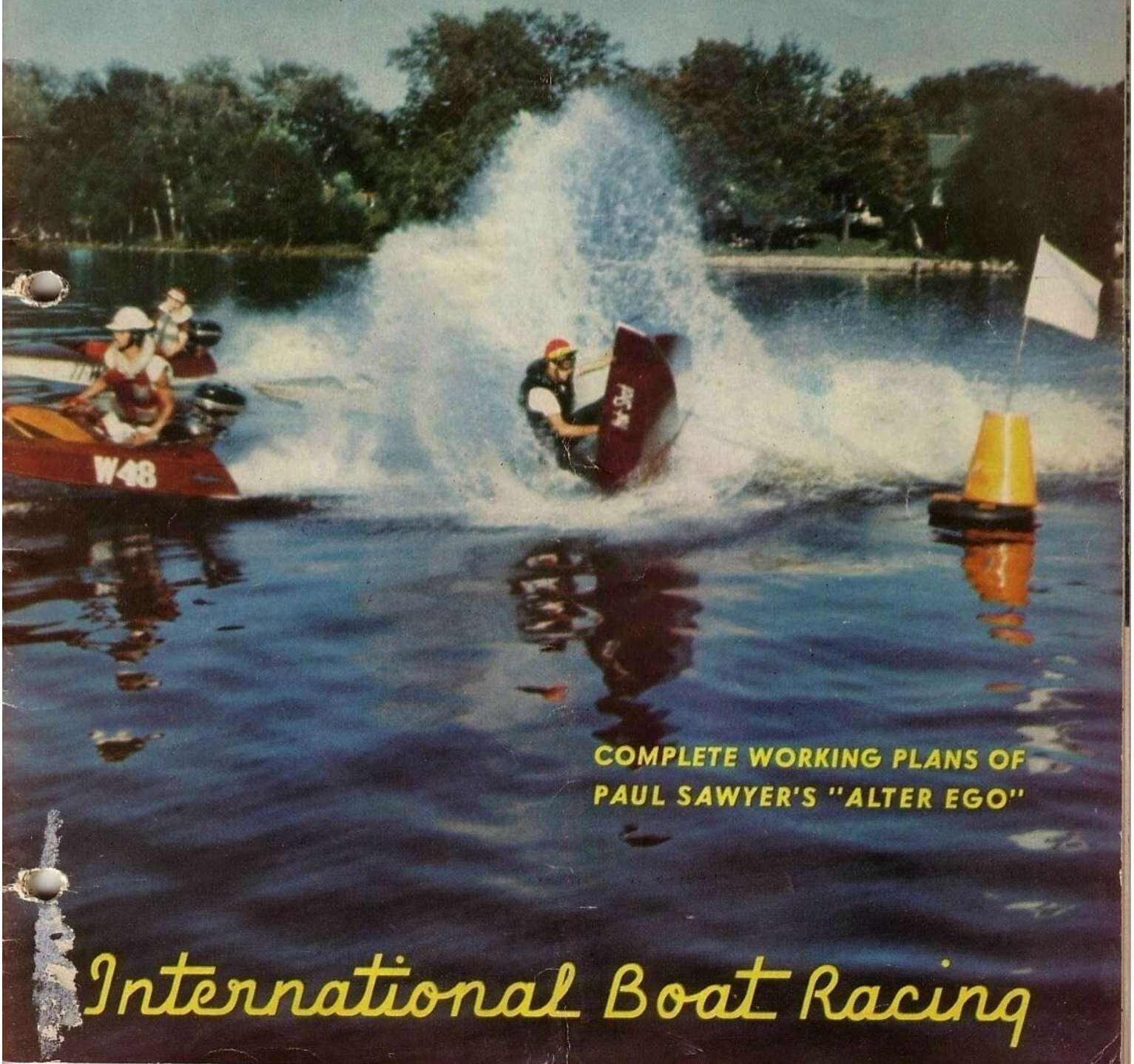


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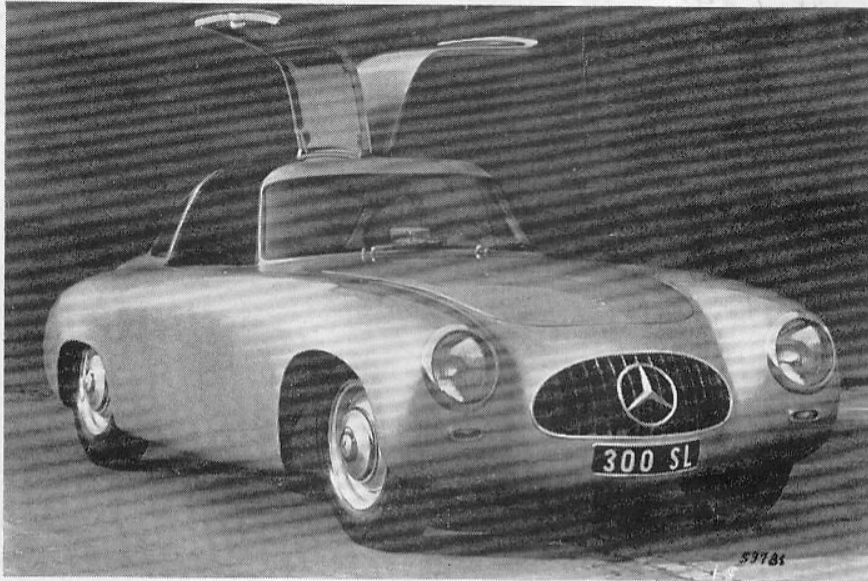
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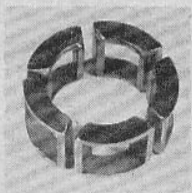
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# REGATTA CALENDAR

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
5/30	Syracuse, N.Y.	SO
5/30	NewHamburg, New York	SO
5/30	Liverpool, N.Y.	SO
5/30	Quincy, Ill.	O
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
6/1	Knoxville, Tenn.	O (K.B.R.C.)
6/1	MARATHON	
6/1	Glen Cover, L.I., N.Y.	SO
6/1	Saugerties, N.Y.	SO
6/1	Canajaharie, N.Y.	O SO
6/1	Miami, Fla.	I
6/1	Columbus, Ohio	O
6/1	Caldwell, Idaho	IO SO
6/1	Lake Elsinore, Calif.	SO *
6/1	Yuma, Ariz.	SO
6/1	Nampa, Idaho	IO SO
6/1	Montgomery, Ala.	O S M S *
6/1	Stockton, Calif.	O B S R
6/7	Pittsburg, Pa.	I
	STEEL CUP	
6/8	Ackerman, Miss.	O NOA
6/8	Cross Lake, N.Y.	SO
6/8	Norfolk, Va.	I
6/8	Richmond, Va.	SU
6/8	110 MILE MARATHON	
6/8	Pensacola, Fla.	IO
6/8	Ogden, Utah	IO SO
6/8	Sacramento, Calif.	I
6/8	Knoxville, Tenn.	O *
6/8	Ackerman, Miss.	O NOA
6/8	Columbus, Ga.	O S M S *
6/8	Redding, Calif.	S
6/9	Concordia, La.	IO
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)
6/15	80 Mi. MARATHON	
6/15	Sheffield, Ala.	O S M S *
6/15	Rochester, N.Y.	SO
6/15	New Bern, N.C.	O
6/15	Russels Point, Ohio	O
6/15	Fresno, Calif.	SU
6/15, 6/29	80 MILE MARATHON	
6/21	Michigan Center, Mich.	O NOA
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 M S *
6/22	Rome, New York	SO
6/22	El Dorado, Ark.	O NOA
6/22	New Bern, N.C.	O
6/22	Dayton, Ohio	O
6/22	Richmond, Calif.	SO
6/22	Russels Point, Ohio	O NOA
6/28	Montgomery, Ala.	I
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 B S R
6/29	Troy, N.Y.	SO
6/29	Liverpool, N.Y.	SO
6/29	Richmond, Va.	O
6/29	Baltimore, Md.	I
6/29	Pontiac, Mich.	I
7/1	Victoria, B.C.	?
7/1	Gananoque, Ontario, Can.	I
7/4	Ogdensburg, N.Y.	O
7/4-5, 6	Hampton, Va.	IO SO
7/4	Guntersville, Ala.	I
7/4	Fond du Lac, Wisc.	SO
7/4	Mays Landing, N.J.	SO
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 Village, 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 M S *
7/4	Redding, Calif.	S
7/5	Kenora, Canada	SU (P) *
7/5	Lakeport, Calif.	I
7/5	Santa Barbara, Calif.	I
7/5	Arnprior, Ontario, Canada	IO *
7/5	Sandy Ponds, N.Y.	SO
7/5	Sturgeon Bay, Wisc.	SO
7/6	Winnipeg, Canada	SU (P) *
7/6	Donner Lake, Calif.	O SO



Date	Place	Type	Date	Place	Type	Date	Place	Type
7/6	Santa Barbara, Calif.	O SO	8/3	Paw Paw, Mich.	SO	8/31	Urbanna, Va.	O
7/6	Crossville, Tenn.	O *	8/3	Baton Rouge, La.	IO	8/31	Madisonville, La.	IO
7/6	Lake Providence, La.	O NOA	8/3	Waycross, Ga.	O S MS *	8/31	Sacramento, Calif.	O
7/6	Kingston, N.Y.	O	8/3	Keuka, N.Y.	SO	8/31	River Rouge, Mich.	— *
7/6	Cheboygan, Mich.	SO	8/3	Easthampton, N.Y.	O	8/31	San Diego, Calif.	SO
7/6	Kingston, Wisc.	SO	8/3	Marlborough, N.Y.	SO	9/1	Knoxville, Tenn.	IO SO (K.B.R.C.)
7/12	Wolfeboro, N.H.	SU	8/2-3	Cambridge, Md.	IO	9/1	Depue, Ill.	O
	50 MILE MARATHON		8/3-10	Guntersville, Ala.	I	9/1	Victoria, B.C., Canada	IO *
7/12	Brockville, Ontario, Can.	I *	8/4	Pictou, Ontario, Can.	I	9/1	Toronto, Canada	I *
7/13	Columbus, Ohio	I	8/4	Rideau Ferry, Ontario, Can.	O *		CANADIAN NATIONAL EXHIBITION	
7/13	Provo, Utah	IO SO	8/4	Orillia, Ontario, Canada	SU *	9/1	Millville, N.J.	ISO
7/13	Dayton, Ohio	SO	8/8	Seattle, Wash.	O *	9/1	Detroit, Mich.	I
7/13	Hydson, N.Y.	SO	8/9	Seattle, Wash.	I	9/1	SILVER CUP	
7/13	Rochester, N.Y.	SO	8/9-10	Marine City, Mich.	O	9/1	Paw Paw, Mich.	SO
7/13	Bush River, Md.	ISO	8/10	Dayton, Ohio	I	9/1	Concordia, Miss.	O
7/13	San Diego, Calif.	SO	8/10	Dubuque, Ia.	SO	9/1	Long Beach, Calif.	I
7/13	Carnwall, Ontario, Can.	I	8/10	San Diego, Calif.	O	9/1	Macon, Ga.	O S MS *
7/13	Winona, Minn.	O SO *		REGIONALS		9/2	Lenoir City, Tenn.	O *
7/13	La Fitte, La.	IO	8/10	Topinabee, Mich.	SO	9/5	Toronto, Canada	O *
7/13	Lake Tahoe, Calif.	I		87 Mi. MARATHON			CANADIAN NATIONAL EXHIBITION	
7/13	Casper, Wyo.	IO SO	8/10	Mercer Isle, Wash.	SO (CC) *			
7/19-20	Valleyfield, PQ, Canada	IO		100 Mi. MARATHON		9/7	Cranberry Lake, N.Y.	SO
7/20	Urichsville, Ohio	I	8/10	Hudson, N.Y.	SO	9/7	Hudson, N.Y.	SO
7/20	Minneapolis, Minn.	O SO *		REGIONAL CHAMPIONSHIPS		9/7	Frankfort, Ky.	I
7/20	Sacramento, Calif.	I	8/9-10	Baltimore, Md.	O SO	9/7	Baltimore, Md.	SU
7/20	Grand Lake, Colo.	IO SO	8/16-17	Buffalo, N.Y.	I		MARATHON	
7/20	Sacramento, Calif.	SO	8/17	Cross Lake, N.Y.	SO	9/7	Sacramento, Calif.	O
	MARATHON		8/17	Albany-New York	SU	9/7	Kalamazoo, Mich.	SO
7/20	Marysville, Mich.	SO		130 MILE MARATHON		9/7	100 Mile MARATHON	
	85 Mi. MARATHON		8/19	Winneconne, Wisc.	SO		New York, N.Y.	I
7/20	Rome, Ga.	O S MS *	8/16-17	Marietta, Ohio	O NOA		HARWOOD'S TROPHY	
7/20	Cross Lake, N.Y.	SO	8/16-17	Marietta, Ohio	O	9/13-14	Red Bank, N.J.	IO
7/20	Coxsackie, N.Y.	SO	8/17	Long Beach, Calif.	SO		SWEEPSTAKES	
7/19-20	Solomons Island, Md.	IO SO		REGIONALS		9/14	Bakersfield, Calif.	SO
7/26	Tichigan Lake, Wisc.	SO	8/17	San Diego, Calif.	I	9/14	Sandy Ponds, N.Y.	SO
7/26-27	Shawinigan Falls, PQ, Can.	IO *	8/17	Birmingham, Ala.	O S MS *	9/14	Canajaharie, N.Y.	SO
7/27	Long Branch, N.J.	I	8/17	Redding, Calif.	SO	9/21	San Diego, Calif.	I
7/27	Ludington, Mich.	O		REGIONALS		9/20-21	Washington, D.C.	IO
7/27	Denver, Colo.	ISO	8/23	Toronto, Ontario, Canada	O SU		PRESIDENT'S CUP	
7/27	Portsmouth, Ohio	IO	8/24	Rome, N.Y.	SO	9/27-28	New Martinsville, W. Va.	I
7/27	Minneapolis, Minn.	O SO *	8/23-24	St. Michaels, Md.	IO	10/5	Needles, Calif.	SO
7/27	Long Beach, Calif.	O	8/24	Cincinnati, Ohio	I		115 Mile MARATHON	
7/27	Denver, Colo.	IO SO	8/24	La Crosse, Wisc.	O SO *	10/5	Oakland, Calif.	I
7/27	Huntington Harbor, N.Y.	SO	8/24	Logan, Utah	IO SO	10/12	Long Beach, Calif.	I
7/27	Conesus, N.Y.	SO		INBOARD REGIONALS		10/12	San Francisco Bay, Calif.	SO
7/27	Saugerties, N.Y.	SO	8/24	Oakland, Calif.	I	10/16-17	Madison, Ind.	I
7/27	Portsmouth, Ohio	I	8/24	Airport Channel, Calif.	I	10/19	Parker, Ariz.	O SO
7/31	Gravenhurst, Ontario, Can.	I *	8/30	Detroit, Mich.	I	10/26	Blythe, Calif.	SO
?	Hopwell, Va.	O *	8/30-31	9/1 Rochester, N.Y.	SO	11/2	Lake Merced, Calif.	O BSR
?	Burley, Idaho	IO SO *	8/30	Liverpool, N.Y.	SO	11/2	San Francisco, Calif.	O
8/2	Hamilton, Ontario, Can.	IO *	8/31	Liverpool, N.Y.	I	11/8 thru 11	Salton Sea, Calif.	IO SO
8/3	Essex, Md.	SO	8/31	Ogdensburg, N.Y.	O			
8/3	St. Cloud, Minn.	SO *		Rochester, N.Y.	SO			
8/3	Louisville, Ky.	I		DIVISIONAL CHAMPIONSHIPS				
8/3	Ceasarea, Ontario, Canada	IO *						

\*Regattas not sanctioned to date by the A.P.B.A.

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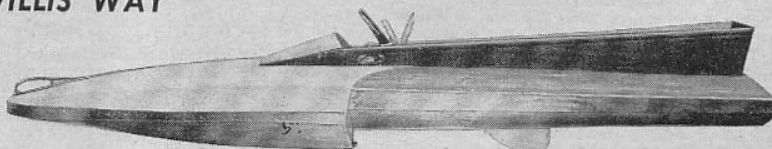
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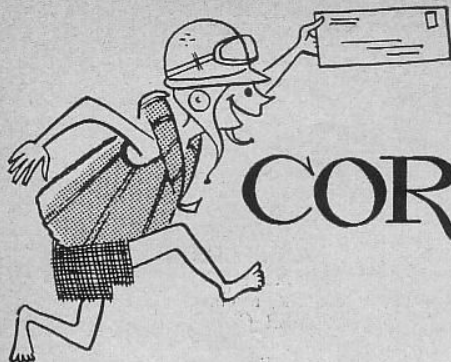
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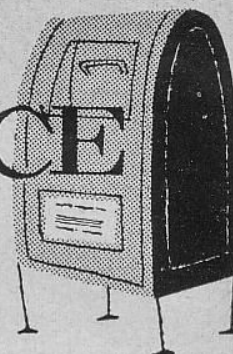
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# CORRESPONDENCE



### HOW COME?

In the June issue you printed the Regatta Calendar and looking over it I saw listed a race at Gadsden, Alabama. I loaded my outboard boats on my trailer the morning of the race and headed for Gadsden. When I arrived they stated I couldn't race as I wasn't a member of the S.E.B.A. I offered to join, so I could race, but they stated I couldn't race because I must be a member for 24 hours before a race. I traveled 518 miles to race for one day, and they wouldn't let me race a boat. They were not at all polite about it. They just plain didn't want me to have a chance at the few dollars prize money. I said I'd run and they could keep their prize money, but still they didn't want me on the water. Funny part of it is they were running modified and my outfit is strictly Stock. When a man travels 518 miles to compete in a publicized race they could at least make an exception to their rules by a drivers' vote, or by heck they ought to publicize their rules. That's the last time I'll go to an S.E. B.A. sponsored race if I never race again. If they're so darn afraid someone might take a dollar of their prize money, then they had better quit advertising their race dates.

Dr. G. W. Reichardt, D.C. Nashville 6, Tenn.

Always thought last minute arrangements for registration were universally accepted practice to accommodate visiting drivers. We publish the regatta schedule in a double-barreled attempt to attract more contestants to races and likewise to boost spectator interest. Your letter raises a new problem. Now we will have to ask any regatta sponsor requiring "sponsoring club membership to compete" or having special eligibility rules to advise us so that we can note on our regatta calendar. ED.

### WHAT TO DO TO A 50

I have been running 50 hp outboards in the stock utility and hydro classes for some years without too much success, and after trying all the things recommended to make them "go", have arrived sadly to that point where I realize that technical knowledge and know-how are the only secrets of speed.

The information that I want concerns piston clearances, compression ratios, port heights, rotary valve timing, and balancing. If there is any published information on these subjects or if you can direct me to someone who will help me with these problems it will be appreciated.

Mansfield, Ohio Charles R. Blosser

Presume you refer to 30 inch motors. If you are running in organized racing the limits on the items that you mention are established in the rules. (Stock or Modified Stock. Note Stock Modified Specifications June issue) A good functional set-up with the best available set of heads, top quality rings, etc., is the answer to power-head efficiency. Rotary Valve Timing: set to open with piston 1 1/4 inches past top center and to close when top land just closes intake port before top center. A perfect job of eliminating all of the friction in the lower unit is necessary to get performance from these motors. These motors were not designed for racing and without a racing lower unit you can't expect them to perform on a Hydro.—Technical Staff.

### HOPPING UP REED VALVE MOTORS

I am especially interested in hopping up outboard motors, particularly the reed valve type, such as Mercury, Scott-Atwater and especially the new Johnson 25 and Evinrude 25.

There are men around here who do that type of work, but they guard their secrets so closely that nobody can learn anything from them. I have purchased several books on hopping up outboard motors, which all give information on hopping up rotary valve type outboard engines and reporting them. Writers of these books seem to feel that nothing can be done to help the reed valve engine. I would be

tempted to believe that, if I had not seen for myself the performance of some of these hopped up engines.

Horicon, Wisconsin Harvey E. Oestreich

This is a debatable question. The factories and most of the experts say leave them alone. Here are a few things you can do. Mill off the bottom of the block a few thousandths and lift the ports by the same margin, leaving your port timing constant or you may stroke the shaft. Either of these operations are experimental and expensive. On some makes you may bevel out the shoulders in the reed valve cage left by factory broaching and boring. Ports can be squared out. Heavy reeds can be installed. Turn the flywheel down to the starter rope shive. Bore out the jets and burn alcohol fuel with additive. If you want to experiment whole-hog, install a "Y" tube feeding fuel directly into the cylinders instead of the crankcase. Install stacks. Note: The make and model of the motor determines which of these alterations may be attempted. Some of the experts have produced more speed with various combinations of these modifications. Some of the best men in the game have spent a flock of time, plus plenty of US dollars only to run second best to a strictly stock set-up. Most of the amateur mechanics who have attempted the hop-up trick on the reed valve motors report that the results are lots of soul-satisfying racket, accompanied with that delicious smell of burning castor and alky and the accompanying impression of going like crazy. The actual increasing speeds over a good stock outfit is still debatable, and you are definitely going to sacrifice the starting and operating dependability of the modern stock outboard motor. There IS a lot of work you can do in setting up polishing and tuning a strictly stock motor and you can pick up as much as 3 mph and stay stock. Lap in the gears in the lower unit and eliminate every last bit of friction, for here is the difference between speed and a mediocre outfit. On the Quickie you can reduce friction by tapering the ends of the impeller without perceptible loss of water pump efficiency. Get your outfit in balance with perfect alignment from the powerhead clear thru the lower unit and with the end play on the crank right on the money. A few of the successful hop-ups might pass you but you will win your share of the races. For use in free-for-all racing you can add to your perfect set-up REASONABLE modifications necessary to convert to fuel and install a set of stacks without sacrificing too much dependability. This issue read Charlie Strang's article on this subject.—Technical Staff.

### SERVICE MANUAL FOR OUTBOARDS

I am trying to locate some engineering publication service that puts out a "Service Manual" covering repairs and data on all popular outboard motors. There are companies who put out such service for auto ignition wiring and mechanical data and I feel quite sure there are ones covering outboard motors that can be purchased. If you can give me this information I will appreciate it very much.

Akron, Ohio C. O. Wright

We are unable to uncover a Service Manual covering all the makes. You will probably have to contact each manufacturer.—ED.

### ... AND AM STILL LOOKIN'

I have your 45-day notice post card, but no magazine yet. Mailed subscription March 14. Rev'er up boys, and I'll keep a sharp eye on my mail box at this end for that first issue, or some word about when it will arrive.

Cedar Rapids, Iowa Russ Markert

In trying to bring to the racing fraternity a magazine that the sport deserves, we took more time than what was anticipated, but (and I'm sure you will agree) the finished product shows the time and effort that went into it.

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OF BOAT RACING

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# EDITORIAL



### JUST COMMON SENSE

Flotation is the subject of this month's sermon. By flotation we mean enough natural or artificial buoyancy to float the boat and motor in case of a crack-up. In many classes, and in all classes in some divisions of the sport, the rules do not require adequate flotation gear. Common sense would dictate that all racing hulls should have it in one form or another. Even if you come out of a crack-up with a reasonably whole skin, your equipment is a dead-loss to you, drifting along the bottom of some lake or river. You aren't the only loser for oftentimes the big hearted regatta sponsor will spend many times the cost of your lost equipment searching for it to say nothing of the diligent efforts of your friends and the patrol boat operators. As a case in point we recall the unfortunate loss of Robert Stanley Dollar Jr.'s *Skip-A-Long*, the 1950 Harmsworth winner, unrecovered after months of searching from the waters of Lake Tahoe. The *Skip* was an all metal outfit without flotation and although Dollar was the only financial loser, the Unlimited class felt the loss of his dependable outfit last season. On May 4th at Parker, Arizona, Paul Terheggen went over backwards in his "E" Racing Runabout, *Donald Duck*, suffering serious injuries from which fortunately he will recover. The *Duck*, one of the fastest "E" boats in the world sank in a matter of seconds and despite continued searching, grappling and diving, and the unsuccessful use of an airplane for spotting, is still someplace in the silt at the bottom of the Colorado River. Paul has lost his very

fine piece of racing machinery and a whole crew of helpers, countless hours of time in conducting the search.

Flotation isn't a complicated matter to arrange, nor need it be expensive. Competent builders of racing hulls laugh at the idea that the additional weight of a water-tight bulkhead would be appreciable in any class of boat and in many instances, in the larger classes, the structural strength added is an advantage. Styrofoam, actually lighter than a feather and the most buoyant material known to science, can be cut or sliced into blocks of any shape and stowed without effort of fuss. A very small volume of this peculiar exploded material will float a terrific weight.

One of the simplest and least expensive of flotation devices is the extremely light-weight, durable and flexible tank made of fibreglass or one of the plastics. Many of the outboarders and stock outboarders have already learned the benefits of carrying a truck innertube, stuffed up into the bow and this simple device saved a good many thousand dollars worth of valuable racing machinery last year. As a last recourse there is always the five gallon tin can and a few of these will keep the bow up until a patrol boat can reach the spot.

No, the rules don't actually require flotation, although some regatta sponsors demand that racing craft in the long deep water marathons be equipped with something that will float the outfit. Expense isn't a factor, and common sense counsels to protect the equipment you have perfected.

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### OUR COVER

Action shots in full color are a difficult assignment. Trammell Pickett is the photographer responsible for this spectacular flip shot, appearing on our cover by courtesy of Kiekhaefer Aeromarine Motors, Inc. Johnny Kimberly who hails from Neenah—Wisconsin, the home port of the famed Winnebagoland Marathon,

is the driver caught in the act of joining the illustrious order of "Hell Divers". Johnny's "A" Stock Runabout HOT SHOT must have been just too hot to handle on this turn. The spill occurred at the Regional Championships at Winneconne, Wisconsin in the fall of 1951.



# CLUB NEWS



On July 12th and 13th of this year, the Klamath River Sports Carnival, Inc. will hold their annual Klamath River Dare Devil Race. For the past three years we have started our race 9 miles north of Yreka, Calif., where the Klamath River and highway 99 cross. From this starting point to Klamath Calif. on highway 101 is a distance of 176 miles.

This year we anticipate starting our race 22 miles farther north, at Fall Creek, which is just below Copco Dam No. 2, making the race a distance of 198 miles.

"This Daredevil race is plenty rough and rugged, a good part of it being white water and rapids, and it keeps a man plenty busy dodging the rocks and boulders. Entrants should keep in mind the fact that it is very important to have a sturdily built boat, 14 or 16 feet long, with a wide beam," says Burt Pluvoy, race entrant for two years.

The 1950 overall time from start to finish, was 31 hours, including lay over time at night. The 1951 over all time was 25 1/2 hours.

This Daredevil Race is open to any who want to enter, and we want all of the contestants we can get.

In 1949, our first year, we started this race with two boats, and only one boat finished. In 1950 we started 9 boats, and 2 Kayaks. Four boats and one Kayak finished. In 1951 we started 9 boats and 1 Kayak. Four boats finished that year. We would like to get at least seven-teen boats to start this year. \$250.00 is posted for the driver making the best time to Happy Camp, the end of the first leg and \$1000.00 goes to the driver making the best overall time. Any size motor and any size boat may be used but in this regard it would be well to remember that there are several short portages to be made. For complete rules and entry blank address Al Knowles at Klamath Sports Carnival, Inc., at Klamath, California.

**Pittsburgh's Third Annual Welcome Week Regatta** will be held on June 7th over the same interesting course that was admired last year by both drivers and spectators. This 2 1/2 mile per lap circuit makes use of both the Allegheny and Ohio Rivers with the upper turn at the Sixth Street Bridge on the Allegheny and the lower one below the historic point on the Ohio. This places the excellent pit facilities immediately adjacent to the course on the Allegheny River wharf side. The judges' stand will be on a barge anchored by the point.

The course which was used in 1951 and which has been adopted again this year provides unusual advantages from a spectator standpoint. This was evidenced by the crowd of 200,000 which lined the river banks to watch the races in 1951. The extensive shore area on both rivers is ample to accommodate as many thousands as are attracted to the races. The multiplicity of Pittsburgh's bridges provides ready-made viewing areas for the regatta. An added attraction is the concrete ramp that constitutes the Allegheny River wharf. A portion of this ramp is allocated for pit facilities and the balance is utilized by the spectators. It is easily accessible and, more important, within spray distance of the boats. This section has the added advantage of being within viewing distance of both the race course and the pits.

The following seven classes of boats will be scheduled and although prize money will be awarded to the first five finishers in each heat, the main lure is the array of cups which were designed for the Welcome Week regatta and range in value as high as \$6500.00.

