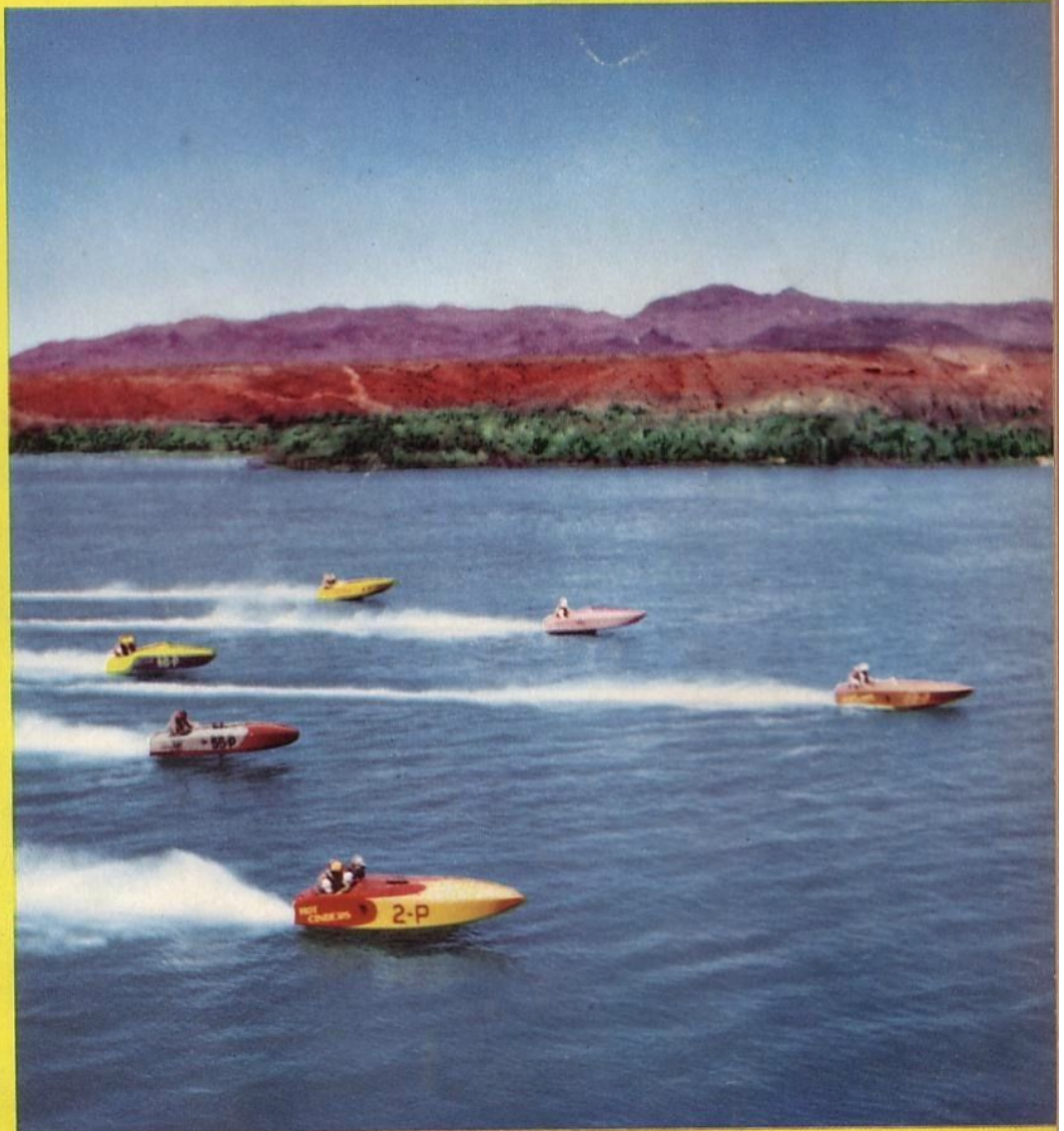


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# SPEED and SPRAY



MAY, 1953



### *In This Issue*

HOW TO BUILD  
THE SCREAMING PLYMOUTH

WATER SPORTS PREVIEW

ITALIAN RACER TOPS 140 MPH

STOCK MOTOR SPEED "SECRET"

GAR WOOD AND  
THE HARMSWORTH TROPHY

RECORDS SMASHED IN FLORIDA



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MAY 3

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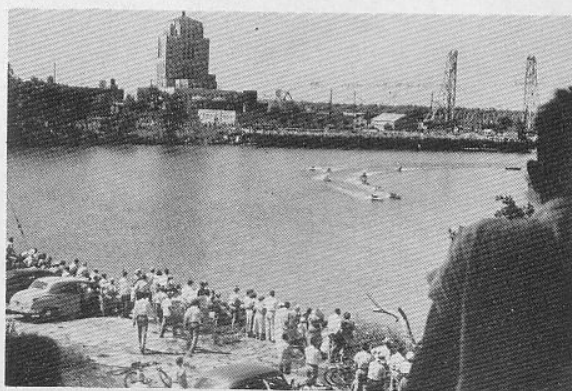
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# SPEED and SPRAY

The International Magazine  
of Boat Racing and  
Water Sports

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# EDITORIAL



The American Inboard Association has opened a campaign which is termed "a crusade to make closed course competitive boat racing safer for the contestants."

At a recent meeting, the following statement was released: "Speeds of several hydroplane classes are approaching a limit which is bringing the competitors into the likelihood of severe injury in the event of an accident and the Association strongly recommends, in order to fairly reduce the attainable competition speeds, the adoption of standard commercial fuels for the hydroplane classes."

The "gasoline only" proposal submitted to the inboard members of the APBA in 1952, was voted down 101 to 94—something short of the 2/3 majority necessary to carry. Such a close vote indicates a sharp division of opinion.

If restricting fuel to gasoline will help to provide much needed safety factors, why not do it? Obviously no one competitor would be favored by such a rule. Competition would be closer than it is today, for in many races we now have pitted against each other boats using fuels ranging from nitro on down the scale.

It is probable that the opposition to such a move will come from one group—those concerned primarily with setting records. Obviously present closed course records established with high powered racing fuels would have to be abandoned and from this point on the battle to be the record holder would be just as tough as it is at present. A rider to the proposed "gasoline only" rule would permit, if adopted, unrestricted choice of fuel for mile trials. This should give the competitor interested in "top speed only" plenty of action.

The racing of today's inboard prop-riders is a hazardous game at best. It would appear that it is time now to consider the safety factors.

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## OUR COVER

The colorful Crackerbox Class—one of the most spectacular in racing—never fails to put on a show. Our editor made this month's cover picture of the Crackers at the annual Lions Club Regatta at Parker, Ariz. in 1952. This traditional Southwest season opener is held on the Colorado River with a background of desert scenery unsurpassed in the West.

The high-flying ski jump shot on the cover is reproduced through the courtesy of Kickhaefer Corp. That beautiful outboard runabout is the new 16' Chetek "Great Laker."

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The first Johnson outboard motor ever sold has been located in Madison, Wis., and is being demonstrated by its owner Leroy C. Lynch (right) to Carl Kessenich, Johnson dealer at Madison. The old motor turned up in a world-wide search for the 50 oldest Johnsons, part of a celebration marking the millionth motor the company has produced.

**Search Locates First Johnson Outboard Sold**

Outboard motors rarely wear out, one of their manufacturers asserted today and offered facts to prove it. A recent worldwide search for the oldest Johnson outboards in existence has turned up the first motor the company sold more than 30 years ago, John-

son Motors' officials disclosed. Furthermore, the ten oldest motors located in the search were among the first 44 that Johnson built.

A contest to find the first 50 motors the company sold was launched by Johnson in connection with the recent production of its millionth motor.

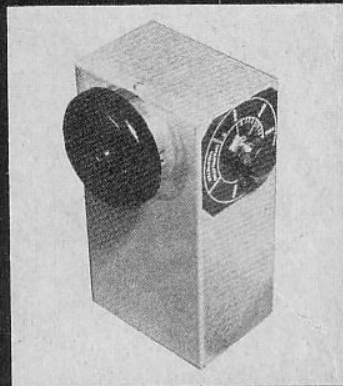
The oldest motor located was owned by LeRoy C. Lynch, of Madison, Wis. The motor is in excellent running order, Johnson mechanics report, though it has not been overhauled for at least 10 years. Lynch's old motor won him a new 1953 model in the contest. The next nine runners-up also received new motors as awards. The next 40 received other merchandise prizes.

All 50 of the low-number winners were built in the first three months of production after Johnson entered the outboard field December 10, 1921. Virtually all of the 50 were reported still in use. Several were in the hands of original owners. In all, 82 of the motors located were among the first 500 built. The old-motors search, which ended December 24, brought 4,934 entries from every state and Alaska, Canada, and South America.

**Winning Numbers**

Number, A-507; Owner, LeRoy C. Lynch; Address, Route #1, Madison, Wisconsin. A-512, Dr. Foster J. Hudson, 525 W. Hampton Dr., Indianapolis, Ind. A-515, Dave Traut, Rio, Wisconsin. A-518, R. A. Anderson, 700 North Second, Clear Lake, Iowa. A-524, Verner Hultzen, 5239 West Lake St., Chicago, Ill. A-529, George H. Beronek, 623 E. Seventh St., Winona, Minn. A-531, C. C. Crow, Jr., 248 S. Chautauqua, Wichita, Kansas. A-538, Ralph J. Gabourie, Kiel, Wisconsin. A-540, Albert J. Olson, 308 South Eighteenth-St., Escanaba, Mich. A-544, Vern Waite, Clarksville, Iowa.

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# AUSTRALIA by "Boomerang"

The last big Championship Race, namely the King George IV Whisky Cup of New South Wales, for 255 c.i. restricted hulls, was held at Port Hacking. This is a fairly sheltered and very picturesque bay about 10 miles south of Sydney Harbour. The course is laid north to south and controlled by the Royal Motor Yacht Club of Australia, Port Hacking Branch. They have a roomy clubhouse situated on the western shore with large glass windows forming the entire eastern wall, giving an excellent view of the entire course. For outdoor lovers, there are terraced lawns with garden seats and gay beach umbrellas, contributing to comfort in watching the races. An electric winch at the ramp looks after the loading and unloading of racing craft. This race was held on Saturday, March 7th and Keith Ritchie won this State Championship with his *Kerite*.

The course is a surveyed Australian Power Boat Assn. course, 5 buoy turns each end set at 200 feet radius and 1½ miles per lap; 7 laps per heat equalling 10 miles; raced clockwise, right hand turns. In the first heat *Kerite* was leading and *Mouse*, the 1952 winner, driven by E. Peard, was running second. A 25 mph southerly wind was blowing and the going was rough. Finishing the 4th lap, Ritchie's mate dislocated his right elbow and blacked out, so he had to return to the jetty to

take on another mechanic and finish the course to qualify. A blistering race ensued in the second heat between *Mouse* and *Kerite*. These boats were lapping the course at 64 mph with *Kerite* leading, but the pace proved too hot for *Mouse* and in the 4th lap he threw a rod. *Kerite* coasted home to win. The time for this heat was an Australian record despite the fact that *Kerite* eased up when *Mouse* left the field. *Kerite* then went on to win the 3rd heat without any real competition.

These skiffs had to be seen to be appreciated. The water was whipped into angry white horses by a stiff wind which did not assist their speed in any way. *Kerite* showed superior straightaway speed and rested her engine on the turns, while *Mouse* took the buoys at about 60 mph, showing no visible drop in speed. Eventually this gruelling treatment proved too much for the motor, as the results show. These skiffs bank and turn without side slip, and are exceptionally easy to maneuver. Their weight when racing would approximate 1400 to 1500 lbs. The closest American class to these skiffs would be the Crackerbox or Class E Racing Runabout.

On March 15th Australia's longest speed boat race—the "Bridge to Bridge"—will be held. This is approximately 70 miles non-stop point to point.

## Flash!

48 Cu. In. Hydro NATIONAL Championships at Neches Festival Regatta—Beaumont, Texas on May 3rd, with Inboard Hydro program. Don't miss this one—it's going to be a red hot show. Two Californians—the world record holder Vic Klette and his team mate Gillette Smith (Pac. Coast HiPoint Champ) from Southern California Speedboat Club are going to Beaumont to try and lift the championship. Roy Skaggs with his new 135 job *Skallawags* will also tackle the Texans. Don't miss the Neches Festival starting May 1st. . . . pageantry—parades—floats—street dancing and a gala ball. Outboard racing program on May 2nd. Top prize list. Want an early season shot at the records? Southern California Speedboat Club will run INBOARD mile trials at

Salton Sea Beach on May 16 and 17. Photo Electric Timing and improved launching facilities. This is one of the best "weather" months down on the famous Submarine Speedway. Paul Sawyer, who lost his record by a mile to Bobby Sykes will be there to get it back. It's a cinch there will be a 100 mph 135 mark at this one and the 48 Hydro figure is doped to hit the ceiling. Should be a whale of a show. Blythe Boat Club will hold mile trials on the Colorado River for STOCK OUTBOARDS on May 9 and 10—also competition racing. . . . RACE CANCELLATION . . . The Stock Outboard Regatta, scheduled to be held at Lake Malibu (Southern California) on April the 19th has been cancelled according to United Speedboat Association *Rev Stick*.

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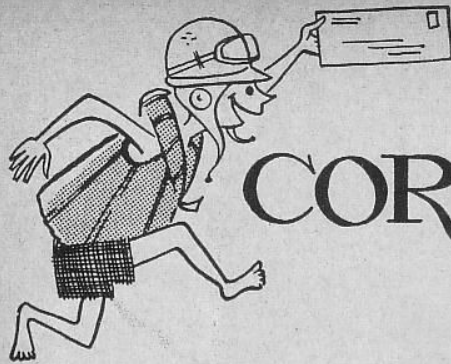
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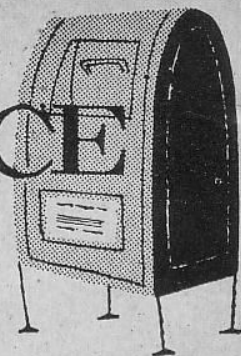
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# CORRESPONDENCE



## MORE ABOUT DESERT BEACH

After reading the published letter from Mr. Hunter of Desert Beach in your February issue, I would like to make a statement to clarify the Southern California Speedboat Club's position in regard to past and future Salton Sea Regattas.

As everyone knows, obtaining a sponsor for a Salton Sea regatta is practically an impossibility, and for the last 2 years the S.C.S.C. has assumed the sponsorship of this annual regatta, which I assure you is no small task. In order to get this regatta organized, the sponsor must start the preliminary work at least 8 months in advance. So, after writing several letters and making 2 trips to Desert Beach trying to contact Mr. Hunter, we went ahead and made other arrangements for last year's regatta.

Plans are being made for a 1953 Salton Sea regatta, and I would suggest that if Mr. Hunter wishes to have it held at Desert Beach he should get on the ball and do something about it. I may be reached any time at 6080 Wilson Ave., Hollydale, Calif. or phone MEtealf 32900.

Tommy Thompson, Vice-Comm., S.C.S.C.  
Gen. Race Chairman,  
1953 Salton Sea Regatta

## MILE TRIALS

I noticed that your February editorial featured "Streamlined Mile Trials," and I would like to say that we were faced with similar difficulties here in Australia. The Australian Power Boat Assn. has direct affiliation with your APBA, and also direct affiliation with the world controlling body, U.I.M. This latter body, in their rule book, clearly state that a time trial can be made either on a statute mile, a nautical mile, or a kilometre for world recognition, providing the survey certificate, together with a hydrograph of the course, is registered with the U.I.M. In Australia, we have one-mile registered trial courses, but about 2 years ago we also adopted the Kilometre Time Trial courses. We have two such registered courses. Both courses are within 7 miles of Sydney and are salt water ocean density. All competitors on the Kilo course are enthusiastic, and our world class boat boys agree that all countries should be on an equal footing for world record runs. In our opinion, the mile run is obsolete.

Keith W. Ritchie

Baulkham Hills,  
Australia

• A number of racing clubs throughout our country are initiating measures to have this vital issue placed on the 1953 rules change ballot.—ED.

## WHO RESCUED JOHNNY KIPP?

In February on page 18 you had an article by Lou Eppel on "National Sweepstakes at Red Bank." I do not know who the driver was who helped Earl Jarret pull Johnny Kipp from the water when his boat flipped, but I do know definitely that it was not me. At the time Al Bauer announced this over the loud speaker, I went over and told him so, I was still trying to get the "Skip" started when the gun went off for that heat. Had it not been for the re-start, I would not have been able to get in the races at all for that day.

I only hope someone who actually saved the rescue will be good enough to write in, giving credit to the fellow who actually deserves it, because I don't want credit for something I did not do.

R. A. Bozarth

Vineland, N. J.

• If anyone reading this knows of the real hero in this episode, please let us know and we will be glad to publish his name.  
—ED.

## CRACKERBOXES

I believe I can answer part of Ed Brown's question, "Where are the Crackers?" A little over 3 years ago, I was asked to serve on the Crackerbox Technical Committee. This I gladly accepted, only to quit in disgust after attending 2 meetings. I believe these 2 meetings had more to do with the future of the class than most realized.

Attendance at the meetings was very good and many excellent suggestions were made, especially by the newer members. EVERY single suggestion was argued down by the "old guard" who were up in front on points and didn't want their "status quo" disturbed.

A good portion of the membership were having difficulty in keeping their engines up from a cost standpoint. Some felt that they could stay in the game if less expensive stock parts were used instead of "stroker cranks" and special pistons. "Thumbs down," said the old guard, "We'll have to build new engines." A proposal to run gasoline was made to ease the expense. Well, that didn't last long. The hot shots said "We're running 11 to 1 heads; we can't use gasoline."

The question of personal safety was brought up. Several Crackers had flipped seriously, injuring their crews. Slip chins were suggested. "We can't do that; it will slow us down!"

Well, most of the high point boys of that day have sold their boats. Their own selfishness finally caught up with them. The quicker the Crackerbox boys get back to the original intent—a class of easily con-

structed boats with an inexpensive engine—the better chance it has of surviving. I think that everyone would agree that this class put on some of the best shows ever seen at Marine Stadium. If they will quit trying to compete with the Slo-Mo's and the Miss Pepsi's, they can do it again.  
Kenny Harman  
El Monte, Calif.

## MORE ABOUT CRACKERBOXES

In reference to Ed Brown's letter "Where are the Crackers," he states that the Cracker entry list was "disappointingly small." He must be speaking of Northern California races, because in the last 10 in Southern California we've had an average of 7 and as many as 11 boats. Ed says that fellas up north aren't getting entries because of the expense of keeping up with the leaders. Why then did Bob Patterson's *Hot Cinders*, home built "back yard" Cracker win the National High Point crown last year? It's not only the Crackers that are failing to turn out up north, but other classes are having trouble too. Maybe it's lack of publicity, prize money, sponsors, or maybe just lack of interest in general—I don't know.

Concerning his list of "restrictions", which he says might bring back some boats to racing again, I say that more than half the boys now racing are "converted" hot rodders having a definite interest in building racing engines with new and original ideas, and wouldn't enjoy running semi-stock "restricted" outfits at all, and I believe we'd lose them instead of gaining others. Here in Southern California we don't want to go backwards, or slower—we want to go faster!

Further, Ed complains that our "group friendship" has faded and that the competition is cut-throat. We wish Ed could attend just one of our Cracker Box Club meetings and watch his so-called "cut throats" in a friendly get-together exchanging ideas and "speed secrets," and he'd see how wrong he is. If Ed's statement is true, why are the "E" drivers here getting a club together similar to ours? I'll tell you why—it's because they too like the idea of racing with friends instead of against strangers.

I know the Cracker Box Club members are proud of being known in Southern California as a bunch of real good boys, and proud too of one of the things our club stands for—sportsmanship!  
Danford Campbell  
Long Beach, Calif.  
TOP 31-P

• There seem to be several sides to this question. Let's hear from more Cracker owners.—ED.





**Pete Mosher—Stock Hydroplane**  
Professional Champion—6,800 points



**James Robinson—Stock Runabout**  
Professional Champion—10,715 points

## STOCK HIGH POINTS

The toughest competition in the world of boat racing today is in the stock outboard divisions. No one will give an argument on that statement. There are several thousand stock hydros and stock runabouts in competition in the U. S. Starting fields are large; the outfits are closely matched, and every section of the country boasts fine driving talent. It is a pretty tough job to win a local championship; it is a real accomplishment to come out as high point driver in the entire U. S.

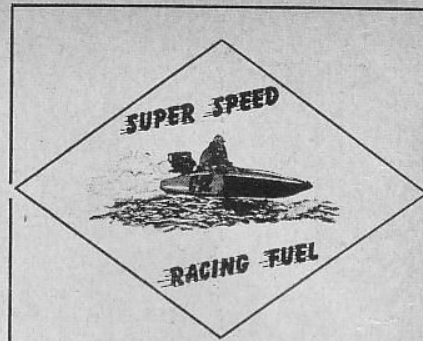
Pete Mosher of Brockport, N. Y. turned the trick this year and by virtue of his performance was the winner of the A. C. Kickhaefer Memorial Trophy. His father, Leon Mosher, is a deputy sheriff and serves as Secretary-treasurer of Region 2 of APBA. Pete is employed at Rochester Products Div. of General Motors, and also operates a sports store.

**Allyn Guerin—Stock Hydroplane**  
Amateur Champion—4,088 points



**Harold Ruggles—Stock Runabout**  
Amateur Champion—5,234 points

Mosher, Robinson and Guerin are all members of the Rochester Motor Boat and Racing Club.



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# REGATTA CALENDAR

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

## CALENDAR CODE

I —Inboard  
O —Stock Outboard  
SO —Stock Outboard  
SOL—Stock Outboard; 2 Classes Only

## 1953 REGATTA DATES

Region 2		
5/30	New Hamburg, N. Y.	O
8/2	E. Hampton, N. Y.	O
8/29-30-31	Syracuse, N. Y. (Nationals)	SO
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		
5/3	Wrightsville Beach, N. C.	SO
5/30-31	Elizabeth City, N. C.	I & SO
6/14-15	Portsmouth, Va.	I-SO
6/21	Salisbury, Md.	SO
6/21	Hopewell, Va.	I
6/21	Wrightsville Beach, N.C.	SO
6/27-28	Baltimore, Md.	I-SO
7/4-5	Hampton, Va.	SO
7/5	Wrightsville Beach, N.C.	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
8/2	Wrightsville Beach, N.C.	SO
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
9/6	Wrightsville Beach, N.C.	SO
9/12-13	Washington, D.C. (President's Cup)	I-O-SO
9/26-27	New Martinsville, W. Va.	I
Region 6		
5/17	Pontiac, Mich.	SO
5/24	Lansing, Mich.	SO
6/7	Pittsburgh, Pa. (Steel Cup)	I
6/14	Toledo, Ohio	SO
6/20-21	Grand Rapids, Mich.	I & SO
6/28	Pontiac, Mich.	I
7/4	Algonac, Mich.	O
7/4	Ecorse, Mich.	SO
7/4	Detroit, Mich. (Detroit Memorial)	I

7/5	Cheboygan, Mich.	SO
7/12	McKeesport, Pa.	O
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
7/26	Toledo, Ohio	SO
8/2	Louisville, Ky.	I
8/2	Cheboygan Mich.	SO
8/9	Marine City, Mich.	O
8/9	Dayton, Ohio	I
8/16	Akron, Ohio	SO
8/22-23	Toledo, Ohio	SO
8/23	Cincinnati, Ohio	I
8/29-30	Grand Rapids, Mich.	I & SO
9/5&7	Detroit, Mich. (Silver Cup)	I
9/13	Dayton, Ohio	I
Region 7		
5/30	Quincy, Ill.	O
7/9	Chicago, 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	Lake St. John, La.	I
5/17	Baton Rouge, La.	?
5/24	Sicily Island, La.	I & O
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-SO
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		
5/10	Wenatchee, Wash.	O
7/26	Spokane, Wash.	O
7/29	Nelson, B. C.	I
7/31	Kelowna, B. C.	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
5/30	Stockton, Calif.	O & 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	*
7/26	Shear Pin Club	SO
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
4/26	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

## Region 14

7/26	Guntersville, Ala.	I
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## N.O.A. DISTRICT 14

5/30-31,6/1	Knoxville, Tenn.	Div. I & II
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## 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

## SO MARATHONS

5/3	Modesto, Calif.	? Miles
5/24	Solomons, Md.	? Miles
5/30	Detroit, Mich.	50 Miles
6/7	Albany, N. Y.	130 Miles
6/28	Neenah, Wis.	92 Miles
7/19	Sacramento, Calif.	? 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.	? Miles
9/6	Gull Lake, Mich.	100 Miles
9/20	Trenton, Mich.	50 Miles
9/20	Oakland, Calif.	? Miles
10/11	San Francisco, Calif.	? Miles
10/4	Colorado River, Cal.	115 Miles

# CLUB NEWS



**ANCHORAGE OUTBOARD CLUB OF ALASKA**—The 1953 racing season will be officially opened May 20th at Wasilla Lake. Six classes are scheduled—"B" Stock Hydro and Utility, "C" Serv. Hydro, "D" Stock Hydro and Utility, and Free-for-all.

Several new drivers will compete with the veterans of previous seasons. Lewis Fitzgerald (who hails from Florida) will try his skill against a field of "D" Stock Hydro rigs.

Our biggest hydro class is "C" Service, and will muster a field of 8 to 10 boats. Two prominent drivers, Joe Klouda and Merle Young, have purchased new hulls and will make this class tough. Races are planned for the following dates: May 30, June 14 and 28, July 4, 12, 19, 26, Aug. 9 and 22.

Bill Oswald

**MONTREAL, CANADA**—Among the major powerboat attractions in French Canada this year are the Valleyfield Regatta July 18 and 19, Shawinigan Falls, Quebec on July 25 and 26 for inboards and outboards, and the "Silver Classic" at Montreal Sept. 13—a 100 mile marathon for inboard hydroplanes only. The first prize is \$1000, second prize \$500, and third prize \$300 plus a beautiful silver trophy for the winner.

Dudley G. Reid

**COWTOWN OUTBOARD RACING ASSN.**—Two outboard racing events are scheduled at Lake Worth, one April 19th and the other in September. Jack Crutcher, one of the directors, states the April race will be sponsored by the Lake Worth Lions Club. They are clearing a course by removing old bridge piers near the Casino. Both races will be sanctioned by the National Outboard Assn. and the September event will be a regional meet of the N.O.A.

Dad Clapper

**WISCONSIN OUTBOARD RACING ASSN.**—A two day race will be sponsored in Oshkosh July 25th and 26th by the Wisconsin Outboard Racing Assn. All classes of stock utilities will be run on the 25th and racing runabouts and hydroplanes will compete on Sunday the 26th.

Ev Follett

**KERN COUNTY BOAT CLUB**—The race committee and members of the K.C.B.C. would like to extend their thanks to everyone for helping put on such a wonderful event at Bakersfield last year. We are looking forward to the Second Annual Regatta April 12th at Hart Park. There will be a breakfast for the officials and racers this year at the park, and a barbecue in the afternoon. A hearty welcome to all from the Kern County Boat Club.

Charm Paragary

**WINDING RIVER BOATING ASSN.**—

We are preparing for our most active racing season. Driver members are busy grooming 37 outboard and inboard outfits for the season's openers at Ocean City and Pleasantville, N. J. and Elizabeth City, N. Carolina over the Memorial Day weekend.

July 4th the W.R.B.A. will stage the Region 3 APBA Divisionals for Stock Outboards on Laurel Lake, Millville, N. J., and on Labor Day a combination stock outboard and inboard event featuring the 136 Hydro Nationals on the same marine speedway. It is also possible that Jersey Speed Skiffs will be included in the Labor Day program for the first time.

Jack Fisher, Jr.

**VALLEYFIELD BOATING CLUB**—Canada's largest regatta is staged in Valleyfield, Quebec, sanctioned by C.B.F. and A.P.B.A. Each year more than 60,000 spectators gather around beautiful St. Francis Bay to see the races. The course is situated in the center of the city, and draws over 200 racers annually, among them many well-known Americans. This year the Regatta will take place July 18 and 19, with outboard racing Saturday and inboards on Sunday.

Officers of Valleyfield Boating Club for 1953 are: Geo. Andre Meloche, Comm.; Leo G. Perron, Vice-Comm.; Gerald Meunier, Pres.; James Haffey, Vice-pres; Eudore Pilon, Treas.; and Vilda Filiatrault, Secy.

A cordial invitation is extended to all racing enthusiasts to attend the Regatta.

V. Filiatrault.

**SOLOMONS' OUTBOARD CLUB**—The fifth annual Patuxent River Marathon sanctioned by the APBA, is to be held Sunday, May 24th at Solomons, Md. This should be known as the "Indianapolis Water Classic" because it is a closed course marathon, 6 laps on an 8 mile course, about 50 miles. Five classes will race for 5 trophies per class. The course has been changed from previous years to provide a race with protected water, giving the drivers the smoothest possible racing. The drivers' mechanics and spectators who are seldom able to see the major portion of a marathon will be able to see 9/10ths of the race from the pits.

Mrs. Helen Hall

**NORTH-SOUTH ASSOCIATION**—The important battle between Northern and Southern drivers is set for May 30th and 31st and June 1st. This event will be held at Fort Loudon Lake, 5 miles from downtown Knoxville, Tenn. The "Yankees" and

"Rebels" will meet on even terms as far as past performances in this annual event go. The South took the big Capt. Waide Hughes Trophy in 1951 and the North took it in 1952. Bill Tenney of Dayton, Ohio is present custodian of the trophy.

