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EDITORIAL...

"HOW ABOUT A CONSOLATION RACE?"

Five years ago regatta sponsors were screaming loudly that there weren't enough entries in most boat racing programs to put on a good regatta. Today with increased interest in Inboard and Outboard Racing and the advent of Stock Outboard Racing, elimination heats have become necessary.

Following a slam bang 1952 season, where 32 boats in some classes were quite common, the A.P.B.A., working in the interests of safety, put into effect the following rule: "The race committee must limit the number of boats starting in any one heat to sixteen and may specify a lower number in the interest of safety." Further the rule sets up procedure for elimination heats. The rule was necessary and it is good, but it doesn't go far enough—it fails to solve one problem. Assuming an entry of 32 boats, the 16 drivers who get around the course the fastest in the elimination heats, are going to race for the prizes. What happens to the 16 non-qualifiers? Each of these drivers has raced in one heat. He finished somewhere between 9th and 16th place in his elimination heat. The day is over for him—as far as the rule is concerned, he can pack up and go home. Racing men tow their outfits from 50 to a thousand miles to compete in a regatta. The contestant in the class with only 5 entries will automatically have the opportunity to race in two heats. The contestant in the 32 boat class has to beat 8 drivers in an elimination heat in order to get a second heat of racing. Why should the contestant in the large class be penalized?

There are two things wrong with this procedure. In the first place, some of these non-qualifiers are the beginners—our top notch boat racers of tomorrow. They need

seasoning, which can only come through actual racing out on the course. They aren't going to get it via the route of one elimination heat per regatta. At one period only a few years past, outboard racing nearly died because of a lack of "new blood." Now we have hundreds of beginners. It is the problem of the individual clubs to provide racing so that they won't become discouraged and drop out.

The second glaring error in sending the non-qualifiers home after the elimination race is obvious when consideration is given to the results of the elimination heats. What we have actually done is to divide our 32 boat class into two well matched 16 boat fields. The 16 qualifiers will put on a good race for the prizes. The 16 non-qualifiers, lacking in their group the inevitable class leaders—the hot shots—are probably the better matched of the two groups. We are always looking for good close boat-for-boat racing. Here it is—ready made. Why not run a Consolation Race for those 16 non-qualifiers? It could easily be the best race on the program.

Racing cars have been using this plan for many years. It is sure fire. The non-qualifiers come back every week and often the Consolation is a better race than the Main Event.

United Speedboat Association of Pasadena, Cal., a Stock Outboard organization, is working out a plan to put a Consolation Race for the non-qualifier into effect for this season. Neither club nor APBA high points will be awarded. Small trophies will be posted for the Consolation winner.

These non-qualifiers are the background of tomorrow's boat racing. Let's find a place for them in the picture.

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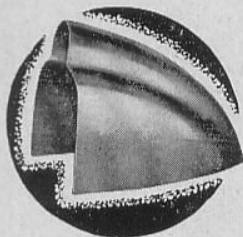
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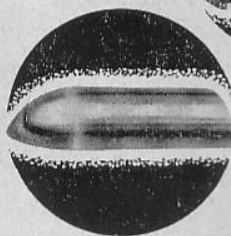
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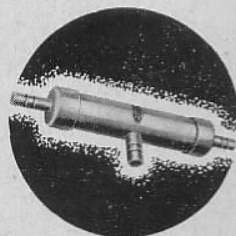
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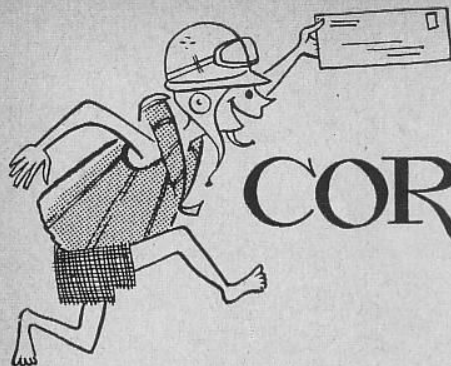
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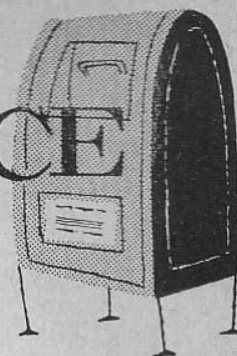
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CORRESPONDENCE



MORE ABOUT THE WIZARD 6

I have just read Mr. Robinson's letter in the February issue under "Correspondence". I did not read what you said in your previous issue about the Wizard 6, but will back you up if you said that this motor is not worth its weight in scrap iron for racing purposes. I know the owner of the Wizard 6 (so-called) that won the Greenville to Vicksburg 105 mile Mississippi River Marathon in 1951. He lives here in Memphis and manages the Western Auto Outboard Motor Repair Shop. Western Auto Supply Company has been advertising that their Wizard 6 was modified for this race which it won and no doubt this advertising has caused many of the boys to throw away their money if they were looking for a motor for racing.

This particular motor that won the race was not a Wizard 6. It was a 7 1/2 hp Mercury with a Wizard 10 gas tank (not a Wizard 6) mounted over the block and crank case. Isn't there some law that protects people from false representation in advertising? You can step a Wizard 10 down to a Mercury 7 1/2, but you can't step a Wizard 6 up to a Mercury 7 1/2, which was done in the case of the 1951 Marathon winner. I will wager Mr. Robinson that my 7 1/2 Mercury will lap his 10 hp Wizard in a 5 mile competition race, unless he has converted it over to a Mercury 10. Yes! I've seen a lot of Wizard gas tanks run in the money this past year, but I guarantee they had a Mercury motor under them. Memphis, Tennessee

E. Lloyd Gaddy

STILL MORE ABOUT THE WIZARD 6

"Nuff said" about a certain 6 H.P. Motor. Lot o' talk about a 6 hp motor winning the 1951 Greenville-Vicksburg Marathon. The race is not 105 miles—but 107 miles in distance. The race starts at Lake Furgerson, Greenville, 2 miles down lake into Mississippi River; 105 miles down river at Vicksburg race ends, total water miles 107.

The over-all winner of said Marathon in 1951 was

J. E. Huey, Memphis, Tennessee, winning same in small Class A Craft.

Time—2 hours, 26 min. 12 sec. Boat—Nefco; Motor—Mercury GK4 1/2 hp (Wizard tank)

Average speed—43.1 mph.

Motor inspectors looking the motors over while drivers' meeting was under way at 9 A.M. and before start of this marathon have some very interesting facts that are true and authentic in regards to a certain motor with a tank mounted to same of other trade name.

Charles Shephard, Racing Chairman of said Marathon, can and will blow the caps off fuel tanks if subject isn't dropped . . .

This writer was in competition in said marathon, ran second for 95 miles, developed wrong-way navigation, still came in fifth in Class A, seventh boat in over-all (94 boats starting) 63 finishing the 107 mile grind. The first 15 boats to finish this marathon were powered by Mercury motors—sure, some even had Johnson tanks mounted on the power-heads, but does this make the Mercury a Johnson? No more fibs 'bout 6 hp motors please. Griffin, Ga.

J. B. Billingsley

This "Wizard 6" appears to have at least enough power to cause a furore among the racing fraternity. —ED.

ALLISON POWERED UNLIMITED HYDRO

I read your magazine monthly and enjoy it very much. Congratulations on a fine publication.

I plan to build a hydroplane (unlimited class) to be powered by an Allison 1710 engine, which I already have. I would appreciate it if you would publish this letter so that your readers may send me any suggestions and information they may have.

William C. Gaulke, 6750 S. W. 8th St., Miami 44, Florida

OK William, best of luck with your new boat; hope you get a lot of answers. ED.

DESERT BEACH

Never have I seen such an eye-opening article as the one in the last issue of SPEED AND SPRAY in the Correspondence section concerning our friend Mr. Hunter of Desert Beach. As is usually the case, the person who finds out that someone else can put on an event without having to come to him for help is jarred to reality and cries loudly, "why are they doing this terrible thing to me?"

I have been on many junkets to the famed Salton Sea to make preparations for the annual regattas there. On each occasion it has been a hassle to come to terms with Mr. Hunter and convince him that Desert Beach was the place to hold the regatta. I believe I can safely say that Mr. Hunter has never come out on the short end of the stick as regards making money out of our races at Desert Beach. As a matter of fact the Southern Calif. Speedboat Club covered one of his debts to me—namely travel expenses which he was supposed to pay me as an official for the 1950 races. Mr. Hunter was to meet me and the S.C.S.C. Race Committee to go over the regatta shortly after its conclusion and to take care of my expenses at that time. He never showed up for the meeting.

Last year, I had the pleasure of journeying to Salton Sea with a committee to look over the situation. This trip was made after the terrific rise in water level which had inundated and destroyed many shoreline installations. I visited Mr. Hunter's property at Desert Beach and found it condemned and covered with slimy stagnant water and filth. The complete area was unworkable: pits, facilities, and course. Frankly as Chairman of Region 12 of the APBA I would have refused to issue a sanction for any racing at Desert Beach.

By hard work and perseverance the S.C.S.C. group came up with a solution to make it possible to hold the 1952 Salton Sea Regatta. They found a location whose owners were willing to do everything within their power to provide facilities for a race. I was present when the owner promised to provide certain facilities and equipment. I kept track of their progress and issued a sanction for what would have been a most successful regatta had not terrible weather conditions prevented.

To my knowledge there have been no long term agreements made with anyone regarding future regattas at Salton Sea. It would be foolhardy for anyone to enter into a long term agreement because of the fact that the conditions on the Salton Sea are so unpredictable from year to year.

I seldom answer remarks to editorials and people's ramblings, but this was so upsetting and appalling that I couldn't let it go by without expressing my views.

Arcadia, Calif.

Marvin Boettger,
Chairman Region 12 APBA

MODEL BOATS

Will you please give me information on where I can obtain model boats and hydroplanes, on the same order as model airplanes of balsa wood, etc. for construction?

135 Magyar St., Wellington, Ohio Eloise Ayers

A number of our readers are model boat enthusiasts. Perhaps one of them will be kind enough to answer your inquiry. ED.

P.O.D.H.

As a P.O.D.H. owner and driver I am particularly interested in articles about this class. Your last issue of SPEED AND SPRAY covering the Cambridge race is great, but in my opinion several POD owners must be greatly confused. For the benefit of your readers I

should explain that the P.O.D.H. rules require that the Ford V-8 60 motor be kept strictly stock with the exception of the cylinder heads, which may be milled with no limitation but not filled.

The profile of the block and all parts used must remain the same as manufactured by the Ford Motor Co. Some owners and mechanics appear to have the opinion that a stock motor is a collection of any stock parts, which can be reworked or modified and installed but cannot be seen from the external portion of the block. At this time it appears that this class needs a strict inspection of hulls and motors to bring all of the boats back to stock. Let's enforce the rules or else let's take the restrictions off and give those of us who race for the sport an equal chance with the rule beaters.

I have had the opportunity to inspect several local fast P.O.D. motors including the present P.O.D.H. record holder, and am certain that if the restrictions were lifted several West Coast boats would exceed 64 mph. Regardless of the word stock or full race, there are definite specifications. As we all know, this class was set up with strict hull and motor specifications. This was done to give all owners equal opportunity and to keep the cost of equipment standardized and at a reasonable figure. It has been shown in the past that when the rules are enforced the competition between P.O.D.'s is very close.

This has been a good clean class. Why not keep it that way?

Venice, California

Charles Higgenbotham
P.O.D.H. Outlaw 0-20

WHERE ARE THE CRACKERS?

When the Crackerbox class was recognized by the APBA there was a goodly fleet of boats. For several years the class grew and spread into several areas of the United States. Oftentimes now the entry list is disappointingly small. Why? Where are all those crackerboxes? Why don't their owners race them any more? True, the expense of keeping up with the leaders skyrocketed. Did they drop out because of the expense?

On the West Coast the Crackerbox owners enjoyed a companionship and there were many friendships within the class. As the competition went "cut throat" some of this group friendship faded. Is this the reason for the decline in numbers of active boats?

The present Crackers are nothing more nor less than "E" boats with a standardized hull. Could this be made more of a stock class?

Some suggestions have been offered:

- 1) Restrict to single coil battery ignition.
- 2) No enlargement of valves.

Both of these items would bring the cost figure down considerably and might possibly bring a great many existing boats back into competition again.

I am curious to know whether the "gas only" rule has helped. What can we do to bring the class back?

If any of the many "CB" owners who have dropped out of racing still have their boats and read this letter, I would greatly appreciate an answer. I believe that with their help we can bring back the entry list and the close competition that originally made the Crackerbox such a popular class with their owners as well as with our regatta spectators.

Carmichael, California

Ed Brown
Bouncy Barb

WATCH FOR THE NEW WATER SPORT SECTION IN THE NEXT ISSUE

AMERICAN POWER BOAT ASSOCIATION RECORDS

Corrected to January 1, 1953

Straightaway Records - - - One Mile

Class	Speed	Date	Where Made	Boat Name	Owner or Driver	Boat	Engine
Unlimited Hydro	178.497	7/7/52	Seattle, Wash.	Slo-Mo-Shun IV	Stanley Sayres	Jensen	Allison
7 Litre	101.856	12/29/52	Miami, Fla.	Wildcatter	Burnett Bartley, Jr.	Taggart	Fageol
266 Cu. In. Hydro	121.703	11/11/52	Salton Sea, Calif.	Guess Who	Bobby Sykes	Joe Guess	Ford
225 Cu. In. Hydro	100.029	8/11/52	Seattle, Wash.	Restless	Art Maynard	Wickens	Ford
135 Cu. In. Hydro	99.483	8/11/52	Seattle, Wash.	Avenger IV	Eddie Meyer	Saller	Ford
91 Cu. In. Hydro	71.891	7/8/51	Bush River, Md.	Miss Fort Pitt	Tony Margio	Peck	Crosley
48 Cu. In. Hydro	82.436	8/11/52	Seattle, Wash.	Peggy	Victor Klette	Klette	Crosley
Pac. One Design Hydro	59.900	5/21/49	San Diego, Calif.	Cherub II	Dr. L. J. Novotny	Wickens	Ford
Cracker Box Inb. Run.	72.054	11/9/51	Salton Sea, Calif.	Bouncy Barby	Ed Brown	Wickens	Ford
48 Cu. In. Runabout	62.302	12/26/52	Miami, Fla.	Mickey Mouse	Mrs. Ruby Scull	Scull	Chevrolet
Class B Rac. Inb. Run.	62.803	11/10/51	Salton Sea, Calif.	Wee Willie	Jack Kelley	Kelley	Peek
Class D Rac. Inb. Run.	72.591	8/3/52	Cambridge, Md.	My Boy Woody	Elwood Pliescott	Glazier	Ford
Class D Ser. Inb. Run.	55.059	8/3/52	Cambridge, Md.	Skip	Harry Bickford	Bickford	Ford
Class E Rac. Inb. Run.	80.743	8/3/52	Cambridge, Md.	Sliver	Al Endres	Nagel	Gray
Class E Ser. Inb. Run.	57.753	7/8/51	Bush River, Md.	Cary	Joseph Mascari	Visel-Moore	Ford
Class F Ser. Inb. Run.	57.280	7/8/51	Bush River, Md.	Red Eagle	Edison Hedges	Seabrook	Gray
Class K Rac. Inb. Run.	69.438	9/8/50	Ocean City, N. J.	Beaver II	L. Gene Gatter	Ventnor	Gray
Jersey Speed Skiff	49.611	8/3/52	Cambridge, Md.	Jo-Carol-Too	Daniel Ardoline	Morris	Packard
Class M Out. Hydro	42.303	3/21/49	Lake Alfred, Fla.	.....	Eleanor Shakeshaft	Jacoby	Evinrude
Class A Out. Hydro	50.851	8/31/52	Devil's Lake, Ore.	Dreamboat	Elgin Gates	Gates	Johnson
Class B Out. Hydro	57.234	10/29/40	Salton Sea, Calif.	.....	Jack Henckels	Neal	Johnson
Class C Out. Hydro	65.084	8/11/52	Seattle, Wash.	R-92	C. A. Pierre	Fillinger	Johnson
Class C Ser. Out. Hydro	54.545	8/31/52	Devil's Lake, Ore.	Dreamboat	Elgin Gates	Gates	Evinrude
Class C Rac. Out. Run.	62.479	8/11/52	Seattle, Wash.	Dot	C. A. Pierre	Phantom	Johnson
Class C Ser. Out. Run.	51.613	5/21/49	San Diego, Calif.	Miss Santa Barbara	Tommy Newton	DeSilva	OMC
Class F Out. Hydro	66.234	6/8/40	Port Mercer, N. J.	.....	James Mullen II	Jacoby	Evinrude
Class F Rac. Out. Run.	57.935	9/16/40	Worcester, Mass.	Muscat Kid V	J. Kovacevich	Zimmerman	OMC
Class JU Runabout	22.692	7/14/51	Devils Lake, Ore.	.....	Don Benson	Morris	Mercury
Class AU Runabout	42.881	11/9/51	Salton Sea, Calif.	Skin Head	Jack Corner	Knapp	Mercury
Class BU Runabout	49.459	8/3/52	Cambridge, Md.	Humbug	Mrs. Evelyn Sarossy	SidCraft	Mercury
Class CU Runabout	41.442	9/22/52	Oakland, Calif.	Sashcord	John Toprahanian	Kobler	Evinrude
Class DU Runabout	57.648	8/31/52	Devils Lake, Ore.	Pearly Gates	Elgin Gates	Kean	Mercury
Class EU Runabout	36.022	12/29/51	Miami, Fla.	7-F	Frank Stone	Stone	Evinrude
Class FU Runabout	44.280	9/18/50	Dallas, Texas	.....	Roy Buie	Speedliner	Evinrude
Class A Stock Hydro	48.420	12/29/52	Miami, Fla.	.....	Bill Moesly	Charlton	Mercury
Class B Stock Hydro	53.321	8/11/52	Seattle, Wash.	Lacamas Lakester	Clay Fox	Fox	Mercury
Class D Stock Hydro	69.739	8/11/52	Seattle, Wash.	Gotta Go V	Burt Ross, Jr.	Swift	Mercury

Closed Course Competition Records - - - Five Miles

Class	Speed	Date	Where Made	Boat Name	Owner or Driver	Boat	Engine
Unlimited Hydro (10N)	111.742	8/12/51	Seattle, Wash.	Slo-Mo-Shun IV	Lou Fageol	Jones	Allison
7 Litre	74.196	8/30/51	N. Martinsville, W. Va.	Tomyann	Joseph Taggart	Taggart	Fageol
266 Cu. In. Hydro	87.890	11/10/51	Salton Sea, Calif.	Alter Ego	Paul Sawyer	Hallett	Ford
225 Cu. In. Hydro	75.821	11/11/51	Salton Sea, Calif.	I'm In	Richard Hallett	Hallett	Ford
135 Cu. In. Hydro	77.519	11/10/51	Salton Sea, Calif.	Little Joe	Morlan Visel	Visel-Moore	Ford
91 Cu. In. Hydro	59.960	2/17/51	St. Petersburg, Fla.	Red Witch	J. N. Van Deman	Peck	Crosley
48 Cu. In. Hydro	61.771	11/10/51	Salton Sea, Calif.	Lou-Kay	Louis Meyer, Jr.	Hallett	Crosley
Pac. One Design Hydro	54.545	11/19/50	Salton Sea, Calif.	Cherub II	Dr. L. J. Novotny	Wickens	Ford
Cracker Box Inbd. Run.	60.484	10/8/49	Salton Sea, Calif.	Dragon-B-Hind	R. Phillips, Jr.	Wickens	Ford
48 Cu. In. Runabout	56.747	9/13/52	Red Bank, N. J.	Yankee Boy II	Robert McAllister	McAllister	Crosley
Class B Rac. Inb. Run.	57.582	11/10/51	Salton Sea, Calif.	Wee Willie	Jack Kelley	Kelley	Ford
Class D Rac. Inb. Run.	59.016	10/3/48	N. Martinsville, W. Va.	Sagana VIII	Franklin Foulke	Glazier	.....
Class D Ser. Inb. Run.	49.342	9/17/50	Washington, D. C.	Jezebel VIII	Aubrey Thacker	Visel-Moore	Auburn
Class E Rac. Inb. Run.	65.598	11/10/51	Salton Sea, Calif.	Honey Bee Too	Willis Mitchell	Glazier	Mercury
Class E Ser. Inb. Run.	52.264	6/14/52	New Orleans, La.	Me 2	Bob Bourecq	Davis	Gray
Class F Ser. Inb. Run.	50.533	9/24/50	N. Martinsville, W. Va.	Red Eagle	Edison Hedges	Seabrook	Gray
Class K Rac. Inb. Run.	56.426	9/29/40	Washington, D. C.	Gen VI	David Gerli	Apel	Packard
Jersey Speed Skiff	44.510	8/5/50	Red Bank, N. J.	Falcon	Ray Morris	Morris-Becker	Mercury
Class M Out. Hydro	38.701	10/18/52	Lake Alfred, Fla.	P-100	Dr. R. D. Frawley	Mosher	Evinrude
Class A Out. Hydro	47.344	10/26/41	Salton Sea, Calif.	.....	Frank Vincent	Fillinger	Johnson
Class B Out. Hydro	53.004	10/13/47	Salton Sea, Calif.	.....	W. G. Sweitzer	Neal	Elto
Class C Out. Hydro	59.094	2/2/52	Lakeland, Fla.	Hornet IX	William Tenney	Neal	Evinrude
Class C Ser. Out. Hy.	48.124	10/28/50	Lake Alfred, Fla.	Nighthawk	Bud Wiget	Neal	Elto
Class C Rac. Out. Run.	55.113	2/10/51	Lakeland, Fla.	Whot Happened	Byron King	Willis	Johnson
Class C Ser. Out. Run.	47.480	4/25/50	Friant, Calif.	Miss Santa Barbara	Tom Newton	DeSilva	Elto
Class F Out. Hydro	58.785	8/24/50	Red Bank, N. J.	.....	James Mullen	Jacoby	Evinrude
Class F Out. Rac. Run.	53.160	11/10/51	Salton Sea, Calif.	Bear Cat	Kenneth Jolley	Rockholt	Evinrude
Class JU Runabout	22.026	9/21/52	Oakland, Calif.	Fritzie III	Marilyn Donaldson	Gen. Mar.	Mercury
Class AU Runabout	40.477	5/10/52	Devils Lake, Ore.	90-R	Jerry Coons	Jacobsen	Mercury
Class BU Runabout	43.859	10/11/52	Madison, Ind.	Yankee Doodle, Jr.	Jon Culver	Speedliner	Mercury
Class CU Runabout	38.054	11/11/51	Salton Sea, Calif.	Sir Echo	Cag Graham	DeSilva	Elto
Class DU Runabout	50.934	5/10/52	Devils Lake, Ore.	Thunder Fish	Alan G. Wyman	Kean	Mercury
Class EU Runabout	37.006	9/17/50	Dallas, Texas	.....	Bob Meyer	Speed.	Evinrude
Class FU Runabout	36.344	9/17/50	Dallas, Texas	.....	Roy Buie	Speed.	Evinrude
Class A Stock Hydro	42.624	5/10/52	Devils Lake, Ore.	Aut'a Go	Jack Leek	Swift	Mercury
Class B Stock Hydro	46.936	5/10/52	Devils Lake, Ore.	630-R	Bob Jacobsen	Jacobsen	Mercury
Class D Stock Hydro	55.866	5/10/52	Devils Lake, Ore.	651-R	Hubert Entrop	Jones	Mercury

REGATTA CALENDAR

CALENDAR CODE

I — Inboard
O — Outboard
SO — Stock Outboard
MS — Modified Stock
SR — Stock Runabout
SU — Stock Utility
(P) — Professional
(CC) — Closed Course
SOL — Stock Outboard; 2 Classes Only

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
6/14-15 Portsmouth, Va. I-SO
6/21 Salisbury, Md. SO
6/21 Hopewell, Va. I
6/27-28 Baltimore, Md. I-SO
7/4-5 Hampton, Va. SO
7/11-12 Colonial Beach, Va. I-SO
7/18-19 Solomons, Md. I-O-SO
7/26 Washington, D. C. I & O
8/1-2 Cambridge, Md. I
7/26 Washington, D. C. I & O
8/1-2 Cambridge, Md. I
8/9 Norfolk, Va. I & SO
8/8 Baltimore, Md. SO
8/15-16 St. Michaels, Md. I & SO
8/23 Richmond, Va. O & SO
8/29-30 Baltimore, Md. SO
9/6-7 Urbanna, Va. I & O
9/12-13 Washington, D.C. (President's Cup) I-O-SO
9/26-27 New Martinsville, W. V. 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
6/6 Pittsburgh, Pa. (Steel Cup) I
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
7/26 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

N.O.A. DISTRICT 7

6/7 South Bend, Ind. Div. I

Region 9

5/10 Harrison, Ark. I
5/17 Baton Rouge, La. I
5/31 Chalmette, 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

N.O.A. DISTRICT 9

5/10 Morton, Miss. Div. I & IV
5/24 Memphis, Tenn. Div. IV
6/14 Pensacola, Fla. Div. I & IV
7/4 Lake Village, Ark. Div. I
7/4 Sardis, Miss. Div. IV
7-5 El Dorado, Ark. Div. I & IV

Region 10

4/5 Samish, Wash. O
5/10 Wenatchee, Wash. O
7/26 Spokane, Wash. O
7/29 Nelson, B.C., Canada I
7/31 Kelowna, B.C., Canada I-O-SO
8/1-2 Oroville, Wash. I-O-SO
8/7 Seattle, Wash. I-O-SO
8/9 Seattle, Wash. (Gold Cup) I
8/9 Olympia, Wash. O
9/6-7 Devils Lake, Ore. I-O-SO

REGION 11—NORTHERN CALIFORNIA

4/12 Clear Lake (Nice) SO
4/19 Lake Merced (S.F.) O-SOL
4/26 Oakland I
5/10 Friant Dam (Fresno) I-O
5/10 Willows SO
5/17 Oroville O-SOL
5/24 Owens Lake (Modesto) I
5/30 Clear Lake (Lucerne) SO
6/7 Sacramento River I
6/7 Lake Calaró (San Jose) SO
6/7 Coyote Lake (Gilroy) O-SOL
6/14 Friant Dam (Fresno) SO
7/4 Lake Merritt (Oakland) I

7/4 Lodi O-SOL
7/5 Clear Lake (Lakeport) I
7/5 Healdsburg O-SOL
7/12 Donner Lake O-SOL
7/19 * Sacramento River *
8/2 Oakland I
8/16 Lake Yosemite (Merced) I
8/30 Healdsburg O-SOL
9/7 Lake Merritt (Oakland) I
9/7 Clear Lake (Nice) SO
9/19-20 Suisun-Fairfield O-SO
10/4 Rio Vista O-SO
11/1 Oakland SO
11/6-7-8 Lake Merced (S.F.) O

* Closed course racing for B & E Rac. Run., POD, Crackers, while Sacramento River S. O. Marathon racers are up the river.

