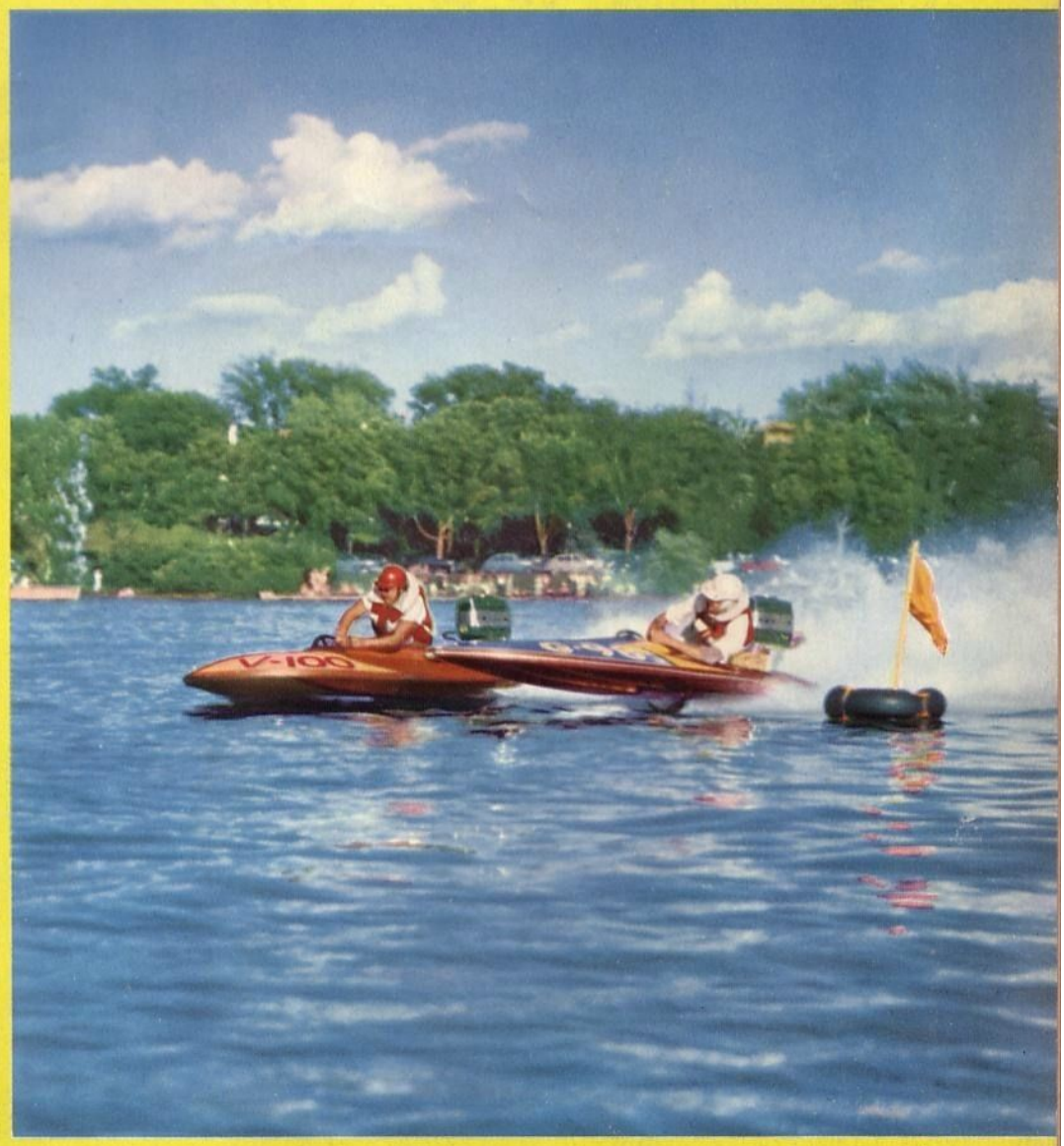
SPEED & SPRAY

50 cents

SPEED and SPRAY

JUNE, 1953



In This Issue

International Boat Racing and Water Sports

QUITTING BOAT BUSINESS

$25,000 BOAT STOCK TO BE SOLD AT ONCE AT A BIG DISCOUNT!

- **BOATS**—"266" Ready to Race new Hallett Hull—equipped with Mercury engine, Billet Cam, Special Lifters, Forged True Pistons, Big Valves, Fuel Injector. This boat will run over 110 miles per hour.
  Another "266"—**Z-Z-Zip,** in first class condition.
  "135" **Gee Whiz,** that set the straightaway world record at Salton Sea in 1951 at 97.351 mph. This boat is in perfect condition.
  "135" Hallett Hull, new, at a bargain.
  "135" Wickens Hull complete with hardware.
- **ENGINES**—New and used 135's.
  Used '40 Ford "60" with special lifters, valves.
  Used '37 and '38 Ford "60's".
- **PROPS**—New and used "Hi Johnson" Propellers for 135, 225, 266.
  Used Menken Propellers 12 x 19.
  Used Johnson Oakland Propellers 10½ x 15.
- **MANIFOLDS**—New and used Mercury Manifolds.
  Used Navarro two carburetor Manifold for Ford and Mercury.
  Used Edelbrock two carburetor Manifold for Ford and Mercury.
  New Edelbrock three carburetor Manifold for street or hotrod.
- **PISTONS**—Ford "60" Edelbrock .030 oversize.
  J. E. Pistons .030 3-5/16.
  Novi Pistons standard 3-1/16
  J. E. Pistons 3¾ Stroke 3-1/16.
  Forged True Pistons .030 3-5/16.
- **INSTRUMENTS**—Tachometer
  Stewart-Warner 100 lb. oil gauge.
  Stewart-Warner temperature gauges.
  Finsen Speedometers 20 to 100.
- **CAMS**—Ford and Mercury Camshaft 282-2.
  Ford & Mercury Camshaft 284-2.
  Ford "60" Cam—Potvin 275.
  Ford "60" Cam—Smith B-3.
- **CRANKSHAFTS**—Used 8BA Crankshaft ¾ stroke
  '37 and '38 Ford "60" Crankshaft—chopped and polished.
  '40 Ford "60" Crankshaft ground to '37 size.
  8BA Crankshaft 3¾ stroke.
  Used Ford "60" Crankshaft '37 and '38.
  Used Ford Crankshaft '37 and '38.
  Ford "60" Crankshafts—unbalanced.

