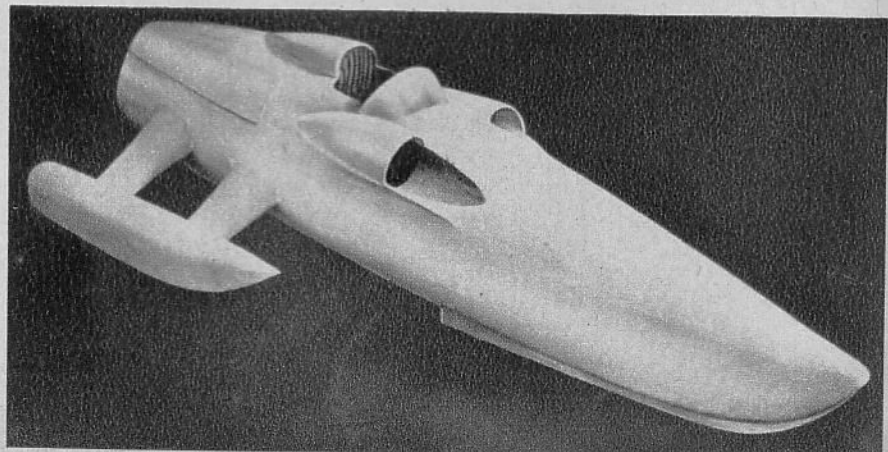
Even a casual study of the accompanying drawings of "Crusader" will show that the main concern of those responsible for its design has been to produce a form on which the aerodynamic forces set up at high speed will have a neutral result—in other words, the boat will neither plunge or rear.

When, in 1947, Sir Malcolm Campbell had "Blue Bird" converted to jet propulsion, the boat suffered, first, from directional instability and, when this had been corrected, from an obstinate tendency to "porpoise", even at comparatively low speeds.

In "Crusader", fairly large water fins have been provided at the inside edges of the two sponsons aft with a view to ensuring directional stability. In regard to planing surfaces, it will be noted that the boat is what may be termed a "reversed threepointer", with a single central planing surface forward and two planing surfaces aft. The three points of support are widely spaced, both longitudinally and laterally, and this



Two photos of the one-sixth scale model of *Crusader*, which was propelled by rocket of known thrust and actually timed at 97 mph.





arrangement, together with the shapes and angles of the planing surfaces arrived at after many calculations and model experiments, is expected to prevent "porpoising".

The first experimental model consisted of a streamlined hull with four legs, each carrying an aluminum ski, one forward, one aft and one each side. The aft point of support, provided to prevent any tendency to "porpoising", was found to be unnecessary and was removed.

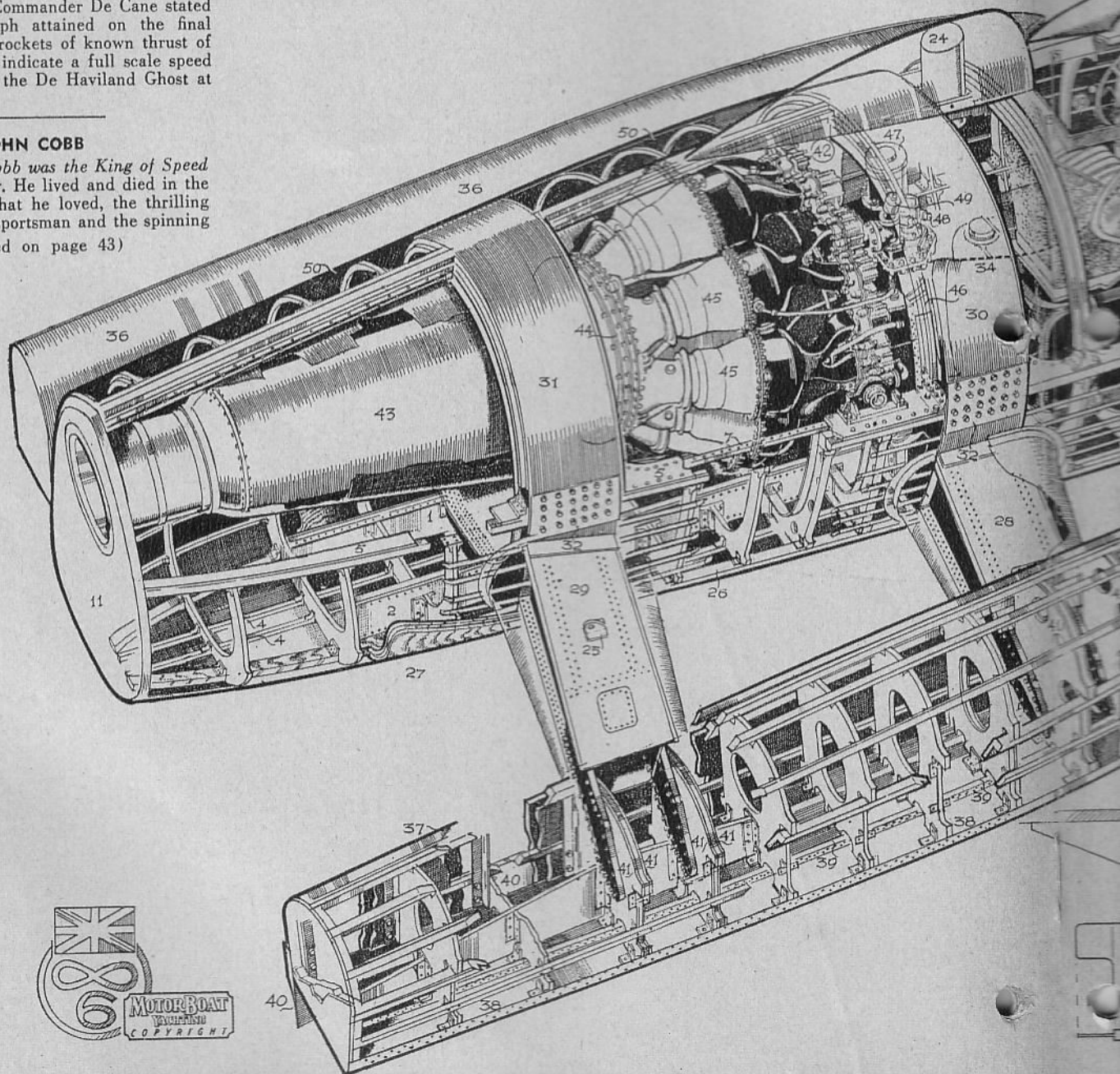
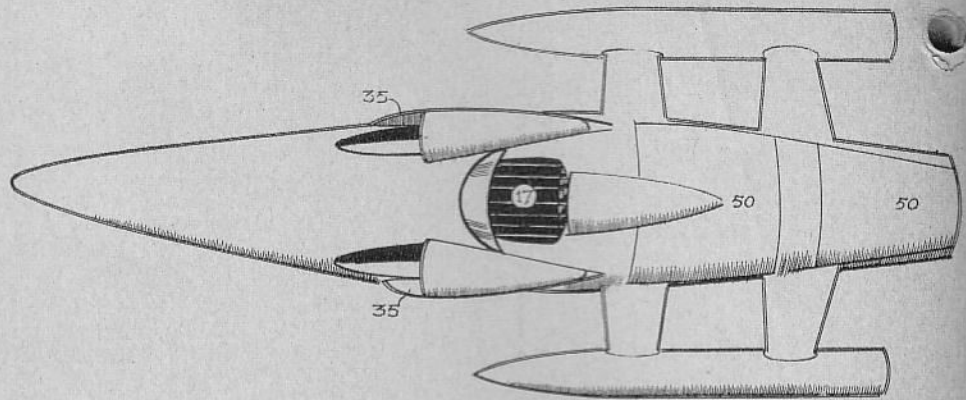
As built, "Crusader" has two skins of birch ply, carried on longitudinal stringers of spruce, fastened by lugs, some of aluminum and some of plywood, to sawn frames of birch ply. Aluminum alloy is used for the planing surfaces and in the cantilever and hull ring members supporting the sponsons.

Certain modifications have been made in the De Haviland jet engine for its employment as a surface propelling unit. Jet engineers talk in terms of thrust rather than horsepower; the Ghost has a static thrust of 5000 pounds. Commander De Cane stated that the 97.5 mph attained on the final model driven by rockets of known thrust of 30 pounds would indicate a full scale speed of 240 mph with the De Haviland Ghost at full throttle.

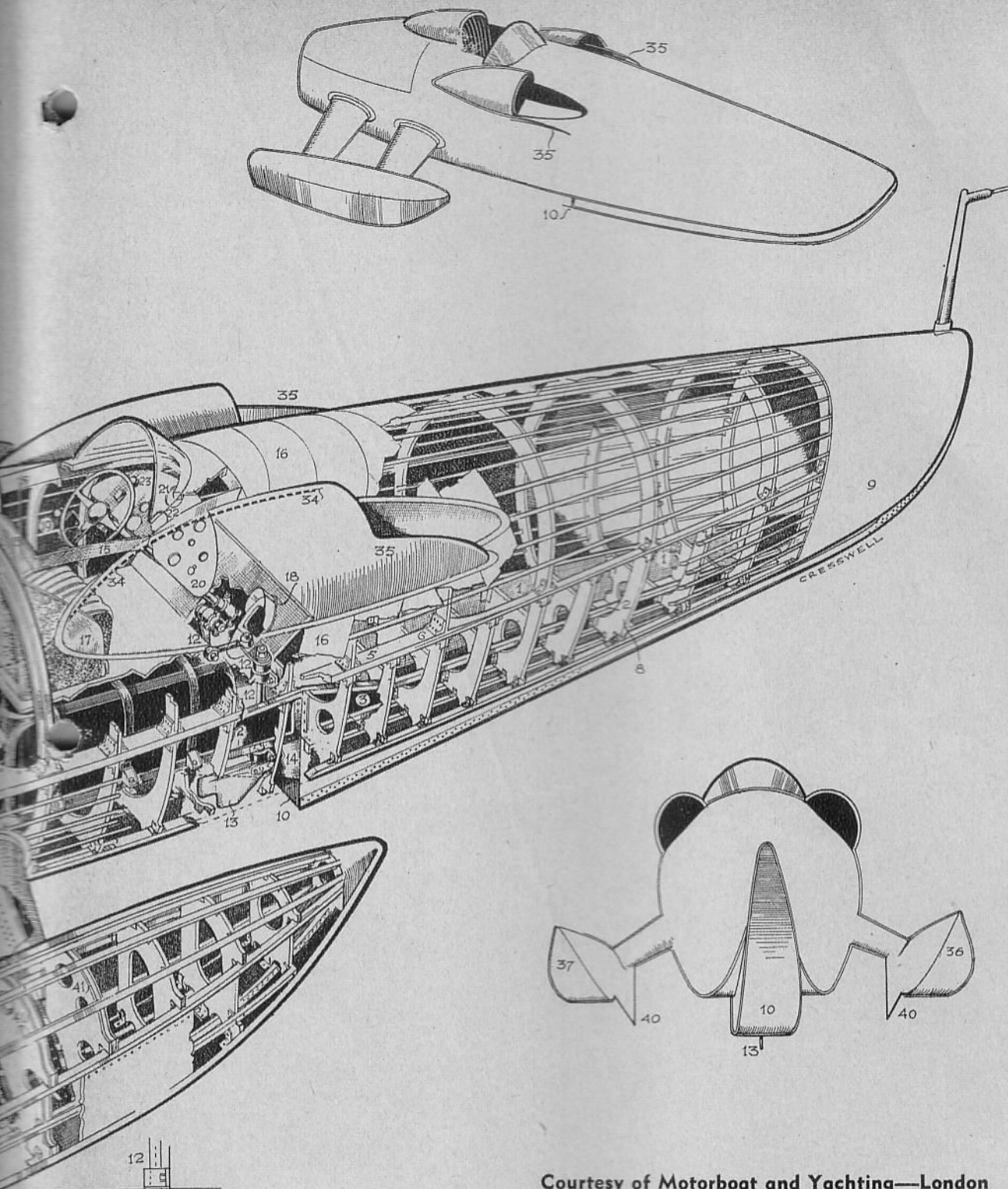
#### JOHN COBB

*John Rhodes Cobb was the King of Speed on land and water. He lived and died in the dangerous sport that he loved, the thrilling battle between a sportsman and the spinning*

(Continued on page 43)







Courtesy of Motorboat and Yachting—London

- |  |  |                                |
|--|--|--------------------------------|
| 1. Main girder (port).   | 16. Stressed skin (double diagonal plywood). | 33. Fuel tank.                 |
| 2. Main girder (starboard).                                    | 17. Pilot's seat.                            | 34. Air trunk—outline.         |
| 3. Main girder alters section.                                 | 18. Throttle (foot).                         | 35. Air guide and spray guard. |
| 4. Bottom stringers.   | 19. Throttle (hand).                         | 36. Port float.                |
| 5. Gunwale or main stringer.                                   | 20. Instrument panel.                        | 37. Starboard float.           |
| 6. Gunwale or main stringer alters section.                    | 21. Air speed indicator.                     | 38. Metal bottom.              |
| 7. Thrust beam.  | 22. Tachometer.                              | 39. Metal stringers.           |
| 8. Birch ply frame (No. 23).                                   | 23. Air drogue release.                      | 40. Fin.                       |
| 9. Moulded nose.   | 24. Drogue stowage.                          | 41. Cheek plate.               |
| 10. Step.  | 25. Drogue tackle eye.                       | 42. De Havilland Ghost engine. |
| 11. Transom.   | 26. Square chine.                            | 43. Jet pipe.                  |
| 12. Steering drop arm, drag link, tiller arm and rudder stock. | 27. Moulded bilge member.                    | 44. Compressor turbine.        |
| 13. Rudder.  | 28. Forward cantilever arm.                  | 45. Combustion chambers.       |
| 14. Starboard fin at step (port fin similar).                  | 29. After cantilever arm.                    | 46. Compressor.                |
| 15. Cockpit carline.   | 30. For. strong beam (portable).             | 47. Starter motor.             |
|  | 31. Aft. strong beam (portable).             | 48. Vacuum pump.               |
|  | 32. Strong beam securing plate.              | 49. Oil filter.                |
|  |  | 50. Engine cowling (portable). |



# GOLD CUP Regatta

Story and Photos by Kent Hitchcock

The Gold Cup will remain in Seattle for another year. Stanley S. Sayres' *Slo-Mo-Shun IV*, driven by Robert Stanley Dollar, Jr., was the final winner in one of the most unusual contests ever staged for power boat racings' greatest award. For five full laps

the contest was the fastest boat race ever held and without doubt the most thrilling. From this point on, as the casualty list robbed the race of the boat-for-boat competition that had featured the earlier laps, most of the crowd of 300,000 probably considered the whole affair a pretty dull boat race. To the uninitiated who expected to see a blistering battle all the way through the three thirty-mile heats, it probably appeared to be a flop with three and then two and then finally only one boat running to take the checkered flag at the end of the grind. To the experts, the followers of the sport and the crew members who expected to see the race won on strategy, rather than blinding speed, the whole contest was a complete success . . . not of course from each individual point of view. Actually in the final analysis this was strictly a team race and it was finally won in the pits between heats.

(Continued on page 44)

1. *Slo-Mo-Shun IV*, the World Record Holder and Winner of the 1952 contest for the Gold Cup. A broken prop forced her out of the first heat, she "toured" through the second one and outlasted *Hurricane IV* in the final to win the cup, the only remaining boat on the course at the finish.

2. *Miss Pepsi*, ran every boat in the race ragged in the first heat, establishing new lap and heat records. The Detroit juggernaut looked like a sure winner, but the old Pepsi gear box plague put her out in the second heat.

3. *Such Crust IV*, nearest the camera, and *Hurricane IV* toured through the first heat waiting for the competition to break up. *Hurricane's* failure to get started on time in the second heat cost her the Cup.

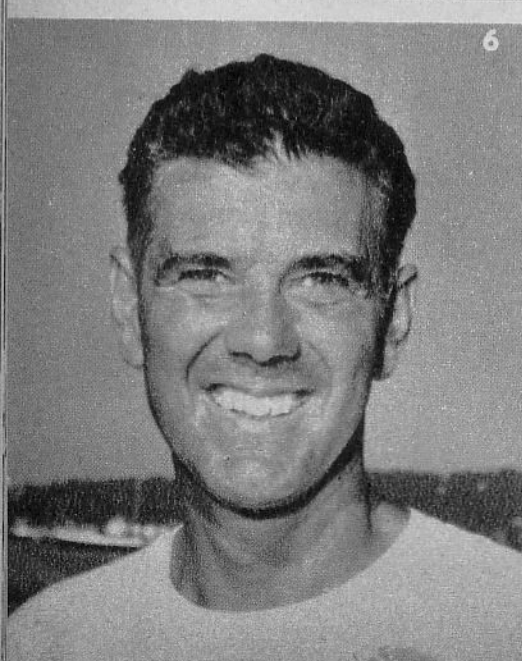
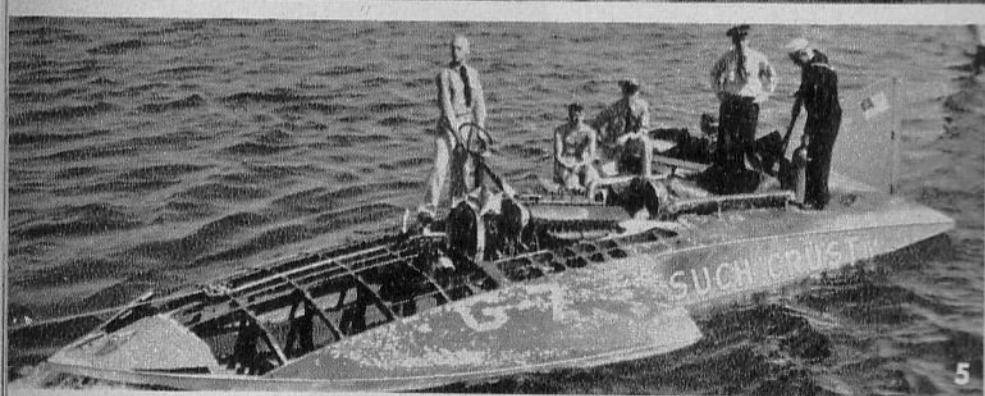
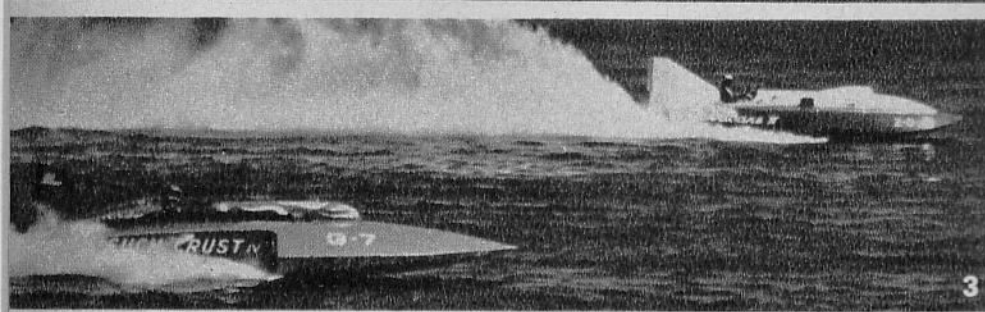
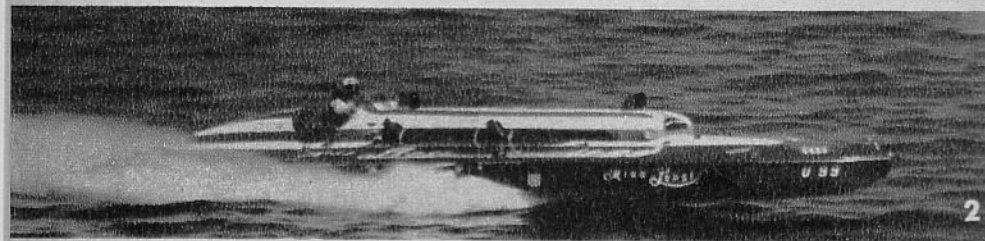
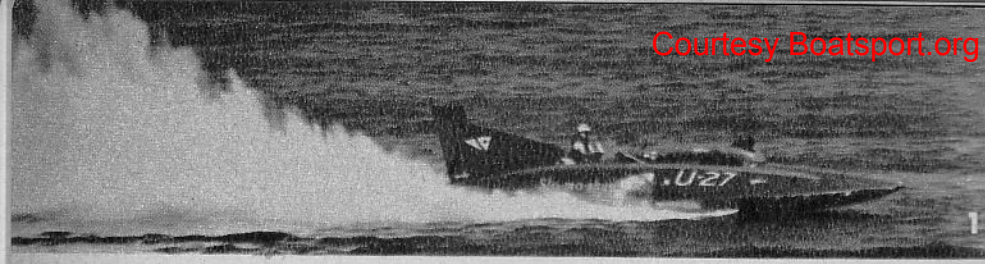
4. *Slo-Mo-Shun V* leading *Miss Pepsi* by a very narrow margin in the first heat. For five laps this was the fastest, most thrilling boat race ever run. The "V" quit with motor trouble in the 6th lap.

5. *Such Crust IV* being towed to the pits after the explosion in the second heat that seriously burned driver Bill Cantrell.

6. Robert Stanley Dollar Jr., the winner.

7. Chuck Thompson, driver of *Miss Pepsi* didn't win the Gold Cup but he took back to Detroit, the Aaron LeRoy and Martini Rossi Perpetual trophies which go to the holder of the fastest heat and fastest lap time. Dr. Phil Smith, Commodore of Seattle Yacht Club, at the microphone.

8. Chief Timer J. Otto Crocker, used his new Printing Timer for the first time. The new device prints the time of each boat on a tape as it crosses the line.





# SKY HARBOR Regatta

By Ernie Niederhauser  
Photos by Norm Lewis

This season completed another chapter in the history of the Salt Lake Power Boat Club. This was the first fully sanctioned regatta ever held here.

The newly man-made "Falcon Marine Stadium" was christened with the drone of high-strung motors and the weather and drivers cooperated beautifully to make this regatta the best we have ever held.

Credit should be given Darrell Firmage and his capable staff in making his stadium available to the Club and for the hospitality and support given the contestants and regatta committee.

No less authorities than Bud Wiget, Rocky Stone, Oliver Dupruix, Ovan Harris and Larry Burke have indicated to us there is none better or handier than these new facilities, and this is only the beginning.

A south wind made the course a little choppy for the first race or two. All contestants were relieved to have the course and water initiated by veteran drivers such as Wiget, Stone, Dupruix, Brown and others.

**C Racing Hydro Class** was won by Oliver Dupuix of Plains, Montana, followed by Bud Wiget of California and Les Brown of Salt Lake City in that order. An unusually close race made this a "honey" from the spectator standpoint.

**B Stock Hydro** was number two. 15-year old Wayne Brown of Salt Lake City won both heats of this one easily.

**Service C Runabout** was next with veteran Larry Burke of Chico, California the winner but pressed hard by Dick Thompson of Salt Lake City and Ken Jones.

The Schubach Jewelry and Standard Optical Trophy as well as the Knudsen Perpetual Trophy were at stake. This race is the old Club standby and yearly draws a large and fast field.