- Unlimited Class—The Steel Cup
- 7 Litre Hydroplane—Alcoa Aluminum Cup
- 225 Cu. In. Hydroplanes—Koppers Company
- 266 Cu. In. Hydros—The Rodgers Gold Cup
- 135 Cu. In. Hydroplanes—Glass Cup
- 48 Cu. In. Hydros—Rust Heinz Memorial Cup
- 48 Cu. In. Runabouts—Motor Boat Cup

The limited class hydros each running two heats per class will put on a whale of a show

but the racing fraternity will be waiting to hear a report on the three heat battle for the Steel Cup which will be the first appearance of the Eastern and Mid-Western contingent of the Gold Cuppers and Unlimiteds this season. Their performance in the Steel Cup will provide the first measure of what may be expected of this part of the fleet in the Gold Cup Race this year. The Party at Hotel Roosevelt following the races is a gala cup presentation dinner.

The Connecticut Outboard Association is busy planning their 1952 racing schedule and we expect to have 21 to 15 closed-course events for stock utility classes A, B, B Standard, C, D, E, and F. Our first race is scheduled for May 30 at Middletown, Connecticut. All of our closed-course events will consist of a one-half to one-mile course, three to five laps, and two heats to each class. Prizes will be \$300.00 to \$400.00 in cash or its equivalent in trophies.

The C.C.A. is, also, planning their usual 70-mile Connecticut River Marathon tentatively scheduled for September 14.

Connecticut Outboard rule for the current season will be 1950 A.P.B.A. rules with the exception of allowing cockpit covers and an overall racing wt. of 7 lbs. per cu in. in all classes. . . . H. M. Bentley, Commodore.

The Detroit River Racing Association with the cooperation of the City of Detroit will sponsor and conduct the Sixth Annual Detroit Memorial Trophy Race on July the 14th. The full schedule of racing will include event for the 48's, 135's, 225's, 266's and 7 Litres with the Gold Cuppers and Unlimiteds racing for the Memorial Trophy.

That Detroit Racing enthusiasts are determined to bring back the Gold Cup lost two years ago to Slo-Mo-Shun IV, owned by Stanley Sayres of the Seattle Yacht Club, is evidenced by the number of newly constructed challengers expected to see their initial racing action on July 4. The new boats of Jack Schafer, Such Crust III and IV, Al Fallon's Great Lakes II, Joseph Schoenith's Gale II along with the proven contenders, Major Horace Dodge's Hornet and the Dossin Brothers Miss Pepsi IV. There is a possibility that another challenger may also be ready, the new craft patterned after



Miss Pepsi that John Hacker is to build for Major Dodge. Lending the 7 liter class will be Burnett Bartley's Roughneck, which had an outstanding record last year when raced by Joe Taggart as the Tommyann.

The races will be run on the famous Detroit River Gold Cup course with the start and finish at the foot of Burns Drive in Memorial Park. The pits will be in the park adjacent to the starting point and the close proximity of the course and pits will provide a close-up spectacle to thousands of racing fans.

The Detroit River Racing Association is also aiding the Windsor Yacht Club in conducting the Maple Leaf International Regatta at Windsor, Canada, on June 28.

1952 officers and directors of the DRRRA are pictured in the accompanying photo. Left to right (back row) Ed Hiller, Bob Dietz, Bob Parker, Fred Berger, Tom Hughes, Ben Cochell and Bob Warren; (front row) Charles Mac Donald, Jack Marsh, Gerald Gunn, Commodore Alfred L. Smith; seated behind the Unlimited

model, Frank Kurk and Clarence Gallagher.

The DRRRA has its own riverfront clubhouse at 14490 Riverside Drive where the river opens into Lake St. Claire . . . Ben Cochell.

Member of the Long Branch Ice Boat and Yacht Club who tangle with the thrilling sport of ice boat racing in the winter have now turned their attention to the summer program of race boating. Incidentally our club has the distinction of holding the world's record of 140 mph over frozen surface in an ice boat.

Summer racing is built around the activities of the sanctioned Jersey Speed Skiffs whose racing season commences at Ocean City, N. J., with the running of the 43 mile Fite Memorial Marathon for inboards. The popular and growing class of racing skiffs attend regattas at Cambridge, Md., Wissinoming, Pa., Red Bank, N. J., and sponsor their own inboard regatta, with the club, at Long Branch, July 27. Two new skiffs will be added to the fleet this season when Robert Brown of Long Branch enters his Seaman built, WOW and Freshheld's 'Bill' Clayton enters the Clayton built hull as yet un-named. Both being powered with Ford.

The second annual stock utility outboard marathon race between Long Branch and Red Bank over the Shrewsbury-Navesink rivers course is slated for Sunday, July 6. As yet the race is unsanctioned but the committee headed by Fleet Captain John B. Boland, have hopes of making the annual event one to be recognized. Former entries have been local lads gaining the necessary experience prior to their stepping off into the 'big time'.

Club member Jack VanDeman once again will take a shot at his own 91 cu. in. record with Red Witch at the National Sweepstakes, Red Bank Eddie Campenella, another old-timer at the game, will spring forth with a new and untried 48 runabout. . . . Kenneth D. Adams.

**Stock Outboard Racing Assn. of Long Island, New York.** The SORA will hold its first regatta of the season for Stock A-B-D and Modified Stock C-E-F on Dosoris Pond, Glen Cove, L. I. The event will be sanctioned by the APBA and the course surveyed for records. Dosoris Pond, now owned by Frank E. Powell of Socony Vacuum Co. was the former landing site for seaplanes piloted by J. P. Morgan of Wall St. fame. The pond separated Morgan Island from the mainland (Long Island). Since the death of J. P. Morgan the pond has been owned by Frank E. Powell. The June 1st regatta will be the first ever held on the so called 'Morgan Sea.' The Community Chest of Glen Cove headed by its chairman Junius S. Morgan, a son of J. P., will benefit from the race meet. An admission charge of \$1.00 per person will be made and the site can accommodate upwards of 10,000 persons. Parking for over 5,000 cars will be free. Rueben Blom, Race Com. chairman of the SORA is looking forward to over 200 entries from this section of the country. The SORA will hold their second sanctioned race of the season on July 27th at Huntington, L. I., with the same classes entered.

Four members of the SORA of L. I. have been elected to office of the Albany New York Outboard Assn.: Howard B. Edwards, 2nd V.P.; Louise Rowe, Sec.; Martin O'Neill and Wm. V. Couchman, directors.

About fifty members of this club are looking forward to the Lake Winnepesaukee Marathon on July 12th. Last year the SORA won the cup presented to the club furnishing the most entries, 26 members of our club made the trip. . . . Howard B. Edwards.

The Knoxville Boat Racing Club will be guided thru this year's activity by Commodore Harry Cupp, Vice Commodores Clyde Arp and Troy Cardwell, and Business Manager Al Gombert. Mary Jane Preston holds down the Secretary's post. Local races will be conducted throughout the summer and plans are under way for a marathon, a big sanctioned regatta on June 8th, if no conflict in schedule arises another big one on Labor Day. . . . Mary Jane Preston.

The New Jersey Outboard Association's Annual Indoor Regatta at the Brown Jug Tavern at East Patterson was an unqualified success. The dinner was followed by the awarding of high point trophies, "boat racing", games and dancing. Dick McFadyen introduced a new indoor midget course with actual water (H2O) using fishing bobbers for buoys and toy outboard hydros. Jersey beat New York in the relay race on this course and the women beat the men in the mixed finals. . . . Emile Jacoby.

The Wisconsin Stock Utility Outboard Racing Association apparently won't have to do much drum beating for entries for the fourth annual Winnebagoand Outboard Marathon, Sunday, June 29, at Neenah-Menasha, Wisconsin.

The Marathon, which now ranks as the nation's foremost stock outboard race, drew 228 drivers in 1951. To date more than 200 drivers



have made application for entry blanks for the 1952 event.

There are five classes in this year's race, A, B, C, D-1 and D-2. \$5000 in merchandise prizes and Milwaukee Sentinel trophies for first, second and third places in each class will be awarded. American Power Boat Association rules apply.

Anyone owning or having access to a stock outboard boat and motor, 18 years of age or older is eligible to participate. Amateur and professional drivers race side by side on the rugged Fox Valley course.

The 92 mile Marathon stretches from Neenah to Oshkosh on Lake Winnebago, up the Fox and Wolf Rivers, through Lakes Poygan and Butte des Morts to Fremont and return.

Complete information, including rules, regulations, and entry blanks may be secured by writing Outboard Marathon Editor, Milwaukee Sentinel, Milwaukee 1, Wisconsin. The Marathon is co-sponsored by the Milwaukee Sentinel and the Neenah-Menasha Chamber of Commerce, with the cooperation of the Wisconsin Stock Utility Outboard Racing Association.

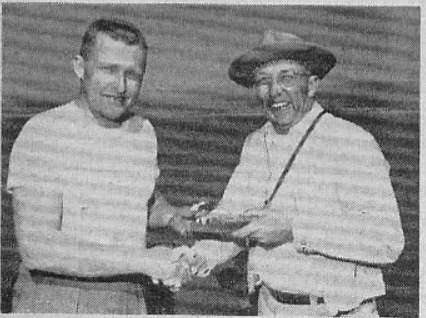
**Pelican Harbor Yacht Club** has just appointed its committee to handle the fourth annual Gold Coast Marathon for outboards, racing and service inboards. This event will be held on July 5 and 6 or July 12 and 13 and for which we will apply for APBA sanction. Participants race up the inland waterway from Miami to Palm Beach on Saturday and return on Sunday. This 130 mile marathon has been arousing increased interest each year and last year's event saw more than 100 starters participating. Complete details concerning this event, including a novel new system under which the drivers handicap themselves to race against time for points is being developed by Robert W. "Slide Rule" Hobbs and will be announced in about 30 days. . . . George H. Light.

**Salt Lake Power Boat Club.** Well, Spring is finally here in Salt Lake Valley, and there's a lot of feverish activity daily at Haynes Lake, 10 miles Southwest of the business district.

It's beginning to look like Hydroplanes will take the spotlight from the runabouts in our Club. Ethel and Bud Wiget produced the spark by their visit here a year ago. Vice-Commodore Jack Thompson has purchased one of Bud's Hydros and is in the process of setting it up for the racing season. I haven't heard from or seen anything of Les Brown (not the Orchestra Leader) who is our Club Sec.-Treas. This is usually a dead giveaway that he has something new and fast up his sleeve. Dick Bradford has a new Hydro from Denver. He is currently spending a lot of time and money searching for the right prop.

Walt Dansie, a newcomer, is showing his heels to the rest of the pack in D Hydro and apparently has the correct formula for recently he made the trek to Needles, California to tangle with the experienced hot-shots over there, and returned home with the second place trophy. That's George in the accompanying photo receiving his trophy from Needles Race Chairman, Andy Anderson.

George Walton's enthusiasm received a booster shot last week with the arrival of his new

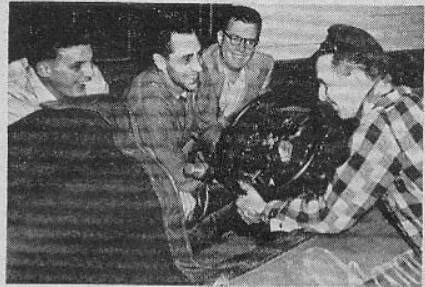


Willis D. Comet. The twinkle in his eye means no good for some of the other drivers because George is really tough. He's had a whale of experience and that perennial cigar in his mouth gives him just the confidence he needs. The local D Hydro race should really be the Cat's Whiskers this year with Dansie, Bradford and Walton going all out in preparation.

Wayne Brown and Garry Peterson will have some new competition this year in the appearance in B Class of Ted and Mary Jane Samuelson. They have recently been testing their new B Swift Hydro and B Speedliner Runabout.

A bouquet of flowers to Dick Bradford and Phil Adderley. They have been seen many times giving assistance to new boaters who have trouble getting their equipment going. No telling when the racing fever will rub off on one of these beginners due to their thoughtfulness. . . . E. Niederhauser.

**The Marine Prop Riders** with headquarters in Detroit is a racing club now just one year of age and growing rapidly. The club has 87 members who collectively own and race 46 boats covering the inboard field from "48" to Unlimited plus a good representation of outboards. The accompanying photo shows the 1952 officers looking over Fred Alter's new "266" Fancy Pants. Left to right: Johnnie Williams, Fred Alter, Merrill Connors and President Al D'Eath. Race enthusiasts interested in affiliation can address the secretary Jack Wall, 2906 East Jefferson Ave., Detroit. The club has the



unique distinction of owning its own launching hoist, a valuable asset to a racing organization. Plans call for two inter-club races this year, as well as participation in several invitational meets, one of the latter with the Toronto Boat Club at Toronto, Ontario. The club insignia which was designed by Lou Perkowski, one of the members with an artistic flair, will be much in evidence at Region 6 meets this summer. . . . Louis J. Ramsey.

**Winding River Boating Association News.** Two new B Stock Outboard Hydros are about completed by Winnie Cossaboon, Millville, N. J., and will soon undergo trials at the club's testing grounds on the Maurice River. Both are experimental models and judging by Mr. Mossaboon's previous efforts, will likely give somebody a headache.

Inboard pits at the Southern New Jersey Regatta at Laurel Lake, Millville, N.J., on Labor Day, will be relocated directly behind the start so that the drivers and mechanics can get a perfect view of the races. Outboard pits will remain at the first turn where they have a good location.

W.R.B.A. will put on two exhibition races of two heats each in classes B Stock Outboard Hydro and B Utility Outboards at Sea Isle City, Sunday, July 17th, 1952.

Races will be open to Delaware River Yachtmen's League members and all others, and are for the purpose of helping stir up interest in power boat racing at the Sea Isle Yacht Club, Sea Isle City, N. J. . . . Jack Fisher, Jr.

**The Top O' Michigan Marathon Ass'n.** will hold the annual APBA sanctioned Top O' Michigan Marathon on August 10th. The length of the race is 87 miles starting at Topinabee and proceeding through the Inland Waterway. Another organization recently admitted to APBA membership is the Top O' Michigan Outboard Racing Club which is planning sanctioned short course racing this summer. The members are mostly stock outboarders with a few non drivers. For additional information on the Marathon or activities of either organization please address: Donald Bonsecours at 434 West State St., Cheboygan, Michigan.

**Leech Lake, Minnesota.** On each Fourth of July for the last three years we have had wonderful success in staging our local races. This year we have a bigger and better program

planned in conjunction with an Indian celebration in remembrance of the last Indian battle in the United States which was fought on Battle Point here at Leech Lake in the Chippewa National Forest. Visitors will be treated to a gala celebration featuring among attractions a demonstration of the Schmidt Indians Drum and Bugle corp, which have been six times national champions in addition to stealing the show at New York at the National Legion Convention.

We are in need of the support of more amateur racing enthusiasts from the surrounding areas and interested parties should address Kennedy Sporting Goods, Walker, Minnesota. . . . Bob Kennedy.

**The Outboard Boating Club of Lancaster County** will hold its second Annual Stock Outboard Regatta at Pequea, Lancaster County, Penna. on Sunday, June 16th, with Rain Date, June 22nd.

This Regatta will be held on the lower Susquehanna River, and will consist of 6, Two Heat events, and is expected to draw drivers from Penna., New York, New Jersey, Maryland, Delaware and other nearby states. Visiting drivers are cordially invited. . . . J. W. Criswell.

**Chain O' Lakes Boat Club, Fox Lake, Illinois.** It seems that several members of our Club have "something doing" in the way of new boats for the coming season. If at least two new "135's" and one new "E" boat don't make an appearance some tall explanations for all the verbal banter during the winter will be in order.

Henry S. has not denied the rumor, which he himself has promoted, to the effect that he will be looking over the stern of his boat for the other boys when he reaches the finish line.

As for Lou B., anyone should be able to build a "135" in thirteen months.

So . . . in about two more weeks somebody will be "eatin' crow" . . . Robert W. Becker.

**The Channel City Power Boat Ass'n. of Santa Barbara** is very busy these days making preparations for the big Semana Nautica festivities held over the July 4th weekend. Three big races are scheduled with two sanctioned by the APBA. Semana Nautica is an all sports program throughout Santa Barbara and features over 40 different sporting contests.

There is another group of CCPBA members that are up to their ears in work, too. Four fellows are each building a Class B Inboard Runabout and when they are completed there will be six of the wild little "B's" ready for action! We are all certainly looking forward to seeing them out on, a fast course! Those V-8 60's really scream! . . . June Corliss.

**Madera Boat Club to Create Man Made Lake.**

Construction will soon start on the dam in Madera, California. The dam is located on the north edge of the city limits on hi-way 99, and the resulting lake will be open to every one. This is the 5th year the Madera Boat Club has built this dam with the exception of 1951, due to the water shortage. The dam is a 468 foot earth weir and a 32 foot cement spillway. This backs up enough water to permit a boating area 500 feet wide, and one mile long. Being located so close to town, there is usually boating every evening during the summer months. Future plans call for a park to be made out of this area. . . . Richard B. Brown.



There will be plenty of racing down in "Ole Miss" this season and right in the middle of the ruckus will be the "Early Birds Racing Team from Vicksburg, Mississippi pictured here. . . . Team boss Jim Early on the left.

**The Central Alabama Power Boat Association** is preparing for large boat turn-outs this season.

The Ona Wanda Club Von Lake Jordan near Montgomery, Alabama, the scene of the Cradle of the Confederacy Regatta, has improved its pit and docking facilities to handle the anticipated increase in the number of contestants expected this year. A large two floor boat storage warehouse with marine railway from the water front has also been completed. The June 29 inboard regatta where winners will be paid in Federal money if they so desire has been coordinated with the Guntersville, Alabama re-

(Continued on next page)



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gatta to be held on July 4. The latter's program will be a duplicate of the Montgomery all inboard affair and will permit out of state contestants to take advantage of the interim to get in a few days of relaxation on either of the recreational waters of two of the South's most beautiful inland man made lakes. Classes to be scheduled are 266, 185 and 48 hydros, D and E racing runabouts and C racing runabouts together with PODH's and 136 stock hydros.

West Coast outboard veterans will be interested to learn that Thomas T. Clarke of Fresno, California, now Colonel Clarke, Sir, is stationed at Maxwell Air Force Base, Montgomery, Alabama. The Colonel has recently returned from an overseas assignment, collected his array of motors and hulls and stands ready to burn up the tracks in the Southeastern circuits.

Cosby Hodges of Birmingham is grooming his E racing runabout *The Pirate*, for an active season. *The Pirate*, a Campbell hull, formerly held the one mile record and is a contender for the current competition record. We understand that the hull is now in Miami having a fibre glass bottom installed.  
... John N. Reife.

Ventura Speedboat Association has no course where we can sponsor races at the present time, but our members are always in the thick of things at races here in the Southland. Our small club boasts several outstanding national figures.

"Cag" Graham, who holds both the "C" Stock competition and mile straightway records, has sold his boat and shipped it to Alaska and is working furiously to get the new one ready.

Joe Proctor, a familiar figure in the C-Service Runabout Class, also a former record holder will try his luck in the D Stock Runabout Class this year.

Leonard Gates, also a familiar figure in C-Service, C-racing has designed and built a new three point hydro.  
... Margaret Proctor.

The Los Angeles Speedboat Association is a club of long standing and the only outboard racing club of any size in Southern California. There have been two clubs which had their start in Los Angeles Speedboat Association, namely: Southern California Speedboat Club, an inboard group, and United Speedboat Association, a stock outboard group. LASA is proud



to have had a part in the ground work in the formation of these clubs.

LASA is strictly an outboard racing club

and welcomes anyone interested in racing or in being connected with the sport. The officers who head the club are: Commodore, Pep Hubbell; Vice Commodore, Jim Holder; Race Chairman, Dr. W. R. Ingalls; and Secretary-Treasurer, Doris Holder. Anyone interested in becoming a member can get necessary information by contacting the Secretary at 2526 El Sol Ave., Altadena, phone Sycamore 7-9661.

Readers of Club News in other parts of the country might be interested in meeting our High Point Trophy winners for 1951 who are pictured in the accompanying photo. Left to right (standing): George Peake, F Hydro; Ed Wilson, C. Rac Run; retiring Commodore Marvin "Slim" Boettger; Elmo Belluomini; A. Hydro; and Curley Owens, F Rac Run. (kneeling) Bill Bauman, B Hydro; Johnny Bauman, C Hydro; Boots Morphy, M Hydro and also winner of the Cooper Travel Trophy; and Leonard Gates, C Ser Hydro and C Ser Run.  
... Doris Holder.

Modesto Power Boat Club since our last report has added three new stock racers: Jim Bispo, Norman Jorgensen and Tom Evans.

Evans has a new Raveau "A" Stock Runabout that he had shipped out by air. This boat is like all the other Raveau boats . . . it was built to last. How Marcel Raveau can get such big timbers in a boat and still keep the weight down we don't know. But it will go, too . . . and turn . . . and it's legal.

Jim Bispo is building a new "B" Stock Runabout in the back room of his dad's barber shop. Seems like a swell place to build a boat. He should have a lot of help . . . you know the kind we mean. It's legal, too.

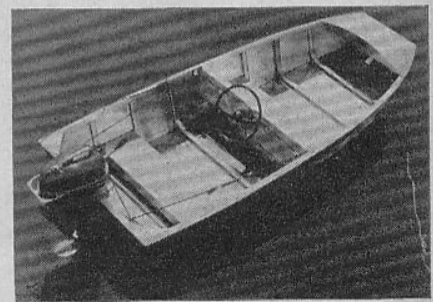
Norman Jorgensen has a new Rockhoff. It's legal, and he has proven it will go. He has been in two races, his first and second, and has brought trophies home from them both. We are all going to watch Norm this year.

We saw experience working last night in the person of Harold Cain. He was putting a little touch of plastic here and there on the bottom of his P.O.D. to make it "jump a little less, but also a little more now and then."

Our plans are about complete for our July 4th Regatta. We will run both Closed Course and Marathon for stock outboards . . . with water skiers showing off between times. And it will be legal, too, because Al Hart will be our inspector.

... Bud David.

## JUST FOR YOUNGSTERS!



"JU" racing, restricted to the youngsters, seems to be slow in catching on. Lots of the boys and girls of eligible age are seen on the nation's waterways every week-end in one type of boating or another, sometimes in an outfit beyond their capabilities. They are missing the thrill of stock competition, well supervised by experienced regatta committees. Shown is the Duratech aluminum hull which fits well into the "JU" Class, and an action shot of the Roberts Kit Craft which measures for both "JU" and "AU".

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## Paul Sawyer

... from outboards to inboards to international champion

*(Continued from last month)*

The starting line disqualification rule is also different. If you jump the gun by four seconds (or less) you may return and re-start; or failing to do so 20 seconds will be added to your total elapsed time for each second you were ahead of the gun. If ahead of the clock by over five seconds, you are disqualified. Contestants may not pass through the starting line (or any extension of the line) in either direction after the five minute gun is fired, until the actual start is made.

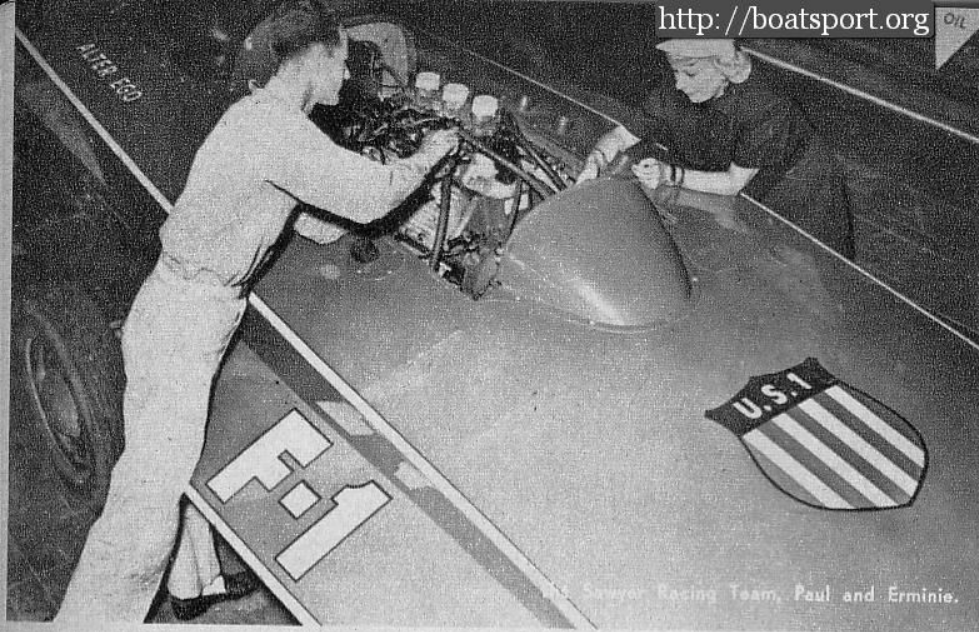
At Milan, Paul says the water was fairly smooth except for the lumpy run-back from the seawall. He made a perfect start next to the buoy, took the lead and that was the boat race. Second and third were two Italians. Mario Verga and Ezio Selva, followed by Frenchmen, E. Eminente, Louis Delacour and Maurice Bouchet. Both Verga and Selva drove Abbate hydroplanes manu-

factured in Como, Italy, powered with the popular B.P.M. racing engine. Piston displacement is 2800 cc with BMW type cam and push rod arrangement, single cam and overhead valves, hemispherical combustion chambers, domed pistons, forged con rods, fully machined counterbalanced crankshaft and magneto ignition. Technically this is a wet sump engine with a very deep pan and a powerful pump, but actually it has dry sump operation with the deep pan replacing any separate oil tank. The engine comes from the factory equipped with 2 carburetors and developing about 160 hp. As used by Selva (14 to 1 compression, four carburetors) Sawyer believes the bhp would be in the neighborhood of 200 hp at 6000 rpm. The European boats carry no batteries . . . it takes a pair of great big heavy-duty 12 volters to start the engine. Factory equipment includes built-in thrust bearing, no clutch, 1-to-1 in-and-out gear and water

pump (so engine can be run at dock). The batteries are plugged at dock and engine warmed up. When everything is set engine is turned off, water pump disengaged, gear engaged and engine started again. As boat leaves dock, battery lead-plugs pull out and engine is on magneto. Several boats in the 2800 class are using Ferrari V-12 which Paul believes will be a very successful racing engine in the near future. The Alfa Romeo supercharged racing engine is not for sale, but it may be available soon.

Followers of American closed course racing would have been amazed at the race staged at Milan by the Marina Militare (Coast Guard). An 8 boat hydro team under a Commander was assigned to put on an exhibition. Extra buoys were placed about, changing the course to resemble a ski slalom run. Soon after the start Paul recalls boats going in and out of the buoys in both directions, driven with wonderful skill and





Sawyer Racing Team, Paul and Erminio.

with the showmanship so characteristic of the Continental drivers.

Sawyer's story of his International Circuit tour follows the deeds of Ezio Selva, whose *Musketeer* we described. Selva, among other talents, is a machine tool designer and manufacturer. He has his propellers forged from billet steel and has built a machine for grinding and finishing them. The props look pretty much like the American Hi J Racing prop, Sawyer says, except that they are a true screw. Paul's props were examined with interest but he noted a lack of enthusiasm (stemming from European lack of confidence in bronze props). Thinking to make a nice gesture, he posted as a prize a brand new Hi J prop and was a bit surprised to find that the winner had fastened it to the wall with the rest of his trophies. The explanation for this was simple. The winner (like the majority of the Europeans) had a left rotation motor. The conventional American prop was a right hander.

The major regattas of the continental circuit number about seven per year and each accompanying banquet for the trophy presentation is a colorful and gala event with evening clothes in order. Decorations are impressive with the international flags always prominently displayed.

Paul's favorite story of the European trip illustrates in conclusive fashion the ingenuity, resourcefulness and the outstanding mechanical capabilities that make the Italians great boat racers. *Alter Ego* had speed on all the European entries at Milan. The race at Turin was one week later, and arriving at the pits Paul passed Selva's *Musketeer* on the skids . . . HOLD ON!

Something looked different and he returned for a closer look. Completely rebuilt . . . a beautiful job. The new underbody was practically a counterpart of *Alter Ego*. Sponsons had been shallowed off . . . riding surface narrowed and covered with dural plate, likewise the afterplane. A foot and a half had been cut from the length, a new strut of forged steel installed and a shortened shaft. The tail had been shortened and the whole rig beautifully refinished. Selva stood by while Paul examined the faultless job of re-design and rebuilding. Selva shrugged his shoulders, raised his hand and smiled with that Latin gesture that simply means, "Well there it is." There had been a social function of some kind every evening of the week and Selva was always present. How and when had the Italian driver found the time to completely rebuild his boat? One of his mechanics remarked later that Selva hadn't slept for three nights. Paul brought home a little piece of the plywood cut away from *Musketeer* in the modification. It is 1/4 inch 7 ply of birch and mahogany with a bit of a longitudinal hull member glued and copper riveted. Believe me, the glue job is superb. Those men can learn from us in design, but Paul says their construction is superb.