MOTOR PARTS

OIL PANS
FUEL PUMPS
MERCURY VALVES
FLY WHEELS
⅞" SPROCKET COUPLINGS
LINCOLN VALVE SPRINGS
HILBORN VALVE SPRINGS FOR MERCURYS
FORD "60" RODS
FORD "60" FLYWHEELS
MERCURY RODS
FORD "60" VALVES
SCINTILLA MAG AND DRIVE
BIG BORE HEAD GASKETS FOR MERCURY
NEW FORD "60" BLOCK, PORTED AND RELIEVED
NEW MERCURY 8BA BLOCK, PORTED AND RELIEVED
FORD "60" KITS (BALANCED)
PERFECT CIRCLE RACING RINGS—ALL SIZES
MERCURY STEEL CENTER MAIN BEARING CAPS
EDELBROCK HEADS FOR FORD "60"
FORD "60" SPROCKETS FOR 1940 SHAFT
MERCURY HEADS, NEW AND USED

BOAT PARTS

SHAFT LOG
⅞" SHAFT LOG (DEBBOLD)
⅞" SHAFT QUADRANT
STEERING WHEEL KITS
RUDDER BRACKETS
USED RUDDER FOR 135
USED 266 RUDDER
DEBBOLD THROTTLE PEDALS
KNUDSEN GEAR BOX AND DRIVE
ASSORTMENT OF PROP SHAFTS ⅞ AND 1 IN.

For prices on the articles listed and many other parts too numerous to list, write or phone

6007 TRUMAN ROAD
KANSAS CITY, MO.

SID STREET

TELEPHONE:
CHESTNUT 8600

I am quitting the boat business. My mechanic, Orval Smith, who has been with me for a good many years, is going into business for himself and for that reason I have decided to dispose of my entire stock of boat racing equipment.

Orval Smith will conduct a business concerned with the building of boat engines, located at 6434 E. Truman Rd., Kansas City. Mo. Sid Street

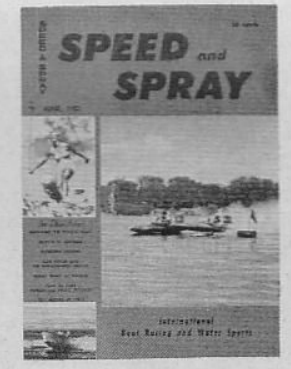
"Gee Whiz" in the Salton Sea Mile. 97.351 mph average.

SPEED and SPRAY

VOL. I — NO. 8

The International Magazine of Boat Racing and Water Sports

CONTENTS — *JUNE, 1953*



COVER

"Hard Driving at the Buoy"—A pair of the roaring "D" Stock Hydros, the thrill class in all Stock Boat Racing.
Photo Courtesy Kiekhaefer Corp.

Our skier this month is the vivacious and talented Evie Wolford, the National Slalom Championship winner for 1952.
Photo Courtesy Evinrude Motors

That flashy inboard utility is a custom design by famous naval architect Dair N. Long. Complete plans for this fast, husky boat soon in SPEED and SPRAY.

Speed and Spray is published monthly by Marine Publications, Inc. Mailing address: Box 247, Newport Beach, California. Business Office: 619 Via Lido Soud, Newport Beach, California. Phone Harbor 267. Application for entry as second class matter is pending at the Post Office, Newport Beach, California.

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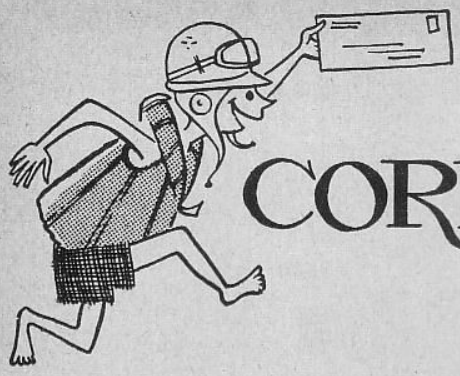
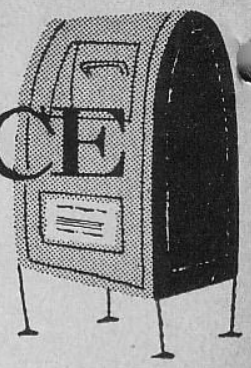
Change of address—must show both old and new addresses.



CORRESPONDENCE



MOLY PLUS METHANOL

I read in April issue about converting a Mercury to burn alcohol. I referred back to the article in the June '52 issue on Marine Liqui-Moly. I would like to know if the Marine Liqui-Moly can be added to the fuel mixture for Mercurys? How much should I add to the alcohol mixture given? Should I cut down on the castor oil as a lubricant and use the Liqui-Moly instead?
Glenside, Pa. H. C. Brooke

- *One of the Moly family MO2CR, manufactured by Unichem, is especially compounded for addition to methanol, and can be used in your Mercury after you have converted your carburetor. Lubricants of the Moly family are additives. They do not replace the oil or lubricant in your fuel mix. You simply add the specified amount of MO2CR to the mixed fuels: For motors M through B add 2 oz. per gal.—C and D 3 oz. per gal. —larger motors 4 oz. per gal. The makers caution that the product is not intended to be used constantly. The plating action is accomplished by running two gallons of mixed fuel with MO2CR added through the motor. This plating action will last for 2 or 3 regattas with the motor running on the regular methanol mixed fuel formula that you have selected. Repeat the plating process periodically throughout the season.*

—*ED.*

TECHNICAL SUBJECTS

I enjoy your magazine very much and hoped it would suffice in place of throttle squeezing 'till I became a civilian again. Instead, I became so close to the sport again that I took a leave and nearly completed an A Stock Hydro. She is nearly ready to go now, and needless to say, I'm more than somewhat anxious to start battering my knees once again.

Your magazine fills a great need, and I'm really pleased with it, though I would like a few more technical articles.
Chanute A.F.B., Ill. Marlow Ladd.