Due to the popularity of this event among the drivers who wanted their classes scheduled, the new sponsors have scheduled 2 days for the competition races, May 30 and 31, and Monday, June 1st for the Mile Trials. In addition to the Hughes Trophy, there will be other trophies, plus cash prizes in the amount of \$2400. The sponsors are the Knoxville Boat Club and the Knoxville Jr. Chamber of Commerce.

**NOR-WEST BOAT CLUB**—The second annual meeting of the Nor-West Boat Club of Detroit found 83 members on its rolls. Officers were elected as follows: Dick Harrown, Comm.; Tom Hatcher, Vice-comm.; Ray Sarkela, Secy. and Ted Luttmann, Treas. Our racing program for this year includes the APBA sanctioned Marysville, Mich. Marathon on July 26th—a stock outboard race of 60 miles in the St. Clair River. Anyone interested in the sport of motorboating is welcome to join our club. Various activities are planned for non-racing members.

R. Sarkela

**NEW ORLEANS POWER BOAT ASSN.**

—Fourteen new rigs have been added to the racing membership of this association since the close of the 1952 racing season. Plans are under way to stage the 8th annual Pan American Regatta on June 13 and 14 with 18 heats of racing scheduled for both days. The highly prized "Regal Perpetual Trophy" for 135's now held by J. A. Retif's *Miss Nehi* will be up for the second year of competition. From the scuttlebutt thus far, it wouldn't be surprising if some perpetual trophies for the outboard classes were to be posted this year.

The Pan American Regatta this year rounds out a fine three weeks of racing for the visiting boatmen, with Port Arthur, Texas going on June 7th, New Orleans June 13-14 and Madisonville, La. on June 21.

Paul Schindler

**LONG ISLAND STOCK OUTBOARD ASSN.**—New officers elected for 1953 were: Al Rowe, Commodore, J. Crowther, Vice-comm.; Bob Parmenter, Secy., Louise Rowe, Treas. A tentative race date is set for May 17. The club is raffling a 1953 model 14, Raveau Utility Boat equipped with 10 hp Mercury to be awarded July 4th.

**NEEDLES BOAT RACING CLUB.**—The 1953 racing season got under way with a bang for Region 12 on Feb. 22nd at Needles, Calif. 75 entries showed up and the racing was excellent. Little Bobby Parrish in his A Runabout drove a beautiful race to take first spot. Ronnie Rima cleaned house in 3 classes and Butch Reed took the A Hydros hands down. All in all it was a very successful regatta.

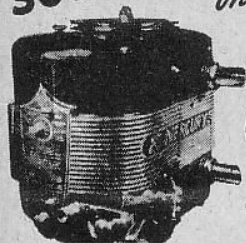
U. S. A. Rev-Stik

**LOS ANGELES SPEEDBOAT ASSN.**—At a recent meeting Doc Ingalls gave a resume of the combined meeting of Region 11 and 12 at Fresno. Friant Dam race has been changed to May 10. June 14 our club will hold a race at Long Beach sponsored by the Women's Club of South Gate. San Diego has put in a bid for the Nationals in September.

Finish Line



The SOUL-STIRRING 'SENSE of POWER' induced by the



**PIPER EXHAUST**

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who enjoys the pulsing, deep-throated, staccato rythm of **RACING MOTOR MUSIC.**

Specially designed for **Mercury Motors,** (10 H.P. - \$10.00) (25 H.P. - \$20.00) **the PIPER EXHAUST STACK**

tends speedy acceleration and a smooth, racy drive so desired by every outboard owner.

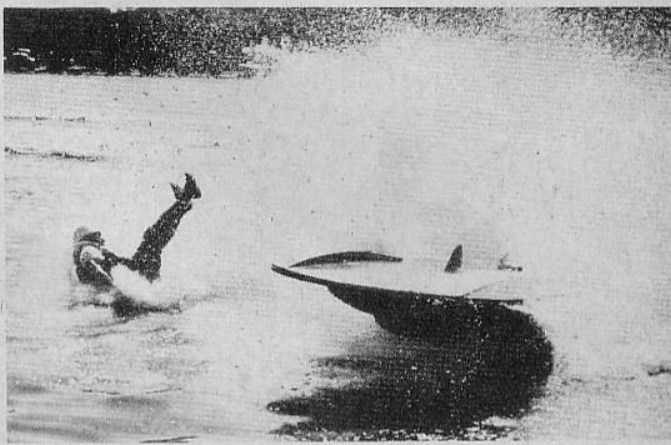
*PIPER RELIEVES BACK PRESSURE - CAN BE CLOSED WHEN NOT IN USE - DOES NOT DISTURB WATER COOLING.*



WRITE TODAY FOR RACING EQUIPMENT CATALOG

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# Photo of the Month



Walt Dansie of Salt Lake City flipped his "D" Hydro at the Stock Nationals at Oakland. Arvel Lankford made this terrific shot. With his back to the action, Lankford heard Dansie's motor "wind out." Sensing a flip, he spun and shot blindly from the hip. Top photo of the year.

# SWIFT

**racing hydroplanes**  
(For All Classes)

**NINE National Championship titles and hundreds of wins stand back of a performance record unequaled by any other stock hydroplane**

*Preferred by champions*

1953 NATIONALS  
August 29-30-31  
Syracuse, N.Y.

WIN WITH  
**SWIFT**



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# DOWN UNDER

## Len Southward – Australasian Champion

By BIG NIX

As each year goes by Len Southward of Wellington becomes more firmly entrenched as the top man in the game of boat racing in all Australia. There can be little argument on that point after a review of the performance he has turned in over recent weeks. I gave a brief write on him some months back with a little information about Len and his *Redhead*. Perhaps a little more is now appropriate. Originally built as a single step model, it was intended mainly for competitive racing with eyes on the Masport and Griffiths Cups, handsome trophies which go to the annual winner of the N Z and Australasian open titles. In this form and powered by Allison, the hull performed reasonably well but a change was made in under water shape to convert her to a three pointer style. The extra sponsons were built onto the step, but kept inside the existing hull dimensions, and were faced with sheet stainless. From there on Len progressed by steps and stairs to raise the record to 96 mph as previously recorded, practically all the extra coming from improved wheel design and figures.

During February I went down to the capital city on my annual visit to the rifle shooting champs, and having a clue that something special might be doing, I shot straight out to Evan's Bay club house to see what was what. Sunday morning at that hour is always a pretty quiet time, any sign of life is expected only from boaties and milkmen. Sure enough things were under way, time

keepers, slip attendants, surveyors, even the press, all on the job. The water looked good, dead flat, with just the reflection gone, no wind at all, which is just about historical for "Windy" Wellington. A dull sky with promise of heat later. This stretch of water is a longish bay in the southern part of the main harbor, the traps are laid out tucked in close under steep hills which run right down to the water's edge. Hundreds of cars lined the one mile run right around as far as the Air Force quarters at Shelly Bay. Here a solitary airman was engaged in an interesting experiment—feeding immense quantities of cheese to a co-operative seagull. Rather intriguing that!

First run was started from way out in the main harbor, going by us at the first mark well up and riding very steady. Way down the far end a tremendous shower of spray floated down, marking a rough spot but no damage. Back again within a few minutes. Much quicker figuring showed 98 point something, a new record but not yet the century Len was looking for. A prop. change to something finer with bigger diameter and another run. Coming up for this one, the big Allison sounded faster, the hull appeared to be further up before he disappeared in the distance. Just at this stage, as the return run was starting, two nit-wits in a dingy motored out from the shore creating quite a wash fair across the course. Calls by P.A. system from the Civil Aviation control launch failed to impress them any—

"To !!!! with you, we're going fishing." Nice people. Then from the other side a type in a rowing skiff paddled out bringing on a second attack of the sweats. Len screamed through well clear though, having run further out this time on the return. More figures and a slide rule merchant gave us the good news just as Len gets ashore, still dry as a bone with those natty striped pants looking so odd for this occasion. 101.26 mph is the new record and Len's face just about split with the famous Southward grin. He was a happy man that day. A few figures I got from him afterwards — 55 inches of boost, 2650 rpm applied through a 3 1/7 to 1 box.

Only a few weeks back the annual open titles were held, also in Wellington and again, for the fifth year in a row I think, *Redhead* proved far too good for any opposition offering. A crowd estimated at 10,000 saw Len take these coveted trophies with ease, covering the 15 mile Masport Cup course in 13 min. 38 sec., with Pam Palmers' *Stingree* in second place and Olie Smith in the tiny Dodge powered *Scramble* third. The Griffiths Cup heats resulted in straight wins for *Redhead* in 10 min. 1 sec. and 10 min. 5 sec. for the distance. Auckland's only entry continued her run of bad luck in these events, for the second year failing to finish.

Len Southward's name must become part of our history, first man in this area to break the century, and even now his record of wins in both the big events is going to be darned hard to equal, let alone better. It's a great pity we have no Hall of Fame or Hundred Mile an Hour Club to which we could have the great pleasure of adding the name of our top man of racing.

Redhead, the first boat in Australasia to top the century mark. Len Southward is pictured here with several of his trophies.

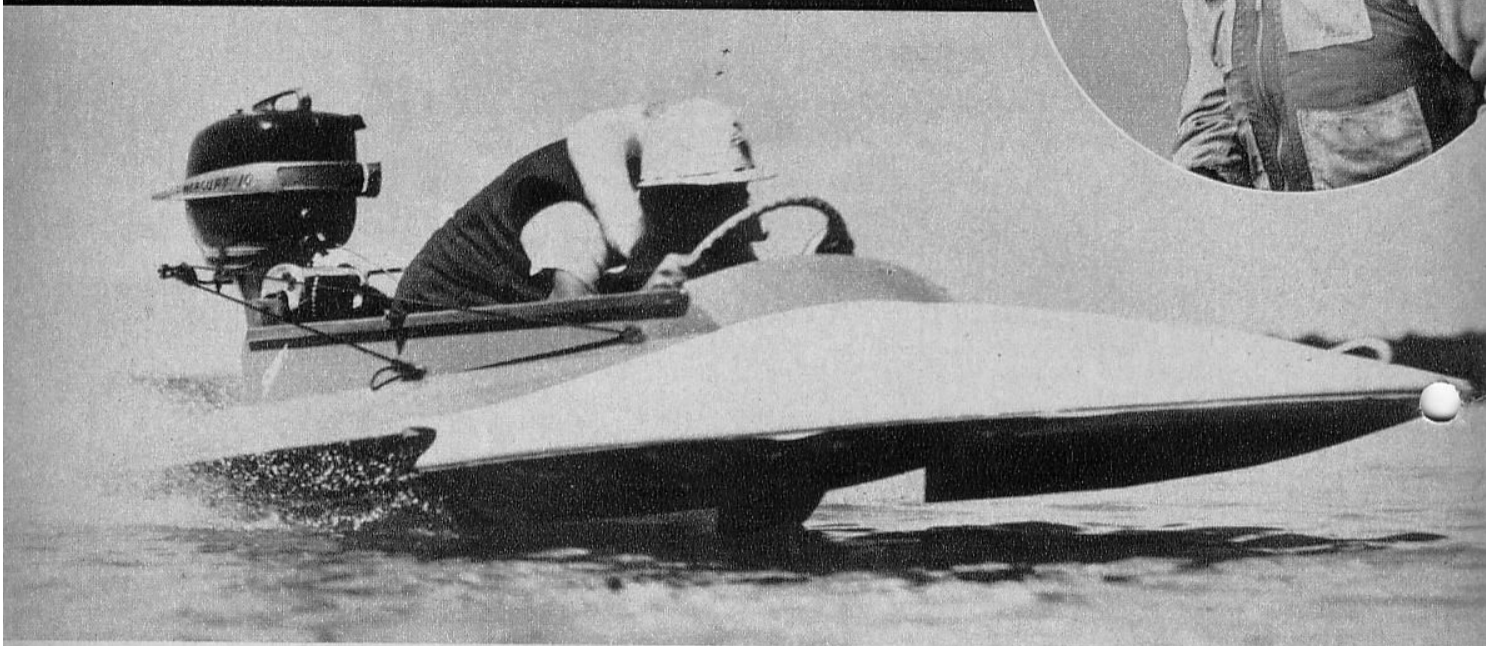
Len Southward, in helmet and jacket, receives congratulations from SPEED and SPRAY'S New Zealand correspondent, Big Nix.





St. Pete—the 135's in the back stretch. Henry Lauterbach leading the pack.

# Florida's Grapefruit Circuit



Jim Coulbourn set a B Stock Runabout record.

Hagood with his Mercury-Swift combination hit the five miles for 48 plus and a new record in B Stock Hydro.—Photo courtesy Kiekhaefer.



## LAKELAND ORANGE CUP

By JOE SWIFT

Photos by Perkins

The annual outboard and inboard tournament on Lake Hollingsworth at Lakeland, Florida, held this year on the last day of January and the first day of February, was marked by an outstanding rash of new outboard records as well as the first appearance of stock rigs in competition with the "cast iron" lads. Both situations are quite deserving of considered comment, not because it is unusual for records to tumble at Lakeland or because the "stocks" promise to obsolete any of the "racing" powerplants, but when a new competition mark goes on the board in all but two classes, and when two

strange dogs begin sleeping in the same bed, it's time we all sat down under the trailer box and took heed.

In the first place, Lakeland always invites the tops in competition during the Florida circuit. The lads know that the Lakeland course is fast, that Lakeland hospitality runs rampant at regatta time, that the facilities are all a chap could ask for and that a "going concern" has a good chance to prove to all and sundry that boasting about torrid miles per hour was not just idle pit talk. So when you see the rigs stacked in the slots along the beach you can be assured that a big majority of them are a heap warmer than "luke."

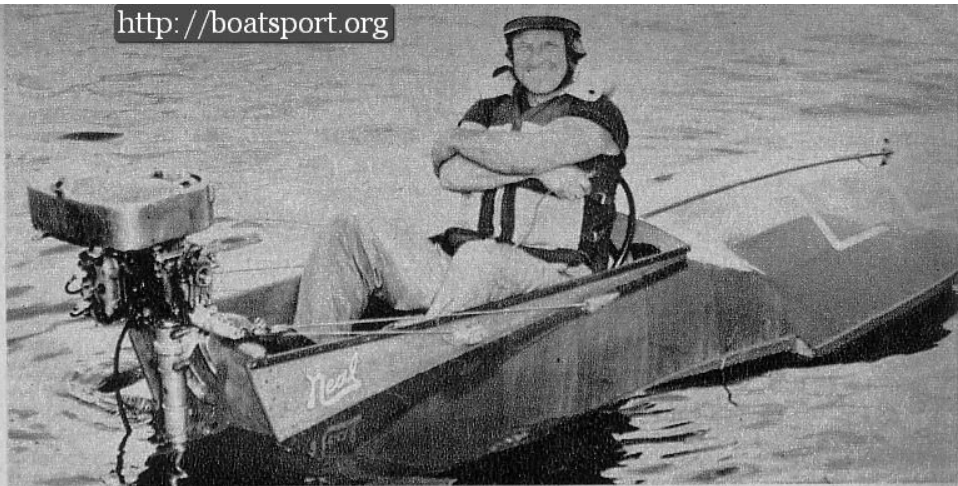
Let's take a look at what happened. The first bang of the cannon brought out a full house of sixteen B-Stock Runabouts that made a

show like the Nationals. Two hapless throttle squeezers made with huge wing-dings in the mob around the first buoy, but the rest of the field galloped around the five mile tour on the heels of veteran Jim Coulbourn, the Burlington, N. J., bomb who wheeled his Mercury powered Sidcraft to a new competition average of 45.918. Except for Charlie Lovelace of Tampa who clipped it off at 44.423, Jim was a full three miles per hour faster than the rest of the field. This is just an example of patient testing, good propeller selection, careful boat care and experienced driving. Since Jim's boat and engine both passed all inspection, those who shout "cheat" when a rig runs off and hides from them should think twice. Better still, they should take the job of getting fast a little more seriously and concentrate on the things that really count in making a rig "go".

The A-Stock Hydroplanes were dominated by Al Cali driving a KG-4 clamped to a four-point Hadley, but this was one of the two classes run on Saturday in which nothing spectacular was jotted down on the books. None of the A's, either Cali or Chris Erneston driving a KG-4 powered Swift and trading first places in the two heats, could push their outfits over the old mark.

Seven devices answered the call to post when the A-Racing Hydroplanes had their turn on the circle. It was this event that marked the beginning of a new era in outboard racing and was the point at which the strange dogs began sharing the same bed. Out of the seven rigs, three of them were Stocks being driven in their first legal contest with the old-line racing engines. It was also during this grind that one of the most aged outboard records fell under the snarling onslaught of Doug Creech's screeching A-Racing outfit, a combination that we observed as long ago as the 1952 Nationals as being the hottest alternate firing job it had been our pleasure to watch in a long time. Doug toured the five miles at 47.594 in the first heat and 47.569 in the second heat, just to prove that he could be consistent. That put an old score to bed that had been on the shelf since 1941 and serves to prove that we don't have to have new engines, new lower units and new rules to go faster than the boys did twelve years ago.

It might be propitious at this point to give some of the more eager readers the word as to how the A-Stock rigs fared against their more boisterous elders. Out of the seven possible places, stocks finished fourth, fifth and sixth. Creech's A-Racing rig



Smilin' Doug Creech wiped Frank Vincent's twelve year old A Hydro record from the books.



National Champion Sherm Crichfield took the D-E Runabouts into camp.—Charles Marshall photo.

was approximately six miles per hour faster on the five mile tour than his nearest A-Stock rival. This, however, must be qualified by further observation, to wit: all stocks run at Lakeland had to run in strict accordance with the Stock spec sheet since the permitted modifications with regard to running them in the racing classes had not yet been worked out by the various Commissions. Lakeland has a circular course, and the Stocks, with their high gear ratio, slow down considerably when they have to run in a crimp. Our prediction is that the Stocks, once permitted the energizing pleasures of open exhaust and a little advantageous hacking



Ray Gassner towing in after his flip reported that only his feelings were hurt.

After Ritner's accident. The sober faced contestants decided to finish the program.

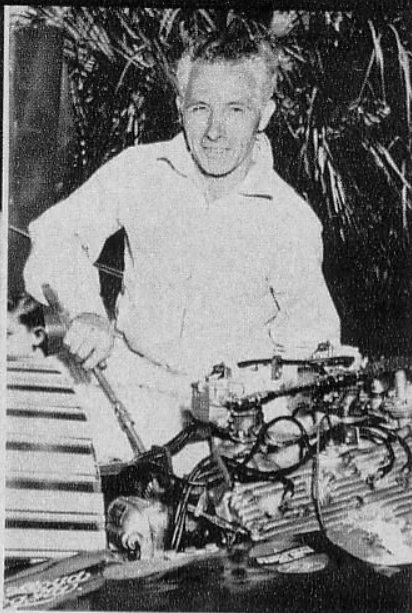




# Florida's Grapefruit Circuit



Connie McDowell, Queen of the Southland Sweepstakes Regatta, presents the Maas Bros. trophy to 266 driver Bob Rowland.



Chas. Lloyd, 135 winner at St. Pete.

here and there, will afford some dangerous competition on any course that provides the straightaways they need on which to get winding. It is the transfusion that the Racing classes have long needed, and from here on out we hope to see much less of the four and five boat fields that have been plaguing the Racing classes and sending the cash customers home mumbling about their money's worth.

When the sixteen B-Stock Hydroplanes finished sorting the men from the boys in a pair of five mile jaunts, it was Tommy Hagood, driving his KG-7 powered Swift, who claimed a new competition record of 48.232.

Here again we find the top man nearly three miles per hour better than the rest of the field, most of it by virtue of the "right combination" found only after hours of tiresome and patient test work and many hours over the pitch-blocks. We might also observe, for those who are interested, there were four Racing-B's in later heats that ran slower, even though the top Racing-B was a fat five miles better.

While we are on the subject, we might as well tell you about those Racing-B's and the beginning of "Tenney Day" at Lakeland. Bill Tenney, the Dayton maniac who keeps racing engine wizard Walt Blanken-

stein of Kansas City busy seven months out of twelve putting the heat in his irons, broke three competition records in three classes in six heats of driving in one afternoon. With the exception of Paul Wearly, the Muncie speed merchant, we have never seen a man so hot in such a wide variety of devices. Bill folded himself into his Fillingier three-point, snatched his SR into life and went out for the B-Hydro tour at a neat 53.635 average for the five miles, and that in competition with ten other rigs.

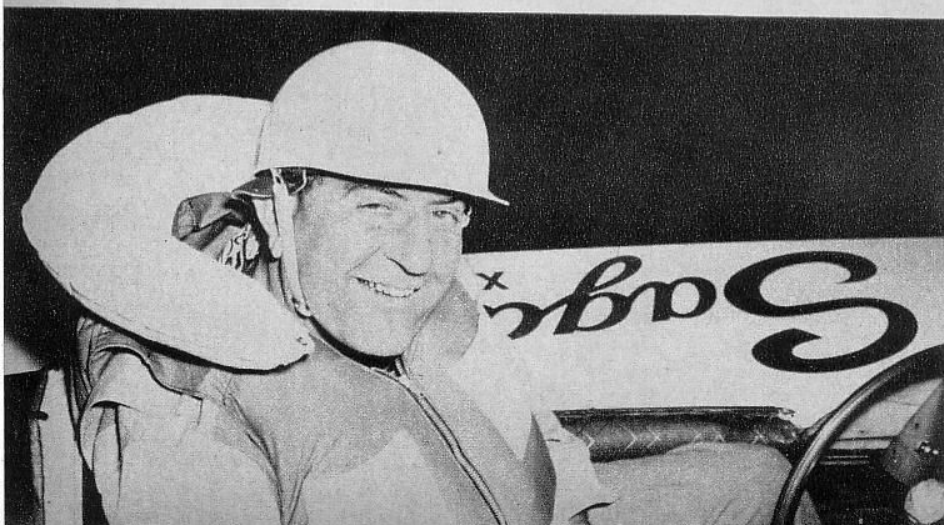
After Bill had turned his "B" over to Inspector Eldredge, he then folded his bones into his DeSilva run-about with his PR-65 clamped there-to and smoked off the twelve other entries at the record setting clip of 57.142. This was seven miles an hour faster than some of his competition and a fat four miles better than the nearest boat to him. You can well imagine that he was back in the pits and eating a hot-dog by the time the rest of the field finished.

All of which brings us to the next Tenney episode. "Hairbreadth Harry" Nicodemus from South Bend almost spilled Tenney's apple-cart in C-Hydroplane by setting a new competition record in the first heat at 59.920, but he hung onto the mark for only nineteen short minutes. Tenney came back playing "lock-throttle" all the way, and managed a brisk 60.729 for the full five miles. Anyone who may doubt that his Neal three-point was flying need only ponder what such a figure means down a long straightaway, the feature that Lakeland lacks. Unfortunately, in the mile trials at Lake Alfred seventeen days later Tenney's PR came unglued all over the place, and we will never know what that engine could have cooked over the five-two-eighty.

Except for an unspectacular C-Service event, and a FREE-FOR-ALL won by a happy Jack Lockhart of Bedford, Indiana, the program at Lakeland was concluded in a cloud of Tenney glory. That evening, however, his triumphs were forgotten in the face of the annual buffet supper, always fit for a king. Last year we went into raptures over the food served at the Lakeland Yacht and Country Club, and this year we can't remember the superlatives we used, but they still apply. We've said this before too . . . If you guys don't get to Lakeland next year, you sure have missed the best boat race of the season!

Sunday was inboard day. It was good hot racing all the way. No records were set and there were no

Guy Lombardo is back this year with a new boat. The maestro had tough luck at St. Pete.



spills. Bill Engle took the D-E Service Runabouts into camp in straight heats and Sherm Crichfield did likewise in the C-D-E Racing Runabouts. The Committee decreed only one heat each for the 48 and 225 Hydro classes due to a short entry list. Jimmy Orr took the 48 trophy and Lee Ray was the 225 winner. Sonny Jones won the 48 Runabout crown in straight heat. Arden Bozarth and E. A. Letarde were the split heat winners in 135 with the trophy going to the former by virtue of the best time, 69.178 mph.

Several of the 266's failed to get into the water for the first heat due to launching congestion, which put the capper on what had all the earmarks of a terrific battle. Ray Gassner copped the first heat at 75 mph flat. Frank Foulke, who didn't make the first stanza, won the second one at a shade over 78, the fastest time turned in the day's events.

The program wound up with the traditional Free-For-All, won by Dee Kiesacker driving Tommy Gore's *Miami Boy*.

## LAKE ALFRED

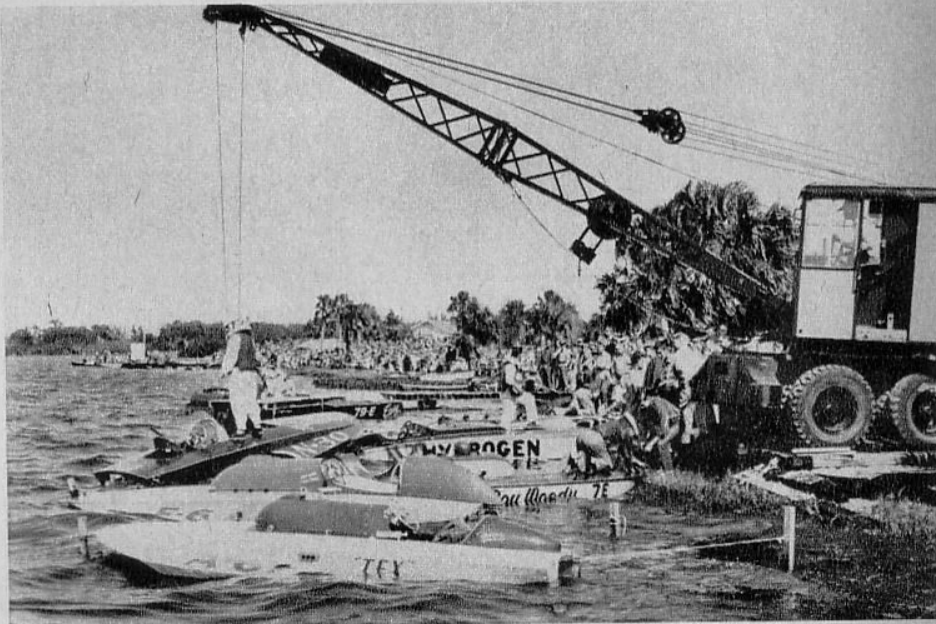
Doc Frawley, king of the M Hydro drivers, was the big noise at the annual Valencia Regatta at Lake Alfred. While the Lakeland course was yielding up outboard records one after another, Doc achieved the distinction of being the only driver to get over record speed on the permanently piped Lake Alfred oval. He raised his own five mile M Hydro competition record to a new high of 39.045 mph.

Bill Tenney, the Dayton, Ohio flash, who had set three new records at Lakeland on the previous day, couldn't better any of his performances on this course, but he came out smelling like a rose with six first places.

The inboard competition was a one-sided show, with three drivers copping both heats in the three major events of the day . . . Bobby Bourcq 135's, Frank Kirwan 48's, and Carl Widenhouse 266's. J. H. Smith protested that Widenhouse cut a buoy in the second heat and the protest will be passed on to the APBA Racing Commission. David Norton, of Toronto, Canada, won the single heat for 225's. Dick Ely from Tampa was the only casualty of the day. He emerged from the flip of his 135 uninjured.

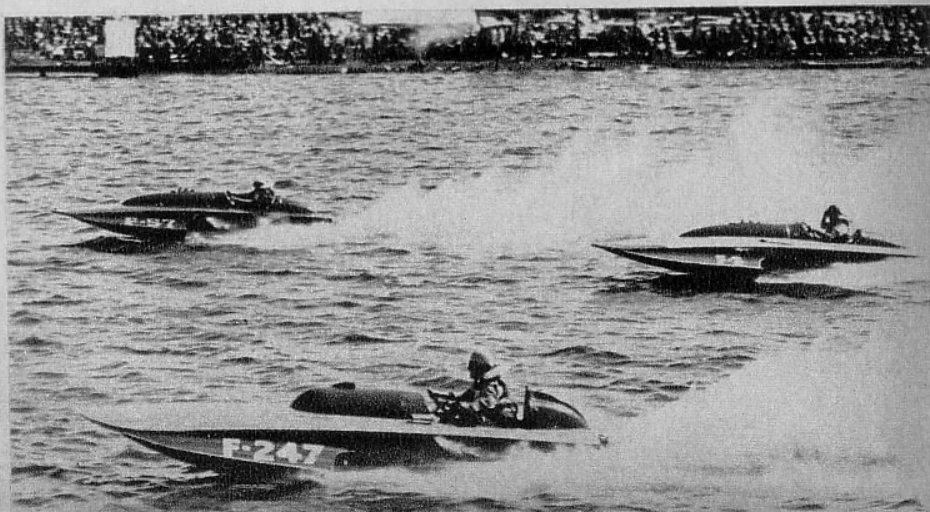


One of the crew of Chuck Hunter's *Miss Columbus* catches 40 winks in the pits at St. Pete.



Pits at the Southland Sweepstakes Regatta.

First heat of the 266's at St. Petes. Bill Ritner in the foreground, Ray Gassner leading the field and Dee Keisacker trailing.





# Florida's Grapefruit Circuit

## SOUTHLAND SWEEPSTAKES

By LONNIE BURT

Photos by Robert Leahey

A near tragedy dampened the spirits of 15,000 spectators on hand for the 15th Annual Southland Regatta at St. Petersburg, Fla., Feb. 7-8, but it by no means hindered the event from being one of the most successful ever held in the city of sunshine and year-round sports.

