

50 cents  
JUNE, 1952

# SPEED and SPRAY



DESIGNED TO TOP  
200 MPH . . . See Page 9

*International Boat Racing*

*Kipp Soldwedel*



# 4TH ANNUAL NECHES RIVER FESTIVAL REGATTA

STREET DANCING . . .



BEAUMONT, TEXAS

MAY 4TH, 1952

ONE OF THE SEASON'S LARGEST PURSES

**OUTBOARD — 2 HEATS — \$220.00 PER HEAT**

**INBOARD — 2 HEATS — \$330.00 PER HEAT**

FLASH! NATIONAL CHAMPIONSHIP FOR 48 cu in.  
HYDRO AND RUNABOUT!!

CLASSES A, B, C HYDRO — C RACING RUNABOUT  
48, 135 AND 266 HYDRO

A BEAUTIFUL COURSE IN THE HEART OF THE CITY.  
PROTECTED WATER AND SPLENDID FACILITIES.

14 HEATS OF CHAMPIONSHIP RACING WILL  
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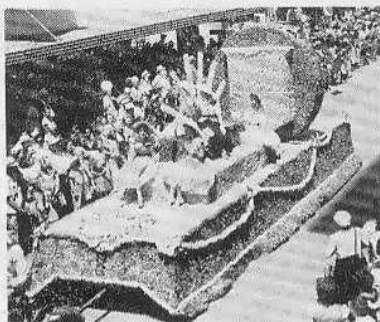
QUEENS AND FLOATS — STREET DANCES  
PAGEANTS, PARTIES AND DANCING.

A FISHERMAN'S RACE AND EVENTS FOR THE  
TEENAGERS. DON'T MISS IT!

TOP NOTCH BOAT RACING  
COUPLED WITH FOUR DAYS OF FUN AND

ENTERTAINMENT. YOU WILL  
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THE SCREAMING 135s . . .



A SUPERB COURSE — BEAUTIFUL WATER — SPECTATOR ROOM GALORE . . .



Write or phone—Race Committee, Box 669 or phone 4-7453 Beaumont, Texas



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Selected the top marine racing driver of 1951, Bobby Rowland beams at his new trophy. Rowland was chosen from among the 12 drivers elected to this year's Gulf Marine Racing Hall of Fame.

# Robert C. Rowland wins Gulf Oil Gold Cup

## Selection Made by Fellow Drivers Winner credits Gulf!

New York, N. Y., January 12, 1952—Robert C. Rowland of South Norfolk, Va., today was selected by his fellow marine drivers as the top in-board racer of 1951 and thus became the third recipient of the Gulf Oil Gold Cup.

The cup, a perpetual trophy of solid gold and standing over 2 feet high, may be kept by Rowland for one year.

Rowland was chosen from among the group of twelve drivers whose election to the Gulf Marine Racing Hall of Fame for 1951 was announced today. During its ten years of existence, only 95 drivers have gained membership to this select in-board fraternity for champion powerboat racers east of the Mississippi.

During 1951 Rowland was the most consistent winner in the 225 Hydroplane Class with his "You All." He competed in 29 heats, finished first in 23 and second in five, and was the only driver to de-

feat National Champion Sid Street in two heats. When questioned about the type oil he uses, Rowland replied,

"Like most Hall of Fame drivers, I use Gulfpride Marine Oil. And I honestly feel that it played a big part in my recent successes. When you're racing, it's a great comfort to have Gulf in there. You're sure your engine is performing its best."

Among those present at the Awards Breakfast was Ruby Scull of Ventnor, N. J. She was the outstanding woman driver of the year with her 48-cubic-inch Runabout, "Mickey Mouse," and the only woman to be elected to the 1951 Hall of Fame.

Commenting to a reporter on her preferences in marine products, Ruby said,

"We... 'Mickey Mouse' and I, that is... are devoted to Gulfpride Marine Oil and all the fine, dependable Gulf marine products. They were definitely a real factor in my victories at the Red Bank, Miles River and New Martinsville regattas."

ready authorized the imposition of  
rent controls in about 100 areas.  
It is also expanding its reserve



# Gulf Marine Products

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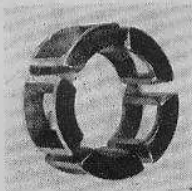
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# REGATTA CALENDAR

Editor's Note: This regular monthly feature will be kept up-to-date to the best of our ability. The calendar as it appears in this issue is a compilation of dates furnished through the courtesy of the APBA and our many racing organizations. It is our purpose to keep the public supplied with accurate advance race information. We urge the officers of all racing organizations to advise us promptly of additional dates scheduled or of any changes or errors in this calendar. A complete and accurate calendar in the hands of the followers of the sport is our goal.

- I — Inboard
- O — Outboard
- SO — Stock Outboard
- MS — Modified Stock
- SR — Stock Runabout
- BSR — B Stock Runabout
- SU — Stock Utility
- (P) — Professional
- (CC) — Closed Course

Date	Place	Type
6/8	Columbus, Ga.	O S MS *
6/8	Redding, Calif.	S
6/14-15	New Orleans, La.	IO
6/15	Charleston, W. Va.	I *
6/15	Alma, Wisc.	SO
6/15	Frankfort, Ky.	I
6/15	Pensacola, Fla.	O *
6/15	Bakersfield, Calif.	SO
6/15	San Diego, Calif.	I
6/15	Friant Dam, Fresno, Calif	O*(CC)
	80 Mi. MARATHON	
6/15	Sheffield, Ala.	O S MS *
6/21	Akron, Ohio	O
6/22	Dayton, Ohio	O
6/22	Fruita, Colo.	SO
	MARATHON	
6/22	Akron, Ohio	I
6/22	El Dorado, Ark.	O
6/22	Buffalo City, Wisc.	SO
6/22	Merced, Calif.	I
6/22	Long Beach, Calif.	O
6/22	Decatur, Ala.	O S MS *
6/28	Loveland, Colo.	IO SO
6/28	Windsor, Ontario, Canada	I
6/29	Pontiac, Mich.	I
6/29	Bedford, Ind.	O
6/29	New Ulm, Mich.	SO *
6/29	Loveland, Colo.	IO SO
6/29	Biloxi, Miss.	IO
6/29	Montgomery, Ala.	I
6/29	Bristol, Tenn.	O
6/29	Neenah, Wisc.	SO
	92 Mi. MARATHON	
	WINNEBAGOLAND	
6/29	Sacramento River, Calif.	O BSR
?	Nampa, Idaho	IO SO *
7/4	Mays Landing, N.J.	O
7/4	Algonac, Mich.	O
7/4	Paw Paw, Mich.	O
7/4	Detroit, Mich	I
	DETROIT MEMORIAL	
7/4	Austin, Minn.	SO *
7/4	Dryden, Canada	SU (P) *
7/4	Keokuk, Iowa	I
7/4	Hattiesburg, Miss.	O
7/4	Lake Villiage, Ark.	O
7/4	Provo, Utah	IO SO
7/4	Seattle, Wash.	I
	SEAFAIR TROPHY	
7/4	Modesto, Calif.	SR
7/4	Oakland, Calif.	I
7/4	Long Beach, Calif.	I
7/4	Kingston, Tenn.	O *
7/4	Daytona-Hollywood, Fla.	SO
	MARATHON	
7/4	Turlock, Calif.	SO
	75 Mi. MARATHON	
7/4	Panama City, Fla.	O S MS *
7/4	Redding, Calif.	S *
7/5	Kenora, Canada	SU (P) *
7/5	Lakeport, Calif.	I
7/5	Santa Barbara, Calif.	IO
7/5	Arnprior, Ontario, Canada	I O *
7/6	Winnepeg, Canada	SU (P)
7/6	Donner Lake, Calif.	O SO
7/6	Santa Barbara, Calif.	O SO
7/6	Crossville, Tenn.	O *
7/6	Brockville, Ontario, Can.	I *
7/12	Columbus, Ohio	I
7/13	Provo, Utah	IO SO
7/13	Dayton, Ohio	SO
7/13	Dayton, Ohio	SO

Date	Place	Type
4/20	Lake Malibu, Calif.	O SO
4/20	San Francisco, Calif.	O SO
4/20	Griffin, Ga.	O SO MS *
4/27	Fresno, Calif.	IO
	Lake Millerton	
5/4	Baton Rouge, La.	IO
5/4	Brigham City, Utah	SO *
	MARATHON	
5/4	Parker, Ariz.	I
5/4	Santa Barbara	SO (CC)
	MARATHON	
5/4	Atlanta, Ga.	O SO MS *
5/4	Beaumont, Tex.	IO
5/11	Gadsden, Ala.	O SO MS *
5/11	Bakersfield, Calif.	O SO
5/11	Rome, Ga.	SU *
5/18	Modesto, Calif.	I
5/18	Hamlet, N.C.	SU *
5/18	Lake Mead, Nev.	SO
	80 Mi. MARATHON	
5/18	Fort Walton, Fla.	O S MS *
5/24	Port Pery, Ont., Canada	O *
5/25	Carlstadt, N.J.	O *
5/25	Salt Lake City, Utah	IO SO
	REGIONAL CHAMPIONSHIPS	
5/25	Jackson, Miss.	O
5/25	Lake Martin, Ala.	O S MS *
5/25	De Anza Cove, Calif.	O
5/25	Cleveland, Tenn.	SU *
5/30	Ocean City, N.J.	I *
5/30, 6/1	Elizabeth City, N.J.	IO
5/30	Menomonie, Wisc.	SO *
5/30	Stockton, Calif.	O
5/30-31	Lucerne, Calif.	SO
5/30	Long Beach, Calif.	I
5/30	Somerset, Ky.	— *
5/30	Salt Lake City, Utah	IO SO *
5/30	Detroit, Mich.	SO
	80 Mi. MARATHON	
6/1	Lake Elsinore, Calif.	SO *
6/1	Yuma, Ariz.	SO
6/1	Nampa, Idaho	IO SO
6/1	Montgomery, Ala.	O S MS *
6/1	Stockton, Calif.	O BSR
6/7	Pittsburg, Pa.	I
	STEEL CUP	
6/8	Pensacola, Fla.	IO
6/8	Ogden, Utah	IO SO
6/8	Sacramento, Calif.	I
6/8	Knoxville, Tenn.	O *



Date	Place	Type	Date	Place	Type
7/13	Winona, Minn.	O SO *		CANADIAN NATIONAL EXHIBITION	
7/13	La Fitte, La.	IO			
7/13	Lake Tahoe, Calif.	I	8/24	Cincinnati, Ohio	I
7/13	Casper, Wyo.	IO SO	8/24	La Crosse, Wisc.	O SO *
7/19-20	Valleyfield, PQ, Canada	IO	8/24	Logan, Utah	IO SO
7/20	Urichsville, Ohio	I		INBOARD REGIONALS	
7/20	Minneapolis, Minn.	O SO *	8/24	Oakland, Calif.	I
7/20	Sacramento, Calif.	I	8/24	Airport Channel, Calif.	I
7/20	Grand Lake, Colo.	IO SO	8/30	Detroit, Mich.	I
7/20	Sacramento, Calif.	SO	8/30-31, 9/1	Rochester, N.Y.	SO
7/20	Marysville, Mich.	SO	8/31	Madisonville, La.	IO
7/20	85 Mi. MARATHON		8/31	Sacramento, Calif.	O
7/20	Rome, Ga.	O S MS *	8/31	San Diego, Calif.	SO
7/26-27	Shawinigan Falls, PQ, Can.	IO *	8/31	River Rouge, Mich.	—
7/27	Long Branch, N.J.	I	9/1	Victoria, B.C., Canada	IO *
7/27	Ludington, Mich.	O	9/1	Toronto, Canada	I *
7/27	Denver, Colo.	ISO		CANADIAN NATIONAL EXHIBITION	
7/27	Portsmouth, Ohio	IO	9/1	Millville, N.J.	ISO
7/27	Minneapolis, Minn.	O SO *	9/1	Detroit, Mich.	I
7/27	Long Beach, Calif.	O		SILVER CUP	
7/27	Denver, Colo.	IO SO	9/1	Paw Paw, Mich.	SO
7/31	Gravenhurst, Ontario, Can.	I *	9/1	Concordia, Miss.	O
?	Hopwell, Va.	O *	9/1	Long Beach, Calif.	I
?	Burley, Idaho	IO SO *	9/1	Macon, Ga.	O S MS *
8/2	Hamilton, Ontario, Can.	IO *	9/2	Lenoir City, Tenn.	O *
8/3	Essex, Md.	SO	9/5	Toronto, Canada	O *
8/3	St. Cloud, Minn.	SO *		CANADIAN NATIONAL EXHIBITION	
8/3	Louisville, Ky.	I	9/7	Sacramento, Calif.	O
8/3	Ceasarea, Ontario, Canada	IO *	9/7	Kalamazoo, Mich.	SO
8/3	Paw Paw, Mich.	SO		100 Mile MARATHON	
8/3	Baton Rouge, La.	IO	9/7	New York, N.Y.	I
8/3	Waycross, Ga.	O S MS *		HARWOOD'S TROPHY	
8/4	Picton, Ontario, Canada	I *	9/13-14	Red Bank, N.J.	IO
8/4	Rideau Ferry, Ontario, Can.	O *		SWEEPSTAKES	
8/4	Orillia, Ontario, Canada	SU *	9/14	Bakersfield, Calif.	SO
8/8	Seattle, Wash.	O *	9/21	San Diego, Calif.	I
8/9	Seattle, Wash.	I	10/5	Needles, Calif.	SO
8/9-10	GOLD CUP			115 Mile MARATHON	
8/9-10	Marine City, Mich.	O	10/5	Oakland, Calif.	I
8/10	Dayton, Ohio	I	10/12	Long Beach, Calif.	I
8/10	Dubuque, Ia.	SO	10/12	San Francisco Bay, Calif.	SO
8/10	San Diego, Calif.	O		MARATHON	
8/10	REGIONALS		10/16-17	Madison, Ind.	I
8/10	Topinabee, Mich.	SO	10/19	Parker, Ariz.	O SO
8/10	87 Mi. MARATHON		10/26	Blythe, Calif.	SO
8/10	Mercer Isle, Wash.	SO (CC) *	11/2	Lake Merced, Calif.	O BSR
8/16-17	100 Mi. MARATHON		11/8 thru 11	Salton Sea, Calif.	IO SO
8/16-17	Marietta, Ohio	O			
8/17	Long Beach, Calif.	SO			
8/17	REGIONALS				
8/17	San Diego, Calif.	I			
8/17	Birmingham, Ala.	O S MS *			
8/17	Redding, Calif.	SO			
8/17	REGIONALS				
8/23	Toronto, Ontario, Canada	O SU			

\*Regattas not sanctioned to date by the A.P.B.A.  
 Additions to Canadian Regattas are to be expected—those listed are primarily Eastern Canada. Dates for Regattas in Western Canada will be announced in a future issue.

### WORLD'S FASTEST

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 Let us build your racer or you build your own from easy to follow plans or kits. Utility Runabouts and Hydros. See them at your local Marine Dealer. For EXTRA Speed, Beauty and Performance drive a CHAMPION. SEND 25c FOR COMPLETELY ILLUSTRATED CATALOGUE.  
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This scorching hot 225 Class (Div. II) Hydro has been in storage since its ONE MILE RECORD run of 94.240 mph (Oct. 1949). Set up for gasoline and equipped with Vertex Magneto. Complete with Speed indicator . . . Tachometer . . . Extra Shaft . . . the RECORD prop . . . extra props, and Special custom trailer (a beauty) with dual springs and shocks, equipped with lights—will tow as fast as you want to go. The owner quits . . . \$2000 is the total price.

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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 55 and name of nearest dealer.

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WITH THE **NEW METEOR HYDRO**

**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.

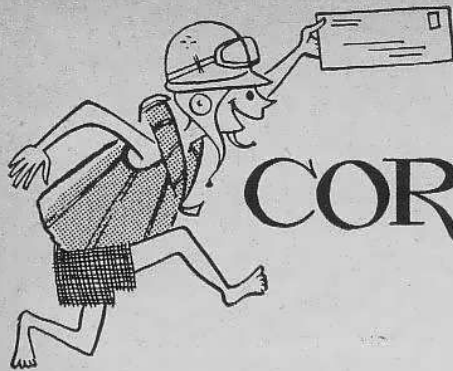
**THE WILLIS COMET**

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.

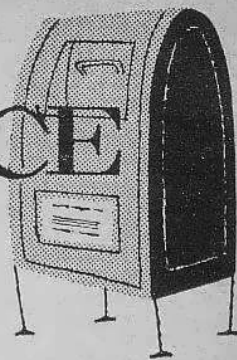
**WILLIS BOAT WORKS**

DALLAS, TEXAS





# CORRESPONDENCE



## MISS AMERICA X

Sometime in the near future I should like to see an article appear on Gar Wood's Miss America X. In this article how about including several pictures, due to the fact many people have forgotten just what this boat has done for American racing. The same could be said for the other Miss Americas.

MCS, Quantico, Virginia  
Thomas F. Swearengen, TSgt. USMC

An article on the history of Unlimited Racing will appear in an early issue. See also the Gulf 100 mph Club in the July issue.—ED.

## CROSLY FOR THE 48's

I would like to suggest that you put some information in your book on how to hop-up a "Crosley" engine for a 48 cubic inch race boat. Portsmouth, Virginia Randolph Pugh, Jr.

An illustrated article on the 48's is being prepared, by the top man in this class.—ED.

## REGULATIONS FOR THE 135's

I am trying to gather information on the building of a 135 cubic inch Hydroplane and racing regulations and requirements on this class. Could you please forward it to me. I would also like to have the names of dealers or builders who you might have on your list of advertisers who handle used racing hulls. Belleville, Ontario, Canada Douglas Faurina

All specifications and rules for this class are included in the 1952 edition of the A.P.B.A. Year Book and Racing Rules, which can be procured from the American Power Boat Assn., 700 Canton Ave., Detroit, Michigan. Price \$1.50. For used hulls refer to our classified ad section.—ED.

## CLUTCH TROUBLE

I built a speed boat last year called "Ban-shee" for a Crosley engine. I tried this boat out but was somewhat disappointed at the speed, however at the time I had the engine installed flywheel toward the rear of the boat which meant that I could use a standard car clutch. This worked out okay. I had a right-hand prop 10" x 6" pitch which wasn't a speed prop. This year I plan to install the Crosley, crank end toward the rear of the boat, but don't seem to be able to obtain useful information. I am looking for descriptive literature on the installation of a Crosley engine, showing the clutch hook-up and data on installing the engine. I would also like to see some literature on marine conversion of a Crosley. Lewisville, N. B. Canada Don H. Grivan

Although this is not a racing problem, we are glad to be of assistance to any power boat enthusiast. Snow-Nabstedt Gear Corp of Hamden, Conn., manufacture separate clutch and reverse gear combinations for low hp marine use. Installation is no problem as the unit is mounted independently from the engine on the engine bearers and comes equipped with flanges ready for hook-up to engine and to prop shaft. Any good marine manual gives conventional engine installation details. Brennan Motor Manufacturing Co. of Syracuse, N. Y. manufacture a marine version of the Crosley.—ED.

## MINIATURE POWER BOATING

I am looking for information regarding miniature power boating, and also information on propeller design. I am now in the process of building a hull for a Dooling "24" of the three-point suspension, prop-riding type. I have run into the problems of designing and building everything from scratch.

It's an idea, but maybe a feature in SPEED and SPRAY on miniature power boating would pull a lot of interest. It sure is a phase of boating with much "Speed and Spray" . . . and also a phase of value for its experimental nature. West Lafayette, Indiana Harry J. Lindquist

We will investigate the possibilities of obtaining such an article.—ED.

## JOHNSON SD-15

I am seeking information about souping up an outboard engine. I have a Johnson SD-15 16 horse engine. Could you please give me data on completing this job. My boat is a marine plywood job which is very light and durable. I have tried several different propellers but do not seem to be able to increase my speed. I am told that with this outfit I should be able to reach at least 35 mph. Any information you can give me on souping up this engine will be greatly appreciated. Gloversville, N. Y. Donald J. Rector

If you are going to race this outfit, any alterations you make must be in accord with racing rules. Are you sure it is a soup-up job you need? No amount of hp will make the boat go if the bottom isn't designed for speed. Speed with a given hp comes with a combination of motor adjustment (angle and height) on the transom, the correct prop and boat trim (weight distribution). We will carry an article on souping up the stock outboard in an early issue.—ED.

## STOCK RACERS

Do not overlook—but rather accentuate the largest field of drivers—THE STOCK OUTBOARDERS. They are the fastest growing and most enthusiastic group in the racing picture today. St. Cloud, Florida Walter T. Bjork

## UNLIMITED OUTBOARD HYDROS

In the hope that your magazine will be interested in doing something to promote UNLIMITED OUTBOARD HYDROPLANE RACING I would like to write a few words on how the situation looks from Southern California. I feel that a great deal of color and interest could be added if a "Free-For-All-Hydro" race was scheduled at each regatta. The public has become pretty well accustomed to seeing the same classes at each event. A "Unlimited" race would add something new by offering the public the possibility of the spectacle of outboard speeds of 70 to 75 mph. Even at the "Nationals" after two full days of championship competition the air becomes almost electric with spectator tension as the grand finale—the "FREE - FOR - ALL" is announced.

I am sure that if such an event was included in each regatta many a mechanically inclined boatsman would welcome the chance to put something of "his own" on the line.

There is still a good supply of P-500 pumps available. This powerhead when mounted on a "C" or "Tractor" lower unit will out run anything in the present recognized classes and offers a very economical means of building an engine of this caliber. The old Johnson "XR" and "VR" when re-built and furnished with up to date lower units, wheels, fuels and hulls can give a very good account of themselves. A good "C" with a "B" unit can be right in there—and there are a few upstarts who claim the modern "D" motor will out run any of these. The "Straight F." of course, is always good.

This class, once firmly established on all regatta programs, would abound in the spirited competition of which epic contests are made. "Speed & Spray" is the first medium through which new ideas could be presented to the whole boating fraternity. I hope you will be kind enough to test reader reaction to this one. Southgate, California George Peake

## THE D STOCK COCKPIT RULE

Something is going to have to be done in a hurry if we are to have any D Stock Runabout racing in the West this year. This class, which here-to-fore has been one of our largest and most popular, is this year taking a terrific nose dive. This extremely unfortunate situation has been caused by the immediate enforcement of the latest interpretation of the APBA seat rule, whereby a C, D, E or F Runabout must have a 45" seat in the front cockpit with a 43" minimum cockpit opening. Had the boats

raced in 1951 which did not conform to these specifications been given the same "year's grace" permitted the rest of the classes on the new hull dimensions, this situation would in all probability never have arisen. As it is, a considerable number of our D drivers are dropping out of racing entirely or transferring to other classes, leaving the class pitifully short in numbers. It must be remembered that this class represents the most costly equipment in Stock Racing, and the attitude of the drivers in feeling it is unfair that they should be forced to "junk" this expensive equipment is understandable, especially as many of the hulls in question were purchased in good faith during the 1951 season. I drive Class D Runabout, but I want to make it clear that I am not pleading my own case, as I have disposed of my 1951 hull (which did not measure to the cockpit rule) and have ordered a new boat which will qualify under all parts of the new rule. Just who or what factor is to blame for this unfortunate situation is of no consequence at the moment. A year of grace in the enforcement of the cock-opening rule would permit this class to come back up to strength for the season which is already under way and would give the owners time to prepare equipment for next season. It is my hope that the Class D drivers will each one petition the Stock Racing Commission to take immediate emergency action on this ruling. Pasadena, California Ed Craven

To save a bit of confusion I note that Merlyn Culver, APBA Senior Vice Pres. is acting as Chairman of the Stock Outboard Racing Commission. (Address in the Year Book) as Doc Harter has been forced to relinquish his duties due to illness.—ED.

## NATIONAL OUTBOARD ASSOCIATION

The events of the ill-fated 1951 National Championships are well known. As an aftermath of a series of charges and counter charges and legal and illegal suspensions of officials, some of our friends have broken with the American Power Boat Association and joined a group of Stock motor racers in forming the "National Outboard Association". We believe the sincerity of this group is undoubted but that their actions are ill-advised and not to the best interests of our sport.

An overwhelming majority of Racing drivers writing to this Commission believes a split in our ranks will grievously harm Outboard racing and feel that our past errors can be rectified better by improving our existing organization than by taking on the troubles of a new, untried association.

At times our A.P.B.A. has been slow moving, even blundering and inconsiderate of personal feelings, still we must admit that the officials responsible for these mistakes were elected by our own votes. It is well known that under A.P.B.A. money received from each group of Racing drivers is returned in benefits to that group exactly in the proportion received, and it is self-evident that we Outboarders can buy more organization services and prestige by jointly sharing the costs of executive office and staff with the Inboard and Stock Outboard groups than we could afford in a separate organization.

Splitting of the Outboard drivers from A.P.B.A. would result in the loss of many races sponsored by A.P.B.A. clubs and would end the combined Outboard-Inboard regattas successfully held in many areas. Facts also to be considered are that A.P.B.A. is the custodian of boat and motor registration numbers and is the governing authority for trophies, championships and records which are recognized nationally and internationally.

Only two years ago all of the rules and procedures of the A.P.B.A. were submitted to a complete renovation at the hands of a Reorganization Committee. The purpose of the reorganization was to place our Association on a completely democratic basis with the power of vote on all subjects vested directly in the

(Continued on page 47)



# SPEED AND SPRAY

THE INTERNATIONAL MAGAZINE  
OF BOAT RACING

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# EDITORIAL



It is a great satisfaction to the publishers of *Speed and Spray* to present to the racing fraternity and to the sports-loving public the first international magazine of boat racing. Your enthusiastic response to our first published announcement confirmed our belief that the sport was ready to welcome and support its own publication. We have been flooded with mail. It was impossible to acknowledge each of these hundreds of letters individually, so we take this opportunity to say "Thank You."

I want to thank the tremendous number of followers of the sport who subscribed to *Speed and Spray*, sight unseen, and the advertisers who accepted it without question. I hope that this first issue will fulfill your expectations, and you have my assurance that each succeeding issue will grow with your continued support.

*Speed and Spray* is not designed to take the place of the sports pages of our newspapers. Ours is more than a job of Regatta coverage and it will be our policy to attempt to cover every phase of boat racing, and every branch of the sport. Our purpose will be twofold . . . first to present to the racing clan the world wide picture of the sport, technical, pictorial, factual—material

prepared by the greatest names in the game. Secondly we will offer to the reading public another side of the picture—things commonplace and overlooked by the racing man; the color and thrill of competition and graphic descriptions of our Regattas and our courses throughout the world. This we offer to stimulate public interest in this great sport.

Our columns are open to anyone, regardless of his affiliations, who has anything to offer which, in the opinion of the editors, is constructive in nature. Our Correspondence Section will serve as an open forum—a place to sample reactions to your pet ideas, or your pet aversions. We will welcome your ideas or suggestions.

We are indebted to Club and Association officers whose cooperation made possible your columns of "Club News." Everybody is always interested in everybody else's business—so, please, keep it coming.

This is *Your* magazine—all of the effort that has gone into bringing this first issue to you has been a pleasure right from the start because of the fine cooperation, sincere enthusiasm and encouragement you gave.

VOL. 1, NO. 1

JUNE, 1952

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## OUR COVER

Kipp Soldwedel, world renowned marine artist, created the sensational oil painting of Stan Sayres' SLO-MO-SHUN V, a portion of which is reproduced on our cover. Unfortunately the problem of dimensions forbade the inclusion of the true to life roostertail which, together with Kipp's meticulous attention to small details, gives the original a quality of "realness" unsurpassed by photographic reproductions. The illusion of speed created by the artist will rank this painting as the best ever done of a racing boat.



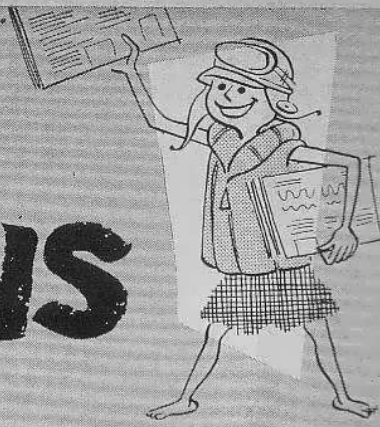
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# CLUB NEWS



Franklin County Boat Club of Turner Falls, Massachusetts, on the Connecticut River, will sponsor two big days of racing this season, will hold their third annual Treasure Hunt on the River, ending on Capt. Kidds Island, with a big steak dinner, (grilled right out in the open). Everyone is welcome.  
... S. H. Denton

Rhode Island Outboard Association describes their organization—"Our club has at the present time about ninety members which makes it one of the largest in the New England States and one of the most active. The club has a house at Fields Point on Narragansett Bay and is equipped with everything a member could wish for."  
... Major A. V. Pickering, Secretary.

Donald L. Guerin, Chairman, Region 2 of APBA gives us an over-all picture of his Region for the current year. "Region 2 led the country last year in the number of sanctioned races as well as the number of registered drivers. We can race in three areas on the same Sunday: Long Island, The Hudson Mohawk Valley and Up-State New York, and by the looks of things right now that is exactly what will be happening. Labor Day Week-end will see the Rochester Power Boat and Racing Club hosting the North-East Divisions on Iron-quoit Bay."

The Cranberry Lake Racing Ass'n. of Cranberry Lake, N. Y., have two sanctioned racing dates set—Sunday, July 6 and Sunday, September 7.

The Stock Outboard Racing Assn. of L. I., N. Y. will conduct a sanctioned race on June 1st at Glen Cove, L. I. for the benefit of the Glen Cove Community Chest. This race will be held on Desoris Pond, a privately owned salt water lake. The course will be one mile approved for records. Admission will be charged with all proceeds going to the Community Chest.

Chairman Al Bauer of APBA Region 3 gives us the following interesting notes on 'things' and personalities in his Region. "All rumors to the contrary, Edison Hedges, of Atlantic City, N. J., the man who holds more record breaking performances than any other driver, is not retiring from the game. Eddie suffered quite a few broken ribs and an injured spleen when his Red Eagle hit some rough water during the mile trials at New Martinsville, W. Va., last fall. And all this within the last 100 yards and with a new record within his grasp."

"Bob McAllister of Ventnor, N. J., the world record holder in the 48 cubic inch Runabouts has a new outfit—Yankee Boy II.

"C. Mulford Scull of Ventnor, N. J., likewise has built a new 48 cubic inch Runabout Mickey Mouse, for his charming wife, Ruby, and "Mully" himself is sporting a new Shooting Star, (48 cubic inch Hydro).

"Samuel DuPont of Wilmington, Del., unveiled a new E Service Runabout Nitrogen at the Orange Bowl Regatta in Miami, December 30. Plenty fast—hull by Pop Glazier and a Gray Motor by Amp. Orth.

"Joe Mascari of New Hyde Park, N. Y., driving a battleship gray contraption in Florida—looks slow—but don't let the paint fool you—still that plenty hot F Service Record Breaker—Cary.

"Frank Buck of Newark, Delaware, also has a new hull under construction to replace the Mam'selle, a 48 cubic inch Runabout—the new job has aluminum tubing bracing, etc.—all the latest.

"Danny Murphy of Philadelphia, owner of the Gold Copper Dee Jay attended the Gulf Hall of Fame Champagne Breakfast and the American Inboard Association Dinner in a wheel chair—still suffering from the Gold Cup Races in Seattle when he broke his leg. Best of luck—Murph.

"Very much in evidence around New York

during the Boat Show Opening was H. Clay Rodgers, of Pittsburgh, Pa., genial chairman of the Welcome Week Regatta in Pittsburgh on June 7th, inviting all to attend that classic—all type hydroplanes.

"Silas Stein of Pleasantville, N. J., has sold his hot 135 cubic inch Hydro Edee Pedee Junior II to hard riding Joe Palmer of Arlington, Va., who drove it at the Orange Bowl Regatta in Miami under the new name Tommy Boy, replacing the old Visel built hull of the same name.

"With the outboarders—Watch that Gil Peterman of N.J.O.A. burn them up in the coming season with that N-2 and N-14.

"Outboards in Region 3 will pry off the lid at Carlstadt, N. J., on May 25th while the Inboard boys open with the Fite Memorial Marathon at Ocean City, N. J., on May 30th.

Lots of Stock Outboarders working over their outfits during these cold days in these parts preparatory to a big season."

The Outboard Boating Club of Lancaster County, Pennsylvania, has a Racing Team which last year won more than its share of the S U events in that part of the country; and, has just completed plans to participate in all of the major races from Winnebago east this season. Their schedule of events include a series of 21 Regattas in the Delaware River Conference in and about Philadelphia; five races in the Susquehanna River Conference from Harrisburg down to their own race at Pequea, Pa.; and as usual, many of the "wildcat events" which are held along the New Jersey coast each year. They will also participate in all of the major Marathons, including the Detroit River, Lake Winnebago, Albany to New York, Soloman Island, and the Connecticut River.  
... Jack Criswell, Secretary.

In Millville, New Jersey, we have the Winding River Boating Association, a club of about 45 members—all either racing or race officiating—none of the rocking chair variety. The 30 of the 45 who are racing members, own B. Stock Outboard Hydros, B Utility Runabouts, 48 Inboard Hydros, or 135 Inboard Hydros. The club owns complete equipment for conducting a full sanctioned APBA Regatta and does just that every Labor Day at Lurel Lake, Millville, N. J., which spot compares very favorably with the Long Beach Marine Stadium.

Winding River Boating Association, Inc. is going to forward news of their activities to our new magazine and believes it is one of the most progressive steps taken to help power boat racing.

The Ocean City Yacht Club has for many years been recognized as one of the foremost clubs in national motor boat racing. The 1952 regatta will be the 43rd annual speed boat regatta conducted by the Club. At Ocean City, on the northwest bank of the bay, the Club maintains a measured mile course which has been the locale of many tests of speed.  
... F. C. McCown, Jr.

The New Jersey State Outboard Championships for 1952 have been awarded to the Mays Landing Regatta to be held July 4th. Recently elected officers of the New Jersey Outboard Association are: Emile F. Jacoby, North Bergen, N. J., commodore; Michael Ronca, Wantagh, N. Y., vice commodore; Mrs. Arthur Perkins, Mt. Kisco, N. Y., secretary; Michael Corsilli, North Bergen, N. J., treasurer.

In reporting the activities of Region 4, "Red" Peatross, Chairman of APBA's activities says, "We are going to have a wonderful racing season!" We have had eight new clubs to join our organization this year and are planning five new sanctioned Regattas. Charleston, W. Va. plans sanctioned Regattas. Charleston W. Va. plans an Inboard Regatta June

15 and besides our famous President's Cup Regatta,—Washington is planning another earlier in the season for both Inboards and Outboards. One of our new clubs, Hopewell Yacht Club, Hopewell, Va., is going to have a big affair for Inboards and Outboards early in July. The Lynwood Boat Club, near Baltimore, will conduct a Stock Outboard race. Last year there were 19 sanctioned races in our Region and this year plans are being made for bigger and better races.

"Every race driver to whom I have talked is enthused about the coming season. J. B. Broadus of Fredericksburg, Va., has sold his Class X outfit to a fellow in South America, but is not out of racing by any means. Besides his trailer full of C's and F's he has a 225 Hallett hull with a new California Engine. Bob Rowland of Norfolk, Va., was in New York the first of January and was presented the Dan Murphy Trophy which is High Point for 225 Region 3 and 4; The Gordon Muncie Trophy, High Point all Classes Region 3 and 4; and also received Gulf Hall of Fame Gold Cup as the outstanding driver of the year. Rowland is a new inboard race driver—this was his second year but he really capitalized on his outboard experience as he is a veteran outboard driver.

"Every race driver is invited to attend some of our Regattas in Region 4. Yours for bigger and better boat races."

... E. M. Peatross, Chairman Region 4, APBA

The Solomons Outboard Club of Solomons, Maryland, will hold its 3rd Annual Stock Outboard Marathon on Sunday, May 18.

This race will be run under A.P.B.A. sanction for Stock Outboard Runabouts. Classes A, B, C and D Stock Runabouts are scheduled as well as Modified Stock Runabout, Classes EM and FM. Class CM may step-up into EM Class.

The course is on the Patuxent River again this year, starting at Solomons, Maryland, and running up river to a point past Benedict, Maryland, and return. Last year the course was 40 miles long, this year, however, it has been lengthened to 60 miles. For any additional information regarding this Marathon write to: Solomons Outboard Club, Solomons, Maryland, c/o Preston Woodburn, Jr.  
... Carl F. Breland

Ray Welles, Chairman of Region 5, APBA, wishes SPEED and SPRAY best of luck and says "We are busy with racing here at the present time and expect to rack up a few new records to keep things from slowing down too much."