- *You name the subjects and we'll produce the articles. Hope to see your name in the results sheets this year.*

—*ED.*

AD RESULTS

I received a complimentary classified ad with my original subscription and this ad brought me seven inquiries — three of which resulted in immediate jobs and one several months later.

This was proof enough to me of the value of advertising in *Speed and Spray*. Then came your Dealer Directory Section. I have proof of the value of an ad in this section right on this desk in the form of three inquiries on balancing. This from the last issue in which my ad appears in the directory. What more proof is needed! Inclosed is my check for six months in advance.
Jacksonville, Fla. Jas. J. Donovan

EUROPEAN INVITATION

This letter is from one of the guys sitting on the bank or in the grandstand wherever races may be held. In your June, 1952 issue you stated on page 43 (and I quote) "During the winter came an invitation from Europe to send a U. S. representative to the International Races in Italy and Switzerland." And that the Italian Motorboat Federation invited and agreed to take care of all of the details of shipment and expenses.

How about the APBA getting on the ball and extending the same invitation to the Italian Motorboat Federation in the hopes that Mario Verga would bring his boat to Seattle for the Gold Cup Races?

I do not belong to the APBA and I haven't a racing boat, but I do have $5.00 to go with this happy thought of mine to help get him over here. I believe it would add to the interest of the Gold Cup Race.
E. W. Hardwick San Bernardino, Cal.

- *Sponsors of Florida's Orange Bowl Regatta posted a new $7500 trophy for an International Grand Prix (see Speed & Spray 1953) An invitation to compete in the regatta was tendered to certain of the Italian drivers and preliminary plans made for payment of part of their expenses. Florida officials asked APBA for an appropriation to assist in making the trip possible. The matter was dropped when the Italians signified that they were not ready to make the trip this year.—ED.*

? ? ? ? ?

I am not in the habit of writing to editors, but I think it is time for me to make a few comments, pro and con, about my favorite magazine.

I find that you are still getting into arguments that don't concern you. I agree with you one hundred per cent, but I think you should take a neutral stand and let the 266 drivers settle it. I think that's all the sour grapes for now, except I think NOA should get more recognition. In the South, they put on a much better race than APBA.

Boats are much more interesting than people, but if ever a man deserved a write-up in *Speed and Spray*, it's the late Jack Cooper. Please give the newcomers a taste of the greatest.

Speaking of Pop Cooper, that boat on page 24 of the February issue is the one he drove to his death.

I think I am speaking for many others, so maybe you can find space to publish the following: Where can I get 3/32" and ⅛" mahogany plywood and ¼" 5 ply birch.
Gulfport, Miss. T. J. Wills

- *Am afraid you did not read the comment on the 266 fuel matter carefully. We did not advocate anly certain selection of fuel. We simply pointed out that the list of alternate proposals on the ballot was so poorly arranged that it gave the drivers virtually no alternative other than to vote for straight methanol.*
- *We would like to have more articles on NOA regattas. However, we seem to be unable to locate competent writers and photographers to do the coverage for us in the areas where the NOA holds their big races. Perhaps some of our readers can help us with this problem.*
- *Your remarks concerning Jack "Pop" Cooper are timely. A yarn on the Cooper family is in the "works" for a future issue. • Perhaps some of our readers in your own area can answer your question on plywood. • You are wrong about the boat on page 24. That particular boat is a copy of the boat in which Pop Cooper was critically injured. The driver is Thom Cooper, Jack's son. The boat in which Jack was injured at Picton is now the property of Hap Sharp of Midland, Texas.—ED.*

So I did it myself

By
LON CHANEY, JR.

Ever find yourself out in deep water with a hole in your boat? I did, and it's darned embarrassing and could be downright disastrous.

My introduction to the hole-in-the-boat routine took place very unexpectedly during one of my periodic fishing trips on Lake Mead. I was cruising along about 100 yards off shore when I ran smack into a submerged mountain. By the time I reached shore it seemed that there was more water in my boat than there was in the lake. My plywood hull had a hole in it bigger than my fist—and there I was, 60 miles from the nearest landing. For a few moments I entertained the idea that this was the end of my fishing trip. No tools and no previous experience in patching up holes in a plywood boat . . . I was in a fix. Even considered ripping up a few pieces of clothing and stuffing them in the hole, but some way the hole seemed too big for that kind of treatment. I suddenly recalled that some place in my gear there should be a repair kit, purchased from the boat shop where I trade on their recommendation that the contents could be used for emergency repairs on any number of objects. Sure enough there it was floating around with the rest of the stuff in the bottom of the boat. The label mentioned fiber-glass. To that moment my experience with fiber-glass was absolutely nil and I didn't even know what was in the kit.

Preparing the surface before application.

Trimming the fiber-glass was an easy job.

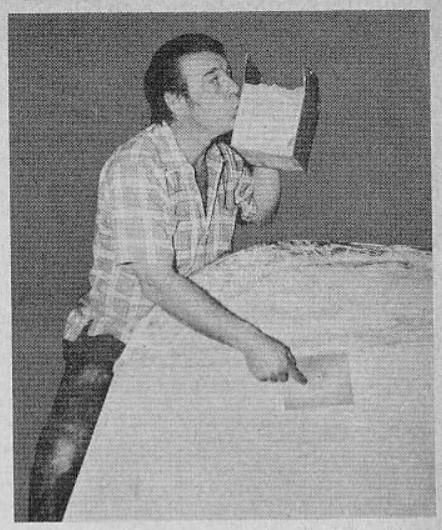
The instructions were simple enough and the information in the circular allayed my fears that such a small kit might not be big enough to patch such a big hole. I managed to haul the boat far enough up on shore to expose the hole, and found that one of the ribs was splintered too. I coated the rib with resin and glass and filled the hole with glass mat and resin, according to the instructions and then prepared to wait for the job to dry.

From a boat builder's standpoint it probably could have been a neater repair, but all I was interested in at the moment was a good tight job. I managed to keep my hands off it for the duration of one cigarette, and then what do you know, it was all set up. In 30 minutes it was harder than a rock and I was on my way again. That fiber-glass kit really saved my day.

I was a pretty grateful fellow and at the first opoprtunity I dropped in to Hollywood Plastics Products Co. in Burbank, who manufactured the kit, to compliment them on their process, and not at all incidentally, to learn a little more about fiberglass. I met Gerry Huth and Bill Campbell, the owners of the firm, and they gave me the holiday tour through their establishment. The idea of fiberglassing my whole hull was born right there, and I was all ready to send the boat out and have the job done.