Bill Ritner, 41-year old Merion, Pa. driver, lost his right arm when his 266 cubic inch hydroplane flipped, flinging him into Lake Maggiore's brackish waters in the path of D. C. Keisacker's *Miami Boy*. The propeller of Keisacker's boat severed Ritner's arm at the shoulder. Bill made a miraculous recovery, leaving the hospital after two weeks of transfusions and prayers, and vowing that although he can never race again, he will be one of the thrilling sport's most avid spectators.

The accident occurred during the final heat of the 266s, some 100 yards beyond the starting line. Ritner's *Big Wa-Wa* flashed by the timers' table, bore into the approach to the first turn, then sailed straight up. Keisacker, behind Ritner, swerved to avoid the stricken *Big Wa-Wa*, and in so doing, overturned his own craft. It was Keisacker who held the unconscious, bleeding Ritner above water until a power boat picked them both out of the lake and sped Ritner to an ambulance.

Bob Rowland, the Norfolk, Va. speedster, went on to win the heat. Rowland later commented, "If I had known what had happened, I'd never have finished the race".

Ritner required five transfusions—nearly a complete replacement of the body's blood capacity—before an operation could be performed. Conscious only momentarily during the following two days, Ritner nevertheless made an astounding recovery, emerging from Petersburg's Mound Park hospital nearly as happy and fit as he was the day he checked in for the regatta.

For Rowland, the Southland was sheer gravy. The tall, dark-haired

racer captured the two heats of the 266 race and literally walked off with the Sweepstakes, climaxing the two-day affair. Rowland drove his *You-All* 76.088 miles per hour over the six lap mile Sweepstakes route. C. A. Widenhouse, Concord, N. C., finished behind Rowland with William Linss' *Briar-Hopper* taking the third spot.

St. Petersburg's Bo Selden surprised the huge Sunday throng by capturing the C inboard racing runabout national title. He upset the favored Les Trafton, another Sunshine City resident, by winning the second heat after Trafton had coped the first. Seldon's best time was 54.97, almost two miles an hour better than Trafton's.

In the other race involving a national championship, St. Petersburg's Bill Orr toiled his 91 cubic inch hydro, *Dragon Junior*, over the course at a 51.253 m.p.h clip, ahead of Sammy Crooks and Bert McIntyre, also of St. Petersburg.

Probably the biggest upset of Sunday's racing evolved when Miami's Sam Griffith pushed his *Vixen* to a victory in the Class C and E racing runabouts event. To do it, Griffith had to beat the best, Sherm Crichtfield, St. Pete's Gulf Hall of Famer, and he did it with surprising ease.

Griffith swooped through and past the field in the last two heats. Crichtfield won the opener, but couldn't cope with Griffith after that. The Miamian's best time was 61.308, racked up in the second heat.

The choppy, gust-swept waters of Lake Maggiore held down record-breaking speeds. Saturday's racing had to be cut short after five heats because of rain, moving 18 scheduled events onto Sunday's already loaded program.

Probably the main disappointment, from the fans' viewpoint, came when Guy Lombardo, the speedboat enthusiast whose band some people are sure is the greatest this side of Gabriel, didn't get to race his newly built *Tempo Junior*. Guy took the massive boat out for a test run in the morning and threw a rod, thus precluding an appearance by the *Tempo Junior* in the Sweepstakes. After Rit-

ner's unfortunate accident, Guy's good friend, Frank Foulke, loaned the band leader his boat to race in the Sweepstakes, thinking this would put some lost spirit back into the crowd.

Lombardo took Folke's boat out for a few test runs, not having raced the course before. Dame Fortune still wouldn't cooperate. Guy roared around the triangular course a couple of times and came into the pits with a hole in the bottom of the boat. He later explained that he must have hit a piece of floating debris from Ritner's ill-fated craft.

Guy had to call it quits for this year but assured the crowd that he would be back next year.

S. E. Jones of Miami, had things his own way in the 48 cubic inch hydroplane events. He waltzed across the finish line first in all three heats while recording his best time in the final at 51.4 miles per hour.

Sam, with Charles Lloyd at the wheel, was the victor in the 135 hydroplane event. He finished second in the first heat on Saturday; third in the second heat on Sunday and won the final heat.

C. G. Hunter, Columbus, Ohio racer, took top honors in the 225 class by virtue of his first place in the opening heat plus second in the final. Hunter's *Miss Columbus* finished behind *My Ambition*, driven by Robert Schroder, in the second heat, but Schroder had run out of the money in the opener to give Hunter the title on points.

The Southland drew a record entry of 125 boats which made it the most successful ever held in St. Petersburg. Regatta Chairman Dick Winning promised an even bigger one in 1953.

## BISCAYNE BAY

BY LUTHER EVANS

Photos by Bill Kuenzel

This was the 40th Annual Biscayne Bay Powerboat Regatta. Seldom has this racing event been launched more successfully than on Friday, Feb. 13, when three outboard drivers



Bill Tenney cleaned house in Florida—four new world records. The man in the water is the mechanical wizard, Walt Blankenstein, who makes the Tenney motors tick.

and one inboard pilot shattered world speed records in mile trials.

Inclement weather that has plagued the Miami Jaycees regatta in years past landed another haymaker this year. Before the 1953 renewal was completed . . . 24 hours late . . . old hands were probing their memory to recall a Biscayne Bay regatta that was plagued more by bad weather.

The opening gun of Saturday's outboard competition was delayed three hours by torrential rain and wind squalls. When the heavens finally relented, only 13 of 18 scheduled "kicker" contests could be run off. The course, in the meantime, had been shortened and relocated further north along the inland waterway bordering Haulover Beach Park, a strip of land separating Biscayne Bay from the Atlantic on upper Miami Beach. The emergency course was not measured; thus, speeds could not be determined. Two heats each in the A and B Hydro divisions, plus the free-for-all, were re-scheduled for 10:30 Sunday morning and preceding featured inboard races.

Came Sunday and winds soaring as high as 38 miles per hour! After a five-hour postponement, officials managed to squeeze in three outboard duels—one heat each for the postponed events. Seeing the tiny outboards remain upright, most inboard owners favored competing, asking a double payoff for one heat in every class. The officials didn't see it that way and decided to postpone the entire program until Monday.

Patience apparently has its reward, for Monday brought ideal weather—sunshine-blessed and with only a small ripple on the course. However, a few of the inboard entrants had abandoned hope by this time and were among the missing, leaving small fields in all divisions.

The Regatta proved one point—Salton Sea is no longer the only mecca for record aspirants—not after eleven records in two regattas have been claimed over Miami's "borrowed" mile at Hollywood Beach. Seven standards were bettered during the recent Orange Bowl Regatta program, although four of the record claims were rejected because in each instance the equipment had not previously qualified to attempt a record assault. Now, over this same well protected course which is not more than 100 yards wide, four more records have fallen, all of them officially approved this time.

Bill (Hot Pilot) Tenney started the latest assault by breaking the



The 48 Runabouts at West Palm Beach.

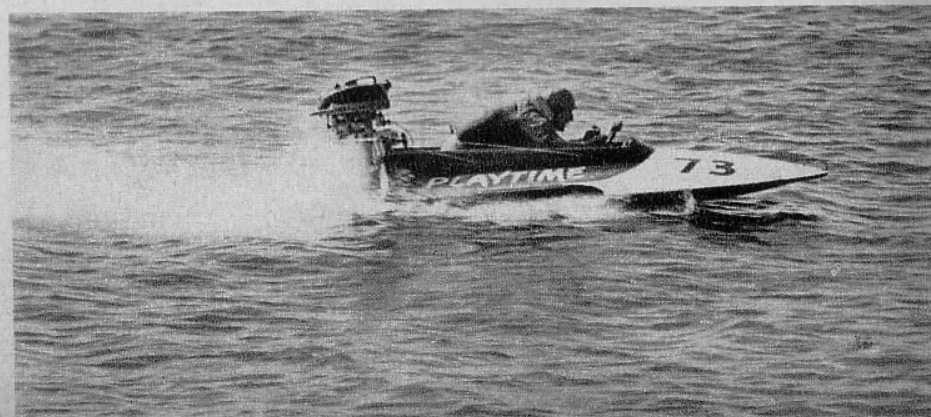


Californian Rich Hallet won the designer's duel from his competitor Henry Lauterbach.



A close finish in the "E's". Sam Griffith in the Vixen winning over Ivan Tarbert's Pirate.

Chris Erneston's B Stock winner.





# Florida's Grapefruit Circuit

oldest record in the books . . . the B Hydro record of 57.234 miles per hour established in 1940 by Jack Henckels at Salton Sea. Tenney, fresh from posting three records just two weeks earlier at Lakeland, urged his *Hornet XII* over the measured mile at an average speed of 57.604 mph. He traveled 57.143 on the opening lap and returned at 58.065 mph. The 37-year-old Dayton, Ohio veteran who "Sold my business and decided to win some races" also scored a near miss in the C Hydro division. Aiming at the record of 65.084 mph, he went South at 64.295 mph and came back at 65.099 . . . failing to break the record by a narrow margin.

To what does Tenney credit his sudden success? "Hard work, a good boat, and a perfectly tuned motor—for which I owe thanks to my mechanic, Walt Blankenstein." "Top notch driving," quickly reminded Blankenstein, "is just as necessary as top equipment."

"I don't think there is any mile outboard record that can't be broken," continued Tenney, "despite the fact that some people say we've got as much speed now as can be obtained. It's just a matter of taking the time to concentrate on your boat. We were at Lake Alfred for two weeks before breaking those three records."

Bill Engle, Washington, Pa., sped to an E service inboard runabout record of 56.066 mph, but the effort was immediately protested by Sam duPont of Wilmington, Delaware. duPont maintained Engle's *Miss Me* does not meet the specifications of an E service class boat. His beef will be heard by the APBA at a later date. While Engle was bouncing to his disputed record, the former holder of the standard, Joe Mascari of New Hyde Park, N. Y., was riding as "co-pilot." The 42-year-old Pennsylvanian was clocked at 55.795 on his south run and 56.338 going north. When they entered the pits, Mascari shook Engle's hand, then, true to tradition, tossed him overboard.

The A outboard hydro record fell to Bob Cramer of Fort Myers, Fla. as his diminutive outfit zipped the mile at 51.865 mph, removing the former best of 50.851 mph established by Elgin Gates in 1952.

Jim Coulbuorn of Burlington, N. J., who has been bruising his knees in outboards for two decades, had to battle late afternoon tide in logging a B Stock Runabout record. After going downstream at 51.064 mph, he saw the current restrict him to 48.522 on the return voyage. That still averaged up to 49.793. The former mark was 49.459. Coulbuorn's effort was a fine follow-up to a record-breaking competitive achievement at Lakeland.

All told, more than 50 runs were made during the all-day trials. Top speed was 114.744, turned in by Louis Nuta, Jr. of Miami in Howard Johansen's 266 hydro *Mixmaster*. It was well below the 122.039 which Nuta posted on Dec. 30th in the same boat. That speed failed to be recognized, you will remember, because a stoved-in bottom prevented Nuta from finishing among the top three in the Orange Bowl regatta's 266 heats to qualify his record run.

The postponement was not the only factor taking the edge off the Biscayne Bay classic's inboard competition. Bill Ritner's tragic loss of his right arm at St. Petersburg the previous weekend definitely threw a damper on the Grapefruit Circuit. It was understandably difficult for any driver to continue racing with unabated enthusiasm after witnessing that accident. Many of the expected drivers skipped this regatta and returned to their homes in the north.

For the enthusiasts who know racing well, the inboard competition was worth sweating out. They saw W. C. (Curt) Martens of Hampton, Va. prove that his *Mar-Bel* is a 266 to be considered henceforth with respect as Curt won the free-for-all over a small but select fleet. They saw Miamian D. C. Keisacker, who had been involved in the horrible accident with Ritner nine days earlier, prove his fortitude by driving to victory with *Miami Boy* in the 266 division. They saw Rich Hallett prove—for one day at least—that his *Holiday* was superior to Henry Lauterbach's *Special* in a 135 duel matching the nation's foremost hydroplane hull designers.

Martens, who four summers ago at 38 years of age watched a hydro race and decided "I'd like to drive one of those," drove his *Mar-Bel* to

a victory of redemption. Curt, who knocked on the door by taking heats at Red Bank and Salton Sea during recent months, has never scored a more satisfying triumph, not even when he reigned with a US-1 135. "I wanted to prove that my boat could run, something that has been questioned on the circuit," said the handsome building contractor. "I've had tough luck—knocking a hole in the bottom at Lakeland and breaking an oil line at St. Petersburg." There was proof enough after *Mar-Bel* took the lead from Keisacker as they heeled around the buoys on the hairpin first turn. Keisacker finished the race in the toll of a non-menacing runnerup while Hallett, with superb maneuvering of his slower 135 on each turn, prevented Dr. William Linss' *Briar Hopper* from overtaking him.

In putting together a first and second to annex 266 honors, "Dee" Keisacker earned the admiration of every person who knew his story. Just a year ago, the veteran of 20 years of boat, auto and motorcycle races, was hauled from the water and hospitalized with a mangled back, at first believed broken.

And, unfortunately, it was the propeller of *Dee's Miami Boy* that severed Ritner's arm after the former's hydro overturned at St. Pete and pitched Bill in the path of Keisacker's speed hydro. After saving Ritner from drowning, by swimming to his aid as he slumped unconscious with his head below water, Dee was pulled from the water with momentary paralysis in his legs. Yet here he was back—back to run away with a non-sanctioned D-L Family runabout heat in Saturday's outboard events—and back to steal the lead and the race in the opening 266 voyage with a "sick" boat that wasn't turning close to its potential.

Returning to the story of the 266 race, Dick McGinley, driving *Fido* finished a surprise 2nd to *Miami Boy* in the first heat when Martens dropped out with motor trouble. Linss snared third place with Detroit's Jack Bartush 4th in his new *Keyko Kid II*, the first 266 in America with a vertical stabilizer.

In winning the second heat, Martens left in his wake, in order, Keisacker, Linss, McGinley and Bartush.

Since his Dodge powerplant had not arrived and this was the *Keyko Kid's* maiden race, Bartush was far from dissatisfied. "She still needs some tuning," Bartush said. "We never did get her riding right this afternoon. But I'll tell you this, that vertical fin assures you the straightest, levellest ride you've ever had. I believe the boat (designed by Bill

DeLinko) will be great, especially on the straightaways. It will be worth watching in mile trials."

135's—Hallett, making his local debut, had things all his own way. After sweeping out of the wake of Charles Lloyd's *Sin* to take the first heat, he toyed with a six-boat fleet in the second trip. Lauterbach, meanwhile, was forced to settle for fourth place behind Sid Street's *Gee Whiz* in the initial stanza. He moved up to second in heat No. 2, but wound up third for the day. Lloyd had a second and third for his efforts.

48 Runabouts — S. E. (Sonny) Jones of Miami made it seven successive heat victories on the circuit by sweeping both heats with *Lil Steve*.

48 Hydros — W. H. Harrison of Norfolk, driving the US-1 which he owns jointly with T. J. Bain, managed to outrun Miami's Jimmy Orr in two fiercely fought contests.

E Racing Runabout—In an all-Miami struggle, Ivan Tarbert compiled the fastest overall time to edge Sam Griffith as both logged a first and a second. It was Tarbert's second regatta with *Pirate*, purchased recently from Cosby Hodges.

There wasn't a single spill among the inboards, in comparison with a half-dozen during Saturday's rough going with the outboards. The most spectacular and most serious accident of the regatta resulted in Bob Hadley of Gulfport, Fla. being knocked unconscious and the bow of his D stock hydro splintered. Hadley was pitched, cannon-shot fashion, some 20 feet when his speedster hit the wake of an unidentified cruiser voyaging brazenly through the course that had been closed to traffic by the Coast Guard. Hadley was in second place and hitting better than 60 when the accident occurred. He found it difficult to believe a boat's wash had done so much damage. "Maybe I hit something in the water," he said while gingerly massaging bruised ribs. "It felt like a brick wall. I flipped seven times last year and never was knocked out. The first thing I knew this time I was floating in the bay, far away from my boat."

The big man of the day in the Stock Outboard events was Wally Smith of St. Cloud, Fla., who won in two classes. He borrowed fellow townsman Wally Bjork's A Stock Hydro to shade Charlie Lovelace of Tampa for first place honors, then came back to sweep both D Stock heats.

A true tough luck character was Lovelace. By the slender margin of seven seconds, he missed winning two divisions. After he and Chris



Trophy presentation at Miami. Left to right Rich Hallett (135), Henry Pohl, Jaycee Race Committee Chairman with the 266 Trophy, Dee Keisacker (266) and Curt Martens (Free-for-all).



A flock of B Stock Hydros.



The new Lauterbach 135.

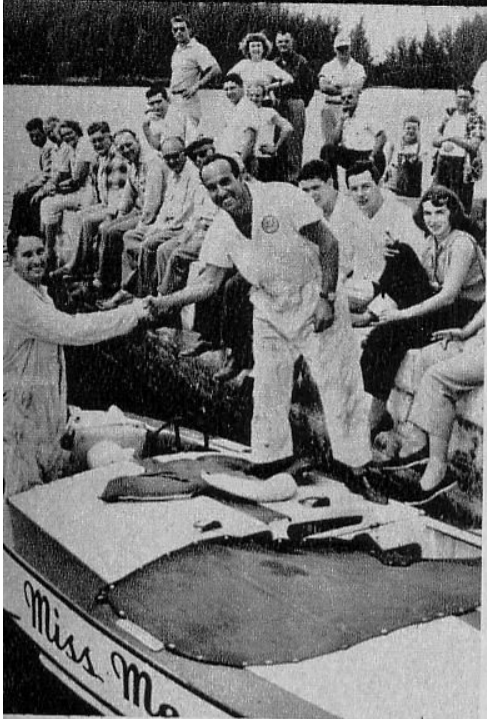
Sam Griffith in the E boat Vixen.





# Florida's Grapefruit Circuit

Bill Engle set a new E Service Runabout record—accepting congratulations here from former record holder Joe Mascari, who rode as mechanic with Engel on his record trip.



## WEST PALM BEACH

BY LUTHER EVANS  
Photos by Bill Kuenzel

Florida's annual Grapefruit Circuit ended at West Palm Beach Sunday, Feb. 22, but there were so few "name" drivers and such small fields, that it was stretching a point to dignify the so-so competition with the title of 46th annual George Washington Birthday regatta.

Take the free-for-all as a prime example: Supposed to be the afternoon's feature, it lured only two boats—*Miami Boy*, a 266 hydro piloted by Miamian D. C. Keisacker and *Who Dat*, a 135 handled by Don Wilson of Cincinnati. Keisacker won the two-boat farce at half-speed after *Who Dat* had temporarily broken down on the second lap.

To make matters worse, the weather refused to cooperate. A strong southeast breeze ripped Lake Worth into a hazardous froth and ground swells forced the drivers to exercise an abundance of caution.

The sponsoring Palm Beach Yacht Club had removed much of the historic event's lustre by abandoning outboard races and carving the customary two-day program to one afternoon. In addition, they provided no entertainment for the contestants, seemingly being more concerned with getting the regatta over than making it worthwhile.

The regatta did serve to stretch the winning streak of W. Curtis Martens' hot 266 *Mar-Bel* to four successive heats. Winner of the second 266 voyage and the subsequent free-for-all in the previous weekend's Biscayne Bay regatta, Martens laughed at a combined field of 266's and 135's in two more contests. Hosing down the cowl-less *Miami Boy* at the opening 266 race's start, he looked back most of the five miles while winning in the snail's pace of 49.861 miles per hour.

Finally getting *Miami Boy* running, Keisacker just missed climaxing a come-from-behind try as he fell a bit short of overhauling J. H. Smith, veteran Miami driver.

In the second heat, Martens took the wraps off *Mar-Bel*, despite the dangerous chop, bouncing over the course at the day's top speed of 68.129 mph. By finishing second, Keisacker earned second place in overall standings.

A nicked propeller prevented Martens from competing in the free-for-all of a curtailed schedule worked out at the last minute by the referee, ex-American Powerboat Association president Jack Horsley of Miami.

The day's No. 1 thrill was provided several thousand spectators when Dick Lindheimer of Miami overturned with his *Wilbur Flicker* while leading the 48 cu. in runabouts into the first turn. Lindheimer, though narrowly avoided by fellow-Miamian James Sutton, escaped without injury. His boat, however, sank and wasn't located and raised until the following day.

With good fortune as his co-pilot, Miami's Ivan Tarbert snared E racing runabout honors for the second straight week on the basis of compiling the best time. Both Tarbert, driving his recently purchased *Pirate*, and Sherman Crichfield of St. Petersburg with *Hell's Angel* logged a first and a second in the C-E racing runabout duels.

Al Kirwan of Fort Lauderdale survived frequent challenges to win both 48 hydro heats. John McKeever of Silver Springs, Md., one of the few remaining out-of-state drivers, grabbed second money.

Both 48 runabout tests were taken by Sutton as the rough going helped bring to a halt the seven-race winning streak of Miami's S. E. (Sonny) Jones. George Watkins of Miami was runnerup in the seven boat fleet, biggest of the afternoon.

Miamians made the haphazard regatta possible. Without their turning out in goodly numbers, the officials would have badly outnumbered the contestants.

Erneston of West Palm Beach each registered a first and a second in the B Stock Hydros, Erneston was declared the winner because his winning time was four seconds faster than that of Lovelace. 'Twas the same story in A Stocks. Smith's opening heat trip was three seconds quicker than Lovelace's performance in the second.

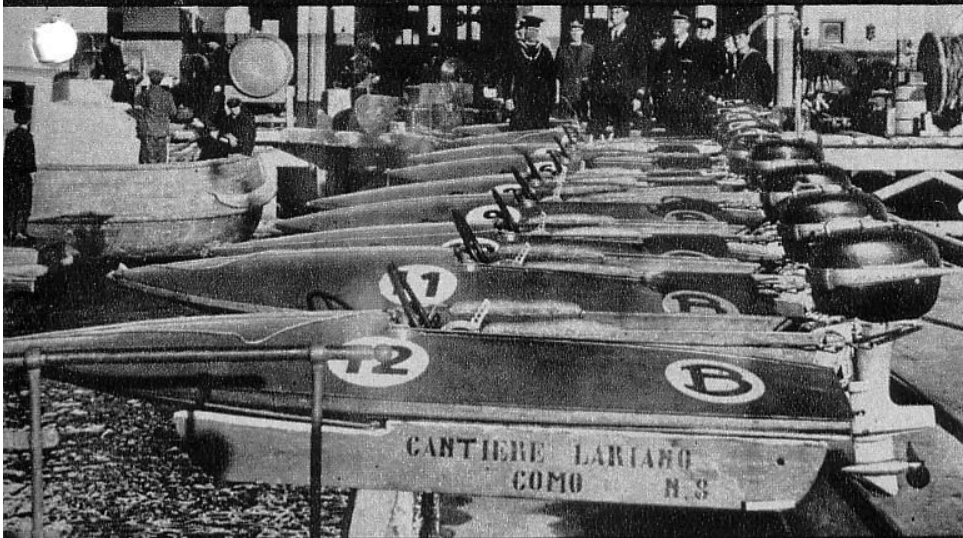
The irrepressible Tenney captured both C Hydro events after winding up second best to Miami's Buddy Smith in the C Racing Runabouts. Smith had a first and a second as compared to Tenney's first and third. BU Runabout honors went to Tom Vellanti, Miami.

Oh, yes! Those fellows over there in the corner on their knees are the Miami Jaycees, praying for mercy from weather for the 1954 Biscayne Bay Regatta.

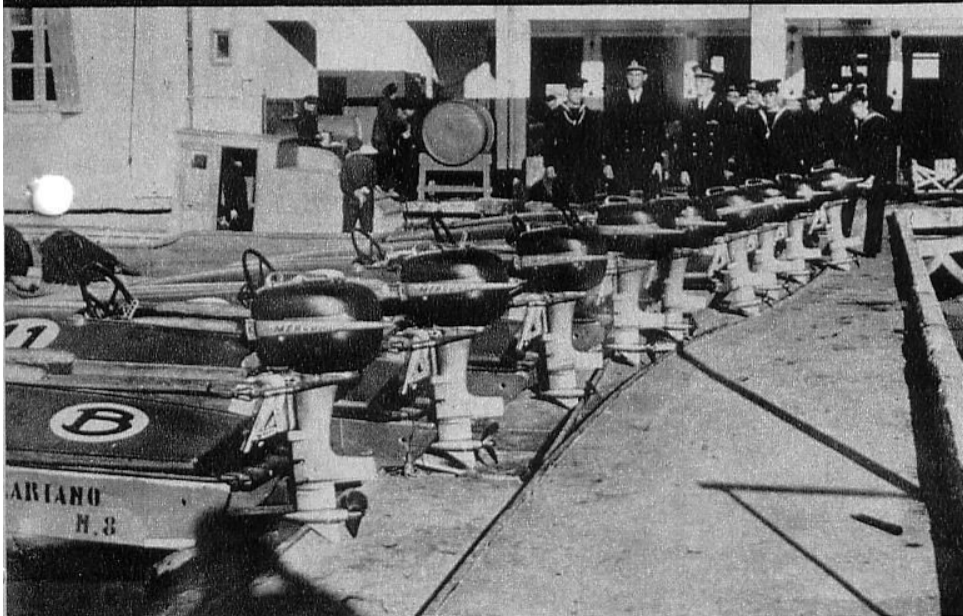
Start of the 266's at Miami. Note the air fin on the Keyko Kid, far right in the photo.



# FROM STOCK HYDRO <http://boatsport.org> . . . TO ITALIAN PT BOAT



Two views of the Italian Naval Academy's Stock Hydroplane training fleet. Twelve identical single step hydros powered with twelve Mercury Hurricanes. This represents the ultimate in "one design" in the very strictest sense of the term.



Story courtesy Carlos Lito Depreola,  
Milano, Italy

Photos courtesy Kiekhaefer Corp.

Realizing that there is no finer way to acquaint future PT boat commanders with the effect of wind and wave from small high speed craft, the Italian Navy is now sponsoring stock outboard races for officer trainees. Conducted by the Italian equivalent of our Annapolis, the racing forms a major part of a course in fast boat handling, and is compulsory for men destined to serve on torpedo boats.

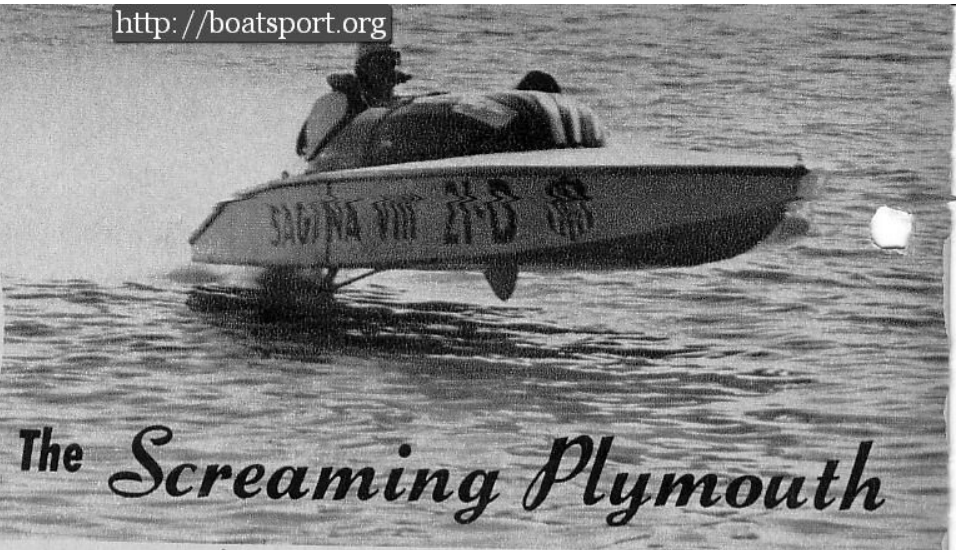
Here the one design enthusiasts goal is reached as never before. Modeling their outfits after the American Power Boat Association's popular B Stock Hydro class, the Italians had twelve identical single step hulls constructed and powered them with twelve identical Mercury Hurricane engines equipped with Quicksilver lower units. Equipped with twelve identical propellers the boats are as near alike in performance as it is possible to make them. At each class session the students are assigned boats by drawing numbers out of a hat. This insures that the outcome of the races will depend on driving skill alone regardless of any slight variation in speed between the boats.

Participants agree that the small, fast, craft yield insight into the action of wind and wave formations that could otherwise be gained only by years of experience in larger boats. Thrilling races take place after the students have reached a certain degree of proficiency, and the Navy permits its classes to put on exhibition races at important regattas in Italy. The unbelievably close competition never fails to excite the many thousands of spectators at these events and makes for better relations between the Italian Navy and the Italian taxpayer.

Interestingly enough, both the outboard motor and the sport of outboard racing are American inventions. The Italian Naval authorities are to be congratulated for utilizing them in serious training purposes while their country of origin overlooks this training medium. What better educational and recreational past time could our Naval and Coast Guard academies adopt than stock outboard racing?

Future PT boat commanders ready for a race.





## The Screaming Plymouth

SAGANA VIII, the last of the long series of Plymouth powered D Racing Runabouts which Frank and his wife drove to so many records and championships.

Frank made racing history with the Plymouth.

By FRANK FOULKE  
(as told to Ed Nabb)

Photos by Marshall

(Editor's note: Frank Foulke and his wife Mildred have held some 38 world's records, all established while sitting behind a souped up Plymouth or Studebaker engine. He recently decided to retire from competition in the D Racing Runabout and 225 hydro classes, and was convinced that if he would reveal his secrets of the "Screaming Plymouth" the two classes might make a comeback in the East. He is without doubt the leading authority in the country on souping up a Plymouth engine—and all his development was marked "Top Secret" until early 1953, when he agreed to tell the whole story to Ed Nabb—provided Ed would make the information available to all interested drivers and would give it widespread publicity.)

