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AUGUST, 1952

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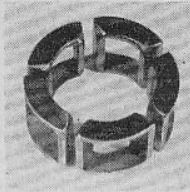
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# REGATTA CALENDAR

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 —Stockboard
- MS —Modified Stock
- SR —Stock Runabout
- BSR —B Stock Runabout
- SU —Stock Utility
- (P) —Professional
- (CC) —Closed Course
- MPBA —Midwest Power Boat Assoc. Sanction
- MORA —Maine Outboard Racing Association Sanction

Date	Place	Type
7/1	Gananoque, Ontario, Can.	I
7/4	Unity Lake, Unity, Me.	SO
7/4	Apalachicola, Florida	SU
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.	O
7/4	Algonac, Mich.	O
7/4	Paw Paw, Mich.	O
7/4	Detroit, Mich.	I
7/4	DETROIT MEMORIAL	
7/4	Austin, Minn.	SO *
7/4	Dryden, Canada	SU (P) *
7/4	Keokuk, Iowa	I
7/4	Hattiesburg, Miss.	O
7/4	Lake Villiage, Ark.	O
7/4	Provo, Utah	IO SO
7/4	Seattle, Wash.	I
7/4	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
7/4	MARATHON	
7/4	Turlock, Calif.	SO
7/4	75 Mi. MARATHON	
7/4	Panama City, Fla.	O S M S *
7/4	Redding, Calif.	S *
7/4-5	St. Simons Island, Ga.	O SO
7/5	Lodi, California	O
7/5	Cheboygan, Mich.	SO BSH (CC) *
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	Burlington, Iowa	SU
7/6	Island Park, Augusta, Me.	MPBA
7/6	Winnepeg, Canada	SO
7/6	Donner Lake, Calif.	MORA
7/6	Santa Barbara, Calif.	SU (P) *
7/6	Crossville, Tenn.	O SO
7/6	Lake Providence, La.	O SO *
7/6	Kingston, N.Y.	O
7/6	Cheboygan, Mich.	SO
7/6	Kingston, Wisc.	SO
7/12	Bemidiji, Minn.	SU
7/12	Wolfeboro, N.H.	MPBA
7/12	50 MILE MARATHON	SU
7/12	Brockville, Ontario, Can.	I *
7/13	Grand Rapids, Mich.	SO
7/13	Winthrop, Me.	MPBA
7/13	Fernridge, Oregon	SO
7/13	Columbus, Ohio	MORA
7/13	Provo, Utah	O
7/13	Dayton, Ohio	I
7/13	Hydson, N.Y.	IO SO
7/13	Rochester, N.Y.	SO
7/13	Bush River, Md.	SO
7/13	San Diego, Calif.	ISO
7/13	Carnwall, Ontario, Can.	SO
7/13	Winona, Minn.	I
7/13	La Fitte, La.	O SO *
7/13	Lake Tahoe, Calif.	IO
7/13	Casper, Wyo.	I
7/15	Atkin, Minn.	IO SO
7/17	Brainard, Minn.	SU
7/17	Little Falls, Minn.	MPBA
7/17	Elk River, Minn.	SU
7/18	Ladysmith, Wisc.	MPBA
7/19	Miami to Palm Beach	SU
7/19	Gold Coast Marathon	O
7/19-20	Valleyfield, PQ, Canada	GOLD COAST MARATHON
7/20	Monticello, Ky.	IO
7/20	China Lake, So. China, Me.	O *
7/20	Urichsville, Ohio	SO
7/20	Minneapolis, Minn.	MORA
7/20	Sacramento, Calif.	I
7/20	Grand Lake, Colo.	O S M S *
7/20	Sacramento, Calif.	SO
7/20	MARATHON	
7/20	Marysville, Mich.	SO
7/20	85 Mi. MARATHON	
7/20	Rome, Ga.	SO
7/20	Cross Lake, N.Y.	IO S M S *
7/20	Coxsackie, N.Y.	SO
7/20	Solomons Island, Md.	SO
7/20	Tichigan Lake, Wisc.	IO SO
7/26-27	Shawinigan Falls, PQ, Can.	SO
7/27	Sundial Beach, Oregon	IO *
7/27	Lake City, Minn.	O
7/27	Pleasant Lk, Gardiner, Me.	SU
7/27	Long Branch, N.J.	MPBA
7/27	Ludington, Mich.	SO
7/27	Denver, Colo.	MORA
7/27	Portsmouth, Ohio	I
7/27	Minneapolis, Minn.	O
7/27	Long Beach, Calif.	ISO
7/27	Denver, Colo.	IO SO
7/27	Huntington Harbor, N.Y.	SO
7/27	Conesus, N.Y.	SO
7/27	Saugerties, N.Y.	SO
7/27	Portsmouth, Ohio	I
7/31	Gravenhurst, Ontario, Can.	IO
?	Hopwell, Va.	O
?	Burley, Idaho	IO SO *
8/3	Bandon, Oregon	O
8/3	Rockland, Me.	SO
8/2	Hamilton, Ontario, Can.	MORA
8/3	Essex, Md.	IO *
		SO



8/3 St. Cloud, Minn. SO *	8/24 Logan, Utah I O SO	9/27-28 New Martinsville, W. Va. I
8/3 Louisville, Ky. I	INBOARD REGIONALS	9/30 Rio Vista, Calif. O
8/3 Ceasarea, Ontario, Canada IO *	8/24 Oakland, Calif. I	10/5 Needles, Calif. SO
8/3 Paw Paw, Mich. SO	8/24 Airport Channel, Calif. I	115 Mile MARATHON
8/3 Baton Rouge, La. IO	8/28-29 Astoria, Oregon O	10/5 Oakland, Calif. I
8/3 Waycross, Ga. O S MS *	8/30 Detroit, Mich. I	10/12 Long Beach, Calif. I
8/3 Keuka, N.Y. SO	8/30-31, 9/1 Rochester, N.Y. SO	10/12 San Francisco Bay, Calif. SO
8/3 Easthampton, N.Y. O	8/30 Liverpool, N.Y. SO	MARATHON
8/3 Marlborough, N.Y. SO	8/31 Liverpool, N.Y. I	10/16-17 Madison, Ind. I
8/2-3 Cambridge, Md. IO	8/31 Ogdensburg, N.Y. O	10/19 Parker, Ariz. O SO
8/3-10 Guntersville, Ala. I	8/31 Rochester, N.Y. SO	
8/10 Triangle Lake, Oregon O	DIVISIONAL CHAMPIONSHIPS	
8/10 Bar Harbor, Me. SO	8/31 Urbanna, Va. O	
	8/31 Madisonville, La. IO	
8/4 Picton, Ontario, Can. I	8/31 Sacramento, Calif. O	
8/4 Rideau Ferry, Ontario, Can. O *	8/31 River Rouge, Mich. — *	
8/4 Orillia, Ontario, Canada SU *	8/31 San Diego, Calif. SO	
8/8 Seattle, Wash. O *	8/31, 9/1 Devils Lake, Oregon O	
8/9 Seattle, Wash. I	8/31 Wilton, Me. SO	
8/9-10 Marine City, Mich. O	9/1 Knoxville, Tenn. IO SO (K.B.R.C.)	
8/10 Dayton, Ohio I	9/1 Depue, Ill. O	
8/10 Dubuque, Ia. SO	9/1 Victoria, B.C., Canada IO *	
8/10 San Diego, Calif. O	9/1 Toronto, Canada I *	
	CANADIAN NATIONAL EXHIBITION	
8/10 Topinabee, Mich. SO	9/1 Millville, N.J. IO SO	
8/10 Mercer Isle, Wash. SO (CC) *	9/1 Detroit, Mich. I	
	SILVER CUP	
8/10 Hudson, N.Y. SO	9/1 Paw Paw, Mich. SO	
REGIONAL CHAMPIONSHIPS	9/1 Concordia, Miss. O	
8/9-10 Baltimore, Md. O SO	9/1 Long Beach, Calif. I	
8/16-17 Buffalo, N.Y. I	9/1 Macon, Ga. O S MS *	
8/17 Cross Lake, N.Y. SO	9/2 Lenoir City, Tenn. O *	
8/17 Albany-New York SU	9/5 Toronto, Canada O *	
	CANADIAN NATIONAL EXHIBITION	
8/19 Winneconne, Wisc. SO	9/7 Taylor Pond, Auburn, Me. SO	
8/16-17 Marietta, Ohio O NOA		
8/16-17 St. Michaels, Md. IO		
8/16-17 Marietta, Ohio O	9/7 Cranberry Lake, N.Y. SO	
8/17 New Bern, No. Carolina O	9/7 Hudson, N.Y. SO	
8/17 Long Beach, Calif. SO	9/7 Frankfort, Ky. I	
	9/7 Baltimore, Md. SU	
REGIONALS	MARATHON	
8/17 San Diego, Calif. I	9/7 Sacramento, Calif. O	
8/17 Birmingham, Ala. O S MS *	9/7 Kalamazoo, Mich. SO	
8/17 Redding, Calif. SO	9/7 100 Mile MARATHON	
	New York, N.Y. I	
8/23 Toronto, Ontario, Canada O SU	HARWOOD'S TROPHY	
8/24 State of Maine SO	9/13-14 Red Bank, N.J. IO	
	SWEEPSTAKES	
8/24 Clear Lake, Calif. MORA	9/14 Suisun, Calif. O SO	
8/24 Rome, N.Y. SO	9/14 Bakersfield, Calif. SO	
8/23-24 St. Michaels, Md. IO	9/14 Sandy Ponds, N.Y. SO	
8/24 Cincinnati, Ohio I	9/14 Canajoharie, N.Y. SO	
8/24 La Crosse, Wisc. O SO *	9/21 San Diego, Calif. I	
	9/20-21 Washington, D.C. IO	

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



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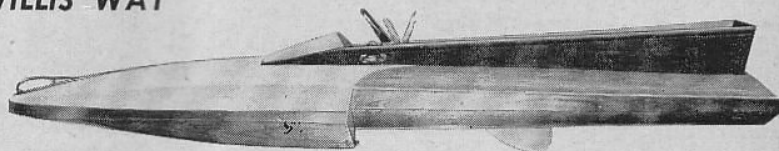
meets all APBA specifications in this class—for C-D-E- and F Stock Runabout. Has double cockpit—boat width 53", length 13", depth 19" with an approximate weight of 210 pounds.

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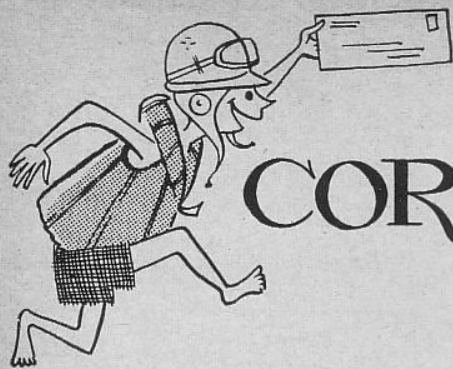
a consistent race winner in the runabout class—solid mahogany throughout—decking 3/32" airplane marine mahogany plywood—a one cockpit boat with non-trip chimes for turning and a measured flat surface for straight-away speed.



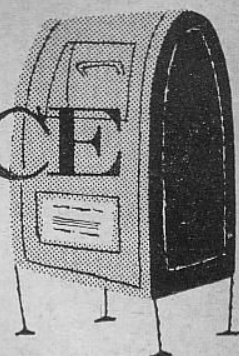
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## PLANS WANTED

My custom made Hydroplane is getting old and I would like to build a new one. Do you know where I can secure plans?  
Don Shoemaker Columbus, Ohio  
What kind of Hydro — Inboard or Outboard? There are several design agencies offering plans for sale. ED.

## MARINE RESEARCH FOUNDATION

I don't seem to be able to get a clear picture of the functions of the Marine Research Foundation which carried a classified ad in your June issue. Can you give me some accurate information on this organization?  
Did you write to them? An excerpt from their Articles of Incorporation states that their primary purpose is to "finance, conduct, and operate general research in the development, design and construction of marine hulls and propulsion units; to enlarge and promote scientific knowledge and learning in small boat design and operation, and to carry on boat racing activities for the purpose of testing and experimentation; also to carry on natural and laboratory testing of all marine and allied products and materials." . . . ED.

## HARMSWORTH

I believe a very interesting article could be written for SPEED and SPRAY, telling about the possible contenders for the Harmsworth Trophy.  
Bob Jacobs Royal Oak, Michigan  
The Harmsworth Trophy race is a contest be-

tween nations. The U.S.A. now holds the trophy, last won by Stan Sayres, "Slo-Mo-Shun IV," in 1950. The U.S. will hold the cup until a foreign country files a challenge for the trophy. No challenge last year or this year, so no possibility of a race until 1953. ED.

## WHAT MAKES THE CROSLLEY TICK

My partner and I have a 48 Hydro powered with a Crosley built up with loving care and with the assistance of a lot of the speed merchants who are supposed to know their business. The hull rides well but the mill won't turn up. I notice that at each 48 race there are only one or two boats that go and the rest of them just churn along like mine. What is the answer?  
J.P.B. Seattle, Washington

If your outfit trims out well you might have only one problem—selection of the proper propeller. Propeller selection on the 48 is very critical and even with a top-notch engine the outfit won't go without exactly the right prop. There are wide divergences in 48 speeds thru-out the country. Quite often the difficulty is poor hull design or poor trim, but it is a fact that very few mechanics seem to be able to make the Crosley talk. Next month SPEED and SPRAY will carry a comprehensive illustrated feature on the 48 prepared by Kenny Harmon, builder of the World Record Holder, "Tinkertoy." Harmon will describe his own set-up and that of Lou Meyer, Jr., holder of the Five Mile Record in his "Lou Kay." ED.

## RULES AND REGULATIONS

Would you kindly tell me where I can secure a manual or rules and regulations governing the Inboard boats that race at the Marine Stadium, Long Beach, California?  
Ronald Criswell Long Beach, Calif.

Three hundred page A.P.B.A. Year Book and Racing Rules (see source letter above) gives rules, regulations and specifications for all American racing classes, Inboard and Outboard, plus record data, speed tables, etc. ED.

## EVERYBODY WANTS THE ANSWER

How about an article on the 48 cu. in. class?  
Howard H. Schaezke Lakeside, Ohio  
Coming up next issue. ED.

## NO PROBLEM HERE

I have a Mercury Super 5 but no boat built for racing and I know nothing about the different classes or how I would enter into a race even if I had the equipment. What do you suggest for a beginner?  
Joe T. Ubbink Port Washington, Wisconsin

Address American Power Boat Association's Executive Secretary, Carl Johnson, at 700 Canton Avenue, Detroit 7, Michigan, and request copy of the Year Book and Racing Rules (\$1.50) and the address of your closest Stock Racing Club. The boys in the club will cheerfully help you solve your problems. ED.

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Classes B, C & D Lake-of-the-Ozarks; B, C, D & F 105-mile Greenville-Vicksburg; A, B and D Top-O-Michigan; Class D—Albany to New York, Marathons.  
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OF BOAT RACING

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# EDITORIAL



### Let's Take The "Luck" Out Of It

The tremendous entry lists of "B" Stock outfits, Hydros and Runabouts, have brought about a problem of cutting the starting field down to a figure consistent with accepted rules of safety.

Examining a hypothetical case and following the system now in use, we will assume an entry of 30 boats. This field is split in half—drivers drawing odd numbers run in one elimination heat or flight—even in the other. The first eight finishers in each flight will run in the final for the points and prizes. Regardless of the fact that these are stock outfits there are wide differences in speed in a fleet this size. If the draw were to put exactly half of the fastest boats in each of the elimination heats, all drivers would have an even break but obviously this wouldn't happen once in a million times. When over half of the master boats draw into one heat it is apparent that some of them are going to finish back of eighth position and therefore won't qualify for the final. These outfits which won't have the opportunity to run for the prizes are faster than some of the first eight finishers in the other flight into which the luck of the draw placed more than half of the slower boats.

The purpose of our eliminations is to give the 16 drivers who can get around the course

the fastest, the opportunity to run for the prizes. We haven't accomplished that.

The solution is very simple: Instead of the first eight finishers from each of the flights what we actually want for a final field is the 16 boats that turned in the fastest times, regardless of where they finished in their particular heat.

All racing rules are predicated on two or more heats of racing. With the present elimination system, points and prizes are awarded on the basis of either one heat only—the final or one elimination heat and the final.

Every driver is entitled to race two heats to determine his final finishing position and just because a man is competing in a class where eliminations are necessary, he should not be penalized by having his point score taken from a single heat. Taking a point score from the driver's elimination heat is patently unfair for the man with a fast outfit in the heat where the draw has placed a majority of the slower boats is going to have a larger point score than his nearest competitor running in the heat where the draw has placed a larger percentage of the faster boats. The only fair thing for all concerned is to run two heats for the finalists.

VOL. 1, NO. 3

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### OUR COVER

This is one of the few shots, taken at the Long Beach, California Marine Stadium that doesn't show the usual oil wells in the background. Gene Trindl shot this beautiful action photo during a Saturday afternoon practice

session, which, perhaps explains the rare shot of a boat in front of the Champion Dr. Novotny. Sweet Pea belongs to Foster Petrie and is possibly one of the oldest POD's still in active competition.

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# CLUB NEWS



**Midwest Power Boat Association:** With seven regattas already completed, MPBA members will start to shoot for the \$10,000 Aquatennial purse on July 12th. The high-point winners in the six race circuit which winds up at Minneapolis on July 20th will get a healthy bonus chunk of the ten grand. In order to be eligible to race in MPBA sanctioned events a driver must have been a Midwest member for 30 days previous to the race.  
Eddie Jones

**The Seattle Inboard Racing Association** was formed in April from a nucleus of 20 Seattle drivers, with the purpose of stimulating interest in inboard racing in Seattle and the Pacific Northwest. There has been rapidly increasing interest here in all things nautical, and boat racing has received considerable stimulus from the inauguration of the Seattle Seafair, and the winning for Seattle of the Gold Cup, by Stan Sayres and his pair of "Slo-Mo's." Our membership is now pushing 40, with nearly all limited inboard classes represented. Our biggest single class is a group of eight 136's, which we expect will put up a good show this summer. As a club, we want to say that we are happy to become a member of the boat-racing family, and are looking forward to a lot of good racing.  
J. E. Jesseph

**The Top O'Michigan Outboard Racing Club** has promised that every driver attending their regatta July 5 and 6 will have a wonderful time. The Gold Front Regatta is sanctioned by the A.P.B.A. for the July 6 date. The race on the 5th will be non-sanctioned but will be run under strict stock rules. Twelve beautiful trophies will be awarded each day and from \$250 to \$300 in cash or more, depending on entries, for the first three drivers in each class. The schedule will be for classes "A," "B," "D" Stock Outboard and "BSH." Crane service and all other services that make for a good regatta will be available. The race will be broadcast both days over WHAK.  
Donald Bonsecours

**The Southeastern Boating Association** got off to a full swing on April 20 when the first sanctioned S.E.B.A. boat races were held at Lake Jackson, near the city Griffin, Georgia. Over 147 racing rigs of every description were present representing everything from the little M-midget to the big class X Outboards, Utility, Speedster and Hydro. \$1000 in prize money was given, plus a mammoth high point trophy valued at \$100. The overall winner of the high point was Allison Dunlap of Savannah, Georgia, who earned 18 points for the day with a collection of firsts, seconds, thirds and fourths. Lewis Fitzgerald of Niceville, Florida, was runner-up with a point total of 16. Well over 5000 people were on hand to witness this first S.E.B.A. sanctioned Outboard race. It was a rough day an equipment and drivers. 17 rigs flipped and several thousand dollars worth of equipment was demolished.

April 27th, the second S.E.B.A. sanctioned speed boat race was held at Panama City, Florida. Lewis Fitzgerald from Niceville, Florida, was the high point winner with 40 points and we believe that Fitzgerald is the first contestant to win seven first places in one afternoon of racing. Topping some of the best drivers in the South, Fitzgerald made a clean sweep of all "B" and "C" Hydro, "C" Racing Runabout, "C" Modified Speedster and the Free-for-All.

Altoona Dam, a few miles north of Atlanta, Georgia, was the site of the third S.E.R.A. sanctioned race on May 4th. Ed. Note: Story and pictures on this event appear in the rotogravure section.

The fourth S.E.B.A. regatta was held at Coosa River, at Gadsden, Alabama, on May 11 and for the first time in this association's history the entire race was televised. The officials of Tele-News of New York, got some real ma-

terial for their broadcast as there were plenty of spills and thrills and several drivers in the "C" Hydros were thrown out on the banks when these hot outfits jammed together on the two buoy turns. Once again Lewis Fitzgerald, the "hot boy" from Florida, was the winner of the high point trophy. It seems there is no stopping this fast contestant—he wins whether the field numbers 10 or 40 boats.  
J. B. Billingsley

**Winding River Boating Association of New Jersey:** The 136 class is booming along in the club. The Cold Rod of Donaghy and Carhart is running, the "Miss Stardust" of Wes Turner is about ready. Fred Rechsteiner is rebuilding the "Teledo," and it is rumored all will face a new challenger driven by Edison Hedghes—the man who holds more records than anybody—at our Labor Day race, when we expect to hold the National Championship for this class. Fred Hahn has been selected by the A.P.B.A. Inboard Racing Commission as the one-man czar of the 136's. Fred says he has seventeen registered to date, most of them in the East. Received a letter from Ken Adams, Long Branch, N.J., saying they will schedule 136 Cu. In. Stock Hydros if they can be assured of four or more starters. They will pay \$25—\$15—\$10 per heat.

Art Bozarth is busy setting up a new 350 H.P. dynamometer to test his rebuilt truck engines. Wouldn't be surprised to see the 135 cu in. Ford out of the "Skip" on the test rig soon.

Six new Longine speedway timing watches purchased by the club have arrived. They are beautiful jobs and will be mounted soon as possible.  
Newsletter

**Pelican Harbor Yacht Club:** The Fourth Annual Gold Coast Marathon from Miami to Palm Beach and return will be held on July 19 and 20. Enthusiasm for this event conducted on the Inland Waterway has grown by leaps and bounds from year to year. 42 boats turned out in 1949; 78 the following year and 121 for the 1951 running. There should be a flock of entries this year to tackle the 130 mile course. Eligible boats are any Inboard or Outboard, Utility, Speedboat, Raceboat, or Outboard Cruiser capable of 25 mph, but not exceeding 25 feet in length. Inboard cruisers are not eligible. Charles Moyer's 266 Hydro set the course record last year at 60 minutes 30 seconds flat. Three of the 266's have already entered for this year's contest. Prizes include cash, merchandise and trophies, including the perpetual John Jones Award valued at \$1000. Special trophies are at stake for the Inboard and Outboard classes in addition to the handicap awards. More special awards are up for fastest time and certain race boat classes, "Z" and "E" Racing Runabouts and 135-225 Hydros. Special facilities include electric hoists, gas and oil, launching ramp, parking facilities, and plenty of dock space at Pelican Harbor and Palm Beach. The entire program is conducted under a special set of rules which contestants should study well in advance of the race. Address: George Light, 2850 N.W. 40th Avenue, Miami 42, Florida.  
Vivyan "Solly" Hall.

**Northern California Outboard Association:** NCO regattas at Stockton on May 20 and at Gilroy on June 8 were well attended and our racing membership is getting tuned up for a very busy season. APBA Outboard Vice-President, Bud Wiget, has a strange hold on the "C" Service Hydro class but he is playing second fiddle to Ward Angille, who has hit a winning combination in "C" Racing Hydro. The competition is tough enough in the rest of the classes so that no one driver seems to be able to be a consistent winner. We have included "B" Stock Racing with our regular Outboard Racing class and the Stock boys are turning out in numbers and producing some good close racing. We

have had only one casualty to date when Stan Randolph flipped his "C" Racing Runabout at Gilroy—he was uninjured.  
Elizabeth Champ

**Bayshore Boat Club, Inc.:** Almost all of our memberships' racing activities are with the Lone Star Boat Racing Association of Texas. On April 6 we sponsored a regatta with 100% of the cash proceeds going to the benefit of Boys' Harbor, a local camp on the Bay for underprivileged boys. Upwards of \$3500 was raised from gate proceeds. This was a joint venture with the local Optimists Club who sponsor Boys' Harbor. Our next regatta will be held June 15.  
Fred F. Look

**Nor-West Boat Club:** As for club news, the main event of the coming season is our St. Clair River Marathon on July 20th. This A.P.B. sanctioned event covers 60 miles and classes AU, BU, CU and two classes of DU outfits will be run. DU class will be divided into gear shift and non-gear shift motors and separate prizes will be awarded. Although ours is a relatively new club the membership is rapidly growing. At present we have 75 members with prospects of many more.  
D. A. McIntyre, Jr.

**Region 2—APBA:** The season started off with a bang in Region 2. The regatta at Liverpool, New York (outside of Syracuse), drew 73 boats runnings in Classes A, B and D Utility; A, B and D Stock Hydro. The event went off smoothly in every respect with some excellent racing. On Sunday, June 1st at Cross Lake, also near Syracuse, the event also drew capacity entries. This ran off smoothly with the exception that one Cliff Ruggles of Brockport, N.Y., took a flip running a C Conventional Hydro with a Mercury Thunderbolt. The boat broke up and sank; however, through the cooperation of the other drivers, the motor was found three days later, and he will be back running a week from Sunday. The race at Glen Cove, L.I., which was for A, B and D Stock Utilities, and C, D and F Modified classes, was weathered out and has been postponed until June 8th. We have a big season ahead.  
Donald L. Guerin

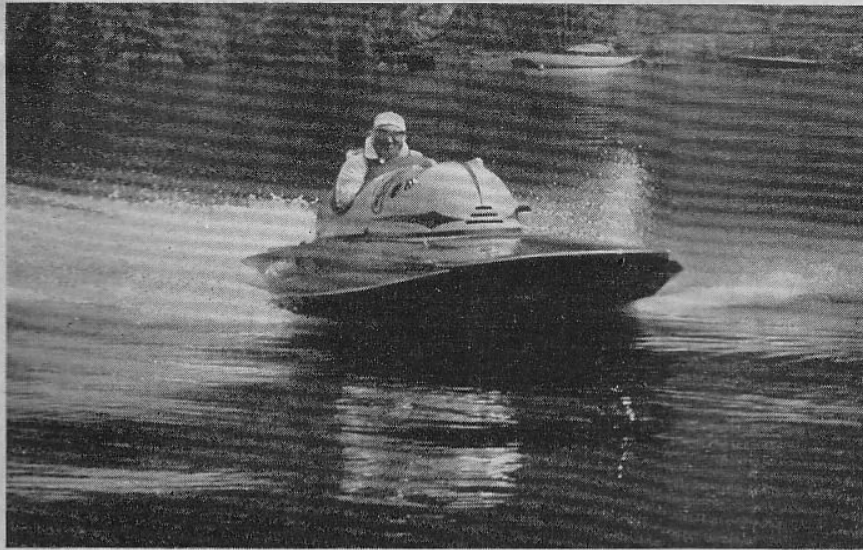
**The Playground Boat Club's Outboard race** was held at Fort Walton on Sunday, May 18. The one mile oval course was laid out in the sheltered waters of Cinco Bayou at the Frank Bass Seaplane Center, a very good location for a race. The spectators and drivers were pleased with the excellent pit area and said beach that gave them a good view of the race. A short-wave radio hook-up between the committee boat and announcer Lee Martin provided the means to keep the crowd well informed on the progress of each event and Lee at times was running as fast as some of the "C" Hydros. The spectators got real coverage on this race. 75 entries checked in for this event which was the end of the circuit. Lewis Fitzgerald of the Fort Walton Club was high point man for that day and is also high point man for the season. Lewis knocked off three firsts, a second and a third. J. B. Billingsley, who hasn't missed a race in two years with "The Ghost," was top man in "B" Modified Runabout.  
J. L. Floyd

**Southern California Speedboat Club:** In addition to a full schedule of racing and the job of defending a flock of world's records, SCSC members are beginning the task of making the advance arrangements for the Annual Salton Sea Regatta, which they will conduct again this year—come hell or high water. The high water is definitely here. The pier and the harbor breakwater are gone and there is a foot of water in the Wheel House, but the shore line at Desert Beach is back 100 feet from the spot where the outfits were launched last year with the prospects of a further rise in the water level before October. Regardless of all of this there will be a Salton Sea Regatta.

