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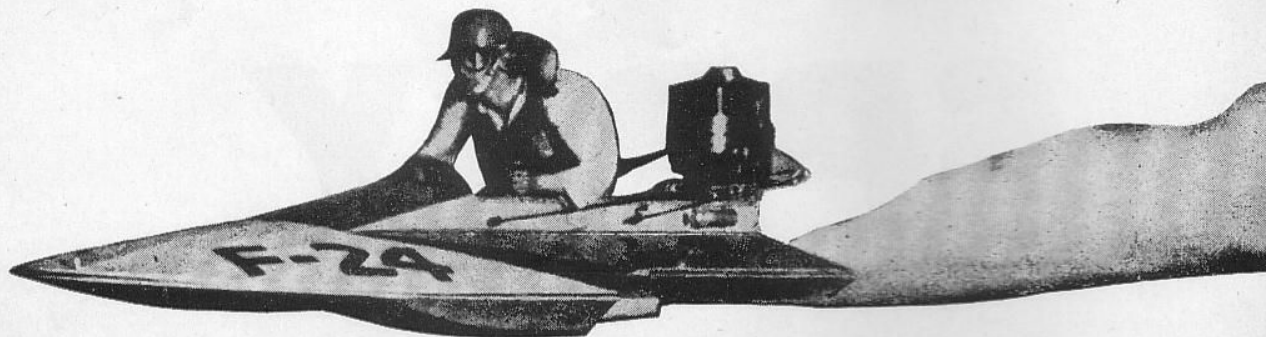

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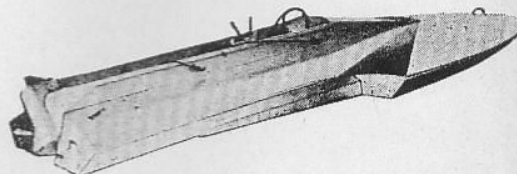
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1953 RACING RULES

1953 will be the Golden Jubilee year for the American Power Boat Association. The annual meeting at Cincinnati, Ohio on November 15th and 16th brought to a close nearly a half century of service to the sport of power boating in North America. Reports from the National Headquarters and from the activity Vice Presidents told a graphic story of 49 years of growth and progress. The handful of enthusiasts who brought the APBA into being in 1903 never dreamed that a day would come when the organization would have 4132 members, owning and driving 3677 pieces of racing equipment.

President Gibson Bradfield presided over the meeting of the Council and the Annual Meeting of the Association. Executive Secretary Carl Johnson's complete statistical report of the activities of the organization for the past 12 months compared to previous seasons was conclusive evidence of the growth and popularity of racing throughout the entire country. The reports of the Vice Presidents tell their own story of progress.

INBOARD VICE PRESIDENT—W. Melvin Crook. Inboard Racing Members: 641, an increase of 36 over 1951. Chairman Crook pointed out three weak spots and urged corrective measures: 1) Too many accidents; 2) too few competent officials; 3) ceiling prices on engines unenforceable.

OUTBOARD VICE PRESIDENT—Bud Wiget. Outboard Racing Members: 546, a loss during the last 12 months of 91. Chairman Wiget stated that there has also been a decrease in the number of regattas exclusively devoted to the Outboard classes. He pointed with pride to the fact that during the season just completed not a single contestant had been referred to the ORC on disciplinary charges.

STOCK OUTBOARD VICE PRESIDENT—Merlyn Culver. Stock Outboard Racing Members: 1491, an increase of 190 over 1951. Chairman Culver stated that his division of the sport is confronted with wide extremes in the thinking of the drivers, some of whom wish to compete with fishing boats while others think only in terms of racing hulls. After remarking on the presence of 400 boats at the National Championships in Oakland as an indication of the popularity of Stock Outboard racing, he said: The hardest part of the SORC's job is to get all the drivers together on the basis of what is best for the majority who are racing."

CRUISER RACING VICE-PRESIDENT—William Edgar John reported on the great amount of work done in 1952 to set up uniform rules for predicted log contests. These rules will be available for distribution in the immediate future in a booklet separate from the APBA yearbook. He announced three new Cruiser trophies which will be raced for in 1953.

TREASURER—Joe Swift reported that net current assets have increased \$7800.00 during the last year. He indicated that the Ways and Means Committee would increase appropriations to regions on the theory that there can be increased racing activity under APBA sanction only as a result of additional work on the part of Region Chairmen and their associates.

During the APBA's first 47 years of existence, annual elections and rule changes were carried out at the Annual Meeting. For the past three years these functions of the organization have been decided by direct mail ballots to the individual members. There were some who predicted that this change of procedure, which was put into effect by vote of the membership, would cut attendance at the Annual Meeting to a mere handful of local representatives in the area where the meeting was held. They were far from right. The 1952 attendance was the largest numerically in some years, and was representative of every section of the country. Although without the powers to make rules, the rules meetings were well attended and the age old differences of opinion which make for constructive progress were in evidence as always. Observers remarked on the healthy situation shown when the personal animosities always present were subordinated to lively pro and con arguments calculated to pin-point the worthwhile alternatives.

Much constructive work was accomplished at the Annual Meeting of the Council.

The Regional Chairmen present indicated that their administrative setups for 1953 would include a Vice Chairman in Charge of each of the four branches of racing (Inboard, Outboard, Stock Outboard and Cruiser). This plan advocated by Chairman Fox of Region 6, has been in operation in Regions 11 and 12 for some years and has been a definite aid to efficient operation in all branches of the sport.

A committee composed of Lou Eppel, Chairman, Jed Hanley and Dick McFadyen submitted a new schedule of sanction fees which were approved by the Council.

For each day (15 heats or less).....	\$25.00
For each additional 10 heats.....	10.00
For each day (Mile Trials).....	25.00
For Marathons (per class).....	10.00
For Predicted Log (Cruiser division).....	10.00

Don Guerin and Jack Maypole emphasized the need for uniform inspection procedures, especially in the rapidly growing Stock Outboard division. Suggested measures were as follows: Publication of a handbook containing specific steps that must be taken in various types of inspections, and the creation of a list of trained inspectors, capable of carrying out the procedures.

President Bradfield was authorized to undertake reorganization of Region 14 whose Chairman withdrew from the APBA approximately a year ago.

The annual meeting gave a hand of good wishes to the 1953 officers, most of whom were re-elected for their second year of service:

President—Gibson Bradfield, Barnesville, Ohio.

Sen. Vice President—Wayne R. Ingalls, Bell, Calif. (succeeding Merlyn Culver).

Inboard Vice President—W. Melvin Crook, Montclair, N. J.

Outboard Vice President—Bud Wiget, Concord, Calif.

Stock Outboard Vice President—Merlyn Culver, Dayton, Ohio.

Secretary—E. M. Peatross, Richmond, Va. (succeeding George Trimmer).

Treasurer—Jos B. Swift, Mount Dora, Florida.

The closing action of the 1952 meeting was the selection of New York City as the

site of the 1953 Golden Jubilee Meeting. Buffalo and Albany, N. Y. were also considered but the event went to New York City by a vote of 62 to 42, swayed by the remembrance that the APBA was founded in New York in 1903.

1953 RULES

Members of the APBA balloted this year on 87 different propositions for rule changes. Most of the proposals submitted to the drivers were accepted and passed by a healthy majority of those who voted. However, it is notable that the average racing man *does not* avail himself of his right to have a vote and voice in rule changes. The response to the ballots sent to all members was apathetic to say the least. In practically every instance only a small fraction of those eligible to vote returned their ballots. Many of the proposals were academic in type and will not be considered as a part of this general resume. Included however is a complete report on the technical rule changes for the various classes.

In the following presentation of the results of this year's balloting on the rules, readers should keep in mind that APBA procedures require a TWO-THIRDS MAJORITY in favor of any proposal in order for it to become rule. It will be noted that in some instances there were considerably more YES votes than NO's, but still failed for lack of the two-thirds majority.

GENERAL RACING RULES. (621 Racing Members out of a total of 2543 voted)

By a vote of 419 to 202 the Association adopted a rule prohibiting any member of a Race Committee from competing at a regatta where he is acting in an official capacity.

An addition to the sanction requirement rule strengthens the Referee's power to deny the sanction until such time as he is assured that all personnel and equipment for the efficient conduct of the race are present.

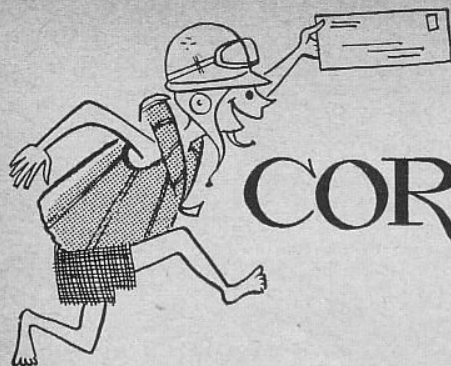
In these days of large entry lists, especially in the Stock Outboard classes, where an entry of 30 boats is not exceptional, the question of the proper conduct of elimination heats and scoring has been a most puzzling one. The following rule changes which clarify a muddled situation are so important that they are quoted verbatim:

"The Race Committee must limit the number of boats starting in any one heat to 16 and may specify a lower number in the interests of safety. In the event more than the prescribed number are ready to run, the field shall be divided into elimination heats by lot. There shall be considered as qualified for the final heat that number of boats in each qualifying heat which is equal to the maximum allowable number divided by the number of qualifying heats. This shall apply to all Closed Course Racing except National Championship events in the Outboard and the Stock Outboard divisions."

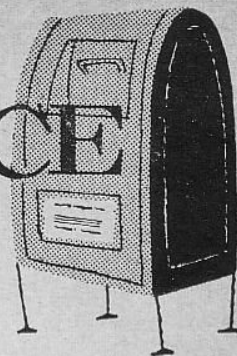
"The final standing in any event necessitating qualifying heats will be determined in accordance with the point system. All trophies, merchandise and cash prizes shall be awarded according to the total point standings as accumulated in the *qualifying and the final heat.*"

A most important new regulation now makes it **COMPULSORY** that the driver of each boat attend the Drivers' Meeting as scheduled in the Official Race Circular.

(Continued on page 6)



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DESERT BEACH

Editor: Would you kindly present this open letter to the members of the American Power Boat Association in your columns?

Friends:

Since we first acquired this wonderful spot down here on the bottom of the desert, with the Salton Sea in our front yard, - - - and experienced our first Regatta with the boys of the APBA in the autumn of 1946, we have found a new delight in living and a keener appreciation of the sportsmanship in boating.

We have come to look forward to the return of the Speedboats to DESERT BEACH each autumn. It is with a sense of pleasure that we anticipate the annual reunion with our old friends; the opportunity to hear the lusty roar of the outboards, to thrill to the power of the mighty inboards, and to delight in the mixed aromas of the special formulas of internal combustibles. One of our big thrills is to greet the contestants, the officials and all their families who make up this great fraternity known as speed-boating.

Last year, here at Desert Beach, we enjoyed the greatest meet ever held. 21 world records were established, more than were ever set before on any course in any one regatta in the history of boat racing. We are confident that in the heart of every participant burned the desire to come back next year and re-live the thrills of setting more and better records.

BUT THEY DID NOT COME BACK TO DESERT BEACH THIS YEAR, and we as well as many of the speed-boat men wonder why. Our course and facilities would have been available as usual. The welcome mat was out, and then without any word of warning we read in the papers, "Salton Sea Regatta to be held at new location."

We have heard a rumor you have entered into a long term agreement that precludes a possibility of your return to Desert Beach for many years. This letter is not a bid for your return. We simply feel we're entitled to some explanation . . . do you agree?
C. Roy Hunter Desert Beach, Mecca, California

It isn't in the province of SPEED AND SPRAY to comment on a letter addressed to the APBA members as a whole. However, the wording of Mr. Hunter's last paragraph could be confusing to our readers, in that he uses the word "you" as representative of the general membership of APBA. Neither the APBA nor any of its member clubs can execute an agreement that binds APBA members to race or not to race at any particular location on a certain body of water. (Racing commissions can disapprove a regatta where the facilities or conditions are not in accordance with the rules. However, no such points arise here.) One member APBA club might conceivably contract to hold all of their races on a certain body of water at one location. However, this does not mean that the members of this club may not compete in some other sanctioned regatta held by some other club at another location on the same body of water. APBA rules specifically state that all sanctioned regattas shall be open to all APBA members whose class is scheduled for competition.—ED.

TWO OR THREE BLADE PROP?

I am having a little argument with my buddy. Would you settle it for us? He says that a three blade prop is for speed and not for power, and I say the two blade is for speed and not power. Who is right?
John E. Pullen U. S. Navy

As far as speed boats and racing boats are concerned, we will string along with you. All of the records are made with two blade props.

Displacement boats looking for power and a minimum of slippage use the 3 bladed wheel. The dividing line seems to be the fast express cruisers of the planing type which get more efficiency and speed from the 3 bladed wheel than they do from the racing type.—ED.

MERCURY 10

Where can I get information on hopping up a Mercury 10?
Edward Bradby, Jr. Lancaster, Penna.

Pep Hubbell will begin a series of articles on modifying stock motors in an early issue.—ED.

ALTER EGO COLOR SCHEME

Could you please tell me the color scheme of Alter Ego? I build gas powered scale model hydros.

James A. Moynihan Buffalo, N. Y.

Refer to any of the photos of Alter Ego in previous issues of SPEED AND SPRAY. The dark parts are red, which leans a little toward maroon. The light colored trim is cream.—ED.

KIT BOATS

In July you published a photo of a Roberts Kit Craft Boat. Where can I get information on this boat?
Don Shaw Drexel Hill, Penna.

Address Roberts Industries, Inc., 980 No. Main St., Branford, Conn. They produce kits for 12 models from 8 to 18 feet. All parts are pre-fabricated and fastenings furnished. You do the assembling.—ED.

WIZARD 6

In your December issue you answered a letter in your Correspondence column regarding a Wizard 6 that read as follows: "I would like to get in touch with the owner of the Wizard '6' that averaged 43 mph in the Greenville to Vicksburg 105 mile Mississippi River Marathon 1951 winner." You advised Mr. Patete to contact the Wizard Boat Co. if he didn't locate the owner of the outfit referred to. I want you to know that a Wizard "6" is a motor, not a boat. I have a 10 hp Wizard and believe it is a hot motor. I haven't seen many of them in races but the ones that I have seen were running in the money.
Gary Robinson St. Albans, W. Va.

O. K. Gary. You win. 43 mph for 105 miles is really touring along. Must be a pretty hot motor.—ED.

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EDITORIAL



STREAMLINED MILE TRIALS

The mile trial rules provide that each contestant shall be entitled to three pairs of runs through the trap. This rule gives a driver the opportunity to make changes in his outfit between runs to attempt to reach a top speed combination. First runs are often short of the record and in many instances a change of prop, fuel or mechanical adjustments on the second and third runs will result in record speed. Even on a thoroughly tested top flight competition outfit, it will take some experiment to hit the perfect mile trial set up for a certain course on a certain day.

Not many years ago there were just a handful of classes and very few boats. It was a big day when a dozen boats went through the trap and there was time for each driver to have his three pairs of runs.

It isn't uncommon today to have 25 classes of boats at a big regatta, sometimes even more. Competition is keen and often as many as four boats in a class will make their first runs within one or two miles of the record speed. Each of these is within shooting distance of the record and is entitled to three pairs of runs. More often than not they don't get the 2nd and 3rd pairs of runs. Too many boats—too little

time. Take four boats to the class and 25 classes . . . that's 100 outfits and it would take 300 runs to give them all their entitled rights. With letter perfect work in the pits to keep a boat on the course every minute—with a top notch committee—not too many tows and perfect weather, it is possible to get 150 runs off in a full day. The average committee with other than perfect facilities, timing equipment, etc. is lucky to do half that many, sometimes less.

A full day of mile trial water is rare even on the best of courses. Some courses only schedule 3 or 4 hours just after daybreak knowing from experience that trials will be useless later in the day when prevailing winds chop up the course.

The sequence in which the drivers will run is determined by the draw. At one mile trial in 1951 a current record holder with one of the hottest outfits in captivity drew No. 120. He got his first run in mid-morning of the second day of mile trials, and never did get a second or third chance. What to do?

The rules provide (in most instances) that in order to be eligible to make a time trial the driver shall have placed 1st, 2nd or

3rd in a heat of sanctioned racing for his class, etc. Although this rule is necessary, it doesn't help much to cut down the field. Regattas with mile trials usually draw top notch outfits, and it wouldn't be surprising to find a ten or fifteen boat entry in some class, every one of which has taken at least one third place at some time during the past year.

Obviously the first thing to do is to give precedence to the outfit with the proven record potential. It would appear that the first step would be to have all of the holders of either one or five mile records present at the regatta draw amongst themselves for their order of running. Outfits which the race committee knows have been trimming the record holders or have positive record potentialities should be added to this first drawing. Now let the rest of the hopefuls draw for their positions. The next problem is to clear the course of the chap who qualifies under the rules but is simply out to check his water speedometer and actually hasn't a dog's chance of setting a record. Some of these boats will run 10 or 15 miles an hour under the record. Why waste time by letting them make the return run through the trap? Some of the better outfits with a reasonable chance of hitting the record may fall short 3 to 5 miles on the initial run. Their chance of averaging out on the return run is practically nil. They should go back to the pits for changes and adjustments. Why not hold all of these boats at the far end of the trap until a boat comes through that is going to be permitted to make the return run? Then let the ones that have been flagged off follow him back to the pits. This one little maneuver will sort out the men from the boys and will save time.

The big reason that we have such large mile trial lists today is the small number of mile trials held each year. Why do we have so few trials? The answer comes from all parts of the country. There are very few courses that have room enough to set up a mile trap. Let's remember that in addition to the mile we must have the approaches on each end, and at present speeds a half mile approach is the minimum. This makes the minimum course two miles long. Why does the trap have to be one mile? Why not a half mile, or a quarter mile? We are simply trying to find out how fast the outfit will run on a straightaway, not how long it will hold together at full bore. The third place qualifying rule is insurance to a point against specially built "mile trial boats" incapable of holding together in competition. The cars long ago abandoned the mile trap for shorter record runs. Why don't we follow suit? It would be possible then to hold trials at many more locations throughout the country. With such an arrangement, the outboards, which do not require such long approaches, could hold trials in many locations. One of the big advantages would be that drivers would not have to travel so far afield to attend a time trial. Many courses could then have permanent traps. The cost to the regatta sponsor would be greatly reduced with less work involved in the survey and in the installation of timing equipment. It takes the slower classes quite a piece of time to run both ways of a full mile trap. Just the time saving alone on a short trap would be a big factor. Patrolling and towing on the full mile and its approaches is a time killer that would be cut to a minimum with a short trap. Records are tough to break now, and the outfit has to wind full out all the way to do the trick. Two miles at full bore is a lot to ask of the very finest piece of equipment. What if it has to go the three

(Continued on page 10)

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• Cover Photo by Gene Trindl

Speed and Spray is published monthly by Marine Publications, Inc. Mailing address: Box 247, Newport Beach, California. Business Office: 619 Via Lido Soud, Newport Beach, California. Phone Harbor 267. Entered as second class matter at the Post Office at Newport Beach, California, under the act of March 3, 1879. Copyright 1953 by Marine Publications, Inc. Reprinting in whole or in part forbidden except by permission of the publisher.

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1953 RACING RULES . . .

(Continued from page 3)

A proposition to eliminate the rule requiring a boat working into position from the wrong side of the line to keep clear of and give way to all other boats in the race failed to register the required majority necessary to enact the rule change. The vote was 274 yes and 238 no, indicating sharply divided opinion on this subject.

The rule dealing with the re-running of a race in the event that contestants drop out to render assistance to injured drivers or those in peril has been long overdue for revision. The discarded version stated that, at the option of the race committee, the race could be re-run between boats that withdrew to render aid and the winner. The revised rule simply states that in such an instance the committee may order the heat re-run.

Although it received a surprising affirmative vote (337 to 224) the proposed change that would spell disqualification for any boat touching a mark of the course failed to get the required majority to carry.

One of the most controversial subjects in the Rule Book was stricken out this year. By a vote of 338 to 175 the racing membership voted to remove the rule which read A boat shall not be deemed as finishing unless it crosses the finish line under its own motive power." (It's an odds on bet that the sales of paddles will boom now!)

OUTBOARD RACING RULES (126 of the 967 Outboard Racing members voted).

New life for the Outboard Racing Classes comes with a rules change that will in effect permit the racing of stock motors in the racing classes. The rule carried by a vote of 89 to 37, An important part of the new rule does away with the factory specification sheet and makes the preparation of simplified specification sheets and inspector's report sheets the joint responsibility of the APBA Racing Commission and the Chairman of the Technical Committee.

Qualifying the use of stock engines in racing, the following new rule is quoted verbatim: (Vote 95 to 28)

Engines accepted as "Stock Engines" may be used for competition in their respective classes of Racing or Service Outboard competition. Competition of stock engines against smaller racing engines will not be permitted. Modifications to stock engines, the use of fuel, etc. will be in accordance with existing custom in racing and or service classes when used in this type of competition."

Well there it is! Many drivers have been demanding the chance to hot-up their modern stock motors and take on the racing outfits. Now they can do it. The records of the strictly stock outfits are already very close to those of the racing classes. Given the right to do a little tinkering, use fuel and open up the exhausts the modern motors should top the old records in a rush. And speaking of exhausts—wait until you hear an in-line 4 cylinder "D" motor running on fuel with stacks. This outfit produces a glorious roar that puts even the big "460's" to shame.

Classification Rule. (Carried by a vote of 92 to 29). "Classes shall be divided so that engines larger than 30 cu in. and smaller than 60 cu in. are classified as F." At the moment this simply means that Class D engines will race in Class F. A strictly stock D Hydro has run officially over 69 mph against the F Hydro record of 66 mph. With the stock motors converted to racing and the F's using Class C gear cases this coming season, this should make up for a red hot battle for supremacy.

Piston Weights. (Carried by a vote of 85

to 26.) "Abolish present piston weight limitations as shown on the specification sheets."

Look out for some real speed from the F Hydroplanes and F Runabouts in the future. The new rule voted in by both of these classes reads that "Any gear case legal for use on Evinrude, Johnson, or Hubbell Class C engines shall be legal for use in Class F Hydroplane and Runabout."

STOCK OUTBOARD RACING RULES.

(335 out of 1301 registered drivers voted.)

By a vote of 285 to 40 the drivers put the following rule into effect: "Any driver who races a non-stock motor or a hull that does not meet specifications, as quoted in these rules, will be disqualified and warned. A second disqualification for the use of non-stock equipment will result in automatic suspension of the driver for a period of one year from the date of the second disqualification."

A proposition to eliminate the rule permitting polishing of internal passages in powerheads failed to make the necessary two-thirds majority by a very narrow margin. The vote was 208 in favor of the proposition and 116 against. Another 8 YES votes would have carried the proposal. (One of the greatest sources of dissension in this branch of the sport.)

Reverse Curves and Tunnel Bottom Effects. "The hull shall have no step and there shall be no breaks in the longitudinal or transverse continuity of the immersed surface other than the keel, rubbing strips, or lapstrake of no greater depth than 5/8 inch and parallel to the center line of the hull." This new and simplified rule for determining the legality of the bottom of a Stock Runabout replaces the complicated verbiage which dealt in sum totals of reverse curves, etc. to the confusion of most owners and inspectors. It carried by a vote of 282 to 40. The accompanying rule forbidding designs which used external air pressure or tunnel effect was retained.

Hull Weights. "Metal weights may be used to bring Stock Outboard runabouts up to the required hull weights providing the weights are securely fastened to the hull with one or more bolts or screws." This rule carried over an alternate proposal which would have forbidden the use of metal weights to bring an underweight hull up to required weight.

Hull Dimensions. The table of Stock Hydroplane hull dimensions voted into effect a year ago, with a one year moratorium later attached, will become effective in March of 1953. Measurement "A" in this table is the minimum width 24" aft of the stem, measured from gunwale to gunwale. A proposal to eliminate this measurement carried by a vote of 230 to 92. The contention was that the "A" dimensions in the table demanded an unnaturally wide bow section and that further the cockpit rule more or less controls this measurement and satisfies its main purpose in insuring a safe boat.

INBOARD GENERAL RACING RULES

(195 voted—691 eligible to vote.)

Championships—By a vote of 158 to 25 the Inboard Racing Members wrote out of existence Sectional Championships, leaving in the book only provisions for National Championships for each of the Inboard Racing Classes. The National title race for each class is assigned each year by the Inboard Racing Commission. During the last few years the IRC has followed a policy of geographical rotation of each class National Championships: East of the Mississippi on alternate years and to the West on the intervening years. This system of assignment could be called "an unwritten rule", as there was nothing in the rules to this effect. The

1953 rules contain a new wrinkle that reads: "In making assignments, preference shall be given to the Region in which the defending champion resides." There is some sense to this rule. The defending champion certainly should not have to travel several thousand miles to defend his title. Further than this the new system will probably bring more challengers from distant points which will enhance the value of the race as a National Championship. Under the rotational policy the field was too often limited to entries from a localized area. The drivers simply reasoned that the trip across the country wasn't worth it when the race would be some place in their own backyard on the following year.

Inspection—(Carried 172 to 15). States in effect that the hull, motor and fuel of the winner of a National Championship, claimant for an APBA or UIM record or a protested boat MUST be inspected . . . etc. The old rule was too wishy-washy to merit comment. The revised version adds hull and fuel to the required inspection. The mandatory inspection of the National Championship winner is new also.

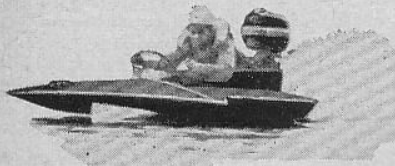
Starting Equipment—(Carried 179 to 12). "Engines of all boats while racing must be equipped with an efficient self starter." This rule is more important than it appears on casual reading. Some experimentation was done this year on eliminating the permanently installed starter and the battery. An in-and-out clutch was added. The starter was equipped with guide plugs which held the starter gear in mesh with the ring gear while starting. A cable from a shore battery supplied the current. As soon as the outfit fired up, the starter was handed ashore . . . clutch engaged and the driver was on his way . . . Of course he couldn't crank up again if he stalled, but he was relieved of considerable weight (an important consideration in the smaller displacement boats). Who can say whether or not this weight advantage would be the margin between winning and losing. If it was successful, everyone would have to install it to keep up in the running. Although not actually difficult to fabricate, the job would be beyond a certain percentage of the drivers. The system demands a larger pit crew as in many locations, both the helper with the battery and the helper with the starter would have to walk out into the water. All in all it would have worked a hardship on a considerable number of owners with doubtful benefits. The new rule is good.

Gasoline Only . . . "Fuel shall be restricted to gasoline of a type regularly available for automobile, marine or aviation use. Blended fuels, alcohols and nito compounds are prohibited. This shall NOT apply to mile trials." This proposal as a General Racing Rule for all of the Inboard classes that do not already have such a rule failed to carry. The vote was 94 YES and 101 NO. Although this one failed by a substantial margin it is interesting to note that there was a sharp division of opinion on this subject. Only 7 more were against the proposal than there were for it. The 225's, the POD's and the Service Runabouts already have fuel restriction rules. The proposed new rule quoted above was also placed on each individual class ballot. The 48 Cu In. Runabouts and the Cracker Boxes approved the measure and will be restricted to gasoline in 1953. The measure failed in the balance of the classes polled on the subject this year, but the 266's are being repolled on a technicality. A great deal could be said both for and against this measure. One of the main arguments in favor of a restriction to gasoline and blended fuels is reflected in the attitude of the manufactur-

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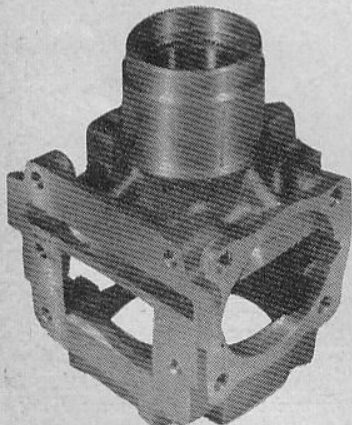
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REGATTA CALENDAR

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.

CALENDAR CODE

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

1953 REGATTA DATES

Region 2

8/2 E. Hampton, N. Y. O

Region 3

5/30 Ocean City, N. J. I
5/31 Pleasantville, N. J. SO
7/4 Mays Landing, N. J. O
7/4 Millville, N. J. I & SO
7/5 Pleasantville, N. J. I & SO
7/19 Long Branch, N. J. I
8/16 Sea Isle City, N. J. SO
8/? Red Bank, N. J. I & O
8/30 Salem, N. J. I & SO
9/5 Ocean City, N. J. I
9/6 Pleasantville, N. J. I & SO
9/7 Millville, N. J. I & SO

Region 4

6/1-2 Elizabeth City, N. C. I & SO
7/26 Washington, D. C. I & O
8/1-2 Cambridge, Md. I

Region 5

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

Region 6

5/17 Pontiac, Mich. SO
5/24 Lansing, Mich. SO
6/7 Pittsburgh, Pa. I
6/14 Toledo, Ohio SO
7/4 Algonac, Mich. O
7/4 Ecorse, Mich. SO
7/4 Detroit, Mich. I
(Detroit Memorial)
7/5 Algonac, Mich. SO
7/5 Topinabee, Mich. SO

7/12 Lewiston, Mich. SO
7/12 Columbus, Ohio I
7/19 Columbus, Ohio O
7/19 Akron, Ohio I
7/16 Ludington, Mich. O
8/2 Louisville, Ky. I
8/2 Topinabee, Mich. SO
8/9 Marine City, Mich. O
8/9 Dayton, Ohio I
8/16 Akron, Ohio SO
8/22-23 Toledo, Ohio SO
9/5&7 Detroit, Mich. (Silver Cup) I
9/13 Dayton, Ohio SO

Region 7

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

Region 9

5/10 Harrison, Ark. I
5/17 Baton Rouge, La. ?
5/31 Chalmetto, La. SO
6/13-14 New Orleans, La. I-O-SO
6/21 Madisonville, La. I-O-SO
6/28 Montgomery, Ala. I
7/4-5 Biloxi, Miss. I & O
7/12 Lafitte, La. I-O-SO
8/2 or 9 New Orleans, La. I-O-SO
9/6-7 Baton Rouge, La. ?
9/13 Morgan City, La. I-O-SO

Region 10

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

Regions 11 and 12

A joint calendar meeting for Regions 11 and 12 will be held February 7th to eliminate as nearly as possible any conflict in major racing dates.