**D Stock Runabout.** Dick Bradford of Salt Lake City won both heats of this one followed each time by George Walton and Dave Bradley, also of the local Club.

**F Racing Runabouts.** This was probably the outstanding event of the day. Plenty of speed with spills and chills made this race a dandy. Two father and son combinations, as well as the Harmon-Tyson Buddy team, held a family interest. Youthful Ike Hancock, racing neck and neck with his veteran dad, flipped his hull as his deck rider lost control. The father and son team of Art and Winthrop Godfrey held the lead on the first heat and turned in some fast time and second place in the second heat. They were the winners.

**C Racing Runabout.** The veteran "Rocky" Stone from Williamina, Oregon separated the men from the boys on this one. Equipment and experience were the determining factors although Larry Burke of Chico, California and Wee Knudsen of Provo also ran a good race.

**BU Runabout.** Wayne Brown of Salt Lake City was again superior. His runabout and motor were as tight as a "fiddle String" and he wasn't pushed too hard on either heat. Ted Samuelson was runner-up.

**C Service Hydro.** The national champion, Bud Wiget, was not to be denied this race.

Having watched Bud and Ethel on previous trips to our location has taught the local boys to keep their gear in shape always. Whatever it is, they have the correct formula and know how to use it. Oliver Dupuix and Roy Knudsen finished behind Bud in an exciting seven boat race.

**D Stock Hydro.** This new class is getting more exciting each year. Walt Dansie of Salt Lake City turned in a masterful performance. Nearly everyone conceded the race to Ivan Harris of Denver who placed second in the Nationals last year. Ivan jumped the gun in both heats. Dansie was pressed very close by George Walton of Salt Lake and Steve Crombie of Denver. Dick Bradford of Salt Lake City showed well in this race but lost his transom and motor on the second heat. He said, "I had it in the bag."

**135-225 Inboard Hydro.** Local enthusiasts had their appetites whetted for a showdown between L. O. Turner of Provo, Utah and his "Green Hornet" and "Hutch" Aoki of Salt Lake City with his 135 of the same name. The race didn't materialize. Turner took a few trial laps on the day before the race and the "Hornet" wasn't right.

Jim Foreman of Salt Lake and Burr Coleman of Denver were on the heels of Aoki on regatta day, turning in some creditable competition. Foreman's outfit is new and fast and will bear watching.

One new feminine racer, Mary Jane Samuelson, took part in the program. Although not placing in her race, she beautified the course with her presence.

So are the facts and figures on our 1952 Regatta. May we have many more like it.



Photos by Norm Lewis

1. F Racing Runabout U10—"Ike" Hancock, driver, Salt Lake City; "Garry" Peterson, deck rider, Salt Lake City—rounding south buoy at top speed.

2. Garry Peterson slipped from deck, upsetting U10. (Note spray.)

3. Garry and Ike being towed by one of the always dependable patrol boats.

Father Les Brown congratulates son Wayne after winning B.U. Runabout Race. Only two-time winner of the regatta, Wayne, only 15 years old, is already a veteran . . .







## RACING



1. Northern California Outboard Association had another bumper year of fine regattas. Chet Parks of Vacaville in his C Racing Runabout *Miss Fire* at Donner Lake. Lankford Photo—

2. Southern California Speedboat Club with their flock of world record holders and champions thrilled Southland spectator crowds as usual this season. Here is a perennial battle. The dogged and determined Marion Beaver from Parker, Arizona in *Little Beaver* (O-2) trying to beat out the National Champion and record holder Dr. L. J. Novotny in his *Cherub II*. Trindl Photo—

3. Take off of Classes "A" and "B" at the Pony Express Marathon on the Missouri River at St. Joseph. William Henry Photo—

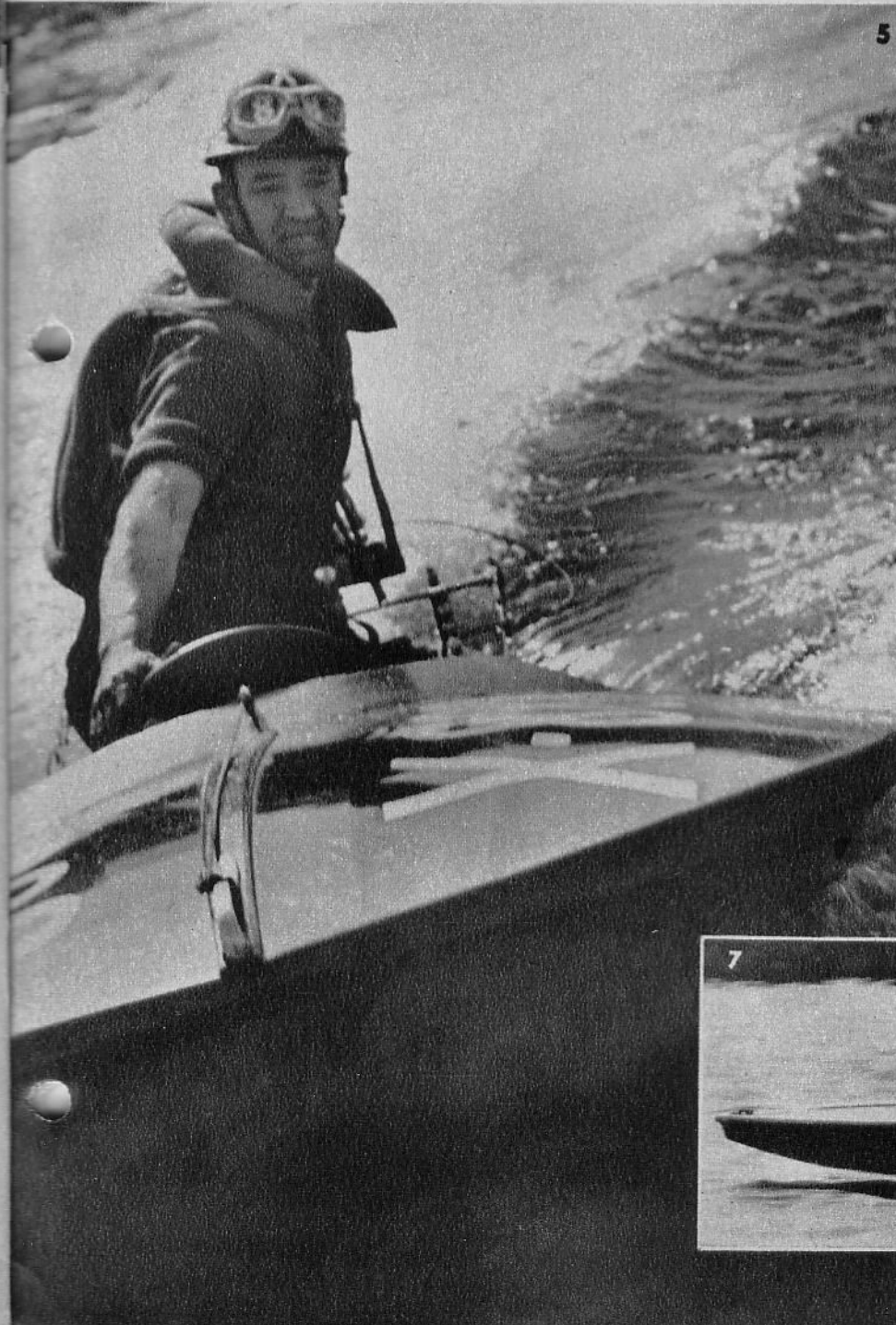
4. Down in Texas they drive them hot, heavy and roughshod and the toughest race of all is the Free-For-All where everything goes. This rough water start at Lake Worth is a sample of the kind of racing that keeps the spectator crowds on edge at every regatta. R. E. Thompson Photo—

5. Anchorage Boat Club way up in Alaska had their best year of racing this season on their home waters at Lake Spenard. Meet "Pic" Pickens, one of the club's hot pilots. Read Bill Oswald's yarn in this issue on the Fairbanks Marathon. Jack Geehan Photo.

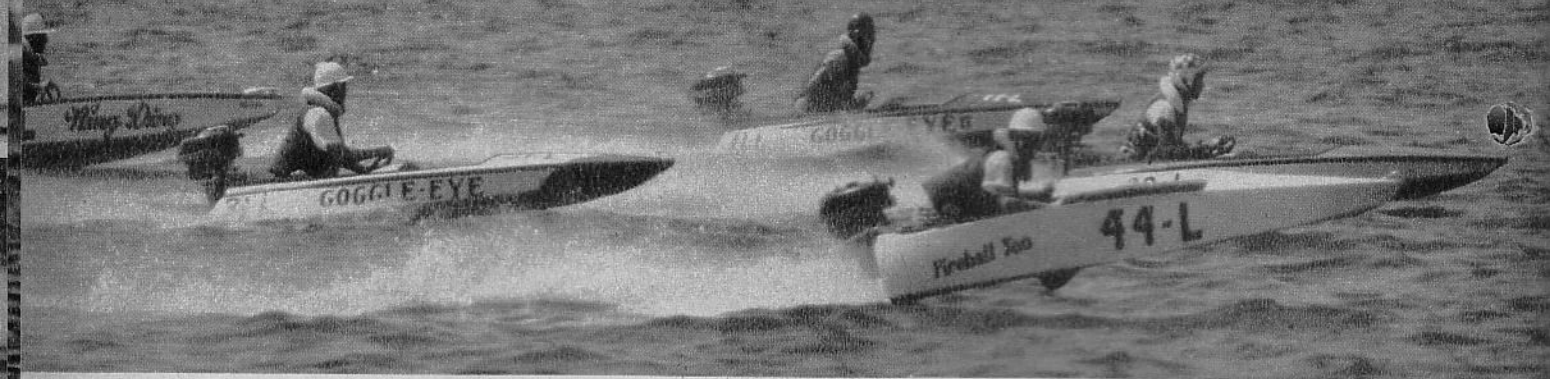
6. This was "All Outboard" year at the 20th Annual Hearst Regatta at Long Beach Marine Stadium in California. With the Inboards and the Racing Outboards running on alternate years, it is a whale of a battle to see who can put on the best show, for the capacity crowd that the Hearst always draws. Los Angeles Speedboat Association conducted this one and from start to finish it was a great regatta. Trindl Photo—

7. Winding River Boating Association conducted the first National Championship Race for the new 136 Cu In. Hydroplane Class at Millville, N. J. A. K. Souders in *My Pal* Z-58 walked off with first place in the 48 Cu In. Runabout Class, one of the supporting features on the card. Tom Tweedle Photo.









## PAN AMERICAN REGATTA

Story and Photos by Elliott Hebert

ROUNDING THE FINAL TURN of a hard-fought three lap race curly haired Bobby Bourcq looked over his left shoulder and felt sure the *Miss OK* could not catch him in the remaining short straight-away.

Then it happened. Bouncing wildly over the choppy lake water Bobby felt the port sponson give way under his 135 cu. in. *Miss Nehi*. Water spouted 10 feet in the air through the six inch gash. Amidst the stinging spray of salt water and the roar of the crowds along the concrete seawall he managed to nurse his lead enough to cross the finish line with a little to spare.

This was just one of four times when 23-year-old Bobby Bourcq proved himself the star of the action-studded two day Pan American power boat regatta at the sprawling Lake Pontchartrain in New Orleans. Just before his spectacular win in the crippled *Miss Nehi* he had pushed John Oatis' *Me-2* to a new world's record in the E service runabout class by averaging 51.282 m.p.h. over the five mile course.

To prove it was no mistake he came back in the second heat the following day and broke his own record by skimming over the water at an average speed of 52.203 m.p.h. in the same boat.

Bobby was upholding the tradition of past Pan American races by being the fifth driver to set a world's record in the seven annual regattas which have been sponsored by the New Orleans Power Boat Association.

Approximately 50,000 sweltering spectators lined a two mile section of seawall to watch the two days of racing. The weather was clear and the sun was hot. A westerly wind, blowing inshore on both days, kept the water choppy enough to harass the drivers of the small outboards.

Between 80 and 90 boats in 14 classes churned the lake waters around the mile and two thirds course marked with four buoy turns. An extra set of buoys had to be set out to keep the 100-odd pleasure boats from edging too close to the course for a better look.

Each day's racing started with the non-sanctioned stock Crosley runabout heats. Though the best speed set was about 34 m.p.h. the N.O.P.B.A. was glad to give the cheap little boats a "go" at the course. In the race were two youngsters, 12 and 14, who the association hoped would entice new blood into the local boat racing game.

During the regatta's 28 races the biggest free show was put on by the utility runabout drivers. Of the 45 daredevils in the

four races at least 15 were unceremoniously dumped overboard as their light crafts nosed over in the choppy waters. Two of the boats ran wild after dunking their drivers but were taken in tow by a Coast Guard rescue boat before any damage was done.

For several days before the regatta, interest had kindled in the 135 cu. in. hydroplane class. The American Brewing Company of New Orleans had donated a \$2000 perpetual silver trophy to go to the high point winner of the two heats. Shop talk during the week was divided when it came to predicting the winner. Everybody knew Jim Retif of New Orleans had a fast boat (*Miss Nehi*) and a good driver (Bobby Bourcq). Less known were the chances of highly-touted Asa Peveto of Port Arthur, Tex., in his *Yellow Jacket*. Adding to the confusion were E. A. Letarde of Amite, La., in his *Miss OK* and Jim Townsend's *Eight Ball*, also from Port Arthur.

During the first heat Bobby Bourcq, flushed with the victory of his new world's record in the previous race, nosed out Letarde's *Miss OK* by a slim 4/10 of a second after developing his sponson trouble. In the second heat, the following day, Letarde did everything but make his boat fly to get the edge over Bourcq in the *Miss Nehi* by 20.2 seconds over the five miles.

Just as the announcer was calling Letarde the winner the axe fell. Referee Jack Horsley, representing the American Power Boat Association, disqualified the "*Miss OK*" for cutting short of two buoys on laps two and three. Driving smack into the sun Letarde had lost his bearings. To make the stroke of ill luck a little easier to take, the judges found that Bourcq, with the fastest time, would have been high point man regardless of the disqualification. The Regal trophy is his until next year. He must win it three times before he can permanently put it on the mantle.

Of the many inboards and outboards which gravitated to the Pan American regatta from all of the southern states (one was from Washington, D.C.), none claimed as much attention as the entry from Coral Gables, Fla. Blonde, young Marie Lamont had entered her sleek *Marie's E* in the D-E inboard service runabout class with a fanfare. Though she sincerely told reporters she was not sure what her boat would do, they smiled smugly and knew she would not travel that far without having power to spare.

The only quarter from which competition could be expected was N.O.B.P.A. Commadore John Oatis' *Me-2*. During early morn-

ing on the first racing day Oatis and his brother had the *Me-2* racing up and down the lakefront to iron out the kinks. "It just wasn't running right," they thought. They changed plugs, tinkered and crossed their fingers.

By the time the announced called for the D-E's the tension was high in the pits and in the crowds. Once the race started the cheers went up simultaneously. After the first lap the *Me-2* had gained a half mile lead and Bobby Bourcq was confident enough to wave to spectators as he passed parallel to the seawall. Down went the old record of 51.107 m.p.h., set by Edison Hedges of Cambridge, Md., in 1950 in his *Red Eagle*.

The following day the story was the same. With Bourcq's top average speed standing at 52.203 m.p.h. the A.P.B.A. officials took almost every nut and bolt out of the *Me-2* and found it in order. All that was needed was the official nod of the national committee to let the new time go into the book.

As usual in power boat racing, spectator interest at the Pan American regatta was high for the most powerful class of boats. To satisfy their tastes Haywood Prevost of Baton Rouge, La., gunned his 266 cu. in. *Greyhound Express* for all he was worth. Result: he won both day's free-for-all races and one of the two 266 heats. His best time average over five miles: 57.0 m.p.h.

Probably no driver managed to make as big a hit with the crowds as "never-say-die" Irvin Tarbert of Miami. He attracted thousands of eyes as he jockeyed into position on his first race in his fire engine red *Ill Eagle*. The little 48 in. racing runabout engine was sitting in an all-fiberglass hull, designed specially for rough water. Once past the starting flag Tarbert stole the show as his boat skipped, jumped and hopped over the lake seeming to make more distance in the air than in the water.

A gasp of disappointment went up from the crowds as the *Ill Eagle* settled down past the first turn with a dead engine. Tarbert worked nervously over the plugs and was underway again. He passed three boats to crawl back into second place only to have his engine die again. Three times it happened and three times he edged back in the money. He finished third and got as much applause as if he had won.

Drivers in the Pan American regatta were both kind and cruel to the two national champions racing against them. Sunny Jones of Miami, 1952 title holder for the 48 cu. in. runabouts, had little trouble upholding his reputation. He won both heats hands



down with his best time over five miles clocked at 7 minutes, 54 seconds. Less fortunate was C. A. Budwine of Port Arthur, Tex., national champ in the 48 in. hydros. His bad luck started on the trip to New Orleans when his boat and trailer hurtled over the side of the road while he was traveling 60 m.p.h. He worked long into the night and was ready to race the following day. His best showing came in the two free-for-all races when he pressed Haywood Prevost's *Greyhound Express* to eke out two second places while driving Jim Townsend's 135 hydro *Eight Ball*. He did not place in his own 48 hydro *Ballerina II*.

More than one visiting boatman made no bones about returning to New Orleans for next year's regatta. They had reason to be happy. Besides the free buffet supper and dance tended them between racing days they were the center of attraction at the pre-race parade through the business district of New Orleans.

Approximately 30 of the shiny boats were towed through blocked off streets behind the city's police band. To plug the Pan American angle the local power boat association had 40 Latin American beauties dressed in their native costumes.

All total the 7th annual Pan American regatta did more than hold to tradition. It set new ones that prove the regatta's growing pains have not stopped. Over 50 trophies were awarded during the two days and purses ranged from \$75 for a first place to \$10 for fifth (when eight or more boats started).

Much of the credit for the regatta's success belonged to the American Legion Post 288 and the many local boat enthusiasts who donated time, money and material to make drivers and owners feel comfortable and welcome.

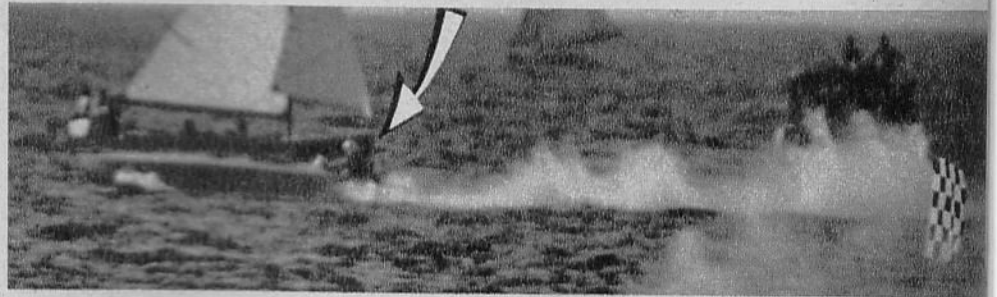
Now that the regatta is shelved for another year the New Orleans Power Boat Association does not lay down its working togs. Their big project; to get a break-water built in Lake Pontchartrain.

If they are successful they will have one of the best courses and biggest potential audiences available anywhere south of the Mason-Dixon.

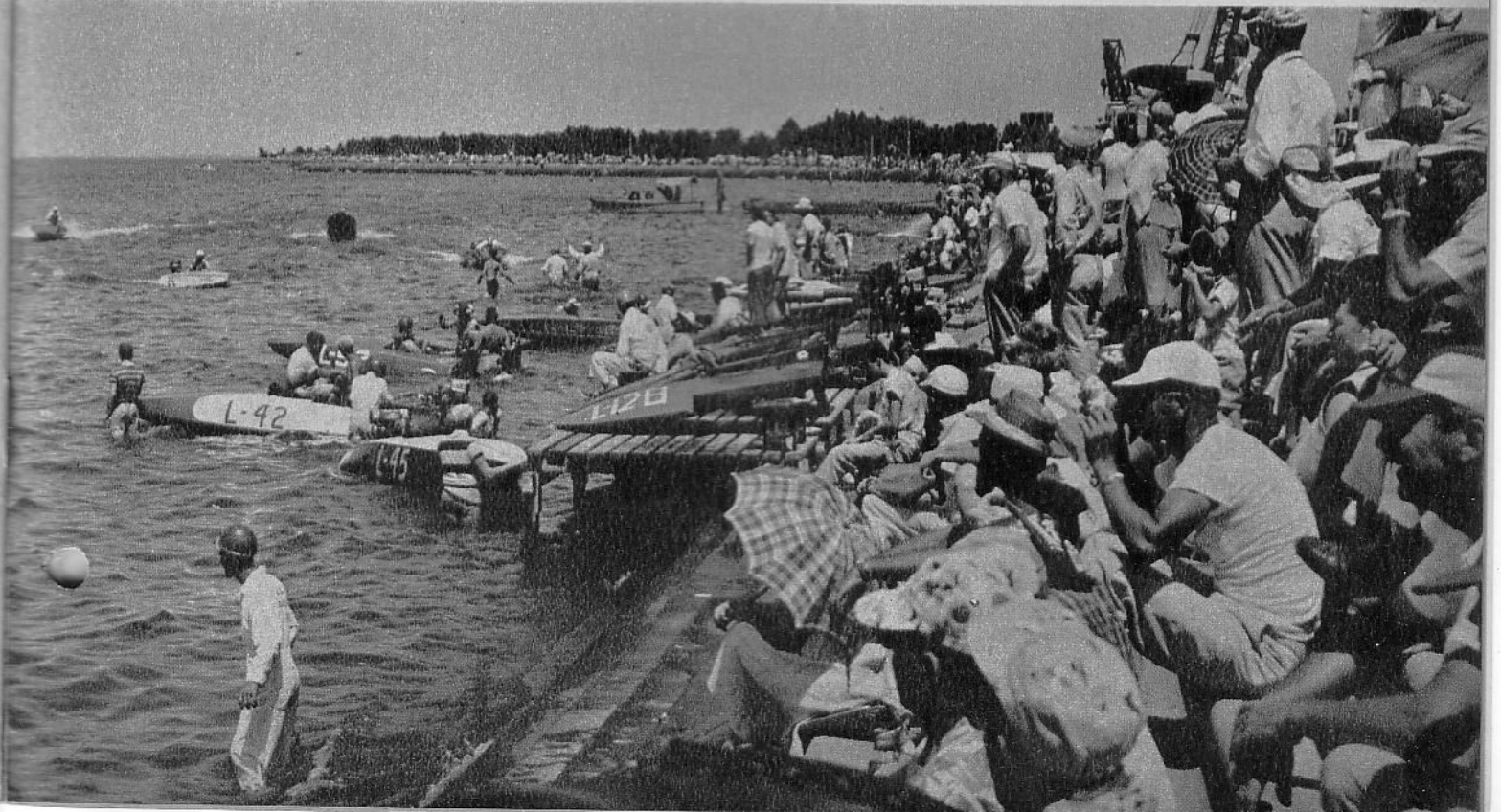


Bobby Bourcq of New Orleans, in Jim Retif's *Miss Nehi* won the coveted \$2000 Regal trophy for being high point man in the 135 cu. in. hydro class. He won the first heat, finishing the race with a badly damaged sponson.

Bobby Bourcq crosses finish line in 1st heat of E Service Runabouts, setting the first new record.