**United Speedboat Association:** After one postponement due to bad weather USA managed to run off their Lake Elsinore event on June 1. The regatta was a madhouse with ski enthusiasts running out of every landing and a goodly quota of pleasure boat owners just out for a ride. Cooperation was finally arrived at to give the racing boys a more or less reserved spot to work in and the event was concluded but not without plenty of commotion. Bill Rampke ran down Johnny Craven while both of them were going to the aid of a driver who had flipped and young Johnny emerged with the bow of Rampke's boat practically clear through his outfit. Bob Hawley was the winner in "B" Stock Runabout. Karl Anderson took the "B" Stock Hydro crown and Duke Bowen was the "A" Stock Hydro winner.

**Arizona Navy Boat Club:** Lake Mary at Flagstaff, Arizona, will be the site of the August 3 Regatta which will be sanctioned by the N.O.A. This will be an all Hydro event—Stock and Racing, with the same prize money posted for the Canyon Lake event earlier this season.

# ITALIAN RECORD BREAKER



Dino Sestini making a turn in the new 91 cu in. world record holder, Tamari II.  
Photo by Foto Wells, Bergamo

By Michele Vernola

Two years ago when 91 cu in. boats were first raced in Italy the Italian Ferruccio Casinghini established the first record for that class at 66.960 mph in his *St. Michael III*. It was an excellent speed but that record didn't last long because a few days later documents, coming all of the way from Australia, reached the International Union in Brussels to bring the news that Mr. McLachlan in his 91 cu in. had made 77.5 mph.

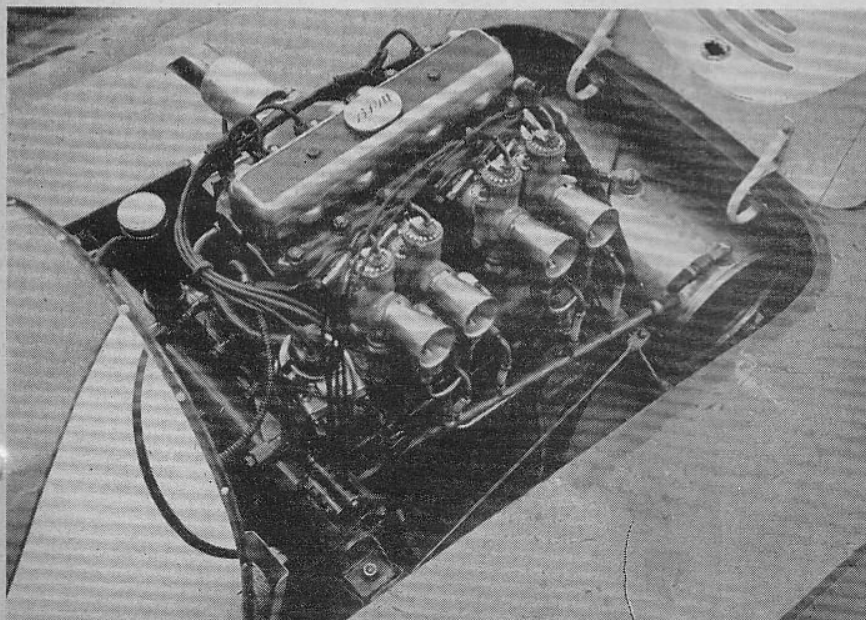
This sensational speed discouraged further Italian attempts to raise the record and Mr. McLachlan would still be on his throne if the FIM (Italian Federation Motonautical) at the end of 1951 hadn't accepted Selva's plan to promote the 91 cu in. racer class.

Time passed before FIM ordered Selva to build a prototype of the new 91 cu in. racer which could attain a speed of over 120kph

(74.4 mph), altho the main and then the most important point of that order was that the building price would not be over 2 million liras (\$3,000). In case these objectives could be attained the FIM would help the first ten buyers or builders, giving to each one of them 3 hundred thousand liras (\$480). This task wasn't easy, especially from the technical standpoint, but Selva succeeded in overcoming all of the difficulties of FIM's order so that the first week of March 1952, the first 91 cu in. boat was tested at Milano Idroscalo—the results surprising even the FIM.

On April 9, 1952 Dino Sestini, vice-president of FIM and Europe's 1000 cc. Outboard class champion, took the new 91 cu in. *Tamari II* to Campione D' Italia to attempt to raise the existing record. His two-way average for the run was 79.636 mph (128.154 kph) boosting the record 2.6 mph. Sestini's

The 1500 cc (91 cu in.) BPM engine in Tamari II. Photo by Martini-Luzzu, Milan.



SPEED and SPRAY, August, 1952

new mark thus is almost eight miles an hour better than the American record of 71.89 mph established by Tony Margio in his Peek-Crosley powered *Miss Fort Pitt* in 1951. *Tamari II*, ready to go, weighs 360 kg. (793.8 lbs.). The engine is the 1500 cc four cylinder BPM (Boota and Pericelli of Milano) rated at 105 hp at 6400 rpm. The bore is 74.3 mm and the stroke 79.97. According to Paul Sawyer, who is now here in Italy, they should be able to wind this engine much faster and he expects the speeds to go much higher as soon as all of the "bugs" are ironed out. Abbati of Lake Como builds the bare hull and Ezio Selva installs the motor and hardware at his factory in Milan, finishing the boats ready to run. These hulls are scaled down versions of *Alter Ego* and Selva calls them "*Piccolo Alter Ego* (Little Alter Egos). Already 10 of the Italian racing enthusiasts have subscribed to the FIM plan for this class so it appears that in the near future there will be practically an Italian One Design Class of these 91 cu in. "Alter Egoettes." Sawyer remarks that he already feels like a papa bird. *Tamari II* was painted with American Silicone flating which is credited with having been one of the important factors accounting for the record speed. This was the first use of this American product for this purpose in Italy.

Lake Lugano, where the record was made, lies at an altitude of 277 meters (900 feet) and is fresh water. The runs were made over a one kilometer course (roughly 5/8 mile) which is standard practice in Italian time trials. This successful promotion of the 91 cu in. class with its low-cost appeal is undoubtedly the greatest forward step made on the continent in the boat racing field in many years and will add a host of new contestants to the ranks of the Inboard contingent.

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# UIM CERTIFIED WORLD RECORDS

## WORLD RECORDS INBOARD One Statute Mile

Class	Boat	Driver	Country	Speed in Statute Miles
4.5 Liter	*Alter Ego	Paul Sawyer	U.S.A.	120.08
	Alter Ego	Paul Sawyer	U.S.A.—1950	115.04
800 Kgs.	**Keeno	Chuck Pierce	U.S.A.	97.49
	Asso	G. Cattaneo	Italy—1938	
48 cu in. Hydro	Tinkertoy	Pete Pierce	U.S.A.	79.33
	Accepted as International Class in 1951. No old record.			
E Service Runabout	Cary	Joseph Mascari	U.S.A.	54.75
F Service Runabout	International Class, however no previous record claimed.			
	Red Eagle	Edison Hedges	U.S.A.	57.28
International Class, however no previous record claimed.				

## WORLD RECORDS INBOARD Five Statute Mile Competition

Class	Boat	Driver	Country	Speed in Statute Miles
Unlimited	Slo-Mo-Shun IV	Lou Fageol	U.S.A.	111.74
	Beluga	R. Schoeller	France—1934	49.83
4.5 Liter	*Alter Ego	Paul Sawyer	U.S.A.	87.89
	Emancipator VII	Pezillo	U.S.A.—1939	62.97
800 Kgs.	**Little Joe	Morlan Visel	U.S.A.	77.51
	Miss Windermere II	N. Buckley	G.B.—1950	63.49
91 cu in.	Red Witch	Jack Van Deman	U.S.A.	59.96
	International Class, however no previous record claimed.			
48 cu in. Hydro	Lou-Kay	Louis Meyer, Jr.	U.S.A.	61.77
	Accepted as International Class in 1951. No old record.			

\*—266 Class boats are eligible to hold records in the International 4.5 Liter piston displacement class.

\*\*—135 cu in. boats are eligible for records in the International 800 kg class providing they do not exceed a total weight of 800 kilos (1763.2 pounds).

## WORLD RECORDS—OUTBOARD Five Statute Mile Competition

These eight records were accepted as world records since no other records had been claimed for this distance.

Class	Boat	Driver	Country	Speed in Statute Miles
C Racing Hydro	Air Express	Bud Wiget	U.S.A.	57.50
J Utility Runabout	Miss Rocket III	Allyn J. Guerin	U.S.A.	21.78
A Utility Runabout	Pearly Gates	H. Buz Busley	U.S.A.	36.51
C Utility Runabout	Sir Echo	Cag Graham	U.S.A.	38.05
D Utility Runabout	160-F	Robley Stewart	U.S.A.	47.82
E Utility Runabout	Speedliner	Bob Meyer	U.S.A.	37.00
F Utility Runabout	34-Y	Roy Buie	U.S.A.	36.33

## U.I.M. CERTIFIED NATIONAL CLASS RECORDS—INBOARD One Statute Mile

Class	Boat	Driver	Country	Speed in Statute Miles
48 cu in. Runabout	Yankee Boy	Robert McAllister	U.S.A.	55.47
B Racing Runabout	Wee Willie	Jack Kelley	U.S.A.	62.80
D Racing Runabout	My Boy Woody	Elwood Pliescott	U.S.A.	69.76
E Racing Runabout	The Fox	Sam Griffith	U.S.A.	75.55

The U.I.M. does not recognize classes with the same specifications and limitations as the above and therefore these records are National Records and are not eligible for application as World Records.

## U.I.M. CERTIFIED NATIONAL CLASS RECORDS—INBOARD Five Statute Mile Competition

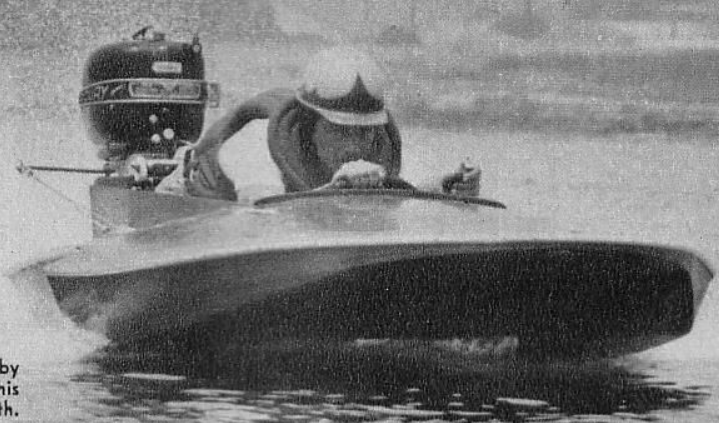
Class	Boat	Driver	Country	Speed in Statute Miles
48 cu in. Runabout	Yankee Boy	Robert McAllister	U.S.A.	50.92
B Racing Runabout	Wee Willie	Jack Kelley	U.S.A.	57.58
E Racing Runabout	Honey Bee Too	Ed Olsen	U.S.A.	65.59

These records fall in the same category as the above list.


## U.I.M. CERTIFIED NATIONAL CLASS RECORDS—OUTBOARD One Statute Mile

These seven records were passed as "National" records because the U.I.M. has a rule whereby the Utility Outboards are placed on the same level as the Racing Outboards for the establishment of world records. As the speeds claimed did not exceed the U.I.M. Racing Outboard speeds, they were granted only as National records.

Class	Boat	Driver	Country	Speed in Statute Miles
J U Runabout	8 R	Don Bensen	U.S.A.	22.69
A Utility Runabout	Skin Head	Jack Corner	U.S.A.	42.88
B Utility Runabout	Pearly Gates	Elgin Gates	U.S.A.	47.46
C Utility Runabout	Sir Echo	Cag Graham	U.S.A.	40.68
D Utility Runabout	Little Gertie II	Lloyd I. Huse	U.S.A.	53.49
E Utility Runabout	7-F	Frank Stone	U.S.A.	36.02
F Utility Runabout	Speedliner	Roy Buie	U.S.A.	44.28



Southland Stock Hydro fleets are growing by leaps and bounds. Gene Trindl caught this one up and going and light shows underneath.




Curly Owens in his red-hot "F" Racing Runabout Starlite won the title at Lake Malibu.


## Southland Outboarding

• Hanson Dam • Bakersfield • Lake Malibu •

Southland Outboarders, Racing and Stock alike, are setting a dizzy pace. San Fernando Valley residents saw the Stock classes in action at the United Speedboat Association Regatta at Hanson Dam. Bakersfield Outboard Club staged a double feature event for the combined fleets of Racing and Stock contingents to the tune of 28 heats of bang-up racing on the showy Hart Memorial Park course. The U.S.A. and Los Angeles Speedboat Association went the whole hog at Lake Malibu with 32 heats, representative of just about the full list of sanctioned outboard classes barring the Modifieds. Yes, indeed, they are really racing the outboards in the Sunny Southland. Story on page 44.



Ronnie Rima of Newport Harbor is a consistent top-notch in Stock Racing Class.



Boots Murphy, diminutive feminine "M" driver, can't seem to hit pay dirt, but Dave Spees, driving her second outfit, is garnering all the first places so the Murphy team is doing alright.



## On The Continent



An interesting construction shot of the Abbate built Arno VIII.

Radically different from conventional American designs.



Things are humming across the water with most of the activity centering in Italy. Paul Sawyer's successful conquest of the International Circuit abroad last year stirred up a veritable hornet's nest and on his return this year he will run into some of the hottest racing machinery ever installed in a Hydroplane.

Achile Castoldi blistered the Lake Lugano course (Campione D'Italia) in January to the tune of 118.85 mph driving an Abbate hull powered with the 2560 cc Ferrari (160 cu in.). The 12 cylinder power plant was equipped with a three carburetor set-up ram jetted and was spinning a forged steel propeller 7200 rpm. This is a new record for the 2800 cc class although Selva still holds the 450 KG record at approximately 109 mph. This was only the beginning. From a reliable source we learn that one of the new Italian boats will be powered with the Ferrari Grand Prix motor of 274 cu in. (4½ liter) which develops approximately 400 hp at 7000 rpm. This V-12 double overhead cam power house is designed to turn 8 or 9,000 without coming unstuck. Even more significant is the authentic announcement that boat builder Lauriano is finishing a new hull for Mario Verga to be powered with the Alfa Romeo 1500 cc Formula I Grand Prix racing engine. This supercharged inline "8" double overhead cam motor develops approximately 400 hp, between 8 and 9000 rpm and can wind to 10,000. Arno Apel is constructing in his plant at Ventnor, New Jersey, a 266 hull for Italian Dino Sestini, V.P. of the Italian Motor Boat Federation. There are conflicting rumors afloat as to the power plant selected. Mentioned are an Edelbrock Ford while reliable sources state that California Bill is engineering a "jimmy" for one of the Italian sportsmen.

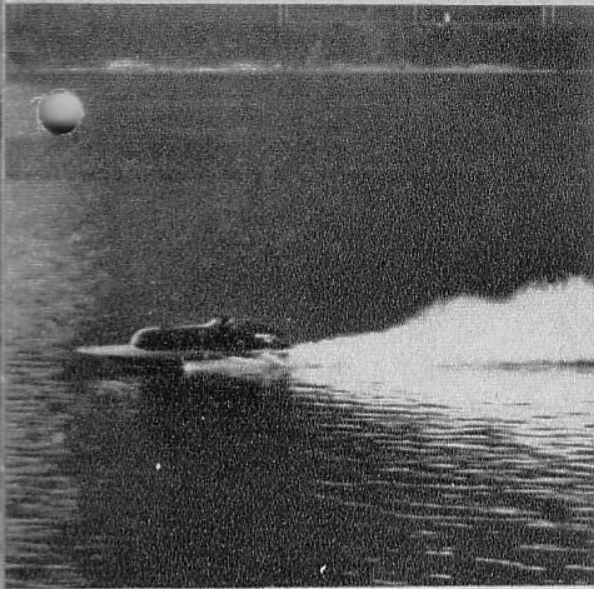
The German, Mayenburg, is completing a new 450 KG outfit. Power will be either the Veritas 2000 cc blown job or the Mercedes un-supercharged 3000 cc motor, a former Grand Prix power plant.

Mario Speluzzi, foremost of Europe's racing motor designers, is given prominent mention in reporting of work on the new continental racing fleet. They will certainly have horsepower to install in the new three-point hulls which they have perfected to a high degree following Speluzzi's study of Sawyer's *Alter Ego*.

Ezio Selva is testing out a new 91 cu in. which he reports to be a scaled down version of *Alter Ego* with power by a B.P.M. He has exceeded 70 mph in initial test runs.

From this vantage point of distance it is quite evident that the Europeans intend to leave no stone unturned to gain revenge for the shellacking they took from Bob Bogie in 1949 and Paul Sawyer in 1951. American drivers invading the continent this year with their 266 cu in. converted automobile motors are eligible to race in the 450 KG class where they will have to pit their driving skill and strictly price controlled motors against highly developed racing engines of over 1½ times the proven horsepower of the American equipment. *Note:* Rumor places the purchase price of several of the Grand Prix engines to be used this year at around the \$17,000 mark.

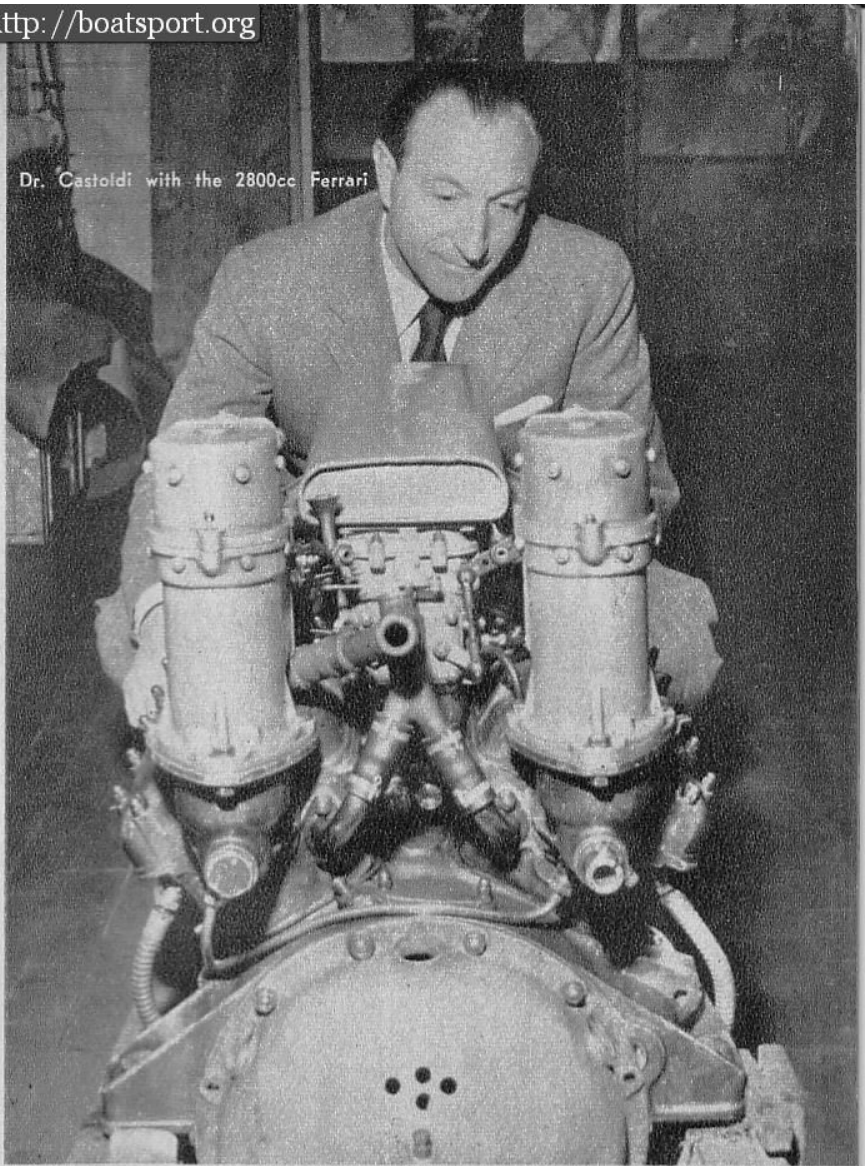
You can expect to see some real speed coming out of the continent this season and if present plans materialize a team of three of the leading continental drivers will make a return invasion of American races.



Castoldi's Arno VIII on the way to new 2800cc record at Campione d'Italia.

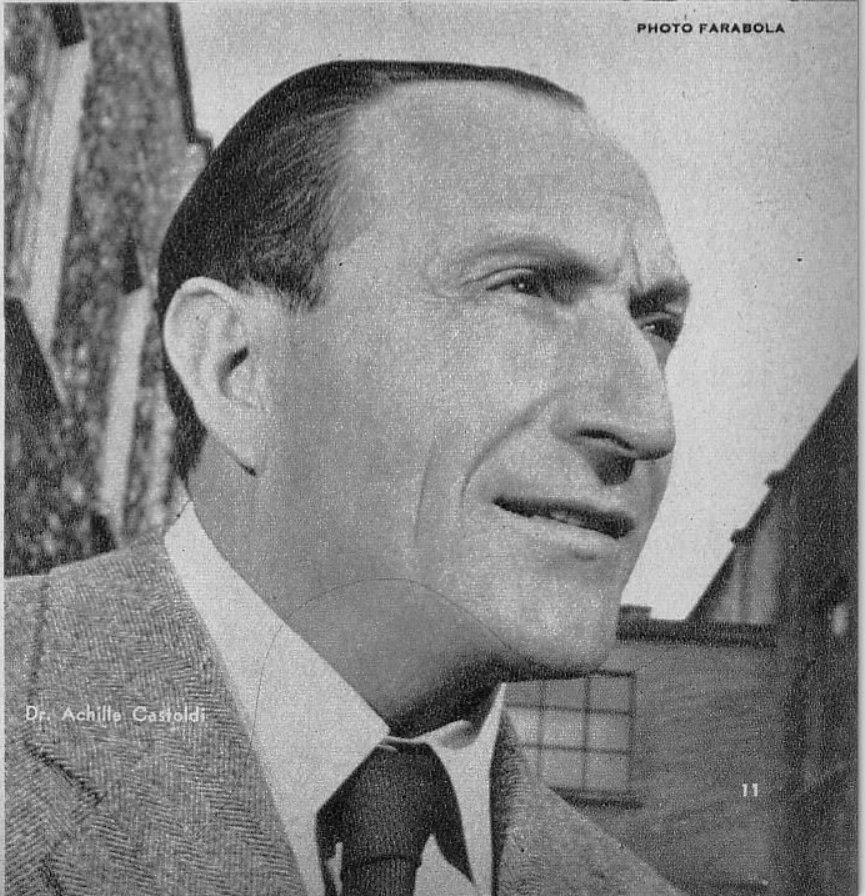
PHOTO PERRUCCI

Dr. Castoldi waiting for last minute adjustments. Arno VIII carries no battery and starts on a plug-in from the big storage battery on the dock.



Dr. Castoldi with the 2800cc Ferrari

PHOTO FARABOLA



Dr. Achille Castoldi



"C" Service Runabouts. Manuel Carnakis' (C43) Wo-Is-Me was the winner.



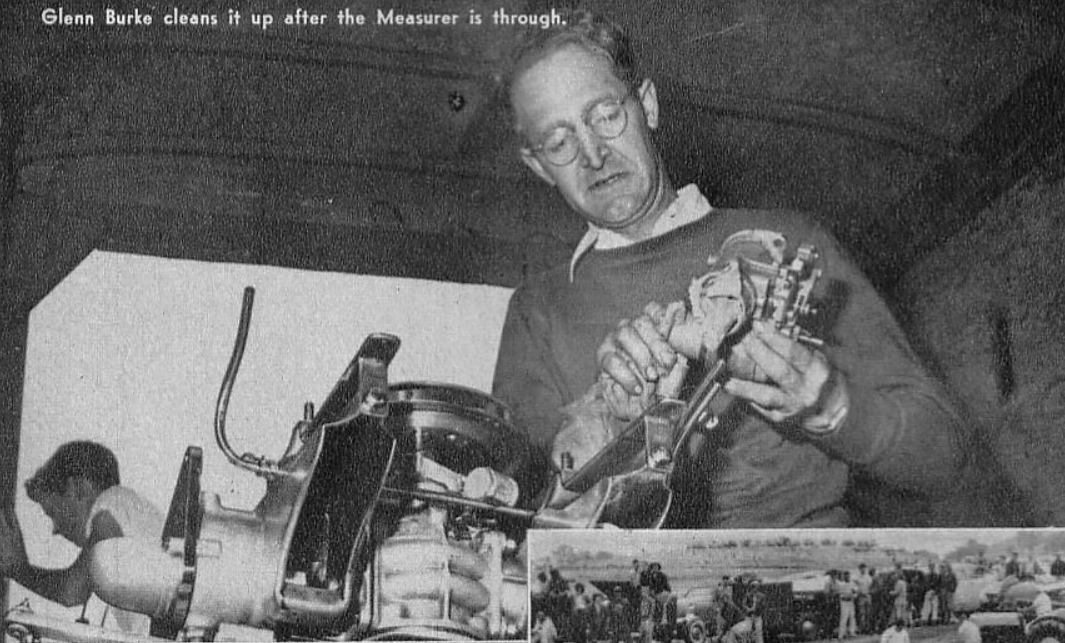
## Fresno Regatta

For Article see page 43

Orlando Torigianni carrying the coveted C-1 on Cotton Kid was an impressive winner



Glenn Burke cleans it up after the Measurer is through.



They dropped the level of the Lake just before the race. Sticky going for the Inboards . . .



World Record holder Jack Kelley prop-rode his way to another victory in the "B"



Measurer Russ Hill (center) does a thorough job and no mistakes.



Glenn Burke's Hay Waff on the way to the "C" Service crown.

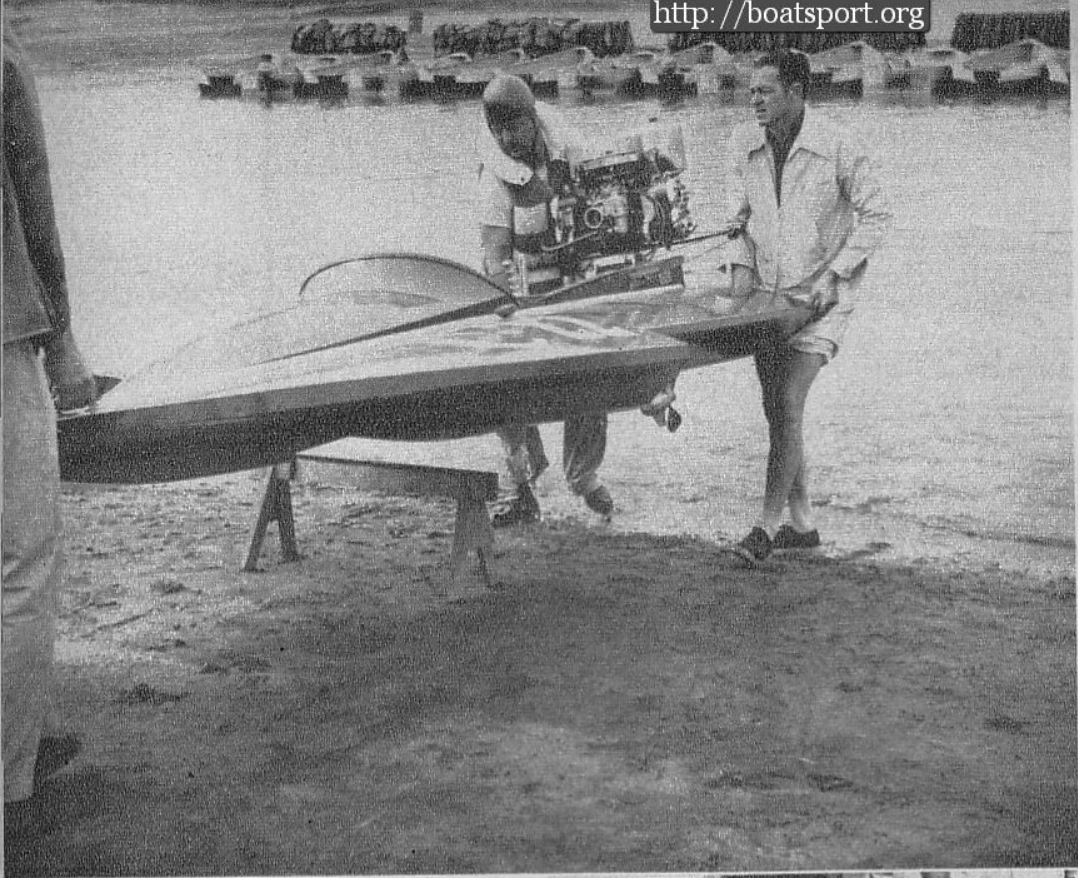


A good crowd. The big trailer made a fine motor inspection "shack".