Region 14

7/26 Guntersville, Ala. I

Region 15

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

Region 16

5/24 Caldwell, Idaho I-O-SO
5/30 Salt Lake City, Utah I-O-SO
6/7 Cambridge, Neb. I-SO
6/21 Loveland, Colo. I-SO
7/4 Corinne, Utah O-SO
7/5 Casper, Wyo. I-SO
7/19 Grand Lake, Colo. I-SO
8/2 Denver, Colo. I-SO
8/16 LaJunta, Colo. I-SO
8/30 Burlington, Colo. I-SO
9/6 Delta, Utah I-O-SO

S O MARATHONS

5/30 Detroit, Mich. 50 Miles
6/7 Albany, N. Y. 130 Miles
6/28 Neenah, Wis. 92 Miles
7/26 Marysville, Mich. 60 Miles
8/9 Topinabee, Mich. 87 Miles
8/16 Peoria, Ill. 100 Miles
8/2 or 30 Pleasantville, N. J. 50 Miles
9/6 Gull Lake, Mich. 100 Miles
9/20 Trenton, Mich. 50 Miles

SPEED and SPRAY, February, 1953

CLUB NEWS



BAYSHORE BOAT CLUB, Houston, Texas—Members of the B.B.C. had a banner year. They took home the Lone Star Boat Racing Assn. High Point Club Trophy for the season. This is some accomplishment in the highly competitive Texas area. Bill Holland of our Club toted off the M Class Trophy with a perfect record of 17 first places in 17 official starts. Fred F. Look

OCEAN CITY YACHT CLUB—Harry Bellwoar, an official of the APBA, puts up a High Point Trophy each year for the O.C.Y.C. season's racing. This year about 20 boats raced for the trophy. Fred Rexon won the service class with his *Pokie* and Joe Stiles won the racing class with his "E" job, *Chicraig*. Joe Stiles

WILLAPA HARBOR BOAT CLUB—Members of the Willapa Harbor Boat Club under the leadership of Commodore Claude Baird of South Bend, Washington, added a new wrinkle to boat racing programs this

United Speedboat Association First Annual Banquet, a typical yearend affair, and proof of the growing numbers of enthusiasts in Stock Outboard Racing throughout all parts of the world.

season in the local club race held there. We challenged the Grays Harbor Boat Club of Aberdeen to a four-boat relay race. The prize was a 24" \$50 gold trophy donated by a large lumber mill, the Raymond Lumber Company.

Both clubs chose a team captain and these captains picked the boats for their teams. It was necessary of course in order to have a fair race that each team should consist of the same number of various boat classes to be represented. The final make-up was 2 B Stock Runabouts, 1 A Stock Runabout and a B Stock Hydro per team. The B Hydro was to run as the anchor boat. We laid out a conventional one mile oval course with four laps. Each boat was to run one lap and then pass the baton to the next boat. Each team had a fifth man as a "standby" in the middle of the course. This standby was stationed about where the starting buoy is ordinarily located. In case one of his team members tipped over or conked out, it was his job to crank up, get to the disabled boat, pick up the three foot white baton and go on to complete his lap of the race. Willapa Harbor Club gained a 200 yard lead in the first lap but dropped the baton twice in the second lap and finally lost to Grays Harbor. Believe you me, this kind of a re-

lay race is a real thriller. This will be a regular annual race and the team winning the trophy three times will gain permanent possession of the award. John M. Zonich

ANCHORAGE, ALASKA BOAT CLUB—Officers for the coming year were elected at our annual meeting held Tuesday, November 11th. Marlin Stewart was re-elected Commodore for the third consecutive year and Merle Young was re-elected Vice-Commodore. Bill Oswald will take care of the Treasury Dept. and Pat Klouda was returned to his post as Secretary.

The Best Sportsman Trophy of the year was presented to Joe Klouda, who incidentally is one of our most consistent drivers. Readers in South Carolina will be interested to learn that one of their former boat racing men, Dave Inabinet, has joined our club and will be actively racing with us in 1953. Lewis Fitzgerald of Niceville, Florida, who needs no introduction to outboarders in the southern parts of the U.S. is also moving to Alaska and will campaign here with us for the next two years. Bill Oswald.

REGION 16—This region has completed a very successful year of racing. Sanctioned races were held at Salt Lake City, Caldwell, Idaho; Ogden Utah; Loveland Colo.; Casper, Wyoming; Grand Lake Colorado; Denver Colo.; Delta, Utah; and Provo, Utah.

Drivers competed throughout the circuit for regional high point trophies. These trophies were purchased with the proceeds of a \$1.00 entry fee assessed to each outfit and collected at each race. The rules required that the class had to participate in half or more of the races held in the region to be eligible for participation in the trophy competition.

Winners of these high point trophies were as follows:

'C' Service Hydro, Jack Thomson, Salt Lake City; 'C' Service Runabout, Dick Thomson, Salt Lake City; 'C' Racing Hydro, George Walton, Salt Lake City; 'C' Racing Runabout, Wes Knudson, Provo, Utah; 'F' Racing Runabout, Cam Harmon, Brigham, Utah; 'B' Stock Hydro, Wayne Brown,

(Continued on next page)



Salt Lake City; 'B' Utility Runabout, Ray Samulson, Salt Lake City; 'D' Stock Hydro, Ivan H. Harris, Loveland, Colo.; 'D' Utility Runabout, Dick Bradford, Salt Lake City; 135 Inboard Hydro, Huch Aoki, Salt Lake City; 225 Inboard Hydro, Clint Tyler, Boulder, Colo.

The 1953 officers for Region 16 will be: H. Burr Coleman, Chairman, Jack Thomson, Vice Chairman, Dr. O. C. Chilcote, Vice Chairman, and Theron Bringham, Secty.-Treas. H. Burr Coleman

MIDWEST POWER BOAT ASSN.—Midwest had a big year, holding a smashing total of 24 sanctioned regattas, which were raced for an approximate total purse of \$30,000. High point winners for the 1952 season were as follows:

A-1 Runabout	Ken Frank	7531 Points
A-1 Hydroplane	Larry Rogers	8774 "
A-2 Hydroplane	Herb-Ellis	10712 "
A-2 Runabout	Jack Bittner	11389 "
B- Runabout	Bob Luxford	9456 "
B- Hydroplane	Herb Ellis	10963 "
D- Runabout	J. Crissinger	9075 "
D- Hydroplane	Roger Hermann	11494 "

Over All Hi-Point Champion and Winner of the 3 ft. Geo. Fletcher Trophy for 1952. **BOB LUXFORD**, LaCrosse, Wisc. with a total point accumulation of 32,687 points. Commodore Eddie Jones, whose untiring efforts have built Midwest into a fine organization, has announced that he will not be a candidate for re-election this year. Midwest Skipper.

SEA COAST DRIVERS OUTBOARD ASSN., New Jersey—At a recent party given by SCODA awards and high point trophies for 1952 were given as follows:

Class A Hydro—Gilbert Petermann, Malverne, N.Y.

Class B Hydro—Robert Thornton, Silver Springs, Md.

Class C Hydro—V. Scott, Bellmore, N. Y. A working agreement on race dates for 1953 was made between the New Jersey Outboard Assn. and the Sea Coast Drivers Assn. The following races are on the 1953 Middle Atlantic calendar: Mays Landing, N. J.; Red Bank; East Hampton Long Island, N.Y.; Carlstadt, N.J.; Lake Como, Penna.; Milford, Penna.; Hagerstown, Md.; Moorstown, N.J.; Secaucus, N.J.; Kingston.

Officers of S.C.O.D.A. are: Dean Worcester, Commodore, H. Bowman, Secty. Doc Edwards, Business Agent, and Emile Jacoby, Honorary Commodore. Emile F. Jacoby

SOUTHERN CALIFORNIA SPEEDBOAT CLUB—The S.C.S.C. held their annual banquet, trophy presentation and installation of officers at the Western Club Cafe in Gardena on December 13th. The affair drew a full house and in the capable hands of Master of Ceremonies Al Best, the entertainment was strictly of the finest. The following officers who will guide the activities of the club in 1953 were introduced: Commodore—Dale Brown, Vice-Commodore—Tommy Thompson, Rear Commodore—Bob Corbett, Secretary—Ruth St. Oegger, Treasurer—Gillette Smith. 1952 High point trophies were awarded at the close of the program. Bilge Rag.

U.S.A.

The first annual banquet of the United Speedboat Association held at the Nikabob, popular Los Angeles nightspot, on December

6th. The U.S.A. is a Stock Racing organization, and its growth during its one year of existence is symbolic of the branch of the sport that it represents. 110 members of this year-old club own 150 pieces of racing equipment . . . a real indication of the popularity of the stock outboard. New officers for the coming year were installed at the banquet. Ed and Jean Craven, Commodore and Secretary-Treasurer respectively during the club's first year, were re-elected. The rest of the newly elected staff is as follows: Vice-Com. Jack Gouldstone, Rear Com. Wade Terrill, and Race Chairman Wendall Keith. In one of the snappiest trophy presentations on record, Highpoint Trophy winners for the past season received the outstanding collection of awards at stake. Here are the men who will hold the trophies for the coming year:

- A Hydro—W. W. "Pappy" Bowen, Oceanside
- B Hydro—Karl Anderson, Los Angeles
- D Hydro—Dr. E. W. George, Arcadia
- A Runabout—Chas. Harter, N. Hollywood
- B Runabout—Johnny Craven, Pasadena
- C Runabout—Cag Graham, Ventura
- D Runabout—Jack Lockheed, Santa Ana
- Craven Travel Trophy: Homer Smith—Parks Craven Travel Trophy:
- Homer Smith—Parks, Arizona

Banquet Chairman Tommy Mitchell set up a pattern for this event that, if it were to be standard practice at all boating social affairs, would draw a capacity attendance every time. The speeches were held to a minimum. Introductions and the trophy presentation were well organized and went off like clockwork. The banquet was terrific and the dance music, praises be, was absolutely the tops.

EDITORIAL . . .

(Continued from page 5)

full runs—6 miles? The odds are that something will come unstuck. All the countless hours of machining, fitting and testing that have gone into this record motor, not to mention the expense in dollars, will go up the chute. This is a useless waste!

When one mile was adopted as the standard testing distance for speed trials in America the high speed engine hadn't put in an appearance. The low rpm outfits of those days could run a full mile with no chance at all of flying apart. Today we are turning many racing engines at 8000 rpm and still using grandfather's one mile trap. Our mile trial procedure is simply obsolete. Racing classes and racing rules in America and Europe are rapidly being standardized. Europe uses a 5/8 mile trap. In many classes we are already in competition with the Europeans for the records. Why handicap the American driver by requiring him to run almost twice the distance at full bore to claim the identical record?

Our Outboard Marathons are endurance races, and to a lesser extent the standard 5 mile competition races is a test of endurance too. Our present mile trial is a cross between a test of speed and endurance. Let's get the time trial back to what it was originally intended to be—the clocking of the maximum straightaway speed of a racing boat with no particular element of distance involved. Our procedure is obsolete. Let's streamline it.

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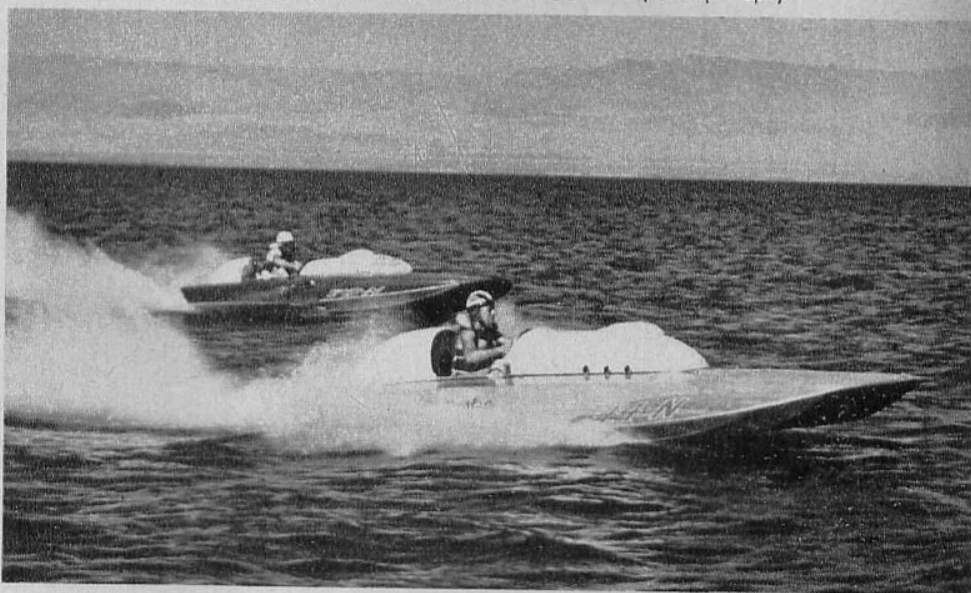


Dan Campbell's Top took the Crackerbox National Championship trophy.

Salton Sea *Regatta*

Story and photos by Kent Hitchcock

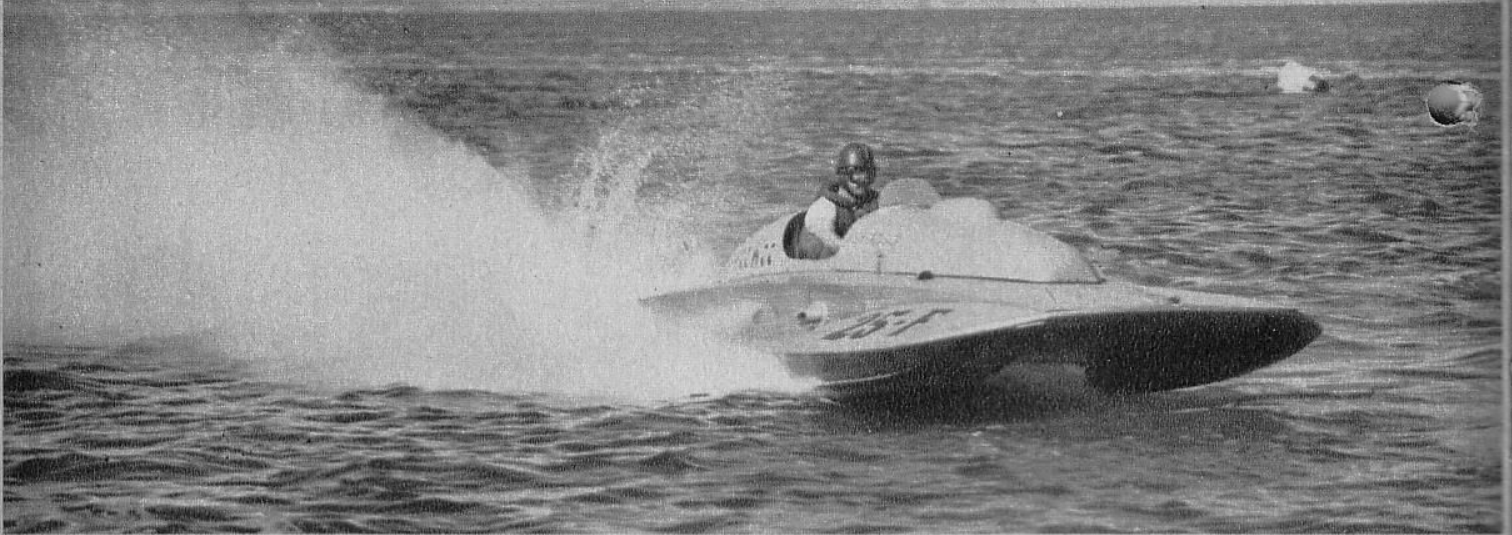
SALTON SEA This is a magic name wherever power boats are raced. Miles of copy have been written about this fantastic inland sea, which lies at an elevation of 250 ft. below sea level, in the heart of the California Desert. Salton's claim to fame lies in scores of records that have been established on its salty waters not just a single record here and there, but a whole list of them at every successful regatta. The name Salton Sea conjures up visions of fast racing water—terrific fleets of inboards and outboards—and an entry list studded with the names of racing greats. Much has been written about the scientifically designed racing courses that have played such a big part in record breaking in the past.



It was bumpy going when the "225's" came out to race. Only two of the fleet completed the single heat run. Roy Skaggs in Keith Black's Flying Saucer II (the boat farthest from the camera) was the winner.

Bob Ingram hit the eligibility list for the 100 Mile An Hour Club with a pair of 107.5 runs.

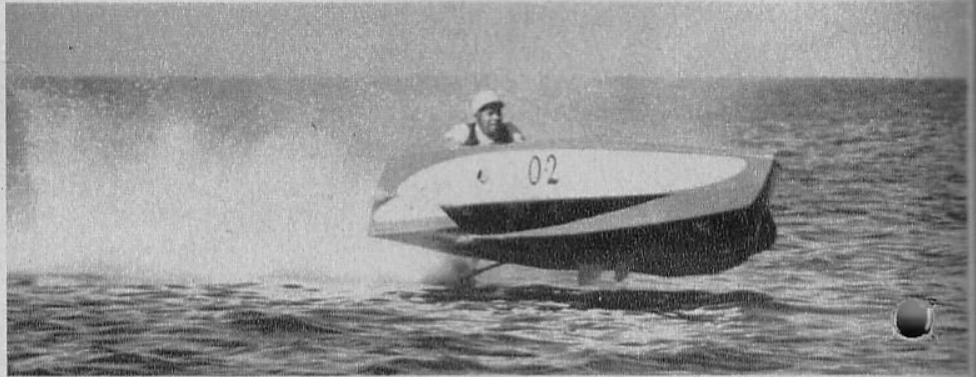




The "266" Class National Champion. Bill Dale's Pee Wee.

Marion Beaver, the "never-say-die" driver, from Parker, Arizona, finally turned the trick. Airborne and hotter than a pistol, he is on his way to the National P.O.D.H. Championship, a title he has been gunning for for years.

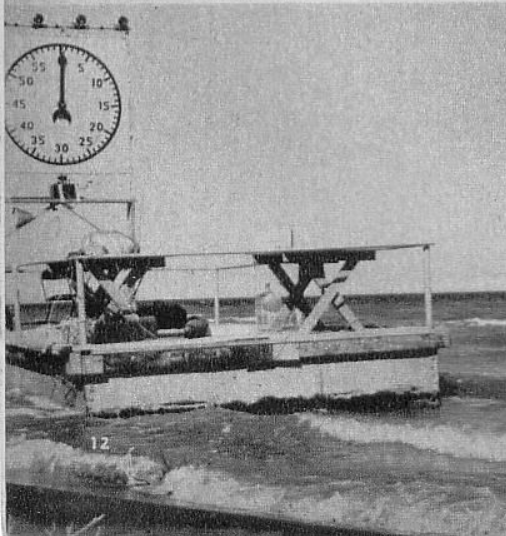
Chief measurer of the A.P.B.A. Al Hart was on hand to supervise the inspection. He didn't have much to do.



Ed Parsley's Vina Mae IV won the B Racing Runabout National Championships. Those leaping, bounding B Racing Runabouts on their way in the first heat.



When it blows on the Big Salton' it really blows. The first night of the storm, the judges' stand and all the equipment washed right up on the shore.



There go the Crackerboxes.



The hottest "135." Buddy Holloway's Screamin' Eagle turned 100.6 mph one way, but he missed the record on the return run.

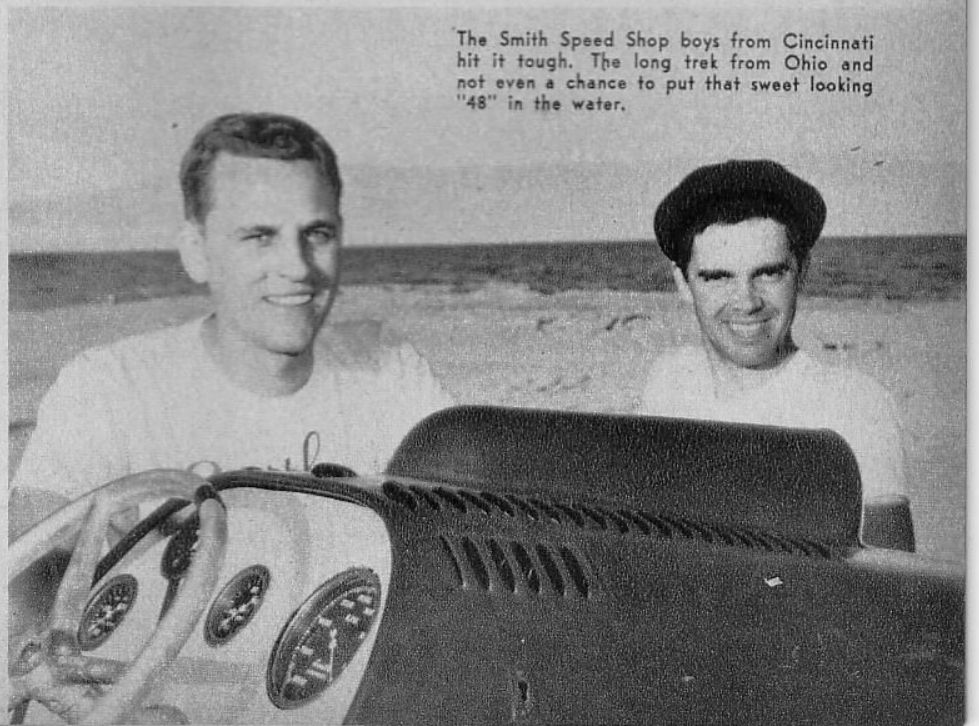


Curt Martens' Mar-Bel just got over the 100 mark. Good enough for the 100 M.P.H. Club.



There have been banner years down on the Big Salton when the program ran like clockwork and the records tumbled like leaves from the trees. There have been some tough years too when the weather man forgot to play ball; this year was one of the tough ones. The potential record breakers were on hand and the entry list was up to standard, not the biggest list in history but there were a goodly number of boats. The course was a makeshift single buoy set up, and the facilities were rugged—really rugged. The results probably wouldn't have set the world on fire but it could have been an excellent competition show if it hadn't been for the weather. It blew and it rained. The big sea was thoroughly chewed up and absolutely unraceable. Postponements and cancellations cut the program to bits and it was almost miraculous that a break in the luck permitted enough competition to settle the four inboard national championships at stake. The Mile Trials weren't quite a total loss, for in the waning hours of the last day of the schedule one single record fell.

(Continued to page 43)



The Smith Speed Shop boys from Cincinnati hit it tough. The long trek from Ohio and not even a chance to put that sweet looking "48" in the water.

The Race Committee.



The channel dredged out of the sandy shore line for inboard launching.

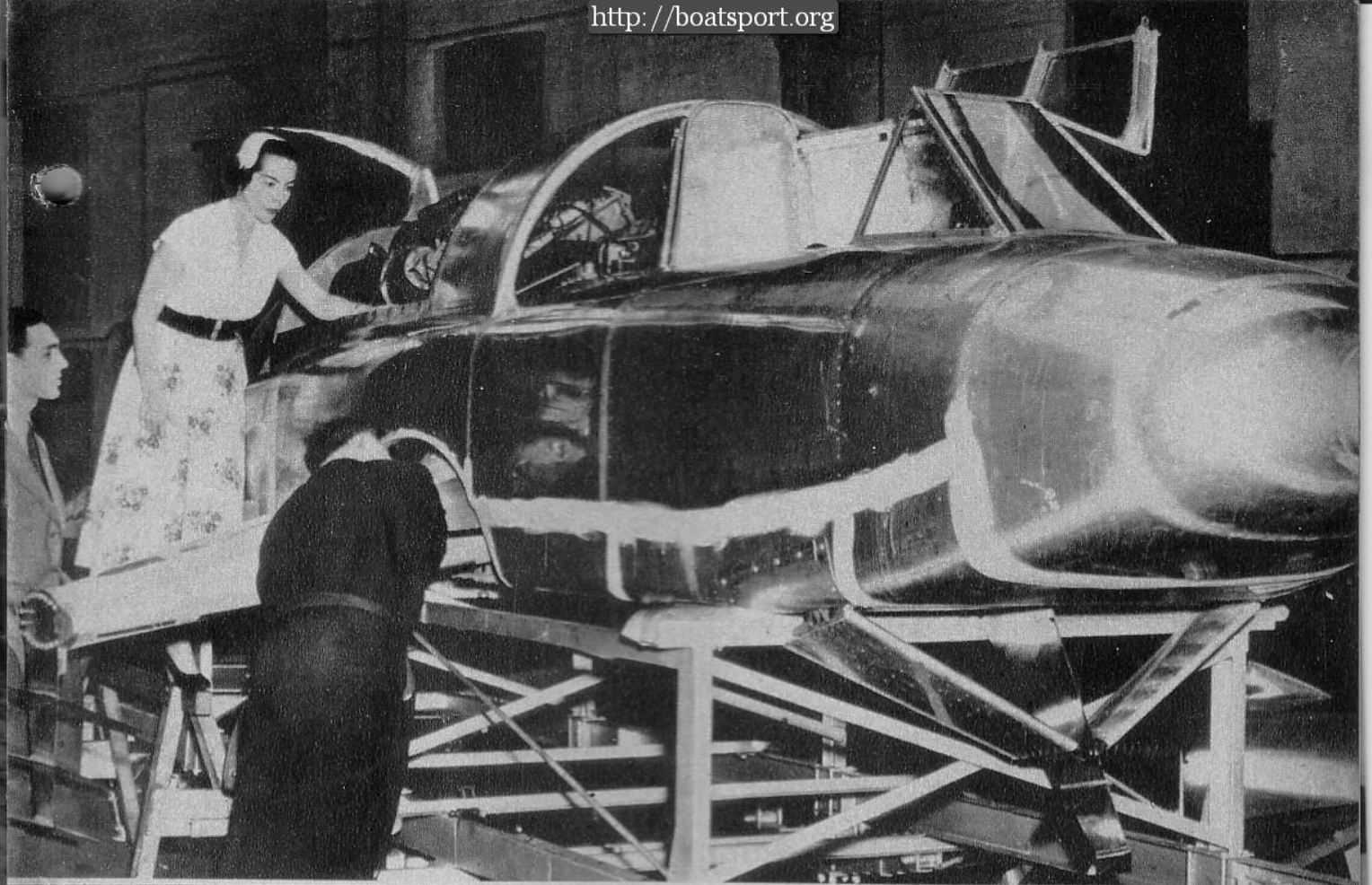


The Arthur Bobrick Trophy for "the fastest mile on Salton Sea" changed hands. Paul Sawyer, not defending, was the loser. Bobby Sykes, left, and Joe Guess, center, accept the trophy from S.C.S.C. Commodore Ed Olson.



Salton Sea is famous for its duck hunting, too. It was too rough to race, so the Check boys, George and Bob respectively) did a little shooting. Ed Craven, U.S.A. Commodore, on the left, holds a part of the bag.





Twenty-eight-year-old Mrs. Stella Hanning-Lee, of Chelsea, London, takes a look at the jet engine which powers her hydrofoil, with which she hopes to smash the world water-speed record held since 1950 by an American, Stanley Sayres. Her 32-year-old ex-Naval Officer husband, the co-designer of the new racer, is at the left in this Planet News photo.