Curve in seawall shows spectators as far as eye can see. Two cranes were used in the inboard pits. Shallow water allows drivers and mechanics to get to boats easily.





At Elk River, Minnesota (12.6 cu in.). W-55 Jerry Lines of Eau Claire, the high point winner in Runabouts and Hydro, leads . . .

## **\$10,000 Speed Classic**

An old-timer finds out about these young upstarts. Clem Landis, racing for some 31 years in the pro running, said he swigged more water from spray on this trip than ever before in his life. But Pop got some new rings in his B boat and at Elk River he showed his rooster tail to the entire field for a pair of heats.

### **\$10,000 ATTRACTS FASTEST OUTBOARDS IN WORLD**

With a ten thousand dollar purse for six days of wave jockeying thruout Minnesota, more than 100 of the nation's fastest drivers and boats roared, splashed and screamed on six of Minnesota's ten thousand lakes at Bemidji, Grand Rapids, Aitkin, Brainerd, Elk River and on Minneapolis Lake Nokomis during the week preceding the greatest of all Minneapolis Aquatennials.

Using MPBA rules which stipulate motors and parts must be stock and 250 of said motors and parts manufactured for public use, the Stock Utility division of the MPBA reared its head with one of the most thrilling and speedy outboard programs ever offered anywhere.

Under auspices of Minneapolis Aquatennial committee and the Midwest Power Boat Association, Commodore Eddie Jones, with Mr. Charles Wilkes from the Aquatennial committee arranged for a series of races starting at Bemidji, Minnesota, on July 12 where the Paul Bunyan Days Celebration was on its next to last day. Then on Sunday to Grand Rapids, Minnesota, before a crowd of more than 8,000. Monday was a chance for repairs and drying out the dunked motors with Aitkin, Minnesota, on Tuesday as next stop.

Thence down to Brainerd, Minnesota, on Wednesday. Thursday was repair day. Friday the thundering hoard roared into the town of Elk River, Minnesota, some 50 miles from the Twin Cities. Saturday was parade day for the Aquatennial and a chance for the final splash for the trophies and prize money on Sunday on Lake Nokomis, one of 11 lakes within the city limits of Minneapolis.

Each of the participating towns made up a purse of \$1000 for the race for their town and the grand finish and balance was made up in Minneapolis.

So far as is known, this is the largest purse in the world's outboard racing history for one large event.

There were prize checks for placing in the heats and races each day with points awarded toward a grand prize of \$200 for each class in points at the end.

Bob Luxford of La Crosse, Wisconsin, took home \$930 after a week of racing and after losing ten pounds weight. He also provided the most thrilling finish to the series.

Using the national point method of 400 points to first, 300 second, 225 third and so on down to twentieth place, the drivers raced 12.6 cu inch motors, 15 cu inch motors, 20 cu inch motors and 40 cu inch motors in Runabout and Hydro divisions.



Coming onto Lake Nokomis with a tie for first place in point standings, Bob Luxford and Herb Ellis had all eyes focused their way as they came out for the Class of 15 cu inch motors or Class A. Each man had 3625 points for the week's racing. They came to the starting line with Luxford and Ellis side by side in a pack of seventeen boats, almost all of which were side by side . . . Luxford broke away at the first turn with Ellis in hot pursuit. All week long Ellis had dominated the division . . . and on the final turn, final buoy Ellis got inside Luxford and it appeared Luxford had lost the race, but a determined, dogged holding on gave Luxford a half boat advantage for the win, putting him 100 points up on Ellis. The second heat found Ellis with a slight advantage on the start and he came out of the back stretch leading by three boat lengths . . . Luxford ducked his head to reduce wind resistance and squeezed the throttle until there were new finger marks in it. On the second turn of the second lap, he worked inside Ellis and took a slight lead which he held to the finish, emerging the winner.

Jerry Lines of Eau Claire, Wisconsin, running his ever faithful Martin "60," had a scare for the 12.6 cu inch motor class. Lines had dominated the field all the way down the river, but Ray Kurke, driving Earl Dumont's Champion outfit, came thru a winner. Lines and Frank went to second and third. In the second heat Frank came thru a winner and Lines was back in the pack. The result was a 15 point difference between Lines and Frank for the championship, Lines winning.

Motors were inspected and boats weighed before the final money and championships were awarded, but the lenient MPBA rules allow racing fuels and racing runabouts for the classes which made for a speed show like you have never seen.

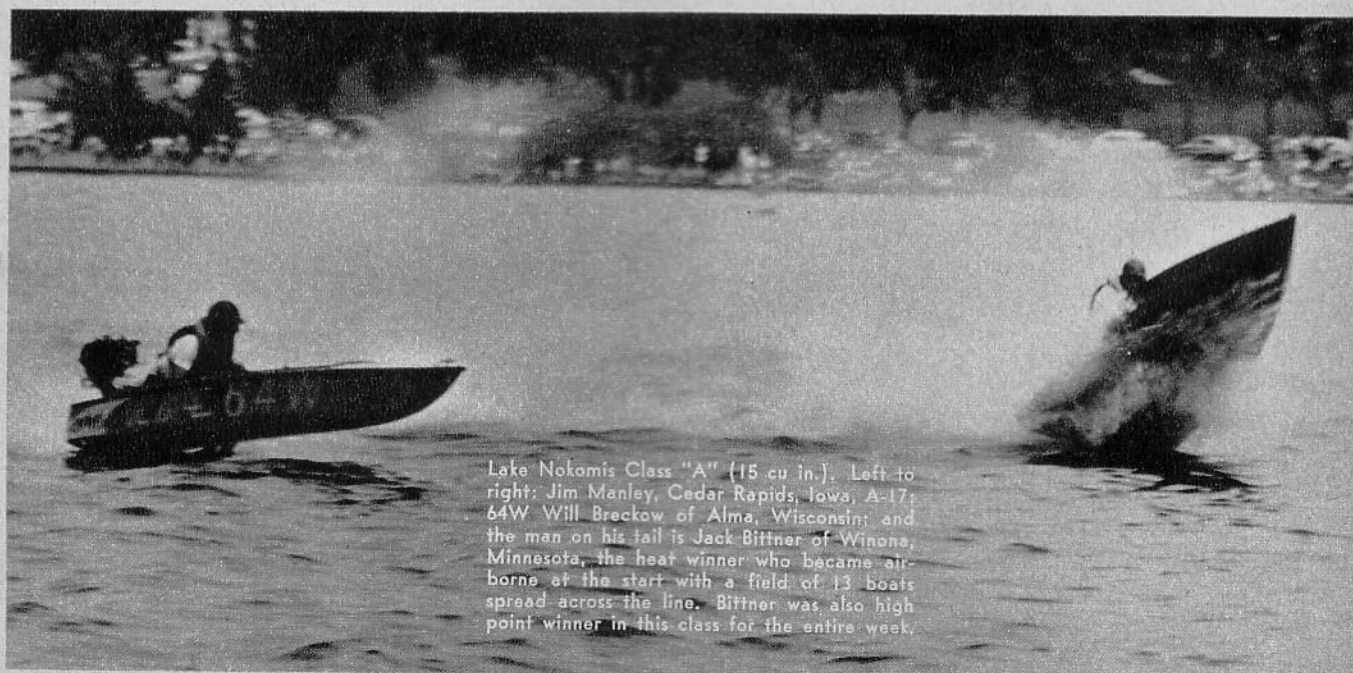
Oldest competitor was Irv Kurke of Minneapolis, 54-year old Grandpa who can stand on his head while the boat runs along in the race . . . Youngest was Jim Chmel of Eau Claire, Wisconsin, 16-year-old high school boy. Coming from the furthestest away was Frank Sauter of Riverside, Connecticut, student at Greenwich High, who with two buddies was driving to California after the races. Sauter dumped on the first turn at Bemidji and never got his motor back up to RPM standards the rest of the week.

Biggest one city out of state representation was from Sioux City, Iowa, with five contestants . . . Johnny Wilson from Rock Island, Illinois, who drives AAA auto racing cars was a competitor . . . Roger Herman of Alma, Wisconsin, was the speediest with high points in class "D" 40 cu inch 25 horse Hydro . . . John Krehl, National "B" Champion, was seventh in first heat at Minneapolis and won the second. Brother Tom raced all week while John kept shop at Madison,

Wisconsin . . . Two of the old timers Clem Landis and Homer Kincaid, who made history for many years in professional Hydro racing, had a rude introduction to Stock racing. Landis finally won a pair of heats after trailing the youngsters thruout the circuit, but Kincaid couldn't get his 25 horse outfit into the money . . . Jack Crissinger of Cedar Rapids, Iowa, had the fastest 25 horse rig on the water, sprinting away from the field in the Runabout class.



The busiest driver on the circuit, Don Thompson of Ladis, Wisconsin, in the pits at El River, Minnesota. He raced in his classes running both Runabout and Hydro with 15, 20 and 40 cu in. motors.



Lake Nokomis Class "A" (15 cu in.). Left to right: Jim Manley, Cedar Rapids, Iowa, A-17; 64W Will Breckow of Alma, Wisconsin; and the man on his tail is Jack Bittner of Winona, Minnesota, the heat winner who became airborne at the start with a field of 13 boats spread across the line. Bittner was also high point winner in this class for the entire week.



Harry Boersig's camera caught Eddie Meyer in his Avenger IV hitting the century mark in his world record run.



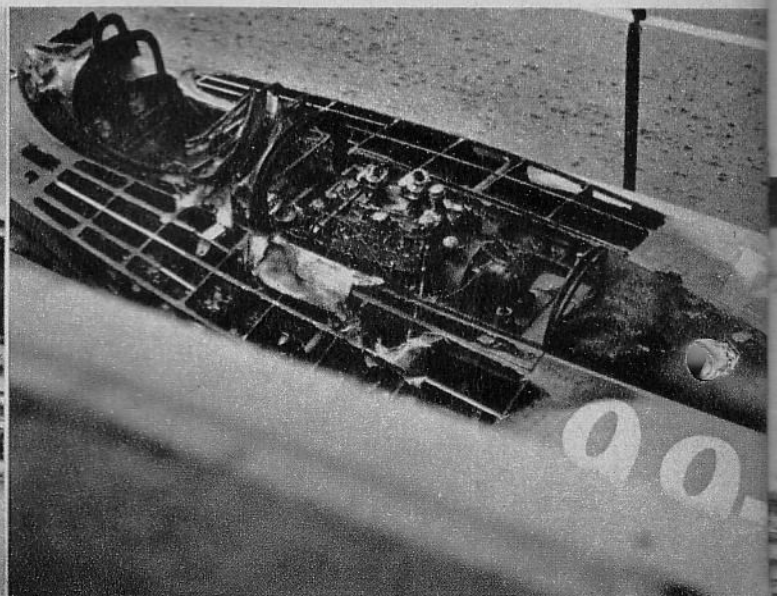
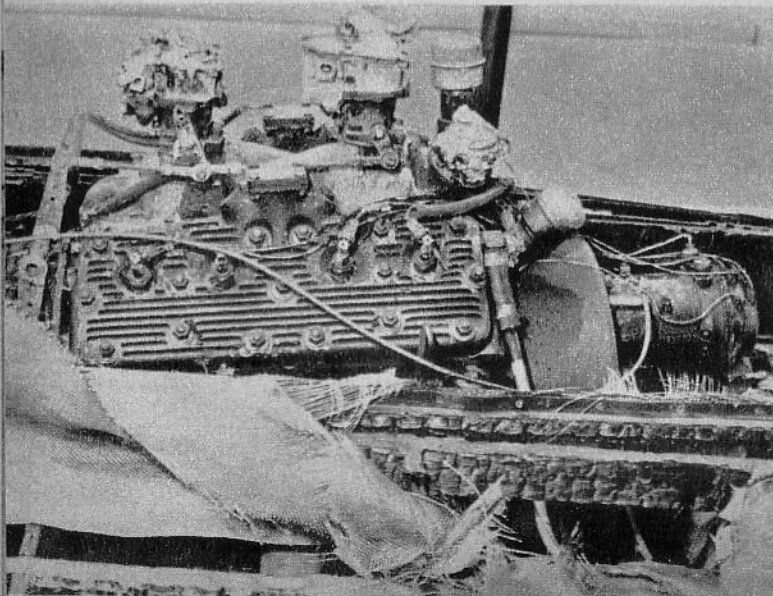
## Seafair Mile Trials

Nine sparkling new world records was the box score of the mile trials held in conjunction with the Gold Cup and Seafair Regatta programs. Water conditions were perfect on the Mercer Island mile course, the same course on which Stan Sayres and Elmer Linenschmidt zoomed to a new Unlimited record a month before. Some of the shattered marks had withstood assault for many a moon . . . nearly all of them were sensational performances. It is of extreme interest to note that with all of the red hot talent assembled not one single Stock Runabout record was broken.



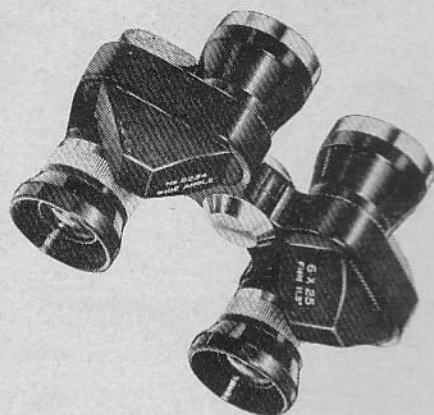
Jim Hutchison's Teaser 3 jacked the Canadian 135 record up 22 mph.

Avenger IV after the fire at San Diego, just short weeks before the Seattle mile trials. The heat of the methanol blaze melted the castings, charred and burned out carlins, frames and bearers and even melted the fiber glass out of the cloth motor hatch cover. No time to build a new one, so they rebuilt and repaired . . . the "Cinderella" Boat" cracked the record.





# NOW EVERYONE CAN SEE THE RACES



The Bushnell Optical Corporation of America, Pasadena, California, originators of the famous Rangemaster binocular, has again accomplished the "seemingly impossible." A new model, the Bushnell Broadfield, attains new goals in both field of view and in the total viewing area now obtainable in a pocket size binocular. Never before has so small and compact an optical instrument given such tremendous range and brilliant performance. It is now actually possible to see 80% more area—practically twice the view afforded by any other pocket size binocular in the world.

## THOUSANDS HELPED DESIGN IT

David P. Bushnell, President of the Company, informs us that the Broadfield is probably the most unique binocular in American history. It is probably the first that was designed, from beginning to end, to meet the wishes, likes, and special desires of not only present binocular users, but of prospective users. Over a period of years, prospects and customers of the Bushnell Company were queried as to what features they desired most in a modern binocular. The Broadfield was developed after close study and careful analysis of these questionnaires. Over 40 classes of expert, professional and constant users of binoculars, such as: hunters, explorers, guides, yachtsmen, sports announcers, naturalists, were included. Among the 32 types of occasional users were: spectators—sports enthusiasts, travellers, motorists, theatre-goers, and similar individuals representing the great American public. The consensus of this extensive poll was: "Give us the maximum power and maximum field of view in the most compact, lightest, easiest to handle pocket size binocular." That, in a nutshell, has been accomplished by the new Bushnell Broadfield.

## INTRODUCED FIRST PALM MODEL

Bushnell was first to introduce not only a pocket binocular, but a palm-pocket binocular. It was smaller than a pack of cigarettes. This was in 1948. Needless to say, that while this binocular is still popular, it cannot give the broader, brighter, sweeping view to be had in larger size binoculars. The new Broadfield, although pocket size, actually exceeds the performance of a standard size binocular. By keeping its size down to 2½" high, it is especially small and compact. It is extremely easy to handle. Its amazing light weight (only 11 ounces) makes it a delight to carry and use everywhere and anywhere.

## WHAT A 600 FOOT FIELD MEANS

The average standard binocular has a linear field, at 1,000 yards, — well under 400 feet. Most pocket binoculars cannot exceed 370 feet. The new Broadfield, with a 600 foot field, is therefore a miracle of optical science. It enables the viewer to see ALL the horses running at the track, ALL the players on a football or other sports field, ALL the boats in the starting field, without even having to move the glass. It really doubles the enjoyment of binocular viewing because it literally enables the viewer to see *twice* as much.

## SPECIFICATIONS

Full 6 power magnification. 25 mm. objective aperture. Prisms and achromatic lenses anti-reflection, abrasion-resistant, hard coated. Relative light efficiency, 26. Size: 2½" high. Weight: 11 ozs. Excellent grip and safe holding is afforded under all conditions. Price, including deluxe leather case: \$39.50 (plus usual 20% Fed. Tax).

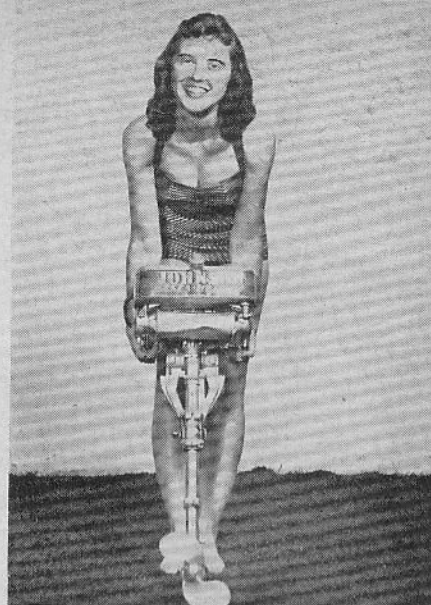
The Broadfield makes an outstanding gift for any occasion. Its compactness and light weight are appreciated by women and young people alike. Bushnell Company invites all to examine, try, and test the Broadfield on a full 30 day trial. Illustrated literature and booklet "How to Select Binoculars" may be had on request. Write 222 Bushnell Building, Pasadena 1, California.

## JOHNSON PRODUCES MILLIONTH OUTBOARD MOTOR; ANNOUNCES PRIZES IN SEARCH FOR EARLY MODELS

If you own an early model Johnson outboard motor, you may be able to swap it back to the manufacturer for a brand-new 1953 Sea Horse, on an even-Steven basis.

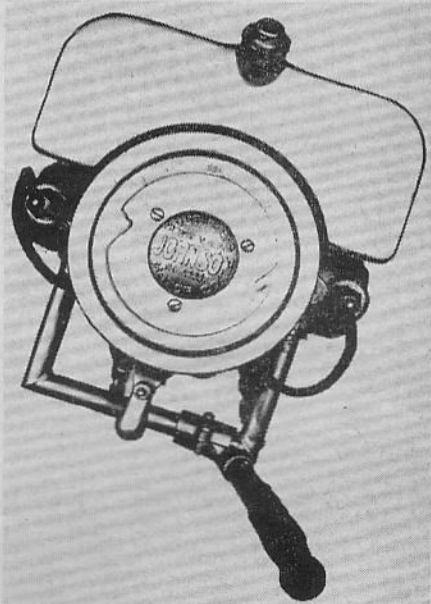
Johnson Motors, of Waukegan, Ill., which before the end of 1952 will become the first firm to produce its 1,000,000th outboard motor, has announced a world-wide search to locate the 50 oldest Johnsons in existence. Each of the first 10 winners will be offered a new 1953 Johnson in exchange for his old one. The next 40 winners will get free merchandise prizes yet to be announced, and their old motors will not be called for in exchange.

The contest will be one phase of a Johnson celebration unique in outboard history, marking the 1,000,000th Johnson outboard which will come off the production line at the company's plant in Waukegan



**MISSING MODEL**—Johnson Motors of Waukegan, Ill., is looking for old models like this—the motor not the girl. The company is offering brand new 1953 motors in exchange for the 10 oldest Johnsons they can locate.

In announcing the contest, William H. Jonas, director of Sales and Advertising, said that the first Johnson motors were sold



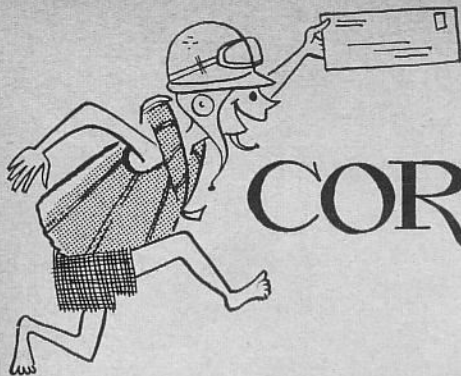
**THE IMPORTANT NUMBER**—Numbers on the early model Johnson outboards were on the top of motor and looked like this photo.

early in 1922, and that the serial numbers began with "A-501."

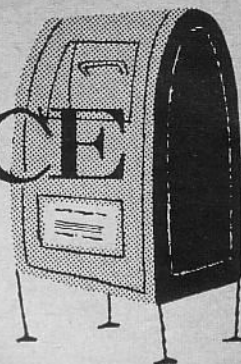
The requirements of the contest are simple. Anyone can enter by writing to Johnson Motors, Waukegan, Ill., or phoning his local dealer before midnight December 24, 1952, stating that he has an old model Johnson which may be eligible for a prize. In either event the Johnson dealer will check the serial number of his motor and prepare the necessary registration forms.

The 10 oldest Johnsons uncovered in the search—as well as the millionth motor—will be on display at the New York, Chicago, and San Francisco Boat Shows. Several of the old motors will also be exhibited in retail establishments in certain cities concurrent with the boat shows.





# CORRESPONDENCE



## Fiberglass Boats

"I am starting a Fiberglass boat works for small outboard racing and pleasure boats. Where can I get a list of producers and distributors of: Fiberglass cloth, mat, plastics, and resins? Any or all of the above will be a great help in my starting efforts in the business.

Herman Reitz, Jr.

Stuart, Florida

Best of luck, Herman

—ED

## The \$64 Question

"Where can I obtain complete specifications to convert a V8-60 into a full Race Engine for the 135 C.U. Hydro?"

Is there any possibility of proportioning Alter Ego down to the 135 Class?

Robert Irwin

New Orleans, La.

Under the present rules, it would be quite a trick to find anything that you can't do to a V8 60 to convert it into a full race 135. Suggest that you study the APBA rule book, and then go to work. Dino Sistani proportioned Alter Ego down to a 91 cu. in. and ruined the world record for this class. There are a dozen or more of these 91 cu. in. versions of Paul Sawyer's famous boat which he humorously calls "Alter Ego's". We published the plans in the July issue. If the Italians successfully scaled it to 91 you should be able to scale it to 135. —ED.

## Propellers

"Props are a big mystery to me and to the people with whom I have talked. I would like to learn how to tell if a prop is true or out of pitch. What can you do to a prop yourself, and what type of machinery does it take? Would you please run an article on props in the near future? Perhaps you could refer me to some good books on the subject.

James Michael

Propeller engineering is a science all its own. There aren't any books on the subject. The majority of the world record holders send their props to the specialists in this line for checking. The actual mechanical operation of trueing, straightening and changing pitch or diameter is not beyond the capabilities of a first class mechanic with the means to do the trick at his disposal. However, you must first know what pitch and diameter you need to reach maximum performance. The cut and try system is a long tedious route to the solution and apt to be expensive. Unless you are mechanically inclined, have the facilities, and know what you are working toward, it would be best to send your propeller problems to the experts in this line whose records attest that they are servicing or building world record props. I note an advertisement in The Propeller, the official house organ of the American Power Boat Assn., advertising a propeller indicator, a device designed to check your propeller condition. This simple mechanism sells for the very reasonable price of \$15.95 and is available from Skid-Do Industries, 1100 E. Fourth St., Dayton, Ohio. —ED.