The flashy "E" boats on the way to the first turn led by Ed Fletchall in Honey Bee Too.





George Peake (left) waxed the "F" Hydros. Curly Owens bears a hand.



Bud Wiget's Hydro on the scales.

Art Pierre, Washington speed merchant.



This is a bang-up start in the "A" event . . . six of them racing for the line with J. D. Johnston the final winner out in front.

# Allatoona Regatta

By J. L. Floyd  
Photos by Donald P. Higgins

On May 4th, Skipper Bill Flanigan of the Atlanta Boat Club launched the first S.E.B.A. sanctioned race of 1952. The race site is located at the City of Acworth, 35 miles north of Atlanta, in the foothills of the Appalachian mountain chain. Allatoona Lake is a perfect setting for the one mile oval course with three buoy turns.

Pleasure boats were held in line and the course kept clear by six crash boats directed by Skipper Flanigan with the able assistance of Mr. Dill, District Engineer, and his patrol boat.

The driver's meeting was held at one o'clock and all safety rules, which the S.E.B.A. stresses, were reviewed. Enthusiasm of the driver was great as there was \$1000.00 at stake, to be given the different classes consisting of M, A & B Stock, A B & C Hydro, C D & F Racing Runabout and Free for all. Four entries in each class were necessary to constitute a race.

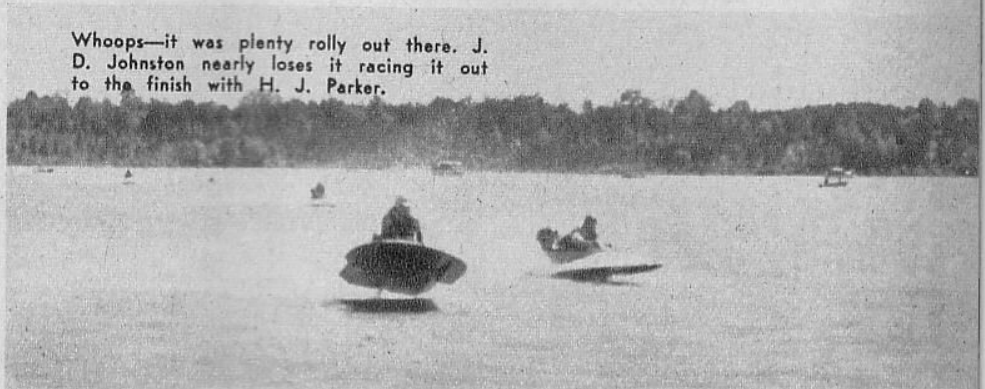
The B Modified race was the highlight of the day. This race had gotten well under way when high winds caused J. D. Johnston of Florence, Alabama to flip. As Johnston came up, Floyd B. McNabb of Carrollton, Ga., who couldn't see the driver in the water, ran over him. Mr. McNabb's lower unit broke off as it struck Mr. Johnston's steel helmet, but luckily neither man was seriously injured. Johnston was dazed from the blow, and McNabb received a slight back injury as the remainder of his motor fell into the boat with him. The race was started again and in the second lap a big wave tossed Dave Johnson of Atlanta, Ga. 20 feet from his boat. Dave, who was running in second place when he was tossed out, swam back to his boat, climbed in and finished in third place. (A fine example of a cool driver.) Dave was highpoint man in SEBA in 1951.

The other races on the program all ran off in a smooth manner. The work of the Inspectors was good. Andy George of Montgomery, Ala. was chief Inspector and was assisted by Woody Vandiver of Birmingham, Ala. and Mathis of Lake Martin.

The highpoint trophy of the day went to Lewis Fitzgerald of the Fort Walton Fla. Club, for placing first in C Hydro, C Racing Runabout, B Hydro, and C Modified, a total of 21 points. The other first place men were Franklin Wright, Atlanta, Ga., B Stock; J. D. Johnston, Florence, Ala., A Modified; Dave Johnson, Atlanta, Ga., B Modified; J. D. Johnson, Florence, Ala., A Hydro; and Charlie Killen, Florence, Ala., Free For All.

Although this is a fairly new lake and a new location for boat racing, the program drew an enthusiastic crowd of 5,000 spectators who came from far and near. As the day wore on, the parking area was filled to capacity and an estimated 2,000 cars were turned away. Additional facilities will be furnished before the next scheduled race at this course.

Whoops—it was plenty rolly out there. J. D. Johnston nearly loses it racing it out to the finish with H. J. Parker.



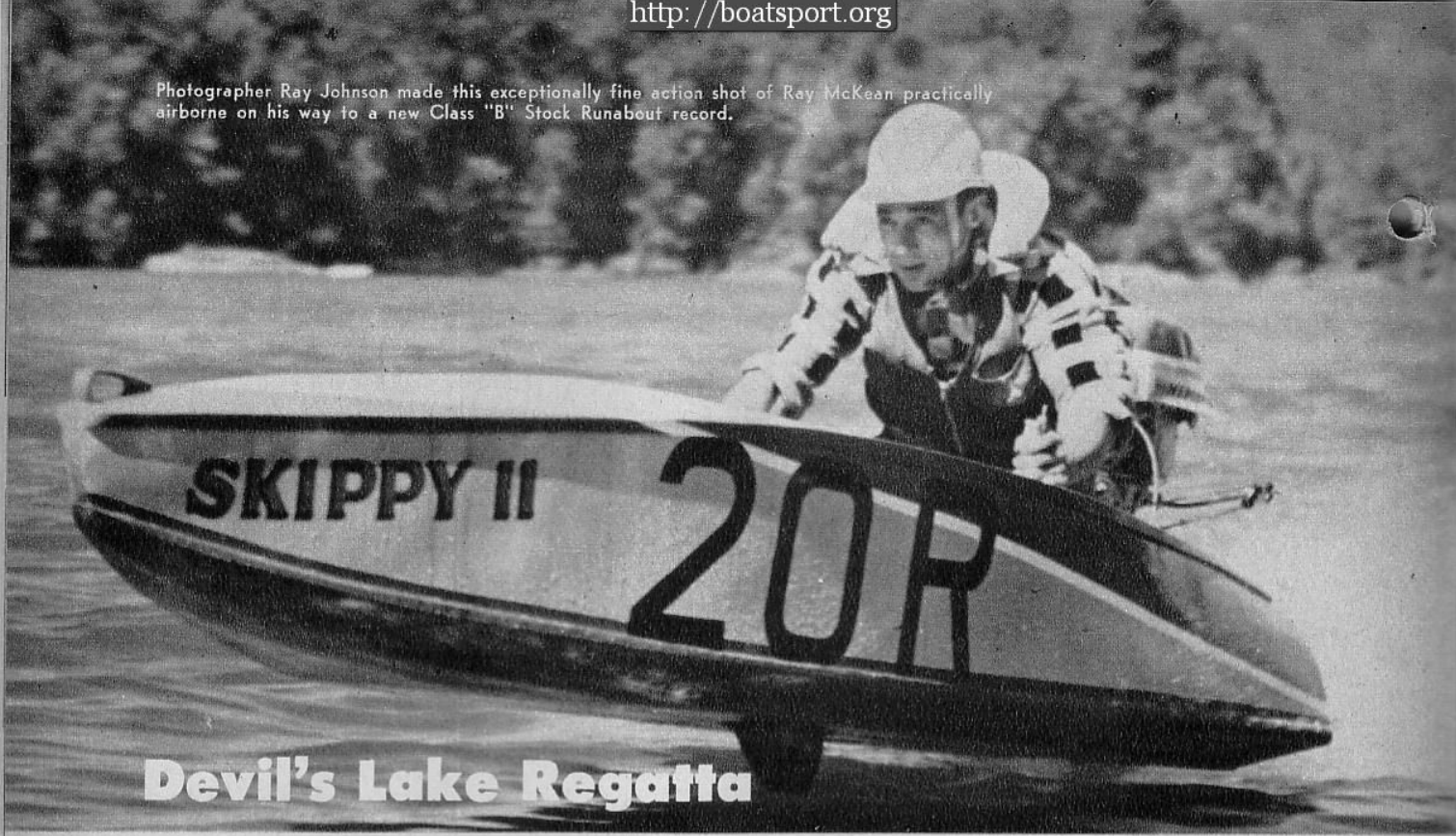
J. D. Johnston, nearest the camera, beat out Marvin Whitesides in this close finish

Start of the Free-For-All. Charles W. Killen farthest from the camera was the winner.





Photographer Ray Johnson made this exceptionally fine action shot of Ray McKean practically airborne on his way to a new Class "B" Stock Runabout record.



## Devil's Lake Regatta

### Story and Photos—By Alan Hems

With the wooded shores of Devil's Lake, a few feet from the Pacific Ocean, forming the backdrop, the regatta held on May 10 and 11 was a tremendous succession of thrills. This lake, bounded by summer homes and camps, is located at Delake, Oregon, the center of the North Lincoln County recreation area, and is drained by the shortest river in the world—Dee River.

That eight unofficial records were set in adverse weather conditions, attests to the fact that the drivers' opinion that this is record water must be correct.

The course forms a natural amphitheater with a slope of no more than twenty degrees at any one spot. With the nine buoys on each end of the 1 2/3 mile course the drivers could run at full bore all the way. The fact that there was no slowing down at the turns gave the drivers an advantage.

Two-point electronic timing equipment, covered by five watches, was used and this afforded an accurate recording of the mile runs. With Fay Reddy, an ex-racer himself, in charge of pit facilities, the launching from floats went off smoothly.

Winds of twenty to thirty-mile velocity came up at 10 a.m. both days and chased the racers off the lake.

The meet was sponsored jointly by the Oregon Outboard Association and the Seattle Outboard Association with the home state group furnishing the officials. Several California drivers augmented the excellent turnout of Northwest contestants. Cooperation of the Delake residents was wonderful with several property owners donating land and water rights for the meet, and good accommodations were made available for the competitors and their families. While not necessarily a good spectator's event—the crowd was unable to see one turn—a good turnout was on hand to see the records set.

Alan Wyman of Portland, Oregon, will claim two new records, the first being the mile straightaway for Class "D" Stock Runabout at a speed of 53.679 mph, and the second, a five mile competition mark of

50.934 mph for the same class. The competition race was run in a thirty-mile wind. Wyman was driving his Kean Craft hull powered with a five hp Mercury motor. Wyman and Ray McKean, who will claim a new Class "B" Stock Runabout record, design and build the Kean Craft racing hulls, which are growing in popularity in the Northwest.

The "D" Stock Hydroplane event was the best race of the day. Bill Rankin of Seattle flipped at the start when another driver cut in front of him. This was a closely-fought race, and all the entrants threw caution to the winds to win it, with Bob Jacobsen of Seattle finally coming out on top.

Burke's performance in lifting the five-mile "C" Service Hydroplane record, from Bud Wiget is just a continuation of the two-year feud that has been going on between these two for possession of this mark. Burke set the record several years ago; Wiget lifted it in Florida at the Nationals and now Burke has it back again. The irony of the situation is that Wiget is now APBA Outboard Vice-President and will have to pass on the record before it can be approved.

The most spectacular flip was taken by Medford's ace driver, Mel McGrew. His craft dumped and came upside-down on his head—then flipped again and landed upright. Mel escaped with a headache and stiff neck.

Ted "Rocky" Stone, Willamina, Oregon's former world champion, considers Devil's Lake as fast as Salton Sea, where he has won first place two years in a row, and some of the other drivers rate the Oregon course faster.

A special event for 48 cubic inch hydroplane was won by Matt Barbour. This class is gaining in popularity in the Northwest, and several more of these outfits are under construction now.

Stone, Mid Barbour and Jerry Lampkin are responsible to a great part for having this duplicate of the 1 2/3 mile Salton Sea circuit installed at this course. Good advance preparation by all hands resulted in a fine meet. Both clubs hope to have another try at it in the near future.

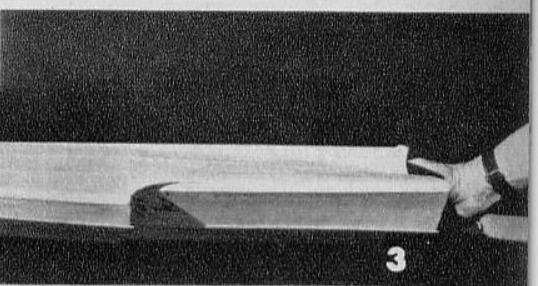
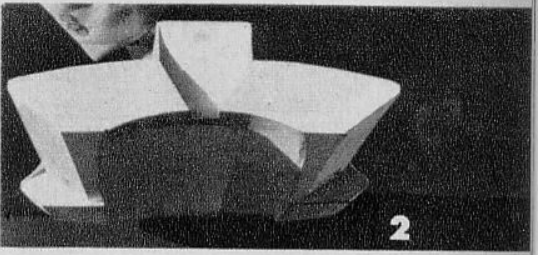
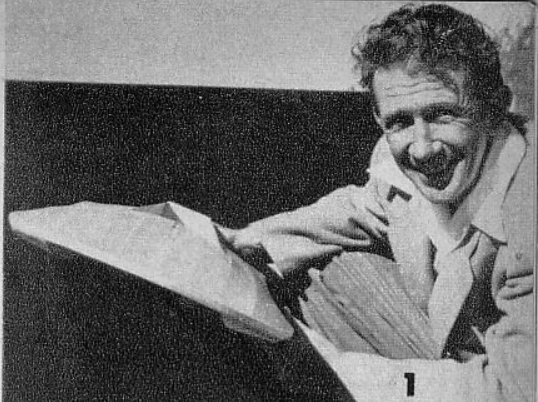


C. W. Jones, Seattle Mercury dealer, presenting Bob Jacobsen with the Mercury motor that he won as first prize in the 100 mile Mercer Island Marathon last August. Bob set a new B Stock Hydro record.

Ray McKean from Portland, with the Merc Super-ten that he won at Seattle, tried to duplicate Jake's feat of setting a record with his prize.



# Four-Point Prop Rider

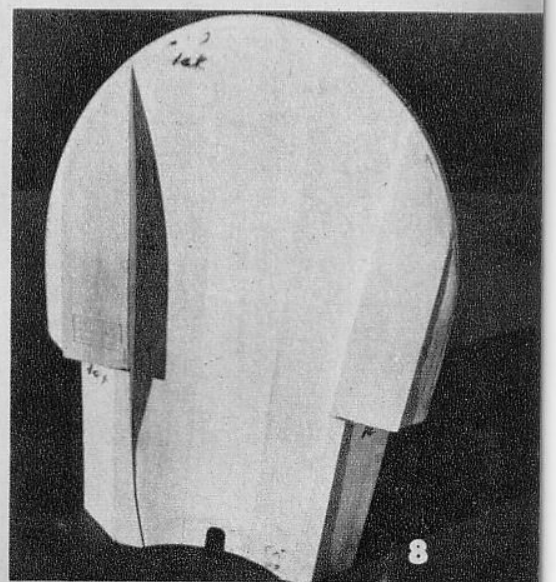
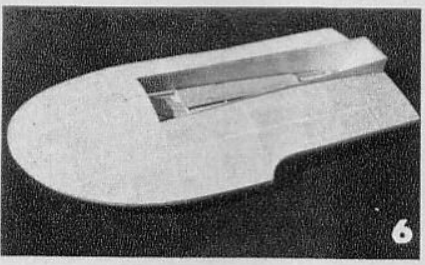
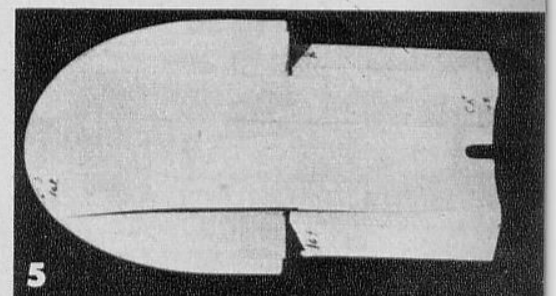
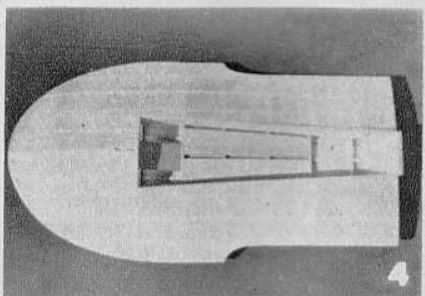


7. The tunnel will be planked with Sitka Spruce and relief chines and runners will be plywood.

8. This view with the hull standing on the transom clearly illustrates the shape of the tunnel from bow to stern.

Bob Hawley with an associate Bob Check, both from Newport Harbor, California now have under construction a test "B" Stock Hydro hull from this design. Wherever prop riders are discussed is heard the question "How about cooling water intake?" On most of the motors either Stock or Racing this wouldn't appear to be too much of a problem. It isn't reasonable to assume that with the handicap of weight distribution the lower unit will ever rise farther out of the water than the center of the shaft and even racing motors would get plenty of water kicked up into the scoop from the necessarily sharp angle of the prop shaft. Successful or not, the performance of the new design will contribute much needed data to the ultimate creation of the outboard prop rider.

The experts are practically unanimous in their opinion that Outboard Hydroplane hull speeds are topping off with present hull designs and they agree too that increases are going to be contingent on a reduction of the factor of skin friction. To reduce skin friction we must reduce the wetted area. All of this is simply a leaf from the book of the Inboard Hydroplanes and Runabouts whose speeds skyrocketed with the development of the prop rider. Unfortunately the development of an Outboard prop rider has several serious stumbling blocks that were encountered to a much lesser extent in the Inboard classes. Horsepower developed for total pound carried is an important factor and one in which the outboard motor does not compare favorably with the inboard power plant. Also the entire weight of the outboard motor plus the weight of the fuel, from the standpoint of creating a prop-rider is in the worst possible position right at the transom where the propeller must raise this weight . . . This is going to demand considerable kick-in of the motor toward the transom to produce more lift. Add to this the drag of the outboard lower unit, a figure which in the inboards is negligible from a standpoint of comparison in that the only under water drag units (the shaft and strut) are out of the water when the inboard is airborne and prop riding. To produce a prop rider it is necessary to achieve balance, exact hull angles of attack and the proper lift. This lift is the resultant of the correct propeller and the correct transom angle of the motor. These items shouldn't prove to be a severe stumbling block, but to-date all attempts to produce a consistent prop rider on the three-point hydroplane have been hardly successful. Several of the many experimenting on this problem have produced intermittent prop riding but the difficulty seems to be to break the hull loose from suction on the center section of the tip of the afterplane which in most designs is nearly a flat section. There are rumors that some success has been achieved in placing a set of wedges or runners at each edge of the afterplane against the non-trip but there still seems to be a lack of consistent lift. Bob Hawley, a driver and engineer with experience in both Racing and Stock Outboards, believes that it is necessary to develop a completely new design rather than to attempt to modify our conception of the three-point. Shown here is a complete photographic study of Bob's four-point with deck and tunnel designed as a possible solution to the stumbling block.



- 1. Bob holds the 27 inch model, built exactly to 1/4 scale in every detail of construction. The hull is balsa with tissue deck. Deck and runner contour are well illustrated here.
- 2. From the transom showing the comparative width of the two points of suspension aft and tunnel design at this point.
- 3. A higher profile than is customary.
- 4. Long cockpit similar to that used in the cab-over design to permit driver weight shifting to reach and maintain balance. Note the steep transom angle to make it possible to kick in the motor to gain additional lift.
- 5. Comparative areas of the runners, two after plane points, tunnel and non trips.
- 6. Deck crown shows off well here. There will be bulkheads at stations 5 and 7. The frames, and deck carlins will be of Sitka spruce with fabric deck covering.



# speaking of pictures . . .



Get that other foot down boy! Southland racing men are becoming accustomed to seeing Water Hazard IV charging up and down their favorite practice course at the Long Beach Marine Stadium. Gene Trindl made this shot of the hydrofin up and going in planing position. The rig is steered and trimmed with an aircraft type stick which varies the angle of the planing surface at the bottom of the spidery legs. At low speeds off the plane the outfit sits on the water like a conventional boat. The Mercury 10 provides plenty of power.



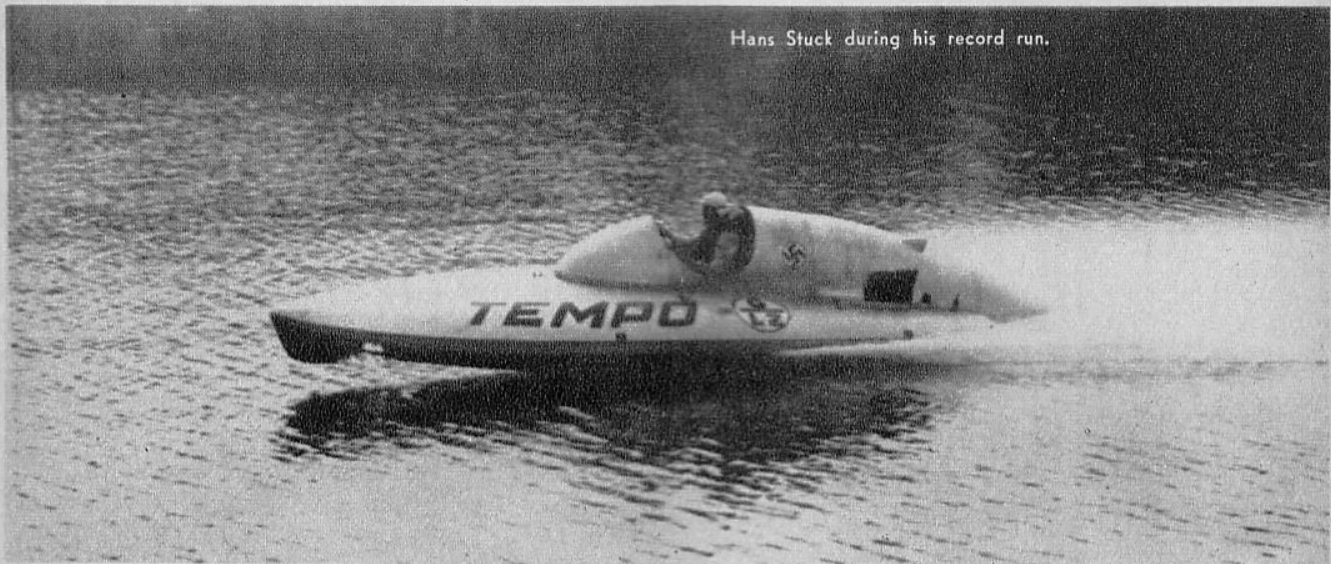
Such Crust IV, Jack Schafer's new 30 foot single Allison powered Unlimited was christened at the Bayview Yacht Club in Detroit on May 14. Mrs. Jack Schafer cracks the champagne jug while Jack sensibly withdraws from the area of splatter.

## Racing in Germany

Former Auto Union driver Hans Stuck, known in Europe as the "King of the Mountains" after his many successes in hill climbs, also made a name for himself before World War II as a boat racer. In his boat "Tempo", he not only set a world's record, but at the 1939 International Motor Boat Regatta on Starnberg Lake in Bavaria, he was so successful in his class that he became European 800 kilogram champion.

The "Tempo" was fitted with an Auto Union racing engine of the same type used in the 750 kilogram cars between 1934 and 1937. The V 16 engine produced 500 hp out of 5.5 liters.

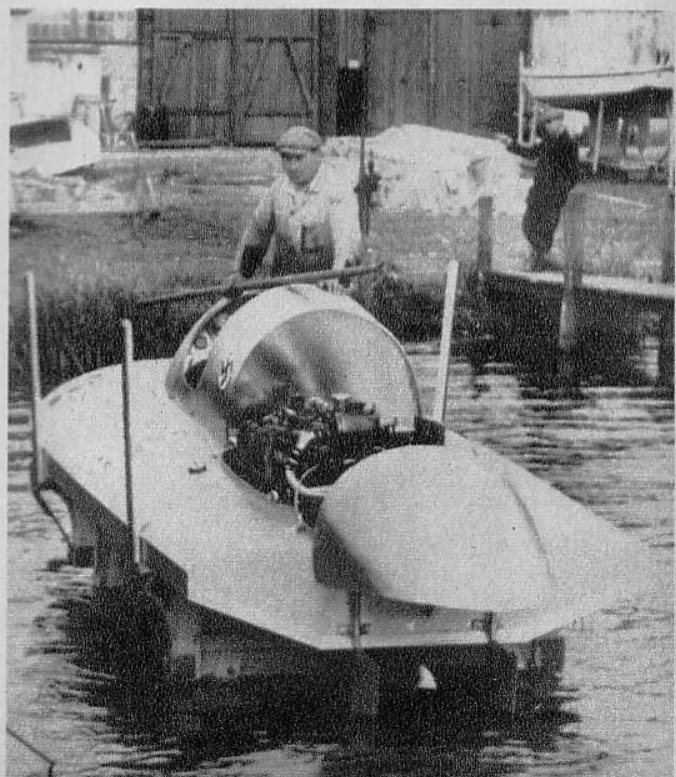
Stuck's world's record was set on 30 June 1939 on Scharmuetzel Lake, east of Berlin. On the 15.8 kilometer course, Stuck averaged 82.5 kmh for one hour. The 800 kilogram boat record up till then was held by the Italian Venturi at 70.75 kmh.



Hans Stuck during his record run.



Hans Stuck in his record craft, Tempo.





# The Next Record Holder?

With SPEED, without spray, from Italy, by air, from Michele Vernola, our Italian correspondent, came the first pictures of Mario Verga's new Lariano Hydroplane mentioned in the text. SPEED and SPRAY is indebted to Professor Farné, Alfa Romeo's Service Director who arranged to have these photos made in the Racing Division of the Alfa plant, a department closed to everyone except the plant engineers and employees of the Racing Division.