After the Milan Race, Paul says "The honeymoon was over. This fellow Selva was really going. Turin was a two-day meet with an 8 lap heat each day. It was quite rough with bump from a seawall on the mile-long straightaway with a dog-leg. We had to pass

Win, lose or draw . . . good sports. Selva, with a big smile, points out to pit crew the fast turn where Sawyer made his time.

under a bridge going and coming. I rode in third place for several laps. Selva and Verga both were driving like demons. I finally won both races but I knew I had been in a boat race."

The races at Zurich (Switzerland) wound up Sawyer's participation in the International Circuit for this year. The course was nearly a constant curve on one side, a half mile straight on the other, and a single-buoy turn on one end . . . ten laps, laid out on one shore of a large lake with choppy water and rollers. There were 8 starters. It is interesting to read a translation (Italian into English) published in "La Gazzetta dello Sport": Heading: MOTOR BOAT RACING . . . SAWYER WINS AGAIN IN ZURICH . . . and the subhead: The Italians Were Exceptionally Good.

"Zurich—8. The second day of the Nautical International Meeting in Zurich ended late in the evening. It so happened that the American Sawyer who took part in the last race of the day, the Grand Prix, left like the other competitors, a few seconds before the signal was given. This, according to the international rules, implies a fine of 20 seconds per each second acquired at the beginning. Sawyer, aware of this regulation, came back to the starting point after the first turn thus, losing almost 1 1/2 minutes. Then he went back into that race where he has shown to be the fastest, reaching the fantastic average of 102.992 KPH striving strenuously in front of the Italian Selva, who with an engine of 2800 cc, averaged 101.910 KPH; the American had also the famous 4 1/2 litre Ford engine. We are sure that a boat powered with a 158 Alfa Romeo engine would have certainly changed the results in favor of the Italian. Nevertheless we appreciated very much having Sawyer in the race."

Perhaps you are a bit puzzled about the references about the engine displacement, all of which leads to an interesting point in the contrasting development between racing classes here and in Europe. As the reporter inferred, *Alter Ego* with its 264 cu. in. was classified in a larger piston displacement category than the European outfits with their 172 cu. in. By P.D. classification the smaller European outfits would be "stepping up" in class to run against the bigger American engine. Paradoxically enough the highly developed BPM and Ferrari Racing Engines with their overheads and superchargers, even though they only measure 172 cu. in., wouldn't under the A.P.B.A. rules, be eligible to race against the 266 cu. in. outfits in America (except in a "free for all"). Piston displacement, although it is the basis of class distinction in the A.P.B.A., is no yardstick of comparison between American and European boat racing engines. Almost 100% of the engines used to power American in-board racing boats are stock automobile engines converted to racing machinery with as many modifications as specific A.P.B.A. class rules permit. Included are price limitations . . . prohibitions against certain changes in basic design . . . rules defining the eligibility of replacement parts . . . the ban on superchargers and on the use of overhead valves with engines not originally equipped with them. In contrast the European boat racing engine comes from the factory already a highly developed piece of racing equipment, designed specifically for racing. There are no rules against overheads, superchargers, or modifications and no price limitation. Obviously an engine of a certain piston displacement qualifying under the A.P.B.A. rules for a certain class will be no match in horse power for a European engine of the same displacement. On the other side of the ledger we must not lose track of the





disputable fact that these same A.F.B.A. rules that limit maximum power plant cost and control engine design to some extent, are the one single reason why America has many times the number of inboard racing boats than all of the rest of the world put together. About the 158 Alfa Romeo that was mentioned . . . Paul says, "That is a real piece of racing machinery . . . developing 380 hp and when they get that in a good hydroplane . . . just look out for some REAL speed."

We neglected to mention that in winning the Grand Prix at Milan, Paul broke all the records, turning a lap at 108.433 KPH against Achile Castoldi's existing record of 100.278 KPH. His new average for the race was 99.310 KPH against Castoldi's 96.021 KPH and Castoldi's records were set with the supercharged racing Alfa Romeo.

Paul and Erminie (Mrs. Sawyer) will treasure the prizes won on the continent, for these are not the enormous and gaudy monstrosities glittering with artificial gold plate, all too numerous in American Racing. The Sawyer's sweep of the International Circuit in Europe enriched their collection of over 200 cups with four beautiful sterling silver awards, dignified and a permanent remembrance of supremacy as the International Champion in the Montonautica."

This yarn wouldn't be complete without the story of that beautiful gold chronometer that Paul is wearing (on dress occasions only, I think). Keeping a dinner engagement at Selva's apartment, the Sawyers were admiring their host's collection of boat racing trophies. In the center of the trophy case was the most beautiful gold wrist chronometer imaginable. Paul asked about the watch and was told that it was the first boat racing trophy Selva had won. Their host suggested that Paul take the watch out of the trophy case and examine it. After Paul and Erminie had admired the beautiful workmanship for several moments Selva suggested they turn it over and examine the back. Paul's own words tell the rest of the story. "At first I was just conscious that there was engraving on the back . . . quite the usual thing on a trophy of course. Then it occurred to me that the inscription would be in Italian. Suddenly two words leaped out of the inscription . . . those two words were 'Paul Sawyer.' Erminie says that I turned as white as a sheet and she thought I was going to keel over. She wasn't the only one that thought so . . . I did too. I glanced at Selva and his brother who were smilingly watching. It finally dawned on me that Selva was making me a present of his most prized trophy and that the engraving was an inscription to commemorate the gift. It was dated as of that particular day. I often wonder how Selva would have made the presentation if I hadn't asked to see the watch. This will always be one of my most prized possessions. I can't say enough about the wonderful treatment we received from every single person on the trip, including the contestants, officials, press, civil and military authorities and public."

The comedy highlight of Paul's trip came when he arrived back in New York. After literally carrying the tow-ball for the trailer hitch in his hand throughout the tour, always looking but never finding a way to make use of it . . . he couldn't find it when they disembarked and had to go out and buy one in order to tow *Alter Ego* away from the steamship dock.

When Paul returned to America he remarked, "Although I won each of the four races I entered in Europe, they were not easy victories. I believe that the boats of Selva and Verga powered with the BPM motors and possibly that of Castoldi with



Language problems at Turin. From French to Italian to English. Left to right: Erminie, interpreter Dr. Enzo Salera, Paul and one of the French contestants.

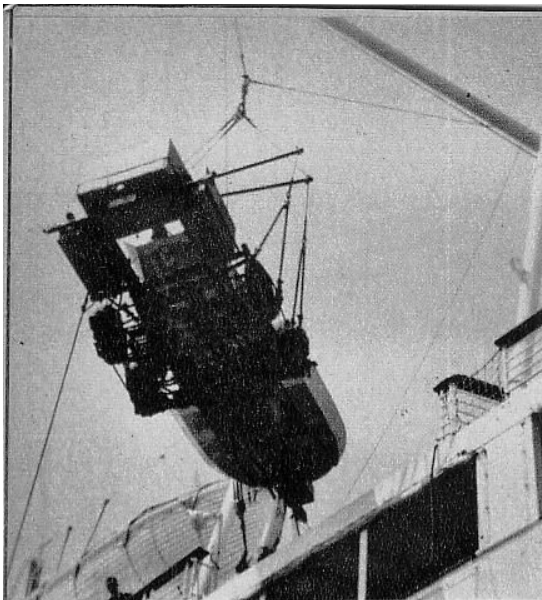


Sawyer poses for a photo at Turin with the famous Italian automobile racing driver Farina and Mrs. Farina.

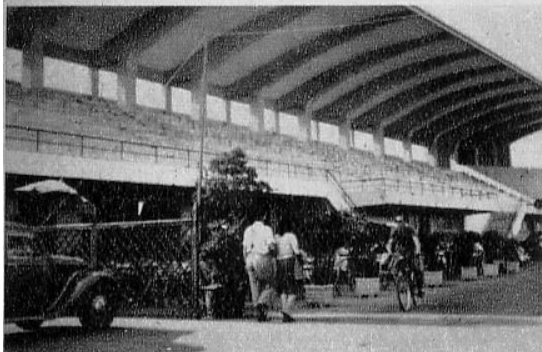


Alter Ego on the crane at Salton Sea.





Paul and Erminie died a thousand deaths as *Alter Ego* BALANCED in a pair of rope cargo slings was hoisted to the top deck.



Boat Racing De Luxe for the Italian spectator. This beautiful stadium and sidewalk cafe overlook the race course at Milan, Italy.

the Ferrari, could race at the present time on equal terms and on any water with any of our U. S. limited hydroplanes. We must remember that 1951 was only the second season the Europeans have raced three pointers. In 1949 when Bob Bogie made his tour of the continent with his three point 225 *Blitz III*, most of their hulls were conventional hydros. They are developing their three-pointers very rapidly and I predict that speed on the continent will continue to increase. They have one very marked advantage over the American racing man in that their highly specialized racing engines have a far better horse power to R.P.M. ratio all the way up the power curve than our converted automobile engines and they also have the added advantage of terrific acceleration."

Paul's prediction that speeds on the continent would continue to increase wasn't long in becoming a reality. On August 29, 1951, soon after the Sawyer team returned to America, the Italian Ace Selva broke the records that Paul had established on his tour. The new marks were established on the standard 2 KM course at the Casino de Campione D'Italia on Lake Lugano (on the border between Italy and Switzerland). Selva turned the ten laps at an average of 107.366 KPH (Sawyer's record was 99.310) and his fastest lap was 113.207 (Sawyer 108.433). The best lap figures 70.188 MPH and it was made on a 1.24 mile course . . . What could the dynamic Selva do on one of the big 2 1/2 milers over here? Perhaps we will get an answer to this question sooner than expected if proposed plans for a visit to America by several of the leading continental drivers materialize. Under discussion at the moment are the moot questions of traveling arrangements and the scheduling of events in which the 2800 cc outfits would be eligible to compete. This latter problem doesn't seem to be too much of a stumbling block as it would certainly be possible to schedule "Free for All's" (comparable to

the European Grand Prix) with piston displacement as the only limitation.

Paul's only active racing in America in 1951 was at the 11th Annual Salton Sea Regatta over the Armistice Day week-end. For this regatta *Alter Ego* was equipped with the fuel injection system used in 1950. Still burning methanol without additives, Paul blistered the mile for a new record of 120.085 MPH and then . . . in not too favorable water . . . wiped out Bob Rowland's 83.488 MPH 5 mile competition mark with a sensational performance against the best of competition that netted 87.890 MPH. It is significant that of the other three 266's that topped the century mark, the best figure recorded (Bill Ritner's *Here's Hop'n*) was a full ten miles per hour under Sawyer's mark. In 1950 Paul was the winner of the Gulf Gold Cup and this year, even though he raced only once in America, the Gulf panel of racing experts elected him for the second time to the Hall of Fame.

The Sawyer Racing Team, Paul and Erminie, are returning to Europe for the 1952 International Circuit. *Alter Ego*, which incidentally means "his other self," has been thoroughly reconditioned during the winter months. Selva's sensational performances during the latter part of the 1951 season are an indication of the progress made by the Europeans since the 1951 circuit, and it is obvious that the American entry is going to have a "tough go" this year . . . especially tough . . . if the continentals have succeeded in getting a release to use the 158 Alfa. The continentals had Paul topped on acceleration last year . . . the acceleration so necessary to stay out in front on the 10 and 20 lap races on the short European courses. It is an odds-on bet that the canny Sawyer has done "something about" that acceleration problem and can be counted on to uphold the American standards no matter how tough the going in Europe is this summer.



Presentation of the "Gran Premio St. Vincent" to Sawyer at Turin. Dr. Salera (hidden behind Sawyer) translates the speech to him.

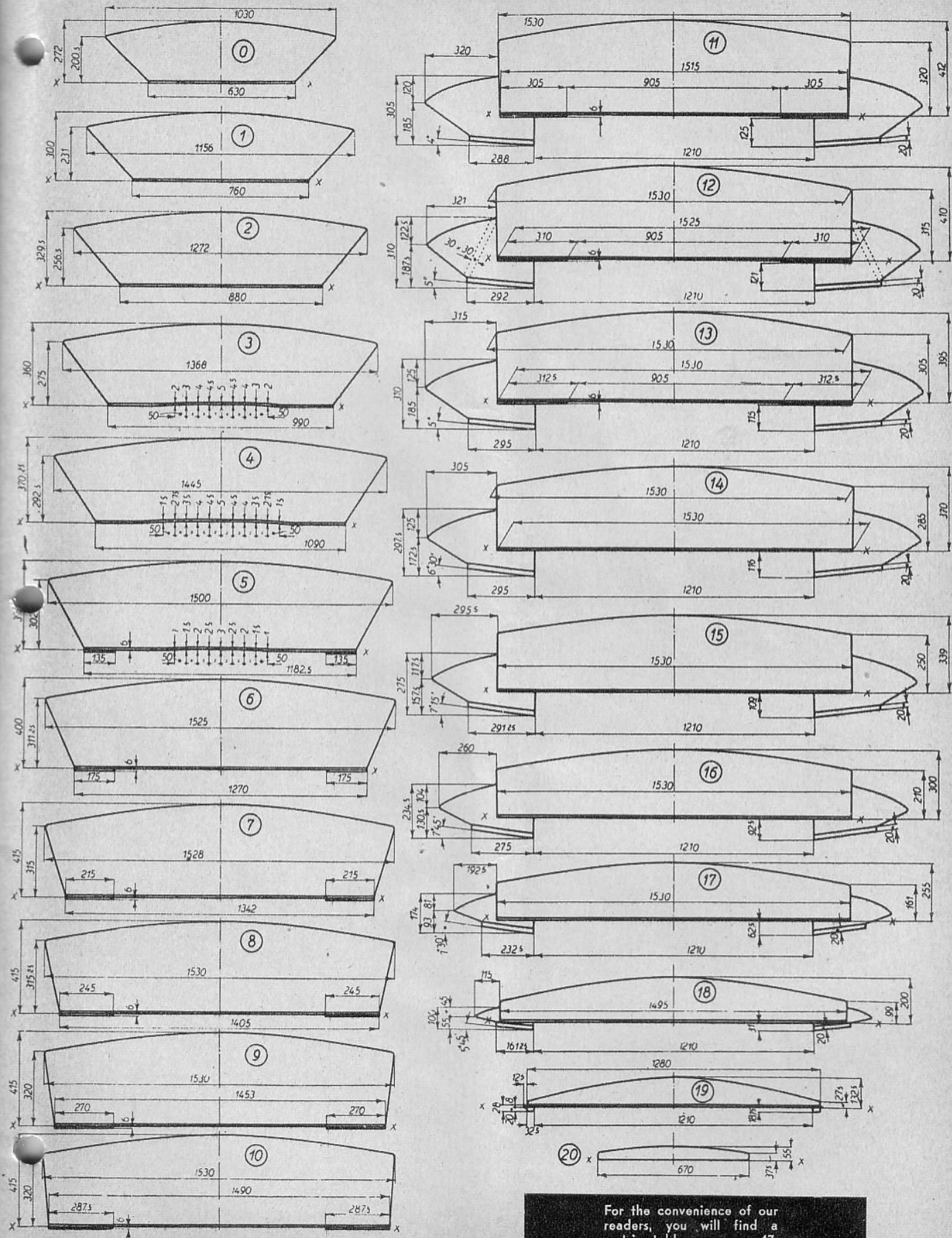












For the convenience of our readers, you will find a metric table on page 47.



# Hopping Up the Chevrolet Engine

by California Bill

The Chevrolet engine is perhaps one of the easiest to convert for marine use, and its characteristics of longevity and good power thruout the range of engine speeds make it even more desirable than many of the V-8 type engines now in use. Chevrolet engines installed in cracker boxes and 225 Division I boats have proven themselves to be terrific performers . . . as demonstrated by the recent record-breaking performance of Baker's "Black Jack" and Brown's "Bounce Barby." While it is true that these two boats were equipped with Wayne Chevrolet equipment, you can get exciting performance by utilizing reworked stock components. As you read on, you will see how this is carried out.

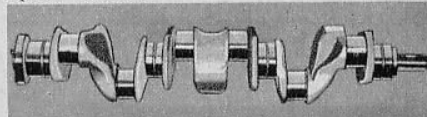
cu in. "Hi-torque powerplant was offered to truck users. This engine had a 3 15/16" stroke and a 3 9/16" bore. In 1950, Power-Glide models were equipped with a new engine known as the "105". This engine was also used for most trucks built in 1950 (and later) and has the same dimensions as the Hi-torques built previously. The quickest way to spot the "235's" or 105 Hi-torques is to look at the side plate covering the pushrods. Late Hi-torques have a short side plate which does not cover the spark plugs. Early Hi-torques and 216" standard engines have a pushrod cover which extends from the top of the head downward to cover the spark plugs and pushrods.

While the newest Hi-torques are considered best for hopping up (due to their newly designed head with large intake

up, or insufficient clearances are provided for the rods. Some oil additives also have bad effects on the Chevrolet rod bearings. We have had our best results using either plain oil (no additives) or the new Liqui-Moly oil.

Pressure oiling can be installed on Chevrolets used for all-out boat racing. However, as has already been mentioned, the stock oiling system when slightly modified will stand up adequately for all but the most rigorous competition use.

In order to install the pressure oiling system several changes are necessary. Briefly, these consist of having your crankshaft drilled and grooved, installing a GMC oil pump, and a Chrysler full-flow oil filter. Complete details on these modifications are contained in California Bill's Chevrolet Speed Manual.



Drilled and grooved Chevrolet crankshaft.

By now most readers are wondering when we will get to the cam, carburetion, ignition, compression, and exhaust, a discussion that usually heads this type of article. Well, this oiling and lower-end discussion is important in order that Chevrolet owners will have no fear that their "bottom ends" will drop out when they really "turn it on".

The only thing that must be done with the rods is to increase the clearance from the stock .0015-.002" to at least .003-.0035". Shims may be added to the stock rods to get this clearance, or you may get specially cut insert rods with bearings modified to give these clearances.

Because it is necessary to remove the crankcase to install camshaft or lightweight pistons, increasing these clearances imposes no extra work.

## MANIFOLDS

A dual manifold is the quickest way to add more horsepower to your Chevrolet engine. By actual dynamometer tests, the addition of a dual intake manifold on an otherwise stock Chevrolet engine will add from 12 to 14 horsepower\*. A triple manifold will add four horsepower more than a dual.

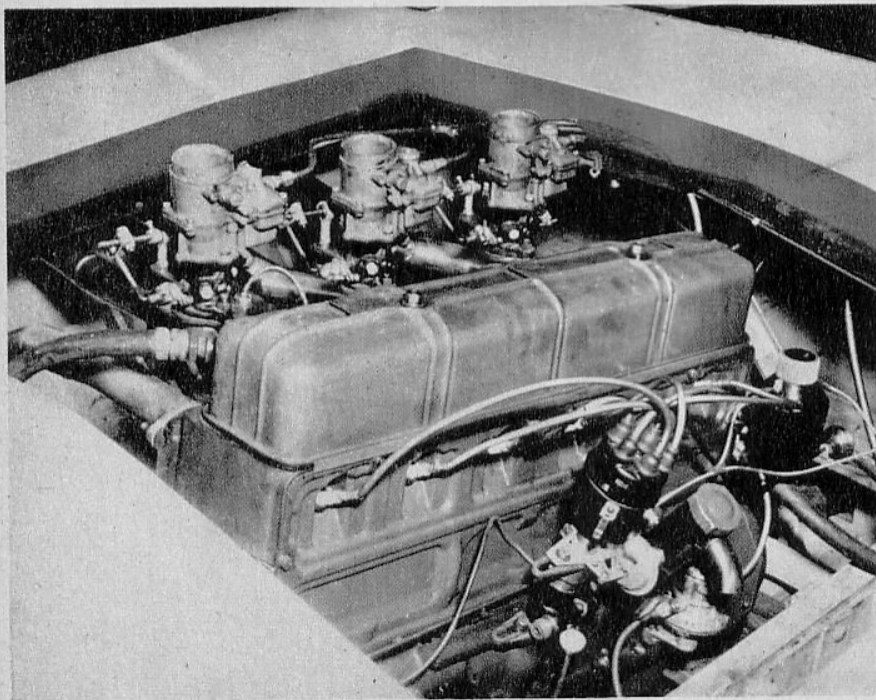
Acceleration is improved measurably by the use of dual carbs . . . approximately 20% more from an otherwise stock Chevrolet.

Boat engines built for speed should use a manifold with no exhaust heat. For the average pleasure boat we would highly recommend the installation of a dual manifold without heat . . . while those to be used for towing skiers and dragging with other boats, should be equipped with triple carburetion. Best performance will be obtained from the Nicson 3-carburetor side-draft manifold. However, special attention must be paid to installing a set of adequate air cleaners or flame-arresters, as these carburetors are prone to backfire, especially when the engine is equipped with a cam having long duration and top overlap.

## COMPRESSION

The Chevrolet engine really rewards the owner who ups the compression ratio. There is ample bearing area to handle the increased "push" and the increase in mileage and performance obtained by raising compression are very worthwhile.

Perhaps the simplest method of boosting compression is to mill the head. A .125" cut on any 1941-51 Chevrolet head will



Chevrolet engine mounted in cracker box, showing straight exhaust headers.

Almost every Chevrolet owner is interested in getting "just a little more" from his stock engine. But many have been confused by talk and diagrams of horsepower, torque, etc. There have been rumors that hopped up engines are not reliable and stories that the stock Chevrolet oiling system is not suitable for high-speed . . . All of the foregoing are false and misleading.

First of all, it is a very good idea to start with a 1937, or later, Chevrolet block assembly. Earlier models had three main bearings instead of four, and were not too reliable when hopped up, due to extreme crankshaft flexing.

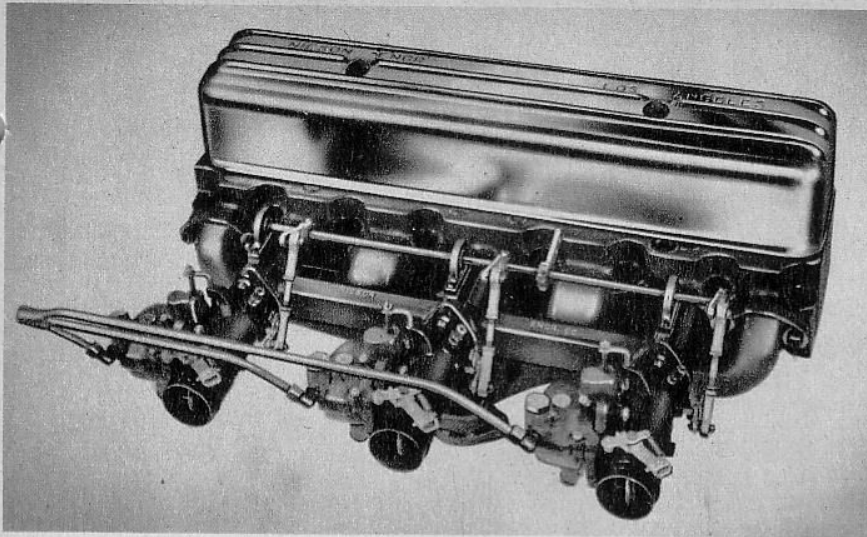
Chevrolet has made three basic blocks since 1937. The standard (3 1/2" bore x 3 3/4" stroke) 216 cu in. passenger car engine remains almost the same as it was in 1937 with only slight modifications. In 1941, a 235

valves), any 1937 (or later) engine can be given a real shot in the arm quite successfully!

It's a good idea to mention here that the stock Chevrolet oiling system is much better than most hop up artists would have you believe. In effect, the Chevrolet engineers have combined the best advantages of splash oiling with pressure oiling. This gives Chevrolet the longest trouble-free bearing life of any car on the road. The crankcase is equipped with small spouts, which are adjusted with a "targeting tool" so that they will direct a stream of oil into the rod dips. As the engine is revved up, the pressure of the oil going into the dips on the rods is well over 75 lbs.

The only time that oiling or rod troubles occur on the Chevrolet engines that are hopped-up, is when the pan has not been properly targeted, the spouts are stopped





Nicson three-carburetor side draft manifold and valve cover for Chevrolet.

raise the compression ratio to 7.25 on the 216" models and to 7.75 on the 235" models. Milling the 1937-40 heads is permissible only if the stock dome-type pistons are replaced with "flat tops". When making a cut of this magnitude, the intake valves must be "sunk" the same amount that has been milled from the head and 1/8" shims should be placed under each intake valve spring. No warping of the heads has been reported as a result of this treatment, and a lesser mill cut seems hardly worth the trouble as it would result in less than 7:1 compression.

On all models with the long side plate, it is necessary to slot the lower holes in the side plate and cut off the stiffening flange along the lower edge of the push rod cover. *Don't slot the upper holes!* This will misalign the spark plug holes and make spark plug removal difficult . . . or even impossible.

For further increases in compression, it is possible to obtain a head which has been milled and filled. This runs about \$70 (with your old head in exchange). Milling and



8.25:1 high compression piston for use in '41 thru '52 Chevrolets. Can be used in 1937 and later models by changing over to a '41 or later head.

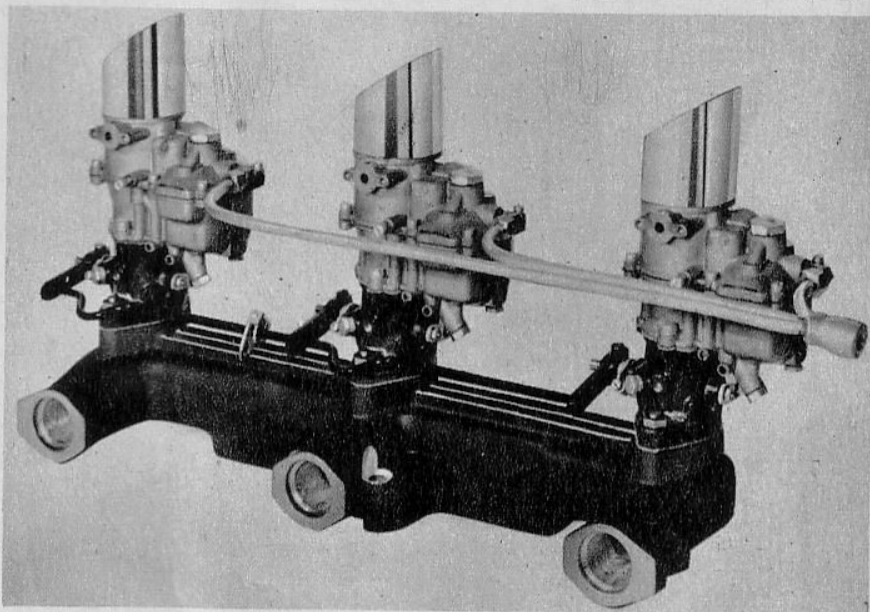
porting of your present head will usually cost in the neighborhood of \$40.

If you have a Hi-torque engine already, the new hi-dome pistons can be easily installed. These are available in 3 9/16" and 35/8" bore sizes and give 8.25:1 compression when installed with an unmilled head.

#### CAMSHAFT

Now that you have raised the compression ratio and installed two carburetors, the installation of a camshaft will really improve horsepower. By actual test on the dynamometer, an engine with 8.5:1 compression, two carburetors, and a 3/4 grind camshaft gained 50 horsepower. The same should be true of any Chevrolet engine.

Semi-race cams are a lost cause, and few



Nicson three-carburetor intake manifold designed for competition Chevrolet engines. May also be used on pleasure boat installations where maximum power is desired.

cam grinders still make them. At least a "Road" (3/4 grind) should be installed—even if you still are using one carburetor. Investigate before buying and make sure that the cam you get will be quiet.

Most of the 3/4 grinds now available are easy on the tappets, require little increase in valve spring pressure, and are as quiet as a "stocker". Many of them will idle just as smoothly as the stock cam. If you have a vacuum gauge on your car, don't become alarmed when your vacuum drops off at idle with a reground camshaft. Due to the increased overlap, a reground cam will pump less vacuum at idle.

Boat owners are usually interested in turning their props at fairly fast engine speeds, and therefore the installation of a camshaft which will produce these higher engine speeds is to be desired. There are several cams which fulfill these qualifications, foremost of which are the Spalding Super Maximum hp Grind, the Hower Super-9, and the Winfield Super 10A. These cams will carry on up into the 5,000 rpm range, whereas the average 3/4 or full-race grind starts dropping off sharply after about 4,800 rpm.

It is recommended that the installation of a reground cam be supplemented by a set of stock Chevrolet aluminum timing gears (getting a bit hard to obtain these days) and a set of tubular pushrods. The aluminum timing gears are much more dependable than the fiber gears, but do have a slight whine until they wear in. The tubular pushrods are almost 40% lighter than the stock pushrods and are 200% stronger.