I learned that glass fiber, when mixed with the proper plastic resin, has amazing qualities. It is light in weight, yet has tremendous tensile strength. I knew that the plastics were rapidly replacing metal in many important spots in boat, airplane and automobile building, but I didn't know that a boat hull, properly fiberglassed, would be over 500 times as strong after the coating.

Huth and Campbell demonstrated their own method of application, which they perfected themselves, and which according to them was so simple that anyone could do the job without previous experience by just following the printed instructions. The whole operation looked unbelievably simple so I went out of the plant loaded down with all the necessary material to do my own boat.



This repair kit saved my day on Lake Mead. That's the patch that I put on.

Step No. 2. Applying more resin.

The instruction sheet said that it wasn't absolutely necessary to strip off all the old paint but it would insure a better job so I did it that way. Then came a coat of plastic resin. I expected a battle cutting the fiber-glass to size but the job turned out to be easier than I had expected. Next came more resin and the final step was to smooth out the surface and then just wait for it to dry. It sounds awfully simple, but that's all there was to it, except to smooth up the surface to remove the rough spots where I had applied too much resin. You can put the transparent coating on in clear form as I did, which allows the wood grain to show through, or you can select a colored coating, which gives a permanent finish that never needs painting or attention.

I consider myself an expert now and I have a lot of fun with that repair kit demonstrating to my friends how I fiberglassed my own boat.

IN THE NEXT ISSUE — Fully Illustrated— A technical feature — Every step in fiberglassing your boat — The do's and don'ts.

REGATTA CALENDAR

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

CALENDAR CODE

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

1953 REGATTA DATES

Region 2

5/24	Utica, N.Y.	SO
5/30	New Hamburg, N.Y.	SO
5/30	Syracuse, N.Y.	SO
5/30	New Hamburg, N.Y.	SO
5/31	Rochester, N.Y.	SO
6/14	Cross Lake, N.Y.	SO
6/14	Schenectady, N.Y.	SO
6/21	Rochester, N.Y.	SO
6/21	Poughkeepsie, N.Y.	SO
6/28	Rome, N.Y.	SO
7/4	Ogdensburg, N.Y.	O-SO
7/5	Cranberry Lake, N.Y.	SO
7/5	Colton, N.Y.	O
7/5	Hudson, N.Y.	SO
7/12	Keuka Lake, N.Y.	SO
7/12	Saugerties, N.Y.	SO
7/19	Utica, N.Y.	SO
7/26	Rochester, N.Y. (Regionals)	SO
8/1	Albany, N.Y. (Divisionals)	SO
8/1	Wells, N.Y.	O
8/2	Long Lake, N.Y.	O
8/2	E. Hampton, N. Y.	O
8/2	Hudson, N.Y.	SO
8/9	Rome (Lewis Pt.) N.Y.	SO
8/9	Tonawanda, N.Y.	O-SO
8/15-16	Buffalo, N.Y.	I
8/16	Rochester, N.Y.	SO
8/16	Edmondsville, N.Y. (Regionals)	O
8/16	Poughkeepsie, N.Y.	SO
8/23	Old Forge, N.Y.	SO
8/29-30-31	Syracuse, N. Y. (Nationals)	SO
9/7	Heuvelton, N.Y.	O-SO
9/20	Utica, N.Y.	SO

Region 3

5/24	Lake Hopatcong, N.J.	SO
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
8/16	Sea Isle City, N. J.	SO
8/29	Long Branch, N.J.	I
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
9/12-13	Red Bank, N.J. (National Sweepstakes)	I-O

Region 4

5/30-31	Elizabeth City, N. C.	I & SO
6/7	Baltimore, Md.	SO
6/7	Lexington, N.C.	O-SO
6/13-14	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
6/27-28	Wilson Pt., Md.	I-SO
7/4-5	Hampton, Va.	I-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-SO
8/1-2	Cambridge, Md.	I-SO
8/2	Wrightsville Beach, N.C.	SO
8/9	Raleigh, N.C.	O-SO
8/9	Essex, Md.	SO
8/8-9	Norfolk, Va.	I & SO
8/15-16	St. Michaels, Md.	I & SO
8/15-16	Annapolis, Md.	I-O-SO
8/22-23	Bush River, Md.	I-SO
8/23	Richmond, Va.	O & SO
9/6-7	Urbanna, Va.	I & O
9/6	Wrightsville Beach, N.C.	SO
9/19-20	Washington, D.C. (President's Cup)	I-O-SO
9/26-27	New Martinsville, W. Va.	I-SO

Region 6

5/17	Pontiac, Mich.	SO
5/24	Lansing, Mich.	SO
6/14	Toledo, Ohio	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	Edison Lake, Mich.	I
7/5	Cheboygan, Mich.	SO
7/11-12	McKeesport, Pa. (Mile Trials)	O
7/12	Lewiston, Mich.	SO
7/12	Columbus, Ohio	I
7/19	Akron, Ohio	I
7/19	Kalamazoo, Mich.	SO
7/25	Toledo, Ohio	SO
7/26	Ludington, Mich.	O
7/26	Portsmouth, Ohio	I
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 (Regionals)	SO
8/22-23	Toledo, Ohio (Divisionals)	SO
8/22-23	Marietta, Ohio	O
8/23	Cincinnati, Ohio	I
9/5	Detroit, Mich.	I
9/6	River Rouge, Mich.	SO
9/2	Detroit, Mich. (Silver Cup)	I
9/13	Frankfort, Ky.	I
9/13	Dayton, Ohio	SO

Region 7

5/30	Quincy, Ill.	O
6/7	Elgin, Ill.	SO
6/13-14	Kaukauna, Wis.	O-SO
6/20-21	Bedford, Ind.	O
7/4	Fond du Lac, Wis.	SO
7/5	Menasha, Wis.	SO
7/10	Chicago, Ill.	O
7/12	Elgin, Ill.	SO
7/12	Culver, Ind.	O
7/19	Sheboygan, Wis.	SO
7/25-26	Oshkosh, Wis.	O-SO
8/2	Markesan, Wis.	SO
8/9	Elgin, Ill.	SO
8/9	Winneconne, Wis. (Regionals)	SO
8/16	Green Lake, Wis.	SO
9/13	Elgin, Ill.	SO
10/10-11	Madison, Ind.	I & SO

N.O.A. DISTRICT 7

6/6-7	Indianapolis, Ind.	Div. I & III
6/20-21	Bedford, Ind.	