## Wizard

"I would like to get in touch with the owner of the Wizard "6" that averaged 43 mph in the Greenville to Vicksburg 105 mile Mississippi River Marathon 1951 winner.

Michael Patete 24180 Clark Dr., Euclid 23, Ohio

If we don't locate the party you are seeking I suggest that you contact Wizard Boats, Inc., 2075 Harbor Blvd., Costa Mesa, California. —ED.

## How Do You Tell 'Em Apart?

As I understand it there are many categories in boat racing, both inboard and outboard. I note Stock, Service, Utility, etc. which are not of the strictly racing type boats. I would like to know which are the racing categories and how to distinguish them by their denomination. Can you explain also which are the American races of International categories? Could you print the UIM International Calendar? Where could I obtain the results of International races from the old days up to the present?

Juan A. Buschiazio Buenos Aires, Argentina

An interesting set of questions. Early in 1953 SPEED AND SPRAY will publish an explanatory article dealing with the various categories of racing boats, and designating those recognized as International classes by the UIM. We will do our best to present the UIM Calendar, a portion of which will be de-

cided upon at the Annual meeting in Belgium on November 20th. Some years ago the American Power Boat Assn. included in its Data Section the results of International races beginning with the first contest. This table was discontinued some fifteen years ago. Speed and Spray will bring the table up to date and it will be presented early in 1953. —ED.

## Four Point Hydro

"In the August issue of Speed and Spray there was an article about a prop-rider outboard hydroplane. Do you know where I can get plans or drawings of it?

Crosby Boyd, Jr.

Washington, D.C.

A full scale boat identical in every respect to the model illustrated in the August issue has been in the testing stage for several months. Bob Hawley, the designer, with the cooperation of some of the top technical men in the racing field, is gradually ironing out the bugs. In the very near future either boats of this design or complete detailed plans will be available. —ED.

## Alter Ego

"I am going to build a new hull from the offsets of Paul Sawyer's Alter Ego which you published in your July issue. Do you have any additional information that would help me on the subject of construction details and sizes of various members? I would appreciate your letting me know of any other you know of that are building from these plans, as I would like to correspond with them and "swap" any information or data that I have worked out.

At this time I have laid out to full size plans and profile lines and located frames to 12 inch spacing with all dimensions in feet and inches. Any help you might be able to furnish me will be appreciated as I belong to the bunch you mentioned in your article that have to build their own rigs complete.

C. W. Green 1614 Sumner Ave., Nashville, Tenn.

Hallelujah! Paul Sawyer's generous release of the offsets for his beautiful world record holder is achieving its desired result. A considerable number of boats are being built from these plans. Contrary to our policy of withholding the mailing addresses in the Correspondence column, we are including Mr. Green's address so that the builders shooting at Paul's beautifully balanced design can get together in accordance with his wishes. We have asked Paul to answer Mr. Green's questions. If you are one of the many building a hull from the Alter Ego plans, get in touch with C. W. Green, for he will have the answers. —ED.

## He Saw The Light

"This year I traded my old cut up Mercury 10 Hurricane for a new one. I was going to have this new one worked over because we are allowed "take away" modifications here at MPBA. However, at the last minute I decided to race strictly as it was. I changed over to my alcohol carb. and started racing.

By now I can tell you I think cutting up a Mercury is a waste of time. These jobs are about perfect. Right now on a Neal A-B "10" will do an honest 52 mph and I have been right up in the money all year with our B stock Hydros. I believe that if a fellow learns how to hang it on the boat and use the proper wheel he can make the cut-up boys look sick."

Sam Brooks

Burlington, Iowa

When Charlie Strang wrote the article that we published entitled "Lay that big file down, Bub", he really hit the nail on the head. The modern Outboard is a terrific piece of machinery . . . leave it alone. The engineers who designed it must have been pretty smart hombres after all. —ED.

## E. G. McCREA Small-Boat Designer

► Proven, expert designs for Racing Hulls. Three-point, Conventional, Stepless Hydroplanes. Stock Plans with Instructions available for all classes.

► Builder's Service for Amateurs

► CUSTOM Designs to Individual Order

Descriptive Circular available—25c. Give dope for individual suggestions.

Box 141-L

North Hatley • Quebec • Canada

## New Release Outboard Racers Manual

100 PAGES OF HARD-TO-GET INFORMATION — ILLUSTRATIONS — GRAPHS — CHARTS. Completely explains procedures for readapting outboard motors for racing. Explains not only the "HOW" but the "WHY". Full explanation to such questions as—

What fuels should I use?

What hull is best?

What propeller?

Every Outboard Racer  
Should have a copy

375  
Postpaid  
DEPT. S

MUSKEGON OUTBOARD SPECIALTIES CO.  
4386 AIRLINE RD. BOX 426 MUSKEGON MICH

## NEW! Sensational!

Unichem FORMULA M02C, the molybdenum disulphide (moly) lubricant formulated specifically for 2 cycle motors.

Truly an insurance policy for your outboard.

For details write

UNICHEM  
308 Jasmine  
Corona del Mar, Calif.

DEALER  
INQUIRIES  
INVITED



# EDITORIAL



A million thanks to our readers for their patience and splendid letters while SPEED AND SPRAY was undergoing the trials and tribulations of a new publication.

We did not publish a September, October or November issue. We are resuming our regular monthly publication with this December number.

It is the wish of the publishers to print a magazine that will carry the overall story of boat racing. With regattas actually by the hundreds, it is impossible to publish summaries of results. The Propeller, the monthly publication of the American Power Boat Assn., lists race results of all sanctioned regattas to three places. The Rooster Tail, the publication of the National Out-

board Assn., lists the results of that organization's championship regattas. The reporting of general regatta summaries must remain in the hands of the newspapers. As SPEED AND SPRAY grows, we will expand our reporting of local events. At the moment, we can carry only so much local news as our club news sections can accommodate. Our correspondents throughout the country and the world are doing their best to select for us the outstanding events in the world of motor boat racing.

With the continued support of our readers, we hope that there will be a day when SPEED AND SPRAY will be able to present to you a report on every regatta large and small.

VOL. I, NO. 4

DECEMBER, 1952

- Editor—Kent Hitchcock
- Art Director—Louis Kimzey
- Advertising Manager—Tom Halloway

- Midwest Representative—Prendergast & Minahan
- 168 N. Michigan Ave., Chicago 1, Illinois

## Technical Staff

- Al Hart
- Vic Edelbrock
- Elgin Gates
- Pep Hubbell
- Ted Jones
- Hi Johnson
- Charlie Strang
- Henry Wagner
- Otto Crocker
- Eddie Meyer
- Edison Hedges
- California Bill
- Kenny Harman
- Barney Navarro
- Bud Wiget

## Correspondents

- UNITED STATES
  - Louis Eppel
  - David Beach
  - Kent Powell
  - George Van
  - Jos. Swift
  - Jack Horsley
- CANADA
  - R. Finlayson
  - D. Reid
- ITALY
  - Michele Vernola
  - F. Nicholson
- MEXICO
  - R. Gibson
  - B. Oswald
- ENGLAND
  - F. Snoxell

## CONTENTS

Why Oh Why Did I Ever Start Racing?.....	6	Sky Harbor Regatta.....	29
German Racing .....	11	Racing Around Country.....	30
Gold Coast .....	12	Pan American Regatta.....	32
Great Lakes Stock Divisionals.....	16	\$10,000 Speed Classic.....	34
Hopping Up the Crosley Engine.....	18	Seafair Mile Trials.....	36
Winnebagoland Marathon .....	22	Down Under .....	37
Continental Move .....	24	Racing in Mexico.....	37
John Cobb's Crusader.....	25	National Stock Outboard Championships.....	38
Gold Cup .....	28	British Racing .....	42

## OUR COVER

J. W. Higgins' beautiful picture of the Dossin Brothers "Miss Pepsi" is our cover photo for the month. Lucky here and unlucky there, Chuck Thompson has wheeled this beautiful unlimited hydro into a major share of each season's awards. Winner of the coveted U. S.-1 in 1951 the big job failed in only

one race—the Gold Cup. At Seattle, this year, Pepsi took home the Aaron LeRoy trophy and the Martini Rossi trophy for the fastest lap and the fastest heat in the annual Gold Cup contest. Winner of the first heat, Pepsi blew a gear box in the second with the coveted Gold Cup right in her lap.

Speed and Spray is published monthly by Marine Publications, Inc. Mailing address: Box 247, Newport Beach, California. Business Office: 619 Via Lido Soud, Newport Beach, California. Phone Harbor 267. Application for entry as second class matter is pending at the Post Office, Newport Beach, California. Copyright 1952 by Marine Publications, Inc. Reprinting in whole or in part forbidden except by permission of the publisher.

Subscription price \$5.00 for one year, \$9.00 for two years, \$13.00 for three years thruout the world. Single copy 50c.

Change of address—must show both old and new addresses.

# pabst

## STOCK

## RUNABOUTS

## AND HYDROS



- Known For
- Quality Construction
- and Top Performance

# pabst BOATS

2005 W. AVE. SOUTH  
LA CROSSE, WISCONSIN

"Fine Boats Since 1906"

# Tapatco

## RACING VESTS

Top-notch racing drivers have been using Tapatco vests for years. They know from experience that in any race you can't beat Tapatco for safety and comfort.

**Here's Why Tapatco is Tops.**

Comfortable and Safe

Filled with NEW JAVA KAPOK

Zipper Closure

Four large pockets

Colors: Navy blue, green, or red, trimmed with white.



**"YOU CAN'T BUY BETTER . . .  
TO SAVE YOUR LIFE"**

**THE AMERICAN PAD & TEXTILE CO.**  
GREENFIELD, OHIO



# WHY, OH WHY DID I EVER START BOAT RACING?

By CLYDE RANDALL

**J**UST why did I ever start racing boats anyhow? This doggone engine has so much compression in it, that it practically blows the heads off everything I start it. The screws are all popping out of the bottom, the frames are all busted, and even the plywood on the deck is cracking from the beating it takes, so I ask myself again for the umpteenth time, why the #S!!# did I ever think I was cut out to be a race boat driver? Oh me . . . well . . . let's see now, what can I do to gain some speed so I can hope to beat those eager beavers the next time out? Well, I think I'll try to flatten the shaft angle just a little, and move the engine back about an inch. That's a lot of work, but then an inch in some places means a lot doesn't it? I'll try it anyhow, you know next race is the big one at Salton Sea.

So, after many midnight hours and skinned knuckles, here I sit at Desert Beach, all ready for the test hop. Tommy Thompson says it will cost five bucks mile trial fee . . . Heck with them, they aren't going to get my dough until I see if this outfit will go or not.

Nobody around to ride as mechanic, so I guess, Virginia, "the wife" will have to ride this test with me. Boy, what a beating these boat racers wives take.

"Okay Virginia, is the gas on?" An answering nod, and we are ready for the big test. So, with crossed fingers, I hit the starter button, and with a series of rasping coughs, the Merc comes to life, and settles down to business with an ear splitting roar. I guess I really ought to warm it up a little, but what the heck, let's see what the old scow will do, so, with the throttle pushed down so hard, I can almost see my big toe sticking out the carburetor, we take off. With one eye glued on the tach, and the other on the Keller, we pick up speed in a hurry, and in a flash, I knew those changes were really o.k. Wump!, Boy that was an awful bump we hit, I looked up and suddenly realized that the old sink was a lot rougher than I had figured. Oh well, let the old canoe fall apart, what do I care, haven't I got all winter to patch it up? Wow, the speed-o-meter shows 69, and the tach shows 5800 rpm. Boy oh boy let's go give Carol Carter (the registrar) our five bucks . . . that is record time! Back to the pier, and Virginia comes back with the sad news. We are number 29 on the mile trial list. Oh well, the race is tomorrow, we ought to do pretty good, so I guess I'll put the old beast under wraps until then.

There's Kenny St. Oegger tuning up his new 266, looks like he is having fun in a big way. "Hi Kenny, how's she running?" I asked as I settled myself on one of his gas cans, oops, my rearmost portion is kind of sore from that rough ride, so I guess I'll stand, thank you. "Oh, this damn engine keeps fowling up plugs", Kenny replies, and we both start lying to each other about how slow our boats are. Ralph Phillips, the old Cracker Box number one man for 1950 saunters up with a sad look, and says "My old crate lost 8 mph since the last race." Honest . . . to hear a bunch of these guys talk you would think they were going to bust out crying. But, just watch them go when the race starts.

"Well fellas," I said, I have some refreshments in the back of my car that ought to hold us for a couple of hours, seeing's as how it's too dark to run any more tonight. So . . . with everybody feeling a little bit better, we adjourned to the "stove" (Chevy), and partake of a little cheer, and then our boats really start going (in our imagination) Ralph says, "yessir", "I pegged that 75 mph Keller between the pits and the starting line", and Kenny speaks up and says, "I am going to put my order in for a new speedometer, the one I have only goes to 120". Boy, two snorts and we can break every record in the book. All we have to do is breath down the carburetors, and presto, jet propulsion.

Race day, dawns as usual, windy and rough! Why can't I take up some safe and sane hobby like golf instead of this # # #?! O\*!! boat racing? Oh well, maybe it's just as well, after last night with St. Oegger, Phillips, Ed Brown, Skaggs, Bill Collins and a few others my head seems too light to ever get into a boat as long as I live. But after the sun comes out, and a couple of boxes of aspirin later, we begin to feel like our old self again, even enough to take in the drivers meeting, and in the meantime, Jimmy (my son, Bless his heart) has the boat all uncovered and gassed up and ready to go.

Oh me, I wish those butterflies would settle down in my stomach, we are first on the schedule, and the 5 minute gun will sound any minute and me with no riding Mechanic. My regular, Chuck Shields, couldn't get off work to come down.

I see Marion Beaver, an old PODH driver from Parker Arizona, walking by, and I yell, "Hey Marion, would you like to ride with me as mechanic?" The cigar in his mouth dropped a little, and he answered, "Well—if you haven't got anybody else, I guess I'll go with you". Such enthusiasm!!

I guess my outfit has a rough reputation, but I didn't realize that even the other drivers considered it a water going suicide machine.

Oh oh, there goes the 5 minute gun, let's go. Jimmy grabs the trailer, and starts pushing toward the water—Poor kid, he is probably wishing to himself that his daddy could be like his school mates and spend his spare time mowing the lawn, and working in a little hobby shop behind the garage instead of beating his brains out in a boat race.

We are in the water now, and Marion asks what he's supposed to do, so I pointed at the air pressure gauge, and said "Don't let it go under 4 pounds, and *hang on*, you don't know what you let yourself in for." Wow, three away and I haven't got the engine started. I hit the starter and all of the compression practically stops it cold, and with the time running out fast, and the old butterflys in the stomach, I begin to wonder if all of this has been for nothing. Then, the engine catches and with a sigh of relief, we take off for the course. The clock has started, and Starter, Don Steans grins as we take off from the pits. The other drivers are milling around up by the turn and with a start it dawns on me that the going will be plenty crowded in this race. As I count about 12 or 14 boats . . . twenty seconds to go . . . time to start our approach to the starting line. I get a friendly wave from Glen Miller and Ed Brown as they jockey for position on each side of me. Boy, this is a fast crowd around here.

Ten seconds to go and we are getting too close . . . shut off a little, hit it a little, 5 seconds, shut off a little, 2 seconds, hit it!! Wow . . . who was that went by, the old Champ, Ralph Phillips, with a red hot wide open start, Oh well, I'm too busy now going down the first straightaway. It's all I can do to keep the outfit headed for that first turn, as I realize that a couple of boys are pulling away from me . . . Well that puts me in four place so far, not bad considering the fast company we are in.

Now, we are in the turn, and catching the leaders and I jam the foot throttle all the way down through the turn. Oops, the sky is not where it's supposed to be, by golly, neither is the water!! Let me out of here!! With a jolt I let off the throttle, dropped the wheel, and ended up in Marion's lap, and with a series of body jolting bumps, the hull finally settles down right side up. Why?, I don't know. Marion gives me a funny look as I side back over behind the wheel, and ram my size 10 foot down on the throttle again—Boy, we will never get any closer than that!!

Well, let's see, we have lost a couple of places, and we settle down to business trying to regain our old spot—#!!!X it's anyhow, the ignition got wet when we whing dinged back there and we are only hitting on 6 or 7 cylinders.

Well, guess we might as well head for the pits. For us, this race is over. As we idle in to the pits, we hear Kent Hitchcock on the PA system say "A new record for Glenn Miller".

I swear by all that's holy, that I am going to quit racing and live a good clean life from now on. It sure will be nice to stay home and not have to work on a damn boat all the time. In fact I think I'll take up ping pong for a hobby. "Hey, just a minute", there's the old master, Hallett, "Hey, Rich! how much will it cost me for a 225?"

I'm sunk, see you in the first turn next year.



# 1952 NATIONAL CHAMPIONS

## INBOARD

Class	Boat Name	Driver	Site	Date
48 Cu. In. Hydro	Ballerina II	C. A. Budwine, Beaumont, Texas	Beaumont, Texas	5/4/52
91 Cu. In. Hydro	Miss Fort Pitt	Tony Margio, Harrisburg, Pa.	St. Pete., Fla.	2/10/52
135 Cu. In. Hydro	Whoopee	J. D. Powell, Richmond, Va. & Joe Wolf, Reading, Pa.	Red Bank, N. J.	9/14/52
136 Stock Hydro	Cold Rod	Edward Carhart, Vineland, N. J.	Millville, N. J.	9/1/52
225 Cu. In. Hydro	Miss Columbus	Chuck Hunter, Columbus, Ohio	Cincinnati, Ohio	8/24/52
266 Cu. In. Hydro	Pee Wee	Bill Dale, Maywood Calif.	Salton Sea, Calif.	11/10/52
7 Liter	Wildcatter	B. G. Bartley, Jr., Columbus, Ohio	Buffalo, N. Y.	8/17/52
PODH	Little Beaver	Marion Beaver, Parker, Arizona	Salton Sea, Calif.	11/10/52
48 Cu. In. Run.	Doodle Whacker	S. E. Jones, Miami Beach, Fla.	Beaumont, Texas	5/4/52
Cracker Box Run.	Top	Dan Campbell, Long Beach, Calif.	Salton Sea, Calif.	11/10/52
B Rac. Run.	Vina Mae IV	Willie Miranda, Los Banos, Calif.	Salton Sea, Calif.	11/10/52
C Rac. Run.	Cyclone	Otis Beard, St. Petersburg, Fla.	St. Pete., Fla.	2/10/52
D Rac. Run.	My Boy Woody	Elwood Pliescott, Cambridge, Md.	Buffalo, N. Y.	8/17/52
E Rac. Run.	Hell's Angel	Sherm Crichfield, St. Petersburg, Fla.	Buffalo, N. Y.	8/17/52
D Ser. Run.	Let's Go II	Tom Hutton, London Bridge, Va.	Buffalo, N. Y.	8/17/52
E Ser. Run.	Miss Me	William Engle, Washington, Pa.	Buffalo, N. Y.	8/17/52
F. Ser. Run.	Nitrogen	Sam duPont, Wilmington, Delaware	Buffalo, N. Y.	8/17/52

## OUTBOARD

M Hydro	Thum	R. D. Frawley, Dravosburg, Pa.	Lake Alfred, Fla.	10/18/52
A Hydro	Z-2	Doug Creech, Charlotte, N. C.	Lake Alfred, Fla.	10/18/52
B Hydro	H-22	Paul Wearly, Muncie, Indiana	Lake Alfred, Fla.	10/18/52
C Hydro	H-222	Paul Wearly, Muncie, Indiana	Lake Alfred, Fla.	10/18/52
C Ser. Hydro	S-62	Clyde Wiseman, Willoughby, Ohio	Lake Alfred, Fla.	10/18/52
C Rac. Run.	Hornet XI	William Tenney, Dayton, Ohio	Lake Alfred, Fla.	10/18/52
C Ser. Run.	W-10	Tom Small, Milwaukee, Wisc.	Lake Alfred, Fla.	10/18/52
F Hydro	W-2	Harry Vogts, Madison, Wisc.	Lake Alfred, Fla.	10/18/52

## STOCK OUTBOARD

JU Runabout	18-S	Marilyn Donaldson, Dayton, Ohio	Oakland, Calif.	9/20/52
AU Runabout	So Slo	Dean Chenoweth, Xenia, Ohio	Oakland, Calif.	9/20/52
BU Runabout	68-J	Ronald Zuback, Morgan, N. J.	Oakland, Calif.	9/20/52
CU Runabout		John Toprahanian, San Diego, Calif.	Oakland, Calif.	9/20/52
DU Runabout	192-V	Robert Switzer, McHenry, Ill.	Oakland, Calif.	9/20/52
EU Runabout	152-R	George Churchill, Willamina, Oregon	Oakland, Calif.	9/20/52
FU Runabout		(Not contested for)		
A Stock Hydro	Bettle Bomb VII	Dean Chenoweth, Xenia, Ohio	Oakland, Calif.	9/20/52
B Stock Hydro	Bettle Bomb VII	Dean Chenoweth, Xenia, Ohio	Oakland, Calif.	9/20/52
D Stock Hydro	Little Stinker	Ivan Harris, Loveland, Ohio	Oakland, Calif.	9/20/52



# INBOARD RACING IN ITALY

by Mike Vernola

The motonautical season, actually now in full swing, has not been much to talk about. In fact, the early season race, held on the waters of Luino, raised our general morale, which was really down after the Avigliano (Turin Lake) race. We are talking about the larger classes of the inboard racing boats, leaving aside the outboards, which always keep the spectators breathless through each race. It is the inboards, that we call "racers" in Italy, which we count on to play the lion's role and then to close every race meeting in a blaze of speed and crowd-thrilling excitement.

The 1952 race season seemed promising at the beginning. We knew that several new boats would enter the races this year, plus the most excellent U.S.A. driver participation, who last year showed his bravery and speed on Italian waters. Things didn't go as we had hoped, and it was not the enthusiastic organizers' fault. First of all, the unfortunate illness of Paul Sawyer, which

kept him out of competition, destroyed the main interest of the various races. Sports followers were anxious to see his prodigious *Alter Ego*, especially having read of its new record speed of 120 mph. When Sawyer was unable to enter, their interest turned to the new boats of Schapira, Castoldi, Verga and others. At the Milan race, race, Selva's old *Moschettiere* didn't appear and the new three pointers fitted with Ferrari engines did not perform satisfactorily. This applies to the Castoldi boat especially, which, even having reached 112 mph in tests, was not yet ready for a long race. At the Turin race on Lake Avigliano, the World Championship race for the 450 kg. (1000 lbs.) boats was scheduled. Boats in this class may not weigh more than 1000 lbs. and may be powered with either 4500 cc. unblown or 1500 cc. blown engines. No one was there to compete except Selva, who sportively refused to take the championship by default.