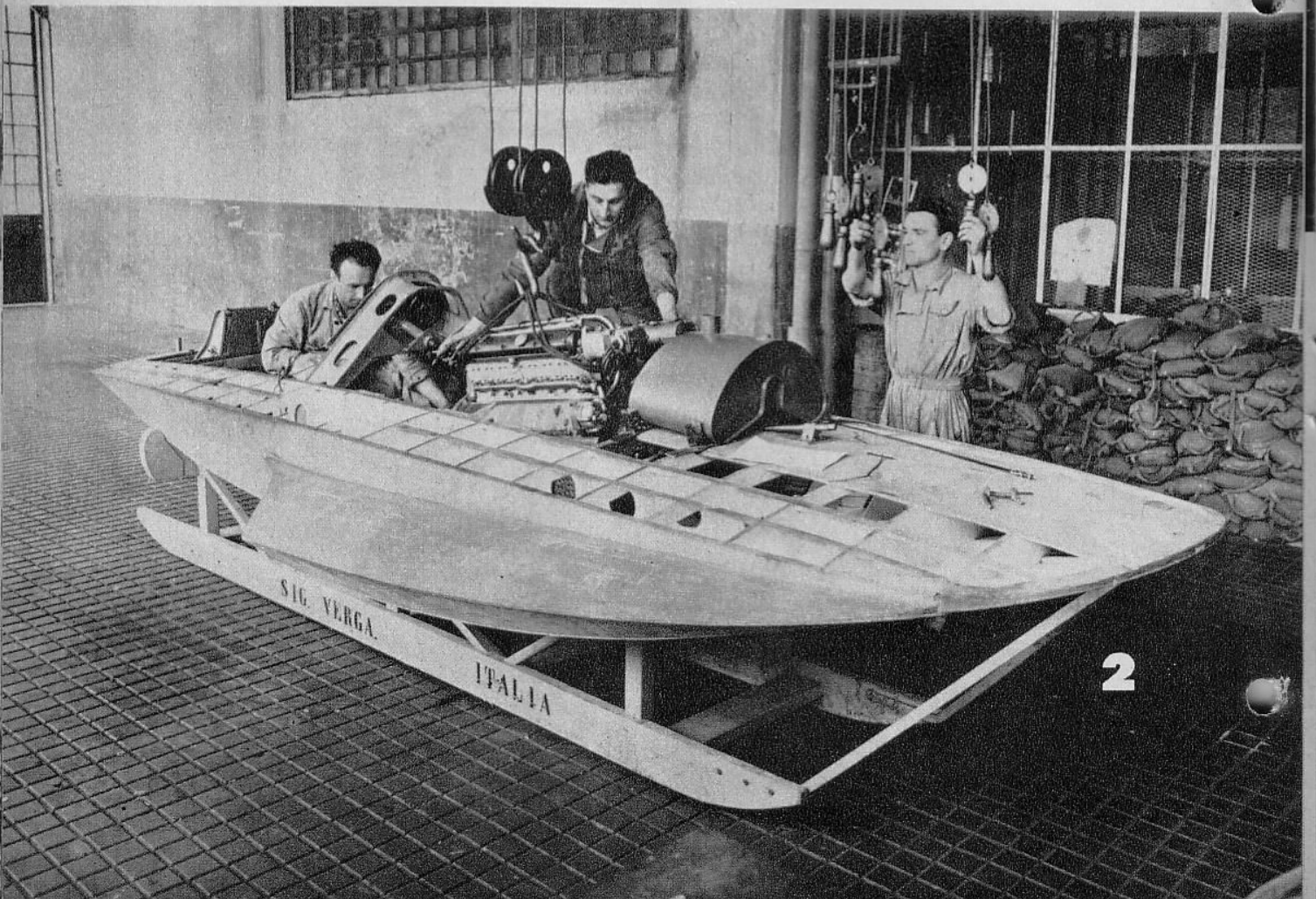
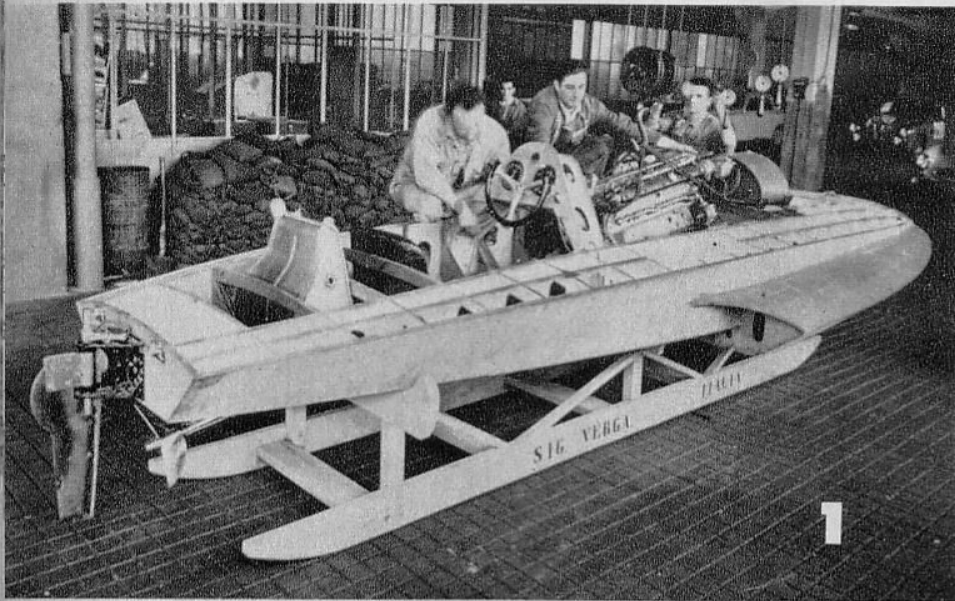
1) An over-all view of the Lariano hull.

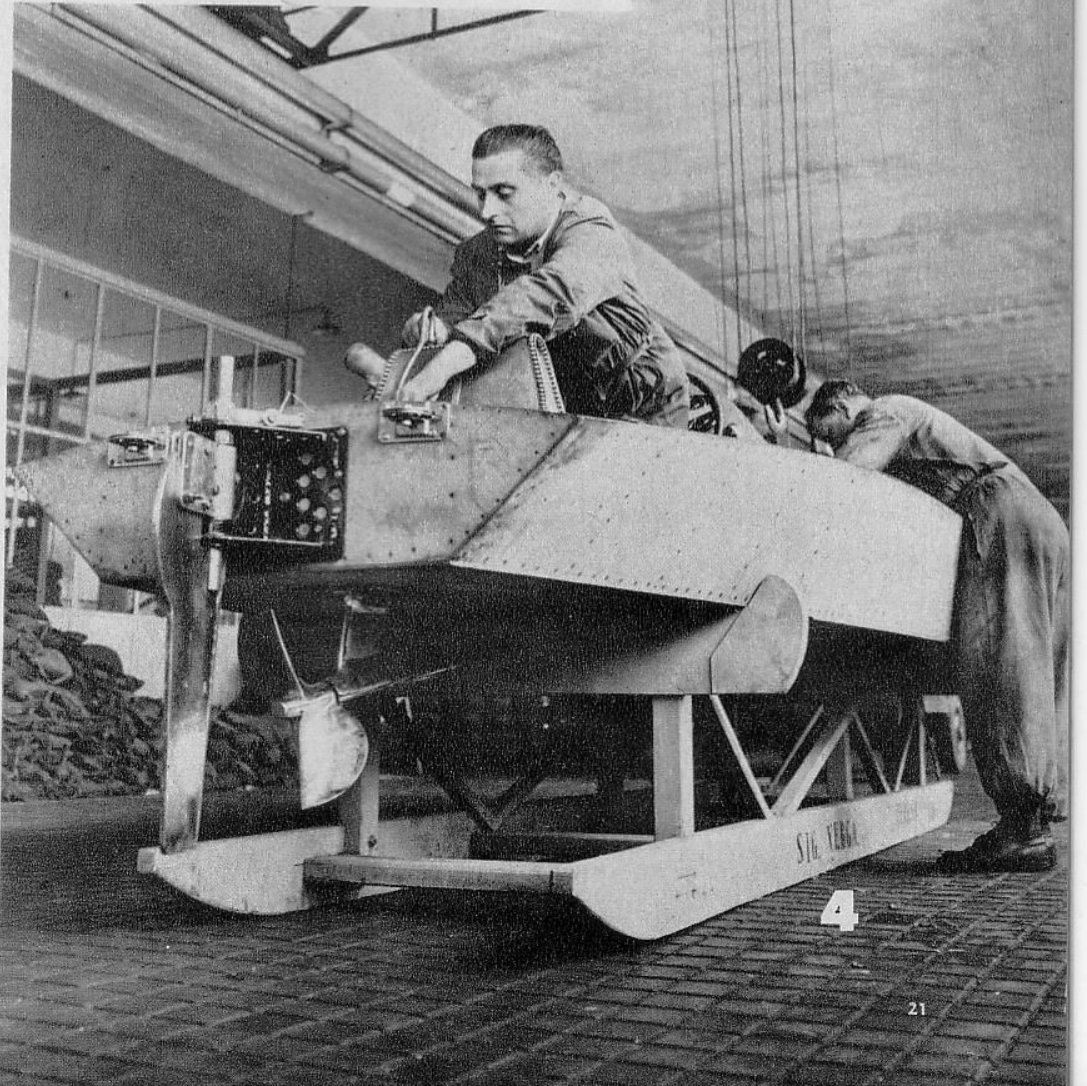
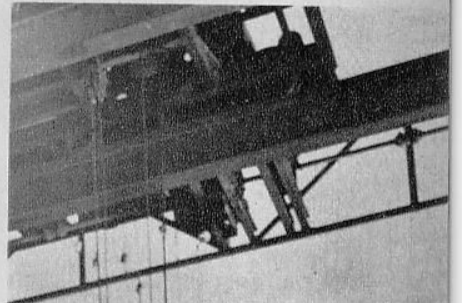
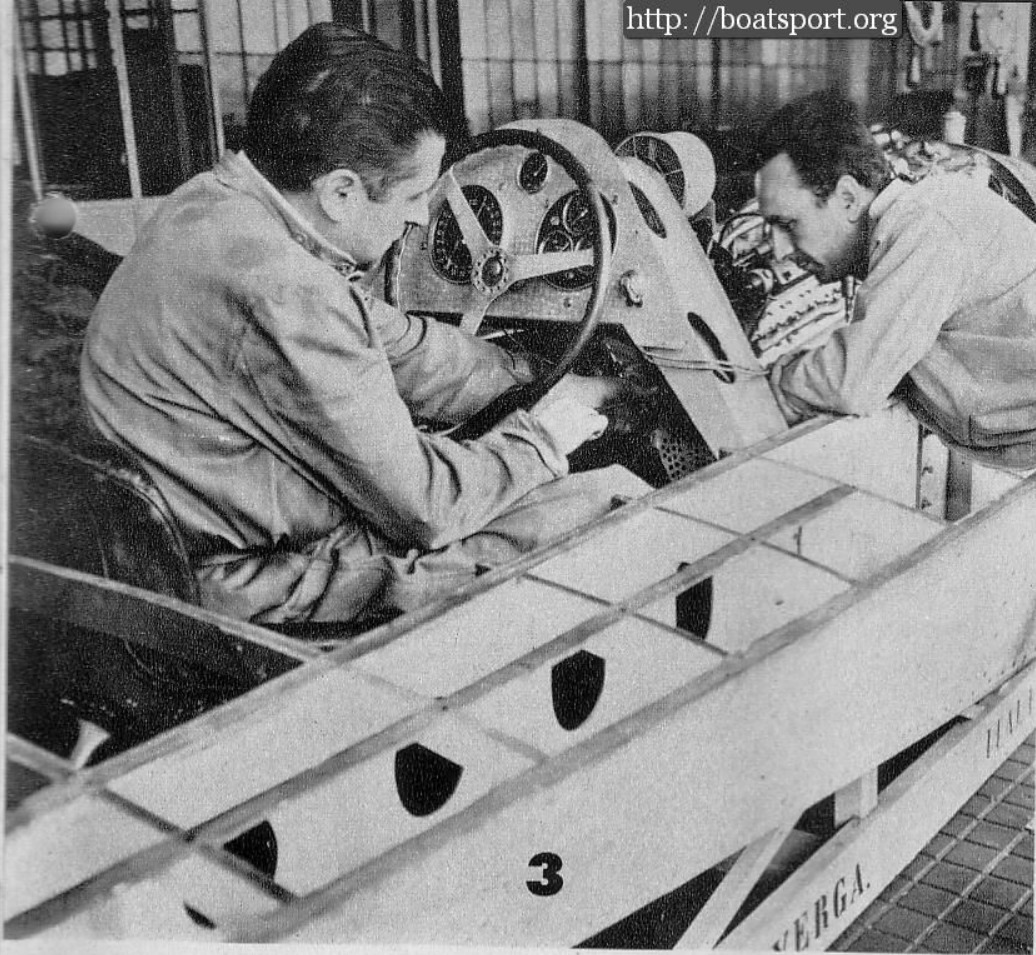
Note the almost exact similarity to the *Alter Ego* general hull pattern. With the tremendous horsepower per pound weight carried of the super-charged Alfa being lowered into the hull, this new creation should shatter all existing records for Limited Hydroplanes. Note the specially designed tank aft of the driver's seat which will be covered by the after canopy.

2) From the bow, again the resemblance to *Alter Ego* is unmistakable. The engineers lower the 1500 cc blown racing engine onto the engine beds. This is undoubtedly one of the most highly engineered pieces of racing equipment ever developed by the expert Italian craftsman. Attention to detail shows in the tank on the forward deck, obviously designed and fabricated to fit in an exact position in the assembly.

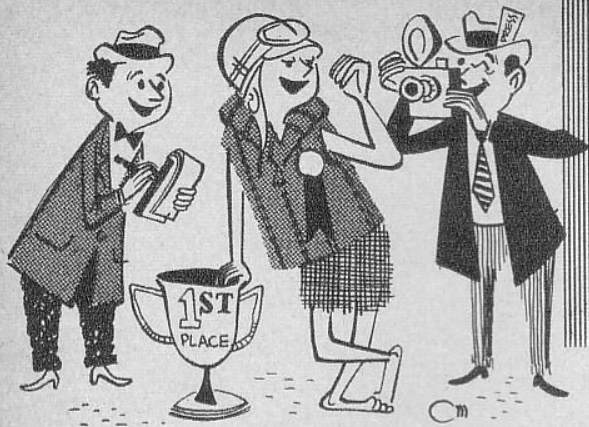
3) Engine in place—the instrument panel is compact and well arranged.

4) An excellent view of the afterplane, dagger-type rudder and the supporting assembly, the contour ground billet steel propeller, strut and shaft, all exhibiting meticulous attention to small detail.









# personality of the month

## MERLYN M. CULVER

A background of practical racing coupled together with experience in the realm of officiating are two of the prerequisites for a versatile officer. Add to these a good business background and of course a little engineering is helpful too. This is practically a thumbnail sketch of the Senior Vice-President of A.P.B.A., Merlyn Culver.

As Senior Vice-President, Merlyn wouldn't have been overworked this season but word comes that he has taken over the tough and arduous duties of Vice-President of the fast growing Stock Racing Division replacing Doctor B. P. Harter who was forced to turn over his duties because of ill health. Last year the mushrooming fleets of Stock racers started to surpass in numbers all of the rest of our racing classes put together and this year with the addition of droves of Stock Hydros, Merlyn's Racing Commission will be administering to the largest group of racing men that have ever been registered anyplace at any time in the history of organized boat racing. Merlyn was the man thoroughly qualified in every respect to take up the duties of this important position where "Doc" Harter left off. His reputation for fairness and his unusual understanding of

technical problems will go a long way to keep the Stock men on an ever keel and it is assured, even as he takes up his new duties that Stock racing will be administered according to the book.

At a pretty tender age Merlyn became interested just as a spectator in Outboard Hydroplane racing at Lake Elsinore and San Diego in California in 1928. He bought the famous old world record holder *Blue Streak 1* from the late Dr. Leo Baughman and his first attempted driving was in a race at Salton Sea in 1929. He won a third place racing against such legendary greats as Loretta Turnbull, Marty Martin and the late H. G. "Fergy" Ferguson and Al Thompson. During the following years he continued to race while attending Iowa State College and upon graduation went to work for the Johnson Motor Company, later still Bendix Marine and then for Kiekhaefer from 1939 through 1941.

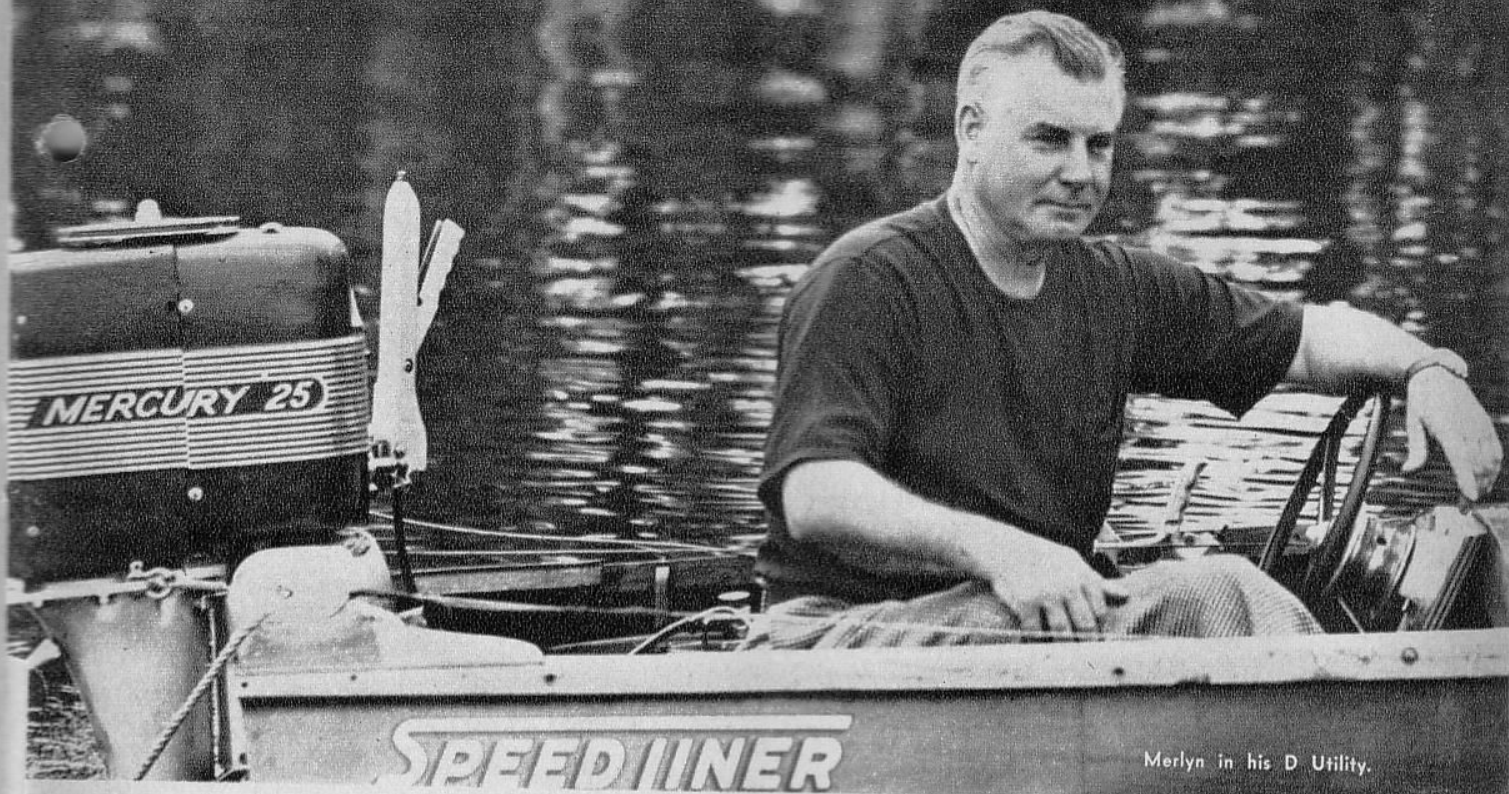
Merlyn entered the Inboard field in 1937 with a 225 Div. II, but in his own words, he remarked, "I didn't race it much except at Fox Lake, Illinois, where I knocked out the bottom." With the assistance of R. V. Collins some place around 1940 he put a new bottom on the old boat and converted it to Class D Racing Runabout. A couple of

years later the speed-bug really bit him and he bought the famous 135 cubic incher *Yankee Doodle II* from Roy McCullough and Clay Smith. This rig was the first of the buzzing 135s to hit the 70 mile mark and in that day was considered the top development in Hydroplanes. Merlyn cleaned up at Springfield and New Martinsville before the War put an end to racing. The old *Yankee* was still hotter than a pistol when racing got underway again and Merlyn toured all of the sanctioned races he could find throughout the United States, Canada and Mexico, winding up a sensational string of victories by winning the Jafco Trophy and the 135 High-point Championship two years in a row—1946 and 1947.

Interest in the new game of Stock Utility racing came next and Merlyn gathered together the ingredients to enable his son Jon to try his hand at driving. Jon didn't come into the Utility field without plenty of training. At the age of ten, so small that he had to ride on a couple of extra cushions in the seat, he used to drive *Yankee Doodle II* up and down the Miami River at wide-open throttle. At 15 his dad got special permission for the youngster to tackle the rugged Albany-New York Marathon and he led all 63 of the entries in the BU Class across the

A great guy for testing, Merlyn tries out *Yankee Doodle II* for rough water characteristics.





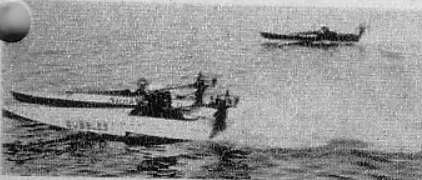
Merlyn in his D Utility.

finish line. Next came the BU National Championship in 1949 and a one and five mile record for the class.

Merlyn got the bug again while his son was running wild in the Utilities and equipped a Hill 225 hull with a Division I engine. This outfit was fast enough to whip Sid Street at Red Bank but a short time later a bad end-over-end spill at Cincinatti nearly wiped the outfit out. Rebuilt and repowered as a Division II, Merlyn and Jon shared the driving responsibilities with considerable success but in 1950 Jon duplicated his dad's end-over-end flip at Cincinatti which put him in the hospital for sometime. You can rest assured that it is Merlyn's know-how that has been responsible for much of Jon's success in the last two years, mostly in the DU Class.

Merlyn has been Chairman of the A.P.B.A. 135 Technical Committee since 1946, served as Secretary of A.P.B.A. and member of Council in 1950, and as a member of the Inboard Racing Commission in 1951. Our new director of Stock Racing activities is identified professionally with his organization, the Culver Aeromarine Company of Dayton, Ohio—a division of Midwest Aircraft Products, Inc. The strenuous duties of his new A.P.B.A. post will probably keep him from racing this season but when the opportunity offers, it's a lead-pipe cinch that he will be back in the cockpit again.

A priceless old picture—Merlyn's first boat race—he's in the black job, running in third place. Others in the race are Marty Martin in Bubbles and Lorretta Trumball in Sunkissed Kid. Salton Sea, California—February 10, 1929. Note clockwise direction around course.



**THE RACING CULVERS** — Find one Culver around a race course, look about a bit and you'll find three more. 17 year old Jon, who holds the national B-Utility title, and his famous racing dad, Merlyn, do the skippering, while Mrs. C. and Jon's sister serve as official mascots. They're a grand family of inboard and outboard racing. The boys ran into a bit of tough luck at WinnebagoLand, Jon with fuel line trouble before he reached Oshkosh, and Merlyn when his steering wheel popped off in best racing "melodramer" tradition.



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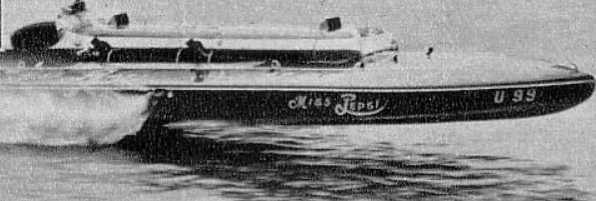


Loren Pennington





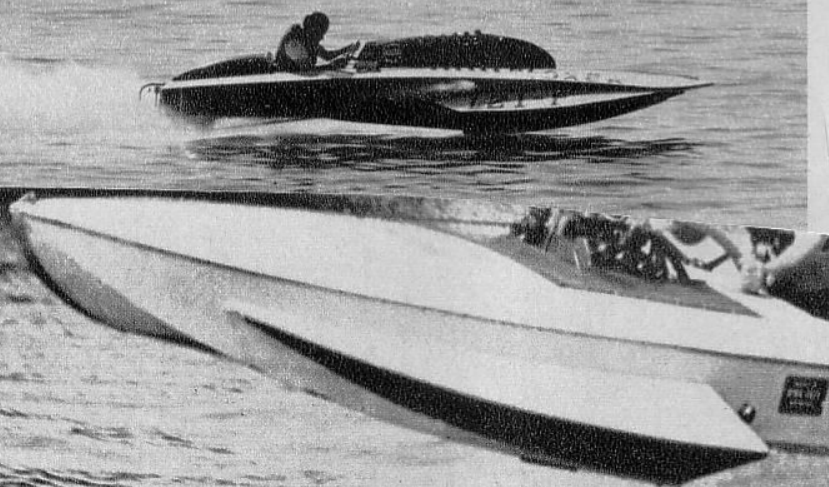
Chuck Thompson



Lou Fageol



Chuck Powell



By Lou Eppel

During the 1949 racing season, several of the leading big boat chauffeurs got to chatting about the possibility of forming a club whose membership would be exclusively limited to those who had travelled on the water at speeds in excess of one hundred miles an hour. For some time the talk remained "just talk" with no one doing anything about it until the Gulf Oil Corporation stepped into the picture.

Recruiting Mel Crook, of Montclair, N.J., Joe Van Blerck and Guy Lombardo of Freeport, N.Y., and Dan Arena of Detroit to work out the details, the Gulf folks said that they would sponsor the "One Hundred Mile Per Hour Club," providing suitable certificates to all who qualified under the strict requirements set up by the four men asked to draft the eligibility requirements. The result of the work of the four who worked out the prerequisites for membership made membership in the club one of the most sought after honors in the race boat world.

To be eligible, a driver must pilot a boat, either inboard or outboard, at an official speed of one hundred miles an hour or greater on an officially surveyed course within the boundaries of one of the regions of the American Power Boat Association, which roughly includes the United States and Canada. The speed could be made either in mile trials, with the average for the two one-mile runs being at or above the century mark, or on a race course in competition where there were adequate facilities for recording lap times.

Careful culling of the existing records showed that only eight drivers were eligible to be charter members of the new club when the first of the plaques were awarded on January seventh in New York in 1950.

**CHUCK THOMPSON . . .** Chuck Thompson of Detroit, at the wheel of the Dossin brothers' *Miss Pepsi*, entered into the club by averaging in competition at the Silver Cup Race in Detroit in September of 1950 a blistering 107.394 mph average to hang up the fastest heat ever recorded up to that time. *Miss Pepsi*, a Hacker hull with tandem Allison's, looks not unlike an overgrown version of *My Sweetie*.

**LOU FACEOL . . .** Lou Fageol, of Cuyahoga Falls, Ohio, in Jack Schafer's *Such Crust*, a Ventnor hull with an Allison for power, next moved into the club by turning in a 116.505 mph mile at New Martinsville, West Virginia, in September of 1949. Within two years, Fageol was to become the outstanding big boat pilot in the world. He turned in a fine performance when he took over *My Sweetie* when Bill Cantrell was injured in 1950 and later added to his reputation when he served as chauffeur of Stan Sayres' *Slo-Mo-Shun IV* and *Slo-Mo V*.

**CHUCK POWELL . . .** Chuck Powell from Monterey Park, California, turned the trick in Harry Baker's *Black Jack*, a Jack Kirby hull powered with a Wayne Chevy. Chuck's average was 103.766 mph and this run came just minutes after he had narrowly missed the 100 mph mark in hanging up the present mile trial record for the 135s in Kirby's *Keeno*. Chuck has been herding the inboard hydros right in the front rank in the hotly contested California circuits for many seasons.

# ph Club

**HORACE DODGE . . .** Horace Dodge of Detroit, the man who has probably spent more money in the quest of speed and winners on the water than any other owner, entered into the group of charter members by wheeling the *My Sweetie* over the mile at New Martinville in September of 1949 at 100.84 mph.