Region 8

7/26	Minneapolis, Minn.	I
8/23	Cambridge, Neb.	I-SO

Region 9

5/17	Baton Rouge, La.	O-SO
5/24	Sicily Island, La.	I-O-SO
6/13-14	New Orleans, La.	I-O-SO
6/21	Madisonville, La.	I-O-SO
6/28	Montgomery, Ala.	I
7/4-5	Biloxi, Miss.	I-O-SO
7/12	Lafitte, La.	I-O-SO
7/19	Franklin, La.	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

5/24	Memphis, Tenn.	Div. IV
6/14	Pensacola, Fla. (Fiesta of 5 Flags)	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

5/16	Spokane, Wash.	I & O
5/30	Rose Lake, Idaho	O-SO
5/31	Clark Fork, Idaho	I-O-SO
6/7	Olympia, Wash.	O-SO
6/27	Moses Lake, Wash.	O-SO
6/28	Sprague Lake, Wash.	O-SO
7/4-5	Devil's Lake, Ore. (Regionals)	O-SO
7/12	Pasco, Wash.	O-SO
7/19	Tacoma, Wash.	O-SO
7/26	Astoria, Ore.	O-SO
7/19	Nelson, B. C.	I
7/31	Kelowna, B. C.	I-O-SO
8/1-2	Oroville, Wash.	I-O-SO
8/6	Seattle, Wash.	I-O-SO
8/7-8	Seattle, Wash. (Western Divisionals)	O
8/8	Seattle, Wash.	I
8/9	Seattle, Wash. (Gold Cup)	I
8/10	Seattle, Wash. (Mile Trials)	I-O-SO
9/6-7	Devils Lake, Ore.	I-O-SO

1953 REGATTA DATES

REGION 11—NORTHERN CALIFORNIA

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 Calaro (San Jose)	SO
6/7	Coyote Lake (Gilroy)	O-SOL
6/14	Friant Dam (Fresno) (Regionals)	SO
6/28	Sacramento	O-SOL
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 (Mile Trials)	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.

REGATTA CALENDAR

REGION 12—SOUTHERN CALIFORNIA

5/16-17	Salton Sea (Mile Trials)	I
5/17	Bakersfield	SO
5/24	De Anza (San Diego)	O
5/30	Long Beach	I
5/31	Needles	SO
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
8/9	Lake Elsinore	I
8/23	San Diego	O
9/7	Long Beach	I
9/7	Hansen Dam	SO
9/20	San Diego	O
10/17-18-19	Salton Sea	I
10/18	Parker, Ariz.	O-SO
10/25	Blythe	SO

N.O.A. DISTRICT 12

8/2	Flagstaff, Arizona	

Region 14

5/24	Hickory, N.C.	O-SO
7/26	Guntersville, Ala.	I

N.O.A. DISTRICT 14

5/17	Nashville, Tenn.	
5/30-31,6/1	Knoxville, Tenn. Div. I & II (North-South Championships)	
6/21	Nashville, Tenn.	
6/21	Jackson, Georgia	
7/17	Nashville, Tenn.	
8/21	Camden, Tenn.	
8/30	Nashville, Tenn.	

Region 15

6/7	Port Arthur, Tex.	I
9/7	Ardmore, Okla.	I
9/13	Denton, Tex.	I
9/20	Port Arthur, Tex.	I

N.O.A. DISTRICT 15

5/10	Lubbock, Texas	
5/17	Dallas, Tex.	
5/24	Marshall, Tex.	
5/31	Wichita Falls, Tex.	
6/7	Corsicana, Tex.	
6/14	Wichita Falls, Tex.	
7/12	Lubbock, Tex.	

Region 16

5/24	Caldwell, Idaho	I-O-SO
5/30	Salt Lake City, Utah	I-O-SO
6/7	LaJunta, Colo.	I-SO
6/21	Loveland Colo.	I-SO
6/28	Bear Lake, Utah	
7/4	Corinne, Utah	O-SO
7/26	Grand Lake, Colo.	I-SO
8/2	Denver, Colo.	I-SO
8/30	Burlington, Colo.	I-SO
9/6	Delta, Utah	I-O-SO
9/13	Denver, Colo.	I-SO

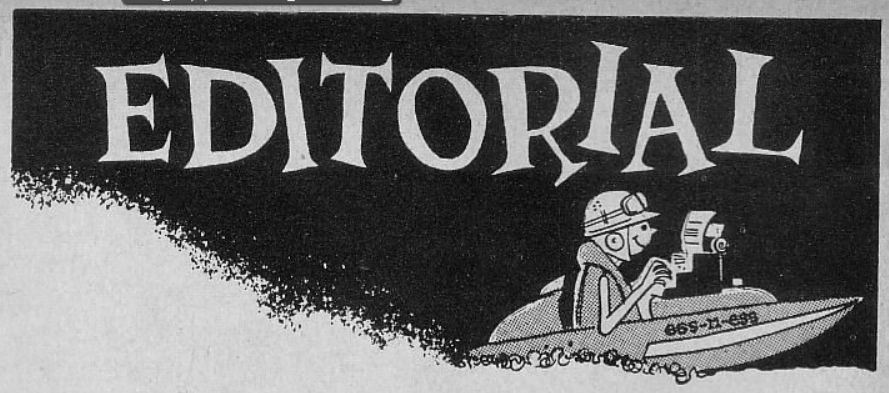
SO MARATHONS

5/17	Spokane, Wash.	? Miles
5/24	Solomons, Md.	? Miles
5/30	Detroit, Mich.	50 Miles
6/4	Philadelphia, Pa.	96 miles
6/28	Neenah, Wis. (Winnebagoland)	92 Miles
7/19	Sacramento, Calif.	? Miles
7/26	Marysville, Mich.	60 Miles
8/2	Greeneville-Vicksburg, Miss.	(NOA)
8/9	Topinabee, Mich.	87 Miles
8/9	Winnepesaukee, N.H.	50 miles
8/16	Peoria, Ill.	100 Miles
8/2 or 30	Pleasantville, N.J.	? Miles
8/23	St. Joseph, Mo. (Pony Express)	
8/29	Essex, Md.	? miles
9/7	Gull Lake, Mich.	100 Miles
9/20	Trenton, Mich.	50 Miles
9/20	Oakland, Calif.	? Miles
10/4	Needles, Calif.	115 Miles
10/11	San Francisco, Calif.	? Miles