Savannah Boat Club, down in Savannah, Ga., tells us their club is in its fifth year. As an impetus at the beginning of each racing season they hold an Annual Marathon Race open to all classes of outboard motors and boats over a fifteen mile course. They also schedule four closed course races each season. At the present time their club is in the process of acquiring a twentyone acre fresh water lake which should be ready for the 1953 racing season.  
... Benjamin T. Byrd, Jr., Commodore.

J. Paxton Hill, Executive Secretary of the Florida Federation of Outboard Clubs, Inc., relates the history of the Federation with one sentence—"From the time of its formation in 1946, with 5 charter clubs, the Federation has steadily grown until today it can boast of a strong membership of 30 affiliated clubs—such popularity must be deserved." The emblem of the organization makes even a Californian stop and think—(one of these issues we'll show it to you)—There's a boat crossing the state which signifies that it is a statewide organization; the blue stands for the skies of Florida, the white for the clean water of their 10,000 lakes; the orange for their wonderful citrus crop; and green for the year-round verdure of Florida.  
... J. Paxton Hill.

Outboard racing and other aquatic sports will be prominent features of the Fiesta of Five Flags which will be held in Pensacola on June 11, 12, 13, 14 and 15, commemorating the first settlement made in North America, by Don Tristan de Luna, in 1559.

The National Outboard Association, according to W. Claude Fox, executive director, at Knoxville, Tenn., has sanctioned a regatta in which four thousand dollars in cash will be paid as prizes for seven classes of racing—A, B, C, and C Service Hydroplanes, and C Service and C. Racing runabouts of the Division I classification of NOA races. Also there will be two classes of Division IV, for B Modified Runabout and B. Modified Hydroplanes.  
... W. Claude Fox.

J. Clyde Fox, Chairman, Region 6, APBA, gives us the following comprehensive picture of activities in his Region. "To date we have all of our races set and are starting the first week in June with the race at Pittsburgh, Pa. In regard to new boats and new contenders—Jack Schafer has a new Sucht Crest III and Al Fallon has a new Miss Great Lakes. That old contender, Joe Taggart, is building a new Gold Cup boat, Allison powered and built on the same plans as the 7 Litre Tomyann, which in-



identally is now owned by the Pittsburg sportsman Burnett Bartley. The 7 Litre class has new blood, Cal Connell, well known Detroit Speed Shop operator has a new Cadillac Powered 7 Litre and also a 260 cu. in. boat ready for the season. Jack Bartlow is building a new 7 Litre powered with a Chrysler engine and Rick Keller has a new Chrysler powered 7 Litre boat under way. Besides all of these there are numerous 48's and 225 cu. in. boats being built all around the Region, not forgetting our high point winner, Dr. William Linss of Dayton, Kentucky.

"Yes, we hope to make Region 6 the outstanding Region of them all, so we hope to take on all contenders. Welcome to all comers."  
... J. Clyde Fox, APBA Chairman, Region 6

**The Detroit International Regatta Assn.'s** Secretary, Leonard H. Thomson, really gives us the low-down in the following paragraphs. "Detroit is again planning to stake two major inboard regattas in 1952 as well as make a determined attempt to bring back to Detroit the Gold Cup next August.

"The local events will be the Detroit Memorial Regatta staged by the Detroit River Racing Association scheduled for July 4th, (Detroit Memorial Race for unlimited hydroplanes and a general program of class racing covering the entire afternoon.) There are three trophies for the Detroit Memorial Race, viz: The Ford Memorial for the winner—the Chrysler Memorial for the fastest heat and the Knudsen Memorial Trophy for the fastest lap.

"Over the Labor Day week-end, the Detroit International Regatta Association, in conjunction with the Detroit Yacht Club, will stage their annual Silver Cup Regatta.

"Last year, the Department of Parks and Recreation of the City of Detroit made available the lagoon at the head of Belle Isle for outboard racing and built some docks and floats for the accommodation of the contestants. This lagoon provides splendid protected water with ample pit facilities for upwards of 75 to 80 boats. Provisions for spectators are splendid all the way around the lagoon and as the circumference is small enough, the boats are always in sight to all the spectators.  
... L. H. Thomson, Secretary.

**The Fraternal Order of Police Associates**, Scioto Lodge No. 30, of Portsmouth, Ohio, are planning their Third Annual Portsmouth Speedboat Races for Sunday, July 27, an all inboard hydroplane program from the 48's on up through the unlimiteds. More on this interesting race in the next issue.  
... Lowell F. Licht, Secretary.

**The Scioto Boat Club, Inc.**, located north of Columbus, Ohio, on Federal Highway 33 will open the Racing Season in Region 6 Sunday, June 1st. An outboard Regatta of professional classes has been given sanction of the APBA and the Mid-East Outboard Association. As in the past the boat club will share in the sponsorship of its races with the Columbus Lodge of Fraternal Order of Police.

The Scioto River at Griggs Dam, a 10 minute drive north of downtown Columbus, Ohio, is without a doubt one of the finest inland water race courses in the country. Being located between two large reservoir dams the water is ideal and a natural stadium exists which enables spectators to have wonderful view with great comfort.  
... F. C. McFarland.

Jack Maypole of APBA Region 7 tells us that "with records falling so fast in the South and West drivers in the Middlewest are all down in the basement or at the shops trying to figure new ways to get RPMs." Jack is getting a rig together for his son John, Jr., (Class A Hydro) and is going to start him out this year. John, Jr. will be 13—the same age as when Jack started—and it's the third generation of Maypoles in racing.

Region 7 is planning to revive the Memorial Day race at Quincy, Illinois, this year. Racing in the whole area looks better than ever—several topnotch sports are coming back in the fold. Mere 25's on Hydros are coming in fast. Utility racing in Class "C" is being hurt by the regulation regarding motors built prior to 1935 being outlawed.  
... Jack Maypole

From the Mississinewa Recreation Assoc., Inc. headquarters at Marian, Indiana, comes the following news: "The Hoosier Outboard Circuit" presented twenty-one annual trophies to the highest three point winners for the 1951 season in each of the seven H.O.C. competition classes of utility outboards. Plans are rapidly nearing completion for 12 regattas during the 1952 season. Races will be run at Aurora, Richmond, Riverwood, Indianapolis, Vevay, Ridgeville, Bedford and Marion, Indiana. "Hoosier Outboard Circuit" is composed of five clubs, Richmond, Anderson, Indianapolis, Riverwood and Marion, Indiana. Three successful seasons of racing have been held and 1952 will be the fourth year as a racing organization. Stock hydroplane racing is to be introduced this season.  
... Ray Mc Connell, Sr. Publicity Director

As Chairman of Region 8, APBA, CHARLES S. HOGLE outlines their plans for the 1952 racing season: "As you are aware, Region 8 consists of seven mid-western states which makes it rather difficult for the Regional Chairman to cover the entire territory and meet with all of the clubs in the Region which are members of the APBA but as Chairman I am deeply interested in the activities of each individual club whether it be located in the northern part of North Dakota or the southern part of Missouri.

"Last year we decided that due to the large territory covered by our Region, we would elect a Vice-Chairman in charge of outboard racing and a Vice-Chairman in charge of inboard racing. This plan worked out very well and we will continue on the same basis this year. Our Outboard Vice Chairman is Eddie Jones of Minneapolis, Minn. and our Inboard Vice-Chairman is Russell Market of Cedar Rapids, Iowa. Both of these men are well qualified in the particular type of racing he is in charge of and as previously mentioned the plan worked very satisfactorily.

"Since I have been active in racing, which dates back to 1937, we in the Mississippi Valley

have been running inboard regattas for the following classes: E Racing, 135 cu. in. 225 Div. I and II and free-for all which has included the old 725s, Gold Cup, etc.

"I think it only fitting that this Region pay tribute to one of the grandest and oldest active racers in the game. The man I have reference to is none other than my good friend Chas. P. "Chap" Hanley of Muscatine, Iowa. Chap, as he is known throughout the racing fraternity, has done more for motor boat racing in this territory than any other one man. I won't mention how many years he has been in the racing game for fear it might give his age away but if it hadn't been for Chap's efforts this Region wouldn't have been as strong and active as it is today.  
... Charles S. Hogle.

Eddie Jones, Commodore of the Midwest Power Boat Association writes that this organization has two divisions—Stock Utility Division and the Professional Division. The Stock Utility Division witnessed its greatest growth last year with over 150 utility drivers and 16 sanctioned Mid-West races. The Professional

(Continued next page)




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# CLUB NEWS



(Continued from page 7)

Division has suffered a terrific loss of events through seven states as there are not enough drivers to compete anymore. They raced in the Utility field with both classes of boats, Hydro and Runabout in each race.  
... Eddie Jones, Commodore.

In conjunction with the Aquatennial, Commodore Eddie is arranging a Circuit starting July 12 at one of the up-river towns and continuing on down the river with a race each day at a different town. The Circuit to wind up in Minneapolis on July 20th. Plans call for \$1000 per race and an additional \$4000 to be divided up among the high point winners. This sounds like a Circuit to end them all.  
... "The Mid-West Skipper".

Ralph Tatum, Division 9, N.O.A., of Jackson, Miss. makes a sage comment in addition to the news of his Division: "I have heard some criticism of the modified stock class, but I just think how most of the outboard drivers in this section started, including myself. Sure we took a stock motor and "whittled" on it and had our "backwoods" races. They still have plenty of those races in this section. They are unsanctioned because the "lid is off". Yet those same drivers later become regular outboard drivers. They need help and guidance. They soon see the folly of "whittling" on a stock motor. The cost soon convinces them they can own a racing motor as cheap, yet we can give them some help—they will continue to race whether anyone recognizes them or not.

"All dates for races in this Division are not complete yet, but the NOA Nationals are set for Lake Village, Ark. and Hattiesburg, Miss. will have a big race this year.—All in all this Division will have lots of racing activities in 1952, and the rest of the U.S. will hear lots about us."

... Ralph Tatum, NOA, Division 9

New Orleans Power Boat Association advises us that the major regatta in that area, and in fact the south, is the Pan American Regatta. This year it will be held on June 14 and 15. You'll hear all about this and see pictures come Regatta time.  
... Paul J. Schindler, Sec-Treas.

Lin Ivey's "dope" from Region 10, APBA, is a promise of action and color in the Northwest:

"Gold Cup—Aug. 9, with the small inboards also scheduled.  
"On August 8 we will have the Seafair outboard regatta on Lake Washington just south of the Gold Cup course. (with a log boom across to insure perfect water and I mean we will guarantee perfect water.) Events for stock utility and racing outboards are scheduled—sanctioned—also a big party after the races at Seward Park.  
"August 10—100 Mile Marathon around Mercer Island. This should be a honey—stock utility and racing classes, too, with good prizes.  
"Stan Sayres is installing more power in both SLO-MOs—a Rolls and a hopped up Allison—he wants pick up.  
"The 50 mile Slough Race on April 6, which started from the SYC in Portage Bay through Lake Washington and the Slough to Lake Sammamish and return opened our racing season. (All classes of Stock, Utility and an Unlimited Class for the racing boys).  
Editor's Note—Story and pictures on this wild and wooly event in the next issue.  
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The Seafair Trophy Race, originally scheduled for July 5 has been cancelled due to a lack of advance interest.  
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Jerry Bryant, Chairman of the Gold Cup Regatta for the SEATTLE YACHT CLUB this year says he already has his hands full with organization meetings. It looks as though it is going to be bigger than ever. (The full Seattle schedule and all plans will appear in the next issue).

... Jerry Bryant.

The Spokane Power Boat Racing Association have been racing for five years. They have fifty to sixty boats in all classes—M—A—B—F. The boat owners and drivers who belong to the Club come from Seattle, all parts of Idaho and all of Eastern Washington and also the Montana Boat Racing Association. Their first scheduled regatta is May 30 at Shelley's Lake, Spokane, Washington. All in all there will be about ten races in or close to Spokane and several in the close vicinity during the season.  
... Sam Mossuto

The Willapa Harbor Boat Club is now going on its third year, having joined the APBA recently. Each year the club holds five stock races, awarding nearly \$1500 in trophies and prizes. Club members have participated in outside races, taking in events in six states in the past two years. Nearly 100 paid up members boast one of the biggest civic groups in this town of 4,000 population.  
... John M. Zonich, Secretary.

KAY HALLETT, the perennial Secretary of the California Speedboat Association in Oakland and Region 11, reports the usual full schedule for that very active racing district. The Inboards and Outboards will show an increase in both boat registrations and the number of racing events. Stock Outboard racing events. Stock Outboard racing is taking a terrific boost, especially with Oakland bidding for the National Championships on their ideally situated Lake Merritt. Plans have already been completed for the Sacramento Stock Marathon, scheduled for July 20. This race was an outstanding success in 1951.

The C.S.A. placed an exhibit in the San Francisco Boat and Travel Show in early March. Buddy Holloway exhibited his 135 in the booth and Tommy Caldwell loaned his very fine library of race movies in color which were shown periodically and received great enthusiasm. One of the big events on the Northern California Inboard schedule this year will be the Regatta at Lake Tahoe on July 13. With a fleet of new racing equipment already completed this should be a banner year for Northern California.

Stock Outboards will have their first opportunity of the season to drive for competitive records at a Regatta at Lucerne on Clearlake, May 30th and 31st. Classes will be A, B, C and D Runabout; B and D Hydroplane with the E's running non-sanctioned. This beautiful lake has been the site of many record performances in past years.

A.P.B.A.'s top man in Region 12, Chairman "SLIM" BOETTGER, relates that several new procedures were adopted this year in an effort to eliminate conflict in Regatta dates and speed to completion the annual calendar, which incidentally is now complete. The first step of this program was a joint meeting with representatives of Region 11 at which time all major conflict in dates along the entire California Racing Circuit was eliminated.

Dates in the Pacific Northwest were also considered at this meeting to permit the Southern drivers travel time to participate in Northern events. A further policy of advance filing for sanction far ahead of race dates will give the drivers an opportunity to plan their season's activity. Regional meetings are being rotated throughout the widely scattered parts of this Region.

The tremendous number of Regattas already scheduled indicates that this will be the greatest year in Western racing history.

The Channel City Power Boat Association of Santa Barbara, California, will conduct one of its Annual Outboard Regattas on May 4. "We have a wonderful beach here in Santa Barbara and a good course (no admission charge to see the races). Come on up—bring your lunch—there will be plenty of action."

Stock Outboard racing during the 1951 season was brought to spectator crowds at 15 closed course races and two marathons. This year's schedule includes an even larger number of closed course events, plus the addition of an 80 mile Marathon at Lake Millerton. Most of the racing is on small courses with single buoy turns and the only opportunities for record performances are at Mission Beach in San Diego and at Salton Sea where survey tracks and mile trials are scheduled annually.

The especially wet winter has opened up several new courses to racing previously closed for lack of water. An early season race at one of these locations—Lake Elsinore, was rained out and the event set ahead to June. This abundance of water and heavy snowfall in the mountains may cause some changes in racing schedules on the rivers when the Spring run-off occurs. The course at Blythe on March 30th had to be shifted 20 miles because of this condition.

The newly formed United Speedboat Association is an organization devoted exclusively to Stock Outboard racing, has grown like a mushroom and now boasts over 75 racing outfits. The Utilities will race this year at several new courses—Lake Weist at Brawley and Hanson Dam in Burbank.

The U.S.A. will open their season's schedule at beautiful Lake Malibu on April 20. Stock Hydros registrations are growing by leaps and bounds and A, N, B Stock Runabout registrations as well. The C, E and F Classes remain extremely weak due to past confusion on engine rules that aroused the ire of the drivers to such an extent that many have dropped out of racing.

The D Runabout Class, which heretofore has been one of our most popular and second only to Class B, is this year taking a terrific nose-dive. This extremely unfortunate situation has been caused by the enforcement of the A.P.B.A. seat rule, requiring a 43 inch cockpit opening. We anticipate an increase in J Stock Runabout this season due entirely to the new 16 year age limit. This Class provides a great opportunity for the youngsters.

The Needles Marathon Association is going all out for their Annual Colorado River Marathon scheduled for October 5th. There will be four Classes only this year—A, B, C, and D, and they will pay \$900 in cash per Class with \$500 for first place, plus trophies and merchandise awards. More on this next month.

CLAUDE FOX, Executive Director, National Outboard Association, with headquarters in District 14 remarks that there is boundless enthusiasm over the prospects for the 1952 season in that area.

Lake Comberland at Somerset, Kentucky, will be the site of the North vs. South Championship battle on Memorial Day, May 30th. This annual Regatta which was rained out in 1951, will be sanctioned by the N.O.A. and conducted under N.O.A. rules. All racing classes, Hydros and Runabouts, are on the schedule, plus several classes of Stock Racing. The Captain Waide Hughes Trophy which is now in the possession of Doug "Robert E. Lee" Creech, will be at stake.

The Southern drivers en masse will total their points scored against the total points of the Northern forces, and the individual driver who accumulates the most points for his team will take possession of the Hughes Trophy for the ensuing year. Time trials will be run in addition to the competitive events and two additional days have been scheduled to take care of any possibility of inclement weather.

The Grays Harbor Boat Club in Aberdeen, Washington is a comparatively new racing club, last year being their first full season. This year they have about fifteen outfits evenly divided between A and B stock runabouts. Last year they did well for their first season—scoring in leading positions at the Sammamish and Seafair Marathons.  
... Phil True, Chairman, Race Committee

S. C. Willis of Dallas, Texas, representing both APBA Region 15 and NOA Division 15, says that they are going to have one of the best racing seasons they have ever had during 1952.  
... S. C. Willis

From Tulsa, Oklahoma and the Oklahoma Boat Racing Association we received the following release on their organization and activity: "We outboard enthusiasts here in Oklahoma believe that we have one of the fastest growing boat racing associations in the country. At our first state meeting held at Stillwater January 20, we sanctioned ten OBRA races. Each race will consist of eight classes of two heats of five laps each, these are: A Stock, B Stock, B Modified Stock, B Hydroplane, C Modified Stock, D Stock, E Modified Stock Free for all.

"Although the OBRA is affiliated with the N.O.A. our rules do differ slightly from those of the NOA. The reasons being that the majority of the OBRA drivers voted on our rules for the 1952 season prior to the time the NOA had completed its constitution, by-laws and rules.

"We wish to invite all out of state drivers to attend any or all of our races. We have several good drivers in each class who welcome and enjoy stiff clean competition."  
... R. C. Cowherd, Commodore, OBRA

Burr Coleman, Chairman Region 16, APBA, give us a full account in the following newsy letter:

"Our region has only existed four and one-half years, but in that time we have made some modest strides. We have had from five to eleven sanctioned races in the region and they have been very successful. Our main problem is to have enough boats of each class to put on a good show. This year this will have corrected itself to a great extent. It looks like we have a good amount of "B" stock hydros and runabouts. "D's in hydro look good. "48" inboard hydros look good in the Denver area. "135" inboard hydros look good and it appears as if we will have about seven "225" inboard hydros. I am concerned with the prospects on both "B" and "E" racing inboard runabouts that have been very popular here in the past. Some of these boys are interested in hydros now.

(Continued on page 44)



# 200 mph?



## The optimists say 250... What do you say?

By GEORGE E. VAN  
Detroit Times Boating Editor

*Such Crust III*, the first three pointer built to carry two Allison's in line, was developed to put Detroit back on top as the speedboat capitol of the world. That reputation has taken a good kicking around the last two summers by West Coast owners and boats. First Robert Stanley Dollar, Jr., on his second trip East to the Detroit River with *Skip-A-Long* of California in 1949, took home the Harmsworth Trophy. This performance jarred Detroiters considerably although the sunny personality of young Dollar sort of "eased" the rap. But the worst was to come. Early in 1950 Detroiters heard the news that Stanley Sayres of Seattle with a 3-pointer, *Slo-Mo-Shun IV* had kicked the daylight out of the world mile record with a 160 MPH run. He had broken the late Sir Malcolm Campbell's 143 MPH record held by England for 13 years. The world record was back in the United States but Detroiters figured it was in the wrong place. Some even thought that there might have been something 'funny' about *Slo-Mo's* run. Then Sayres announced he was coming East for the Gold Cup and Harmsworth races on the Detroit River.

Sentiment in Detroit said "Now we'll see". And they did. They're still taking about that first visit of *Slo-Mo-Shun IV* to Detroit. Sayres, with the most thorough-going organization behind a challenger since the days of Gar Wood's *Miss Detroit's* and *Miss America's*, had his boat in Detroit and out on the river several times each day, weeks before the race. The Seattle challenger, whether she was going fast or slow, looked impressive. When she opened up you could almost hear the echo of stop watches held by observers around the river course. Even the skeptics were forced to change their earlier conclusions. And when *Slo-Mo* took home both the Gold Cup and the Harmsworth Trophies sentiment turned on the de-

fenders. This boiled down, said: 'How come our Detroit boats have got so far behind?' They had all looked like plugs against the never-faltering Seattle speedster. Detroit had one boat, the Dossin Brothers' *Miss Pepsi*, a tremendous twin-engined hydroplane, but this power wagon wasn't ready in time for either the Gold Cup or Harmsworth starts. She tangled with *Slo-Mo* in the first heat of the Silver Cup that fall and with Chuck Thompson driving, took second in the first of the five 10-mile heats. Her driver finished the heat drenched with oil. But the West Coast wonder wagon had ended her amazing season on the Detroit River with that victorious heat. For the first time something had gone wrong and Lou Fageol, her driver, kept her in the boathouse when the second heat was called. *Miss Pepsi* came out again to do wondrous things. In that first heat *Slo-Mo* had become the first boat

ever to top 100 MPH in a competitive heat. But in succeeding heats *Pepsi* went on to shatter that mark and before the afternoon was over she had hit up to 107 MPH whirling around the river. This was the juggernaut that led Detroit's five-boat challenge that made the trip to Seattle for the Gold Cup last summer. They failed as a new *Slo-M V* and the old *Slo-Mo IV* purred along to keep the Gold Cup in the west.

It wouldn't have been unusual if any interest that would have led to a challenge in 1952 had collapsed after that near-debacle. But Detroiters aren't of that stripe. They are going back in 1952 to Seattle. *Miss Pepsi*, at the moment, is a thing of many parts as she gets a fine-tooth going-over. Joe Schoenith with *Gale II* and Al Fallon with his new *Miss Great Lakes*, are ready to go. Schafer has given his two old *Such Crusts* away as obsolete boats. In the new set-up

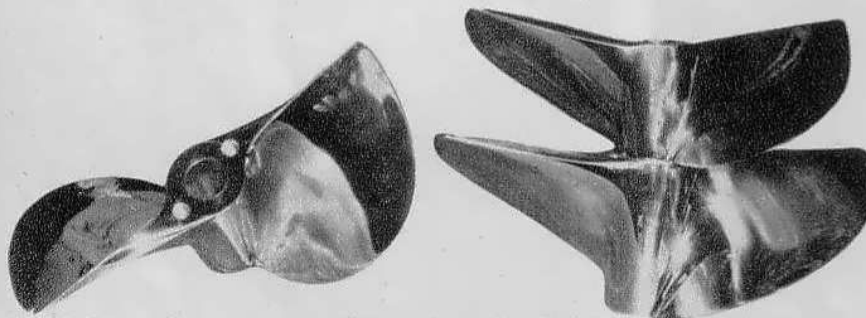
CHRISTENING . . . Mrs. Rex Jacobs breaks the champagne bottle with a lusty wallop. Directly behind (left to right) the owners Jack Schafer, Rex Jacobs and Mrs. Schafer.







They nicknamed it "The Fruit Bowl Express." Stabilizer fin carries color painting of tropical fruits . . . Instrument panel is simple . . . 6 dials to watch.



CONTRAST . . . Upper prop at right is wheel used by Slo-Mo IV in 160 mph world record run . . . other two props are tremendous new wheels for the Crust . . . all by Hi J . . .

IN THE WATER . . . Offset rudder assembly with drive from power steering thru transom. Trim tab of stabilizer fin set at extreme angle to correct torque which developed in trials.



he has teamed up with Rex Jacobs, an industrialist and the head of the big F. L. Jacobs Co. in Detroit. All of the know-how in that company, in a mechanical way, is behind the new *Such Crust III*. If there's any running around for parts at the 11th hour Jacobs and Schafer have only to go to the F. L. Jacobs plant to obtain what they want. Ask any speedboat mechanic how important this can be. Horace Dodge, working in the usual Dodge manner, is rumored to be getting a new boat ready. This much is known, the Mackenzie brothers, who were with Dodge for so many years, are back with him. Last summer Dodge built an entirely new *My Sweetie* which was racing before anyone knew about it. But this piece mainly is concerned with Schafer's newest *Crust*.

The first thing that impresses the casual looker at the new *Such Crust III* is that she is BIG. She's a two place job, 34 feet overall, which isn't overwhelming but she has a whopper beam of 14 feet. Les Staudacher who built *Miss Pepsi* and Dodge's *Hornet* and the first *My Sweetie* for the two Eds, Schoenherr and Gregory, is *Such Crust III's* builder. The new *Crust* will weigh, with motors, more than 8,000 pounds. Without her power plant she scales 4010 pounds, obviously a husky and substantial hull. Like *Slo-Mo*, she is loaded with styro-foam to keep her afloat if she twirls over. She'll carry 120 gallons of gas for her 3400 HP twin Allison powerplant. Her bottom is sheathed with one-eighth inch aluminum and construction is of white oak, and spruce and birch plywood. Her sponsons, similar to *Slo-Mo's*, can be altered to give her more bearing. The steering gear will be an innovation in race boating, different in that it will be powered as in the new Chrysler cars according to Studacher.

Staudacher says a boat of this size and power is most impossible to handle manually and that steering with power will be no effort for the driver. The mechanical installations, particularly the gear box, are the work of Charles Volker, famed for his work on the various *Miss Canadas*. This gear box is of the Vee drive type, which permits the engine installations in a horizontal plane, while the propeller shaft is at a six degree angle. A gear box, according to Volker, must be designed as perfect as know-how will make it since there is no means of testing to find any weakness except in actual trials on the water. This means that little is known of *Crust's* gear box, besides theory, until speeds in excess of 100 MPH have been made in trials. Volker says that, to his knowledge, no more than two gear boxes have ever been built from one set of drawings. The gear box is installed on the front engine only and is connected to the rear engine by what is known as a quill shaft. The propeller shaft runs below the rear engine and the prop's thrust is taken directly on the gear box and front engine. Lubrication comes from the engine's oiling system and the oil is returned by pump to the oil tank. The box is not water cooled and Volker remarks that no excessive temperatures have resulted in previous designs of this type. He had a problem with the low angle of six degrees, in that there isn't a bevel gear generator made that could be cut to a six degree included angle. He preferred the counter, or idler, shaft in order to rotate the engine and propeller in the same direction and it was, he says, simple to incline the counter shaft to 14 degrees. Thus we have two gears with a 14 degree included angle and two gears with a 20 degree included angle, leaving a negative angle of six degrees. The counter



shaft set-up has an added advantage in that it makes it easy to make gear ratio changes as only the lower, or high speed gears, the comparatively small ones, are changed. With 3400 HP for both engines, the thrust loading on the gear train is terrific; 15,000 pounds on the main drive gears and 8,000 pounds on the final gears. This requires an exceptionally rigid case to transmit the load evenly over the full width of the teeth. The gear tooth velocity on the high speed gears is about 180 MPH, which is a figure to give the mechanically-minded something to think about. Using a surface prop with an interrupted loading twice per revolution, the shock on the gears and shaftings could not be overlooked, although the shock is considerably cushioned by the long 17 ft. propeller shaft. Thrust bearings are always a problem at an average speed of 10,000 RPM's and a thrust of two tons. Volker estimates that an engine fluctuates as much as 1,000 RPM's two times a second, and therefore, it's not surprising to see eight or ten boats start a race and only two or three finish, as gear box failure has been the main mechanical bug since the use of high horsepower aircraft engines became universal in the Unlimiteds.

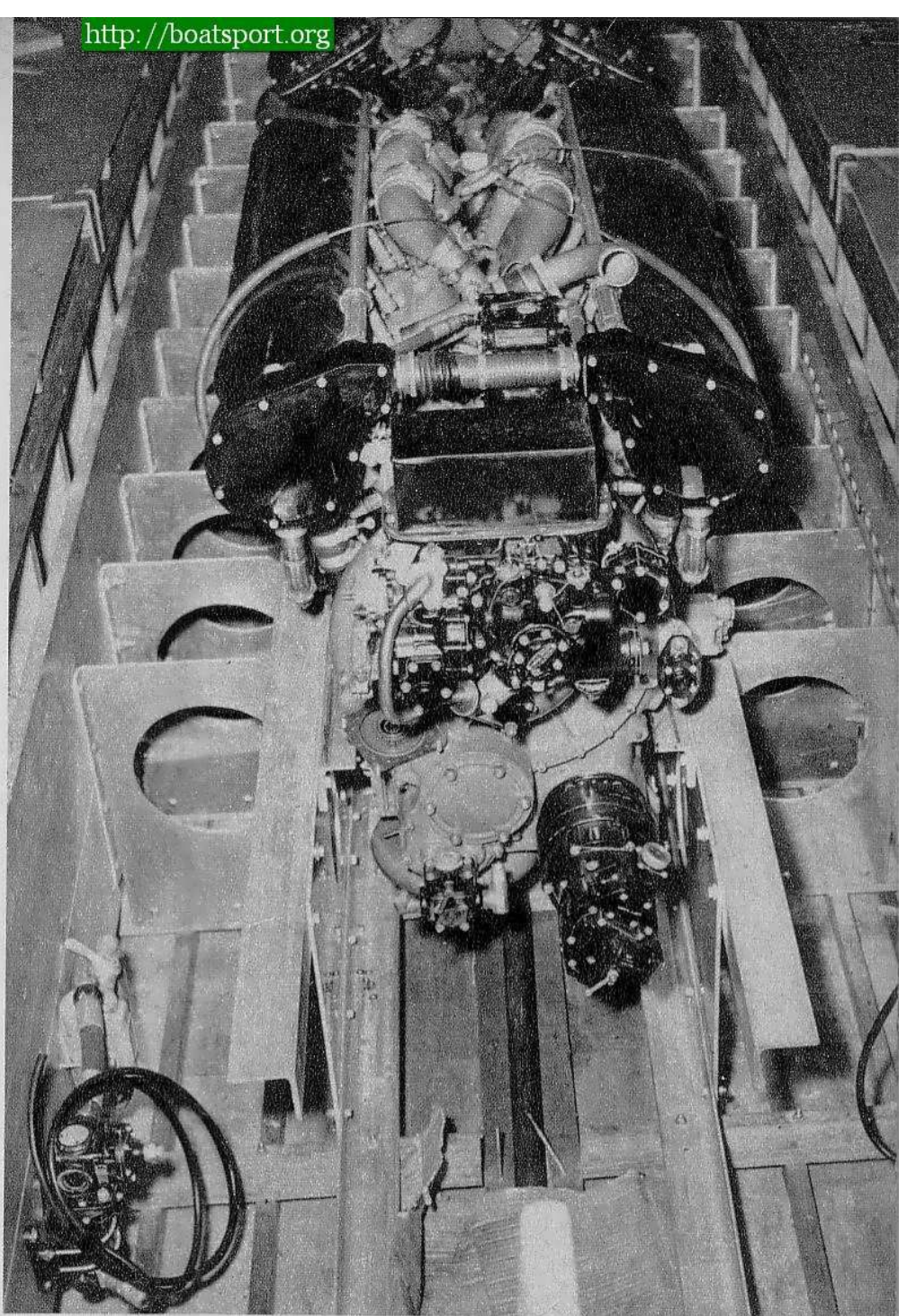
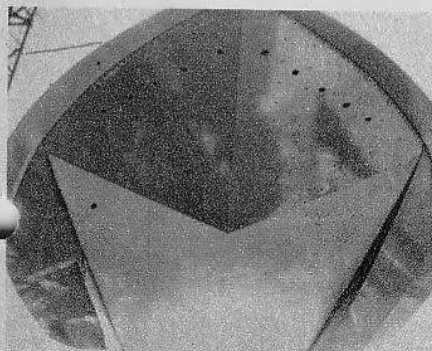
There will probably be bugs to iron out in a package of potential dynamite like the new *Crust*, but if experience and "know-how" will do the trick, the "combo" of Schafer, Jacobs, Staudacher, Volker, Duby, Cantrell & Co. should be able to place *Such Crust III* as the top outfit of the year.

**TRIAL RUNS AT MIAMI**  
By Jack Horsley

Late in February, *Such Crust III* arrived in Florida and was christened by Mrs. Rex Jacobs with a throng, numbering in the tens of thousands, taking in the affair which was held on the Causeway at Miami Beach. Driver Billy Cantrell took a short trial spin before the Miami races but encountered minor gear box trouble which kept the big job on the beach while *Gale II* and *Miss Great Lakes* battled it out for the Trophy. The first run showed the outfit to be out of balance and riding a bit heavy on the nose. The crew made an experimental change to correct this trouble, altering the runner angle of attack to 5½ degrees with a change also in dihedral to improve steering. Another trial at higher R.P.M., ascquated earlier noticed handling difficulties, and the crew increased rudder area as a temporary repair for this trouble. Experts predicted that handling on the big job might be a problem because of the tremendous torque from the sizeable propeller area, a problem that will probably demand some further engineering before the season.

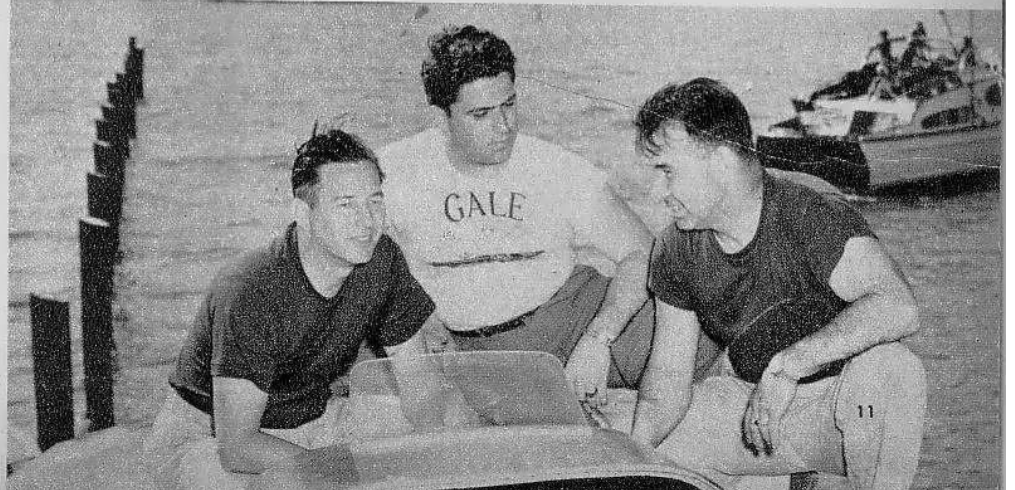
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**FOUR POINT . . .** A leaf from the *Slo Mo* book. The *Crust's* designers have adopted the bow-plane pioneered by famous Ted Jones.