**BILL CANTRELL . . .** Bill Cantrell, demon of the race tracks and water courses, pushed *My Sweetie*, Cinderella boat of 1949, to a mark of 106.418 mph at Detroit in June of that year to guarantee his eligibility in the Club. Cantrell at that time hailed from Louisville, Kentucky, and in the Hacker designed Allison powered sweetheart from Detroit he stood the boat racing world

**DAN ARENA . . .** Dan Arena, at the wheel of Herb Mendelsohn's *Notre Dame*, was the next man to qualify for membership by pushing the Arena designed and built hull powered by the fabulous twenty-four cylinder Dusenbergs over the mile at Detroit in October of 1940. The timers caught the sleek *Notre Dame* at 100.987 mph. Dan also over the years has bettered the mark countless times, and by a whisker missed being the first to chalk up a competitive lap and heat speed in the 1949 Harmsworth Race at better than one hundred miles an hour.

**GUY LOMBARDO . . .** Guy Lombardo in the *Tempo VI* whipped the mile course on the Indian River in Miami into a froth in March of 1948 to become the first man in a three point suspension hull to break into the charmed group. The *Tempo*, a veteran campaigner before being obtained by Guy from Zalmon Simmons who called her the *My Sin*, was powered by an Allison. The Vetnor hull, with much "redoing" by experts under the guiding hand of Joe Van Blerck, whopped a 114.868mph average over the course. . . . equally as amazing as Sayres' qualification for entry into the club was that of Paul Sawyer, Jr., of Rochester, N.Y., who astounded the power boat racing fraternity with his 115.04 mph average run at Salton Sea in 1950 in his 266 cu. in. hydroplane *Alter Ego*. Sawyer, who came up through the outboard ranks, became the first to break into the club with any class of boat other than an Unlimited or a Gold Cupper. Here was a 190 hp outfit going almost as fast as the ordinary run of 1500 hp Gold Cuppers. Travelling at an incredible 15 mph faster than any other limited hydroplane in the world as well as in his own class, Sawyer with his combination of a Hallett built hull powered with a Clay Smith version of a Mercury, served the same notice to the owners of limited hydroplanes as Sayres had spelled out for the Gold Cuppers.

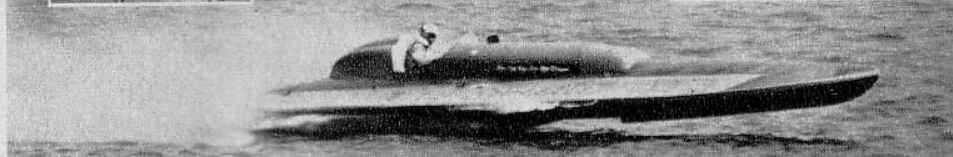
**LOREN PENNINGTON . . .** At Salton Sea in October three more drivers of 266 Class Hydros followed the Paul Sawyer pattern and entered the club via the mile trial route. Loren Pennington of Santa Monica, California, made the grade with an average of 101.141 mph in his *Copperhead III*, his own hull design with Ford power. Penny gained his first driving experience in the E Racing Runabouts and wound up several highly successful seasons with the straight-away record for this class which withstood assault for several years after he graduated to the hydroplanes. He campaigned undefeated for one whole season in the 225s.



Bill Cantrell



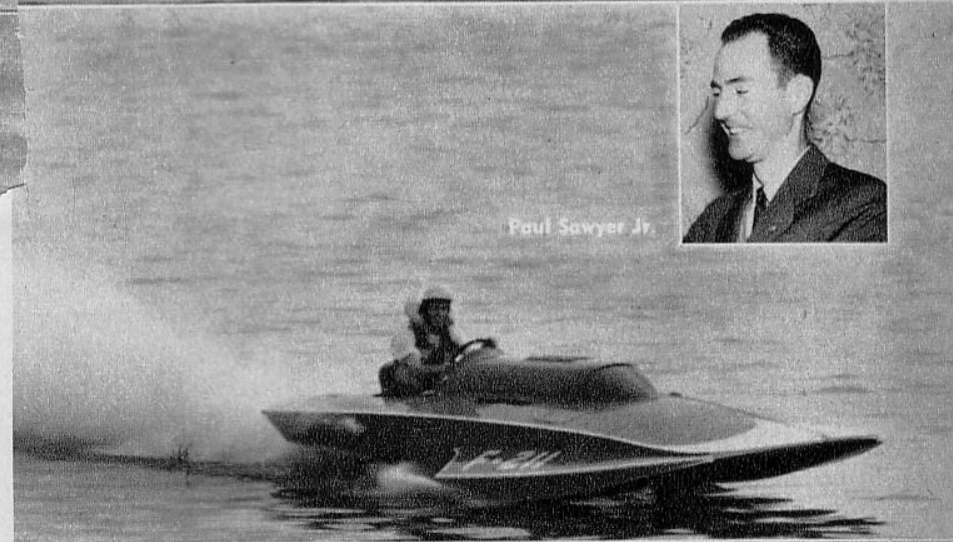
Horace Dodge



Stan Sayres



Paul Sawyer Jr.



Loren Pennington







Guy Lombardo



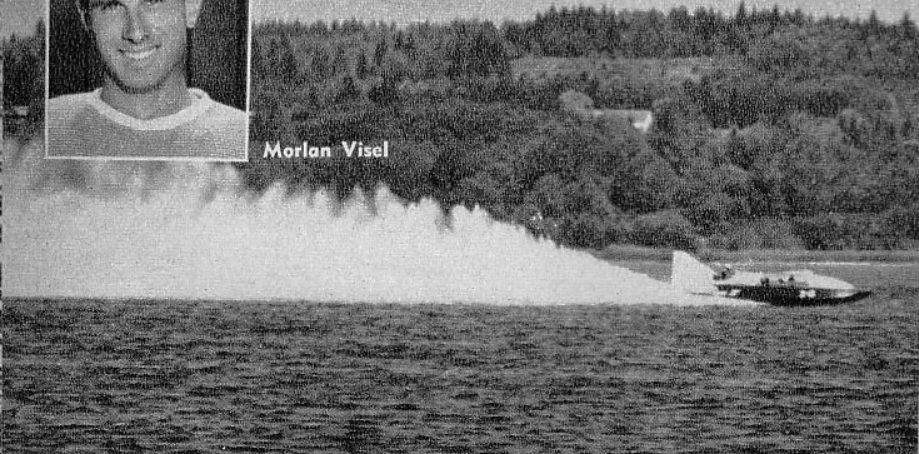
Robert Stanley Dollar Jr.



Sid Street



Morlan Visel



MEL CROOK . . . The fourth man to get into the club in 1950 and rounding out the even dozen members was Mel Crook of Montclair, N.J., who was timed at the American Inboard Association Mile Trials at Lake Hopatcong, N.J., in September of 1950 at 111.868 mph in the *Betty V*. This conventional hydroplane was powered by an Allison in a hull built by the owner which dates back to 1934 when, with a 12 cylinder Packard Sweepstakes engine she dominated the race courses in the East. Rejuvenated after the war and re-powered, the *Betty V* made its final bid for fame on the day of the trials, having since been put in storage.

MORLAN VISEL . . . Five men qualified for membership during the 1951 season and received their Gulf Oil Certificates of Membership early this year. On August 6th, following the Gold Cup Regatta at Seattle, Morlan Visel of Los Angeles, California, drove his Gold Copper *Hurricane IV* through the Mercer Island mile trap for an average

of 122.403 mph. The other four drivers were: Sid Street, Guy Lombardo, and Chuck Thompson. The strict requirements set up by the four men asked to draft the eligibility requirements. The result of the work of the four who worked out the prerequisites for membership made membership in the club one of the most sought after honors in the race boat world.

To be eligible, a driver must pilot a boat, either inboard or outboard, at an official speed of one hundred miles an hour or greater on an officially surveyed course within the boundaries of one of the regions of the American Power Boat Association, which roughly includes the United States and Canada. The speed could be made either in mile trials, with the average for the two one-mile runs being at or above the century mark, or on a race course in competition where there were adequate facilities for recording lap times.

Careful culling of the existing records showed that only eight drivers were eligible to be charter members of the new club when the first of the plaques were awarded on January seventh in New York in 1950.

point . . . THOMPSON . . . Chuck Thomp-

SID STREET . . . Sid Street from Kansas City, Mo., entered the charmed circle with an average of 110.449 mph driving Bill Ritner's *Here's Hope'in*, a Hallett hull with Mercury power. Sid in a long career of inboard hydro racing probably boasts more championships and titles than any other single driver, including in his successes a mile trial record for the 135s and the winning in one season of both the Jafco and Trimper Trophies.

STAN SAYRES . . . The following year found many trying but few successful in gaining membership in the club. Only four new members were added when the certificates were awarded on January 13th, 1951. Topping all who ever qualified before, and as this is written since, Stan Sayres of Seattle, Washington, burst into membership with a 160.32 mph average for a mile trial held at Lake Washington in Seattle on July 26, 1950. Sayres' *Slo-Mo-Shun IV*, Ted Jones designed, Jensen built, and Allison powered, was responsible for changing the entire aspect of big boat racing over night. Not only did Sayres shatter all existing records at one fell swoop, but the *IV's* performance also put fear and trepidation into the hearts of those who owned or were building Gold Cuppers and Unlimiteds. It was later proved that the best thing they all could have done was to back up and start all over again with carbon copies of the *Slo-Mo*.

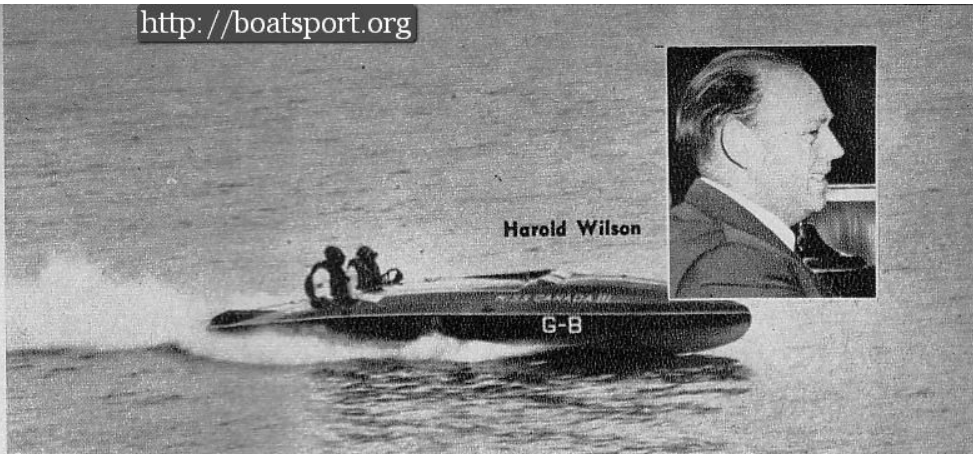
**GAR WOOD . . .** The first man to be caught by the timers' watches in the U.S. traveling over the water at better than one hundred per was the famous Gar Wood, of Algonac, Michigan, who in March of 1931 pushed the *Miss America IV* over the measurer mile in Miami, Fla., at an average of 102.206 mph. The famous *IVth* was a typical Wood creation, powered by brute horsepower produced by two of the "Silver Fox's" Packards, each driving a propeller. The hard chined *Miss America IV*, with its bow rudder and flag flying aft, was one of the early prototypes developed by Wood over a period of years which kept him out in front of the rest of the world of racing. Gar became more familiar with hundred-plus speed than anyone else has to date. All who remember the big power-packed *Americas* will certainly recall that in no small way the great mechanic Orlin Johnson was responsible for the many victories and records hung up by Gar Wood and the *Miss Americas*.

**DAN ARENA . . .** Dan Arena, at the wheel of Herb Mendelsohn's *Notre Dame*, was the next man to qualify for membership by pushing the Arena designed and built hull powered by the fabulous twenty-four cylinder Dusenbergs over the mile at Detroit in October of 1940. The timers caught the sleek *Notre Dame* at 100.987 mph. Dan also over the years has bettered the mark countless times, and by a whisker missed being the first to chalk up a competitive lap and heat speed in the 1949 Harmsworth Race at better than one hundred miles an hour.

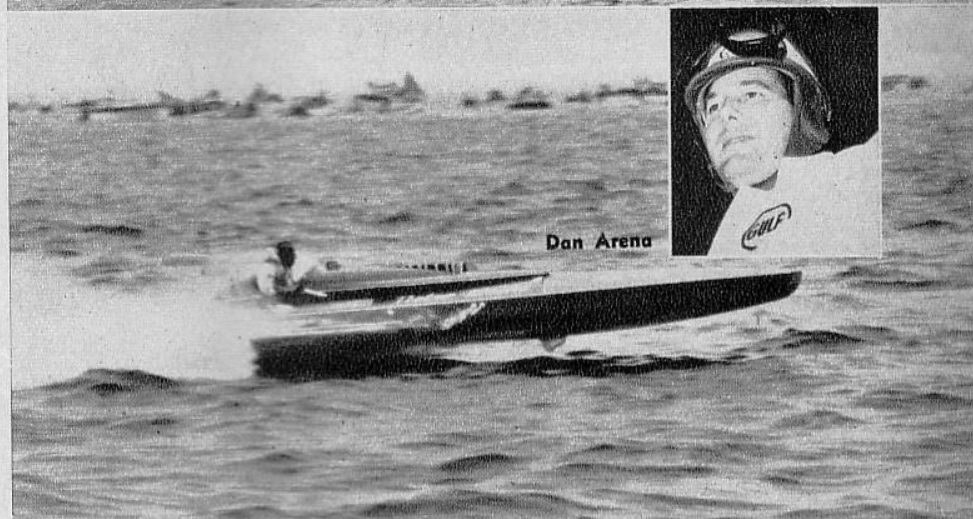
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**HAROLD WILSON . . .** Harold Wilson of Ingersoll, Ontario, in the *Miss Canada III*, next qualified for membership by recording a 119.009 mph average over the course at Picton, Ontario. The *Miss Canada III*, a Greavette built hull designed by Doug Van Patten of Flint, Michigan, was powered by a Rolls Royce Merlin. Wilson's run was made in August of 1948 on one of the finest mile trial courses in North America, where later on in a new *Miss Canada IV*, many runs well in excess of the 1948 speed were recorded in Wilson's futile attempt to break Sir Malcolm Campbell's 141.74 mph mark made in 1939.

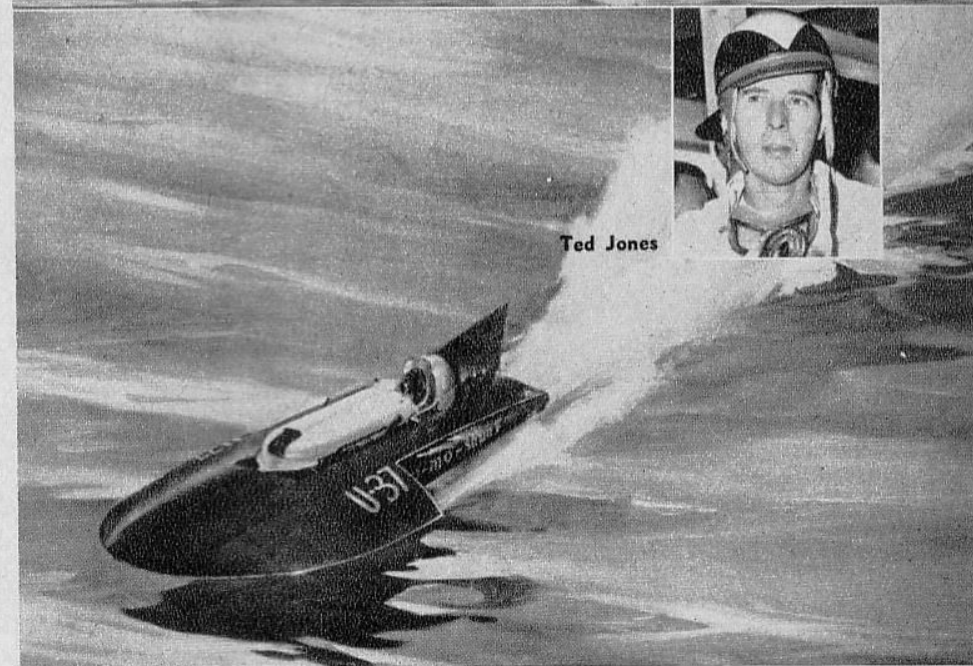
**STAN DOLLAR . . .** At the same time Cantrell moved into the select group, Stan Dollar of San Francisco, in the big aluminum *Skip-A-Long*, was timed at a nice 110.821 mhp in Detroit. The *Skip* not only proved a fast boat over the mile, but also a tough craft out on the course when it won the Harmsworth Trophy after a do or die battle with *Such Crust I* driven by Dan Arena. With Dollar's entry into the club, the field at this point was represented by one three-pointier, (Lombardo); four modified conventional hydroplanes, (Wood, Arena, Wilson, Cantrall); and one "four-point suspension" hull which was Allison powered, designed by Fetske and built by Dollar.



Harold Wilson



Dan Arena



Ted Jones



Mel Crook

So there you have power boat racing's most exclusive fraternity. In the twenty years since the one hundred mile per hour mark on was first established by Gar Wood, only seventeen men in the United States and Canada have entered into the select group. According to the chatter and talk heard around the pits and in pubs before, during and after races and regattas, there are many who have "pushed over the hundred mark," but these are the only ones who can prove it and have neatly framed certificates verifying their performance. A salute is due them one and all.



# Outboarding in Japan

By THOMAS T. "TOM" CLARKE  
Lt. Colonel, USAF

Outboard racing in Japan is just starting to get back on its feet. As of May 1950 they held their first regatta in twelve years. This race was co-sponsored by the Japan Motor Boat Association and the Japan Tourist Society, with the "Free for All Trophy" being donated by Admiral Decker, Commanding Officer of the Youska Naval Base. This event draws a tremendous crowd to Zushi Beach, just south of Yakahoma. Participants were mostly Japanese, although several events were won by American military personnel.

The Zuski Beach regatta stimulated interest in outboard racing and resulted in the formation of the Far East Outboard Club whose purpose it was to band together all civilian and military occupational personnel interested in furthering this sport. Progress was extremely slow due to lack of facilities and equipment. Considerable red tape was involved in obtaining the good graces and official sanction of military and civil authorities.

The Japan Motor Boat Association was able to sponsor one other regatta during the 1950 season—in late October. The F.E.O.C. activities were limited to participation as drivers and mechanics only, being supported with a trophy donated by General J. P. Doyle, Commanding Officer of the Far East Air Materiel Command, whose command had produced champions in all types of sporting events in the Far East. The General's trophy went to Mr. Takanachi, Japan's top contestant and current number one winner in Class C Hydro. The Tokyo race drew such an overwhelming spectator attendance, over 250,000, that one of the Syndicates interested in bicycle and horse racing from a commercial angle considered and later endeavored to operate ten Class B Hydroplanes in southern Japan solely for betting purposes, which, to the best of my knowledge, met with little success.

1951 showed much progress. Close co-

ordination between the F.E.O.C. and J.B.A. began to show gratifying results, outboard racing had started to take hold. The Japanese favored operating under our American Power Boat Association rules and started to bring their equipment out of the moth balls. Mr. Ito, owner and designer of Japan's most successful outboard engines, started building about 50 Class B engines per year. The Kinuta Motor Company produced small 2 cycle auxiliary power units. Mr. Ito's hobby is outboard racing engines and it was his interest that inspired the Japanese drivers and contributed immensely to the success of the four regattas sponsored by the F.E.O.C. during the 1951 season. The Sumidagawa Boat Yard saw possibilities of a profitable business in small boat building and established a unit within their yard that specialized in outboard pleasure and racing craft, using features predominately American.

April of 1951 saw the first outboard races to be sponsored by an American club in Japan—being held at Sugami Lake, Yose, Japan, a beautiful small lake set in the mountains about 50 miles west of Tokyo. Every member of the F.E.O.C. contributed to the success of this first race meet. Details of the pre-race preparations lead to difficulties rarely encountered by officials of our stateside associations and clubs. Transportation problems almost cancelled activities, as the Japanese owner and driver could not provide transportation for his equipment other than by railroad or truck, whose cost was prohibitive to the average. The obstacles seemed insurmountable, but as it has been said many times, the American ingenuity and that not so often mentioned ability to "scrounge" turned the tide.

Thirty-three hydroplanes registered and thirty-four showed to compete for the 19 trophies that were displayed by the clock and judges stand. F.E.O.C. established a class known as the Post Exchange Sport Runabout. Hull requirements were that the boat be strictly utility, open cockpit type of 10' or longer, engines were restricted to

23 cubic inches and that the engine was procured through Military Exchange Stores. This event was slow but very sporting with a little added color of showmanship by the winner who, unbeknown to the crowd had installed an air pressure tank and an air horn similar to that of the small railroad engines. When he wanted to pass he tooted his horn.

The B Runabout and Hydro race were comparable to any average turnout in the States and proved later to be the most desirable class of equipment to operate in competition with the home folk. This race brought out such engines as the old Johnson Racing B and the new Mercury Quick-silver running against Ito's Kinuta B.

Throughout the balance of the season three more races were run. Two being sponsored by the F.E.O.C. and one by the J.B.A. The Japanese regatta was a very gala affair. They were not to be outdone by the F.E.O.C. and put up a trophy for every event paying to third place with cups and plaques equal to or a little better than the previous race. I might add that it pleased us no end when the ceremony of giving out the awards came about as the F.E.O.C. took home practically every trophy including the checkered flag. Our staunch supporter and new honorary member, Mr. Ito, managed to take home a couple in spite of the difficulty his drivers were having staying right side up.

An interesting contest between Mr. Ito and the writer was in progress about this time. It seems I had offered the Kinuta Engine Company a little too much free advice on how to make their engines faster—so they gave me one and as much as said "OK, wise guy, you beat our equipment". This being Japan the worm had turned and now 'Colonel Clarke' had to "save face" to the tune of one new B Hydro that would carry 210 pounds. The 'Colonel' made his mark and as a result now owns a new Kinuta Class B engine—presented by Mr. Ito upon my departure from Japan.

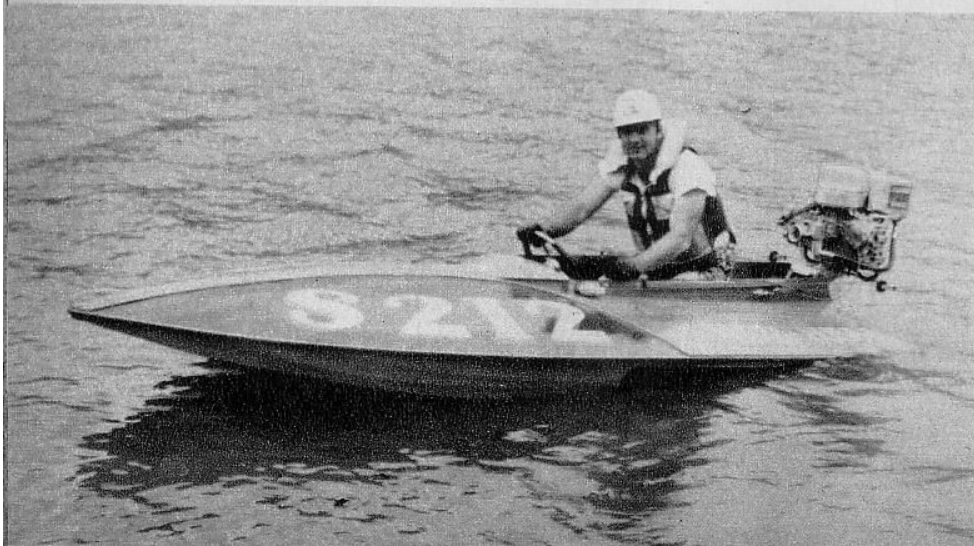
The last F.E.O.C. race of '51 was in August. The Club's financial standing was very weak—so next move was to seek a sponsor. The Ace Restaurant, an American operated restaurant of Tachakawa, Japan, sponsored the Free for All down to 7th place. General Doyle of the Far East Air Materiel Command donated 12 additional trophies, and the race went off with another almost clean sweep for the F.E.O.C. drivers.

The close of '51 season saw the charter members of the F.E.O.C. heading home, both from Korea and Japan. I mentioned Korea as we lost a few of our drivers there but the top story of our last race was when one of the lads that had participated in the Zuski Beach regatta somehow managed to show up at the drivers meeting to state that his race circular had been late arriving in Korea!

Outboarding in Japan during '52 will no doubt continue to be a bit difficult but the F.E.O.C. will still be active as its former commander, Mr. E. W. Ginac plans to remain at Far East Air Materiel Command and has currently purchased a Mercury 25 for the coming season. This engine should step the speeds up somewhat as the current American—F.E.O.C. record is 60.5 MPH and the official Japanese record is 55 MPH.

Today former members of the F.E.O.C. will be found all over Uncle Sam's Island trying to make the lead wake—such lads as Captain J. W. Turner who, I understand, already took a 4th in the F.F.A. at Mobile, Ala. Lt. Col. T. T. Clarke—trying hard to catch up with these fast stateside drivers managed to hit a little pay dirt at Griffin, Georgia. M/Sgt. E. Favor is down in the deep south where the water is warmer—he

The author, Col Tom Clark in his 3 point "F" built from his own design by Sumidagawa Shipyard Co. The motor is a converted P500B (Pumper). This outfit established the F.E.O.C. record of 60.5 mph for American drivers in Japan. The hull is now on the West Coast.



was the outstanding C. R. Runabout driver—one of those lads that knows no throttle stop. Lt. George Giakomis is out Portland, Oregon way with his exported, then imported, Mercury Quicksilver and is probably having the same old family trouble. His Mrs. was the only American woman to drive in Japan. He probably has solved the problem and has decided that 2 boats are just as cheap as one. F.E.O.C. outstanding A-B Hydro driver was none other than Sgt. Dick Kurke, a fine boy in an A Hydro—hails from the Champion Motor Company. Then there's Hank Yoskel who is still in Japan at Johnson Field taking care of communications equipment for our fly boys there. Much credit should be doled out to Hank. He was our only American proficient in the Japanese language who could take care of the drivers meeting and general get-togethers with the Japanese officials. Visualize a drivers meeting in two languages and aided with a blackboard to get the uninterpretable boat racing slang across. Anybody who races in Japan indirectly owes this lad a vote of thanks.

Word comes from Lt. Giakowmis that he brought one of the 'Clark designed' Sumidagawa built Class B utilities home to Portland and that his outfit was exhibited at the Seattle Boat Show, right behind "Slo Mo" and took a merit trophy for the outboard with the "Most Spectator Appeal". He also said that he is underway with a new double deck trailer and has completed his new B Hydro.



Mr. Ataka the driver for H. Ito of Kinuta Motors Co. Hull: Sumidagawa Shipyard Co., Tokyo. Motor: Kinuta Class B—20 cu. in.—16 h.p. at 4500 rpm, internal rotary valve—maximum speed on conventional Hydro 46 mph. Note: Lower unit—copy of old style Johnson KR55.

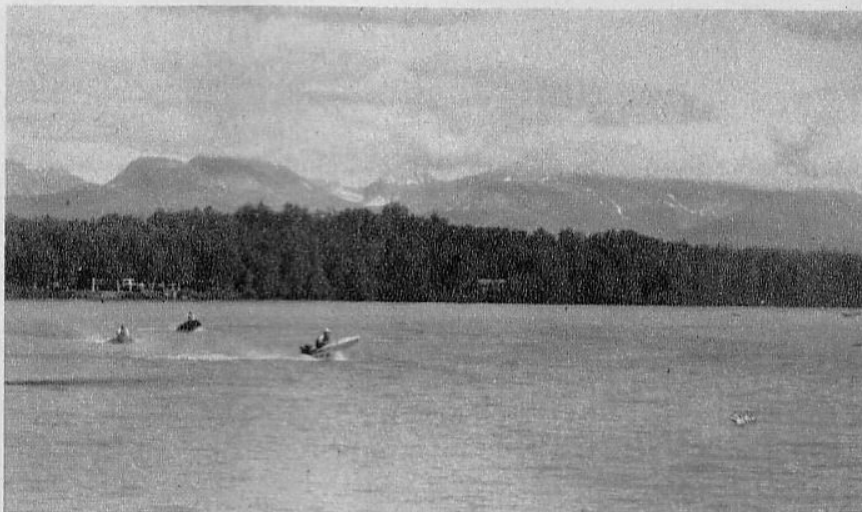
## Alaska

By Bill Oswald

All members of the Anchorage Outboard Club are waiting anxiously for the ice to go out of the lakes. Usually this takes place somewhere around May 11th, from then until the first race (Memorial Day) all drivers practice every evening and Sundays to get their rigs in shape for the May 30th race.