#### IGNITION

The stock Chevrolet coil and ignition work quite well when in good condition. Some improvement in high speed performance can be had by reducing the point gap from .018" to .012", however, this does tend to reduce point life. Many Chevrolet owners are now installing the two point conversion kits which have been on the market for the past couple of years. These give a hotter spark and longer point life by overlapping the points to give a longer period for the magnetic field to build up in the coil.

For all-out racing your Chevrolet engine should be equipped with a Spalding dual

coil, dual point distributor, or if you prefer, a Scintilla Vertex magneto.

Your boat should be equipped with a straight-thru exhaust system, and how you get rid of the burnt gases will be largely up to your own ingenuity. Most boat owners run straight stacks out to the side of their boat, taking care to wrap them with asbestos wherever there is fire hazard. The Clark heater set can be used to get the exhaust out thru two pipes, if you so desire. These heaters are both neat and efficient.

In closing I wish to mention that the Chevrolet engine can be built into a full-race power unit for much less than the equivalent amount of horsepower would cost were you converting the Ford V-8 engine. Further information on the use of these fine engines is available from the author.

#### ATTENTION

Watch for an article on How to Hop Up a Crosley Engine in the next issue.

# Florida's Grapefruit Circuit



The big prize of the Grapefruit Circuit. Byron "Sonny" King (left) receives the Colonel Green Star Island Trophy from Johnny Ferlita. This is one of the most beautiful trophies.

## LEESBURG

By JOE SWIFT

Photos by Norman H. Oakes

Traditionally in the closing spot on the Florida Grapefruit Circuit, Leesburg was originally scheduled to wind up the dog-eat-dog weekends of racing in Sunshine Land on Sunday, March 2nd. However, even though we have to admit such a horrible truth in hushed tones, Tampa was rained out the previous weekend and postponed until March 9th. So, when the lads backed their rigs into the slots at Leesburg, they still had one more tour to look forward to before digging out their snow-shoes and chains for the jog back home.

If there ever was a natural marine stadium made to order for outboard shingle jockeys, Leesburg has it. An almost pistol-ball-round lagoon branches off of big Lake Harris directly in front of the city's park. It is just the right size for a three-quarter mile track, and it is protected from all sides against the March winds that sometimes "blow-out" late races in the Florida circuit. The Leesburg Boat Club, one of the most active in the state, has not only provided an fine clubhouse, but there are very adequate pit facilities, large parking areas, banks and lawns of green grass and spectator comforts second to none. Situated in the geographical center of the state, Leesburg is the large-mouth bass fishing paradise of the world, but on the particular Sunday we're concerned with, fishing poles had been set aside and the scream of the "A's" and snarl of the "PR's" had sent the scaly population of the lagoon scurrying for cover.

After the usual preliminary sneak looks at each other's lower units, sniffing of fuels, pecking into airhorns and ports, the C-Rac-

ing runabout lads got the show on the road with a rough and tumble tour over the tight course. Tommy Hagood of Orlando was back in the argument with his dark-horse Speedliner runabout that had "smoked" King at Lakeland, but this time King had that "Star Island Trophy" gleam in his eye, and he turned out to be a hard boy to reason with. Tommy was chewing on King all the way in the first lap before Tommy's PR took a notion to stick up, and King won the heat going away.

King also took the second heat of the Racing Runabouts, but the job was so easy we had turned our attention to the kindergarten lessons in driving that Tommy was giving free to Johnny Westbrook, one of Florida's less inhibited members of the racing clan. With Tommy running in second spot and Johnny in third, Tommy taught Johnny three times in a row that it was a rough deal to try to pass on the inside. Johnny had speed on Tommy, so the wide and inviting hole that Tommy kept leaving on the inside was a powerful temptation, but each time Johnny started through, for some reason or another, when they got to the third pin the hole had disappeared. This left Johnny the damp choice of venturing through Tommy's rooster tail, and after about three tries at that, Johnny caught on. Tommy ended up in the second money position with Johnny third.

Seven "A" hydro's put on a tight race in the first heat dominated by Charlie Heston of Jacksonville being pushed by his sidekick, Mabry Edwards, the "old master" himself. Doug Creech, who needs no introduction as being one of the country's best, had to be contented with a fourth on this tour. However, Doug came back to the pits and slipped on a different wheel, and the next verse was a new story. Although Hagood led for a couple of laps, Creech had too

much steam and took things over along the back stretch, finishing out in the clear by a comfortable margin.

Doc Frawley from Dravosberg, Pennsylvania, who sets aside problems of dentures and cavities when there is a boat race, put on the usual exhibition of how really hot Midgets should go. All during the Florida Circuit, Doc has had the "M's" his own way, and the two heats of "M" at Leesburg followed the same pattern. Someday we hope to have the pleasure of seeing a duel between the veteran "M" champion, Don Whitfield, and Doc . . . That, Gentlemen, will be a touch-and-go worth watching!

The C-Service runabout lads were such a bunch of eager beavers coming into the starts that on the second heat every boat in the race jumped the gun. If the rules had been followed to the letter of the law, there wouldn't have been a second heat. However, the referee took pity, and after they had been permitted to refuel and listen to a little lecture from the officials over the address system, they went back and behaved as they should. Dick Blackshear of Eglin Field had a rig driven by his friend, Fitzgerald, and the combination proved to be tops in both heats. The only excitement involved a see-saw battle for a short while between Fitzgerald and Jack Scarborough, but Scarborough came a-cropper of a stuck piston about half way of the race.

Always the best race of the day in these Florida feuds, the "C" hydro's were no disappointment at Leesburg. There just seems to be something sinister in the businesslike way those "C's" bore their way down to the starts, packing wild thunder behind them and a hell-for-leather intent in front of them. Byron King, still the daddy of a torrid PR, won both heats of the super-sonic jobs, but you can be real sure it wasn't easy. Although Hagood has somewhat forsaken the hours of precision machine work it takes to keep his rough-irons scalding hot in favor of running the "just as fast" but easier maintained "stocks", he still is a man to be reckoned with when he slides into the cockpit of a "C" hydro. He gave King a rough time, leading most of the way, but "Sonny" finally took over and was never headed from there on in. Creech, who is not a short course man, has a "going" "C", as no one can dispute, but the job of hammering it beyond third place was just more than Doug wanted to contend with. King's two victories in C-Hydro, coupled with the earlier two in C-Runabout, just about handed him the Col. Green Star Island Trophy regardless of what happened at Tampa the following weekend.

The "B" boys were dominated entirely by the Mabry Edwards, Charlie Heston combine from Jacksonville. They swapped first

The Leesburg pits, adjacent to the Leesburg Boating Club's club house, sports individual stalls for each driver. Grassy banks and parking area around two sides of the course make up perfect spectator facilities for racing.





in the two heats of "B" hydroplane, and the pair ran away and hid from the others in the race. Charlie always has a screeching "B", and Mabry is a lad who just doesn't go boat racing unless he goes to win. Both of these drivers have always give a good account of themselves wherever they've gone to gatherings of the clan.

It was a good race, and there's one thing for sure. When the "snowbirds" come back next winter, we'll bet that those who ran at Leesburg on March 2nd this year will run there again and will bring their friends.

### TAMPA

By JOE SWIFT

Photos by Norman H. Oakes

The climax of the Florida Grapefruit Circuit comes each year with the awarding of the Col. Green Star Island Trophy to the outboard driver who has racked up the greatest number of points in any one class during the series of contests beginning in January and usually stretching into March. The "Sterling" evidence of this accomplishment stand about three feet high on a silver banded ebony base, is about fifteen inches in diameter at the point of greatest girth, and to pick it up and carry it about requires approximately the same foot-pounds of effort involved in the sport of setting up an "F" rig. To give a true word picture of its intricate design is a job that might best be done by a Paris manufacturer of women's hats; let it be said here that the silversmith was permitted to run wild with five thousand dollar's worth of precious metal.

Any driver who lays claim to this massive fortune at the conclusion of three months of stuck pistons, unexpected baths, fouled girths and hosings down can be said to have done an arduous day's work. He keeps the trophy for a year, but past history has indicated that it is usually several seasons later before sufficient strength and luck returns to him in winning combination again. Leave it to Byron "Sonny" King, III, of Orlando, Florida, to change the traditional pattern of things.

King is a comparative "newcomer" if we are to judge experience by the standards of Eldredge, Wearly, Wiget, Edwards, Hagood, Maypole and other familiar names of long standing on the summary sheets. This year was his third really active season driving hydroplanes and runabouts, but in that time he has established an impressive list of victories and National titles. Last year he took home the Col. Green Star Island Trophy, and this year, when the echo of the PR's had died away at Tampa on March 9th., he just put the cup back in his car and went home with it as natural as you please. We believe that makes him the first two-time consecutive winner in the history of the cup.

Two weeks previously we had journeyed to Tampa, home of the five cent cigar, Ybor City, the Columbia Restaurant and Las Nova Dades, only to find a solid mass of hyacinths clogging the Hillsboro River course under a damp blanket of rain. However, March 9th was one of those "Chamber of Commerce" days, and things got under way on the tight, narrow course in a hurry.

The first group to tangle snatch-cords was a lively field of "B" Stock Hydro's, and in many respects it was the best race of the day. There were more entries than in any other class; the competition was rugged all the way, and the flips and near-flips kept the spectators lining the banks within twenty feet of the straight-aways on their ears for the full tour of each heat. Tommy Hagood of Orlando won both stanzas, the second one by the unique method



Start of "B" Stock Hydros

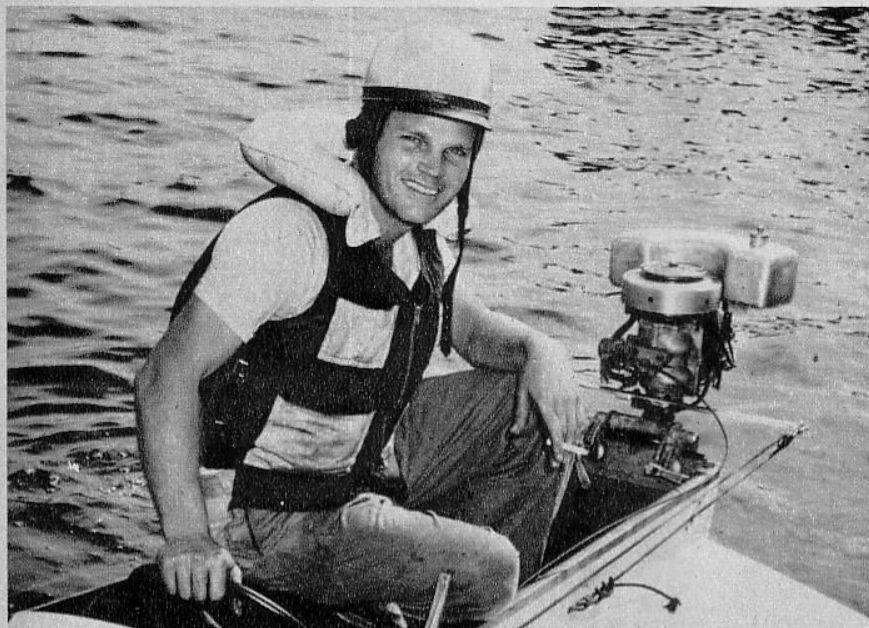


Charlie Heston, one of the hottest "B" drivers in the game scored high at Leesburg and Tampa.



"Doc" Frawley, Class "M" National Champion dominated his class thruout Florida Circuit.

# Florida's Grapefruit Circuit



Tommy Hagood, National "B" and "D" stock hydroplane champion and past champion in "A", "B" and "C" racing hydroplane classes, enjoys a cigarette between "A" heats.



Genial Doug Creech of Charlotte, Norm Carolina, ponders the question of propeller selection before the first heat of "B" at Leesburg. Doug is known all over the country for his hot equipment and good sportsmanship.

The maestro Mabry Edwards is still leading them around. That fuel tank may be battered but the "iron" under it was hot enough to win firsts at Leesburg and Tampa, Florida.



of being the only fair boat over the line out of a field of seventeen.

A wild group of C-Racing Runabouts, headed all the way by ex-national champion, Jack Stanford of Punta Gorda, and Sonny King did everything but climb the banks. Jack managed to win the first heat by a narrow margin, and in the second heat his frantic, if somewhat uninhibited, efforts to pass King left many an open mouth up and down the sidelines.

The "A's" were also hotly contested, with Tommy Hagood taking the first round away from Mabry Edwards of Jacksonville. Mabry, needled back into his old driving style by the first heat defeat, went back out and ran away from everybody in the manner that used to be considered average before added years and family responsibilities took some of the ginger out of his throttle hand.

The taste of that smooth water which only the first-place driver finds at a race must have lingered pleasantly with Mabry because when it came time for the "B's" to hammer down on the clock Mabry had that pole groove between his air-traps, and he never lost it. His running mate, Charlie Heston of Jacksonville, wasn't giving Mabry any peace of mind, but Charlie had to be contented with two second places while the old "Master" indulged in showing the lads the way around.

When the "C" hydro's came out to scald the oval for the final two loops of the afternoon, it turned out to be one of those jet-job duels between Hagood, King and Stanford. The expression, "dog-eat-dog", may be whiskered, but it best covers the manner in which those three jockeys divided the men from the boys in the first turn and went on to see which of the trio could out bluff the other two. Stanford has eaten enough "dog" in such give-and-take affairs in past years to grow into a plump lad considerably over the two hundred mark on scales, but he had to be contented with a second and third in this fracas. Hagood and King traded the two first positions in the final tally.

At other intervals during the afternoon the C-Service boys put on a dull show which lacked in both entries and spirit, and that strange, unsanctioned class, the Florida Family Runabouts went out without benefit of family and bounced and rolled through two curious heats. The outstanding feature of the two heats of Midgets developed when Doc Frawley's National "M" Champion rig ran third in the first heat instead of walking away from the field. Harold Fuller of Tampa was the lad who did the trick of winning the original round of the M's, but Doc managed to get the right combination for a win when they came to post the second time.

All things considered, including the general "fewness of money" this year, the Region 5 lads felt that the Tampa regatta concluded a most successful Grapefruit Circuit for '52. We are looking forward to an even hotter series comes the opener next January, and we'll be looking for someone to take that Star Island trophy away from King before his name becomes a habit with the engraver. Who do you think is man enough for the job?







## Stock Racing A Spectacular Sport

By Merlyn Culver

In some quarters there is a mistaken idea that it takes a fleet of hundred mile an hour racers to put on a spectacular show. Bury that thought deep! Twenty stock racers fighting it out for the lead positions at one buoy will produce all of the excitement that the average thrill-hungry spectator can stand.

Several thousand of these spectators that lined the shores of the Miami River last September saw a real show, the Stock Outboard Great Lakes Divisional Championship, sponsored by The Greater Dayton Boat Club.

Each heat was jammed with action and thrills as the pictures clearly show, however, not a contestant was injured. The Dayton course consisting of two single buoys, one at each end one-half mile apart is in full view of the spectators which adds to their enjoyment. The course and starting line is also in full view of the pits and in addition to this they have a public address system with speakers located on both sides of the

river so everyone knows what is going on.

The real excitement happened at the first turns. In Class AU, refer to photo No. 1, Ronnie Gray of Hagerstown, Indiana, in center boat, spun in the first turn and was run over by Don McClelland of West Carrollton, Ohio, in 83S, boat on left. Lee Mei of Grand Rapids, Michigan in boat M49 just managed to miss the overturned boats and continued in the race. The race was won by Jan Rinker, Noblesville, Indiana. John Krehl, Madison, Indiana, was second and D. Chenoweth of Xenia, Ohio, was third.

The second photo shows the first turn in Class BU—first out of the picture range is Carl Ward, 500S is Dean Chenoweth, 46S is Roy McCoy, Dayton, right behind him is Jon Culver with his boat on its side to avoid 178S—Bobby Smith of Dayton, who is being run into by Jack Isabel of Columbus, Ohio and dumps over in the next split second. See photo No. 3. Carl Ward of Lima, Ohio, went on to win. Jon Culver came in second and third was won by Roy McCoy.

There wasn't a dull race in the program—Joseph Emrich of Hammond, Indiana, was the victor in the hotly contested CU Class and Jon Culver cleaned up a fast field of DU's with two straight heat victories. Dean Chenoweth was the big winner of the meet, scoring straight heats in both A and B Stock.

Besides McClelland, Gray and Smith, Jack Stotts of Dayton also capsized during the afternoon's action but none were serious.







## LAKE MERCED

By JOHN ALDEN  
Photographs by Lankford

San Francisco and Oakland, the bay cities by the Golden Gate in Northern California are blessed with two of the nation's finest "right in the city" racing locations. Oakland has its Lake Merritt, a beautiful body of protected water in a landscaped park right in the center of the downtown section of the city. It is probable that this Lake will be the scene of the National Stock Racing Championships this year, but that is another story. Lake Merced in the city limits of San Francisco is a natural for short course outboard racing. Its wooded shoreline provides plenty of space for the spectator crowd and with a good powerful telescope the residents on one of San Francisco's many hills could see the racing.

tough C Hydro gang and scored a third in Service C Hydro as well. Ward retired after winning the Colonel Green Roundhill Trophy among other national honors, but is back again with some going machinery. Angilley, with the maestro Bud Wiget who won the C Service Hydro race and Larry Burke of Chico who trimmed the C Service Runabout fleet will make the NCOA fleet of C's pretty hard to beat this year. Art Pierre and record holder Rock Stone came down from Oregon to warm up for the season and went home with 1st and 2nd respectively in C Racing Runabout.

The B Stock Runabouts turned out the largest field of boats, seventeen of them, and produced the most thrill packed event of the day. Typical of stock racing, the boats were very evenly matched and it was a bitter battle for each of the leading positions right up to the checkered flag. It was an ironical touch that Ray Eichman who weathered 115 miles of some of the roughest marathon water on record to win the 1951 Colorado River Marathan should be the only flip artist of the day. Ray turned over the same outfit that he drove in the marathon at the first turn in the first heat of B Stock. Richard Ferney of San Rafael was the B Stock winner; home townier Fred Biagio took home the trophy for F Hydro; Wm. Siemsen of Santa Rosa gathered in the honors for F Runabout and Frank Koyanagi from San Luis Obispo was the winner in B Hydro.



Ray Eichman (left), the casualty of the Regatta and John Alden look over Ray's slightly damp, but otherwise undamaged Mercury B after his flip. Ray and John were the team-mates that ran 1-2 respectively in the 1951 Colorado River Marathan.

Art Pierre, the Oregon speed merchant, receives his first place trophy from NCOA Commodor, B. J. McKinney.

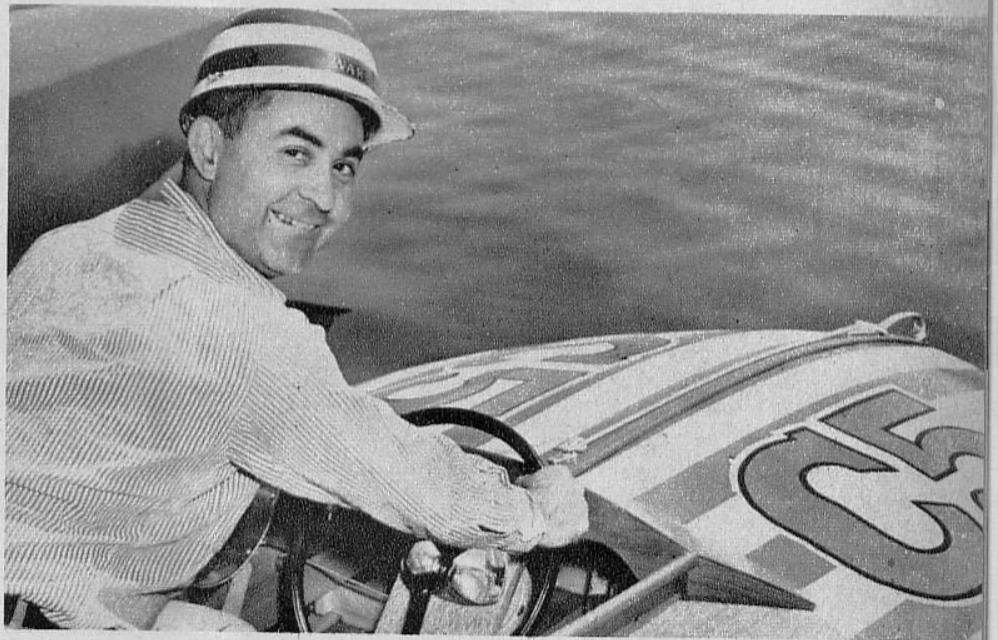


A section of the pits.





A. P. B. A.'s Outboard Vice-President, that Wiget man, started off the season with a first.



Ward Angilly, out of retirement, is knocking them over again wherever he races his boat.



Harold Guidi, Chairman of Region II (right) herds a red-hot F Racing Runabout. His dad, crowding 60 years of age, rides deck for him.

# Lay That File Down, Bub!

By Charlie Strang, Jr.

"So I chrome-plated the butterfly valve and picked up two miles an hour." Ridiculous? Sure, but not much more so than many of the "secrets" of speed which are bandied about wherever outboard drivers congregate, and particularly where Stock Outboard drivers gather. This is not to imply that the Stock boys are any less intelligent than the drivers of the Racing or "professional" division but rather that the average Racing driver has been around the sport a lot longer than the average Stock driver and, thru bitter experience, has learned to examine thoroly the oral structure of most gift-horses which come his way.

Similarly, one often hears newcomers to the Stock racing scene expound on just what they could do to their motors for more speed if it weren't for those blankety-blank A.P.B.A. rules. Whether these fellows could improve much on the modern outboard is a moot question but one which need not concern us greatly inasmuch as the Stock Outboard rules, and to some extent the Racing Outboard rules, require that motors be left pretty much as the manufacturer built them. These rules were written with the specific intent to give everyone in the sport an even break, without regard to technical skill, size of bank-account, or other non-driving abilities. In short, the rules attempt to decide the race on the race course rather than in the machine shop!

Toward this end the Stock Outboard rules require that the motors be left in original factory condition with the exceptions that rotating and reciprocating parts may be balanced, lower units may be polished, and internal passages may be polished and openings beveled for alignment of parts. Over-size bores are permitted, up to 0.020 inch over, if the motor manufacturer furnishes oversized or semi-finished pistons as replacement parts. Any propeller or spark plug may be used, cowlings may be removed, and throttle and steering control arrangements are left to the discretion of the driver.

Just why the men who originally prepared these rules included the polishing and balancing provisions in a nominally Stock Outboard class is a mystery to many but the fact remains that these provisions exist. Naturally enough, some drivers will push these rules to the limit in an attempt to squeeze a little more speed out of their rigs. On the other hand, A.P.B.A.'s Chief Measurer, Al Hart, and his nationwide staff of engine inspectors are on the job to see that the rules are not violated in any way. These fellows have the toughest jobs in the sport and deserve all the help that the drivers can give them since their primary duty is not to persecute drivers but to insure that a few drivers do not take undue advantage of the majority insofar as engine modifications are concerned. When an outraged driver complains that his boat was only two pounds underweight and should not have been disqualified for that little amount, bear in mind that the inspector must draw the line somewhere and hold to it or tolerances on

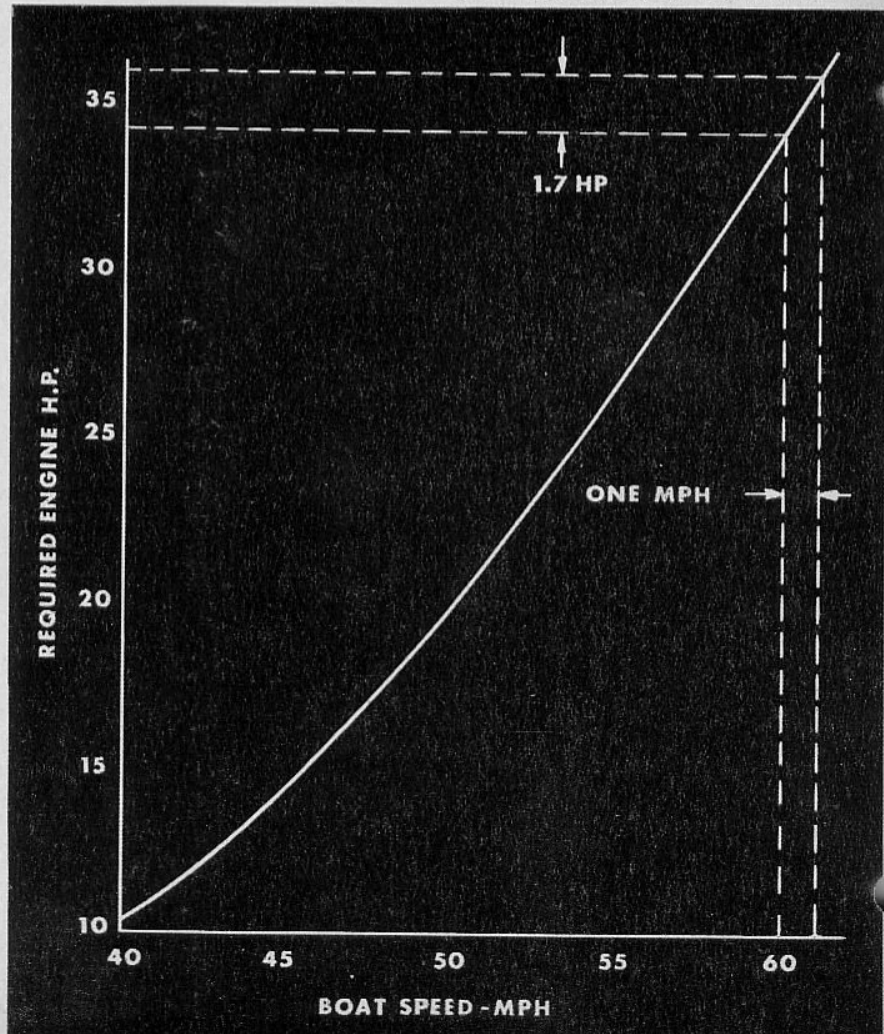
tolerances will result and the rules will become meaningless. That driver could have run five pounds over the minimum weight without affecting his speed or risking disqualification.

The above case is a simple one and the inspector's problems become more difficult when he is faced with determining just where engine polishing ceases to be polishing and becomes machining. To aid in making that difficult decision the 1951 Stock Outboard Technical Committee established a definition of "polishing" as used in the rules. In essence this stated that polishing is an operation which smoothes or improves the surface finish of a part or passage without changing the dimensions or contours. Armed with this definition, past experience in engine inspection, and possibly an unpolished factory part or two, a competent engine inspector can do an amazingly good

job of spotting engines which do not meet the requirements of the rules. The "beveling" provision in the rules is not a "hop-up" procedure but was included to cover the situation found in engines using sand-cast parts rather than precision die-castings. For example, in buying a new cylinder for a "CU" engine it is often found that the bypass opening from crankcase to inlet ports does not match the corresponding opening in the crankcase, due to core shifts or other casting errors. In this event the cylinder may be beveled to match the case. The beveling provision is not an invitation to file ports, enlarge passages, and indulge in similar carving. In balanced engines the inspector checks to see that crankshafts and rods have been balanced only by the removal of metal and that flywheels constructed partially or wholly of aluminum are balanced by the addition of metal rather than by drilling or other removal of metal. The latter rule is in the interest of safety, for even tho a skilled mechanic might remove metal without weakening the flywheel, a novice might endanger his life by unskilled tampering.

While the great majority of Stock drivers are careful to keep their engines in factory condition and so avoid a possible disqualification, there are always a few drivers whose concepts of a stock engine differ from those of the engine inspector. The unfortunate part of such disqualifications is that in most cases the illegal alteration probably failed to result in increased speed, particularly in the case of powerhead alterations, and the driver could have matched his own per-

Power requirement curve for typical one-hundred pound three-point suspension hull.







**"It doesn't make any difference who made it—leave it alone and it will run"**

formance with a strictly stock engine. It is a simple fact that no noticeable speed is to be gained by reworking a modern Stock Outboard powerhead within the limits of the rules—or even outside the limits of the rules! This may seem hard to swallow but it is so, for there are rules of nature governing the speed of boats and neither the tyro nor the professional racing mechanic can evade these natural laws.

Everyone knows that it takes horsepower to drive a racing boat over the water but not everyone realizes just how rapidly the required horsepower increases with boat speed. For a given drag coefficient and propulsive efficiency—or in other words for a given boat, lower unit and propeller—the horsepower needed increases as the cube of the speed. Expressing this in another way, each time you double the boat speed it is necessary to use eight times the original horsepower! Figure 1 shows a typical power requirement curve for a hundred pound three-point suspension hull with a non-surfacing lower unit. Note how steeply the curve is rising in the vicinity of sixty miles an hour—showing that it takes an increase of about 1.7 horsepower to increase the boat speed from 60 to 61 miles per hour. Now that is a goodly chunk of power—for comparison just visualize the dimensions of a 1¾ horsepower electric motor—and anyone who thinks it is to be had for a little balancing and polishing of a well-designed outboard has another think coming!