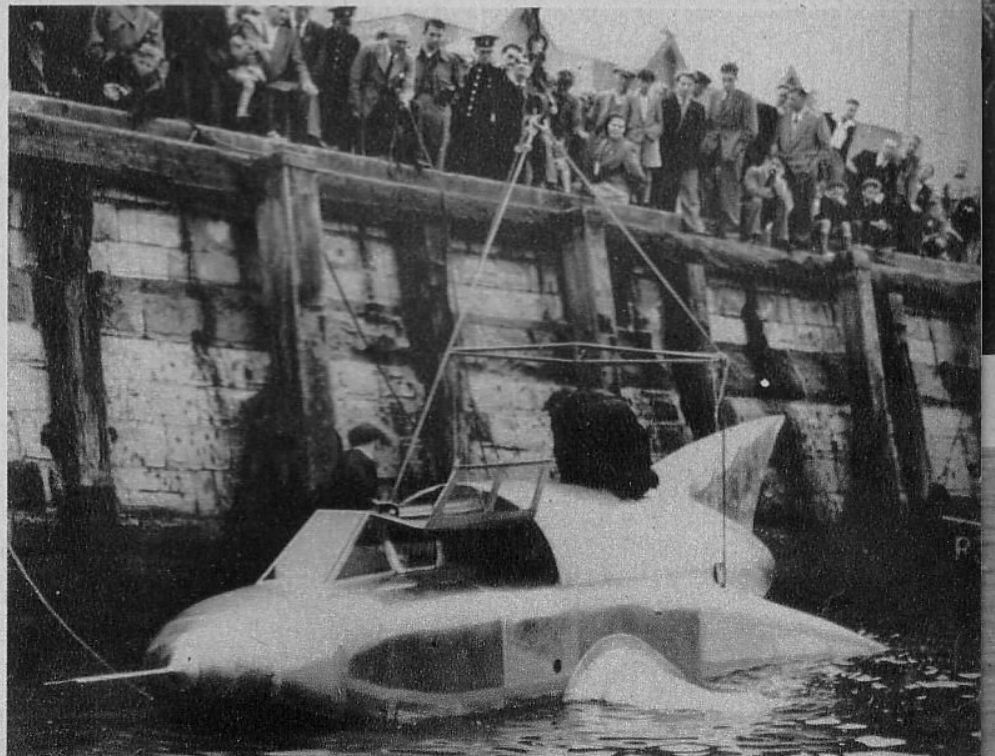
This Planet News photo was made as the Hanning-Lee hydrofoil was lowered by crane into the water for testing at Margate. A curious crowd lined the quay hoping to see it run.

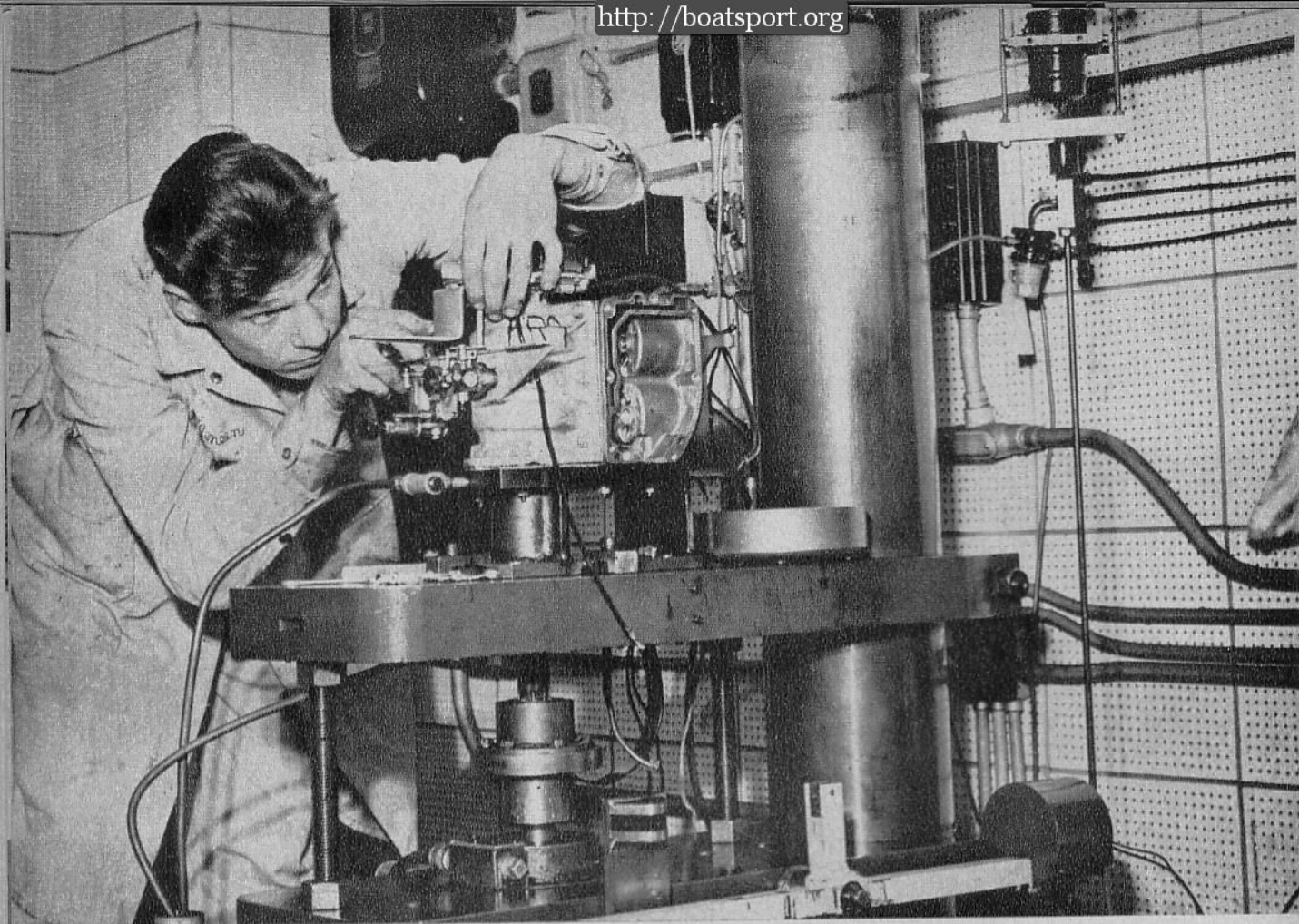
British Racing

by F. H. Snoxell

Inboard racing in the British Isles hasn't followed along the pattern of the great diversification of classes raced in the United States. The three point hydroplane put in its first appearance here only a few years ago and the leaders in the sport are developing this class of boat with good results. Service runabout racing still brings out the conventional stock boat complete with windshield and upholstered seat, a class of racing that seems to have died throughout the rest of the world in favor of a true racer hull powered with a stock engine. The accompanying photos of two outstanding British races this year more or less illustrate today's British racing.

Mrs. Q. E. Sutton's Chris Craft Flying Arrow, driven by Ralph Moore at Oulton Broad, winning the "Daily Mirror" Inboard Festival.





Keep Your Blood Pressure Down

by Randolph "Pep" Hubbell

Yes—and keep those itchy fingers away from that stock motor for a little while longer! It is true you will soon be able to modify your stock engine into a racing power plant. Just how much the new rules will permit you to do is a point soon to be settled by technical commissions. Lock up the "whittling" gear until the rules come out.

Under the rules changes voted into effect by the outboard racing drivers the use of modified stock engines will be permitted in the heretofore strictly RACING motor classes. Commendations are in order for these far sighted drivers who opened the door of their private domain to the formidable threat of the newest and finest in outboard motor design. Added color will result in 1953. New names and faces will oppose the old stand-bys—the sheer power of the old type engine against the sleek, streamlined beauty of the new—the old "dig" in the turns versus the straightaway speed of the new—experiments in modification against the old proven formula. There will be some real boat racing in '53. The beginning of a whole new era of design and modification.

No doubt many a member of the old guard cast his vote with an understandable "tongue in the cheek" attitude. For, after all, what new had come up in the past 20 years? Hadn't his own experiments in the modification of the ancient Johnson and Evinrude basic racing engine of 1932 proven to be a series of exciting theories which seldom worked? So—let the upstarts file and

Your power head was developed after countless test runs on efficient dynamometer equipment such as this. Photo courtesy Kiekhaefer Corp.

hack to their hearts' content. This new theory will begin to be proven true or false on the race courses of 1953.

In the 20 years of experiment in modification the "old" driver has discovered one undeniable, and often embarrassing truth.—The originator of the engine design certainly knew what he was doing. For every engine improved through modification hundreds were ruined. Behind the manufacturer's final design are dozens of experimental models, thousands of engines in service, the finest in trained, experienced engineers and one awful big hunk of money. The successful modification of such a machine by the individual presents a very serious problem. An impossible problem—except for the fact that the manufacturer also has a few limitations to which he must submit at the expense of the speed which he is fully capable of building into any particular engine. None of these limitations are secret—all are economic.

The manufacturer must consider that there just might possibly be a prospective customer interested, of all things, in slow speed, flexibility, weight, fuel economy, ease of starting, long service at peak out-put and reasonably quiet operation. This same individual after being sold might become so

preoccupied with where and what they were biting as to neglect that final hair line adjustment of needle and spark so necessary in a high compression engine. Result—molten aluminum and a burning customer.

These enforced limitations alone make it possible for the individual to successfully modify his particular engine to his particular use. No successful modification in basic design by the individual is possible except by the narrowing or elimination of those margins of flexibility and dependability built into the engine by the manufacturer. No modification should be considered which does not make plain mechanical sense. If, after careful consideration, it is not as simple as 2 plus 2—let someone else try it! In some models the modification can be made in the power head, in others in the gear case, in some in both. No standard rule can be applied to all engines.

At the present time technical committees of the American Powerboat Assn. and the National Outboard Assn. are drafting policies for rules governing permitted modifications. When these policies are published *Speed and Spray* will follow with monthly illustrated articles describing in detail those modifications proven worth while in dynamometer and boat tests by the author.



The most popular of all racing classes—the B Stock Runabout. Here it's a new Martin Silver Streak in action driving a Pabst "B" hull. This motor is eligible for racing in B stock class.

Silver Streak

Eligible for racing in the "B" Stock Classes.

In the field of fast boats, Stock Outboard Racing and Water Skiing have jumped to the front this past year in the popularity poll. Untold thousands are using the fast new dependable outboard motor in the exhilarating sport of water skiing. Stock boat racing with post war motors is entering its second year of organized competition. Added to a year of probationary testing, the stock boat registration in the American Power Boat Association alone has reached 1900 units, while the long established racing outboard divisions, coupled with the inboards, mustered only 1680. The very active Midwest Power Boat Association, racing entirely in the stock outboard field, enjoys a healthy membership in their part of the country. The National Outboard Association and the South East and South West Boating Associations account for many more stock outboardships not listed in the A.P.B.A. tabulation. Add Canada, Europe and Mexico—where this branch has taken over in earnest, and in addition to these a host of smaller organizations whose membership totals are unknown. The total figure of stock outboards in competition would be amazing.

Of all of these, the motor in the 20 cu. in. range, known in racing as Class B, is the most popular. Of the 1900 units registered with the A.P.B.A., exactly 1000 were Class B outfits, with the B Stock Runabout holding a 3-1 edge over the new B Stock

Hydro class.

A brand new motor, tailored to fit exactly into this most popular of the stock classes, has just been introduced by Martin Motors of Eau Claire, Wisconsin. This model of the Martin line, designated as the "200" Silver Streak, is an alternate firing twin with a piston displacement of 19.94 cu. in., developing approximately 20 brake hp at 4500 rpm. Important features to the speed-minded are the torpedo lower unit and the two blade special bronze propeller engineered for this motor. Exclusive with the Martin line are the four mechanically controlled intake poppet valves. Ignition equipment is a high tension positive action magneto and the carburetor is of the full range dual adjustment concentric bowl type. The gear ratio is 15-16. Fuel tank capacity is 10 pints and auxiliary tank capacity is 6 gallons, with optional fuel transfer available (diaphragm pump built into the power head).

Other features are automatic crank case scavenging system, positive displacement paddle type water pump for cooling, under water pre-cooled exhaust, vertical stern adjustment, and the Depend-A-Pull starter. The bore and stroke is 2½ x 2-1/32. The stern height is 15" and the weight is approximately 67 pounds. The speed control is a twist grip handle, and optional steering bar and remote control attachment for carburetor and magneto are available.



The "B" Stock Hydro class is growing by leaps and bounds. This coming season will see the new Martin "B" in competition on hulls like this Pabst Hydro.



A beautiful photograph of the ever-popular "C" Hydros at Red Bank.



NATIONAL SWEEPSTAKES

At Red Bank

By Lou Eppel

Photos by Morris Rosenfeld

The annual two day speedfest at Red Bank always draws the top flight of competition and lots of them. Inboard and Outboard alike, the entry lists are jammed with fine equipment. This 20th annual running of the big regatta was no exception.

The Inboard part of the big program could well have been billed as "Bobby Rowland Day", for the Virginia gentleman from Norfolk held a housecleaning in everything he chose to enter. In rapid succession he took the Championship for his own class, the "266", the National Sweepstakes, and the Red Bank Gold Cup . . . a total of 50 miles of driving. Bobby's *You All* was hotter than a two dollar pistol as he won the first heat of 266. The National Sweepstakes scheduled for Unlimited Hydros, drew the only weak entry of the program with Horace Dodge's *My Sweetie* the only Unlimited job on hand. Burnett Bartley, Jr.'s 7 litre job *Wild Catter* was built to provide the biggest part of the competition and could have gotten pretty good odds against Rowland's *You All* before the race started. Everything

The racing outboards were out in force for the two-day program. James Campbell from Danville, Pennsylvania emerged top man in the screaming "A" Hydro fleet.



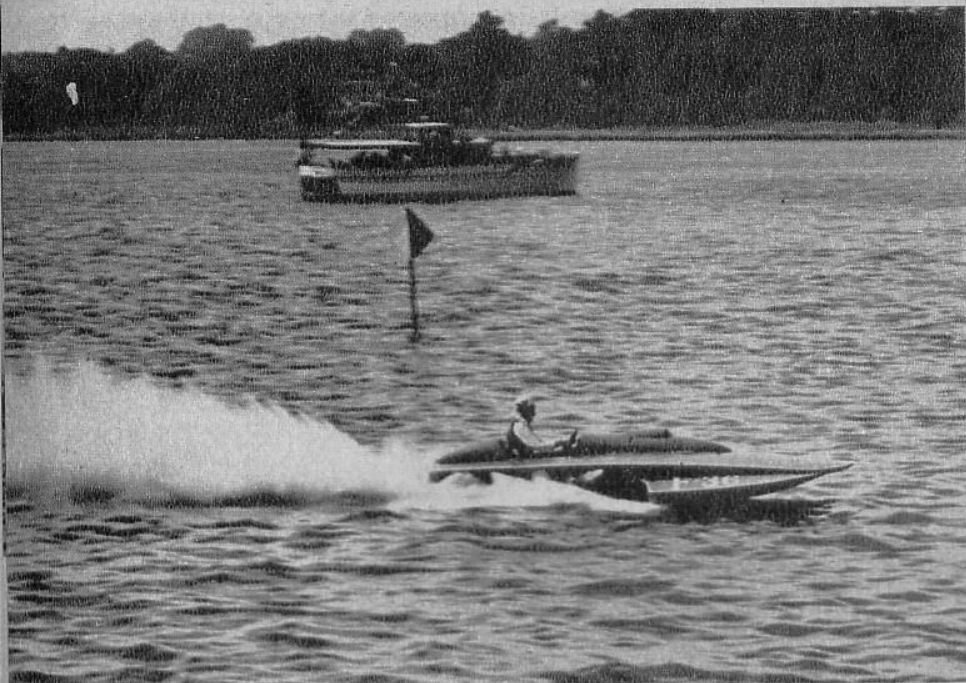


The 136's, the new Stock version of the 135's, put on some good tight races.



The Red Bank pits and the spectator fleet.





Bobby Rowland's 266 "You All" Bobby swept the slate clean and took home the National Sweepstakes trophy, the Red Bank Gold Cup and the championship trophy for his class.

Morris Rosenfeld calls this classic picture "Between races".

went according to Hoyle for about 7½ miles, when *My Sweetie* dropped out with mechanical trouble, leaving the race to the *Wild Catter*, with *You All* finishing in second place. Next came the second heat of "266", and Bobby repeated his first heat performance to take the Championship.

The Red Bank Gold Cup is a Free-For-All for inboards and like the Sweepstakes is a two-heat contest of 10 miles each. With *Sweetie* back in running condition the same major contenders were on hand for the first heat of this race, which started according to the dope sheet, and then trouble arrived. *My Sweetie* flipped and driver Al D'Eath was injured. Bartley's *Wild Catter* lost her oil pressure and that was the boat race. Bobby's *You All* was the winner of the heat. The final heats for the Sweepstakes and the Gold Cup were run on Sunday and the Virginia driver won them both to take possession of two of the fanciest trophies in boat racing.

Ed Alexandrowicz, driving *Wee Tommy Tucker*, wound up with second place in the "266" and his running mate from Virginia, Curtis Martens, brought his Mar-Bel into third spot. Alexandrowicz' point total also won him second place in the Red Bank Gold Cup race.

An added feature this year was the National Championship contest for the 135 cu. in. Hydro class. Jerry Powell's *Whoopee*, with Joe Wolf doing the driving, took away the title.

(Continued on page 45)



POTENTIAL UNKNOWN

Just another motor, or a howling success—that's the story of experimenting in the world of boat racing. Pictured on this page are two experimental jobs. What will they do? Will either of them hit the jackpot?

The history of American boat racing has followed a definite pattern. First we had available only the factory built racing engine. There were few boats, few classes, and Inboard racing failed to make any sensational strides in the field of popular acceptance or in technical development. The cost was high and only one class grew to any appreciable numbers—the 225's. Then came the conversion of the automobile motor into a piece of racing machinery for use in boats. Here was a field that the mechanically minded boat enthusiast could enter with a reasonable investment. Here was a ready outlet for his talents in this new development of the sport. Interest skyrocketed. Fleets of Inboard Hydroplanes and Runabouts came into being overnight. Each new owner contributed his part to the improvement of motors and hulls. Class speeds went up the scale rapidly. Each new model of an automobile motor became a potential racing power plant. The Ford V-8 '85' developed into the popular motor for the "225" class. The Star was the first motor used in the forerunner of the P.O.D.H.'s. The "135" class was born and built around the Ford V-8 '60". Plymouths and Studebakers were developed to their fullest extent for use in the Runabout classes. Then came the Mercury—the almost universal power plant in today's "266" class. Hot rod and hop up artists made great contributions to the racing conversion of these stock automobile motors. The well known Wayne conversions of the Chevrolet and GMC block came from this field, and are still in the process of development for the 266's.

Feegeol's racing conversion of his truck motor brought into being the 7 litre class and this year several experimental models of the Chryslers and Cadillacs raced with considerable success in this class.

Two new experimental conversions for use in boat racing have already passed the experimental stage. Both were pioneered by the go-fast boys in their cars at the dry lakes. Their further attempt at conversions for boat racing is the next step.

F. H. Suther from Williams, Arizona has the 1952 Ford overhead 6 in his new Hallett hull, with preliminary testing completed. Suther brought the new outfit to Salton for its first boat race. Water conditions for his class—"225"—were very rough and the new boat, still without a cowling, drowned out before it ever hit the starting line. The owner is pleased with the performance to date and thinks the new power plant will develop into a real contender for this class.

Howard Johanson's new 266 was the outfit that stole the show at Salton Sea. There has been considerable conjecture as to the possibilities of the 1952 DeSoto as a potential piece of racing machinery. Howard, who

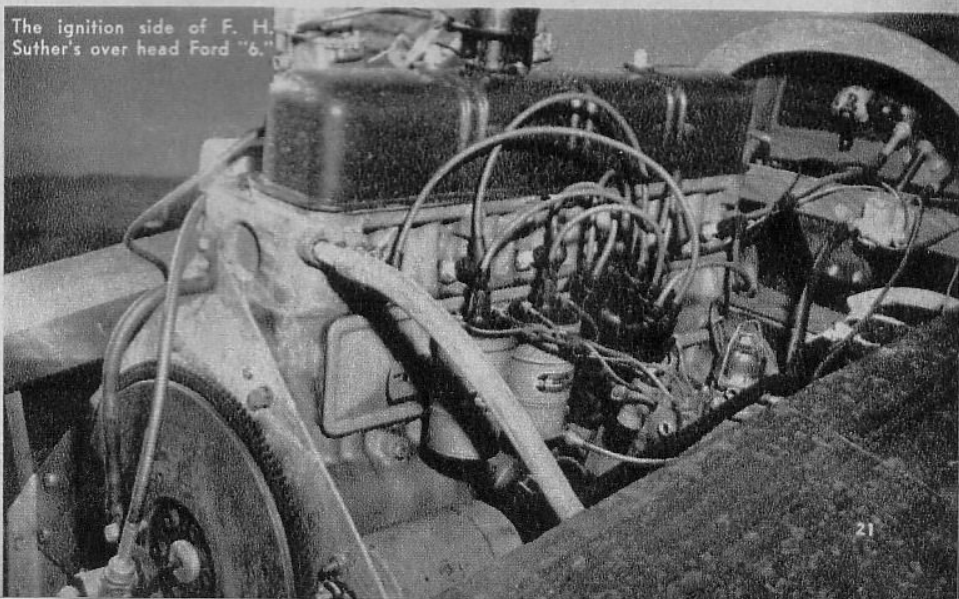
incidentally is a cam and racing engine expert in the automobile field, produced one for the boys to look over. For several days, while the wind blew and racing was impossible, the Johansen trailer was constantly surrounded with a crowd of drivers. According to advance reports, this particular power plant on a dynamometer had developed 300 hp at 6000 rpm. Some of the onlookers were frankly incredulous. Howard has sleeved down two of the barrels to bring the piston displacement within the limits permitted in the class rules, and he is driving through a Knudsen gear box which permits interchange of gears for optional ratios. As set up at Salton, he was turning the propeller through a 30% overdrive. Regardless

of opinions, everyone had their eyes on this rig when it went out for a trial. Chuck Powell, a top notch driver who has made his reputation in every class from the P.O.D. H.'s to the 266's, got the driving assignment. "Jellied" fuel in the tank and strainers put a stop to the trial soon after it started, but everyone who was watching got an eyeful. Powell, who has handled some of the best of the Chevies and the Mercs, remarked after the ride, "That is the hottest thing I ever rode behind. It will make a real racing engine."

(Rumor has it that the Johansens will take the new outfit to the Orange Bowl Regatta for a shot at the competition and mile trials.)



Mr. and Mrs. Howard Johanson with the DeSoto power house that looks like a comet. The Knudsen gear box is visible in the extreme right hand of the photo. With the covers on, this engine is a handsome looking package.



The ignition side of F. H. Suther's over head Ford '6."



personality of the month

R. D. "Doc" Frawley

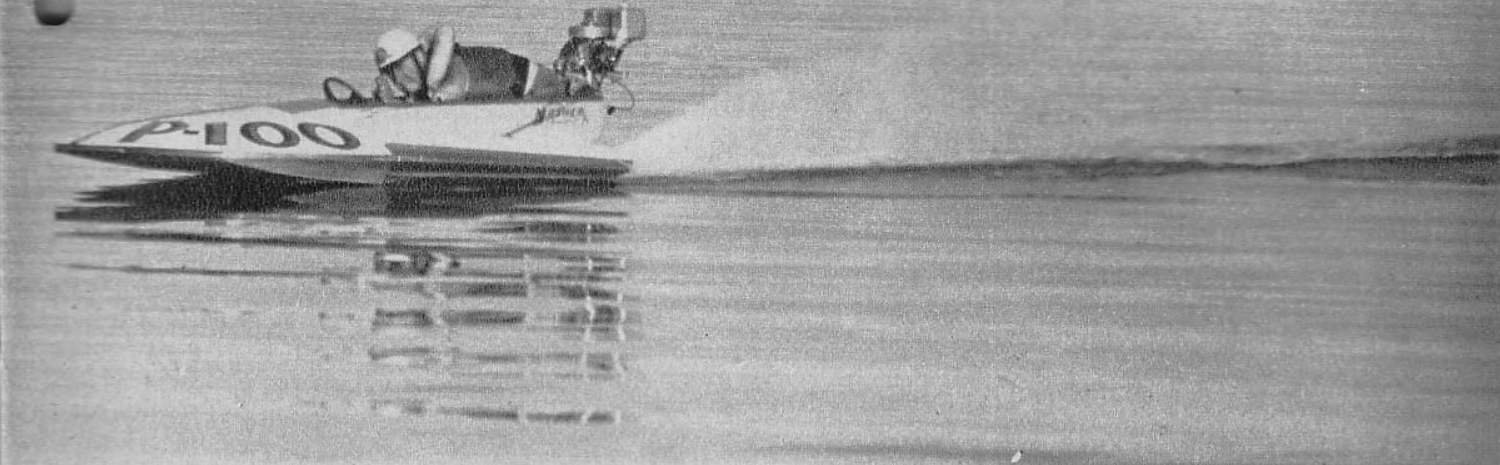
One of the most consistent campaigners in Outboard racing today is Dr. R. D. Frawley from Dravosburg, Pennsylvania. Just when this racing doctor takes care of his practice is a moot question. He begins the season with the Florida Grapefruit Circuit and follows the big regattas until the snow falls. Class M midget Hydroplane is his chosen field—the smallest of all racing classes. The M Hydro is really, as the name implies, a midget piece of racing equipment. The hull weight is a meager 75 pounds and the motor must measure less than 7½ cu. in. of displacement. It is really an art to get speed out of 7½ cu. in. For comparison, let's examine a few figures. The largest of all outboard hydro classes—Class F—packs a tremendous 60 cu. in. power plant on a 160 pounds hull, and has produced a world competition record over a five mile course of 58.785 mph. Doc, with his little "M" boasting only 12.5% of the piston displacement of the mighty "F", is travelling over 38 mph—well over half the speed turned out by the big fellows.

This has been a whirlwind year for the Frawley racing team. First there were a series of unbroken first places in the Florida Grapefruit Circuit, and right on through the year Doc's "M" went faster and faster. At the National Outboard Association's championships at Lake Village, Arkansas in September, he took the "M" Hydro crown. Less than a month later at Lake Alfred, Florida, he made it a clean sweep by annexing the American Power Boat Association National Championship for his class. In the second heat of the Lake Alfred race, he hit the clock for 38.701 mph to erase from the records Don Whitfield's long standing figure of 38.379 mph.

Hot after the mile record held by Eleanor Shakeshaft (42.303 mph), the Frawley team journeyed to Salton Sea, but the weather simply wouldn't play ball. The National Champion got out onto the course once and averaged 40.646 mph for his pair of runs, even though conditions were very far from ideal.

Doc is a modest fellow and will take little credit for his successes. He is generous with his praise for the Moshers from McKeesport, Penna., who built his beautiful hull, and for Nicholas Birbarie of Branford, Connecticut, the outboard wizard who makes his motors tick. Although the good doctor is loud in his praise for the design, construction features and riding characteristics of his boat, he neglects to mention that there are a few of his own ideas incorporated in his championship hull. Nick Birbarie built up the Hubbell "M" that

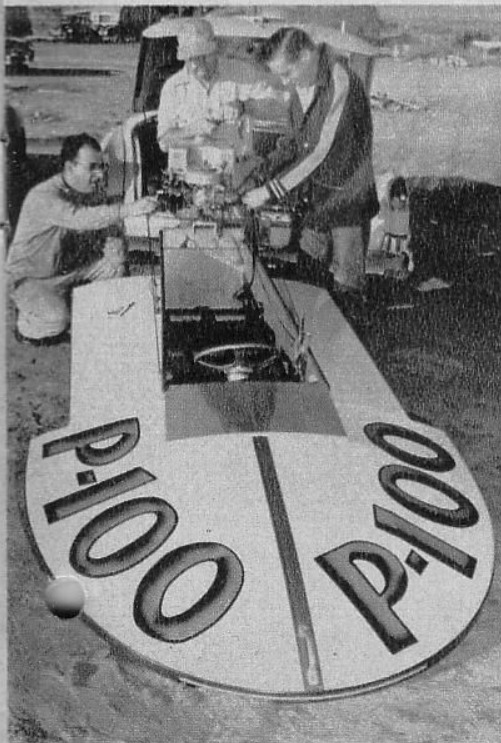




Doc put through the trap at Salton, and experts on the beach could hardly believe their ears when the little rig started to scream away down the course. It sounded for all the world like a red-hot "A". You can rest assured that the Pennsylvania driver isn't going to rest until he gets that one mile record.

Our racing doctor is a genial guy. He is always ready to lend a helping hand to other contestants. He leaves every new section of the country where he campaigns with a host of new friends and admirers. Come bad water, come good, he is out there plugging just the same and without complaint when things get tough. He is a real asset to the sport. If there were such a thing as a popularity contest in the racing outboard classes, it would be safe to say that the name of "Doc" Frawley would be right up on top.

A good top shot on the Mosher "M" hydro



In the trap at Salton Sea. The Mosher hull is perfectly trimmed out and completely free on the sponsons. The little rollers coming across the course were just big enough to tap a sponson now and then and keep the speed off the record.

Nick Birbarie who gets the revs out of Doc's equipment. This is the Hubbell "M".