This year there are a number of new boats to add to the competition. We have one new Neal "F" three-point Hydro, one new Rockholt Runabout, one new Swift "C" three-point Hydro and one new Neal "C" three-point. Our biggest class outside of the Unlimited is "C" Service Hydro, with a field of 9 to 11 boats. Drivers will vie for many trophies this season, including the trophy for the Handicap Race on July 4th, presented by Pacific Marine Supply of Seattle and the American Legion Trophy for the July 4th Race. This award goes to the high point man of the day.

Newsreel cameras of U. S. Television News, which record our races for stateside owners of television sets are present at our races. Between heats we have water skiing and aquaplaning for further entertainment of spectators.



"C" Service Hydros, the most popular class in Alaska will muster 11 boats this year. Racing in a wonderland of beautiful scenery, Lake Spenard, Alaska. Start of the Unlimiteds.





# Parker Regatta

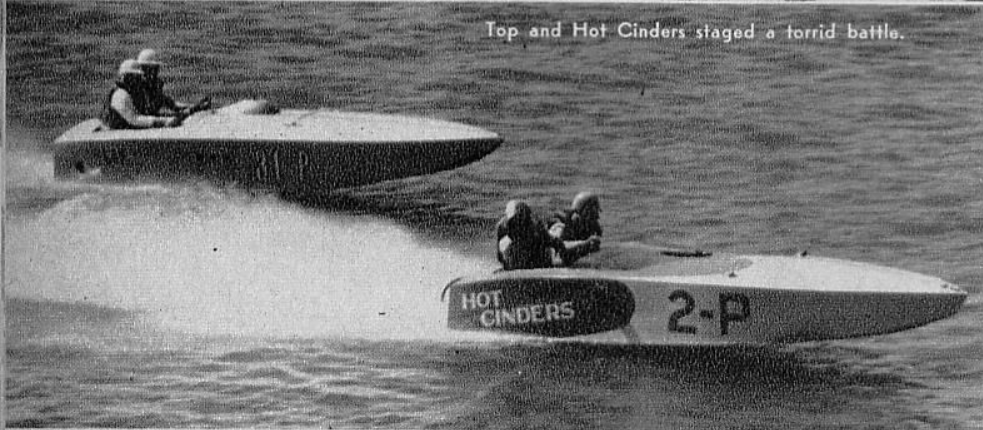
This was the sixth annual edition of the all Inboard Regatta sponsored annually by the Parker Lions Club and conducted by Southern California Speedboat Club. The Arizona side of the Colorado River got more than its share of red-hot racing activity at this one. They screamed, flipped and sank and from the class of competition observers would have thought that this was a mid-season event instead of the season opener for the southern boys. Story on page 46 . . .



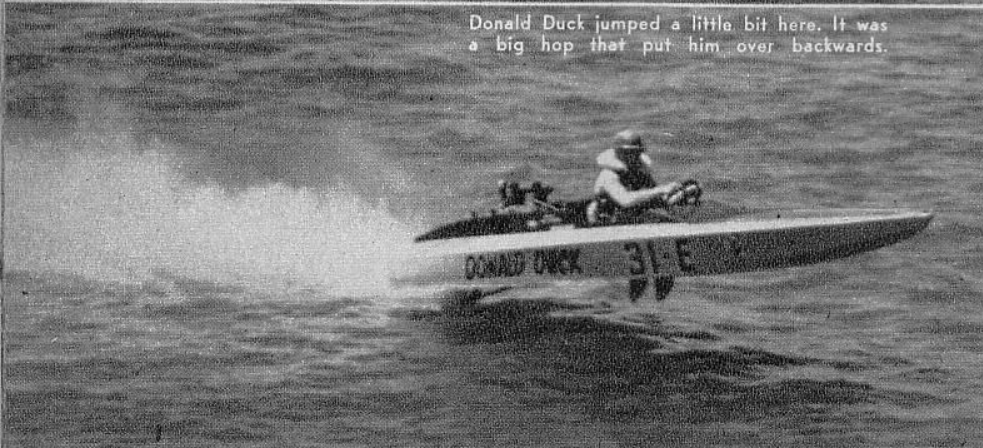
Chairman Tommy Thompson "gives 'em the word" at driver's meeting.



Only second place, but it takes a large boy to carry it. Kenny St. Oegger scored the first time out in his new 266.



Top and Hot Cinders staged a torrid battle.



Donald Duck jumped a little bit here. It was a big hop that put him over backwards.



The trophies were monsters. Ollie Prather finally hit the jackpot.



Boat manpower put the sinking Flying Saucer on the trailer.



Should have been Mile Trial day for young Lou Meyer. He was really screaming.



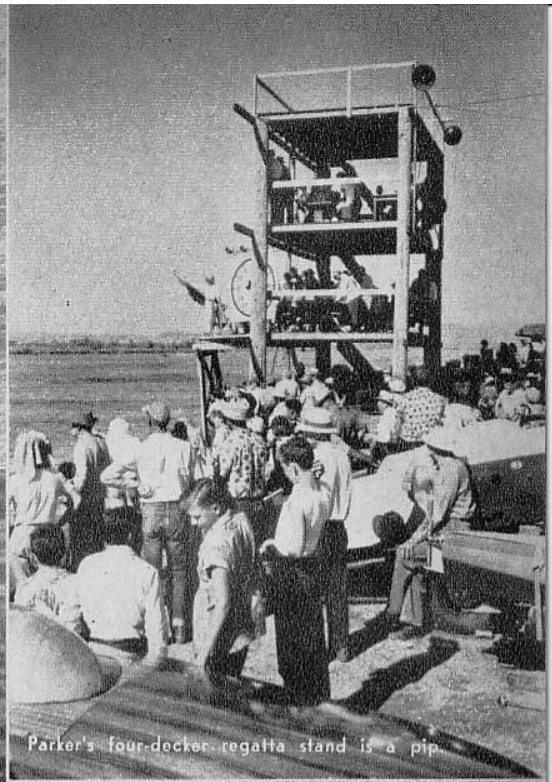
The World Record holder Money Bee Too



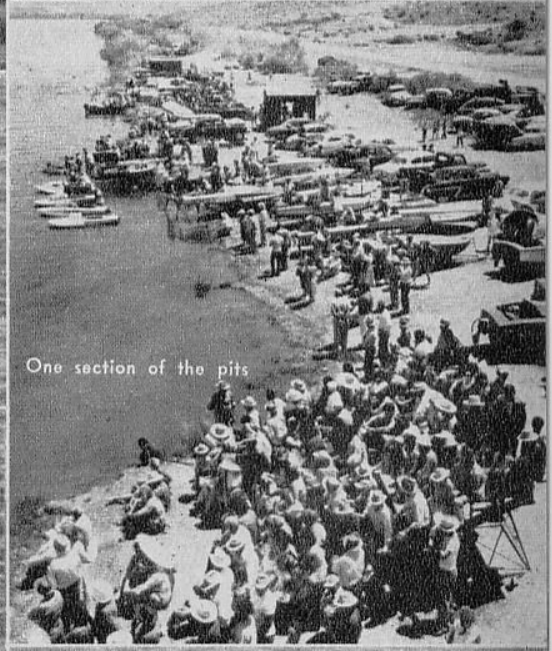
Lil Injun III's Wayne Chevy



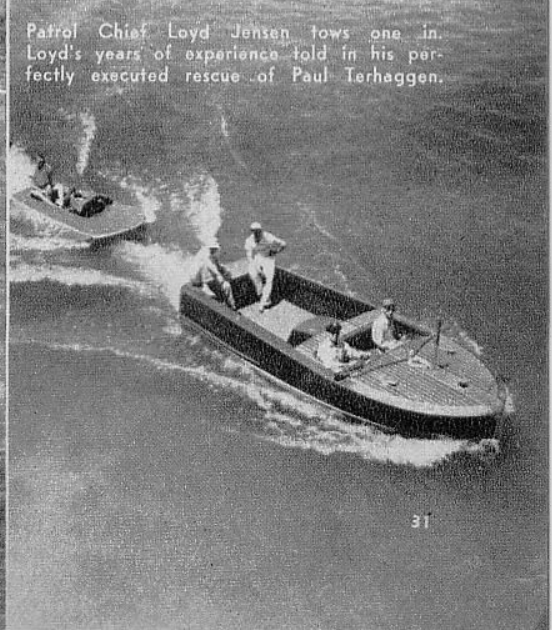
Tinker Toy was stubborn. The crew spent the whole day in this position.



Parker's four-decker regatta stand is a pip



One section of the pits



Patrol Chief Loyd Jensen tows one in. Loyd's years of experience told in his perfectly executed rescue of Paul Terhaggen.





Buddy Holloway's Screaming Eagle. The Californian won the 135 crown.

## Neches Festival

By Jim Baldwin

Perfect weather, with lots of sunshine, provided the background for Beaumont's Fourth Annual Neches River Festival Regatta held on May the 4th. The race course, consisting this year of a mile and a quarter for both outboards and inboards, is located in the heart of the city, on the Neches River Turning Basin, and is unusual in that the boats run around an island, providing exceptional opportunity for all spectators to

get a birds-eye view of the boats as they scream by.

This race is the climax of an exciting three-day Festival consisting of a pageant, crowning of a Queen, street dances, float parade, cocktail parties, golf tournament, and the usual colorful activities that go with an event of this nature. Beaumont, situated in the heart of the refinery area in the southwest, has been an ardent supporter of boat racing during the last few

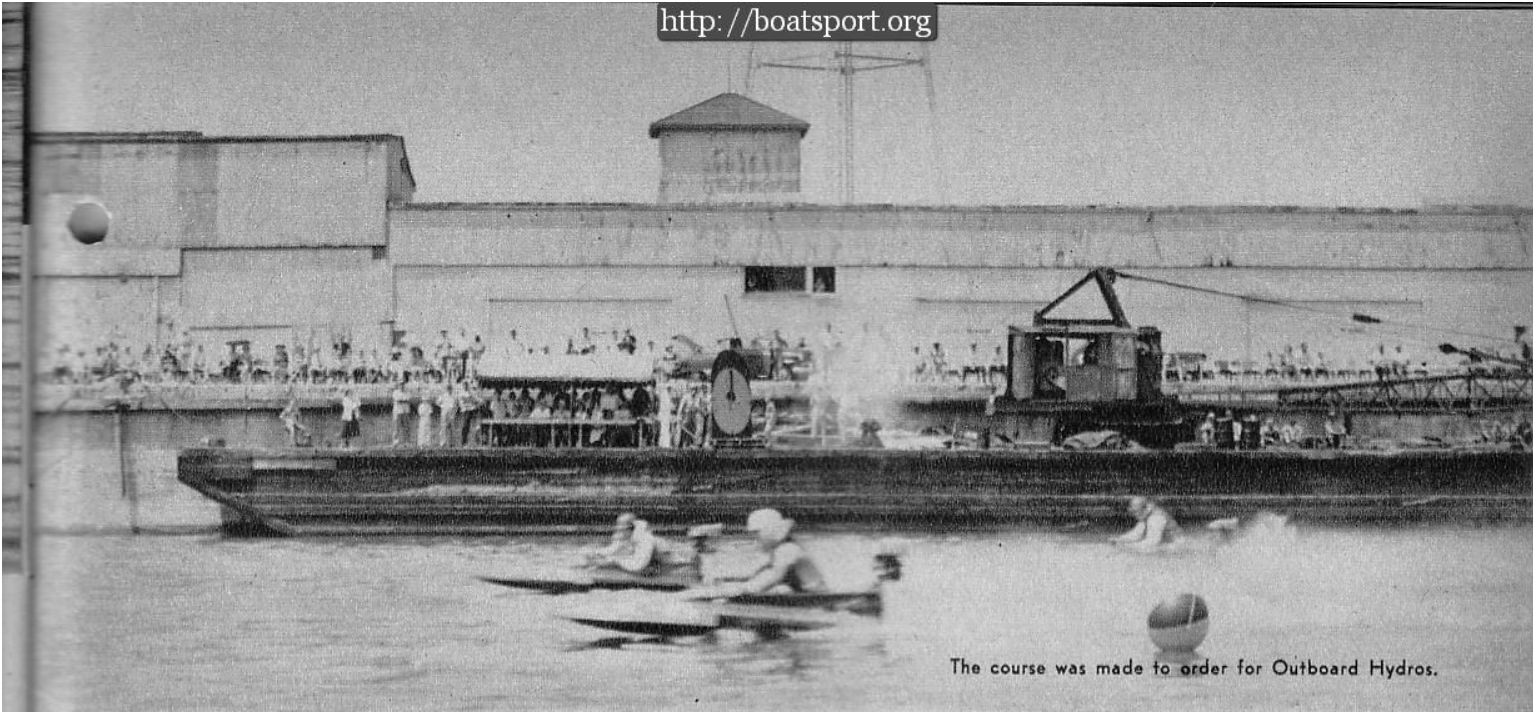
years. A growing port in the nation, beginning to cater to the Central American banana trade, the city has become an enthusiastic supporter of the annual regatta.

This year the regatta was blessed by the APBA with two National Championship events—the 48 Hydros and the 48 Runabouts. Located 25 miles from Beaumont is Port Arthur, the birthplace of the 48 Hydro, and it was quite fitting that Mr. and Mrs. J. C. Peck were the sponsors for a lovely silver coffee service for the winner of this class. Asa Peveto, the 48 and 135 boat builder, also contributed a handsome silver tray for the winner in the 48 Runabout class.

Here goes the one-minute gun for the 48 Hydros, and twelve screaming wasps head for the line, with Peveto up front. As they hit the line with the gun, full bore, a boat cut through Peveto's roostertail, squirmed between a couple of other boats, and jumped



The course is close in to Beaumont's modern business center. Arrow points to the course.



The course was made to order for Outboard Hydros.

into the lead. It was C. A. Budwine of Beaumont, riding in the old *Ballerina II*, which held for a number of years both the competitive and the straightaway record. Before Peveto realized what had happened, Budwine had opened up a 25-yard lead, and that's the way they rode, Budwine finishing first with a time of 5:27.4, Peveto second in *Ballerina III*, with a time of 5:33.4, with *Scarlet Lady*, owned by John Peek and driven by Willard Flowers, in third spot all the way, and Jim White of Orange fourth in *Lil Jim*, with the rest of the field trailing.

After a rest, a little fuel and oil, the boys went out again, eleven boats answering the five minute gun. Here they come, with Peveto, engine, screaming, over the line at least three seconds ahead of the gun; down the stretch and into the first bend, with Budwine catching him and going by, opening up his lead and holding it—a beautiful roostertail, the boat riding nice and flat, and taking the choppy water like a real champion. One, two, three, four laps, and Budwine gets the checkered flag as the new champion for 1952 in the 48 Hydro class, time 5:38.3. With Peveto disqualified, *Rebel*, owned by A. F. Hughes of New Orleans and driven by Buddy Adams of Port Arthur, got the second spot, having ridden in third position the entire race. Jim White with *Lil Jim* rode in fourth position until the last lap when he was passed in the last turn by *Hellion*, owned and driven by "Doc" Sims of Port Arthur.

Quite a few of the boys in the 48 Hydro

class drove a long way to run in the Nationals, with Frank Shelton, Sr., all the way from Old Hickory, Tenn., Robert Goodlett from Nashville, and James Van Hise and Sammy Crooks making the trip from St. Petersburg, Florida. Both starts in this class were beautifully executed, with the boats hitting the line with plenty of speed.

The National Championship for the 48 Runabouts only brought four boats to the starting line, three from Florida, all from the Miami area, and one from Port Arthur, Texas. At the start of the first heat Dick Lindheim in *None* jumped into the lead and held it through all four laps, followed by Ivan Taubert, whose boat, *Ill Eagle*, jumped and porpoised and threatened to turn over momentarily, much to the delight of the spectators. S. E. Jones, also from Miami, finished third with Bob Davenport of Port Arthur in *Ding Bat* trailing. After the finish, a buoy judge on the east side of the course reported that both Dick Lindheim and Taubert had cut inside a buoy. They were therefore disqualified, and Jones was officially declared the winner of the first heat, with Davenport second.

The second heat was a terrific battle all the way, with Jones leading in the first lap followed by Taubert. The second lap Taubert just managed to pass Jones. At the end of the third lap, Jones had again barely nosed into the lead. The finish was a hair-raiser, with one-tenth of a second between the two boats, Taubert finishing in a magnificent burst of speed, but Jones winning

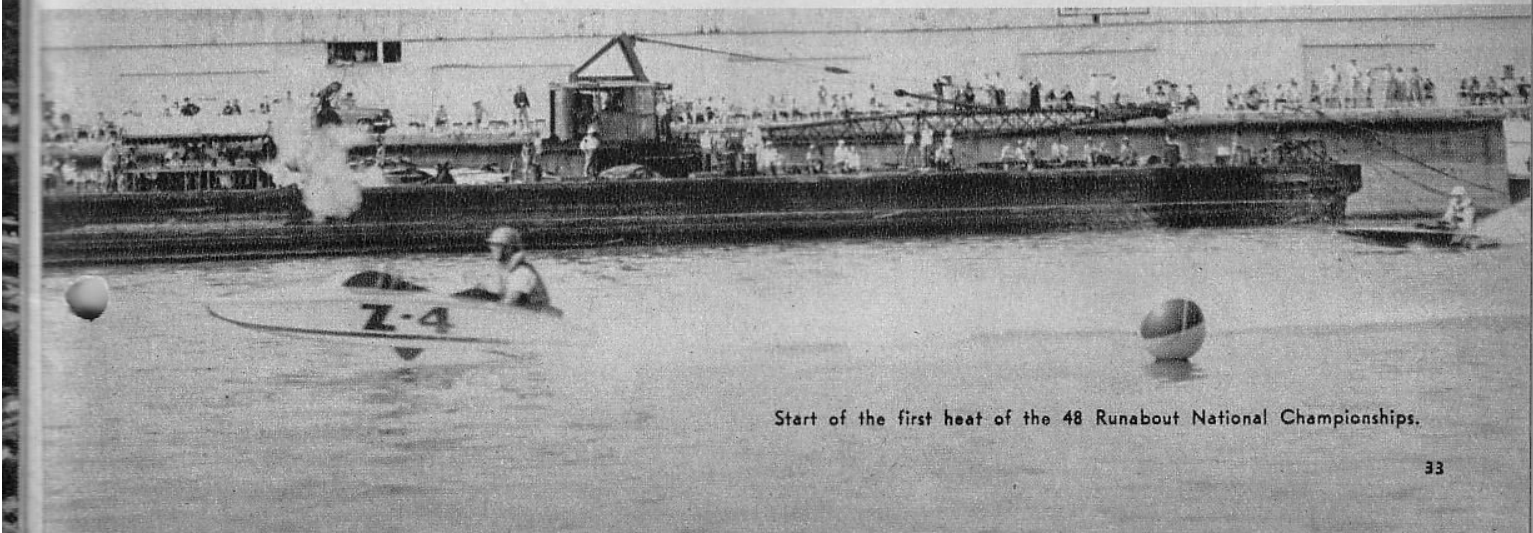
out and becoming the new national champion for 1952. Third position went to Davenport, and finishing last was Lindheim.

California's pride and joy, Buddy Holloway from Oakland, drove all the way to Beaumont to run in the 135 event. *Screaming Eagle*, his beautiful Hallett boat, jumped into the lead in the first heat just before the turn, washed down Jim Baldwin in *Scamper* and then proceeded to have a field day. Holloway's boat rode the water like a duck, while the rest of the field bucked and jumped and leaped in the churned-up water. E. A. LeTarde in *Miss OK* from New Orleans finished in the second slot, with Baldwin third and Asa Peveto of Port Arthur in *Jellow Jacket* fourth.

In the first start of the second heat, Holloway jumped the gun. In the re-start, the remaining boats, except Jim Townsend's *Eight Ball IV*, were over the line too soon, and the *Eight Ball* did not finish, so this heat was declared no contest. Buddy Holloway took home the Sutton Motor Company trophy, a beautiful silver cocktail service. He and his charming wife ably represented the sunny state of California, and we hope they will come back again.

The outboards put on their usual fine show, with an excellent bunch of entries in the A, B, C Hydros, and C racing Runabouts. The only spill of the day was Henry Taubert, Jr., of San Antonio, who flipped on the backstretch but was not hurt. Harry Combs, the veteran from Abilene, Texas,

(Continued on next page)



Start of the first heat of the 48 Runabout National Championships.



won the A Hydro crown in straight heats with David Livingston from Lake Village, Arkansas, following him both times. The Taubert's from San Antonio, Texas, made a family affair of the C Racing Runabout events with Henry Sr. winning both heats followed each time by Henry Jr. Jack Maypole from Oak Park, Illinois, collected first money in each of the C. Hydro heats and Jack Nini from Houston and Henry Taubert Sr. split the place money. E. M. Barrett from Houston and Sidney DeLaune from Baton Rouge collected a first place apiece in B Hydro with M. G. Young from Pensacola winning both of the second spots. Owen Mire, Jr., Joseph Polito, Jr., and Jack Talbot, all from Franklin, La., ran one-two-three in both heats of B Stock Outboard Runabout.

**CLASS 48 HYDROS  
NATIONAL CHAMPIONSHIPS**

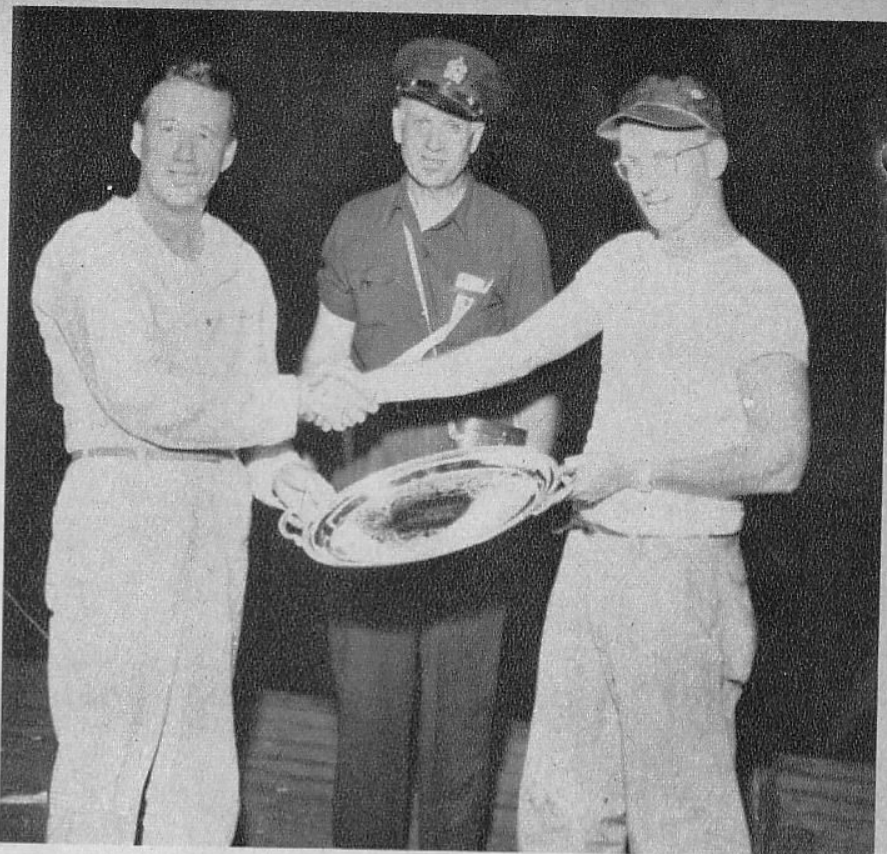
**FIRST HEAT:** C. A. Budwine, Beaumont, Texas, first, 5:27.4; A. C. Peveto, Port Arthur, Texas, second, 5:33.4; Willard Flowers, Port Arthur, Texas, third, 5:38.0; Jim White, Orange, Texas, fourth, Dr. G. M. Sims, Port Arthur, Texas, fifth; Sonny Jones, Miami, Florida, sixth; Robert Goodlett, Nashville, Tenn., seventh; James Van Hise, St. Petersburg, Florida, eighth; Paul J. Schindler, New Orleans, La., ninth; Steve Flowers, Port Arthur, Texas, tenth; Frank Stratton, Sr., Old Hickory, Tenn., eleventh.

**SECOND HEAT:** C. A. Budwine, first, 5:38.3; Buddy Adams, second, 6:00.0; Dr. G. M. Sims, third, 6:02.0; Jim White, fourth; Frank Stratton, Sr., fifth; Sonny Jones, sixth; Paul J. Schindler, seventh; James Van Hise, eighth; Robert Goodlett, ninth; Willard Flowers, tenth.

**CLASS 48 RUNABOUTS  
NATIONAL CHAMPIONSHIPS**

**FIRST HEAT:** S. E. Jones, Miami, Beach, Florida, first, 7:04.5; Bob Davenport, Port Arthur, Texas, second, 7:20.0.

**SECOND HEAT:** S. E. Jones, first, 6:49.7; Ivan Taubert, second, 6:49.8; Bob Davenport, third, 7:17.3; Dick Lindheim, fourth, 8:27.2.



S. E. Jones (right) the new 48 Runabout National Champion receives his trophy from Jim Baldwin. Herb Scales in the center looks on.

Start of the first heat of the 48 Runabout National Championships.





## Down Under

New Zealand racing water. These are the colorful Crater Lakes, a real oddity of nature. These twins, separated by the narrow neck of land in the center of the photo, present a bewildering appearance. The lake in the foreground, the scene of the Rotorua Regatta, is a vivid blue while the other lake is a subdued green.

Whites Aviation, Ltd.

By Big Nix

Photos by B. Snowden, Auckland

The race for the New Zealand 255 Vee Bottom Title was the final wind-up for this season for very soon it will be too cold to race down here. This annual event was conducted on May 19th at Whangarei, North Auckland. An excellent turnout, with only one of the prime contenders for the title missing, was on hand and when the power plant from the missing boat, *Scram*, was discovered in another entry any possible mystery along this line was solved. Johnny Bollard's *Lalane* won the championship. For the story of the meet see page 45.



The Nicholson brothers' Little Nix blew a gasket and nearly cooked brother Ken's tootsies.



Frank Tapper's Puddy-Tat, a smooth riding Vee-bottom, finished in third place at Whangarei.

Johnny Bollard's Lalane, three time winner of the New Zealand Vee-Bottom title.