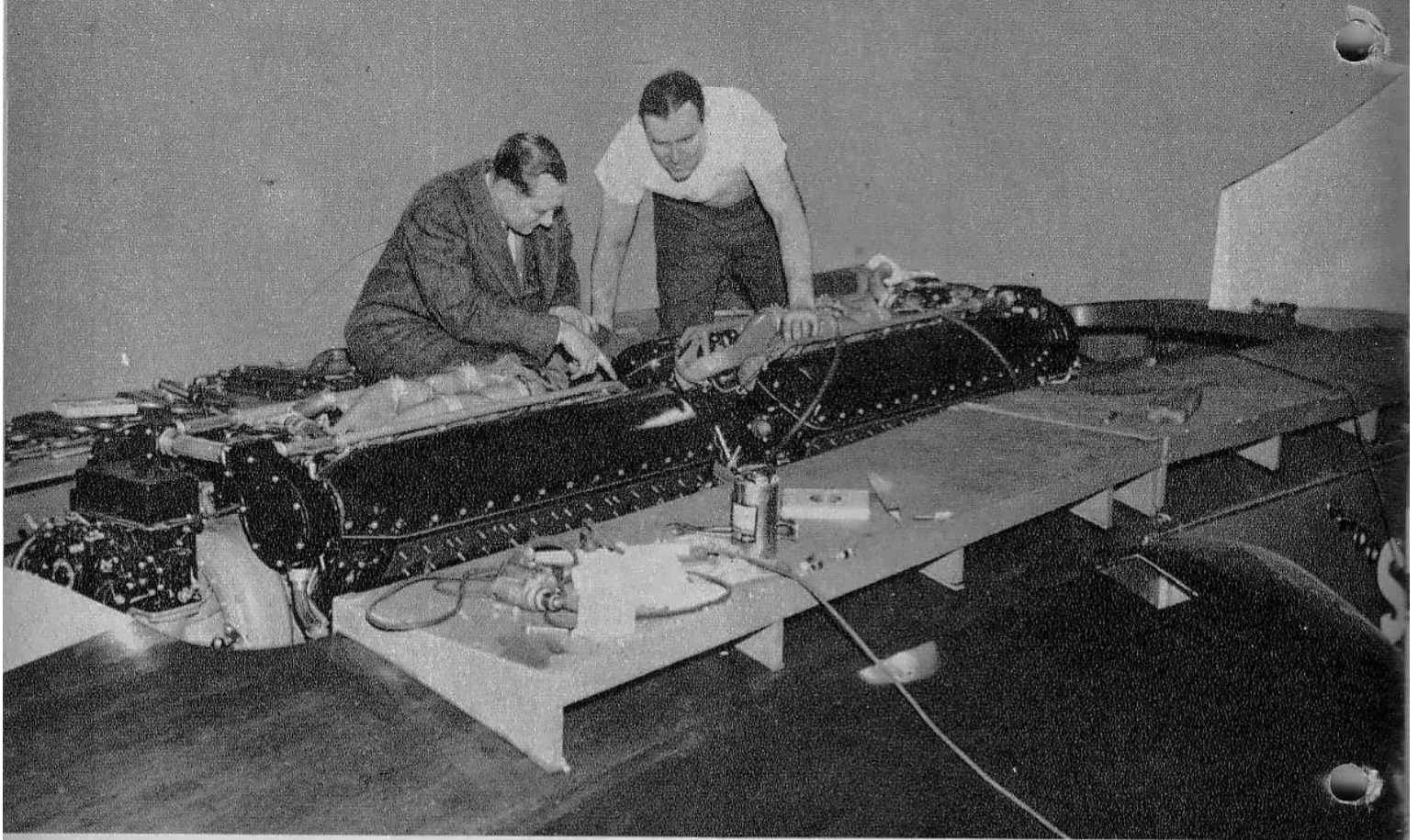


**MODERN DESIGN . . .** Husky engine-bearer fabrication using aircraft materials and principles . . . Metal angle thru-members gusseted to vertical stiffeners . . . which run full length.

**CONFERENCE . . .** Ace driver Billy Cantrell who will handle the *Crust* talks it over with Lee Schoenith, driver of *Gale II* and veteran unlimited designer, builder and driver Dan Arena.







**POWERHOUSE.** Two 1700 hp Allison's driving thru "Vee" box between engines . . . timed to fire like a 24 barrel engine. Charlie Volker (gear box designer) at left and Roy Duby, mechanic,

After end of a sponson nicely faired into the hull. Note continuation aft of the runner surface which will deflect spray. Fin follows inside line of the tunnel. Running surfaces monel covered.



Inspection after this run disclosed that the collar backing up the prop had loosened and slid up the shaft, shutting off the flow of cooling water to the strut bearings. This bug, coupled with a poor fit between the prop and the taper, set up a chain reaction that resulted in a cracked prop hub. Examination of the bore of the prop, checked on a perfectly machined arbor, showed that the hub was riding on a very small part of the taper of the shaft instead of a smooth machine fit all the way up the taper. Coupled with this, the galling of the keyway in only one small area indicated a high key, whereas standard practice calls for adequate clearance between the top of the key and the keyway. The resultant was expansion of the hub due to overheating when the bearing cooling water was cut off; the prop worked up the shaft on the loose fit; then contraction when the run was over and the pressure on the small bearing areas forced a slight split in the hub opposite the pressure points.

On the next run out, Cantrell cruised through the trap at 130 MPH on his warm up and turned to come back to begin his trial. Part way back with the engines still just "ticking over" the *Crust* stopped . . . no commotion . . . no noise . . . and no gear box. The box had been "de-toothed" on the drive and idler gears, but there was no evidence of excess friction or lack of lubrication. According to the experts, the gears were too hard and brittle (53 Rockwell) and not enough clearance. (.012). This was a 3 to 1 step up box and the *Crust* will also carry a spare 3¼ to 1 box plus her optional gear changes.

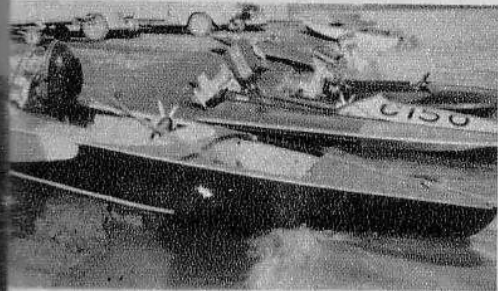
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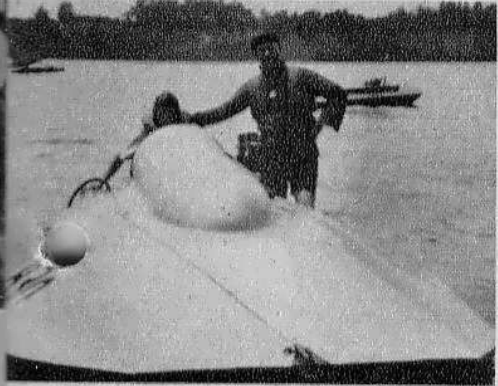
# Alaska



The B Stockers ride high and free in Alaska.

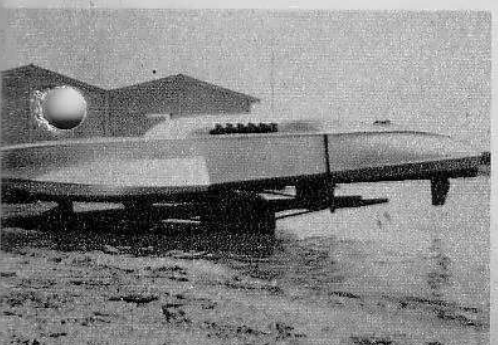


Stock Runabout and Stock Hydros in Alaska.



Two views of Hammerhead with builder and driver, Jarvie along side his creation. Power is a 250 cu in. Dodge engine (1942) . . .

Les Griffin's unrestricted three-pointer with the 750 Rolls Royce for power. Did about 80 miles per hour on test runs . . .



By Bill Oswald

The Anchorage Outboard Club was organized in 1948. The present membership is 35 and the club is affiliated with the APBA.

Our three main races are: Memorial Day, the first race of the season; July 4, on which day we have a trophy for the high point driver of the day, also a Handicap race for which we have a perpetual trophy, donated by Pacific Marine of Seattle, Washington. The last big race of the season is Labor Day at Wasilla Lake. Between these three main races we have races every other Sunday.

During winter months the Club meets once a month and during racing season (from May til September) we have two or more meetings a month. At each of these meetings the wives may attend.

The classes we race are: B Stock Racing, B Stock Hydro, C Stock Racing, C Service Hydro, C Service Runabout, D Stock Hydro and Unlimited.

Courses are one mile with three buoys at each end, spaced at intervals, and racing conditions are usually excellent.

Our first year the racing fleet consisted mostly of service rigs. We had only one C Hydro; the rest were utility boats and Runabouts. Our second year 1949, saw a few more boats and drivers participating. One Phantom Racing Runabout, and three home-made C Hydros were added to the fleet. All had service motors. The 1950 season showed more boats, and the competition became a little more stiff, 1951 was our biggest racing year with the boys leaning to hotter outfits and the addition of three Jacoby C conventionals, one Neal A-B three point, one Neal F three-point, one Mishey F conventional, all powered with Mercury motors. There are only two racing engines in the club and these are C jobs, so without a third Racing C the only race they could run was the Unlimited.

This season, 1952, we are looking forward to our greatest year of racing. We expect more new boats both in the C Hydro and C Runabout class, also in Stock Racing which is gaining rapidly in popularity.

At present we are campaigning for new members, both racing and non-racing.

# Down Under

By Big Nix

Those of us who have seen the meetings all round the Auckland province this season had good reason to expect a fiery exhibition between *Lalane* of Auckland and *Scram* of Rotorua, with the possibility of *Puddy Tat* from Whangarei coming to light as an outsider. It was a bit of a disappointment when *Scram* failed to turn out and, from my point of view, robbed the race of the main interest. *Scram* and *Lalane* had a mighty tussle at Tauranga at Christmas, *Scram* taking the first of the North Island titles. *Lalane* did not go south for the next title race and *Scram* won from no really serious opposition. I'd say that betting on the next meeting of these two would be fairly even. Anyway, for all that, today's race was good to watch and gave the crowd plenty of thrills, no spills.

The first title race was the Auckland Provincial Vee-bottom Championship and attracted only five starters. *Lalane*, owned and driven by John Bollard, *Grey Goose*, piloted by her owner, war amputee Jack England, *Little Nix*, built by *Scram's* owner with owner-driver Ken Nicholson at the wheel, and last of the Auckland entries, *Zip* with Bob Clifton, serene as usual. The only real visitor was Frank Tapper's already well-fancied *Puddy Tat* from way up North in the gum country.

The course was roughly rectangular around 1/2-mile a lap with only three laps from a rolling start. First time round somebody was dragging a pick and all broke up to come around again in a good line with

*Grey Goose* on the buoy, *Lalane* in No. 2, *Little Nix*, *Zip* and *Puddy Tat* on the outside. The starter had them along the back straight and at the jump of the gun, *Lalane* fairly screamed away—as far as the rest were concerned, and barring a blow-up, Johnny was home and dried then! He gave a faultless display of steady, sure driving. Only a few of us knew that both of the Mercurys' cylinder heads were cracked, a last minute near disaster. *Puddy Tat* hung close behind all the way but just didn't have the necessary. The *Goose* filled third position, heading *Little Nix* off on the swing away from the early buoys despite several determined efforts on the little boat's part to take the inside running. Bob Clifton brought up the rear and upheld his reputation for "giving it a go."

As I've commented earlier, the default of the Rotorua boat robbed the event of a lot of interest and we will have to wait a little longer till the N. Z. title race before the *Scram-Lalane* controversy can be settled.

The management had the crowd well pleased when they turned on the N. Z. Unlimited Auto-Hydro title race shortly after the Vee-bottoms had shown their paces. Once again, followers must have been a little disappointed that genial George Smith could not be present to race his neat *Stingray* against Jack Ooats' *Hammerhead*. These two have been feuding all over the North Island in the earlier part of the season. As it happens, George is also a very capable car driver and it was good to hear that he's won

(Continued on page 45)



MOTONAUTICA ALL'IDROSCIA

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IRB TC II W

# L'americano Paul Sawyer trionfa nel TROFEO CAMPAR

Ezio Selva primo negli entroboro 2800 - Mora,  
Schiller e Osculati vincitori nei fuoribordo.  
Nando Battaglini vittima di un mortale incidente!

OGGI ALTRE EMOZIONANTI GARE MOTONAUTICHE

## SAWYER E V... dominano su...

Milano, 17 giugno  
Campionato mondiale Paul Sawyer

Servizio particolare di Autosport

Hallett che compie i di  
percorso, km. 20, nel  
13'5" alla media di  
2. Mario Varga (B.)  
Verga, Ce

I motori hanno pulsato con gliardi impetuosità nel carosello del Gran Premio Internazionale Motonautico, che si sta svolgendo nelle acque del Po. Un impetuoso ed insistente temporale ha conquistato la categoria di 2800 cc. il primo posto è stato conseguito da Castiglioni vince... Oggi si

## Paul Sawyer

... from outboards to inboards to international champion

*Editor's Note: This yarn originally ran in Hop Up Magazine. At the insistant demand of followers of boat racing, we have brought the story up to date with more illustrations and, present it in Speed and Spray as the feature . . . "Personality of the Month."*

You're a pretty hot jockey when you consistently beat the local talent in the dizzy sport of hydroplane racing. If you can knock off both world's records in one of the hotly contested classes . . . then beat the best in the country over a full seasons racing, you will be in that select list of World Record Holders in addition to having the honor of carrying the coveted U.S. 1 and the U.S. Shield on your outfit. Add a whirlwind invasion of Europe which netted a clean sweep of the International Championships and you will have a thumbnail sketch of the racing ability of Paul Sawyer, owner/driver of the 266 Class Hydro *Alter Ego*. This transplanted New Yorker (racing headquarters: Long Beach, California) is no flash-in-the-pan—no Johnny-come-lately with a hot rig and a lot of luck. Driving ability is a prerequisite to championship performance and it takes plenty of racing experience to hit the line

PAOLO COSTAL PHOTO

on the nose, to know when to make your move and how to get through the field when the going is tough. A power plant has to put out peak horsepower in short spurts and still be capable of standing the abuse of a full race . . . you must be up in front in every race to win a championship. Someone on the boat crew has to build up an engine that won't come unstuck. The championship hull may look just like its sister ship but slight differences in underbody dimensions and angles spell the difference. Some champions have reached the top with driving ability alone, leaving hull design, balancing, testing, and engine developments to technical experts, but not Paul Sawyer. Rich Hallett builds the hulls, but Paul decides the length, width and depth of the sponsons, dihedral and angles of attack; design of the afterplane and the non trips. *Alter Ego* has marked differences from the Hallett hull . . . these too are Paul's own ideas. Paul built his engines originally at Buddy Reuter's shop in Texas. The power plant is built on a 264 cu. in. Ford block with Edelbrock heads and

three jug manifold carrying Stromberg 97's. Scintilla Vertex Magneto, a standard Ford crank, 8 BA rods, JE pistons, Madis Oil pump, dry sump oil pan and Smith & Jones cam. The shaft (1" K Monel) carries a Hi J Racing Prop. With all of the ingredients put together, Paul starts testing to achieve balance, riding trim, handling, steering and acceleration. Countless hours go into test runs . . . in and out of the water . . . change this . . . change that . . . until finally the combination is reached. Actually there are several combinations: one for rough water, another for the glassy stuff . . . one for single buoy turns, another for long sweeping curves . . . one for long courses and another for the short ones that are nearly all turns . . . and finally a combination for the straightaway mile trial. All this takes a lot of experience but a glance at Paul Sawyer's background will explain his success.

Paul started his racing career in 1929 with the outboard hydros and very soon was riding with the leaders . . . racing on an inter-collegiate team, as well as in regular cir-

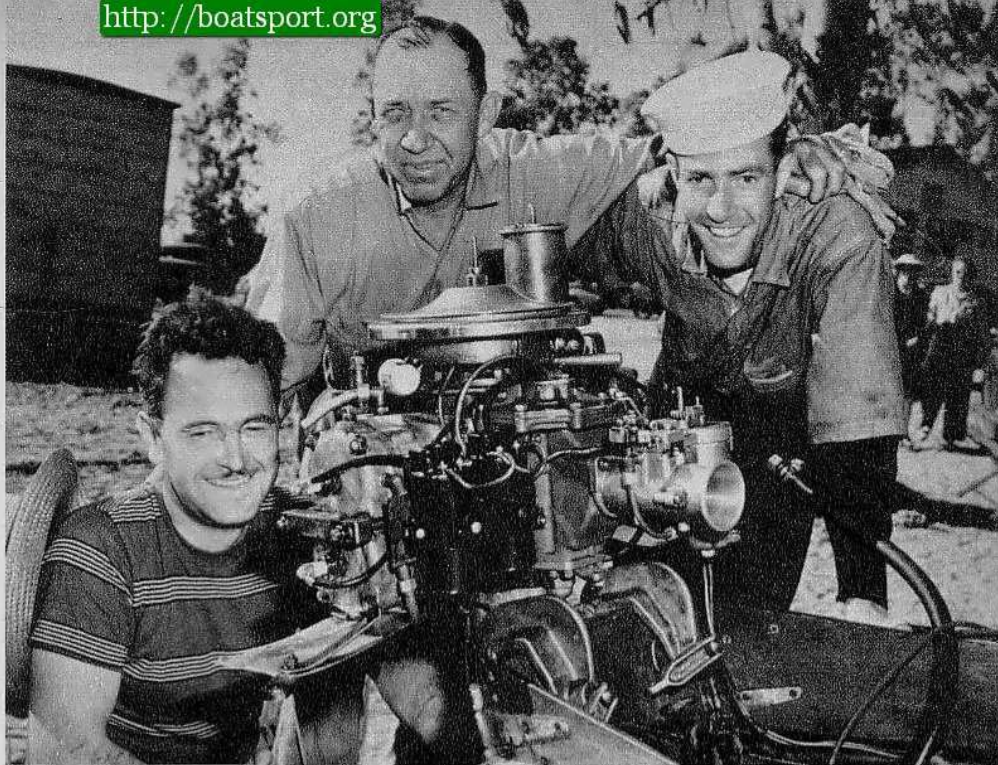
The Europeans learned the art of prop riding rapidly. This splendid photo by Paolo Costa of Milan shows the Italian ace, Ezio Selva, on his way to new continental records at Lake Lugano.



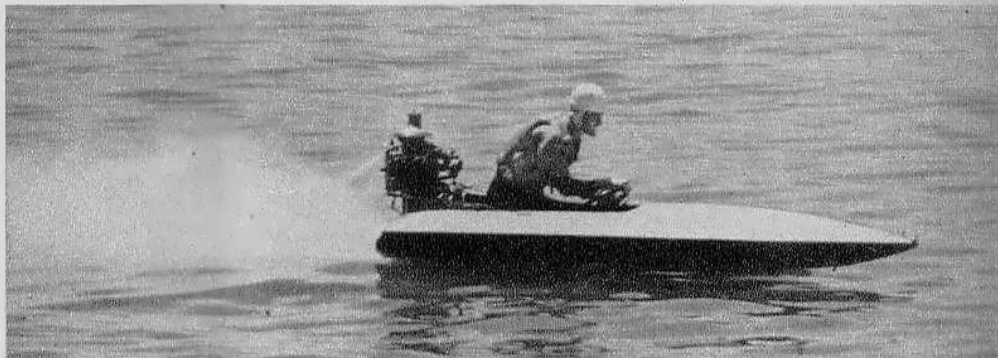


cuits. He wound up many successful seasons with a trip to France where he raced in Paris and at Herblay. At the latter course, he not only won the Class C Hydro event but in addition cleaned house on the 1000 cc Class X field with his 500 cc job. Before graduating from college, he won seven Eastern Divisional Championships . . . was Intercollegiate Champion and member of the Championship Intercollegiate Team.

When World War II got under way, he had passed his bar exam to practice law in New York and was still working the bugs out of a Class X Outboard Hydro, preparing for a shot at Frenchman Jean Dupuy's all time outboard world record of 79.05 MPH. Paul had the background and legal training that could have placed him in the services with a commission but he couldn't visualize himself at a desk job. Uncle Sammy couldn't seem to find a place in the picture where boat racer and engine expert, Paul Sawyer, could put these talents to work in the service, so Paul simply closed up his private affairs, put his racing equipment in moth balls at Buddy Reuter's shop in San Antonio and enlisted in the Navy. While at the San Diego Naval Training Station, he arranged for a mile trial to be run during a week-end leave. Lake Elsinore was selected as the location, survey accomplished, timing installed and the "X" trailered out from Texas. Class "X" is the unlimited division of the outboards and just about anything goes, including tractor lower units which are barred from use in the regular racing classes. There are no requirements or limitations as to either hull or engine except that the power plant must be of the outboard type, may not exceed 1000 cc of piston displacement and must be hung on the transom. Paul was tangling with a real wildcat in this record attempt. Just a few months previous down in the Ship Channel at Brownsville, Texas, the veteran, Frank Vincent, had nearly lost his life in a tune-up run with Junior Wood's *Satan's Go Cart* . . . a "not nearly big enough" conventional hydro . . . powered with the terrific six cylinder Italian Sorriano Class X motor. A pair of fishermen pulled Vincent unconscious from the water and saved him from a death by drowning, but the accident left him with a shattered leg and other injuries gained when the screaming "X" went over backwards at better than 80 MPH. Paul's "X" was a four cylinder opposed job, much like the Draper and Eldridge "X" motors. On the day following Vincent's nearly tragic flip, Paul tried for the record with his powerhouse hung on the transom of a three-pointer, one of the first appearances of this type of hull. This try too was doomed to failure, for part way thru the trap the motor stuck up and the outfit flipped. "Lucky" Paul came out of the terrific flip with nothing more serious than a flock of bruises and pulled muscles. The timers stopped the watches as the outfit went over and checked against the location of the flip, coming up with an average . . . to that point . . . of 84 MPH. This was the same power plant that Sawyer used at Lake Elsinore but this time it was hung on the transom of a conventional "C" hull. Three times on that blistering day, the "gob on leave" made a pass at the mile, and each time, hitting the 80 MPH, the outfit became airborne and flipped. Most drivers would have given up the attempt after the first terrific spill. It was a major miracle that he emerged from each flip with nothing more serious than bruises, skinned spots and wrenched muscles. It was a second miracle that Paul and the crew were able to get the "X" to run again after each dunking. Sunset put an end to the trial and incidentally Dupuy's record is still on the books. This was Sawyer's last fling in the outboards, but he had amassed several



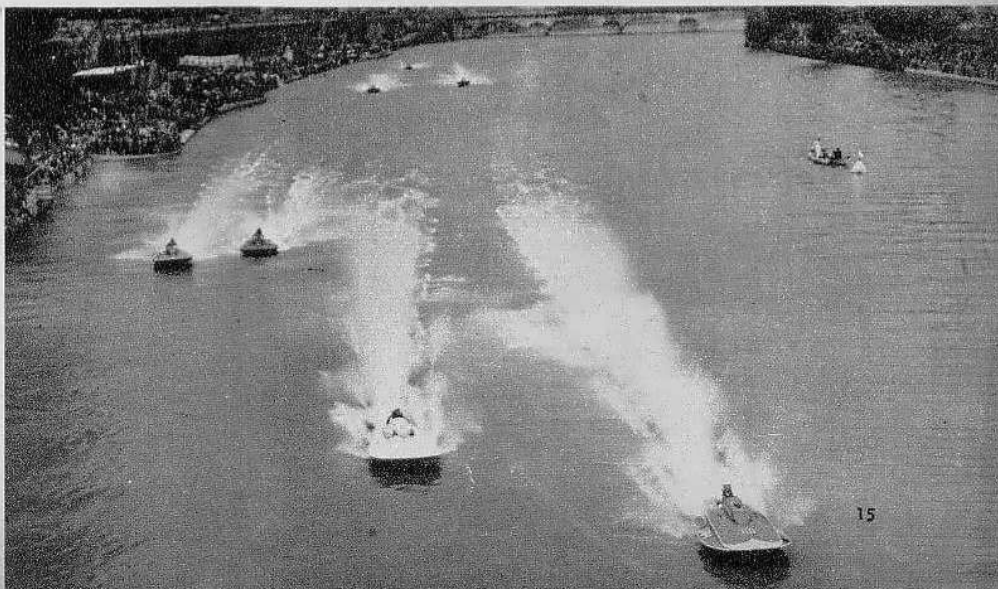
Trying for the "X" record. Left to right: Forest "Bud" Lundy, Jack Mitchell, and Sawyer.



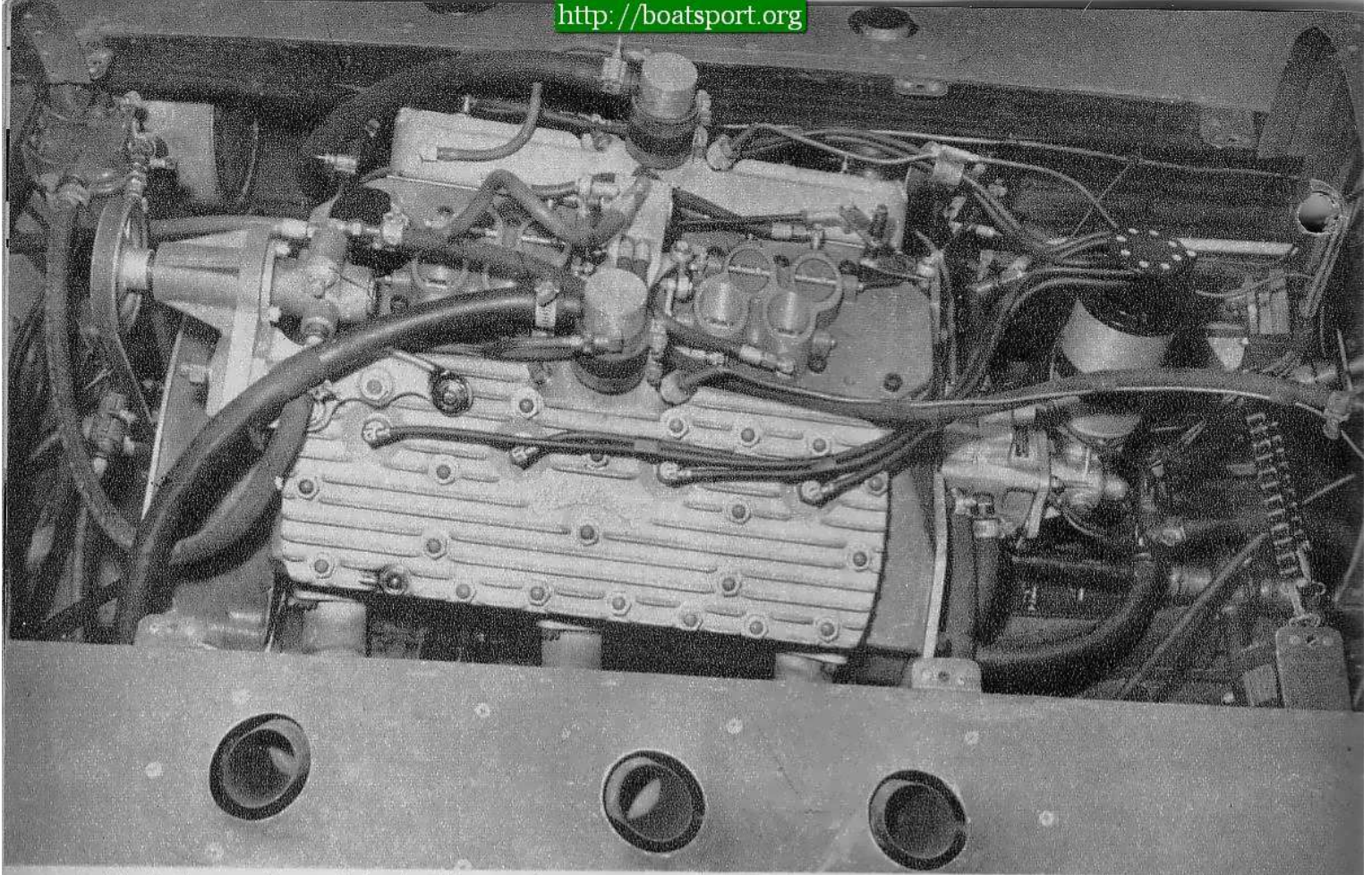
Sawyer at Lake Elsinore with his "X" on a C hull trying for Dupuy's record.



Alter Ego at 120 mph on Salton Sea. Sawyer leading Selva in the Grand Prix. The course runs under the bridges.



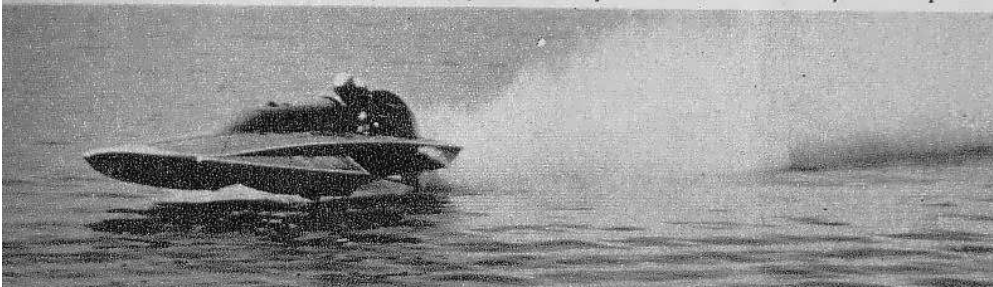




Alter Ego's power plant ready for the Salton record try . . . equipped with Edelbrock heads, Hilborn-Travers fuel injection, Smith and Jones cam, and a Scintilla Vertex magneto.



Board of Strategy at Salton Sea. Designer of the Slo Mo Shuns, Ted Jones (on the dock), talks it over with Paul before the Mile Trial. (l. to r. in the background) Hi Johnson and Clay Smith. Paul's Belligero II hit 100 mph one-way thru the trap in 1949. First limited hydro to top 100.



hundred trophies and the priceless experience that has made it possible for him reach the top in the inboard ranks.

Paul's rise in the Navy from enlisted man to officer was a meteoric flight from one specialist's school to another. Uncle Sam needed apt scholars in the electronics field in a hurry and in a very few short months, Ensign Paul Sawyer went overseas (in the Pacific Theatre) as an officer in Radar. Home from the conflict and discharged with a Lieutenant's stripes, he decided to enter inboard competition.

It was a windy, rough day on the Lido Isle course (Newport Harbor, California) when he took his first ride in an inboard Hydro, riding as mechanic with world record holder and National Champion, Dr. Louis J. Novotny, in *Cherub II*. You will have to go a long way to find a rougher riding boat in a chop than the Pacific One Designs and the "Good Doctor" never backs off as long as the boat is right side up and still afloat, so Paul got the ride of his life. "Things" started to come unstuck as the *Cherub* came over the finish line, so Doc headed for the pits and none too gently put the boat on the beach. Unprepared for the sudden stop, Sawyer's chin made contact with the dash and the lights went out.

During the winter of 1947, Paul worked with boat builder, Willard Campbell, at his Long Beach (Calif.) shop on the design and construction of his first inboard, a 225 cu. in. Division II job, powered with a Ford 6 and named *Belligero*. Translated into basic English, *belligero* means "the happy warrior". The new boat didn't set the world on fire, but Paul had arrived at a pretty fair combination by the end of the season and won the National Championship for his class. During the winter (1948) Sawyer, now firmly inoculated with the "Inboard bug," commissioned Rich Hallett of Downey, California to build a pair of hulls to his specifications: *Belligero II* and *Alter Ego*—the former



(powered with the 264 cu. in. Ford previously described) to race in the 266 Class (formerly known as 225 Division I) and the latter (powered with a 225 cu. in. Ford 6) to compete in the 225 Class (formerly known as 225 Division II). Both of these classes have the same hull restrictions requiring a minimum overall length of 16 feet, but the engine specifications are at wide variance. The 266 Class engine (limited to 266 cu. in. of displacement) is limited in price to \$1250.00 and may not be equipped with double overhead cams or supercharger. No prohibitions are made as to the type of fuel or carburation used, and the rules contain broad permissions for modification from original design and specifications. The 225 Class engine (limited to 225 cu. in.) must be built up from a stock automobile engine and the cost may not exceed \$600.00 (excluding labor of assembly). Fuel is limited to gasoline under 100 octane . . . gear boxes and superchargers are prohibited and engines may not be converted to the overhead valve type. Strict limitations are placed on modifications from original design and the use of non-stock replacement parts.

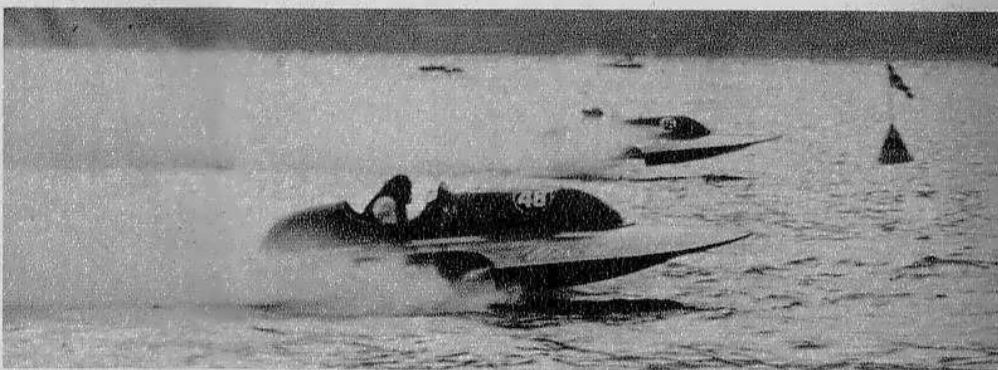
Both of the new boats had a whale of a season in 1949. It takes a good man man to keep one outfit on top of the heap and a wizard to race two inboard hydro classes at each regatta and win in both of them consistently. Sawyer did it. This feat becomes even more remarkable in that the entire team consisted of just Mr. and Mrs. Paul Sawyer, with no mechanics nor helpers to assist. Mrs. Sawyer, more often called by her proper name, Erminie, held down the inglorious job of taking care of the equipment in the pits during that strenuous season. By fall, Paul hit the combination for *Belligero II* and at Cincinnati, in September, he set up a sparkling new 266 Class five mile competition record of 78.192 mph . . . to erase from the books Joe Taggart's long standing (1941) figure of 73.170 mph. Next he added to his rapidly growing string of victories the 266 Class National Championship. The one mile record for this class of 88.786 mph (established by Dave Forman in 1940) was taking quite a kicking around, but Paul erased all of the previous claims and put his name on it in no uncertain manner at Salton Sea in October, when he blistered that famous one mile trap for a two way average of 99.820 mph. *Belligero II* amazed the boat racing clan by going one way through the mile at better than 100 mph, the first boat (other than a Gold Cupper or Unlimited) to top the century mark.

1950 was the pay off year and the Sawyer boats cleaned house regularly, winning both the 266 and the 225 National Championships . . . and in addition gathering up through the season enough points to win the National High Point title for both classes (which entitled him to carry on the hull the Stars and Stripes Shield and the "U.S. 1"). Along the way, Paul raised the 225 Class five mile competition record from 73.1 mph to 75.188 mph. Back in California, readying for the Annual Salton Sea scramble, Sawyer made an important decision. He decided to shoot the works for the world's first 100 MPH limited hydro mark. The Ford 6 was removed from *Alter Ego*, the outfit re-registered into the 266 Class and powered with the spare 264 cu. in. engine. After several weeks of testing, although both boats were now identical twins, *Alter Ego* appeared to stay on the water a little better at full bore . . . so Smith & Jones replaced the carburetion set on this outfit with the Hilborn-Travers fuel injection system: the first attempt to use injection on a limited hydroplane, and an idea that Paul had been toying with.

Water conditions on the Big Salton on  
(Continued on page 43)



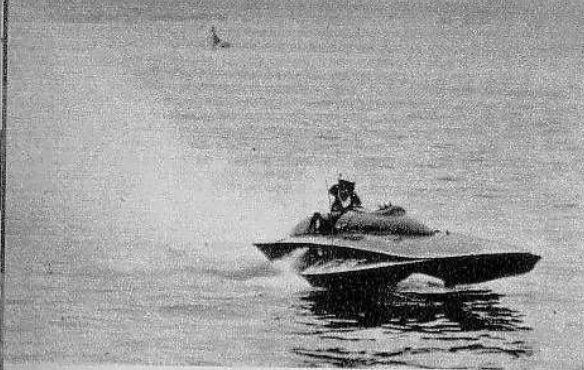
Ezio Selva's *Musketier*, an example of the finished craftsmanship of the continental racing boat.



A close finish at Lake Lugano. Ezio Selva's brother Tremto (No. 48) noses out Oscar Scarpa. Autographed "to Paul and Erminie" by Ezio Selva and his crew. Selva at the extreme right.







Robert C. "Bob" Rowland, South Norfolk, Va., 266 Class, "You All."



# Gulf Mari

# ... Hall



Samuel F. DuPont, Jr., Wilmington, Del., F Service Runabout, "Nitrogen IV."



On these pages *Speed and Spray* presents the twelve drivers honored in 1951 and the racing equipment they drove in gaining membership to the Hall of Fame.