CANADIAN DATES

5/18	Port Perry, Ont.	48 c.i. only
6/20	Windsor, Ont.	
6/27	Arnprior, Ont.	
6/28	Cornwall, Ont.	
6/29	Gananoque, Ont.	
7/4	Brockville, Ont.	
7/18	Rideau Ferry, Ont.	
7/18-19	Valleyfield, Quebec	
7/30	Kelowna, B.C.	I-O-SO
7/30	Gravenhurst, Ont.	
8/1	Trenton, Ont.	
8/3	Picton, Ont.	
8/4	Harrison Hotsprings, B.C.	O-SO
9/7	Victoria, B.C.	
9&7-8-9	Toronto, Ont. (Canadian Nat'l Exhibition)	
9/13	Montreal, Quebec	

EDITORIAL



NOW YOU HAVE TO WATCH YOUR CALORIES TO RUN WITH THE LEADERS!

Stock Runabout Racing is a great sport—one of the most popular branches of boat racing. Its popularity stems from several factors, not the least of which is the fact that the equipment is readily available and doesn't cost a fortune. It does not take a mechanical wizard to care for the motor and the rules forbid any hopping up. Further rules keep the hull designs within reasonable limits.

All of these regulations are intended to minimize in as far as possible individual differences in equipment so that the speeds of each outfit will be relatively close together. When the rules work as they are intended to, the competition is very close and each season more newcomers come into this branch of the sport.

Three factors enter into the problem of keeping the outfits in any one class on a par so that each contestant will have a fair chance of winning. The hull and motor rules are keeping the equipment reasonably comparable. The third factor is a very important one—that of the overall weight of the complete outfit. The present APBA rule on weights is so far out of line that it actually handicaps the average-weight contestant—the driver who weighs in the neighborhood of 165 pounds. The light weight driver in Class AU whose own weight plus the minimum required weight of the hull just totals up to the required overall weight now has a full 40 pound weight advantage over the average weight driver . . . and in Class BU the light weight driver who just hits the overall weight will have a 30 pound advantage over the average weight contestant. With all other factors reasonably equal, speed is relative to the amount of weight carried. Inequality of weights to an extent of 30 or 40 pounds in practically identical racing outfits upsets the whole plan of reasonably well matched equipment.

The present rule is a combination of a Minimum Hull Weight and a Minimum Overall Racing Weight for each class. The Minimum Hull Weight scale was adopted several years ago when this branch of the sport was called Stock Utility—and one of the objectives of the rule makers was to keep the boats in the utility category. The utility idea for all intents and purposes has been dropped and even the name of the class is now Stock Racing. We have racing boats, so why not have racing rules also. The Racing and the Service Hydro classes have a weight rule that does not give the minimum weight driver the edge. Why should Stock Racing have rules that handicap the average weight contestant?

Fresno Outboard Club suggests that the Minimum Hull Weight requirement be stricken from the rule and they offer the following table of Minimum Overall Racing Weights:

JU	190 lbs.	DU	435 lbs.
AU	255	EU	445
BU	305	FU	475
CU	350		

The adoption of a Minimum Overall Racing Weight Rule such as the above with no hull minimum weight specified would make it possible for each contestant to go out on the course with the same overall weight. The over-weight driver could lighten up his hull to avoid giving away weight and of course the underweight driver can bring his weight up with heavier construction.

Many of the contestants in Stock Racing this year who are forced by the rules to give a weight advantage to the light weight driver will run consistently back in the field in the large AU and BU Classes. Some of these drivers are going to tire of this game of fruitless pursuit and leave the sport—and, after all why shouldn't they. It was never intended that a driver's weight should constitute a handicap or an advantage to him. Contestants will stay with the sport of Stock Racing only as long as the rules offer each and every driver an equal chance.

Many Stock Races in "A" and "B" have been turning into "parades"—with more of a spread between the leaders and the second flight than differences in driving ability, motors and boat design can explain. The "excess baggage" that some of the drivers are forced to carry to comply with the present minimum hull weight rule is partially at fault for this situation.

Stock Racing was conceived with the idea that every contestant would have an equal chance. Why not make the rules fit the plan?

NIAGARA FRONTIER BOAT RACING ASSN., Buffalo, N.Y. — Perhaps because this is our first contribution to "Club News," we should lead off with a thumbnail sketch of our organization. This association has been in existence 13 years for the promotion of boat racing exclusively. The roster has gradually increased from the original 12 members up to the present 80. About 50 of these own or drive rigs of one type or another and the remainder are either race officials or mechanics. Outboards outnumber the inboards about 3 to 2 and there are 12 different classes represented. We run 15 to 20 inboard races during a season, and the outboards attend about 15 meets. Most of the racing is done within a 300 mile radius of Buffalo; however, some of the shows will take us as far as 500 miles. At present we are working on an "Open House" to be held at the club May 17th. Its purpose will be to encourage increased interest in the sport by displaying racing boats, starting flags, clock, gun and other paraphernalia incidental to running a boat race. W. J. Martin

STOCK OUTBOARD ASSN. OF LONG ISLAND — The L.I.R.A. announces its first race to be held May 17th at Moriches, L.I. for Classes A, B, D, CM, EM, and C Service, and a Free-for-all. These are not sanctioned. Trophies will be awarded. The S.O.R.A. will hold its first race May 30 and 31 at Huntington. Stock Hydros and EM-FM to run Saturday; A, B, D, and CM to run Sunday. Oyster Bay race will be Sunday, June 28th, sponsored by Sagmore Yacht Club and Lions Club of Oyster Bay, L.I. The sponsors have donated $600 for this race. L.I. Stock Utility News

COLUMBUS, OHIO — The annual Inboard Motor Boat races to be held at Columbus, Ohio, will be run on the Scioto River Race Course Sunday, July 12th. The program includes two heats each in the following classes: 48 c.i., 135, 225, 266, and 7 liter, also a ten-mile Free-for-all. $1650 in prize money will be awarded; also trophies will be presented. The Scioto course is 1⅔ miles in length. Main events will cover 5 miles from start to finish and 10 miles in the Free-for-all. These races are sponsored by Civic Charities of Columbus, and sanctioned by APBA.