If You Fly 'em You've Got to Cool 'em

Photos by Hitchcock

We are talking about the strut bearing. This is the day of the prop-rider. If you are running in the top flight, the chances are you are flying your outfit on one blade of the prop. Hydros and Runabouts alike are prop-riding their way to records and championships. Ever see a picture of your outfit in full flight? *YOUR* strut bearing is out of the water . . . yes, and you're turning that shaft 7000 or more . . . maybe as high as 12,000. What's keeping the bearing cool? And it's well to point out here that all the lift from your surfacing prop is right in that strut bearing. Friction and heat run together. Hi Johnson, the in-board prop manufacturer, points out a few of the troubles that ensue, and offers a remedy that has proven to be a sure cure on the record breakers. Since prop-riding became an established practice, the fastest of the outfits have experienced cracked propeller hubs. Some of the laymen have credited this difficulty to defective castings

and inaccurate machining. These claims can be discounted 100% when consideration is given to the fact that the modern run of custom built propellers, cast from special alloys, give no such trouble when the strut is running submerged. A very small part of this fault can be due to misfit tapers and faulty keyways. Owners are cautioned to have their shafts carefully machined exactly to the taper of the prop bore, for a faulty job will sooner or later result in trouble. The key should have reasonable clearance but most important of all should not be high enough so that the prop will ride the key, for expansion here will exert tremendous pressure and can result in a cracked hub. These are unusual difficulties and the main trouble seems to come in outfits that do not have enough cooling water or suitable lubricant piped to the strut bearing. When flying high with a dry bearing the shaft heats rapidly and the heat is radiated to the prop hub and expands it so that it slides up the

taper. At the end of the run when the strut is submerged and cools, the hub shrinks onto the shaft and stretches the metal. This can happen on every long stretch in a race or trial, and when the elastic limit of the metal is reached, the hub will crack. With an accurately machined shaft taper and a properly fitted key, the only other pre-requisite is an adequate cooling system. The accompanying photos and drawings are similar to the cooling system used on Paul Sawyer's *Alter Ego* and other record-holding championship outfits.

Key to the diagram:

- X Bottom planking
- A ¼ inch threaded pipe nipple through the hull
- B Jam nut holding packing
- C Pipe thread into strut casting
- D ¼ inch hole or bore through strut casting
- E Groove around bearing insert
- F Bearing
- G Four holes in bottom of groove of bearing
- H Attach feed pipe for cooling here. The use of by-pass water or direct feed from the bottom of the rudder has proven satisfactory.
- Y Section of the bearing showing groove and two of the four holes bored through the shell.

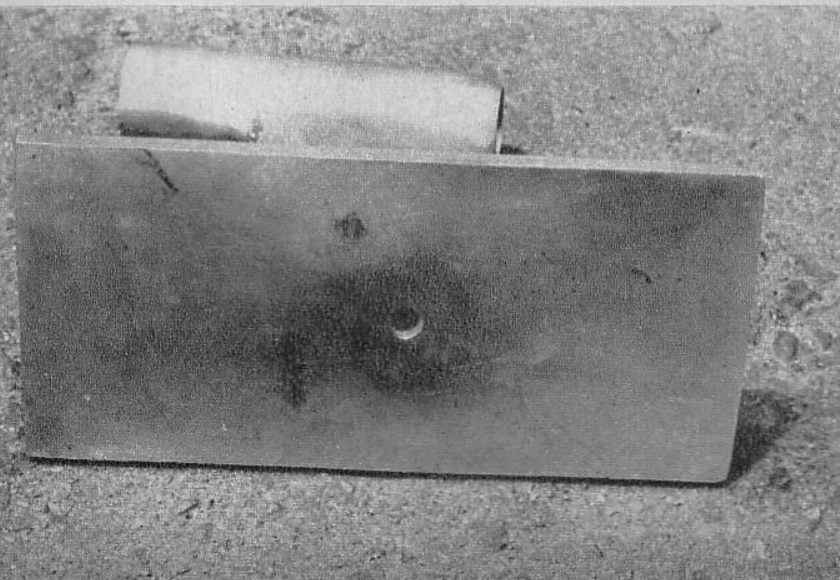
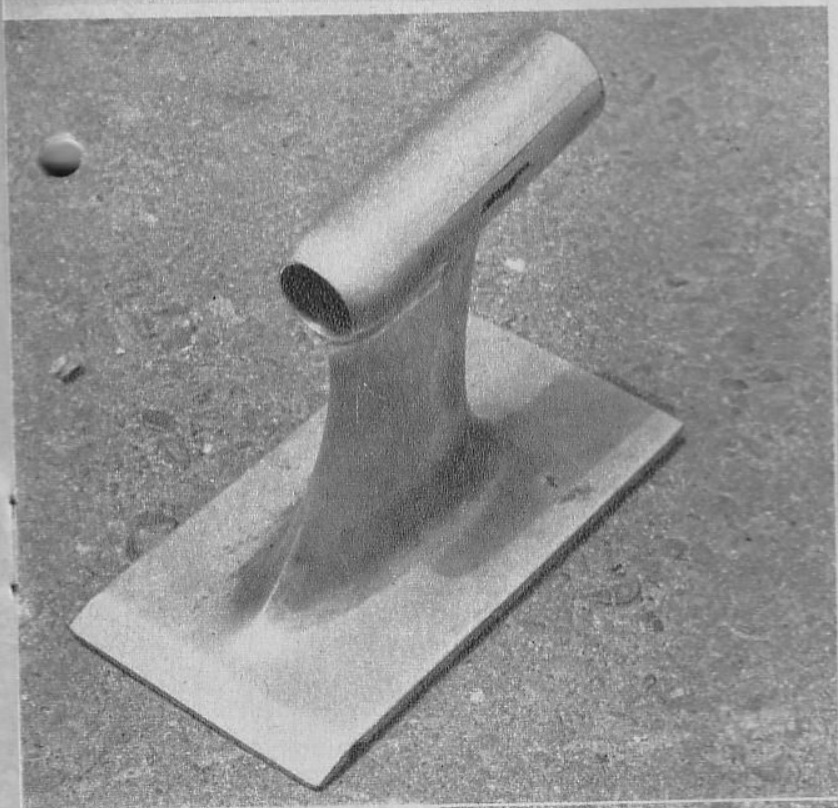
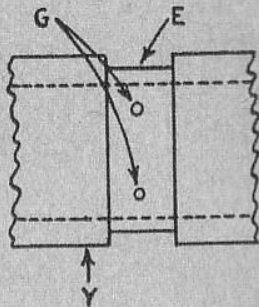
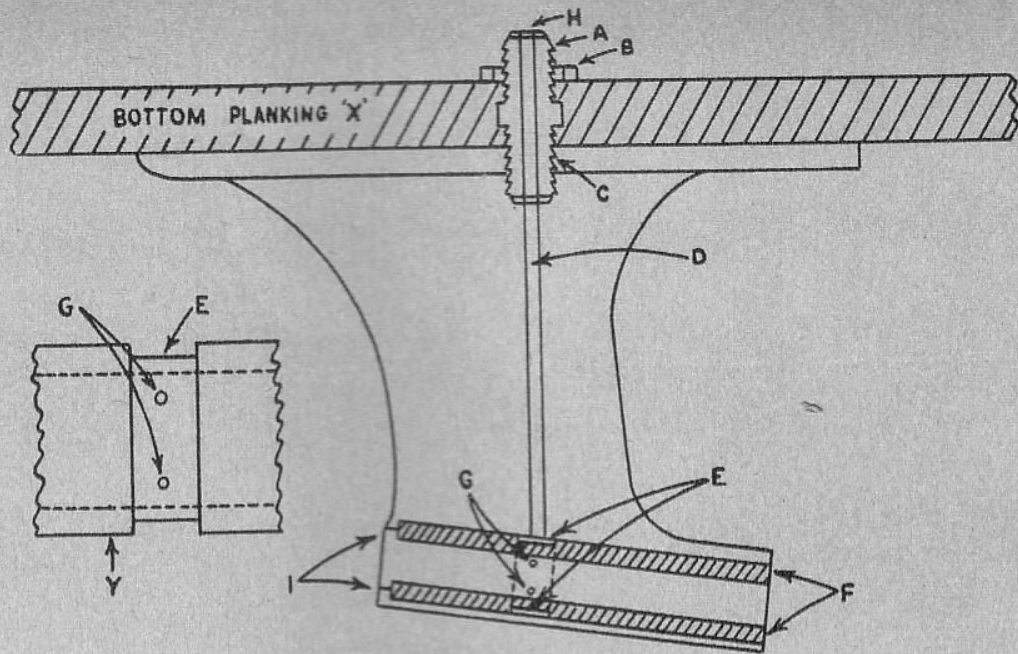


Photo A shows the boring in the bottom of the strut which will be tapped to take the pipe nipple.

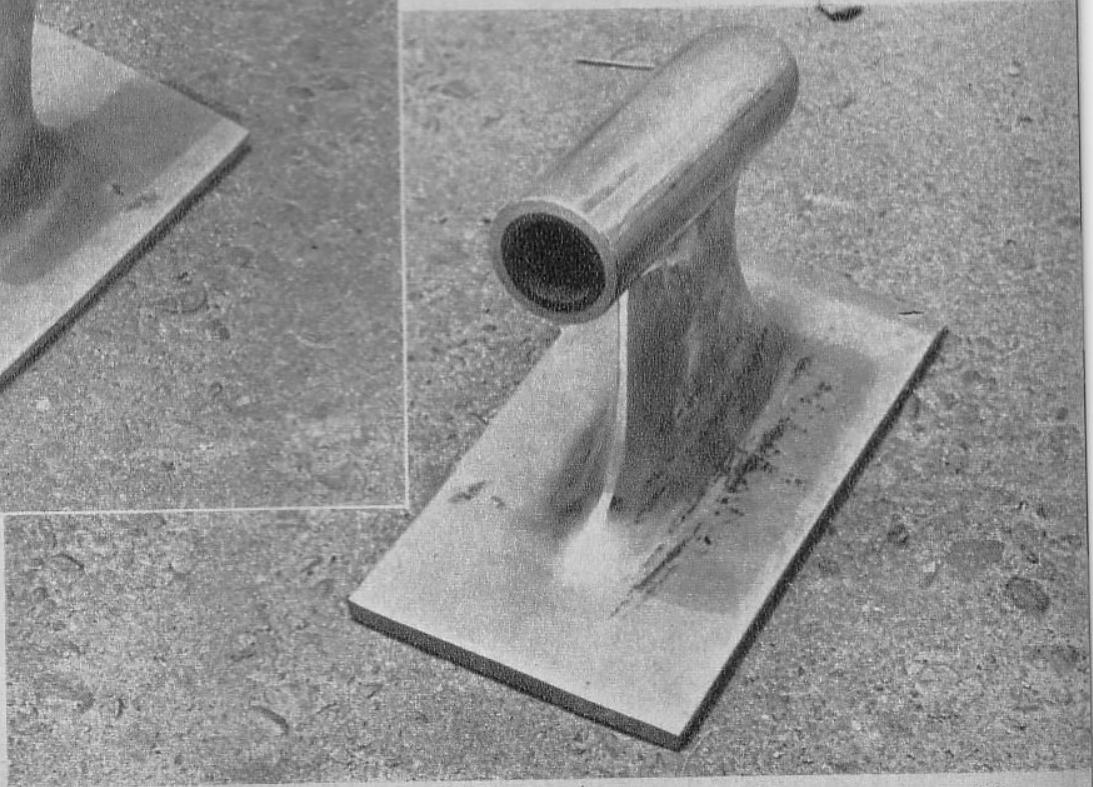
Photo B the bearing seats against the groove cut into the strut at this end as shown at "I" in the diagram.

Photo C the bearing comes out flush at the trailing end of the strut. It has a tendency to work forward because of the pressure and cannot back up because the hub seats only ¼" from the strut. With the system used, the bearing can turn in the strut and still not shut off the flow of cooling water

A



B



C

On the way to a new world 266 class record of 121.703 mph. Guess Who is really prop riding.



THE

"Guess Who"

STORY

by Kenny Harman
Photos by Kent Hitchcock

PERHAPS we should call this article the "Joe Guess" Story. Without Joe there would be no story.

This thing really started during the Summer of 1938, down by the railroad tracks. Alongside the tracks was a straight stretch of pavement, with few intersections. This was used as sort of a 'drag' strip by the local gentry. Putting along (flat out) on a four valve Rudge that belonged to a friend of mine, I passed Joe who was tinkering with a midget car. Not the race car variety, but a cute little job that had a bucket seat and an oval gas tank on back. I had never met Joe before but it wasn't long before he was over in my garage to look at my 135 hydro. The next Sunday Joe had his first ride in a fast boat (we thought it was fast). Anyhow, that did it. It wasn't long before the midget disappeared and Joe was building a boat. Joe has been building a boat ever since.

To say that Joe builds a boat is to make a great big understatement. These things are *projects*, very carefully planned. Joe's

labor assumes the proportions of a career. Time means nothing. One year, year and a half, two years, no hurry. The result? A masterpiece that equals anything seen at Indianapolis in the way of top quality.

Joe, who calls Rosemead, California home, is a quiet unassuming guy who looks more like a movie actor than a mechanic. Superintendent and part owner of a large fabricating plant, Joe is a whiz when it comes to making anything and I mean *anything*. You could give him an old rusty file and a broken down cutting torch and he would come up with a Swiss watch if you gave him enough time. Close attention to small details brand Joe as a perfectionist. For example, where possible, all welds are buffed out into smooth fillets. This includes the boat trailer as well. Nothing is left unfinished. Bolts are of exact length. All steel parts are either Cadmium or Chrome plated. Even the dual trailer wheels are galvanized.

The superstructure of the "Guess Who" resembles a race car. From a beautiful

louvered hood to the end of the tail (all metal work by Joe), everything is in order. Driver comfort is well considered. The cockpit features a spring steel steering wheel, padded head rest, a seat cushion that will put you to sleep in no time at all, and a windscreen that is very essential when you are traveling over 100 M.P.H. A full compliment of instruments is carried. Nothing that can be used to an advantage is left out. By the same token nothing goes for a free ride if it is useless.

While far from being a light boat, the "Guess Who's" weight is kept to a minimum by the use of aluminum where possible. Aircraft construction is carried out by the use of steel tubing for motor mounts. These mounts are carried on dural channels that are fastened to longitudinal stiffeners. These channels are at propeller shaft angle and are drilled every few inches to permit the engine to be shifted fore and aft to trim the boat for proper riding balance. The propeller shaft thrust bearing is mounted to the engine. A long coupling permits a change in engine location without disturbing the position of the propeller shaft.

A long rudder blade of heat treated alloy steel is ground to a knife edge. Easy access to the inside of the transom, by removing the tail, permits the rudder assembly to be moved out of the slip stream of the propeller if desired. Steering cables are connected to a roller chain and sprocket at the steering wheel end and to a full circle spool at the rudder. There is no possibility of the cables becoming slack, regardless of rudder position.

The tail strut, which has caused some debate among the experts, is designed in the form of a Vee. Fabricated from steel plate,

Guess Who goes like a bomb and handles well in the bumpy going. That's the second place boat in the background still in the back stretch. Note the almost square bow section.



it provides a very rigid support for the propeller shaft. Water from the cooling system lubricates and cools the rear strut bearing as well as the intermediate bearing, a practice long advocated by Hi Johnson. Hi says much propeller hub cracking can be traced to overheated strut bearings. The bronze propeller when heated, expands faster than the shaft, this causes the propeller to slip forward on the taper. Continued heating and cooling, expands the hub to the point of breaking. Apparently Joe is not going to have this trouble.

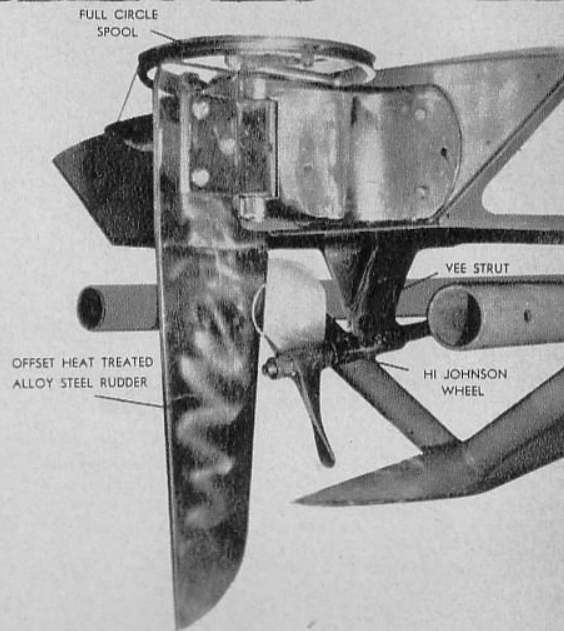
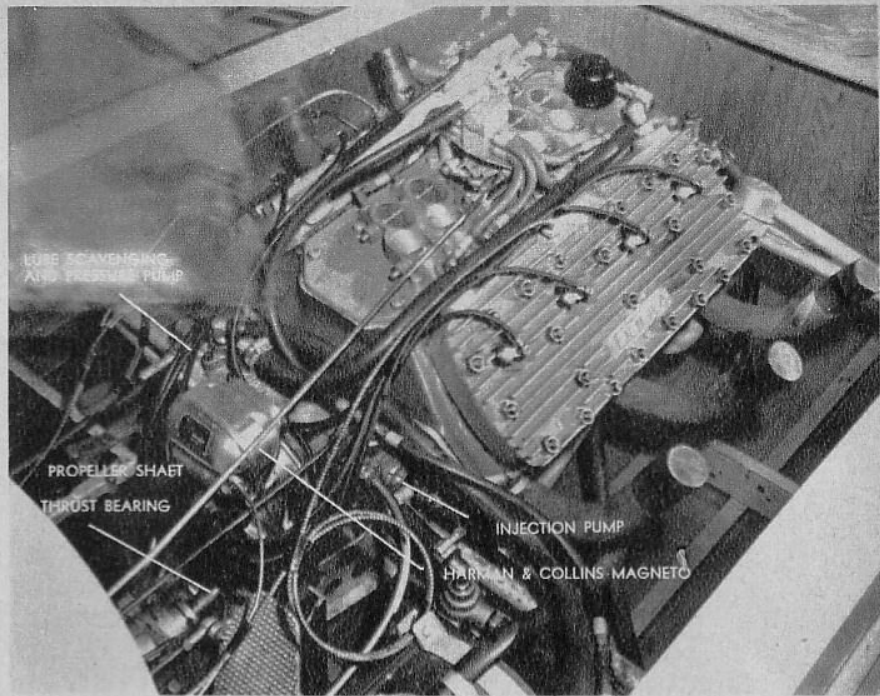
The hull is of plywood construction throughout. 16'-3" overall with a ten foot afterplane, the hull appears quite large. The 7'-5" beam is carried well forward giving the nose a rather square inverted scoop shovel effect. This gives the hull considerable air lift which is needed to carry the heavy power plant. The tunnel measures 48" between the runners. The bottom is made up of 3/4" five ply aircraft poplar. The last two stations are beefed up with 3/4" five ply making the total thickness 1" in this area. This is where the rear strut is located so it was built to take a beating. The transom is a sandwich affair consisting of 3/4" spruce backed up with 1/4" three ply poplar. The sponsons, or runners, as you prefer, are built up of 1/4" three ply fir covered with 1/4" five ply poplar. Ski wedges 5 1/4" wide, tapering from 1/4" to 7/8" provide the actual planeing surfaces at the higher speeds. Sponsons, deck and hatches are covered with 1/8" three ply birch. Every piece of wood in the hull is glued; even the deck is glued to the frames. Needless to say, the boat is flawless.

The power plant, a bored out Mercury, was built in the shops of Clay Smith and Danny Jones. Bobby Sykes, who holds down the job as driver of the "Guess Who", is employed by these two gentlemen, whose "know how" of racing machinery has built for them an enviable reputation. Bobby built up the new power house, and Clay Smith has waved his magic wand over the engine (we are told) so its success is doubly assured. 35/16" bore with a 3 3/4" stroke, the engine figures 258 Cu. Ins., well under the limit of 266. There is little the engine doesn't carry in the way of last word equipment, fuel injection, magneto, dry sump lubrication and forged pistons. This writer, who was measurer at the Salton Sea Regatta, had a chance to peek inside the engine of the new world record holder. The even distribution of fuel, (methanol) as shown by the carbon deposits, is something to see. It was impossible to distinguish one cylinder from another. Spark plug colorings were identical. Anyone who has run a marine engine knows how difficult it is to get good distribution with the engine sitting on a angle. With fuel injection the engine could run upside down with little effect on distribution.

The performance of the engine is remarkable, when you consider that it turns a large prop 6,900 revs. This is equal to a piston speed of 4,300 ft. per minute. Few flat head engines can run at this piston speed and still stay together.

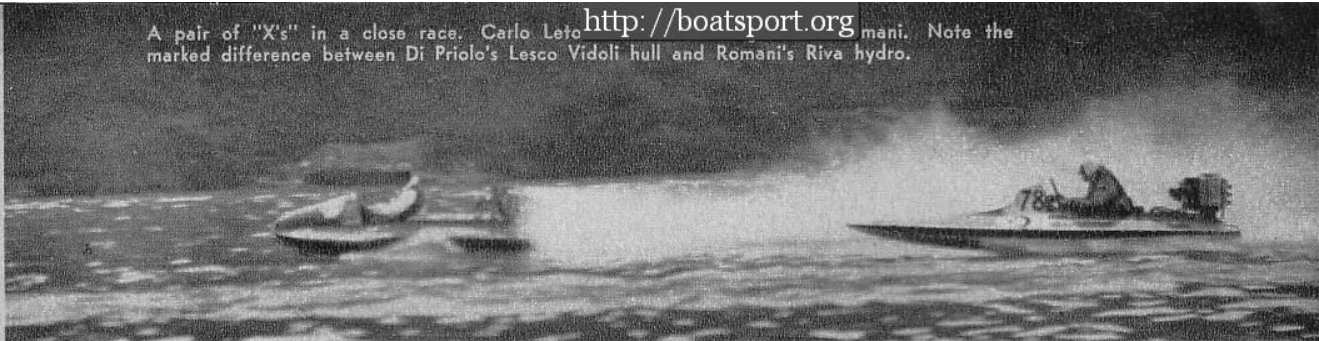
Prop shaft is 1" "K" Monel. Propeller is of course a Hi Johnson product. While only Hi knows what the pitch is, rumor has it that the wheel used in the run at Salton was a 12 x 23.

Well, that just about does it. You would have to see the "Guess Who" to fully appreciate it. Better yet is to see it in action. To borrow an expression from my teen age son, "It's real George, yessir, real George!" (I say, "It's real Joe!")



A hard team to beat. Owner and builder Joe Guess at the left with driver and mechanic Bobby Sykes in the cockpit. Woody Woodpecker on the cowling would be a familiar sight to midwesterners and easterners who have occasion to remember Joe's previous creations.

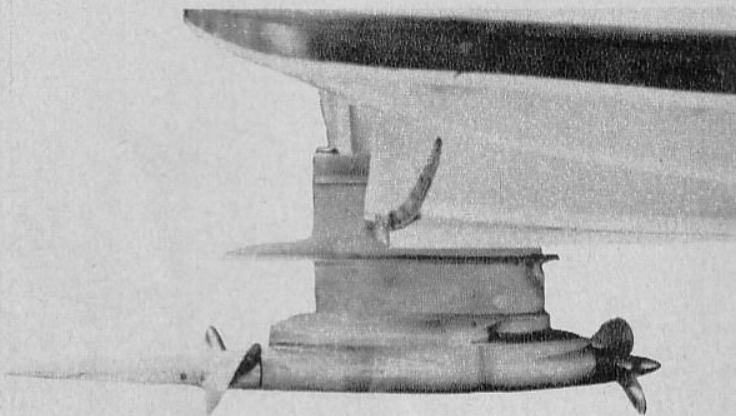




By Charles D. Strang, Jr.

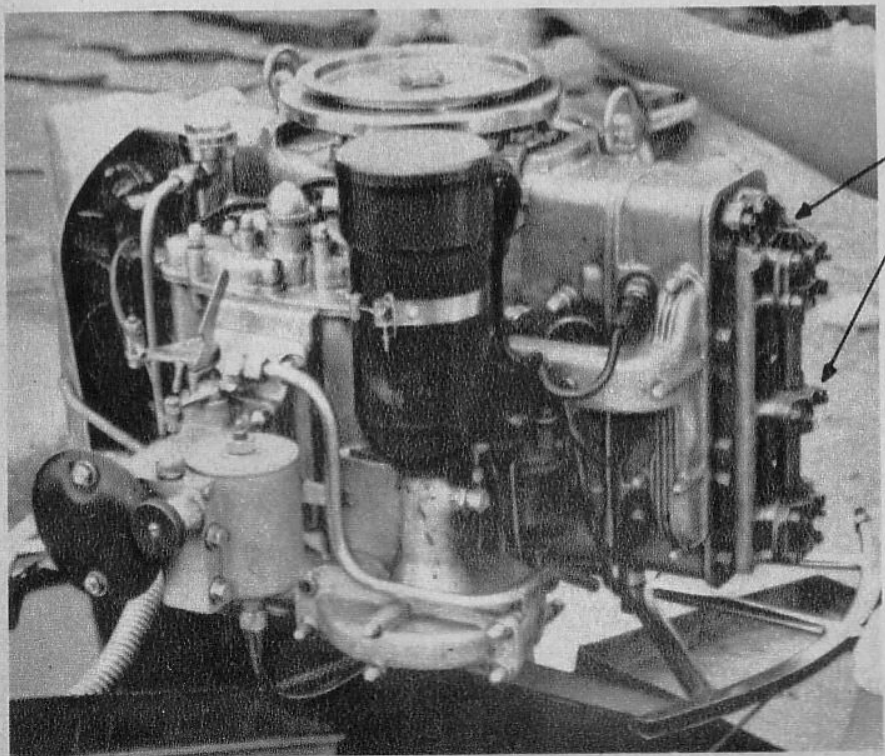
Photographs courtesy of
Kiekhaefer Corporation

X-TRA STUFF!



Almost a yard of lower unit! The two propellers, rotating in opposite directions, manage to absorb engine's horsepower output and permit rapid acceleration with great maneuverability.

A front view of the Soriano single overhead cam engine, showing the bevel gear drive to the cam. A single carburetor feeds the centrally located Roots blower.



SORIANO!—A name to elicit respect from outboard racers the world over! Truly international in character, the racing engine bearing this name was created in Spain, was further developed in France, and is currently made and raced in Italy. Although it is probable that fewer than a dozen of these engines are in existence today, the Soriano and its derivatives, the Dupuy and the Romani, are the only foreign-made outboards ever to challenge the American products for sheer speed. That they have done well in this respect is clear, the world record for class "X" outboards having been established at 79.04 miles per hour in 1939 by a Dupuy, the French version of the Soriano.

Contrary to the popular opinion that class "X" means unlimited outboard racing, "X" is limited to a piston displacement of one liter or about 61 cubic inches, with no restrictions on supercharging or other details of engine design. Accordingly, when the original designers of the engine undertook the job in the early thirties they chose to use a six-cylinder, four-cycle engine with Roots-type supercharger and a total piston displacement of one liter. This early engine, reputedly developed at the behest of a Spanish nobleman, the Marquis de Soriano, followed then current racing car practice to the extent of using valve gear operated by a single overhead camshaft for each bank of three cylinders. Raced in this form for many years, the engine established itself as the premier "X" engine of Europe. Its sole defeats were inflicted by American two-cycle "X" engines, particularly those built by Dean Draper in the mid-thirties and subsequently driven to new records by Fred Jacoby and Bedford Davis.

In a successful attempt to return the record to France, Jean Dupuy of Paris modified a Soriano by the addition of cylinder heads using twin overhead camshafts. Replacing the standard Soriano lower unit with a gearbox located above the water level and featuring a yard-long propeller shaft extending aft and downward into the water, Dupuy eliminated much of the drag caused by the usual submerged gear box or lower unit. Whirling a three-bladed prop at better than 8,000 R.P.M., the Dupuy outfit skimmed over the waters of the Seine at 79.04 miles per hour, setting a record which has not been better in thirteen years. Dupuy wisely chose an American hull for his attempt, a Jacoby conventional hydro, for European hulls had not developed much during the thirties.

The close of the war found European drivers facing a severe shortage of "X" racing engines, just as American drivers were hard put to scrape up enough parts to assemble a "B" or "C" engine. In order to provide themselves with engines, two sportsmen of Milan, Italy, the Romani brothers, built several on the Dupuy style.



Eduardo Perrucci's action shot of A. Romani's "X" turning a buoy at Lake Luino. Unfortunately the buoy hides the big Soriano driving this conventional Riva hydro along at 75 mph.

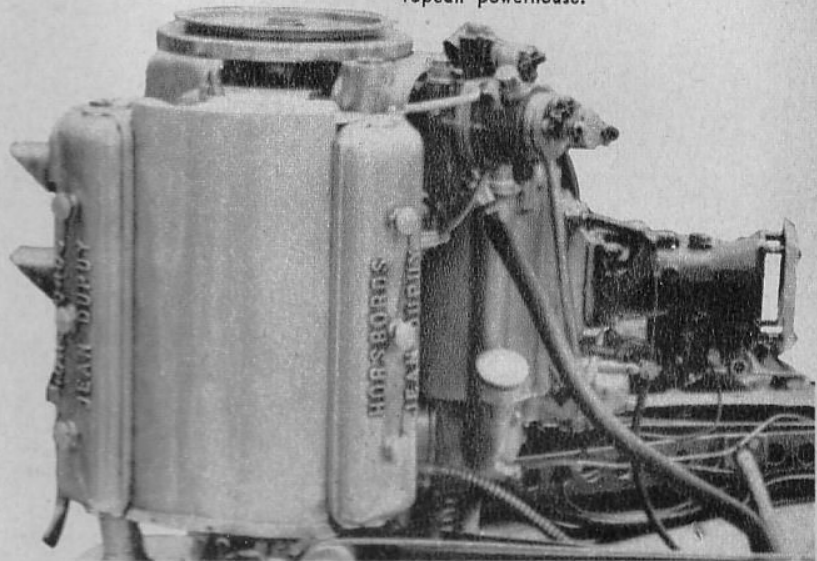
Meeting with considerable success in post-war racing, the Romanis have made a few of their engines available to other drivers, so helping to keep the "X" class thriving in Europe. Oddly enough, Renzo Romani's toughest competition in the races comes from one of the original single cam Sorianos. Owned by a Swiss engineer, Paul Schiller, this ancient mill was beautifully rebuilt and fitted with a Schiller-made supercharger which allows it to compete on even terms with the twin-cam jobs.