At the Milan race the German, Von May-

ernburg, in *Mathea III*, powered with a Jaguar engine (which was another hope of ours), suffered some mechanical trouble, and had to abandon the competition. The European situation was on this level when the Luino race finally came around. Much of the interest here was due to the participation of Mario Verga's new boat, which we were so anxious to see, inasmuch as it was its first time on the water. This racer is an Abbate three point hull, as fine as there is in Europe today, and is powered with an Alfa Romeo blown engine, type 159, dual super-charger, delivering more than 400 hp. This motor has not been rivaled in the racing car field since 1940. The last event at Luino became a contest between Selva and Verga, with the latter's high powered Alfa Romeo proving too much for the old *Moschettiere*. Selva, conscious that the BPM engine in the *Moschettiere* is no match for the Alfa, is completing a new boat to be powered with two BPM engines in tandem. The total piston displacement will be 4500 cc. which will produce in the neighborhood of 320 hp, estimated to be enough to compete with the other new boats, even though giving away a little power. Selva's fine driving technical ability, and his very fine hulls could overcome a handicap of a little horsepower.

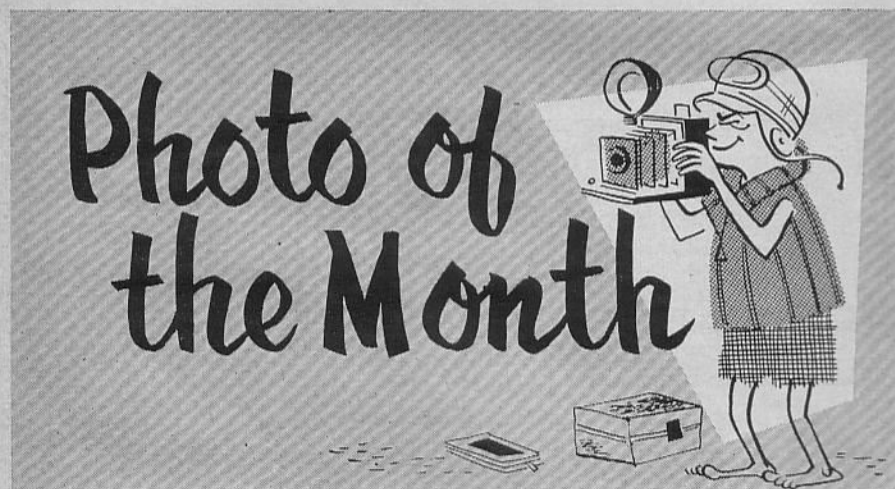
Therefore we can say that today's situation looks much better than it did a month ago, and hope to see some nice competition at the next race. At least three great champions—Selva, Verga and Castoldi—should be ready shortly with their new boats, and even *Alter Ego* will have to work hard to compete with them in the future.

Speaking of the new Italian boats, it appears that on paper at least Verga's new racer should be exceptionally speedy. The 400 hp Alfa, which might develop even more than that because of the supercharger, will not only produce speed but will definitely permit terrific acceleration.

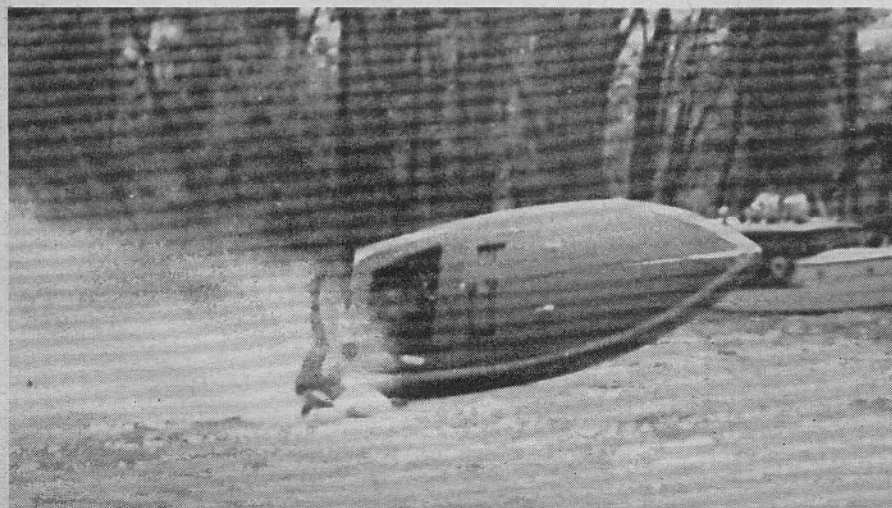
Looking over the 91 cu. in. unblown class, Dino Destini with his three-pointer powered with the BPM, fears no one in his class. Besides being the holder of the record, he has proven himself to be unbeatable in competition.

This in short is a general summation of the Italian Inboard Racing Boat situation at the mid-point of our motonautical season. This view might be extended even to the whole of Europe for, just as the situation exists in the race car field, there is likewise no one in Europe who can beat the Italian boat drivers. If Selva were not a great sportsman, he could take advantage of the circumstances and be the world champion, inasmuch as no foreign driver is here to challenge him. To his undying credit, he renounced the title rather than conquering it without glory.

Now that we do have competitors, we hope soon to see some very interesting races.



Shot by Arvel Lankford—June 8, 1952 at the Sacramento River Regatta. During the first lap of the "B" boats, Fred Keen's boat "Keeno" leaped into this position. Keen tumbled out. The boat righted its self and the driver climbed in again. There was a restart and Keen raced on to take second position. Send in your spectacular photo and win \$10.00.



## COMING EVENTS

While the rest of the country is taking a well earned rest, Florida goes on and on. Originated last year, the Orange Bowl Regatta will make its second appearance at Miami on December 27th and 28th.

Inboards and Outboards will share in this program that fills in the interim between seasons. Awards are always tops and the optimism is wonderful.



# Flash!

## SHIP STORES

**A. P. B. A. NATIONAL OUTBOARD CHAMPIONSHIPS . . .** Paul Wearly of Muncie, Indiana was the big winner in a thrill packed regatta at Lake Alfred, Florida. Wearly knocked off a pair of championships and then went on to win the John Ward Trophy, Europe's outstanding Outboard award. Dr. R. D. Frawley won the Class M championship and set up a new world record of 38.701 mph.

**N.O.A. NATIONAL CHAMPIONSHIPS . . .** Lake Village, Arkansas and Dallas, Texas, each played host to different N.O.A. divisions. A flock of drivers attended each of the regattas. Bob Terry from Jacksonville, Florida was top man with three championship titles to his name when the battling was over.

**TRIMPER TROPHY . . .** George Trimper's highly regarded 225 cu in. Class trophy goes this year to Rich Hallett of Downey, California driving Regg Schlemmer's *We 2*. The runner up was Chuck Hunter of Columbus, Ohio.

**SALTON SEA . . .** A rugged regatta from every point of view. Rough unraceable water caused the cancellation of the scheduled racing for Outboard and Stock Outboards. These two divisions got 22 boats thru the mile trap without a record. The postponed events were transferred to Long Beach Marine Stadium at a later date. The Inboards fared a little better. Over 50 runs

were made through the trap, netting one sparkling record. Bob Sykes, driving Joe Guess' new *Guess Who* blistered the mile for a new 266 Class record of 121.703 mph to erase Paul Sawyer's 1952 mark. The weather relented enough to permit the running of the National Championship events for the four classes scheduled. Bill Dale driving *Pee Wee* won the 266 title, Willie Mirandi in the cockpit of Ed Parsley's *Vina Mae IV* won the B Racing title, Marion Beaver in *Little Beaver* is the new PODH king and Dan Campbell's *Top* trimmed the Cracker Boxes. The balance of the inboard program was blown out and transferred to Long Beach Marine Stadium for a later running.

Full illustrated stories on these events in the January issue.

### Colorado River Marathon

Lured by the \$4,000.00 in cash prizes, a swarm of contestants from every walk of life converged at Needles, California on October 5th. This date marked the fifth annual running of the famous Colorado River Marathon. Perfect weather and perfect water paved the way for a smashing success as course records were made in every class.

Johnny Craven, the Pasadena schoolboy, led the big fleet to the finish line this time, after running into a flock of tough luck last year. Pictures, a feature yarn, and the summary on this race in the next issue.

For outboarders who want the most from their motors in the way of r.p.m. and horsepower, together with a minimum of wear and maximum protection from damage caused by too lean a mixture or overheating due to a plugged or non-functioning water circulation system, two new products have recently been introduced to the market. These are formula 'MO2C' and 'MO2CR' produced by UNIFORM, 308 Jasmine, Corona del Mar, Calif.

Both consist of extremely fine particles of molybdenum disulfide (moly) in suspension in a carrier; MO2C in mineral oil for use in gasoline powered motors and MO2CR in methanol for the hot, alcohol burning, racing engines.

They both feature the high and lasting efficiency and 'plating out' action of all moly lubricants (see Fantastic Fluid in our June issue) but, unlike others have been formulated specifically for use in two-cycle engines wherein the lubricant is introduced through the carburetor in with the fuel.

To treat a motor with either product it is not necessary to dismantle it or to inject the liquid directly into the carburetor air intake while running with accompanying sharp variation in lubricant-fuel ratio (and which is also quite a chore unless you have the motor in a test tank) but merely to mix with the regular fuel and run the mixture through under load. During treatment MO2C takes the place of the regular lubricating oil on most motors while MO2CR

(Continued on next page)

## Our Experience is Your Gain WE CAN SAVE YOU TIME AND MONEY

Debbolds specializes in the manufacture of hardware and fittings for inboard speedboats. Volume production and many years of experience guarantee you greater speed and performance at terrific savings. More inboard speed records have been established using Debbold hardware than with hardware of all other manufacturers combined. If you are building a speedboat, be sure to get our catalog — it is entirely different from any other marine hardware catalog available, showing hundreds of custom items designed especially for your inboard speedboat, either runabout or hydroplane.

# I. E. DEBBOLD'S

SEND 25c TODAY FOR A NEW FULLY ILLUSTRATED CATALOG  
10366-X Long Beach Boulevard  
Lynwood 1, California



# Down Under

by BIG NIX

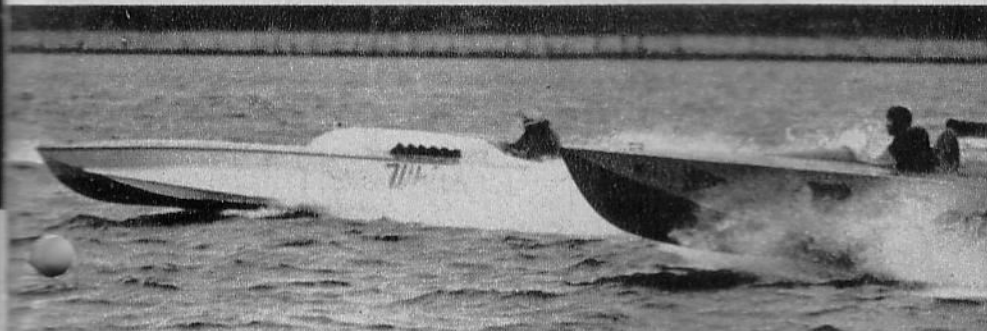
It appears that there's a mighty battle on down here, to see who is to be the first to crack the century in Australian-New Zealand waters. Competition is keen in championships like the New Zealand, and the Australia and New Zealand Open and the Australian Unlimited title. Actually the

Aussies don't favor the bigger boats and so haven't featured to any great extent in the Australian Unlimited record. They did hold it for a short time recently, but Len Southward's Allison powered *Redhead* took it back again in double time. The figure now stands at 96, and Len is really keen to get at the hundred mark.

Of course, *Redhead* isn't the only good

The tastest boats in New Zealand were entered for the Evans Bay motor boat regatta, but rain, accidents and breakdowns somewhat marred the day's sport. Early in the day it was obvious that the Wellington boat, *Redhead*, owned and raced by L. Southward, would retain the Masport and Griffiths cups for the New Zealand, and Australian and New Zealand Open championships. Thrills were provided when one boat sank after a collision with another. Three other boats failed to complete their engagements through mishaps or breakdowns. The picture shows the Auckland boat, *Whirlwin*, driven by L. Griffin, with a slight lead on *Redhead*, while competing for the Griffiths cup. For three of the seven laps *Whirlwin* led *Redhead*, but then she broke down in the back straight and withdrew.

Photo: Copyright New Zealand Free Lance.



## Racing IN MEXICO

by Raleigh Gibson  
Photos by James Fryer

### TEQUESQUITENGO

The first day of the regatta on Lake Tequesquitengo was dedicated to one kilometer trials. The weather, which in the summertime here is blistering in every sense of the word, took pity on the spectators and contestants and two fairly cool days were a welcome surprise. Seventeen times were taken, but none of the attempts bettered the marks established in Acapulco during "Semana Nautica". For the time being, Tequesquitengo's 3200 ft. altitude will have to be declared the winner, but we think not for long. In all, fifteen one heat races were held on competition day for 109 entries, ranging through class AU to 266 Hydroplanes, and including two free for all races (one inboard and one outboard) that have been very popular among the boys in Mexico, and necessary because of the limited field of entries. This lack of competitors led the Committee to try for a solution by holding two races in one. Unorthodox, but while the growing pains are still here, something has to be done about thrills, both from the spectator's and driver's standpoint.



The experiment worked rather well, and will probably be kept as standard practice in those cases where there are not enough entries to warrant holding an individual race for each class.

The trophy problem was solved by giving a 1st place trophy when there were two contestants in the class; 1st and 2nd place trophies for three contestants, and all three places for four or more contestants.

The man of the day among the outboarders was Raúl Sota, who picked up four victories and, in the most contested race of all (D U) soundly trounced all comers for the 4 laps on the one mile course.

There was a great deal of discussion over Sota's entry. One glance at the photo of number 13 "La Chiva" ("The Goat"), explains why this was so. No cowling and open exhausts, but in all fairness to Mr. Sota, it must be said that the race committee decided to allow these adaptations. The Mexican Racing Association has been plagued with this trouble for some time, but it is expected that before the next event, this difficulty will have been remedied. The A P B A rules, in all regulations that can be applied in Mexico, will be the guiding authority. The complicated translation and

boat in the area, although she's the only sporting an Allison. There are five others concerned, all powered with Rolls Royce 750 HP Kestrals, and any one of these could come to the fore and give *Redhead* some real competition. Auckland's only entry is Les Griffin's *Whirlwin*, a beautifully finished three pointer. Then at Lake Taupo, centre of the trout fishing district, is *Susan Leigh* owned by Don McLeod, whilst at Wellington, in addition to *Redhead*, is Pam Palmer's *Stingaree*. In the South Island, at Christchurch, there are two more; *Mercedes* owned by Stan Jonathan and driven by Dan McGregor, and *Maestro* run by Younger.

There's a bit of a yarn in *Redhead* and in Len Southward, her owner. Len is a motor mechanic by trade, expanded somewhat, and now principal of an engineering firm with headquarters in Wellington. Len took his first interest in racing in the immediate postwar with his 22 foot, double step hull *Wanganui*. He became interested in Allisons then too, and the interest in racing and in Allisons remains.

*Redhead*, his present effort, was designed by Len, Alan Trustrum and Major Fougere, and built by Jack Morgan of Picton. She's 25 feet overall with a 9 foot beam, and has what Len describes as inboard sponsors. Of course the power is Allison. Of results to date, we can list the more important events; as being winner of the Griffiths Cup for the Australian Unlimited title for four consecutive years, and the Masport Cup of the New Zealand Open title for the same period. It is perhaps in his successful attempts at the Australian record that *Redhead* has become best known, having raised the speed by several steps to the present 96. According to reports received, this figure was established under conditions which were far from ideal, so that we would not be expecting too much to predict that the first century in this area will probably go to Southward. At any rate, the heat is on, and there is to be a real go to see just who breaks it first.

Raul Sota in Class D Utility Runabout took 1st place over a field of 10. Why judges and race committees get gray hair! An uncomfortable moment was caused by a foolhardy swimmer who swam out to pick up flag which had fallen off marker. Some propeller was perhaps saved from a beating, but...

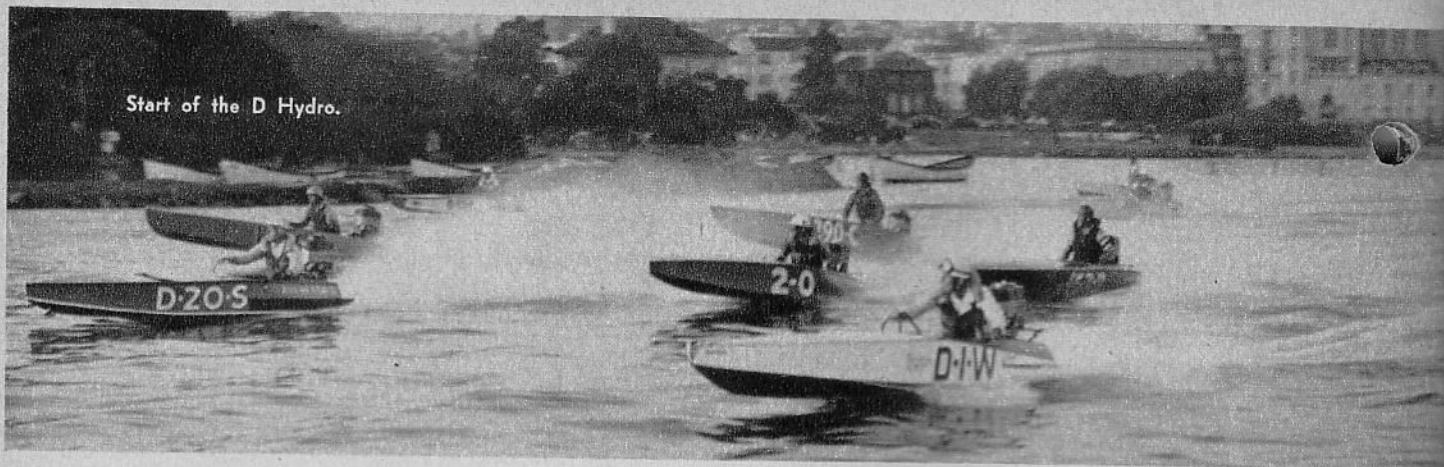
adaption into Spanish has delayed putting them into effect until now.

The Zamudio family, as usual, cropped their share of trophies. Son Emilio turned in the best times of the regatta in the outboard classes. He did this in both the kilometer trials and closed course. His time for the kilometer run, with a Neal Class "C" hydroplane was 9 and 6/10 seconds.

The 266 Hydroplane race between Ibarra and Gibson ended up in a parade led by Ibarra, Gibson's engine seems to have developed the spirit of "mañana", and just would not perform on that particular day.

Incidentally, we would like to extend an invitation to any of the racing fraternities that contemplates a visit to Mexico. Let us know you are here, and we will be delighted to see you and show you around. "Speed and Spray" will tell you how to get in touch with us.

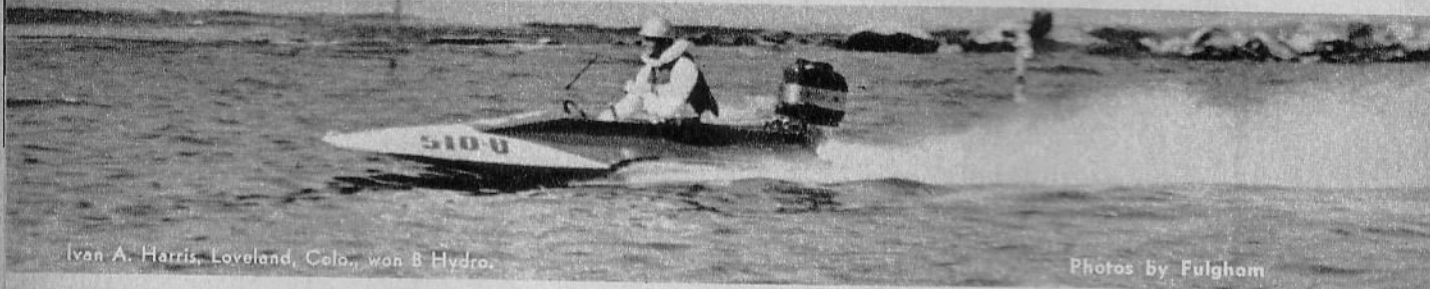




Start of the D Hydro.

## OUTBOARD CHAMPIONSHIPS

For article see page 49



Ivan A. Harris, Loveland, Colo., won B Hydro.

Photos by Fulgham



"Now Hear This"



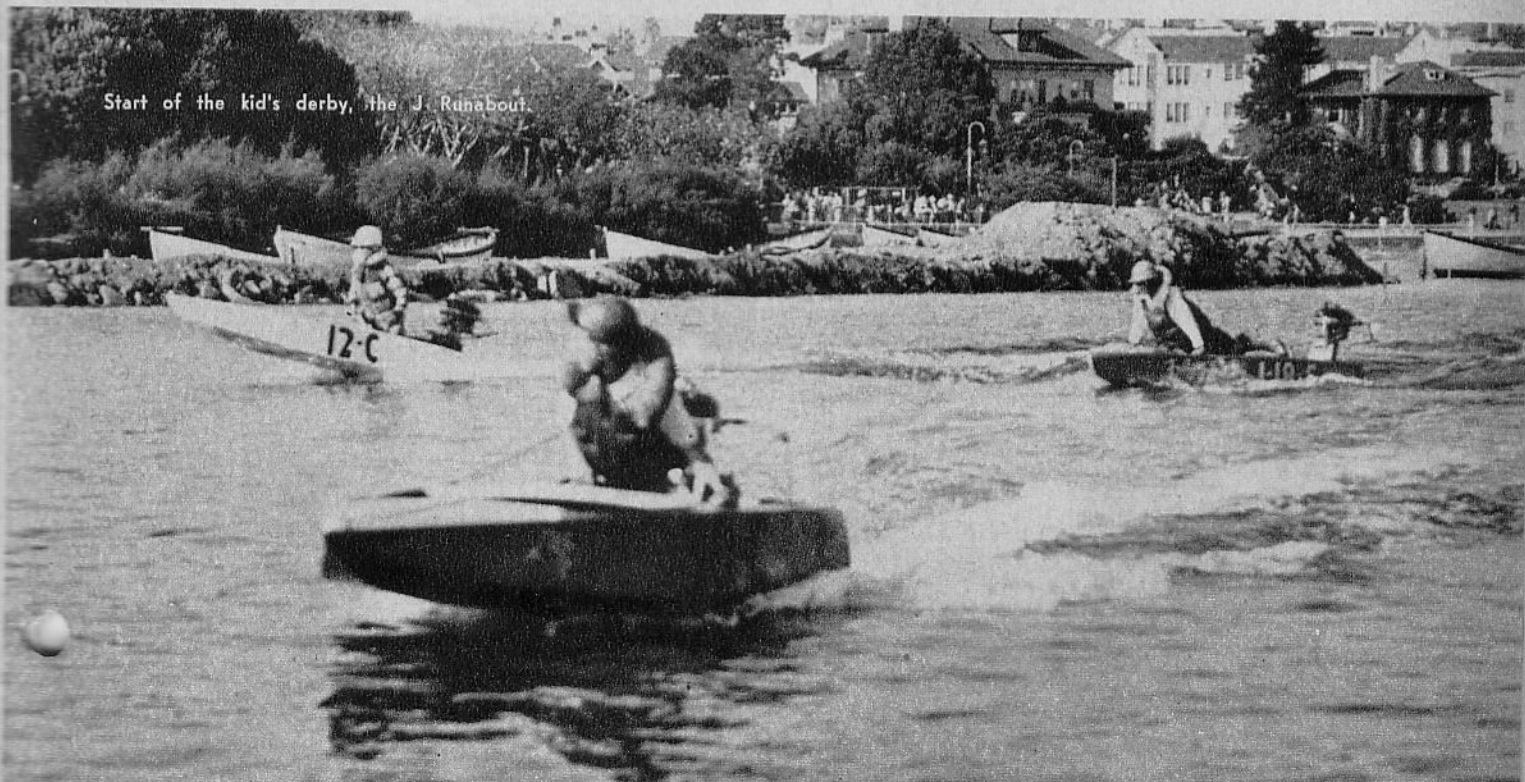
Paul Sarossy steadies boat while his wife Evelyn pulls the rope to go out for her run.