REGION 12—SOUTHERN CALIFORNIA

4/12 Bakersfield I
4/19 Lake Malibu SO
4/26 Lake Malibu O
5/3 Parker, Arizona I
5/9-10 Blythe (Comp. & Mile Trials) SO
5/16-17 Salton Sea (Mile Trials) I
5/17 Bakersfield SO
5/24 De Anza (San Diego) O
5/30 Long Beach I
6/14 Lake Elsinore I
6/14 Long Beach O
6/21 Lake Elsinore SO
6/28 Bakersfield O
7/4 Long Beach I
7/5 Santa Barbara O
7/5 De Anza (San Diego) SO
7/19 Lake Elsinore SO
7/26 Long Beach (Hearst) I
8/2 San Diego SO
8/8-9 San Diego O-SO
8/9 Lake Elsinore I
8/23 San Diego O
9/7 Long Beach I
9/7 Hansen Dam SO
9/20 San Diego O
10/17-18-19 Salton Sea I
10/18 Parker, Ariz. O-SO
10/25 Blythe SO

N.O.A. DISTRICT 14

5/30-31.6/1 Knoxville, Tenn. Div. I & III
5/3 Owens Lake, Calif. ?
5/24 Solomons, Md. ?
7/19 Sacramento, Calif. ?
9/20 Alameda, Cal. ?
10/4 Colorado River, Cal. 115 Miles
10/11 San Francisco Bay, Cal. ?

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

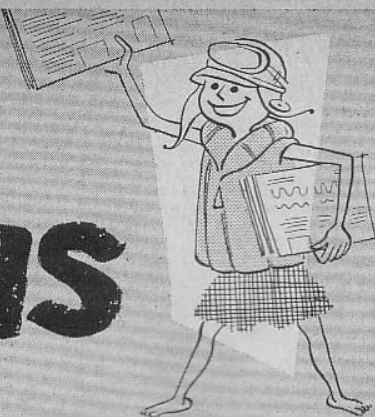
Region 16

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

CLUB NEWS



American Power Boat Ass'n.—Albert A. Bauer, Chairman of Region 3, is heading a committee to investigate the availability of automatic timing equipment suitable for mile trials. Proposed plan is to adopt some standard device that could be utilized for all mile trials run under APBA sanction.

National Outboard Ass'n.—Hudson Moses of Washington, D.C. was re-elected President for 1953. Other officers elected are: George Mishey, Phoenix, Arizona, Vice-President; Harry Kiefaber, Dayton, Ohio, Secretary; Bill Brown, St. Louis, Mo., Treasurer; Claude Fox, Knoxville, Tenn., Executive Director; and Mary Benson, Knoxville, Tenn., Executive Secretary.

N.O.A.'s first rule change ballot is now in the mail to all drivers. Association officials reported very few objections to the 1952 rules.

Mississippi Valley Power Boat Ass'n.—The annual circuit in the Midwest is rounding into shape and we expect to have two or three top inboard regattas during the summer. We will probably be racing at the Aquatennial at Minneapolis in August, and there is a possibility of a Fourth of July race either at Davenport or Muscatine. Chas. P. Hanley

Albany-New York Outboard Association.—The date for the 1953 Albany-New York Marathon for outboards has been set for Sunday, June 7th. We hope to make this year's event, which will be the 21st annual race, the biggest in history and are setting a goal of \$25,000.

Wm. B. Couchman of Roslyn, N.Y. will serve as the 1953 president. Louise A. Rowe, Secty.

Canadian Boating Federation.—Art Hatch of Hamilton plans on picking up his new "266" from Gerard Longton when he returns from Florida, and then he goes to Italy where he will race, returning by the middle of July.

New officers for the C.B.F. for the coming year: Commodore—Reg. Sparkes; Vice-Commodore—Norman Alexander; Rear Commodore—George Meloche; Treasurer—Jack Langmuir; Secretary—Bob Finkayson; Inboard Director—Wm. Belfie. Toronto Hydroplane Club News

Outboard Club of Chicago.—The eleven regattas scheduled for Region 7 (Wisconsin, Illinois and Indiana) for the 1953 season promise to provide the most interesting calendar of events ever offered outboard racing enthusiasts in the Midwest.

The Club's annual dinner dance will be held April 25th at the Sheraton Hotel in Chicago. Officers for the coming year are as follows: Commodore—Jack Cohn; Vice Commodore—Adam Gabriel; Secretary—Bob Seeger; Treasurer—John Market. O.C.C.

Cowtown Outboard Racing Club.—This new Texas racing organization, with headquarters in Ft. Worth, will sponsor racing events in this area during the coming year. Officers are: Commodore—C. B. McCullough; Vice-Commodore—Barney Colburn; Secretary-Treasurer—Cliff Awalt. Dad Clapper

Toronto Hydroplane Club.—Our club will be very happy to forward dates and information on the Vacationland Circuit to any American drivers who wish to attend. We had quite a number of American boats on the circuit last year and are looking forward to more this season. We would particularly welcome visiting drivers in the 48 Hydro Class as we have just added the 48's to the schedule for this coming season. We have about forty racing craft in our club and have just completed a deal whereby we have had a new piece of property donated to us by our City Council, on which we expect to build a new club room suitable for our festivities and a work shop and storage for about thirty boats. Donald MacDonald, Commodore

Los Angeles Speedboat Ass'n., Inc.—The annual meeting, dinner dance and trophy presentation were held in the Sierra Room of the New Statler Hotel in Los Angeles on January 17th. Dr. Wayne R. Ingalls of the APBA, who acted as Master of Ceremonies, was presented with the Pacific Motor Boat Trophy as the Most Valuable Member of Outboard Racing.

1952 High Point trophies were presented to the following winners: M-Hydro, Dave Spies; A Hydro, Elmo Belluomini; B Hydro, Bill Bauman; C Rac. Run., Lewis Morphy; C. Rac. Hydro, Bob Jackson; C Serv., Elgin Gates; F Hydro, Bert Ball; F Rac. Run., Ken Jolley; C Serv. Run., Leonard Gates.

Officers for 1953 were installed at the meeting as follows: Commodore—George V. Peake; Vice-Commodore—John Bauman; Race Chairman—Dr. Wayne R. Ingalls; Sec.-Treas.—Mrs. Doris Holder.

Bob Jackson received the Manuel Carnakis Trophy for good sportsmanship. Bill Bauman took home the Cooper Travel Trophy and the Don Steins Trophy. The Cooper Trophy is awarded to the member of the L.A.S.A. who wins the greatest number of points racing anywhere in the United States. The Steins Trophy is awarded to that driver accumulating the highest number of points within a 300 mile radius of Los Angeles. The late Don Setins had won this beautiful silver cup and now Mrs. Steins has given it to L.A.S.A. as a perpetual trophy.

Yachtmen's Association of America.—The annual meeting of the Y.A.A. was held at the Detroit Athletic Club. Vice-commodore Barrett presided at the meeting. At the opening of the session, a moment of silence was observed in respect to the memory of the late Y.A.A. Commodore Sheldon Clark. Mr. Clark had succeeded Gar Wood as Commodore of the Y.A.A. thirty years ago.

The following officers were elected to serve for the ensuing year: Commodore, R. Stanley Dollar, Jr., of San Francisco; Senior Vice Commodore & Treasurer, J. Lee Barrett of Detroit; Secretary, L. H. Thomson of Detroit. J. Lee Barrett and L. H. Thomson were designated as delegates to the 1953 U.I.M. meeting to be held in Brussels, Belgium. L. H. Thomson, Secretary

Badger State Outboard Assn.—At the annual meeting of the Assn. in Milwaukee, high point trophies for the 1952 season were awarded to: Ted Moberg, Class A; Don Henrich, Class B; and Earl Granrath, Class D. Club member Tom Small National C. Service champion, was formally presented with his trophy, and special outboard trophy awards were presented to Steve Jankowski, Marv Braun and Dick Zuelke.

Wisconsin Stock Utility Outboard Racing Assn.—The Milwaukee Sentinel and Pabst Brewing Co. of Milwaukee played host to members and their wives February 11th at the brewery's Blue Ribbon. The majority of the club members motored by chartered bus from areas in Wisconsin's Fox River Valley, 100 miles north of Milwaukee, to attend.

The club conducts the annual Sentinel-Winnebagoland Outboard Marathon which is co-sponsored by the Sentinel and the Neenah-Menasha (Wisc.) Chamber of Commerce. The meeting was arranged so that Sentinel personnel and club members would get to know each other better and to plan for the 1953 Marathon which will be held Sunday, June 28th.

Region 7 APBA.—The board of directors of APBA Region 7 will meet in Milwaukee Saturday, March 28th at the Milwaukee Arena-Auditorium during the 13th annual Milwaukee Sentinel Sports and Vacation Show. According to Laur Gonia, Chairman, the board will meet in the afternoon and in the evening, they and their wives will be the guests of the Sentinel for the Show's stage and tank program. Tom Johnson

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TECHNICAL TIPS ON ALTER EGO

By Paul B. Sawyer

(Ed. Note: A number of boats are being built from the *Alter Ego* plans which were published in the July, 1952 issue of *SPEED AND SPRAY*. Many letters have been received requesting additional building information. Mr. Sawyer's answer to one of these letters covers a great many of the inquiries, so we are reproducing it here.)

It is very gratifying to me that the published offsets of *Alter Ego* have been helpful. Some of the builders of boats from the *Alter Ego* plans have converted all the dimensions to feet and inches. This is a very good first step, and something I have not done. I made many "cut and try" changes in *Alter Ego* which were not in the original hull, and then turned the Italian engineers loose with their measuring instruments. It came out in centimeters and millimeters.

Builders should use their own good judgment where the conversion figures do not come out exactly even in feet and inches. For example the Italian engineer gives the thickness of the plywood strip on the bottom between the sponsons as 6 mm, or .23622 inches. It is obviously American quarter inch plywood.

I call attention to the fact that the dimensions in the drawings of 250 mm (about 10 inches) between stations are only reference points and not frames. Frame spacing should depend upon the type of water conditions that the boat will be expected to run in—the position of the motor, fuel and oil tanks, battery, etc.

Some builders have written that they

have misinterpreted the drawings in a few places. Perhaps I can help a bit to clarify certain points.

(a) The depth of the sponsons should be measured at the step, not at station #11. And it should be measured from the real bottom of the hull, not from the extra strip of plywood which was added later merely for strength. Thus the step is shown as 136 mm, or about 5½ inches. That was the depth of the sponsons when I raced in Italy. Since then I have added, flat on the riding surface of the sponsons, one layer of ¼ inch birch plywood to protect the original fir which had started to peel. Thus the step is now about 5¾ inches deep at the inside. This last strip is 8 inches wide and acts as a "ski runner" although it has the same angle as the original surface. The outside section of 3 inches has been relieved from 20 inches forward of the step so that the shoulder of the new 8 inch strip tapers from ¾ inch to about ⅝ inch at the step. I tried this as an experiment. It did no harm, and perhaps is an improvement.

(b) Do not follow the pattern of the rudder blade exactly. I have used this shape, but further tests made me believe that it had too much "lead" forward of the pivot point and made the steering too sensitive. The best shape depends on so many factors in each individual outfit that you will have to work out the best combination yourself. In competition I placed the rudder in the center. For time trials it was offset about 7 inches to the right.

(c) The strut depth is 5¾ inches from the bottom of the boat to the top of the propeller shaft where it comes out of the rear end of the strut. Also, I have tried various positions but find that *Alter Ego*

rides best with it so placed that the rear of the strut bearing is about 6½ or 7 inches forward of the transom.

I hope that this information will answer a few of the questions, and I wish all of the builders of copies of the *Alter Ego* the best of luck in 1953.

Paul B. Sawyer

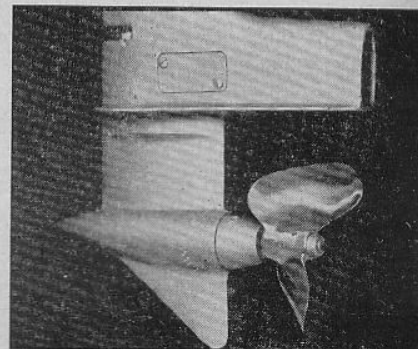
MEET OSCAR JOHNSON

To many boating enthusiasts, Ivar Johnson, whose signature appears on many of the firm's letters and who is often seen at the races, is the Johnson Propeller Company. Let's meet "O.J."—Oscar Johnson—that's Ivar's dad. He is pictured here at the lathe.



Here is a truly remarkable man. At the age of 76 he not only designs the Johnson racing propellers but also makes the necessary wooden patterns and molds. He casts the propellers, then does the grinding, buffing and polishing. In short, an "OJ" racing propeller is his baby from the designing board to the finished product.

Completely engrossed in the science in which he works, Oscar gets a real thrill when one of his new designs turns in a sensational performance. His latest baby, shown in the accompanying photo on a lower unit, just churned out a new world record in Florida.



At 76, "O.J." is in excellent health and never misses a day of work. He is truly a remarkable man.

SPEED and SPRAY, April, 1953

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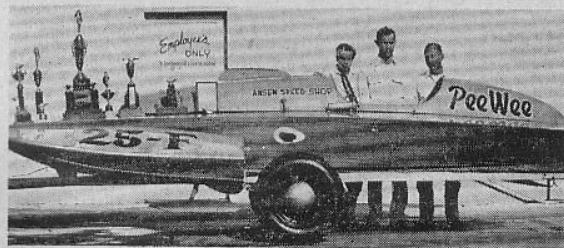
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The 135 class winner. Art Bozarth of Vineland, N.J., in Skip.

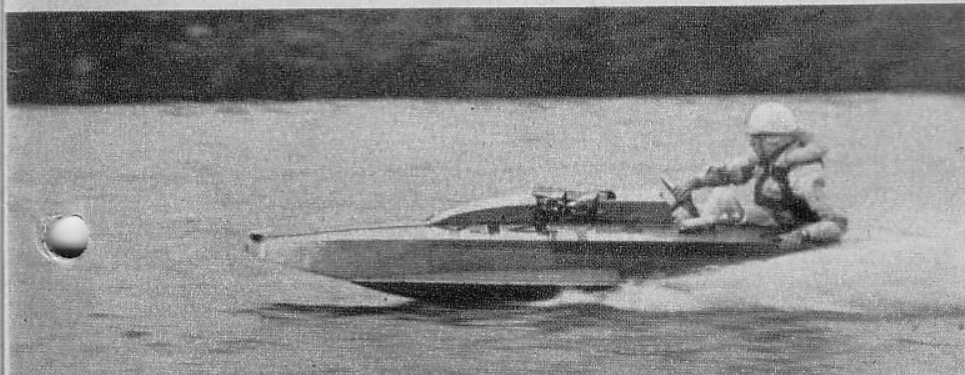
"136" National Championships

By Jack Fisher

Photos by Tom Tweedle



The A Utilities put on some red hot competition at Millville. That's Charlie Hornickel, a home townner, on the inside. He eased his outfit into first place after a battle with Larry Teel.



"Edward Carhart blasted home, in fifth place and won the National Championship." It sounds incredible but that is just exactly what happened. However, this is a bit ahead of the story.

If you aren't up on your boat racing, that "136" National Championship could be a puzzler. This brand new class, fostered by the American Inboard Association, just came into being early in 1952. According to A.P.B.A. Rule each new class serves out a year on a probationary status, with its ultimate acceptance determined in accordance with the success and popularity of the boats and the racing that they come up with. Thirty-three boats in this new division were registered with the A.P.B.A. and the class members put on some top notch racing. Their showing was good enough to gain the 136's full recognition as an organized class.

What is a 136 Hydro? For all practical purposes we can simply say that if you take a 135 cu. in. hydroplane hull and power it with a STRICTLY STOCK automobile motor of U.S. manufacture, which does not exceed 136 cu. in., you have built yourself right into the new class. The general rules for this class were discussed in SPEED AND SPRAY July, 1952.

When you have a class of racing boats, even a probationary one, an annual cham-

John McKeever from Silver Springs, Md., drove his 98 Hydro Widgeon to first spot.



TROPHY WINNERS AT THE MILLVILLE REGATTA. Top row: Yost, Rees, McKeever, Teel, Conte, Shields. Third row: Hawk, Wilson, Souders, Bowen, Wasmouth. Second row: Bowen, Baker, Scull, Barrett, Zubach. Front row: Harrison, Vernon, Scull, Bozarth.



pionship is a must. The Winding River Boating Association and the Millville Board of Trade assumed the responsibility of staging an event to determine the first "136" National Champion. The occasion was the Fifth Annual Southern New Jersey Regatta, which is traditionally raced each Labor Day on beautiful Laurel Lake at Millville, N.J.

Seventy-five drivers turned out for the combined Inboard-Stock Outboard program.

At 8 A.M. it appeared that Mother Nature was doing everything to make the running of a race next to impossible. However, by 11 A.M. the rain stopped and the wind dropped to about 30 miles per hour which in itself would have made racing impossible on most courses . . . but not on Laurel Lake which is surrounded by tall timber and upon which the wind has little effect.

The first gun sounded at exactly 12:30 and two heats each were run off for five stock utility classes and four inboard classes with no more than the usual number of flips.

The highlight of the day was the "136" Nationals. Ten boats in all were on hand to face the starter. Showing his heels to all competition in both heats was a young college student Robert Lawrence from Wye

He won the B Stock Hydro title. This is Eddie Shields who was really going places because he took the measure of that fast traveling youngster, Ronald Zubach.

A good close race in the C Utilities. Julius Bowen in 31-E beat out Daniel Barrett, nearest camera, to take home first place trophy.

Mills, Md., driving "Bob-O-Link IV", a beautiful prop rider that looks like a miniature version of the "Slo-Mo-Shun"; second was Stan Jones in "Lil-Red"; third Bill Tieman in "Lil-Left", followed by Fred Rechsteiner, Ed Carhart, Glen Cool, Wes Turner, Jack Cook, Fent Appleby and Spence Brown in that order.

However, the story does not end there. In boat racing you can be first over the finish line and still not win anything. After the race comes the motor inspection. The rules are very specific and each competing outfit must measure up to them. The sponsors had worked out their inspection program carefully. The "136's" are required to use gasoline only for fuel. To forestall any long winded analysis of the fuel used by the winner, the committee had required all competing boats to be fueled from a source under their supervision. After the race came the motor inspection, carried out by Art Bozarth, of Vineland, N. J., a prominent 135 driver. He was assisted by racing engine expert Wilfred Ralph of Millville.

Lawrence and Jones declined inspection, so their first and second places flew out the window. Tieman, the third place finisher, lost his position because of a non-stock carburetor, and the fourth man on the result sheet, Rechsteiner went the same way with a non-stock fuel pump. Next down the line was Carhart and his rig checked out OK, as did that of Cool. Turner got the heave-ho with another non-stock carburetor. Cook and Appleby passed the test and Brown returned home without waiting for inspection since he was the last man and felt he had no chance of winning a place.

The Inboard Racing Commission of the A.P.B.A. accepted the inspectors' report and Ed Carhart from Vineland, N.J. driving *Cold Rod* was the winner. Although he had actually finished in fifth place, he



Keith Baker, driving his Speedliner the Delmarva Kid, cleaned up in D Stock Runabout Class.

wound up as the National Champion. This wholesale mess of disqualifications put Glen Cool of Wyoming, Del. in second place with *Shrimp Boat*, and the third spot went to Jack Cook in *Maggie IX*, who was the eighth to finish.

Let it be said that it is quite probable that most of the rule infractions uncovered during the inspection were unintentional on the part of the drivers. Racing rules are quite complex and inaccurate interpretations of the rules in a new class are quite apt to be in evidence until everyone concerned understands the rules completely.

The red hot champion of the 48 cu. in. Runabout class, Ruby Scull, took a surprise beating. Her *Mickey Mouse*, the one mile

National record holder, was moving but not fast enough to beat out hard-driving A. K. Souders from New Cumberland, Pa. in his *My Pal*. It was a split heat affair between the two leaders, but Souders got the cup on the best time.

Ed Shields in *Let's Buz*, a Swift job, took over the field of fifteen B Stock Hydros to best his arch rival, Ronald Zubach of Morgan, N.J., who was soon to become a National Champion in the B Stock Runabouts.

Members of the sponsoring club, the Winding River Boating Assn., made a clean sweep in four of the scheduled classes, carrying off the top awards in A Utilities, B Stock Hydros, 136 and 135 inboards.

The 136 National Champion. Ed Carhart in his Cold Rod.





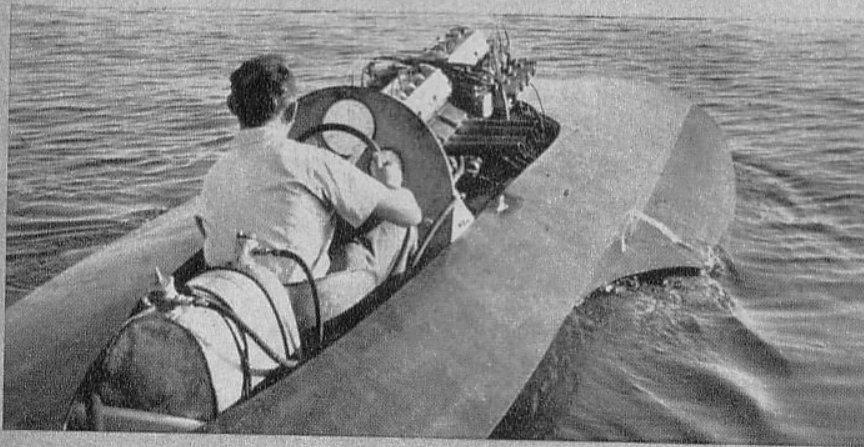
Verga in cockpit. Note high motor cowlings in sharp contrast to conventional American design.

Verga, Champion of the World!

Photos Courtesy Alfa Romeo

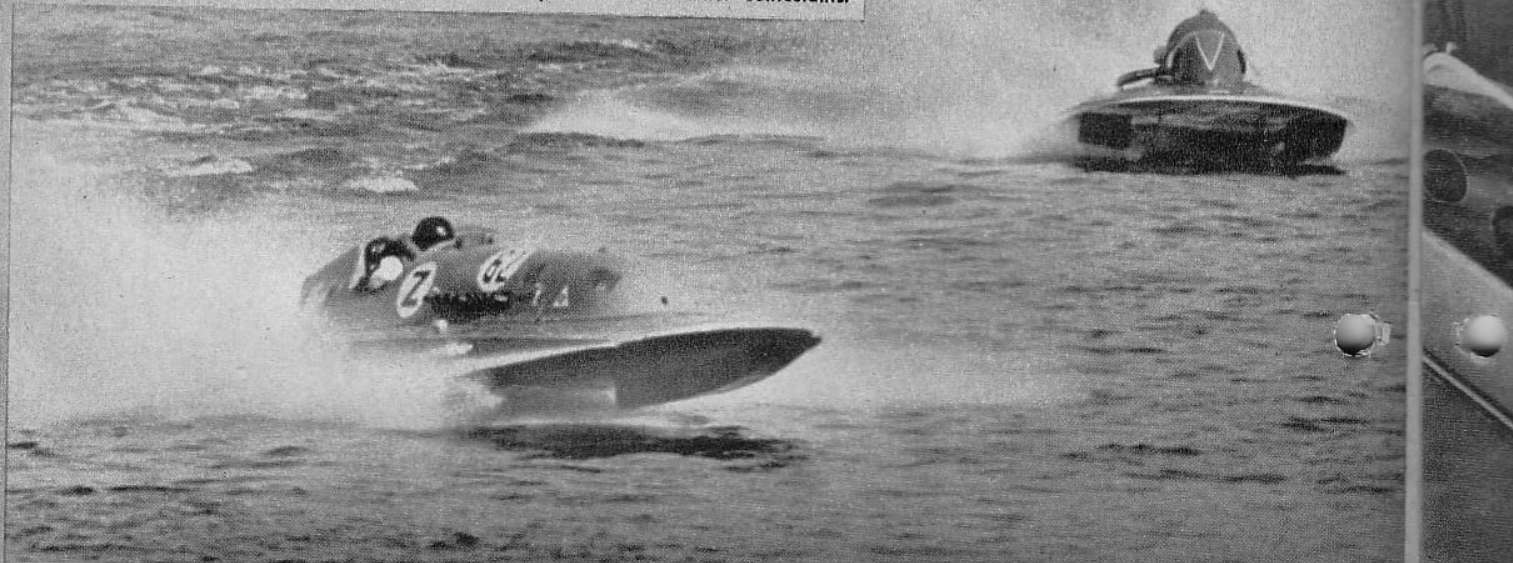
By Michele Vernola

Milan's beautiful Idroscalo was the site of the contest to decide who would be honored with the title "Champion of the World". This was one of those perfect October Sunday afternoons. The supporting races on the program were completed. At this time of day in Italy the sun is gradually going down—little by little—and the flat brilliant light still illuminates the racing boats and the crowd. It is time now for the biggest event of the day and of the whole year—the World's Championship Race.



Ezio Selva's Moschettiere III going out for a test run with the cowlings removed.

Cornering tight. Late in the contest Verga on the left laps one of the other contestants.



The hope we carried throughout the season was to see Paul Sawyer, the great American driver, race to defend his title against Verga, Selva and Castoldi. As the championship date approached, it was obvious that Sawyer, recovering from typhoid fever in a Milan hospital, would not be able to drive. Castoldi's new hydro was still in the testing stage and not yet ready to compete. With these two out of the entry list, the experts established Mario Verga and Ezio Selva as co-favorites in the starting field. Both were about to race the finest equipment ever developed in Italy and both were renowned for their driving technique. The balance of the field also were proven campaigners of great ability and any one of them might emerge from the contest victorious.

Just before the race I talked with a good friend of mine, Ing. Colombo, who is Alfa Romeo's Chief Engineer. He told me in secret that the Alfa engine in Verga's boat was not performing up to its full capability, and he personally didn't expect too much of the Verga boat.

On the other hand, Selva wasn't in top condition, as he was concerned about his brother Trento, who was injured the previous day while driving the *Moschettiere II*, which burst and sank.

Before launching into a description of the race, we should examine the favored equipment. Selva's hydro was powered with two B.P.M. engines (2250 cc. each) in tandem. This unsupercharged power plant is rated

to develop 320 h.p. Verga's Abbate hull carries for power the 1500 cc Alfa Romeo engine with a dual supercharger, rated to deliver 420 hp at 9000 rpm. These two racing creations were described in detail in the December, 1952 issue of *SPEED AND SPRAY*. A duplicate of the Alfa in Verga's boat powered Farina's world champion racing car in 1950 and that of Fangio, who won the title in 1951. This was to be the second appearance of the Alfa in a racing boat. In contrast, the B.P.M. engine in Selva's hydro was designed and built as a power plant for boats. The B.P.M. however, has also appeared on occasion in road racing. The 1100 cc version of this motor was used in the famous Cisitalia sports cars, which were the leaders in sports and road races in their class until the latest developments came along.

We are going to observe a contest then between two engines absolutely different in every detail. The basic engineering principle is entirely different. One has only 1500 cc (91 cu. in.) while the other is three times as large, 4500 cc. The smaller engine has a two stage supercharger and the larger has no blower. One was designed for track racing and the other to use on water. One thing they have in common—they were "built just to race".