Let's talk about the Plymouth engine—and forget for a few minutes that I am a stinker for not sharing my so called "secrets" with you sooner. The stock car records in closed track competition over the past few years will bear out the fact that a Plymouth can be made to perform! Repeatedly in competition with much larger cars, they have run well up among the leaders, and the APBA record books for that same period will attest that they can be top notch competitors in their displacement class.

You will wonder just why they were never popular with race boat drivers, and the most likely answer is that special racing parts for the Plymouth are generally hard to find. It just happens that if you have access to a good machine shop you will need surprisingly few non-stock parts. It took hundreds of hours—dozens of cranks—and several bushels of connecting rods—but here is how my "almost stock" Plymouth

looked on the dynamometer—using Gulf 91 octane gas:

187 horsepower at 5200 RPMS

164 horsepower at 6000 RPMS

155 horsepower at 7000 RPMS

Let's start right from the beginning, and go through each step in the building of the engine. The first step of course is purchasing the basic engine—and the neighborhood used parts yard is a good hunting ground. Any Plymouth from 1946 through the new 1953 is OK. Don't worry if the old mill is a little worn—we are going to bore her oversize anyhow, and don't be ashamed to offer the man \$20.00 or \$25.00 for the block assembly. A good racing engine doesn't necessarily have to cost a fortune.

### 1. THE BLOCK:

The standard block has 3¼" bore and 4¾" stroke, giving you a displacement of 220 cu. in.—just right for the D Racing Runabout, or the 225 cu. in. Hydro Class. The first step is to port the block, clearing and enlarging the intake and exhaust ports to the largest opening possible that will still give you a good seat on the standard valves. Next bore the cylinders to .035" oversize (over 3¼") and relieve the block from the valve area to the cylinder wall with a 3/16" relief.

### 2. OIL GALLEYS:

While this is still "work on the block" it is important enough to place under a separate heading. The engine will not perform unless it runs in a flood of oil, and to insure this it is necessary that all oil passages be increased in size. Drill all the oil galleys in the block 3/32" larger than original. This includes the passages to the camshaft bear-

ings, main bearings, and crankshaft. This drilling not only enlarges the passages, but cleans out all of those which may have been rough or become clogged through use. More information will follow on the lubrication of specific parts.

### 3. VALVES:

We have had most success with stock MOPAR valves. The exhaust valves should have a 45 degree seat and the intake valves should have a 30 degree seat. Machine both the intake and exhaust valves to remove all unnecessary weight. We experimented with oversize intake valves and found that we lost power. This may have been due to the increased weight—but at any rate the stock valve performs very well.

### 4. VALVE SPRINGS:

See the photograph for an illustration of the double spring system we use. They are made by Ambler, of Philadelphia, Pa., have 65 pounds pressure on the seat, 90 pounds pressure open, and .375" lift. These springs have been entirely satisfactory at the usual operating speed of 7000 RPMS.

Millie and Frank Foulke. They set 38 world's records with the Screaming Plymouth.



## 5. PISTONS, AND CLEARANCE:

Use only MOPAR factory replacement pistons, stock No. 954808, .030" oversize. This .030" oversize piston will have a clearance of approximately .007" if you have followed our instructions and carefully bored the cylinders .035" oversize. We have experimented with racing pistons and they have broken up. One set of stock pistons was used for three racing seasons with no trouble. One word of warning. If a spark plug wire is left off and the engine is operated at full throttle, you are almost certain to ruin that piston.

## 6. PISTON PINS:

Fit the piston pins with .001" clearance in the rod bushings only. Fit the pins into the pistons using standard clearance. This is a good tight "thumb push" fit. The .001" clearance in the rod insures the pin turning in the rod rather than in the piston. If the rod ends are turning blue after a little running you can be sure your pins are poorly fitted.

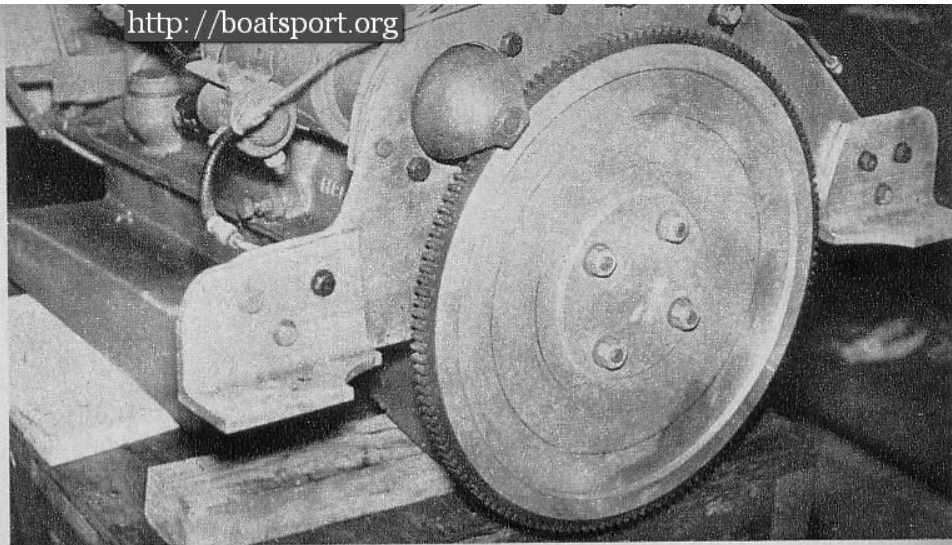
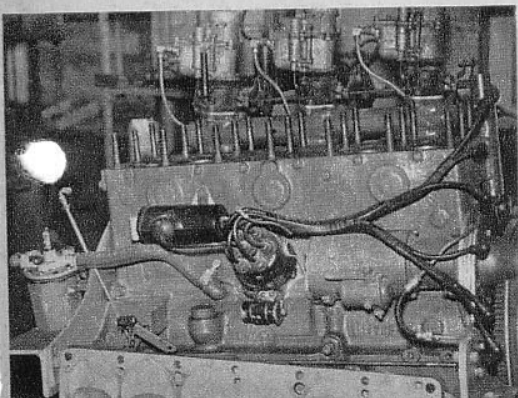
## 7. PISTON RINGS:

We use Perfect Circle rings of the 4 oil ring type. The bottom ring is standard 3/4" bore and the remainder are 3/4" plus .030" oversize. The extra .005" oversize in the cylinder boring gives proper clearance for the rings. Expanders are not used and the end gap is about .005".

## 8. CRANKSHAFT:

About the most important work in the engine is around the crankshaft. First—let's drill all the crankshaft oil holes 3/32" larger than standard. Next take a countersink and run it about 1/8" deep into the end of the oil holes, where they meet bearings. This leaves a funnel shaped opening, which greatly aids proper lubrication. The next step is to grind the main bearing journals .012" undersize (use .010" undersize main bearings) and turn the

Left side showing oil cooler installation and the ramps in the export head.



Note the engine mounts, fly wheel and enlarged oil pan mentioned in the text.

rod throws .013" undersize. (Use .010" undersize rod bearings.) This operation is important—and is the result of a lot of experimenting. We do not chrome our cranks.

## 9. BEARINGS:

As mentioned above, use .010" undersize main bearings and .010" undersize rod bearings. Use only MOPAR Superfinish Micro Bearings. Have a good automotive machine shop enlarge the center groove in the main bearings to 1/4" wide, and .050" deep. This will allow more oil to flow to the rod inserts at all times. Next—groove the rod bearings in the center to match up with the oil holes in the rod journal—3/32" wide, and .050" deep. This will allow full time oil pressure to the rod bearings. We will mention it later, but bear in mind to arrange for .010" end play for the crankshaft.

## 10. CAMSHAFT:

We have used three cams with the Plymouth, and all have performed very well. The first was a Pop Green, then an Ambler, and the latest and most successful was a Clay Smith 270. We obtained from the Plymouth factory, a half dozen cams—all machined except for the lobes. Any dealer can get these—with a little trouble. The timing on the 270 is as follows:

Intake opens 25 degrees before top dead center.

Intake closes 65 degrees after bottom dead center.

Exhaust opens 65 degrees before bottom dead center.

Exhaust closes 25 degrees after top dead center.

The lift is .375". It may be necessary to move the cam in order to acquire this timing. The easiest method we have found is to slot the three holes in the cam gear and

when the timing is properly set drill a 1/8" hole through the gear and hub. Use a metal dowel or pin to lock them together.

## 11. OIL PAN:

The photos will give a good idea of the work we did to the oil pan to increase the capacity to 8 quarts. We ran the engine for several years using a 4 quart capacity—but the added oil is good insurance.

## 12. BREATHER:

The valve spring photo shows the detail of the home made breather that we use. Plug the regular factory hole. Use two valve cover plates; turn one backward and weld together. In the upper part, as it sits on the engine, bore several 1/8" holes.

## 13. IGNITION:

Our ignition system consists of a 12 volt aircraft battery, a Mallory DSM coil, large DSM condenser and stock distributor. We run the full 12 volts through the system. Remove the vacuum control from the distributor. Next put the distributor plate in full advanced position, and silver solder it. Install a double spring in the breaker arm; set the clearance of the distributor points at .015" and set the ignition timing at 28 degrees before top dead center. Do this with a timing light, running the engine at about 3000 RPMs, which will allow the governor weights to be open.

## 14. STARTER:

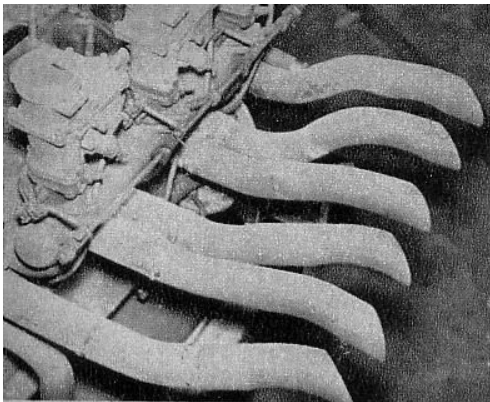
Use the standard 6 volt starter, operating on the full charge from the 12 volt 36 amp battery.

## 15. OIL PUMP:

We have always used the stock Plymouth rotor type oil pump which



Exhaust system. Note that the pipes have been cut off and welded back on. The RMP dropped 300 with the short pipes. Proper length should be 16" with 1½" inside diameter.



rather muddled instructions. We use SAE #40 Gulfpride Marine Oil.

#### 17. SPARK PLUGS:

Drill and tap the head to 18mm and use Champion R7 plugs. Use Autolite stainless 7 strand ignition wire.

#### 18. FLYWHEEL:

Examine the photo that shows the flywheel we made out of ¼" 75ST aluminum. This is the same material that was used to make the front and rear engine mounts

#### 19. CARBURETION:

Use three 1½" Tillotson UR3A carburetors with variable venturas. We have also used three 1½" Zeniths with #28 venturas, large needle and seat, and large adjustable main jets.

#### 20. MANIFOLD:

The manifold on a Plymouth is a tricky bit of work. Take a good look at the photo. This is the most successful of our manifolds, and we have made a dozen or so. The material is thin wall tubing or exhaust pipe with an inside measurement of 1½". The manifold has an overall length of 19½". Take special note of the shape of the three lower tubes, or ports. They are made by splitting the tubing and welding a section in the center. The wedge shape seems to have a "cramming" effect when the fuel is drawn into the cylinders. Now—take one more look and notice the round ends on the manifold.

Intake manifold showing the round ends.

There is no good explanation for it—but if you build the manifold with flat ends you will lose a surprising amount of power. We made the ends out of inner dust-hubcaps. You will need thin wedges under the carburetors, to keep them in a nearly level plane when the boat is running. The angle at which the engine is installed will of course be the governing factor in the size of the wedges.

#### 21. CYLINDER HEAD:

Use a MOPAR stock "Export" cylinder head, factory part #868456. These heads are made of aluminum and have a compression ratio of 8½ to 1. They were built especially for cars being shipped to Europe, for police cars, and for high altitude operations. They may be hard to obtain through your dealer, and if this is true in your part of the country, we suggest any good racing head with 8½ to 1 ratio. The Plymouth Export head requires no cutting, chopping or alterations, and has a beautifully designed "ramp" to divert the flow of fuel down into the cylinder.

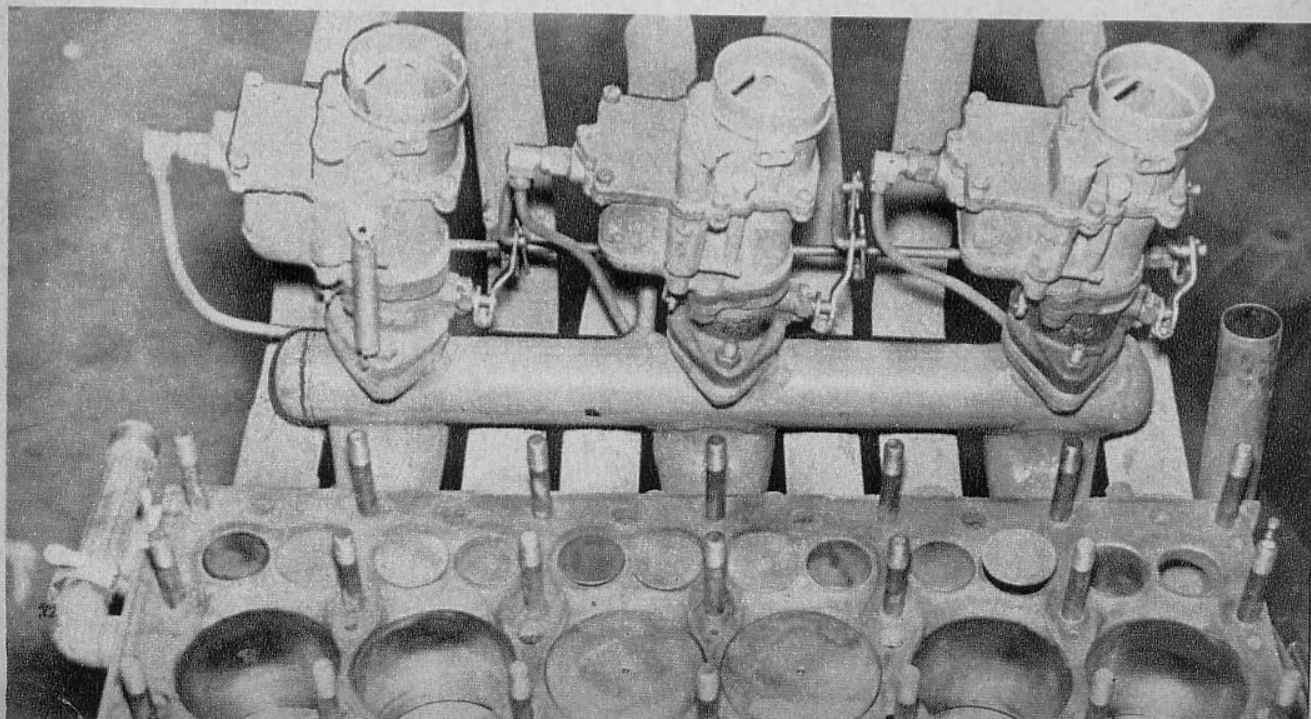
#### 22. BALANCING:

Of course all racing engines must be balanced, but the Plymouth with its long stroke requires a good job. All reciprocating parts such as pistons, pins, connecting rods, bearings, etc., should be balanced by carefully equalizing the weight. The crankshaft should be statically and

has been entirely satisfactory. Be sure that your crankcase is designed to keep plenty of oil around the sump, regardless of how high the bow jumps. An oil filter is valuable. We use a Cuno which gets out a lot of foreign matter that you wouldn't think exists.

#### 16. OIL COOLER:

The engine was operated for several years without an oil cooler, but you really need one if the engine is to be used in a hydro. This is especially true if your hull is a high rider and you are picking up your water under the sponsons. The photos give you an idea of how we installed our Gross cooler. Bore the block just above the oil pump on the pressure side to meet the original hole for the cross over oil tube. Block off the original passage with two ¾" pipe plugs and tap the bored hole in the block to take ¾" pipe thread. Now go over on the left side of the engine and bore into the oil galley. Tap this hole for ¾" pipe thread and mount the oil cooler between these connections—using heavy Neoprene hose. A good look at the photos will clear up these



dynamically balanced on a rotating machine. The best answer to the problem is to turn it over to some good balancing shop. Vibrations Specialty, in Philadelphia, Pa., does my work, and there are hundreds of other experts scattered across the country.

### 23. TIMING CHAIN LUBRICATION:

We have never had a timing chain failure. The reason lies in a simple bit of lubrication work. In its stock state the timing chain gets a small squirt of oil on each revolution of the camshaft. We machine a groove around the cam where the oil hole comes through and this allows a free flow of oil at all times. Enlarge the small tube that lubricates the timing chain to about double its stock size.

### 24. TACHOMETER DRIVE:

If you intend to use a mechanical tach, a simple drive can be made by welding the fitting onto the front of the timing chain cover and drilling and slotting the end of the camshaft to take the drive cable shank. A speedometer fitting from the transmission case is perfect for this drive.

### 25. ASSEMBLY:

Just a few last minute odds and ends deserve mention before we get into assembly. In order to cool the engine properly you must remove the directional water tube and run the water pickup into the same hole. The exhaust water escapes through

the two heater holes in the cylinder head. A check valve in the water pickup line is a good idea. This prevents the water from leaving the engine and causing overheating after the engine is stopped.

One of our last steps before cleaning is to run a 180 grit stone through the cylinders very lightly — just enough to groove the walls a little so they will hold oil. The next step is to spend about two hours in steam cleaning followed by solvent cleaning with a blow gun. It is a good idea to assemble the engine in a dust free room if possible. Under a shade tree or in a busy garage is no place to work on a racing engine!

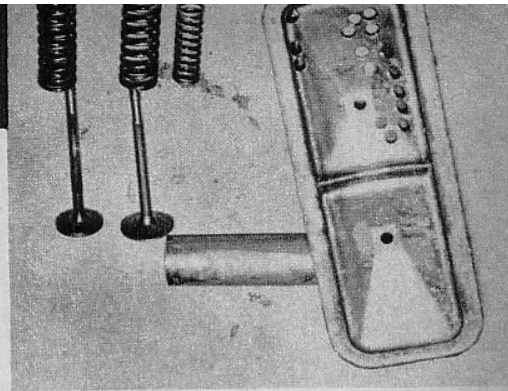
When balancing and setting our cams, we work with only the two valves in #1 cylinder. All other valves are completely removed from the engine. When we are satisfied with the degreasing we install the remaining valves and set the clearance according to the cam grinder's specifications. The cam was ground without stress or twist and should be set under the same conditions. If the cam was properly ground, the grinder's specifications will give you proper performance—and if it was poorly ground it has no place in your racing engine.

Set up your rod bearings with 40 foot pounds torque and your main bearings with 80 pounds. The aluminum head should have about 60 pounds. You will have about 100 pounds pressure in your cylinders at cranking speed. Be sure your

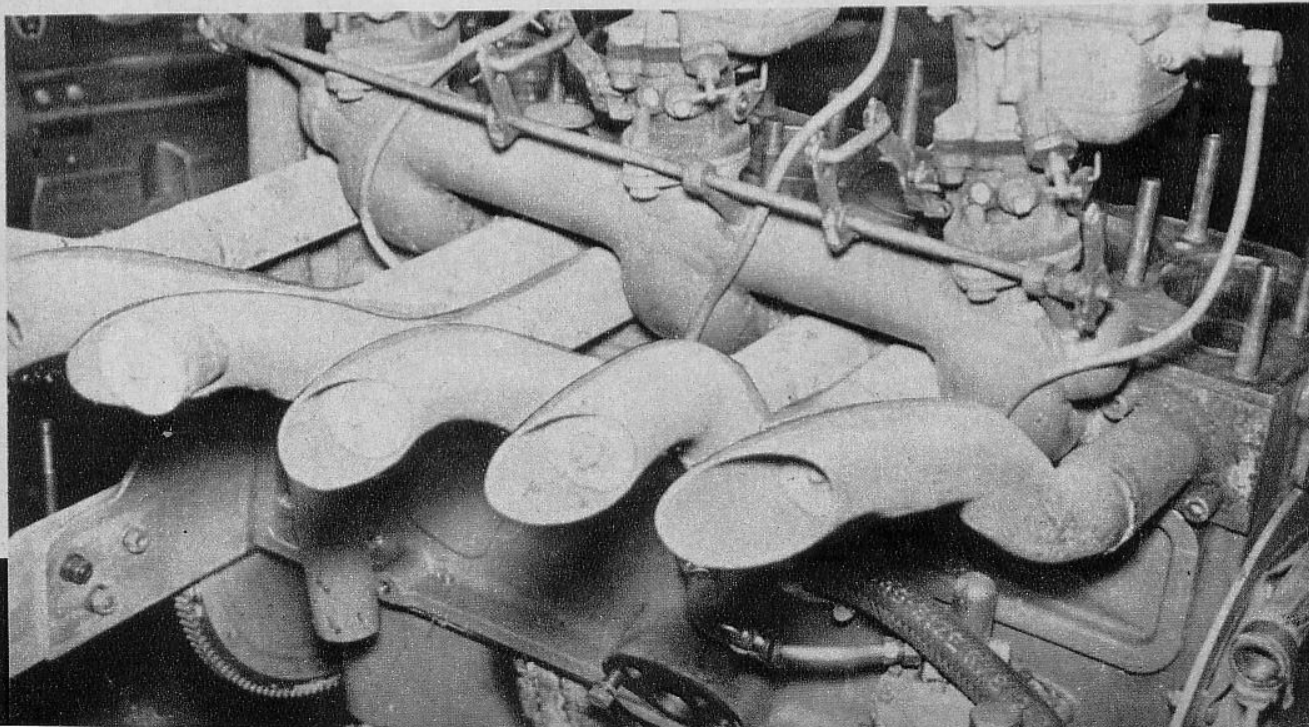
crank has .010" end clearance in case of thrust bearing failure.

Our Plymouth engine, built according to these instructions, turned 10½" by 16" and 10½" by 16½" Stanus wheels 6800 to 7000 RPMs in the D Racing Runabout. It turned a 12" by 20" Johnson wheel 6000 RPMs in the 225 hydro. The engine is dependable; will compare very favorably with others in its class, and give you a 40 to 50 pound weight advantage. We have never used any fuel except 91 octane gasoline. There is no reason why the engine would not perform with other fuels if they are allowed by your class rules. If you are planning to build up a Studebaker Champion for use in the C Runabout Class, many of our suggestions and many of the clearances are applicable.

If any omissions have been made in these instructions and suggestions they were unintentional, and the writer will endeavour to find the answers to your specific questions if you will address your inquiries to Speed and Spray.



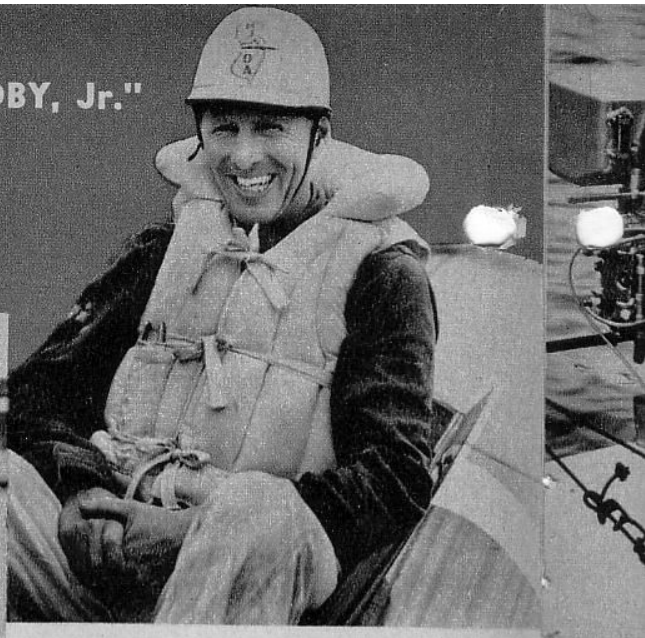
Pump side of the engine, showing oil cooler fittings and stock Dodge truck fuel pump.



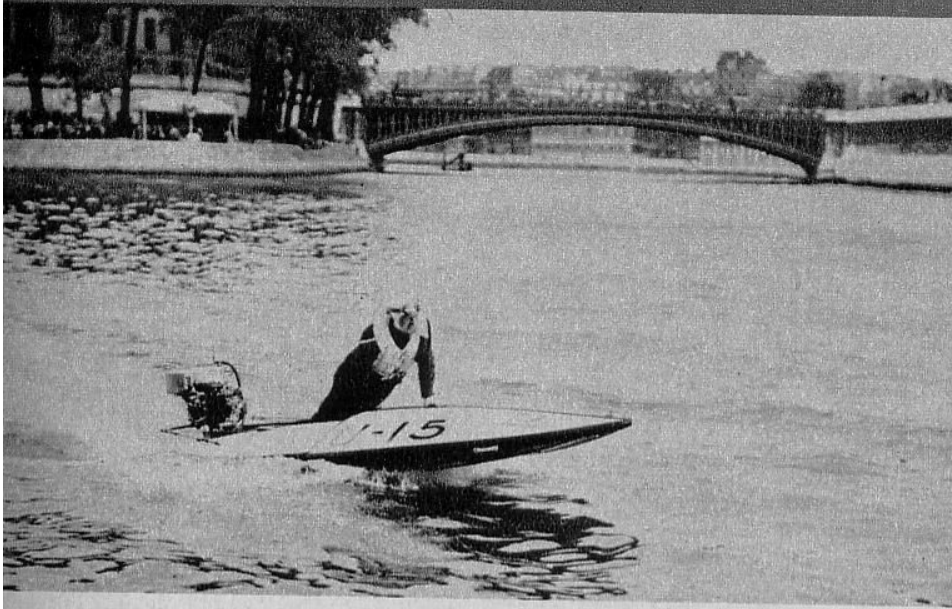


# personality of the month

"FRED JACOBY, Jr."



"Mr. Outboard"—Fred Jacoby, Jr.—Rosenfeld photo.



Leaving the pits on the River Seine at Paris, France.

By LOU EPEL

If you were to walk down any street in any major city and ask five people selected at random to name the greatest names in the sport of motorboat racing, the odds are great that the response would be "Gar Wood and that outboard fellow Fred Jacoby."

Although Freddie hasn't jockeyed an outboard hydroplane in competition seriously since the end of World War II, his fantastic reputation still makes his name synonymous with outboard racing. Such a reputation is well deserved for Freddie not only was the nation's outstanding driver and competitor, but his contribution to hull design is mainly responsible for the speeds currently being recorded on the racing ovals throughout the country.

Back in 1928, Fred Jacoby, Jr. drew up the plans for a single step outboard hydroplane that was to be the first of many hundreds of racing boats which were to bear the name of Jacoby. Fred's plans, plus the extraordinary building skill of Fred Jacoby, Sr. (known as "Pop") resulted in a racing boat which had better than ordinary handling char-

acteristics. Running in Class C, Freddie had some success his first year. However in 1929, with the advent of the Johnson SR-45, the "B" motor with the rotary valve, Fred began to make his presence felt at regattas in New York, New Jersey and Pennsylvania. Running in B and C with his B outfit, Fred started the long climb to the top of the heap, chalking up his first major win at Red Bank. This was the first year that the Albany to New York Marathon had an entry signed by Freddie, and it was one of the two times in thirteen tries that Freddie Jacoby was not in the money in the 131 mile grind. Checking in at Poughkeepsie in eleventh spot, Fred got to within sight of the finish line when his engine gave out while in first place. Greatly responsible for his amazing speed was the new hull which he had designed and Pop had built. This was the first racing outboard hydroplane with non-trip chines and a longitudinal step on the forward plane. Naturally the hull excited drivers from all over the country, and in a matter of weeks others had tried to copy the Jacoby bottom.

When it was learned that the cop-

ies weren't as good as the original, the Jacobys, father and son, were besieged with requests for a boat like Freddie's. Thus was born the Jacoby Boat Works in North Bergen, New Jersey. Pop, who had been a boat builder all his life and who had retired, was literally forced back to work, doing the thing he liked best, building boats. As fast as Freddie worked out some improvement or modification, Pop would build a new boat, and throughout the racing season there was a constant demand for the latest Jacoby designed and built hulls.

In 1930, Freddie added a Johnson PR to his equipment and raced both class B and C, winning almost every event he entered. At this point, Bill Hockenjos of Lake Hopatcong, long a dominating figure in outboard racing, took over the sales of the Jacoby Flyaway racing hydroplanes, and such stellar drivers as John and Chesly Allen, Joel Thorne, Chart Johnson and Bud Haggerty began cleaning up in the amateur ranks with the boats from North Bergen. It was in 1930 that Freddie finished his first Albany to New York Marathon, winding up in eleventh spot overall and third in C.

The next year, when outboard marathons were in their hey-day, the name of Jacoby appeared in the winners' column with a first in C in the Albany run, 1st in C in the Around Manhattan Island Race and second in C in the Around Staten Island Race. While garnering headlines in the long distance races, Freddie's B



Freddie in the 59 cu. in. Draper powered outfit which he raced in Paris.—Rosenfeld photo.

and C outfits were consistently out in front of the packs in heat races throughout the east. The habit of winning was becoming strong, and newer and greener fields were found outside of the Middle-Atlantic states. Soon the Jacoby trailer was seen up in the New England area and out in the mid-west. In each area it was the same story . . . Jacoby first, and with such consistency that more and more Jacoby hulls appeared, and more and more drivers were asking Freddie to set up their motors for them.