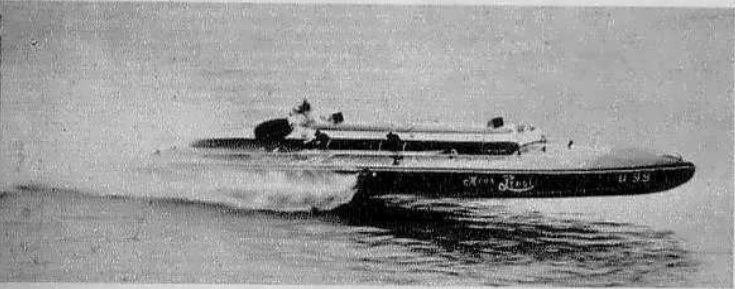
Membership in Gulf's Marine Racing Hall of Fame is a coveted honor . . . an honor bestowed during the ten years of existence of this select fraternity on only 95 contestants. Election to membership is for "brilliant achievement on water" and annually a panel of experts selects the nominees from the ranks of the top inboard drivers in the area East of the Mississippi. Consideration is given to: consistent winning, establishment of world records, winning of outstanding trophies or events, winning of national class championship, and any particularly outstanding racing accomplishments.



Ruby Scull, Ventnor, N. J., 48 cu. in. Runabout, "Mickey Mouse."



The 1951 Awards Breakfast sponsored by the Gulf Oil Corporation on January 12th in New York marked the first time in history a group of over one hundred men and women closely associated with inboard motor boat racing ever gathered together at the unseemly hour of ten in the morning to partake of champagne for an eye-opener and a fine breakfast thereafter. This tenth gathering of the Hall of Fame was a big success and twelve new members were elected into the select group by unanimous vote of a panel of six. The 1951 panel members were: Charles F. Chapman, Editor of Motor Boating, Mel Crook, Inboard Vice President of the A.P.B.A., Al Bauer, well known regatta official, Lou Eppel, President of the American Inboard Association, Dave Sloan and Milo Torrance both of the Gulf Oil Corporation and closely connected with the racing activities of Gulf. In addition to the drivers chosen for recognition this year some sixty



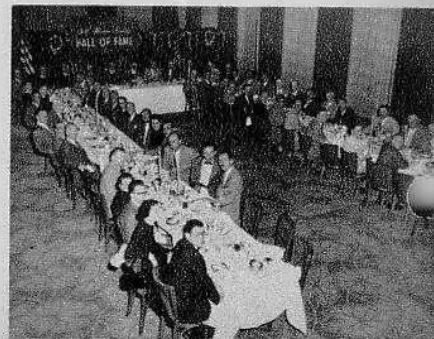
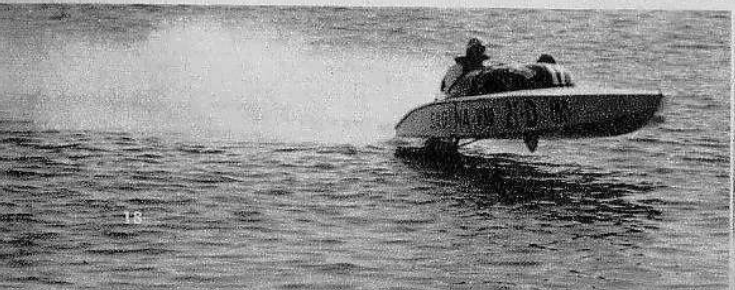
Charles "Chuck" Thompson, Detroit, Mich., Gold Cup Class, "Miss Pepsi."



C. Mulford "Scully" Scull, Ventnor, N. J., 48 cu. in. Hydro, "Shooting Star."



Franklin F. "Frank" Foulke, Essex, Md., 225 cu. in. Class, "Sagana XII."

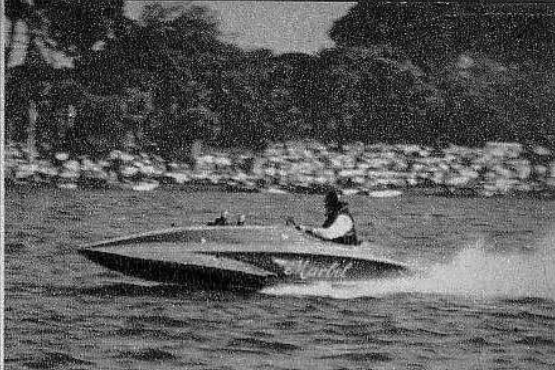




# ne Racing of Fame



W. Curtis Martens, Hampton, Va., 135 Class, "Marbel," receiving his Hall of Fame Certificate from William R. Huber, General Manager of Retail Sales for Gulf Oil Company.



Paul B. Sawyer, Jr., Rochester, N. Y., 266 Class, "Alter Ego."



drivers who, during the past years have been elected to the Hall of Fame were present, as well as prominent officials and the top brass of boating organizations.

The Gulf Gold Cup was awarded to Bob Rowland who was chosen by a secret ballot of all members of the Hall of Fame. This Gold Cup, first posted in 1949, was awarded to Bill Cantrell, and the following year Paul Sawyer was the winner. Rowland was a most popular choice, for his sincere attitude and driving ability coupled with a terrific outfit have made him one of the most popular competitors in the country. He competed in 29 heats, finished first in 23, second in five, and was the only driver to defeat National Champion Street in two heats. He also established a 5 Mile Competition Record.

Crichfield, in 24 heats, took 13 firsts, six seconds and three thirds and never failed to finish. DuPont, in his first year of racing was undefeated in 12 heats. McAllister won the National Championship, established both One and Five Mile Records and finished first in 22 out of 28 heats. Ruby Scull was the outstanding woman driver of the year. Mulford Scull set up One and Five Mile Records and took 19 firsts out of 24 heats. Martens took 23 firsts and 12 seconds out of 39 heats to dominate his class. Street won the National Championship in the 266 Class and scored consistently in 135s. Foulke topped the 225s with 13 firsts out of 16 heats. Fageol drove the Gold Cup winner and established a new ten mile Unlimited Record. Thompson made a clean sweep of all Unlimited races in the East. Sawyer was undefeated in International competition in Europe (see page 14) and established sensational new one and five mile records in the 266 Class.



Robert J. "Bob" McAllister, Ventnor, N. J., 48 cu. in. Runabout, "Yankee Boy."



W. T. S. "Sherm" Crichfield, St. Petersburg, Fla., E Racing Runabout, "Hell's Angel."



Sidney Street, Jr., Kansas City, Mo., 135 Class, "Gee Whiz" and 266 Class, "Z Z Zip."  
Louis J. "Lou" Fageol, Cuyahoga Falls, Ohio, Unlimited Class, "Slo-Mo-Shun IV and V."







## Florida's Grapefruit Circuit

### ORANGE BOWL REGATTA

In order to present a complete picture of the Grapefruit Circuit it is necessary to go back several months in review.

The third annual Orange Bowl Regatta could be billed as the finals of the 1951 racing season or the first act in the 1952 Florida Circuit. Take your choice but in either event it was a fine tribute to the organizational talents of Outboard Marine Chairman Bill Mansfield and Race Chairman Sam Griffith and his hard-working crew. They had near perfect facilities, entries, weather and all the necessary ingredients for a perfect "bawt razz."

Under "perfect" racing atmosphere the scheduled mile trials on Friday, December 28 were postponed due to a 32 mile north-east wind. Saturday morning, however, found the new Bakers Haulover course in perfect condition and the entries had now increased to the point of drawing names by lot. All in all 23 trips were timed thru the traps and so many drivers were left over that Charley Kittel and his committee agreed to set up the Longines timing equipment again Monday morning. Incidentally, the Haulover Mile is situated at the very north end of Biscayne Bay in the Inland Waterway.

There were a flock of near misses in the 23 attempts made on existing records and three successful performances. In the actual approved record category, Frank Stone of Hollywood, Florida, automatically set an EU

record at 36.022 mph since the A.P.B.A. Record Book had no standard for this class on the mile. Two of the Stock Hydro boys set up marks that will be submitted to the parent association for informal approval pending recognition of their classes. J. H. Mosely of Fort Lauderdale smoked thru at 46.916 mph with an A Stock Hydro and Gordon Gentry of West Palm Beach was caught at 50.596 in his B Stock job.

The Chamber of Commerce with the full cooperation of the weather man blessed the sport of boat racing on Sunday and 23 sparkling heats of competition were run off with perfect weather conditions before an enthusiastic spectator crowd.

Bill Mosely topped an outstanding field of nine A Stock Hydros and hung up a professional 41.734 mph standard for the class. In B Stock Hydros, Tommy Hagood, the All American Champion, trimmed a fleet of 12 of the classy B's for two straight heats and his best time of 44.031 will be submitted to the Great Fathers in Detroit.

Competition in the Inboard classes brought out some red-hot outfits and there wasn't a poor race in the bunch. Miami's Ivan Tarbert domineered the Z's—Jimmy Winne cleaned up on the Y's—and Curtis Martens took the 135 honors. Al Ouellett and Ray Gassner split heats in the 266's. Sam DuPont copped both heats of the DEF Service with his E Service *Nitrogen* altho the referee held up final tabulation of the results pending a decision from the A.P.B.A. Service Run-

about Technical Committee on the legality of the twin cowling back of the seats.

From the standpoint of entries as well as thrills the two heats of E Racing Runabout featured the day's racing. With Sam "Featherfoot" Griffith breaking that E record in the *Fox* last July, interest in the E Class around Miami has been regaining the prestige Forrest Johnson once gave it. Among the dozen E drivers D. C. Kiesacker (who chauffers Judson Tanner's *Puzzler*—another *Glazier*) stands out as the most experienced. Dee has pushed outboards, motorcycles, hot rods, midgets and anything else that races and he really knows his business. Folks hereabouts have been waiting for DC and Sam to tangle and this was the day. Neither one got fired up in the first go which was taken by Hi-Point Champ Sherm Crichfield of St. Petersburg in a seven boat race. The second heat found six across the line for a flying go at "who hoses who" in the first corner. Sam's Jenkins-built engine gave him about three miles on D. C., so the *Fox* took the field around the first bend. The extra three miles also helped Sam to slide faster, so D. C. brought the *Puzzler* inside and down the back stretch and started the real boat race. Sam would pour on the nitro to nip Dee just as they shut off—slightly—for the slide. This went on for 2½ laps while announcer Al Bauer's enthusiastic reporting had the crowd of 35,000 on their feet. At each exchange on the corners Kiesacker would pick up 50 or 60 feet and his superior driving experience



was beginning to equalize that extra three mph. Going into the last turn, with everybody in the park (except the Referee) cheering their favorite, it looked like Sam had shut off too late and was going to slide clear down the bay to Pelican Harbor. D. C. cut inside and headed home then—blooey—the *Puzzler* quit dead while Sam whistled by to take a first at 58.823 mph. Kiesacker fired up in time to place fourth and in his anger dam-near drove the *Puzzler* up on its trailer without waiting for the crane to pick him up. Twas a beautiful race to see and in spite of the rivalry, was a clean-cut affair.

Ray, who hails from St. Pete, took his *Sunshine Baby* out in the feature Queen's Cup race and toured the track in the best time of the day—68.441 mph—either he borrowed some of Sad Sam's nitro or else he was spurred on by the prize for this race—a beautiful gold trophy and a kiss from lovely Orange Bowl Queen, Ruthie Garst. Ray's trophy room is full of testimonials of his driving ability so you figure out the inspiration.

While the hardworking committee cleaned up the mess everyone else retired to the Pelican arbor Yacht Club for a real old fashioned 'drivers' banquet amidst refreshments and trophy presentation. Ye scribe left said function shortly after midnite while Sammy Crooks was still re-running the second heat of the Y race.

As promised, Charley Kittel, Region 5 Chairman Rad Welles, and a few more faithfuls showed at daylight for the third and final attempt to satisfy 55 drivers wishing a chance to crack a straightaway record. Water conditions were perfect. No one threatened the record book until Griffith fired up the *Fox*. His first pass was well over the record but communication difficulties on the return trip nullified the effort. Instead of offering to murder the erring officials, Genial Sam upped his nitro-methane mixture to 13% and took off for his third and final try. This time he was caught at 75.558 mph snatched the rig immediately, reported a clean bill of health with the following statistics. Edelbrock heads and manifold on a model 59A Ford block, Vertex magneto, .006 over stock Ford bore and stroke stroke. Merl Jenkins of Lakeland, known in these parts as "Florida's Clay Smith" did the engine work and the whole outfit was of championship caliber. Once again the deep south had regained some E supremacy.

All in all the regatta was one of the best seen here in many a moon and its success should do much to assure the Orange Bowl Committee of more entries next semester.

Ray Gassner from St. Pete, winner of the Queen's Cup Race receives the beautiful Trophy from Orange Bowl Queen, Ruth Garst.



Sid Street, one of the most consistent Inboard pilots of all times, scored regularly in Florida racing events.



J. C. Parker of Birmingham, Ala. winning the second heat of E racing at St. Pete, after flipping in the first stanza.

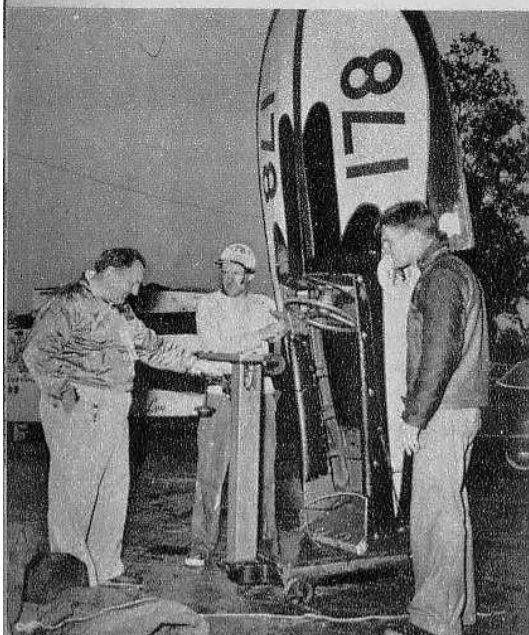


Ruby Scull gets congratulations on her new Z Runabout record from husband Mulford.





# Florida's Grapefruit Circuit

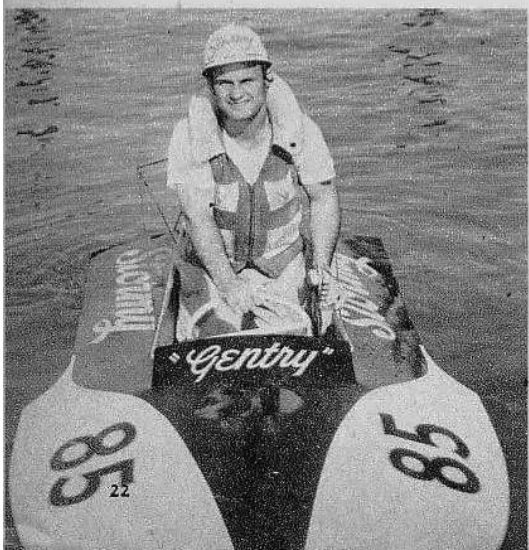


The old master, Marshall Eldridge (left) serving as Chief Measurer at Lakeland, weighs in J. D. Lamon's A Stock Hydro. Lamon (center) and Tommy Hagood (right).



Jim Coulbourn of Burlington, New Jersey gives the victor's salute after setting a new competition mark in BU Stock Runabout.

Gordon Gentry set up the provisional record for B Class Stock Hydroplanes . . . . .



## LAKELAND

by Joe Swift

A traditional part of Florida's "Grapefruit Circuit" each winter is the two day regatta for outboards and inboards held at Lakeland. This year, as in the past, the Lakeland races were held on the weekend following the Lake Alfred regatta, and since the two towns are only a matter of twenty miles apart, the majority of the "circuit riders" pick a comfortable motel and just stay put for two weeks. This gives the throttle squeezing group a chance to get together and hash over that "second lap in the last heat of such and such," rebuild the fire that may have gone out of their hot irons and generally prepare for another jousting contest in the first turn.

For those drivers who are lucky enough not to have the job of rebuilding their equipment between races, there is plenty to do and see in the immediate area. Only a few minutes drive from Lakeland is the nationally famous Cypress Gardens. This dreamland of tropical planting not only offers a concentrated study of Florida's flora, but Dick Pope, himself an old time outboard racer, has a master's touch when it comes to providing the feminine scenery. Pulchritude abounds on water skis, in hoop skirts amid the azalea blossoms and, in fact, just about everywhere one looks. The Cypress Gardens ski show is second to none, packing real thrills and apparently superhuman feats of agility into thirty minutes that will long be remembered by all who are lucky enough to see it.

For those drivers who don't like to look at pretty girls, there are citrus concentrate plants to visit, can manufacturing to see, and for a mailman's holiday they can go to Marshall Eldredge's shop in Lakeland itself for a conversation with the two-cycle wizard, or to Merl Jenkins' inner sanctum where the heat is poured into those inboard engines.

Lakeland's course, like the one at Lake Alfred, is a permanently marked mile and two-thirds circle laid out on Lake Hollingsworth. It so happens that the size of the lake just about conforms to the size of the course. Here it is possible for a spectator to drive his car to the edge of the water almost anywhere around the entire lake and have a perfect view of the entire affair. The judges' stand, somewhat like a one story pagoda, is directly in front of the Lakeland Yacht and Country Club with all the pit area to the right. All of the outboard boys, with the exception of a few who can get on a very small dock, find it necessary to wade, but one has to remember that wading in Florida in February isn't as bad as it may sound.

Because of its protected nature, the course at Lakeland is less inclined to be rough than most of the exposed reaches of water used at places like Miami and Palm Beach, and this year it would have been impossible for the outboards to get a better break as far as a smooth track is concerned. However, something went wrong down at the Chamber of Commerce, and for the first day of racing there was a full program of overcast skies and drizzle. It was one of those days when you start out to keep things dry, but things get damper and damper, then wetter and wetter, until the end of the day finds everything and everybody

soaking clear through.

Saturday's schedule started out with BU outboard runabouts and galloped thru "A" and "B" Stock hydroplanes, the racing hydroplane classes except for "F," "C" and "C-Service" outboard runabouts, winding up with a free-for-all in which anything the more courageous wished to clamp on the transom was in order. It also opened in the first heat with a new competition record in BU runabout and closed with a new "C" hydroplane competition record that came within a gnat's whisker of the 60 mile an hour mark. In between were a couple of unofficial new marks for the "A" and "B" stock hydroplanes, giving the drivers in this category something to shoot at when the classes become officially established this year.

In BU runabout it was Jim Coulbourn of Burlington, New Jersey in a Sid-Craft powered by a Mercury KG-7 who boosted the figure to 43.541. In the little "A" Stock hydroplanes, J. D. Lamon of Fort Lauderdale, Florida, buzzed the five miles at 42.352 in his homemade three-point powered with the Mercury KG-4. After the "A" Stocks were off the books, along came Tommy Hagood of Orlando in his KG-7 powered Swift three-point to hang up a new mark of 45.662 for the five miles. A point of reflection here is the fact that as far as the number of starters in the various fields were concerned the Stock Hydro's brought out about twice as many boats as any of the other classes, had fewer motor failures, ran in tighter bunches and generally put on a more interesting race from the standpoint of keen competition.

Gil Peterman in his screaming "A" Hydro repeated his Lake Alfred performance with a two heat walk-away, and when the times were checked it was found that he had done the five miles at 46.485 as compared with the standing record of 47.344. Given all the breaks we feel that someday soon this rig is going to go over the top, or else it's going to blow itself into a five-hundred piece chrome plated jigsaw puzzle. Every time Peterman leaves the pits folks start hiding behind trailers until they are sure that flywheel is out of range.

One of the big surprises of the day was provided by handsome, towheaded, unassuming, lady-killing, youthful Tommy Hagood when he fired up a totally untried "C" Racing Runabout and smoked the top horse of the class, Byron "Sonny" King. It is the first time in a long while that we've seen King have to take a back seat, but the story goes further than that. To begin with, Tommy, as everyone connected with racing knows, has always been tops in the hydroplane classes, both racing and stock. But Tommy's pet hate is a runabout, and when he's been asked on several occasions why he doesn't wheel one, his stock answer is, "Aw, I can't drive one of those logs!" The next factor that will be of real interest to the runabout drivers is that he was piloting a brand new Speedliner Racing Runabout, a boat that is very new in the Speedliner line. He had never driven the rig until that day, and the wheel he was running was one he dug out of the depths of his trailer the night before the race and hammered a few kinks into at random just because he didn't think it would go the way it was. Our own observation was that this new boat rode cleaner than any other hull in the race, and after so many years of seeing nothing but Comets, DeSilvas and Rockholls it was like watching something from Mars.

The master driver from Charlotte, North Carolina, Doug Creech, came out of the pits with a screaming "B" when the class was called to post and proceeded to top off



both heats of "B" with no trouble from anybody. However, it wasn't the "B" race in which everyone expected Creech to really pour on the coal. Everyone was waiting until he uncorked that Salton Sea "C" in his vowed effort to recapture the laurels from week-old competitive "C" champion, Henry Shakeshaft. And that was when another batch of concentrated dynamite took over in the form of a dark horse built up by master mechanic, Walt Blankenstein of Kansas City, and driven by none other than Bill Tenney of Dayton, Ohio.

Nobody had paid much attention to Walt in the pits when he had pointed to Tenney's "C" and said, "There sits a 'C' second to none in this country." For one thing, it had the old Evinrude "C" jugs on it, and there aren't very many of those that really go except for Mr. Wiget's and a few others we can include in our memory, like the old "C" that Bobby Meyer used to smoke the boys with. As it turned out, it was Bobby's old "C," but it certainly isn't tired. Bill Tenney took the front slot away from Creech in both heats, and in the first five mile circuit he turned in a neat 59.094 to eclipse Shakeshaft's 57.989, as well as adding two miles to Wiget's Salton Sea record. Poor Bill had been in the rain all day, and after it was all over he was shaking so hard from the damp and cold that Walt Blankenstein told him it was useless to worry about balance in an engine if he was going to shake the thing to pieces with his chattering teeth and knocking knees.

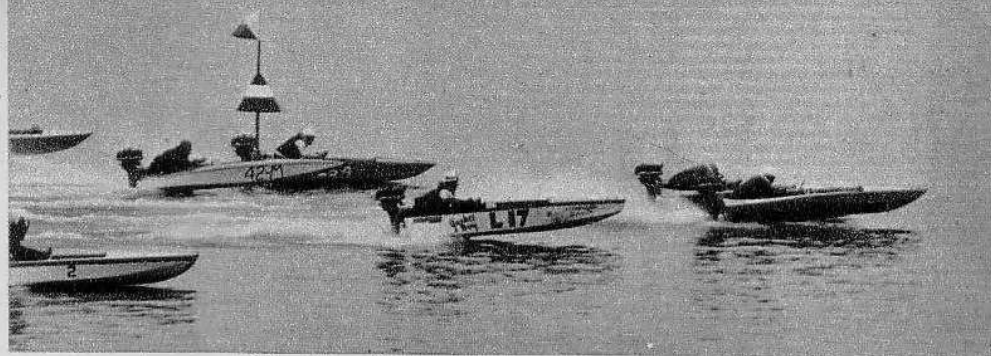
Tenney's performance was something to behold, but it must be admitted that Creech was right on his tail all the way. That the two rigs were not far apart was a proven fact when Creech won the Free-for-all with Tenney bringing up in second slot. There are a good many drivers who would like to see those two outfits square off again, but it is not likely to happen in Florida this year.

During Saturday night Lakeland was whipped by wind and rain as the result of a passing tropical storm that had somehow missed the schedule last September. However, when Sunday morning came around the inboard boys found Lake Hollingsworth shimmering under bright sunlight, and, except for the wind that kicked up a nasty chop on the far side of the circle, everything was just as the tourists wished.

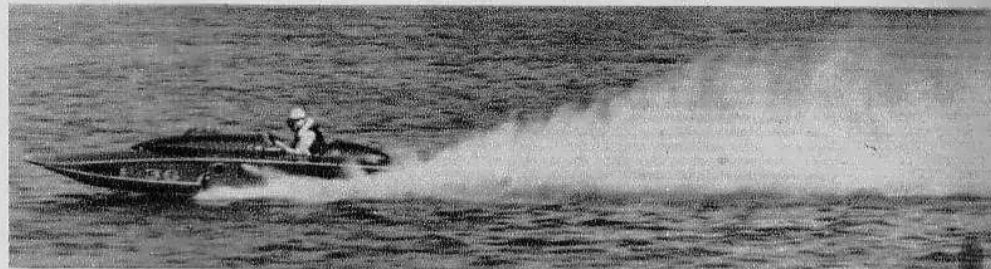
The only controversial issue that developed on Sunday was discussed at the drivers' meeting. It involved a new "E" Service inboard which is owned by Sam DuPont and which was disqualified at the December regatta at Miami by Referee Horsley because, in his opinion, the boat did not meet the spirit of the rule. It is a low freeboard hull with an engine cowl that looks like many on the 225's, and behind both driver and mechanic is a streamlined "turtle-deck" complete with individual headrests. We must admit that it is a far cry from something that you would take the family out clamming in, but as far as we can tell the idea of the "service" inboard runabout class has long since become so adulterated it is very difficult to tell many of the boats from "Racing" inboard runabouts unless you happen to have fallen into the front cockpit.

Since the Miami protest of Sam's boat had not yet been settled by the inboard commission under the chairmanship of George Trimper, it was decided at Lakeland that Sam could run . . . that the prize money would be distributed according to the places earned, and then in the event the ultimate decision went against him . . . he would refund the money he had won, and the others would benefit by moving up a notch.

Bob McAllister of Ventnor, New Jersey, gave the paying public the first thrill of the



B Stock Runabouts' at Lakeland. Jim Coulbourn out in front on his way to a new record.



The 266's put on some of the flashiest racing of the Grapefruit Circuit.

day when he was bucked out of the cockpit in his little "Z" racing runabout over in the rough water of the back stretch. Bob drives on his knees, using an outboard type throttle, and for some reason or another the throttle did not close entirely. The little "Z" made a lazy circle toward shore, finally setting out to run the course alone in the wrong direction. In the meantime, a hardy crew in an inboard patrol boat took it upon themselves to attempt a steer roping exhibition. Twice they came almost along side the galloping "Z"; then, like any maverick would do, the "Z" runaway headed for the nearest refuge, which happened to be a shoreline stacked full of parked cars. Some of the more agile spectators in parked cars managed to fire up and open an aisle, all of which proved unnecessary because the little boat didn't climb the bank more than five feet, the only damage was a bent rudder.

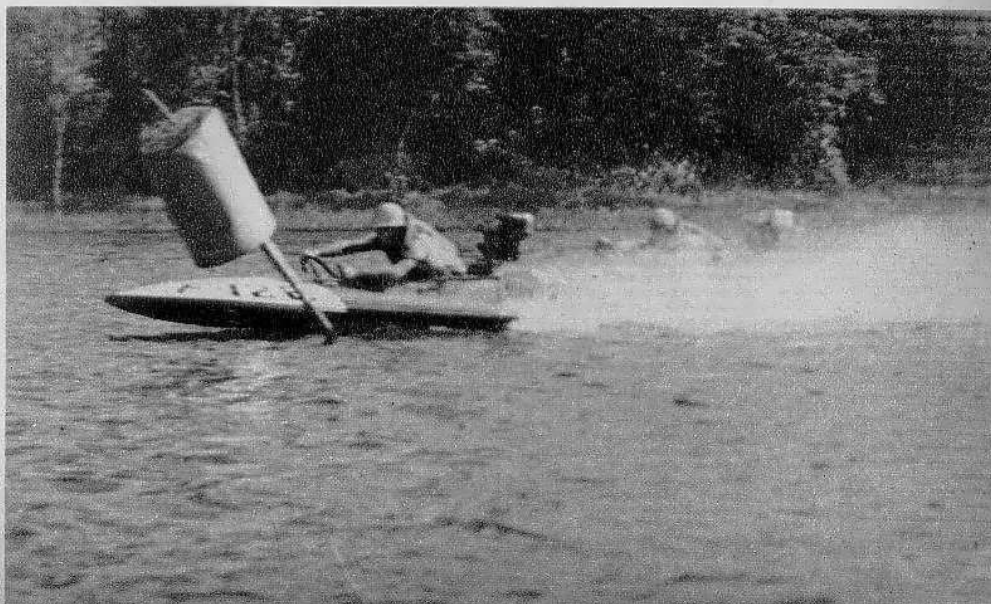
At the time all this happened Bob McAllister had been making record time around the track, and, had he been able to stay aboard, it was quite obvious there would be a new "Z" competition record. The punch line of this yarn rests in the fact that Bob

hammered the rudder back in shape, and in the final heat of "Z" later in the afternoon upped the competition record to 52.724, an increase over the old ceiling price of almost two miles per hour.

Sam DuPont and his questionable "Service-E" played rabbit-at-the-dog-track with all the other boats in the race, but when it came to runabout racing, it was the CDE Racing Runabout combine that put on the rough and tumble give and take that even had the blasé judges in a sweat. The main feature came when Bill Yaeger and Elwood Pleiscott tangled near a pin on the home stretch. Pleiscott's boat, *Go-Devil*, happened to be underneath in the tussle, and the result was a crumpled engine cowl as well as a general banging around. Both heats were won by D. C. Kiesacker driving Jud Tanner's *Puzzler*, a beautiful running hull that has just been rebuilt and covered bottom and top-sides with glass. Many will remember that Kiesacker is the lead-footed lad who wheeled Tommy Gore's *Miami Boy* thru some wild and victorious 135 heats a year or two ago.

*(Continued on next page)*

It just so happens that Charlie Heston put the permanent slant on this first pin three years ago when he tried to run over it. Here the photographer catches Charlie and his "A" . . .





# Florida's Grapefruit Circuit



The Lake Alfred pits are clean, shaded and trimmed with the tropical ornaments of Spanish Moss and palms. Ample docks, well run eating facilities and good rest rooms make it one of the best race locations . . .

It is interesting to note that *Puzzler*, originally a Glazier boat, was widened to include non-trip chines and some other changes made in her bottom lines. The result is the first "E" we've seen, except perhaps for Sherm Critchfield's *Hell's Angel*, that really goes without all that leaping and jumping we associate with the top running Campbell boats. *Puzzler* runs smooth and clean, and in spite of the rugged going in the rough part of the course, Kiesacker was able to turn in a smoldering average of 63.137, even while detouring the wreckage of those lads who had tangled in the turn. *Puzzler's* engine was a Ford built up by Merl Jenkins in his heat-shop.

Sid Street was on hand for the 135 and 266 hydroplane heats, and altho he dominated the majority of events he had to give up one heat of the 135's to Curtis Martins, the well known Virginia speed demon. Sid drove as he always does, as tho the throttle were something to be pushed clear out of the boat, and the crowd made it clear that for their money he was "the boy." However,

J. B. Broaddus, the outboard driver, turned half-rebel to the extent that he drives outboards and 266's both, was in there behind Sid, and not so far behind at that. J. B. recently moved to Florida, but he's still the "Virginia Gentleman," Suh, which is what he calls the hydroplane.

We had a little talk with Sid on the pros and cons of the injection system vs the carburetors. Sid is using fuel injection on his 266, but he says he isn't sold on the fact that it is any faster. It has the disadvantage of being likely to flood out at the start, but it is a great deal more economical in the department of fuel consumption. Incidentally, this man of many interests when it comes to getting from one place to another in a rush, tells us that he is having a car built for this year's 500 at Indianapolis. It will be called the "Street Motors Special" and will be powered by Offie. Sid says he is not going to drive it himself.

Sunday's racing at Lakeland was climaxed by a beautiful buffet supper in the Lakeland Yacht and Country Club, and for those who had tough luck during the day's razzle-tazzle that supper made everything worthwhile. We have never seen a more beautifully prepared buffet, nor one that included such an endless variety of food. We don't see how they could duplicate it again, but

if you ever plan to take in some of the Florida races, remember that if you don't plan to get to Lakeland hungry, you're a plain jerk!

## LAKE ALFRED

When it comes to congregations of red hot racing equipment, there have probably been more torrid rigs rubbing pontoons in the pits at Lake Alfred, Florida, from time to time, than at any other single marine oval in the country with the exception of Salton Sea. This small Central Florida town of about twenty-five hundred persons has hosted two outboard National's in 1949 and 1950, plus the fact that some of the largest winter circuit regattas have been run there each year since 1946. Lake Alfred's mayor, J. C. "Buddy" Cox, Jr., has driven outboards since way back when Jr. Wood was king-bee, and perhaps that accounts for the fact that the town folks just about give away the paving in the streets when the racing outfits start rolling in.

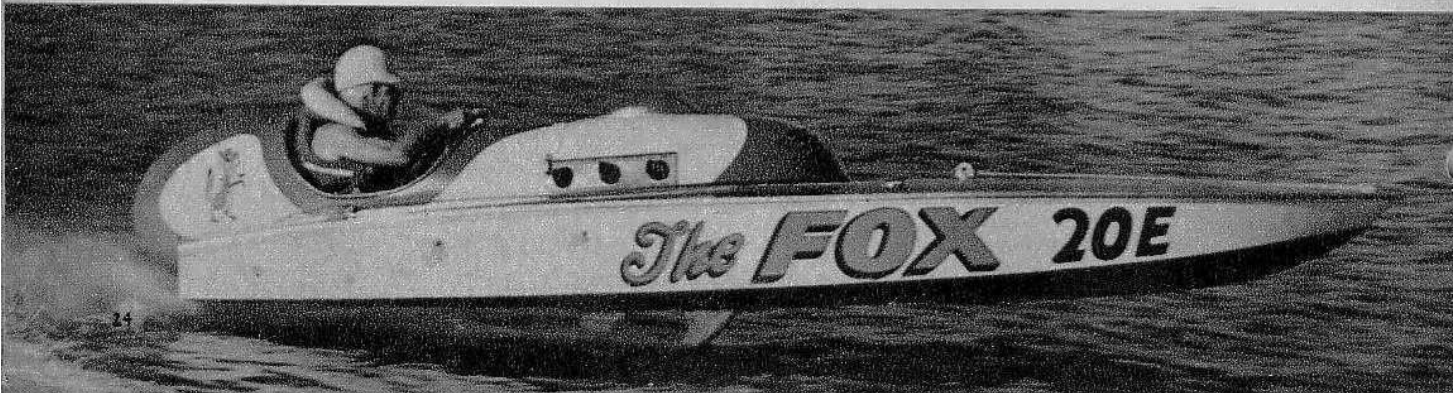
This January 27th was a typical "Chamber of Commerce" day, just the type of travel-folder sunshine on perfect racing water that the snatch-cord artists and lead footed inboard drivers are dreaming about when they chip the ice off the windshield to begin the long tow from the snow countries. It is, perhaps, the shock inflicted by just such a tropical welcome that eventually causes so many Yankee shingle jockeys to pull up their roots and move permanently to a section of the country that provides year-around facilities for their chosen sport. Then again, perhaps it is because our Confederate money is now worth three and a half times the face value of a treasury buck.

The overall field at Lake Alfred this year was smaller than in years past, but there were enough there to make up good races. What they lacked in numbers they made up for in rough and tumble competition, or just plain exhibitionism.

Things started off with a field of eleven "M" outboard hydroplanes dominated by the invincible Eleanor Shakeshaft who has returned to the marine tracks after a year's vacation from driving. We must admit, however, that this New York State housewife was dealt a few anxious minutes by one of the hotter Florida lads, Harold Fuller from Tampa. The two of them ran off and hid from the rest of the field in a shifting battle for the first slot. Eleanor was a little cautious when it came to the rougher stretches of the course, and it was then on several occasions that Harold took over the job of finding the bouys, but he couldn't stay there when Eleanor really let the little Midget powerhouse eat in the smooth going.

The C-Service runabouts were unspectacular, what with a small field and the usual number of jobs that "came uncranked" in the process. Nevertheless, we would be unfair to pass over this race without giving a lot of credit to Walter Peterson of Jacksonville, Florida. Walt has been in there

Sam Griffith's The Fox on the way to the new E Racing Runabout record at Haulover Beach.





pitching against the top C-Service drivers for a number of years, but always something has kept him from winning. Usually it was because he didn't have the steam it takes to smother such gentlemen as Tommy Newton and Clyde Wiseman, but this year he was really going and toured the circle out front in time that was just one mile short of the world competition record. He had to take one second place behind P. G. Sweet of Memphis, but we'll lay eight to five that he went home satisfied with the day's work.

When it comes to "A" hydro, there just doesn't seem to be any competition for Gil Peterman of Malverne, New York. He took the two heats of "A" like Grant took Richmond, finishing both heats so far ahead he practically had his stuff loaded by the time the rest of the lads found their way back to the pits. A lot of his speed is due to his choice of two screeching KR's, both of which seem to be equally sizzling, but credit should certainly go to "Pop" Jacoby for that beautiful little three-point that he built for Peterman before the 1951 Nationals. It was a long time before Peterman would consider driving a three-point at all, contending that there was no excuse for such a contraption; however, he finally became convinced that the pontoon jobs were here to stay when a year or so ago he slowed down enough to look back and see that any number of drivers were actually getting around the course in them.