Basically, all three types are identical in construction, being six-cylinder, horizontally-opposed affairs with the crankcase and cylinders in one aluminum casting. Bore and stroke are 58 mm by 66 mm. The Roots blower is affixed to the front of the crankcase with the rotors in a vertical position, drive being through a gear train from the bottom of the crankshaft. A gear pump driven by this train supplies pressure oil to all engine bearings from a sump in the driveshaft housing. All bearings of the Soriano and Dupuy are of the plain or bushing type while the Romani has been "full-jeweled" by the addition of anti-friction bearings throughout. The Soriano's single cam head and parallel valves results in a somewhat odd combustion chamber shape but the Dupuy and Romani sport hemispherical chambers with the usual inclined valves. Powerwise, the original Soriano developed approximately eighty horsepower but continual refinement and improved superchargers brought the twin-cam engines up to a tidy one hundred and fifteen horsepower at just over 6,000 revolutions per minute. Price? Roughly \$6,000 per engine!

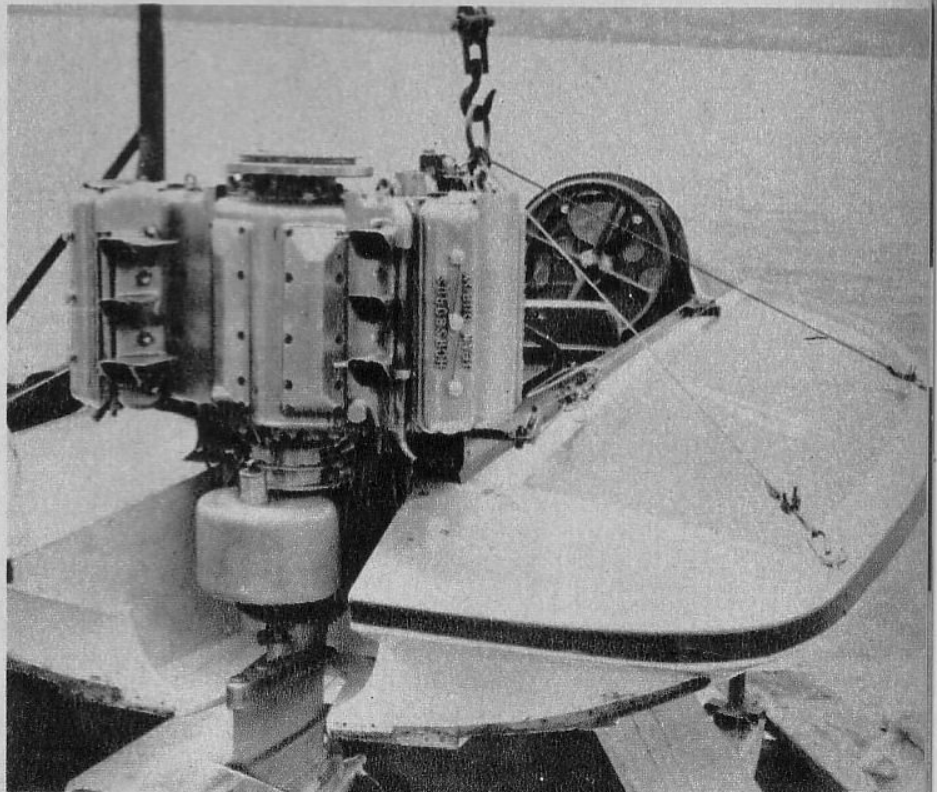
For competition purposes, all of the engines use the original Soriano lower unit, a sleek device almost two feet long with a propeller at each end! The props turn at engine speed and are both of the same pitch although the rear prop is of slightly greater diameter than the forward one. The propellers turn in opposite directions, eliminating any torque reaction tending to roll the boat over sideways. Acceleration is astounding and the heavy conventional hulls seem to leap up and away when the drivers hit the throttle. In most European "X" rigs the throttle is foot operated, the driver sitting in a well-padded cockpit, inboard style. Racing on very short courses in rough water with one buoy turns, the "X" jobs average about 57 to 58 miles per hour for a ten mile heat—requiring speeds of 75 or better on the short straightaways.

Not since 1934 have the big "X" rigs invaded our shores but Florida may once again hear the banshee wail of the six cylinder powerhouses. The committee of the Miami Orange Bowl Regatta has extended an invitation to an Italian team to compete at their event this winter and possibly at several other races on the annual Grapefruit Circuit. Interest is said to be high in Europe and there is a possibility that some real international competition will ensue if the American drivers can whip up engines suitable for this competition!

Profile shot indicates massiveness of the European powerhouse.



A rear view of the twin-cam Dupuy version of the Soriano, current holder of the class "X" record at 79.04 mph. Note the heavy lapstroke construction of this typical European hydro.





New "E" World Record Holder—Al Endres' Silver—blistering the Cambridge mile at 80 mph.

Record Jamboree

by Ed Nabb

Photos by Charles Marshall

Sunday, August 3, was the day of the big fracas! There will be more discussion of that day around the "hot stove" racing league this winter than there will be of Marilyn Monroe. You will even hear some shouts of "short mile" from the California boys—just like the Eastern drivers complaining about Salton.

Actually the regatta was like dozens of others which have been run at Cambridge thru the years. There were 122 boats in the water, including SU outboards; and 96 inboards. Cambridge is a very boat conscious town, and as you ride along High Street, admiring the 200 year old homes, you come

to the yacht club; and basin, which is equipped with two electric cranes especially for inboard racing boats. The Choptank river is three miles wide at this point, and stretches for 5 miles without a bend. In this area the mile straightaway and competition courses are laid out for the annual Cambridge Yacht Club Regatta.

Of course the one disadvantage to a large spread of tidewater such as this is that it can get mighty rough for powerboat racing. Cambridge is unique in that it never gets "fairly rough"—they either have perfect water—or it looks like a roller coaster. This was the year of the perfect two inch ripple—and the result at the end of two hours of mile trials was an amazing seven world's records broken! Two other drivers topped

The clubhouse and finish line at Cambridge Yacht Club.



existing marks but got the well known axe from the inspectors.

Mile trials on the Choptank are always held from 6:00 to 9:00 a.m., because the air is always damp and heavy—and the water is generally calm at that time. At starting time this year the entire course was engulfed in a heavy fog—and it looked as if the rain of the previous day was about to start again. The two committee boats, with referee Al Bauer in charge of one—and 4th Region APBA Chairman E. M. Peatross in charge of the other—took their places by the mile marker to await developments. At about 7:00 a.m. the fog clouds lifted to an altitude of five to ten feet—and the boys started their runs. Actually the air was so damp and heavy that breathing was difficult—but the engines seemed to love it!

The method of timing the mile trials was the same that is used at most Eastern regattas. We aren't fortunate enough to have Otto Crocker and his highly developed electronic timer, so a combination of two way radio and flash bulbs is used. Three timers at each end run approved stop watches, and an approved APBA referee is in charge of the operations on the two committee boats.

The following speeds, which exceeded the old records, were recorded:

Class D Racing Runabout: Elwood Pleiscott of Cambridge, Md., in *My Boy Woody*—72.591 mph. Old record 69.769 mph also held by Pleiscott, established at New Martinsville, W. Va., Oct. 1, 1951.

48 cu in. (Y) Hydros: C. Mulford Scull of Ventnor, N.J., in *Shooting Star*—80.014 mph. Old record 79.330 mph. established by Pete Pierce at Salton Sea Nov. 9, 1951.

(Ed. Note: This record was raised to 82.436 mph. See Seafair Mile Trials this issue.)

48 cu in. (Z) Runabouts: Ruby Scull (Mully's wife) of Ventnor, N.Y., in *Mickey Mouse*—60.785. Ruby's old record of 59.571 was established at Miami in February.

E Inboard Racing Runabouts: Al Endres of Grand Island, N.Y., in *Sliver*—80.743 mph. The old record was set at 75.558 mph by Sam Griffith in Miami, Dec. 31, 1951.

D Service Inboard Runabout: Harry Bickford of Hampton, Va., in *Skip*—55.059 mph. Old mark of 51.724 mph was set by George Trimmer at Picton, Ontario, Aug. 7, 1950.

Jersey Speed Skiff, a one design class common to the East Coast. They are a 16 foot, lap strake utility, powered with a hopped up Merc or Ford, converted for marine use. Dan Ardolino of Long Branch, N.J., in *Jo Carl II*, 49.611 mph. Old record of 45.432

was set by H. E. Disbrow at Ocean City, N.J., Sept. 9, 1950.

BU Outboard Stock Utility: Mrs. Evelyn Sarosy of Bronx, N.Y., in *Humbag*, 49.459 mph. The old record of 47.462 was set by Elgin Gates at Devil Lake, Oregon, July 14, 1951.

AU Outboard Stock Utility: Ed Taylor of Hebron, Md., in *Tiger Shark*, 44.226 mph. (later disqualified).

Pacific One Design Hydro: Rodney Brogden of Rocky Mount, N.C., in *Lil Injun*, 64.176 mph. (later disqualified).

The Cambridge meet was the first opportunity of the season for many of the drivers to try the mile, and it was anticipated that some records would fall. Of course no one expected so many records to be exceeded—by so much higher speeds—so the race committee immediately began to wonder. While the competitive races were in progress the mile course was checked by a qualified surveyor, and later, at Al Bauer's suggestion, it was re-surveyed by the official State surveyor. Both men found the course to be 12 feet longer than a mile—which is perfectly OK by the APBA—and is just about as close as you can mark a course with floating buoys in deep water.

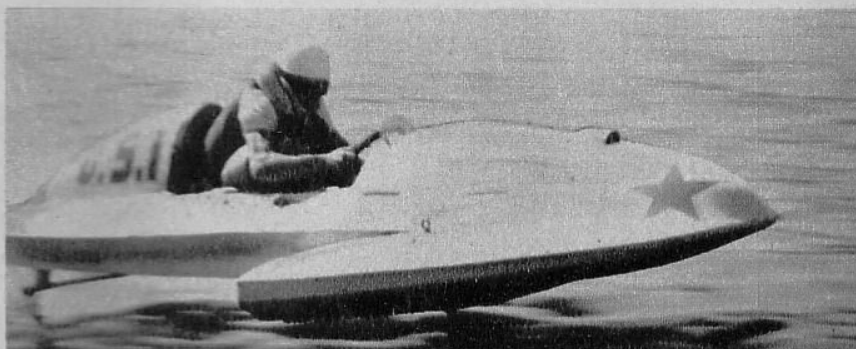
Engine inspectors at most regattas are usually lenient fellows—whose qualifications run somewhere between development engineer and amateur handyman—but it seemed that the boys at Cambridge hit the jackpot. Peatross took charge of the inspection—and he is as stubborn a red head as ever lived. The inspectors were Herman Mathis and Earle Hildebrand assisted by Leon Mader and Arlie Adkins, and represent as well qualified a panel as could be found in the East. In a matter minutes there were cranks and camshafts lying around in piles of cylinder heads and gaskets, and all the engines were completely checked. Ed Taylor had the misfortune of having one small gasket that wouldn't qualify as stock—and his record was thrown out the window. Arlie Adkins was assigned to check the POD power plant—and if there is anyone around who knows the way of the Ford "60"—legal or otherwise—it is Adkins. The first thing he noted was that the engine had been "relieved" between the valves and top of the piston. This had been done when Brogden was first experimenting with his boat—and probably does more harm than good as far as engine performance is concerned. Adkins also found that *Lil Injun* had a very mild cam—but it wasn't just what Mr. Ford had intended—so he disqualified Brogden—who also lost the Eastern Championship—and the beautiful Ford trophy as a result.

Each of the other record breakers was equally well inspected—and given a clean bill of health. There was considerable discussion about the POD disqualification—and surprisingly enough the other POD owners were the loudest protestors. They all felt that Brogden was doing nothing that other POD owners all over the country aren't doing—and insisted that his engine should be passed. Actually—there isn't any such thing as a "stock" engine—once a race driver gets his hands on it. It is just a matter of how much you can get away with. There are at least two other PODs currently running in the East that can match or better Brogden's speed—with a light man in the driver's seat.

The only thing that prevented a real fiasco of competitive record breaking was a new course that was being tried. Cambridge has been noted for years as having the fastest 2½ mile course in the East—as evidenced by Doctor Lou Novotny coming clear from California and setting up a POD record there. The course was designed by several

of the local "has been hydro drivers" and featured five buoy turns—three quarters of a mile around. Even the fastest classes can take the turns wide open—water conditions permitting. This season—for some reason still not very clear—the course was reduced to a mile and two thirds "spectator" course—and of course the boys just couldn't wring a record out of that. You may rest assured that the famous oval will be back on the Cambridge program, come 1953.

There is reason to believe that Cambridge will be one of the most popular regattas in the country in 1953. The early August date has been retained—for observation over the past 15 years indicates that the most favorable weather conditions can be expected at that time. The club has requested several National Championships, and will again request Trimper Points, and a lot of the boys will be thinking about that record breaking fog. They know it can happen again!



Mully Scull just managed to ease the "48" Hydro figure over the 80 mile mark. This is a real exhibition of prop riding.

Out on the starting barge, the committee watching with the glasses to see the mile trial boats break out of the fog.



Sam Dupont on the right giving his "E" Service bomb Nitrogen its usual hair-raising ride.

A real hot "136." Don't be confused—this isn't a "135," but a good example of the new class packing the stock version of the Ford V-8 60, and, as this photo shows, they can be made to prop ride and move right along without the full racing version of the "135" motor. This is Dick Sooley in Double Eagle, which has since been sold to Paul Lawrence and re-named Bob-O-Link.



Everybody wanted "in the act" at the inspection of the P.O.D.H. *Lil Injun*.



Harry Bickford's Skip was four miles over George Trimper's 1950 record in "D" Service.



The Season In Review

Catching Up On Some Very Notable Racing Events.

WESTERN DIVISIONAL STOCK OUTBOARD CHAMPIONSHIPS

The Long Beach Marine Stadium has probably seen just about as much power boat racing as any location in the country. This well known California course has played host to a lot of championships, but never one more studded with close competition than the 1952 Western Divisionals staged for the benefit of an appreciative spectator crowd by United Speedboat Association. U.S.A. officials planned on a good turnout of entries but they didn't anticipate the 134 separate outfits that appeared for the contest that would qualify three men from each class to compete in the National Championships at Oakland. The entry is even more imposing when consideration is given to the fact that these outfits represented only 7 classes. There were no entries in JU, EU, or FU Runabouts. Usually there are one or two hot-shots that run wild at an event of this kind, but not at this one. There were seven classes and seven different champions. Further, only two men on the list of the first three in each class eligible to compete in the nationals managed to get on the list twice, a third place each in addition to the class they won.

It took three heats to iron the B Stock Runabout field down. 34 boats were registered to compete for the 12 open spots. In the final go Orville Herrick from Del Paso Heights flipped and the Newport driver Bob Check went right over the top of the overturned rig . . . plenty of luck all the way around . . . no injuries except to Herrick's boat which was hit again on the next lap by Bob Kramer from San Fernando. B Stock Hydro also produced a whale of an entry with 21 drivers on hand to compete for the 11 open spots in this class. The red hot D. Stock Hydros came to the starting line with 9 outfits, all of whom finished the first heat and there was only one DNF in the second stanza. The spectator crowd got all they bargained for when these big Thunderbolt powered rigs got on the water. Ivan Harris, top man from Region 16 who calls Loveland, Colorado his home, had the toughest luck of anyone at the regatta and his perseverance finally won him third place. He flipped during Saturday morning tryouts . . . spent all day overhauling his motor . . . came back for more tryouts late in the afternoon only to end up on the rocks, putting several holes in his boat. He worked all night to repair this damage and was awarded with a pair of third places to cinch his right to compete at Oakland. The D Stock Runabout class, which faded badly in numbers with the change of rules last season is back to strength again. Twenty rigs were on hand, only nine of which were previously qualified. They put on a terrific race. Homer Smith from Parks Arizona flipped his *Sacred Calf* in the second heat but his first heat performance saved him a third in the overall finishing positions. This was a top notch race, well attended and well handled from start to finish. See results on page 49.

FITE MEMORIAL MARATHON

Story and photo by David Beach

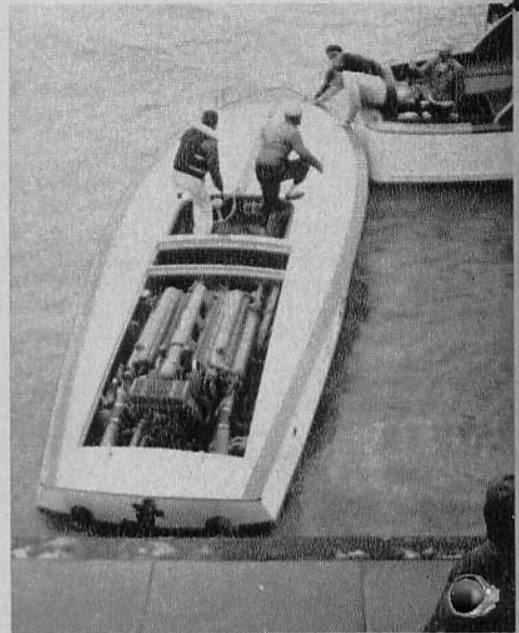
Some races are a "milk run". Everything goes according to Hoyle—the weather is good, the equipment runs well, the contestants and officials sail right through the program and usually the spectator sees a good show. Some races are tough and everything and everybody in the event seems to have three strikes on them before the event gets under way. The latter would be a first class description of one of the first races held this past season—the 6th Annual running of the John E. Fite Memorial Marathon. This is always an interesting race, for it brings together a cross section of racing power boats.

In what was probably the worst race boat weather in recent years, the 1952 event was won handily by the big Packard powered, Unlimited Class racing runabout *Beaver II*, owned and driven by Army Corporal Gene Gatter of Philadelphia, Penn.

A teeming rain, blown out of the northeast by a stiff breeze, beat down the whitecaps in Great Egg Bay and caused an hour postponement of the race. The rain was so heavy when the five minute gun was fired that the gun became drenched immediately and the race was started by the clock alone as the gun repeatedly misfired.

The course, which runs past an inlet from the open ocean, is a particularly rough one in nasty weather as the rollers coming in from the ocean and this makes for an extra hazardous first turn. The first buoy, about a mile from the starting line, is rounded to the West to follow the course of the Great Egg Harbor River upstream through the State Fish and Game Preserve to the turn-around buoy twenty-three miles upstream at the town of Mays Landing.

The field of twelve starters, eleven runabouts and one hydro, became well spread out in the first mile, and it was obvious that the smaller boats would have rough going until they got thru the bay and into the smoother waters of the river. The leader at the first buoy, and never headed, was the winning boat, which threw heavy sheets of spray as it plunged at near mile-a-minute speed into the heavy seas. The *Beaver*, skillfully piloted by her owner on leave from his Virginia Army Post, negotiated the ever-present mud flats on either side of the river channel to return to the starting line in the record time of 45 minutes and 59



Unlimited Class Racing Runabout, *Beaver II* seconds for the 46 mile course. Riding alongside as mechanic was Murph Miller, Longport, New Jersey engine expert who was obliged to assist Gatter with the wheel on several of the tortuous turns in the river which claimed two other boats.

Second place boat was last year's winner, the big 25 year old Chris Craft runabout *Jennie Lee II*, owned by J. Elwood Lee of Margate, N. J. who rode as mechanic to driver Richard Lovett of Longport, N. J. The *Jennie Lee II* crossed the finish line several minutes after the winner had returned to the pits. Third place Sam duPont, of Wilmington, Delaware finished in his *Screemin' Meemie* with a badly lacerated left foot which slipped into the ring gear of his engine as a particularly viscous wave tossed him from the seat of the little E Racing Runabout as he rounded the final buoy of the ocean inlet.

Of the twelve starters, nine finished. The first boat to give up the race and return to the pits was a well soaked 135 cu in. class hydro, *Miss Star Dust*, owned and driven by Wes Turner of Dividing Creek, N. J. Three other boats ran aground on the mudflats upstream.

THE SUMMARIES

Boat	Class	Driver	hrs: min: sec:
1. Beaver II	K. Rac. Run.	Gene Gatter	0:45:59
2. Jennie Lee II	I Ser. Run.	Dick Lovett	0:48:32
3. Screemin' Meemie	E. Rac. Run.	Sam duPont	0:52:47
4. Medico III	F. Ser. Run.	Dr. G. E. Firth	0:55:42
5. Minit-Man	L. Ser. Run.	Chas. Hickman	0:56:25
6. Susan	Jersey Skiff	S. J. Schmidt	0:59:23
7. Suds	Jersey Skiff	John Boland	1:07:18
8. Cup Cake	E Ser. Run.	Chas. Jefferson	1:12:22
9. Gee Whiz	E Ser. Run.	Al Nauman	1:12:23



A start of the championship race. Flying Saucer is boat closest to the far shore line and Miss Columbia is the second boat from the left. The 15 mile race was run in three five mile heats on a 1 3/4-mile course. An estimated 8,000 spectators watched the races from the shore.

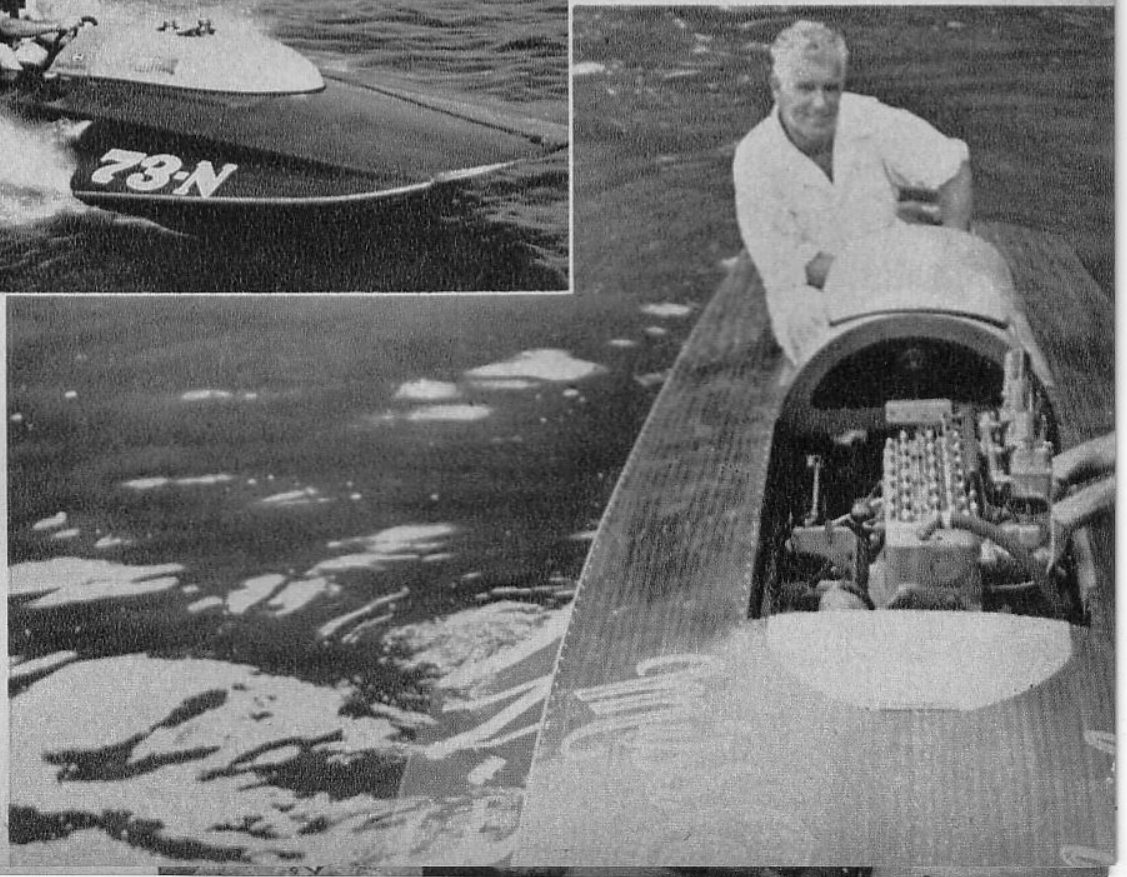
225 Class National Championships

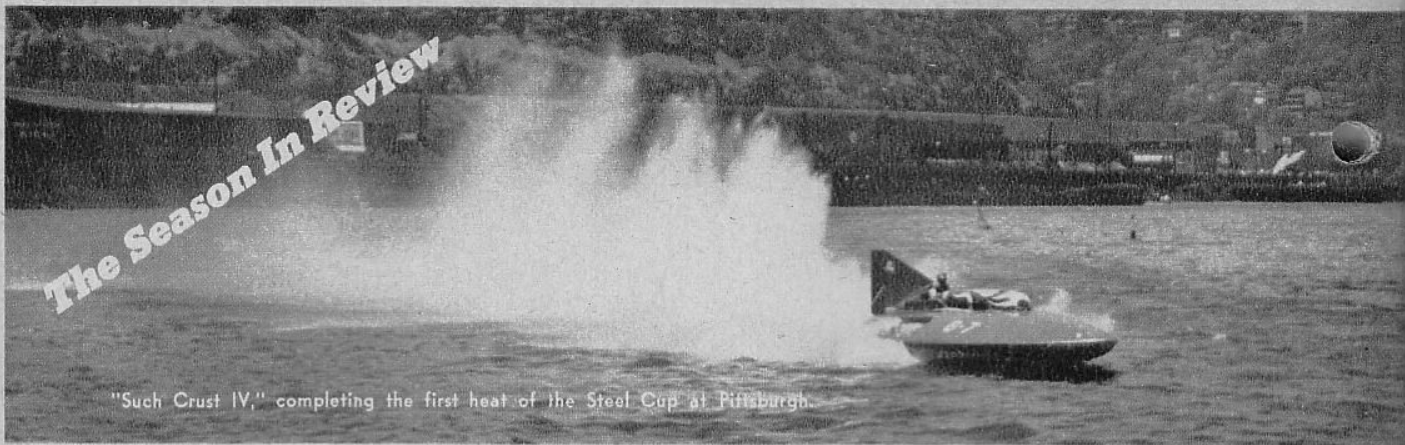
Meet the new 225 Cu. In. National Champ, Chuck Hunter of Columbus, Ohio! Hunter won the national title at the Thirty-Second Annual Regatta, sponsored by the Ohio Valley Motorboat Racing Assn., held on the Ohio River off Coney Island—August 24th. He has made an enviable record with his Miss Columbia, driving 25 heats of racing with 22 firsts and 3 seconds. In the three heat championship race, Hunter took 1st place in the first heat at an average of 56.4 mph.; 1st in the second heat (after Keith Black's Flying Saucer II had been disqualified) at an average of 55.5 mph., and 2nd in the third heat.

Keith Black of Lynwood, Calif., was runner up in his speedy Flying Saucer II. Black finished 2nd in the first heat, 1st in the second (but was disqualified for cutting inside of an upended buoy), and finished 1st in the third heat with the fastest time of the day—63.694 mph.



Hunter's Miss Columbia, powered with a Ford 6, won the 225 Cu. In. National Championship.





The Season In Review

"Such Crust IV," completing the first heat of the Steel Cup at Pittsburgh.

Story and photos by David D. Beach

Pittsburgh STEEL CUP

The Pittsburgh course, starting at the judges' stand on the Allegheny River, and making its downstream turn on the Ohio River. The many bridges doubled as grandstands on regatta day to accommodate a portion of the quarter million people who witnessed the regattas.

The review of the season would not be complete without the story of the 1952 Welcome Week at Pittsburgh. This was the third year for this event which is gaining in popularity each season. Better known as the Steel Cup Regatta, this new annual fixture is very important as it has brought big time boat racing to the attention of a big city and its surroundings which in the past has had very little racing to offer to the spectator public. It is important, too, in that it adds to the annual calendar an event solidly sponsored each year—insurance that there will be a race every season and that the facilities and awards will always be of the highest caliber.