In 1932, Freddie added a Johnson KR A Motor to his equipment and with three classes running, he began the climb to the top of the professional ranks. The job was getting tougher. At each regatta the Jacobys were in the "mother hen" category. In addition to Freddie's equipment, they were looking after the outfits

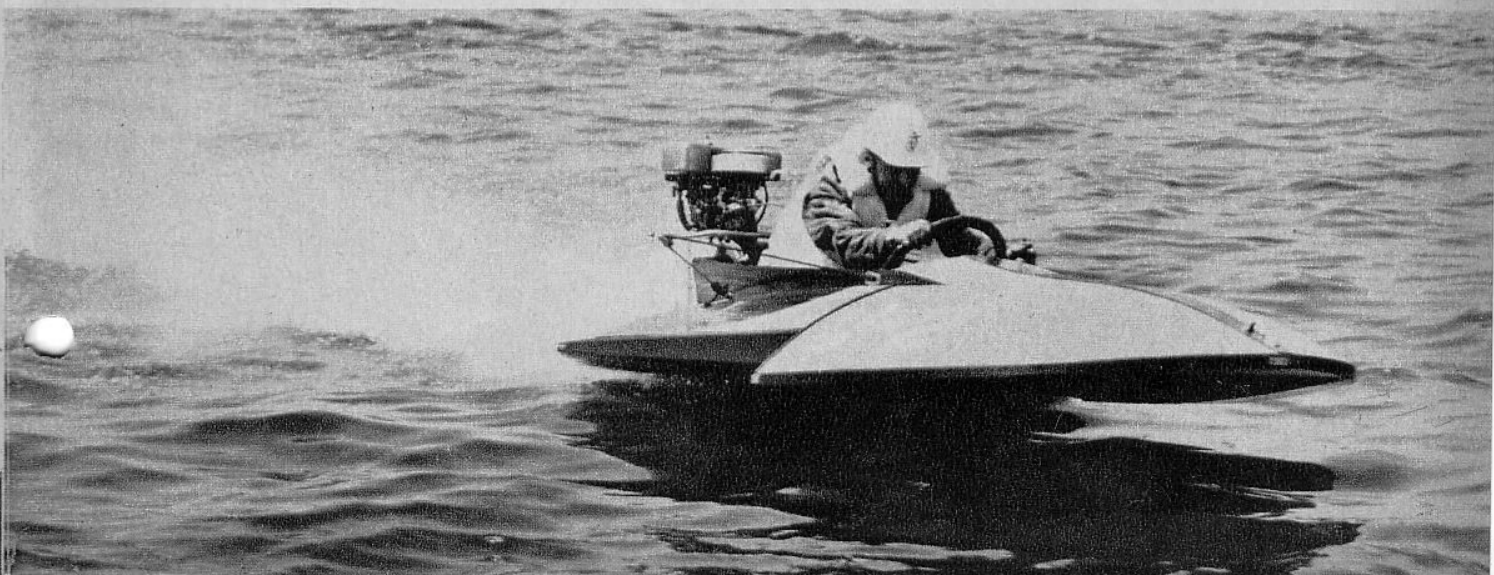
of a number of greats in the amateur ranks, the boys who were running for trophies rather than cash. Sammy Crooks, Joel Thorne, Paul Sawyer, Lew Carlisle and Clint Ferguson, all top drivers in the amateur division, were chauffeuring Jacoby hulls, and all were running in at least two classes. Somehow or other, Freddie did manage to keep his own rigs running at peak while doing so much to help out the others. In the Albany race that year Freddie ran a C rig which finished sixth overall and second in his class.

The following year was more of the same for the Jacoby crew. More and more loot was added to the trophy shelves, and more and more honors were heaped on the smiling driver with the refreshing modesty. Freddie's driving skill paid off at Lake Mohawk, Red Bank, Baltimore, Philadelphia, Chicago, Washington,

and Middletown, and countless other courses. Here was a driver with equipment that always started, always finished, and nearly always placed in the money. In B and C, Jacoby had few peers if any, and in A the best of the little fellows were pushed to the limit. This year again Freddie finished second in C in the Albany run and fourth overall. Freddy duplicated this finishing position in 1934 and Chart Johnson copped top honors with a C outfit set up by the Jacobys. Chart's performance was a new record for the distance. Incidentally, this record was to stand until 1940 when another Jacoby hull powered by an F motor and driven by Charlie Mack booted down the placid Hudson in the fastest time ever recorded by an outboard. This same year, 1934, Fred won the Trenton-Philadelphia and return marathon and placed second in the Around Manhattan Island Race. While racking up points in heat races and in marathons, Freddie was busy with a new design for Pop to build. This was the first of the three-pointers, and throughout the next few years this design was changed, modified, checked and rechecked until it was finally ready to go out and blister the competition. In these years and in the years to follow the constant testing of hulls, balance, propellers, fuels and a myriad other factors were responsible for the name Jacoby being consistently in the winners' columns.

1934 was the first year that the Jacoby trailer was hauled down to Florida for the Citrus Circuit, and when the totals were added up Freddie had copped seven firsts out of eight starts in C and F. On the return trip back to New Jersey, a regatta was run at Savannah, Georgia, and Freddie took everything in sight with his C combination. Dick Neal,

Fred tests a Jacoby three-pointer.—Rosenfeld photo.







At the 1947 Albany-New York race. Left to right: Fred Jacoby, George Mikkelsen, the winner Vic Scott, and Emil Jacoby.—Rosenfeld photo.

a top competitor in the pro ranks, persuaded Freddie to sell him the outfit. This same hull, with the little change in the bottom which Freddie had worked out, campaigned for many years after that with great success. Freddie never sold one of his own boats until he had a new idea already set and worked out. Pop Jacoby, back in the shop in North Bergen, was a busy man. In addition to keeping up with the demand for Flyaway hulls, Pop also had to keep pace with Freddie's modification program. This job of building Freddie's many experimental models was in itself no small chore.

The next season, 1935, was probably the greatest that Freddie had. Starting off with his first win, the Albany Marathon with a C outfit, Freddie went on to win the Ferguson Diamond Medal for the highest percentage of performance in competition, as well as the Townsend Medal for National High Point winner. This was the first time that the Townsend Medal had been won by a professional driver. In this year Fred accumulated a total of 32,637 points scored on a race, not a heat basis. In piling up these markers, Jacoby had won 51 races and amassed points in 35 others. He won the Class B National Championship at Tulsa and during the season put on a record breaking performance that has never been duplicated before or since. Driving a newly designed hull at Boston on the Charles River course, Freddy went out in the first heat against the finest competition in the country and not only won the heat but set a B record for five miles at 46.680 mph. In the second heat he did the same thing, this time pushing the record up to 46.753 mph. In the third heat another win resulted in another record run at 46.778 mph. This alone is fantastic. However, the

following weekend at Red Bank, Fred again moved the B mark up in the first heat to 47.121 mph and in the second heat on the Navesink River notched the mark still higher to 47.493 mph. Five consecutive heats — five firsts and five new records . . . really a record-breaking jamboree. The 1935 season went down in the books as the high point in amateur competition. Not only in numbers but in performance the amateurs made racing history. Bobby Rowland, Crooks, Alex Deemer, Ferguson, Davie, Sawyer and Carlisle, all driving three and four classes, were tearing up race courses all over the country, and in many instances were out in front of the pros in speed as well as in the category of fine equipment. At the Shrine Regatta in Washington, D. C., the races were run on an "open" basis, with the amateurs and the professionals battling it out on even terms. It was here that Fred's skill as a driver and the superiority of his equipment really proved itself. He scored straight wins in two heats each of A, B, C and F, as well as a first in one of Commodore J. S. Y.

Tyson's famous handicap races. A nice day's work for anyone!

Having proved his complete domination of outboard racing in the U. S., Fred together with Bud Davie decided to see what lay across the Atlantic in 1936. Dean Draper, the Detroit motor genius, designed and built three Class X motors of 59 cu. in. displacement which pulled 90 h.p. through their tractor units. While Draper was building the motors, Pop, working from Fred's latest design, was busily engaged in building two Class X boats for the European junket. First objective for Jacoby and Davie was the Spreckels Trophy Race on the River Seine in Paris. Work on the motors was delayed because of several snags. It was only four days before sailing date of the Normandie that the motors and Draper arrived by air from Detroit for testing on the hulls. Needless to say the four final days were hectic beyond belief. These massive power plants were new and untried, as were the hulls, and not too much was known about tractor lower units and the selection of the propellers for them. With many bugs still to be worked out, the equipment was finally loaded on board and the Normandie sailed for France. When Fred and Bud arrived in Paris, there was the usual "snafu" regarding some of the technicalities including the subject of fuels. The Spreckels race, which is actually a race against time, was run on the Seine. The object was to see who could complete the greatest number of laps within the two hour time limit set. All of the greatest European and English drivers were on hand. Almost all of them were using the six cylinder Soriano engine and Jean Dupuy had two of the monstrous power plants on one monoplane hull. Without question the two American boats were far faster and handled better than any of the competition. Both of the Draper motors were capable

An early marathon success. Freddy won the Trenton-Philadelphia and return marathon in 1934.



of greater speed than any of the Sorianos and the superiority of the Jacoby designed and built hulls was evident from the outset. Minor mechanical troubles, principally in carburetion, robbed the Americans of first place. Fred and Bud led from the start and outdistanced the field in the first few laps. Davie was the first to experience trouble and was forced out after about eight circuits of the course. Fred, wheedling the most from his reluctant power plant, maintained his early lead for quite some time. However, the balky carburetor was giving him trouble. He would show great bursts of speed and then suddenly die out. Much cord pulling and cajoling got the outfit started time and time again, but Fred's early lead was overcome by the French driver Monnetet who won the race. Although he was beset by trouble from start to finish, Jacoby took second place. The English boating writer, "Vitesse," had the following to say in a story about the race: "Those of us who were over for the race were glad to meet the American boys, Jacoby and Davie, particularly the outboard champion and Albany veteran, whom we found to be a fine fellow and as good a sportsman as America could find to represent her anywhere. It is a great pity those 'X' motors were so new; had they been raced for six months or so and the 'bugs' removed, the massive and ornate trophy would have returned with Jacoby on the Normandie."

It is interesting to note that after the race Jacoby found that by simply putting the carburetor from his C motor on the X, his troubles were cured. Davie and Jacoby competed in the heat races after the marathon on the Seine, and with their C's and the X's won everything in sight before returning to the United States. The visit of the Americans proved that the performance of the Euro-

Pop Jacoby in his shop in North Bergen, N. J.



Start of the first heat of the Col. Green Trophy Race at Miami in 1934. Fred is leading the pack. Also in the picture are Worth Boggeman and Marshall Eldredge.—Rosenfeld photo.

pean hull left much to be desired, and cabled orders for C and X boats preceded Fred home. After returning to the U. S. Fred wound up one of the X jobs and was the first American and the first outboard driver to pass the 70 mph mark, recording a 72.4 average for the two one mile runs. Later Bud Davie cranked up his rig and was clocked at 78.3 mph.

Although he had spent considerable time on the European trip, Fred again was the high point man in the United States, winning for the second time the Townsend Medal and the coveted U.S.2 number. In 1937 Freddie finished second in high point scoring to the great Doug Fonda who drove Jacoby hulls in A, B, C, and F, while Fred jockeyed only A, B and C rigs.

During this period, and in the next few years, the climbing speeds were due to improvements in hull design and work on lower units and propellers, for it was the consensus of opinion that the powerheads were already putting out their maximum. 1938, 1939 and 1941 again found Jacoby winning the Townsend Medal for high point scores, and in 1941 the veteran marathoner chalked up his second win in the Albany-New York race. No small amount of credit for the phenomenal success of the white helmeted driver from North Bergen, N. J. can be traced to the tremendous efforts put out by Fred's brother Emil, who along with others of the clan ably assisted Fred at races and in the shop all during his hey-day. In retrospect, Freddie's achievements are all the more outstanding when it is realized that he did all of his own motor work.

With the advent of World War II, Fred was commissioned a Captain in the Signal Corps, working with design and development of small high-output portable generat-

ors and motors. Since the end of the war, Freddie has not participated in competition, being content to stick to the task of designing the famous Jacoby hulls which Pop still builds in North Bergen. Fred's designs are not just achieved from the drawing board. He still gets into the new models and does the final testing himself on the upper reaches of the Hackensack River. The master still has the final say in what goes into the hull and what the design will be.

Even though Freddie isn't campaigning any more, he still attends almost all of the major regattas, acting in an official capacity, and unofficially as counsellor to many of the top drivers competing today. Now and then he will pass on some of the secrets which brought him fame in outboard racing, but actually these secrets were not the main reason for his success. In addition to his exceptional driving ability and mechanical knowledge, it was his close attention to details, testing, testing and then more testing that paid off.

Fred Jacoby drove racing hydros down the Hudson. In recent years the Albany-New York Marathon is a race for stock runabouts, but regardless of this Fred is always on hand. He is present in the pits at Albany before the start, lending a helping hand to those who need it and giving advice to the newcomers. He counsels on proper tank installations and any of the million and one details which make a winning rig. Although he is no longer an active competitor, Fred Jacoby, Jr. is an important factor in outboard racing today. The sport is fortunate to be able to call on such an experienced and capable man for help and advice.





Start of the 1921 Harmsworth on the Detroit River. The Royal Motor Yacht Club's challenger Maple Leaf VII is in the lead, followed by Miss America II and Miss America III. Miss America I is running in undisturbed water at the far right in the photo.

# The Harmsworth Trophy

When Lord Northcliffe's "Bit of Bronze" Is Contested For, It's Truly The World Series of Speedboat Racing

*Courtesy The Packard Sports Library*

1921. Col. Tate, driver of Maple Leaf VII on the left, with Gar Wood before the race.



By W. W. EDGAR

It's just an odd looking bit of bronze, weighing about 75 pounds and costing much less than \$5,000, but—

For almost a half century rich men and women have spent vast fortunes; drivers have endangered their lives, and mechanics have worked hours and hours on end through long, weary nights trying to gain possession of it or stave off a challenge that might mean change of ownership.

For this famed bit of bronze is the British International Trophy, more commonly known as The Harmsworth, and looked upon as the emblem of world supremacy in the realm of speedboating.

The struggles for possession of it, the dramatic moments it has inspired, the displays of courage and sportsmanship it has brought about have far surpassed the wildest dreams of its donor—Lord Northcliffe, who was then Sir Alfred Harmsworth—back in 1903 when he offered the odd looking trophy to inspire the development of hulls and engines in water craft.

### Star-Studded Combine

And, in these epoch making struggles, it was the combination of Gar Wood, "The Gray Fox of Algonac," and the Packard Motors that lifted this bit of bronze to the loftiest pinnacle of speedboating.



The 1921 race committee. Note the electric timing device with the tape time recorder. The observers wearing the earphones are checking the time with hand held watches—a system not too far removed from present day practice.

The combination of Wood and Packard have played such a vital role in the history of the event that sight often is lost of the fact that the Harmsworth is a race between nations with each nation permitted a fleet of three boats.

Roughly, the history of this famed event can be divided into three sections — the pre-Wood period, his years of domination, and the post-Wood era. And it also is a record of huge strides made in hull and engine development.

#### Mild Beginning

The first race for the B.I.T. was held at Queenstown in 1903 and would seem tame to the throngs that jam the shores of the Detroit River for a modern Harmsworth. It was won by an English boat, Napier I, piloted by Miss Dorothy Levitt, at an average speed of 19.53.

The first controversy in the long series came the next year when a French entry, Trefle-a-Quatre, though badly beaten, won the race on a protest and took the trophy

across the English Channel. The English brought it back the next year as Napier II regained it with an average speed of 26.03 m.p.h.

News of these events whetted the competitive appetites of American sportsmen. America first won in 1907 when Commodore E. J. Schroeder, of New Jersey, challenged with Dixie I—a displacement boat just under 40 feet in length and powered with an eight-cylinder Sunbeam engine that turned up 1300 horsepower.

The trophy then went back and forth across the Atlantic until World War I stopped the classic.

It was 1920 when the race was revived and another challenger sent to England to begin what truthfully can be called the Gar Wood era of powerboat racing—the era of the fabulous Miss Americas.

The world hadn't heard too much of him, but Gar took care of this in his first Harmsworth off the Isle of Wight when he pulled his first "Yankee Trick" on the English.

Never one to leave anything undone in preparing for a race, Gar took two challengers with him to England, in quest of the trophy. There was Miss Detroit V, built for rough water. It was big and could hold its own in stamina.

#### Sleeper

Along with this craft Gar also took Miss America I, the first of the now famous line. It was built by Chris Smith with the help of Wood, himself. It was a midget compared to Miss Detroit, as it was only 26 feet long, but it also packed power generated by two 500 h.p. motors.

On arriving in England, Gar kept his Miss America I under cover, though he had confided to friends "that it might be calm on race day." In all of the workouts for the race Gar piloted Miss Detroit—and the English snickered.

When the boats roared to the starting line the English were startled. Gar and his mechanic, Jay Smith, were in Miss America I, the boat that had been kept under cover.

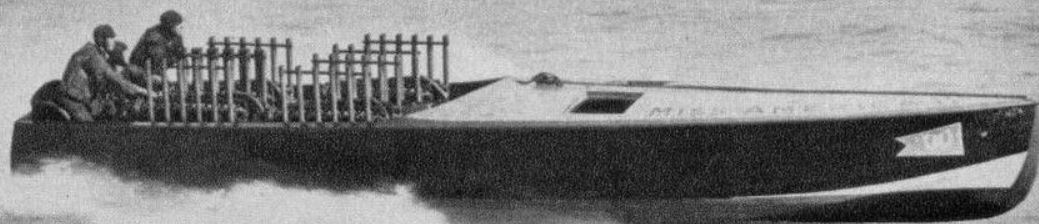
Even though Miss America had spark plug trouble from the start, she kept coming. Due to his expert driving Gar gained on every turn and left the three defenders far behind. It was the same story the next day when both Gar's challengers beat the British boats—and the "famed bit of bronze" crossed the ocean again, to remain.

#### Kaye Don Injects Drama

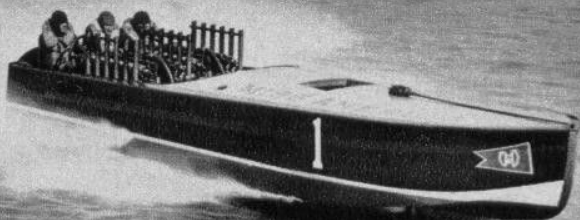
This was only the forerunner of the drama that was to come to the Harmsworth in 1931 and 1932, when Kaye Don, a former automobile racer, piloted the English challengers of Lord Wakefield. There was something magnetic about Don and the English craft. So much so that more than a half million lined the shores to cheer.

In 1931 Don drove Miss England II. It was a seven ton craft, that packed tremendous speed from its power plant of two 2,000 horsepower Rolls Royce engines.

1921 winner Miss America II. The crew finished the race deafened from the thunderous roar of the 48 open exhaust stacks.







Miss America I brought the Harmsworth Trophy home from Osborne Bay, England in 1920. This was the first of the long line of Miss America's with which Gar Wood dominated Harmsworth history for thirteen years.



1921. Maple Leaf VII with Col. Tate driving from the bow cockpit. Note the bow rudder also used on the Miss America's of that year.

Oh—oh—race boat trouble in 1921. Three men working on the complicated power plant arrangement in Maple Leaf VII. This interesting overhead shot of the challenger, with the motor hatches partly open, gives some idea of the trend of the time—a trend to pack the boat completely full of motors. The unusual arrangement of motors and fuel tanks catches the eye at once. Also the fact that the driver in the forward cockpit had only two instruments to worry about—a stop watch and a tachometer. The two riding mechanics, sitting in the after cockpit clear back against the transom, were in charge of a complete battery of instruments, fuel pumps, etc. The horizontal steering wheel would probably baffle the present day driver. However, the view of three mechanics working on this mass of machinery wasn't at all unusual in the 1921 racing boat.

Typical of all of Wood's great racing creations, Miss America I was a neat and compact piece of machinery. The fuel tanks are visible on either side of the hull just forward of the two 12 cylinder Packards.

The race stirred the populace, for Don had driven the craft to an unofficial mark of 110.223 miles per hour in Italy. Wood had boosted the horse-power in Miss America IX by the use of superchargers.

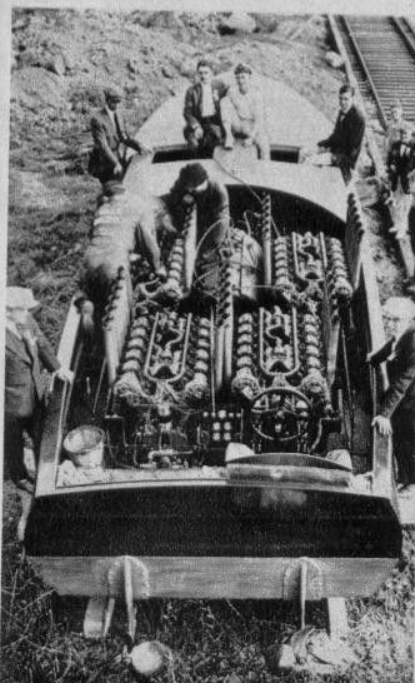
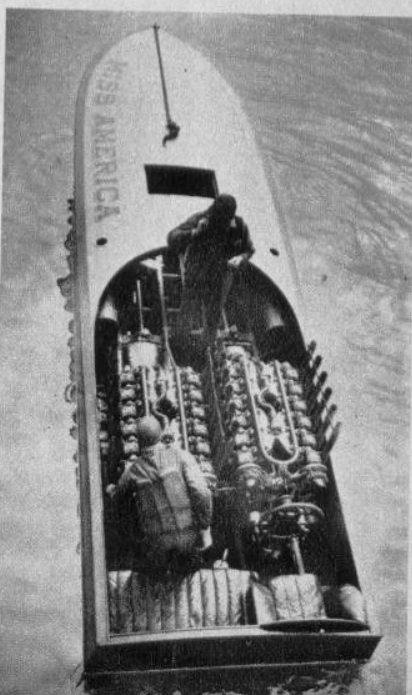
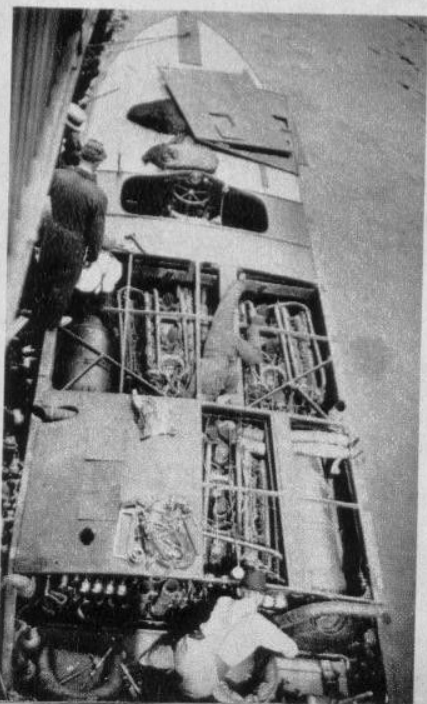
So, when they went to the starting line that September afternoon in 1931, they were the two fastest speedboats the world ever had known. For the first time Gar lost the start and the crowd knew it was in for a thrill when it saw Miss America trailing in a Harmsworth right from the start. It was noted, however, that Miss America was not riding properly. She was porpoising, bouncing up and down.

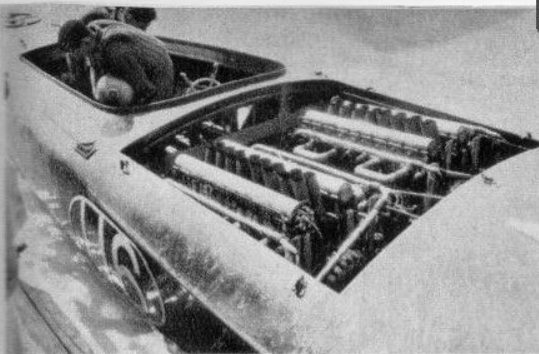
Lap after lap Don showed the way and won the race. What's more he averaged 89.913 miles per hour to set a long-standing race record.

This was just the start of the drama, however. Beaten, Gar rode Miss America IX back to the boat house at Grayhaven and went to work. The mechanics worked all night, while Mrs. Wood stood by, making coffee in an effort to keep their heavy eyelids open.

Finally, the mechanics pronounced the boat ready. But they spoke too soon. For, with only 15 minutes before starting time, someone discovered a leak in the gasoline tank. Consternation reigned in the boat house. Finally, one of the lads volunteered to crawl into the hull and attempt to solder the break—with the gas tank filled! Such loyalty.

1921. The four 12 cyl. Packards in Miss America II. The fuel tank, sheathed with heavy steel plate, is visible between the two forward motors. Note the unusual strut design which carried the propellers out over a foot back of the transom.





1926. Excelsin's motor compartment.

### No Dice

In desperation, Wood phoned the starting barge and asked for a postponement of 45 minutes. Don, who had his boat at the Yacht Club dock, its engines running, was asked to permit postponement.

"Why should I?" he asked. "Gar has two boats—the VIII and IX—against my one. If one isn't ready, let him use the other one."

This information was relayed to Gar. Over the phone he shouted.

"All right! We'll be there! And we'll be on time!"

With that he and his mechanic, Orlin Johnson, jumped into the cockpit. The engines roared and Miss America IX shot like a bullet for the starting line. Meanwhile Don was maneuvering Miss England in circles just beyond the starting line, paying little heed to what was going on.

Finally, he, too, heard the roar. But it was too late. Miss America was headed for the line. Don took out after Gar in a futile chase.

Both boats were down close to the Detroit Boat Club—almost a mile away—when the starting gun fired. Then came the stern announcement: "Miss England and Miss



The drivers and crews of the Miss America team in the 1926 race.

America IX disqualified by beating the starting gun by more than five seconds."

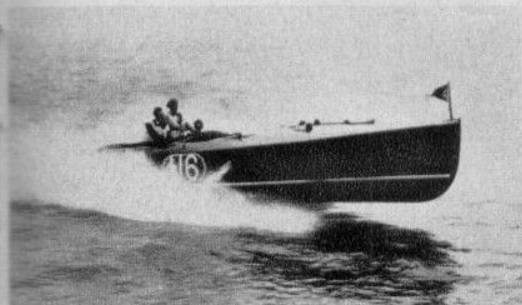
The announcement was lost in the roar of what was happening on the river. For Gar, riding desperately, cut across the sharp turn near Belle Isle bridge, threw up a rolling sea and Miss England caught it, turned over and sank. Meanwhile, Gar and Miss America IX returned to the center of the river just opposite the starting dock and waved his brother, George, in Miss America VIII to go on and win the trophy.

In the excitement of this victory pandemonium reigned at the Wood boatwell upon his return.

"What happened?" Gar was asked. "Just a good old Yankee trick," he shouted and started a debate that raged for days.

Did Gar deliberately "fox" Don over the line or was it a break in "racing luck?" The populace was divided, and Gar became a demon to some and a hero to others. But the trophy remained in the foyer of the Detroit Yacht Club.

Then, during the winter, came the word that Don was coming back to try again. And Gar went to work with a zest. Calling engineers and newspaper men to his home in Grayhaven he announced a momentous decision. He was going to build a new boat, Miss America X, and it would be the most powerful ever built.



1926. The French challenger Excelsin. The French conception of hull design left much to be desired in the field of trim and economic use of power.



The 1926 American team. On the left is Miss America IV, V in the middle and III on the right. With the exception of trim and deck color, the three boats were identical.

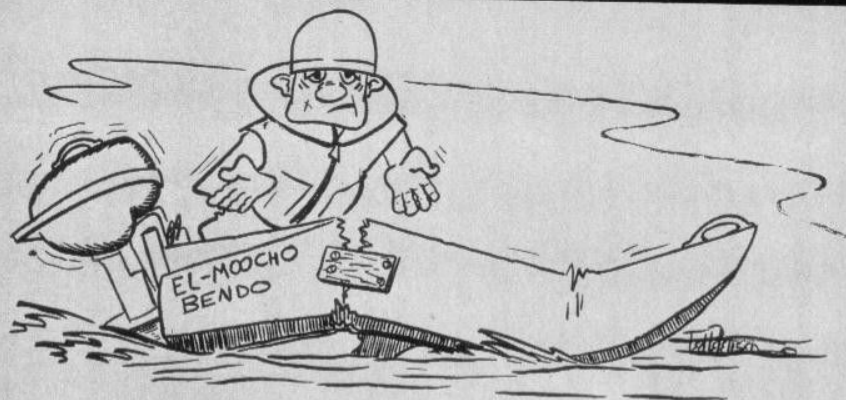
1926. Miss America V was the winner. Note the beautiful riding trim.



Next Month: More of Morris Rosendorf's beautiful pictures of the early races for the British International Trophy, and the Harmsworth stored brought up to date.



# BOAT MAINTENANCE



By RALPH DeSILVA

Illustrated by Ted Petersen

"Straighten Up and Fly Right" ... whether or not this ditty was ever on the hit parade is unimportant, but every aquatic throttle-pusher should make it his theme song.

Perhaps there is no single factor more important in boat racing than a hull with a straight, true bottom. The motor may be the ultimate in design and refinement, yet the outfit may be an also-ran due to a faulty bottom. The boat owner should make every effort to maintain the bottom exactly as it came from the builder. Upon delivery of a new hull, he should go over the bottom thoroughly, make a diagram of it and then keep the bottom trued up to the plan.