It was during the 1949 Nationals at Lake Alfred that Charlie Heston of Jacksonville tried to rearrange the Lake Alfred course. Here and now we should tell you that this course is a permanently marked mile and two-thirds circle, an dthe markers consist of two inch diameter pipe embedded in the bottom and topped off by painted fifty gallon oil drums. Charlie drives a "B" hydro' that is really a going piece of mechanism, and when venturing into the first turn on the inside three years ago he didn't find the hole he had expected and was forced to climb up one of those bouys, lifting the drum off the top and tossing it out into the field. If anyone doubt this tale, all they have to do is look at the permanent slant on the pin and the big dent in the drum.

This year Charlie made sure it wouldn't happen again by putting his "B" rig in the number one slot at the start and then simply running away from all the boys in both heats. His time was within a few seconds of the competition record for the two tours of the circuit, and rough going on the back stretch could account for the fact that he wasn't able to rack up a new mark.

When it comes to the C-Racing runabouts we've just got to turn our head to one side and pretend we didn't see anything at all. Except for the fact that Byron "Sonny" King won both heats in his usual form, there is nothing to say but "miserable." There were only three starters in the first heat, four in the second, and half of those came unstitched somewhere enroute. If ever there is legislation passed relative to what constitutes a boat race as far as the paying public is concerned, we'll be first to vote in a law that will eliminate the necessity for John Q. Ticket Buyer sitting thru ten minutes of a dull two boat parade. However, that's another subject entirely.

The startling outboard performance of the day was staged by Hank Shakeshaft with his PR-65 "C" clamped to the business end of a Fillinger conventional. Everyone on the judges stand, and all those who were willing to venture a guess up and down the pits, would have put their bet on Creech to take both heats of this atomic class with the rig he ran thru the traps at Salton Sea in the immediate vicinity of 65 miles an hour.



To the astonishment of all and sundry, Shakeshaft hammered into the first slot and stayed there in the second heat to nail up a new five mile tally of 57.989, as compared with Wiget's Salton Sea competitive mark of 57.508. "Shakey's" PR was one that originally came from the carefully tended lathe and surface plate of Ralph Hagood, one of the better known builders of racing engines and a Florida lad living in Orlando.

We made a trip down into the pits to ask Shakeshaft whether or not he had a word to say "for the press," but all we could get out of him was a frank, "I'm amazed!" So was everyone else. Even tho he had his record taken away from him at Lakeland the following Sunday, no one can deny that he did an outstanding job with a conventional hydroplane. Next thing we'll see is 60 in competition with a hollow log. (We don't mean that Shorty Fillinger doesn't build a beautiful conventional, but, doggonnit, it's still a conventional.)

If we are going to be real frank about the inboard races at Lake Alfred, we've got to say that "nothing happened" as far as the competition went. As for thrills, it always gives the crowd a bang to see the 135's and 225's in their dramatic approach to suicide, even tho there may only be three or four starters as there were here. The climax of the day was reached when Bill Ritner of Merion, Pennsylvania, did a spectacular whing-ding over backward into the wind while he was whistling down the stretch somewhere in the neighborhood of ninety miles an hour. Bill's 225, *Here's Hopin'*, just took off for the blue yonder, peeling Bill out of the cockpit like pouring a pea out of a pod. Things looked tough at first when they hauled Bill off to the hospital in the ambulance, but it was soon learned that he was only suffering from shock, a broken rib or two, a sprained back and the fact that his cigarettes were all wet. Our personal viewpoint would have been, "Brother, I've

D. Kiesacker in Jud Tanner's Puzzler, finally hit the jack-pot at St. Petersburg, Florida.

come mighty close to having it, and from here on out I'll take mine in the nearest bar."

Bill's 225 Hallet was only slightly damaged, and when he showed up at Lakeland the following Sunday it would have been hard to tell anything had ever happened.

There is one observation we'd like to inject into this account of the goings on under the Florida sun at Lake Alfred, simply because some people have asked, "What ever happens to the old timers who used to drive eight heats and then look for a dance that night?" Well, we know one thing. They don't die, and they don't fade away . . . We found Ken Recker, an old time Florida Jockey, sitting behind the stop watches; Charlie Orr, another outboarder, was up there on the tower waving the flags; Doc Harter was calling the shots in the referee's slot; but most astounding of all was the sight of Marshall Eldredge, dean of them all and a historical figure in outboard racing since 1927, sliding lazily around in an outboard cruiser helping to gather in the ailing rigs. The thing had a canopy on it, just to cap the climax . . .

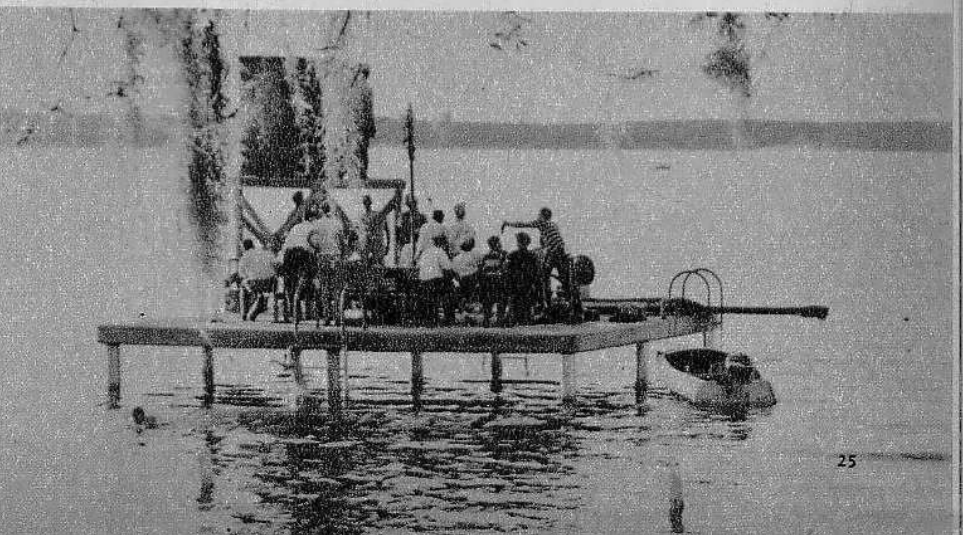
#### ST. PETERSBURG, FLORIDA

By Sammy Crooks

The 14th Annual Southland Sweepstakes Regatta was conducted on Lake Maggiore on a mile and two-thirds triangular course. Two National Championships were decided and a new World's record set as well. Weather and water conditions were ideal thruout the entire two day program.

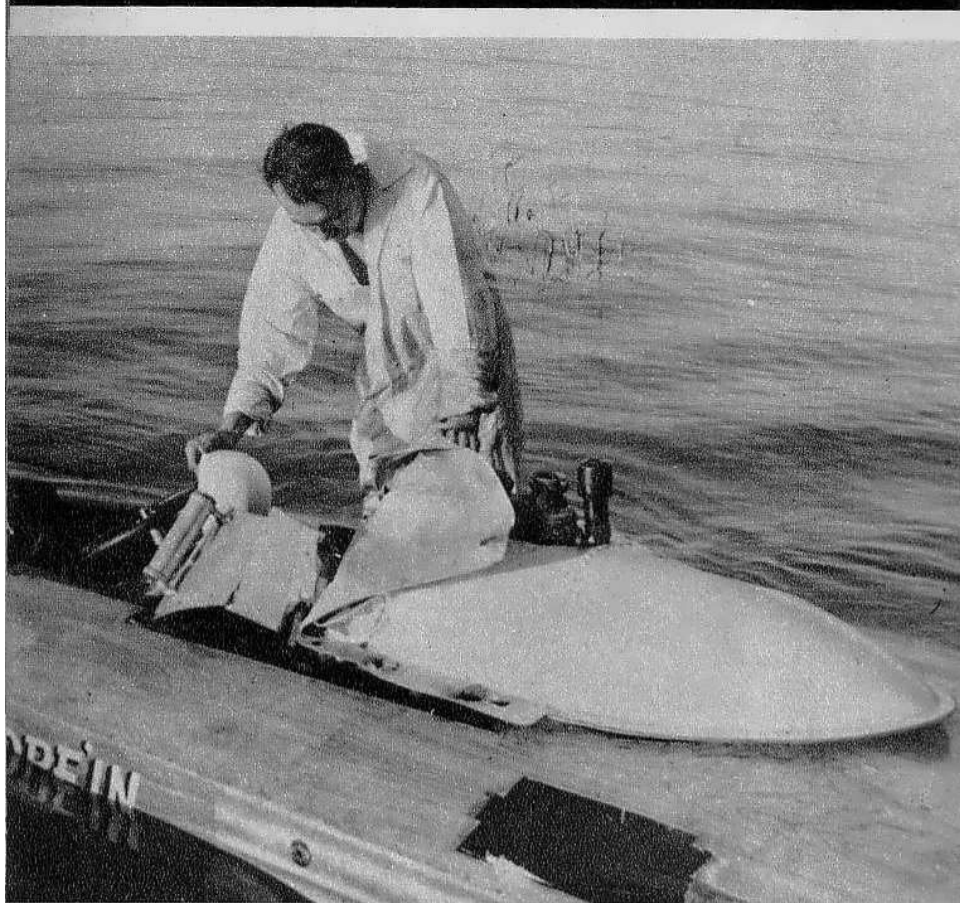
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The judges stand at Lake Alfred is isolated, being reached only by ferry. This is a wonderful way to prevent the "stand" from becoming crowded with so-called dignitaries . . .





# Florida's Grapefruit Circuit



Bill Ritner's 225, "Here's Hope'in" gets the going over by one of the inboard drivers after Bill went to the hospital as a result of a wing-ding. He blew over backward at a ninety mile clip.

Otis Beard of St. Petersburg is the new National Champion for the C Inboard Racing Runabout Class. Altho Beard finished 2nd behind the World's Record holder, Les Trafton, in the first heat, he won the second handily as Trafton failed to keep the pace.

The two heats of racing to decide the National Championship for the 91 cu in. Hydroplane Class brought out only three starters and two finishers. Tony Margio from Harrisburg, Pa., won both heats, altho he missed several buoys in the first heat. He was followed by Sammy Crooks who was second both times and Bert McIntyre who started but failed to finish either heat.

Mrs. Ruby Scull won the first heat in the 48 cu in. Runabout Class, running the five miles in 5:21.02 to set a new competition record of 56.005 mph. This eclipsed Bob McAllister's 52.724 figure established at Lakeland the previous weekend. Ruby failed

to start in the second heat and McAllister was the winner.

Mulford Scull, husband of the new record holder, was the winner in the 48 cu in. Hydroplane Class, winning both heats with "Ty" Bain of Norfolk, Va., second each time.

The Andrew Crawford Memorial Trophy at stake in the 135 Class went to Sid Street of Kansas City, Mo. Sid won the first heat and scored a third in the second heat to beat out Joe Palmer from Arlington, Va., who had a fourth and a first.

Only two boats appeared for the 225 Class events and Frank Foulke of Essex, Md. was the winner over Chuck Hunter of Columbus Ohio in both heats.

In the 266 Class there were so many entries that the committee thought it better to run two elimination heats and a final rather than run them all together. The first

elimination heat was won by Fred Steed of Tyler, Texas, followed by Ray Gassner of St. Petersburg and Sid Street. The second elimination heat was won by Bob Rowland of Norfolk, Va., followed by Bill Ritner of Camden, N. J. and Bill Linss of Dayton, Ky. In the final heat Steed was thrown from his boat as he and Rowland rounded the last turn on the second lap and was dragged for several hundred feet with one leg caught under the cowling. It seemed as tho he was in serious condition but was released from the hospital a little later after being treated for minor bruises. In winning the final heat Rowland ran the five miles in 3:49.2 for an average of 78.465, the fastest time ever recorded on this course. Ray Gassner took second place and Linss was third.

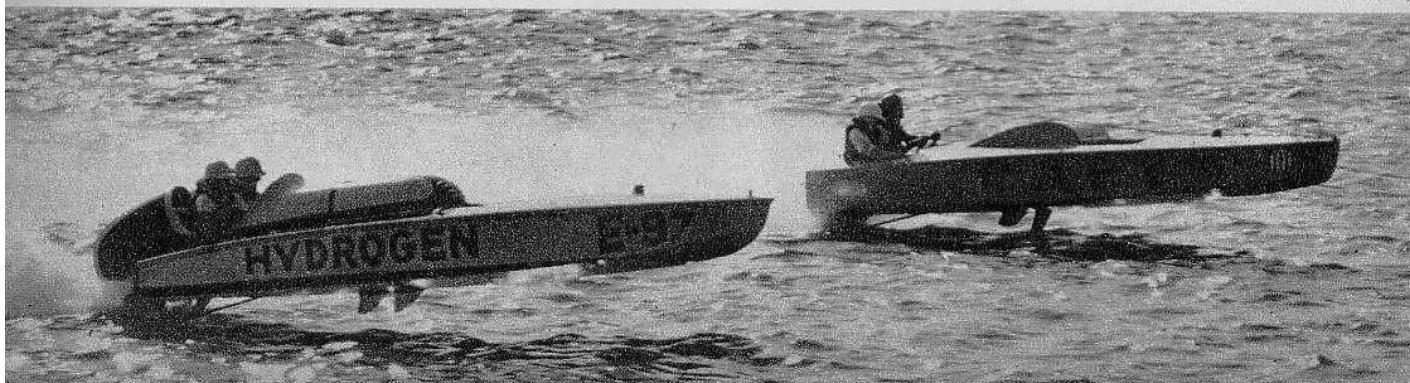
## BISCAYNE BAY REGATTA

The Miami Jay Cee's 39th Annual Biscayne Bay Regatta got under way with a roar . . . a roar of wind that blew the schedule for the first day of racing right off the program. Mile Trials and 20 heats of Outboard Racing were set over to the following Monday concurrently with the announcement that the inboard events scheduled for Saturday would be run "come hell or high water." Apparently the gods that brew up the weather Miami way took this as a challenge for they served up a beaut of a 25 mile an hour Northwester that had the Chamber of Commerce boys screaming "Uncle." It looked like another cancellation, but after a two hour delay the highly publicized Gold Cuppers took to the water and the assembled throng of 15,000 spectators at Baker's Haulover got a sample of unlimited racing. With the Schafer-Jacobs behemoth *Such Crust III* on the sidelines with an ailing gear box, the contest was a two boat battle between Al Fallon's *Miss Great Lakes II* and Joe Schoenith's *Gale II, Great Lakes*, driven by her builder Dan Arena, was the winner of the first heat as J. Lee Schoenith (son of the owner of the *Gale*) failed to get speed out of his outfit. The second heat was a lulu. *Gale* with her Allison really cooking was first around the bucket and for three laps Schoenith fed Arena huge gobs of roostertail every time the *Lakes* tried to pass. On the fourth circuit Dan went inside, cut off his rival in the turn and went on to win.

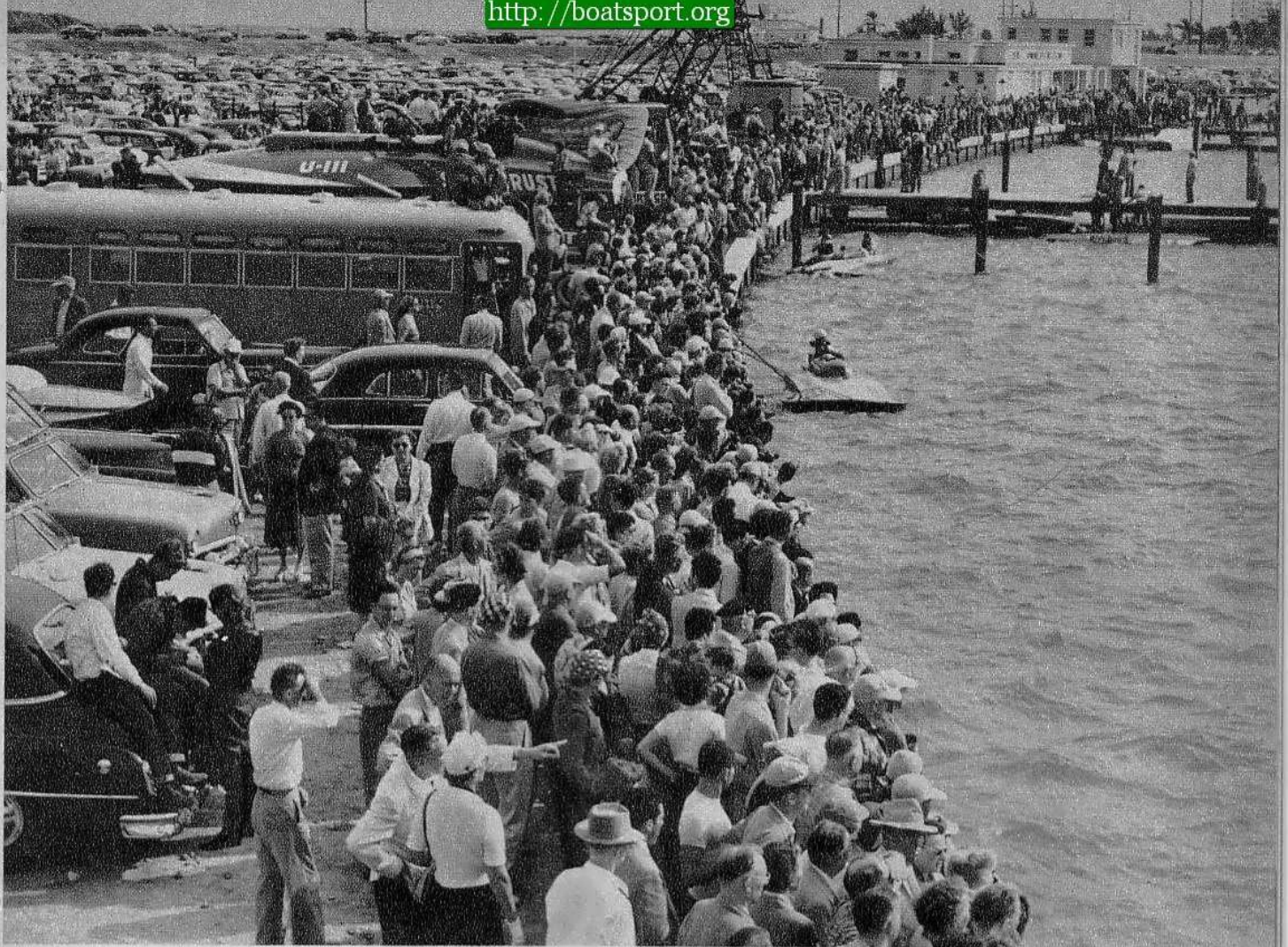
The Cup races were run in a good healthy chop and in the interests of preserving the Limited Hydroplane equipment, as well as the lives and limbs of the contestants, the balance of the day's schedule was abbreviated to one heat per class.

Bob Rowland in his *You All*, soundly trounced the day's biggest fleet (ten boats) in the 266 Class, with Sid Street in the *Z-Z-Zip* chasing him all of the way. In a high-class field of 135's Joe Palmer from Arlington, Va., took to the choppy water like a champion and was never threatened. Don Smith of Cincinnati, was the winner in

Sam DuPont's Hydrogen passing Joe Mascari's Cary in the E Service battle at Biscayne Bay.







the Y Hydro and Bill Charles of Miami took the Z Runabout race. The D and E Service events went to the consistent Sam DuPont of Wilmington, Delaware, trailed as usual by Joe Mascari. Lewis Nuta, Jr., driving *Little Stinker* (the old *Plastigo*, powered with a still older Gray) took the measure of Sam Griffith because the rough stuff and the *Fox* simply don't mix.

The Free-for-All, the Miami Jay Cee's Classic, was taken by Dr. Linns driving *Briar Hopper*. Bill Muncie from Detroit, Wilfred Daoust and Bernard Daoust followed him in.

Monday morning the weather took a turn for the better and the Baker Haulover course was ideal for Mile Trials. Ruby Scull from Ventnor, New Jersey, was the only contestant to enter the charmed circle. She got her 48 cu in. Runabout, *Mickey Mouse*, thru the trap for an average of 59.571 mph. The necessity to get 20 heats of Outboard and Stock Racing competition out of the way before nightfall put an end to the trials with lots of top equipment still ready to run.

Tommy Hagood tried to do "the iron man's stunt" by participating in four classes. He came thru with first places in C Hydro and B Stock Hydro. Bill Tenney, recently returned to the racing waters, showed that he has lost none of his skill. Against top-notch competition in both A and B Hydro, the Dayton shingle jockey copped first place in each. The closest race of the day saw teen-age Don Baldacinni of Miami twice best Hagood to win the A Stock Hydro title.

Jack Scarborough won out in C Service Runabout; John Harrison took the C Racing Runabouts into camp; Roy Glisson took the DU title; World Record holder Jim Coulbourn had little difficulty with B Utilities and Milner Erwin won the combined

heats for C, E, and F Utility Runabouts.

#### WEST PALM BEACH

Weather—weather—weather—right along the course of the Grapefruit Circuit Mother Nature played havoc with regatta schedules. The 45th Annual running of the West Palm Beach Regatta got its full share of squally winds and rain which forced cancellation of parts of both the Inboard and Outboard schedules. The entry list in both Divisions was light—a further reflection of the bad racing weather. The Inboards got thru one complete heat for each of the six scheduled classes and the little 48's (Y's and Z's) completed their second heats before rain caused cancellation of the program.

Sammy Crooks in his *Dragon, Jr.* emerged victorious in both heats of the 48 Hydros in addition to annexing 3rd place in the 135's (he stepped up to fill out the field). That must be a pretty good piece of equipment that jovial Sammy drives for he is tipping the scales these days at a solid 235 pounds while the *Dragon* weighs out at 230. William Riley of Hialeah copped both heats of the Runabout Division of the 48's. Two 135's and two 48 Hydro step-ups comprised the field for the 135 race and Sid Street in his *Gee Whiz* coasted to an easy victory at 44.665 mph after Joe Palmer's 135 gave up the ghost. In the 266 Class, Ray Gassner in his *Sunshine Baby II* came out on top of the field of five entries. Running in second spot early in the race Dr. W. P. Linns of Dayton, Kentucky, driving *Briar Hopper* was nearly thrown from his boat in the rough going and withdrew from the contest with a cut over one eye.

The Runabouts fared a little better in

Biscayne Bay Regatta. One little section of the crowd at Baker's Haulover. 30,000 attended.

the bumpy going and the racing was close. D. C. Kiesacker, driving Judson Tanner's *Puzzler* won the D and E Racing Runabout event with Lewis Nuta, Jr., in *Little Stinker*, right on his transom all of the way. World record holder Sam Griffith with his *Fox*, leaking like a sieve, managed to stay afloat long enough to garner fourth place behind Buck Santiago.

The D and E Service Inboard event was the thriller of the program with Sam DuPont of Wilmington, Delaware, driving his *Hydrogen*, the final winner. DuPont fought it out with Joe Mascari from Hyde Park, New York, in *Cary*, every inch of the course. DuPont had the speed on the straightaways, but Mascari was outriving him on the turns. On each curve DuPont went in with a lead and Mascari came out ahead. It was a thriller from the word "go" and they came down to the finish lined up like a pair of phone poles with DuPont just edging out his rival.

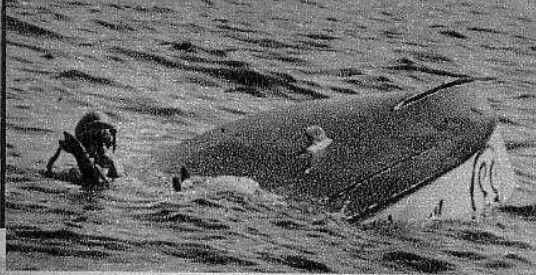
The Stock Racing Outboard events held on Sunday provided plenty of excitement while they lasted, but again the weather forced cancellation of several heats. Charles Hight of Boynton Beach, won the D Stock Racing title in straight heats with Jesse Barfield of Orlando following him in on both occasions. World Record holder Jim Coulbourn from Burleigh, New Jersey, copped the first heat of B Stock Runabout, but lost the second to teammate, Bill De-Freitas, when he was thrown from his boat but managed to swim back, board the boat and finish the race. Danny Barcelona, a home town boy, and Joe Kelly from Jack-

(Continued on page 41)



<http://boatsport.org>

Gleaming modern buildings in profusion look out over Bahia de Acapulco, the fantastically beautiful harbor that hosts the Annual Semana Nautica Regatta.



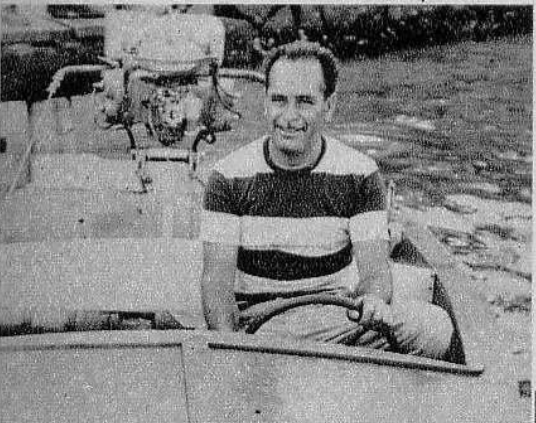
Spills in the chopping going were numerous. Luis Sarmiento "cools off" after flipping his class B Utility Runabout.



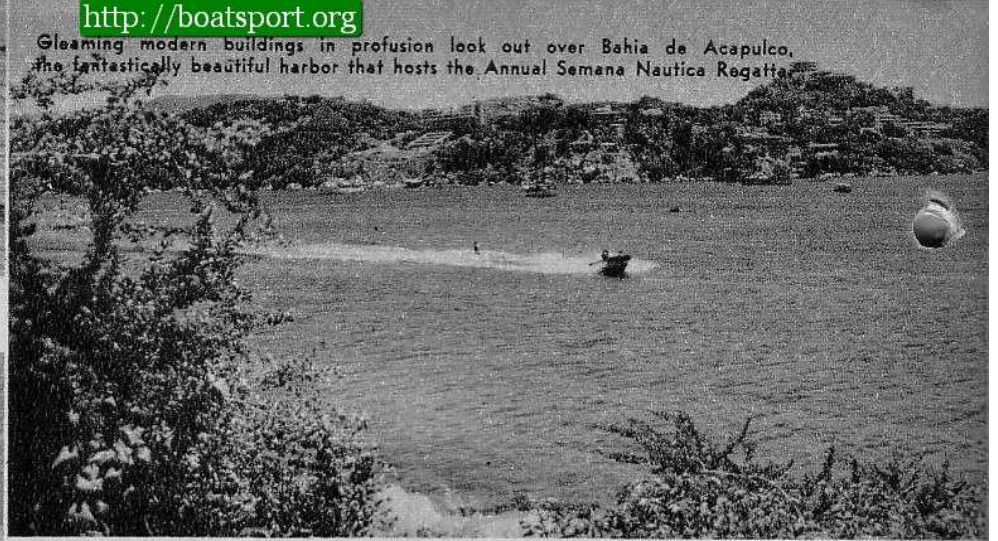
Outfit in the foreground is powered with the Scott Atwater "16", the hull in left background with a Champion and the one at the right with a Johnson 16.



Raleigh Gibson's new 266 Hydro Peggy-sita II. Built from Champion Boat Plans—equipped with Smith and Jones heads, cam and reworked valves—Vertex Mag-neto and Hilborn-Travers Fuel Injection.



Samuel Zamudio, versatile star of the regatta, in his F Racing Runabout. He won three firsts in the Inboards, 3rd in F Racing and the Mile Trial Challenge Cup for fastest time in his C Hydro.



## Semana Nautica at Acapulco

Starting January 27th, and for the next eight days, Acapulco, Mexico's No. 1 seaside resort, was host with its blue skies and bluer waters, to the first annual Semana Nautica.

Top water skiers from Florida and members of the California sailing fraternity gave the program an international aspect, while plenty of activity was furnished by the power boat races, national swimming competition and scull racing. Even local natives took part in the program with a dug-out canoe race that attracted a great deal of attention.

The power boat racing fraternity looked forward with enthusiasm to the regatta, and that there were 120 entries in the various categories, is proof of the interest shown, particularly if it is considered that the Mexico P.B.A. was founded only last April '51. This association is patterning its rules and regulations after those of the A.P.B.A., and it is hoped that within a year or two its organization will be sufficiently perfected to permit the invitation of contestants from the United States to Nautical Weeks at Acapulco.

Choppy water in the bay of Acapulco did not make for good times, either on the closed course or straightaway runs. Although the racing boys may not have liked the rough water, the spectators, on the other hand, were afforded plenty of thrills because of it. Spills seemed to have been the keynote of the day in every outboard contest, and there were no less than two or three per race. Top man amongst the outboard racers was Samuel Zamudio who, besides being Mexico's No. 1 men's class skier, is an excellent boat racer. Of the eight events in which he competed, Mr. Zamudio carried off three first places.

The Cracker Box class race was probably the most interesting for the racing fraternity itself, as several weeks prior to the competition they had been watching two brothers, Andrés and Antonio Gudiño, who day and night put their boats in shape. Antonio Gudiño's was a brand new job. The brotherly rivalry was so strong that something was expected to happen,—and it did. At the start of the race Antonio Gudiño's boat looked the fastest, but by skillful driving, Andrés remained out front for one and a half laps until, on the far turn, he was overtaken, and rough water threw both the boats together. Only Andrés finished, and everyone is looking forward to their next race.

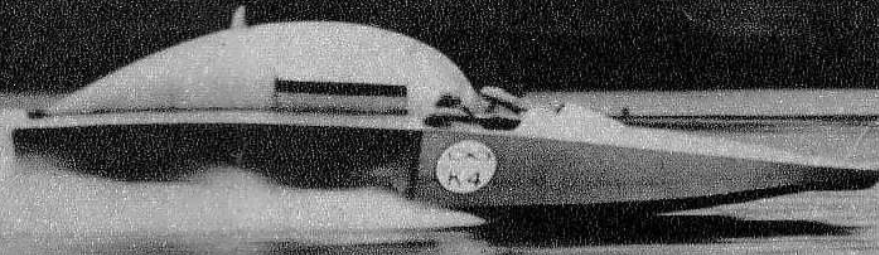
There was expectation over the contest between the only two 225 class boats in Mexico. Unfortunately, one of the boats was not readied in time for the race and no competition was held. Both boats were finally able to take a crack at the straightaway mark which was recorded for the first time for all classes. From now on these records will be contested every six months under the auspices of the Mexican Power Boat Association, and two very excellent challenge trophies exist at present for the inboard and outboard boats. Anyone winning a trophy three times in succession will keep it permanently. Raleigh Gibson with his 225 class "PEGGY SITA" has possession of the Seagram's Trophy for six months, after winning it with a top speed of 75 M.P.H. in choppy water. In the outboard motor class the challenge trophy goes to Samuel Zamudio, who with a class C outboard did 44.5 M.P.H. Given smoother water in July these marks will skyrocket.



Trophy Presentation at the Semana Nautica. Cast your eyes on these beautifully designed awards.



# Racing with the British



The "Blue Bird" on one of her last runs, on Coniston Water, October, 1951.

By F. H. SNOXELL  
(Assistant Editor of "The Motor Boat  
and Yachting," London.)

Donald Campbell has shown me preliminary sketches of a new boat which he hopes to have built for another crack at the world unlimited speed record. No details can be divulged yet. Campbell is not discouraged by his bad luck with *Blue Bird*—the craft with which his father, Sir Malcolm, set up in 1939 the record of 141.74 m.p.h., a figure that remained unbeaten until Stanley Sayres came along with *Slo-Mo* in 1950.

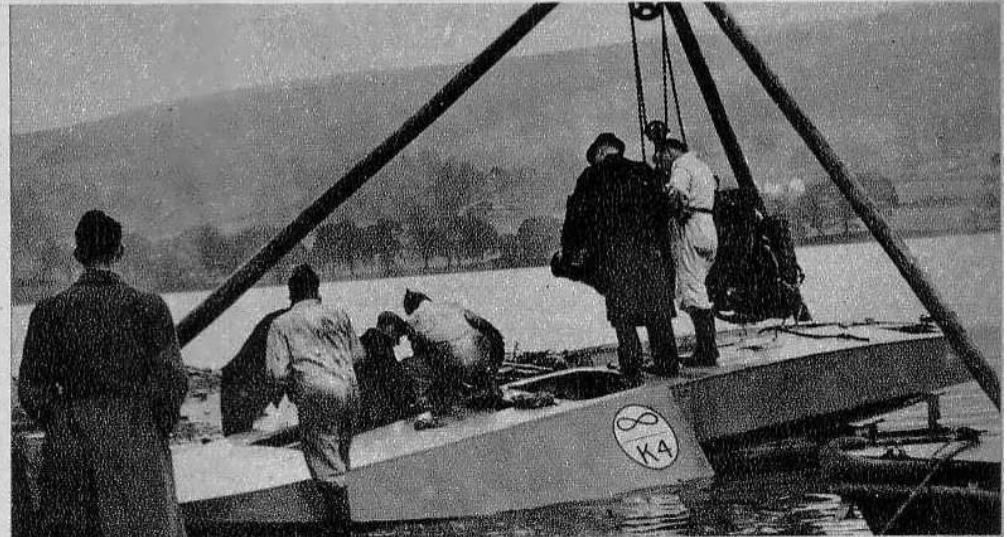
Last year Donald had *Blue Bird* converted to a prop-rider, Doctor (of Science) E.C.B. Corlett providing the design for the modifications. Campbell raced the rejuvenated *Blue Bird* in Italy, and brought back to Britain the Oltranza Cup. He then took the boat to Coniston Water, Scotland, to work her up for a world record attempt, but just as he and chief mechanic, Leo Villa, seemed to have got her into proper trim, they had the misfortune to strike a piece of driftwood during a trial run and were lucky to get away with their lives. Campbell tells me that as a boat, *Blue Bird* is a complete write-off.

There are persistent rumors that John Cobb, holder of the world land speed record (393.8 mph) has under construction a contender for the unlimited record on water. Cobb is keeping quiet about this. If, in fact, such an attempt is in the offing, it will be a very serious one.

An English motor boat racing driver who will certainly be in the limelight during the coming season is Norman Buckley, of the Windermere Club. Buckley is holder of several world records in the 800-kilogram class, achieved with his Ventnor three-pointer *Miss Windermere II* driven by a 200 h.p. Jaguar engine—an English automobile unit of high performance. At the international meeting on Windermere last October, Buckley won "The Motor Boat" Sea Mile trophy at a speed of 78.96 statute m.p.h. with this outfit. He was beaten in the Duke of York's Trophy Contest by the Canadian, H. A. Hatch, driving his prop-rider *Costa Livin'* with a 200 h.p. Townsend Ford. Buckley bought *Costa Livin'* from Hatch and is repowering it with his Jaguar engine.

The secretary of our national authority, the Marine Motoring Association, states that there are now well over 200 racing drivers registered with it. The popularity of outboard racing is reviving rapidly, although, apart from one or two adaptations of motor-cycle power units, all the engines used are pre-war. Several new clubs were started last year. All the main clubs have prepared schedules for the coming season.

Peak of the season's racing in this Country will be the first-class international meeting for all classes, inboard and outboard, scheduled for July 3, 4, and 5. The venue, which will probably be somewhere on the south coast, has not yet been definitely decided. Arthur Bray, British vice-president of the Union of International Motorboating, tells me it is hoped to have American drivers competing at this meeting.



The end of a famous boat. Salvaging engine and gear from the wrecked "Blue Bird".

Norman Buckley, of the Windermere Motor Boat Racing Club, holder of "The Motor Boat" Sea Mile Trophy and many records.

Donald Campbell contemplating the remains of "Blue Bird's" propeller and tailshaft.







Jack F. Crutcher in Cowtown Gal, a Willis Class D boat powered with the Mercury Thunderbolt. Crutcher, a Ft. Worth boy, is at present overseas with the Army as a cook.

## Stock Hydros in a Popularity Upswing

By Charles D. Strang, Jr.

"Seventy plus with a 'D' engine on a hydro!" The news of Jack Maypole's fantastic mile run at Lake Alfred in the fall of 1950 flashed out over boating's grapevine to serve as a powerful stimulus to the formal creation of the Stock Outboard Hydroplane classes. Seeming to originate simultaneously and spontaneously in such widely scattered locales as Minnesota, Florida, and New Jersey, the classes had struggled on without national recognition for a year or more when, in February of 1950, the American Power Boat Association agreed to accept the new classes on a probationary basis for 1951. A judicious blend of stock utility engines and outboard racing hydroplanes, the Stock Hydros showed a prodigious growth during their first year of official existence and are continuing to expand at a high rate.