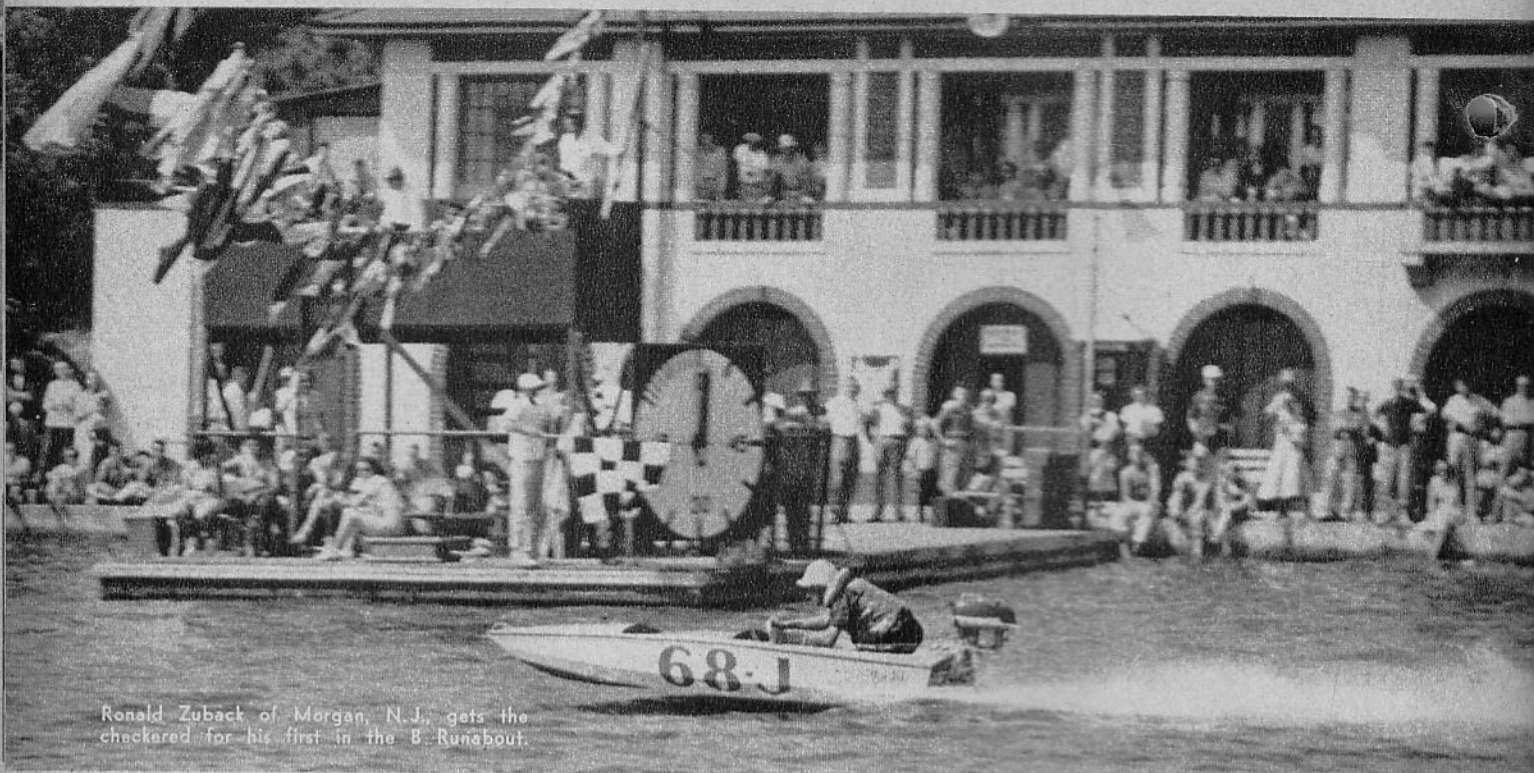
Start of A. Runabout.



Start of the kid's derby, the J. Runabout.







Ronald Zuback of Morgan, N.J., gets the checkered for his first in the B Runabout.



George Churchill, Willamette, Oregon, first place winner in E Runabout.



Start of B Hydro.

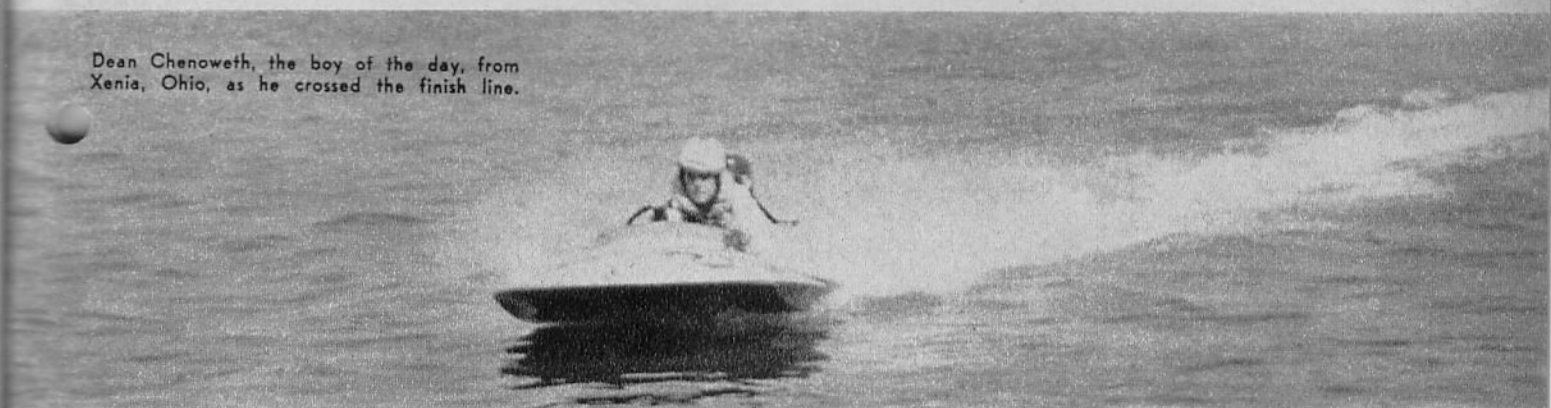




Dean Chenoweth was leading winner Ronald Zubeck in this foto but finished in 5th place.



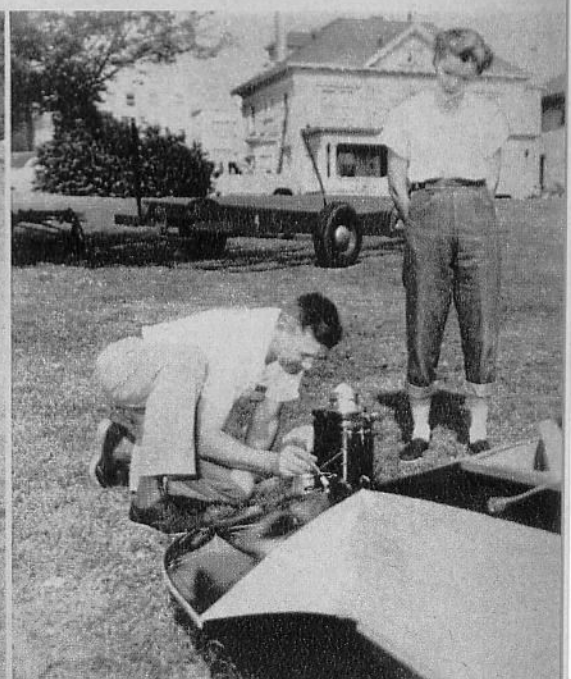
John Toprahanian, winner of the C Runabout.



Dean Chenoweth, the boy of the day, from Xenia, Ohio, as he crossed the finish line.



Ed Jones from Oknogan, Wash., the town that really threw the announcer; after two trys he would say "that town in Washington."  
Winner F Runabout.



Jewel Swift watches her husband Joe put number on one of his boats. Joe Swift is treasurer of APBA and builds the Swift boats.





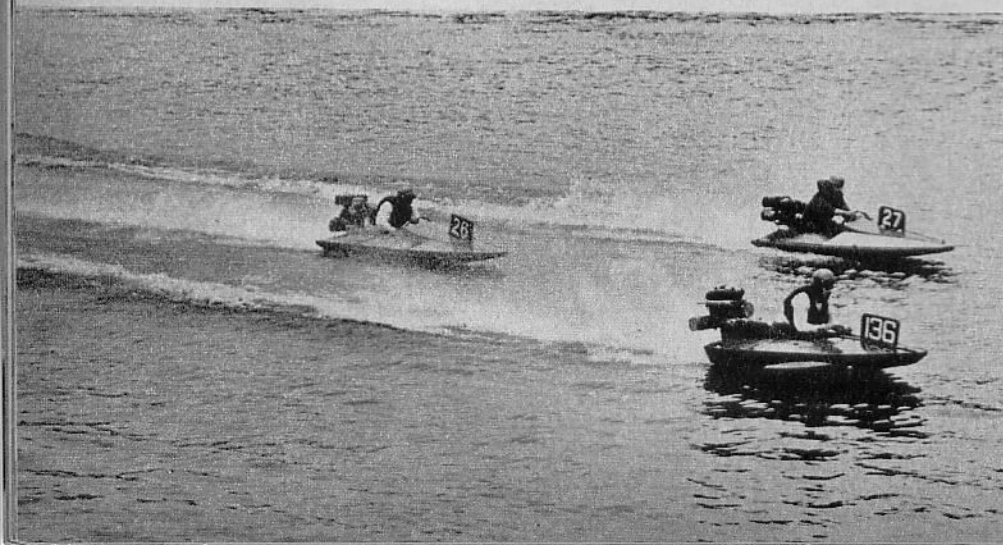
Ken Taylor in Tsetse (K43) winning the Watsonian Cup at the B.O.R.C.'s Ruislip meeting. His engine is a converted 500 cc J.A.P. Speedway motorcycle unit.

## British Racing



Film star Miss Ann Todd presenting the "Motor Boat Trophy" to Alan Darby. In the center is Arthur Bray, British Vice President of the Union of International Motorboating.

Racing for the "Motor Boat Trophy." At this point in the race an American driver, R. Estes, in Pet-Jet (136) is in the lead and the ultimate winner, Alan Darby, in Wickey (26) is riding in third place. Notice the tubular type mufflers (required in British outboard racing) on 136.



In mid-season outboard racing in England probably had more spectators than ever before, as the contest for "The Motor Boat" Trophy and other events put on to fill out the program were televised by the British Broadcasting Corporation as a live transmission lasting for an hour and a half. The meeting was held at Ruislip Lido near London and was organized by the British Outboard Racing Club. Winner of the coveted trophy was Alan Darby of the Lowestoft and Oulton Broad Motor Boat Club. He used a Johnson B Class engine on a hydroplane designed by himself and his brother Lyan.

Competing at this meeting was P. Estes, of the U.S.A.F., a popular member of the Lowestoft and Oulton Broad Motor Boat Club. His boat "Pet-Jet" was driven by a semi-proprietary B Class Mercury engine. Estes won his preliminary heat, but later had the misfortune to capsize.

"The Motor Boat" Trophy Contest was run as a class handicap for A, B, C, F and X Class outboards, with preliminary heats to weed the many competitors out, and a final of eight laps over a half-mile course.

Between the heats and the final, scratch races for the London Championships of the various classes were run, the winners being: A Class, Billy Nichols; B Class, Alan Darby; C Class, Ken Taylor; F and X Classes (combined), H. Melly, of the Lancashire Hydroplane Racing Club.

At a meeting held in Swanage Bay, Dorset, sponsored by the Royal Motor Yacht Club and the local council, various West of England Championships were decided. The outboard winners were: A Class, E. Lloyd-Jones, "Harbeng"; B Class, S. J. Watson, "New Look"; C Class, R. H. Evans, "Boomerang"; X Class, H. Melly, "Thunderbolt". A scratch race for inboards for the Mountbatten of Burma Trophy was won by D. H. Hannet in "Squib"; two handicap events for inboards, the Victoria Trophy and the Swanage Town Trophy were won by C. E. Sutton in "Whisso-Bang" and C. D. Claridge in "Pronto" respectively.

There was a one-armed competitor at this meeting, young Dick ("Lefty") Farthing, of the Bristol Hydroplane Racing Club who, in spite of having lost his right arm in a motorcycle accident three years ago, handled a B Class hydroplane in skilful fashion, gaining third prize.

At Lowestoft the "Daily Mirror" Festival Trophy, a handicap event, was won by Mrs. Q. E. Sutton's Chris-Craft "Flying Arrow", driven by Ralph Moore. Two days later, the Lowestoft Town Council Trophy was won by C. E. Sutton in his Lycoming-engined Ventnor boat "Whisso-Bang". Two boats sank at this meeting through striking submerged obstacles, but both were salvaged.



## CRUSADER

(Continued from page 27)

hands of the timer's clock. September the 29th was the day selected for the famous British speed demon's attempt to shatter all existing speeds on water. His jet powered *Crusader* screamed through the one mile trap on Loch Ness in Scotland at 206.89 mph, faster than man has ever before traveled on the water. Past the end of the trial course, rollers appeared on the course. Cobb was still traveling at a terrific speed as the *Crusader* hit the first of the swells. The boat jumped once—twice—three times and vanished in a cloud of spray and steam. Commander Arthur Bray, England's Vice President of the Union of International Motorboating, was one of the first to reach Cobb, who was kept afloat by his life jacket. Bray said that he believed death was instantaneous. Nothing remained afloat of the \$42,000 speedster but a few pieces of shattered wreckage. Officials theorized that the cross-wakes that *Crusader* encountered were set up by attendant boats.

Loch Ness was selected as the site of the trials as Cobb wanted more approach than Lake Windermere could offer. Loch Ness is a part of the Caledonian Canal, is 22½ miles long and offers a run of 20 miles.

Ten days before his fatal attempt to wrest the world water speed record from American Stanley S. Sayres, Cobb gave the *Crusader* its first official run through the measured mile. On two runs through the trap he averaged 173 mph, five miles short of the recognized world record of 178.4 mph held by Sayres in *Slo-Mo-Shun IV*. Gusty winds and rough water on Loch Ness precluded any full bore runs. Even with these unfavorable conditions, *Crusader*, handling very well in the sloppy going, did a mile in one direction at 185 mph. Cobb and his crew wisely decided to wait for more favorable conditions before unleashing any more of the 6000 hp in the De Havilland jet engine. On the basis of this trial, Cobb was confident that under ideal conditions he could hit *Crusader's* predicted top speed of 240 mph.

Weather and water conditions were perfect on the day selected for the official run. *Crusader*, running in perfect trim and without fuss or bobble, blistered through the trap. At this point eye witness descriptions of the events leading to the crack-up vary widely. One version tells that Cobb continued to accelerate during the run and was traveling at an estimated 240 near the end of the trap and then attempted to shut off when he saw the waves ahead. Experts who have ridden at speeds over the 160 mile an hour mark take exception to this story on the grounds that the driver at these terrific speeds has such poor perspective vision of the course ahead that he can distinguish only very large objects high above water level. Add to this the fact that at 200 mph an object is travelling at roughly 300 feet per second. If Cobb could have conceivably spotted the wakes a city block ahead on the course (300 feet) he could hardly react in the one second before he reached them to even attempt to slow down. The second and more probable version of the run tells that Cobb maintained an even speed through the trap and after passing the end of the official mile accelerated for an instant as he headed on down the lake to turn and make his return run. Experienced racing men theorize that Cobb was following established procedure for mile trials with a new boat . . . first a pair of runs through the trap at a speed calculated to put the record on ice without risking a breakdown by pulling out

Courtesy Boatsport.org

every ounce of power in the equipment. Allowed three pairs of runs, the driver often wishes to make adjustments and changes before his next try. Sometimes the all-out attempt comes on the second pair or the driver may elect to be conservative again on the second set of runs and save the "works" for the final pair, if he is successful in improving his first performance. The experts theorizing again from their personal experiences feel that Cobb was justifiably delighted with the smooth performance of *Crusader* on that first trip through the trap and that he simply "stabbed" the big power plant once after crossing the finishing line, getting a test feel of what might be expected when he came to the point of using more power.

In such a situation he would undoubtedly have glanced at the instrument panel to

check on the speed gained with the additional power. The boat wakes were right ahead at this point. In the one second it would take to check the instruments, he would travel over 300 feet. All things considered, it is doubtful he even saw the waves and if he did there is probably little he could do about it. It is improbable that he could have decreased his speed even a fraction in the instant between recognizing the danger and attempting to slow down. We know little of the jet boats but it seems certain that with no propeller, shaft, strut or other underwater appendage to act as a drag, this type of racer in fullflight will decelerate very slowly.

Spectators saw the wakes and rollers entering the course on an angle before the

(Continued on next page)



**FOR BETTER PRESERVATION AND SMARTER APPEARANCE—**





**THE DOLFINITE\* LINE INCLUDES**

FUNGICIDAL COMPOUNDS	YACHT WHITE HULL PAINTS	ENGINE ENAMELS
MARINE BATTEN COMPOUNDS	DECK & SHIP PAINTS	WATERLINE & BOOT TOPPING ENAMELS
BEDDING COMPOUNDS	BOTTOM PAINTS	LETTERING ENAMELS
DOUBLE PLANKING COMPOUNDS	ANTI-FOULING PAINTS	INTERIOR CABIN FINISHES
CAULKING & SEALING COMPOUNDS	HULL & BILGE PAINTS	ALUMINUM WATERPROOFERS
CANVAS BEDDING COMPOUNDS	MAST & BOOM PAINTS	VARNISHES
PLYWOOD SEALERS	ROW BOAT PAINTS	FILLER STAINS
	MARINE ENAMELS	

\*Trademark Reg. U.S. Pat. Off.

**FREE!**

New brochure on all types of craft with detail sketches, marine product description, and proper application of these products in original production and maintenance. Send for your copies today.

**THE DOLPHIN\* PAINT & VARNISH CO.**

"Since 1885"

922 LOCUST ST. TOLEDO 3, OHIO

☐ Please send full information on Dolfinite\* Marine Products.

☐ Please send free brochure with detail sketches.

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY & STATE \_\_\_\_\_

I am a ☐ boat owner, ☐ marine dealer, ☐ boat builder, ☐ yard operator.

DEALER INQUIRIES INVITED



## CRUSADER

(Continued from page 43)

racer reached them. A series of pictures made as *Crusader* hit the first of the swells . . . lunged . . . and then plunged to destruction shows the accident in graphic detail. In the first of these photos, which unfortunately we can not obtain at press time, *Crusader* has taken a slight jump on the first of the swells that are rolling in from out of the view of the camera. In the second picture the boat has just struck the water, slightly nose down, throwing a sheet of spray. At the end of the third lap, the hull is almost completely obscured from view by a solid sheet of water. The fourth picture, taken at the instant of the explosion, shows a tremendous cloud of spray, water and steam with a few bits of wreckage in the air. Obviously the red hot jets took in a slug of water and simply exploded, tearing the hull to bits.

The argument over the relative merits of the hull design of *Crusader*, which might be called a reverse three pointer, compared to the American conception of a three pointer will be a hot one. Advocates of the conventional three pointer will maintain that the cushion of air under the American design would have kept the boat from digging in at the bow and that *Crusader's* separate sponsons aft were a terrific hazard, apt to dig in a situation of this kind. Opposed to this is the theory that the tunnels type boat would have gone over backwards, as many have done in the past, when thrown out of trim at terrific speed. It was exactly this unpredictable factor of instability at flying speeds that Cobb and his associates were at-

tempting to solve with their new design.

John Cobb, of all the drivers of mighty speed creations, lived the most dangerous life. For many years the 52 year old British Speed King had been risking his life in the pursuit of world records. On the Bonneville Salt Flats in Utah in 1947 he established the present world's land speed record of 394 mph. On one leg of the run he had his 7000 pound Railton Special zooming over the salt lake bed at 403 mph, the fastest that man has ever traveled on land. Once in his career as the King of Speed he held the world's water speed record and his attempt to regain that honor with *Crusader* followed a long established British pattern. The late Sir Malcolm Campbell, with his famous boats and cars all carrying the name of *Bluebird*, first established a world record on land and then went on to establish the world water speed record that withstood assault for 14 years, to be finally broken by Sayres. Sir Henry Seagrave, who held the world land speed record in his *Golden Arrow*, was killed at Lake Windermere when his unlimited hydroplane *Miss England II* crashed soon after setting a new world record. It was a quirk of fate that deprived Cobb of the privilege of making the return run through the trap that would have made his record official. Although his name will not appear on the record book, he did fulfill his ambition of being the world's fastest human on land and water at the same time. John Cobb was meticulous in every detail of his preparations for the conduct of any speed attempt and it is ironical that this man who hazarded his life so many times should fall victim to a situation over which he had no control.

## AN ODE TO A "BU"

(with apologies to Robert Service.)

By Flo Gerles, pit crew to  
Little Joe #210C

A bunch of the boys were tuning up in the river pits one day,  
The kid who handles the entry blanks yelled, "get this marathon under way."  
When out of the early morning dew in to the sunshines glare  
There stumbled a stranger towing a crate like an apple box to a fair,

The entry blank kid start tearing his hair, another one late for the race  
The stranger staggered across the pits and fell in the water on his face  
He came panting up a ghastly mess all covered with river mud  
And the stranger grabbed an entry blank and scribbled his name in blood.

"And boys," said he, "I'll show all ye how we weed the boys from the men."  
"I'll spot all you snails a full laps length and splash you 'till the end,  
Your big boats, your fancy boats, your unlimiteds too  
Will see the end of a flying fishing boat, a little old BU"

They lined up for the marathon, all from a dead start  
All of them anxious to get under way, not very far apart,  
The gun went off, the white flag flew, the boats all took on speed  
They jockeyed into the first turn, the fish-boat out in the lead.

Lap after lap, the race went on, the leader no one knew  
He still was the stranger in the fishing boat, a little old BU.  
Some were up, some were down a mess of boats all over the place  
But the guy in front wasn't poking around, he came here to race.

The boys fell out, strong men went limp  
It was weeding the boys from the men  
Last lap to go, the checkered flags out, the marathons almost done  
And the boat that came slashing and chopping it's way was the fishing boat that won.

Now this isn't the end of the story yet  
About the rider that no one knew  
We may never find out, but if the spirit is there  
See what can be done with a little BU.

Editor's Note:

Force of circumstances prohibited *SPEED AND SPRAY* from reporting all of the major Stock Marathons of the year. Flo Gerles of Sacramento has presented an aspect of this highly regarded race that the professional correspondent could have neglected.