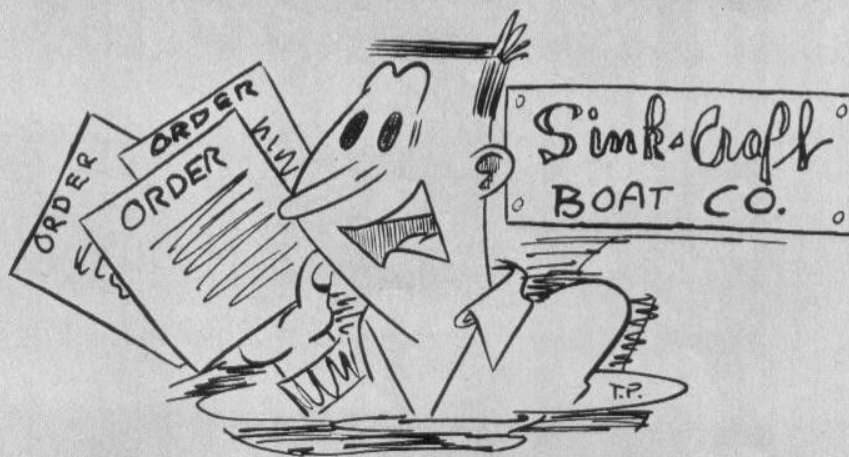
The crooked bottom is a troublesome nuisance which may creep into the best design, regardless of excellence of construction. A brand new boat may develop some defect without ever entering the water. All boat designs are not affected to the same extent by a defect in the bottom. Performance with an out-of-line hull is inversely proportional to the num-

ber of planes. Thus, an inboard or outboard runabout which has only one plane is highly sensitive to a defective bottom. A four point hydro, on the other hand, would not react radically to the same defect on one of its planes—the prop riding, or floating transom, is out of the water at high speed and could have a pronounced defect which would not appreciably affect performance.

A boat will usually develop its own characteristic shape after a few try-outs. No two boats will set (change shape) in exactly the same manner. One may hook, another may belly, another may warp. Various methods of construction may give trouble in different ways. A plank bottom of mahogany or spruce, which will expand and contract with

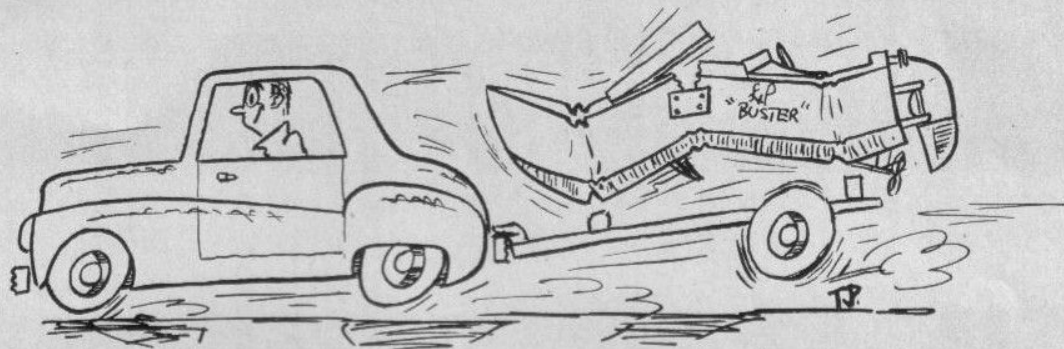
changes in moisture conditions, may develop any defect. If water is allowed to accumulate in the hull for a length of time, the defect will be severe. A plywood bottom, if not thoroughly protected on the edges, will swell. Plywood, if protected, will usually prove very stable. In recent years the waterproof bonds—resorcinol, phenol, and formaldehyde resin—applied to plywood, produce a very efficient boat planking. Although bonded with waterproof glue, untreated plywood will absorb moisture and swell. Swelling and checking are the major plywood faults at present. Figure out a way to avoid or correct the check in fir plywood economically, and you will be able to buy and sell Gold Cuppers like peanuts.

A good many racing boats running today are out of line. If you see a boat leaping all over the water, you may be quite sure that one of the reasons for this eccentric performance is a faulty bottom. Most boat-builders spend a good part of their time working on imperfect planing surfaces. With competition and speeds as tough and fast as they are these days, it doesn't pay to race with a bottom which may be out of line—especially when a remedy is relatively simple.



ARE YOU A BOON TO BOAT COMPANIES ?

CHECKED YOUR BOTTOM FOR HOOKS OR ROCKERS LATELY ?



MAYBE YOU CAN BLAME YOUR TRAILER

Every boat owner should have a 5' or 6' straightedge, obtainable at any boat or cabinet shop. It is a simple matter to turn the outboard boat over, apply the straightedge and check for defects. Checking an inboard is another matter, but you can raise the hull high enough to lay a straightedge along the bottom parallel with the keel and locate a defect if one exists.

A racing hull with a transom overhang, lip, or porch (a stability factor found on many racing boats) is a source of trouble in that there is a likelihood of a hook or relief at this point. The use of metal transom braces, though an excellent method of transom reinforcement, may give trouble if not properly installed. On the other hand, a weak transom in combination with a heavy motor of high horsepower will certainly raise havoc with a straight bottom. A loose transom will, due to motor torque, usually produce a sag or concave area immediately forward of the transom. A subsequent result would be a permanently warped boat.

An improperly fitting trailer is as good a destroyer as dry rot. Cross members should support the boat at the transom and at a strong point forward. A two cradle, or bolster setup is best. A third member, unless fitted perfectly on a very rigid frame, may act as a lever. Thin channel iron, of which many trailers are built, will spring like wheat in a wind unless heavily reinforced.

The trailer is probably guilty of producing as many bad performing boats as the strain of racing itself. The inboard stringer type suspension is excellent but must be checked for rigidity and fit occasionally. The little doughnut wheel trailer with single shaft frame, which one encounters in great numbers these days, is a race boat builder's delight. Trailing outboards on the chine is excellent practice, though perhaps a

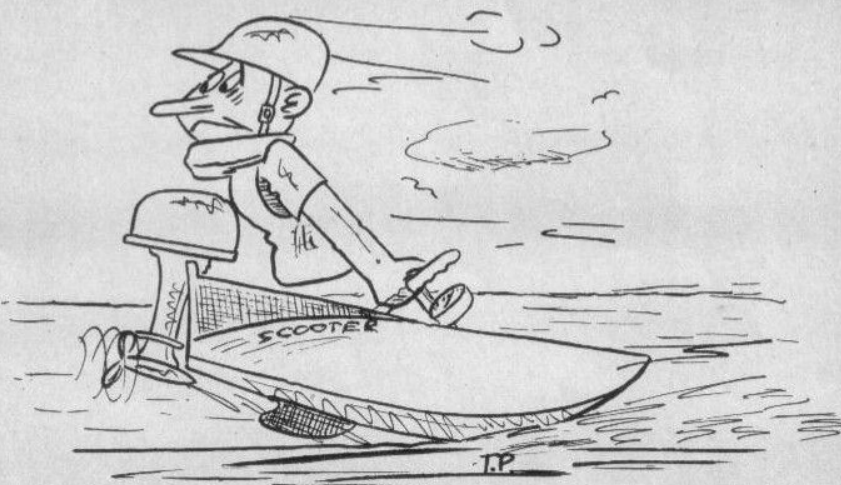
bit on the awkward side. As anyone who has hefted a number of hulls can testify, storing an F hydro or runabout after a heavy day of racing is a task that can turn strong men pale.

It is a simple matter to determine whether the bottom has any hooks, bumps, sags, rockers, bellys, or what have you—whereas a check for alignment is a bit more difficult, and in the case of a large three-point inboard should be left to the practiced hand of the boatbuilder. One may check for easily apparent surface defects, but may slip up on the very important alignment factor. Probably the only time a boat is really checked for alignment is when it returns to the original builder. If you have just lost five miles an hour, the motor is still turning 10,000 rpm, prop has two blades, then you had better check alignment of the boat! If the boat is out of line you're in trouble. It is usually a messy job to rectify.

Some boats are built with a high lift plane—in effect a hook. The purpose of a hook lift plane is evident, and should not be tampered with if the hull is so designed. A careful study will determine whether the hook is built-in or not—one can always ask the builder.

The mark of a veteran driver is the frequent purchase of a new boat. The reason is simply that the boat will die of old age—it will rack a bit out of line after a few seasons of hard race usage, and lose a little of the much sought after extra top speed.

The subject of a straight bottom—maintenance, corrective measures, storage and transport is not a complex matter. You do not need to have a technical background or possess any secrets in order to maintain your own boat. As in most things, common sense and personal application will take care of most problems.



LOSING SPEED ?

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# Blazing Speed in Italy

Ezio Selva's Musketeer III on the record run at 120 mph.

A beautiful overhead shot of the world's fastest limited hydroplane. *Laura*, although it weighs only 1444 lbs., is almost as large as an American 7 Litre. On the front of the cowling on each side are the colors of each member country of the Union of International Motorboating identifying Verga's boat as Champion of the World.



Verga, in life jacket and wearing goggles, talks over the record run with Signor Radice, who builds his propellers. Europe does not require crash helmets. Verga ran without one.



ONE HUNDRED AND FORTY miles an hour in a Limited Hydroplane! This sensational performance by Italian Ace Mario Verga is a challenge to the world. Only the mighty Unlimited Hydros with their tremendous 2000 hp motors have ever travelled faster.

The race for supremacy in the field of speed on water goes along at a dizzy clip. During the past five years there have been no serious foreign challenges to America's domination of record speeds in the Unlimited Hydro Class where the sky is the limit on hulls and power plants. Today's International struggle for top honors in the world of speed on water is in the Limited Hydroplane Classes, where each boat must meet the strict specifications of

its class. At the moment the International battle rages between the American 266 Class and the European 800 KG Class. The rules for these two classes are hardly comparable in any way. The American class is limited to 266 cubic inches of piston displacement with superchargers barred. Boats of this class do not have to meet any specified overall weight figures but the rules carry a hard and fast maximum motor cost figure that automatically prohibits the use of expensive custom designed racing motors. The European class in contrast has only one limitation: the overall weight must not exceed 800 Kilograms. There are no limitations on motor specifications, no prohibition on superchargers and no cost limitation. Regardless of these wide variances in rules the competition is close.

Just a year ago American Paul Sawyer was champion of the world with a limited hydroplane speed of 120 mph. Today the talented Italians are leading the world in limited displacement racing speeds. In three short years the Continentals have solved the mysteries of the prop rider, introduced to them by invading American drivers, and utilizing their highly developed racing motors are traveling at terrific speeds — speeds that it may be difficult for the American drivers to top without the use of custom built supercharged racing motors, forbidden by American rules.

Ezio Selva, one of Italy's greatest drivers, blistered the Campione d'Italia kilometer at an average speed of 120.73 mph in December of 1952. His was an 800 KG Class Hydro powered with two BPM racing motors coupled in tandem. His *Moschettiere III* was a copy of Paul Sawyer's 266 Class *Alter Ego*. In the latter part of January of this current year, Mario Verga on the same course boosted this record to 125.75 mph. This topped the American best limited hydroplane speed of 121.703 mph established by Bobby Sykes in the 266 Class *Guess Who* last fall. Verga drove the Abbate hull *Laura* powered with one of the world's most famous racing engines, the 1500 cc Alfa Romeo. This power plant is



Verga's Laura prop-riding in perfect trim at 140 mph — perfect mile trial water too.

a double overhead valve engine with two stages of supercharger rated to deliver 450 hp at 9000 rpm. Both the Verga and Selva boats were described in detail in the December, 1952 and April, 1953 issues of *Speed and Spray*. On Verga's initial run in January he was handicapped by defective steering which prevented him from reaching top speed. Two weeks later on February the 15th, the Italian Ace returned to Campione d'Italia for another record attempt. In an effort to improve trim, the hull had been lengthened three feet since the previous record run. The accompanying photos are mute testimony that Verga has solved the problems of trim and prop riding. He blistered the kilometer trap at 143 mph in one direction and made

the return run at 137.77, to post an average of 140.38 mph. To realize the full significance of Verga's performance it is necessary only to compare Verga's *Laura* with Stan Sayre's Unlimited world record holder *Slo-Mo-Shun IV*.

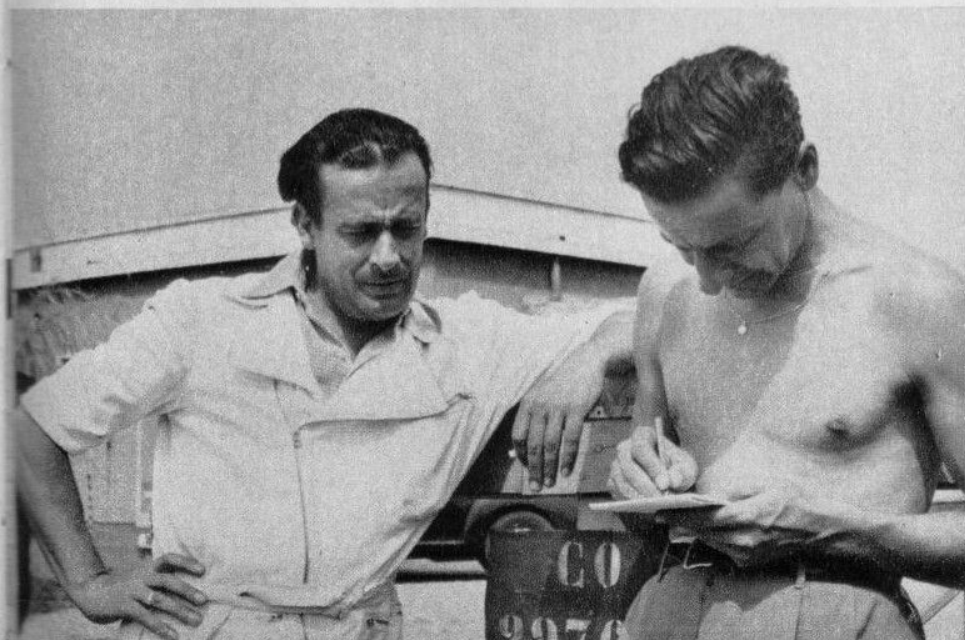
Verga—140 mph- 91 cu in- 450 hp  
 Sayres—178 mph-1710 cu in-2000 hp

It is of interest to recall that some months ago when Verga's hydro was on the drawing board Italian engineers predicted a speed of 140 mph. Apparently they reached that speed without too much strain and obviously the boat is capable of more with further tuning—perhaps even 150 mph. With this success at hand and with a proven knowledge of prop riders it wouldn't be at all surprising to see the Italians begin



A glimpse into the cockpit at the instrument board and a good view of the after body.

International Champion Mario Verga, in spotless white racing coveralls, looks on with interest while the time recorder computes his final average.



the development of a new Unlimited challenger. Now that they have reached 140 mph with 450 hp in a pretty fair sized hull, it would be quite possible that they can find the combination to lots of speed with the use of more horse power.

The world 91 cu. in. record also rests in Italian hands at the moment. Augusto Cometti is the current record holder by virtue of an 85.19 mph performance at Campione d'Italia. He drove a Timossi hydro powered with a 4 cylinder BPM motor. *Squinzia*, the name of Cometti's boat, stems from the Venetian dialect and means literally "it slips."

Art Hatch, a Canadian driver of proven ability, is making the championship regatta circuit on the Continent this year. He will find blazing speed and fine drivers on his tour in quest of the Championship of the World.

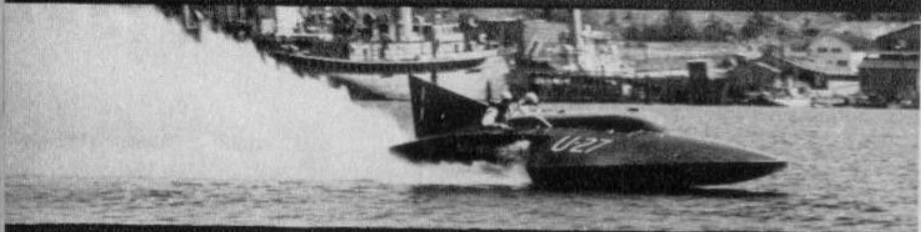


# Gulf 100 MPH Club

<http://boatsport.org>



A. P. Simmons of Gulf Oil Corp. congratulates newly-elected members of the 100 Mile An Hour Club, each holding the prized membership certificate. Left to right: A. P. Simmons, L. Ray Fageol, Kent, Ohio; Edward A. Aleksandrowicz, Baltimore, Md.; Mildred V. Foulke, Essex, Md.; Franklin F. Foulke, Essex, Md.; Louis Nuta, Miami, Fla.



## SLO-MO-SHUN IV—UNLIMITED HYDRO

On August 11, 1952 at Seattle, Washington

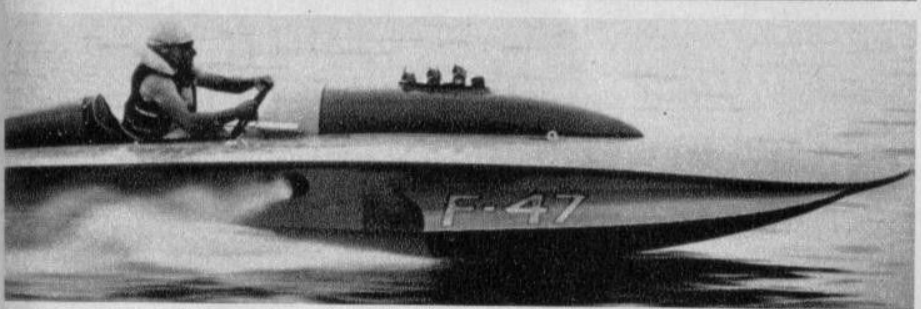
L. Ray Fageol of Kent, Ohio, 130.17 mph. Elmer M. Linenschmidt of Seattle, 128.89 mph. Martin L. Headman of Seattle, 129.42 mph. J. H. Schobert of Des Moines, Iowa, 122.66 mph. L. N. Welsch of Seattle—145.22 mph. On July 7, 1952 at Seattle, Washington.



## SUCH CRUST I—UNLIMITED

Danny Foster, of Ferndale, Michigan.

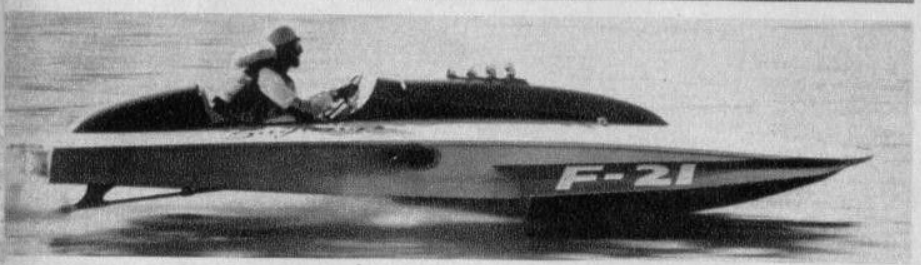
September 4, 1952 at Detroit, Mich. 100.82 mph.



## WEE TOMMY TUCKER—266 CLASS

Edward A. Aleksandrowicz of Baltimore, Md.

August 3, 1952 at Cambridge, Md. 108.81 mph.



## SAGANA XIII—266 CLASS

On December 29, 1952 at Miami, Florida.

Franklin F. Foulke of Essex, Md. 114.48 mph.

Mildred V. Foulke of Essex, Md. 111.28 mph.



## GUESS WHO—266 CLASS

Robert A. Sykes of Long Beach, Calif.

November 11, 1952 at Salton Sea, Calif. 121.70 mph.

266 Class, a measure of the rapidly increasing speeds in this class. Two new classes were represented in the membership roster this year. Art Maynard became the first driver to officially record a 100 mph performance in the 225 Class and Burnett Bartley, Jr. pushed a 7 Litre over the century mark. The Unlimited Class accounted for six new members.

Mildred Foulke earned the title of "Queen of Speed" when she became the first feminine member of this exclusive group. The seventeen drivers who have previously qualified for the Club are: Guy Lombardo, Gar Wood, Stanley Dollar, Bill Cantrell, Harold Wilson, Jr., Lou Fageol, Dan Arena, Horace Dodge, Stanley Sayres, Paul Sawyer, Chuck Thompson, W. Melvin Crook, Ted Jones, Morlan A. Visel, Lorin Pennington, Chuck Powell, and Sid Street.

On these pages we present the qualifying performances of the 18 new members and photos of the boats that carried them past the century mark in 1952.

**MAR-BEL—266 CLASS**

William Curtis Martens of Hampton, Virginia.  
November 11, 1952 at Salton Sea, Calif. 101.08 mph.

**RESTLESS III—225 CLASS**

Art Maynard of Long Beach, Calif.  
August 11, 1952 at Seattle, Wash. 100.02 mph.

**MIXMASTER—266 CLASS**

Louis Nuta, Jr. of Miami, Florida.  
December 29, 1952 at Miami, Fla. 122.03 mph.

**WILDCATTER—7 LITRE CLASS**

Burnett G. Bartley, Jr. of Pittsburgh, Penna.  
December 29, 1952 at Miami, Fla. 101.85 mph.



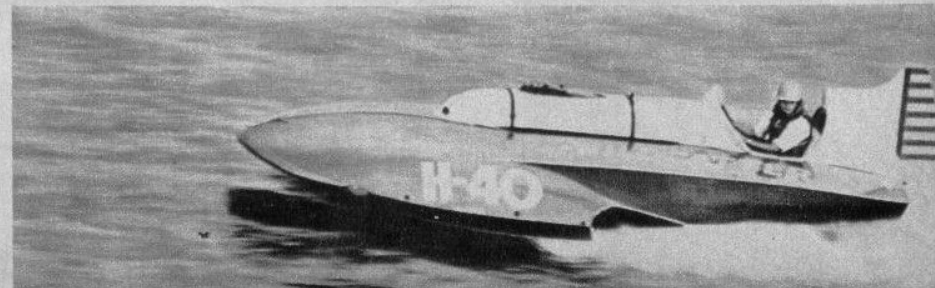
**SNIPER—266 CLASS**

On August 11, 1952 at Seattle, Washington.  
Fred Galante of Visalia, Calif. 105.43 mph. E. O. Bergholdt, Jr. of Visalia, Calif. 105.27 mph.  
Robert Ingram of Visalia, Calif. 107.49 mph. On November 11, 1952 at Salton Sea, Calif.



**MIAMI BOY—266 CLASS**

D. C. Keisacker of Miami, Florida. December 29, 1952 at Miami, Fla. 113.38 mph.





# Setting-Up to Win...

## Harry Finds a Stock Motor Speed "Secret"

Operation of the remote tachometer is simple. Place the receiver against one ear; tune in the motor from any passing boat, and read the rpm directly on the dial.



Top outboard performance! Speed! Everybody wants it—novice and experienced outboard men alike! Many items are necessary to produce speed and right now some of them may be obvious to you, some unknown, some vague, some downright confusing and some ignored. Let's look in on the trials and tribulations of a beginner—we'll call him Harry—and find how he learned the hard way about *Setting-Up* his job for speed.

For reasons known only to himself, Harry bought a Stock racing outfit. He got it together and running well enough to run with his friends and even hot enough to soundly outrun some fishing boats. He soon joined a boat racing club, and after swallowing a gallon of raw butterflies, he made his debut as a racing boat chauffeur. To Harry the story of his first race is even more interesting than the saga of the removal of his appendix, but let's make it short. He made a bad start in the first heat and also a bad finish. The second heat he vowed to do better—and he did. He got the jump on the field and also on the clock! In a few short minutes, he learned a great many things about boat racing—including the fact that he had much to learn.

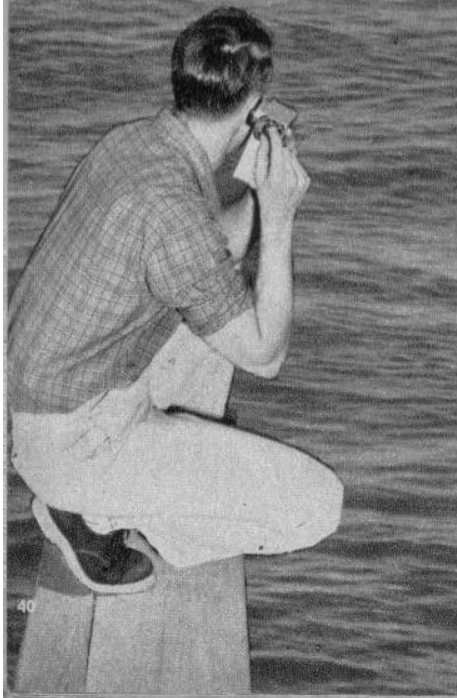
The first conclusion that Harry reached was that *his* motor was not

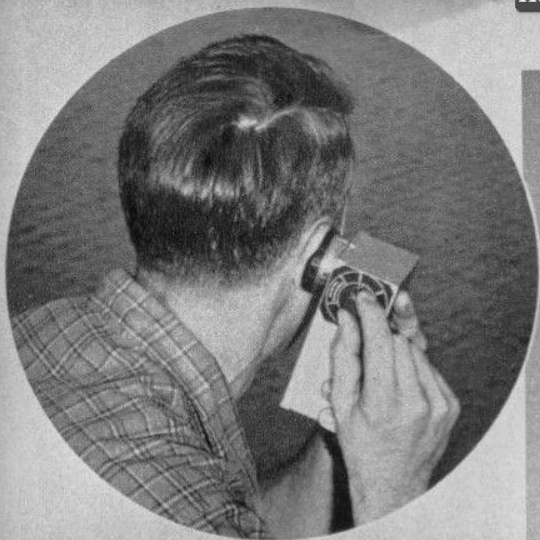
up to the standard of the others. He felt this *must* be true for the others passed him even though he jumped the clock. It never occurred to him that it could be anything but his motor that was not right. Actually his motor was just as good as any of the others (he hadn't had a chance to butcher it yet) and his boat and prop were about on a par. He began to suspect that there are "speed secrets" which he must find out. He knew that it was going to take some hard work to learn how to drive. What he didn't know was that he should also work to find the right combination of boat, motor and prop.

A lot of boys who should know better believe that some of their "secret" methods help them win races. The Stock regulations limit them so much that they can't do anything to help or hinder their motors. Actually, the time and experience they apply to *good driving* and *set-up* is doing the winning for them—not motor secrets.

Harry was now in the first phase of Stock racing—he didn't know enough about his equipment to actually do anything to it or with it. He felt sure that some of the hot boys had experts set-up their motors and wished he could find someone to do his. (Remember now, he was in Stock racing—not Modified.) He continued to race with varying success and became a fair hand in a boat race. Now he realized that there must be ways of getting more out of equipment combination. As is often the case, he was given the "snow job" treatment about "gadgets, gimmicks, etc." He bought things, filed things, tried things, and ran the gamut of the "secret stuff." He was now in the second stage of Stock racing. This was an unpleasant and unsatisfying experience for him—and the motor inspector—so let's get on. Some Stock racers NEVER quite get past this stage but fortunately, Harry did. By keeping his eyes, ears, and mind open, Harry eventually replaced his gimmicks with some good tools, and his files with a clean rag. He was getting to be a "Hot Pilot" and knew how to be in the right place at the right time on the race course. He learned to keep his motor, boat and props in a state of perfection and balance—as the factory engineers had designed them.

Just as he had learned that HE must be in the right place at the right time, Harry also learned that his motor and prop must be in the right place on his boat at the right time. From observation of his own outfit and those of others, he began to have an increasing regard for mo-



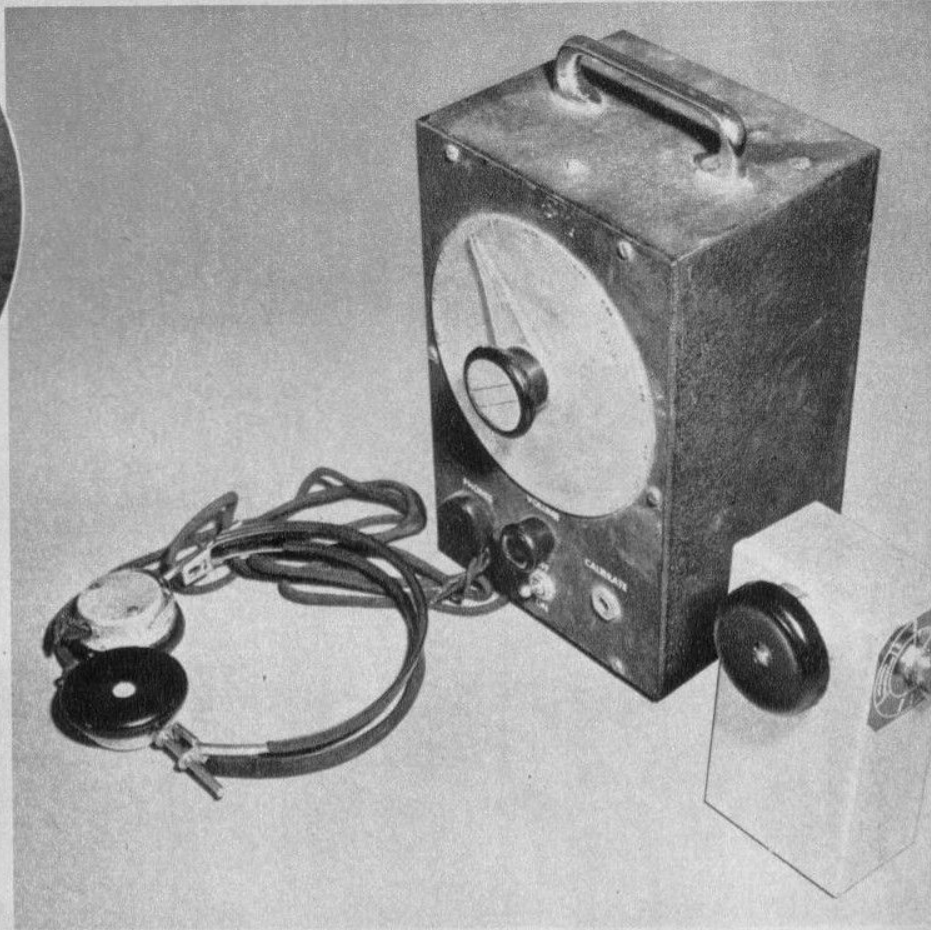


tor tilt, angle, transom height, propellers, cavitation, carburetion and fuel, ignition and spark plugs, boat, bottom, fin, afterplane, and motor RPM, course conditions, and water and temperature. ALL OF THESE THINGS ARE CLOSELY RELATED TO EACH OTHER AND TO SPEED AND PERFORMANCE. He had a name for this attempt to balance all factors — the *SET-UP*. Most top drivers will agree that more races are won by good outfits well set-up than by any other means EXCEPT good driving and hitting the starting line first. Driving an outfit is a human problem — not a mechanical one . . . so let's leave that and get to the mechanics of this thing.