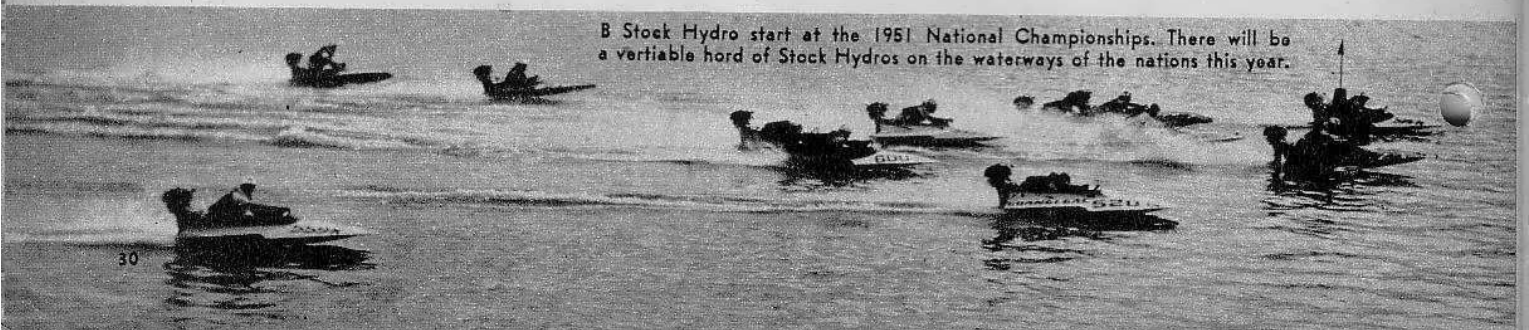
Looking back, it can be seen that the new classes were the natural result of circumstances. The huge popularity of Utility Run-about racing meant that thousands of drivers owned engines which could be used in the new classes, the racing hydroplane hull was well developed as a result of twenty years of outboard racing, and most important, a Utility driver could compete in twice as many races simply by purchasing a hydro hull for use with his present motor while conversely, a racing outboard driver could compete with his present hull by buying a Utility motor. With the latter points in mind the A.P.B.A. ruled that engines to be used in the Stock Hydro classes would be governed by the Utility rules while the hulls would be governed by the time-tested Outboard Racing rules. In addition to providing a medium whereby a maximum number of drivers could compete, this policy has

been beneficial in bringing about a closer co-operation and friendlier spirit among the Utility and so-called "professional" drivers.

At present, classes have been established for "A," "B," and "D" Stock Hydros—ASH, BSH, and DSH for the sake of brevity—but there is nothing to prevent owners of equipment in the "C," "E," or "F" categories from petitioning the A.P.B.A. for hydro classes to suit their engines. Contrary to early and gloomy predictions, the popularity of the Stock Hydros did not sound the death knell for the "professional" racing hydro classes in 1951 but instead both prospered, with the two groups running at the same regatta in many instances to insure a full program in locales where one or more classes in either division might be weak.

Technically speaking, the hull requirements are very simple being limited only by minimum weight specifications. Hulls must

B Stock Hydro start at the 1951 National Championships. There will be a vertiable hord of Stock Hydros on the waterways of the nations this year.







A host of old timers in the racing game, as well as a hord of newcomers, have been attracted to the Stock Hydros. Here is a real veteran, Malcolm Pope, the Florida stunt driver, who has been in the outboard racing game for many years . . . blasting along here in his Class D Neal boat. Note the fancy finish job on the Mercury 25. Pope has removed the paint and burnished the cowlings.

weigh not less than 100 pounds for use in ASH and BSH and not less than 150 pounds for DSH while the combined weight of hull and driver must not be less than 250, 265, and 315 pounds respectively for ASH, BSH, and DSH. The majority of hulls in use today are of the three-point suspension type although the more stable conventional hulls are popular in the rough water areas of the northern Atlantic coast and other waters where the going is habitually on the heavy side. Early to realize the potential growth of the new classes and the need for a low-cost hull of modern design, Joe Swift of Mount Dora, Florida designed and built an A-B three-point hull specifically for Stock Hydro use. After thorough testing in competition by Floridan Tommy Hagood, the Swift plant was set up to produce the boats en masse. Appearing externally like any other three-point hydro, the construction of the new Swift is somewhat radical. Cross ribs are virtually absent in favor of longitudinal stringers and the plywood skin is held on not by the traditional brass screws but by monel Anchorfast nails and modern glue. The result is a tremendously strong hull which sells to the driver for appreciably less than three hundred dollars in contrast with the four hundred plus price of a professional racing hull. As a result of the low price, the performance, and its availability, the Swift is the hull most commonly seen at Stock Hydro races and no fewer than 350

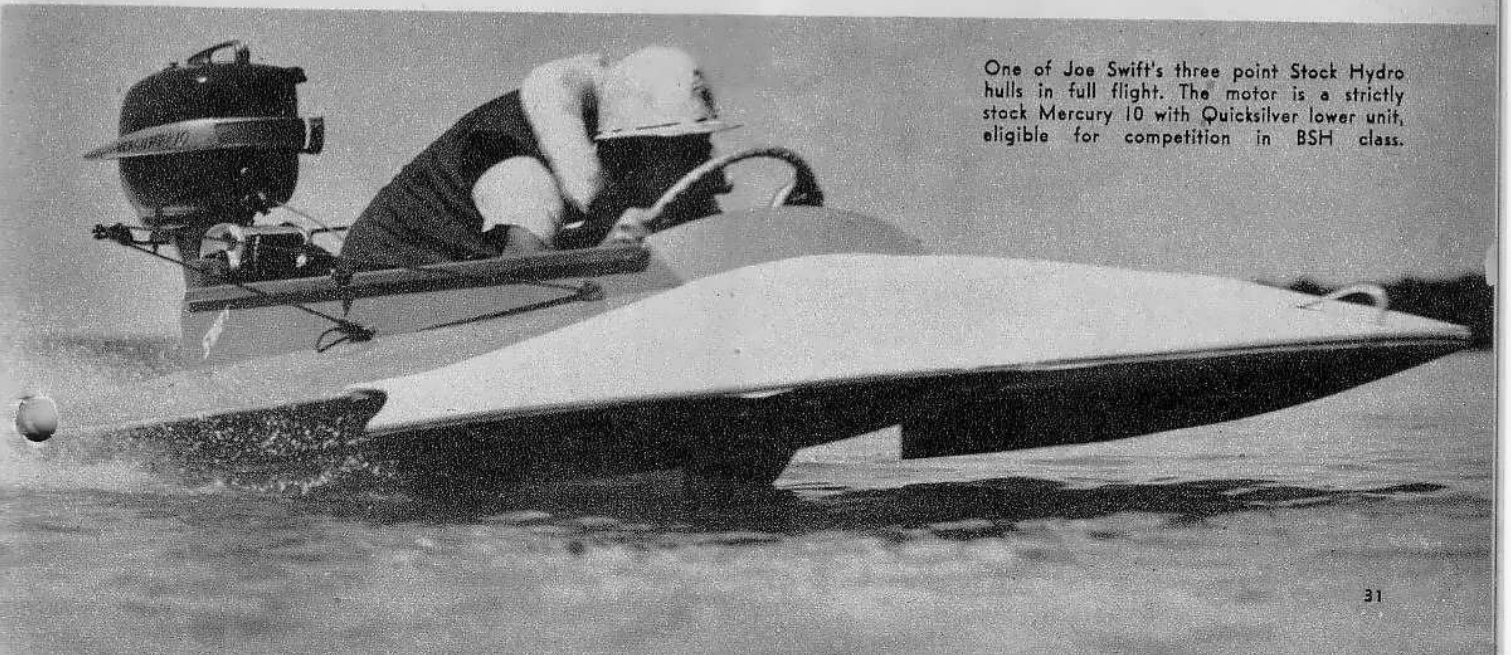
were sold in 1951. Eyes opened by 1951 events, other boat builders including Wilson Boat Co. of Rice Lake, Wisconsin, are entering the hydro field now and the coming season will undoubtedly see many new makes in competition with the Swift and the famous professional hulls of Jacoby, FiHinger, Neal, De Silva, and Willis.

Engines used in the Stock Hydros are controlled by the rigid Utility rules which require that the engine be left very much as it came from the manufacturer with little or no "hop-up" modifications permitted beyond balancing and the polishing of internal gas passages and underwater parts. As a result, competition is very close in the Stock Hydros and the emphasis is placed on driving skill rather than upon one's ability with an engine lathe. Propeller selection and experimentation with transom heights and engine angles provide an outlet for the energies of the driver who likes to tinker and search for speed at relatively low cost. The rigid rules insuring stock engines have brought many new contestants into the Stock Hydros for obviously it doesn't take a master mechanic to keep a strictly stock outfit ticking and the chap with just a smattering of mechanical knowledge is just as well off as the experienced outboard racing mechanic.

While most any standard outboard motor meeting the production requirements of the Utility rules and having a piston displacement of not more than 15, 20, or 40 cubic

inches for ASH, BSH, and DSH respectively may be used in the Stock Hydro classes, virtually all outfits are now powered with Mercury engines of appropriate size, the "7½" being used in ASH, the "10" in BSH, and the "25" in DSH. Aside from the fact that these engines have shown their ability to withstand continued high-speed operation in Utility Runabout racing, it is the "Quicksilver" lower unit which makes the Mercurys so well suited to hydro racing. Designed to run on the surface of the water with one propeller blade chopping air while the other tosses water, this unit offers much less drag than the more conventional submerged unit and propeller with the result that higher boat speeds can be attained with lower engine power and consequent lower cost. When used with a good three-point hull the big "25" or "D" engine will run with only the lower surface of the lower unit and one blade of the prop in the water, the remainder of the motor and the entire hull being supported by the lifting force of the air entrapped beneath the hull. Thanks primarily to the "Quicksilver" units the straight-away speeds of the ASH, BSH, and DSH outfits are approaching 48, 54, and 65 miles per hour respectively—almost as fast as the hand-built racing engines of the professional classes can push their corresponding hulls. However, the speeds in competition—particularly on the smaller courses—are consider-

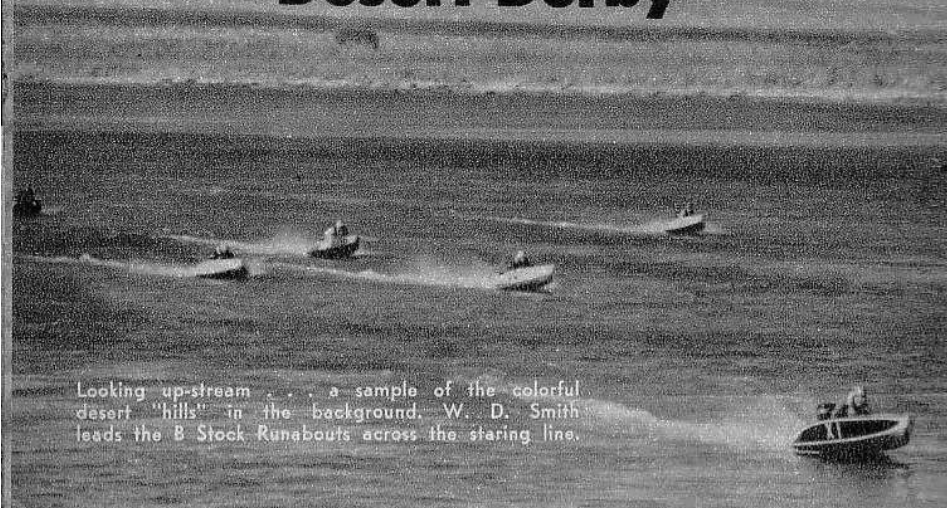
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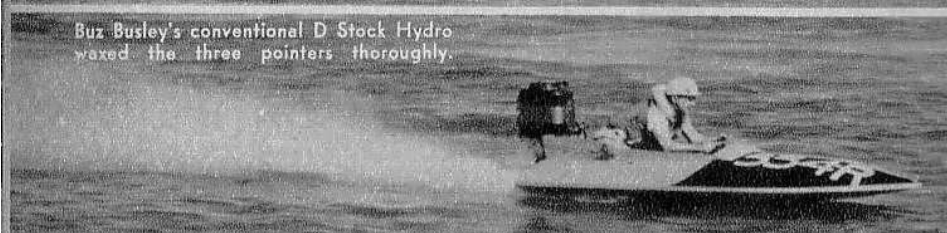
One of Joe Swift's three point Stock Hydro hulls in full flight. The motor is a strictly stock Mercury 10 with Quicksilver lower unit, eligible for competition in BSH class.



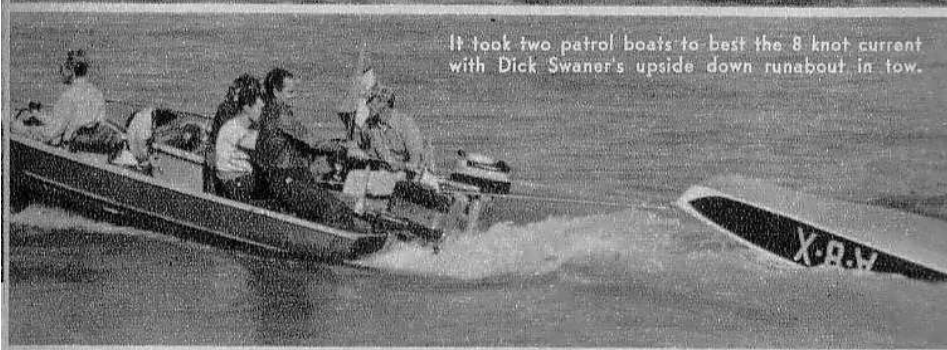
# Desert Derby



Looking up-stream . . . a sample of the colorful desert "hills" in the background. W. D. Smith leads the B Stock Runabouts across the starting line.



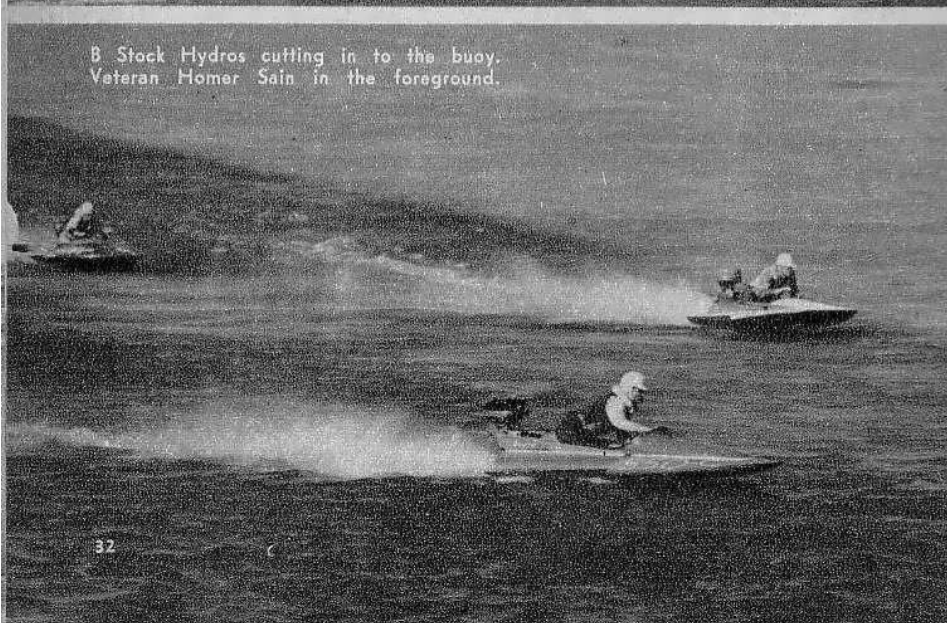
Buz Busley's conventional D Stock Hydro waxed the three pointers thoroughly.



It took two patrol boats to best the 8 knot current with Dick Swanner's upside down runabout in tow.



George Renken leads the pack.



B Stock Hydros cutting in to the buoy. Veteran Homer Sain in the foreground.

This Stock Racing program was the first sanctioned regatta in the West this season. Where is Needles? The easiest way to answer that question is to ask another in return. Ever hear of the Colorado River Marathon? Oh sure! Well, there you have your answer. The little town of Needles (population 4000) perched on the California side of the Colorado River is the site of the start and finish line for the 115 mile race for Stock Racers that winds up the river to Parker, Arizona and return each fall. Scenery and climate . . . this desert community has them . . . the very finest. It is a good healthy five hour drive (and that is with your foot in the carburetor) from the metropolitan centers of Southern California, but that famed desert hospitality and the river bank barbecue (the night before the race) make up for all the traveling.

This was the first sanctioned closed course race attempted by the Needles Marathon Association and altho the turn-out of boats wasn't on the sensational side, the racing with excellent. The course is a short one and from the committee and spectator's point of view a peach, for both turns are in plain view from the raised river banks. An eight knot current coupled with a brisk breeze provided all the hazards that the drivers could take care of and only prompt work by Chairman C. D. "Andy" Anderson's experienced patrol boat crew kept the day's single flip and the conk-outs from drifting down stream pronto.

A total entry of forty boats participated in the six class schedule. Included with the Californians and Arizona drivers were a pair of invaders who had pounded the highways many a mile to compete in the first Western sanction of the season. These two, Buz Busley from Eugene, Oregon and G. W. Danzie from Salt Lake City, swept the slate clean with first and second places respectively in Class D Hydro. Busley, driving the *Flipper* (a Collver Craft built in the Pacific Northwest) simply ran away and hid from the opposition. Finishing 18 seconds ahead of the second place boat (first heat) Buz's outfit seemed to be glued to the track while the rest of the field were having their troubles with the chop and current. Danzie won out over Doc George of Arcadia on best elapsed time.

Only five boats appeared for D Stock Runabout, usually one of the largest classes in the West. Many of the 1951 fleet are illegal, failing to meet the "minimum cockpit width" rule, and entries in Class D will be small until owners can procure new boats which will measure under the 1952 rules. Mike Davidson, the Yuma flier, cruised to win both heats in his all fiber-glass outfit that looks more like a hydroplane than a runabout, but ironically measures to the cockpit rule.

Johnny Craven, the Pasadena schoolboy who won the Professional High Point battle for "C" District (California-Arizona) last year, made a rout of the two heats for B Stock Runabout. This class, last on the program when the fast running Colorado was well kicked up, turned out twelve entries. Young Johnnie made a poor start in the first heat and had to drive his way past nine of the entries to win.

Dick Swanner from Blythe Boat Club was the driver to join the Hell Divers Club. Before a patrol boat could reach him the 8 knot current had carried the boat half the length of the course. The patrol, with difficulty, got the outfit in tow, but was losing ground at full bore and a second patrol had to tie on to beat the current. This regatta was a fine test of driving ability under unusual racing conditions.







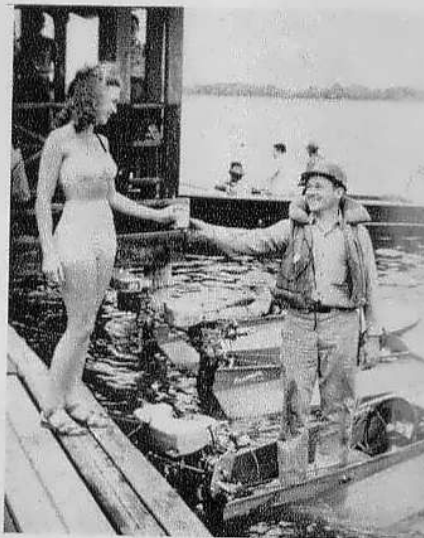
# The American Powerboat Association



GIBSON BRADFELD, President, Barnesville, Ohio: "Brad" has been actively connected with the boat racing game for the past quarter of a century. His racing career began in Florida in 1926. He raced some of the smaller classes and then graduated to the now defunct 151's. When the competition fell off in these Miller powered hydros, "Brad" moved on up into the 225 Class where he campaigned successfully for many seasons. In 1946 he drove his *Buckeye Baby* to the National Championship on the Potomac. He sold his racing outfit in 1950 and took over the driving of Lou Butler's, 225 *Baracuda* and in addition rounded out his experience by handling Kaiser's 3400 h.p. *Aluminum First* in her test runs. Brad served as Treasurer of the A.P.B.A. in 1949 and 1950 and takes over the duties of the President with a fine combination of practical and executive experience.



BUD WIGET, Vice-President of Outboard Racing, Concord, California: Bud has been racing Outboards for 20 years and today he is recognized throughout the world, not only as one of the outstanding drivers, but in addition, as one of the leading authorities on fuels and all of the complexities of a racing engine. Bud didn't start like a bomb, for it took him five years to win his first boat race and in four more he established the first of the nine records that have been credited to his name. In 1950 he won National Championships in three classes at Lake Alfred. He has served on the A.P.B.A. Racing Commission and the Technical Committee. On his election this year he remarked that he had no desire to be a political power but felt that his new post was a means of repaying the sport for some of the pleasures it had given him in the past 20 years.



JOS. B. SWIFT, Treasurer, Mt. Dora, Florida: Joe is as prominently identified with Florida racing as one of the Cypress Garden lovelies offering him the glass of orange juice in the photo. His racing career got underway in a Class B Hydro in 1928. At the conclusion of the last War he moved up into Class C and won the C Hydro High Point Trophy for Florida in 1947. Pondering the uncertainties of life in the first turn convinced Joe that building hydros was safer and more profitable, and, Swift Woodcraft, Inc., at Mt. Dora, Florida, proves his point. Out of the cockpit of a boat didn't mean out of racing and Joe has been on the officiating side of the picture ever since, in addition to serving as Chairman of Region 5 and Chairman of the Ways and Means Committee.



AL HART, Chief Measurer, Concord, California: Al is a working official (and throughout the racing season can be found on each and every weekend . . . at some Regatta . . . some place, just as he appears at the right in this photo, with mikes in hand and some contestant's motor torn down, ready for inspection. His introduction to the sport came via intimate association with his dad's 151's back in the Pierce Budd days in St. Paul, Minnesota. An enlistment as apprentice on the full rig ship *A. J. Fuller*, followed by a hitch in the Navy, interrupted his racing education for several years. In the Navy he wound up in the Aviation Department and received some fine schooling in internal combustion engines. 1926 to 1932 he spent his spare time following the small amount of outboard racing in the San Diego area in California. This period was followed by two years of service as a professional outboard mechanic and since this time he has been officiating as a Measurer. Since 1940 he has served continually on the Racing Commissions, assuming the Chairmanship of the Utility Commission in 1949. The post of Chief Measurer was created in 1950 and Al was selected as the logical man to organize the haphazard inspection procedures into a standardized system; a monumental task on which he is still working.





J. OTTO CROCKER, Chief Timer, San Diego, California: "Ott" sea-sledded into boat racing on the Mississippi River as a youngster. He moved to San Diego in 1927 and graduated to regular closed course outboard racing. He was one of the founders of the San Diego Power Boat Club and of the Star Class, a little 13 foot Inboard Hydroplane that finally wound up as the P.O.D.H. On his retirement from active competition he became the perennial Commodore of the San Diego Power Boat Club and in this capacity he envisioned much needed improvements in the methods of timing. In his first completely automatic photo electric timer, Otto conquered the problem of light spill over the water, a bug that had to that time forbade the use of photo electric equipment in the timing of race boats. Year by year he has modified, simplified and refined his original invention and is now besieged with timing assignments for automobile and racing events throughout 12 months of every year. The San Diego genius is at present working on a recording timer that will automatically stamp the finishing time of each boat in the race. He is shown in the photo with the equipment used in 1951, which he remarks will be obsoleted by his latest developments,



CARL JOHNSON, Executive Secretary, Detroit, Michigan: Carl has been with the A.P.B.A., in charge of the National Headquarters Office at Detroit, since November, 1949. His only previous experience in boat racing was gained in the capacity of Executive Secretary of the New York-Albany Marathon Association. His conscientious attention to the myriad intricacies of the administration of A.P.B.A. have gained for him a host of friends. When something . . . somewhere in the vast boat racing empire goes amiss, it is the Executive Secretary who gets the blame. His tactful handling of difficult situations helps to keep the A.P.B.A. and the sport running in an orderly fashion.



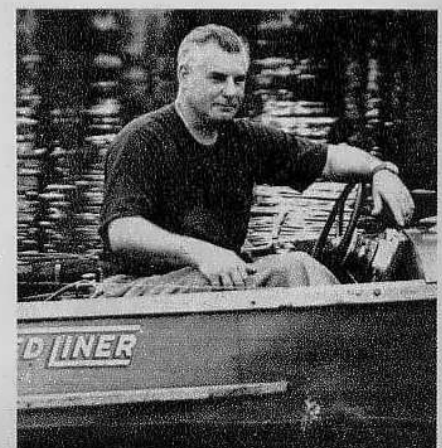
GEORGE J. TRIMPER, Secretary, Buffalo, N.Y.: George has been racing for 12 years, the first eight on the Niagara River at Buffalo. He has raced in four of the service inboard classes and has held records in three of them; two of which are still standing. He has also raced with success in Classes D, E and F Inboard Racing Runabouts and still holds the F record. Four years ago he accepted the post of Chairman of the A.P.B.A. Trophy Committee and with untiring effort has succeeded in bringing order out of 20 years of chaos in this department. Other A.P.B.A. posts have been Chairman, Inboard Service Runabouts; Technical Committee; Member of Inboard Racing Runabout Technical Committee; Member of the Legal and Legislative Committee, and of the Inboard Racing Commission. Although George has never raced Hydroplanes, he took a great interest in the 225 Class and noting the lack of interest, posted the highly regarded Trimper Trophy for this class in 1948. George is one of those rare individuals who shoulders the burdens of every office he accepts and carries out efficiently all of his duties. This attribute, coupled with his legal background, makes him one of A.P.B.A.'s most valued officers.

TWO OF OUR ACTIVITY VICE-PRESIDENTS: On the left, W. Melvin Crook, Inboard V.P., Montclair, New Jersey; on the right, Dr. B. P. Harter, Stock Racing V.P., Winter Garden, Florida.

MEL CROOK came into racing via the Stock Runabout route some 24 years ago. During the early 1940's he raced the *Betty III*, a Liberty powered Racing Runabout that came unstuck and went to the bottom in the President's Cup Regatta in 1933. Mel and his new creation, the *Betty V*, established one of the most remarkable records in boat racing by winning every heat entered during three full years of racing. Some of the notable successes were victories in the National Sweepstakes and the Hearst Trophy Race in addition to a single engine Hydroplane record, which at that time was second only to Gar Wood's world figure. It was Lt. Col. Melvin Crook of the Army Engineers during the last War and on his return to civilian status he brought the *Betty V* back after 10 years of storage, rebuilt the hull and installed an Allison. The attempt netted a 111 mph Mile Trial but the rig was not stable enough for Gold Cup competition. His one fling in the smaller classes was a P.O.D.H. named *Bettina*. He has served in many A.P.B.A. official capacities since 1935, including several terms as Treasurer and Chairman of the Reorganization Committee. The public will recognize the name of Mel Crook as a familiar by-line on racing stories in the national boating publications.

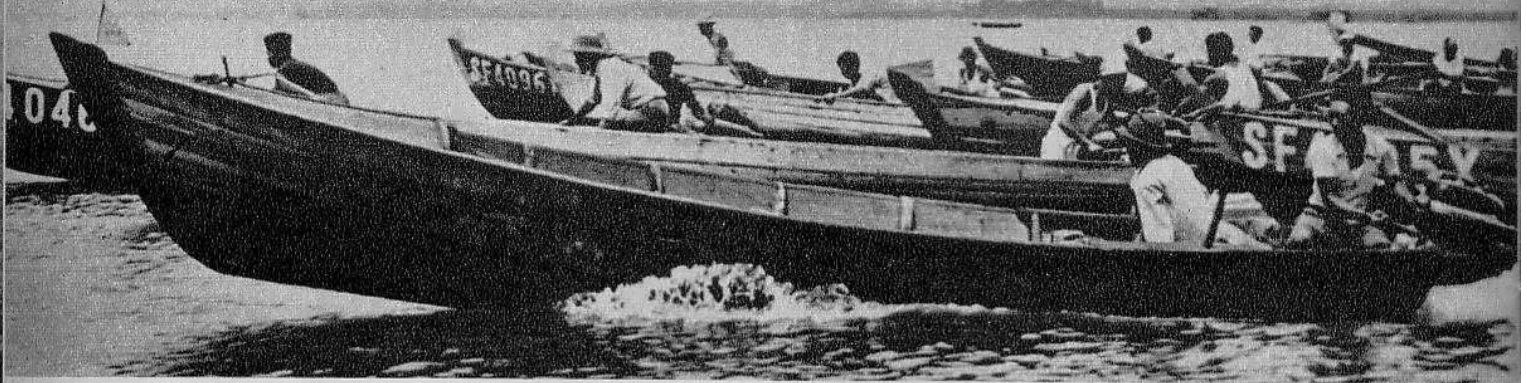
"DOC" HARTER caught the Outboard bug in 1945 and soon was a racing addict. He moved up rapidly from Florida Family Racing to C Service and then to C Hydro and C Racing. The advent of Stock Utility found "Doc" a willing recruit and he competed in Class DU. On his election to the post of Utility Vice-President in 1950 he retired from racing and took up officiating.

MERLYN CULVER, Senior Vice-President, Dayton, Ohio: Merlyn has run the gamut of boat racing experience. He raced outboards in the Far West and Middle West from 1929 to 1933; 225's from 1937 to 1940; 135's from 1942 to 1947, winning the Jafco Trophy and High Point Championship twice in a row with *Yankee Doodle II*. In 1948 he entered the stock utility field and started his 15 year old son, Jon, in this branch of the sport. In this same year Merlyn re-entered the inboards and raced both Division I and Division II of the 225's with considerable success. He has had wide experience as an executive of A.P.B.A., serving as Chairman of the 135 Technical Committee for four years, Secretary in 1950, and a Member of the Inboard Commission in 1951.





Indonesia . . . The start of a 10 h.p. Utility Boat Race at the Island of Singapore on February 3, 1952. This event was conducted as a part of the annual fiesta celebrating the fishing season. Here are some real utility boats and a perfect herd of them. This photo is graphic illustration of the urge of man in every part of the world to engage in a boat race . . . regardless of size.



## Boat Racing Around the World



Stock Runabouts at Lake Malibu, a beautiful new mountain lake near Santa Monica, California opened up to racing in 1951 . . .



Ezio Selva smashing European competition record at LAKE LUGANO. 2800 cc Class (172 cu in.) Speed: 70.188 mph on a 1/4 mile course.





Campione D'Italia . . . the 2800 cc Class . . . a neck-and-neck race for the flag . . . Nice riding three pointers



What is it? A Hydrabout or a Runaplana? Mike Davidson's all fiber-glass outfit. It looks like a hydroplane but measures to the 1951 APBA Stock Runabout specifications . . .



Marvin "Slim" Boettger, long time Southland driver and official, awarded the P.M.B. Perpetual Trophy as the most valuable man in Southern California Boat Racing in 1951.



# MODIFIED STOCK RACING SPECIFICATIONS

## Modified Stock Outboard Racing

Here is Something New in The World of Outboard Racing. Up in the New England states, along certain sections of the Eastern Seaboard and down thru Texas and in several of the surrounding states there are three new classes of Outboard Racing. They are called Modified Stock.

Do you reside in one of these areas? Have you got the Racing Bug? Do you own a stock outboard motor? or . . . perhaps one that has been "cut up a bit"? Now if you fit into these classifications and you are over 15 years of age . . . here is some news for you. You have the main ingredients to get into the greatest outdoor sport on earth: OUTBOARD RACING. You say that you have seen some outboard races and that your equipment won't go places in that

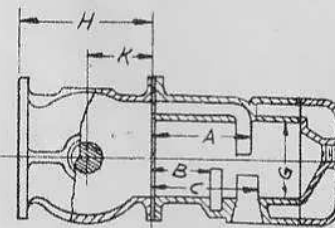
company? I am afraid you are a bit confused . . . Let's get everything cleared up. In the first place there are two distinct types of outboard racing. The first one, with which we are not at all concerned in this discussion, is a highly specialized racing game. The motors and the hulls (hydros and runabouts) are racing equipment from the word go. Next we have a post-war development known as STOCK RACING, and if you have a STRICTLY STOCK motor, still just the way it came from the factory, there is a class in which you can compete. Your boat must conform to certain specifications (dimensions, weight, seating capacity, etc.)

Now we have arrived at the newest of outboard racing categories, MODIFIED STOCK. If you are the owner of a Johnson or Evinrude Motor built between 1935 and 1950, with between 30 and 60 inches of

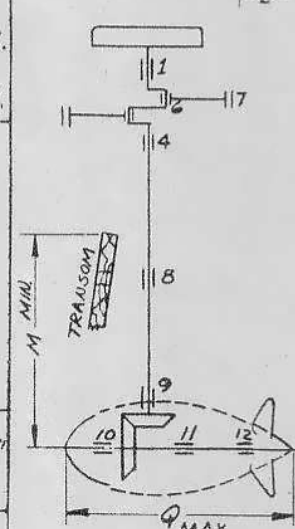
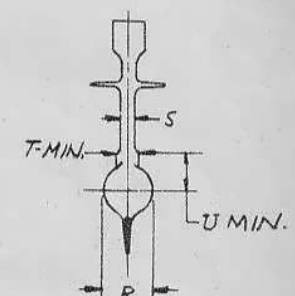
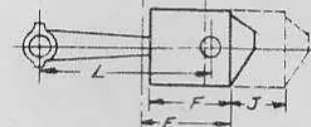
piston displacement you can hang it on the transom of your runabout and get into the racing game. The American Power Boat Association has established rules for three new classes of Modified Stock Runabouts and for the benefit of motor owners eligible to compete in these classes, the motor and hull specifications are presented here. The motor specifications establish the exact limits to which you can modify your stock motor and the hull rules are broad but explicit. If you are in doubt on any point consult your outboard dealer, or address the Chairman of the Modified Stock Outboard Racing Commission: William V. Couchman, 3 The Ridge, Plandome, Long Island, New York. If you have a technical problem address the Chairman of the Modified Stock Technical Committee: Edward Hauptner, 28 Tier Street, City Island, Bronx 64, N.Y.

CLASS & DISPLACEMENT (IN CU. IN.)		C-207030																								
IDENTIFICATION OF MODELS		P70 & UP																								
INTERNAL ROTARY VALVE ONLY																										
1	NUMBER OF CYLINDERS	2																								
2	GEAR RATIO	12:21																								
3	COMPRESSION VOLUME OF ONE CYLINDER TO TOP OF SPARK PLUG HOLE	41CC <sup>+2CC</sup> -8CC																								
4	CARBURETOR	VACTURI																								
5	TYPE OF LUBRICATION	OIL IN GAS																								
6	DIMENSIONS	<table border="1"> <tr><td>A</td><td>2 5/16 ± .030</td></tr> <tr><td>C</td><td>3 1/64 ± .030</td></tr> <tr><td>E</td><td>2 21/64 ± 1/16</td></tr> <tr><td>G</td><td>2.750 ± .020</td></tr> <tr><td>H</td><td>4.480 ± .012</td></tr> <tr><td>J</td><td>2.515 ± .010</td></tr> <tr><td>K</td><td>2.240 ± .006</td></tr> <tr><td>L</td><td>4.250 ± .010</td></tr> <tr><td>M</td><td>24 7/16 ± 1/2"</td></tr> <tr><td>Q</td><td>12 15/16 MAX.</td></tr> <tr><td>R</td><td>3" MIN.</td></tr> <tr><td>S</td><td>1" MIN.</td></tr> </table>	A	2 5/16 ± .030	C	3 1/64 ± .030	E	2 21/64 ± 1/16	G	2.750 ± .020	H	4.480 ± .012	J	2.515 ± .010	K	2.240 ± .006	L	4.250 ± .010	M	24 7/16 ± 1/2"	Q	12 15/16 MAX.	R	3" MIN.	S	1" MIN.
A	2 5/16 ± .030																									
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SEE DRAWINGS.																										
SKEG OPTIONAL LOWER UNITS STREAMLINED TO SPECS.																										
7	a. MATERIAL OF PISTONS b. WEIGHT WITH PISTONS, RINGS, WRIST PINS & FASTENINGS c. WEIGHT OF CONNECTING RODS WITH BEARINGS IN BOTH ENDS. d. WEIGHT OF FLYWHEEL WITH PLATE, NUT & SCREWS e. MAGNETO IGNITION ONLY	ALUMINUM ANY MAKE ACCEPTABLE 11.7 OZ. MIN. 10.9 OZ 10 LBS. 12 OZ.																								
8	NUMBER, SIZE & LOCATION OF MUFFLER HOLES	20-3/16" DIA. HOLES ON 3/8" CENTERS IN MUFFLER																								
9	BEARING SPECIFICATIONS	<table border="1"> <tr><td>1</td><td>—</td></tr> <tr><td>4</td><td>—</td></tr> <tr><td>6</td><td>ROLLER</td></tr> <tr><td>7</td><td>BRONZE</td></tr> <tr><td>8</td><td>BRONZE</td></tr> <tr><td>9</td><td>BALL OR ROLLER</td></tr> <tr><td>10</td><td>BALL OR ROLLER</td></tr> <tr><td>11</td><td>BRONZE OR ROLLER</td></tr> <tr><td>12</td><td>BRONZE</td></tr> </table>	1	—	4	—	6	ROLLER	7	BRONZE	8	BRONZE	9	BALL OR ROLLER	10	BALL OR ROLLER	11	BRONZE OR ROLLER	12	BRONZE						
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SEE DRAWINGS																										

## MODIFIED STOCK RACING SPECIFICATIONS — JOHNSON MOTORS



NOTE:  
DIMENSIONS  
A, B & C  
INCLUDE  
GASKET



### SPECIAL RULES FOR JOHNSON

Exhaust above cavitation plate may be cut off square 9 inches from center of pinion shaft.