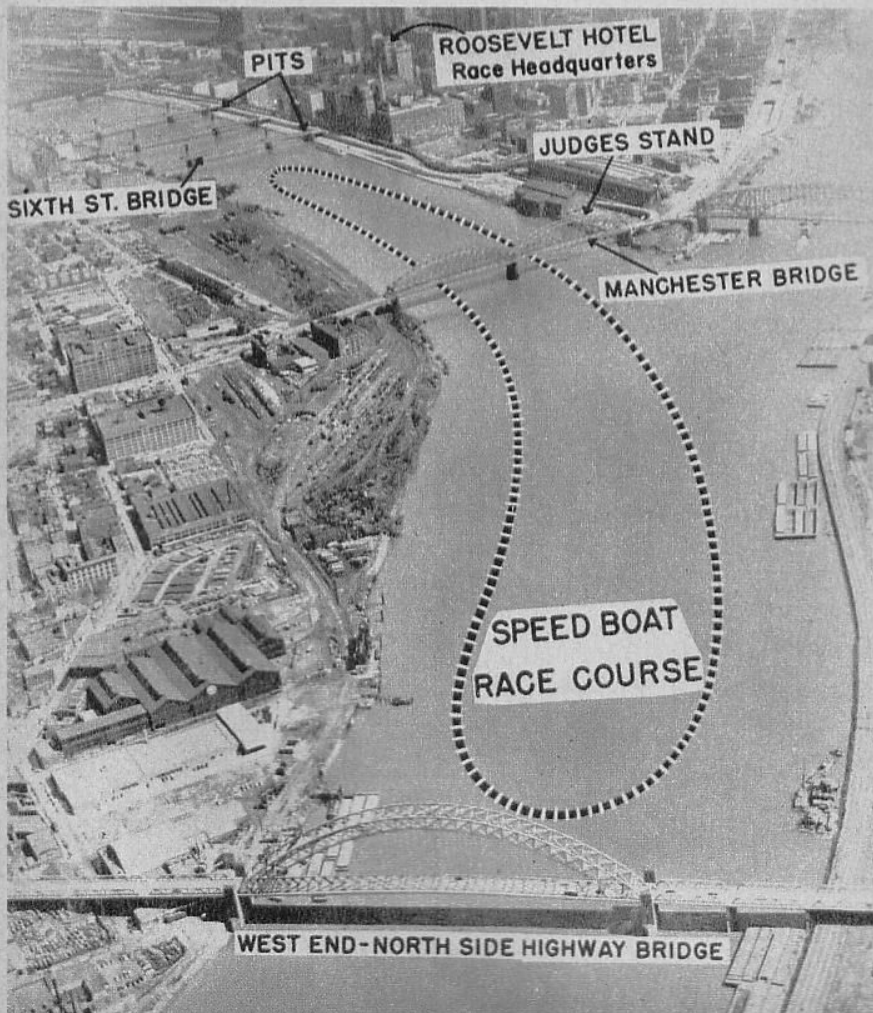
The gleaming new stainless steel Gateway Skyscrapers of the new Pittsburgh Golden Triangle formed a brilliant background for the racing events. This race meeting, held on the junction of the Ohio with the Allegheny and Monongahela Rivers, was highlighted by the formal debut of the new Gold Cupper, *Such Crust IV*, owned by the Detroit baker, Jack Schafer, and driven by the talented Bill Cantrell.

Pittsburgh's course is a dog leg of 2 1/2 miles and was charted to provide a maximum of spectator vantage points, every one of which was jammed to capacity, with a crowd estimated at 250,000 persons. The accompanying aerial photo of the course gives the reader a perfect picture of the ideal facilities for drivers and spectators alike at this race.

On pre-race inspection, A.P.B.A. Inboard Vice-president Mel Crook, serving as referee, ordered the single buoy moved from its position near an abutment of the 6th Street Bridge to a less hazardous position about a hundred yards downstream. This had the effect of shortening the course, which invalidated the survey. As it turned out, this last minute emergency change made no difference in the official result as there were no times recorded which approached record speed.

There were thirteen heats scheduled for the afternoon, and the five minute, one minute and starting guns went off so frequently

48 Runabouts. Ruby Scull, in her "Mickey Mouse" leading C. A. Van Tassel past the starting buoy and under the Manchester Bridge. The finish was in reverse order.



that it sounded like a busy day on an ordnance testing range. The Seven Liter and Unlimited classes ran ten and fifteen mile heats respectively, while the rest of the classes ran the conventional five miles per heat. This tight schedule, allowing only fifteen minutes per heat, was disrupted several times during the afternoon by the shifting and variable winds that blew the buoys at the dog leg bend out of position.

The water was choppy when the program got under way. The two heats for the diminutive 48 cubic inch runabouts produced a winner on points who ran second in both heats. The first heat went to C. A. Van Tassel of York, Pennsylvania, driving his *Ciba Ruby Scull*, the competition record holder from Ventnor, New Jersey, ran her *Mickey Mouse* to a fair second ahead of Joanne Shrake from Canton, Ohio, driving her Glazier built *Little Blue Print*. In the second heat, Ruby and Joanne finished in the same positions, but behind A. K. Souders, whose *My Pal* bounced from one wave to the next to negotiate the course at 39.84 mph., excellent time considering the really bumpy going. Souders was out in front until he cut a buoy and was disqualified. As a result of the two second places, the big trophy donated by the Pittsburgh Motor Boat Sales Company went East to New Jersey, while second money went West to Mount Union College, where Joanne Shrake is a student.

The little "Y" hydros, the 48's, provided the first thrills of the afternoon as some nine starters hit the line in a bunch and crowded the first buoy, still well bunched. In water becoming rougher by the minute in the stiff westerly breeze, the first heat went to Paul Price who drove his *Patricia* over the waves at 42.076 mph. Mully Scull, anxious perhaps not to be outdone by wife Ruby, and after a D.N.F. in the first heat, pushed his *Shooting Star, U.S. No. 1*, to win by a wide margin over J. D. Smith in *Ugh!* from Cincinnati, and Price who ran third in the second round. On points, Price, who hails from Fairfax, Virginia, took home the big Rust Heinz Memorial trophy, while Smith and Scull collected second and third money.

The running of the first of three scheduled 15 mile heats for the Unlimited Hydroplane Class provided spectators with the only unscheduled thrill of the afternoon. In this race, the competition debut of the new Gold Copper *Such Crust IV*, a spectacular collision brought the tens of thousands who saw it to their feet, and caused thousands at the other end of the course to gasp as Announcer Al Bauer excitedly described the action over the public address system. This race was strictly a Detroit affair, with Major Horace Dodge's sweet-running *My Sweetie* and George Marentette's 7 Liter Hydro *Bon Voyage* furnishing the competition. The accompanying photo illustrates the boat positions and courses which led to the crackup. This picture, taken from the upper level of the Judges' stand, shows *My Sweetie*, driven by Al D'Eath, leading Bill Cantrell in *Such Crust IV* over the starting line. Note that Cantrell had approached the start on a wide curve, while D'Eath had made a close approach on the first two buoys and swerved to avoid cutting the third, which was out of position. The buoys shown were those marking the bend in the course at the dog leg, and the one nearest the Judges' stand had drifted so that the course was directed right into the large steel barge on which the judges were stationed. As the boats made the first lap and were approaching the position of the photograph, Cantrell again swung wide and D'Eath was overtaking him on the inside. Just before they reached the third buoy their courses converged, causing a side swiping that resulted in the most



John St. Peter left, representing the Aluminum Company of America, presents the ALCOA Cup to Burnett G. Bartley, Jr., who drove his "Roughneck" to victory in the 7 Litre race.



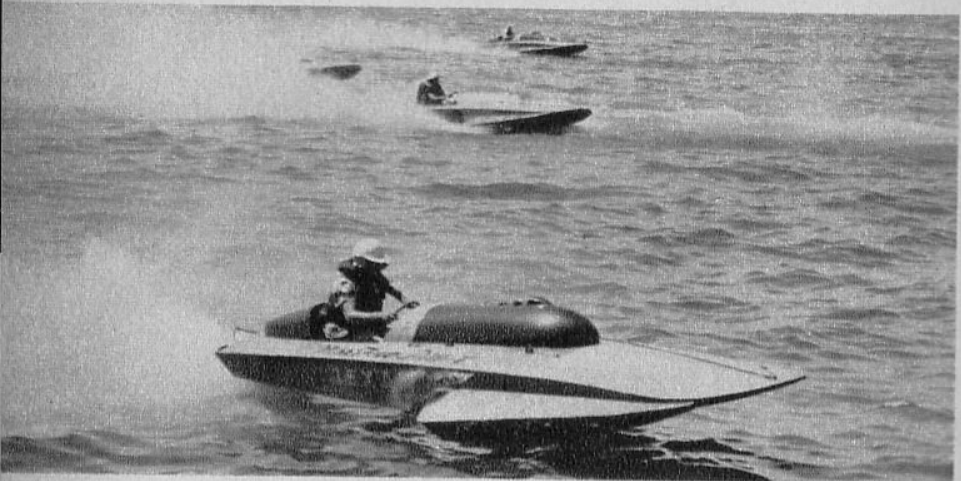
W. Curtis Martens, left, receives the Pittsburgh Plate Glass trophy from Lee Wilhelm.

H. Clay Rodgers, Regatta chairman and donor of the Rodgers Gold Cup for supremacy in the 266 class, presents the trophy to Tony Margio, left, owner of the "Miss Fort Pitt." At the right is Joe Wolfe, driver of the winning boat.

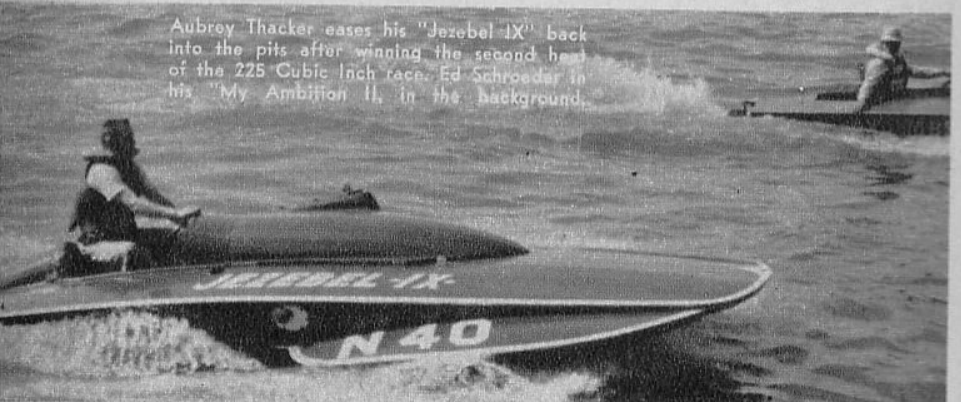




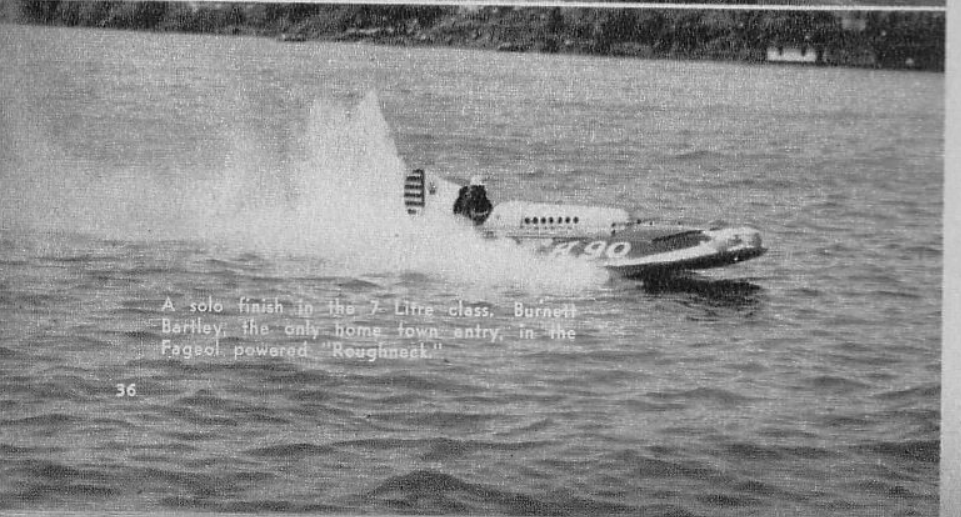
The start of the first heat of the Steel Cup race with Al D'Eath in "My Sweetie" leading Bill Cantrell in "Such Crust IV" across the line. No. 3 buoy has drifted out into the middle.



The 266's. Joe Wolfe in "Miss Fort Pitt V" which set a new course record of 71.09 mph. That's Bill Ritner of Camden, New Jersey in "Here's Hopin" in the second spot.



Aubrey Thacker eases his "Jezebel IX" back into the pits after winning the second heat of the 225 Cubic Inch race. Ed Schroeder in his "My Ambition II," in the background.



A solo finish in the 7 Liter class. Burnett Bartley, the only home town entry, in the Fageol powered "Roughneck."

spectacular spin this writer has ever witnessed. Glancing off the left sponson of the *Crust*, *Sweetie* spun hard towards mid-river, catapulting her driver into the air. At the Dodge entry came to rest in a shower of spray, Cantrell abandoned the race to circle back to where D'Eath had hobbled to the surface. As Al appeared to be OK, Cantrell went back onto the course and continued with the race, as a fleet of patrol boats converged on the drifting *Sweetie* . . . towards which D'Eath was swimming. Cantrell ran the remaining 12½ miles to win the first heat at the modest speed of 67.05 mph, with no allowances made for the time spent in circling the damaged boat.

In the second heat, in which the greatly outclassed *Bon Voyage* offered no serious competition to *Crust's* 1800 hp., Cantrell ran an uninterrupted race at 68.38 mph. Obviously Bill was making no effort to open up the new job.

The 135 hydros put on a spectacular first heat start with some dozen boats hitting the line like the Rockettes from the Music Hall in New York. These boats were so well stretched out in the five mile heat that there were still stragglers rounding the buoy for the first turn of the second lap when Curt Martens took the checkered flag in his *Mar-Bel*. Martens, whose Lauterback built hull was riding in perfect trim, hails from Hampton, Virginia, and campaigns his boat harder than any other driver in the East. A Detroit, Harry Vogel, driving *Little Audrey*, ran second to Martens in both heats, the second of which was the faster of the two, clocking a speed of 60.20 mph.

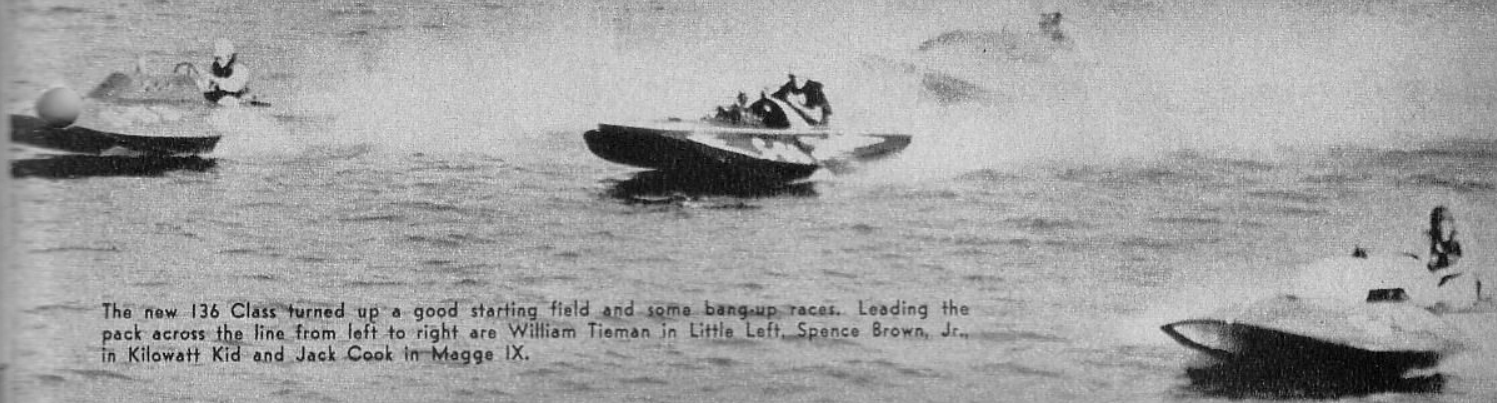
A Pittsburgher, Barnett Bartley, kept the 7 Liter crown at home. Driving the newly acquired *Roughneck* against three other entries, he won both heats. The newest addition to the Burnett flotilla was formerly Joe Taggart's *Tommyann*, which held both the mile straightaway and five mile competition records as a result of a spectacular performance last year at New Martinsville. The winner and *Bon Voyage*, which had been out earlier against the Unlimiteds, were the only ones to finish the first ten mile heat. *So Long*, driven by young Ray Fageol, and Bill Stroh's *Nuts and Bolts* dropped out before reaching the half way point. *Nuts and Bolts* was sporting a new engine which, when properly de-bugged, has the makings of a really hot mill. Powered with a Chrysler Firepower V-8, set up by Bud James of the motor city, it sports a tricky Dodge four carburetor manifold. The block is ported and relieved in addition to other full house modifications, and runs on 100 octane with ten-to-one compression. James feels confident that the engine can be tuned into a first class competition outfit. In the second heat, only *Roughneck* and *Bon Voyage* appeared, finishing in that order. Speeds for the two heats were 61.85 and 61.01 mph, respectively.

The highlight of the afternoon was the second heat of the 225 cubic inch class. Here, Aubry Thacker from Washington, D. C., driver of the gleaming red *Jezebel*, and Chuck Hunter in his *Miss Columbus* from the Ohio town of the same name, ran side by side for almost the full distance. Thacker coaxed an extra rev or two from his engine in the stretch to win by inches. He had finished fourth in the first heat behind Hunter, Franklin Foulke of Essex, Maryland, and Ed Schroeder of Tonowanda, New York. Speeds recorded for the two heats were 64.56 and 68.44 mph, respectively.

Joe Wolfe from Harrisburg, Pa., driving Tony Margio's *Miss Fort Pitt V*, cleaned house on the 266's with a terrific exhibition of speed. Turning in the highest speed of

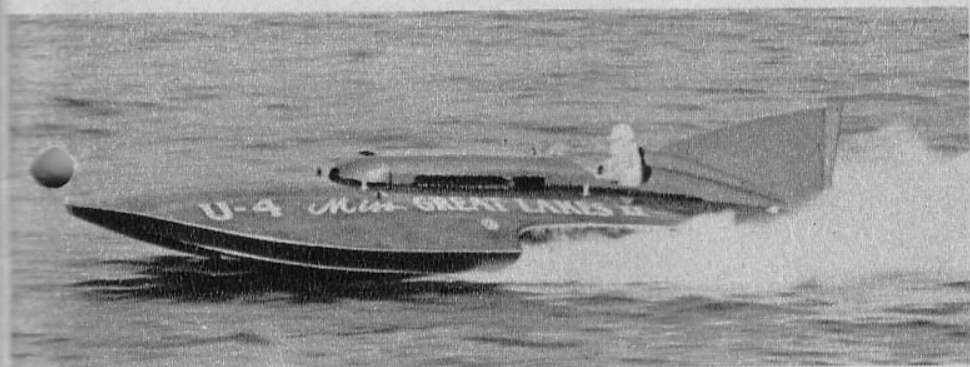
(Continued on page 46)

The Season In Review



The new 136 Class turned up a good starting field and some bang-up races. Leading the pack across the line from left to right are William Tieman in Little Left, Spence Brown, Jr., in Kilowatt Kid and Jack Cook in Magge IX.

Presidents Cup Regatta



Joe Taggart pours the coal to Al Fallon's Miss Great Lakes II.

Up, but not over. Vincent Polomski of Baltimore, Md., has a close call as he almost spills at the start of the BU race at the President's Cup Regatta. In the foreground is 231-d (Dad-Do), driven by Joseph P. Cook, of Lexington Park, Md., whose son, John, also raced.



by Malcolm Lamborne, Jr.

Walter and Roy Dossin's twin-Allison *Miss Pepsi* never ran better in her life than during the three heats for the President's Cup in Washington last September. And for the Detroit Dossins and driver Chuck Thompson, it was their third visit to the White House in as many years.

Sole disappointment in an otherwise very successful two days of racing on the Potomac River was the failure of Stanley Sayres to bring his *Slo-Mo-Shun IV* East. Prior to the Gold Cup race at Seattle, Sayres had written President's Cup Regatta officials that he was anxious to campaign at Detroit, Red Bank and Washington. But illness changed his plans, and the last report was that he was retiring from the sport.

As a result, *Miss Pepsi* was the heavy favorite in a field of five Detroit-owned Gold Cuppers that roared across the starting line on September 20. Jack Schafer's *Such Crust III*, the only other dual Allison on hand and the boat all hands were hoping would give *Miss Pepsi* a run for her money, was across first, with Walter Kade at the wheel. But at the first buoy of the upper turn, Thompson had *Miss Pepsi* out in front. The *Crust* faltered coming out of the turn and finally limped off the course—a broken throttle wire. Schafer's little gremlin was at work again and *Crust* never started again.

Miss Pepsi was never seriously threatened for the six laps, and came across the finish a good quarter mile ahead of Al Fallon's *Miss Great Lakes II* driven by Joe Taggart. Another 250 yards astern was Lee Schoenith's *Gale II* driven by Danny Foster, who has twice piloted President's Cup winners. *Hornet-Crust* which is jointly owned by Horace Dodge and Schafer and driven that week by Jack Bartlow, came in a poor fourth, nearly a lap astern of *Miss Pepsi*. The winning speed for the 15 miles was 84.720 mph.

Two heats were on the program the next day, a Sunday. On Saturday night there was the usual scuttlebutt about how one boat was only half open and watch out tomorrow or how it might have been different if so-and-so hadn't happened. But to the unbiased on the sidelines, it looked as though Thompson had only to baby *Miss Pepsi* along to take the prize.

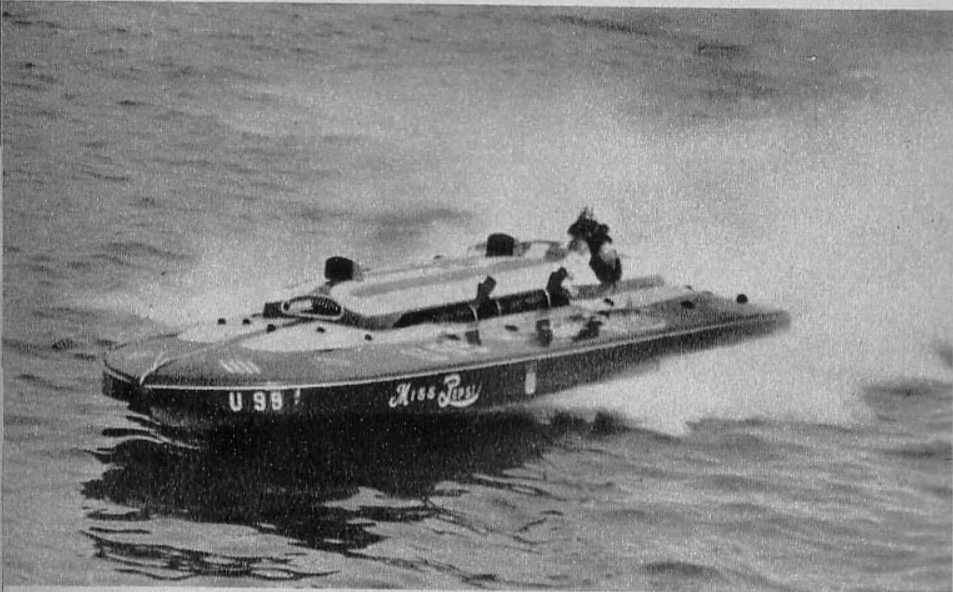
With the situation crystalized by Saturday's performances, the field of Gold Cuppers stepped up their speeds and, to the enjoyment of some 150,000 spectators, they put on two of the best heats ever seen in a President's Cup Regatta. *Miss Pepsi* led both times with average speeds of 84.416 and 86.373 mph. Later it was found that her average for the 45 miles was a new President's Cup race record. It was 84.472 mph compared with 83.450 in 1951. In the final



Young but experienced, 16-year-old Norman Brewington, Jr., from Colonial Beach, Va., rides to victory in his Speedliner-Mercury BU Runabout. He's a top driver in Chesapeake Bay area.



Jack Schafer's big twin-engine Such Crust III ran into early trouble.



Miss Pepsi speeds across the finish line in the final heat to win the President's Cup. Miss Pepsi in the foreground, followed by Hornet-Crust with Gale II trailing, roar up to the starting line during one of the heats.



heat, on the second lap, Thompson had *Miss Pepsi* moving at a speed of 94.142 mph.

The final point score was *Miss Pepsi*, 1200, including 800 bonus points for fastest heat and race; *Miss Great Lakes*, 825; *Gale II*, 750, and *Hornet-Crust*, 507. *Such Crust III* never got out again, suffering further engine troubles. Schafer commented to newsmen on the committee boat: "We won't give up losing," which helps explain why the Detroit bakery tycoon is so well liked.

In winning the cup for the Dossins, Thompson became the first Gold Cup driver to accomplish this feat three times. Chuck drove *Miss Pepsi* to victory in 1951 and 1950. The earlier Dossin win was in 1947 in a single-engine Allison known as *Miss Peps V*, driven then by Foster. Two days after the regatta the Dossin and Thompson families paid a visit to the White House and received the big Gold Cup from President Truman.

The President's Cup Race, which originated in 1926, carries on the list of winners most of America's greats in the world of power boat racing. The President's cup course is often a tough one and the winners of the Cup can usually point to a struggle through every one of the 45 miles.

Here is the history of the Cup:

President's Cup Winners

Year	Boat	Owner	Speed
1926	Cigarette	L. G. Hamersley	55.20
1927	Miss Syndicate	H. E. Dodge	51.62
1929	Imp	R. F. Hoyt	47.181
1930	Hotsy-Totsy	R. Hoyt and V. Kliesrath	54.93
1931	El Lagarto	George Reis	51.148
1932	Delphine IV	Mrs. R. T. Baker	57.162
1933	El Lagarto	George Reis	55.555
1934	El Lagareo	George Reis	57.216
1935	Notre Dame	H. Mendelson	52.80
1936	Ma-Ja	J. Rutherford	57.252
1937	Notre Dame	H. Mendelson	64.516
1938	Alagi	Theo. Rossi	62.285
1939	Miss Can. III	E. A. Wilson	51.83
1940	Notre Dame	H. Mendelson	65.790
1946	Miss Great Lakes	Albin Fallon	69.632
1947	Miss Pepsi V	Dossin Bros.	64.114
1948	Such Crust	J. Schafer	73.409
1949	No. Race		
1950	Miss Pepsi	Dossin Bros.	84.079
1951	Miss Pepsi	Dossin Bros.	83.450
1952	Miss Pepsi	Dossin Bros.	84.472

Thompson, looking back over the past season, said he felt *Miss Pepsi* could take on *Slo-Mo* and come out ahead. Certainly, he did just that in one heat of the Gold Cup race at Seattle in August, only to break down next heat. He insisted that at that time and again in Washington he wasn't getting the maximum out of the boat's twin Allison: At Washington, he said he had the throttle only half open.

Other first place winners in the two days of racing on the Potomac:

B. G. Bartley, Jr., Pittsburgh, 7-liters; Carl Widenhouse, Concord, N.C., 226-cubic-inch hydros; Bob Bourcz, New Orleans, 135-cubic-inch hydros; John McKeever, Silver Spring, Md., 48-cubic-inch hydros; Frank Kocsis, Silver Spring, Pacific One-designs; Elwood Pleiscott, Cambridge, Md., D racing runabouts; Sam duPont, Wilmington, Del., E racing; Harry Bickford, Hampton, Va., D service runabouts; Enoch Walker, Hampton, E service; duPont, F service; Bill Brown, Richmond, Va., 136-cubic-inch stock hydros; Norman Brewington, Colonial Beach, Va., B stock outboards; Doug Stone, Beaverdam, Va., D stock outboards; A. W. Seeley, Norfolk, C stock outboards; Vic Scott, North Bellmore, N.Y., C outboard hydros; E. G. Crabbe, Baton Rouge, La., B outboard hydros; Gil Peterman, Malvern, N.Y., A outboard hydros; Emil Mayer, College Point, N.Y., midget outboards.

PHOTOS BY HAROLD FLECKNOE

The Season In Review



Cam Harmon, the Utah Comet, has one of the hottest "F"s in the business. That's Paul Tyson, also from Bridham City, out on the deck as the Harmony goes into a turn. This team travelled tremendous distances in a year's time to compete at the big "F" races up and down the Pacific Coast. Cam and Paul have had a season of tough luck this year. Norm Lewis foto.

National F Championships

Hang a big "4-60" on the transom of a two man F Racing Outboard Runabout . . . Crank up that four barrel hunk of dynamite and listen to that awesome roar that spells power and speed . . . Spectators gasp as the mechanic "goes out on the deck" to balance the screaming rig as it takes a turn. That is a picture of just ONE of the Thundering Herd, the most exciting class in all of boat racing. Put a fleet of these thrillers on any race course and you unleash racing pandemonium—the very spirit of boat racing. Every class in boat racing has its own particular thrill. The Gold Cups with their thundering power and fantastic roostertails make a picture not soon to be forgotten. The terrific speeds and air-borne riding of the Inboard Hydros leave the spectator with a sense of breathlessness. The leaping-plunging race of the Inboard Runabouts is recommended to put butterflies in the tummy of the hardest race goer. For numbers, close competition and boat-for-boat battles you can't beat the Stock Outboards. The staunch supporter of the Racing Outboards wouldn't give you a nickle for all of these. Hydros and Runabouts alike, he loves that scream that comes out of well tuned racing motors turning up their peak . . . and you will go a long way to find more thrilling racing on the water. There is a thrill in the howl of any racing outboard at full bore, but the thunderous bellow of the "F", the big "4-60", tops them all. Strange as it seems, almost all of the F Racing Runabouts are to be found in the far Western states. This is the reason that the National Championships for this spectacular class are raced annually in the West instead of as a part of the National Outboard Championship Regatta when that event is held in other parts of the country. F Runabout drivers seldom race in another racing class. These men say there is no other class that offers half the thrills. There certainly isn't a trickier boat to drive and you just have to watch one race to appreciate their enthusiasm for the Thundering Herd. The riding mechanics, "deck riders" if you wish, are died in the wool F Runabout boosters too. Undoubtedly the team work of the two men in the boat has some-



Section of the pits at Lake Merced on a clear day. This scene was shrouded in fog for the "F" National Championships. Note one of San Francisco's famous hills in the background. Ken Jolley, the defending champion, had a really tough day on fog shrouded Lake Merced.