Harry learned early in the game that a speedometer was a necessity for determining performance of an outfit. He knew that an accurate gauge was needed for proper setting of ignition contact points and spark plug gap. His engine was set-up properly for winning performance with a minimum of guess work. His ENTIRE OUTFIT must be set-up for winning performance with gauges and indicators. Any change in his outfit, such as a newly developed or newly tried prop, must be tested accurately and conclusively with some sort of mechanical indicator to eliminate guess work. Any change in his outfit to match a particular course or atmospheric condition should be made according to indicated boat PH and motor RPM.

Now let's get down to some basic facts and see how Harry worked them out and how you can put them to use for your ultimate purpose — top performance.

The rule is: OPTIMUM RPM aids TOP HORSEPOWER aids TOP BOAT PERFORMANCE aids TOP SPEED. If top speed is your objective and proper RPM a means to

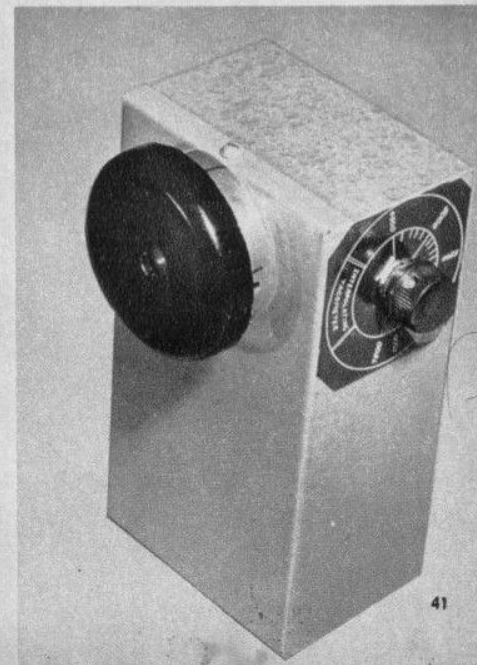


The use of remote sound tachometers to determine exact outboard RPM is not new. Early developments in this field produced large and expensive instruments like the one shown in the picture with the earphones attached. These units never had widespread appeal for a number of reasons. The instruments were delicate and could not stand rough handling due to the use of vacuum tubes in the circuit. Deterioration and weakening of parts in the circuit with continued use demanded periodic calibration. \$150.00 was the average cost for one of the early instruments, which coupled with the cost of maintenance practically limited the use of the instrument to engineers and large organizations. The latest development in this field, the new Seaboard tachometer, which is about the size of an average miniature camera, is pictured beside the older instrument. This new and useful device is within the means of any outboard owner and has the further advantage of being compact and foolproof, requiring no calibration or maintenance.

it, you should have a method of determining RPM as well as MPH. If you have an indicated MPH, how can you be sure that it is top MPH unless you can determine that you are turning the correct RPM with your engine? Incidentally, this would not necessarily be the maximum RPM. Knowing indicated MPH without knowing RPM may be like fighting with one arm tied behind you, even though you may still win. It would be like setting breaker points without a gauge and trying the engine after each setting until you obtained top performance . . . how long would that take? Here is an example with our friend Harry.

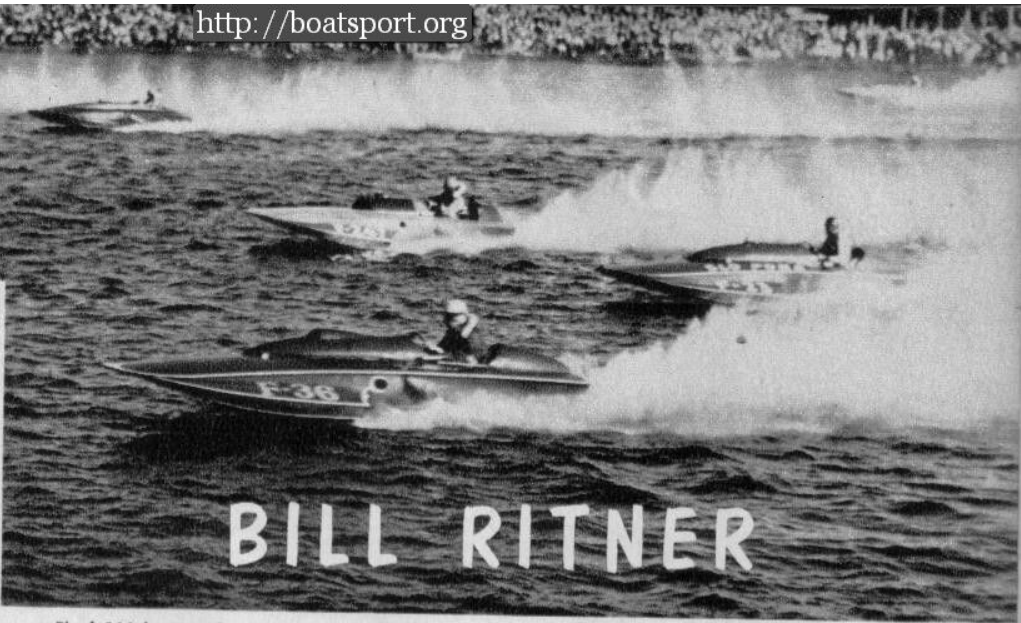
By luck and skill he was beginning to line the shelves of his home-sweet-home with trophies. He was winning some clam-bake races and some big

Simplicity is the keynote of the new outboard tachometer.



(Continued on page 47)





# BILL RITNER

Final 266 heat at St. Petersburg. Three seconds after this pix was taken Bill Ritner's Big Wa Wa (F-247, the third boat from the camera) flipped and Ritner was run over by the Miami Boy coming up fast from behind and not yet in the picture. That's the winner, Bobby Rowland in foreground. —Robt. Leahy photo.

The famous Ritner smile is still in evidence nineteen days after the accident which cost Bill his right arm. He is pictured here with his wife Mildred upon his release from the hospital.

BY MICKEY McLINDEN

"I had a premonition that something was going to happen," said Bill Ritner.

"I was in first place during the first heat . . . then all of a sudden I froze up. I wound up in third place . . . and should have won easily. My outfit was going along at a perfect clip . . . but I felt something strange. It's hard to explain. I just felt that something was going to happen."

More than 15,000 spectators . . . some just curious onlookers, others just those who halted momentarily during an afternoon drive, but the majority of them ardent addicts of the sport of powerboat racing . . . saw "it happen". They saw Bill Ritner's 266 cubic inch hydroplane, *Big Wa-Wa*, become airborne as a gust of wind sweeping across Lake Maggiore in St. Petersburg, Florida, whipped his bobbing Hydro into the air . . . they saw Bill flipped out of the cockpit and into the water . . . and they saw the boat right behind *Big Wa-Wa*, D. C. Keisacker's *Miami Boy*, move at lightning speed through the spray and smack into Ritner's floating body.

What they didn't see was the propeller of *Miami Boy* sever Ritner's right arm at the shoulder, slice a gash an inch deep into his suntanned neck, and miraculously miss, by a fraction of an inch, both his spinal cord and jugular vein.

Exclusive of death, veteran powerboat observers who saw the harrowing accident claimed it was the most hair-raising incident within memory. It was the worst accident

in the 15-year history of the St. Petersburg Southland Sweepstakes Regatta, the largest powerboating event of the winter season in the south.

Bill Ritner today—mere weeks since his near-fatal accident of February 8—looks like a man who had just shed a case of the flu. Nothing more. His recovery has been miraculous. Nothing less.

When brought unconscious to shore and rushed to a St. Petersburg hospital immediately after the shattering accident, Bill was almost bloodless. He's received 11 pints of blood since the tragedy, not to mention the carload of letters, cards and well-wishes of powerboating enthusiasts from virtually every section of the country.

If ever you're in his home town, Merion, Pa., drop by and see Bill. He'll be pleased to talk things over with you. He'll tell you about the way he blacked out just before his Hydro was hoisted by a gust of wind . . . about remembering absolutely nothing until he woke up five days after his harrowing experience . . . about how he offered several suggestions to powerboat officials at a recent Philadelphia meeting . . . about his future powerboating plans . . . and about how he plans to lend his son, 19-year-old Bill Jr., the knowledge he's acquired in a decade of powerboat competition.

"When I was in St. Petersburg, after I was released from the hospital," Bill says, "I spoke with a lot of the local powerboaters, Les Traf-ton, Sammy Crooks, P. J. Henn, Ray Gassner and several others. They're

all in accord with what I told American Power Boat Association Officials. One of the main things I told them was that it's just too hazardous to ride into the spray of a boat immediately in front of you. Of course, I harbor no malice whatsoever against the fellow who ran into me, but had he been to my left or right, I'd still have my right arm today," the genial 41-year-old Ritner concluded.

Grinning broadly as if he'd just picked a four-figured daily double at Santa Anita, the slightly balding Ritner hasn't found it too difficult to negotiate without his right arm. At least, he says as much. He can shave, dress and eat without aid. "I have to have a bit of help when a juicy steak is put before me," he chuckled. But he's determined to lick that too. (He's ordered a special steak knife for one-armed persons. One side is razor sharp.)

Ritner's morale is excellent. Chances of getting an artificial arm are void, however, as his limb was severed right at the shoulder. You'd think a fella who's been 41 years with a right arm would be a bit self-conscious without it. Not Bill. As a matter of fact, anytime he speaks to anyone he refers to it immediately—and as his "phantom" arm. The limb was found two weeks after the harrowing accident in Lake Maggiore.

Ironically, Ritner has raced all over the U.S. and Canada—and Florida is the only state where he has been injured—three years in a row and each time seriously. "There's one thing about me," Bill grins, "I'm a glutton for punishment."

# THE LATEST IN BOATING

## ACCESSORIES AND EQUIPMENT

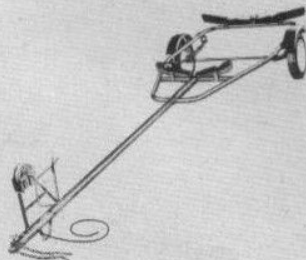
**CATALINA WATER SKIS**—The Catalina line is complete with Jumping skis and exhibition type water skis, knocked-down ski kits, finished skis for every trick in the category, ski bindings for all skis, etc. Catalina skis are made from selected clear grain materials, with "ankle-fashioned" molded rubber heel pieces, assuring snug fit without binding or chafing. Molded rubber toe pieces, with "arch-form" design permit quickest release of foot on spills. All wood laminations are securely bonded by a special welding process. These skis are light, professionally designed for experts and beginners alike, perfect in balance, design and in ease of riding. Jumping skis are furnished with regulation double-post, fully adjustable foot bindings, available in three wood styles.—L. E. Martin, Manufacturer's agent, Redondo Beach, Calif.

**MICHIGAN WHEEL**—"Aqua-Jet" speed wheels have been credited with world speed records in various outboard classifications. Application of these wheels requires no alteration of lower units. The Michigan Wheel Company's outboard catalog, widely known as the outboarder's bible, contains much helpful information on how to obtain more speed and better performance from outboard motors. It illustrates and describes their famous Aqua-Jet racing propellers and



provides propeller recommendations for almost every motor, hull, and load combination. Also shown in this catalog is a complete line of boat hardware trimmings, speedometers, steering wheels, water skis and other appurtenances. A copy may be obtained free by simply addressing a request to Michigan Wheel Company, Grand Rapids 3, Michigan.

**LONE STAR TRAILERS**—Years of experience and discussion with small boat owners led to the development of the "Road King," which is a trailer designed specifically for small boats,

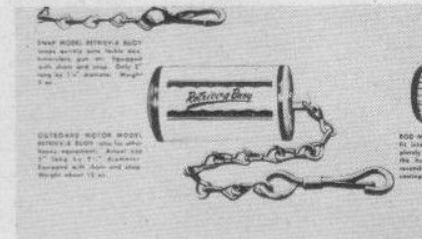


engineered with all the best features boat owners asked for. This trailer is easy to unhitch, wheel to the water's edge, launch, and reload—a one-man operation. Road sway and whip action is eliminated by a low center of gravity, engineered load distribution and balance.—Lone Star Boat Mfg. Co., Grand Prairie, Texas.

**THE FOUR WAY WELDER**, long a favorite among hot rod enthusiasts and hobby craftsmen, is designed to handle all kinds of welding, brazing, cutting, and soldering operations on sheet metal up to 20 gauge. It will braze a maximum of 3/32" material and use welding rod up to 5/64". The Four Way Welder will operate with perfection from any properly wired 110 volt A.C. or D.C. line, fused for 30 amps. It is ideal for automotive body and fender repairs, making and repairing metal boats and hundreds of other useful metal items.

This welder is shipped complete including all operating accessories and supplies to begin welding at once. An outstanding safety feature of the Four Way is the on-off foot switch which prohibits the operation of the welder until the foot switch is depressed. Four-Way Welder Co., Chicago, Ill.

**PANEF MFG. CO.**—Among the many useful items manufactured by Panef is Retrieve-a-Buoy, a clever device to protect valuable equipment.



This interesting product works like this: It is attached, for example, to a fishing rod, which is lost overboard. After a few minutes of complete submersion the specially compounded Paneroid cartridge is dissolved and a powerful spring, strong enough to drive the Buoy through weeds or muck, is released. The spring drives the Buoy and an attached nylon line to the surface; chemicals add jet action to the rising buoy and release dye on the surface of the water. Just pick up the Buoy and pull in the lost equipment! Various models of Retrieve-a-Buoy are available to protect outboard motors, fishing rods and reels, even sailboats, hydroplanes and other small craft, also a snap-on model for tackle box, binoculars, etc.—Panef Mfg. Co., Inc., Milwaukee 1, Wis.

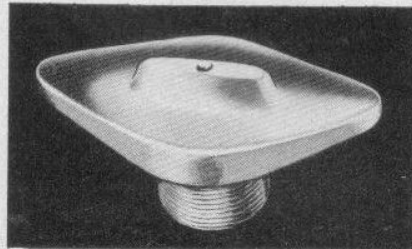
**HOLSCLAW**—The 1953 Boat-roadster has been redesigned, making it far superior to previous models. This model still has the outstanding feature, making it possible for one person to put a boat into the water or take it out, even though the boat may be 16' in length, weighing



300 to 400 pounds. This trailer is sturdily built so that it can be pulled over any type of road, any distance, without worry as to boat and trailer. Holsclaw's new Sporttrailer is a reasonably priced conventional type trailer that has many outstanding features such as rubber padded, self-adjusting cradles, tubular steel, rubber padded adjustable bar to eliminate the old web strap method of tie down.—Holsclaw Bros., Inc., Evansville, Ind.

**\*AMERICAN PAD & TEXTILE COMPANY** features a new Tapatco cover for motors, with cover and lining of waterproof vinyl plastic, heavily padded. Sizes available to fit all standard outboards. A new line of "tailor made" boat cushions is now offered for Lyman runabouts. A child's Stay-A-Float vest has the Kapok enclosed in vinyl envelopes.

**MUSKEGON OUTBOARD SPECIALTIES**—A 97-page "Outboard Racers Manual" compiled by Muskegon Outboard Specialties completely covers all phases of racing motor rebuilding, hulls, fuels, propellers, and contains lots of hard-to-get information, illustrations, graphs, charts, etc. Also among their specialty items are: new advanced type Pitot Tubes adaptable to all transoms and all speedometers, high tensile KR Class A crankcases, lug type gas tank caps,



motor clamp screws, gas tank ear supports and bearing cup castings. Muskegon Outboard Specialties Co., Muskegon, Michigan.

**\*BAKER MANUFACTURING CO.** enters the boat field with a new set of attachments, Hydrofoils, which raise an outboard boat about 18 in. over the water by the same principle as flying. The three Hydrofoils can be adjusted for passenger loads after or before starting, and can be folded for compact transport by ordinary boat trailer. A motor shaft extension also is available. The Hydrofoils weigh about 120 pounds and can be bought installed.

**HI J PROPELLERS**—Harold I. Johnson Company of Newport Beach, California manufacture the custom designed HI J tapered bore inboard racing propellers. Shown in the accompanying photo is a part of the HI J line. Slo-Mo-Shun IV's massive "Gold Cup" propeller at the bottom of the pile contrasts sharply with the small limited hydroplane propeller on top of the stack.



Several members of the Johnson organization are pictured in the photo. Left to right, Owner and propeller engineer Harold I. Johnson, John Keefer, Dale Crook, and General Manager Renie Ludlam.

**DOLFINITE**—An increase of 17% in the number of colors shown is a feature of the new color-card folder on Dolfinite marine paints, enamels, varnishes, and compounds for pleasure craft. Included in the new color card and literature are deck and ship paints, bottom paints, interior cabin enamels, marine enamels, row-boat paints, water-line colors, engine enamels, and interior hull and bilge paints. Full description of each product is included. A copy will be sent free to anyone addressing a request to the Dolphin Paint & Varnish Co., 922 Locust St., Toledo 3, Ohio.

**\*WAGEMAKER COMPANY** offers its specially constructed Wolverine boat trailer with a winch and roller at the forward end. It also has an adjustable front fork, coil springs, shock absorbers and roller bearings.

**\*TEE-NEE TRAILER CO.** introduces its Tom-Thumb trailer for light boats up to 15 ft. long. It has new universal, rocker-type cradles and pre-loaded transverse springs. Tee-Nee also has a complete line of deluxe and stripped outboard trailers and accessories.

**AMERICAN TRAILERS**—A complete line of trailers of all types is manufactured by American Trailer & Mfg. Co. The smallest stockboat



trailer is used for boats up to 12 ft. in length and has a carrying capacity of 500 lbs. Standard Model BT-20-H DeLuxe comes equipped with electric brakes, fenders, and gas can racks as standard equipment. Model BT-60 carries larger boats. All of these trailers are used for high speeds over all types of highway.—American Trailer & Mfg. Co., Los Angeles, Calif.

**\*ATTWOOD BRASS WORKS, INC.** has an inexpensive runabout steering kit as well as a complete line of marine hardware. The kit contains a steering wheel, two deck pulleys, two guides, two rope tighteners, 30 ft. of tiller rope and tiller rope clamps. The pulley and rope guides are brass chrome plated.

**\*LAUSEN SPECIALTY CO.** has a new electric starter for Johnson "25" motors. This "Dyna-Start" push button starter is completely concealed under the shrouds. The push button replaces the cord handle, and a button also can be placed on the dash.



**\*PERKINS MARINE LAMP & HARDWARE CO.** has added nearly 50 new items to its 1953 line of Perko products. Among these is an outboard brass bilge pump designed for permanent mounting on the transom or side of a boat. A new Streamline Combination Light for outboards contains a regular flashlight battery and outside switch.

**\*THE LAFAYETTE SUPPLY COMPANY** offers a wide line of pouch and hood type covers for motors, equipment and boats. Their Original Moto-Pouch is a zipper type, waterproof duck tailored cover coated with vinyl plastic, complete with carrying handles. It comes in 20 models to fit various motors.

**\*BRINKTUN COMPANY** has developed a sturdy Portastand to carry and store outboard motors which can be folded quickly into a flat unit for car storage. The Car Carry, a rubber-tired unit, also is available for cartop motor transportation. Another product is the Mak-Ur-Own shear pin unit.

**\*EAGLE MANUFACTURING COMPANY** offers an assortment of outboard gasoline filler cans in 1½ to 5 gal. models. The Eagle Flat-Jak Stowaway Filler with automatic shut-off valve in spout end is listed under the re-examination service of Underwriters' Laboratories Inc. for outdoor use.

**\*GULF OIL CORPORATION** has a new pamphlet, "Trouble Shooting Your Outboard," which includes a check list for some of the more common minor motor difficulties which could be adjusted "on the spot." It lists some 40 items to check to locate outboard trouble.

**\*SOCONY-VACUUM OIL COMPANY, INC.** has a new booklet, "Your Outboard," which describes good operation and maintenance such as the proper application of lubricants. They also offer an improved 2½ gal. Mobiloil outboard can with flexible pour spout, hold clip, strainer and measuring cup attached to the filler cap.

**BOATS**

**DUNPHY**—In their 99 years of boat building, Dunphy has many exclusive features in their molded mahogany line of both runabout and utility boats. There are 23 models to choose from, ranging in size from 12' in length with a 48" beam to 6' 10" with a 63" beam. The lightest boat is 89 pounds. These molded mahogany plywood hulls are constructed of full length veneers running from gunwale to gunwale, which is termed complete crossbanding.



In this type of construction there are no butt joints near or at the keel. The entire hull is treated inside and out with a wood preservative. They have one piece five ply molded mahogany decks and cantilever seats.—Dunphy Boat Co., Oshkosh, Wisc.

**CHETEK**—Fifteen boats are offered in the 1953 Chetek line, including the Sportabout, a planing boat which can be used with larger motors to get to fishing grounds quickly, the Explorer series, practical all purpose runabouts, and the new Chetek "Great Laker," largest of the line.



The last is specifically designed to carry a heavy load safely and speedily in the choppiest waters. The construction throughout is extra heavy for maximum strength. Planking is 9/16" thick fastened to husky ribs spaced on 4½" centers. All Chetek boats are built of western cedar strip with oak ribs and mahogany faced plywood transoms.—Chetek Boat Corp, Chetek, Wisc.

**ALUMA CRAFT**—Among the new boats announced by Aluma Craft is a complete outboard cruiser of all aluminum construction, with Aqueduct transom, round bottom and equipped with buoyancy tanks for safety. The features include berths, galley, sliding hatch, cabin and ample cockpit space. Aluma Craft also make a Model F 14 ft. boat which, because of its broad width at beam and transom is exceptionally steady



and handles well even with small motors. The Model K is a large roomy boat capable of speeds over 30 mph. Like all other Aluma Craft models, the Model K is light in weight and has many safety features.—Aluma Craft Boat Co., Minneapolis 6, Minn.

**MOSHER**—A complete line of racing hulls is built by Mosher, in addition to pleasure boats. All hulls are screw fastened and permanently glued for long lasting service. The completed boat is treated with a specially prepared water repellent to prevent warping, swelling, dry rot or weight gainings, important factors for performance and dependability. The finest mater-



ials and workmanship are a must at the factory to give the best to the exacting driver. Two national championships and two world records were recorded in the last few months in two Mosher Hydros.—Mosher Boat Co., McKeesport, Penna.

**CENTURY**—Century Boat Company is now in production on its new "Viking 19" a clinker built, all mahogany planked, salt water screw fastened utility inboard for big water use. The Viking is sturdily built for seaworthiness and stability in heavy seas. Bottom and rudder are designed to afford maximum maneuverability at full throttle as well as at minimum trolling speeds. Of lapstrake construction, her capacity is nine persons, with ample equipment space.



She can be used for family recreation, hunting, fishing and water skiing or as a tender. Century also builds the beautiful African Mahogany Sea Maid 20, and the Century Resorter 18 and 20, as well as a line of outboard models.—Century Boat Co., Manistee, Michigan.

**SHELL LAKE**—An 18 ft. Convertible outboard model is introduced this year which can be purchased either as an open boat with closed gunwales and 60 in. mahogany deck, or with heavy framed plate glass windshield and side wings. Shell Lake also offers an 18 ft. outboard cruiser with plywood half cabin. Other newer models include their Scamp in 14 and 16 ft. for a larger, deeper hull for either utility fishing or family pleasure.—Shell Lake Boat Co., Shell Lake, Wisc.

**LIMBOCKER**—Blitz Racing Products is introducing the new Limbocker Super Skiff and companion Deluxe, designed for use with any outboard engine up to 16 hp. The Super has four cross seats and the Deluxe Super has front and center decks added. There are also four Stock Runabouts in 11 ft. and 13 ft. lengths.—Blitz Racing Products, Burlington, Iowa.

**SPEEDLINER**—Designed for comfort and speed with safety, the Speedliner is precision built throughout, outstanding in appearance, seaworthiness and performance. The Speedliner has a number of records won in 1952, among them Model M-509 won Class JU and Model M-610 won Class AU at the APBA National races; Model M-213 was the fastest DU boat through the mile traps at 56 plus mph. A Model M-713 entered 13 Class CU races in the Chicago Midwest Circuit and won all 13 races. Speedliners were also winners in the following Marathons: WinnebagoLand, Top-O-Michigan, Missouri River, Greenville to Vicksburg, Detroit River, James River, Mississippi River and other marathons. Boat kit models are also available.—General Marine Co., St. Joseph 25, Missouri.

**PABST**—The Pabst line of racing hulls for 1953 include the Model 202 stock runabout for A & B class motors and the Model H 3 Hydro for J, A & B motors. Both the Model 202 and H 3 have established an outstanding record of wins in competition and their fine construction and performance is directly responsible for the ever increasing demand for these hulls. A new C D stock runabout will be available in limited numbers in 1953. Pabst designed and built boats



have been produced in La Crosse since 1906 and outboard racing hulls since 1927.—Pabst Boat Co., LaCrosse, Wisconsin.

**MERCURY BOATS**—With the introduction of a 22' cruiser and a 14' Ski tug, Mercury Boat will be producing 7 models during 1953. Refinements of design include cleaner, sharper deck lines and increased windshield area. Hulls will continue to be solid mahogany planked and bronze screw fastened, with bronze shafts and fittings.



The cruiser sleeps two in the cabin. Steering and engine controls have been placed in the cockpit behind the flying bridge. The new Mercury ski tug has been developed in response to demand for a high-performance rough-water runabout. Gray engines power all Mercury models.—Mercury Boat Co., Burbank, California.

**THOMPSON**—Anticipating the best boating year the boating industry has ever seen, C. J. Thompson, President of Thompson Bros. Boat Mfg. Co., announced that they will have the most complete line of boats that they have ever had



to offer. Featured in the line this year are the new plastic covered Aqua Dope Take-A-Long boats, that run in length from 10 to 14 ft. for those people who live in hot dry climates. These boats are ready to go, whether they have been out of the water 6 days or 6 months. The second part of their line that is being featured for the far West and the Southwest part of the United States, is their line of clinker boats, made of plywood planking and fastened between the ribs with machine bolts rather than the conventional nails. This new method of fastening, exclusive with Thompson, has met with outstanding success, due to the simple manner of tightening up planking in case of excessive drying.—Thompson Bros. Boat Mfg. Co., Peshtigo, Wisc.

**PHANTOM**—Phantom Hulls are designed and built by Charles Shirley. All four Phantom models are now using the same bottom design as was used on Art Pierre's record-breaking



R-94. The sides and decks of all models are of marine grade weldwood mahogany veneer with all joints thoroughly glued in addition to bronze arc plated steel fastenings. The hulls now available are Phantom "A-B" Stock Runabout, "C-D" Stock Runabout, "E-F" Stock Runabout, and "F" Racing Runabout.—Western Marine & Mfg. Co., Lafayette, Oregon.

**LONE STAR**—Three handsome new models for 1953 have been announced by the Lone Star Boat Manufacturing Co. A 21 ft. aluminum cruiser, the "Flagship" and two new fiberglass models, the deluxe "Texan" and the "Ranger" make their debut along with Lone Star's new and improved line of fourteen aluminum models.



The aluminum line now consists of both flat bottom and semi-vee models ranging in length from 12 ft. to the 21 ft. cruiser. All are built of heavy gauge aluminum by the aircraft riveted construction method. Light in weight, maintenance free, these boats are excellent for fishing or general boating pleasure. The new Fiberglass models are of seamless one piece hull design of great strength and require little or no maintenance.—Lone Star Boat Mfg. Co., Grand Prairie, Texas.

**SWITZER-CRAFT**—There are two new family models in the Switzer-Craft 1953 line. One is the Shooting Star, a 14 ft. ribbon striped mahogany outboard with 6 ft. beam and two cockpits for motors up to 25 hp. The other is a new



12 ft. Play Boy, popular priced family boat for lower horsepower. In the racing line, minor changes are being made in the Championship Bullet and Baby Bullet stock utility models, which conform to all APBA stock utility rules.—Switzer-Craft Co., McHenry, Illinois.

**CHRIS-CRAFT**—Chris-Craft unveiled a line of 123 different runabouts, utilities, cruisers and motor yachts for 1953. Following modern concepts of design both inside and out the new boats offer wider options of power with modified Vee-bottoms for great stability and speed. Chris-Craft also has a 1953 line of prefabricated boat kits including fifteen models ranging from an



8 ft. Pram to a 31 ft. cruiser. These are very easy to assemble.—Chris-Craft Co., Algonac, Mich.