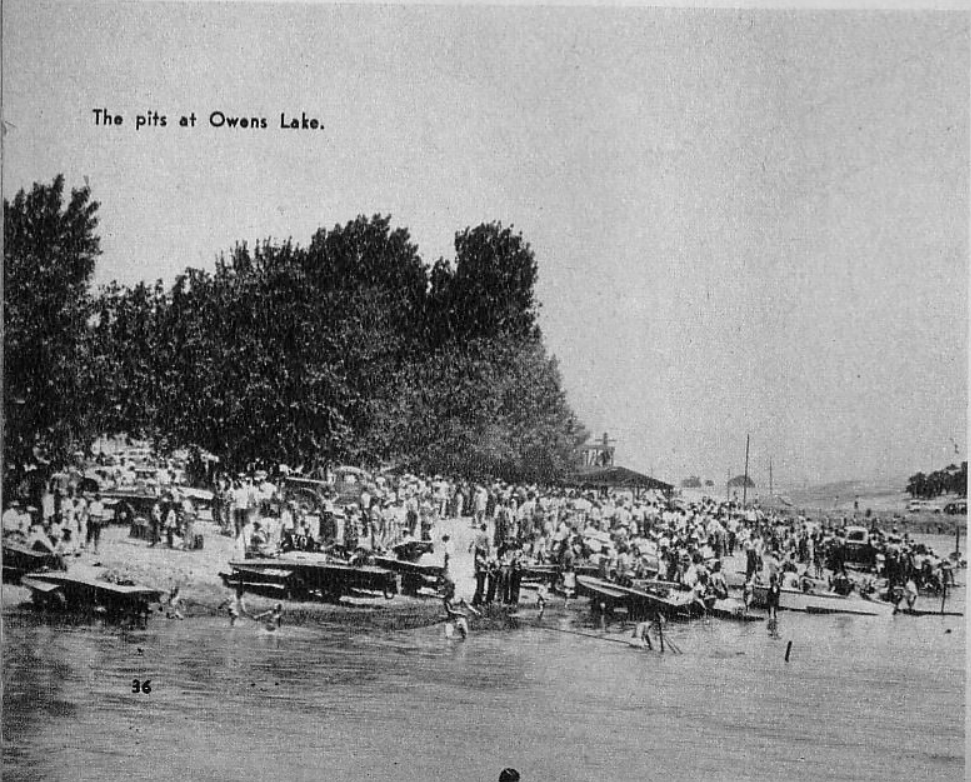
# Owens Lake Regatta



The world record holder took a waxing. Bob Patterson's Hot Cinders took both heats.



What keeps it up? Here is true prop riding. Jack Kelley in his world record holding "B."



The pits at Owens Lake.

By Kay Hallett  
Photos by Lankford

Fifty-two drivers competed at the Modesto Power Boat Regatta at Owens Lake, Modesto, California on May 18th. This was the first mass appearance of California Speedboat Association's Inboard contingent in their own waters in Northern California. There was not one single flip and this is certainly a record of some sort, at any rate on this course. The last regatta held on this body of water, back in May of 1949, was dubbed a destruction derby. Boats turned over, sank and even a Chris-Craft runabout turned over and the boat coming out of the turn ran over the bottom of the Chris-Craft.

#### Cracker Box

The first heat of the Cracker Box event was a ding dong battle. Ed Brown in *Bouncy Barby* took the lead. Robert Patterson in *Hot Cinders* moved out and passed him. Then Brown put on a burst of speed and everyone expected him to pass Patterson but he just couldn't make it. Brown's boat started to climb out of the water. Patterson was the winner in both heats with Brown taking second.

#### 135 Cu. In.

The 135 lead changed three times in the first turn. Four boats crossed the starting line and all of them were at the first turn at the same time. Buddy Holloway in his *Screaming Eagle* finally took the lead and held it. He also won the second heat by about seven tenths over John Corea in *Skippy*.

#### 225 Cu. In.

Richard Hallett was out in the lead in *Wee Too* in the first 225 heat but he jumped the gun and was disqualified. Hallett took second in the second heat. Keith Black's *Flying Saucer* was the winner of both heats and George Mattucci, driving Lon Gradidi's *California Kid*, took an over all second.

#### 48 Cu. In Hydro

Five 48 Hydros showed up at the race. This class has been a little slow getting organized here in Northern California. T. C. Tyce of Chula Vista was the winner with Charles Daundivier of Marysville taking second. There seems to be more interest in this class this year.

**P.O.D.H.**

The perennial record holder and champion, Doc Novotny ran away and hid from the rest of the fleet in his sensational *Cherub II*, with home-towner Harold Cain in *Hurri-Cain* taking both of the second spots.

**"B" Racing Runabout**

World record holder, Jack Kelley's *Wee Willie*, wasn't up to the job nor was Ed Parsley's National Champion *Vina-Mae IV* and the first place award went to Robert Wacker driving *B Bomb Too*. Howard McPhee took the first stanza in *Beet Bomb* but was a DNF in the second heat.

**"E" Racing Runabout**

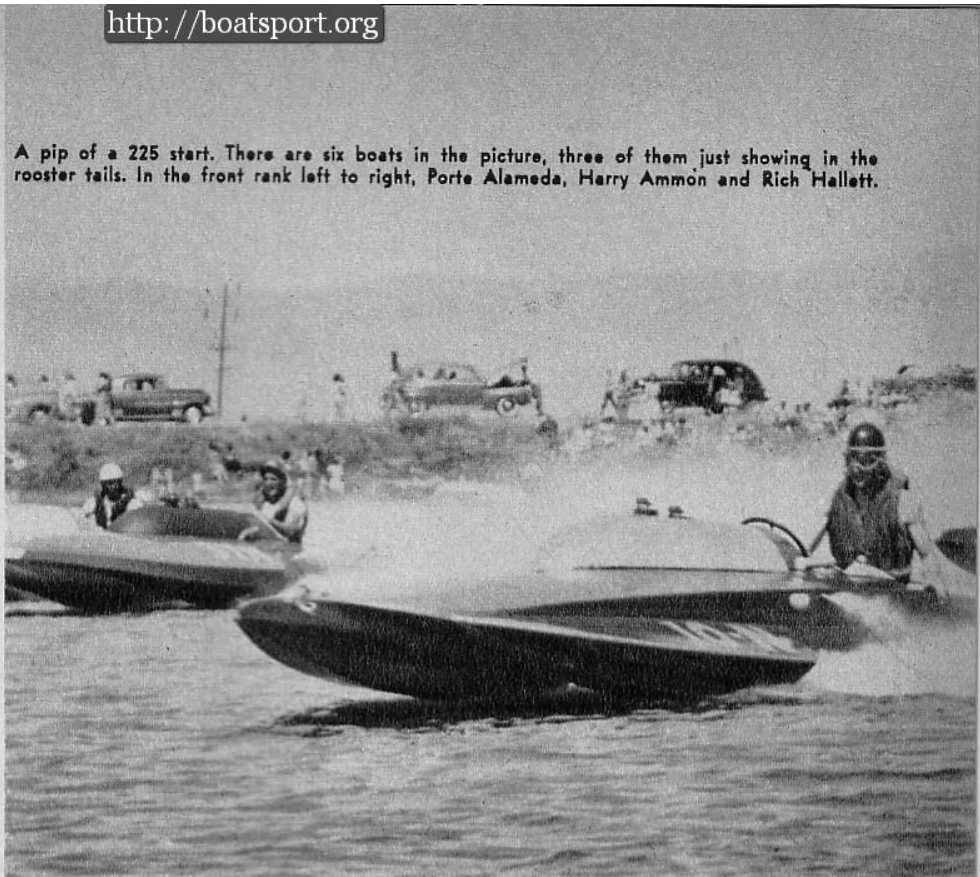
Lloyd Morgensen in *E Bomb*, on his own local water, gave Ed Fletchall in the world record holder *Honey Bee Too* a good run for the money but managed only a second for the champion in both heats.

**Service Runabouts**

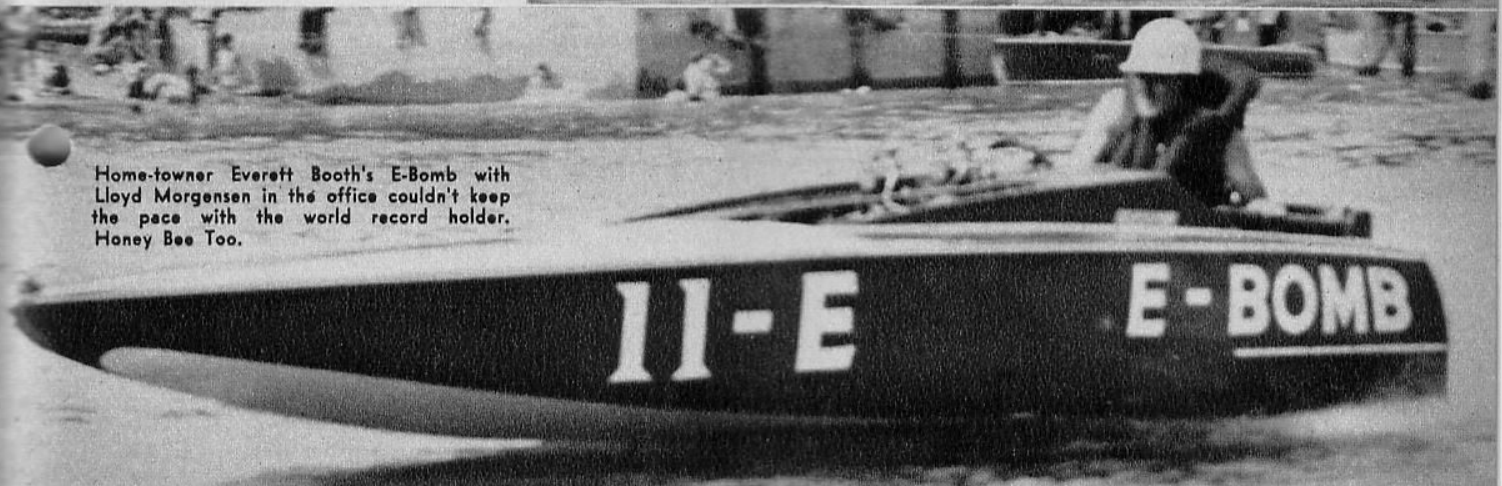
Nine outfits turned up for this non-sanctioned class and put on some good spirited racing with only three tenths of a mile per hour separating the first three boats. Ed Punhser from the local club, driving *Two Sons* split the pair of first places with his club mate, Warner and won out on points.

The competition was plenty tough with world record holders on hand in five of the seven classes . . . so tough that only two of the record men were in the money.

A pip of a 225 start. There are six boats in the picture, three of them just showing in the rooster tails. In the front rank left to right, Porte Alameda, Harry Ammon and Rich Hallett.



Home-towner Everett Booth's E-Bomb with Lloyd Morgensen in the office couldn't keep the pace with the world record holder, *Honey Bee Too*.



Keith Black won both heats . . .







Nobody ran wide-open in this stuff. Doug Stone from Beaverdam, Va., in Blitz-Buggy II is still churning along off the plane but Charles E. Meeks from Salisbury, Md., in his Will O' The Wisp, is calling to a patrol cruiser for assistance. He's all through.

## Patuxent Marathon

By Malcolm Lamborne, Jr.  
Photos by Harold Flecknoe

Stock Outboard marathoners, a clan that thrives on self-punishment, certainly asked for it when they persuaded the Solomons (Md.) Outboard Club to lengthen the Patuxent River Marathon this year from 40 to 60 miles. As marathons go, 60 miles isn't too long, so the club set up the turning mark off Deep Landing about 6 miles above the new Patuxent River Bridge and 30 miles upstream from Solomons, the starting point.

Club Commodore Pres Woodburn, Race Chairman Edgar Bowen, Carl Breland, and others then set up their schedule, with the "A" Stock Outboards getting away at 12:30 p.m., followed at 15-minute intervals by the "Bs," "Cs," "Ds" and a combined "E" and "F" Modified Stock class. There were to be prizes for the first five boats to finish regardless of class, plus first-through-third place trophies on a class basis.

Everything was all set when the great day dawned. But, by the time of the drivers' meeting at 11 a.m. on Sunday, May 18, it was obvious that a fresh northerly wind and leaden clouds were there to stay for a while: Referee Al Bauer wisely urged the boys to favor the north shore of the river in order to keep out of the chop then coming down with the current, but either some of them weren't listening or the urge to go right down the middle was too great.

Within minutes after the 12 "As" got away off the tip of the island, patrol craft were radioing back to Bowen aboard Hud Moses' *Smoke Rings* that the river was taking its first toll. "Two boats washed out at Point Patience," was the first word. Then the biggest field of the days, "37 Bs," went across the line. They, too, started dropping out like flies under a DDT barrage.

All the way up to the turning point, the seas either were smack on the nose or off the starboard bow. As drivers sought to

gun their boats, they would pound and send off cascades of water. It was cruel punishment for hulls, motors and men. When the river had been swept clear of the cripples hours later, only 32 had survived. That's a mortality rate of 60 per cent.

First around the half-way point was an "A" driver, Donald Riedel of Hasbrouck Heights, N.J. Next came two drivers in the "Bs," Ronald Zuback of Morgan, N.J., and Nick Chapman of Long Island, N.Y. Then more "As" and "Bs." The smaller boats with their lower speeds were finding the tough going less damaging than the heavier, faster boats.

The going was easier on the way home, although some entries survived the windward leg only to succumb later. One of these was last year's winner, Edgar Woodburn of Solomons, who is now in the Navy.

The checkered flag went down for the first time when Riedel, bruised but grinning, swept across the finish. His time was 1:44:24, which gave him first in the "As" and the unofficial title of marathon winner. He was driving a Speedliner hull with a Mercury motor.

Eight minutes later, young Zuback, who at 16 has an enviable record of taking honors in two outboard marathons in the East last year, bounced across the line first in Class "B." In his Sid-Craft hull with Mercury power, Ronald rung up the best time

(Continued on next page)

This is a bang-up start in the "A" event . . .





ROUGH?—Yes it was that! Look at those waves in the foreground—two of the casualties undertow of a patrol cruiser.



Thirty miles of this sloppy stuff to go—Don Reidel in his "A" Stock Runabout, Red-Roo-Star, was first to cross the line and first to finish.



John P. Cook, Lexington Park, Md., one of the many casualties of the rough water, and his boat are returned to the starting point on a patrol cruiser.



George T. Bonsal from Baltimore, first to finish in the combined "E" and "F" Modified class, was pouring on the coal in a comparatively smooth stretch when this photo was snapped.

## Patuxent Marathon

Hudson Moses' patrol cruiser looks awful good to this boy. A broken gas line and a split transom put E. G. Ford, Jr., of Chester, Va., out of the race. Veteran Outboard driver helps the chilled contestant aboard. Note Ford's helmet in the cockpit. He used it to bail out his sinking boat 'till assistance arrived.

of the field—1:37:20 or an average of about 37.5 mph.

It was an outstanding performance for the lanky youngster but no surprise to his father and friends who trailed down from New Jersey. Ronald was first in the "BU" class in last year's Albany-New York Marathon and eighth in the field. He also won in his class in the Lake Winnepausaukee marathon in 1951. Ronald, who has ambitions to be a boat builder like his father, figured his outfit weighed about 192 pounds for the Patuxent race; he weighs 135 pounds despite his height. These factors, combined with experience and youth, turned the trick.

Meanwhile, more boats were coming in. There was Chapman, an old hand at outboarding, who clinches second in the "Bs"; then Larry Teel of Freeport, N.Y., second in "A"; C. Edgar Jenkins of New Brunswick, N.J., who got a third in the "As"; and then Denis Grenier, Howard Beach, N.Y., third in the "Bs."

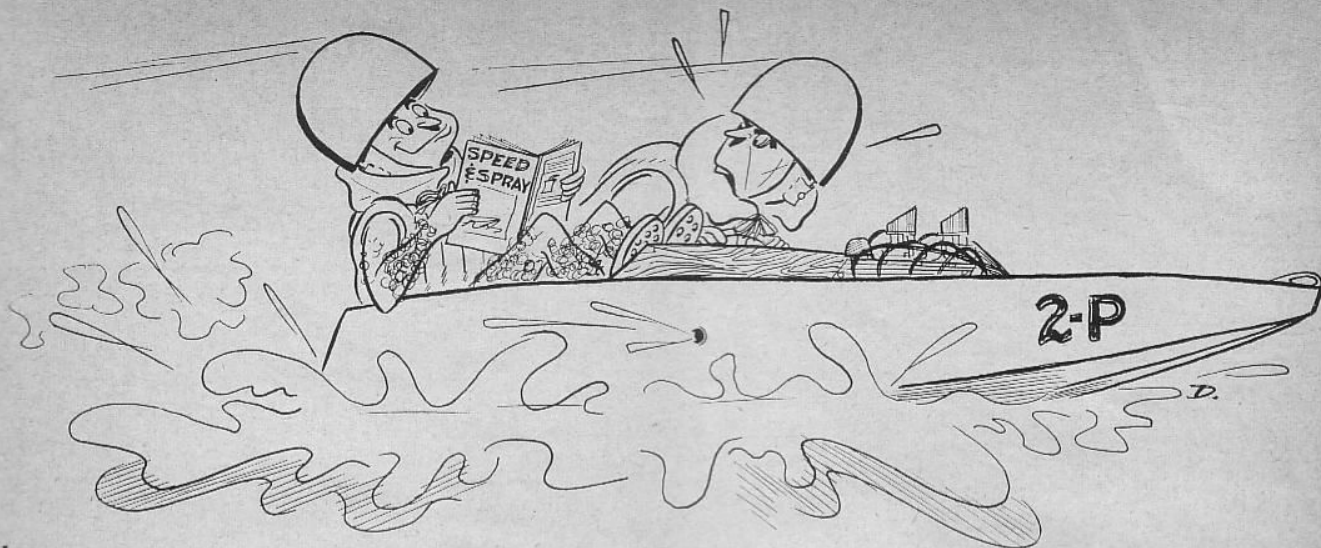
In the "C" Stock, the local boys (by local, we mean Region 4) started coming in with prizes awaiting them at the Solomons Island Yacht Club. Leading the group was Sherm O'Berry of Solomons, well-known local boat and engine dealer. He was driving a Barbour job powered with a Johnson. His time was 2:02:43. Next home was another local driver, Major F. C. Thomas, Jr., of Patuxent, Md. Third place went to Cliff Bernstein of Richmond.

Drivers from the North came back into the picture again in the "D" class. Robert Boerckel of Long Island, N.Y., was first at 1:58:37, and Chet Michaels of Glenshaw, Pa., was second. Both were driving Speedliners powered with Mercury Thunderbolts. Bill Huether of Long Island was third.

Only one each of the "EM" and "FM" finished the cruel grind. George Bonsal of Baltimore in an Evinrude powered Speedliner took the "EM" prize and Phil Crown, also of Baltimore, the "FM" trophy, driving a Morphew-Evinrude combination.

When the going gets tough and rugged and there are casualties galore, comes then the real test of advance preparations for course patrolling — they had it here. Plenty of patrol boats were ready to rescue the unfortunates and adequate radio communication kept the rescue job running smoothly. Chilled and soaking wet drivers were taken aboard the patrol boats and, on the larger ones, wrapped in blankets and served hot coffee. Some of the patrols were large enough to take the damaged hulls-on deck.

Proving that it pays to take it with a smile, Ray Bressnoer of New York City was awarded the good sportsman's prize even though he started his "EM" job with the "Cs" by mistake. The committee figured that anyone who took the punishment he did and not blink an eyelash when informed he was disqualified afterwards, certainly was deserving of some honor. And it's gestures like that which make Solomons such a nice place to come back to:

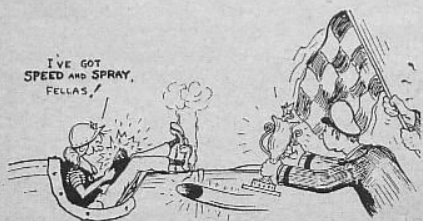


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- ☆ An article on the So Mo Shun record run . . . Comments and impressions on a wire recorder.
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- ☆ The unlimited prospects for 1952.
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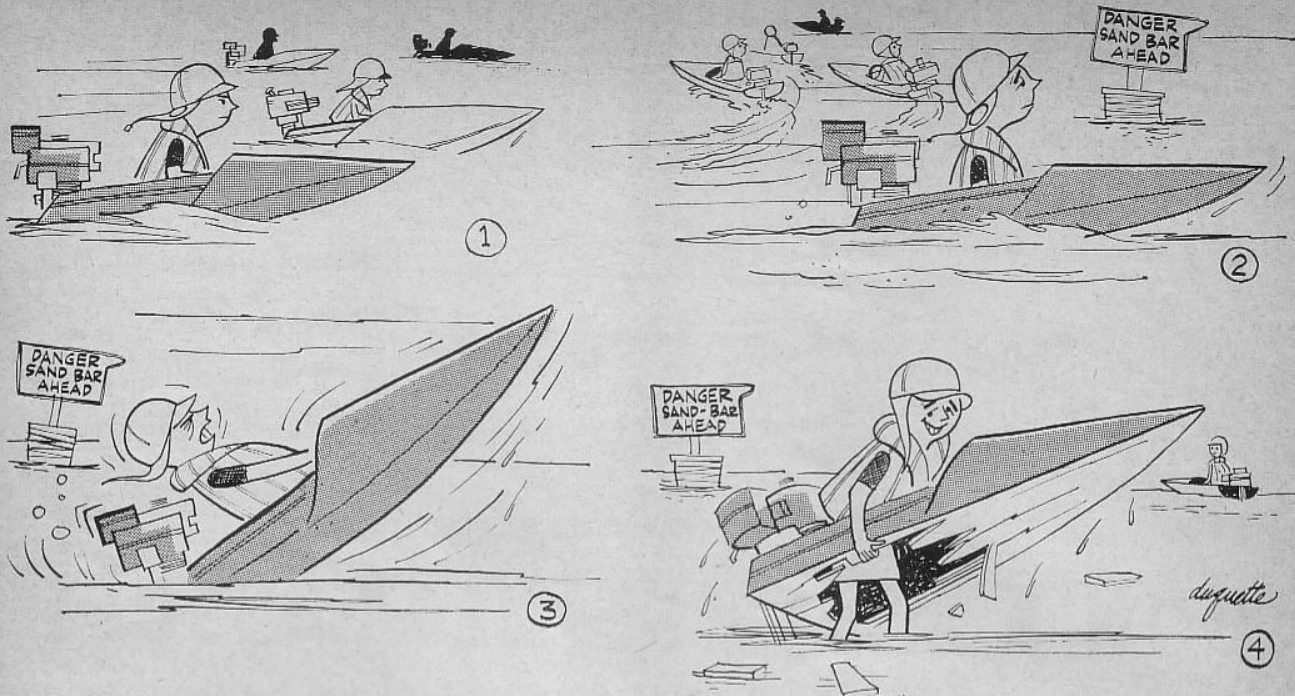
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CITY ..... ZONE ..... STATE .....

OWN A BOAT? ..... RACE? ..... CLASS .....





## IN THE ROOSTER TAIL

Elgin Gates calls attention to an error in the APBA Rule book in the tabulation of the best speeds made by Stock Hydros in 1951. At Devil's Lake Mile Trials last July Warren Kelley from Scio, Oregon averaged 52.5 mph with his BSH and Gates who now calls Huntington Beach, California home did 63.9 mph in DSH. Both of these marks are in excess of the ones quoted in the book . . . The hassle for the Unlimited world record is on. The Detroit contingent is shooting at Sayres' 160 mph figure on June 21st with all of their new equipment plus some of the older ones and Sayres is countering on July 7th on Lake Washington with one or both of the *Slo Mo's*. He will attempt to raise the record regardless of what happens in Detroit. Observers say the new *Such Crust IV* is hot and might do the trick, but part of the old guard still stick by *Miss Pepsi*.

The Seattle bunch are whispering about 200 mph. A late report from the home of the *Slo Mo's* calls for the crying towel. They have given up the Rolls prepared for the "V" and will re-install the Allison used last year, but are concerned over engine trouble in the "IV." A newspaper report says "The end of Gold Cup racing on Lake Washington may be near. . . the two Seattle entries in the Gold Cup race are in serious trouble." Who is that supposed to fool?

A flash report from the Pan American Regatta at New Orleans tells that Bobby Boureq drove John Otis' *Me 2* at 52.203 mph in competition to claim a new 5 mile record for E Service Inboard Runabouts.

Lou Kimzey, our genial Vee P and Art Director, is promoting a magazine publication in the East at the moment and will cover the Detroit River Racing Association's Mile Trials personally for our readers. . . . Bill Makepeace, an outboard driver from South Africa, has been visiting in this country. Rumor sez that he will take home a brand new Mercury Thunderbolt for use on a "D" over there. And here is one for the book—his wife drives a Class F Hydro.

Here is really tough news from the Sawyer team in Italy. Erminie cables that Paul is in a hospital in Milan with typhoid fever. This has been a rough trip for our American entry in the International races this year. Paul wrote that the crossing was very rough and enroute he got the flu which forced him to miss the race at Trieste. Ready for the race at Milan he came down with typhoid, which will put an end to plans for the rest of the circuit. This is a real heart-breaker for Sawyer, who had made extensive preparations to pit the famous *Alter Ego* against the new powerhouses recently developed on the continent. The toughest blow is to miss the Milan race where Paul would have defended the Compari Trophy which goes to the first two time winner. Castoldi and Verga each also have a leg on this famed award and unless Selva should come up the winner, the trophy will probably be retired. Needless to say the world of boat racing wishes Paul a speedy recovery and sympathizes with the long trip to Europe without the opportunity of representing the U.S. in the International Series.

An important change of arrangements has just been announced by the Seattle Seafair. The 100 mile Stock Marathon previously scheduled to be run around Mercer Island will be run instead (on the same day) around a new course which will be almost entirely protected by the log boom. It will be a 19 lap race around a course using the bridge end of the Gold Cup course and rounding the outboard course in Andrews Bay at the other end with the start and finish at the G.C. starting line. The Seafair Trophy race for the Unlimiteds originally scheduled for July 5th and cancelled will be held on the Gold Cup course Sunday August 10th following the Stock Marathon. The contest will consist of three heats of 4 laps each.

Commodore George Kishi of Hawaiian Power Boat Association ran into oodles of "strike trouble" trying to get home to Honolulu. First he couldn't get his car shipped

and when he accomplished this feat, he couldn't get a seat on a plane to those heavenly isles South of Paradise. He is arranging for a series of yarns for *Speed and Spray* on racing in the Islands. . . . Tell all of us less fortunate mortals about those "hula gals" too, George.

World auto speed record holder John Cobb of England is "horsing around" with a twin jet unlimited job and we will have the word on this new creation soon. . . . Bud Meyer driving Eddie Meyer's new 135 *Avenger IV* had a close squeek at San Diego Evening Tribune Regatta on June 15th when the top to the fuel tank jumped off and the methanol flooded the boat and blew. Bud got some pretty painful burns but is getting along well. The new boat looks like a total wreck, but Eddie says she will be rebuilt in time for late season racing.

### —NORTH-SOUTH CHAMPIONSHIPS—

The N.O.A. conducted North-South Championships at Somerset, Kentucky, on May 30, was a red-hot battle all of the way. The Yankees won the title and high man Bill Tenney from Dayton, Ohio, will have the honor of keeping the Captain Waide Hughes Trophy for the ensuing year. Doug Creech attempted a valiant defense of the Trophy which he held last year, but even with the assistance of the Rebe's high-point man, Charlie George, he couldn't do the trick. Wonderful weather and a good crowd were on hand for the 16 race program which brought out four classes of professional Outboards and a like number of the Stock classes.

### INBOARD NATIONAL CHAMPIONSHIPS CALENDAR

- BUFFALO, NEW YORK — Aug. 16-17  
7 Litre—"D" and "E" Racing Runabout—"D," "E" and "F" Service Runabout
- CINCINNATI, OHIO — Aug. 24  
225 Hydro
- MILLVILLE, NEW JERSEY — Sept. 1  
136 Hydro
- RED BANK, NEW JERSEY — Sept. 13-14  
135 Hydro
- SALTON SEA, CALIFORNIA — Nov. 8-11  
266 Hydro—"B" Racing Runabout—Cracker Box—P.O.D.H.

## INTERNATIONAL RECOGNITION FOR AMERICAN DRIVERS

George W. Sutton, Jr., has served for many years as Chairman of the A.P.B.A. International Affairs Committee and he has fought a stubborn and tedious battle for world recognition of the record speeds attained by A.P.B.A. drivers. He is a happy man today, for at last his efforts have borne fruit. On June 4th, in his capacity as co-chairman of the Joint International Affairs Committee, he addressed a letter to A.P.B.A. Executive Secretary Carl Johnson, which began:

"Dear Carl: Here is wonderful news! The UIM has granted us eighteen new International World Records and fourteen UIM Certified National Records." . . .