The 1952 championship "F" Racing Runabout team. Owner and driver Frank Lang, Jr., on the left and deck rider Cal Coltrin with the booty, and a handsome collection of hardware it is. Lang is holding the new national championship plaque presented by the A.P.B.A., an innovation which went into effect this year. Lankford photo.



Typical "F" racing technique—the kind of driving and performance that keep the spectators on their feet and the "F" teams sold on their class. Coming out of the turn the riding mechanic in Walt Gillo's C-54, on the right, is crawling back into the cockpit as the outfit flattens out. The deck rider on C-106 at the left is still 'way out on the bow as this rig gobbles up yardage on the leader at a terrific rate. Hitchcock photo.

Bill Siemson from Santa Rosa, California, the Region 11 Champion, had nothing but tough luck at the Nationals. Lankford photo.



"Sparky" Belvel, APBA measurer (left) seals Johnny Alden's Merc Super 10 when it appeared that the Oakland lad might have a world record in B Stock Hydro. Lankford foto.

thing to do with the fascination that this class holds over its members and the spectators alike. Watch a run-of-the-mill outboard regatta . . . There are flips and close racing and everything that goes to thrill the spectators. BUT when the Thundering Herd comes out there is a new feeling throughout the crowd. Spectators get to their feet, leave their cars and the stands and crowd down to the water's edge . . . Even the announcer on the P.A. system gets excited. Yes, here they come . . . those roaring F Racing Runabouts, the top attraction in outboard racing.

The 1952 Nationals for this class were scheduled at Lake Merced, right in the outskirts of San Francisco. Sixteen outfits showed up to do battle for the National title and thirteen of them were starters. Everything was there for the makings of a terrific race . . . everything except the blessings of the weather man. There wasn't a trace of wind, but one of those famous "soupy" San Francisco fogs was on hand. It was a real pea-souper, so thick that often the races had to be halted to wait for better visibility. There was a flock of flips, due in many instances to poor visibility and everything was soaking wet, just as wet as if a fire hose had been turned on the equipment. Everyone was cranking and trying to dry out the moisture. Some of the rigs didn't get started at all for the first heat. Others soaked up enough of the dew between heats to refuse to fire at all. It was a rough go for Northern California Outboard Association who put on the show. One of the unfortunates who wing-dinged was Region 11 Chairman Harold Guidi. Pop Guidi, who rides deck for his son, came out of the spill with a pretty badly mashed nose. The rest of the initiates into the sacred order of Hell Divers got off with just the usual dunking. Ken Jolley, the defending Champion, in his usually consistent *Bear Cut* was one of the DNF's in the first heat and he failed to finish in the second. Curley Owens, another Southern Californian, blistered the course for first place in the initial heat, but his *Star Dust* refused to hit a lick for the second stanza. The winner was Frank Lang Jr., of San Francisco, who added together a seventh and a first to take the title. It was probably the weirdest championship race of all time, with the hottest men in the fleet unable to get the gear cooking at all for two heats. Here is the way the leaders wound up in the point scoring:

1. Frank Lang, San Francisco—
7 1 471 Points.
2. Ellis Estabrook, San Bernardino—
3 3 450 Points.
3. Elves Capella, Petaluma, Calif.—
2 5 427 Points.
4. Curley Owens, Covina, Calif.—
1 DNS 400 Points.
5. Chuck Parsons, Lodi, Calif.—
DNF 2 300 Points.

The rest of the regatta was just as hectic, but there was plenty of top notch racing. In "B" Stock Hydro, Johnny Alden from Oakland scorched the 5 mile course in 6 minutes and 26 seconds flat, just three-tenths of a second off the world record. The moisture was there all right to make them rev up, but what can you do if they won't start?

Speed and Spray's photographers on hand for the race sent back the following message: "Good close up coverage. Very few action shots. Cameras not equipped with radar to work thru the fog."

The Season In Review



Lots of speed and close racing here as the Racing Runabouts get away in a beautiful start.

N. O. A.

National Championships

Story and Photos Courtesy N.O.A.

Packed entry lists and a red hot race featured the double-barrelled National Championship Regattas of the National Outboard Association, climaxing the first year of operation of this new all-outboard organization. The Modified Stock and Racing Outboard Divisions held their national title at Lake Village, Arkansas and one week later Dallas, Texas played host to the Stock Nationals. N.O.A. members turned out en masse to support both regattas, to the point where it was necessary to run elimination heats in practically every one of the different divisions.

The Lake Village Lions Club went all out in setting up the finest in the way of facilities, both for drivers and spectators. The only hitch in the entire schedule for the Lake Village organization was windy weather for the Racing Outboard events on Sunday. Not to be outdone by the uncontrollable weather, the officials moved the race course on Monday six miles west of the city of Lake Village to a location that afforded an excellent course to complete the schedule.

The Dallas Boat Club had a near perfect set-up for the Stock Nationals and the

race course for the entire three days was in perfect condition.

Lake Village

Starting on Wednesday, September 17th, the Modified Stock drivers started rolling into town. When the officials had completed the schedule on Thursday morning, they found that over 175 boats were present. Elimination heats got under way Thursday morning and the finals in the afternoon.

Before the Modified Stock drivers could clear the pit area, full Racing outfits, hydro and runabouts started to arrive and by actual count there were 250 boats.

Each National Championship has its "tough luck drivers" and in the Racing division we would nominate for the hardest hit of this unlucky group David Livingston, the Lake Village home townier. He took two National Championships in 1951 as well as earning high point in the nation. David had the "home townier's luck" follow him for the entire event. He was entered in all Classes, but bad luck in some form prevented him from finishing in practically every heat. David did take the Championship in Class C Service Hydroplane to avoid a complete whitewashing. In second

place for the tough luck prize would probably be Clarence Kleihaus of Columbus, Indiana. Clarence, one of the nation's top Class A drivers, has been a "regular" in the tough luck column at the Nationals in past years.

The stars of any Championships are the ones who take home the trophies. Two top notchers, Homer Kincaid (Carbon Cliff, Illinois) and Doug Creech (Charlotte, North Carolina) each took a Championship and two second places, and in so doing took the lion's share of the trophies. Next in line would be Harry Vogts of Madison, Wisconsin and Steve Gantner of St. Louis, Missouri, who each took a Championship and a Free For All. Vogts took the Free For All Hydroplane and again won possession of the "Fox" trophy for one year. Gantner took the Free For All Runabout event to carry off the newly introduced "Tatum" trophy.

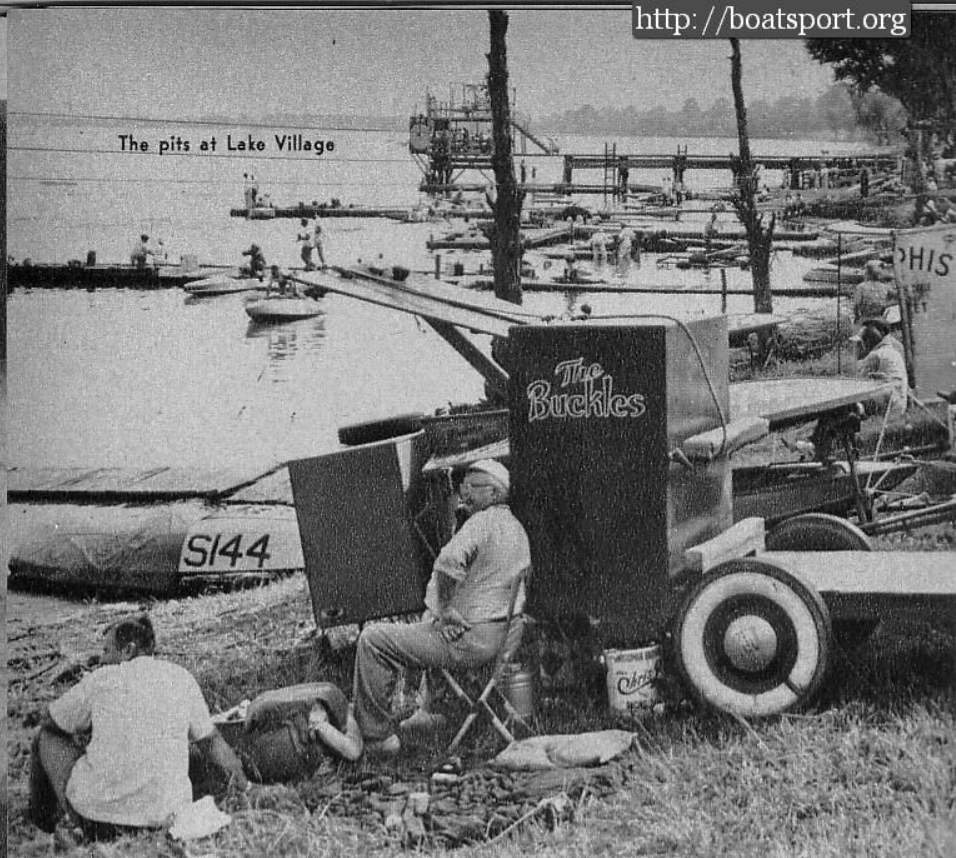
The Lake Village Lions Club under the leadership of Bill Drew, popular young attorney of Lake Village, did a marvelous job. Although all Lion members did an enormous amount of work, much of the hard work in getting the grounds and course in readiness goes to the untiring and wiry Clyde Livingston—and his umpteenth brothers—too many of them to mention.

Herb Scales of Dallas refereed the Modified events and Alan Smith (Shreveport, La.) served as inspector. Earl Robert (El Dorado, Arkansas) was referee for the full Racing division, and Sel Preston (Knoxville, Tenn.) inspected the outfits in this division. A nice addition to the prize and trophy list of this latter division was the 100 gallons of Chris-Go racing fuel award-

Start of Class B Modified Runabout.



The pits at Lake Village



ed by the manufacturers, Christopher Bros.

Dallas

Stock outfits poured into the pits at Lake Dallas in droves. Over 300 were entered to battle it out in the elimination for the right to race in the final event.

Without a doubt the outstanding driver, and proving his superiority by carrying off three National Championships, was the cigar-smoking Bob Terry from Jacksonville, Florida. Terry put on some of the most outstanding driving feats ever displayed on a race course in winning the National Championships in Class A Runabout, Class A Hydroplane, and Class B Hydroplane. On one occasion, he was last over the starting line in a field of sixteen drivers. At the first turn he was in second place and before reaching the second turn was leading the field.

Fortunately, even though every class fielded the limit in the number of starters, only one injury was recorded during the entire program. Alex Wetherbee (Paris, Texas) had the misfortune to have a Class D motor climb up in the boat with him. He was lucky to get off with only a slight back injury.

The Dallas Boat Club under the leadership of Al Salomon did a grand job in preparing the facilities for the Championships. Herb Scales, the director of the Central Zone, with the aid of engineers, set up one of his standard "400" racing circuits which proved during the course of the regatta to be a top notch design. Ralph Tatum (Jackson, Mississippi) is to be commended for his job of referring. Frank Vincent of Tulsa, Oklahoma and Worth Boggeman of Fort Worth, Texas served as inspectors. Results and times on page 44.

Triple winner at the N.O.A. Nationals (Stock) at Dallas, Texas. Bob Terry from Jacksonville, Florida took the titles in "A" and "B" Hydro and "A" Runabout.



N.O.A. Stock Boat King . . . Charlie George from Knoxville, Tenn. set three new N.O.A. records at the National's at Dallas, Texas.



N.O.A.'s National Champions (Div. I) L. to R.: David Livingston, Lake Village, Arkansas, Class C Service Hydroplane. Paul Wearly, Muncie, Indiana, Class C Hydroplane. Harry Vogts, Madison, Wisconsin, Class F Hydroplane (also winner of Free For All Hydroplane—Fox Trophy). Doug Creech, Charlotte, North Carolina, Class A Hydroplane. Ralph Tatum, Jackson, Mississippi, Class C Racing Runabout. Dr. R. G. Frawley, Pennsylvania, Class M Hydroplane. Homer Kincal, Carbon Cliff, Illinois, Class B Hydroplane. Steve Gantner, St. Louis, Mo., C Ser. Run. (Steve also won the Free For All Runabout—(Tatum Trophy).

"Five Of A Kind" at the N.O.A. Nationals. You have read about these boat and motor experts. Here they are in person. (left to right) Walter Braun, Frank Vincent, George Mishey, Dick Neal and Walt Blankenstein.



SALTON SEA . . .

(Continued from page 11)

This was the Twelfth Annual Salton Sea Regatta, always a tough race to sponsor and promote. Far from any large center of population, it is practically impossible to find a sponsor to take on the job of raising the necessary funds for a big four-day race, with mile trials and all the trimmings.

Early in the history of this famous annual regatta, groups of clubs banded together to provide the necessary manpower and to assist the people of Coachella Valley in putting on the race. Later on these clubs formed an organization, called Associated Speedboat Clubs, whose function it was to finance and conduct the big race. Soon after World War II this organization disbanded and turned the Salton Sea problem over to Region 12. This move turned out to be a mistake, for the region did not carry out the successful operational scheme which A.S.C. had used.

During the 1950 season all efforts to interest a sponsor in underwriting the regatta came to naught. At the last minute, when it appeared that there would be no racing, the Southern California Speedboat Club stepped into the picture and through their efforts the Tenth Annual Regatta was held. Small token plaques were given in lieu of trophies to cut down the expenses. The drivers gave substantial support to the regatta through the medium of a healthy entry fee. The courses at Desert Beach yielded up the usual fine crop of records. In 1951 S.C.S.C. concluded a similar arrangement with Roy Hunter, the owner of Desert Beach, to hold the Regatta. Race officials from other southland clubs assisted in conducting the event. The weather was absolutely perfect and the record crop was the largest in history. The water level on the Big Salton had been gradually rising for several years, forcing property owners to rebuild their water front installations. An unprecedented rise early in 1952 inundated many improvements in all water front locations around the sea and Desert Beach, like the rest, suffered damage. The famous old Wheel House, racing headquarters since 1940, was now surrounded by water, but the course, permanently piped into the bottom of the sea, is still above water level. Breakwaters that protected the inboard launching harbor are submerged by the rest of the installations at Desert Beach are intact.

Early in 1952 dates were registered for the 12th Annual Salton Sea Regatta but throughout the year no information was released on plans for the big event. When the race circular appeared late in the season, it was a surprise to many to learn that the regatta would be held at a new location—Salton Sea Beach—across the sea from the old racing plant. The new courses had no record potentials, just a single buoy at each end. A long shelving shoal at Salton Beach extends far out into the sea. The outboards could get into the water but the smart operators found that it was best to either wade or paddle out a considerable distance before attempting to crank up. These beaching and launching facilities were far from the best and were impossible for the inboards. The owners of Salton Beach did a monumental piece of work in creating, with a drag line, a small launching slip for the inboards. Access roads and parking areas at some distance from regatta headquarters were also created. A small barge anchored out on the course served as the committee stand. Tommy Thompson, Race Chairman of the Southern California Speedboat Club, with the assistance of his committee, practically put the regatta together by hand. They did a

tremendous amount of work and it was regrettable that the weather denied them the satisfaction of seeing the regatta completed.

One unique feature of this race was the confusing array of co-chairmen and racing commission representatives, one of each to handle the affairs of each of the three branches of racing. This committee system was even replete with two complete sets of scorers—one for the inboards and one for the outboards. S.C.S.C. had again borne the brunt of financing of the race. The entire proceeds of one of the S.C.S.C. Long Beach Marine Stadium Regattas had been set aside for this purpose, and the drivers ran at this even without the usual purse, in order to boost the fund. United Speedboat Assn. (Stock Outboards) and Los Angeles Speedboat Assn. (Racing Outboards) pitched in to help the Inboard club put the event over.

The first of the Mile Trial days, November 7th, was the fore-runner of trouble to come. Roughly 20 Outboards and Stock Outboards went through the trap before the water conditions became unraceable. Times for the most part were poor. Elgin Gates topped the existing "E" Stock Racing record with an average of 37.689 mph but will not be credited with the mark as his equipment had not previously qualified to run the mile trial. 32 heats of racing for the Outboards and Stock Outboards were scheduled for Saturday and not a single boat got out on the water. It rained, and it blew, and there were white caps and rollers at Salton Beach. The committee barge tore loose from its moorings and blew ashore. It was a sad day.

Sunday was just as bad—there wasn't any rain but how that wind blew! The committee held a meeting late in the afternoon and cancelled the Outboard part of the program, transferring the scheduling of the races to the Long Beach Marine Stadium the following weekend. A very few of the two Outboard divisions stuck around in the hope of a chance at a mile trial, but most of the drivers headed for home. Visiting contestants from distant points, who couldn't stay over a full week, also hit the trail. Just how many boats this division of the regatta would have mustered is problematical, as the registrations fell off when it appeared that there was hardly a remote chance of getting onto the course. If the 94 Stock Outboards that did complete registration are any indication, there would have been an excellent turnout in each of the 16 Outboard classes.

At the close of this hectic day the committee came to a sensible decision. They decided that if the water ever did become raceable during the length of the sanction, they would discard the race schedule and attempt to complete the National Championship races scheduled for B Racing Runabouts, P.O.D.II., Crackerboxes and 266's.

Monday morning dawned with a hangover roll from the previous storm, and a persistent night wind. At 10 o'clock the wind dropped and the sea leveled out. It was still a long way from good racing water at 11 when the first event got under way.

B RACING RUNABOUTS

Ed Parsley's *Vina Mae IV* with Willie Mirandi in the cockpit won both heats, touring the course in the second one at 47.670 mph. The water was in fairly good shape when this second heat was run and as this speed is just 10 miles an hour under the world record set at Desert Beach last year, it is obvious that the two buoy course has little to recommend it for fast competition racing. The world record holder *Wee Willie* with Harold Coelho doing the driving couldn't get out of its own way and managed only a fourth and fifth in the field on 9 boats.

266 HYDROS

A disappointingly small field of 8 boats were entered to compete for the National Championships in this flashiest of all limited Hydro classes. Only 6 of the outfits started the first heat. As the boats got away, Curtis Martens in his *Mar-Bel* jumped to the front with the new Joe Guess creation *Guess Who*, driven by Bob Sykes, right on his transom. Sykes lost his helmet right after the start and by the time he had recovered it the race was practically over. This wasn't ideal hydro water but Martens kept the coal on nevertheless and turned in a 76.078 mph average for the 5 miles. Bill Dale's *Pee Wee* was second, far behind the leader. Martens couldn't get started for the second heat and Sykes ran away with it at 78.192 mph, nearly 10 miles under Sawyer's record established at Desert Beach last year. The new *Guess Who* was riding perfectly in the various kinds of going that the course offered, but the handicap of the two buoy course was too much to overcome—just about ten miles an hour too much. Bill Dale again took the second place and wound up with the Championship in the bag on total points.

CRACKERBOXES

Thirteen outfits were entered for the hair-raising Crackerboxes but only 9 put in an appearance for the race. Dan Campbell in *Tops* and George Patterson in his *Hot Cinders* split up the first and second places in the two heats, with Campbell coming out on top with the fastest heat. His best time was 58.556 mph, just 2 miles short of the record for the class. The first heat of the Cracker race was a honey with the two leaders battling it out all the way. The next four boats were right on top of each other all the way around the course.

P.O.D.H.

With Dr. Novotny, the perennial national champion and world record holder recovering from an operation, his *Cherub II* in the hands of Art Maynard finally took a waxing. Marion Beaver from Parker, Arizona, who has been giving the "good doctor" fits for many seasons, was hotter than a \$2 pistol, and won both heats. He got his *Little Beaver* around the course at 51.107 mph, just about 3½ miles under Novotny's 1950 world record. Maynard gave Beaver a good race for the first heat, but the *Cherub* soured up in the second stanza and wound up in 4th place. The second, third and fourth place boats all topped 48½ miles an hour in the first heat; pretty fine time for these boats.

225's

Moody as always, the Big Salton suddenly turned on the wind again, and before the 225's could get onto the course it was getting good and rough. There were six entries but only two of them wanted any part of the sloppy going. Roy Skaggs gave Keith Black's *Flyin' Saucer* a terrific ride to beat the other entry, Bob Hansen's *Slo-Poke*, by nearly 2½ minutes—100 mph outfits don't take readily to rough water—yet Black's boat gave an unusually fine performance in this nasty going. By the time this heat was over the big sea was white capped again and racing was over for the day. The balance of the Inboard competition events were subsequently scheduled for a future date at the Long Beach Marine Stadium.

It was bright and sunny on Tuesday morning, the last scheduled day of the sanctions, but the water was still roly and the outfits started to pull out for home when the gusty wind freshened. This is a fatal error at Salton Sea, as any veteran will testify. At 10

(Continued on page 46)

NATIONAL OUTBOARD CHAMPIONSHIPS

By Joe Swift

The Outboard Nationals held at Lake Alfred, Florida, during the longest rain in the Chamber of Commerce history books brought together one of the hottest and largest group of "thunder boys" over to visit that generally sunny marine track. It was the third week-end in October when the scream of the "A's" and the full throated roar of the "F's" added their din to the inbetween tones of "C's", "B's" and "M's". Over it all, for three full days and nights, the steady and relentless rain continued to fall. Nonetheless, not a single shingle jockey will deny that they were fine races, well run and well officiated, and proof of the fact is partially emphasized by the total lack of a protest or squawk of any kind.

Peering through the folds of his raincoat in an inspection shack designed against sun instead of water, the quiet and eagle-eyed Charlie Strang failed to find a single case of odd comparison between engines and spec sheets. With a sad shake of the head he buttoned up his instrument case at the end of the show, muttering something about the woeful state of affairs which had seemed to make excess baggage of the inspector.

Saturday morning was filled with one torrid heat after the other until all of the vacancies had been filled and runabout and hydroplane classes were ready to tangle in full force for the Championship crowns. As always, there had to be some disappointed lads who had travelled far in the hope of winning a berth in the finals, but even they found the show something to long remember.

It was "Doc" Frawley of Dravosberg, Pa., who won the first title Saturday afternoon in a throaty "M" the likes of which is seldom seen. Doc was driving a new boat built by Frank Mosher, and he ran away and hid from every other Midget on the circle. When all of the damp time sheets had been entered on the damp summary forms by the damp timers and officials, Doc had not only won himself a title, but he had also set a new "M" record for the five mile tour in competition. He had hammered around for an average of 38.701, surpassing the old mark of 38.379, and set up a new mark for the boys to shoot at.

The C-Service Hydro's followed the M's to post, and there developed a battle-royal between Clyde Wiseman, Steve Gantner and last year's champion, David Livingstone. Wiseman and Gantner each won a first and third, with David in the middle. After a careful check of times, the final top honors went to Clyde, and one of the brightest spots of the cloudy day was the Wiseman grin, very wet but very happy.

Now we've seen a mess of "A's" . . . Some have been tepid, some warm, and a very few have been right off the fire . . . But we can look you in the eye when we tell you that the goin'est little mill we've watched for a long time was clamped to the transom of Doug Creech's "A" boat. That thing was so hot you could detect it with a Gieger counter locked up in the trailer box! Paul Wearly, the Muncie Monument Merchant, was there with a similar device, also a very energetic iron, but with all things about equal it was Doug who carried off the biggest trophy when the awards were passed out. Doug got a bad start in the first heat, and even though he didn't quite catch

Wearly, he passed everything else, taking it the long way around. Wearly got in the wrong slot on the second start and had to work things out the hard way, but that Carolina Creech was so far out front he needed a chart to find his way.

For our money you can mix sixteen "C's" in the first turn, and if it doesn't take fifteen minutes for your goose bumps to subside, you just aren't human. The two "C" tangles were no exception in our book, and that Wearly began to gather in the chips. The water was rough, but the Muncie Master played hard to catch, and after he had sorted out the men from the boys in the first turn, he went on to turn in a neat 58.498 competition average. Creech was snarling and biting at Wearly's rooster tail all during the second heat, but there was no steam left to get by with. Two very clean firsts gave the Championship to Paul.

Sunday afternoon the first group of pilots to swarm down on the starting line were the boys with the long-nosed C-Racing Runabouts. With runabout speeds only a couple of miles an hour under those of the C Hydroplanes, these uninhibited devices add their bouncing, bow waving tactics to a hot pace and come up with a boat race that spectators pay to see. A while back, it was Jack Stanford of Lake Alfred who had the scorchin'est combination; then it was Byron "Sonny" King who found the secret before he graduated to inboards last year it was David Livingston who came up with the most restless device; but this year the new ball of fire is Bill Tenny of Dayton, Ohio, who proved that his PR will make as active a runabout as it will an hydroplane. Bill dethroned Livingston in two heats of hot racing, during which Jack Cohn of Chicago was always a threat, even though he finished in an overall third position.

When the "B's" came out of the hive it was again Paul Wearly who proved that long years in the game, plus intelligent application of what a guy learns, plus systematic and precise attention to small details, all adds up to the sort of total that makes champions. We do not refer here to the driver who wins once and never repeats. Paul has been a champion many times in the various outboard classes. More credit is certainly due the man who can repeat, and Paul, assisted by his brother, Joe Wearly, earned further credit at Lake Alfred by romping off with both heats of "B". Mabry Edwards from Jacksonville was in the second notch for both trips, and it took Charlie Heston, another Jacksonville speed merchant, to turn in the most curious performance of the boat race. He managed to drive two five-mile heats in the exact same time for each round, 50.034 miles per hour.

With the PR's traded for the Service engines, the runabout lads again took off for the first pin, and after two melees of the same, it was Tom Small of Milwaukee who managed to find his way home first, and Hal Abrams of Wilmington, N. C., and Home Kincaid of Carbon Cliff who finished second and third.

The "double-trouble" boys, the muscle men with the big and mighty 460's were assigned the job of winding up Sunday's program. Officially, the last race of the day was scheduled to be the special pair of C-Hydro heats for the world famous John

Ward trophy. However, by the time Supermen Harry Vogts, Don Frazier and Joe Michelini were through sorting out the first three places with their "F" thunder-buggies, it was decided to postpone the Ward race for Monday in hope of better weather. The two heats of "F" were furious, to say the least, and the final tie between Vogts and Frazier, each with a first and second, had to be settled on a time basis. It was Vogts who won, but only by the smallest margin.

Although the John Ward Trophy was delayed enroute from Italy and was not on hand by regatta time, there was no lack of enthusiasm among the "C" boys when it came time on Monday to pick and choose the first American winner of this beautiful art treasure. Everyone was ready to get started except the Weatherman. He handed out more rain, and he even added in a good portion of wind to chop up the course. It was in this rough water that Vic Scott, of Albany Marathon fame, displayed complete abandon in his throttle technique, hammering past the more cautious Wearly on the rough side of the course and taking a win in the first heat. Vic might have won the trophy by virtue of disregard for life and limb, but during the last heat his PR gave up the ghost and left him sitting across the course from the starting line. So it was Wearly who once more stepped forward when the awards were made, and he became the first American outboard driver to win the John Ward Trophy.

The 1953 Nationals at Lake Alfred will long be remembered as a fine example of championship competition, but it may also become famous as the Nationals at which not a single official beef was registered, the engine inspector passed everything he looked at, and there were no rumblings left over to echo around the halls at Detroit. It was a good boat race. You should have seen it.

(Continued on page 50)

STOCK OUTBOARD WESTERN DIVISIONAL CHAMPIONSHIPS RESULTS

A Stock Hydro

1st	Ken Collier	Blythe, Calif.
2nd	Biff Parker	Newport Beach
3rd	Doug Stubblefield	Blythe

C Stock Runabout

1st	Cag Graham	Ventura
2nd	Charles Boring	Modesto
3rd	Elgin Gates	Surfside

B Stock Runabout

1st	Julian Binford	Buena Park
2nd	Bob Check	Newport Beach
3rd	Mike Meehan	Venice

D Stock Hydro

1st	Burt Ross, Jr.	Tacoma, Wash.
2nd	Dr. E. W. George	Arcadia
3rd	Ivan Harris	Loveland, Colo.

B Stock Hydro

1st	H. L. "Hub" Reed	Blythe
2nd	H. L. "Buz" Busley	Eugene, Oregon
3rd	Julian Binford	Buena Park

A Stock Runabout

1st	Chas. F. Harter	No. Hollywood
2nd	Bob Parish	Bakersfield
3rd	Wendell Keith	Whittier

D Stock Runabout

1st	Elgin Gates	Surfside
2nd	Johnny Craven	Pasadena
3rd	Homer Smith	Parks, Arizona

RED BANK REGATTA

(Continued from page 30)

By Lou Eppel

The 135's racing for the National Championship of their class added considerable gray hairs to the heads of the officials by furnishing one of the tightest knock-down and drag-out battles ever witnessed on the Navesink River course. With such a fast field entered, the drivers were given the option of running a split field even though there were only fifteen bona-fide starters. All voted in favor of not having elimination heats, so they were started as a field. Fourteen boats roared across the line and at the first turn, Johnny Kipp of Baltimore, Md. dumped his Sabra in the middle of the pack, and only through the quick thinking of two of the other 135 chauffeurs, Earl Jarrett of Albany, N. Y. and Ard Bozarth of Vineland, N. J. was he saved from more serious injury. Jarrett and Bozarth leaped into the water to help the unconscious Kipp and assisted him into a patrol boat which whisked him to the hospital in a matter of minutes, where it was learned that he had suffered serious back injuries which would require considerable time in the hospital. By good fortune, Kipp is now on the road to recovery. Because of the accident, the heat was called off and the officials broke the starters up into two elimination heats. In the first elimination heat, Sam Owen, driving Chap Hanley's Ethel XX, took the lead and nearing the end of the second turn did a wing-ding which put him in the hospital with severe leg and internal injuries. In both cases, prompt action of the patrol boats can be credited with lessening

the seriousness of the driver's injuries. Joe Wolfe, driving Jerry Powell's Whoopee took the Championship in two heats in 72.1 m.p.h for the first heat and 72.2 m.p.h. for the second.