In substantiation of this fact let's take a look into the experimental laboratory of the Kiekhaefer Corporation, manufacturers of the Mercury outboards so widely used in the "J," "A," "B," and "D" Stock Outboard classes. Here research, experimentation, and development on two-cycle engines are continually underway and here are electronically-controlled dynamometers capable of measuring engine output to the last fraction of a horsepower. Such equipment leaves no room for guesswork or wishful thinking—the results are cold, hard facts. Here then is the place to check on the efficacy of some of the engine modifications so dear to the hearts of many Stock Outboard men!

O.K., let's get at that balancing business. Take a big KG-9 Thunderbolt and bolt it onto the dynamometer stand, crank 'er up, and obtain the full throttle power curve. Then tear it apart and let a specialist go to work on the crankshaft, rods, pistons, and flywheel, balancing them to even closer limits than are held on the production line. Back together goes the Thunderbolt and on to the dynamometer again for another full-throttle power curve test. Now to compare the power curves obtained before and after the rebalancing and see how much power we gained. Two horsepower? Nope! One? Nope! Half? No, the two curves are identical and no detectable gain in power output can be found as a result of the special balancing! Well, there's a way for a Stock Outboard driver to save himself thirty or forty bucks. Just let well enough alone!

Now let's get down to that polishing of internal passages—only we won't let ourselves be limited by the Stock Outboard rules. We'll go the whole hog with file, rotary grinder, and polishing wheel on a KG-7 Hurricane "10" powerhead. Let's open up the carburetor opening in the crankcase and blend it back to half again its original width. Then into that bronze reed block, enlarging and polishing the passages and opening up the ports over which the reed valves seat. Might as well straighten up those reed stops a little to give more breathing area—just like a hot rod. Now square up those ports a little and we will be ready to check the power against the curve obtained before the engine was "hopped up." Man, if Al Hart spotted one like this in the inspection tent he'd pull his hair out! And now the dynamometer test has been run and the new power curve is on the flask. How much did we gain this time? Sad but true, we didn't even hold our own and the result of our efforts with file and grinder was an actual loss in horsepower! No small quantity either, the loss amounting to 18 percent of the output of the standard production Hurricane. And this is not an isolated instance, for taking these modifications one by one showed similar but smaller losses in power output over the standard engine.

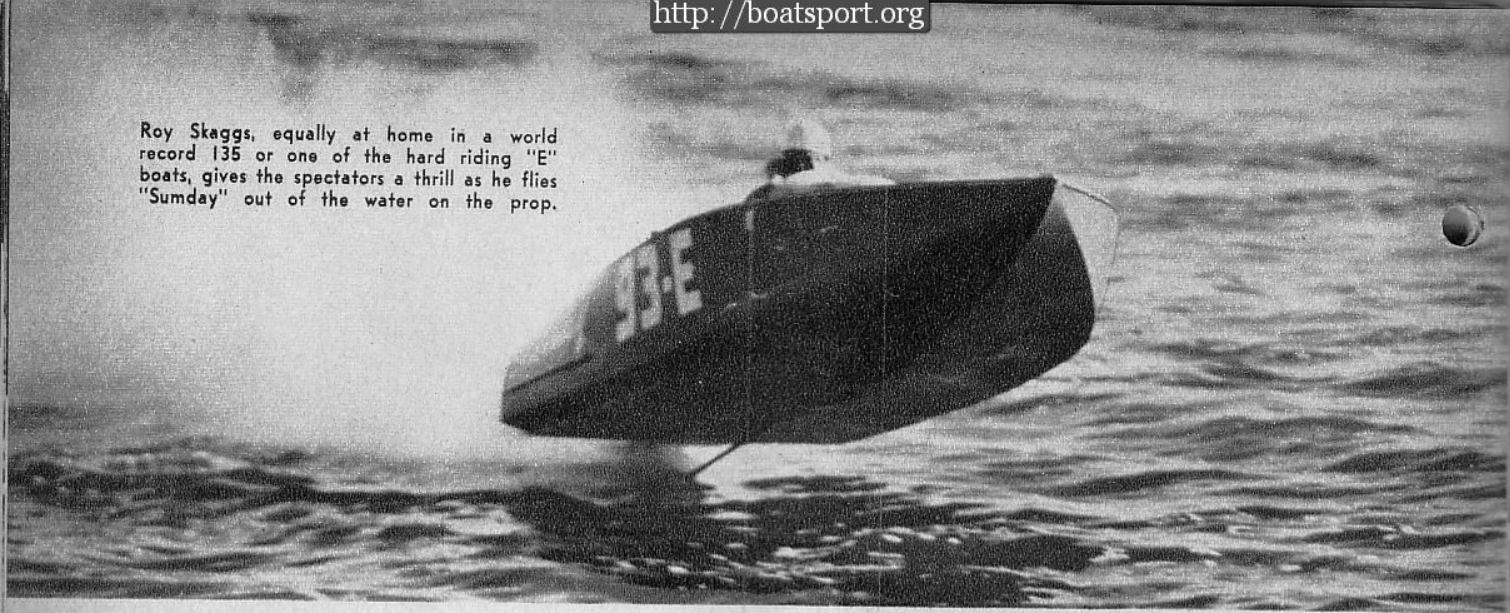
Looking at the results of these and countless other tests leads to just one conclusion—the Stock Outboard driver is wasting his time and money and is needlessly risking disqualification by "improving" on the powerheads of these modern engines. The dimensions and shapes of the various ports and passages were not snatched out of the air by the engine manufacturer but represent the fruit of thousands of engine tests.

Well then, which way is the Stock pilot to turn in search of that extra little bit of speed needed to win races? As has been pointed out above, it takes a lot of extra horsepower to push a given boat and lower unit just a little bit faster and that extra horsepower is not to be obtained thru "hop-up" tactics. The answer lies in decreasing the drag coefficient of the outfit or in improving the propulsive efficiency. The drag is composed of wind resistance, water resistance on the hull, and water resistance on the lower unit. Wind resistance is probably the least of these in our speed range and there isn't a great deal which the driver can do about lower unit resistance in view of the very dim outlook maintained by engine inspectors in regard to lower unit modifications of any kind. The water resistance of the hull therefore offers the most room for improving the drag situation. Aside from gains to be found in new hull designs, the driver can help his present hull considerably by careful attention to the angles and trueness of the planing surfaces, the finish of these areas, and the overall balance of the outfit as affected by transom angle or engine tilt and the riding position in the cockpit. Each reduction in hull drag is equivalent to an increase in engine hp.

The largest potential gains, however, are to be found in propeller improvements and while this is true for all outboard classes, it is particularly true for the Stock Outboard group. All of the power which an engine develops is useless unless the propeller does a good job of converting it into thrust horsepower, for it is thrust which must balance the drag forces on the hull.

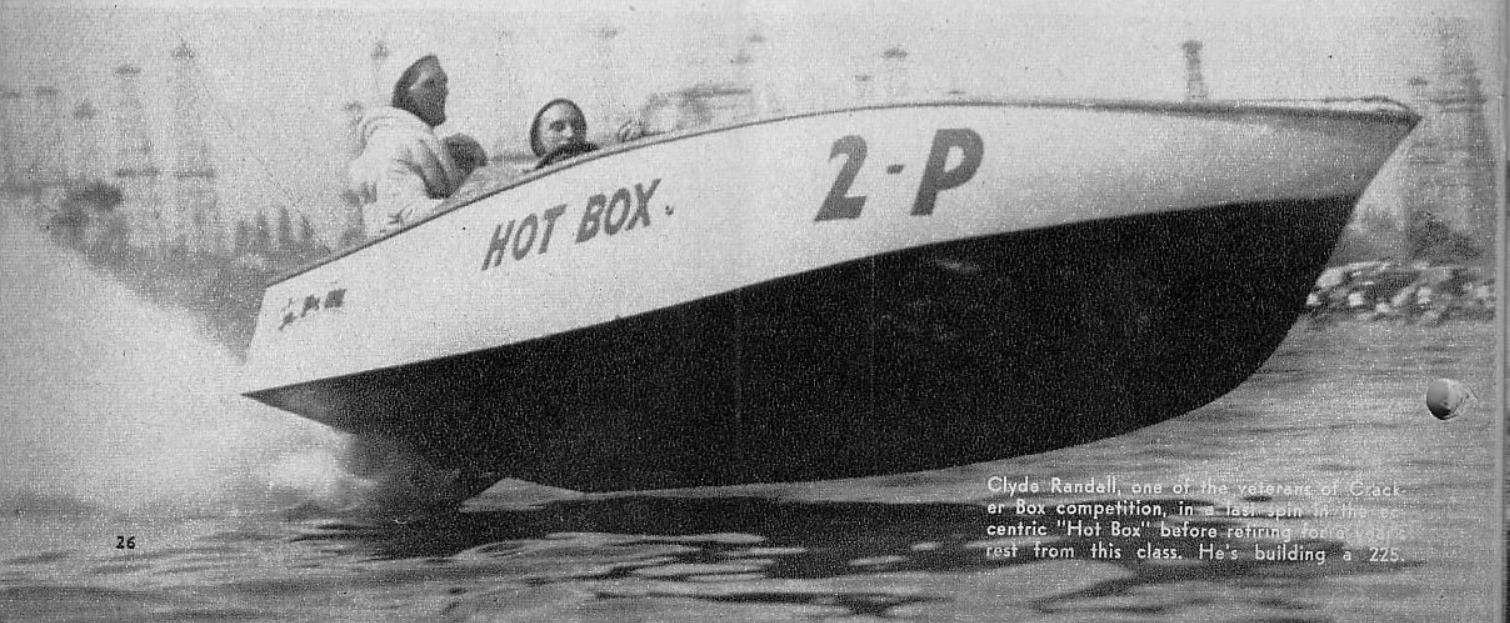
*(Continued on page 47)*

Roy Skaggs, equally at home in a world record 135 or one of the hard riding "E" boats, gives the spectators a thrill as he flies "Sunday" out of the water on the prop.



## speaking of pictures . . .

Veteran driver Sid Street with both eyes black and blue, and nearly swollen shut, from the rooster-tail treatment he received at Salton Sea. A poor start put Sid in the hole behind a couple of hot outfits and he literally got it right there. Blinded momentarily, he slid into a course marker and wiped out the side of the boat clear to the chine. A fancy piece of driving at full bore and a slide up onto the beach saved the outfit from sinking. Rich Hallett, with the help of a slab of plywood, a hacksaw, handful of nails and some masking tape, engineered this handsome patch so that Sid could try the mile run. Maybe it's just as well that the weather didn't permit it. . . .



Clyde Randell, one of the veterans of Crack-er Box competition, in a last spin in the eccentric "Hot Box" before retiring for a well-earned rest from this class. He's building a 225.



The 135 cubic inch hull now knocking at the 100 a mile mark is a thoroughly refined piece of hydroplane engineering. Add that stock V8-60 stock engine and all of the ingredients are there for a tremendous racing class.



## The New A.I.A. Stock 136 Class

By Lou Eppel

Just about one year ago, at a meeting of the American Inboard Association in New York, the subject of a stock class of inboards was discussed at considerable length. It has long been apparent that there was a need for a class of inboard hydroplanes which would not cripple the bank account of the owner, yet be fast enough to give the owners and spectators alike a good show. Another point which was brought out was that without question there were many drivers who wanted to race who did not want to get into the near 100 mph bracket. After all, there aren't too many fellows around who are anxious to fly over the water at the speeds which the current 135's and 266's are chalking up.

At the end of a long evening's confab, the A.I.A. decided that it would take the bit in its teeth and try to find out just what size and shape this new class should adopt. A committee headed by Mel Crook, of Mont-

clair, N. J., was set up and the gears began to grind. The first step in getting the pulse of the racing fraternity was to send out a questionnaire to well over three hundred registered owners of racing hydroplanes in the 135, 225, and 266 cubic inch classes, asking for their opinions regarding a tentative set of rules which were prepared by Crook with the valued assistance of Tommy Caldwell of San Mateo, California, Merlyn Culver of Dayton, Ohio, and Frank Foulke of Essex, Maryland.

The response to the questionnaire was absolutely amazing, especially when it is considered that the boat racing fraternity is usually loathe to answer any mail or reply to any kind of questionnaire or ballot. Actually almost one third of those polled replied, and in most cases went beyond the questions asked, volunteering ideas and such that were of inestimable value to the committee. The following percentages, for which we are indebted to Mel, will give some idea of the reaction of the owners of registered

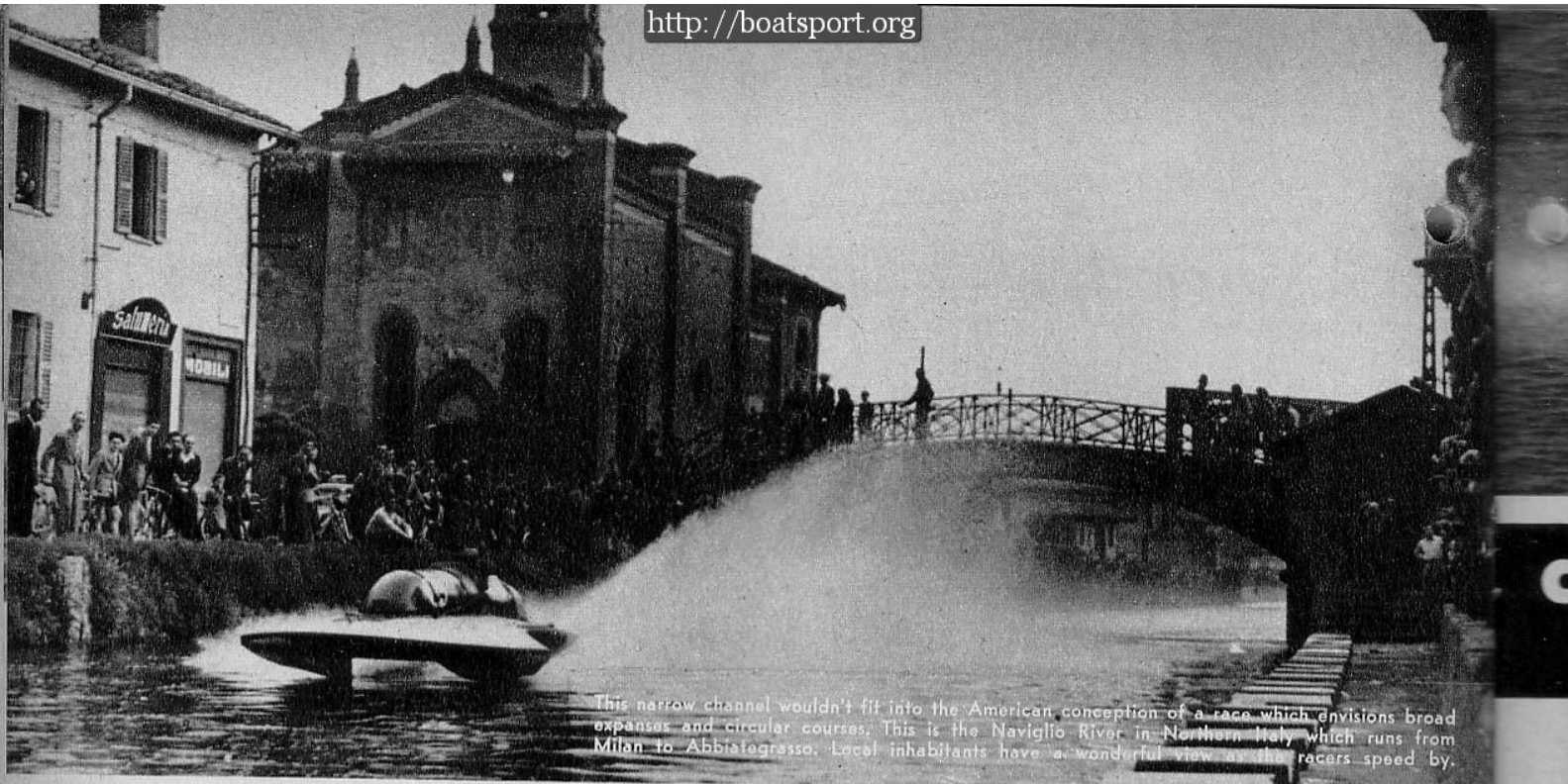
equipment when faced with the thought of a new class. Sixty-five percent of those who answered expressed a definite interest, while twelve percent thought the idea good for the sport even tho they were not personally interested. Some twenty-three percent stated in no uncertain terms that the idea had no merit. The greatest response came from the 135 ranks with better than half expressing a real desire to see a class formed which would make it possible for them to continue to race without the top heavy expense attached to the current 135 rigs. The 225 boys, (at that time they were 225-II) also pricked up their ears in good numbers along with the Pacific One Design Hydroplane enthusiasts, who were sent the questionnaire. As a group, the 266 boys were not overly enthusiastic, preferring to remain somewhat aloof, tho offering some constructive criticism nevertheless.

That the newly proposed class had national appeal was clearly evidenced by an analysis of the locales in which those polled competed. Thirty-five percent of those who raced in the east, 27 percent of those who ran in the midwest, and 22 percent of those who did their running on the west coast in-

*(Continued on page 41)*

The PODH's with their strictly stock powerplant specifications are famous for providing good close competition. Almost identical motor spec rules should do the same thing for the new 136s.





This narrow channel wouldn't fit into the American conception of a race which envisions broad expanses and circular courses. This is the Naviglio River in Northern Italy which runs from Milan to Abbiategrasso. Local inhabitants have a wonderful view as the racers speed by.

## International Racing

European Hydroplanes are designed primarily for very short course racing and lean toward the "punk'in seed" type. It will be interesting to see how American drivers will fare on the short courses with our new three points this summer. The Italians are extremely race minded.



By Lou Eppel

International racing is really on the upswing. The latest word tells that at least four of America's top-ranking drivers, Outboard and Inboard, will take in a part of the European Circuit this year.

Combining business with pleasure, Dr. Dore Leto di Priolo, of Milan, Italy, visited the United States this month and met with various power boat racing officials in New York and Chicago as an official of the F.I.A. (Italian Federation of Motorboating). The amount of interest the Italians have in establishing international competition is amazing, especially in view of the drubbing administered the cream of the Italian pilots by such American drivers as Bob Bogie of Saranac Lake, N.Y., and Paul Sawyer of California and all points east.

Dr. Leto di Priolo, one of three brothers who are top ranking drivers on the continent, met with George Sutton, head of the A.P.B.A.'s International Affairs Committee and the writer while in New York and extended a hearty invitation to the Americans to send over a team of outboard drivers with class C and X outfits, and a team of inboard drivers with 266's. To make the junket to Italy more attractive, the Italians have arranged to have the outfits of the drivers transported abroad free of charge, and after getting to Italy, all accommodations necessary for the drivers and mechanics will be furnished. Reports from those who have made the trip are lavish in their praise of the hospitality shown the visiting sportsmen. The full cooperation of the host clubs was exemplified by the tremendous courtesies shown Bogie and Sawyer, even to the extent that courses were altered to give the visitors a better chance.

To further enhance the trip, regattas or "meets" as they are called have been scheduled in Trieste and Milan on successive weekends so that an entire circuit can be run in two weeks' time. Trieste is scheduled for the 6, 7, and 8th of June with Milan set for the fifteenth. Turin is slated to hold their meeting on the sixth of July. On the 14th of July a full program will be run in Paris and on August 3rd another interna-

(Continued on page 47)





## Canyon Lake Regatta

By Gina Mishey

A crowd estimated at close to 15,000 was on hand to watch the Southwest Championship Regatta staged at Canyon Lake, Arizona, Sunday, April 6th, 1952. The regatta was the largest ever staged in the state and was sponsored by the Loyal Order of Moose, conducted by the Arizona Navy and sanctioned by the N.O.A. Proceeds went to the Moose Lodge welfare fund.

Hydroplanes, runabouts and utility classes vied for top honors. 26 heats of racing were included in the program with 80 boats and 60 drivers on hand to pilot them around the mile course on the beautiful lake that is situated on the Apache Trail 48 miles north-east of Phoenix. The one-mile course with three buoy turns abounded with action.

The race attracted drivers from several points and many old timers were on deck to receive their share of the honors. The race also saw the debut of many newcomers to boat racing and they coped ably with the more seasoned skippers.

Marshall Eldredge from Lakeland, Florida was forced out of the B hydro race when his gas tank decided to take leave of the rest of his motor. Johnny Drake, 15-year-old driving wizard from Huntington Park, California, was unable to compete in the races due to breaking a crankshaft in a practice run the day before the race. Tiny Gary Reed, 12-year-old driving sensation from Blythe, California, showed the older boys around the course in Class AU hydro. Arnie Adams of Los Angeles, California, took a dive just before Class B hydro got under way and was towed back to the shore with only a splintered boat as a memory.

Leonard Gates of Ventura, California, took home the largest share of "boot" with Jim Holder of Altadena, California, winding up with second most. Both Gates and Holder compete in C and CS hydro and runabout.

Two dead heat races were run during the regatta which gives some indication of the earnestness with which these boys were driving. One occurred in the 1st heat of A hydro when Elgin Gates of Huntington Beach, California, and Harry Combs, Texas cyclone from Abeline, Texas, finished side by side. The second took place in the 1st heat of C service runabout when Jim Holder of Altadena, California, and Roy Gates, of Ventura, crossed the finish line glued together.

Eddie Maroney, Phoenix driver with many years of A and B hydro racing under his belt and Ralph Homes, Commodore of the

Arizona Navy, with his flashy, big Class F hydro, upheld the honor of the home town altho neither were able to nose out west coast winners in their respective races. They had to be content with 2nd places.

Tom De Witt of Phoenix, who holds the mile trial record in Class A hydro and who retired from active racing a couple of years ago, very capably handled the job of Referee. Red Sweitzer, Phoenix pilot who dropped out of the racing picture a little more than a year ago after giving the boys a bad time in both A and B hydro, skippered a Texas owned outfit in A and B but was unable to finish either race due to a balky motor.

The Phoenix midget car starter, Harry Faulkner, handled the flags and some of the finest starts ever witnessed in boat racing resulted. George Mishey, veteran Class F hydro pilot and boat builder, who is now on the inactive list so far as racing is concerned, was Chairman of the event.

Good water and a typical sunny Arizona day made racing conditions ideal. \$2,000.00 in prize money was split up with California drivers taking home the majority of it. The Moose announced that in view of the tremendous success of the race, plans would be under way very soon for another to be held in about 6 months. This event could easily turn out to be a 2-a-year classic.

Drivers who won both heats of their races were Bob Jackson of San Diego, Class C hydro, Ken Jolley, Burbank, Calif., Class F runabout, George Peake, Southgate, Calif., Class F hydro, Leonard Gates of Ventura, Calif., Class CS runabout and CS hydro, Bill Smith of Blythe, Calif., Class BU hydro and James Davidson of Yuma, Class DU hydro. As this race was scored on a heat basis there were several pages of trophy winners, too long a list to include with this report of the Navy's first race of the year.



Top of page: Leonard Gates was top money winner with five first places.

Ken Jolley in his F Runabout record holder "Bearcat" won in straight heats while the best that veteran home townner Eddie Maroney in his "Little Valentine" could manage was a pair of seconds.

Mike Davidson, winner of the first Colorado River Marathon, and a veteran of Stock Runabout racing, has added a D Stock Hydro to his racing string. He waxed the boys in straight heats at Canyon Lake.





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

Trophies for which inboard boats of all nationalities will be able to compete at the First-Class International Race Meeting to be held at Weymouth on the south coast of England, July 3-5, include:—

*The Championship of Great Britain* (unlimited.)

*The Duke of York's Trophy* (open to boats of any size with engines of any power, but with a limit on the amount of fuel used.)

*The Atlantis International Gold Challenge Trophy* (for regularity of running.)

*The Britannia Trophy* (handicap.)

It is almost certain, though at the time of writing it cannot be confirmed officially, that "The Motor Boat" Sea Mile Trophy will be allocated to the meeting. This trophy is given for the highest mean speed in runs over the measured mile.

Approval has been given by the Union of International Motorboating to hold the European Championships for Class A and Class B Outboards in Britain this year. They will be scheduled at this Weymouth meeting. In addition there will be a British Grand Prix for C Class outboards and a similar award for the X Class. It is probably that there will also be a group handicap race for all outboard classes.

The Permanent International Racing Committee of Great Britain (short title, P.I.R.C.), which has been in abeyance since the war, has been revived. It is made up of representatives of the Marine Motoring Association (our National Authority) and of the racing clubs, and its function is to organize the international and national race meetings. One of its first tasks will be to handle the Weymouth meeting.

Outboard racing is already under way here, with early meetings by various local clubs. More drivers, particularly those who are skilled mechanics, are turning their at-

ention to the employment of motorcycle units for power heads.

R. Evans, a Surbiton garage owner, started it all. After some preliminary experiments, he achieved encouraging results with a 500 e.c. (30.5 cubic inch) J.A.P. unit. Now he is making modifications and hopes to have the outfit running again in May.

At the British Outboard Racing Club's first 1952 meeting, held on April 19, several of these experimental units were present. Ken Taylor was using a 500 c.c. J.A.P. Speedway model. This is a single-cylinder air-cooled four-stroke o.h.v. unit with Amal dirt-track carburetor fitted with two S.U. float chambers, and a B.T.H. dirt-track magneto. It has been converted for marine use by Wortham-Blake and Co., Ltd. From the photograph reproduced, it will be seen that the engine is mounted on its side. It is started by a hand-operated leather belt, which turns a pulley mounted on a sliding vertical shaft with a pinion at its bottom end, meshing with the timing pinion when

## Racing with the British



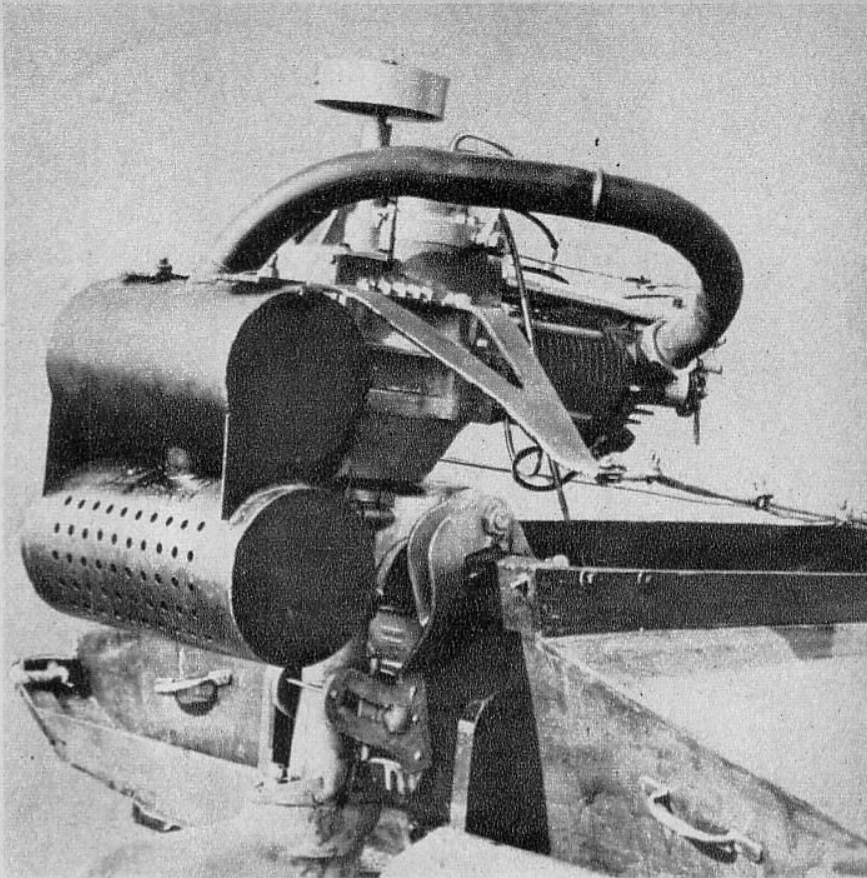
in the engaged position. The compression ratio is 14-1 and Methanol fuel is used. A Johnson under-water housing is employed and the weight of the complete unit is 120 lbs. Using 13-19 reduction gear and a 9-in. two-bladed propeller of compound pitch, Taylor has so far got his engine running up to 6,000 r.p.m. He was second in one heat at this meeting, but afterwards retired with mechanical trouble.

Another outfit was powered with a two-cylinder Triumph four-stroke engine, as used for charging sets in aircraft.