Sid R. Phillips

MARIETTA BOAT CLUB, INC., Marietta, Ohio — New officers for 1953 were installed as follows: James King, Comm., Dale DePuy, Vice-Comm.; Emanuel Tulumaris, Rear Comm.; Robert Dyar, Secretary and Roy Rhodes, Purser. The Club reported a very successful year with 43 boats at the docks all last summer. The new Club House has been completed with lunch counters, recreation room, and club room. The 1953 Annual Amateur Outboard Boat Race sponsored by the club will be held July 12 on the Muskingum River, in front of the club grounds, with AB and C Hydro, AB and D Utility and the Free-for-all. Roy G. Rhodes

UNITED SPEEDBOAT ASSN., Los Angeles, Calif—The Salton Sea "continuation" twice-postponed, was held March 29 at Hansen Dam, and unfortunately APBA failed to send out Race Circulars to all regions concerned with this Regatta, so what should have been one of our biggest races, entry-wise, turned into a 62 boat clambake. Our thanks to those few members from other clubs who registered—and apologies to the areas who weren't informed. Despite comparatively small fields in each class, the races were excellent. Our Rev-ettes made their first appearance at this regatta in the attractive uniforms (3 girls in the club who act as hostesses, giving information, minor first aid, hot coffee after a flip, etc.) and proved quite popular. USA Rev-Stik

OREGON OUTBOARD ASSN. — Commodore Jerry Lampkin has announced a full regatta schedule, with some racing activity on most every Sunday of the season, and on some Saturdays too. The Committee Chairmen for the year are: Mid Barbour, Regatta Chairman; Don Criteser, Membership; Mildred Rich, Entertainment; M. Armbruster, Publicity; Bill Tindula, Cruising, and Property Committees.

Northwest Outboard News

PACIFIC POWER BOAT CLUB, INC., San Diego, Calif.—Officers of the club for 1953 are Joseph De Souza, Comm.; Jack Lewis, Vice-Comm.; Doug Hunt, Rear-Comm.; Ted Tyce, Secty.; Shirley Potter, Treasurer. There are 24 boats in the club and many races scheduled for this season.

Ted Tyce, Secty.

CENTRAL INDIANA BOAT CLUB, Indianapolis — The speed capital of the world is doing it again. The midwest area's biggest outboard regatta will be held in Indianapolis June 6th and 7th. Due to the fact that the Central Indiana Boat Club is offering $2500 in cash prizes plus individual awards during the regatta, drivers from all over the country are planning to attend. It is to be an annual event. Prize money will be divided into $100 per heat for 24 heats of racing, including the following classes: ABD Stock Utility and ABD Stock Hydro (Div. 3 NOA), ABCF Racing Pro Hydro and C Service Runabout (Div. 1, NOA), also B Stock Utility with standard lower unit. This regatta has been sanctioned by NOA and will be run according to NOA rules. A driver family get-together has been promised for Saturday night, so old and new friends can visit. See you all in June. Gene Jones

WISCONSIN STOCK UTILITY OUTBOARD RACING ASSN.—Those who own or have access to outboard boats and motors and are over 12 years old are invited to participate in the 5th annual Milwaukee Sentinel-Winnebagoland Outboard Marathon, Sunday, June 28 at Neenah-Menasha, Wisconsin. This classic has earned the title of "Rough Water Marathon," covering a 92 mile course from Neenah to Oshkosh on Lake Winnebago, through Lakes Butte des Mort and Poygan, and up the Wolf River to Fremont with return to Neenah. Rarely are the lakes and rivers of Winnebagoland in complete calm, and race drivers have encountered real thrills and spills over the course. Drivers compete for $5000 in merchandise prizes plus beautiful trophies distributed over the five participating classes—A, B, C, and two divisions of D. Sanctioned by APBA. Tom Johnson

NATIONAL OUTBOARD ASSN.—The Fiesta of Five Flags, an annual affair in Pensacola, Florida, will be held June 14 for Div. I and IV. Gale Young, the Pensacola Class "B" Ace, has taken on the chairmanship of the big outboard race, which is the star feature of the big celebration. This Fiesta is held for the purpose of commemorating the five nations who at one time in history had control of the city. There will be $4000 prize money and it will be a very colorful affair.

The Rooster Tail

OSHKOSH OUTBOARD CLUB, Wisconsin — Sunday, June 21 is the date of the second annual Winnebagoland Outboard Cruise. As in 1952 the cruise will form off Algoma Park, Oshkosh, and travel to Fremont and back. A maximum cruise speed is enforced for the family affair. Families are invited to participate by bringing a box lunch and their boating equipment (including suitable flotation gear for each person in the boat). A picnic will be held when the cruise arrives in Fremont on the first lap. Games will be staged for young and old. Tom Johnson

RACE-O-GANZA

"ANYTHING BOUT' ME?...."

Introducing a new monthly feature . . . RACE☆O☆GANZA . . . a series of boat racing cartoons especially created for SPEED and SPRAY by the emminent cartoonist John Bernard Billingsley.

DEVELOPMENT OF HYDROFIN BOATS

By EMIL FISCHER

The idea of hydrofin boats is almost as old as motor boating. In 1896 the French Count de Lambert built the first boat of this kind, and in later years a large number of enthusiasts have worked at the problem more or less successfully. However, a really faultless design has been impossible because the exact dynamical conditions have been unknown.

Aerodynamical experiences and careful study opened the way in Germany during the last war, and now resultant designs are so advanced that hydrofin boats are no longer a problem of experimental work, but more a question of useful employment.

At the last annual meeting of the Deutsche Schiffbautechnische Gesellschaft (German Society of Naval Engineers) at Dusseldorf in 1952, this matter was discussed at length.