This is to be the second 1952 meeting between Verga and Selva. On the previous

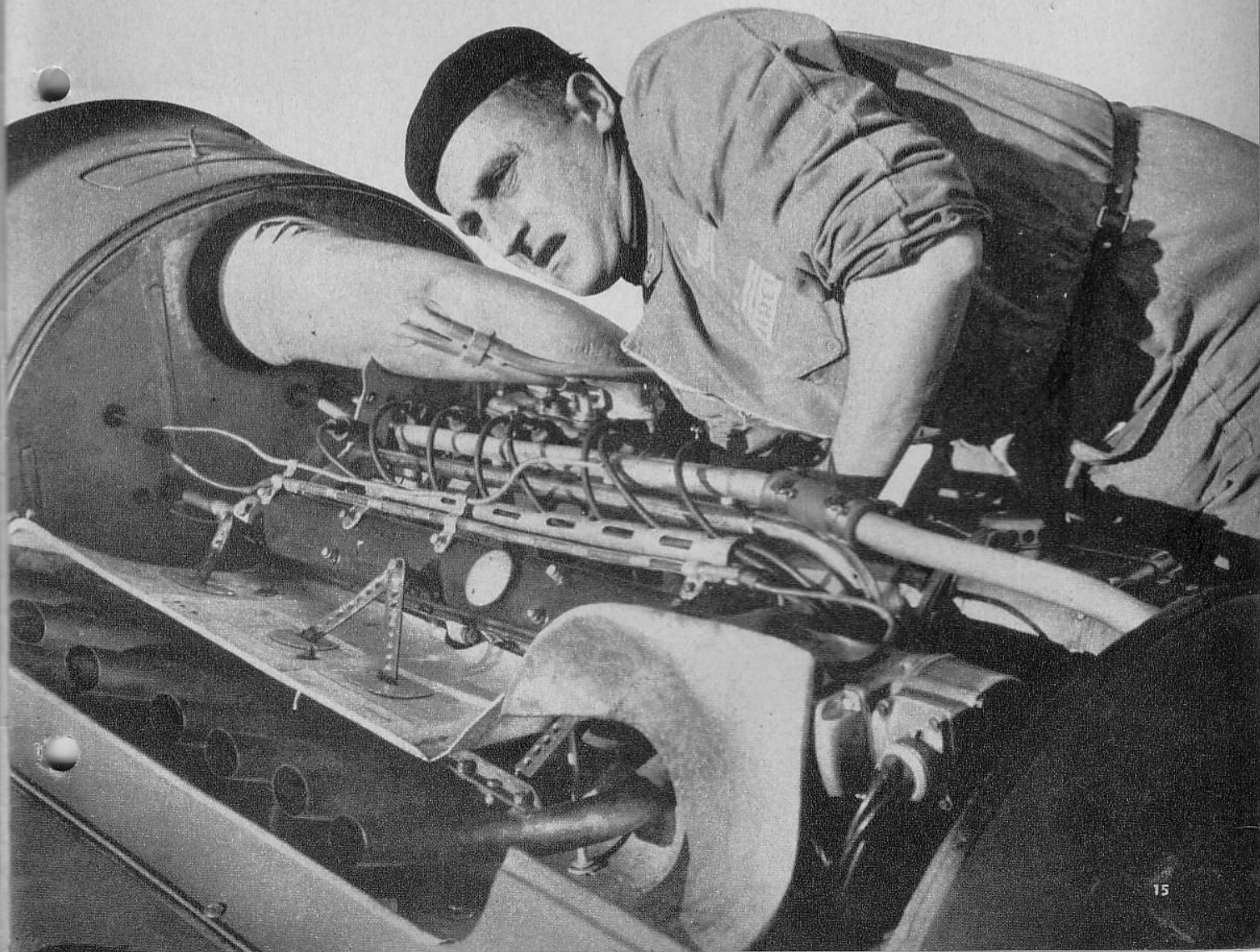
occasion at Luino, Verga drove this same boat, but Selva used his old outfit powered with a 2800 cc motor. The Alfa triumphed easily over its underpowered rival. With everything considered, today's race for the championship of the world between these two rivals is to be a significant meeting. Selva, a true sportsman, had refused to accept the title by virtue of default at Lake Avigliano earlier in the season when competition failed to materialize. Today's race will decide the championship once and for all.

The time has come for the big event. The field is lined up down the course. There goes the starting gun, and Selva takes the lead with one of those quick starts that brands him as a maestro of driving technique. Verga is close behind as the leaders reached the first buoy. At the end of the first lap Selva has gained 100 feet on Verga; next comes Polli in a 2800 cc. B.P.M.; then Delacour (France) another B.P.M. Behind him is the German, Von Mayenburg, with his 3500 cc. Jaguar; then Sestini with a 4200 cc Ford in a Ventnor hull. Schapira using a 2800 cc Ferrari is the last place boat.

Around the course they speed lap after lap. Selva with a masterful job of driving is gaining almost two seconds a lap on Verga with the rest of the field stretched out behind. At the eighth lap Selva drops out of

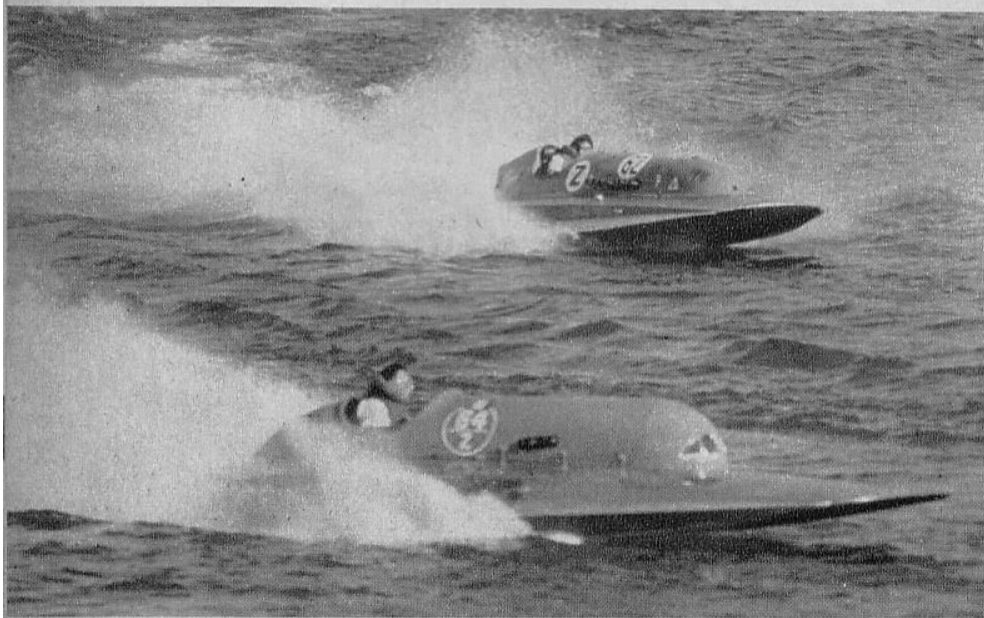
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A member of the Alfa racing team makes an adjustment on Verga's 420 hp engine. The installation is exceptionally clean and free of encumbrance, but permits very little room for work.





An exceptionally good profile of Verga's Abbate hydro. The hull lines from deck to bottom closely resemble Alter Ego, but the cowling above deck is a decided departure.



The two leaders coming out of the turn early in the World Championship race. Selva, nearest the camera, held the lead for eight laps. Verga, on the inside of the turn, was final winner Verga's new World Champion on the straightaway.



Lunching after the championships. Mario Verga, the new World Champion, is in the center of the photo. On the right is Matuella, one of Italy's sports reporters, and on the left is Michele Vernola, Speed and Spray's very capable Italian correspondent.

the race. The coupling between the two tandem engines has given way. Selva's withdrawal robs the race of its drama and interest. Verga is an easy winner, lapping the remainder of the field before he finishes the 12 laps (18.6 miles). Selva, however, earned the honor of turning the fastest lap of the race at 117 kmph (72.54 mph).

Verga didn't have to extend his outfit to win the second heat, and as the affair wore on the competition diminished. Von Mayenburg, who had finished second in the first heat, abandoned the race early with mechanical trouble, while Sestini with a third place to his credit dropped out with ignition difficulties on his 4200 cc Ford. Schapira's boat had sunk at the end of the first heat. Sestini turned the fastest lap in the second half of the race, averaging 62 mph.

Thus Mario Verga of Italy succeeds Paul Sawyer of the United States as Champion of the World.

Following is a summary of the finish of the race:

- 1st: Mario Verga (Italy)—Abbate—Alfa Romeo 1500 cc. blown—world champion of the 450 kilos racers (1000 lbs.); time 35' 33".
- 2nd: Aleardo Polli (Italy)—Abbate BPM 2800 cc. unblown—time 38' 58".
- 3rd: Louis Delacour (France)—Abbate BPM 2800 cc. unblown; time 39' 51".2.



British Racing

by F. H. Snoxell

Photos Courtesy "The Motor Boat and Yachting", London

The English racing clubs have been busy lately with their out-of-season activities—annual general meetings, festive occasions and prize givings. They have had something to celebrate too, for 1952 showed a big growth in the popularity of motor boat racing here, particularly outboard hydroplaning. Several new clubs were started, and the established organizations increased their memberships considerably.

Outstanding amongst the outboard racers last year was Alan Darby, of the Lowestoft and Oulton Broad Motor Boat Club, which now has seven hundred members. Darby, running a hydroplane of his own design driven by a Johnson B Class engine, won many of the principal events, including "The Motor Boat" Trophy contest and the British Outboard Racing Club's B Class Championship.

Some spectacular performances were made by outboard hydroplanes powered with motorcycle engine conversions, but the bugs have by no means been eliminated from these units yet; they are still highly temperamental and expensive to run. There has been some talk of segregating them into a separate class, but the general feeling seems to be in favor of retaining the present system, under which (apart from certain local one-design and restricted classes) boats are classified by engine capacity only. Races are run either as separate class scratch events, as class handicaps under which all boats of each class have the same starting time, or as individual handicaps.

A new British outboard motor, capable of being modified for racing, has made its appearance. It is the 15 hp British Anzani Unitwin, a superimposed alternate firing twin with a bore of 60 mm. (2.36 in.) and stroke of 57 mm. (2.24 in.) giving a capacity of 322 cc. (19.65 cu. in.). This engine, which has already shown good promise as a power unit for hydroplanes, was designed by Charles Harrison, managing director of the British Anzani Engineering Co., Ltd., who is himself a highly experienced and successful racing man. A smaller version of the Unitwin, with a capacity of 242 cc. (14.77 cu. in.) is also being produced.

There was no international race meeting in England last year, but full programs of inboard events were conducted by the clubs concerned with this branch of racing, mainly the Windermere Motor Boat Racing Club and the Lowestoft and Oulton Broad Motor Boat Club. Norman Buckley, holder of three 800 kg. world records and of "The Motor Boat" Sea Mile Trophy, purchased the



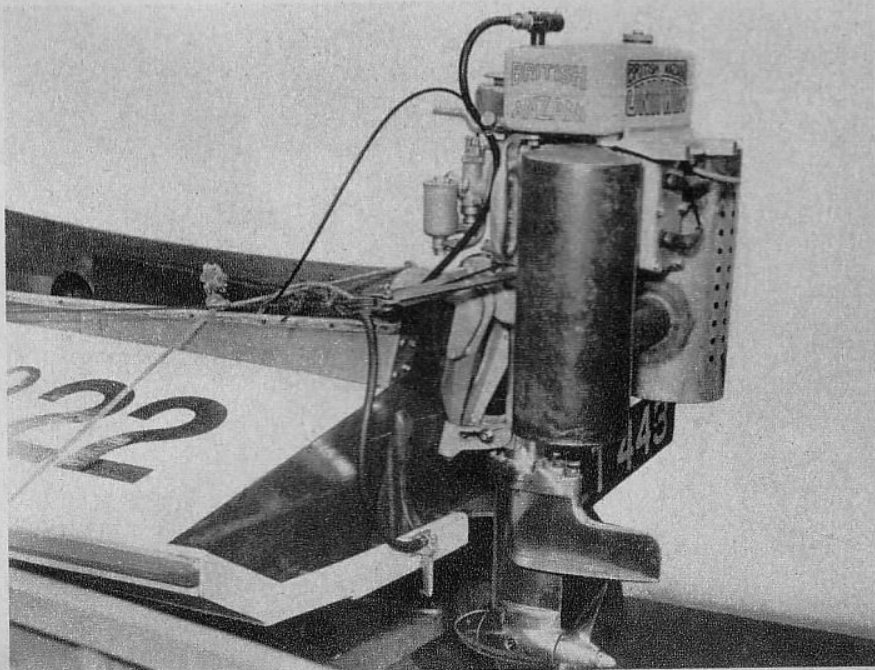
Alan Darby, most successful English outboard racer of 1952. His many successes included the winning of "The Motor Boat and Yachting" Trophy, the "Daily Mirror" Challenge Trophy and the British Outboard Racing Club's B Class Championship.

prop-rider *Costa Livin'* from the Canadian driver H. A. Hatch in 1951. This was the boat that Hatch drove to win the Duke of York's Trophy at the International meeting held at Windermere in October, 1951. The trophy incidentally was not raced for in 1952 owing to cancellation of the Weymouth meeting. Buckley has re-powered *Costa Livin'* with a British Jaguar XK 120 3½-litre power unit, similar to that with which he has achieved so many successes in *Windermere II. Costa Livin'*, now named *Jaguarate*, has already proved capable of a speed of 100 mph with her new engine. While tuning up for further record attempts

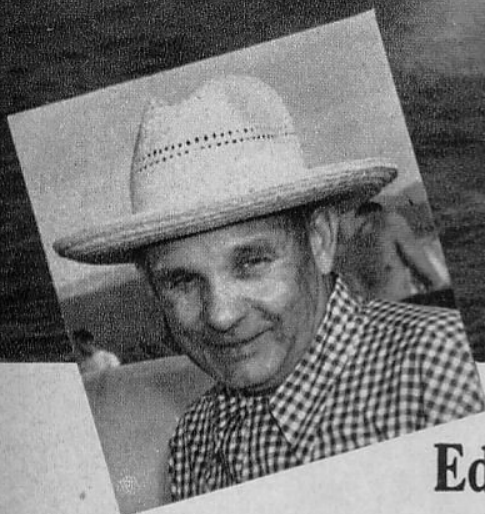
last October, Buckley struck some submerged object, which caused considerable damage to the hull. However, the hydro is now ready for further efforts as soon as suitable weather comes along.

At the last annual general meeting of the Union of International Motorboating, Arthur Bray, British Delegate to, and a vice-president of that body, was awarded the U.I.M. Medal of Honour for work in the interests of motor boating. This is the second time he has been thus honored. Bray has represented Great Britain on the Union for 30 years.

Racing version of the new British Anzani Unitwin, a superimposed alternate firing twin of 19.65 cu. in. capacity. It is seen with the M.M.A. silencers compulsory under English rules.



personality of the month



Eddie "Pappy" Meyer



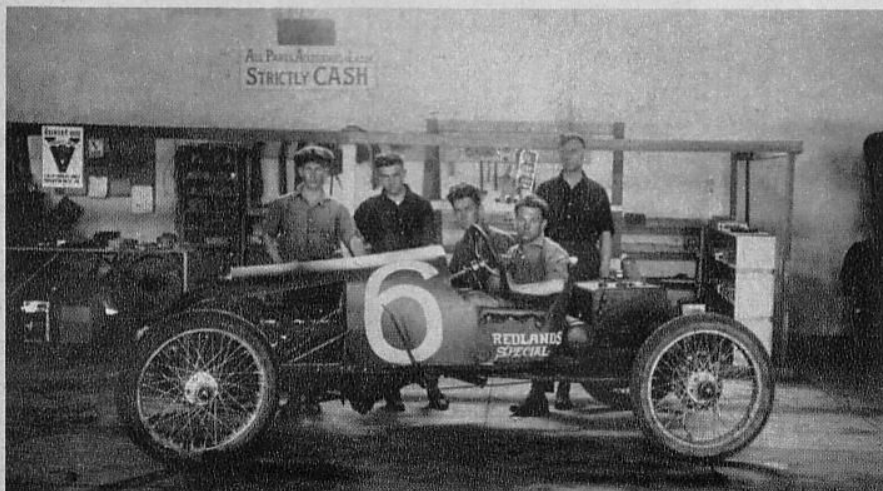
By Kenny Harman

When the editor asked me to suggest a likely candidate for the "Personality of the Month" feature, I immediately thought of Eddie Meyer. Everyone knows Eddie. So much has been written about him that I thought the assignment would be difficult to execute without being repetitious. Spark plug ads, the "FORD Times," sales promotion brochures, countless newspaper and magazine articles have covered Eddie throughout his racing career. Only after you have pored over hundreds of pictures and countless scrap books do you realize that it would take a big book to publish the complete story.

Eddie's "will to win" is probably his most outstanding quality. A wrecked race car or a burned out boat merely takes him out of circulation for a few weeks; soon he is right back pitching. This "will to win" is reflected in his driving, for Eddie drives on a sort of "look out! here I come!" basis. It reminds me of a page out of Pete De Paolo's book, "Wall Smackers." Pete is going into a turn neck and neck with another driver, and is saying to himself, "One of us has got to shut off and it isn't going to be me!" This driving habit got Eddie into trouble one time at Long Beach Marine Stadium. In the midst of a pack of 135's he found his throttle had stuck as he was approaching the South turn. Eddie never made that turn. He blasted right on past the buoy, chopped off half the pack and sailed right along like he was heading for the Seal Bach smoke stack a mile away. This is carrying things too far, thought most of the drivers, and the air was blue with Eddie convincing no one that the whole affair was accidental.

Often referred to as "The Grand Old Man

1923. Eddie, behind the wheel, takes brother Lou for his first ride in a racing car, a Rajo Model T job. Racing as a profession was the farthest thing from Lou's ambition at this time. He won three Indianapolis 500 Milers.



1919. The Redland's Special No. 6. Eddie's first hot rod. That's Eddie behind the wheel.



of Racing," Eddie is better known as "Pappy." He will be sixty years young on his next birthday. Going back 34 years, we find him entering his own home made race car in a 100 mile road race held at Ontario, California. He had never driven in competition before, nor had his car—a Model "T" Ford named the "Redlands Special"—appeared at any track; it was brand new. Eddie won hands down! He has never been away from the racing business since. In fact, his present business is quite an operation; foreign cars, midgets, hot rods and anything else that supports a piston.

As you look at the picture of Eddie's dad with his racing bike, you get the feeling that maybe here is the "spark plug" that fires the Meyer clan. Bike racing in the last century held no place for "sissies." I would venture to say that the eight medals that adorn his chest required the same kind of determination to win as any eight boat races or an Indianapolis 500. Eddie said that his dad has been an inspiration to him and his equally famous brother Lou.

In spite of his 81 years, Eddie's dad made the long trip to Salton Sea this last meet to see how "the boys" were getting along with their racing boats. The "boys" were: Eddie and his son, Bud, Lou and his son, Lou Jr., who is better known to the racing fraternity as "Sonny." The boats were the *Avenger III*, *Avenger IV* and the *Lou-Kay* . . . certainly an array to make Great-grandfather Edward Meyer Sr. very proud. Incidentally, Eddie Jr. (Pappy) has six grand-children.



Racing runs in the family. Edward Meyer, Sr., father of Eddie and Lou.

Racing in any form is loaded with adversities. Eddie has had his share. Tough luck and glory were his in 1952 and they came only weeks apart. Early in the season the Meyer clan took the *Avenger IV* to San Diego for a test race to work out the bugs. This latest of the string of *Avengers* was Eddie's pride and joy; it had never been raced. He was anxious to get it in trim for the forthcoming Seattle Seafair Regatta. Bud, who is an expert on tune-up, took the boat out for a trial spin. The new outfit took off like a rocket. Minutes later the boat exploded just as Bud noticed he was knee deep in methanol. Someone had left the fuel tank cap off. Bud sustained second and third degree burns, and the brand new *Avenger* was a smouldering hulk, burned to the water's edge. I asked Eddie what his plans were. He said, "I've got six weeks to rebuild it for the Seattle race, and I think I can make it. It isn't as bad as it looks." Talk about determination! This guy Eddie has really got it. I wouldn't have given

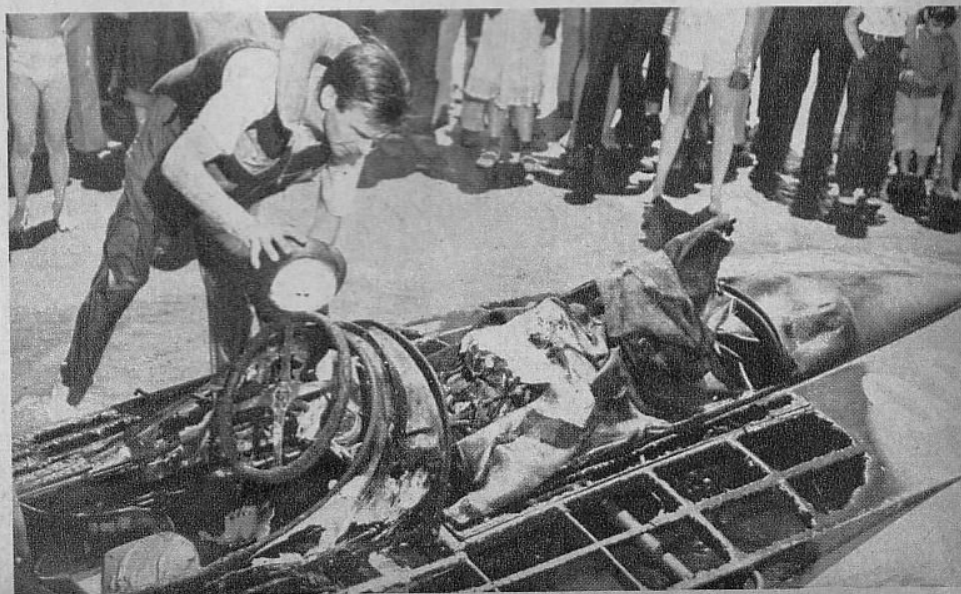


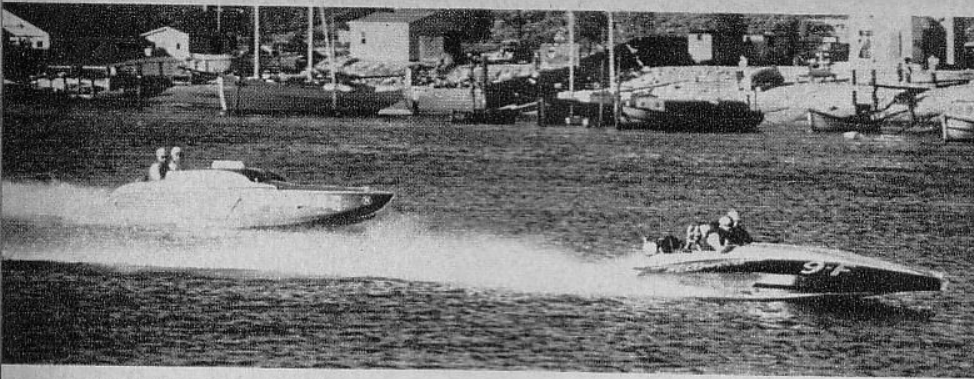
Eddie at the wheel of No. 6. No crash hats in those days.

1927. The wreck of the Redlands Special. Eddie wasn't driving the car that day. Driver Harry Jacques recovered from the crackup.



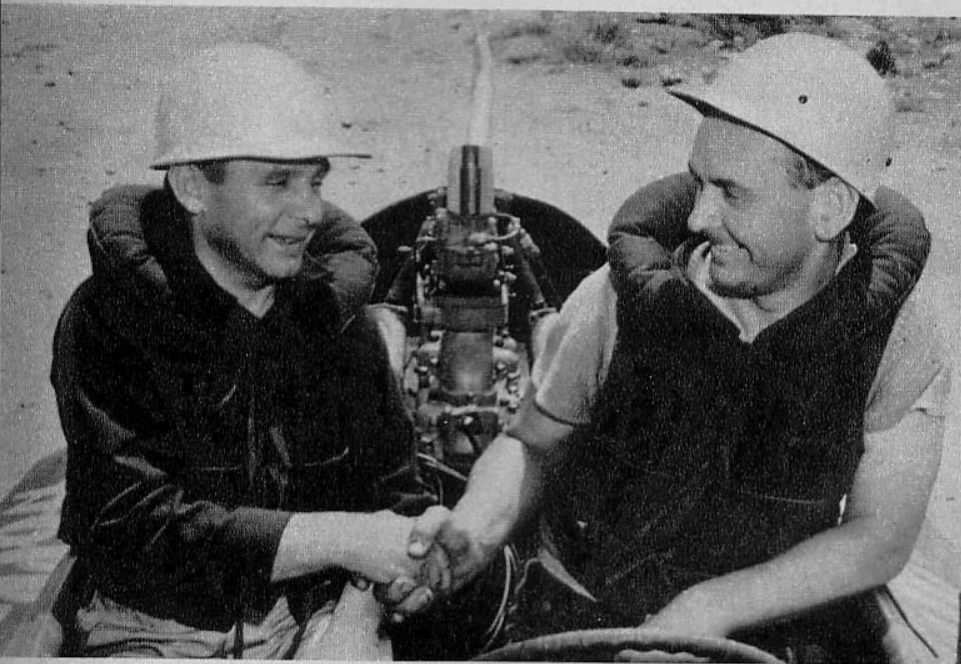
1952. Almost 25 years to a day after Eddie's Redlands Special cracked up, his new Avenger IV exploded and burned at Mission Bay. Bud Meyer, looking over remains, had a lucky escape.





Eddie's first P.M.B. race, riding as mechanic in Dud Valentine's *Miss Hollywood*. Lou Fageol's *Gold Cupper So Long*, trailing in this photo, was the winner.

Introduction to race boating. Partners in a new 225 World's Record. Eddie "Pappy" Meyer on the left and owner Dud Valentine.



Bud driving and Eddie holding down the riding mechanic's seat in the *Firecracker*.

him fifty bucks for the whole works! *Avenger IV* was just a mass of charred wood. The fire had been so hot that all of the top gear on the motor had simply melted away. This all happened on June 15th, August 11th, the day of the Seafair Mile Trials at Seattle, rolled around. There was Eddie with *Avenger IV* looking as bright and new as a freshly minted dollar . . . not a new boat but the same outfit completely rebuilt and ready to go. "Pappy" blistered that Seattle mile for a new world record. In the course of the run he topped 100 miles an hour to become the first driver to officially hit the century mark in a 135. Tough luck which would floor most anyone just seems to toughen him for bigger and better things.

When inboard boat racing began to flourish in Southern California in the 1930's it was inevitable that Eddie Meyer would be in the picture. His first association with the game was in lending a helping hand to the boys who were developing the Ford V-8 for the 225 Class. First it was just some work in the shop—then a trip to the stadium to tune up a motor, and then quite naturally—a ride in the boat. Eddie liked it, but he was too busy with the midgits and the race cars to give much time to boat racing.

It was Dud Valentine and his *Miss Hollywood* that finally got Eddie "Pappy" Meyer embroiled clear up to the ears in this zany sport. Dud was shooting for the 225 Class record and the Meyer touch was needed to do the trick. The Meyer-Valentine combine upped the old mark five miles an hour and the deed was done. Eddie was practically in the boat racing game. *Miss Hollywood* was a two-seater and Dud took Eddie along as riding mechanic at the next race. That was when the boat racing bug really took a big healthy bite of the Meyer anatomy. "Pappy" climbed out of the cockpit after that race radiant and enthusiastic. "This is it," he said, "automobile racing can't touch this for thrills." The Meyer family was about to go race-boating.

While "Pappy" was getting his indoctrination in *Miss Hollywood*, his son Bud, the holder of several roadster records, was getting a little boat driving experience. In 1941 Bud did the driving in Paul Berry's *Firecracker* and on several occasions "Pappy" went along as riding mechanic. The bug



was sure catching hold. The following year Bud came up with his own outfit, a classy little 135 called *Dinah-Mite*. It was fast and it was wild, but not any wilder than Bud. He was a capable chauffeur and was soon popular with the fans. An official once remarked that young Bud, with his spectacular driving technique, could make the dullest boat race look good. This was Bud's boat, but it was a Meyer enterprise and "Pappy" really put his heart into it. All through that season the racing bug was gnawing on him. He simply had to have his own boat.