Any type of bearings permitted on crankshaft of all motors.

Cheeks of the crankshaft may be beveled. All parts must be Johnson unless otherwise specified. All parts must be for model of motor originally made.

Lower crankcase bearing housing assembly is optional as to make or type.

Muffler relief cutout must be closed with a blank plate.

Either or both water scoops may be closed, welded or plugged and streamlined. Water intake must be in leading edge of unit.

Ventilation for four porting may be drilled in base of cylinders.

Propeller gear in unit may be reversed in order to take advantage of available propellers.

Water outlet on pinion housing under cavitation plate may be welded or plugged and finished off flush with unit.

Water intake and outlet optional.

Cap on front end of unit may be filled with weld or other metal to assist streamlining but cannot be lengthened.

No motors manufactured prior to 1935 permitted.

Two left hand cylinders permitted.

1/4 inch balance line and air horn No. 101747 permitted.



# MODIFIED STOCK RACING SPECIFICATIONS—EVINRUDE MOTORS

IDENTIFICATION OF MODELS SERIAL NUMBERS	CLASS "C" 1935-1950 SPEEDITWIN SUPER C 6015-6018-6026-6034 6039	CLASS "E" 1935-1950 SPEEDIFOUR, SPEEDIQUAD, SENIOR QUAD, 7008; 732-7004 7013-7015-7022-7026-7031	CLASS "F" 1943-1950 BIG FOUR, STORM 8014-15, 8008
1. NUMBER OF CYLINDERS	2	4	4
2. GEAR RATIO	14:21, 15:21, 18:25	14:21, 15:21, 18:25	14:21, 15:21, 18:25
3. COMPRESSION VOLUME TO TOP OF PLUG HOLE	41 C.C. $\pm \frac{2}{8}$ CC.	34 CC $\pm 4$ CC	41 CC $\pm \frac{2}{8}$ C.C.
4. CARBURATOR & ADAPTER	VACTURI WITH AIR HORN OR TILLOTSON. CASE OPENING $2\frac{1}{2} \times 2\frac{5}{16}$ $\pm \frac{1}{64}$ GAS LINES VARIOUS	VACTURI WITH AIR HORN & ADAPTER OR TILLOTSON CASE OPENING 2" DIA. $\pm \frac{1}{64}$ <small>OUT OF ROUND</small> GAS LINES VARIOUS	VACTURI WITH AIR HORN OR TILLOTSON CASE OPENING 2" DIA. $\pm \frac{1}{64}$ <small>OUT OF ROUND</small> GAS LINES VARIOUS
5. TYPE OF LUBRICATION	OIL IN GAS OIL LINE - CRANKCASE TO TOP JOURNAL OPTIONAL	OIL IN GAS OIL LINE CRANKCASE TO TOP JOURNAL OPTIONAL	OIL IN GAS OIL LINE CRANKCASE TO TOP JOURNAL OPTIONAL
6. DIMENSIONS  SEE DRAWING  N-DISTANCE OF PISTON FROM TOP DEAD CENTER WHEN ROTARY VALVE OPENS.  P-DISTANCE OF PISTON FROM TOP DEAD CENTER WHEN ROTARY VALVE CLOSES	A $2\frac{53}{64} \pm .030$ C $3\frac{1}{64} \pm .030$ E $2\frac{3}{8} \pm .030$ G $2\frac{3}{4} \pm .020$ H $5" \pm .018$ J $2\frac{1}{2} \pm .016$ K $2\frac{1}{2} \pm .009$ L $5\frac{1}{8} \pm .016$ N $2\frac{3}{16} \pm \frac{3}{16}$ P $\frac{3}{4} \pm \frac{3}{16}$ Q-MAX. $1\frac{1}{4}$ " POLISHED PAINT OR SPRAY LOWER UNITS MAY BE STREAMLINED TO SPECS. R. $2\frac{3}{4}$ MIN. SKEG OPTIONAL S. $\frac{15}{16}$ MIN. T. $1\frac{11}{16}$ MIN U. $2\frac{11}{32}$ MIN V. 22" TO 28" $\pm \frac{1}{2}$	A $2\frac{53}{64} \pm .030$ C $3\frac{1}{64} \pm .030$ E $2\frac{3}{8} \pm .030$ G $2\frac{1}{2} \pm .020$ H $5" \pm .018$ J $2\frac{1}{2} \pm .016$ K $2\frac{1}{2} \pm .009$ L $5\frac{1}{8} \pm .016$ N $2\frac{5}{32} \pm \frac{3}{16}$ OR $2\frac{3}{16} \pm \frac{3}{16}$ P $\frac{11}{16} \pm \frac{3}{16}$ OR $\frac{31}{32} \pm \frac{3}{16}$ Q-MAX. $1\frac{1}{4}$ " POLISHED PAINT OR SPRAY LOWER UNITS MAY BE STREAMLINED TO SPECS. R. $2\frac{3}{4}$ MIN. SKEG OPTIONAL S. $\frac{15}{16}$ MIN T. $1\frac{11}{16}$ MIN U. $2\frac{11}{32}$ MIN V. 24" TO 29" $\pm \frac{1}{2}$	A $2\frac{29}{32} \pm .030$ C $3\frac{1}{8} \pm .030$ E $2\frac{3}{8} \pm .030$ G $2\frac{3}{4} \pm .020$ H $5\frac{1}{8} \pm .018$ J $2\frac{1}{2} \pm .020$ K $2\frac{3}{4} \pm .006$ L $5\frac{1}{8} \pm .016$ N $2\frac{3}{16} \pm \frac{3}{16}$ P $\frac{31}{32} \pm \frac{3}{16}$ Q-MAX. $1\frac{1}{4}$ " POLISHED PAINT OR SPRAY LOWER UNITS MAY BE STREAMLINED TO SPECS. R. $2\frac{3}{4}$ MIN. SKEG OPTIONAL S. $\frac{15}{16}$ MIN T. $1\frac{11}{16}$ MIN. U. $2\frac{11}{32}$ MIN. V. 22 TO 29" $\pm \frac{1}{2}$
7. MATERIAL OF PISTONS  b-WEIGHT WITH PISTON RINGS & WRIST PINS WITH FASTENERS c-WEIGHT OF CONNECTING ROD WITH BEARING IN BOTH ENDS d-WEIGHT OF FLY WHEEL	a. ALUMINUM 2 OR 3 RING BUTTON OR LOCK RING TYPE ANY MAKE ACCEPTABLE b. 11.7 OR 13.1 OZ. "C" & "F" WRIST PINS INTERCHANGEABLE c. 13.1, 10.0, 12.3 OR 11.9 OZ d. $11\frac{3}{8}$ LBS OR $10\frac{3}{8}$ LBS. MAGNETO	a. ALUMINUM 2 OR 3 RING BUTTON OR LOCK RING TYPE ANY MAKE ACCEPTABLE 10.7 OR 12 OZ.  11.9 OR 10 OZ. 12 $\frac{1}{8}$ LBS. OR $10\frac{3}{8}$ LBS MAGNETO	a. ALUMINUM 2 OR 3 RING BUTTON OR LOCK RING TYPE ANY MAKE ACCEPTABLE 10.7, 11.7, 13.1, 13.3 OZ. "C" OR "F" WRIST PINS INTERCHANGEABLE 10.0, 11.9, 12.1, OR 13.1 OZ. 12 LBS. MAGNETO
e-MATERIAL OF CYLINDER HEAD	e- CAST IRON	CAST IRON	CAST IRON OR ALUMINUM
8. NUMBER & SIZE OF MUFFLER HOLES	20- $\frac{3}{16}$ " DIA. HOLES IN EXHAUST PIPE OR MUFFLER ASSEMBLY SPACED $\frac{3}{8}$ " OR MORE APART INTAKE & OUTLET OPTIONAL WATER LINES VARIOUS	25- $\frac{3}{16}$ " DIA. HOLES IN EXHAUST PIPE OR MUFFLER ASSEMBLY SPACED $\frac{3}{8}$ " OR MORE APART INTAKE & OUTLET OPTIONAL WATER LINES VARIOUS	30- $\frac{3}{16}$ " DIA. HOLES IN EXHAUST PIPE OR MUFFLER ASSEMBLY SPACE $\frac{3}{8}$ " OR MORE APART INTAKE & OUTLET OPTIONAL WATER LINES VARIOUS. WATER BAFFLES LOWER MUFFLER NOT NEEDED
9. BEARING SPECS.  NOTE- OTHER STANDARD MAKES OF BEARINGS MAY BE SUBSTITUTED WITHOUT PENALIZATION	1. 2. 3. NONE 4. 5. 6. 7. BRONZE 8. BRONZE 9. BALL OR ROLLER 10. BALL OR ROLLER 11. BALL 12. BRONZE	1. 2. 3. BRONZE 4. 5. 6. 7. BRONZE 8. BRONZE 9. BALL OR ROLLER 10. BALL OR ROLLER 11. BALL 12. BRONZE	1. 2. 3. BRONZE ROLLER 4. 5. 6. 7. BRONZE 8. BRONZE 9. BALL OR ROLLER 10. BALL OR ROLLER 11. BALL OR ROLLER 12. BRONZE
10. MODIFICATIONS & REPLACEMENT PARTS	CARB H2-192906-195619-194261 275726. $\frac{1}{4}$ " BALANCE LINE PERMITTED. AIR HORN 101747 LOWER UNITS 190414-193665 275322-275981-276715-195112 276780 CARBURATOR ADAPTER 276968	CARB B2A-193673-195488 275726-194268. $\frac{1}{4}$ " BALANCE LINE PERMITTED. AIR HORN 101747 LOWER UNITS 190414-193665 275322-275981-276715-195112 276780. SHAFT 191521 CARBURATOR ADAPTER 276969	CARB 275726-194201-194268 $\frac{1}{4}$ " BALANCE LINE PERMITTED. AIR HORN 101747 LOWER UNITS 190414, 193665, 275981, 276715, 191665, 191981, 275322 276780
11. HULL WEIGHTS	LBS. MIN	LBS. MIN.	LBS. MIN.



# MODIFIED STOCK RACING SPECIFICATIONS — JOHNSON — EVINRUDE

## GENERAL RULES—JOHNSON & EVINRUDE

The following are optional—make of spark plugs, wires and terminals, gaskets, belts, nuts and washers, any size make or type venturi, knurling of pistons, metal of propeller shaft various, magneto plate ratchet on all motors, babbitting on faces of rotary valve, any type of seals, carburetor adapter, flywheel guard, and spray shield. Motor jacks permitted.

Port webs may not be less than 5/32 wide in exhaust and 1/8 wide in the intake.

Motor brackets may be strengthened by the addition of metal.

It is permissible to go forward in replacing parts on the motor but not back of the year of manufacture.

Weights given are average and may vary  $\pm 20\%$ .

Motor parts may be balanced. Motors and hulls may be brought to these specifications.

Rod screws optional as to make or type. Rod bearing retainers optional or not necessary.

No chrome on cylinders, pistons or rings.

## SPECIAL RULES FOR EVINRUDE

Any type of bearings permitted on crankshafts of all motors except center main. Lower crankcase bearing housing assembly is optional as to make or type.

Cavitation plate on lower unit may be cut off to no more than 7 inches from center line of pinion shaft on units where the vertical exhaust tunnel will not be touched.

No material may be added to lower unit to improve streamlining.

Impellers in water pump must be 2% inch minimum, no blades removed.

The cheeks of the crankshaft may be beveled, in the case of the "F" motor a 4-60 crankshaft may not be used.

All parts must be Evinrude unless otherwise specified. All parts must be for model of motor originally made.

## MOTOR MODIFICATIONS

1. All tractor lower units shall be considered non-stock.

2. Any type or make of spark plugs, piston rings or propellers of standard manufacture may be used provided other parts are not altered to accommodate them, except that propeller slip clutches may be removed and replaced with shear pins and such other bushings or spacers as may be necessary to make the unit operative.

3. Spray shields and protective cowlings may be removed.

4. Any type brackets for throttle and spark control and steering controls will be permitted.

5. External underwater parts may be polished and reworked according to specification sheet.

6. Weight, such as solder, lead or copper may be added to the flywheel for balancing.

7. Material may be removed for balancing of revolving or reciprocating parts, provided minimum weights as specified are maintained. The addition of material for any purpose is prohibited except as noted in paragraph 6 of this rule.

8. Mufflers, expansion chambers or other exhaust system components may be reworked to specification sheet. Cutouts must be kept closed. Muffler covers and exhaust relief plates must be in place and properly secured as designed.

9. Internal passages in the powerhead may be polished and beveling of openings will be permitted to permit alignment of parts, providing such alterations do not bring measurements above or below specifications.

10. There shall be no substitution of components such as lower units, carburetors, magnetoes, etc., except as allowed on specification sheet.

11. Up to .020" oversize on the cylinder bore dimensions will be allowed. It is not permissible to chromium plate cylinder walls.

12. For marathon use, auxiliary fuel supply connections may be added to the motor fuel tank and/or carburetor. Fuel tanks supplied by the manufacturer as an integral part of the motor must not be removed.

13. Flywheel guards may be used.

## HULLS

1. A Modified Stock hull is defined as a displacement type of family runabout of standard manufacture or of home construction as qualified in this rule.

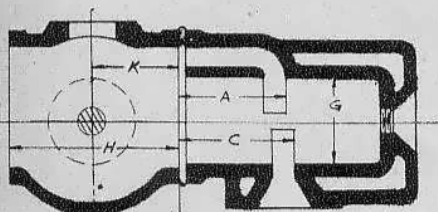
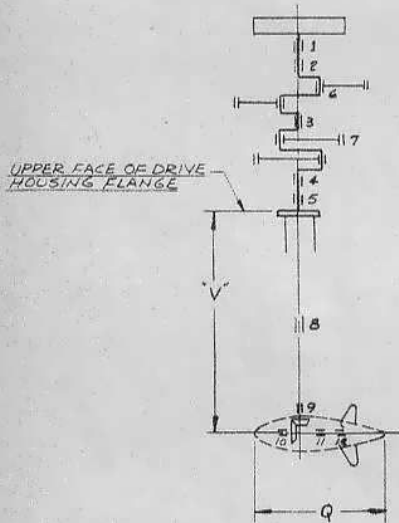
2. The hull must have two or more cross seats, the rear seat optionally removable and all seats at least ten inches in width and capable of providing a minimum of 15 inches in length of seat space for 5 persons. Seat may not be made inaccessible by decking. Classes "C" "E" and "F" must have 43 inches of seat space clear of deck. Removable fabric decking is permissible, provided the forward edge is permanently fastened with a batten.

3. An auxiliary fuel tank may be mounted on the cross seats. The hulls shall have no step and there shall be no breaks in the longitudinal or transverse continuity of the immersed surface other than the feel, rubbing strips or lapstrake and reverse lapstrake of no greater depth than 5/8" and parallel to the center line of the hull. The sum totals of any reverse curve or reverse lapstrake shall not exceed 34" when measured in the total width of the boat. Platform type bottoms are permitted providing no greater depth than 3/8" is used and there is no taper towards the transom on the planing surface.

4. No design for use of external air pressure or tunnel effect shall be used.

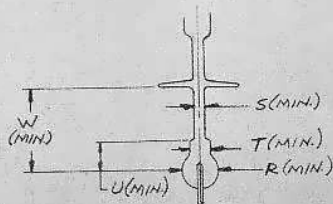
5. The approval of a hull by local Club Regatta Race Committees shall be open to review by the M.S.O.R.C. as to the eligibility of hulls under all parts of this rule. Where there is a question of seaworthiness and passenger carrying capacity, the Race Chairman or Referee may request that the boat in question circle the race course at a fair speed with the required number of passengers. Average weight of the passengers so carried shall not be less than that specified under the column listed in Section 7 as Overall Racing Weight.

6. A fin may be used on the hull to assist the steering.



A & C INCLUDE GASKET

CAUTION - DIMENSIONS "T" & "U" AS SHOWN IN TABLE ARE ACTUAL INSIDE MACHINING DIMENSIONS. CARE MUST BE TAKEN NOT TO REMOVE TOO MUCH MATERIAL.



Class	Max. Eng. Disp.	Min. Hull Wt.	Min. Overall Racing Weight
CM	30 cu in.	7 lbs. per cu in. eng. disp	145 lbs
EM	50 cu in.	7 lbs. per cu in. eng. disp	165 lbs
FM	60 cu in.	7 lbs. per cu in. eng. disp	175 lbs

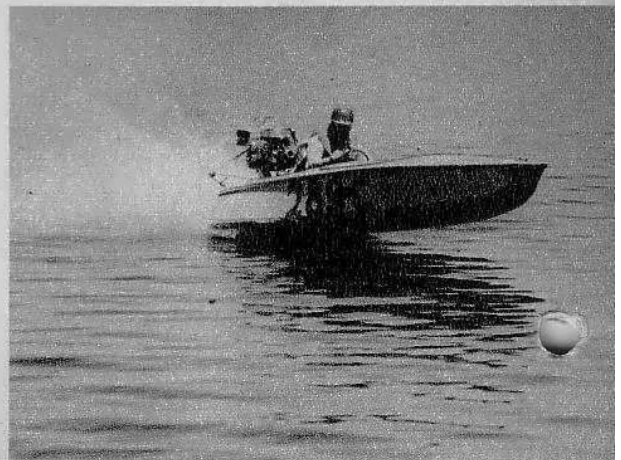
\*To compute: add listed weights to minimum hull weight for minimum overall racing weight.

All boats must be provided with a steering wheel and an automatic device to close the throttle when released by the driver.

The boat must have enough buoyancy, either natural or from the use of flotation gear to float the combined hull and motor.

**MOTOR FUELS:** Only motor fuel compounded of standard pump gasoline and petroleum motor oil shall be used; and the use of special racing mixtures or special racing oils or additives shall be forbidden.

For complete racing rules for Modified Stock Outboard Racing, address the American Power Boat Association—700 Canton Avenue—Detroit 7, Michigan.





### GRAPEFRUIT CIRCUIT ...

(Continued from page 27)

sonville, were the winners in one heat brushes in the A Hydro Classes.

The B Stock Hydro race was the clincher ... and definitely the highlight of the program. Gordon Gentry, unofficial record holder for the Class and State Champion, won out on points when he split heats with Joe Fernley of Lake Worth. It was a dog-eat-dog battle all of the way with Gentry taking the first heat in which Fernley was disqualified for jumping the gun. Fernley blistered the course at 44.910 mph, just .6 seconds under Gentry's record to win the second stanza. At the finish of this heat Gentry's boat simply disintegrated but he was uninjured except for a gashed knee. The engine and part of the hull were salvaged. Buddy Tupper, a 15 year old skipper from Lake Worth, who was second in the first heat, withdrew from the second to chase a runaway boat from which the driver, J. H. White, had been thrown. White was uninjured. The rest of the program was cancelled.

In the D and E Service Inboard Runabout Class there were only two starters and the event was won by Joe Mascari of New Hyde Park, N. Y., who won both heats with Mrs. Marie LaMont of Miami trailing each time.

The Al Strum Trophy for the D and E Inboard Racing Runabout Class went to D. C. Kiesacker, driving Jud Tanner's *Puzzler*. A first and second place accounted for the win. Sam Griffith, driving his World Record holder the *Fox*, wound up in second place in the point scoring. The first heat of this contest was a lulu. The *Pirate*, driven by J. C. Parker of Birmingham, Ala., upset on the second lap and was towed back to the pits. The driver was uninjured. Sherman Critchfield, the local favorite was still in the pits with his *Hell's Angel* when Kiesacker in the *Puzzler* was around the first turn. Sherm finally got started and with an exhibition of beautiful driving made up most of his time and finished behind Sam Griffith in Gus Gunstrom's *The Fox*. Parker got the *Pirate* bailed out in time to start the second heat which he won handily.

The final event of the program, which was the 10 mile Southland Sweepstakes for the Baird S. Cook Memorial Trophy, was won by that southern gentleman Bob Rowland, who incidentally, was the only two event winner of the Regatta. Rowland in his 266 cu in. *You All* averaged 69.822 mph for the

10 miles around the triangular course. Ray Gassner, in *Sunshine Baby II*, another 266, took the second spot, followed by Clarence Collins of Norfolk in his 135. Les Trafton and Otis Beard, both driving their Class C Racing Runabouts wound up the parade.

### FORT LAUDERDALE

Sid Street, one of the hardest drivers in the boat racing game, made a one-man riot of the Fifth Annual Fort Lauderdale Regatta. The Kansas City speedster turned on the heat to win both heats of the 135 cu in. Class—one heat of the 266's—and wound up his performance by capturing the Governor's Cup Race. The battle for the Governor's Cup was loaded with drama from start to finish, for included in the starting field was Thom Cooper from Kansas City already holding two legs on this coveted trophy and needing just one more to retire it permanently. It simply wasn't Cooper's day for his *Tops VII* never got into contention with Sid Street's *Z Z Zip* and Ray Gassner's *Sunshine Baby II*. The battle between these two top-notch drivers (nearly perfectly matched in top speed) was a classic. Street beat Gassner to the starting line but the latter took the lead in the first turn when the *Z Z Zip* slid wide. Down the straightaway and around the next lap at 90 mph it was a side by side battle with neither driver having an advantage. Gassner went inside on the North turn and took the lead but Street screamed by him in the straightaway and from this point on it was Sid's race.

After winning the first stanza of the 266's Street was out in front with a healthy lead in the second heat when the *Z Z Zip* stalled out, leaving the race and the trophy to Gassner.

The D and E Racing Runabout contest was a hard fought battle between Sam Griffith's *Fox* and Lewis Nuta's *Little Stinker*. They split heats and Nuta copped the first place trophy with a 27 second margin on total elapsed time.

Howard Hibbert of Miami, driving *Miss Sassafras* looked like the boy to beat in the two heats of racing in the D and E Service Runabouts, as he consistently outdrove the rest of the field on the turns. Joe Mascari's *Cary* from Hyde Park, New York, simply had too much speed for the Miami outfit and the New Yorker, although he had to come from behind on several occasions, won both heats. Bill Charles and Sonny Jones, both from Miami, split the Class Z Runabout heats, giving the Cup to the former as Jones had spun out and failed to finish.

Ray Gassner sitting on his "Sunshine Baby II" looking enviously at Sid Street's "Z-Z-Zip."



SPEED and SPRAY, June, 1952

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# FANTASTIC FLUID!

By Samuel Weill, Jr.

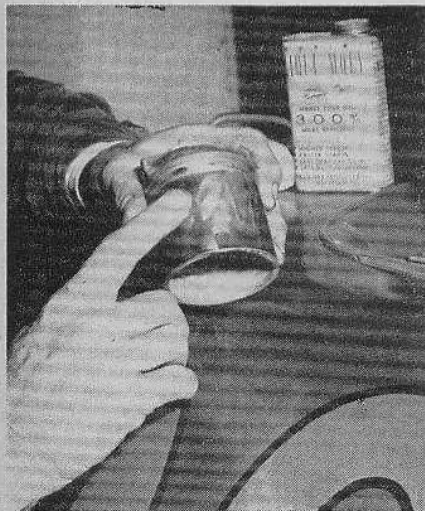
Automobile owners have enjoyed, for the last two years, the benefits of a surprising new lubricant which, in slightly altered form, is now available to operators of marine engines. This lubricant is a specially refined and treated compound of the metal, Molybdenum (disulfide), suspended in a liquid medium which, when added to or used in place of ordinary oil and grease, covers all bearing surfaces with a protective film which prevents scoring or galling. Under conditions of extreme temperature, speed and pressure, this lubricant, Marine Liqui-Moly, reduces friction and operating temperatures and, in addition, prevents seizure indefinitely.

Tests have been run, using two steel discs 3" in diameter, one fixed and the other rotating against it under 75 lbs pressure at the rate of 1700 rpm, in which the following results were obtained.

Using oil alone, temperatures built up rapidly, the heat build-up continuing to failure, but when Marine Liqui-Moly was used, the temperatures merely built up to a lower "peak" and then receded to a stabilization point as radiation losses exceeded the heat build-up.

The micronized Molybdenum particles used in Marine Liqui-Moly make it impossible for any two pieces of metal to adhere to each other if there is even a trace of the Molybdenum film between them. This film is virtually unrupturable regardless of pressure, temperature and speed. The process by which the Molybdenum attaches itself to the surface is known as "plating out" and it does not attach itself in this manner to any but the two rubbing surfaces. The liquid in which it is suspended merely serves to convey the Molybdenum to these surfaces where the "plate" occurs.

Marine Liqui-Moly is unaffected by practically every common chemical, solvent or corrosive liquid, the only materials which have been found to attack it being boiling hydrochloric acid, aqua regia, pure oxygen, fluorine and chlorine. Sub-zero temperatures seems to have no effect on the lubricating



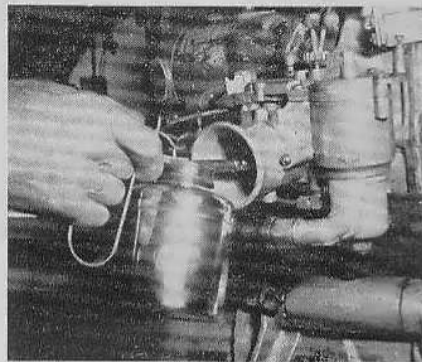
Rubbing Liqui-Moly onto piston by hand.

power of the Liqui-Moly film nor is it affected under any conditions by temperatures as high as 750° F. Indeed, one large aviation company has used this product to lubricate steel extrusion at 2250° F.

The following Navy experimental operation problem was given to a highly rated

marine architectural company. A method was sought to increase the rpm's of a 22 horsepower Johnson outboard engine from 4,000 to approximately 4,400. This firm, after using all available standard lubricants, called in Mill River Products, Inc., of Great Neck, Long Island, who distribute Marine Liqui-Moly. Subsequently, a brand new 22 horsepower Johnson was given a complete Liqui-Moly treatment. The motor was entirely disassembled and marine grade Liqui-Moly was worked by hand into all moving parts in the piston ring assembly, worked into the grooves and onto the rings. It was also brushed on the wrist pins, wrist pin bearings, as well as the cylinder walls. Journal bearings were slushed and at the lower unit Liqui-Moly was introduced into the regular oil.

After completing this treatment on all moving parts of the outboard motor, it was



Liqui-Moly injected directly into carburetor.

re-assembled and the motor turned by hand about 20 times without the spark plugs installed. After this operation, the plugs were installed and the motor started immediately. For the next 30 minutes Liqui-Moly-treated oil was squirted into the oil intake at intervals of approximately one minute. The motor was then run in a test for two hours, at which time 4400 rpm's were obtained, a definite increase of 10%. This motor was then accepted and many more were ordered.

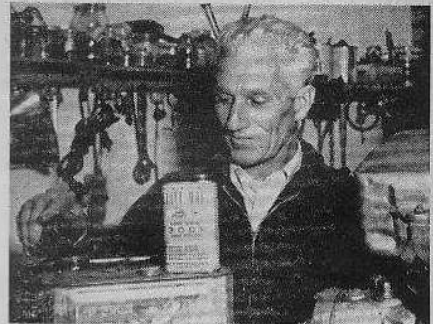
The addition of Marine Liqui-Moly to marine engines has facilitated the normal break-in period, has upped the rpm's from between 5 to 10%, has increased the cruising speeds and has upped maximum speed by 2 and 3 knots. Outboard motor owners have observed even greater results by the addition of Liqui-Moly to their normal oil-gas mixture and by mixing it in the grease and fine oil that is used in the propeller unit lubricating system.

California Bill, the well-known builder of many championship Chevrolet and G.M.C. engines, had used and discarded as worthless practically every lubricating additive on the market as his engines "blew up" with astounding regularity. When automotive Liqui-Moly was called to his attention, he began tests, using it in his engines under extreme operating conditions and recording not one case of engine failure or of damage to any part or bearing surface. He now uses Automotive Liqui-Moly in all of his engines and recommends it unqualifiedly.

Having had a problem of my own and being skeptical of any commercial product because of their repeated failures to alleviate high operating temperatures in my MG, I, at last, tried Liqui-Moly; and after less than 20 minutes running-in, my engine was

operating at a temperature of 3° centigrade less than before. I have since added this product to my crankcase oil every 2,000 miles and my engine is now 10,000 miles past the point at which a reboring operation is normally necessary in this make of car.

The National Advisory Committee for



Dave Spies, former National F Racing Runabout Champion, mixes Marine Liqui-Moly with his Outboard fuel. Results are amazing.

Aeronautics in its technical note #1578 reads as follows:

"Molybdenum Disulfide is very effective in reducing high sliding velocities (between 50 and 8,000 feet per minute) with loads from 108,000 to 225,000 lb/sq/in initial Hertz surface stress. This film material was very tenacious, was chemically and thermally stable and, consequently, should have many practical applications. Operation of aircraft turbine bearings at temperatures higher than those currently used may be of advantage, but available lubricants are deficient with respect to high-temperature operation."

This note goes on to quote the following test. "A rider with a contacting area such as to give an apparent loading of 3000 lb/sq/in was allowed to slide on a continuous track at a velocity of 4,000 feet per minute for a period of over 2 hours; there was little change in friction and no sign of failure . . . the rider did not penetrate the MoS<sub>2</sub> film to the steel base at any location during this experiment."

A conclusion easily drawn from the foregoing is that Liqui-Moly, as prepared in its marine formula, should be of great practical value to all types of marine engines, and the added safety factor this product brings to an engine overheating from some cooling system defect or loss of oil cannot be overlooked. Once "plated out" on the bearing or cylinder wall surface, Liqui-Moly to be removed must be actually ground from the metal parts. A claim of Mill River Products, Inc., 722 Middle Neck Road, Great Neck, L. I., N.Y., is that this new lubricant is actually 300% more efficient than oil for high speed, high temperature and high pressure needs, and their rapidly expanding business testifies to the fact that this product is finding ever-increasing consumer acceptance.

## SUCH CRUST . . .

(Continued from page 12)

*Such Crust III* is now back in Detroit undergoing permanent modifications to correct the bugs that cropped out in her trials in Florida. One of the nation's outstanding unlimited men who witnessed the runs at Miami, remarked, "That is a beautiful hunk of machinery and I will wager it will give the boys in Seattle a fit next August." The wily Billy Cantrell, who will pilot the new challenger during the coming season, said, "We're not too far off now and I am glad to see bugs crop out now and not later."



# PAUL SAWYER

(Continued from page 17)

November 17, 1950 were ideal. Without fanfare or testing, *Alter Ego* scorched (two ways) thru the photo electrically timed trap at the astounding average of 115.045 MPH. Officials and the racing clan stood with butterflies in the solar plexus while the air-borne hydro negotiated the trap without a bobble. Then *Belligero II* was put thru at an average of better than 104 MPH.

During the winter came an invitation from Europe to send a U.S. representative to the International Races in Italy and Switzerland. Paul Sawyer was certainly the man qualified to represent the U.S. and the Sawyers decided to make the trip. Preparation for the trip and for racing under unfamiliar conditions, so far from a base of supplies, presented many problems. The Italian Motorboat Federation under the capable leadership of its President, Prince Borromeo, had foreseen the biggest headache . . . that of transportation of the boat and equipment . . . not only across the Atlantic but also on the Continent. As a part of the invitation, The Federation agreed to take care of all of the details of shipment, including the not insignificant item of expenses. It goes without saying that Paul's preparations were thoro and meticulous. The entire outfit, including a spare engine, was torn down to the smallest part, re-assembled, tested on the water and then pickled for shipment. The four wheel trailer was converted from a two boat to a single boat outfit and balanced to carry the extra engine. A full description of the whole assembly, together with photos and a drawing of the trailer hitch was sent to Italy. A fifty gallon drum of methanol was sent on ahead by freighter, as regulations forbid transportation of volatile fuels on passenger liners. The trailer was "deck cargo" on the from Paul's statements on the vast differences in the general boat racing picture here and abroad: "The Europeans are sport conscious and motor boat racing ranks high in the list of favored sporting events. The European drivers are spectacular and are master showmen. They make every race a thrilling spectacle, an art that the American drivers have never learned, and the spectators are on their feet cheering their favorites." (Note: This is quite a contrast to the reactions of the crowd at the average race in America, where the announcer has to urge the crowd to applaud as the boats return to the pits.) "Another sharp difference is the layout of the courses. Whereas nearly all of our courses are either single buoy turns at each end in a narrow waterway or conventional two straightaway courses with semicircular turns at either end, the European courses are of every conceivable shape. Here . . . we go to great lengths to fit a conventional course into a body of water and if this fitting put the course out where the spectators can't distinguish between boats without binoculars, it is 'just too bad.' We go to any lengths to avoid a dog-leg on a straightaway and frown on a course that parallels a sea-wall (where the slop bounces back to make going rough).

"The Europeans are not bound down by any conventions in this respect. The course is made to fit the body of water. If there is a dog-leg in the shore line, they simply put a dog-leg in the course and this keeps the racing right in the laps of the crowd. If one end of the waterway is very narrow, the course gets a single buoy turn. If the other end is too wide to bring the racing within reasonable distance of the shore line, they just toss another straightaway in the turn. If one of these moves brings the course

in toward a sea-wall, what of it? I don't think the European driver would get much of a thrill out of our conventionalized courses. I liked the odd-shaped courses. They were a new problem and a new challenge thrown into the race. I found I could outdrive the Europeans on the narrow turns, for they came into each buoy at full bore and slid way out . . . giving me room to go inside. This advantage only lasted one race as the drivers over there learn very rapidly and can really handle their outfits. In the second race they were turning the buoys pretty sharp and cutting me off. By our standards, the Foreign driver is very reckless, but he also is a cool and cagey competitor.