**RINKER BOATS**—The new Rinker molded plywood hull for AU, BU and DU Class Outboard competition is built up to combine beauty, extra-passenger utility and amazing performance with unprecedented speed. These boats are particularly spectacular in the tight turns they can make, and have become the "hull to catch" in racing regattas. Rinker hulls are safe—made of laminated layers of select birch veneers impregnated with phenolic resin glue and molded under high steam pressure. Hulls cannot twist or warp. Finished decks are of finest marine mahogany. Rinker boats are manufactured by Goshen Churn and Ladder Co., Goshen, Indiana.

**WILSON**—The Wilson line for 1953 includes a new Model A-B Utility racer built of 1/4" Plywood over hardwood frames, screw fastened, new lapstrake bottom design which gives over



50 mph in stock Utility. Also in the 1953 line is a Sport Fisherman series in 10 ft., 12 ft., and 14 ft. lengths with 50" beam. These are constructed of 1/4" marine fir plywood over oak framing, glue bonded and screw fastened, available with or without a center deck, painted or unpainted. Also featured in the Wilson line is a 3-point Hydroplane Kit of the latest design. The crate in which the kit is packed is also the form on which to build the boat. It is all marked out for easy assembly.—Wilson Boat Works, Rice Lake, Wisc.

**AERO-CRAFT**—The all aluminum boats in the Aero-Craft line are designed to combine exceptionally lightweight seaworthiness and easy riding qualities with top speed and maneuverability in both calm and rough waters. Made of the finest aircraft aluminum, assembled with tough aircraft riveting, all seams are caulked with lifetime compounds to produce boats that eliminate all maintenance expense and work.



Other construction advantages feature reinforced decking, sturdy bow and stern handles, non-skid bottom walks and Styrofoam filled seat compartments to assure the utmost in boating safety and pleasure. The Mainliner Series is new for 1953, designed to round out a complete selection of hulls to meet every boating need.—Harwill Inc., St. Charles, Mich.

**WAGEMAKER**—The 1953 Wolverine line includes a versatile fleet of small boats. This includes a line of strip plank construction for general runabout use, fishing and water sports. These boats are of convex-concave cedar plank construction.



In addition, Wagemaker offers a variety of flat bottom boats of either plywood construction or mahogany and cedar sides, with tongue and groove cedar bottom planking. Also for 1953 Wagemaker has three light, especially portable boats in canvas covered portages for woodland fishing and camping trips, and a molded duck boat. The latter molded plywood boats are the result of an improved construction method, producing the lightest possible hull, highly resistant to dry rot, and unsurpassed for strength and durability.—Wagemaker Company, Grand Rapids 2, Mich.

**THE GLASSPAR COMPANY'S** latest challenge to the boating industry is a sleek 20 ft. 3 in.



fiberglass "Sport-Fisher" (pictured above) which is designed for either outboard or inboard power and will travel over 20 miles per hour with a 25 horsepower outboard. 100% fiberglass construction with shelter cabin, the Sport-Fisher sleeps two in full size bunks.

The "Sea-Urchin," a very popular model, was designed with exceptional beam and freeboard for easy handling with "big boat" performance and safety.

Glasspar boats range in length from approximately 10 to 20 feet. Contact your Glasspar dealer or write the Glasspar Company, 19101 Newport Avenue, Santa Ana, California.

**DE SILVA**—For 1953 De Silva Boats again provide a full line of outboard racing boats. All models have been modified through improvements proved in competition. Custom built



throughout, frame and superstructure are of Philippine mahogany—only the finest materials are used in construction. Two models have been introduced for 1953—the Super C Runabout and B Racing Runabout. The Super C made a spectacular bow into competition on February 1st at Lakeland, Florida when Bill Tenney of Vandalia, Ohio established a new APBA five mile competition record of 57.142 mph for C Racing Runabouts. A companion to the DeLux C Runabout, the Super is a functional model with an entirely new bottom and deck design. The B Racing Runabout is specifically designed for the SR Johnson racing motor and is raced non-sanction in various sections of the country.—DeSilva Boats, Venice, California.

## BOAT KITS

**\*CALIFORNIA KIT BOAT COMPANY** has three new outboard models in kit form for 1953. These range from a 21 ft. Express Cabin Cruiser which sleeps four, to a 16 ft. San Pedro, and a 12 ft. V-Bottom Sportsman. Laminated fiberglass is optional with the kits. The new Sportsman has storage space under the forward deck. It is of sturdy construction with deep V-Bottom to assure dry riding in all weather. The kit includes all mahogany rails, frame and flooring boards.

**\*UNITED STATES MOLDED SHAPES, INC.** offers new kit boats in complete molded plywood for the 12 ft. Plover and 14 ft. Gull models. They also have the 20 ft. Albatross outboard cabin cruiser kit with molded plywood hull, transom and cabin. Complete details and specifications also are available to home boat builders for a wide range of shapes for small fishing boats, dinghies, outboard facing boats, runabouts and inboard and outboard cabin cruisers.

## MARINE HARDWARE

**DEBBOLD'S MARINE SUPPLY** manufactures a complete line of racing engine equipment and marine hardware for speed boats. New offerings this year for hydroplanes are fiberglass tail and head rest, and engine hood. Light in weight, these items are considerably less expensive than their hand fabricated metal counterparts. Also available is a custom styled upholstered bucket seat. The Debbold 1953 catalog, available for a quarter, lists the complete line. I. E. Debbold's Marine Supply Co., Lynwood, Calif.

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**MOTORS**

**EVINRUDE**—The Evinrude 1953 line includes four easily handled outboard motors: Lightwin, a 3 hp alternate firing twin. This is an excellent fishing and "carry along" motor. Features include Fisherman Drive and trouble free operation in shallow water, weeds and shoals, with a weight of only 32 lbs. Fleetwin, 7.5 hp alternate firing twin. This is a favorite family and fishing motor. Duo clutch for neutral starting and press button handling ease, with a weight of 47 lbs. Super Fastwin, a new quiet middle weight motor of 15 hp, complete with gear shift, synchronized throttle and spark in handle, and 6 gallon gas tank. Troils and pulls water skiers. Big Twin, a 25 hp alternate firing twin. High power operation for runabouts, cruisers and water skiers. Complete with gear shift, rotomatic speed control and Cruis-A-Day gas tank. Evinrude Simplex Remote Controls, for use with 1953 Evinrude Super Fastwin and Big Twin models only. Attached in 30 seconds. Available in 7', 9', 12', 15' and 17' cable lengths. Duo controls also available for twin motor installation.—Evinrude Motors, Milwaukee 16, Wis.

**CHAMPION MOTORS**—Seven new outboards are being introduced for 1953, five of which are Jubilee Champion gear shift models with new 4-in-hand control for speed, steering and triple shift. Three are the 5 hp, 7.5 hp and 15 hp Jubilee Champion shift models, and the other two are hydro-drive models in 7.5 hp and 15 hp. All have EZ-Off auto-type hoods, and double carrying handles. The other two new models are for the speed fans—a 7.5 hp "J" class Hot Rod slightly under 10 cu. in. piston displacement, and a new "B" class Hot Rod of nearly 20 cu. in.—Champion Outboard Motors Co., New Brighton, Minn.

**MERCURY MOTORS**—Two new restyled models headline the 1953 parade of Mercury outboard motors: the Mark 15 and Mark 20. The Mark 15 is a slim, sleek, compact and powerful performer in the 15 cu. in. 10 hp class, and the new Mark 20 is a 20 cu. in. 14 to 18 hp motor, with a revolutionary design. These new 1953 models are much smaller in size than other motors of comparable performance and can be carried or stowed away in a car trunk with ease. Both models have reverse gear and neutral, Flo-torq safety drive, and remote fuel tanks for all day fishing or pleasure boat riding. The Mark 5 has a neutral clutch added this year, which combined with 360° steering, provides complete maneuverability on this powerful but light weight fisherman's favorite. The Mark 7, reliable, smooth and steady 7½ hp Mercury motor, holds its top position as a versatile, always-ready-to-go scientifically engineered outboard. The Mark 40—1953 improved version of the famous Mercury Thunderbolt—is back again, a 4-in-line, alternate firing package of power, which starts as easily as a 10 hp motor and accelerates from a slow fisherman's troll to 40 plus mph in split seconds.—Kiehaefer Corp., Fond du Lac, Wis.

**MARTIN MOTORS**—The new Martin "200" Silver Streak model in 20 hp is designed as a heavier duty model for the family outboard cruising market. Radically new, the Silver Streak has a removable steering handle with "plug in" attachment for remote speed control, twist-grip speed control and a new instrument panel. There are four other models rounding out the Martin 1953 line—the lightweight 2.3 hp Martin "20, the 4.5 hp, 7.5 hp and heavier 10 hp models. All carry Martin's full year factory guarantee.—Martin Motors, Eu Claire, Wis.

**JOHNSON**—Outboard motors ranging from 3 to 25 horsepower, and a new throttle-and-shift remote control, are available in the 1953 Johnson Motors line. New this year are special features of the Sea-Horse 10 and Sea-Horse 25 for snap-on attachment of remote controls. The throttle-and-shift unit, the Ship-master, is available in both single and twin-engine forms with a variety of cable lengths. Both 10 and 25 hp motors have full-range gear shift (forward, neutral and reverse) and twist-grip speed control. The Sea-Horse 5 features neutral gear; the Sea-Horse 3 has angle-matic drive. Both have 360-degree pivot radius. The remote control (Ship-Master) is advertised as corrosion-proof. Stainless steel, bronze, alrook-treated aluminum, nylon and bakelite are employed in protective combinations to minimize wear and thwart the effects of salt-water corrosion. Construction of the control head itself is designed to provide maximum ease of manipulation.—Johnson Motors, Waukegan, Illinois.

**SCOTT-ATWATER**—Heading up the line for Scott-Atwater this year are two new "Gold Pennant" models in the 7½ and 10 hp classes. Both models feature twist-grip speed control, complete shift forward, neutral and full reverse, and a non-pressurized, separate six-gallon fuel supply. A 16 hp model designed for heavy duty, a 5 hp model with complete shift and a little 3.6 hp strip-single round out the Scott-Atwater line. Other Scott-Atwater features are the single knob carburetor control that tunes, chokes, and drains the carburetor bowl, cushioned steering handle, new type positive drop-pawl starter with only seven major parts, and a shock-absorber type propeller, just to mention a few.—Scott-Atwater Mfg. Co., Minneapolis, Minn.

Announcements indicated (\*) by courtesy "Outboard Boating"



MERCURY Mark 5



MERCURY Mark 7



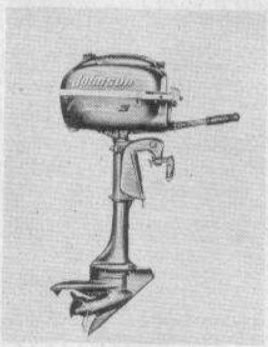
MERCURY Mark 15



MERCURY Mark 20



MERCURY Mark 40



JOHNSON Sea-Horse 3



JOHNSON Sea-Horse 5



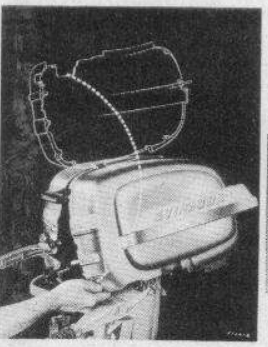
JOHNSON Sea-Horse 10



JOHNSON Sea-Horse 25



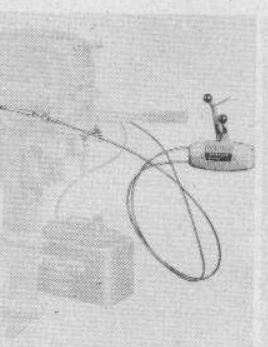
SCOTT-ATWATER 7½ hp Gold Pennant Shift motor



EVINRUDE New Super Fastwin Auto-lift hood



EVINRUDE Cruis-a-Day Gasoline tank



EVINRUDE Simplex Controls



EVINRUDE Lightwin



EVINRUDE Big Twin

## SETTING UP TO WIN

(Continued from page 41)

ones too. A couple of times strange things happened that baffled him. He put it down to a sick motor or "something." Without realizing completely, he was beginning to be conscious of RPM. Coming out of a turn, he realized that he had to have his motor winding up—not too fast and not too slow—in order to accelerate and have straightaway speed too. He soon was convinced that it took good straightaway speed plus good speed in the turn and good acceleration out of a turn to win one lap. A good combination of the three was necessary to win a lap, heat or a race. When he first started racing he would take his outfit out on comparatively smooth water and set it up for top straightaway speed. Then when the other boys outran him in rough water and tight turns of the competition course, he didn't realize that excessive cavitation was the cause. Once when he was set-up fairly high on the transom and using a fast straightaway prop, he managed to get a good start out in front. In the smoother water he barged ahead far enough to win in good shape although he had begun to lose ground because of slowness coming out of the turns. Had Harry been checked for RPM during these races, he would have realized that his RPM was too high because of improper transom height, angle, prop, or all three. Later on we'll get to a means available now for determining the RPM of an outfit running in a race or anywhere else by someone on the shore.

But let's get on with Harry — He had arrived "by gosh and by golly" at a set-up which was good for the short, rough water courses. He was running his motor low on the transom and had the lower unit "kicked under." Then he made his "big race" on a long course with 5 buoy turns. He had reached the point where he never changed his set-up. With his short course set-up, the boys ran off and left him on the long course. Now he really had a problem. How was he to get his set-up problem whipped for the course he was running on? On the short course he had too many RPM and on the long course, not enough. He still didn't realize that improper RPM could be either a cause or an effect, depending on the situation. He didn't realize this because he didn't know what RPM he was turning! More problems began to come forth. He found that higher elevations caused him no end of trouble. He lost RPM and MPH be-

cause he had no way of determining RPM.

Harry finally decided to take in a Marathon. Trial runs with an extra tank and the weight of the extra fuel were a sad disappointment — he wasn't going anyplace. He tried different set-ups and props, and after much fumbling and testing, another boat beat him in a test run. If only he could find out if his motor was putting out proper RPM and power, he would know whether or not he was getting the absolute maximum speed. About that time, one of the local boys on the bank waved him over and told him that he had checked his outfit from the bank with a remote tachometer and that he was turning 5800, which was probably about 200 RPM slow. With the help of his new friend and the tachometer, Harry picked up his lost RPM and some speed that was hardly perceptible on his speedometer. Now he knew he was getting all that he could out of his outfit.

Boat racing is a good hobby and Harry is still riding it for all it is worth. He has learned a lot the hard way, from experience, from magazines, from friends and even from his high school physics book. He knows how to overcome troubles at high altitudes. He has learned that hot weather and high test gasoline lead to pre-ignition, and that pre-ignition is more prevalent at lower RPM, and further that power losses through heat are great. He found that a lot of his "speed secrets" had been shown to him by his speedometer and tachometer results combined. Proper set-up can be responsible for winning performance and BOTH instruments help get that set-up!

A good set of tools and gauges will help check engines for top performances. A straight-edge will help check boat bottom surfaces. The speedometer and tachometer will check your combination set-up for top speed. The better and more useful the tools and gauges, the easier it is to attain better speed and performance.

Unquestionably, RPM and means for determining it are vital factors in speed performance. The foremost manufacturers of Stock racing engines advise that their large alternate firing four cylinder engine magneto can be advanced for good performance on the bench with an indicator gauge. However, they also advise that for absolute maximum performance, the engine should be operated and adjusted on the hull BY USE

(Continued on Page 49)



Winner of the Pacific Motorboat Trophy—Winner of the APBA Silver Cup, and now a new straightaway world record for the 135 cu. in. hydro class. Set at Seattle, Aug. 11. 98.549 100.418 99.483 avg.

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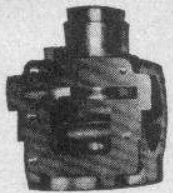
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**ALLISON** Engine V 1710—E19 with spares and gear box. Must sell. A. Lange, 9218 Litzinger, St. Louis, Mo.

**DE LUXE** runabout, Speedliner model 913, complete with hardware. 50 HP Evinrude motor. 20 hours running time. Two new blocks plus five wheels. Andrew H. Prystasz, Powhatan, Ft., Ohio.

**CHAMPION** 7.9 HP motor, short and long shaft, torpedo unit, 2 props, balanced and ready to go. \$215.00. Don Stahl, 202 1/2 3rd Ave. No., Virginia, Minn.

**SPEEDLINER** Caravel Runabout—Brand new, not over 2 months old and still in original crate. For sale at wholesale price. Model M-713. Perfect for B, C or D motor. Central Wholesale House, Conway, So. Carolina.

**PR 65** Vincent heads, Johnson 3 point Hydro, raced 1 1/2 years, extra props. Sacrificing all for \$850.00. High point in 1931, runner up in 1952. Region 16. DeWeese, P.O. Box 265, Provo, Utah.

**DIXIE FLASH** Runabouts. AU and BU hulls in stock. CU and DU hulls coming through. Upped present CU record in February at Lake Alfred. In for approval. The fastest stock runabouts on the water. Dealer inquiries invited. Anchor Hardware Co., Wrightsville Sound, No. Carolina.

**HYDROPLANE** 135—custom 60, 130 HP Hallett hull like new. Cost \$3000.00. Make reasonable offer or will trade anything. "Trader Ed," 1515 Swift, North Kansas City, Mo. NORclay 4479.

**CLASS "E"** Racing Runabout "Hotfoot." Glazier built hull is almost new and in perfect condition. Mercury engine, built up by Mullie Scull, has been run only in two races. Business forces me to stop racing and offer this beautiful hull and motor at a sacrifice price of only \$1950. Harry Fleming, 4534 Pine St. Philadelphia, Penn.

**JACOBY** Flyaway Hydros, Steerers, Throttles, Helmets, Fins, Life Jackets, Speedometers, Racing Accessories. Fred Jacoby Boat Works, North Bergen, N.J.

**NOW FASTER THAN EVER!** Champion Boats—the choice of champions—now available to you! Easy-to-read plans: easy-to-assemble kits: or easy-to-afford custom built speed boats, (18 models, outboard and inboard.) Send 25c today for multicolored, illustrated catalogue. **CHAMPION BOATS**, 1524 W. 15th Street, Long Beach, Calif. Dept. 100-E.

**1951 DE SILVA** Deluxe C Runabout, completely equipped. Only run a few heats in 1952. (\$275.00) Perfect.

**1952 NEAL** Hydro, very latest, completely equipped. (\$250.00) Perfect.

**TWO HEX** Head Evinrude Racing Speeditwins, battery or mag. One setup by Neal, other by Blankenstein. Both can be setup on either Evinrude bracket and housing or Johnson P.R. Three lower units. One Evinrude, one Johnson P.R., cut by Neal (beautiful), one new Wisco, never run (copy of Starns). The Blankenstein C just purchased from Homer Kincaid is hot. Assortment of props.

**ALL STEEL** trailer with box, new tires, dropped axle. Carries two boats, four motors. Sacrifice (\$125.00).

For further information, pictures and prices on engines, write, call, or come see. James R. Ough, 116 36th Street, Moline, Illinois. Phone 4-5215.

**1939 EVINRUDE** Speeditwin. Strictly stock. Excellent. \$150.00. Twin Rotary Evinrude Racing "C." Very good, with chrome cylinders and latest lower unit that will fit 460, \$235.00, 1931 super "C" lower unit. Perfect, \$50.00. Cylinders. Wheels. Antigo CD boat, \$175.00. Charlie Olsen, Box 91, Antigo, Wis.

**48 CU. IN.** Hydro hull like new. Raced twice. \$495.00 includes motor mounts, dash instruments, fuel tank and battery box. All ready for motor. Have trailer and Crosley motor in top shape. Trailer \$150.00. Motor \$230.00. Two complete sets of stacks with Amal carbs set up by Lou Meyer, \$75.00 each, also miscellaneous parts. Ben Ballinger, 2169 Broadway, Eureka, Calif.

**"B" RACING** Inboard Runabout "Wee Willie" complete, ready to race. Holds both records. \$950.00. Jack Kelley, 803 Woodrow, Oildale, Calif.

**48 CU. IN. HYDRO** Hull complete, except paint. 51 Crosley, \$250. M. S. Hornidge, 4811 Santa Cruz, San Diego 7. Calif. Phone Bay 7741.

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**MERCURY CARBURETORS** Converted for Alcohol Fuel—Does not affect performance with gasoline, \$5.00. Ralph Hagood, 1934 Hammerlin Ave., Orlando, Florida.

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# SETTING UP TO WIN

(Continued from page 47)

OF A TACHOMETER. In this case there is a direct drive tachometer available for this motor. Two cylinder engines are operated at full allowable advance and do not have integral tachometers. Electric tachometers are available to attach to these motors and the indicator is mounted in the boat. Most drivers have found that the indicator is difficult to read accurately because of vibration and shock.

Recently, a practical application of the remote sound tachometer was developed. This new instrument can be used easily, accurately, and remotely by anyone from the bank and can be attuned to any passing boat. The unit is operated by pressing a momentary switch on the side and listening to the interpolation oscillator with one ear and the passing outboard with the other. The instrument is attuned to match the motor beat and RPM is read directly on the scale. Interpolation is to within limits of 25 RPM. The new tachometer is about the size of a miniature camera and is held in one hand. It has no tubes and there is no warm up period. Battery life is normally the shelf life of the batteries or about 6 to 12 months. Battery life has a minimum effect on calibration which is very accurate. All component parts are protected against temperature, moisture, and shock.

This instrument is called the Seaboard Tachometer, manufactured by the Seaboard Equipment Company, of Surfside, Calif.

We now leave Harry with a bright future. He still has lots to learn but he has an accurate speedometer, remote tachometer, and other tools to help him reach top speed for winning performance. He now knows that proper RPM means power and speed. However, if he ever gets a phenomenal speed without top RPM, he says he won't let it worry him. WHO WOULD?

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The A.P.B.A. Outboard Racing Commission has placed the official stamp of approval on the use of Stock Outboard motors in the regular racing classes. This action means that the owner of a Stock Outboard motor now has three courses open to him:

1. Keep his equipment STRICTLY STOCK and race only in the Stock Outboard Division.
2. Keep his equipment STRICTLY STOCK and race in both the Stock Outboard and the regular Outboard Racing Division.
3. Modify or convert his Stock motor into a racing motor and compete ONLY in the Outboard Racing Division.

There we have it in a nutshell. Some of the top-notchers in the Stock Hydro classes will probably elect to stay strictly stock and pit their driving skill and stock motors against the time proven racing Johnsons and Evinrudes. Only time will tell how successful they will be and it is probable that course design will have much to do with whether or not they can stay with the fast accelerating racing motors.

With modification there is a good possibility that the Stock motors converted to racing will be pretty potent, especially on long courses.

The big question has been "how much modification will be permitted?" Here is the answer: "When competing in racing competition, the Stock Outboard drivers will be permitted to modify their motors in accordance with the same modifications permitted all racing motors." Following is a partial list:

1. Use of fuel is permissible.

2. Any carburetor of American manufacture may be used.
3. Mufflers may be removed.
4. Any make of piston which conforms to specifications may be used.
5. Any compression ratio is permitted.
6. Cylinders may be chromed.
7. Cylinders may be bored oversize as much as .025 and oversize pistons fitted.

The 1953 edition of the APBA Year Book and Racing Rules which carries all of the rules of all racing classes is just off the press and available from APBA at 700 Canton Ave., Detroit, Michigan at \$1.50 per copy.

Watch out for a red hot battle at the Gold Cup Races at Seattle this year. Stan Sayres' recent announcement that both of the *Slo-Mo's* would be in top shape for the battle plus the news that one of the boats would campaign at the major regattas in the East this year puts an end to rumor that he was retiring. (Nobody swallowed that yarn anyway.) The air is full of rumors these days and the following seem to be pretty straight stuff. Jack Schafer is building TWO new boats, both of them three-pointers. One will be a single engine rig which will probably be powered with a Rolls-Royce. The other will carry the tandem Allison power plant installed last year in the unsuccessful *Such Crust III*. Here is the big news from this stable. Nobody is talking but the word is out that Chuck Thompson will manage the team and do one of the driving jobs. In our book he is one of the top men in the game. Joe Schoenith is building a new *Gale III* for young Joe who returns from Korea this

month. They will campaign the *Gale II* until the new boat is ready. Rumor says that Danny Foster will handle Al Fallon's *Miss Great Lakes*. Danny is a capable campaigner and the *Lakes* is a good boat. Nice team. The new *Miss United States* should be ready for test runs early in the spring. Experienced builder in charge on this one. Could be a top contender. Haven't heard of any activity around the Visel plant so it looks as though Morlan will drive Bill Stead's *Hurricane IV* which is being worked over up in Reno. There are a couple of warmed over jobs around Detroit that might round into shape this year and one new all metal outfit in the far East. Yes Sir! There will be a hot time in Seattle this year.

Syracuse, N. Y. will play host to the Stock Outboard Nationals this year August 29-30-31. Two days of eliminations and competition and one day of mile trials.

The new rules for the 48 Cu. In. Runabout Class, permitting very few modifications have been released—pretty much stock—should put the class back in the beginners bracket and just might bring in a lot of new blood that isn't ready for the full hop-up treatment in the 48 Hydros.

Notice that the N.O.A. has cut their standard mile trial course to 1/2 mile. Now we are getting some place. N.O.A. adopted another rule that sounds very sensible. Drivers are to furnish the Referee with a placard carrying their racing number to be displayed in the event a driver jumps the gun. Then at his option the disqualified driver can drop out instead of beating his gear to death for the remaining laps of the race.

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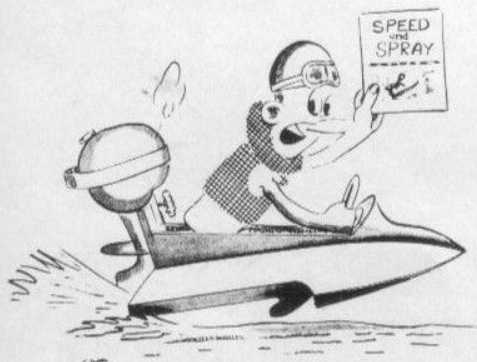
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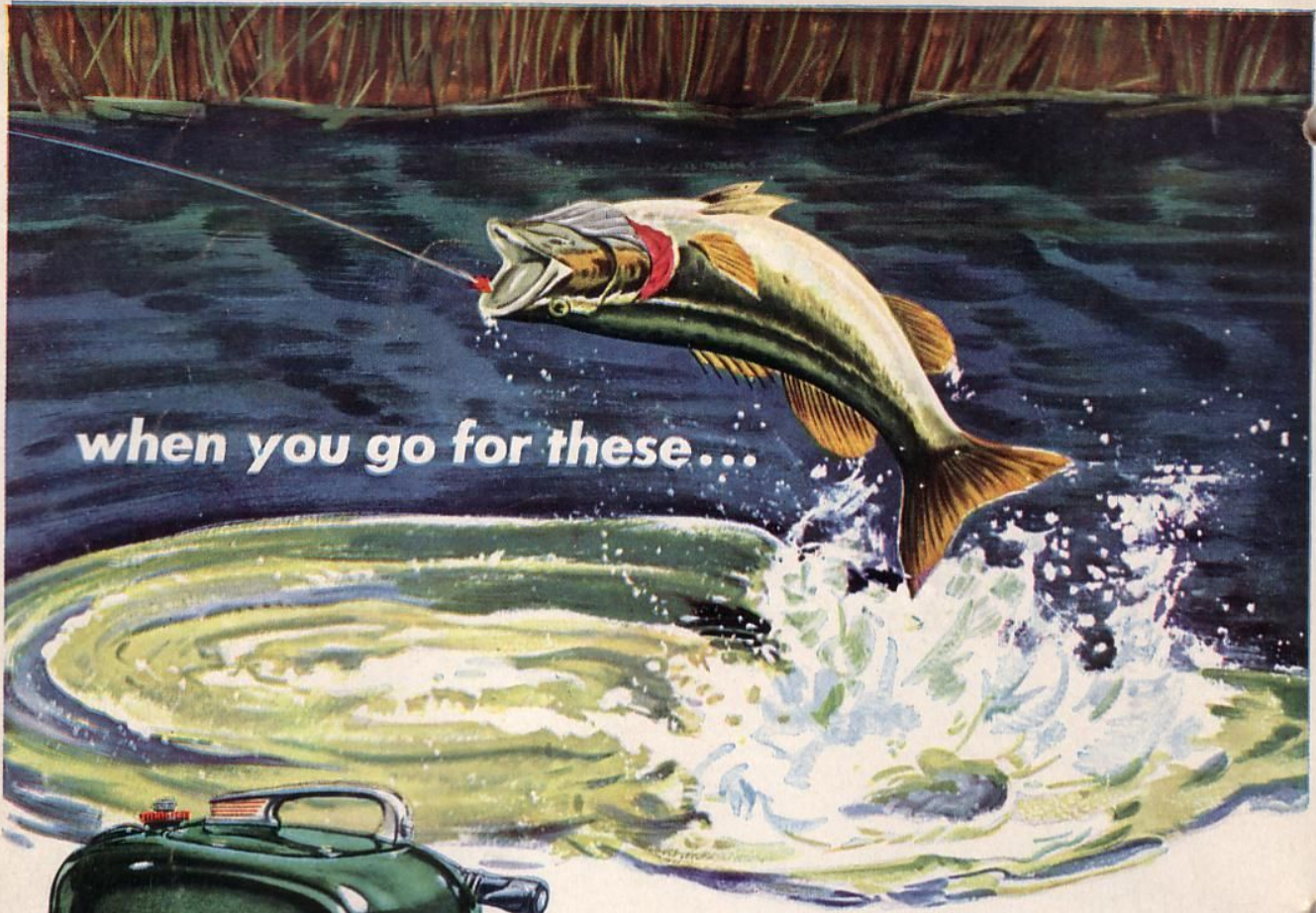
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