Jim Stack's *Bonnet-Box*, a stock Ventnor 135 that hadn't shown any inclination to ever get out of its own way, was for sale. Eddie swung a deal for it. He junked the four-cylinder custom built racing mill and installed a Meyer full race 135. "Pappy" was ready to race. He opened up the 1943 season with a smashing performance at Long Beach Marine Stadium. This was his first appearance as the driver of his own boat. He got away to a swell start and got around the first lap in good shape. Confident with his taste of competition, he stabbed it "all the way" for the trip down the front stretch—and with utter disregard for life and limb cranked into the turn wide open. It was a beautiful flip.

Eddie had some ideas to improve the *Bonnet Box*, which he renamed *Avenger*. His theories must have been pretty sound for he whaled the daylight out of the competition to win the Hearst Championship in 1944. In 1945 he repeated the performance, and there were mutterings in the Meyer pits that the *Avenger* was hitting record speed. This was the year of the first post-war running of the Salton Sea Race, and added to the schedule were three heats of racing for the Pacific Motor Boat Trophy. This trophy had always held a fascination for Eddie and he was determined to win it some day. Back in the days of *Miss Hollywood*, he had ridden as mechanic when Dud Valentine placed second in the P.M.B. race at Newport. "Three heats of 15 miles" the deed of gift read. Eddie got a big bang out of this long distance racing with no holds barred. The mere fact that Gold Cups, 225's or anything else that could make 65 mph were eligible to compete didn't bother Eddie at all. He was quite ready to take them all on with



The first of the Meyer racing fleet. Bud driving his 135 *Dinah-Mite*.

his 135 cubic inch. "Pappy" arrived at Salton Sea loaded for bear. He wanted the one mile record for the 135's and he wanted that P.M.B. Trophy.

Prop-riding up to this point might have been achieved in some rare instances. However, it is doubtful if anyone had any concrete ideas on what caused the phenomenon. Eddie's run through the trap was a hilarious classic. The *Avenger* was really screaming and, as the photos showed, she was blasting along on a surfacing prop. Accidental or engineered—it made no difference. *Avenger* was prop riding. It actually looked like the record was in the bag. Down near the end of the mile there was sudden silence as *Avenger* stopped cold. "Pappy" stood up in the cockpit and waved his arms like a wild man. We could hear him yell almost a mile away on the starting stand. His beloved *Avenger* was sinking. He nearly blew his stack before a patrol boat reached him, and then came the comical part. One of the patrol men jumped over the side, stood on the bottom and put a line on the damaged boat. Eddie didn't know that the Salton Sea was only about four feet deep at this point.

Avenger had thrown a prop blade through the bottom. Eddie swore the blade flew off. Propeller engineer Hi Johnson was just as vehement in his claim that Eddie had hit a mud hen and knocked it off. It was a peach of an argument.

The P.M.B. race was scheduled for the next day and, with the typical Meyer per-

severance, Eddie was going to be in it or know the reason why. They hauled the boat to the nearest town and worked all night repairing the damage. The P.M.B. entries included Division 1 and Division 2 of the 225 class, plus the 135's. Eddie outlasted them all to put his name on the Trophy.

The 135's really got hot in the next couple of years and the Meyers came out with *Avenger II*, a real good going machine. The next P.M.B. race was held at Newport. Lon Graditi and George Matucci took the contest with their world record holding 225 *California Kid*. Eddie gave them a real run for their money all the way. In the third heat smoke started pouring out of *Avenger II* but a little thing like a fire in the cockpit wasn't going to stop "Pappy." He "put his foot in the carburetor" and kept it there. After the race was over he casually told the story. One of the exhaust headers had fallen off due to the pounding of the rough water. The hull near his leg immediately caught fire. Going down wind the fire would blaze up, but, as Eddie nonchalantly remarked after the race, "it was pretty comfortable on the up wind run when the wind kept the flames down."

Desert Beach on the Salton Sea was the

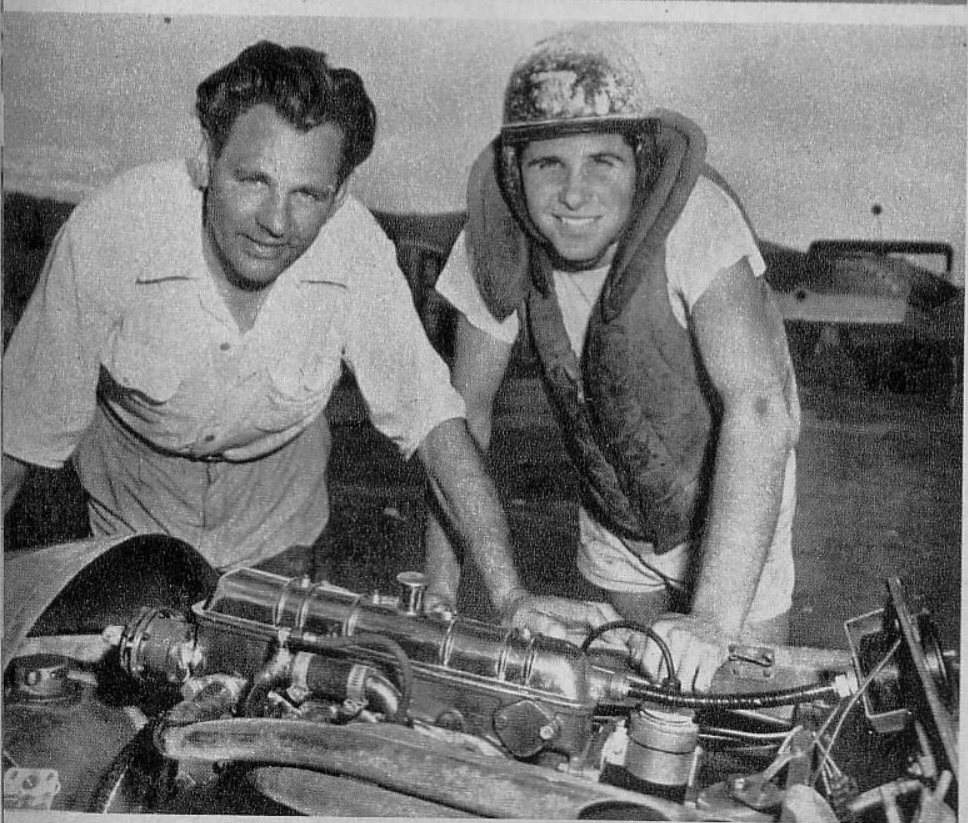
Eddie's first race in his new Bonnet Box. He flipped the second lap. Now look at the accompanying photo of *Avenger*, prop-riding along through the Salton Sea mile. You would never dream that this is the same boat





In the Meyer tradition, Bud continues the race with the deck of Dinah-Mite peeling off in his face every lap. This was a 25 mile hydroplane marathon. He won the race.

Avenger III gave Eddie the hot foot in this rough race for the P.M.B. Trophy at Newport. "Old never shut off" is really on it in this picture.



site of the next P.M.B. race that Eddie entered. Going into the third heat the survivors of the grind all had a chance to win the trophy. It was really rough and with the Meyer philosophy of "all the way or nothing," Eddie kept the coal on all the way around the course. Out came the bottom and away went the Meyer chances of taking home the trophy.

The next running of the 45 miler was in Seattle in 1951 and "Pappy" brought the cup back to Southern California.

When the A.P.B.A. granted a sanction to hold a contest for the Silver Unlimited Hydro Cup (not to be confused with the Detroit Silver Cup) on Salton Sea, that was right up Eddie's alley. Like the P.M.B. Trophy, this cup is posted for a multiple heat contest of no less than 30 miles open to any hydroplane. Horace Dodge's *My Sweetie* did not appear to defend the trophy. It was a bruising rough day on Salton Sea and very few of the 225 and 135 owners wanted to risk their equipment on the white capped course. There were only three finishers in the first heat. The drivers and the outfits took an unmerciful beating, just bouncing along at runabout speed. Of course "Pappy" loved it. That particular *Avenger* was a husky boat. There was some talk of calling off the other two scheduled heats but "Pappy" wanted none of that—he bellowed like a bull and quoted the rule book. The argument with the other drivers was a heated one. The wind picked up and the Sea got rougher. After one lap, only Eddie was left out on the course. The others had come in to the pits. At the end of the second lap the Race Committee could see no earthly sense in watching Eddie do race boat gymnastics in the seething water, so they prepared to flag him off and award him the trophy. Eddie was bouncing along at a fair clip as he came out of the turn—suddenly for no reason at all he accelerated. When the starter gave him the flag he was really wheeling—just hitting the crests of the rollers. Right on down the course he went, travelling at terrific speed and then came another surprise. He took the short outboard course instead of continuing on around the 2½ inboard circuit. His ride down the back stretch was a never-to-be-forgotten sight with the spray flying in all directions when he hit the water, which incidentally wasn't very often. Here he comes past the stand again—air-borne most of the time. The Committee fired the cannon and waved the flag. . . . Stop that wild man—he'll kill himself. Eddie kept right on going and again turned the small course. No one knew what he was trying to prove, if anything, but he certainly was demonstrating the fact that a 135 could run in that white capped sea and that he was one man who could drive it. I don't remember how many laps he made. Every mother's son and daughter on the stand and on the beach was weak-kneed when he finally slowed down and came into the pits. Believe it or not the darn fool had a grin on his face a foot wide. Didn't he see the flag? Was he trying to kill himself? "Sure," I saw the flag," Eddie answered. "What do you mean 'kill myself'? I COULDN'T STOP. The throttle was stuck." There isn't another one like him any place!

It seems that this member of the Meyer family is always introducing someone else in the clan to some phase of the world of racing. It was "way back when" that Eddie took his brother Lou for his first ride in a racing car. Lou went on to win the Indianapolis "500" three times. Then came Bud and the boat racing episode. It was only natural that Lou and Sonny would come to the big events to watch "Uncle Eddie" per-

Lou and Sonny with Lou-Kay's Crosley.

form. They got the bug too. Along came the 48's and in no time at all Lou and Sonny had Crosley parts scattered all over the Meyer-Drake Engineering Co. A year of hard work and Sonny set up a new world record in his *Lou-Kay*. Lou is the pit manager and he admits that he gets a big thrill out of taking *Lou-Kay* out for a test run occasionally. This father and son team, in the true Meyer tradition, have done a lot for the class. Everything that any member of the Meyer family does seems to be contagious, even to their associates. When Lou and Sonny went head over heels into the 48 Class with *Lou-Kay*, Dale Drake, Lou's partner, immediately went to work to help his schoolboy son, Johnny, put together an A Outboard Hydro. The youngster won the Southern California Championships this year. Pit helper for Johnny? Dale, of course.

I haven't intended to imply that the other branch of the Meyer family, Eddie and Bud, make a profession of boat racing. They have their own business to look after, the Meyer Engineering Co. of Hollywood. With their fleet of boats and their own midget race car, it would seem as though their racing activities would be a full time occupation. How they find the time to keep all of their gear running in top shape and conduct the business of the Meyer Engineering Co. is a mystery to me. If the truth were known, the work on the Meyer racing fleet probably absorbs many midnight hours during the racing season. Eddie and Bud are right in their own element when it comes to the motor part of the sport of boat racing, for their business is speed. You might visualize a shop full of race cars, but that isn't what you would find at the Meyer plant. There is no lack of variety here—custom cars, roadsters, hot-rods, midgets, race cars, foreign cars and racing boat engines. In addition to their custom engineering, the organization manufactures their own line of racing heads, manifolds, etc. You might expect to find Eddie and Bud supervising the activities of the expert crew that turn out the work. You won't. Look for them right in the middle of the toughest and probably the dirtiest job in the plant. It would be out of order to find either of them without a handful of parts and tools. If you want to discuss a problem, you can go right ahead and do it—that is, while the Meyers keep right on working.

When the "Meyer Clan" goes to the boat races, it's a family affair. Wherever you spot the Meyer racing boats you will find all the various branches of the family clustered around: There will be Eddie, Bud, Lou and Sonny and their wives and children. There is no lack of personnel in the pit crew, but the ribbing that goes on is an education. If one of the outfits fails to perform, the rest of the bunch is full of advice and comment, but it's all in fun—because that's the way the Meyers take their boat racing.

With the 135 record credited to his name today, Eddie is living on pins and needles. Says he would like to shove the figure up a bit before someone else gets a shot at it.

Sonny in his 48 cu. in. *Lou-Kay*.

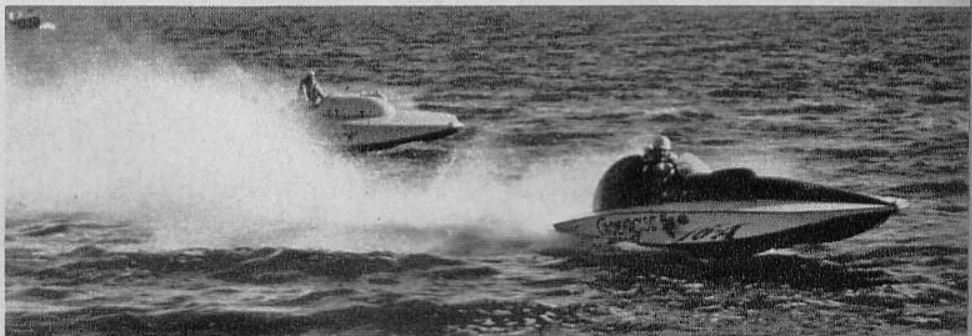


Avenger IV with "Pappy" at the wheel. Holder of the 135 record and first to top 100 mph.



It was really rough on the day that "Pappy" won the A.P.B.A. Silver Unlimited Hydro Trophy at Salton Sea. Most of the competition quit, but Eddie kept her rolling full bore. He couldn't help himself. The throttle was stuck.

There have been faster 135's in some years but when the going gets rough and there's a big trophy at stake, Pappy will take them all on—any size boat, any class.

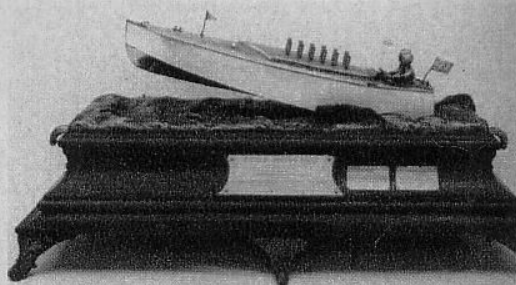


The "Grand Old Man" is not without his amusing side. Eddie lives by the A.P.B.A. Rule Book, and is very sure of his ground. This gets him involved in some fiery arguments. If you haven't been a party to one of these you have missed a part of boat racing. If you were to overhear one of these "word battles" you might get the idea that Eddie is a millionaire. When the arguing gets hot and heavy you can hear him above all the others, "I'll bet you a thousand dollars that . . ." . . . and in the next breath Eddie has invited his opponent to a steak dinner. He is really a great guy.

Eddie "Pappy" Meyer to me is like good whiskey; he gets better as he gets older.

P.S. Eddie will kill me for this yarn, but I'm not afraid of him.

The Pacific Motor Boat Trophy. All of Eddie's racing career has been tangled up in his conquest of this award.



HARWOOD TROPHY RACE

Photos by Morris Rosenfeld

ONE THOUSAND DOLLARS and the Harwood's Sterling Silver Trophy—it is the richest prize in motor boat racing. William Leiber and Jack Kraemer from Port Washington, Long Island won it again this year. This was a repeat performance for the co-owners of *Davy Jones*, a 22-year-old family "picnic boat". Leiber drove the big Allison powered Gar Wood this time, with Kraemer riding as mechanic. He toured the 29 mile course around Manhattan Island at an average speed of 59.8 mph to establish a new record for unlimited runabouts on this course. In 1951 the roles were reversed, when Kraemer drove and Leiber rode as mechanic. *Davy Jones* speed in 1951 was 54.2 mph.

Round and round a short circular course is the trend in modern power boat racing today. Five miles is the average length of a heat. All of the boats in the race look, except for paint jobs, almost as though they might have come off the same production line. They are almost standardized as to hull design and power.

The Harwood's Trophy Race around Manhattan Island has all the glamour and appeal that is lost in the cut and dried competition that pits identical twins against each other. This is a come one—come all event, where hydroplanes and runabouts, regardless of size or class or horsepower, battle it out for the richest prize of all. This is a rough and tough event. It is 29 long miles around Manhattan Island and despite the best efforts of patrol craft the course is never free from the hazard of driftwood. The 1952 running of the Manhattan classic was carried out in water conditions rough enough to suit the hardest. It was actually too rough for the hydroplanes and a wonderful test of riding and lasting qualities of the runabouts.

Competing against a field of 22 of the country's fastest inboard hydroplanes and runabouts, the *Davy Jones* was one of two boats to break the course record for her

The winnah! *Davy Jones* gets the checkered flag. The big 33 foot Gar Wood blasts along.

Richard Lovett, Jr.'s *Jennie Lee II* was third to finish the grind and first in the B to I group.

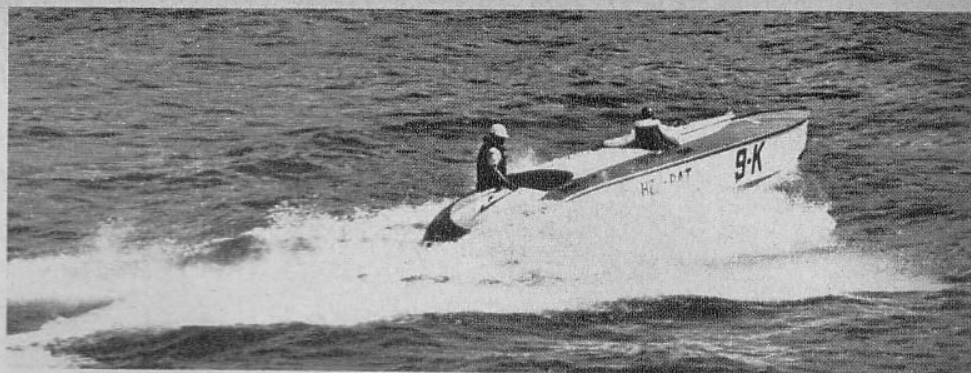


class and win a bonus prize. Leiber accepted this bonus, presented by the American Inboard Association, sponsor of the race, in addition to the Sterling Silver Harwood's Bowl, designed by Tiffany, and a \$1,000 Savings Bond. The other craft to establish a new course record was the *Pepper Pot III*, an F racing runabout, owned and driven by William B. Ammann to a new mark of 39.2 mph.

Finishing behind Davy Jones, according to Referee W. Melvin Crook, was the unlimited runabout *Hel-Pat*, owned jointly by Lou Eppel and Roy S. Foyle. Eppel drove and Joseph Bendel rode as mechanic. Crook ruled that although *Hel-Pat's* power failed just short of the finish line, she was still riding "under her own momentum" as she finished. A protest was lodged by J. Ellwood Lee, Jr. and Gene Gatter, respectively owners of *Jennie Lee II* and *Beaver II*. The American Power Boat Association, however, upheld Crook's decision and second place went to *Hel-Pat*.

Jennie Lee, an I service runabout, driven by Richard Lovett, Jr., finished two seconds after *Hel-Pat*, both boats averaging 49.2 mph for the race. Lovett piloted the sleek, white craft to a win in Group V, service runabouts. *Beaver II*, an unlimited runabout, finished fourth overall and took third prize in Group I with a speed of 47.2 mph. She was driven by George K. Miller, while owner Gatter rode as mechanic.

(Continued on page 43)



Hel-Pat, winner of second place, was driven by Lou Eppel.



Silvery thatched "Pop" Kirwan, who never misses a long distance event, trailered his 135 cu. in. hydro Half Fast all the way from Ft. Lauderdale, Florida, to try the tough Around Manhattan Race. He is still wearing a smile after the race was over, although as the reader will note the right sponson of his boat was completely wiped off in the rough water.

Race morning in the pits. That's *Beaver II* K-8, the world record holder, hooked up to the crane.



Family runabouts, hydroplanes — everything goes in the Harwood's Trophy Race.



Race Committee, left to right: Victor Orisano, Fred Horenberger, Dick McFadyen, Dave Beach, Franz Vintschger, Bill Pearsall and Mel Crook.

The co-owners of Davy Jones with the Sterling Silver Harwood's Trophy. Bill Leiber on the left and Jack Kraemer on the right.



GULF MARINE RACING HALL OF FAME



The 1952 Awards Breakfast, sponsored annually by the Gulf Oil Corporation, was held on January 10, 1953, at the Belmont Plaza Hotel in New York.

Only 103 drivers have gained membership in the Marine Racing Hall of Fame since it was established by Gulf Oil Corporation eleven years ago. Membership is ordinarily limited to drivers who race east of the Mississippi, but exceptions are occasionally made on the ground of extraordinary performance, as in the case of this year's posthumous election of a British racer, and the election last year of Louis J. Fageol who had won the Gold Cup on Lake Washington, Seattle, two years in succession.

The 1952 Hall of Fame members were elected by a panel of six marine racing experts. Election was based on brilliant achievement on the water, including consistent winning in competition, establishment of world records, winning outstanding trophies and events, winning a national championship, and other outstanding accomplishments.

The panel of electors consisted of Gibson Bradfield, President, American Power Boat Association; Charles F. Chapman, Senior Honorary Vice President, American Power Boat Assn.; W. Melvin Crook, Vice-President, Inboard Racing, A.P.B.A.; Albert A. Bauer, Chairman of Region #3, A.P.B.A., and widely-known regatta official; J. Milo Torrance and A. P. Simmons of Gulf Oil Corporation's Marketing Division.

Elected members ballot to determine which of their number shall be honored as the leading U.S. driver of the year. The 1952 members named Charles Thompson of Detroit, driver of the Dossin Bros.' unlimited hydroplane, "Miss Pepsi". With his honorary title goes the Gulf Oil Gold Cup, which will be in his custody for this year.

The Gulf Breakfast was also the occasion for the awarding of three other trophies for outstanding performances in marine racing.

Edward A. Aleksandrowicz, Baltimore, Maryland, was awarded the Daniel Murphy Sr. Memorial Trophy and the Gordon Munce Memorial Trophy. He earned these awards as high point driver in regions three and four of the A.P.B.A., driving the 266 cu. in. hydroplane *Wee Tommy Tucker*. His season's total was 6,975 points. The donor of the Daniel Murphy Sr. Memorial Trophy

At the Awards Breakfast. Members of the 1952 Racing Hall of Fame with their certificates. Standing (left to right), Robert Rowland (1951 Gulf Gold Cup Winner), Enoch Walker, Harry M. Bickford, Alan M. Williams, Deputy Consul General, British Consulate General, New York, who received posthumously-elected John Rhodes Cobb's certificate on behalf of Mr. Cobb's widow; Sherman Critchfield, Elwood Pliescott. Seated (left to right), Jack Kraemer, William Leiber, C. Mulford Scull, Ruby Scull, Charles Thompson (1952 Gulf Gold Cup Winner), John H. Cook, and Robert L. Bourcq.

is Daniel Murphy, Jr., who gave it in honor of his father, who was widely known in marine racing circles. The Gordon Munce Memorial Trophy is a memorial to the late Gordon Munce, marine racing representative for Gulf Oil Corporation. Funds for the trophy were contributed by the marine racing fraternity.

Harry M. Bickford, Hampton, Virginia, was the winner of Bramble Memorial Trophy, with his D Class Service Runabout *Skip*. The trophy is awarded annually to the driver of any class boat who compiles

the most points in the Chesapeake Bay area. Bickford competed in 16 heats during the 1952 season and won all 16 of them. The trophy is a memorial to John W. Bramble, pioneer racing driver in the Chesapeake Bay area, and is donated by his sister, Miss Lillian Bramble.

Edward A. Aleksandrowicz, on the left, accepts the Daniel Murphy, Sr., Memorial Trophy from A. P. B. A. official Albert Bauer.





Charles Thompson, Detroit, Mich. He drove *Miss Pepsi* to win the Ford Memorial at Detroit, July 4, 1952. He set a course record of 101.02 miles per hour in the Gold Cup Race, Lake Washington, Seattle, August 9, 1952. September 21, 1952 he set a course record of 84.47 m.p.h. in the President's Cup Race at Washington, D.C. In the accompanying photo W. R. Huber of Gulf Oil Corp. makes the formal presentation of the Gulf Gold Cup to Thompson (r.) The cup, resting on a marble pedestal, is 26 inches high, made of solid gold and valued at \$5000.00. It is one of racing's most fabulous awards.



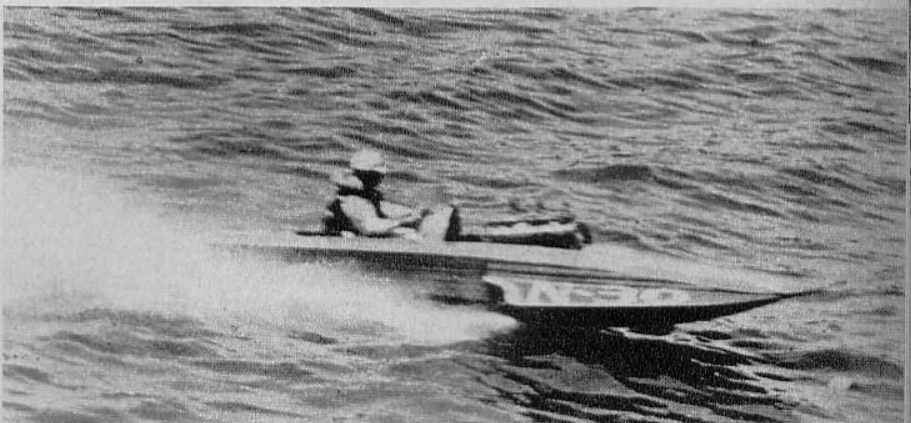
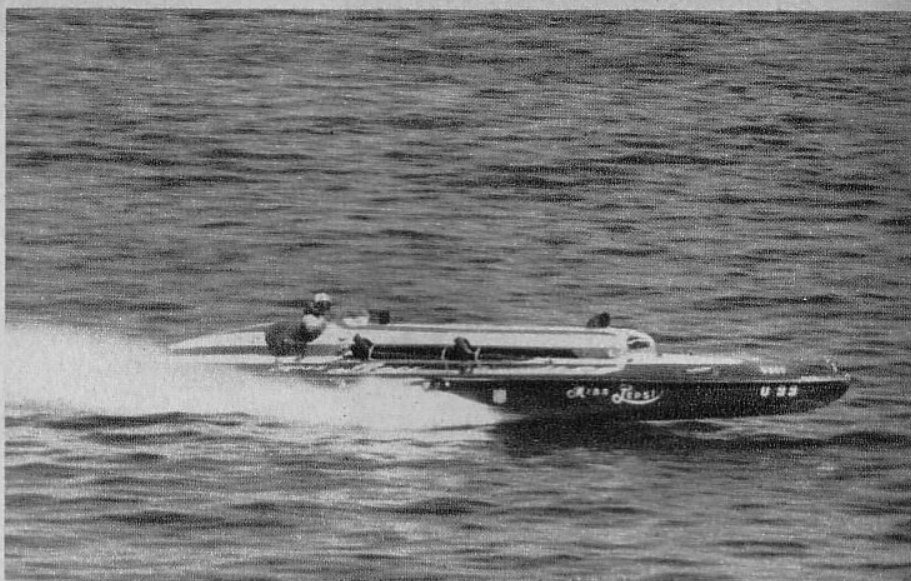
Stanley S. Sayres, Bellevue, Washington, is another exception to the "east of the Mississippi" limitation. On July 7, 1952, he drove his *Slo-Mo-Shun IV* to a new world's one-mile record on Lake Washington, with a speed of 178.49 mph.