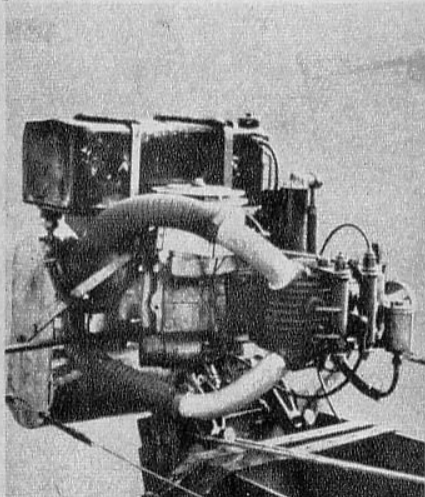
There was also a boat driven by a 500 a.c. T.T. Rudge, a single cylinder air-cooled four-stroke with o.h. valves—four of them—but this was a non-runner.

R. M. Tyer, one of our most experienced and successful outboard drivers, who was present at this meeting as a spectator, told me that he is experimenting with an outfit driven by a 498 c.c. Triumph Grand Prix motorcycle unit, and that he has already had it revving at 7,500 r.p.m.

It is too early yet to say whether any real success is going to be achieved by these motorcycle engine conversions. There is no hard news yet about record-approaching speeds, and, as will be noted from the photographs, the outfits have a somewhat cumbersome and makeshift appearance. But the idea certainly has possibilities.

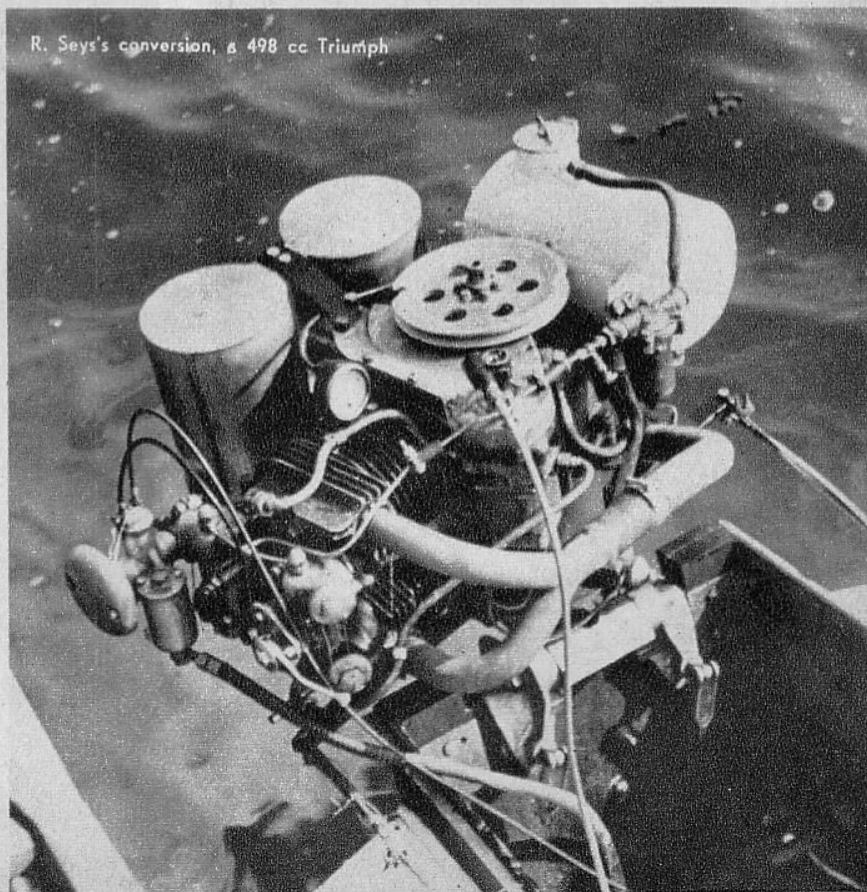
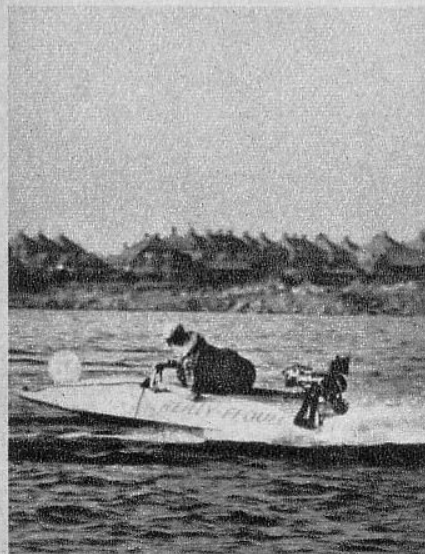


Ken Taylor's 500 cc J.A.P. Speedway motorcycle engine conversion. The starting pulley at the top is operated by a leather belt. The silencer is the M.M.A. pattern, compulsory for outboard racing in this country, to meet the objections of waterside residents to excessive noise.



D. W. Heane's 500 cc. Rudge T.T.

Another shot at the B.O.R.C. opening meeting.



R. Seys's conversion, a 498 cc Triumph

### What is happening to MISS CANADA IV?



## Canada

By R. R. Finlayson

Since Harold Wilson disposed of his unsuccessful Harmsworth Cup challenger to Mr. J. G. Thompson of London, Ontario last year, very little has been heard of Canada's Gold Cupper.

Now named *Miss Supertest*, the 29-foot VanPatten designed hydroplane is being readied to compete in all major events for Gold Cup boats to be held this year in the United States and Canada.

Repowered with new Packard Merlins to replace the Rolls Royce Griffin engines which were loaned to Harold Wilson by the British Government for his Harmsworth Trophy attempt, *Miss Supertest* will be ready for testing within a few weeks. If these tests prove successful, Mr. Thompson

will enter her for the Maple Leaf Classic at Windsor, Ontario on June 28th.

On her performance at Windsor will depend whether or not she is shipped to Seattle for the Gold Cup event.

In her first test at Windsor she will be driven by William G. Braden of Hamilton. Braden is a well-known 266 cu in. Class driver. Last season with his boat *Ariel IV*, he won the high point championship of the Canadian Boating Federation for the 266 cu in. Class, and in a speed trial at Picton, Ontario, he set up a new Canadian mile record for the class at just over 100 mph. Braden has consented to drive *Miss Supertest* in the Gold Cup race at Seattle.

The Canadians have their own 135 cu in. Class type of boat which qualifies under A.P.B.A. rules, with the exception that the boats must be built in Canada and engineered in Canada, altho racing parts for the engines may be imported from the U.S. Gasoline only is allowed for fuel and this tends to keep the speed down below the average speed for the 135 class boats in the U.S. Most of these Canadian 135's have been designed and built by the owners themselves, and they have proven very popular and have in no small measure stimulated interest in inboard hydro racing in Canada.

*Simba*, owned by George Fulford of Brockville, holds the 1-mile speed record for the class at 67.357 mph.

Dave Belfie, of Ganonoque, Ontario, has been driving the *Family Curse* in the Canadian 135 Class for the past four seasons. The hull has shown increasing speed as its builder-owner did frequent changes and modifications to improve its performance. Last year, altho he did not reach the number one position in high points for the season, he was close enough to keep the leaders moving fast to keep ahead. With 18 regattas on the schedule, Canadian drivers will be busy from May 24 to September 6.



There is no doubt that the talented Canadians have developed their 135's into "prop riders". *Simba* CA-33 owned by George Fulford of Brockville is the Canadian 1 mile record holder for this restricted class. Dave Belfie's home built *Family Curse* pushes the leaders.





# Mexico

by Raleigh Gibson

The next competition for the Mexican National Speed Records for power boats will be held at Lake Tequesquitengo which lies at an altitude of 3200 feet about a two hour drive from Mexico City. Because of its proximity to the city most of the testing and racing of the Mexico Power Boat Association is done on this body of water. The real estate company at the lake recently presented the Racing Association with a strip of land along the lake front and will equip the property with grandstands and pits. The Association plans to erect their own clubhouse. This will make a very complete racing set-up and the lake will undoubtedly become the center of speed boat

racing in Mexico. This lake is well developed as a resort with two hotels right on the lake and another only about a mile away.

Interest in the 225 Class is looking up. There are two boats running at present and four more should be in operation before the end of the year. This writer is bringing down a Hallett hull and will dispose of the *Peggsita II*.

The feud between our two Cracker Box owners, the Gudino brothers, has developed into a feature attraction at each regatta. Andres' outfit performs well in choppy water and at a recent regatta at Valle de Bravo in the State of Mexico where the going was rough he gave Antonio a trimming although the latter's outfit boasts more power.

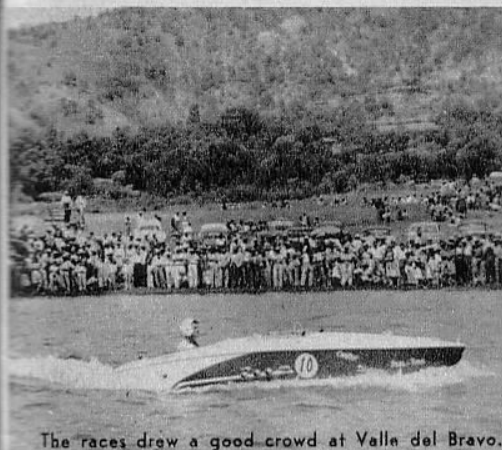
Four more regattas have been scheduled for this year.

## REGATTA SCHEDULE

DATE	EVENT	LOCATION
June 1st, 1952	Obstacle course race for outboards of all classes, National kilometer speed trials	Lake of Tequesquitengo
June 15th, 1952	Regatta for all classes of inboards and outboards	Lake of Tequesquitengo
November 2, 1952	Regatta for all classes of inboards and outboards	Lake of Valsequillo State of Puebla
December 7th, 1952	Regatta for all classes of inboards and outboards	Lake of Tequesquitengo



Stock Utility Inboard Racing is popular.



The races drew a good crowd at Valle del Bravo.

# Down Under

By BIG NIX

After a rather hectic pre-Easter period rejuvenating a very sick motor, we took off for Rotorua to do a bit of quiet handicap racing on our own account, but mainly to have a look at the N.Z. 250 C.I. Hydro title race due on Easter Monday. The weather for so late in the season was really bang on, bright sunshine and practically no wind enticing a large gallery out from Rotorua itself, already well crowded with Easter visitors from all over N.Z. The local club is probably among the favoured few in that the course is ideally situated only a few miles out of town on an excellent highway which is in fact part of a world renowned scenic circuit. Possibly some of our American readers have visited round that trip and know the Crater lakes? The Blue and Green lakes are separated by a narrow strip of land but there's a good twenty feet difference in levels. The main tourist attraction lies in the sheer beauty of the setting. Steep bush covered hills rise practically straight out of the lakes and the startling difference in the colors of the waters, especially in bright sunlight, makes an attractive setting for those noisy stinkers we run.

The buoys had been set out rectangular fashion perhaps a bit over a half mile circuit and the management ruled for a seven lap race. Only five boats nominated and to the knowledgeable types it looked like a sitter for the Auckland Provincial title-

holder, Jack Oates' *Hammerhead*. In the earlier time trials nothing else looked capable of worrying Jack, but you never can tell. "Buck" Buckleigh from Taupo with his *Golden Nebula* could be a dark horse. Last time I saw his mill was at Xmas and he has some very good works in the way of cams, shafts, etc., and it sounded as though it was something out of the box. Jimmy Richardson's *Surprise* with a dry sumped Ford 6 laid sideways still bore the scars of a recent bad prang at Kariporo but seemed to have all its old sting. That boat lives up to its name too, as it can tear off title and surprise everyone. Jim is still not feeling on top of things and he had Jock Booth, also from Taupo, driving for him for this event. The other starters, T. Woods' *Jester* and C. E. Hornes' *Hi-Bar-Bar-Ree* didn't look like interfering with the previous pickings. I didn't get around to having a yarn with them as I was ducking and diving a bit what with a motor to look after and one thing and another, but I do know that *Jester* has a V8 "60" and Hornes' boat is V8 Ford powered. C. E. Horne is a game type as he's handicapped by having the use of only one arm. He always gets a good hand from the crowd.

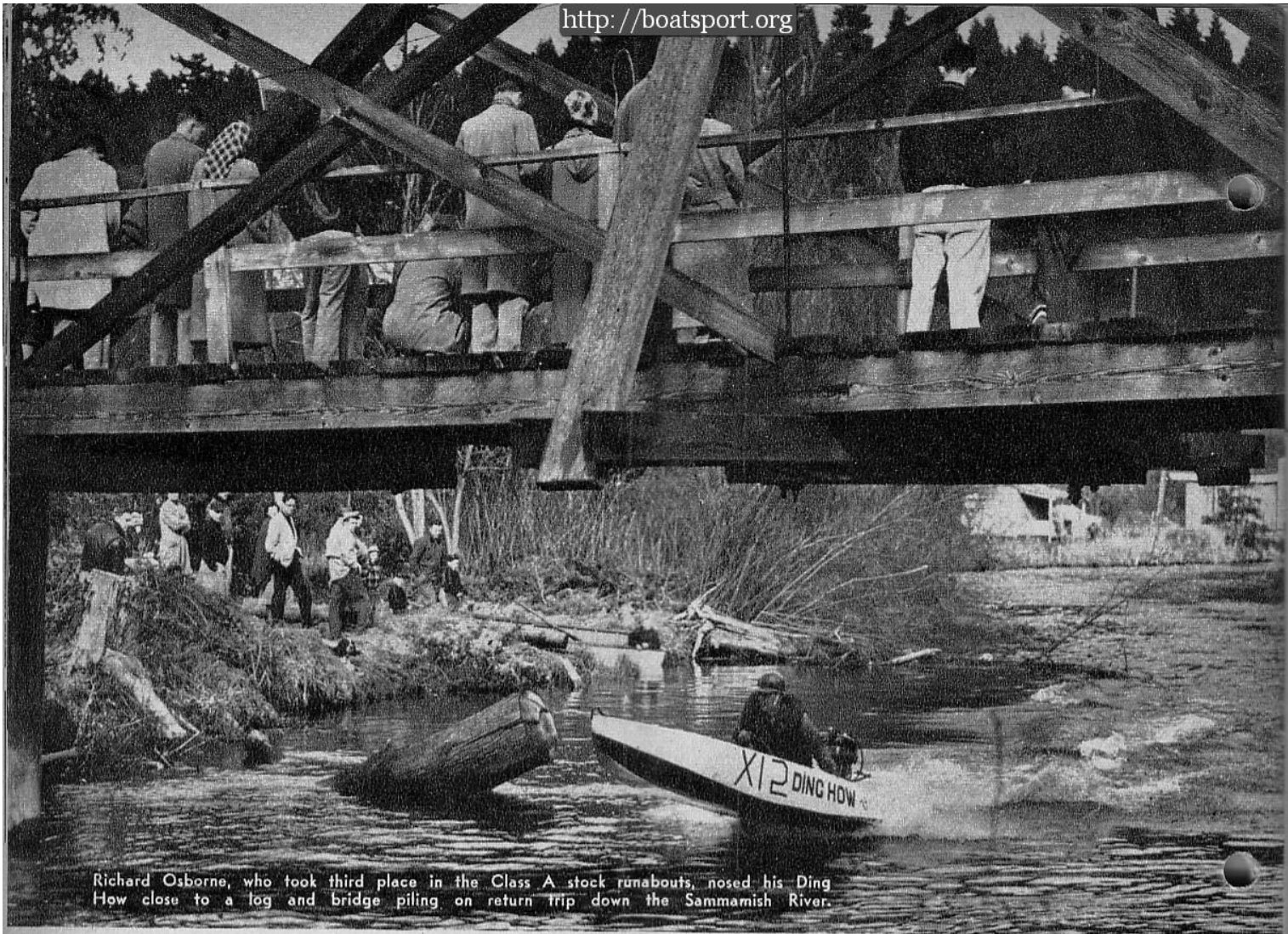
With the *Blue Peter* at the masthead all starters moved out smartly, swung around into line, round the bottom buoy and up the home straight right under our eyes. The whole move went like it had been practiced for weeks—I've seen good soldiers look worse. All moved up together until right on the judges' line the flag went down as

five feet hit hard for the mad scramble at the first turn. Coming out, when we could see who was what, *Hammerhead* led by a short length from *Golden Nebula*, and *Surprise* lay hard in behind. *Jester* & *Hi-Bar-Bar* decided early on to have a private dog-fight, and let the others have their own argument. First time round Jack was lapping at close to 50 with Buck and Jock around 45 and drifting back. Follow the leader tactics for the next few laps saw *Hammerhead* easing slightly and *Surprise* pass *Golden Nebula* in the fifth. Seconds later the Taupo boat retired with a set of cooked plugs and a leaking shaft gland, bringing the *Jester* into third place, though a long way back.

*Hammerhead* again raced faultlessly easing a little more if anything and allowing Jock Booth to close the gap quite a lot. A very long way back was *Jester* to fill third place and that was how it finished.

The Champion went round the two buoys before swinging back to the slip but didn't get that far as his motor cut dead—clear out of gas! It's just as well that rolling start went like clockwork, another run up and we'd have seen the biggest upset in years. I wonder if you'd be allowed to paddle over the line? *Golden Nebula* met with bad luck later when on the trailer but still in the water, a lady (?) driver, having steering trouble, crashing fair into the stern and kept Buck's record for getting holed more often and in more places than enough. I can't report Buck's comments—he's an ex-Army transport driver and I believe they were trained driving mules!





Richard Osborne, who took third place in the Class A stock runabouts, nosed his Ding How close to a log and bridge piling on return trip down the Sammamish River.

## 27th Annual Slough Race

By Kent Powell

It was some 30 years ago, the hairy outtimers tell you, that the outboard racers started their now famous onslaught on the Sammamish Slough, a treacherous 14-mile sliver of water snaking from secluded Lake Sammamish to Seattle's spacious Lake Washington. And each year since, save during the war, the annual "Slough madness" has taken its grip on the more daring nautical hot-rodgers.

In its 27 runnings, the spectacular race has grown from a local outing to an event of national significance. Along the slough banks, shrouded with thick underbrush, the newsreel photographers fight among themselves for first rights to the choice spots where the chance of a smashup seem greatest. It's one of the few outboard races in America which wends its way thru golf courses, farms, thru people's back yards, under fences and low-hanging tree branches. It's probably the only outboard race in which golfers are heckled by boat drivers, who skim their craft thru water hazards at speeds up to 50 miles an hour.

It is a mystery to some of the ablest sports promoters in the Northwest why some 50,000 wide-eyed spectators, each year will bring their lunches and families and camp all day along the race route to catch, at the most, a momentary glimpse of a hell-bent-

Bob Jacobsen's Thunderbolt powered Dinah-Mite blistering along on his way to the title.

for-leather hydroplane roar out of a turn into full view, then disappear as unceremoniously into the next curve of the thicket-covered slough. Just speed, I guess.

In a race of this type, with the danger of a crackup ever present, the heavy favorites are veteran slough racers like Lin Ivey, Al Benson, Pacific Coast Class C champion, Pat Cummins, and other Sammamish stalwarts. Their know-how is invaluable in the narrow confines of the river when each twist of the shallow water must be judged quickly and accurately. The 180-degree curves, the floating debris and dead-heads and the unyielding bridge pilings along the course have claimed a heavy toll in smashed boats and injured drivers.

That is why it seemed to many observers this year a minor upset when a comparatively young and inexperienced driver, Bob (Tiny) Jacobsen, Seattle outboard-motorboat dealer, won the coveted over-all honors with his powerful *Dinah-Mite*. Jake, as he's known to friends, drove to a steady second place in both legs of the race. That gave him a sufficient number of points to win comfortably over the seasoned Benson and Ivey, both of whom won one leg of the race, but met misfortune in the other.

The race is divided into two heats, the first from Lake Washington to Lake Sammamish and the second a reverse trip. Although running time is recorded for over-all consideration, class winners are determined on a point basis similar to that used in Gold Cup races—400 for first in a class on one heat, 300 for second, 225 for third, and so on, lopping off 25% for each lower position.

Five classes, besides an unlimited division,





competed this year. They were A, B, C and D stock runabouts and D-2, E and F runabouts, coupled into the fifth class. No special rules govern the race; only common courtesy is enforced in passing on the slough.

This year's race was to have been the fastest in history because some of the more dangerous parts of the slough have been dredged and straightened, and some of the low overhanging brush has been cleared away. But there was no way of comparing elapsed times, as it worked out, as the start had to be switched due to rough weather.

More than 70 outboard drivers from Washington, Oregon, Idaho and Canada registered for this year's race, although the weather cut into the number that actually started. The race was to have started on Lake Washington off Madison Park, in Seattle's city limits. That would have provided for a high-speed ten-mile run northward across Lake Washington, past suburban Kenmore to the mouth of the slough, and the finish was set at Gateway Grove, a resort on Lake Sammamish.

But the morning of the race (April 6) broke dark and cool. Rain threatened and wind gusts whipped up a heavy chop on Lake Washington. As race time drew near and the wind did not lessen, few drivers were willing to risk their boats in the wide-open run to the slough. It was apparent that had any of the tiny craft attempted the unsheltered run they surely would have floundered in the swells. Officials of the Seattle Outboard Association met with the race's co-sponsor, Greater Seattle, Inc., and the start was switched to Kenmore, eliminating the dangerous race across Lake Washington. A delay in the 12:30 p.m. start to 1:45 was necessary to enable race craft and spectators to make the overland trip to the start. At Kenmore, a headquarters was established for the short-wave radio amateurs who patrolled the course. The "hams", provided by the West Seattle Amateur Radio Club, reported progress of the race to



officials and a loudspeaker car, which relayed it to the thousands of spectators there.

Despite the inclement weather, 57 outboards answered the starting gun. The big glut of boats bounced from the starting line, rounded a buoy, then raced wide open toward the mouth of the slough, about a half mile distant. That stretch of open water provided the only opportunity to jockey for position before hitting the slough, which narrows sometimes to 20 feet in width.

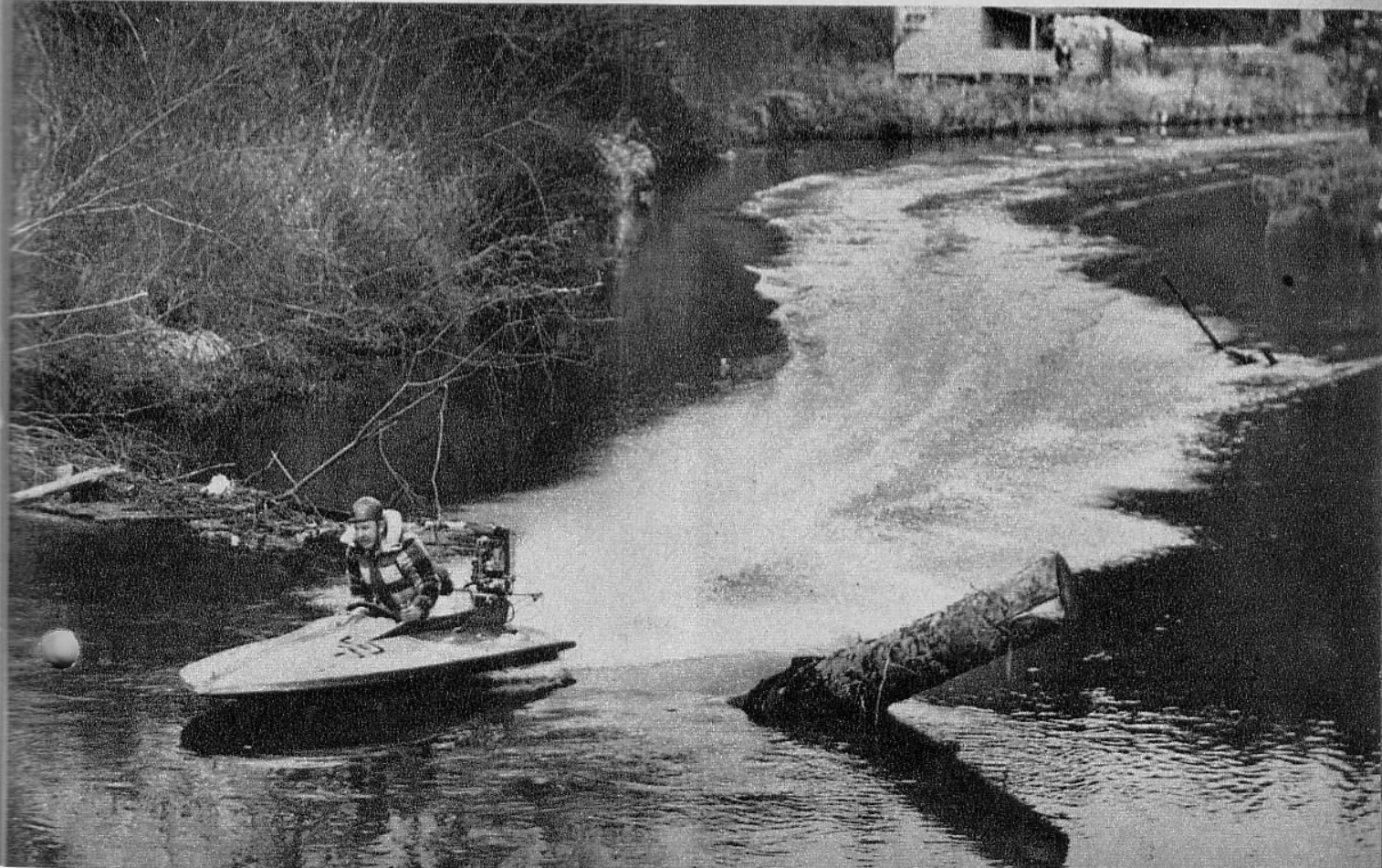
Al Benson, one of the all-time racing greats of the northwest, gunned his boat into the early lead as the pack entered the slough. Lin Ivey, pouring everything to his

Clayton Shaw, winner in the C Stock Runabout division.

craft *Poison Ivey*, was hot on Benson's wake, closely followed by Jacobsen's *Dinah-Mite*. They fought head and head in that order up through the narrowest and most twisting part of the slough, past the Wayne Golf Course and Bothell. Most of the linksmen abandoned their games to watch the outboards zip past.

On that hazardous first leg, casualties came fast and furious. That's the stretch of water that separates the outboarding men from the boys. You get through that and you're okay

Look at that snake track! Straight stretches are few and far between on the Sammamish. Veteran Al Benson, winner of one leg, squeezing his Unlimited through a narrow opening between a dead-head log and a mass of debris. These are typical hazards he encountered.







An idea of the close quarters encountered by Slough racers may be had from this photo, showing a race launch towing one of the disabled boats back to the finish at Kenmore. The slough sometimes narrows to 12 feet, and besides the logs and other hazards, racers must contend with overhanging branches.

Youngster Bob Batie whipped a lot of the old-timers, finishing second in the biggest class, the B Stock Runabouts.





The end of the day. There is no glamour to this part of boat racing. A soaking wet, cold and tired contestant, hauls his outfit out of Lake, Washington after the day of racing.



in any league. There is a certain place near Bothwell, popular with spectators though not with drivers, where the river makes a sudden right angle. At that point the water is no more than 25 feet across and near the center of the shallow turn are big, solid, concrete bridge pilings—enough to chill the enthusiasm of any driver.

By the time the lead boats had reached that spot, the remainder of the field was pretty well strung out. It was in that stretch that most crackups occurred. Overeager drivers, attempting to pass on the sharp curves, lost control and their boats spun out onto the river banks.

The first three craft stayed in the same position until about a mile from the finish of the initial leg. Just before the slough breaks into Lake Sammamish, Benson ran into the engine trouble that cost him the over-all victory, as it later worked out. With Benson's boat dead in the water, Ivey gunned by and took over the lead. Lin poured on the coal and was first into the finish at Gateway Grove.

Art Shorey, commodore of the Seattle Outboard Association and official timer, clocked Ivey's unlimited in 20:44.3. Less than two minutes later Jacobsen's Class D runabout flashed by the finish in 22:36 flat. Third in was a Class B runabout piloted by Clay Fox, in 25:50.6. And other early finishers, in order, were Bill Schumaker's *Biffer*, C. W. Coon's Class A runabout and Clayton Shaw's Class C Runabout.

When noses were counted, S.O.A. officials found a whopping total of 25 boats were left strewn along the course. A Coast Guard patrol craft cleared boats out of the water before the second heat started.

Between runs drivers were given a half hour in which to make quick repairs and warm their chilled hands. Thirty-two boats started the second heat and the same big three—Benson, Jacobsen and Ivey—fought

for the lead.

Ivey, like Benson, a multiple winner of the Slough event, was assured of a top place in over-all with even a fair performance in the second heat. But about midway on the return trip his boat crashed the bank and he was forced to drop out.

Then there developed a red-hot duel between Benson and Jacobsen which lasted to the very finish. As another seven outboards dropped out along the way, Benson pushed his proven campaigner into first place. He fought off bid after bid by Jacobsen and finished a scant one second ahead. The times were 20:55 to 20:56—one of the closest battles ever seen on the slough. On the strength of two second places and a total elapsed time of 43:32, the victory clearly was Jacobsen's.