The see-saw battle between Bob McAllister and Ruby Scull for record honors in the 48 Cu In. Runabout class took a turn in the McAllister direction this time. Bob got his *Yankee Boy II* around the five miles at an average of 56.747 mph to erase Ruby's 56.005 record established in Florida earlier in the season.

The outboard portion of the program was extremely well attended. With Eastern Divisionals Championships at stake, the competition was tough and some of the season's finest outboard racing was served up.

It should, perhaps, be noted that there still exists in the minds of a few, that in order to put on a successful regatta of national importance, a big field of Gold Cuppers or Unlimiteds must be on hand to dazzle the crowd. The 1952 Sweepstakes regatta, as well as other regattas throughout the country have definitely proved the contrary to be true, for all classes, from the Midget outboards right up and through the 266's put on a show which was of the highest calibre. The appearance of the Sweetie and its unfortunate spill did give a fillip for the while, but the sheer good competition of the other classes with full fields and outstanding driving gave all who were present a full measure of thrills and excitement.

Three hundred and fifty seven boats crossed the starting line in two days of racing putting on thirty heats of top notch competition. This year it was again "Qual-

ity plus Quantity". In the short span of two years, the well established National Sweepstakes Regatta, has managed to live down the reputation which it built up shortly after the war, when its regattas were something less than good. The interest of the drivers and spectators alike dwindled because of the indifference of certain individuals who had come to regard the Red Bank affair as being too big to require the offering of facilities and hospitality to the competitors. Let it be said that the return of interest under the guiding hands of Commodore Joe Irwin and Tom Fields has put the Sweepstakes almost in a class by itself.

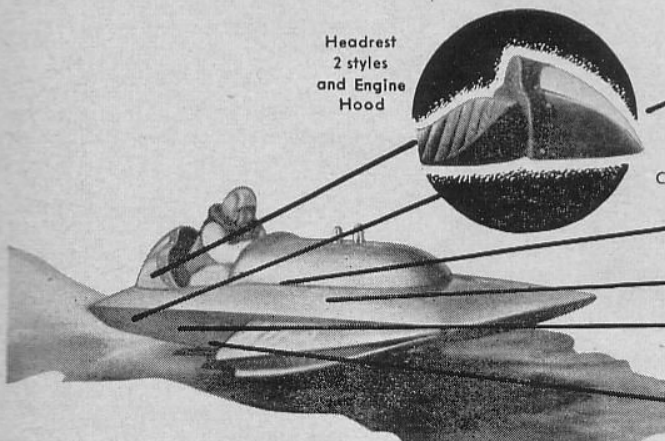
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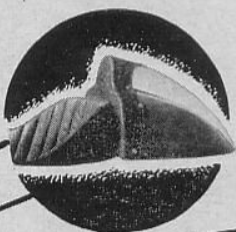
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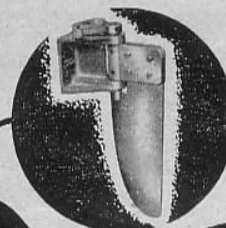
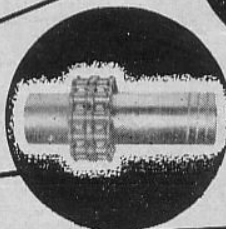
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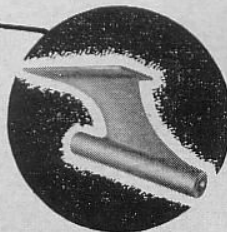
Chain coupling
11 styles



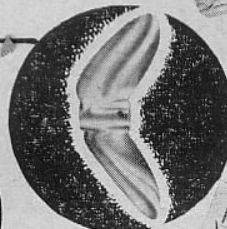
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5 styles



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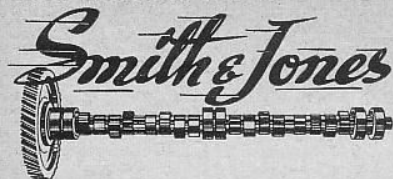
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STEEL CUP . . .

(Continued from page 36)

the afternoon, he led Cleveland Bill Morgan's *Sugar II* over the line in the first heat at 68.39 mph. In the second heat, he was second by Ed Aleksandrocciez from Baltimore. Joe turned in a sparkling 71.09 mph. in the second stanza, which set a new course record for the Pittsburgh circuit. The old record for the 15 mile heat was 66.809 mph. established by Danny Arena in Jack Schaffer's *Such Crust III* in the 1950 regatta. Joe's win gave Margio possession of the beautiful Rodgers Perpetual Trophy donated by Clay Rodgers, co-chairman of the Welcome Week Regatta Committee.

Year by year the entry list swells at Pittsburgh, and not the least of the attractions is the beautiful set of ultra-modern cups specifically designed for this annual regatta. They range in value to a top figure of \$6500.00. There is something, too, in that name—Welcome Week—for the fine hospitality at Pittsburgh is a feature of this race that the contestants won't forget.

SALTON SEA . . .

(Continued from page 43)

o'clock the wind hauled. In ten minutes it had shifted 90°; another ten and it had reversed itself. The sea started to flatten. 20 minutes more and only a long gentle roll remained. With frantic haste the committee started to set up their mile trials, but it was some time before Otto Crocker's timing equipment was functioning. The Inboard pits were in a state of pandemonium with everybody trying to get into the water for a test run.

Here it was at last—a chance to get out on the mile. The first few runs were made in a long deceptive roll—tough going for the Inboard Runabouts, who leap enough without this kind of water condition. In an hour the Sea was glassy smooth, but the roll, although it diminished to an almost imperceptible amount at times, was present throughout the day. Some of the performances were excellent. Some were way off the record. The big noise was the *Guess Who* run for the 266 Hydro record. Bobby Sykes' first pair of runs through the trap netted 118, 2 miles short of Paul Sawyer's 120.085 record. Owner Joe Guess and Bobby made a few adjustments and the second pair of runs did the trick to produce a final figure of 121.703. The new *Guess Who* is a beautiful thing to watch in the mile. This outfit appears to have more stability than any other prop-rider ever seen in this part of the country. It doesn't appear that she has as much lift at the transom as most of the other 3-points, but she zooms along almost completely airborne, with no sign of the bobble often seen in outfits going well over 110 mph. This is a brand new boat. Improved performance can be expected. The other 266 performances were anticlimatic. *Mar-Bel* rode beautifully but just managed to top the 100 mph mark, enough though to qualify Curt Martens for the Gulf 100 Mile an Hour Club. Bob Ingram got his *Snipe* through the trap for an average of 107 plus to also qualify for the Gulf award.

The 135 situation was filled with drama. Eddie "Pop" Meyer was on hand to protect his 99.483 mph record for the class. Morlan Visel's *Little Joe* was doped to be pretty hot but disappointed with just a hair over 97. The next two boats out were way short and "Pop" Meyer could breathe a little easier. Rich Hallett gave him another scare with a pair of runs in his *Holiday* that averaged out 98.5. Pop had passed up his first chance at the mile to wait for better water and right at this point was probably kicking himself, for the sun was getting low and it looked certain that his number wasn't coming up. Bundy Halloway from Oakland really had Pop worried when he got his "Screamin' Eagle out on the course, for this rig was really "ginnia". He made the South run at 98.119 and came back at 100.642 to become the second driver in history to hit the century mark in a 135. There was some frantic pencil scratching on the committee barge and the final average came out 99.3805, just one-tenth of a mile short of the record. Buddy was sitting in a strategic spot. All he had to do was better his first run by .2 of a mile an hour. Averaging out with his 100 mph run he could go home with a record. Old Lady Luck took over as he was about to exercise his option of returning through the trap. He hit the starter and nothing happened. Holy smoke—a dead battery! Desperate efforts to get another battery out to him in time were to no avail and the Eddie Meyer mark is still on the record book.

Tommy Caldwell from San Mateo, who made 135 history several years back, is now tooling his latest *Blue Blazes*—a 136. Although no official record could be set up for the class, still running its probationary year, Tommy tried the trap and got through at 65.597 mph. The outfit came unstuck on the return trip. With no yardstick to measure against, the merit of this performance is unknown, but the Caldwell outfit was well trimmed out and riding nicely.

The best 225 run of the day was just over the 95 mph mark, leaving Art Maynard in undisputed possession of his record and further, the only one in his class to have hit the 100 mile an hour mark. Glenn Miller

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turned in the best Crackerbox run at about 69 mph, 3 miles short of Ed Brown's record. Ed Olsen's *Cream Puff* was the best of the "E" boats, turning in two absolutely identical runs of 75.187 mph.

The experts had been looking forward to a red hot battle for top honors in the 48's at Salton Sea. It just didn't materialize. Record holder Vic Klette had to go home before the trials were held. Two of the hottest threats, Sonny Meyer's *Lou Kay* and Gillette Smith's *Snuffy* never got out on the course. One of the most beautiful sights of the regatta was Pete Pierce's pair of runs in Kenny Harman's *Tinker Toy*. Pete got the little 48 out on the course just as the sun was going down behind the mountains. Sounding for all the world like a 135, the little 48 screamed through the trap. Out behind stretched a terrific rooster tail. From a distance it looked exactly like a *Slo-Mo-Shun IV* mile run in miniature. The sea in the foreground and the boat were in complete shadow and the sun lit up that rooster tail in a way that would put any movie director to shame. It was a sensational picture. The runs averaged out 81.5 mph, just a mile short of the Klette record. The scream from *Tinker Toy's* 48 was a real thrill for anyone who likes to hear a high speed motor winding clear out. Pete Pierce remarked after the run that he had run completely out of propeller and the motor was running away with him. With the correct prop Harman's little power house should blow that record to shreds.

The B Racing Runabouts were consistently good—most of them just about three miles an hour under the record. The big surprise came when L. H. Tripp in the lightly regarded *Ruff-Nuff* hit the trap for a sparkling 62.871 mph. This was just a hair over Jack Kelley's record of 62.803, but lacking the necessary one-tenth mph margin to set up a new mark.

Only three Outboards stuck it out for their shot at the mile trials. Ken Jolley, with a beautiful running "460" looked like a good bet for that long standing F Hydro mark, but tough luck caught up with him. Through some confusion between the committee stand and the Inboard pits, several of the big boats got loose and in trying to get through the wakes something in Ken's outfit came unstuck before he got into the trap. Curley Owens, averaging 55.5 mph in the F Racing Runabout *Starlite*, was a little over 2 miles short of the record. Called out and called back several times by the committee, Owens didn't get to run until very late in the day when the water was as smooth as a mirror, no kind of mile trial conditions.

Doc Frawley, the National M Hydro Champ, gave the Outboard lovers a real thrill hitting the trap at 40.646 mph, 1.8 short of the record. All you had to do was turn your back on the trap and listen—the Pennsylvania dentist has a piece of gear there that sounds more like an "A" than it does like an "M", and the way he had his little Mosher hull trimmed out was an education to West Coast Outboard men.

It was a pretty tough boat race all the way through; an exceptionally tough one on the Outboards and Stock Outboards, who didn't get a chance to show their wares at all. Southern California Speedboat Club did their best to make it a success. Their choice of a course location was unfortunate. All the years when wind and rough water had hampered operations at Desert Beach there has always been a standard wail from the drivers. It goes something like this: "Why don't we move over onto the other side of the Sea where we are in the lee of those mountains and the water is always smooth?" Well, they moved it this year and now

B RACING INBD. RUN.

DRIVER	BOAT	1st. Heat	2nd. Heat	Place	F.P.
Willie Mirandi Los Banos	*Vina Mae IV US 1-B	(1) 44.291 mph	(1) 47.670 mph	1	800 800
Robert V. Wacker Avenal	Beetle Bomb 16-B	(2) 42.096 mph	(2) 46.853 mph	2	600
R. H. Batt Denver, Col.	Widow Maker 17-B	(3) 40.071 mph	(4) 41.002 mph	3	394
Leonard Tripp Avenal, Calif.	Ruff-Nuff 30-B	(5) 37.068 mph	(3) 46.753 mph	4	352
Harold Coelho Merced	Wee Willie 21-B	(4) 39.267 mph		5	169

Nine boats were signed up and all but one started the 1st. heat.

266 Cu. In Inbd. Hydro.

Bill Dale Maywood, Calif.	*Pee Wee 25-F	(2) 69.178 mph	(2) 73.290 mph	1	600
Bob Sykes Long Beach	Guess Who 4-F	DNF	(1) 78.192 mph	2	400
W. C. Martins Hampton, Va.	Mar-Bel 40-F	(1) 76.078 mph	DNS		400
Kenneth St. Oegger La Crescenta	Ruthless 26-F	(3) 61.141 mph	(4) 69.124 mph	4	394
Bob Ingram Visalia, Calif.	Snipe 8-F	DNF	(3) 70.367 mph	5	225

Eight boats entered and six started first heat.

P.O.D.H.

DRIVER	Boat	1st. Heat	2nd. Heat	Place	F.P.
Marion Beaver Parker, Ariz.	*Little Beaver O-2	(1) 51.107 mph	(1) 49.806 mph	1	800
Art Maynard Long Beach	Cherub 11 O-24	(2) 49.669 mph	(4) 45.895 mph	2	469
Hollywood Elmer Cravener	O-6 Pudgy	(4) 48.517 mph	(2) 47.594 mph	3	469
Robert Wix Ceres, Calif.	Hurri-Cain O-33	(3) 48.622 mph	(3) 47.443 mph	4	450
Whitey Miller Studio City	Powow O-4	(5) 43.987 mph	(5) 43.520 mph	5	254
Charles Higgenbotham Venice	Outlaw O-20	(6) 29.345 mph	DNS	6	95

CRACKER BOX

DRIVER	BOAT	1st. Heat	2nd. Heat	Place	F.P.
Dan Campbell Long Beach	Top 31-P	5.25:0 (2) 55.382 mph	5.07:2 (1) 58.556 mph	1	700
Bob Patterson Van Nuys	Hot Cinders 2-P	5.13:0 (1) 57.508 mph	5.12:1 (2) 57.655 mph	2	700
Glenn Miller Long Beach	Little Stinker 77-P	6.11:2 (4) 48.465 mph	5.15:2 (3) 57.070 mph	3	394
Wendell Tucker Folsom, Calif.	Rattler 32-P	6.21:1 (5) 47.219 mph	5.54:4 (4) 50.733 mph	4	296
Carl Manginn Glendale, Calif.	Hot Ice 38-P	6.10:4 (3) 48.544 mph	DNS	5	225
Lewis McLean Arcadia	Shiftless 60-P	6.26:0 (6) 46.632 mph	6.29:3 (6) 46.201 mph	6	190
Jerry Stiles Whittier	Mo - Go 23-P	9.12:4 (9) 32.561 mph	6.00:3 (5) 49.917 mph	7	167
Robert Sorenson Modesto	Once-Over 22-P	7.50:2 (8) 38.262 mph	6.30:4 (7) 46.059 mph	8	124
Willis Hamilton Whittier	Y - Pout 33-P	7.35:2 (7) 39.526 mph	DNS	9	7

13 entries and nine starters

comes the clincher. Several of the drivers stayed at Desert Beach this year. You have probably guess it—Their report: the water at Desert Beach was completely raceable

on three of the four days of the sanction and furnished mile trial conditions as fine as any ever experienced down on this famous lake in the California desert.

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Business connections make it impossible for me to do any racing next year. Am selling my equipment. SR 70 Racing B motor. Chrome Vincent cylinders, will run 55 mph any day. This includes complete extra set of factory chrome cylinders, copper thermo-flow heads, pistons fitted, etc. Racing A motor. I need say nothing except that it holds present 1 mile record of 50.851 mph. Has never been cranked since setting record. Service C motor, holds 1 mile record of 54.545 mph. Perfect condition top to bottom. Have two stock C Evinrude motors either '31 or '46 units and props. All parts in excellent condition, both motors complete. One Evinrude E Motor. Holds 1 mile E record, even though it was a lame duck record. Motor perfect, brand new crank and new type rods without retainers. One Mercury B motor complete with Hydro unit. Recently set up. It goes! Two Mercury D motors complete with Hydro lower units. Can show you 57 mph with either one of them on my C-D-E runabout. These jobs are perfect, balanced throughout, heavy reeds, auto starters, steel props, etc. The runabout isn't polished or chrome plated but it has a perfect bottom covered with heavy glass, and it holds the D 1 mile record 58.111 mph, D 5 record 50.9 mph, and E 1 mile record. Neal C Hydro, very good with built in foam rubber cushions. AB KeanCraft with glass bottom. This boat held Class B 1 mile record, 5 mile record Class B and 5 mile Class A in 1951 and most of 1952. Phantom AB runabout. This is a new boat with new glass bottom. Was just testing and it goes like a house afire. All boats completely rigged! Have lots and lots of other stuff, too, but no junk. If you think I'm kidding, I'll put any of it in the water right here and let you run it with your own speedometer. Prices on request, or take best offer for all or any part. Elgin E. Gates, 720 13th Street, Huntington Beach, California.

ROCKHOLT UTILITY BOATS—Holder of present D Utility record and first in Class C Winnebago Marathon 1952. Fastest Utility boats in AU, BU, CU, and DU. Write for catalog on Rockholt Boats. Anchor Hardware Co., Wilmington, North Carolina.

1952 ROCKHOLT CU-DU combination runabout for sale in excellent condition. \$225 complete. Johnson P.O. 22 HP \$185. Evinrude 1952 motor 25 HP \$360. Rockholt BU Runabout 1952 model \$195. Write Bernard Abrams, P.O. 148, Wilmington, North Carolina.

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"Handy Billy" and/or a P-500 Pumper. John Germer, 105 Ivan Court, Brooklyn 29, N.Y.

BOAT SHOW ANNOUNCEMENT

THE LIMBOCKER sensational new stock runabout will be on display at the Chicago National Boat Show February 6 through 15. Our booth next to Mercury Distributors. **BLITZ RACING PRODUCTS,** Burlington, Iowa.

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EVINRUDE MOTORS SERVICE MANUAL

Outboard dealers and repairmen will welcome the news that Evinrude Motors Service Department now has available a new 300 page fully illustrated service manual. The manual, compiled by factory experts, gives detailed information on maintenance, overhaul and repair of the complete line of Evinrude motors. Included in the volume are 16 pages of specification tables on every Evin-

rude motor built since 1909. Ten separate sections deal with general service information, ignition, carburetor, power head, lower unit, fuel tank, simplex starter, special tools, specifications, and charts. The manual is indexed. The selling price is \$5.00 and the price includes supplements for the next five years covering each new Evinrude model produced. Address Service Manager, Evinrude Motors, Milwaukee 16, Wisconsin, for further information.

HYDROFOIL SPEEDSTER

By F. H. Snoxell

Further trials of the jet-propelled hydrofoil boat owned and driven by Mr. and Mrs. F. E. Hanning-Lee have been postponed. This boat was taken to Windermere for preliminary trials last August. During one of these runs, damage was caused to the jet engine by water entering the air intakes as a result of the boat striking the wash of a passenger vessel. The engine was replaced and further tests carried out to determine the best angle for the foils.

"White Hawk," as the craft is named, is stated to have run at 100 m.p.h., but it has not been officially timed over the measured mile as yet.

The foils are of the "staircase" type. There are three sets of planes, mounted one above the other, those at the top having the largest area and those at the bottom the smallest. The idea is that as the boat's speed increases the foils of larger area are lifted clear of the water, until it is riding only on the smallest foils, which offer least resistance.



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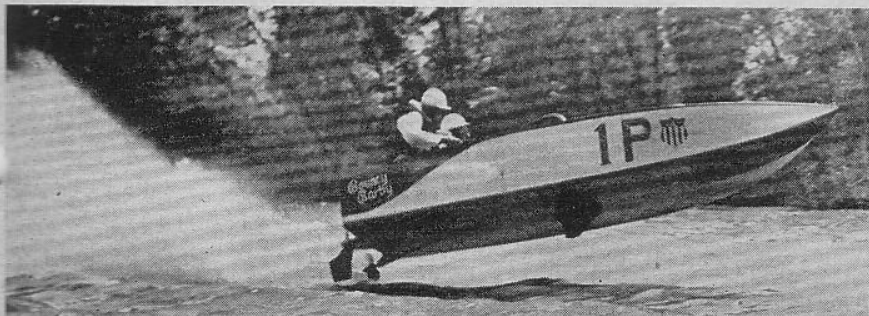
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Photo of the Month



Shot by Arvel Lankford, June 8, 1952 at the Sacramento River Regatta. This is Ed Brown, owner, and Les Gordon, rider, both of Carmichael, California, racing the Crackerbox World Record Holder, BOUNCY BARBY for the last time. The new owner, Ed Santos of Stockton, was waiting on the bank to take "Barby" home with him. That day Ed Brown drove like a wild man. This is typical of the way "Barby" covered the course.



SPEED and SPRAY, February, 1953

225 Hydro "FLYIN SAUCER II"

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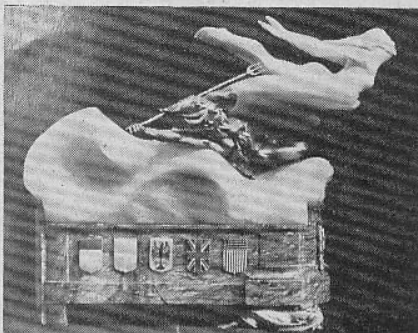
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OUTBOARD CHAMPIONS

(Continued from page 44)

Paul Wearly, star of the 1952 Championships, and winner of the John Ward Trophy.

The John Ward Trophy, emblematic of the C Hydroplane Championship of the world.



SUMMARY

M Hydro (9 Entries)

*1. Dr. R. D. Frawley, Dravosburg, Pa.....	1	1	700 Points
2. Steve Gaal, Garfield, N. J.....	2	2	600 Points
3. Merl Brown, Olmstead Falls, O.....	3	3	450 Points

1st Heat: 38.314 mph 2nd Heat: 38.701 mph

*Note: Dr. Frawley's speed of 38.701 mph in the 2nd heat is a new 5-mile record for the class. The old mark of 38.379 mph was set in Worcester, Mass., in 1949 by Don Whitfield.

A Hydro (25 Entries)

1. Doug Creech, Charlotte, N. C.....	2	1	700 Points
2. Paul Wearly, Munice, Ind.....	1	3	625 Points
3. Bob Cramer, Fort Myers, Fla.....	DNB	2	300 Points

1st Heat: 46.452 mph 2nd Heat: 46.741 mph

B Hydro (23 Entries)

1. Paul Wearly, Munice, Ind.....	1	1	800 Points
2. Mabry Edwards, Jacksonville, Fla.....	2	2	600 Points
3. Charles Heston, Jacksonville, Fla.....	3	3	450 Points

1st Heat: 52.356 mph 2nd Heat: 51.136 mph

C Hydro (37 Entries)

1. Paul Wearly, Muncie, Ind.....	1	1	800 Points
2. Doug Creech, Charlotte, N. C.....	4	2	469 Points
3. Harry Vogts, Madison, Ind.....	2	5	427 Points

1st Heat: 58.498 mph 2nd Heat: 58.823 mph

C Service Hydro (20 Entries)

*1. Clyde Wiseman, Willoughby, O.....	1	3	625 Points
2. Steve Gantner, St. Louis, Mo.....	3	1	625 Points
3. David Livingston, Lake Village, Ark.....	2	2	600 Points

1st Heat: 47.619 mph 2nd Heat: 46.668 mph

Best total elapsed time for the two heats.

C Racing Runabout (32 Entries)

1. W. L. Tenney, Dayton, O.....	2	1	700 Points
2. David Livingston, Lake Village, Ark.....	3	3	450 Points
3. Jack Cohn, Chicago, Ill.....	5	2	427 Points

1st Heat: 55.062 mph 2nd Heat: 54.417 mph

C Service Runabout (32 Entries)

1. Tom Small, Milwaukee, Wis.....	2	1	700 Points
2. Hal Abrams, Wilmington, N. C.....	4	2	469 Points
3. Fred Matthews, Watervliet, N. Y.....	1	DNF	400 Points

1st Heat: 46.130 mph 2nd Heat: 45.158 mph

F Hydro (11 Entries)

*1. Harry Vogts, Madison, Wis.....	1	2	700 Points
2. Don Frazier, Rantoul, Ill.....	2	1	700 Points
3. Joseph Michelini, Chicago, Ill.....	3	5	352 Points

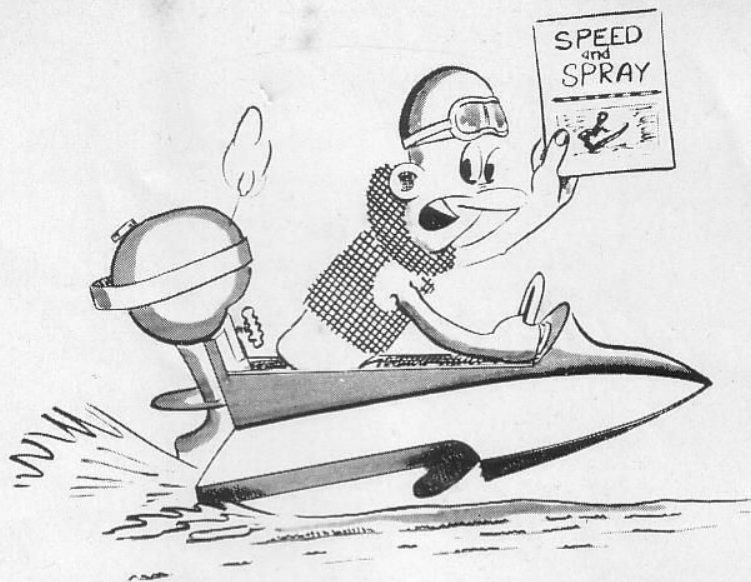
1st Heat: 57.471 mph 2nd Heat: 57.600 mph

Best total elapsed time for the two heats.

John Ward Trophy Race (For C Hydros)

1. Paul Wearly, Muncie, Ind.....	2	1	700 Points
2. Vic Scott, No. Bellmore, N. Y.....	1	4	569 Points
3. Jack Maypole, Oak Park, Ill.....	4	2	469 Points
4. W. L. Tenney, Dayton, O.....	3	3	450 Points

1st Heat: 53.035 mph 2nd Heat: 53.540 mph



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

- ☆ The Orange Bowl Regatta
- ☆ Seven New Worlds Records at the Miami Mile Trials
- ☆ More about THE SEASON IN REVIEW
- ☆ Looking Over the Racing Classes—An Article full of Factual Information.
- ☆ HOW TO PAY IT—Several New Formulas to Spread out the Expense Money.
- ☆ Racing on the Continent
- ☆ News from Around the World
- ☆ A Feature Outboard Article—This one will open your eyes.
- ☆ Personality of the Month—Kenny Harman Does this Feature Story for next month's Issue—We can't tell you who it is. You'll like it.
- ☆ All the regular departments

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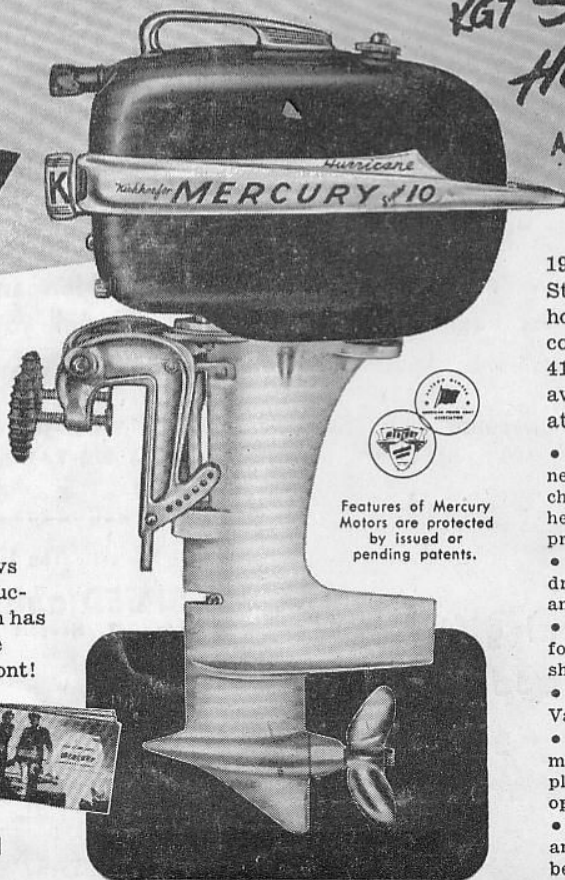
KG7 "Super 10 Hurricane"

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