Charles Hunter, Columbus, Ohio. He won the National Championship in the 225 Cu. In. Hydroplane Class at Cincinnati, Ohio, August 24, 1952, with his "Miss Columbus."



Enoch Walker, Hampton, Va. He was the outstanding 1952 driver in the E Service Runabout Class. He drove his "Vaughn Francis" in 14 heats during the season. Against strong competition he won 11 first and 3 seconds. He has been racing since the end of World War II.





Ruby Scull, Ventnor, N. J., is the only woman to have been elected to the Hall of Fame three years in a row. She is the mother of two pre-teen-age daughters, both of whom are keen power boat racing fans. She has been racing only three years. Driving her 48 cubic inch runabout "Mickey Mouse," she set a new one-mile record for her class—60.70 miles per hour—at Cambridge, Md., on August 3, 1952. During the 1952 season she competed in 16 heats, winning 11 firsts and 4 seconds.



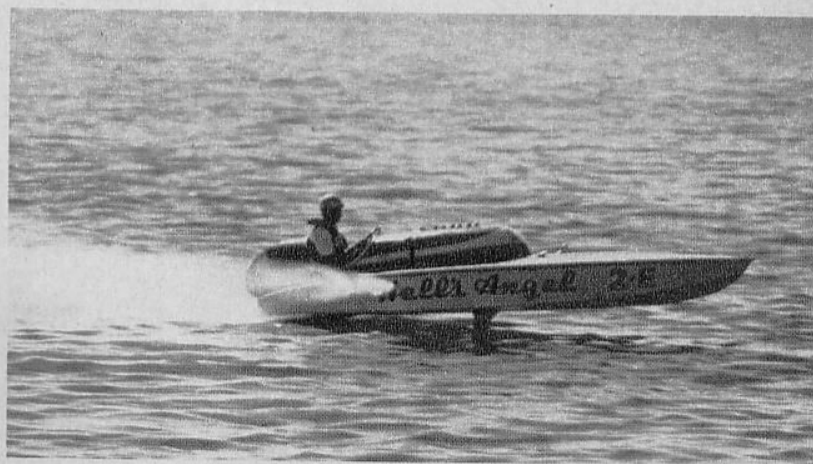
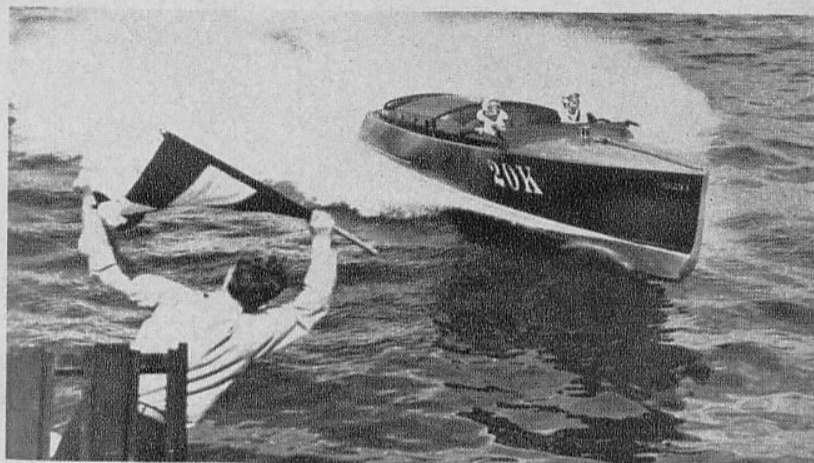
William Leiber and Jack Kraemer, Port Washington, Long Island, N.Y. They drove their 22-year-old *Davy Jones* to win the Around Manhattan Race and the Harwood Trophy on September 7, 1952. Their speed was 59.8 mph. The two Port Washington neighbors are two-time winners of this race and trophy. In *Davy Jones'* ample forward cockpit are the Leibers and the Kraemers with the Harwood Trophy. Left to right, William Leiber, June Leiber, Alice Kraemer and Jack Kraemer.



Sherman Crichfield, St. Petersburg, Fla. He has been an outstanding driver in racing runabout classes for many years. He has competed on almost every body of water in the U.S. and Canada where races are held. With his "Hell's Angel" he won the National Championship for E Class racing runabouts at Buffalo, N. Y., August 17, 1952. In the 15 heats he competed in during the 1952 season he won 10 first, 4 seconds and 1 third.



Robert L. Boureq, New Orleans, La. Driving John P. Otis' *Me 2* he set a new world's five-mile record for Class E Service Runabouts at New Orleans on June 14, 1952. His speed was 52.26 mph. In the 135 cu. in. hydroplane *Miss Nehi*, owned by Jim Retif of New Orleans, he competed in 20 heats during the 1952 season. He won 10 firsts, five seconds and 4 thirds. The group photo shows Bobby with the 2 owners for whom he drove this season, Jim Retif on the left and John Oatis on the right.





C. Mulford Scull, husband of Ruby Scull. He drove his 48 cubic inch hydroplane "Shooting Star" in 16 heats during the 1952 season. He won 12 firsts, 2 seconds and 1 third. He has been racing both inboard and outboard boats for years and is a former holder of the five-mile competitive record for 48 cubic inch hydroplanes.



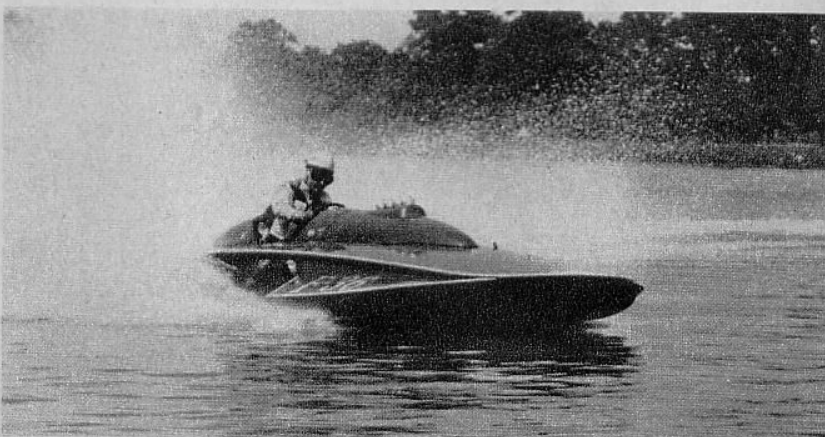
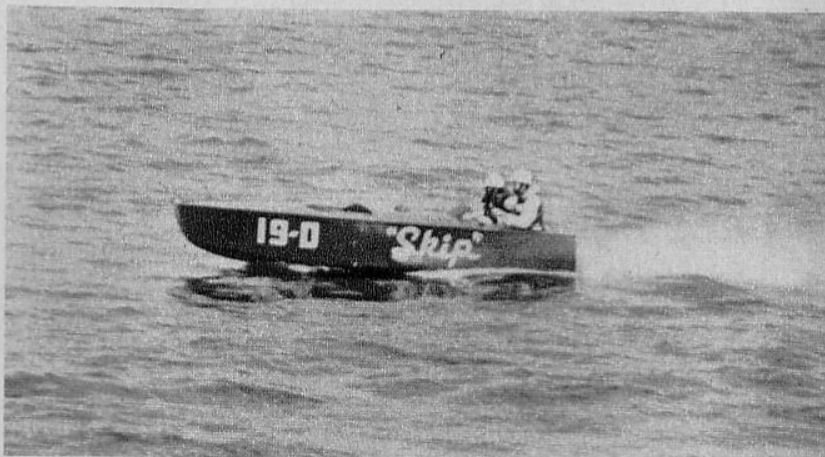
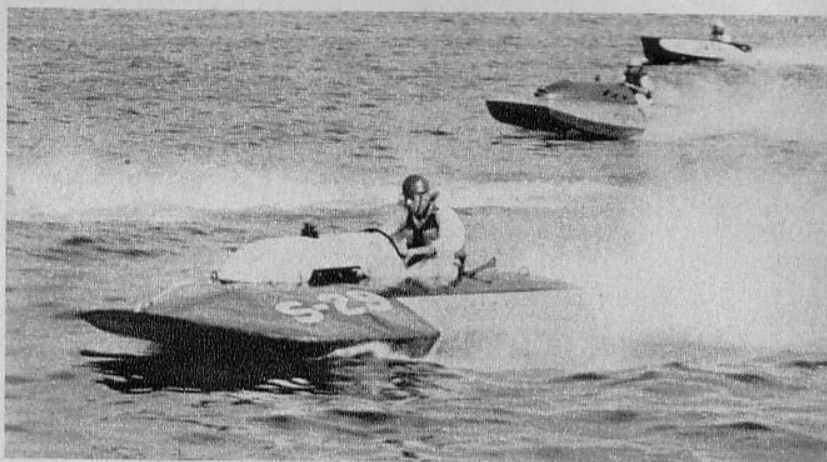
John H. Cook, Marydel, Del. He drove his 136 cu. in. Hydroplane "Maggie IX" in 18 heats, against strong competition, during the 1952 season. He won 6 firsts, 7 seconds, 3 thirds and 2 fourths. He is a son-in-law of H. C. (Pop) Defibaugh, Woodside, Del., old-time inboard and outboard racer, and father of three racing daughters, one of whom is now Mrs. John H. Cook.

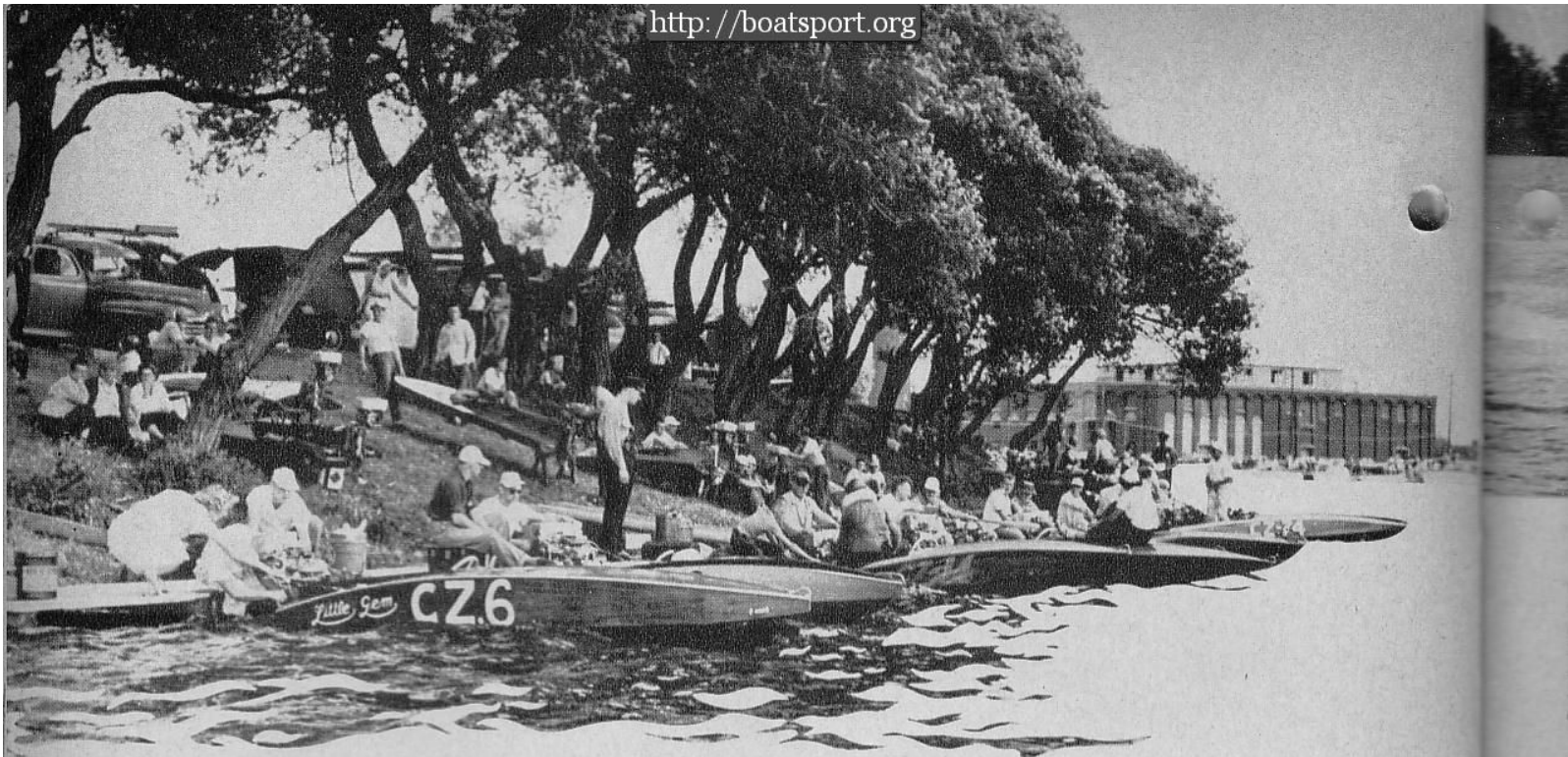


Harry M. Bickford, Hampton, Va. He drove his *Skip* to set a new one-mile world's record—55.05 mph—for D Class Service Runabouts at Cambridge, Md., August 3, 1952. He competed in 16 heats during the 1952 season and won all 16 of them. Albert A. Bauer, Chairman of Region 3 of the A.P.B.A. (left) presents the Bramble Memorial Trophy to Bickford.



Robert Rowland, Portsmouth, Va. He won the Red Bank Gold Cup, at Red Bank, N. J. September 14, 1952, driving his 266 cubic inch hydroplane "You All" at 76.9 miles per hour. He competed in 19 heats during the 1952 season, and won 16 of them. He was selected by his fellow drivers as the top marine racing driver of 1951 and thus became the third winner of the Gulf Oil Gold Cup.





The outboard pits at Valleyfield, P.Q., are laid out in private grounds of a Valleyfield businessman. Ample parking space is provided, although it does get quite crowded at times.

RACING IN CANADA

By Bob Finlayson

1952 was a banner year for Canada's Vacation Circuit. New records were set up in every department—speed, number of regattas, number of entries, and spectator participation. Under the Canadian Boating Federation, motor boat racing in Canada is making tremendous strides in popularity.

Battling it out with a very high class field of invading U. S. drivers, the Canadians successfully defended all their high point championship trophies with the exception of the O'Keefe's Cup. This trophy is posted annually for the 135 Open Class.

Francois Lavigne of Montreal emerged as

the new champion in the 266 cu. in. class. Driving Dr. Paul Latour's *Enterprise* he clinched the B-A Trophy, high point award of the class, by winning the first day's racing at the Canadian National Exhibition. His win in this race over Bernard Daoust of Lachine, Quebec in *Canada Boy* was the deciding event in the championship race. The *Enterprise*, a new boat this year, was well campaigned by Lavigne, who in the course

of the circuit bested such capable veterans as Bill Braden and Jack Langmuir. These two were last year's winner and runner-up respectively for the B-A Trophy. Art Hatch, another veteran from Hamilton, finished behind Daoust in third place in the high point standing.

The race for the Schenley Trophy, the 225 class high point award, was a sizzler from the very first race at Windsor on June 28th.

Rough and sloppy going. The above view of the C.N.E. course with the 225 class race underway is indicative of the tough, gruelling grind experienced last year during the wind-up of the three-day inboard events. Three boats sank that day, but with the cooperation of the C.N.E. course patrol and drivers from Toronto, all were recovered after an all night session of grappling and skin diving. All three boats will be ready to run again this year.





The Canadian One-Design Class has had a spectacular rise to popularity since introduction by the Canadian Boating Federation four years ago. This is strictly a one-design class as all boats are built from the one set of plans and the engine used must be a Ford motor of not more than 229 cu. in. piston displacement. Tolerance for reboring is restricted to 50/1000ths. Over fifty plans for the class have been issued, and although many of these are being used as sports runabouts, up to 18 boats are actively engaged in racing at C.B.F. events. There is barely a mile an hour difference in the speed of the six top boats, and a good or bad start very frequently means the winning or losing of the race. Top boat this year was Cobalt Silver Streak, driven by Harry Stone of Toronto. Many of the drivers take their wives along as the second occupant required by the rules, and the ladies' enthusiasm is high.

Charles Irish in his *Cheetah* led in the early stages of the high point race, only to be passed up by Henry Vogel of Rochester, N. Y. in his new *My Sin II*. John Haineault, a former winner from Cornwall, jumped in to the lead with a masterful win at Valleyfield, Quebec. From this point on it became a four way fight among Cliff McDonnell, John Haineault, Henry Vogel and Bernard Daoust. Superb wins at Gravenhurst and Picton put Daoust in the running while the other leaders faltered. The advent of Bob Schroeder's new *My Ambition* at the C.N.E. races only added to the heat of the competition. Schroeder could not win the trophy, but by winning both races at the C.N.E. he torpedoed the ambitions of some of the leading aspirants. When the spray had subsided, Cliff McDonnell had hung on to his slight lead and he emerged the high point winner, gaining the Schenley Trophy for an extremely creditable season of first class racing. *My Folly*, McDonnell's hydro, was a new boat this year. Although McDonnell has owned racing boats previously, this was his first season of driving in the C.B.F. circuit.

The B-A Peerless Trophy, posted for the Canadian 135 class went to two newcomers to racing, Dr. E. H. Ante and Charlie Buddo of Toronto. Driving *Ante-Up*, a four year old boat that they rebuilt last winter, this duo climaxed a great racing season by overcoming a 360 point lead held by George Reynolds of Brockville right up to the C.N.E. races. The *Ante-Up's* owners solved the problem of who should do the driving by alternating in the cockpit from one heat to the next. Reynolds driving the *Hornet*, the same boat in which he won the Peerless Trophy last year, was an odds-on favorite to take two in a row. He had a commanding lead in the trophy race at the end of July but faltered in the August regattas when he earned only third places at Gravenhurst and Picton. Failing to complete the circuit in the first day of racing at the C.N.E., his chances of winning the Peerless Trophy for the second time were pretty slim. The Ante-Buddo combination put the finishing touches to Reynolds' aspirations on the last day of the C.N.E. Regatta. The *Ante-Up* crew clinched the championship with a masterful display of driving in the roughest water conditions and on the toughest course in the

entire circuit.

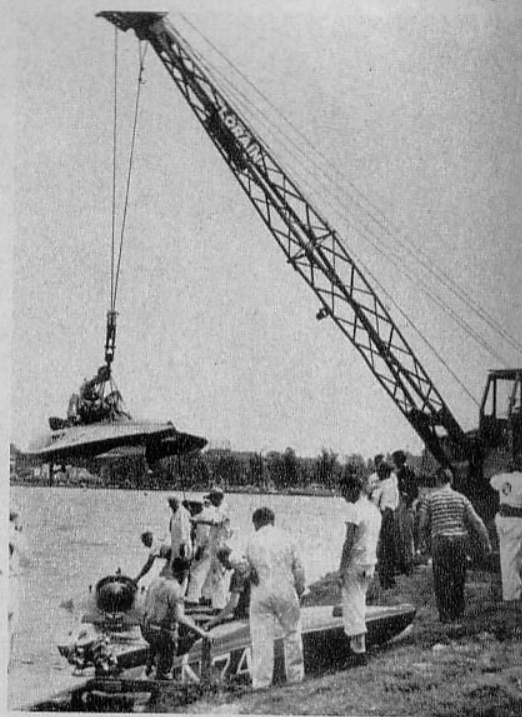
Jack Tieche driving his new *Rudolph II* set up a new world's record for the Canadian 135 Class on the measured mile at Picton this season. His average speed for the two runs was 70.38 mph. Jim Hutchison of Vancouver, driving *Teaser III* surpassed Tieche's record on the mile at the Seattle Seafair in August. Jim blistered the trap for an 89 mph average, and this will become the new world's record for the class when the performance is officially recognized by the C.B.F. at its next meeting of the Directorate.

The Carling Red Cap Trophy, which is a high point award for the Canadian One-Design Class, was won by Harry Stone of Toronto driving *Cobalt Silver Streak*. The Ramsey Brothers of Rideau Ferry, Ontario, were hot on Stone's heels throughout the entire season, and it was a ding-dong struggle for leadership from the very beginning. The race-off for the Foreman Trophy, also posted for the Canadian One-Design Class, is held annually on Labor Day. The six leaders in the high point standings fight it out at this time for possession of the trophy. In the first heat George Carnegie's *Saphire* from Toronto led the field right up to the last turning buoy, where she broke down. The Ramsey Brothers' *For Sale Too* was the winner, followed by Harry Stone. In the second heat these finishing positions were reversed with Stone's *Silver Streak* turning this heat fast enough to win the contest on best elapsed time. This gave Harry the Foreman Trophy for the second straight year.

The lone American to capture a Canadian high point this season was Tommy Turner from Kenmore, N.Y. Driving his *Rebel* in the 135 open events he carried off the O'Keefe's Cup for the second consecutive year.

Veteran Stan MacDonald of Ottawa, who was runner-up last year for the B-A Outboard High Point Trophy, made no mistake this season, and won the trophy handily with his Class C Service Runabout.

The Wallace Wood Agency Trophy, which was given for the first time this year to the high point winner in utility outboard divisions, was won by Dave Bowman of Oshawa, driving a class B Utility Outboard Hydroplane.



C.B.F. racing events are known throughout North America as "driver regattas," as everything is done by the sponsors to provide the best possible equipment and racing conditions for the contestants. Cranes like this one at Valleyfield, Quebec, are substantial, and usually there are at least two in operation.

The 48's made their appearance in Canada in 1952. Harry Waggett produced a number of these little hydros. He is pictured here in *Spasmodic Suzy*, one of his own productions, owned by Don MacDonald, Commodore of the Toronto Hydroplane Club. Note power plant—a 4 cyl. Triumph motorcycle engine.





Stock Hydros on the turn.

ORANGE BOWL REGATTA

Outboard Racing and The Queen's Cup Race

With the Marathon for an appetizer, a crowd of 8000 turned out to watch the outboard racing program in the afternoon. Entries were on hand from all over the country. With 24 entries in B Stock Hydro, elimination heats were necessary. Tommy Hagood took the first heat while Bill Moesly was beating out Bob Terry for second place. J. D. Lamon, Gordon Gentry and Don Baldaccini finished one-two-three. Moesly won the final with Terry second and L. H. Weise third.

Miami's Jack Wyckoff took both first places in C Service Runabout with St. Petersburg boys Eugene Dunn and W. G. Lantz placing second and third respectively in both heats.

The A Stock Hydro field was taken into camp by Christ Erneston Jr. of West Palm Beach who scored a third and a first. Lamon and Moesly took the place and show positions in the final tabulation.

Tommy Hagood won the first heat of C Hydro with Miami's Jack Harrison second and C. R. Watson from St. Petersburg third. The second heat was cancelled because of insufficient entry.

The B Stock Runabout crown went to Tommy Von Mello from Wareham, Mass. with a pair of first places. Jim Coulbourn of Burlington, N.J. was second and Lamon third.

Hagood took his second first place trophy of the meet with a win in the C Racing

Runabout class. J. Dude Dodge of Land O'Lakes, Wisc., and C. A. Smith of Miami finished second and third.

Invading drivers managed to break up the Florida combine in D Stock Hydro. C. W. Bateman of Augusta, Ga. was the winner with second spot going to Wally Bjork of St. Cloud, Florida and third place trophy going to Robert Hadley of Gulfport, Miss. Bateman scored a double by also winning the D Stock Runabout crown. Louis Gerdick of Carl Place, N.Y. and Howard Landmark of Rockford, Ill. wound up second and third.

The Outboard Free-for-all for the Queen's Cup was a rip snorter. Bjork, Bateman, Dodge, Smith and a flock of others started in a grand scramble. Dodge ran a smooth

Start of the 266's. "Dee" Kiesacker in Tommy Gore's Miami Boy in the lead. That's a real rousing four boat battle for second place.



fast race to get the kiss from the Queen, not to mention the beautiful cup. Bateman was second, Smith third and Gene Benning from Piqua, Ohio, fourth.

Inboard Racing and The International Grand Prix

Frank Foulke from Essex, Md. literally stole the show in the inboard competition racing at Haulover Beach. Before an audience of 12,000 spectators, Frank took the 266 Class trophy and wound up the day by winning the International Grand Prix. The 266 fleet was definitely "blue ribbon", the very tops for this class. Foulke's *Sagana 13th* was powered with the record breaking Mercury used by Bobby Sykes in the *Guess Who* at Salton Sea. Tommy Gore's new Lauterbach built *Miami Boy* was the latest in design. Ray Gassner, who won the Orange Bowl Cup last year, was sporting a brand new outfit, *Sunshine Baby III*. Curtis Martens, runner-up to the *Guess Who* at Salton Sea, had the *Mar-Bel* in top shape. C. A. Widenhouse of Concord, N.C. had led the class at the President's Cup Regatta. *Mi-T-Mo* with former outboard champion Byron (Sonny) King at the wheel was an unknown quantity.

Foulke was a non-threatening runnerup as Keisacker ran away from eight foes in the first 266 heat. The second heat looked like a repeater, as "Dee" got the *Miami Boy* out in front in the first lap, but the second time around Foulke took over the lead and went on to win. The point scoring gave Keisacker second and Martens third.

They had to start the International Grand Prix three times to get the boats away. At the first start two boats hit the line ahead of the clock and they were so close together that the officials couldn't decide which should be disqualified for leading the field across. On the second attempted start, Keisacker clearly beat the clock, putting Tommy Gore's *Miami Boy* out of the race.

Only four boats finally figured in the race, but two of them put on a battle that will keep the fans talking for the next year. St. Petersburg's Gassner, winner of the event last year, led Foulke past the starting buoy, but they spun around the first turn bow to bow. As they fled down the back stretch, rooster tails of spray flying high, Foulke wrested the lead. Foulke lost his edge, however, when Gassner's *Sunshine Baby* heeled around the north pins with the advantage of the inside lane. Ray's lead stood up until they roared into the third and final north swing. Then Foulke, slightly ahead, cut for the inside. When they swung around, his boat's wake washed down *Sunshine Baby*, conking out Gassner's motor. Even with Gassner eliminated, Foulke still had troubles ahead. As he entered the quarter-mile leading to the checkered flag, his *Sagana* ran out of gas. By pumping furiously on his fuel pump Frank managed to limp past the payoff point.