In his early twenties, Jake has run the Slough a couple of other times, winning his class but never an over-all. His previous claim to fame was a satisfying victory in the 100-mile outboard marathon on Lake Washington last summer. His Slough triumph proved that point that a little extra push is a nice thing. Jake's *Dinah-Mite* is powered with a four-cylinder Mercury 25, the hottest thing in the stock outboard line today. It also proved that in a race of the Slough class, a steady runner still is king.

Just imagine this: S.O.A. officials were amazed at the unusually high percentage of finishers, 25 out of the 57 starters. Yes, the Slough race is a tough baby and usually the mortality rate is much higher than this. Fortunately there were no serious injuries. There never has been a fatality in the 27 runnings of the race and there have been surprisingly few *serious* mishaps.

So everyone was happy with the race, except for the hard-luckers, the Bensons and the Iveys, who must wait another year before they resume their perpetual battle with the snaking Sammamish Slough.



Jake, still in his early twenties, cleaned house.

Veteran Slough racer Lin Ivey was the overall winner of the first leg.



## Bakersfield Regatta

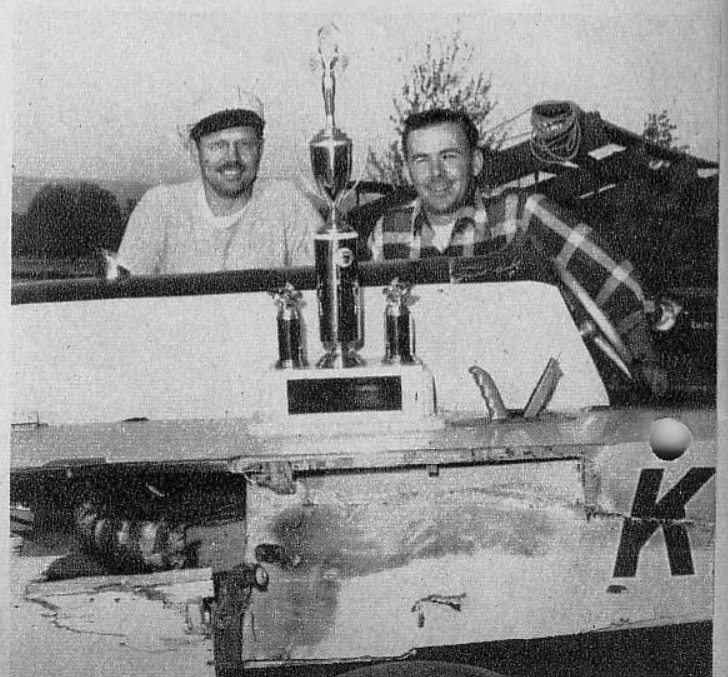
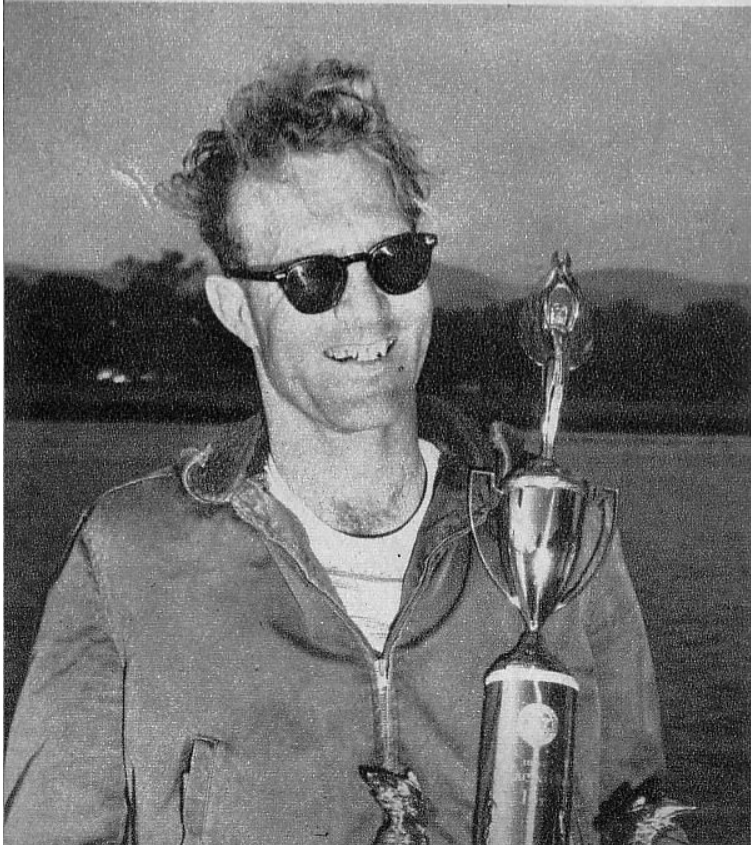
Those wild and wooly Cracker Boxes, Carl Maginn driving his first race in "Hot Box" (just turning the buoy) wound up last but he put on a whale of a show for the spectators.

Hart Memorial Park provided all of the facilities a good regatta should have. Plenty of pit space, worlds of spectator room and a spectacular course, are all contained in the center of this beautifully landscaped park.

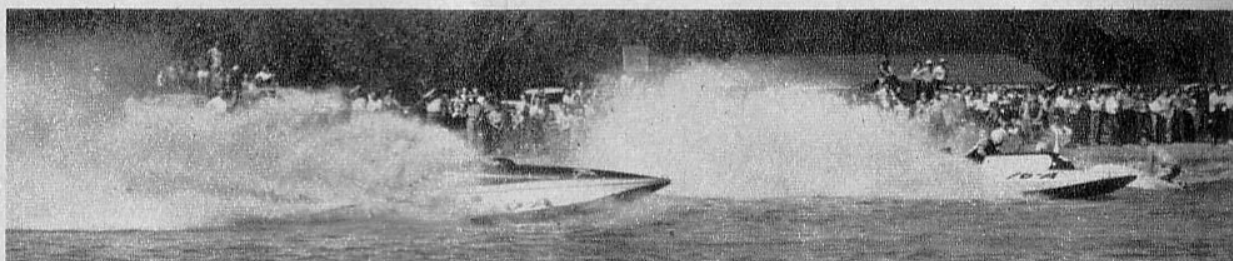
Paul Terheggen won first place in "E" class.



The 135 cu in. World Record holder, "Keeno," smashed wide open in the first heat, won the second one anyway, and owner Jack Kirby (left) and driver Chuck Powell took home the big first place trophy. He really earned it.







A spectacular 135 pile-up. In the first picture there are two boats in that welter of spray. Bill DuGranrut's outfit flipped and Roy Skaggs following right behind, ran over the capsized boat while Bill was still underwater. Bud Meyer is coming up at the right. In the second shot Skaggs' boat is lying dead in the water and Meyer, who went clear around to miss the commotion, is just passing in front of DuGranrut's upside-down hull. A third driver, bow onto the camera, is looking for a way thru the mess. In the third shot, one lap later, Skaggs is sitting on his sinking outfit at the extreme right in the photo—Meyer is again coming around the outside at the extreme left—and DuGranrut is down behind his boat in the safest position he can find. In the fourth shot "Keeno" at the right has taken the lead and Skaggs can be seen kneeling on his hull while Meyer, half buried in spray, is making his bid. It was a dog-eat-dog battle.

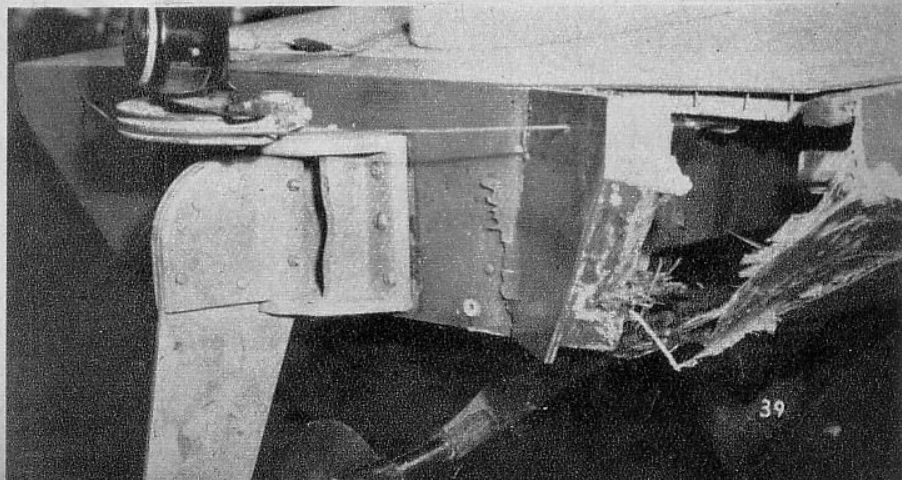


Harold Cain, driving his "Hurri-Cane," gave everybody a thrill in the P.O.D.H. events but Champion, Dr. Novotny, won the race as usual.

Bob Wacker's sensational turning "B" Racing outfit "Beetle Bomb" cleaned up the world record holder.



Bent shaft—shattered transom—and, a hole in the bow. Roy Skaggs' "Skalawaggs" got rough treatment in the 135 crack up but the plastic skin kept the boat in line.



CLASS	SPEED MPH	DATE	WHERE MADE	BOAT NAME	OWNER or DRIVER	BOAT	ENGINE
Unlimited Hydro	160.323	6/26/50	Seattle, Wash.	Slo-Mo-Shun IV	Stanley Sayres	Jones	Allison
7 Litre	98.361	10/1/51	New Martinsville, W. Va.	Tommyann	Joseph Taggart	Taggart	Fageol
266 Class Hydro.	120.085	11/9/51	Salton Sea, Calif.	Alter Ego	Paul Sawyer	Hallett	Ford
225 Class Hydro.	96.944	11/9/51	Salton Sea, Calif.	I'm In	Richard Hallett	Hallett	Ford
151 Cu. In. Hydro.	81.264	9/21/47	Washington, D. C.	Uncle Sam I	Edison Hedges	Ventnor-Woolbert	Ford
135 Cu. In. Hydro.	97.494	11/9/51	Salton Sea, Calif.	Keeno	Chuck Powell	Kirby	Ford
91 Cu. In. Hydro.	71.891	7/8/51	Bush River, Md.	Miss Fort Pitt	Tony Margio	Peek	Crosley
48 Cu. In. Hydro.	79.330	11/9/51	Salton Sea, Calif.	Tinker Toy	Pete Pierce	Hallett	Crosley
Pacific One Design Hydro.	59.900	5/21/49	San Diego, Calif.	Cherub II	Dr. L. J. Novotny	Wickens	Ford
Cracker Box Inb. Run.	72.054	11/9/51	Salton Sea, Calif.	Bouncey Barby	Ed Brown	Wickens	Chevrolet
48 Cu. In. Run	59.571	2/13/52	Miami, Fla.	Mickey Mouse	Mrs. Ruby Scull	Scull	Peek
Class B Rac. Inb. Run.	62.803	11/10/51	Salton Sea, Calif.	Wee Willie	Jack Kelley	Kelley	Ford
Class C Rac. Inb. Run.	64.286	10/1/51	New Martinsville, W. Va.	Tornado	Les Trafton	Trafton	Studebaker
Class D Rac. Inb. Run.	69.769	10/1/51	New Martinsville, W. Va.	My Boy Woody	Elwood Pliescott	Glazier	Ford
Class D Serv. Inb. Run.	51.724	8/7/50	Pictou, Ont.	Mischief	George Trimper	Glazier	Chris-Craft
Class E Rac. Inb. Run.	75.558	12/31/51	Miami, Fla.	The Fox	Sam Griffith	Glazier	Mercury
Class E Serv. Inb. Run.	57.753	7/8/51	Bush River, Md.	Cary	Joseph Mascari	Visel-Moore	Gray
Class F Serv. Inb. Run.	57.280	7/8/51	Bush River, Md.	Red Eagle	Edison Hedges	Seabrook	Gray
Class G Serv. Inb. Run.	38.589	9/8/50	Ocean City, N. J.	Jay Dee	J. J. Dunion 3rd	Chris-Craft	Chris-Craft
Class H Serv. Inb. Run.	45.371	9/28/35	Washington, D. C.	Becky	John Rutherford	Hacker	Packard
Class I Rac. Inb. Run.	46.037	9/15/38	Havre De Grace, Md.	Water Sprite	E. F. Dobson	Dodge	Lycoming
Class K Rac. Inb. Run.	69.438	9/8/50	Ocean City, N. J.	Beaver II	L. Gene Gatter	Ventnor	Packard
Jersey Speed Skiff	45.432	9/9/50	Ocean City, N. J.	Chanticleer	H. E. Disbrow	Seaman	Lehman
Class M Out. Hydro	42.303	3/21/49	Lake Alfred, Florida	.....	Eleanor Shakeshaft	Jacoby	Evinrude
Class A Out. Hydro.	50.281	11/19/45	Salton Sea, Calif.	S-I	Tom L. DeWitt	Fillinger	Johnson
Class B Out. Hydro	57.234	10/29/40	Salton Sea, Calif.	.....	Jack Henckels	Neal	Johnson
Class C Out. Hydro.	64.888	11/9/51	Salton Sea, Calif.	.....	Doug Creech	Swift	Johnson
Class C Ser. Out. Hydro.	52.402	8/7/51	Seattle, Wash.	Air Express	Bud Wiget	Neal	Elto
Class F Out. Hydro.	66.234	6/8/40	Port Mercer, N. J.	.....	James Mullen II	Jacoby	Evinrude
Class X Out. Hydro.	79.04	5/20/39	Paris, France	.....	Jean Dupuy	Jacoby	Dupuy
Class X Out. Hydro	78.44	11/1/39	Worcester, Mass.	.....	Clinton R. Ferguson	Jacoby	Eldredge
Class C Serv. Out. Run.	51.613	5/21/49	San Diego, Calif.	Miss Santa Barbara	Tommy Newton	DeSilva	OMC
Class C Rac. Out. Run.	58.445	10/30/50	Lake Alfred, Fla.	Whot Hoppened	Byron King	Willis	Johnson
Class F Rac. Out. Run.	57.935	9/16/40	Worcester, Mass.	Muscat Kid V	J. Kovacevich	Zimmerman	OMC
Class JU	22.692	7/14/51	Devil's Lake, Ore.	.....	Don Benson	Morris	Mercury
Class AU	42.881	11/9/51	Salton Sea, Calif.	Skin Head	Jack Corner	Knapp	Mercury
Class BU	47.462	7/14/51	Devil's Lake, Ore.	Pearly Gates	Elgin T. Gates	Viking	Mercury
Class CU	40.684	11/10/51	Salton Sea, Calif.	Sir Echo	Cag Graham	DeSilva	Elto
Class DU	53.493	9/18/50	Dallas, Tex.	Little Gertie II	Lloyd Huse	Rockholt	Mercury
Class EU	36.022	12/29/51	Miami, Fla.	7-F	Frank Stone	Stone	Evinrude
Class FU	44.280	9/18/50	Dallas, Tex.	.....	Roy Buie	Speedliner	Evinrude

5 MILES IN COMPETITION

Unlimited Hydro. (10N)	111.742	8/12/51	Seattle, Wash.	Slo-Mo-Shun IV	Lou Fageol	Jones	Allison
7 Litre	74.196	9/30/51	New Martinsville, W. Va.	Tommyann	Joseph Taggart	Taggart	Fageol
266 Class Hydro.	87.890	11/10/51	Salton Sea, Calif.	Alter Ego	Paul Sawyer	Hallett	Ford
225 Class Hydro.	75.821	11/11/51	Salton Sea, Calif.	I'm In	Richard Hallett	Hallett	Ford
151 Cu. In. Hydro.	59.133	9/18/46	Red Bank, N. J.	Uncle Sam I	Edison Hedges	Woolbert	Ford
135 Cu. In. Hydro.	77.519	11/10/51	Salton Sea, Calif.	Little Joe	Morlan Visel	Visel-Moore	Ford
91 Cu. In. Hydro.	59.960	2/17/51	St. Petersburg, Fla.	Red Witch	J. N. Van Deman	Paek	Crosley
48 Cu. In. Hydro.	61.771	11/10/51	Salton Sea, Calif.	Lou-Kay	Louis Meyer, Jr.	Hallett	Crosley
Pacific One Design Hydro.	54.545	11/19/50	Salton Sea, Calif.	Cherub II	Dr. L. J. Novotny	Wickens	Ford
Cracker Box Inb. Run.	60.484	10/8/49	Salton Sea, Calif.	Dragon-B-Hind	R. Phillips, Jr.	Wickens	Ford
48 Cu. In. Run.	56.005	2/10/52	St. Petersburg, Fla.	Mickey Mouse	Mrs. Ruby Scull	Scull	Peek
Class B Rac. Inb. Run.	57.582	11/10/51	Salton Sea, Calif.	Wee Willie	Jack Kelley	Kelley	Ford
Class C Rac. Inb. Run.	56.040	2/12/50	Lakeland, Fla.	Tornado	Les Trafton	Trafton	Studebaker
Class D Serv. Inb. Run.	49.342	9/17/50	Washington, D. C.	Jezabel VIII	Aubrey Thacker	Visel-Moore	Auburn
Class D Rac. Inb. Run.	59.016	10/3/48	New Martinsville, W. Va.	Sagana VIII	Franklin Foulke	Glazier	.....
Class E Ser. Inb. Run.	51.107	8/12/50	Cambridge, Md.	Red Eagle	Edison Hedges	Seabrook	Gray
Class E Rac. Inb. Run.	65.598	11/10/51	Salton Sea, Calif.	Honey Bee Too	Willis Mitchell	Glazier	Mercury
Class F Ser. Inb. Run.	50.533	9/24/50	New Martinsville, W. Va.	Red Eagle	Edison Hedges	Seabrook	Gray
Class G Ser. Inb. Run.	36.246	9/8/50	Ocean City, N. J.	Jay Dee	J. J. Dunion 3rd	Chris-Craft	Chris-Craft
Class H Serv. Inb. Run.	42.897	9/21/46	Washington, D. C.	Sea Sled V	Charles C. Schuler	.....	.....
Class J Rac. Inb. Run.	42.056	7/15/38	Havre De Grace, Md.	Water Sprite	E. F. Dobson	Dodge	Lycoming
Class K Rac. Inb. Run.	56.426	9/29/40	Washington, D. C.	Gen VI	David Gerli	Apel	Packard
Jersey Speed Skiff	44.510	8/5/50	Red Bank, N. J.	Falcon	Ray Morris	Morris & Becker	Mercury
Class M Out. Hydro.	38.379	9/4/49	Worcester, Mass.	J-13	Donald Whitfield	Jacoby	Evinrude
Class A Out. Hydro.	47.344	10/26/41	Salton Sea, Calif.	.....	Frank Vincent	Fillinger	Johnson
Class B Out. Hydro.	53.004	10/13/47	Salton Sea, Calif.	.....	W. G. Sweetzer	Neal	Elto
Class C Out. Hydro.	59.094	2/2/52	Lakeland, Fla.	Hornet IX	William Tenney	Neal	Evinrude
Class C Ser. Out. Hydro.	48.124	10/28/50	Lake Alfred, Fla.	Nighthawk	Bud Wiget	Neal	Elto
Class F Out. Hydro.	58.785	8/24/40	Red Bank, N. J.	.....	James Mullen	Jacoby	Evinrude
Class X Outboard Hydro.	61.392	8/20/38	Red Bank, N. J.	.....	Clinton Ferguson	Jacoby	Eldredge
Class C Ser. Out. Run.	47.480	4/25/50	Friant, Calif.	Miss Santa Barbara	Tom Newton	DeSilva	Evinrude
Class C Rac. Out. Run.	55.113	2/10/51	Lakeland, Fla.	Whot Hoppened	Byron King	Willis	Johnson
Class F Rac. Out. Run.	53.160	11/10/51	Salton Sea, Calif.	Bear Cat	Kenneth Jolley	Rockholt	Evinrude
Class JU	21.788	9/17/50	Dallas, Tex.	Miss Rocket III	Allyn Guerin	Speedliner	Mercury
Class AU	36.511	11/10/51	Salton Sea, Calif.	Pearly Gates	H. L. Busley	Gates	Mercury
Class BU	43.541	2/2/52	Lakeland, Fla.	102-J	Jim Coulbourn	Sid-Craft	Mercury
Class CU	38.054	11/11/51	Salton Sea, Calif.	Sir Echo	Cag Graham	DeSilva	Elto
Class DU	47.821	2/11/51	Lakeland, Fla.	.....	Robley Stewart	Sid-Craft	Mercury
Class EU	37.006	9/17/50	Dallas, Tex.	.....	Bob Meyer	Speedliner	Evinrude
Class FU	36.344	9/17/50	Dallas, Tex.	.....	Roy Buie	Speedliner	Evinrude

COURSE RECORDS IN COMPETITION

Gold Cup Lap (3)	108.663	8/4/51	Seattle, Wash.	Slo-Mo-Shun V	Lou Fageol	Jones	Allison
Gold Cup Heat (30)	91.766	8/4/51	Seattle, Wash.	Slo-Mo-Shun V	Lou Fageol	Jones	Allison
Gold Cup Race (90)	78.215	7/22/50	Detroit, Mich.	Slo-Mo-Shun IV	Ted Jones	Jones	Allison
Harmsworth Lap (5N)	102.676	9/2/50	Detroit, Mich.	Slo-Mo-Shun IV	Lou Fageol	Jones	Allison
Harmsworth Heat (40N)	100.181	9/2/50	Detroit, Mich.	Slo-Mo-Shun IV	Lou Fageol	Jones	Allison
Harmsworth Race (80N)	95.623	9/2/50	Detroit, Mich.	Slo-Mo-Shun IV	Lou Fageol	Jones	Allison
President's Cup Lap (2 1/2)	95.038	9/17/50	Washington, D. C.	Miss Pepsi	Chuck Thompson	Hacker	Allisons
President's Cup Heat (15)	88.725	9/17/50	Washington, D. C.	Miss Pepsi	Chuck Thompson	Hacker	Allisons
President's Cup Race (54)	83.450	9/17/50	Washington, D. C.	Miss Pepsi	Chuck Thompson	Hacker	Allisons
Silver Cup Lap (5N)	107.654	9/4/50	Detroit, Mich.	Miss Pepsi	Chuck Thompson	Hacker	Allisons
Silver Cup Heat (10N)	107.394	9/4/50	Detroit, Mich.	Miss Pepsi	Chuck Thompson	Hacker	Allisons
Silver Cup Race (50N)	91.939	9/4/50	Detroit, Mich.	Such Crust I	Danny Foster	Ventnor	Allison
Steel Cup Lap (2 1/2)	70.806	5/20/50	Pittsburgh, Pa.	Such Crust II	Dan Arena	Arena	Allison
Steel Cup Heat (15)	67.50	5/20/50	Pittsburgh, Pa.	Such Crust II	Dan Arena	Arena	Allison
Steel Cup Race (45)	64.194	5/20/50	Pittsburgh, Pa.	Such Crust II	Dan Arena	Arena	Allison
National Sweepstakes Lap (2 1/2)	89.108	8/14/49	Red Bank, N. J.	My Sweetie	Bill Cantrell	Hacker	Allison
National Sweepstakes Heat (10)	87.464	8/14/49	Red Bank, N. J.	My Sweetie	Bill Cantrell	Hacker	Allison
National Sweepstakes Race (45)	66.809	8/25/40	Red Bank, N. J.	Tops III	Jack Cooper	Apel	Lycoming
7 Litre Sweepstakes (15)	68.047	9/1/47	Detroit, Mich.	Schafer's Special	Bill Cantrell	Ventnor	Fageol
7 Litre Sweepstakes (45)	66.266	9/1/47	Detroit, Mich.	So Long	Lou Fageol	Ventnor	Fageol
Harwood's Trophy Race (30)	64.400	9/11/49	New York, N. Y.	Etta	George Sarant	Freepport	Allison
Edinburn Trophy (9)	63.123	9/6/48	Detroit, Mich.	Z-Z-Zip	Sid Street	Hallett	Mercury
World Trophy (10)	68.648	10/3/48	New Martinsville, W. Va.	Barracuda	Lou Butler	Wickens	Mercury



## THE NEW A. I. A. STOCK 136 CLASS

(Continued from page 27)

icated definite interest in the setting up of a new class. With such a response the committee settled down to draft a set of rules which would serve to get the class under way as soon as possible, and make it a class which would fill in the gap which so many felt existed in the current classes competing on race courses throught the country.

The preliminary efforts of Crook, Caldwell, Culver and Foulke in setting up workable and understandable rules which would be reasonably easy to enforce served as a foundation for the drafting of a complete set of rules for the stock 136's. Carefully culling the voluminous correspondence from all sections of the country, aided and abetted by many long-distance telephone calls, brought to the surface several ideas and thoughts which could well be integrated into the rules for the new class. The fact that in some sections of the country, notably in the Chesapeake Bay area and in the south Jersey area, outfits were being put together and tested under tentative rules, proved to the committee that finalization was in order and that too much time could not elapse before the complete rules were published. Into the picture at this point stepped H. C. "Pop" Defibaugh of Woodside, Del., who was the main force behind the boys in the eastern areas who were putting rigs together under a set of rules which Pop had drafted in the interim. At this point there were some eight or nine outfits ready to run and they were all getting somewhat impatient to find out just what rules would be governing their new class. Recognition by the A.P.B.A. was definitely desired, and all concerned were anxious to get the one year probationary period over with as soon as possible. Realizing this situation could possibly cause no small amount of trouble, if there were to be a conflict in the rules as prepared by Crook and his committee which were being processed by the Inboard Racing Commission of the American Power Boat Association, and the rules which had been drafted by Defibaugh and his colleagues, steps were taken to consolidate the thinking of the two groups. In the final analysis, there was very little difference between the two drafts, and with the adjustment of minor points taken care of, the new rules were ready for the final consideration of the governing body of powerboat racing in the U.S. All that was required now for the class to be put on a probationary status for the coming year was to have the minimum of ten registrations filed with the Detroit office of the A.P.B.A. These were not long in coming, and by official action of the Inboard Racing Commission, the Stock 136 Hydros, as sponsored by the American Inboard Association became members of the A.P.B.A. family of recognized racing classes.

To guarantee their individuality and to aid in recognition, the prefix letter "S" was assigned to the stock 136 boats. Needless to say, the enthusiasm of those interested in the class is unbounded. In fact within days after the class was granted recognition, and the rules approved, the town of Millville, N. J., filed with the Inboard Racing Commission a request for the 1952 National Championships of this class.

A run thru of the rules as accepted will show that considerable thought went into their make-up, with the thought always in mind that this class was specifically created

to fill the great void which exists between the P.O.D.H.'s and the 135's.

Power plants for the 136ers will be limited to stock automobile engines built in the United States and listed in the National Automobile Dealer's Red Book with a piston limitation imposed of 136 cu in. Engines must remain strictly stock except that all unnecessary fittings used in automobile installation and operation may be removed and certain modifications of the cooling, oiling and exhaust systems are permissible. Definite specifications are established for machining and polishing; anything resembling a super-charger or gear box is barred; and, the limit cost of the propeller may not exceed \$35 retail. Specs are also established for permitting the use of certain replacement parts. Fuel is restricted to gasoline of the type sold as regular or premium fuel for automotive or marine use and service. The Race Committee may require competing boats to be fueled from a source under the supervision of the Committee.

Boats competing in this class shall have a minimum overall length, excluding projections, of 13' 6". The hull must have at least one watertight bulkhead.

A boat may be raced with either one or two persons aboard at the option of the owner. At the discretion and direction of the Measurer and Chief Inspector of the A.P.B.A., boats of this class shall be subject to spot inspection at any regatta at which they compete and examination of these inspection requirements leads to the thought that the boys in this class are going to stay pretty honest.

The complete rules for this new Class appear in the Annual Year Book and Racing Rules of the American Power Boat Association available from that organization at 700 Canton Avenue, Detroit 7, Michigan . . .

Price \$1.50 per copy. This 300 page volume lists all racing rules and specifications for all classes raced in the United States.

There are the rules, and they seem to have considerable teeth in them. The inspections called for are rather strict, but not nearly as strict as some procedures recommended by those who were polled. To keep the class on an even keel and to accomplish what those who backed the class want to accomplish, it will be necessary to clamp down hard and often and to keep religion in those boys who have a natural tendency to skirt around the outside edges of the rules. . . . We feel that the class has a tremendous future, and that a lot of the old timers who have been forced on the beach by pyramiding costs of 266's, 255's, and 135's, as well as by the death of 91's, and who are too big for the 48's and such will find the stock 136's the answer to their prayers for a good fast boat which can be easily handled on a trailer behind a car, which can be driven by an average Joe with average reflexes at speeds below those currently required in the aforementioned hydro classes, and finally which can be put together without taking out too large a mortgage on the old family homestead.