### GOLD CUP REGATTA

Our space limitation due to an attempt to make up for three months lost time prohibits our carrying more details of the story that the gold cup merits. This yarn, with an unusual technical interpretation, will be carried in next month's issue as a part of our review of the year's unlimited racing.



## CAN'T BE BEAT!

# Chris-Go

## SPECIALIZED RACING FUELS



**FOR INBOARDS AND OUTBOARDS  
CHRIS-GO LEADS THE FIELD**

**SEE YOUR  
DEALER OR  
WRITE TO . . .**

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





## ALASKA'S FIRST OUTBOARD MARATHON

By Bill Oswald

The first annual running of the Fairbanks, Alaska to Nenana, Alaska 85 mile Marathon was held July 27th under the auspices of the Fairbanks Outboard Racing Association.

A total of twenty-two boats, ranging from sleek 13 foot racing runabouts to 20 foot river boats, with motors from 22 h.p. to 50 h.p. Participated in this event. The Fairbanks club invited members of the Anchorage Outboard Club to come up and try their luck. Glenn Brewster, Pic Pickens, Joe Klouda and R. C. Pickens were the four lads who trailered their boats out of Anchorage for the long trip to Fairbanks.

The river was a new course to the Anchorage drivers and caused a few anxious moments. Whirlpools 20 feet in diameter, along with floating logs, sandbars, and scores of fish wheels on the river were only some of the obstacles encountered by the racers. One main disadvantage to the Anchorage drivers was the number of side-tracking creeks and tributaries en route; however, Brewster and Pic Pickens gave a good account of themselves by finishing first and second respectively.

Brewster's hull was a 13 foot Rockholt Runabout powered by a 25 Mercury. Pickens drove an Inland 13 ft. Runabout also with a 25 Merc. The rules required the drivers to have a riding mechanic. R. C. Pickens rode with Brewster, and Joe Klouda rode with Pic Pickens. The first lap of the round trip was completed Saturday, the racers leaving Fairbanks, traveling out of the 3 mile Chena Slough and onto the dan-

gerous Tanana River for the remaining 82 miles. At the end of the Fairbanks-Nenana run Saturday the contestants were accommodated for the night by townspeople and Sunday started the return run back to Fairbanks. It the end of the long race all participants were treated to a big chicken dinner (fried Northern style) by the Fairbanks gang.

Times for the 85 mile run were as follows:

Glenn Brewster, Anchorage—1st leg—2:01:51; Second leg—2:17:53.  
Pick Pickens, Anchorage—1st leg—2:11:00; Second leg—2:17:52.

Mease and Young of Fairbanks were third with a return time of 2:58:00 Don Clark and George Humrith of Nenana came in forth with a time of 3 hours and George Thompson and Teddy Wallace also of Fairbanks club received fifth place.

First to fifth places paid off handsomely graduating down the scale in jumps of \$25.00 with the top spot paying \$150.00. The balance of finishers went home with most acceptable merchandise awards.

Jimmy Luce in a fine display of sportsmanship, eliminated himself from the return trip and offered to carry extra gear that would weigh down the other boats.

All boats finished both legs with only a few minor mishaps. A few boats ran up on sandbars but there were no failures.

Some 1000 spectators stood by at the finish line with about the same number parked in cars waiting for the return.

All four of the visiting Anchorage racers were made honorary members of the Fairbanks Club and were invited to return to future races.

The Marathon was termed a big success by officials of the organization, and hopes are running high for a similar race before the season is over.

## 48 cu. in. Hydro Plans

Easy to follow and build Frames blue-printed full size Photos and lots of instructions 135 — 225 — 266 plans available soon.

KENNY INGRAM

514 Museum Dr., Los Angeles 65, Calif.

## New For '53

### C Outboard Runabout

1. Super "C"—functional design, flat sides and deck, new design bottom—faster and easier handling. Unfinished—\$280.00. Finished—\$375.00.

2. Deluxe "C"—Standard model improved for '53, with the new super "C" bottom. Added emphasis upon trim and appearance. Unfinished—\$315.00. Finished—\$425.00.

De Silva Boats

3904 Redwood Ave. Venice, Calif.  
Phone: EXbrook 7-7616

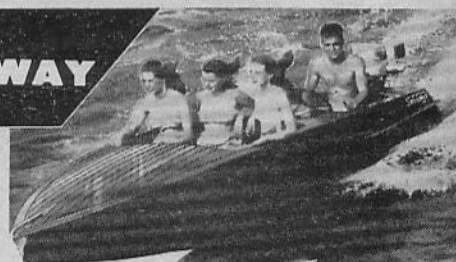
## RELAX and PLAY the SPEEDLINER WAY

### Styled and Designed for Comfort and Speed with Safety

- No other make of boat can surpass SPEEDLINER 3-year performance record: 17 National CHAMPIONSHIPS and records in Classes J, A, B, D, E and F—and the 1952 models are faster and better!!
- 3-Time Winner of the Winnebago Marathon and Missouri River Marathon.
- SWEEPSTAKE WINNER—Colorado River, Top-O-Michigan, Lake-of-the-Ozarks, Greenville-Vicksburg Marathon.
- Classes A, B, D and E—70 mile Missouri River.
- Classes B, C & D Lake-of-the-Ozarks; B, C, D & F 105-mile Greenville-Vicksburg; A, B and D Top-O-Michigan; Class D—Albany to New York, Marathons.
- 11 UTILITY MODELS—J thru F. Limited number of hydroplanes available for 1952.



JON CULVER driving Class B SPEEDLINER. New 1952 model M-510 Corsair allows speeds close to 50 m.p.h.



Five passenger, 14 foot "TROPHY." Plenty of room for all for fun!

Yes, now you can own a pleasure boat with the strength and stamina...and speed...of a marathon racer! Now the whole family can enjoy outings in perfect comfort and safety.

SPEEDLINERS...precision built throughout...are outstanding in appearance, seaworthiness and performance. Their sound construction of finest materials means long service, low upkeep. 25 sleek models to choose from...one for every boating need!

Famed far and wide for their comfort and safety as the most popular family pleasure boat, the new SPEEDLINER models are improved for 1952. Write today for complete information, literature, prices, performance data.

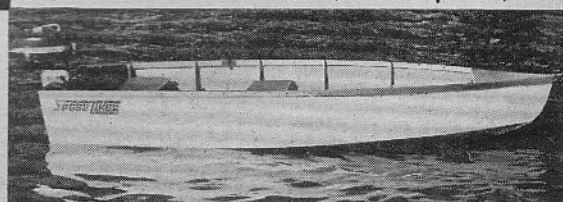
### GENERAL MARINE COMPANY

Dept. 1150 Sixth & Oak St., St. Joseph 14, Mo.



Hundreds of trophies...and always a SPEEDLINER! Bob Meyer has been a leading competitor for 24 years! Bob says: "I've run the 1952 Speedliners—they are terrific."

4 Boat Kit Models. If you wish to have fun building your own boat, send for information on our kit models. Model shown is our 12 ft. KB-12 Standard.





## FAMOUS FOR . .

- PRECISION CONSTRUCTION
- MATCHLESS FINISHING

Schock finish jobs, paint or varnish, are the ultimate. We specialize in the "hard to do jobs." • Patching • Bottom inlays to replace warped or cracked sections • Reinforcing • Runner shingles installed exactly according to your orders. Don't discard that hull. Let us rebuild it to your specifications.

### W. D. "BILL" SCHOCK

504 29th Street, Newport Beach, Calif.  
Phone Harbor 1815J

## CAM TROUBLE?

We Grind Camshafts For Overhead Valve Engines With Guaranteed Results

We supply Solid Lifter Kits for:

CADILLAC DE SOTO OLDSMOBILE  
CHRYSLER STUDEBAKER LINCOLN

'52 Cadillac Engines in Stock — Other Makes On Request. Send For Free Literature

DETROIT RACING EQUIPMENT

20181 Conant Avenue • Detroit 34, Mich.



## "SHOG-SHELL"

PROTECTIVE HELMETS  
Proven safest and finest by drivers in all fields of racing.

JOHN W. LOHRENZ

4417 East Anaheim St.  
Long Beach 4, Calif.  
Telephone L.B. 88-342

Price \$28.50

## THE CHOICE OF CHAMPIONS HI J INBOARD RACING PROPELLERS

Engineered for top performance — the proof is in the record book. The Hi J propeller carried Slo-Mo-Shun IV to the new unlimited world record of 178.498 mph. Eddie Meyer topped the 100 mile an hour mark in his 135 cu. in. Avenger IV with a Hi J prop. Coast to coast and in foreign waters Inboard Hydros and Runabouts are knocking off the championships and records with Hi J props.

# Hi J

TAPER BORED RACE PROPS  
HAROLD I. JOHNSON

2811 Villa Way • Newport Beach • Calif.

## SPECIALIZED MARINE CHROME

ALL BOAT HARDWARE  
TRIPLE PLATED!

It's time to dress it up with a sparkling plate or polish job. Cylinder heads, pipes, headers, props, struts, rudders and fittings. Outboard tanks, spray shields, flywheels and covers. Check our prices. You will be pleasantly surprised to find that our guaranteed work by experts costs no more than an ordinary run-of-the-mill plating job.

NEWPORT PLATING CO.  
JOB AND PRODUCTION WORK

2810 Villa Way • Newport Beach, Calif.  
Phone Harbor 1300

## Courtesy Boatsport.org WINNEBAGOLAND MARATHON

(Continued from page 22)

The official axe was wielded with zeal. Ken Bauske who was first to finish in Class B was disqualified on motor inspection.

Only serious trouble that faced the drivers this year was weeds. Even Lake Butte des Morts, where a vicious chop has accounted for most of the woe in past Marathons was comparatively peaceful. At that, the run through this portion of the course was the roughest the field faced.

The start was made in two divisions, with the large-sized craft—110 Class Cs and the two divisions of D, D-1 and D-2, jumping off at 12 noon. The spectator maneuvering for position resulted in one swamping, but there were no mishaps otherwise. The 163

Class As and Bs got away 10 minutes later.

All winners were first-time champions in the Marathon and for all it was their first completion of the rugged course. Stanley, Smith and Lenk were making their second tries in the race, all three having been forced out of the 1951 wind-whipped thrash. Seibold and Abrams were newcomers.

Trophies for the first three places in each class were awarded by the Sentinel in addition to \$5,000 in merchandise.

The Merrill Jensen Memorial Award for first place in Class A was awarded to Stanley by the Kiekhaefer Corp. at the presentation ceremonies. All finishers will receive 92-Mile Club Medallions from Carlton Foster of the Dunphy Boat Corp. In addition to Miss Donaldson, one other girl, Lorraine Werner, Horican, Wis., finished the race in Class B. Vera Hankewich, Milwaukee, was third feminine entrant.

## OFFICIAL SUMMARIES

Note: Milwaukee Sentinel trophies were awarded for first, second, and third places in Classes A, B, C, and in two divisions of Class D, 1 and 2. Merchandise trophies were awarded down to fourth place in Class A; seventh place in B; third in C; fourth in D-1 and fifth in D-2.

Name	Address	Motor	Boat	Time
<b>CLASS A</b>				
1. Lloyd Stanley, Petosky, Mich.		Mercury	Homemade	2:50:00
2. Gerald Waldman, Milwaukee, Wis.		Mercury	Speedliner	2:52:31
3. Gerry Van Amber, Lansing, Mich.		Mercury	Wagemaker	2:54:42
4. Raymond Lewis, Neenah, Wis.		Mercury	Homemade	2:57:42
36 Starters	21 Finishers			
<b>CLASS B</b>				
1. David Smith, Wisconsin Rapids, Wis.		Mercury	Switzer	2:25:40
2. Charles Vesper, Milwaukee, Wis.		Mercury	Homemade	2:29:51
3. Richard O'Connell, Columbus, O.		Mercury	Raveau	2:31:33
4. Edward Branding, Chicago, Ill.		Mercury	Switzer	2:31:50
5. Otis Forth, Mt. Flora, Ill.		Mercury	Rinker	2:33:40
6. James Fry, Oak Park, Ill.		Mercury	Switzer	2:33:14
7. Ronald Zuback, Morgan, N. J.		Mercury	Sidcraft	2:35:00
127 Starters	72 Finishers			
<b>CLASS C</b>				
1. Bernard Abrams, Wilmington, N. C.		Johnson	Rockholt	2:35:29
2. Larry Freeman, Milwaukee, Wis.		Johnson	Switzer	2:45:29
3. David Brereton, Lodi, Wis.		Johnson	Tomohawk	2:59:41
27 Starters	19 Finishers			
<b>CLASS D—D-1 Division</b>				
1. Arthur Seibold, Oshkosh, Wis.		Evinrude	Speedliner	2:29:58
2. Thomas Palmer, Milwaukee, Wis.		Evinrude	Boer-Lip	2:31:17
3. David Switzer, McHenry, Ill.		Evinrude	Switzer	2:32:10
4. Dick Hansen, Menasha, Wis.		Johnson	Century	2:42:52
22 Starters	19 Finishers			
<b>CLASS D—D-2 Division</b>				
1. Raymond Lenk, Detroit, Mich.		Mercury	Speedliner	1:56:20
2. Troy Routon, St. Joseph, Mo.		Mercury	Speedliner	1:58:22
3. Laur Gonio, Chicago, Ill.		Mercury	Barbour	1:58:38
4. Earl Granrath, West Allis, Wis.		Mercury	Switzer	1:59:10
5. Jon Culver, Dayton, O.		Mercury	Speedliner	1:59:22
61 Starters	37 Finishers			

AND THE WORLD'S FINEST  
RACING EQUIPMENT FROM  
**MIDWEST**

DUAL MUFFLER KITS  
HIGH COMPRESSION HEADS  
(Edelbrock and Offenhauser)  
DUAL-POINT CONVERSIONS

DUAL and THREE CARB  
MANIFOLDS  
HARMAN-COLLINS CAMS  
BALANCED ASSEMBLIES

Send for our Complete Catalog — 50c — Full Refund on your First Purchase. Dealer Discounts Honored — Inquire on Your Letterhead.

**MIDWEST RACING EQUIPMENT**

13907 Miles Avenue Cleveland, Ohio

CALL F. J. Spillar . . . WYoming 1-4900 . . . WYoming 1-5977



**GREAT LAKES STOCK DIVISIONALS  
RESULTS**

**J STOCK RUNABOUT**

1st—David Hoffman, Wheeling, Ill.  
2nd—Marilyn Donaldson, Dayton, Ohio  
3rd—Michael Helm, Thiensville, Wisc.

**A STOCK RUNABOUT**

1st—Dean Chenoweth, Xenia, Ohio  
2nd—Jerry Waldman, Milwaukee, Wisc.  
3rd—Ted Corbin, Indianapolis, Ind.

**B STOCK RUNABOUT**

1st—Dean Chenoweth, Xenia, Ohio  
2nd—Jerry Waldman, Milwaukee, Wisc.  
3rd—Marvin Hergert, Oshkosh, Wisc.

**D STOCK RUNABOUT**

1st—George Jagerson, Neenah, Wisc.  
2nd—Earl Granrath, West Allis, Wisc.  
3rd—Milton Anderson, Chicago, Ill.

**C STOCK RUNABOUT**

1st—Bob Sperry, Elgin, Ill.  
2nd—Bill Magel, Jackson, Mich.  
3rd—Neal Fearing, River Forest, Ill.

**E STOCK RUNABOUT**

1st—Ed Martin, Indianapolis, Ind.  
2nd—Otto Struhelka, Racine, Wisc.  
3rd—Ed Beyer, Racine, Wisc.

**A STOCK HYDROPLANE**

1st—Dean Chenoweth, Xenia, Ohio  
2nd—Bob Uher, Chicago, Ill.  
3rd—Roy McCoy, Dayton, Ohio

**B STOCK HYDROPLANE**

1st—Charles Stewart, Toledo, Ohio  
2nd—Dean Chenoweth, Xenia, Ohio  
3rd—Roy McCoy, Dayton, Ohio

**D STOCK HYDROPLANE**

1st—Jerry Van Ander, Lansing, Mich.  
2nd—John Liggett, Toledo, Ohio  
3rd—Don Rejman, Chicago, Ill.

Courtesy Boatsport.org

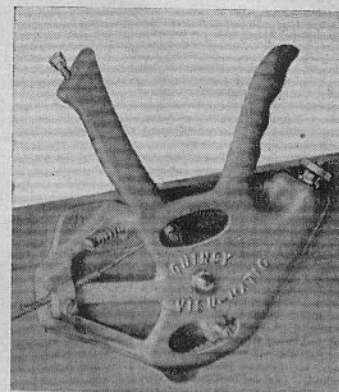
## The QUINCY Safety Throttle is Safe Reliable, Built to Last!

Dealers: Here Are Facts on Safety  
Throttles for Outboard Motors  
You Should Know.

Protect Your Customers . . .

Only the QUINCY Safety Throttle Gives  
You ALL These Important Features . . . . .

1. Sufficient stroke for any installation
2. Powerful return spring for absolute safety (just try it!—then try the others)
3. Precision made for positive fool-proof action
4. 16 stops (actual not theoretical — count QUINCY'S — then count the others)
5. Adjustable pivot bolt for smooth action — no wobbling handles, no stripped pivot bolts
6. Safety boss prevents handle breakage
7. Designed for strength and efficiency, as well as beauty
8. Will not pinch the hand (try the others)
9. Constructed of highest quality material throughout, springs solid stainless steel
10. Button top on lock — no sore thumbs
11. Anchorage to boat designed for maximum strength and easy assembly
12. Natural aluminum finish, no weathering or marring.



If Your Dealer Cannot Supply You,  
Write

THE QUINCY WELDING WORKS  
Quincy 2, Illinois



### QUINCY EXHAUST SHUTTER Model R-10-Q

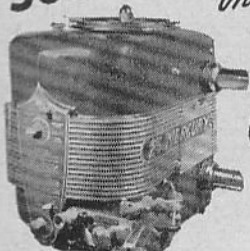
For Mercury Owners using the Quincy Manifold.

Here is a Shutter that will permit closed or open exhaust at the flip of your hand. Keep your motor quiet when in restricted areas.

THE QUINCY WELDING WORKS

QUINCY 2, ILLINOIS

The **SOUL-STIRRING 'SENSE of POWER'**  
induced by the



**PIPER  
EXHAUST**

will thrill the  
**OUTBOARD  
ENTHUSIAST**

who enjoys the pulsing, deep-throated, staccato rhythm of  
**RACING MOTOR MUSIC.**

Specially designed  
for

**Mercury Motors,**  
the **PIPER  
EXHAUST STACK**

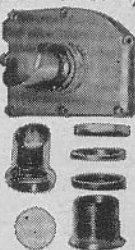
(10 H.P. - \$10.00)  
(25 H.P. - \$20.00)

lends speedy acceleration and a smooth, racy  
drive so desired by every outboard owner.

**PIPER RELIEVES BACK PRESSURE—  
CAN BE CLOSED WHEN NOT IN USE—  
DOES NOT DISTURB WATER COOLING.**

WRITE TODAY FOR  
RACING EQUIPMENT CATALOG

**Grosse Pointe MARINE  
SUPPLY CO.**  
14901 KERCHEVAL—GROSSE POINTE 30, MICHIGAN



## They're Tops!

The Choice of Champions . . .

### RUBY SCULL

✓ Holder of the 48 cu. in. inboard runabout 5 mile competition record. Also holds the one mile record for the same class.

### PETE PIERCE

✓ Former holder of the 48 cu. in. Hydro record. Set November 9, 1951. Using a K H Cam.

### VIC KLETTE

✓ Holder of 48 cu. in. Hydro mile straightway record. He too, used a K H Cam.

### "MUL" SCULL

✓ Top flight contender for the 48 cu. in. Hydro class.

Follow the champions and use a K H Cam. Also read article by Kenny Harman "Hopping Up the Crosley Engine" on page 18 of this magazine. For more information on the K H Cam, write . . .

### KH CAMS

2511 Rosemead Blvd.  
El Monte, California

**EAST:**  
5808 Edgewater, Venter, N. J.

**MIDWEST:**  
SMITH SPEED SHOP  
Cincinnati, Ohio



# CLASSIFIED

Classified advertising rate: 15 cents per word.  
\$3.00 minimum charge. Payments in advance.

## WANTED

Crosley marine or Brennan Imp or Brennan Kid, for 48 cu. in. class boat. Looking for small fast inboard. Charles B. English, 313 Common St., Watertown 72, Mass.

New P-500, 50-60 hp. pump motor. J. B. King, Russellville Pike, Morristown, Tenn.

Two Johnson props, 7 1/4 x 9 3/4 or 7 1/2 x 10, or larger sizes that may be changed to above sizes for Mercury 10 Hurricane. G. S. Teutsch, 310 Morningside, Henderson, Texas.

WANTED—MARINE MECHANIC; knowledge of inboard racing motors would help. Located on large lake. Living quarters. Will pay salary or take into business. Plenty work. No competition. Write: Trousdale Boat Works, Deatsville, Alabama.

"C" Hydro three point or conventional. Give details, state price. Write—Dick Staley, 7424 Market St., Youngstown, Ohio.

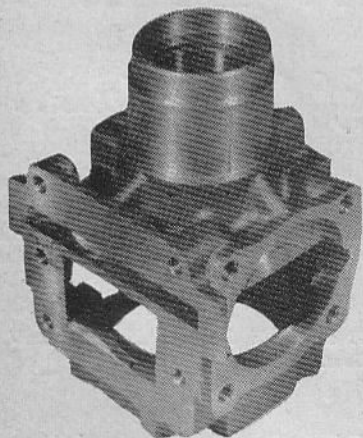
Class A or B outboard motor; stock or racing. Send information to R. H. Zimmermann, 1090 Trafalgar St., West Englewood, N. J.

Thomas Edwards & Son—Boats Painted and Repaired—Names and numbers painted. Rock Hall, Maryland.

## SUBSCRIBE TODAY TO SPEED and SPRAY

\$5.00 ONE YEAR \$9.00 TWO YEARS

## OUTBOARD RACING MOTOR PARTS



Crank - cases, Rotor - valves, Heads,  
Hubs, Retainers, Stems, Head-Braces  
and many other parts.

*All parts guaranteed  
accurately machined*

FOR DESCRIPTIVE PRICE LIST  
Contact your dealer or mechanic or  
write or phone

**H. H. FULLER**

2317 Sterling Ave.  
Independence, Mo.  
Phone CLifton 9924

Complete standard lower unit for 7 1/2 h.p. Mercury. Send details as to price and condition to Howard E. Pink, 114 W. La Clede Ave. Youngstown 7, Ohio

135 cu. in. Hydro with trailer complete less engine. Write R. Boehm, Route 1, Box 323, Healdsburg, California.

ROCKHOLT UTILITY BOATS—Holder of present D Utility record and 1st in Class C Winnebago Marathon 1952. Fastest Utility record and 1st in Class D Winnebago Marathon 1952. Fastest utility boats in AU, BU, CU, and DU. Write for catalog on Rockholt Boats, Anchor Hardware Co., Wilmington No. Carolina.

CLEVE'S SPORTING GOODS SERVICE DEPT. Sales distribution and repair for Mercury outboards in the Vacation Province—Nova Scotia, Canada. We buy, swap or sell used motors and used motor parts. Cleve's Sporting Goods, Ltd. Halifax, N. S.