C. A. Widenhouse was a hollow second in his *Slo-Poke* and Sonny King was third with *Mi-T-Mo*.

Thus it was that Frank Foulke took possession for the coming year of the \$7500 Baker Palladium Trophy posted for this first running of the International Grand Prix. Although the race failed to draw entries from the European fleet this year, Bill Mansfield, who fathered the race, can be proud of the competition that turned out for it. Mansfield developed the local support for the event last year and completed his plans in Italy last summer after conversations with Prince Borromeo, president of the Italian Motor Boat Federation. The European boats like those of Verga, Selva, Castoldi, and Von Meyenberg, are traveling

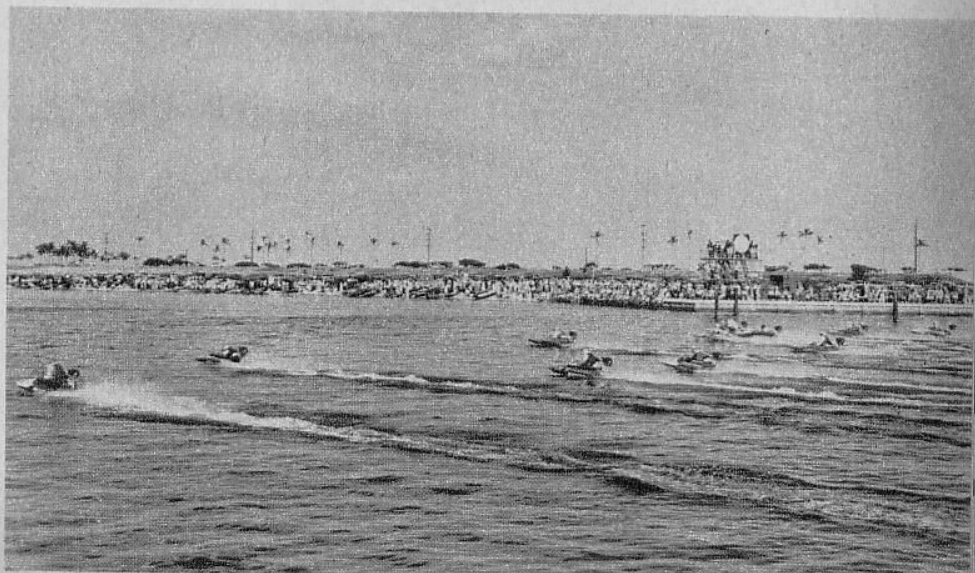


Marion Ettie, the Orange Bowl Queen, presents the Queen's Cup to Dude Dodge, the driver on the left, winner of the Outboard Free-For-All. The driver on the right is Frank Foulke, winner of the first running of the International Grand Prix for the \$7500 Baker Palladium Trophy. The other Florida lovelies in the photo are members of the Queen's Court.



"A" Stock Hydros well bunched.

Plenty of boats—good racing and a big crowd.





Howard Johanson's Mixmaster with Lou Nuta, Jr., at wheel hitting 127 mph through the trap.

at speeds comparable to the American 266 today. With another year of preparation the race for the Miami International Grand Prix might well replace Harmsworth competition which is non-existent because of a lack of capable unlimited hydros in countries other than the United States.

The battle for supremacy in the 135 cu. in. Hydro Class was another thriller. Although Clarence Collins from Norfolk, Va. got the trophy, it was Bobby Bourcq of New Orleans who furnished most of the excitement. After leading most of the distance in the opening race, Bourcq's boat conked out on the final north turn. He quickly restarted the motor, swept into the lead on the final bend and won with 40 yards to spare. The second time around, *Miss Nehi* caught fire on the closing north turn. Reacting alertly, Bourcq pitched the craft's cowling overboard, snuffed out the fire and finished second to Collins.

Mrs. Ruby Scull clinched her high point title in the 48 cu. in. Runabout Class with a pair of first places. Edward Howar of Washington, D.C. was second and James Sutton of Miami third.

The D-E-F Service Runabout race was to decide which of two drivers would carry the US No. 1 shield for 1953. Right up to this race Enoch Walker of Hampton, Va. and Sam DuPont from Wilmington, Delaware, were fighting out a point tie. Walker was the winner in straight heats. Mrs. Marie Lamont was second and Howard Hibbert, driving DuPont's *Hydrogen* third.

There was only one heat of racing for the E Racing Runabouts. "Uncle" Sherm Crichfield, the perennial national champion from

St. Petersburg, took home the trophy. Sherm's *Hell's Angel* was an easy winner over Gus Gundstrom's *Vixen* from Chicago and Sam DuPont's *Oxygen*.

Sammy Crooks' *Dragon Jr.* with Jimmy Orr doing the driving won the race for 48 cu. in. Hydroplanes, with one first and one second. Mulford Scull got the second spot with a first and a third. Frank Kirwan from Ft. Lauderdale took home the third place trophy.

Accidents throughout the regatta were remarkably few in number. Mike Kenny an invading driver from Hackensack, N. J. flipped in the Outboard B Stock Hydro racing but was uninjured. Johnny Harrison emerged from a D Stock Racing flip without a scratch, and Bill Charles was thrown from his boat in the first heat of the 48 Runabouts.

Howard Johanson's *Mixmaster* kept the whole regatta committee jumping during the afternoon. The California boat was holed during the 266 race. A tow boat rushed to driver Louis Nuta's assistance but while hauling the partially submerged boat ashore brushed a piling, knocking another hole in the boat and Nuta into Biscayne Bay. The boat sank and was finally raised an hour and a half later.

Time Trials

Attempts on straightaway mile records were scheduled for two days. The new mile course is on the Intercoastal Waterway which extends from Philadelphia to Key West. Just north of Miami Beach officials installed a one-mile trap in the middle of

a three mile straightaway in well-protected waters. So many owners signed up for the trials, even with the required \$10 mile trial fee, that the timers worked steadily from dawn to late afternoon on two days. The mass assault on Inboard and Outboard records produced six fully qualified records. A seventh performance which exceeded the existing mark was submitted for action of the Racing Commission subject to a future qualification of the boat. Following are the final figures:

266 Cu. In.—122.039 mph—*The Mixmaster*, owned by Howard Johansen, driven by Louis Nuta, Jr.

91 Cu. In.—75.592 mph—*Dragon*, owned and driven by Sammy Crooks

7 Litre—101.856 mph—*Wildcatter*, driven by Burnett Bartley

48 Cu. In Runabout—62.302 mph—Mickey Mouse—Ruby Scull

B Stock Hydro—55.945 mph—Wally Wakem

A Stock Hydro—48.421 mph—Bill Moesly

E Stock Hydro—37.027 mph—Woody Woodson

Lou Nuta's first two attempts on the 266 record were unsuccessful. Howard Johansen's new Wickens hull powered with a 265 cu. in. DeSoto took a brutal beating throughout the entire regatta. Sam Griffith cracked the outfit up on Thursday and the boat took another pounding on Sunday when it sank after being holed. After several all night sessions young Lou got the outfit through the trap at just about 3/10ths of a mile an hour better than the existing record held by Bobby Sykes, the driver of Joe Guess' *Guess Who*.

The final speed of just a little better than

Dee Kiesacker in the "E" racing Runabout *Vixen* prop-riding through the trap at 74 mph.



Mixmaster was the hot job of the Orange Bowl Regatta. She hit 127 mph in the trap . . . threw out driver Sam Griffith on one occasion, and on another stove a hole in the bottom during a race. A towboat rushed to the aid of the sinking boat but while hauling it ashore brushed a piling, knocking driver Louis Nuta into Biscayne Bay and smashing another hole in the boat. It sank but was raised 90 minutes later. Pat, Dennis' series of sequence shots shows the attempt to raise the Mixmaster.

1

Doc Hardin (rear) and Walter Bridges (foreground), diving on the salvage job, get the cables attached to turn the boat over.

2

Right side up and coupled up to crane.

3

Awash—hooked up to her own lifting rings. Looks like the operation will be a success.

4

Ow-w-w-w . . . down she goes again! The hoisting gear snapped. Notice the regatta officials reaching in vain for the boat.

122 was a disappointment to the owner and driver, for the *Mixmaster* had actually toured the trap one way at 127.660 and on another occasion Sam Griffith had seen better than 128 on the water speedometer. With several immersions in salt water and frantic rebuilding of the hull and motor the performance was a most creditable one.

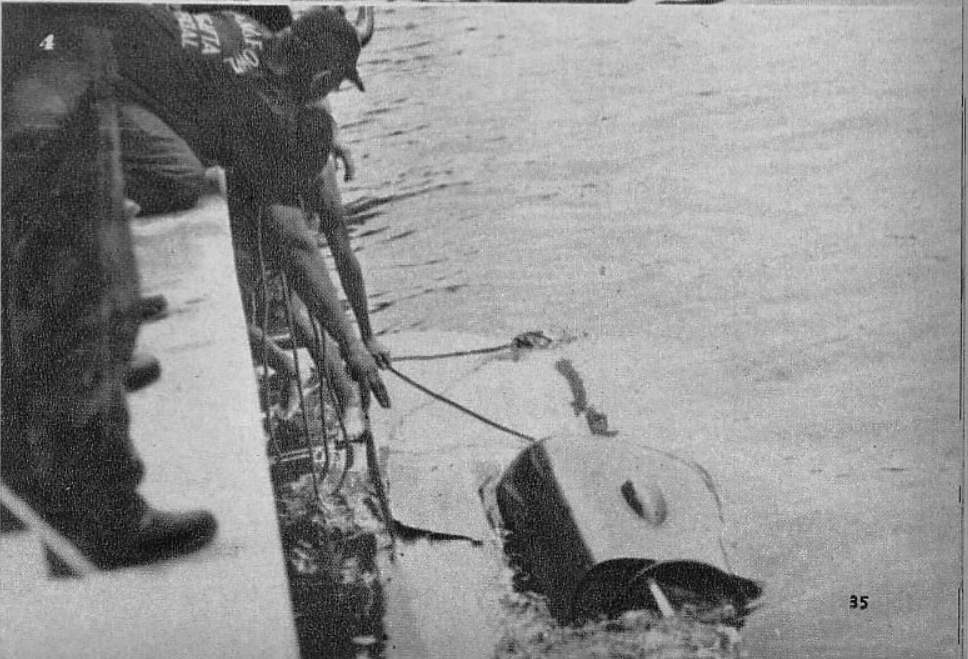
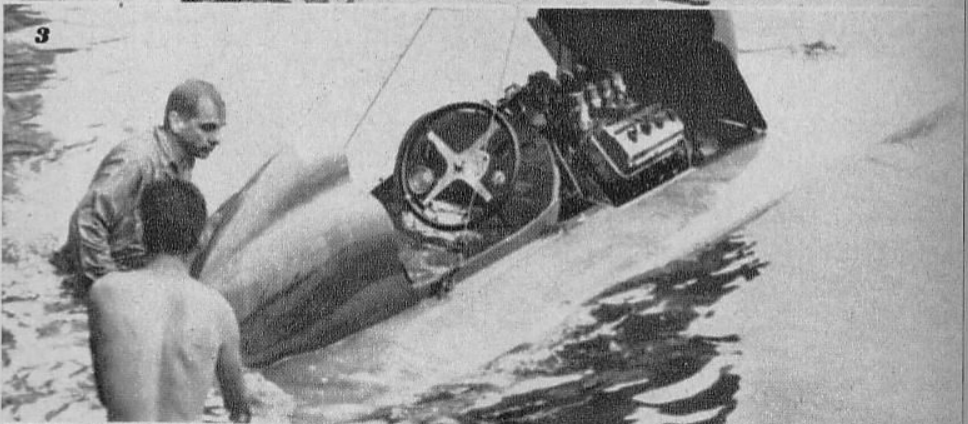
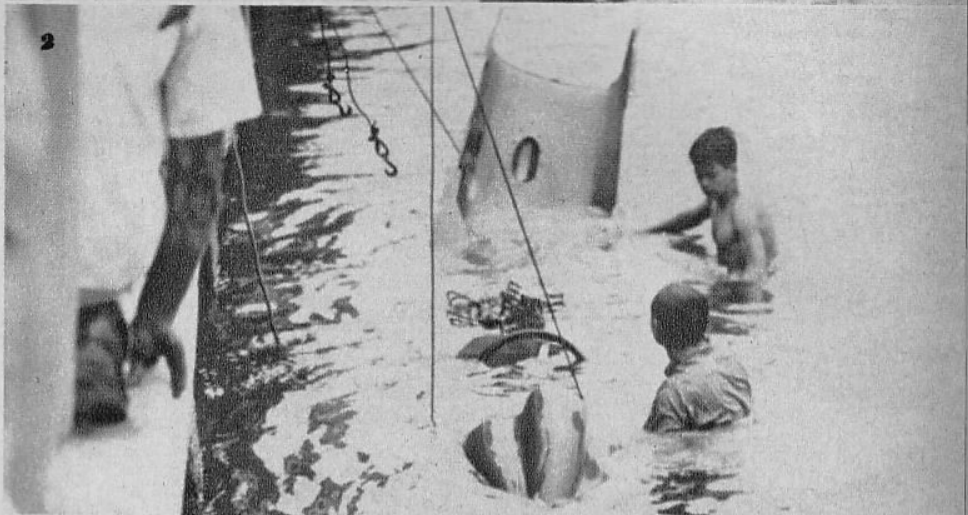
Ruby Scull raised her own 60 mph record to the present figure on the first attempt.

Burnett Bartley's performance erased from the record book the 98 mph figure established in 1951 by Joe Taggart in his *Tom-yann*.

Sammy Crooks of St. Petersburg who had bought the record holding 91 cu. in. Inboard *Hydro Miss Fort Pitt* from Tony Margio was out for a record. With the old mark at 71.891 Crooks made a south run of 78.431 in the outfit now named the *Dragon*. The north run jinx which had been hounding several of the drivers took a ride on the way back with the popular Sammy, with the result that he failed to finish the return trip. Later, however, he combined a perfect pair for the new record.

Woodson's record performance in E Stock

Pat Dennis snapped this shot of the *Queen of Speed*, Millie Foulke. Millie became the first woman to top the century mark in a racing boat when she put *Sagana* 13th through the trap at an average speed of 111.289 mph.





Sammy Crooks driving his 91 cu. in. Dragon X to a new straightaway record of 75.592 mph.



Runabout wiped out Frank Stone's 1951 record of 36 mph.

In the A Stock Hydroplane Class the old record of 47.397 was pushed up by Moesly on the first attempt.

Three other drivers bettered the B Stock Hydro record of 53.321 mph before Wally Wakem came through with his run. Tommy Hagood owned the mark for 75 minutes. L. H. Weise and James White had also topped the figure previously.

In addition to Bartley and Nuta, three more drivers qualified during the trials for



Left to right, Charlie Kittel, the time trial chairman, Ruby Scull, who set up the new 48 cu. in. Runabout record of 62.284 mph, Wally Wakem, who hit a new high in B Stock Hydro for a record of 55.945 mph, Al Bauer

the 100 Mile an Hour Club. Millie Foulke blistered the mile for an average of 111.289 to become the first woman to officially top the century mark. Millie's husband Frank made the Club too with an average of 114.286, and Dee Keisacker driving Tommy Gore's *Miami Boy* got in with an average of 113.38 mph.

'Round Miami Marathon

A brand new M.G. Sports car retailing for somewhere in the neighborhood of \$2500 was the capital prize posted for this "come one—come all" race around Miami Beach. 105 entries—runabouts and cruisers—inboards and outboards—started the 24 mile handicap in quest of the grand prize. The course down Biscayne Bay led to seven miles of open ocean, then into Baker's Haul-over and the finish line. The fleet was started in eleven groups, with each entry classified as to a probable maximum speed. To the tribute of the handicapping committee let it be recorded that not one single finisher exceeded his estimated maximum, and further than this the first finishers crossed the line within a period of two minutes and thirteen seconds. Pretty fine handicapping.

Some of leaders coming in from the ocean.

'Round Miami Marathon. Here comes the winner. Sam Holton in his home made outboard cruiser entering Baker's Haulover from the ocean—about 300 yards from finish line.

Weather can make or break this annual race. Conditions were perfect for this running. Even the smallest of the entries got through the seven miles of the Atlantic without difficulty. The water was roughest in Baker's Haulover where the big boats churned a miniature sea.

Sam Holton from Opa-locka, Florida practically led from start to finish. His home made 16' outboard cruiser, powered with a pair of 7½ hp Mercuries, covered the 24 miles in 49 min. 48 sec. Starting in the first group, Holton stole the lead by risking the crossing of the hazardous flats guarding the mouth to Baker's Haulover. He led all the way and finished just 32 seconds ahead of Gar Wood, Jr. who drove a 21' Chris-Craft Kit boat powered with a Universal 75. Young Gar, who started 4½ minutes behind the winner, might have made up his time if it hadn't been for a broken water line. Sensing trouble near the finish line he lifted the hatch and was greeted with a shower of water. A glove shoved in the break permitted him to get through the last 100 yards.

Frank Wiese, Jr. of Pelican Harbor Yacht Club, took third place in his home built runabout. Mrs. Marie Lamont, the only feminine entry, turned in a sparkling performance, finishing fourth in her 15' Prowler runabout.

The fifth place boat, an E Service Runabout *Miss Me*, owned and driven by Bill Engle of Washington, Penna., turned in the fastest time of the day. Bill got away with the sixth group, some 17 minutes behind the initial starters. He passed 35 boats on the course and averaged 47 mph. Sixty boats were able to complete the course and according to record not one of the non-finishers suffered any serious mishap. Julian Binford trailed his B Stock Runabout all the way from Surfside, California, but finished out of the money.



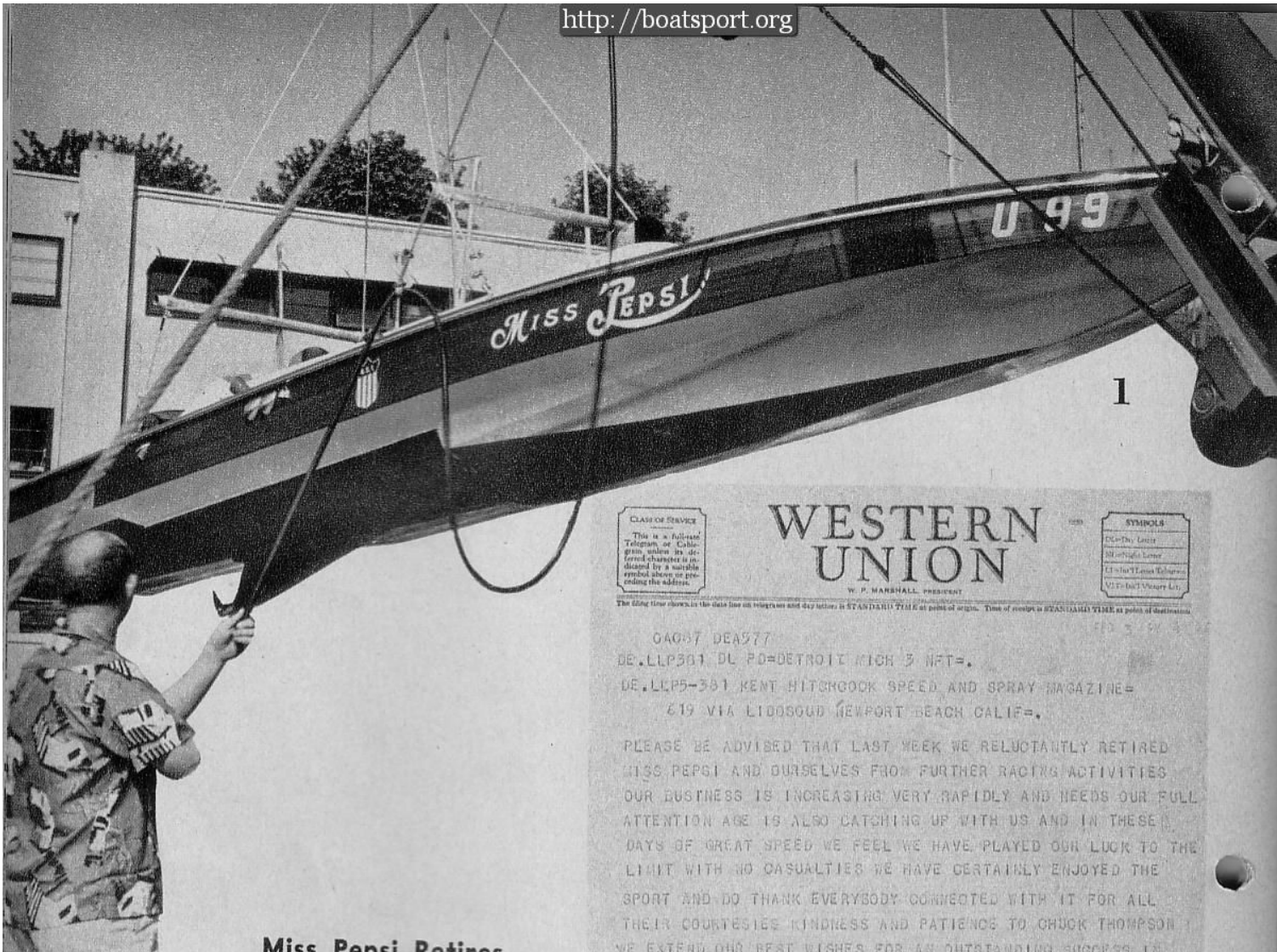
The Marathon winner. Note the steering arrangement. Each of the Mercury Hurricanes has a steering bar on the outboard side, as shown in the photo. A chain couples the two motors so that they turn together when the steering wheel is turned.



Bill Engle in the "E" Service Runabout *Miss Me* entering Baker's Haulover near the finish. One section of the Marathon pits.



(Photos by Miami Herald Staff photographers Bill Kuenzel, John Walther and Bob East. Sequence photographs by Pat Dennis)



Miss Pepsi Retires

Exit With Honors

Walter Dossin's telegram brings the surprising news that the U. S. Unlimited Champion is retiring. The world of boat racing will miss the "Pepsi" Racing Team in 1953 . . . yes, and in the years to come to. Progress in boat racing comes with tough and hard to beat competition and the Dossin Brothers have always furnished that. They won the Gold Cup in 1947 with the original *Miss Pepsi*. Improvements in design came rapidly in the Unlimited Hydroplane Class and the Dossins kept the pace. To keep abreast of the skyrocketing speeds they built the present *Miss Pepsi*. While the trend moved toward the three point hydro, the Dossins stuck with the multiple step design. They powered their new Hacker designed challenger with a pair of 1710 Allison's coupled in tandem with a "Vee" drive gear box between the two engines. The propeller was a little aft of amidship, practically under the driver's seat. Some of the ex-

perts scoffed at the whole idea of the design, but the Detroit juggernaut soon proved that she was going to be hard to beat, especially when the going got rough. In sloppy going where the three-pointers were taking a beating, the new *Pepsi* blasted along as smoothly as a big express train. In the department of turning ability, so necessary to win races, the big boat was phenomenal right from her first appearance. The new outfit had her share of bugs to be ironed out, most of them stemming from gear box trouble.

Chuck Thompson got the Dossin color bearer going late in 1950, but not too late to break a few records. First came lap and heat records for the Silver Cup, both in excess of 107 mph on the 5 nautical mile course and both incidentally still standing. *Miss Pepsi* turned in a sparkling straight heat victory in the President's Cup, setting up new records for a lap, a heat and the

race. New Martinsville, a 2½ mile course, has "hairpin" turns at each end. Difficulties arose in getting the big 36 footer into the water. The rest of the Unlimiteds were already at the first turn when Chuck got fired up. He cranked down to the first turn at full bore and for the first and only time he overestimated *Pepsi's* turning capabilities. The turn was simply too sharp and over she went, putting her driver and the riding mechanic in the hospital. That wound up the season.

John Hacker must be pretty proud of his design, for *Miss Pepsi* emerged from the 1951 season with the U. S. High Point Shield emblematic of the national championship of the class. Right up to the Gold Cup Race, the "Detroit Express" with Chuck Thompson at the wheel won everything in sight.

The first four laps of that 1951 race for the Gold Cup at Seattle were terrific with *Slo-Mo-Shun V* leading *Miss Pepsi* by

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WESTERN UNION

W. P. MARSHALL, PRESIDENT

SYMBOLS

DL=Day Letter
NL=Night Letter
LT=Late Telegram
VT=Very Telegram

The time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination.

GAOBT DEAS77
DE.LLP301 DL PD=DETROIT HIGH 3 HPT=.
DE.LLP5-381 KENT HITCHCOCK SPEED AND SPRAY MAGAZINE=
619 VIA LINDSBOUR NEWPORT BEACH CALIF=.

PLEASE BE ADVISED THAT LAST WEEK WE RELUCTANTLY RETIRED MISS PEPSI AND OURSELVES FROM FURTHER RACING ACTIVITIES. OUR BUSINESS IS INCREASING VERY RAPIDLY AND NEEDS OUR FULL ATTENTION AND IS ALSO CATCHING UP WITH US AND IN THESE DAYS OF GREAT SPEED WE FEEL WE HAVE PLAYED OUR LUCK TO THE LIMIT WITH NO CASUALTIES WE HAVE CERTAINLY ENJOYED THE SPORT AND DO THANK EVERYBODY CONNECTED WITH IT FOR ALL THEIR COURTESIES KINDNESS AND PATIENCE TO CHUCK THOMPSON. WE EXTEND OUR BEST WISHES FOR AN OUTSTANDING SUCCESS IN ANYTHING HE UNDERTAKES HOWEVER WE HOPE HE ALSO RETIRES WHILE HE IS WELL AND UNHURT CHUCK HAS BEEN A GREAT ASSET TO THE SPORT A GREAT DRIVER AND HAS AS MUCH MECHANICAL AND HULL EXPERIENCE AS ANYBODY IN THE RACE BUSINESS WE ARE LEAVING THE BOAT RACING SPORT WITH VERY PLEASANT MEMORIES HAVING WON ABOUT EVERY CUP WITH THE EXCEPTION OF THE HARNSWORTH TROPHY BROTHER BOY JOINS ME IN EXTENDING OUR BEST WISHES AND KINDEST REGARDS TO ALL=

WALTER J. DOSSIN=

THE COMPANY WILL ATTEND TO ALL SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

1. The clean forward lines, steps and non-trips show up clearly in this unusual view of the big speedster. Note the location of the propeller directly under the driver's seat. The propeller and faired shaft housing are directly above the hoist operator's hand.

2. The Pepsi racing team at the 1952 Detroit Memorial Race—one of *Miss Pepsi's* last triumphs under the Dossin colors. Walter Dossin at the left and Chuck Thompson in the center with the Detroit Memorial Trophy between them. Brother Roy Dossin on the right.

3. Chuck Thompson, Pepsi's driver and mechanic has been largely responsible for the many successes of the big hydro.

4. *Miss Pepsi* won the 1952 President's Cup Race in straight heats. This is the start of the first heat with *Pepsi* in the center foreground moving into the lead. *Such Crust III* is to Pepsi's right. *Miss Great Lake II* is in midstream and *Gale II* is the boat inshore heading toward the camera. Dave Beach Photo

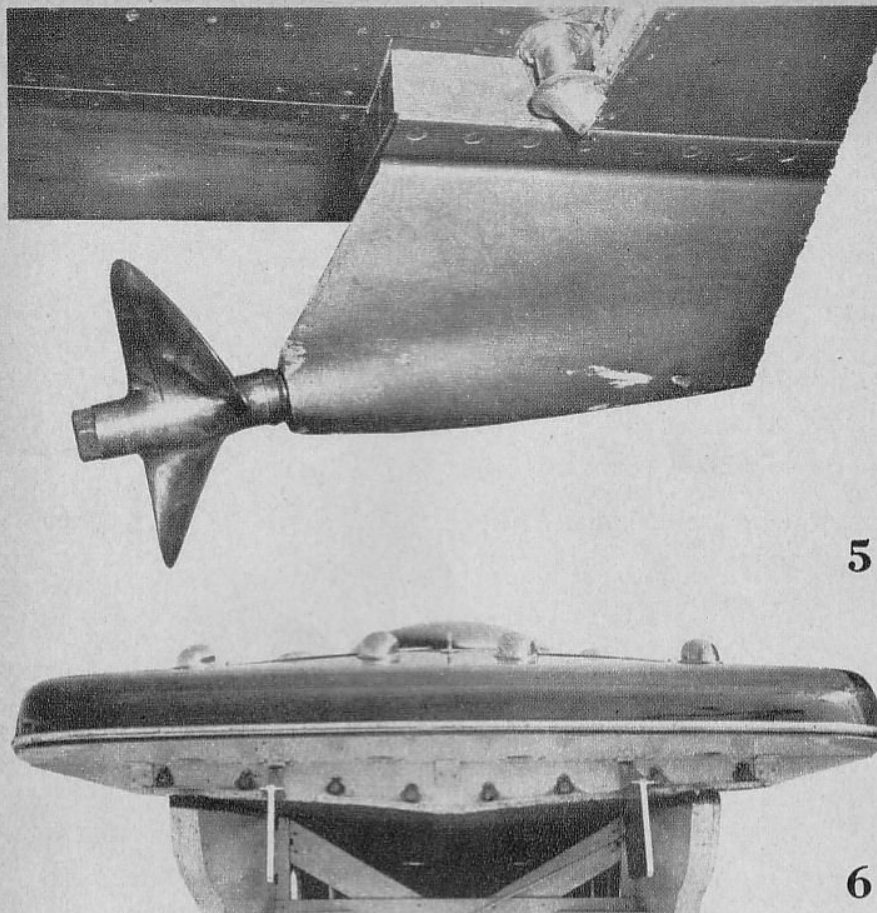
scant yards at a dizzy clip. Then up cropped that gear box jinx and *Slo-Mo-V* went on to win as *Pepsi* dropped from the race. That was the Dossin boat's only loss of the season for Chuck finished out the year with victories in the Detroit Memorial, the Silver Cup and the President's Cup.