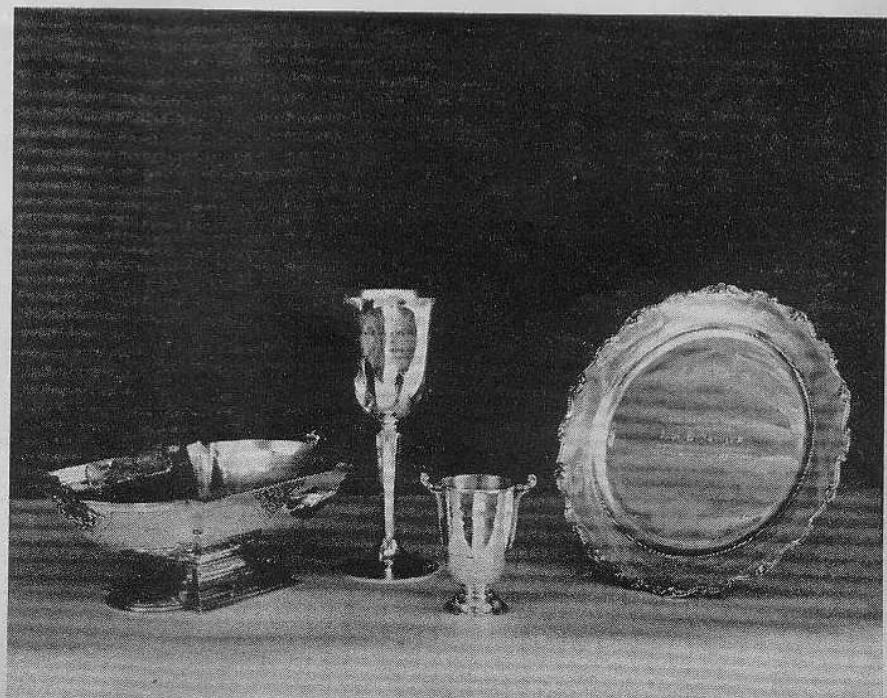
"The public follow the sport closely. They know all the specs and performances of the boats and engines and they can recognize the drivers on the street. The driver is an important personage . . . a national hero . . . given the same accord as their famous automobile racing drivers. The public aren't jaded by an overdose of racing as we are in this country, and each race is just like a public holiday . . . everyone goes. Another point of difference is that the programs are short and snappy. Over there they race only six classes of boats: the A, C, and X Outboard Hydros, which have the same specifications as our identically named classes, and 1500 cc, 2800 cc, and Free For All Inboard Hydros. The 1500 cc is identical to our 91 cu. in., and the 2800 cc is a new class limited to 172 cu. in. with very simple rules. Contrast a program made up of these six classes with the tedious day long affairs we conduct over here, where the public sits thru two heats of racing for 9 or more classes of outboard. In the event of an all inboard regatta, we present 6 or 7 classes and when the inboards and outboards are combined at a big race, it takes two full days to run off the program. In Italy the racing program starts at 3:00 and the final race is over at 7:30. There is a very simple reason for this. From 12.00 to 3:00 is lunch and what we would call "siesta" time. Nothing . . . absolutely nothing . . . is done during these hours and that includes business, boat racing or any other event. The International Races are replete with all the

ceremonies of the Olympic Games. At the end of each race, the flag of the winning country is hoisted and the band plays the appropriate national anthem. It is very colorful and the crowd eats it up. Facilities at European regattas are excellent. All boats, even the outboards are launched by crane and ample floats are furnished for servicing. Areas are designated and set apart for each regatta function. Regulations are very strict and many of them are improvements over our American rules. Whereas all of our classes are permitted on the course together for practice . . . with the resulting confusion (not to mention unnecessary danger), each class in Europe has an assigned time to use the course for practice and only at that time may they enter the water. Further, they must follow the exact route of the course while practicing, and may under no circumstances go against the course direction. I was very much impressed."

The Milano Free-For-All or Grand Prix in which *Alter Ego* was to run was advertised as a 12-lap race (15 miles). The Europeans immediately demonstrated the wonderful sportsmanship that so impressed Sawyer. Knowing that the American boats are built for short races, they questioned that *Alter Ego* could run the distance on a tank of fuel. Paul had installed an 11 gallon tank, the largest he could get into the boat, and he felt if he could run ten miles with a smaller tank he could make 15 miles with the larger tank. His hosts suggested that it would be better to be on the safe side, so they promptly shortened the race to 10 laps (12½ miles). Racing rules too differ considerably from those used in America. Where we use four minute balls, targets, or lights to indicate time before the starting of the clock, the Europeans use five and the fifth one remains in sight while the clock is running. Paul remarked that he liked this system and thought that in many instances it would assist the driver.

**Next Month: Some of the most fascinating yarns of the age in Sawyer's conquest of the International Championship . . . Rough shod racing on tough courses . . . and with the conclusion of this story: the COMPLETE set of plans for ALTER EGO . . .**

Rewards of the European trip, fantastically beautiful Silver Trophies





## U. OF INTERNATIONAL MOTORBOATING . . .

(Continued from page 33)

From an international standpoint the 1951 Annual Meeting of the U.I.M. was the most important gathering of racing leaders in the history of the sport. American racing men will benefit by the important actions taken.

For the benefit of those who have not kept abreast of American racing in relation to the international picture, it would be well to review. Our A.P.B.A. has never been a member of the U.I.M. and our only contact with this international governing body has been thru the Yachtsmen's Association of America, whose Secretary, J. Lee Barrett, of Detroit, is a familiar figure in American racing. Without any direct connection with the U.I.M., American rules and the specifications of many of our racing classes have grown in non-conformity to those of the international governing body. Following this same line of thought, it is obvious that records established in these non-conforming classes, and some of these are our most active and popular classes, would not receive recognition from the U.I.M. Further than this, even in those classes which do conform to the U.I.M. schedule a record becomes a World's Record only when proper application is made to the U.I.M. which in the past in America was the Y.A.A. Actually there are only a bare handful of the records listed in the Year Book of the American Power Boat Association which are recognized by the U.I.M. Unrecognized even by many of our prominent club officials is the fact that the impressive list of records in the A.P.B.A. Yearbook is a list of National Records. This is just one of the points that full A.P.B.A. association with the U.I.M. will clarify.

Delegates and technicians from 10 countries attended the Annual Meeting at the headquarters of the Union in Belgium. President Buisse's opening speech was the keynote to the spirit of cooperation which prevailed at this important meeting.

The actions of the meetings were reflections of the points outlined in the President's speech. Elections first on the agenda resulted in selection of the following individuals who will compose the Bureau for 1952:

President, A. Buisse, Belgium; Vice Presidents, Prince Borromeo, Italy; A. Bray, England; J. Lee Barrett, U.S.; G. Sutton, U.S.; Secretary Gen. M. Pauwaert, U.I.M.; Treasurer, H. Thomas, U.I.M.

Next came the appointment of the very important Technical Committee mentioned in the President's address. This committee consists of the President, the four Vice Presidents, the Secretary General and Lou Eppel (U.S.A.), L. Roussel (France) and M. Speluzzi (Italy).

The action taken on the matter of Records is an important one to the American participant. The Union will recognize and certify National speed records and 5 mile competition records established by boats of approved national classes. These records will be known as the U.I.M. Certified Records of National Classes. The certificates issued will be different from those drawn up for World's Records of International Classes. Following is a list of fees for recognition and issuance of the U.I.M. Certificate—\$10.00 for all Outboards and National Classes—\$40.00 for the Unlimited Class and—\$15.00 for all others.

The American delegation proposed that the 48, 91, 135 and 266 cu in. Hydro classes be given international recognition. The 48 cu in. class was adopted on trial for one year with the rules as published in the 1951 A.P.B.A. Year Book, however the price of

the power plant was left to be determined by each National Authority. Action on the other three classes mentioned was deferred to the 1952 Meeting to give the Technical Committee time to study the rules.

A number of our Outboard classes already meet U.I.M. specifications and the Inboard Service Runabouts as per A.P.B.A. rules, have been added to the U.I.M. list. Study will be conducted this year to accept into the U.I.M. a set of rules for Racing Runabouts, with the A.P.B.A. rules in consideration. Utility Outboard classes were accepted by the Union in accordance with the list appearing in the 1951 A.P.B.A. Yearbook.

Much more was accomplished in preliminary arrangements for actual World Championships but the significant actions taken on the subject of records were those bearing directly on the American contestant. Now you can apply for a World Record in several of the Racing Outboard classes, all the Stock Racing classes (Runabouts), 48 cu in. Hydro, Unlimited Hydro and your 266 class outfit is eligible to run for the 450 KG class record. With the machinery set up it appears that record and racing rules will be unified and the different classes of boats will be similarized to a great extent.

The Joint International Commission representing the Y.A.A. and the A.P.B.A. is composed of Co-Presidents George Sutton, Jr. and J. Lee Barrett; Jack Horsley, Sheldon Clark, Paul Sawyer, Arthur Bobrick and Len Thomson. These gentlemen will be aided by an Advisory Committee consisting of President Lou Eppel, W. Melvin Crook, Merlyn Culver and Al Hart. These are the men to contact in regard to your International technical problems.

The U.I.M. Medal awarded to the person who has done the most to promote motor boating was awarded to George Sutton, who has long served on A.P.B.A.'s International Affairs Committee.

## CLUB NEWS . . .

(Continued from page 8)

"We cover many miles in our region and because of this it is necessary for us to travel as much as 1000 miles to a race. Even with this handicap we seem to get there.

"We are getting new blood and some of this new blood is doing well, especially Ivan Harris of Loveland, Colo. who battled it out with the old master, Jack Maypole for third place "D" hydro in the Nationals last year.

"The race at Casper, Wyoming will be their first sanctioned event and this will be our Stock Outboard regionals. We look for a very fine turn out of drivers at this race. "Our biggest concern is the lack of "C" and "F" racing equipment in the region. The ones left are concentrated in Utah and around Nampa Idaho.

"I hope that any one interested in any information that I may give them pertaining to boat racing will contact me. Racers that might want to come to our races will be given all of the information that we have on the problems of high altitude performance. We invite drivers to attend our races and will do all we can to help them."

H. Burr Coleman, Chairman, Region 16, APBA.

## THE BRAIN STORM

\$5.00 for your pet idea

Every driver . . . every mechanic . . . each man in the pit crew . . . develops some little "gimmick" that makes racing a bit easier. Perhaps it is a tool . . . a fitting for the boat. Maybe you use it while you are racing . . . on the beach . . . in the shop. It could be a system to make a tough job a little easier. What have you developed . . . for the trailer—the motor—the hull—anything in the racing game?

Keep your "speed secrets." This is a department to publicize the little items and ideas that smooth the way for better operation. Pass your "gimmicks" along to the

rest of the gang. We will pay \$5.00 for each one accepted for publication. Keep the copy short and enclose snap shots or sketches if it is a "trick" that needs to be illustrated.

## ON A STACK OF BIBLES

\$5.00 for that "fantastic yarn." Only it must be the truth, and must include correct names of the persons mentioned, regatta where the event happened and an approximate date or season. Do you remember when "Fire Ball Glotz" flipped in the back stretch . . . went clear over . . . came up running and won the race? And the time when "Uncle Jack's" auxiliary fuel tank split half way through the marathon and dumped all the "go juice" in the bilge . . . he jerked the suction loose from the tank . . . held the tip of the hose in the gas floating on top of the bilge water for 25 miles and finished 1st in his class? O.K. So you have a better one . . . Send it in, chum, it's worth five dollars.

## TOP PICTURE

\$10.00 for the Picture of the Month. Get that camera busy. Of course a wild eyed action shot is a dandy way to turn out the winner . . . and on the other hand it could be just a candid snap that is loaded with the human interest that abounds in boat racing . . . or perhaps a dramatic camera study made at any regatta . . . it could be just a hunk of racing machinery.

Rules: No picture which has been previously published in a national publication is eligible. The picture must be exclusive with *Speed and Spray* during the month of publication. Rejected photos will be returned promptly. The Art Editor is to be the sole judge to select each month's winning picture. Photo must be accompanied with a complete caption including date and location.

If photo is a snap-shot enclose the negative and we will enlarge in our photographic department and return your negative promptly. Put that Brownie to work.

## PIT CHATTER

by Kent

Just as we go to press the word comes that the National Championships for Classes Y and Z, the 48 cu in. Hydros and Runabouts have been awarded to the Neches Festival Regatta at Beaumont, Texas, May 4th is the date. • That weather man is at it again. The Lake Malibu (Calif.) regatta for Outboards and Stock Racers scheduled for April 20th has been set ahead to May 25th (Tentative) Reason: Heavy run-off from the mountains covered the beach with a couple of feet of silt. • The Year Book and Racing Rules of the American Power Boat Association, 1952 edition, is off the press and available from the A.P.B.A. at 700 Canton Ave., Detroit, Michigan. Price \$1.50 per copy. 300 pages with complete rules, regulations and basic specifications for every class of organized racing. • Just received the first edition of the *Rooster Tail*, the house organ of the N.O.A. It will be published monthly. • The race at China Basin, San Francisco for Outboard was blown out *but good* according to John Alden. Battlship weather he sez. • Have you got a "rider" on your car insurance policy that covers your trailer? Word comes that this is a necessity. Our source sez that "most of the insurance companies don't make any charge for attaching this rider, but that in certain instances the lack of it would void your insurance in case of an accident." Now *don't* let's have that accident, *but* let's be prepared. Maybe we had better ask Ex-Pres. King Brugman to do a short squib on this important subject for the next issue. •



### STOCK HYDROS ON A POPULARITY UPSWING . . .

(Continued from page 31)

ably lower for the Stocks than for the out and out racing jobs and it is here that the new classes offer every driver a chance to make great gains through propeller experimentation and so close the gap between straightaway and competitive speeds. The surfacing propeller for outboard use is a little known quantity and, viewing the gains made in one short year of racing, it is a safe bet that improvements will appear at a furious pace in the coming years.

Costwise, the aspiring Stock Hydro driver can put a truly competitive rig on the water for about seven hundred dollars in ASH or BSH, including the purchase price of a new three-point hull, a new Mercury engine with Quicksilver lower unit, a few props, racing jacket and crash helmet, and such minor tools as may be needed. Operating costs are low since the rules prohibit the use of alcohol racing fuels and everyone must run on ordinary pump gasoline and petroleum motor oil. A big DSH rig will come higher—in the vicinity of one thousand to eleven hundred dollars ready to run and win—if you can outsteer the other guy. The above figures are based on all new equipment and, of course, can be cut considerably through the purchase of used equipment. One of the big drawing cards to this new classification of the outboard racing game is the proven dependability of the modern outboard motor which has been designed and engineered to run and hold together hour after hour at high speeds. Mechanical failures even in the grueling long distance stock marathons is very seldom encountered.

The experienced race-goer watching his first Stock Hydro race after years of watching the professional jobs is much affected by the relative silence of the Stock rigs—which must run with mufflers—and is often prone to underestimate the speeds at which the boats are traveling—until he swings his head away from an oncoming start to speak to a friend, only to find that the boats have swooshed past the start and are well into the first turn before he realizes it. Indeed, the principal noise seems to be the rapid slapping of the three-point sponsons on the water, much as in the case of the inboard racing classes. The competition is good and parades are a rarity in all classes. It is, however, the big DSH jobs that separate the men from the boys and have drawn such expert drivers as Hagood, Maypole, Edwards, and others from the professional ranks to compete on even terms in Stock Hydro with Gates, O'Dell, Purdy and others who entered racing thru the Utility classes.

In their probationary status for 1951, no records could be established in the Stock Hydro classes—a condition which always detracts somewhat from the interest in any type of racing. The coming season will probably see this condition rectified and records being hung up at nearly every major regatta, culminating in the National Championships in late September or early October. If ever the reader had an urge to get into a racing boat and swap roostertails with a bunch of rabid enthusiasts, here is his chance to get a maximum of fun and excitement for a minimum of cash and trouble—with his chance of success limited only by his urge and ability to hit the starting line and fling the rig into a tight turn in close company with a dozen or more equally determined gentlemen!

### DOWN UNDER

(Continued from page 13)

the real big event down South.

*Hammerhead*, a Dodge powered job from Matamata, looked like the only thing in it—until the gun went. Lo' and behold, it was to be a race after all!

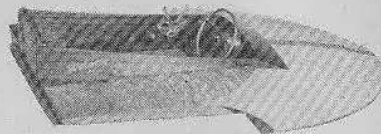
Jack hit the front right from the start, and it was a wise move on his part as I doubt that he'd have got there otherwise. *Hawk*, driven superbly by Neil Davidson, hung like a leach all the way thru the six laps with *Surprise*, *Supersonic* and *Blue Smoke* strung out behind. The two leaders



*Stingray* was champ (in rear) until the Dodge powered *Hammerhead* came along . . .

pulled clear quickly but *Hawk* hung grimly to *Hammerhead's* tail all the way. Full credit goes to Jack Oates, as only once did he falter and then a very fast recovery out of a buoy just managed to head *Hawk* off. *Hawk* nearly managed it on the flag lap but he too put his foot wrong, just the once, and that may have put finis to it. Jack said afterwards, when I went up to offer congrats, "Thanks, but go give some to *Hawk*. He really earned it!" Nice spirit that, don't you think?

## 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!*

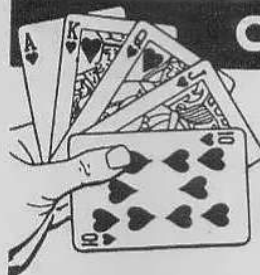
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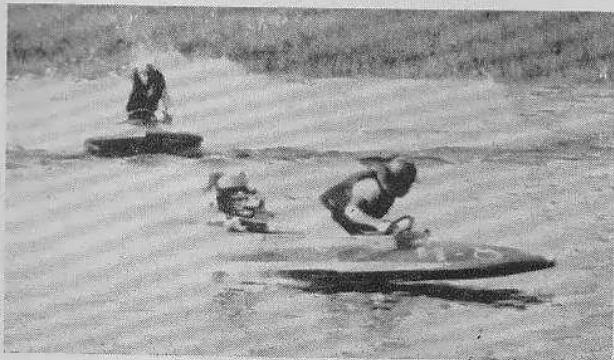
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**WEST COAST DISTRIBUTOR, Willis Comet Racing Runabouts, Hydroplanes, and Stock Racing Utility Runabouts, 2 Johnson P-50 Service Motors. Lots of spare parts. One Meyers lower unit. One Wiseco lower unit. Lewis Morphy, 2211 Stanley Hills Drive, Hollywood 46, Calif.**

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**1951 INLAND "BU" RUNABOUT, \$150.00.** Mercury "10" Hurricane "Modified" Powerhead, Trade for same, STOCK condition. Also Expert Motor Set-ups and Repairing. Write: Don Thompson, Outboard Service, Lodi, Wisconsin.

**GREEN HORNET, 225 Class (Div. II).** Owner Quits. Perfect condition. In storage since 94.240 mph world record run in 1949. Trailer and extra equipment. See display ad in this issue.

**MERCURY 25 with "QUICKIE",** Morphew "D" hull, completely equipped for closed course and marathon—many extras—excellent condition—Used 8 races only, \$925. C. R. Wells, 901 Wells Court, Bay City, Michigan.

**SANTA CLARA COUNTY DEALER** for Wizard Plastic Boats and Mercury Motors. The Rowan Company, 1463 Douglas St., San Jose, Calif. Phone CY 4-2713.

**LATE 1951 BU SPEEDLINER CORSAIR** and Mastercraft Trailer Outfit completely rigged and like new. \$300 for both. Contact R. D. Furbee, Box 8, Mannington, W. Va.

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**10 FT. PENN YAN SWIFT—**10 hp Merc. Hurricane, Std and Quicksilver Lower Units, 5 Props, Fish or Race 45 mph. New condition, \$750. R. C. Lyon, 497 W. Grandview, Sierra Madre, California.

**A-B THREE POINT HYDRO, Champion** Designed. Complete with hardware. Ready for Motor. Spruce, plywood, brass screws, weld-wood glue. Crated and expressed. Used one short season, never beaten. All for \$200. Carl Hunt, La Junta, Colorado.

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**GLAZIER CLASS B RACING RUNABOUT,** Ford V8 60 engine, complete with trailer, new condition. \$1400. Kramer Boat Co., Inc. Fox Lake, Illinois.

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**FILLINGER AB THREE POINT HYDRO—**fair—\$100. Willis B. Runabout—good—\$125. All Steel Three Boat Three Motor Trailer, perfect for utility racing. \$300. Paul Wright, Jr., Batesville, Arkansas.

**STOCK OUTBOARD D RUNABOUT.** Very fast, took everything in Northwest last year. Will deliver up to 1000 miles. \$300. Named Dilly Dilly 34-R. Eddie Stilwell, 928 Oak St., Eugene, Oregon.

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**239 INCH 59 EDELBROCK EQUIPPED FORD,** Smith Cam, Stacks, Pan, etc. Has turned 5800 in E Racing Boat. Never Blown, Sam Griffith, Box 971, Miami 33, Florida.

**NEW V8-60 CAST IRON BLOCKS** only; in original packing case, Part Number 92A-6010. New rods and other 60 parts. Bucks Auto Parts, Box 1296, Merced, California.

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**MERCURY OUTBOARD MOTORS,** Hydro and stock utility hulls, racing equipment and accessories, complete outboard service. OUTBOARD HAVEN, 311 E. 9th Street, Marion, Indiana.

**1931 ELTO 36 H.P. QPAD,** completely rebuilt, new bearings, pistons, rings, pins and drive shaft. \$150. Carl Teres, 5227 Butler Street, Philadelphia, Penn.

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**MERCURY OUTBOARDS AND PARTS,** Pabst AB Runabout and Hydro, Chris Craft Kit boats, Aqua Sport Water Skis. C. L. Durfee, Hardware, 65 Rolfe Street, Cranston 10, R. I.

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**ONE PAIR 65 PR CYLINDERS** and complete lower unit SR or PR. For Sale: KR 60 Lower Unit. Dewey Rhiner, 1430 K Street S.W., Cedar Rapids, Iowa.

**TWO POUNDEN MAGNETOS—**One Duesenberg Engine—263 cu. in. eligible for 225 Div. I. One Allison, Several Ford 60 Blocks. No reasonable offer refused. C. M. King, 2713 Virginia Ave., Newport News, Virginia.

**MY OLD JUNK IS WEARING THIN.** If you have usable Johnson VR or XR parts at junk prices, write to: Johnny Harrison, 5245 N.E. 2nd Court, Miami, Florida.



**SALE or TRADE FOR "WHAT HAVE YOU":** 1 Mercury K-G-7 lower unit from clamp bracket down, complete. **WANTED:** 1 Class B three-point Hydro. E. Oswalt, Box 286, Fayette, Ala.

**NEED USED "C" PARTS?** Have Vacturi carburetors, heads, cylinders, lower units all types, plus many other parts you may need. Oscar Martin, R.F.D. 1, Heuvelton, N. Y.

**PR 65 PARTS—A-1 condition.** Prop—8¾ x 12¾, \$7.00. Carburetor, \$12.00. E. Burger, 30 Ritton Street, Sidney, New York.

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**NEW HUBBELL P. R. ROTOR MINUS GEAR** \$30.00. Vacturi Carb. "C," new body, \$18.00. Sam Munton, 1364 Riverside Dr., Akron 10, Ohio.

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**BLITZ—OUTBOARD RACING FUEL**—It's the best in the Middle West. It's faster and cheaper. No middleman. Write direct for special spring trial offer. Blitz Racing Products, Summer St. Road, Burlington, Iowa.

**MISCELLANEOUS**

**STOP AND RELAX AT TOMMY GARDNER'S DUTCH LUNCH**, 1203 W. Pine in Walla Walla, Washington on Highway 410.

**WISH TO CORRESPOND** with anyone in Minnesota and Iowa area who races Inboards. Douglas A. Schutz, Hutchinson, Minnesota.

**LEVINGSTON'S TACKLE SHOP**, 911 Green Avenue, Orange Texas. "Where the Hotrods in the Lone Star Boat Racing Association get their motors hopped up by Jim White."

**JOIN NOW**—The Association **EXCLUSIVELY** for Outboarders. National Outboard Association, 707 Market Street, Knoxville 1, Tenn.

**M. R. F., AN AFFILIATED RACING CLUB** of The American Power Boat Association. Racing Memberships are \$5.00 per year. No other dues or assessments. Includes Card and Button. Marine Research Foundation, A Non-Profit Corp.—6922 E. Congress St.—Detroit 7, Michigan.

**CONGRATULATIONS** to Speed and Spray for a much needed and welcome publication. Kennedy Sporting Goods—Mercury Sales and Service on Leek Lake, the Vacation Paradise, Walker, Minnesota.

**CORRESPONDENCE . . .**

*(Continued from page 4)*

hands of the individual members. At any time that the members are dissatisfied with these rules and procedures that they accepted they have the full power to change them by majority vote at the annual election.

Recognizing the above facts and in view of the indicated support of the large majority of Racing drivers, we your 1952 Outboard Racing Commission plan to operate this year in an honest and efficient manner guided by your established rules, the considerations of good sportsmanship and the will of you drivers.

Bud Wiget, Outboard Vice President  
American Power Boat Association

**NATIONAL OUTBOARD ASSOCIATION**

The American Power Boat Association has had 50 years of experience in the administration of the affairs of the sport of power boat racing. Our 4000 members and over 300 member clubs bear mute testimony to the benefits of this half century of experience. We are operating on a democratic system approved by "we the drivers" and we have the machinery to change this system and our rules when either fails to function according to the wishes of the majority. If we are dissatisfied with any of our rules or with the overall plan of operation, it is our duty to bring these matters to vote. If we have failed to elect capable officers in all instances or to provide workable rules and sound practices in the operation of our organization, the fault is our own. Obviously it is more sensible (and much safer) to make a few necessary changes in the APBA than to discard a successful organization for a new one whose announced basic concepts are actually no different from our own.

At any time that any group of drivers wish

to found another racing association with rules and policies differing from those of the APBA it is certainly their right to do so and to hold their own championships and establish their own association records as well, but why endanger the prestige of the sport with the unavoidable confusion that will ensue arising out of an attempt to set up a second national governing body for the outboards?

Here in the West (and I presume in other parts of the country) our Stock Racing men are boiling over with rage at the interpretation of the cockpit minimum width rule that bars the greater part of our large fleet of D Runabouts from competition, but we are NOT going to go off half cocked because of this and join the NOA. We are petitioning the proper authorities, asking for a one year moratorium on this unjust rule and at the end of the year we will propose legislation to ensure against any such possible error in the future. To acquaint all and sundry with the seriousness of this one particular rule I have addressed a letter on this subject to the Editor of Speed and Spray which I hope he will see fit to print.

Speaking of Democracy . . . when the American people are dissatisfied with the leaders in our government, we give them the old heave ho and elect new ones. When we are dissatisfied with a law, we get the matter out in the open—bring the matter to a vote and abide by the opinion of the majority. We DON'T sack the government and start a new one. Let us continue to operate the affairs of our National governing body for power boating, the APBA, in the same democratic manner.

United Speed Boat Association  
E. A. "Ed" Craven, Commodore  
(Stock Racing)

**NATIONAL OUTBOARD ASSOCIATION**

The facts surrounding the founding of the new National Outboard Assn. have not been widely publicized. Whether you are "for" or "against" it the new N.O.A. is unquestionably a matter of concern and interest to most boat racers. Intelligent conclusions concerning it cannot be reached until we know what it is and what are its aims and objectives. As one of its founders I am in a position to give the reason for its formation, its aims and objectives, and an outline of its set-up. I want to emphasize the fact that I am speaking for myself alone and not officially.

The formal organization of the National Outboard Association was completed at Memphis, Tennessee on February 3, at which time the 1952 rules and by-laws of the Association were adopted. The National Offices have been established at Knoxville, Tennessee and are under the direction of W. Claude Fox, the Executive Director. The officials selected to head the National Outboard Association for the coming year are President, Hudson Moses, Washington, D.C.; Secretary, Harry Kiefaber, Dayton, Ohio; and Treasurer, Emile Jacoby, North Bergen, New Jersey.

The National Outboard Association was formed because in the minds of the founders, the American Power Boat Association was not

satisfactorily fulfilling its obligations to the Outboard membership. It is not my purpose or desire to criticize the A.P.B.A. I have no ill feeling for it, but in order to tell why the N.O.A. was formed, I must point out the flaws culminating in the dissatisfaction that caused the new Association to be formed.

We are all aware that a single national authority to govern boat racing is desirable. The A.P.B.A. was designed to serve that purpose but, particularly among the Outboarders, there has been considerable dissatisfaction caused, as I see it, by the way the A.P.B.A. was administered. Small factions or cliques got control and ran the organization in an autocratic way that did not give sufficient consideration or voice to the individual drivers. This cannot be blamed entirely on these officials for at least a part of the fault must lie in the Association whose constitution and by-laws make such autocratic control possible. Space will not allow too many details, but I will cite a few.

The founders of the NOA contend that the APBA election system, which requires a nominating committee composed of the Regional Chairmen, practically permits the cliques in power to prepare their own slate and to perpetuate themselves in offices. The right of proxy vote in the APBA's too numerous and too large committees places all the authority in the hands of a few and permits the officers to conduct the affairs of the organization practically without supervision.

The proxy controlled technical committees and racing commission can place specification changes on the balance without the approval of the driver. Witness the stock utility rules commotion at present. The APBA has failed to provide standard practices for Referees, Measurer and Race Officials, with the result that a decision made on any particular point at one race may be reversed by an official with another view point at the next race. The President, Vice Presidents and Referees have been known to make decisions which the book says can be made only by the local race committee or the Measurer. The structural weaknesses of the organization have permitted this unfair practice. The "Propeller" has been used to set out one side of the controversial issue without giving the proponents of the other side the opportunity to state their case.

Summing it all up, the APBA is not representative of its members and the outboarders have been unable to get the structural changes made that would correct the flaws in the organization which are too many to enumerate.

The NOA aims to overcome these ills with a greatly simplified structure with fewer committees and commissions, each limited to membership of 5 so that action can be taken without proxy vote. Without proxy, no minority can gain control. We propose to simplify the rules and eliminate any interpretation, as well as to standardize methods and practices of Referees, Motor Inspectors and Race Officials so that a decision on any point will be universal and not subject to reversal as of obscure rules, systems or practices.

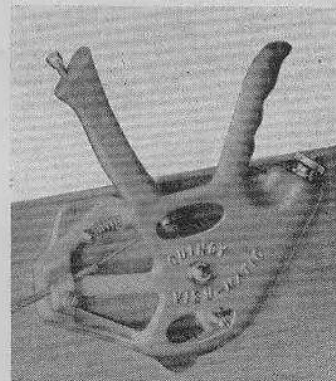
Modified stock racing will be included in the

*(Continued next page)*

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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)
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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.



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OUTBOARD RACING  
RUNABOUTS  
APBA STOCK RUNABOUTS  
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**EXPERIENCE** . . . From 1926 in design and construction

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**DESIGN** . . . Always distinctive tops in finish, trim, and hardware

**PERFORMANCE** . . . Record makers — 13 APBA records since 1946. Endurance for all water conditions, with emphasis upon speed and turning

**CONSTRUCTION** . . . Continuously improved to produce a faster, safer boat. Hand built, not a production boat.

## De Silva Boats

3964 Redwood Avenue, Venice, Calif.  
Phone EXbrook 77616

# NECHES RIVER FESTIVAL REGATTA

The NECHES RIVER FESTIVAL is typical of these all too few gala Regattas when the racing contestant is entertained as well as furnishing his share of the program. Beaumont, Texas, is the home of this Festival, scheduled this year from May the 1st to May the 4th. The program runs the full gamut of festival entertainment with the selection and crowning of the traditional queen, pageants, boating events, a parade of beautiful floats, and parties and dancing for young and old alike throughout the affair. Sunday, May the 4th, is given over entirely to boat racing, with no conflicting events on the schedule.

Beaumont is fortunate in possessing a natural boat racing amphitheater in its turning basin right in the city. Protected water and fine facilities make this an ideal location for closed course racing. 14,000 spectators paid admission to see the racing events at the Neches Festival last year and this year, with admission free, it should be standing room only, even though there is unlimited room for the crowds.

Let there never be a doubt that the size of the purse has a big bearing on the number of contestants and their caliber. Heat for heat this will be one of the richest purses of the year and its an odds-on bet that the racing for all of that gold will be hot and heavy. Four classes of Outboards sanctioned by the Southwest Boat Racing Association should produce a record breaking fleet of top-notch contenders. Three classes of Inboard Hydroplanes, running under sanction of the American Power Boat Association, will provide plenty of fireworks, topped off with the appearance of the 100 Mile an hour 266 Hydros. The full cooperation of the N.O.A., the A.P.B.A. and Southwest Boat

Racing Association has made this event possible.

The sport of boat racing could do with more Festival Regattas.

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Spot illustrations by Steve Duquette

### CORRESPONDENCE . . .

(Continued from page 47)

It is the aim of the NOA to spend the outboarder's dollar exclusively for the outboarder and to give him a democratic association which he can control. So, in many instances, the new Association takes nothing away from the old, but rather serves to unify outboard racing which was becoming disorganized.

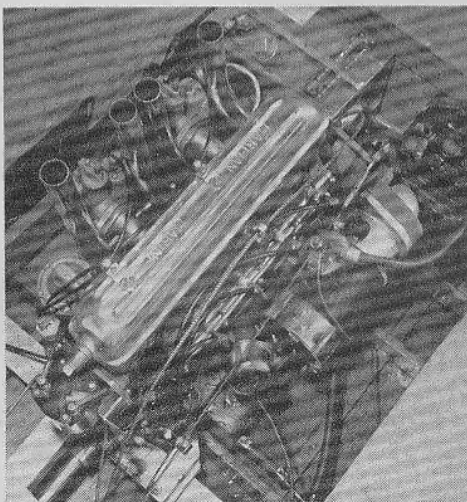
We believe that the National Outboard Association is so formed that it will suit the drivers of all outboard classes and that it will become the accepted authority on outboard racing throughout the United States.

All who have been active in organizing the new National Outboard Assn. have emphatically stated that they are "against" nobody. We carry no grudges or hard feelings. We simply make a new start with a new Association carefully designed to do a good job for the outboarders, with full power and authority where it belongs, in the hands of the drivers.

Herbert L. Scales  
Dallas, Texas

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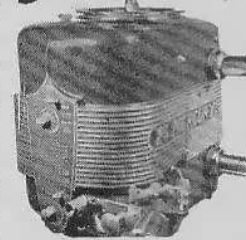


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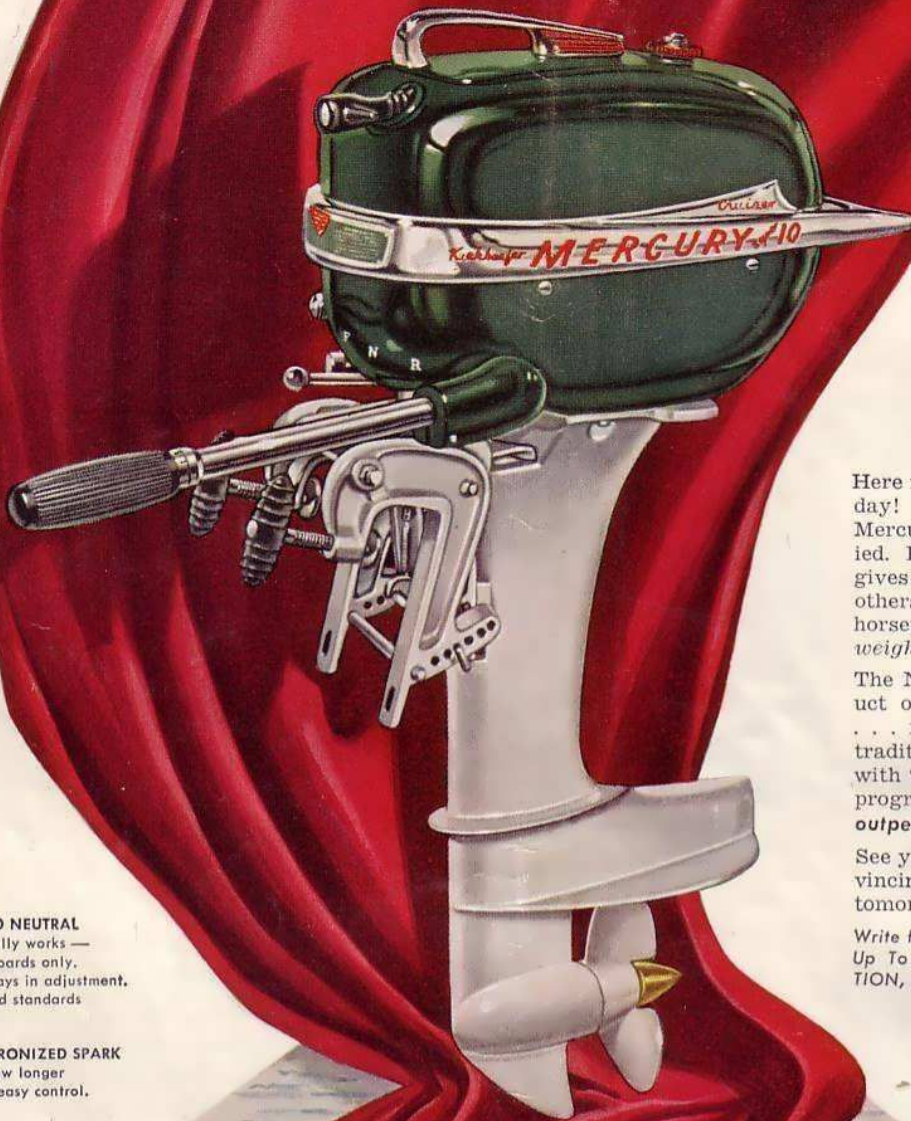
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