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(Calif. Bill)

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## TRIMPER TROPHY

The George J. Trimper Trophy, emblematic of supremacy throughout the U.S. and Canada in the 225 Cubic Inch Class, went this year to Southern Californian Art Maynard. This highly regarded trophy was first posted in 1948 by racing enthusiast George Trimper of Buffalo, N.Y., who carries on the respectable practice of a barrister when he isn't chasing about the country with his racing boats. In 1948 and 1949 Sid Street from Kansas City, Mo., cleaned house on the best in North America to win the award, and in 1950 Elmer Enquist from Petaluma, Calif., was the winner. Enquist ran second in 1951 as Maynard racked up 2925 points, 600 markers ahead of the second place boat.

Presentation was made on March 4th at a regular dinner meeting of the Southern California Speedboat Club with Commodore Ed Olsen presiding. One hundred and fifty club members and their ladies were in attendance. During the course of the meeting International Champion Paul Sawyer, Jr., presented Maynard with the U.S. Shield, emblematic of the High Point Championship in the 225's.

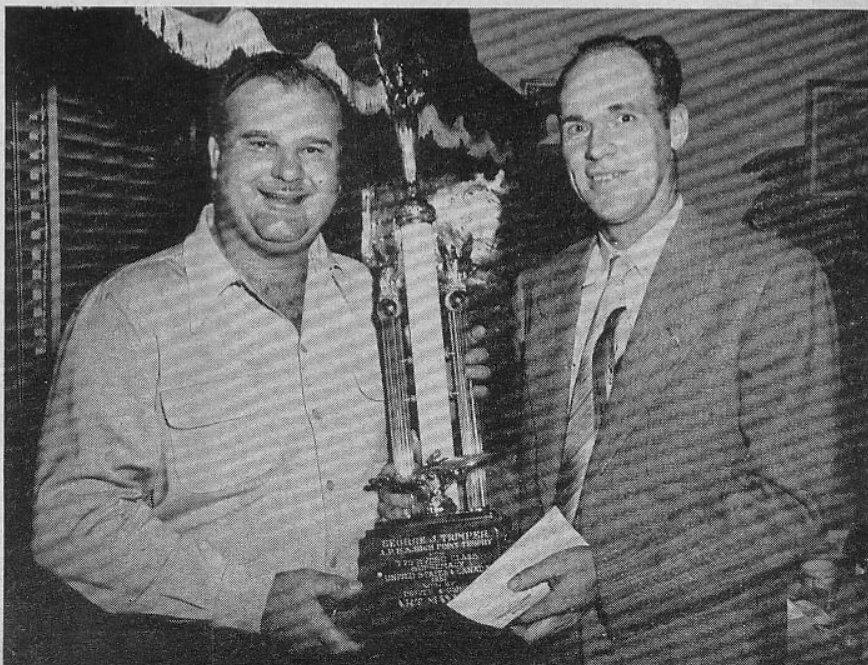
Art started his inboard racing career in California in 1945 in the 135 cubic incher *Lil Beauty*, a consistent rig that never man-

aged to set the world on fire. In 1947 he raced the first *Restless* . . . too much boat for average racing but a nice comfortable ride in sloppy going. This hull was so big that the racing clan nicknamed it the "Queen Mary." *Restless II* bore no resemblance to its predecessor either in appearance or performance. Actually it was the same old boat, sliced and pruned down to the bare essentials and it would up the 1949 season with an excellent record. 1951 was the first season for the new Ford Six powered *Restless III*, another Wickens creation, and Maynard took the measure of the best.

The Trimper Trophy carries with it an optional award to be selected by the winner within the bounds set up in the deed of gift. Maynard selected an electrical appliance and received for Trimper's check for \$237 plus a few odd cents . . . one of the nation's finest awards . . . emblematic of outstanding performance.

With the Trimper Trophy and the National High Point Championship in the bag Art will be shooting this year for the world record in his class. No one has managed to turn this trick with a Ford 6. Art could be the one to do the job in 1952.

Commodore Ed Olsen, So. Calif. Speedboat Club, presents the Trimper Trophy to Art Maynard.





## PIT CHATTER

by Kent

That was 14 MILLION gallons of water they poured into that Seekonk bowl just so the stockers could stage a pair of races. WOW, no water shortage in Rhode Island . . . and a QUARTER mile track . . . no wonder they had a few flips. But speaking of flips . . . that False River Regatta at Baton Rouge must have set up some kind of a record in this department . . . EIGHTEEN up-and-overs in one day's racing . . . spectators on that one sure got their money's worth and the hot-up artists and boat builders must be making a fortune putting the gear back together. . . . Latest word from Seattle sez there will be mile trials for all classes on the Mercer Island mile August 11, 12 and 13 with just as many of those days used as conditions warrant . . . These dates follow competition for Racing Outboards, the Stock jobs, inboard Hydros and the Cuppers so that mile should be chewed to shreds before the event is over. . . . Crocker timing and all the fixings . . . Looks like Seattle is after all the records . . . Oakland, California has been awarded the National Stock Racing Championships to be held on Lake Merritt on September 20, 21, and 22. . . . With the experienced California Speedboat Association in charge of this event it should be a whopping success . . . Lake Merritt, right in the heart of downtown Oakland, provides every facility for a race of this kind. Television, the papers and the magazines have been giving a nation wide play to the gradual rise of the Salton Sea that according to the alarmists will make it impossible to hold further regattas there for some time to come. . . . Don't get all "het up" over it yet . . . S.C.S.C. who sponsored the last two races are looking over the possibilities and Roy Hunter, the owner of Desert Beach sez that as long as the course pipe are still above water (and they will be in October) there is still a good chance for the annual "rape of the record book" . . . See by the schedule that the Klamath River Daredevil Marathon is coming up again . . . Some of these "hairy" lads that claim they like the going really tough should tackle with that one . . . rapids, rocks, shoals and snags with a couple of portages thrown in for good measure . . . 198 miles of it . . . Ray Harris, the veteran "F" Hydro and Runabout driver tried it last year with a "glass" "D" Runabout hull powered with a Thunderbolt. Ray sez it was "low water" that put him out of the race . . . He merrily located something that tore up the bottom . . . but he avers that someone is going to get lucky and ruin that present 25½ hour record. . . . Sure is a crazy world . . . the mercury was trying to jump out of the top of the thermometer at Parker, Arizona last week-end and today a letter arrives from Big Nix in New Zealand and he sez "now that it's too cold to race down here, we can spend our time building new outfits for next season" . . . Wan'na keep yer extra ear glued to the reports of the Memorial Day 500 miler at Indianapolis . . . Sid Street, the Kansas City Inboard rocket is blossoming out with an entry: Street Motor Co. Special . . . Clay Smith is building up the Offie . . . NO, Sid won't tackle the driving assignment this year, so the rest of the boys won't have that hazard to worry about. . . . Rumor sez that Sid will be the driver of *Such Crust IV*, the new 30 footer now near-

ing trial run time at the Schafer-Jacobs plant at Detroit . . . This could be a hot one, and if it does turn out to be a 'goer' fireworks can be expected for the Kansas City speed merchant rates right at the top as a competitive driver. . . . George Kishi, Commodore of the Hawaiian Power Boat Assn is here on the mainland and has with him a flock of beautiful color movies of racing in the Islands . . . George is a detective with the Honolulu Police Department . . . Wow, what an official . . . Bet the boys in that club toe the mark . . . If everything "jells" an American Outboard Team will make the trip to the Continent for a part of the European Circuit . . . Those named are Doug Creech, of Charlotte, N.C.; Paul Wearly, of Muncie, Ind.; and Jack Maypole, of



(Continued on page 48)

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**DEALER INQUIRIES INVITED**

# BAKERSFIELD REGATTA

FOR PHOTOS SEE PAGES 38 & 39

Shades of jalopy Racing. . . . all the wild and woolly pile ups . . . a whooping, howling, wildly excited crowd and some of the closest, roughest toughest racing you have ever seen. THAT was Bakersfield. Only this wasn't a jalopy festival . . . far from it . . . for the field included a pretty fair percentage of the present inboard world record holders and champions. The real name of this wrecking festival conducted on April 6th was the First Annual Kern County Boat Club Regatta, an all inboard affair cosponsored by the Southern California Speedboat Club. The site of the race was Hart Memorial Park at Bakersfield, a natural spot for boat racing if ever there was one. Green lawns, shade trees, and worlds of room for spectators, contestants, and every regatta facility. Even the judges Stand was a new custom built three decker. The course itself was the clincher, a channel around an egg shaped island in the lagoon right in the center of the park. The 'miling basin' at the starting end was 'just' big enough to maneuver in if everyone was on their toes and the run to the starting line was a long ways from permitting a full bore approach. The channel by the judges' stand was just wide enough to take a field of boats without danger of trouble; the first turn was a narrow beauty and no place to go if you overshot (except on the bank), but the back stretch was a dinger permitting very little passing through the roostertails when the hydros got to 'jinnin'. The Race Circular said "One Mile, not approved for record". Maybe it was a mile, but if it was the surveyor must have been shortsighted. Z-Z-ZOOM . . . the starting gun . . . around the first turn . . . a big string of roostertails over the shrubbery and WHAM here they were again . . . A mile? I couldn't say for sure . . . but THAT mile should be used in Gulliver's Travels . . . The length of the course was of no consequence anyway . . . The racing was terrific and that spectator crowd really ate it up.

The 135 race was a dilly. Seven outfits crossed the starting line and before the end of the first lap the crowd must have thought there were at least 20 in the race. They got through the first turn all right, but the music started on the second pin. Bill Du Granrut flipped at the pin, was thrown and sank from sight . . . Roy Skaggs shut off and cramped over to avoid the spot where Bill disappeared in the spray . . . he rode up over the top of Bill's overturned hull and wrecked his own outfit . . . Bud Holloway wiped out the side of Chuck Powell's *Keno* in the melee, and Chuck had to keep full bore thru the rest of the race to keep from sinking. Four laps of this with five of the seven outfits spinning around that little track and dodging the two wrecked boats was a full days excitement. *Keno's* owner Jack Kirby, driver Chuck Powell and the pit crew clinched honors for the day when they gingerly launched the wrecked boat at the one minute gun for the second heat with Powell already in the "office" ready to take off. He hit the starter . . . WHAM . . . the crew let go and he was on his way. With one side panel out clear to the water line, it had to be up on the plane and full bore all the way, or

he would go down like a rock. He won the heat and slid the rig back up on the trailer. The course could have been just a "mite" too small for a fleet of "E" Racing Runabouts, especially when the fleet included such hot shot outfits as the record holder *Honey Bee Too* and the second fastest (at the moment) straightaway boat *Donald Duck*. Oh those sharp turns! Paul Terheggen won it with *Donald Duck*, but it was a mad scramble. Everett Boothe flipped his *E Bomb* right in the lap of the committee and almost on shore . . . all this just seconds after Bob Klein driving a brand new rig in his first race did a tremendous flip in the first turn. Klein and his crew got the outfit to shore, overhauled and dried out and ran the second heat. Ernie Bender with his *Thunderbolt* took the first stanza of 266, but the old outboard maestro, Bill Schuyler, came back in the second version to literally run the field ragged for his first win since entering the inboard field with his new \$ *Bill* last summer. There's a yarn with this one too. Brother Al, who used to be a tough hombre to beat in the outboards and that diminutive little gal Genetta, who made her mark in the M Hydros are on the pit crew. Guess they gave Bill quite a ribbing between heats to the effect that with all that fuel injection and "stuff" he ought to at least look good. Seems as though they intimated that he couldn't beat the rest of the 266's with *Slo Mo*. That did the trick. It's a good thing for Sawyer's unbeaten record that he wasn't in the starting line up. Bill was really hot. Guess his crew will have to aggravate him at every race. The crowd pleasing Cracker Boxes, those leaping and bounding runabouts, literally chewed the course to shreds and blasted through every turn in a smother of spray. Eight strong they made one of the best starts of the hectic day in the first heat. Bob Patterson in his *Hot Cinders* won both heats leaving a terrific battle behind him for the rest of the spots. The 225 race brought out a surprise in the victory of the George Matucci-Lon Graditi combination in a brand new *California Kid*, out for the first time. George cleaned house in the first heat and won out on best speed over the U.S.I driver Art Maynard in *Restless III*. Doc Novotny, the perennial record holder and champion of the PODH's waged his usual winning battle with his arch rival Marion Beaver from Parker, Arizona. The *Little Beaver* gave the *Old Maestro* a whale of a battle in the first heat, leading most of the way, but the "sawbones race driver" finally passed him up. Doc couldn't get his rig to percolate at the start of the second heat and Beaver was a half a lap (a couple of hundred feet) out ahead before Doc crossed the line. Boy, he really did some driving and the crowd was going wild as he caught the leaders in the third lap . . . then came momentary trouble . . . she slowed down . . . the riding mechanic raised the hatch . . . (ahead of the driver on a PODH) and Doc just as good as blindfolded nearly hit the beach . . . Aha! She hit again . . . and the chase was on . . . Doc passed Marion coming out of the last turn and how that crowd yelled. The record holding "B" Runabout *Wee Willie* in the hands

of Robert Wacker (subbing for Jack Kelley) took a two heat waxing at the hands of Willie Miranda driving Ed Parsley's U.S. Champion *Vina Mae IV*. The ironical touch to the whole program was the 48 hydro race. Here was a track custom tailored for the classiest 48 race of the century and only two of the little 'buzz buggies' appeared. These two cajoled Howard Newton into dropping out of the 135 race to give them a starting field. This guy Newton just simply loves to drive a boat. . . . used to be one of the top flight Midget Outboard Hydro skippers . . . built a 91 two years ago and with no competition has been stepping up into 135 or down into 48 (with of course no success at all) and a constant batch of "jaw music" at each regatta. This winter he added two feet to the 91 and registered it as a legal 135, still powered with the little Continental. Brother, how he likes to ride in a boat. His fellow club members, hold all the 135 records. At any rate, here he was at last, legally registered in his first 135 race and he graciously withdrew to give the 48's a lift. Lou Meyer's record holder *Lou Kay* was hotter than a pistol in practice but up jumped the Devil and Newton's *Maybe* won the first heat. Meyer got out in front in the second flight and really screamed to first place. When the times were figured up to break the point tie, the first place trophy for the 48's went to Howard Newton driving his 91 outfit registered as a 135. How confusing can this thing get anyway? Howard's margin of victory was 3/10ths of a second. Yes, it was tough on boats. But even the fellows that had a rebuilding job to do remarked that a course of that kind is a new challenge . . . said they would be back to try it again next spring. There was a terrific crowd . . . bet every mother's son of them will be back next spring too!

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## BLYTHE REGATTA

Innumerable flips . . . a strong current . . . and high winds . . . That was the story of the early season race on March 30th at Homer Sain's Camp, 20 miles up the river from Blythe. Originally scheduled for the Blythe Boat Club Course, the regatta was moved at the last minute to Sain's when the rampaging Colorado overflowed the boat club property. The emergency course set out at the new location was roughly 3/4 mile per lap, a triangle with single buoy turns. The actual racing was of the hammer-and-tongs variety with never a dull moment that the spectators rave about. The going was so rough that several of the drivers were thrown from their boats, and the actual damage from the day's racing was pretty heavy, although the drivers all emerged with nothing more serious than the usual collection of bruises.

The "B" Stock Runabouts turned in the high light performance of the day. Two of the twelve starters, G. Smith and Dan Anderson, flipped and the first turn was a classical mess. Ronnie Rima and George Renken got into a double deal that forced George into and over the buoy, resulting in hull damage and a broken skeg for Renken and a split side panel and broken non-trip for Rima. Avoiding the flying splinters, Mike Meehan broadsided into Johnny Craven, spearing his hull on Johnny's steering bar. Several more drivers spun out trying to avoid the wreckage and battle the current and the wind and when the fleet

got squared away Tom Mitchell, who had started near the end of the pack was a half a lap in the lead by the simple expedient of going good and wide around the wreckage. The "D" Runabouts produced some good racing and a flip in each heat. Walt Guderian was the first victim, but Andy Andrew's wing-ding just as he was about to take the checkered flag was the heartbreaker. The "upside down kid" Dan Anderson did his second one of the day in "B" Stock Hydro and Homer Sain, after putting up a terrific battle with Hub Reed for the lead was thrown from his boat. A turnout of 40 boats put on a first class scramble, but you can write it into the records that these early season regattas are apt to be rough on both men and equipment. The invading drivers from United Speedboat Association travelled home with a total of 15 of the 21 trophies, quite a successful invasion of the Colorado River.

Winners: A Stock Run, Mike Meehan; B Stock Run, Tom Mitchell; D Stock Run, Homer Smith; A Stock Hydro, Shorty Cornelius; B Stock Hydro, Hub Reed; D Stock Hydro, Jack Lohead; Free-for-All, Jack Lohead.

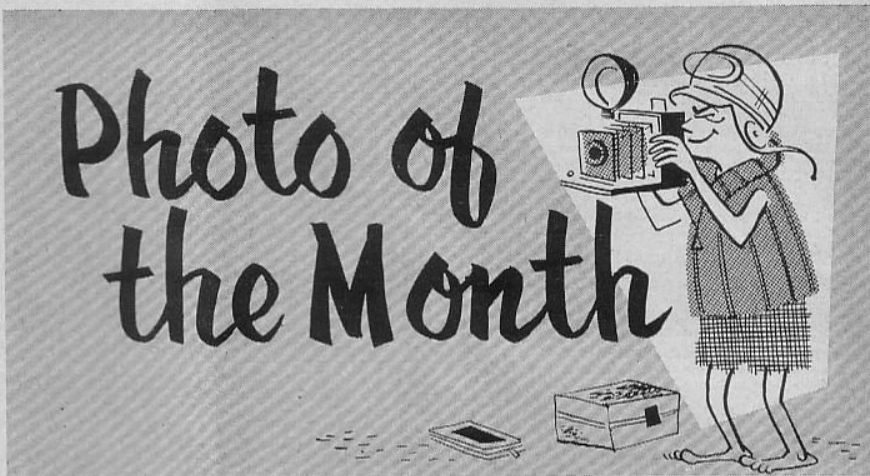
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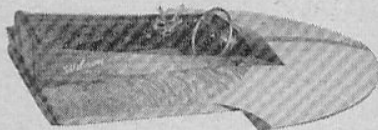
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Rules: No picture which has been previously published in a national publication is

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.

This month's winner is Donald P. Higgins of College Park, Georgia—a driver who took a day off from his racing outfit to make a few pictures at the Altoona Playground Regatta at Acworth, Georgia, on May 4th, 1952. The action shot that won Don the \$10.00 for Top Picture of the Month shows an unusual jump shot in that the entire lower unit and skeg are clearly out of the water. Send your photo in and maybe you'll win \$10.00.



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**4-60 EVINRUDE MOTOR,** \$425. Don Frazier, Rantoul, Illinois.

**SALE OR TRADE: SERVICE C. EVINRUDE** —Wiseman Unit. Want: SR or PR Johnson, Evinrude M, B case and crankshaft. Skip Hight. Neapolis, Ohio.

**ONE STOCK 50 H.P. EVINRUDE.** One 50 H.P. Evinrude Powerhead set up for racing. One P-500 pumper chromed, balanced, and with short rods. Wanted: Evinrude X Parts, P-500 Short Rods, crank and units. Dan Alever, 1924 Hill St., Saginaw, Michigan.

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**SPEED AND SPRAY, July, 1952**

**METRIC CONVERSION TABLE**

1 mm =	.03937	Inches
10 mm = 1 cm =	.3937	"
10 cm = 1 dm =	3.937	"
10 dm = 1 m =	39.37	"
10 m = 1 Dm =	393.7	"
10 Dm = 1 Hm =	3937.	"
10 Hm = 1 Km =	39370.	"
10 Km = 1 Mm =	393700.	"
1 inch =	25.4 mm =	2.54 cm
1 foot =	304.8 mm =	30.48 cm
1 yard =	914.4 mm =	91.44 cm
1 mile =	1609.34 m =	1609.34 Dm
1 inch =	.254 dm =	.0254 m
1 foot =	3.048 dm =	.3048 m
1 yard =	9.144 dm =	.9144 m
1 mile =	16.0934 Hm =	1.60934 Km

**LAY THAT FILE DOWN, BUB! . . .**

*(Continued from page 24)*

Each improvement in propeller efficiency is thus equivalent to a gain in engine power and hence greatly to be desired. The Stock Outboard rules, while wisely restricting alterations on engines which have undergone hundreds of thousands of dollars worth of development before production, place very few limitations on hull design or propeller construction. Here is a field offering the opportunity of substantial increases in speed and acceleration at relatively low cost, yet it is usually neglected by the average driver in favor of a highly secret operation on the gas tank cap or flywheel nut!

**INTERNATIONAL RACING . . .**

*(Continued from page 28)*

tional meeting is announced for Aix les Baines in France. If the visiting team wants to get into some English competition, a full program of events is scheduled for the 3, 4, and 5th of July in Weymouth. Let the outboard group be warned that to run in England, silencers are called for under their rules. Personally I'd like to see the day any of the American outboarders run with a "silencer." Just how one could be rigged on a C or A motor would prove interesting.

A tremendous amount of effort on the part of George Sutton has resulted at this writing in the lining up a most formidable team of outboarders who stated that they are all set to make the trip. Paul Wearly of Muncie, Indiana, Jackie Maypole of Chicago and Doug Creech of Charlotte, N.C., will probably represent the American Power Boat Association in the outboard ranks this year. In the inboard representative will be Sawyer for the second straight year.

It is hoped that the Italians will be able to send a team of inboard and outboard drivers over to the U.S. in the latter part of the season, the September circuit in the east being a natural for a visiting contingent. Starting off with the Harwood Trophy Race Around Manhattan Island on the seventh of September, followed on successive weekends by the National Sweepstakes Regatta at Red Bank, N.J., and the President's Cup Regatta at Washington, D.C., with the wind-up being at New Martinsville, W. Va. The American Inboard Association, along with the Regatta Circuit Riders Club is endeavoring to get a program worked out which would assist the Italian team in getting their equipment over in the same manner they assist the Americans.

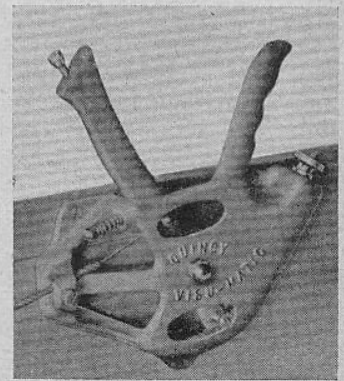
At a recent meeting in New York City, the writer learned from Jean Dupuy of New York and Paris that he was formulating plans for putting back into competition the Spreckels Trophy. This elaborate and valuable trophy had been raced for several times

*(Continued on next page)*

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6. Safety boss prevents handle breakage
7. Designed for strength and efficiency, as well as beauty
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11. Anchorage to boat designed for maximum strength and easy assembly
12. Natural aluminum finish, no weathering or marring.



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in the late 1930's by various American drivers who took their equipment over to Paris and succeeded in chasing the wily Frenchmen around the Seine River, but without ever winning the race for the U.S. Such greats as Freddy Jacoby, Bud Davies, Marshall Eldredge and Stan Dollar tried to come out on top in the gruelling long distance run on the Seine, however when the checkered flag was dropped at the end of the time allowance, it was Dupuy himself who had recorded the greatest number of laps within the specified time allowed.

Mr. Dupuy's current thinking on reactivating this international event seems to have considerable merit, and if all arrangements planned are concluded, the Spreckels Trophy race should take a prominent place in international power boat competition. Rather than have the race held each year in France, it is planned to have it staged one year in France and the following year in the U.S. regardless of the nationality of the winning boat. In addition, the technical rules for the event are shaping up in roughly this fashion. Hulls will be limited to twenty feet and under in length, and with a maximum weight of 2000 pounds. Type of power will be entirely unlimited permitting inboards, outboards, turbines or jet to be used. A minimum qualification speed will be established, probably in the vicinity of 70 mph.

M. Dupuy, holder of the Class X outboard one mile record of 79.04 mph is planning to set up an outfit which will be powered with two small jet engines of the type that is gaining tremendous popularity in Europe in smaller aircraft. The theories which Dupuy has regarding the past efforts of boating enthusiasts in the adaptation of jet engines in racing hulls are seemingly sound especially in reference to the reasons for their lack of stability and the inability to control the craft at high speeds. At his request,

these theories advanced were "off the record," at least until such time as he is ready to make his trial runs. Having won the Spreckels Trophy three times, which under the original deed of gift retired it from competition, Dupuy, in placing the award back in competition, wants very much to capture it again. Information advanced indicated that the interest of several of the outstanding Italian drivers was great, and that the event when scheduled should really be one which will be of major importance in the international racing picture, especially on the home and home basis mentioned earlier. As soon as final arrangements are made for the reactivation of the Spreckels Trophy, announcement will be made thru the Union International Motonautique and the A.P.B.A.

### PIT CHATTER

(Continued from page 43)

Chicago . . . You'd have to look a long way to find tougher competitors . . . wonder if the boys will try out three pointers over there . . . the Europeans use practically all conventionals on their short and often rough courses . . . Paul and Erminie Sawyer and of course the 266 world record holder *Alter Ego* will be on board a steamer leaving New York for the Continent on May 16th . . . It will be a 'tough go' this year with the Merc pitted against those blown Alfas and Ferrari . . . Orchids to Leah Crook, wife of APBA inboard Vee P. Mel Crook . . . with an all feminine roster in the younger generation the latest arrival is a boy, Congrats to you too Mel.

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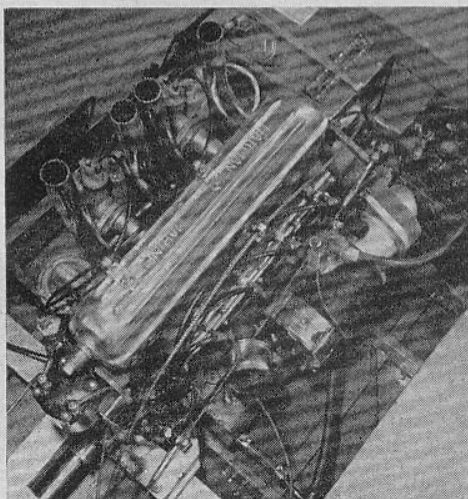


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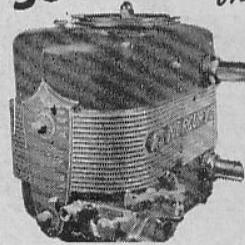


On November 9, 1951, Pete Pierce in his 48 cu. in. hydro "Tinker Toy" set a new record of 79.330 mph. Using, of course, a KH cam . . . on February 18, 1952, Ruby Scull in her 48 cu. in. inboard runabout set a new 5 mile competition record of 56.005 . . . She, too, was using a KH cam. Follow the champions . . . Use a KH cam! For more information write to . . .

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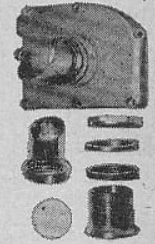


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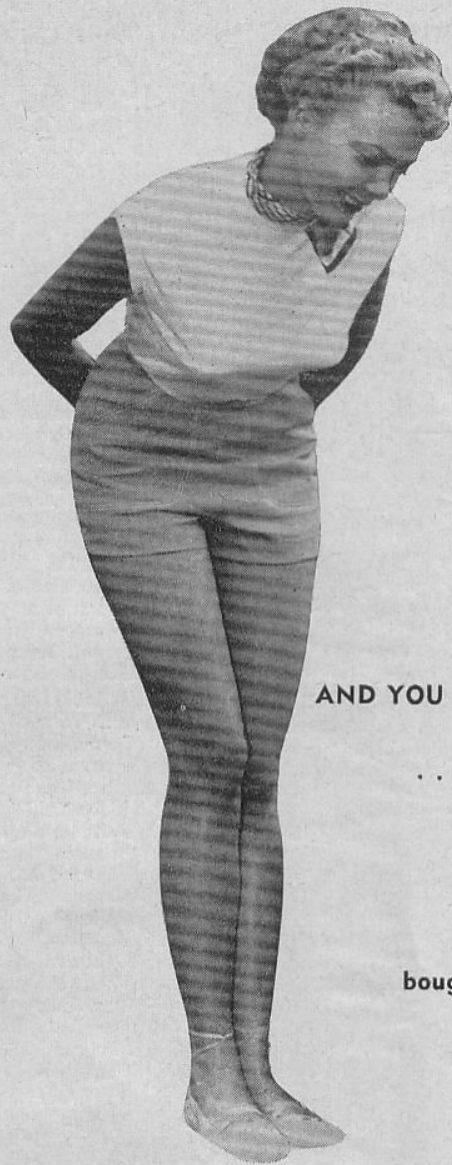
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