Pepsi's first appearance of the 1952 season was at the Windsor Yacht Club's Maple Leaf Regatta. She took all three heats with ease in the light chop, turning in one lap of the 2½ mile course at 97 mph plus and averaging 90 for the five miles. Next came the Detroit Memorial on the three mile course. This was another straight heat victory for *Miss Pepsi*. Chuck averaged out a rough 94 mph with a best lap speed of 97.694, all without much pressure from the competition. Early in the season *Pepsi* had again shucked out her gear box while tuning up for a mile trial . . . and when she did get through the mile her performance didn't leave anyone with the impression that she was going to set the world on fire with straightaway speed. Nevertheless on the basis of her two races before the Seattle trip she appeared to be ready for another shot at the coveted Gold Cup.

Seattle was full of optimism over the chances of the two *Slo-Mo's*. There was plenty of reason for the home folks to take a bright view of their prospects for *Slo-Mo-Shun IV* had just shoved the Unlimited mile trial record up to 178.497 mph and both the "IV" and the "V" were sporting new and more powerful motors than they had carried in 1951. Not even the most optimistic of the Detroit backers could conceive that *Pepsi* would be able to win out in a straightaway battle with a boat that had actually hit 185.56 mph on one trip through the trap. However there is quite a marked difference between the straightaway capabilities of one boat running all alone, and the potential performance of the same boat racing around a closed course with plenty of competition at each turn. This was soon to be demonstrated.

Stan Dollar qualified *Slo-Mo-Shun IV* at 93.024 mph. Lou Fageol put *Slo-Mo-Shun V* round the three laps for an average of 102.564 mph which topped the 100.55 mph all time record set up by *Miss Pepsi* in qualifying for the 1951 race. The Northwest boosters were jubilant. Morlan Visel's *Hurricane IV* knocked off a lap at 101½ and breezed several more at 95 in warm up runs, but lost the cooling to the whip-strut





5

5. The prop and after end of the faired shaft housing with a small section of the bottom showing. Note the water pick-up behind the step.

6. The streamlined transom section photographed with the hydro on her travelling cradle. The twin rudders, almost trailing edge on to the camera, are short and husky and have no "lead" ahead of the stock. Note the eight self bailers in the step, each located between a fore-and-aft stringer. The four scoops on the deck lead directly through the hull to the four circular vents that are visible just aft of the step. This system injects air under the after plane, a system of "ventilating" the step.

7. Pepsi is usually seen and photographed from water level where her low freeboard hull and lack of high cowlings or fins make her appear to be long and thin. Actually as this photo shows she is big and beamy—and incidentally a beautiful job of design and boat building.

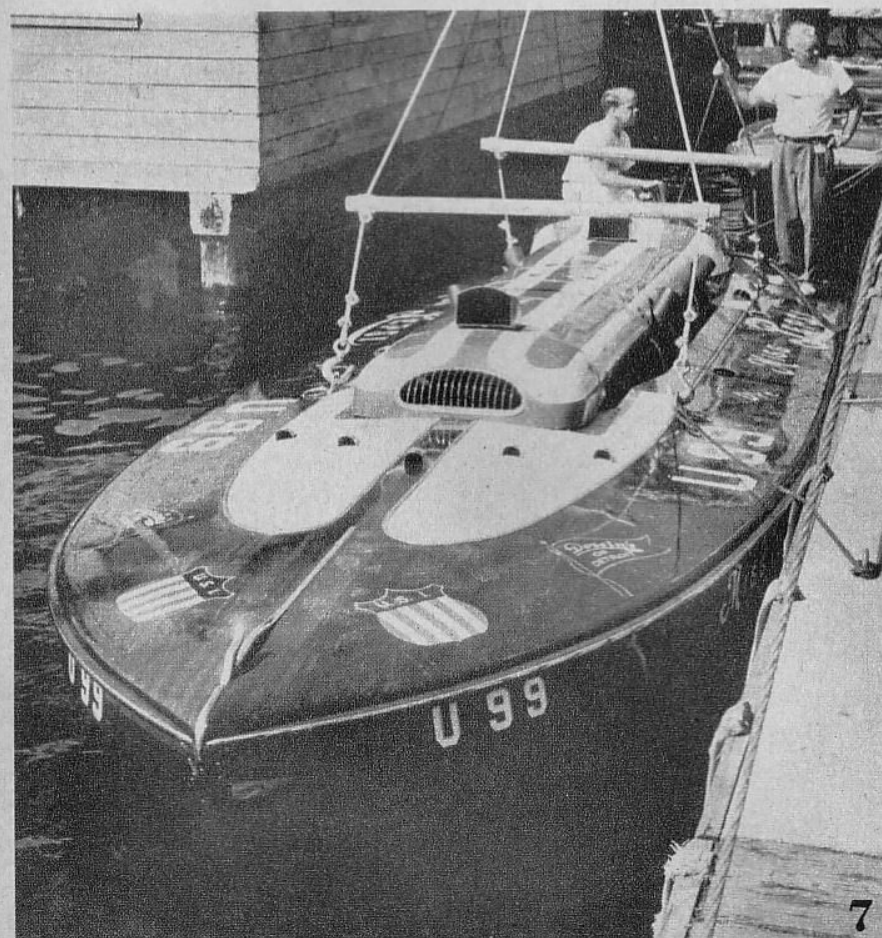
8. Taking on a load of gasoline at Seattle. This photo was taken just a few minutes before Chuck Thompson started in the first heat of the 1952 Gold Cup Race—the heat in which he ran the competition off the course, lapped every boat still running at the end of the heat, and raised the 30 mile heat record by 10 mph to a new high of 101 mph. At rest in the water, Pepsi's low freeboard and the long cowlings that covers the twin in-line Allison's are accentuated.

6

bearing and scored the shaft, necessitating a new one before qualifying. Jack Schafer's *Such Crust IV* with Bill Cantrell at the wheel threw a rod at the conclusion of the qualifying run and would start the race with a new and stiff engine. Joe Taggart, driving Al Fallon's *Miss Great Lakes II* had speed enough to qualify but the outfit was giving trouble. *Miss Pepsi's* qualifying run was over before most of the spectators knew that it had started. Lacking the roostertail of the three-pointers, the 36 foot long step-boat doesn't appear to be travelling fast. Chuck took one warm-up lap and then BINGO—he toured the next three for an average of 103½ to recover his qualifying record from *Slo-Mo V*.

The rumor factory was busy that night in Seattle. One yarn told that the *Slo-Mo* team with their terrific straightway speed were just playing possum. The true facts of the matter were that every entry with the exception of *Miss Pepsi* was having last minute trouble. Fageol spun the "V" on a turn in a practice run and changes had to be made to keep the boat tracking with the power. The "IV" had motor trouble and on the night before the race hit a submerged object and underwent a rapid repair job. Cantrell complained of a lack of zip in the new motor in the *Crust. Hurricane* suddenly lost her acceleration and Taggart couldn't find a combination for the *Great Lakes*. Someone in the *Pepsi* crew let the news leak out that

(Continued on page 46)



7



8



Introducing

A new section devoted to
The High-Speed Pleasure Boat.

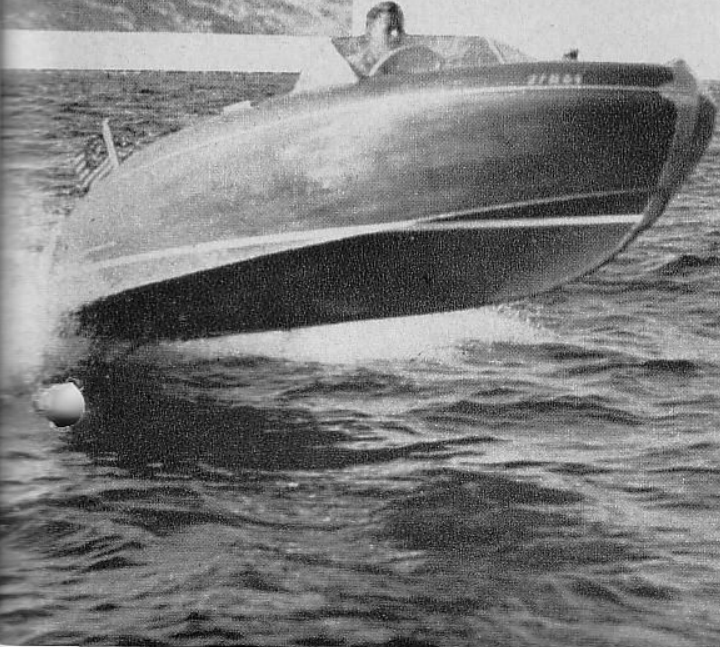
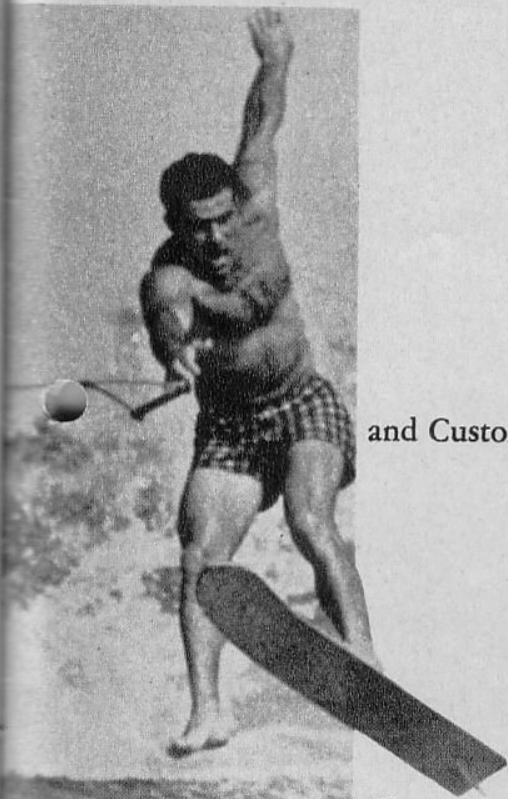
Beginning with the next issue — in
answer to popular demand from our readers —

SPEED AND SPRAY will add a new section dealing with
fast sport boats — Inboard and Outboard — boats that are not
primarily designed or used for closed course racing —

• Ski Tow Boats • Water Skiing • Fast Runabouts • Stock
and Custom Speedboats • Photos • Yarns • Plans • Technical Articles •

“How to build it and how to make it go fast.”

In the next issue, to introduce
the new section, SPEED AND SPRAY will present
a pictorial preview of the world of fast pleasure boats
and water sports for 1953 — the latest developments
in boats, motors, accessories, and water sports equipment,
also an illustrated yarn on hydrofoil pleasure boats.

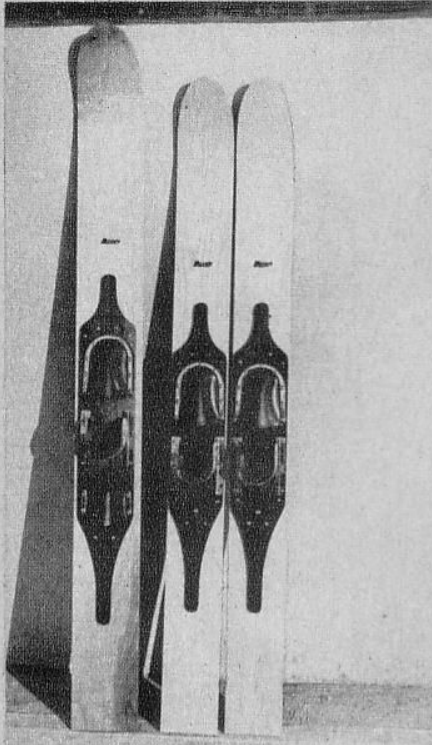


MORE

Mercury Water Skis

A phenomenal increase in the popularity of water skiing helped boost 1952 sales to double the previous record, reports the Mercury Boat Company of Burbank, California, manufacturers of Mercury Water Skis.

"A few years ago, water skis were pretty much a curiosity except in the big resort areas," Bill Nollenberger, Mercury president, comments. "Now people are taking up the sport wherever there's enough water to



Mercury Water Skis. Single custom ski on the left, shown with the pair custom.

dampen a sponge. We use only mahogany and other fine hardwoods in our skis and fortunately have been able to get enough good seasoned material to meet the demand."

Mercury holds the patent and has exclusive use of the Ski-tite footbinding, an ingenious ratchet device that eliminates troublesome set-screws and butterflies. This and other Mercury ski features and accessories are described in an illustrated folder, available free from Mercury Boat Co., 2711 Tular Ave., Burbank, California.

Feather Craft

According to an announcement by Feather Craft, Inc., of Atlanta, Ga., all their models for 1953 have been designed to provide for increased safety features. Dealer surveys,



Feather Craft Deluxe Runabout, a round bottom aluminum boat. Length 13', Beam 59", Depth 29". Designed for motors up to 16 h.p.

company officials state, proved exceptionally valuable in stressing public demand for a safe roomy craft. Feather Craft designs this

year go to greater beam and depth on all models intended to be particularly adaptable for 4 to 6 party groups.

The Feather Craft line of aluminum boats covers the field of outboard, fishing and sports models with some in the utility outboard racing field and small inboard hulls with motors up to 60 h.p. Three new models have been developed for 1953 to fill the increasing demand of public dock and rental accounts. A catalog may be obtained on request from Feather Craft, Inc., 450 Bishop St., N.W. Atlanta, Georgia.

Kelson-Kraft

Kelson Engineering Co. of El Monte, California manufacture a full line of outboard runabouts and have recently added the new 16' Kelson-Kraft. The Kelson-Kraft construction features waterproof laminated wood, armored with a tough leakproof one-piece fiberglass skin. The method of fabrication leaves no visible seams or fastening anywhere, allowing a remarkable finish. The abrasive resistant, almost frictionless surface, lasts for years if kept waxed and polished and can be repaired or refinished like new at small expense.



One of the larger Kelson-Kraft runabouts, popular for use as a ski-tow boat.

Designs tend to deep powerful "V" bottomed sections assuring great stability and seaworthiness. The illustration shows an entirely new model, a 14 footer of decked design. This hull is a bigger boat, wider all the way through than previous 14' models. Other models range in size from 12' to 16' with specific designs for car tops, stock utility runabouts, family runabouts, etc. Several models are available semi-finished. Kelson also offers two boat trailers adjustable in size to the various models of their boats. Catalog on request to Kelson Engineering Co., 11274 E. Rush Street, El Monte, California.

Swift

The new Swift Runabout, manufactured by Swift Woodcraft of Mount Dora, Florida, is a fast roomy open boat featuring the latest developments in modern design and construction.



The new Swift Runabout, powered with the new Mercury Mark 15.

struction. The new Swift is powered here with the Mercury Mark 15—compact and powerful performer in the 16 cu. in. 10 hp class. This new 1953 motor with its small compact powerhead can be carried or stored away in car trunk with ease. The Mark 15 has reverse gear, neutral, flo-torq safety drive and a remote fuel tank.

Wizard

Wizard Boat Co. of Costa Mesa, Califor-



The 13' Comet made by Wizard Boat Co.

nia, is one of the pioneer plastic boat builders of the west. Their process is best described as laminated fibreglas reinforced plastic. These boats are neat and fast with very clean lines, and will withstand incredible abuse without fracturing or holing. Seven runabout models are available ranging from 8' to 17'. The four larger boats have interior oak stiffeners covered with plastic and bonded to the hull. 1953 models have an attractive interior finish of a new mottled lacquer base paint. The 13' Comet shown in the accompanying photo is driven here by a Scott-Atwater motor.

Blue Star

Blue Manufacturing Co. of Goddard, Kansas are manufacturers of aluminum boats. High tensile strength aluminum with riveted construction is featured to make these boats tough, economical and light in weight. Other features are extra strength castings, bulkhead seats with "Styrofoam" for fool-proof flotation, safety catch transom and a rubberized noise deadener on the floor. The 12' Warrior and 14' Chieftain models fill



John Jordan in Blue Star "B" Runabout placed second at Lake Dallas Nationals.

the demand for roomy fast open pleasure boats ideal for family use. Blue Star Runabouts in 11½' and 13½' meet all qualifications for N.O.A. and A.P.B.A. Stock Racing. The Class B Blue Star illustrated placed second in its class at the N.O.A. Nationals at Lake Dallas, Texas in 1952. Circular on request from Blue Manufacturing Co., Goddard, Kansas.

Ryan

The Ryan 20 is an able little outboard cruiser built by Ryan Boats of Gardena, California. Specifications are 20' x 7'11" with 53" of freeboard amidships and 31"



The Ryan 20 cruiser with an Evinrude 25. at the transom. The cabin of this nicely streamlined cruiser boasts 5' headroom. An Evinrude "25" powers the boat shown in the accompanying photo.

HARWOOD TROPHY PAGE

(Continued from page 25)

Following *Jennie Lee* in the service runabout group was *Minut Man*, another Class I service boat, owned and driven by Chuck Hickman. Hickman hails from the Ocean City Yacht Club, Ocean City, N. J., which sent a fleet of eight boats to this sixth edition of "Manhattan's own" annual boating spectacle. There was no third place craft in this group.

In Group III, the smaller hydroplanes, Albert L. Kirwan showed his determination by driving his 135 cubic inch hydroplane *Half Fast* to a group win. Kirwan said that although he badly damaged his right sponson in the East River, just after rounding the wind-whipped course. He averaged 43.5 mph for the race, just under the class record set last year by George Reynolds. Back this year with his 135 hydro *Hornet*, Reynolds took second place in the group. Frank S. DuBeshter was third in his 135 *Baby June*, despite a 15-minute late start.

Racing runabouts and Jersey Speed Skiffs in Group IV provided plenty of thrills and close competition for each other. William B. Ammann at 19, the youngest entry in the race, piloted his F racing runabout *Pepper Pot III* to a win in this group. James Camp drove his little 16-foot Speed Skiff *Slo-Poke* to second place. Sam Griffith took third place in the group with the national one-mile record-holder, the class E racing runabout *The Fox*. Owned by E. C. Grundstrom, Chicago, *The Fox* is a very delicate, light craft, but managed to dodge the driftwood and ride the wind-driven waves to complete the circuit around the Isle.

Although not finishing in the first three boats in her group, the F racing runabout *Medico III* received special commendation from all the drivers in the race. Coming down the Hudson River near the George Washington Bridge, *Medico III* driven by Dr. George E. Firth damaged her prop on a piece of driftwood. Bob Madison, mechanic, dove overboard and went underwater to straighten it out with a hammer. Unable to do this, he surfaced, took a spare propeller, and went back underwater to replace the damaged wheel. *Medico III* then went on to finish the race within the two hour time limit.

There were no finishers in Group II, 225 Cubic Inch and Seven Litre hydroplanes.

Leiber and Kraemer's sensational performance not only broke the course record but it exceeded by 3.5 miles an hour the world's competition record for unlimited Racing Runabouts of 56.426 mph established way back in 1940. Leiber and Kraemer will not be credited with a new world record however, as their speed was not made in a standard five mile heat as required by A.P.B.A. rules. Just what speed *Davy Jones* might make on two circuits of a 2½ mile course with good water conditions is problematical, but it is obvious that she would do considerably better than 60.

Delving further into statistics, it is notable that the *Beaver II*, which finished fourth in the Harwood's race this year, at an average speed of 47.5 mph, is the present holder of the unlimited Racing Runabout one mile straightaway record of 69.438 mph.

Water conditions play a stellar role in the average speeds recorded in each succeeding year's race around Manhattan. The fastest time ever recorded was in 1949 when George Sarant toured the course in his un-

limited Hydroplane *Etta* at an average speed of 64.4 mph. There have been some remarkable performances in past runnings of this race, as witnessed in the record table.

This isn't a "winner take all" event, by any means. The first three boats to finish in each of the five groups competing receive \$100 for first, \$75 for second and \$50 for third. A replica of Harwood's Trophy mounted on a black onyx base is awarded as a bonus prize to the boat in each class which establishes a new class record for the course. Following is the summary:

CLASS	DRIVER & YEAR	RECORD
<i>Hydroplane</i>		(mph)
Unlimited	George Sarant, 1949	64.4
Seven-litre	Joe Van Blerck, 1949	59.5
266 Cu.In. Hydroplane	Anthony Starace, 1951	51.8
135 Cu.In. Hydroplane	George Reynolds, 1951	43.8
91 Cu.In. Hydroplane	Lou Eppel, 1947	30.7
<i>Runabout</i>		
B Racing	H. V. Love, 1948	34.7
C Service	J. Karaszi, Jr., 1947	33.0
D Service	Fred Brooks, 1949	34.8
E Service	Leston Cloak, 1947	40.7
E Racing	Samuel F. duPont, 1951	41.2
F Service	James M. Seraydar, 1950	40.4
F Racing	William Ammann, 1952	39.2
H Service	George Sedlmayr, 1947	37.0
I Service	Richard Lovett, Jr., 1951	50.0
K Racing	Wm. Leiber, John Kraemer, 1952	59.8
H Racing	Chas. Klein, 1949	45.8
Jersey Speed Skiff	Harold Disbrow, 1949	41.3

Boat, Owner-Driver	Pos.	Class	Elap. Time	MPH
DAVY JONES, Bill Leiber and Jack Kraemer, Port Washington, N.Y. (Driven by Bill Leiber)	1	K Rac.	29:10	59.8
HEL-PAT, Lou Eppel, Cedar Grove, N.J., and Roy S. Foyle, Lake Hopatcong, N.J. (Driven by Lou Eppel)	2	K Rac.	35:20	49.2
JENNIE LEE II, J. Ellwood Lee, Jr., Margate City, N.J. (Driven by Richard R. Lovette, Jr., Longport, N.J.)	3	I Svc.	35:22	49.2
BEAVER II, Gene Gatter, Longport, N.J. (Driven by George K. Miller, Margate, N.J.)	4	K Rac.	36:50	47.5
HALF FAST, Al L. Kirwan, Fort Lauderdale, Fla.	5	135 c.i.	39:40	43.5
MINUT-MAN, Chuck Hickman, Phila., Pa.	6	I Svc.	42:15	41.2
PEPPER-POT III, W. B. Ammann, Phila., Pa.	7	F Rac.	44:25	39.2
HORNET, George Reynolds, Brockville, Ont., Canada	8	135 c.i.	59:20	29.3
SLO-POKE, James Camp, Newark, N.J.	9	JSS	59:26	29.3
THE FOX, E. C. Grundstrom, Chicago, Ill. (Driven by Sam Griffith, Miami, Fla.)	10	E Rac.	1:21:50	21.3
BABY JUNE, Frank E. DuBeshter, Jamaica, L.I., N.Y.	11	135 c.i.	1:25:46	20.2
MEDICO III, Dr. Geo. E. Firth, Phila., Pa.	12	F Fac.	1:28:25	19.6
CHAZ, Charles Klein, Atlantic Beach, N.Y.	DNF	Unl.Hyd.		
GEE-GEE, Gerry Georgi, Nyack, N.Y.		Unl.Hyd.		
WESEY BOY, Wesley Balz, Hartsdale, N.Y.		7 litre		
HELL'S BELLS, Harry M. Dennis, Waverly, N.Y.		135 c.i.		
OXYGEN, Sam'l F. duPont, Wilmington, Del.		E Rac.		
PANCHO, Leston W. Cloak, New York, N.Y.		E Rac.		
CHICRAIG, Joseph H. Stiles, Phila., Pa.		E Svc.		
LET'S GO, Tommy Hutton, London Bridge, Va.		D Svc.		
ALCATH, Albert Creger, Phila., Pa.		E Rac.		
STINGER II, Tony Starace, City Island, N.Y.		225 c.i.		
BEVWYN, R. W. Keller, Detroit, Mich.	DNS	7 litre		
NITROGEN, Sam'l F. duPont, Wilmington, Del.		F Svc.		

FUEL FOR THE MERCURY



(Ed. Note: We have had so many requests in regard to Mr. Samuel Brooks' letter in the December "Correspondence" column that we asked him to do an article on the subject for us.)

Fuel for the Mercury—gasoline or alcohol—which is most efficient? This seems to be a highly controversial subject. The reason for doubt probably lies in the fact that very few accurate comparative tests of gasoline vs. alcohol have been made with these motors. If such tests have been made, the results have not been released for public consumption.

Many of the circuits in the Midwest permit optional choice of fuel, and from my observations I have noted that the drivers burning alcohol have come out on top. It would therefore appear, and we can assume, that the change to alcohol will result in a gain in performance. It is a certainty that the motor will run much cleaner and last longer when a mixture of castor oil and methanol is used.

To convert the Mercury Hurricane to an alcohol burner we must make changes in

the carburetor. Most of the racing circuit rules with which I am familiar specify that the carburetors to be used are those which came as original equipment, or those recognized as legitimate replacement parts for the Mercury motor. For the FG4, KG7 and KG9 the Tillotson AJ32A appears to be the best carburetor to use when converting to alcohol. In my opinion the average mechanical novice will gain in the long run by sending his carburetor for conversion to an established speed shop, such as Walt Blankenstein's, Quincy Welding Works, or Randolph Hubbell's. Of course there are other speed shops fully qualified to do this work all over the country. I have no intention of slighting any of them, but the list is too long to publish here. For approximately four or five dollars these shops will do a competent job of conversion and return your carburetor by parcel post.

You can make your own conversion if you have the necessary mechanical knowledge, skill and equipment. First of all, each of the carburetor passages must be increased in size 20%. Two of these passages are obstructed by lead plugs which must be drilled out and then soldered back in place. One of these plugs is located directly over the high speed jet and the other is on the right side when facing the venturi and is located at the end of the passage that runs laterally along the carburetor. This spill over passage emits through a tiny hole drilled horizontally into the venturi aft of the shutter. The third passage to be enlarged is the opening just behind the recess where the bronze coupling and shut-off valve screw in at the base of the bowl. The fourth step is to remove the low speed jet and solder up the hole. It is of the utmost importance that each lead plug removed be re-soldered carefully into place, for if they

jiggle loose during a race it will be very embarrassing. There is a difference of opinion as to whether or not the venturi opening should be increased in size. However, the writer goes along with many learned authorities in the view that this will decrease fuel velocity with no gain in performance.