It was indeed great news. The total of 32 records that Sutton mentioned were established prior to the 1952 season and became eligible for international recognition under the terms of the action taken on this subject at the Annual Meeting of the Union of International Motorboating in Belgium late in 1951. Ed. Note: Report of the actions of the U.I.M. meeting on this subject in June issue of *Speed and Spray*. In effect this series of 32 applications was a "catching up" process—an action to bring our A.P.B.A. record list into line with the international records recognized by the U.I.M. are now the holders of International World Records to the extent of the applications filed to date, and likewise the record holders in classes not recognized by the U.I.M. are now recognized by that body as the holders of Certified National Speed Records. In the past, with very few exceptions, all of the records in the A.P.B.A. Year Book (often erroneously referred to as World Records) were simply official American records and regardless of whether or not they might exceed comparable marks established in other countries, they were not recognized World Records. When the "catching up" process is completed each new A.P.B.A. record holder will be eligible to apply for either a fully recognized World Record of a Certified National Record, depending upon the status of his particular class.

Only one Outboard Hydroplane application has been filed to date and in the near future when all existing confusion between U.I.M. and A.P.B.A. specifications for the various Hydro classes have been cleared away, there should be several more official World Records credited to American drivers. Committees are at work throughout this year bringing the technical rules of other U.I.M. and A.P.B.A. classes together and upon the completion of this work several more popular American classes will probably be eligible for World Record recognition. Application will be made at the next Annual Meeting of the U.I.M. to establish World Records for the Utility Outboards (Stock Racing) and it is probable that this request will be granted if the Union feels that this category has gained popularity in countries other than the United States. Just where the new Stock Outboard Hydroplanes will appear in the record picture is not clear.

The Union has also granted a "Certificate of Performance" to *Slo-Mo-Shun V* for the fastest heat in the Gold Cup Race, 91.766.

Annually on proper application, the U.I.M. recognizes and issues certificates of "World Championship" to the driver who makes the fastest time of the year in competition in any class recognized by the U.I.M. To be eligible for this World Championship the speed does NOT have to be equal or exceed the existing World Record for the class.

In a forthcoming issue the full list of

A.P.B.A. and U.I.M. classes will be presented together with a list of the existing records. Following are the 32 records which have now received approval of the U.I.M.

### EIGHT RECORDS AT DEVILS LAKE

(See page 16)

#### COMPETITION RESULTS AND RECORDS

- A Stock Hydroplane—1. Bob Batie, Seattle; 2. Jack Leek, Tacoma. New record of 42.634 set by Leek in first heat. (Old record of 42.352 held by J. D. Lamon, Fort Lauderdale, Fla., set at Lakeland, Fla., 2/2/52.)  
 B Stock Hydroplane—Bob Jacobsen, Seattle. (New record of 46.935 mph.) (Old record of 45.662 held by Tommy Hagood, Orlando, Fla., set at Lakeland, Fla., 2/2/52.)  
 D Stock Hydroplane—1. Bob Jacobsen; 2. Bob Ray, Redmond, Wash.; 3. Hubert Entrop, Seattle. (New record of 55.917 set by Entrop in second heat.) (No data on any previous record claim.)  
 A Stock Runabout—Jerry Coons, Seattle. (New

record of 40.476.) (Old record of 36.511 held by H. L. Busley, Eugene, Ore., set at Salton Sea, Calif., 11/10/51.)

- B Stock Runabout—Ray McKean, Portland. (New record of 43.425.) (Old record of 43.541 held by Jim Coulbourn, Hollywood, Fla., set at Lakeland, Fla., 2/2/52). Editor's Note: If the Jim Coulbourn record was approved McKean's application will be denied as being below the existing record.  
 D Stock Runabout—Alan Wyman, Portland. (New record of 50.934.) (Old record of 47.821 held by Robley Stewart, Ft. Lauderdale, Fla., set at Lakeland, Fla., 2/11/51.)  
 C Service Hydroplane—1. Jere Pence, Eureka, Calif.; 2. Glen Burke, Chico, Calif. (New record of 49.6 set by Budke in first heat.) (Old record of 48.124 held by Bud Wiget of Concord, Calif., set at Lake Alfred, Fla., 10/28/50.)  
 48 Cu. In. Hydroplane—Matt Barbour, Portland.

#### MILE TRIAL DATA

- D Stock Runabout—Alan Wyman, Portland. (New Mile Trial Record 53.679.) (Old Mile Trial Record of 53.493 held by Lloyd Huse, Yuba City, Calif., set at Dallas, Texas, 9/18/50.)




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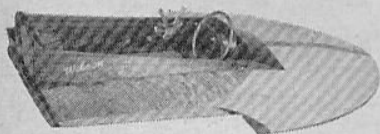
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## SOUTHLAND OUTBOARDING

(Continued from page 9)

### HANSEN DAM

The Outboard fraternity in the Sunny Southland started the season out like they were trying to wear out all of the equipment before the first of July. After a few practice sessions at Lake Elsinore, Blythe and way-spots they got down to actual business. United Speedboat Association ran out the entire Stock Racing list at Hansen Dam on April 27th before a good crowd. This is the first time that mother nature has provided enough water to fill up the area back of the dam and it makes a first class pleasure boat location. The big feature of the Hansen race was the oversize entry list coming as something of a surprise at this early date. "D" Stock Hydro and "C" Stock Runabout were the only classes low on entry mustering four and five respectively. Nothing sensational here except that Ray Harris, the tough luck kid of the "F" Hydros has carried his string of grief over with his new "D." In his first start in the new outfit he actually managed to break up a brand new Thunderbolt, a nearly impossible task. Keith Collier cleaned up the nine boat field of "A" Stock Hydro and Charlie Harter beat the 10 "A" Runabouts. Jack Lohead was top man in "B" Stock Hydro (11 entries) as well as in "D" Runabout where eight boats turned out. An accurate count of the "B" Stock Runabouts would probably be branded a falsehood—they were all over everywhere and further than that, they all seemed to be hot. A pair of elimination heats weeded the field down to where the lake would hold them all and young Johnny Craven took home the first place trophy. Bob Check was the winner of the final but he lost out to Craven as they used the finishing position in the elimination heat along with the position in the final to determine points. The Stock boys and the 135's too, who also are turning out past capacity fields, really need a scoring rule to take care of these situations and keep everyone happy.

The program was enlivened with some fancy flipping. Mike Meehan rolled his "B" job and Tommy Mitchell flipped his and blew the case. Paul Peterson and Wade Terrill also joined the Hell Divers and Chris Heinsbergen did it the hard way when he was thrown from his boat.

### BAKERSFIELD OUTBOARD REGATTA

Hart Memorial Park was the scene of the Second Annual Spring Regatta sponsored and conducted by the Bakersfield Outboard Club on May 11th. As previously reported at the time of the Inboard Regatta on this same course earlier this season, this is a great spot for boat racing. The Bakersfield boys went the whole hog of Racing and Stock Racing classes. They started to race in the morning and it is a good thing that daylight saving time was in effect for they were still going at sunset. There was some excellent racing—lots of it. As a matter of fact the efficient Bakersfield committee forwarded to the attention of your reporter 16 pages of results (legal size)—just a bit too much to summarize about any one regatta. The program was conducted under A.P.B.A. sanction and drew a whale of an entry from all parts of the state.

### LAKE MALIBU

Postponed from a previous date the Lake Malibu Outboard Regatta was run off on

May 25th under the joint sponsorship of the U.S.A. and the L.A.S.A. Sixteen classes were on the program and a tired and weary bunch of boat racers attended trophy presentation at 9 o'clock at night. It was a full day. There were boats and then more boats—77 of them just in the Stock events and they had to run eliminations for both of the "B" Stock divisions, Hydros and Runabouts. There was only one double winner of the day, Dr. E. W. George and that eminent "hoss doctor" (veterinarian) cleaned up on both the "B" and "D" Stock Hydro classes. This is a beautiful little lake and the racing fraternity is fortunate in having the opportunity to race there once a year.

## SHIPS STORES

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able, cushiony feeling on the feet. Since the best managed footwear goes overboard occasionally, it's important to note that Kleets will float until they can be picked up.

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### THE OUTBOARD RACERS MANUAL by W. R.

Carpenter, is now available from Muskegon Outboard Specialties Co., Box 426, Muskegon, Michigan. This is the most complete reference book on the racing engine yet published. One hundred pages all indexed for ease of reference, describe in detail the design, each specific part and the assembly of the outboard motor. Considerable attention has been given to technical directions for assembly, clearances, etc. and the correction of factors that lead to lack of rpm and mechanical failure. The text discusses also thoroughly such important items as fuels, propellers, balance, plugs, etc., going into great detail on many of the items that confuse the lay racing mechanic. Every part of the book is completely illustrated with photographs, diagrams and graphs. The diagramming work on such important points as rotary valve timing is so expertly done that any motor owner with any knowledge at all of the construction of his equipment will be able to follow the explicit directions. The text deals with service motors as well as those designs specifically designated as "racing power plants." The price is \$3.75.

# DOWN UNDER

## LALANE TAKES NEW ZEALAND

By Big Nix

Followers of the dizzy sport in this part of the world traveled to Whangarei all primed to see a probable battle for the title between *Scram* from Rotorua and *Lalane* of Auckland, with of course the always present possibility that a dark horse entry would trim them both. *Scram* had won the first meeting of the two favorites by a very narrow margin and no one was willing to wager is probably the only local example of the on the outcome of their repeat tussle. *Lalane* current American Racing Runabout trend in design, whilst *Scram* on the other hand could not be described as anything else but a hull of the prewar days in which Mum and the Kids could enjoy a quiet comfortable spin on Sunday afternoon. All credit for *Scram's* success must go to Oliver Smith who prepared both hull and power for the later boat.

Wandering around the slip it was immediately apparent that *Scram* was not on hand, but here was her owner Oly Smith with his latest, *Teedyus*. This outfit hadn't done too well at Rotorua only a few days back but now it was really going. I caught on when I copped the mill, it was the big Dodge normally in *Scram*. Johnny Bollard with *Lalane* was there of course and showed a pair of new bronze heads on his Mercury. He seemed better pleased with these than the same in light alloy. He commented with a grin that they were so heavy that they'd upset the trim of his boat. I personally think that they are a better buy as the same head in alloy has a bad habit of cracking at the slightest provocation. I know that only too well! Also present was *Little Nix* from Auckland. Her team reported having found 300 odd extra revs which had been lurking behind some particularly square corners in the Hogan twin carburetor manifold. The outfit looked the worse for wear but that's understandable as I'd bet there's not a wider travelled boat around this end of the island. The local boat *Puddy Tat* was already in the water looking as neat as a new pin. Frank has had a crop of bad luck during his last two meets: at Auckland, crashed heavily tearing the port side clear off, and last week at Lake Ngatu, damaged all the underwater gear. Still there he was purring along and incidentally one of the favorites. I spotted another Auckland entrant just going down the slip, *Grey Goose* with Jack England's big grin behind the wheel. One I'd not seen before was *Doubtful*, whose owner Eric Von Hartitzsch, seemed a good guy without any fancy ideas.

Racing was to be down river from the slip right opposite the local jetty, which provided an excellent stand for the crowd. The big race was scheduled as second up with a handicap as a pipe opener. On the time trials there seemed to be no question but that *Lalane*, *Teedyus* and *Puddy Tat* would be the prominent performers. *Little Nix* struck trouble at the start of the handicap event practically wrecking her steering gear on some submerged object. Allowed a ten minute delay her mechanic worked frantically and managed to get all the gear hung back on. Talk about Frogmen, the poor devil was just about done by the time the *Blue Peter* was run up. However he made it and took off to join the other starters

## VEE BOTTOM TITLE

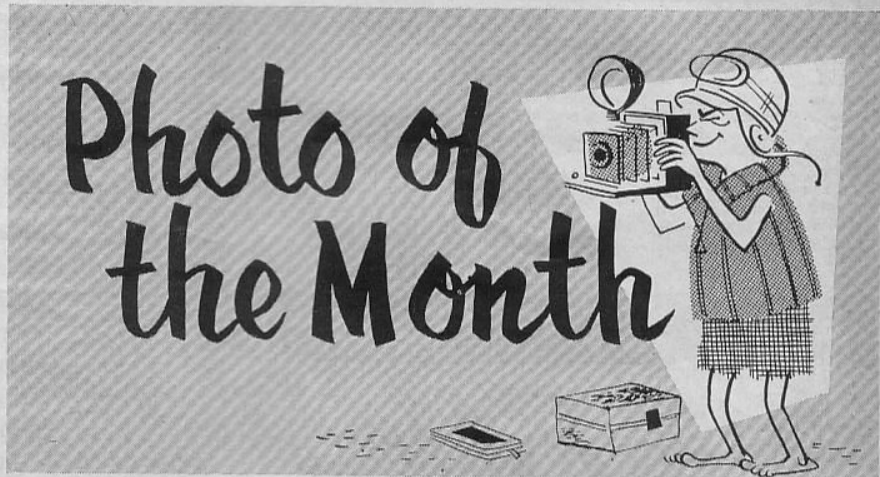
down river. The draw had given the little boat the inside running which was a real break. With these boats out and milling around a frantic last minute signal called the starting boat back to control. The original decision to race six laps had been altered to read four.

Starters boats was too slow to keep up, so despite a not exactly even start they were away up to the first turn with the favorite *Lalane* showing clear from *Teedyus* and *Little Nix* on the inside. Close behind and not running as smoothly as usual was *Puddy Tat* in fourth place. *Little Nix's* tight turning kept her up behind the leaders all through the first lap. No changes in places next time around.

Third time up *Lalane* and *Teedyus* carried their fight along, slowly pulling clear from the field. *Little Nix* came by with Ken signalling ashore that something was bother-

ing him underneath. We learned after the race that an exhaust gasket blew during the second lap and Ken was literally getting the "hot-foot." *Puddy Tat*, obviously running better, was making ground at this stage and halfway round down the back straight he went through into third place. *Teedyus* making a determined run, showed a slight gain on *Lalane*—the spectators started to yell as up past the jetty for the last lap *Lalane* still showed the way. All eyes on the leaders as they went round again for the run home with only a length between them and *Puddy Tat* too far back to make it up at this stage. Round the last turn into the home straight a bad line could have spelled "finis" for *Lalane*. Nothing flustered Johnny and to the enthusiastic applause of the crowd *Lalane* led *Teedyus* home to take the N. Z. title for the third time in a row. The time of 3 min. 21.8 for the four laps averages around 48 mph.

Congratulations Johnny and Keith for a great race. *Puddy Tat's* third must take the sting out of the bad luck Frank has run into. The finish of the *Grey Goose* in fourth place provoked criticism of the handicapping among a large section of the drivers. Perhaps the system will be revised on a fairer basis before the next season.



Norman De Foe of Pasadena, California made the winning photo this month. This on the spot snap shows 2 year old Butch Reed of the Blythe Boat Club right in the middle of a beautiful flip. The photo was made at the Blythe Boat Club Spring Regatta in May 1951 during the A Stock Hydro race. Send in YOUR best shot for consideration for the monthly \$10.00 award.





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### PARKER REGATTA

(Continued from page 31)

This was the Sixth Annual Parker Regatta and it was a lulu. The date was May 4th and the course location, a piece of the Colorado River near the town of Parker, Arizona. The weather was tops—hotter than a \$2 pistol in the sun—a light breeze got the outfits to kiting in the backstretch—the eight mile an hour current made it tough going around the down stream mark but all in all—this is a wonderful race course and if you like your scenery with your boat racing this is the place to go—you can see to the horizon in every direction and it's western desert with mountains in the background clear 'round the compass. The easy sloping river bank makes a swell grandstand and provides good pit areas. It's a colorful crowd that sees the racing at Parker well sprinkled with the Indians from the big reservation just outside the town.

There was blinding speed and tough competition in every race on the program but it was the near-tragic flip of Paul Terheggen's *Donald Duck* that sent the hardest home mumbling to themselves. Paul's wild riding outfit gave everyone the jitters as he blistered the course in the first heat of "E" Racing Runabout, defeating Ed Fletchall in the World Record holder *Honey Bee Too*. Going up the back stretch into the wind *Donald Duck* gobbled up the distance in terrific leaps, coming up nearly to the 60 degree mark on so many occasions that it seemed as though it would be a miracle if the outfit didn't go over backwards before the heat was over. Fletchall took the lead

at the start of the second heat and the flip occurred on the first lap on the backstretch when Paul poured on the coal to try and catch the leader. It was simply a case of over driving. The rig went right straight up in the air and appeared to be skidding along on the transom and then over in a welter of spray that went 100 feet in the air. An instant later when the spray had dropped, just a few feet of the bow of the boat was in sight sinking rapidly, with Paul in the water motionless 20 feet away. Veteran Patrol Chief, Loyd Jensen knows a bad wreck when he sees one and he didn't wait for a signal from anyone to get there in a hurry. They had a tough time getting the unconscious driver aboard but in a matter of split seconds all of the rescue machinery was in motion. Three and one-half minutes after the spill, Paul was in the ambulance on the way to the Indian Hospital. He suffered severe facial injuries plus all of the rest of the bruises that go along with a terrific flip but due to prompt action on the part of the rescue crew he is alive today and recovering rapidly. The boat sank immediately and for two weeks evaded every attempt at detection, including several tries to spot it from the air. Perseverance was finally rewarded and the outfit was recovered and will be back in competition later in the season.

Paul's wasn't the only casualty of the day although the rest of the drivers got away without injury. Vic Klette continued his unbroken record of flips and tough luck when he turned his 48 *Peggy* over in the heat of the race. Red Wilson and Ed Fletchall tangled in a turn and Red's *Flying Saucer* sank in the pits before they could get it out of the water. A flock of willing hands supported the sinking *Honey Bee Too* until it could be loaded on the trailer and the crew managed to patch it up enough to run in the second heat.

Lou Meyer, Jr., burned up the course to win the 48 title. His World Record holder *Lou Kay* was simply red-hot and the rest of the bunch couldn't touch him. Gillette Smith wiped out the under-water gear on *Snuffy* on a piece of drift. The Cracker Box battle was a two heat side-by-side race between Dan Campbell in *Top* and Bob Patterson in *Hot Cinders*. *Top* was the winner with .2 of a second margin over his rival. The 135 race was a lulu with three boats dominating the rest of the field and they swapped the lead until the spectators were dizzy. Fred Galante in *Joey II* finally won out with Chuck Powell in the record holding *Keeno* in second spot while Johnny Corea who had forced the pace several times in *Skippy*, lost out in the final heat. The inevitable PODH winner, Doc Novotny took home the trophy in *Cherub II* after trailing Marion Beaver's *Little Beaver* several times during the contest. Just another case of the record holder being a little too hot. The 225 battle was one of the best of the program. Art Maynard's *Restless* dropped the first heat to Rich Hallett driving Regg Schlemmer's new *Wee Two* but came back to take the second one and won out with .5 of a second margin and the boats were just that close through both heats. Ollie Prather finally got that Wayne Chevy cooking in his *Lil Injun III* and the best of the 266's couldn't touch him. With a terrific lead after one lap of the first heat Ollie got so excited that he turned the 500 foot marker instead of rounding the end of the course but he discovered his error—went back and caught a couple of the boats that had passed him. Kenny St. Oegger driving his first race in his new *Ruthless II* won that one but Prather had everything his way in the second heat. The Southern California Speedboat Club boys really turned on the coal for the sponsoring Parker Lions Club at this one.

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**NEFCO AU and BU**, like new, \$275.00 each, rigged; \$225.00 each, hull only. Champion B 3 pt. hydro rigged, \$125.00. 51 Hurricane Service Lower unit, \$75.00, 3 hours. John E. Gould, 608 Hwy, Booneville, Missouri.

**TOMAHAWK BOATS**—Before you buy that new B.U. or C.U. see TOMAHAWK. "Asks no favors in any competition." Mainland Sporting Goods, 37 W. West Jersey, Pleasantville, N. J.

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**ONE CROSLY AUTO ENGINE.** Must have cast iron block. Write Howard Schaeetzke at Lakeside, Ohio. State price.

**COMPLETE FAY AND BOWEN 91 cu. in.** Rocket in any shape or crankshaft and any other parts for same. Clair Lantz c/o The Lantz Optical Co., St. Mary's Bldg., St. Cloud, Minn.

**RCA CONSOLE RADIO - PHONO** Combination. Beautiful piece of furniture, Mahogany, Chip-dendale Style, cost \$485.00. Trade for SWIFT C.D.F. Hydro Model VHD-111, must be excellent; or good KG-9-25 Mercury; or good Neal C. Hydro. Will consider other equipment. Write Malcolm Triplett, Beech Road, Johnstown, Ohio.

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**FOR SALE**—Midget Neal Conv. Evinrude and engine like new and 40 miles per hour with 150 pound diver. Make offer. (Propellers and all.) Contact Mel Spencer, 4617 Beaver Crest, Des Moines, Iowa.

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**16 JOHNSON MODEL S-70 SERVICE.** Service P50 Johnson set up for racing on ball and rollers. Racing PR 65 Johnson, Chrome Cylinders. Willis B. Class racing Runabout. Motors in perfect condition, built by H. H. Fuller. Floyd Rhoads, 760 S. Layayette St., Marshall, Mo. Phone: 2146.

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**FOR SALE 135 CU. IN. HYDRO.** Wikens hull, full race Ford 60 engine also trailer, all in top condition. J. Charles Lloyd, Pleasant Hill, R.D. 2, Harrisburg, Penn. Phone 5-6641.

## "HOLIDAY IN DIXIE"

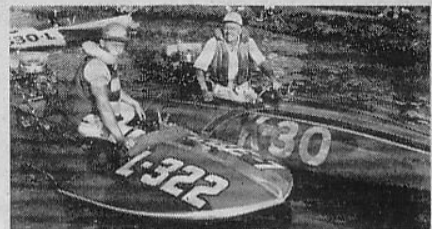
Courtesy Harry Marioneaux

The Louisiana fourth annual "Holiday in Dixie" was presented in a five day festival April 30-May 4, at Shreveport, Louisiana. The "Holiday in Dixie" program opened on the 149th anniversary of the signing of the Louisiana Purchase. This was the theme of the occasion which commemorated the entrance of 13 states into the Union.

"Holiday in Dixie" was brought to a roaring finish on the week-end with the speed and spray of 16 heats of top-flight Outboard racing featuring some of the nation's outstanding drivers. The Shreveport Outboard Motor Club conducted the racing events which were sanctioned by the Southwest Boat racing Association.

Ideal racing conditions prevailed on Saturday. The course was laid out on Cross Lake at the city Fish Hatchery which is protected by an island four or five hundred yards off shore. Spectators on the grass covered hills and in the bleachers and boxes had a first hand view of the entire scene.

The Henry Taubert, Jr. and Sr., from San Antonio, Texas, shared top honors with David Livingston from Lake Village, Arkansas.



DICK COSIER PHOTO.

Henry Taubert, Jr., in L-322 and P. G. Sweet in K-30 were unbeatable in their classes.

These three drivers competed in practically every race on the program and made the going tough for the rest of the contestants. Deanie Montgomery managed two firsts and a second to dominate the "A" and "B" Stock Utility events, while Bill Burley and P. G. Sweet ran away with the first and second places in "C" Service Hydro and "C" Service Runabout. This was a day when the favorites refused to be beaten.

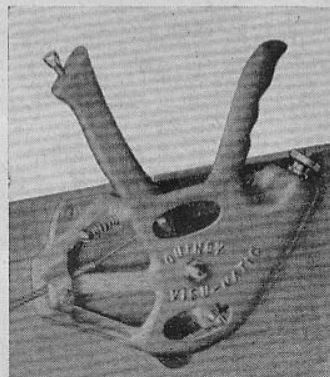
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# Flash!

## NEW WORLD UNLIMITED RECORD . . .

178.497 mph . . . Seattle, Washington—July 7 . . . Stan Sayres in *Slo-Mo-Shun IV* blistered the Mercer Island mile trial course today to better his own straightaway record by 18 miles an hour. It was Sayres in this same boat that astounded all followers of sport on June 26, 1950 when he erased the late Sir Malcolm Campbell's fourteen year old record with a pair of runs on this same Lake Washington that netted a 160.323 mph record. The upwind run today was made at slightly better than 185 mph, but Sayres was unable to keep the heat turned on for the return trip due to rough going in the approach to the mile. The average of 178.497 mph which will now take its place in the record book was a disappointment to the Slo-Mo crew who had expected a figure around the 185 mile per hour mark. The roster of men who have driven a boat in excess of 100 mph on the water swelled rapidly during the day when Sayres turned the record holder over to members of his crew and friends for additional runs through the trap. Several of these runs were made at speeds in excess of the 140 mph mark.

## WINNEBAGOLAND MARATHON . . .

June 29 . . . The Fourth Annual Milwaukee Sentinel-Winnebagoland stock outboard marathon brought out a new record starting field of 273 boats of which 168 finished the 92 mile grind which was held under ideal weather conditions. Raymond Lenk driving a Class D Speedliner powered with

a Mercury Thunderbolt was first to finish, averaging 47.6 mph.

## MISS PEPSI IN 97 MPH LAP . . .

Windsor, Ontario—June 28—Chuck Thompson driving the Dossin Brothers unlimited hydro *Miss Pepsi* today won the feature race of the Maple Leaf Regatta, averaging 91.097 mph for the three heats. Thompson averaged 93.988 mph for the first heat and did one lap at 97.350 before easing up when he ran out of competition. Joe Taggart driving Al Fallon's *Miss Great Lakes II* was second in points and Roy Duby in Jack Schafer's *Such Crust IV* withdrew with blower trouble.

## SUCH CRUST IV WINS STEEL CUP . . .

Pittsburgh, Pa.—June 7—Al D'Eath driving Horace Dodge's *My Sweetie* was thrown from his boat when *Sweetie* and *Such Crust IV* driven by Bill Cantrell sideswiped. Cantrell was an easy winner.

## SAN DIEGO TRIBUNE REGATTA . . .

San Diego, Calif.—June 15—Bud Meyer driving Eddie Meyer's new *Avenger IV* was painfully but not seriously burned when the new 135 blew up and burned on the Mission Bay Course. The boat was badly damaged.

## MITCHELL'S HONEY BEE TOO DESTROYED . . .

Long Beach, Calif.—July 4—Ed Fletchall driving Willis Mitchell's

world record holding E Racing Runabout *Honey Bee Too* emerged from a terrific end over end flip with a minimum of injury, a badly cut leg. The boat simply disintegrated and sank immediately.

Stories and pictures on "flash" news will appear in the next issue, with a complete round-up from around the world.

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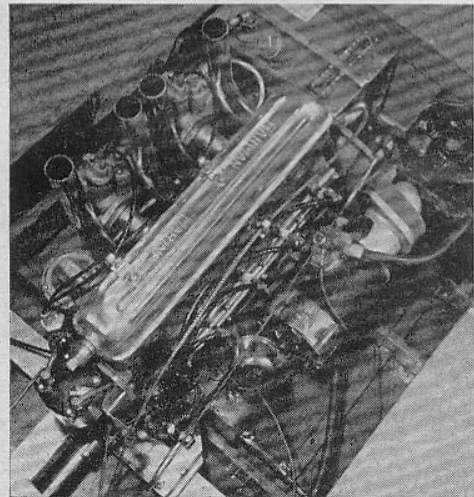
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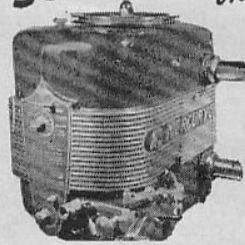
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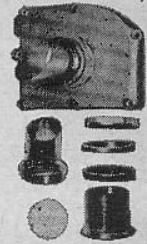
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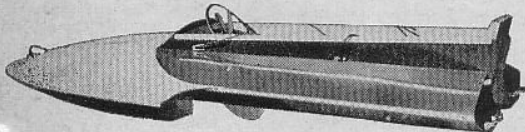
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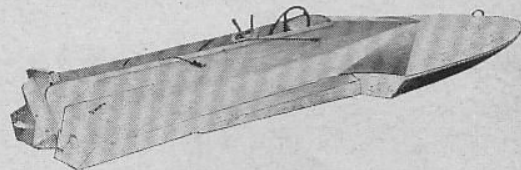
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