Indian Motorcycle Co. Silver Arrow Series—Outboard 10 hp. approx. Desire any information, location of spare parts, etc. concerning this motor, made about 1936 (?) and discontinued. Charles Q. Middlebrook, 1040 First St., Dahlgren, Virginia.

## FOR SALE

MILLER BS RUNABOUT, C Fillinger Three Point Hydro, Mercury BS Motor, Propellers, etc.—all in good shape and ready to go. Cheap. E. Goodman, #1 Arcade, Nashville, Tenn.

Allison Engines—two—with gear box and extras. Bargain, must sell. A. Lange, 9218 Litzsinger, St. Louis 17, Mo.

Record-breaking "B" Racing Runabout. Equipped with excellent Ford V-8 "60" suitable for 135. Uncle Sam Motel, Pleasantville, N. J.

26' all Mahogany Chris-Craft Runabout—2 cockpits—all chrome dash. 275 HP Chris-Craft motor—very fast. Motor completely rebuilt and hull refinished August 1, 1951. About 20 hours since overhaul. Would cost \$10,000.00 to duplicate. \$2,500.00 firm. "Chuck" Hickman, 5920 City Line, Philadelphia 31, Penna.

Speedliner Hull 25 HP Mercury motor with Quick Silver unit. Mastcraft trailer. Rig completely equipped for stock utility racing. Fred Brink, 93 Plymouth St., Stratford, Conn.

Marsh class D Hydro. placed seventeen times this season \$225.00 f.o.b. or trade for 7 1/2 HP Mercury Hurricane. D. W. Locke, Charlotte, N. C.

1 new Swift D three point hull with all hardware, 1 Mercury 25 with quickie unit ready to race \$800.00. One Johnson A racing motor 49 mph always in first three places, \$400.00. Alex Eberhardt, Rt. 88, Sterling, Illinois.

135 HP Chrysler 8 auto engine complete with all accessories to convert to marine \$90.00. Kirven Co., 1314 No. Lemon, Anaheim, Calif.

225 Hydro "Corsair" brand new, raced three times, placed three heats. Edelbrock equipped V-8. Madis dry sump oil system, Curtis body. Hi-J props. The most beautiful rig afloat. \$2800. G. M. Stroh, Jr., 909 E. Elizabeth, Detroit 26, Mich.

Evinrude Clamp Bracket Assembly for Evinrude racing C or F motor. Elgin T. Gates, 720 13th St., Huntington Beach, Calif.

CLASS "C" CYLINDERS (Replacement PR). Iron or Chrome, with or without heads. My own make. Write, wire, or phone. Westernman W. Jones, 1 Yale Ave., Claymont, Delaware. Phone: Holly Oak 7263.

Jacoby Class "A" outboard hydro. Complete with wheel and throttle. Excellent condition. \$150.00. Bill Carpenter, 559 McLaughlin Ave. Muskegon, Mich.

Inland Fireball Utility. A-1 condition. Used one season. Complete with hardware. \$150.00. Mercury, Modified KG7 with short Quicksilver. A Hi Point winner in IORA circuit this year. Our season over. \$350.00. Gibson Service & Repair, 322 S. 9th St., Lincoln, Nebr.

THE LIMBOCKER new and sensational stock runabouts. An A-B that turns like a hydro, a D that turns likewise and does 58 mph. Hulls APBA stock. Write Blitz Racing Products, Sumner St. Rd., Burlington, Ia.

PR-55 UNIT \$35. OMC Unit \$60, both like new. 50 horse Evinrude cylinders, case, rods, perfect, all \$60. 8 3/4 x 13, 9 x 13 Johnsons for Evinrudes, \$11 each. Dave Snyder, 408 Merritt, Forth Worth, Texas.

BU RUNABOUT—placed second Colorado River Marathon, 1949 Bakersfield sweepstakes, 1950. Will refinish any color or colors. \$150. Call or write: Tom or Jack Gouldstone, 8217 Westlawn Ave., Los Angeles 45, Calif.

USED BOATS—Hydros, Runabouts, both stock and racing, all classes, excellent condition, prices reasonable. Write for list. De Silva Boats, 3964 Redwood Ave., Venice, Calif.

## FOR SALE

KG 7 Hubbell Balanced, like new.....	295.00
this Power Head alone.....	245.00
KG 7 Hubbell Balanced, Keller Controls, Perfect .....	295.00
this Power Head alone.....	245.00
KG 4 Hubbell balanced—PRESENT "A" WORLDS RECORD HOLDER—in perfect condition..	245.00
this Power Head alone.....	200.00
1 Quick Silver Lower Unit with new A prop.....	75.00
1 Quick Silver Lower Unit, used only twice, new B prop.....	85.00
1 Quick Silver Foot—Shafts, gears, housing complete like new.....	40.00
1 Custom, Spruce Planked, A-B Runabout 30-C "Skinhead" Present Worlds Record Holder, in flawless condition 111 lbs. complete hardware & cushions included .....	295.00
Custom Fit Bunks, Fore & Aft....	10.00
Custom Steering Bar & Marathon Tank Holders.....	5.00
Custom Fit Lead & Plywood Balast, 31 lbs.....	10.00
(fits fore or aft)	
1. Higgins 12 ft. custom Deluxe Runabout, 3/8" Mahogany throughout—fitted for fishing or racing. Complete hardware & accessories, including 2 fishing drawers. Transom accommodates 2 motors. Will do 40 m.p.h. plus with one KG7. Entire bottom glassed below spray rails. This boat is in better condition than new and cannot be duplicated.....	295.00
1 Boat Trailer, individual sprung wheels. Rollers and bunk for Higgins. New tires & lights. Like new .....	110.00
1 Johnson 6 3/4 x 8 1/2 like new.....	10.00
1 Johnson (Hi Johnson special pitch) 6 1/2 x 7 Perfect.....	14.00
1 Johnson (special pitch) 6 1/2 x 8 Perfect.....	14.00
1 Kamie "A", World Record Holder —Perfect .....	25.00

Bob Knapp, Quality Automobiles, Res. SY 3-6912, 1877 E. Colorado. Bus. SY 2-2816, Pasadena 8, Cal.

## EQUIPMENT FOR SALE

1 Swift A-B Hydro .....	295.00
1 KG 7 with Quick Silver .....	325.00
	\$620.00
ABOVE ITEMS IF SOLD TOGETHER .....	\$575.00
1 Johnson 9 x 6 3/4 .....	10.00
1 Johnson 9 1/4 x 6 1/2 .....	10.00
1 Johnson 9 3/8 x 6 1/2 .....	10.00
1 Hagood Special .....	12.00
1 K B #5 Michigan .....	14.00
1 Johnson Special .....	10.00

Owner: Glenn Embree, 15464 Milbank, Encino, Calif., res. phone: ST. 4-8137; bus. phone: HI. 7283.

## EQUIPMENT FOR SALE

1953 model Sid-Craft B Runabout.....	425.00
complete hardware & cushion	
Custom Boat Trailer with Motor Box & new spare tire.....	150.00
KG 7 Hubbell balanced, with Quick Silver .....	325.00

Total .....	\$900.00
IF ABOVE ITEMS SOLD TOGETHER .....	\$795.00
2 Kamie "B" Like new \$15.00 each or 2 for.....	25.00
1 Johnson 6 3/4 x 8 1/2 .....	10.00
1 Johnson (Hi Johnson pitch) 6 1/4 x 8 3/4 .....	10.00
1 Marathon Kit, Kiekhaefer 10 gal. tank, pressure pump, airplane type valve, hose, tank cap, etc.....	30.00

Owner: Tom Mitchell, 992 N. Los Robles Ave., Pasadena 6, Calif., phone. SYcamore 7-7544. Can be seen at Pasadena Marine Equipment Co., 1987 E. Colorado St., Pasadena, Calif.



# NATIONAL CHAMPIONS CROWNED AT OAKLAND

(Continued from page 38)

Like lemmings rushing to the sea, stock Outboarders from every hill and dale in the United States converged on Oakland, California over the week-end of September 20-22.

The Greatest regatta in the history of Outboarding! That was the tag hung on the Stock Outboard National Championships as the clear waters of Lake Merritt were slashed to white foam by the churning propellers of the 202 entries who competed with each other for the coveted championship awards.

Stock outboards, long regarded as the "upstart" of the boat racing fraternity by the "old pros" really came into their own with a bang. Some 63,000 thrill-hungry spectators lined the banks to witness the great show. Nor were they disappointed, for when the smoke cleared away from two days of competition, the proverbial "thrill-a-minute" had been produced.

An indication of what was to come was revealed Saturday morning at the Qualifying trials when 57 Stock B Runabouts appears at the course. The battle began with some of the best drivers in the country from Florida to Washington, and from New York to Arizona fighting "tooth and nail" for a spot in the finals. There were so many re-starts and races called off on account of "road-jams" at the first turn that there simply wasn't enough time to finish all the qualifying heats. As a result, the B and D stock hydro eliminations were slated for early the next morning.

Sunday dawned clear and calm, and when the qualifying heats were finished the stage was set for the finals—and a slam, bang affair it was! The officiating was superb and the heats went off like clockwork.

In A Stock Hydro, which was the first event of the finals, 15 year old Dean Chenoweth of Ohio emerged the victor after coming from behind to nip 62 year old "pappy" Bowen of Oceanside, California.

C Stock Runabout was next and proved to be a luke-warm affair when about half the field fell prey to a series of mechanical failures. However, when the next event was announced as the B stock Runabout, a murmur of anticipation went thru the tremendous crowd. So many of these outfits were so closely matched that winning became a matter of who got to the first turn first. Even the legendary 50 mph B from Brooklyn, New York, driven by one of the three women entrants in the regatta managed to eke out only an 8th place.

Bob Hawley of Newport Beach, driving "Skin Head" away to a bad start, rapidly sifted through the field and was challenging the third place boat when he hit a couple of wakes. He jumped the first one but the nose went under the second one and he did a terrific end-over-end, escaping with a good shaking up and facial cuts.

Marilyn Donaldson of Winnebago Marathon fame was the only girl to score a victory when she walked off with the J race,

followed by Bob Parish from Bakersfield and Anne Hawley from Newport Beach, California.

A runabout proved to be the second championship of three for the throttle-squeezin' Chenoweth. California's Charlie Harter had speed on the field but curled a prop after leading until the final lap.

Every heat produced happy winners as well as "heart-break" losers. In B stock Hydro, Oakland's Johnny Alden with a Mercury powered Swift hull had what was probably the sweetest "set-up" on the course. After getting tossed out of his boat the first heat, he then started last in the second heat and overhauled every boat in the race except one. Another half lap would have put him in front. The indomitable Chenoweth again came out on top of the pack to score his third championship of the day.

Although E and F stock runabouts were on the schedule, it appears that Lake Merritt was the swan song for these two obsolete classes insofar as the west is concerned. Only three E's and one lone F could be mustered by starting time, so they were run together and scored separately. The Northwest produced their only winners when George Churchill of Willamina, Oregon won the E race and Ed Jones of Okanogan, Wash., breezed in to capture the F title.

When the five minute gun sounded for the 1st heat of the D Stock Hydro, a shiver of excitement swept thru the crowd like wind thru a wheat field. As the big D's cranked up one by one and screamed onto a plane, everyone stood up and started elbowing for room to see. The screaming swelled to a full throated roar as they boiled across the starting line 16 abreast and headed full bore for the 1st turn. It was a sight never to be forgotten as they funneled into the first buoy and tried to occupy a space large enough for about six boats, and brethren, it just can't be done! Walt Danzie of Salt Lake City did a spectacular flip, and Milt Anderson of Chicago went over sideways right in the midst of the fleet. The red flag was raised signaling "no start" and when the rooster tails stopped falling, the patrol boats moved in for the rescue work. Danzie was none the worse except for a good soaking.

Anderson was injured and helpless in the water. Sam Baker of Oakland went over the side with his clothes on to save the Chicago driver and in seven minutes flat the injured man was in the hospital. Just one example of the perfect pre-race arrangements that paid off thruout the regatta.

After a series of false starts, the eager throttle pushers finally got out of the first turn with Ivan Harris of Loveland, Colorado winning the overall award with a 1st and a 3rd. Washington had five qualified entries in the final headed by Hubert Entrop in his amazing Jones Cabover.

However, Bob Ray from Redmond, Washington was the only one to place when he took second with his conventional. He won the second heat which is somewhat remarkable in this day of three-points.

Final race of the day was the "thundering herd" of D runabouts which was almost a repetition of the D Hydro event. As the clock hit sixty, they were on their way to the first turn like a pack of hounds on a hot trail. It was tight and rough, with Bob Switzer of Illinois emerging first in each heat and somehow managing to hold onto his lead to win the race with two first. Of the first 14 finishers in this class, 11 different states were represented which gives an idea of what the competition was like.

The West Coast played host to contestants from practically every boat racing state in the nation, but oh what a beating they took out on the water. Johnny Toprahanian from San Diego was the only Pacific Coast driver to salvage a championship. He won the Sea Stock Runabout title. The invaders cleaned house in every other class.

Many and varied were the thrills produced in every heat of this magnificent race, but it would take a book to describe them all. The entire regatta was a masterpiece of organization and execution by those responsible, and not one single protest was filed with the race committee.

In all the world it would be hard to visualize a more beautiful course than Lake Merritt, which lies in a park right in the heart of the Oakland business district. Orchids to Kay and Fred Hallett, the hard-working members of the California Speedboat Association and the Oakland Junior Chamber of Commerce.

When the sun went down on Lake Merritt, and the last trailer had pulled out of the pits and headed for home, there was no question that this was it, the greatest regatta in outboard history.

Following are the new champions:

<i>A Runabout</i>	<i>Hull</i>	<i>Motor</i>
Dean Chenoweth, Xenia, Ohio	Speedliner	Mercury
<i>B Runabout</i>		
Ronald Zuback, Morgan, N.J.	Sid Craft	Mercury
<i>D Stock Outboard Hydro</i>		
Ivan A. Harris, Loveland, Colo.	Swift	Mercury
<i>A Stock Hydro</i>		
Dean Chenoweth, Xenia, Ohio	Swift	Mercury
<i>E Stock Runabout</i>		
George Church, Willamina, Oregon	Calkins Craft	Evinrude
<i>B Stock Hydro</i>		
Dean Chenoweth, Xenia, Ohio	Swift	Mercury
<i>J Stock Outboard Runabout</i>		
Marilyn Donaldson, Dayton, Ohio	Swift	Mercury
<i>C Stock Outboard Runabout</i>		
John Toprahanian, San Diego, Calif.	Koler Craft	Evinrude
<i>D Stock Outboard Runabout</i>		
Robert L. Switzer, McHenry, Ill.	Switzer	Mercury



## FISHER AUTOMOTIVE

(Calif. Bill)

Announce that they are now the distributors for the Horning Twelve Port GMC head. Complete engines or head assemblies available to produce over one hp per cubic inch on straight methanol. Illustrated brochure available postpaid for ten cents.

6195 N. Figueroa St., Los Angeles 42  
Fisher Automotive Engineering



For the finest in racing and custom equipment—For consistently reliable performance

## EDDIE MEYER

Cylinder Heads,  
Manifolds, Ignitions,  
Pistons, Camshafts,  
V8 60 Dural Fly-  
wheels.

For hydroplane, custom, or racing engines.

## EDDIE MEYER ENGINEERING CO.

645 N. ROBERTSON BOULEVARD  
W. HOLLYWOOD 46, CALIFORNIA

CR. 6-2948

BR. 2-1205

## GOLD COAST MARATHON

(Continued from page 12)

"Sad Sam" Griffith of Miami Beach won the 1952 edition of the fabulous Gold Coast Marathon, the race that he dreamed up himself three years ago. None of the three previous races over the 67 mile course from Biscayne Bay to West Miami Beach and return have been won by out-and-out racing equipment but Sam turned the trick with his E Racing Inboard Runabout *The Fox*. The fact that Sam and *The Fox* hold the world straightaway record for "E" boats puts the performance in the sensational class for boats of this type aren't designed to withstand the abuse of 134 miles of rough and tough going with the coal poured on all the way. Many a top notch driver considers himself lucky when the souped up power plant in his record holder hangs together for a pair of five mile heats. Sam made only four changes to get his "five mile" boat to go the route. He switched from methanol to 100 octane gasoline to cut down fuel consumption with of course the necessary change in carburetors. The water intake was opened up for more cooling, the valve clearance increased and an extra fuel tank installed. He won both legs of the race but not without trouble for he arrived at the half-way point with a leaking gas tank which had torn loose and carried away a part of the cowling. Near the finish line he was forced to stop to put out a fire when two exhaust stacks fell off and the outfit started to blaze.

The first Gold Coast Marathon held in 1949 drew 42 starters and was won by Jack Ritter in a 17 foot Higgins. The following year J. D. Lamon, who has made a name for himself this past season in Stock Outboard Racing, led 78 entries to the finish line. Lamon driving a B Stock Hydro was fourth to finish on both legs this year, a remarkable feat with this kind of tough competition but his handicap kept him out of the first twenty in the final scoring. In 1951 John Nabler was the winner over 120 other aspirants in a 18 ft Chris Craft runabout.

"Sad Sam" did the first 67 miles in 1 hour 9 minutes and 59 seconds and he came back in 1 hour 12 minutes and 15 seconds. Kirwin was six minutes and 12 seconds behind the leader at the half way point and

only one minute and 41 seconds behind the winner at the finish. Lamon in his tiny Stock Outboard Hydro did the first leg in the amazing time of 1 hour 22 minutes and 54 seconds. Charlie Moyer who tooled his 266 Hydro *Mi-T-Mo* up the course last year in 1 hour and 34 seconds couldn't get his new 266 *Miss New Hampshire* going this year. He finished third but was out of the money in corrected time. There were a few flips but all-in-all it was a bang up race with a total DNF figure of just about 30 outfits, including among others such hot pre-race favorites as Charlie Kittel, Louis Nutta Jr., and Sonny Jones. This race is a real test of drivers and equipment.

Al Kirwin, the silver thatched racing driver from Fort Lauderdale also performed a miracle in setting up his 135 cubic inch *Half Fast* to do the long grind. Although starting 4 minutes late due to a wash out in the turmoil of the start, Al caught all but the leader at the end of the first leg and wound up with a second place for the total race in points. Third place on points went to Mark Fein of Miami Beach driving a Chris Craft Runabout.

Spectacular is the word . . . for this wild and wholly marathon conducted annually on Florida's Inland Waterway is open to practically any kind of a boat that runs in or on the water. This one tops anything that you have ever seen or heard of. The entries are grouped into nine classes with all boats capable of over 60 miles an hour running in the scratch class and the rest of the field classified according to speed down to the 25 mile an hour mark. Final scoring is by points on a handicap formula developed just for this race and oddly enough it seems to work exceptionally well. The entry list in this handicapper's nightmare includes inboards, outboards, racing boats, family speed boats . . . yes and even sea sleds, hydro-fins and air-boats. Picture if you can 123 of these conglomerate pieces of boating equipment all getting away from a standing start and you will have a mental view of the Pelican Harbor Yacht Club when the starting gun went off for the big race this year. Just imagine the hair-raising job of tooling a red hot racing outfit through the churned up wakes of a horde of displacement runabouts. Zany but fun. *If* you weather the first leg there's a dilly of a party at West Palm Beach that night.

**SPEED AND SPRAY**

## NEW METEOR HYDRO

a hit with drivers everywhere—is available in two speedy models—three point suspension hydroplanes—made of Philippine mahogany with batten strip construction and new air-flow bottom.

## WILLIS COMET UTILITY

meets all APBA specifications in this class—for C-D-E and F Stock Runabout. Has double cockpit—boat width 53", length 13", depth 19" with an approximate weight of 210 pounds.

Your Motor Will Run Faster With A Willis!

Write for Free Catalog SS  
and name of nearest dealer.

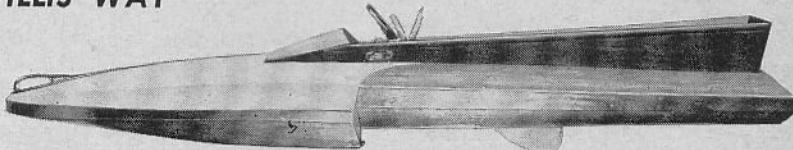
**WILLIS**

3317 GRAND AVENUE

WITH THE

## NEW METEOR HYDRO

THE WILLIS WAY



## THE WILLIS ROCKET

approved for Class A and B stock utility racing. This boat is constructed for speed and maneuverability—a two cockpit boat and can carry four passengers.

## THE WILLIS COMET

a consistent race winner in the runabout class—solid mahogany throughout—decking 3/32" airplane marine mahogany plywood—a one cockpit boat with non-trip chimes for turning and a measured flat surface for straight-away speed.



**BOAT WORKS**

DALLAS, TEXAS





# DON'T MISS THE NEXT ISSUE!

IT WILL BE PACKED FROM COVER TO COVER WITH  
ARTICLES AND PHOTOS

- ☆ THE SEASON IN REVIEW—
- ☆ How the unlimiteds fared from the Pittsburg Steel Cup to New Martinsville.
- ☆ The A. P. B. A. and N. C. A. National Championships.
- ☆ More about jet racing in England.
- ☆ Charlie Strang does an illustrated article on those fantastic Soriano "X" jobs on the Continent.
- ☆ The Albany and Colorado River Marathons.
- ☆ The Annual Meet of the American Power Boat Association.
- ☆ Recap of the Season's record performances and the 12th Annual Salton Sea Regatta.
- ☆ News from around the world.
- ☆ All the regular departments.

IN ORDER NOT TO MISS A SINGLE ISSUE, SUBSCRIBE TODAY AND BUY  
YOUR MECHANIC ONE TOO! HE'S A BIG PART OF THIS RACING GAME.

**GIVE A  
SUBSCRIPTION  
FOR  
CHRISTMAS!**

The International Magazine of Boat Racing

**SPEED and SPRAY**

Box 247, Newport Beach, Calif.

\$5.00 for

NEXT 12 ISSUES

NAME.....

ADDRESS.....

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

PLEASE START MY SUBSCRIPTION WITH.....ISSUE



*Perfect start* FOR A *Perfect day*



Features of Mercury Motors are protected by issued or pending patents.

Kiekhaefer

## move up to a **MERCURY CRUISER**

Picture a day when the air and sky are just right—when you're downright thrilled to be alive. It's a day to take the whole family for an exhilarating day on the water with a Mercury CRUISER!

Open 'er up and there's power aplenty for water skiing thrills. Throttle 'er down, and you'll troll so smoothly the fish won't know there's a boat around!

For years of family enjoyment, move up to a MERCURY CRUISER, the outboard that outperforms engines of twice its rated horsepower.

- Reverse Gear and Neutral—correctly engineered for outboard use.

Meets Mercury's rigid standards of performance.

- Synchronized Twist-Grip spark and throttle control.
- "Power-Thrust" lower unit for peak power efficiency with heavy loads.
- Drop forged aluminum clamp and swivel brackets . . . strong as steel.
- Weight only 73 pounds including integral gas tank.
- Full Jeweled Power—ball and roller bearings throughout.

NO SHEAR PINS—New Flo-Torg propeller drive. Cushions normal loads, slips on impact. Built to bring you back!

Kiekhaefer Corporation, Fond du Lac, Wisconsin