Those using an alcohol fuel in a Mercury with castor oil as a lubricant, must be meticulous in maintenance habits or they will find themselves in constant trouble. Standard mixture for any of the motors that we have mentioned in this article is 5% of a pint of AA grade cold pressed Baker Castor Oil mixed with one gallon of clear methanol. To achieve proper suspension the mixture can be made with 10% benzoin or 5% amyl acetate or acetone. The castor oil should first be mixed with one of the solvents and then added to the methanol alcohol. The resulting mixture is as close to an all-purpose fuel as can be obtained without special technical knowledge in this particular type of chemistry. Any of the above ingredients can be purchased most economically at a wholesale drug or chemical company. Some retail druggists carry these items but at higher prices.

It is imperative when using a fuel of this type that the carburetor and gas tank be carefully and thoroughly washed out after each race with a strong solvent such as lacquer thinner.

One of the most important things to remember in making the conversion is to REMOVE THE FUEL FILTER from the motor. If you are going to burn an alcohol mixture, take the filter off and leave it off. This filter on a Mercury is so fine in texture that it will not only impair the free passage of fuel but will interfere as well with proper lubrication when using castor oil. Various chemical properties in alcohol and strong solvents have deteriorating effects on both the rubber fuel line and the cork carburetor float. These should be examined carefully after each use. The hose will have a tendency to collapse and the cork to sink. To test the cork, place it in a small cup of alcohol and see how it floats.

Keep the entire fuel system perfectly clean and always strain the fuel carefully. Glance back into the venturi while running and if these precautions are taken you will see a veritable gusher of fuel emerging from the high speed jet. If the motor falters and you do not see the fuel gushing from the jet, tear down and clean it thoroughly with solvent and plenty of air pressure. Nine times out of ten this will cure your troubles.

In most cases you will find that you will have to refuel between heats. Keep the tank full at all times when you are running but thoroughly drain the motor before you load up your outfit to go home.

With the KG4, KG7 and KG9 the writer has found the Champion J2 spark plugs to be the most satisfactory under most conditions and in most temperatures. In a pinch the K-3 can be used. Of course there is a possibility that this statement could prove to be erroneous in certain locations, but under most conditions I feel that the J2 plug will prove out.

My experience with the use of fuel in my own Mercury motors has been a pleasant one and highly satisfactory. Fuel is more costly than gasoline and oil but if the rules in your local circuit permit its use, I would advise you to make the change. Have a competent specialist change over the carburetor if you can't do the job yourself and then work out a maintenance schedule to keep your outfit meticulously clean. You will see a real difference in performance if everything else in your outfit is properly set up.



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IN THE ROOSTER TAIL . . .

Watch out for an 85 mph "48" this season. "Sonny" Meyer whose *Lou Kay* was the big noise in this class for several years, is building a brand new outfit—hull and motor . . . Hank and Dan Sallers are building the hull which Sonny says will be 2 feet longer than the old one . . . no question about the output of the Meyer version of the Crosley . . . This should be a going rig.

Bob Boggie has sold *Blitz III* to Alex Eberhardt of Rock Falls, Illinois. Bob is putting together a new outfit for this season, another "266".

Frank Foulke bought the world record motor from the Joe Guess "266" *Guess Who* and put it in his *Sagana 13th* . . . did all right with it too in Florida . . . Sid Street bought the *Guess Who* hull . . . "Dame Rumor" has spread the word that several of the top drivers wanted the beautiful job and that the bare hull selling price was considerably higher than a top flight outfit fully equipped and ready to go. According to the understanding, Smith & Jones are building up a De Soto for the hull and Wilbur Houghton is building up the gear box. Looks like the Kansas City speedster is after that "266" record . . . and he will probably get it.

Saw Roy Skaggs' new "135" recently . . . the former world record holder is out to regain his laurels. The boat will be ready for the Parker Regatta in May and if Roy's past performance is any criterion, Pappy Meyer had better get that *Avenger* smoking.

Ed Brown sold the world record holding Cracker Box *Bouncy Barby* last season but he kept that scorching hot Wayne Chevy. This is probably the most dependable and the hottest Chev ever to put in appearance in a racing boat. Ed is hanging this hunk of dynamite in a new "E" boat . . . look out for the fireworks.

They say in Detroit that Al D'Eath is now the owner of the Gold Cupper *My Sweetie*, the outfit that he flipped last year.

Bill Stead, who makes his home in Reno, Nevada, has purchased Morlan Visel's *Hurricane IV* and is making some changes in the Gold Cupper to correct her trim. That's about all this rig needed to give the best of them a good run. Bill is no novice to lots of hp and speed. He flipped his Packard powered Unlimited at Tahoe last year and has only recently fully recovered from the back injuries he sustained. Rumor tells that Morland Visel has purchased a ranch near Reno and will make his residence there . . . also that he *Might* build a new Gold Cupper this year.

What's all this stuff about Stan Sayres retiring from boat racing because of bad health? That one we will believe when it happens. Stan doesn't drive them anyway, except in mile trials . . . and he has appeared throughout the winter to be in quite passable health . . . plenty rugged enough to bear up under the ownership of the *Slo-Mo-Shuns*.

According to authentic sources Lou Fa-geol has retired and will do no more driving, leaving that part of the family racing duties to his son Ray who has been tooling 7 Litres. Wonder who will take Lou's place in one of the *Slo Mos* this year.

Guy Lombardo, who retired the venerable *Tempo VI* last season is back in the swing again with a 7 Litre job called *Tempo Jr.* The hull is a former "266" with aluminum tubing frame and the power plant is a racing version of the Cad.

Bill Makepeace from Port Elizabeth,

South Africa who visited the U.S. in 1952 now has a complete "D" Stock Hydro outfit in his home waters. His wife races "F" Hydro . . . what a team.

Flash!

BILL RITNER lost his right arm in the 266 race at St. Petersburg, Fla. Bill flipped and was run over by the following boat. The prop severed his arm at the shoulder joint. Despite loss of blood, doctors believe he will recover. Best wishes for a speedy recovery, Bill.

ORANGE BOWL REGATTA RECORD CLAIMS. Only *THREE* of the seven records claimed at the Orange Bowl Regatta (see story this issue) were approved by the APBA Racing Commissions. The record performances of Mosley, Bartley and Scull were approved as appearing on the APBA Record List in this issue. All of the others were rejected for the same reason: "The equipment had not met the competition qualification requirement of the rules." No illegal stuff—just failure to qualify.

BOBBY ROWLAND won the SOUTHLAND SWEEPSTAKES at St. Petersburg driving his 266 *You All*. This was a repeat for the "Virginia Gentlemen" from Norfolk. Home towners won the National Championships at stake. Bill Seldon driving *Miss Priss* is the new "C" Inboard Racing Runabout Champion. Bill Orr drove Sammy Crook's *Dragon Jr.* to win the 91 Cubic Inch Hydro title.

LAKE ALFRED REGATTA—"Doc" Frawley raised his own Class "M" Hydro 5 mile competition record to 39.045 mph.

LAKELAND REGATTA—Six 5 mile competition records went by the boards. Bill Canney from Dayton, Ohio, had a field day. He set three of the six marks: "C" Hydro 60.729 mph, "C" Rac. Run. 55.113 mph, and "B" Hydro 53.635 mph. Doug Creech from Charlotte, N. C. raised the "A" Hydro mark to 47.594 mph; Tommy Hagood from Orlando, Fla., raised "B" Stock Hydro to 48.232 mph and Jim Coulbourn raised "B" Stock Runabout to 45.018 mph. For the old records in these classes see table of APBA 5 mile closed course Competition Records in this issue.

CAMPIONE D'ITALIA—ITALY. Two new world straightaway records have received U.I.M. approval. Both of these records were set on a one kilometer course (5/8ths of a mile). Driving *Squinzia*, Augusto Cometti raised the World 91 Cu. In. Hydroplane record to 85.19 mph. Ezio Selva driving *Musketeer III*, raised the 800 KG Class record (formerly held by Chuck Powell in *Keeno*) to 120.73 mph.

During the recent Eisenhower jaunt to Korea the radio, television and newspapers made quite a show of the two helicopter pilots who flew the Eisenhower party back and forth on various parts of the tour. These two men, Lt. W. B. Collins and Lt. Wilson A. Dakin are well known in racing circles. Bill Collins is a former Commodore of Southern California Speedboat Club and a former officer of Region 12. Bill Dakin we are proud to say is associated with SPEED AND SPRAY and is on leave of absence during his tour of duty with the Navy. The word is out that both of these boys are up for the Silver Star for exceptional conduct beyond the call of duty long before the Eisenhower trip. The following is quoted from an Order of the Day:

"The following messages have been re-

ceived concerning the daring helicopter rescue attempt on Saturday deep behind enemy lines:

FROM ESSEX (CV 9)

"Your helo pilots courage in the face of continuous ground fire, low fuel and rapidly falling darkness is an inspiration to us all. Entire progress of flight followed by radio. Please convey our appreciation."

FROM: COMMANDER TASK FORCE 77

"THE performance of your helo this afternoon and in the face of the enemy was outstanding display of courage and exceptional ability. Duty done in complete disregard for his own personal safety. Congratulations to Lieut. W. B. Collins and his crewman on their heroic work. We are proud of them and of the splendid record of achievement of our helicopter unit."

Stout fellas, Dakin and Collins. Your friends in Region 12 are proud of you.

A little additional information on Evelyn Sarossy's world record B Stock Outboard run in Cambridge, Maryland . . . the first run was upstream over lumpy water and netted 48.780 and the downstream trip was made at 50.139, averaging 49.459 mph . . . the rig was a Sid Craft hull with a Mercury B motor.

NOTICE TO SUBSCRIBERS:

Production problems have again made it necessary for us to advance our cover dating one month. This is Vol. 1 No. 6 intended for release as the March issue. To maintain our newsstand schedule the cover is dated April. Subscription expiration dates have been advanced to correspond.

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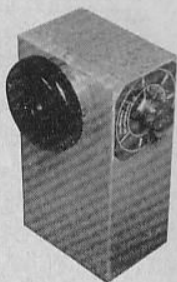
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MISS PEPSI RETIRES . . .

(Continued from page 40)

Chuck Thompson had made the qualifying run with a second choice propeller, saving the fastest wheel for the race. A privileged few watched the Dossin boat make a single lap early on race day to try out the setup with the fast prop. A private watch caught her at 114, and the word of this performance spread like wildfire through the crowd.

Although the crowd is some distance away from the course on Lake Washington, the location provides a natural amphitheatre. Spectator craft, every one loaded to capacity, arrived by the score early in the day. Long before race time they were secured rail to rail along the log beam that bounded one whole side of the course. There were hundreds of them and not room enough left for a kayak. On the shore side at race time spectators were stacked on the sloping banks 30 deep, and the rails of the Lake Washington Floating Bridge were packed solid. It was a tremendous crowd and a very partisan crowd. The public drive for funds to "Make Slo-Mo Go" carried on via television, radio, and the newspapers had helped to stir up the fire. In addition to these methods anything from a dollar on up would buy the Northwest booster a "Slo-Mo" button. They were sold throughout the town and on race day at the course. Rumors said the campaign to raise funds to repower and race the Slo-Mo team had raised cash and pledges of \$37,000, \$13,000 short of the goal set by the committee. Every single mother's son of these "stockholders" in the Seattle team was at that boat race. They each had a personal stake and if pulling for their team could win the cup the Slo-Mo-Shuns would make a breeze of it. It was obvious to the most casual follower of the sport of boat racing that this was going to be a team race. The three Detroit owners were out to beat the Seattle combine and try and take the trophy home. This wasn't an owner-against-owner or a boat-against-boat race. This was Detroit against Seattle with the California entry Hurricane practically overlooked as a possible winner.

This buildup for the 1952 Gold Cup Race may seem to be a deviation from the "Pepsi Story", but such is not the case. On the contrary, the Dossin entry was the key figure in the strategy that would be used by both teams. The strategy under the existing circumstances was elemental. One boat in each team would start in that first heat with the avowed intention of running so fast that the competition would break up trying to keep the pace. Each team would have a safety boat running cautiously at pace saving speed concerned only with being in a position to take up the battle if the team's leading boat happened to break up under the killing speed. Miss Pepsi's 1951 record of turning lap after lap and heat after heat at speeds above 90 made her the boat to beat.

The stage was set for a race that was destined to go down into the records as the most thrilling Unlimited Hydroplane contest in history. The start was a beautiful sight. All six of the entries made their approach from under the floating bridge with rooster tails streaming out behind. Slo Mo V, Miss Pepsi and Miss Great Lakes broke over the line almost together, although Slo Mo V had a very slight lead. She increased her lead slightly in the first lap, but Miss Pepsi had a big edge on turns. Miss Great Lakes went dead in the water with gear box failure in the second lap. At this stage, Slo Mo V and Pepsi were waging a fight for first place, Slo Mo IV was in the middle of the pack by herself, and Hurricane had a very small lead over Such Crust. The strategy was

working out according to plan. Pepsi gained a flock of yards on the north turn of the third lap, turning way inside Slo-Mo V. Fageol couldn't keep the "V" down on the water at this terrific speed in the turns. His three-pointer was jumping and bouncing and sliding out. Both of the leaders were averaging nearly 102 mph which meant that they were taking the turns in the 90's. Miss Pepsi's remarkable turning ability coupled with Thompson's beautiful driving was paying off. Many figured that Pepsi was running her maximum on the straightaways and that Fageol was simply trying to keep the lead without extending his boat. Anyone with this idea in mind got a shock in the fourth lap. On the back stretch Chuck suddenly stabbed the Detroit Express, moving to within 3 lengths of the leader, before they got to the turn. Running in third place well behind the leaders, Slo Mo IV didn't seem to be handling well, pitching and porpoising on the straightaway. She didn't look like the boat capable of 185 mph. In the middle of the lap, Dollar pulled off the course. The "IV" had thrown her propeller. The two leaders turned the fifth lap just boat lengths apart, like they were tied together with a wire. The crowd was on its feet shouting. Never before in the history of racing had any two boats put on a race like this, with every lap over the century mark. Down the straightaway to begin the 6th lap Chuck poured on more speed, and was practically on top of the leader as they went into the turn. Fageol slid way out—the "V" faltered—and Pepsi took over the lead. Chuck turned that lap at 103.093 mph although he was almost a lap ahead of the rest of the field. Fageol crept around the course at idling speed and finally stopped. The "V" had done so much bounding on the turns that her water speed pickup was out of the water and one bank of the Allison had overheated and cracked the block. As the big Detroit Express roared on around the course through the 7th and 8th laps at better than 100 mph, you could have heard the groan that went up from the Seattle crowd half way across the country. It looked at this point like the "Slo-Mo stockholders" were not going to get any dividend this year. Chuck cut the speed in the 9th and 10th laps to roughly 98½ mph and even at that lapped the remaining entries before he crossed the finish line. Without any doubt this was the most sensational boat race of the age, and it is too bad from everyone's standpoint that the leaders couldn't have fought it out to the finish.

Morlan Visel's Hurricane had quietly taken second place in the first heat, with Such Crust, the only other finisher, in the third position. The Slo-Mo crew took the propeller off the "V" between heats and installed it on the "IV", putting them back in the running. Only three boats started the second heat—Pepsi, the "IV" and Such Crust. The Hurricane was having trouble getting started. Pepsi got away to an early lead with the "IV" in pursuit. Things started to happen immediately. Such Crust exploded in the first turn. Billy Cantrell was blown into the water, but was picked up in ten seconds by a Coast Guard rescue boat. He was painfully and seriously burned and the boat was a blazing wreck. Stan Dollar in the Slo-Mo IV was pulling up rapidly on Pepsi at the first turn, but Chuck turned on the heat in the back stretch and pulled easily away. It looked like the boat race was all over but the shouting. Then came the Dossin gear box jinx again. Something came unstuck and the Pepsi went dead in the water, out of the race. While all this was going on the Hurricane crew were making desperate attempts to get the boat started and the seconds were ticking off. With Pepsi out of the

race the *Hurricane* was assured of first place if she could get started within the five minute time limit allowed and then complete both of the remaining heats. She could choose her own speed and would win regardless of what Dollar did in the *Slo-Mo-IV*—for under the Gold Cup scoring system she would rack up 400 bonus points automatically. This bonus is given to the boat making the fastest elapsed time for the entire 90 miles of the race. The "IV" would not be eligible for the bonus because of having been a non-finisher in the first heat. With only two boats running *Hurricane* would wind up with 1300 points even if she made no attempt to beat the "IV", and the best that the "IV" could do would be to take two first places for a total of 800 points. The *Hurricane* crew worked stubbornly. Mechanic Wayne Thompson got into the boat with Visel and between the two of them and help from the float, the Allison finally thundered off. Thompson jumped from the boat as it passed the starting stand and Visel moved out on the course but it was too late. Over 6 minutes had elapsed and he had failed to start within the time limit allowed.

Hurricane's difficulties and the outcome of the race are ancient history now, and anticlimactic to *Miss Pepsi's* terrific performance in literally running her competition off the course in the first heat. Suffice to say that Stan Dollar Jr. toured the course alone to win the second heat in the 80 mph bracket. His best lap, the first while pursuing *Pepsi*, was turned at 96.84 mph. The *Pepsi* story would be incomplete if we failed to remark that as strange as it may seem the Detroit speedster still had a chance to win the Gold Cup when the third heat got under way, even though she was broken down and incapable of continuing the race. The scoring at this point showed *Pepsi* and *Slo-Mo-IV* each with 400 points by virtue of first places in the first two heats. *Hurricane* had 300 points for her second place in the first heat. As none of the three boats could complete three heats there would be no bonus points for either the fastest heat or for the fastest elapsed time for the 90 miles. *Hurricane* could win the race if she could win the third heat and force *Slo-Mo-IV* into a breakdown, or these two boats would wind up with 700 points apiece if they placed one-two in the final heat with *Hurricane* out ahead. In this case the trophy would go to the boat that had turned in the least elapsed time. If both of these boats failed to finish, *Pepsi* and the "IV" would be tied in points and the Dossin boat would get the trophy by virtue of her 101.02 mph speed in the first heat. The Gold Cup rules did not provide for settling a point tie as illustrated above, but the procedure noted is standard APBA practice. The rules fail to provide also for a run-off in case of a tie, but it would seem improbable in the case of a breakdown that such a solution would be practical at all.

The first two laps of the third heat were a good boat race, with Stan Dollar in *Slo-Mo-Shun IV* out in front. *Hurricane* turned the second lap 3½ miles an hour faster than the leader and made a strong bid in the back stretch of the third lap. While she was closing rapidly her prop shaft twisted off and the boat race was over. *Pepsi* had scored a sensational performance in winning the first heat, but the Gold Cup pays off on stamina as well as speed, and you have to finish the race to win. Stan Sayres' *Slo-Mo-Shuns* had a close call but the team came out on top and they will be just as tough to beat at the 1953 running of the Gold Cup Race in Seattle.

Miss Pepsi missed the Silver Cup Race but was ready for the President's Cup Race on the Potomac and won it handily in

straight heats for the third successive year. According to the telegram from the Dossin Brothers that was the swan song of the Detroit Express. The *Pepsi* racing team—the Dossin Brothers, driver Chuck Thompson, and the big hydroplane—will be missed in the coming season where the big boats run.

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"Sad Sam" Griffith driving the beautiful E Racing Runabout *The Fox*, owned by E. C. Grundstrom of Chicago. Holder of the World Record for the class through most of the 1952 season, this versatile outfit is a fine competition boat as well as a fast straightaway rig. *The Fox* holds together for long distance racing too. Bill Kuenzel made our cover shot as Sam was nearing the finish line of the Gold Coast Marathon which he won handily.

Many inquiries have been received regarding our February cover photo. Most of the writers picked the location correctly. The background was Diamond Head. The boats were a pair of F Racing Runabouts, representing the Hawaiian Power Boat Assn. The photo was made in mid-season of 1952.

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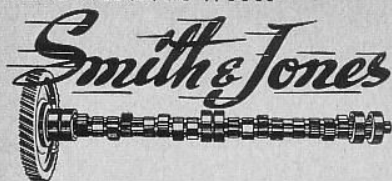
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CUSTOM "48" EQUIPMENT

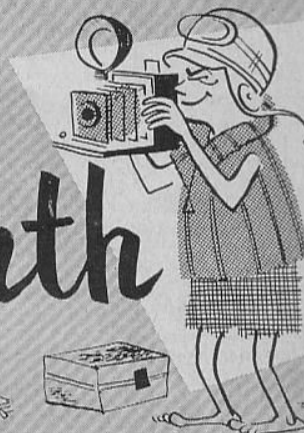
A new line of custom 48 cu. in. equipment is being manufactured by Hubbard & Klette of 1902 McKenzie, Long Beach. Included in the line are a complete manifold assembly with carburetors, complete rudder assembly and strut.

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Photo of the Month



Shot by Charles Barbera, Jr. of San Antonio, Texas, on May 11, 1952, at Lake McQueeney. The driver coming out of his boat "tail-end-to" is O. E. Curran of Orange, Texas. After throwing the driver the boat righted itself, Curran crawled aboard again and completed the heat, finishing in fourth place. The shot was made on Super XX film with a Korelle Reflex II.



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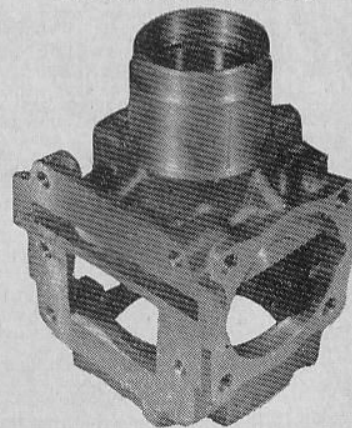
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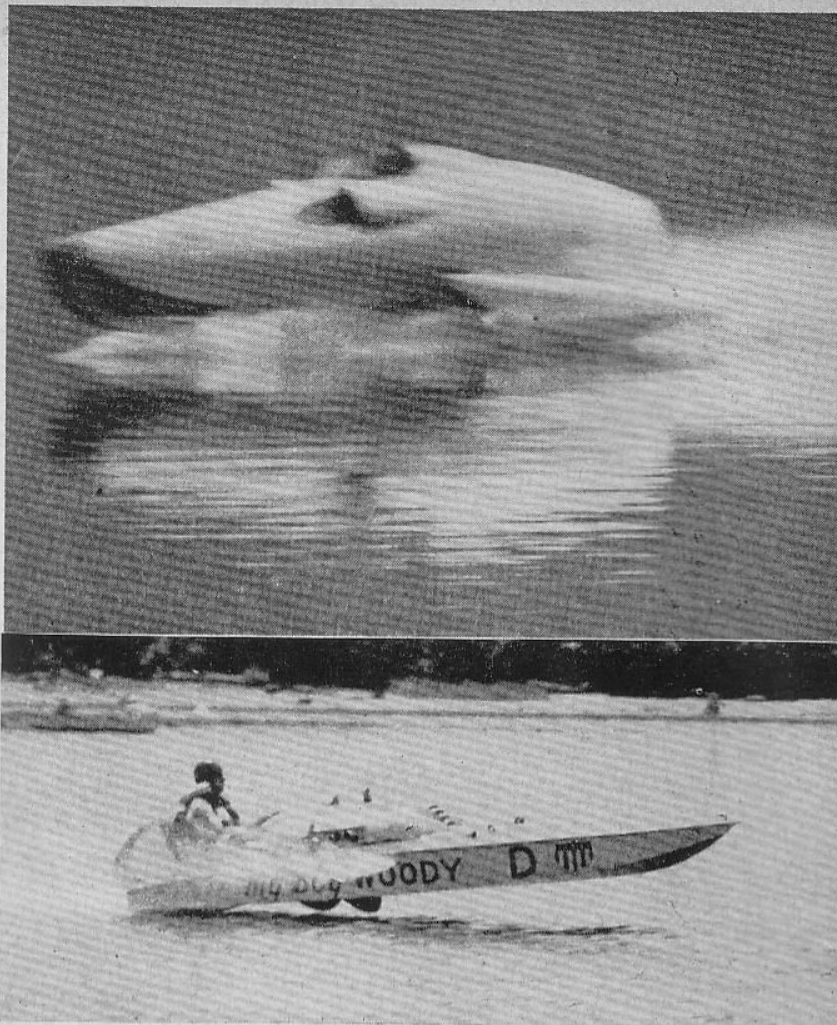
HALL OF FAME . . .

(Continued from page 29)



John Rhodes Cobb, the posthumously elected new member of the Hall Of Fame, was known as "the fastest man on earth." A London business man, he held the world's automobile speed record and was on his way to a new world's speed record on the water when his jet-propelled "Crusader" disintegrated just as he completed his first run over a measured mile. Mr. Cobb's neck was broken and he was dead before he could be brought ashore. Unofficial clocking of the mile run gave a speed of 206.89 miles per hour, compared with the official record of 178.49 miles per hour.

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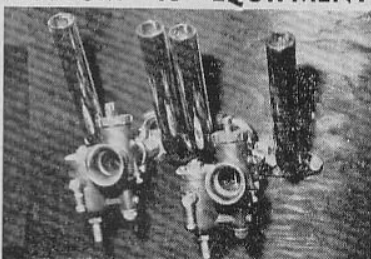
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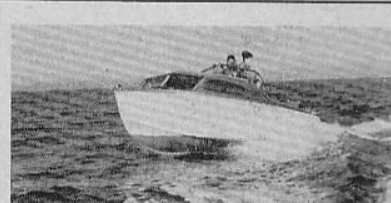
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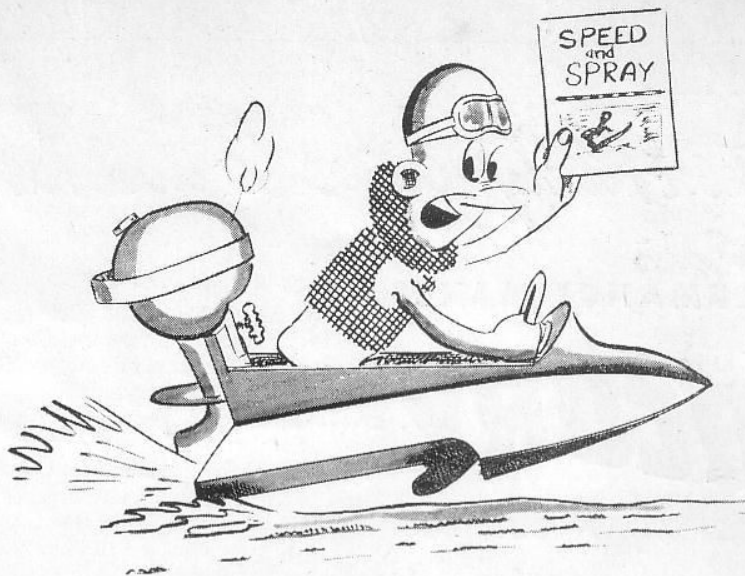
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NEW Fishin' Five Has Everything! MERCURY MARK 5

—with sensational new PUSH-BUTTON Neutral Clutch
5 HP Alternate Twin . . . 360 degree steering
Full weedless operation . . . Superior idling for
smoother, slower trolling . . . Full Jeweled Power*

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—with Reverse Gear and Neutral
10 HP Alternate Twin . . . New Continental Styling
Superior idling for smoother, slower trolling
Equipped with 6 gal. remote fuel tank
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