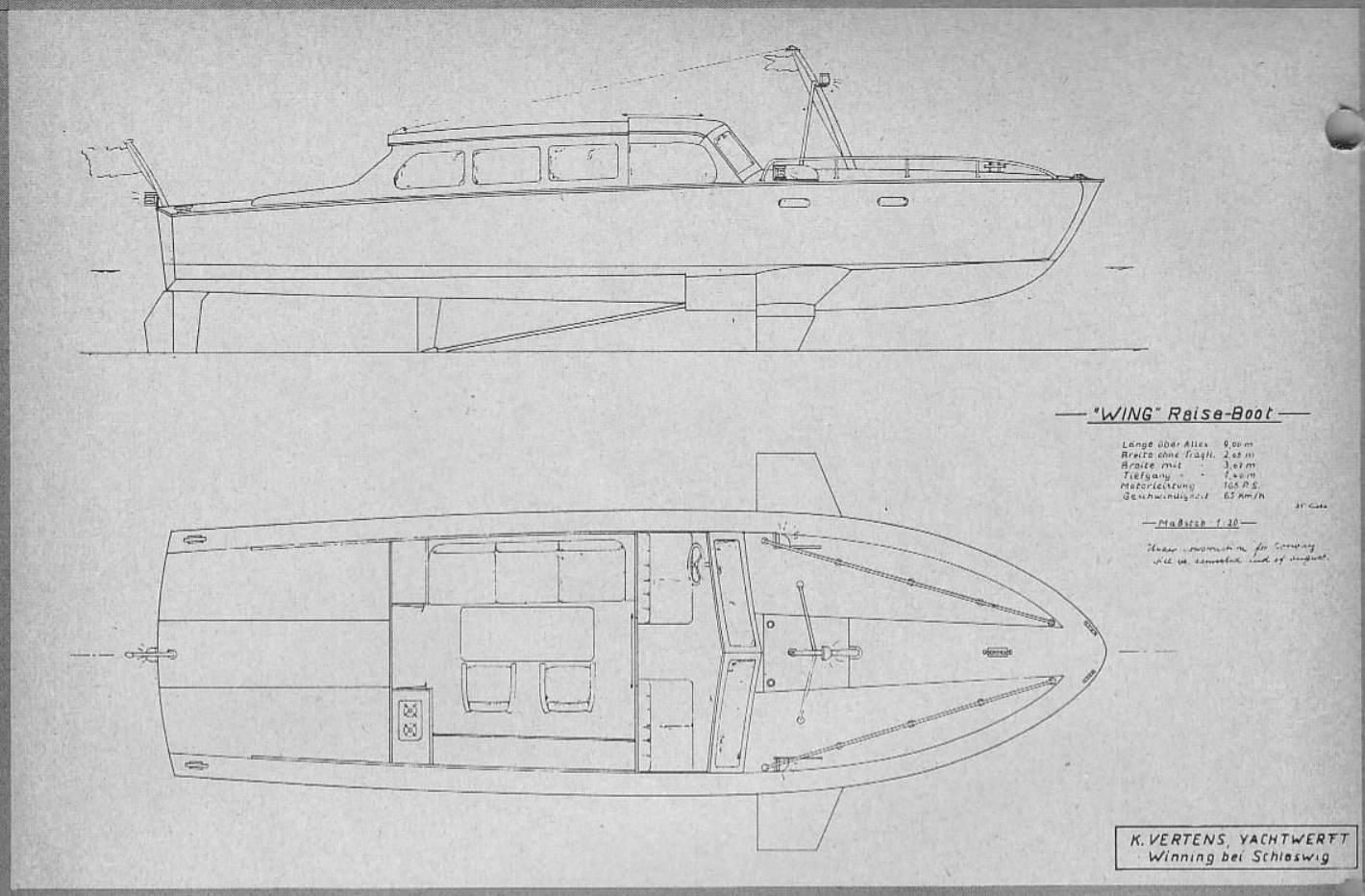
First a short report was presented covering the development of these boats during the war. The need for fast boats for the Navy and Airforce to guard the coasts and for life saving and similar purposes gave the hydrofin idea a motivation. Several small boats were built by Karl Vertens, yacht builder at Winning, which were designed by Prof. Oscar Tietjen. Gebr. Sachsenberg, shipbuilder (submarines) at Dessau, also built some under the scientific direction of Mr. Hanns von Schertel. These hydrofin boats gave complete satisfaction, so larger and more powerful models were built. The fastest was a two-ton unit 24 feet in length, manufactured by Vertens-Teitjen, powered with an airplane jet of 660 lbs. thrust, making 70 knots. Next in speed was a 13 tonner by the same builder, powered with two 650 h.p. airplane engines, capable of 55 knots (as shown in the accompanying photo). The largest was built by Sachsenberg-v.Schertels, a 120 ton ferry boat used in the Mediterranian Sea between Italy and North Africa, with a speed of 38 knots. (As I recall, this boat had two 1000 h.p. engines.) Larger boats were under construction at Sachsenberg's ship yards when the war ended, and all research work was taken over by the Allies. The Western group acquired the Vertens plant, while the Russians obtained the Sachsenberg yard. The Russians are continuing serious study of this subject, with the assistance of a part of the Sachsenberg staff. The Vertens hydrofins were taken to England, where they are being developed further. Encouraged by the developments, some serious minded people in Sweden are studying hydrofin problems.

A second report explained what a hydrofin boat really is and what it can do. Hydrofins must remain always under the water surface in order to assure the hydrodynamical effect. If they come to the surface there is no difference between this boat and any ordinary two step hydroplane. This hydrodynamical effect is the resultant of two forces. The first of these is an upward pressure on the lower side of the fins, the degree of pressure determined by the planing angle, similar to the upward pressure exerted on the planing surfaces of any plane type runabout or hydroplane. The second force is an upward pull (lift) on the top side of the fins. This lift can be as much as twice the downward push (thrust). For this reason the fins may be very small and the front resistance is very low. The upward directed power at a certain fixed gliding angle (approximately 3°) depends on the speed and the density of the water. The density changes with the depth. At low speed the fins are deep and very efficient. At higher speed, if the boat rises from the water surface the upward efficiency lowers, thus preventing a climbing to the surface, provided that correct fin dimensions are used.

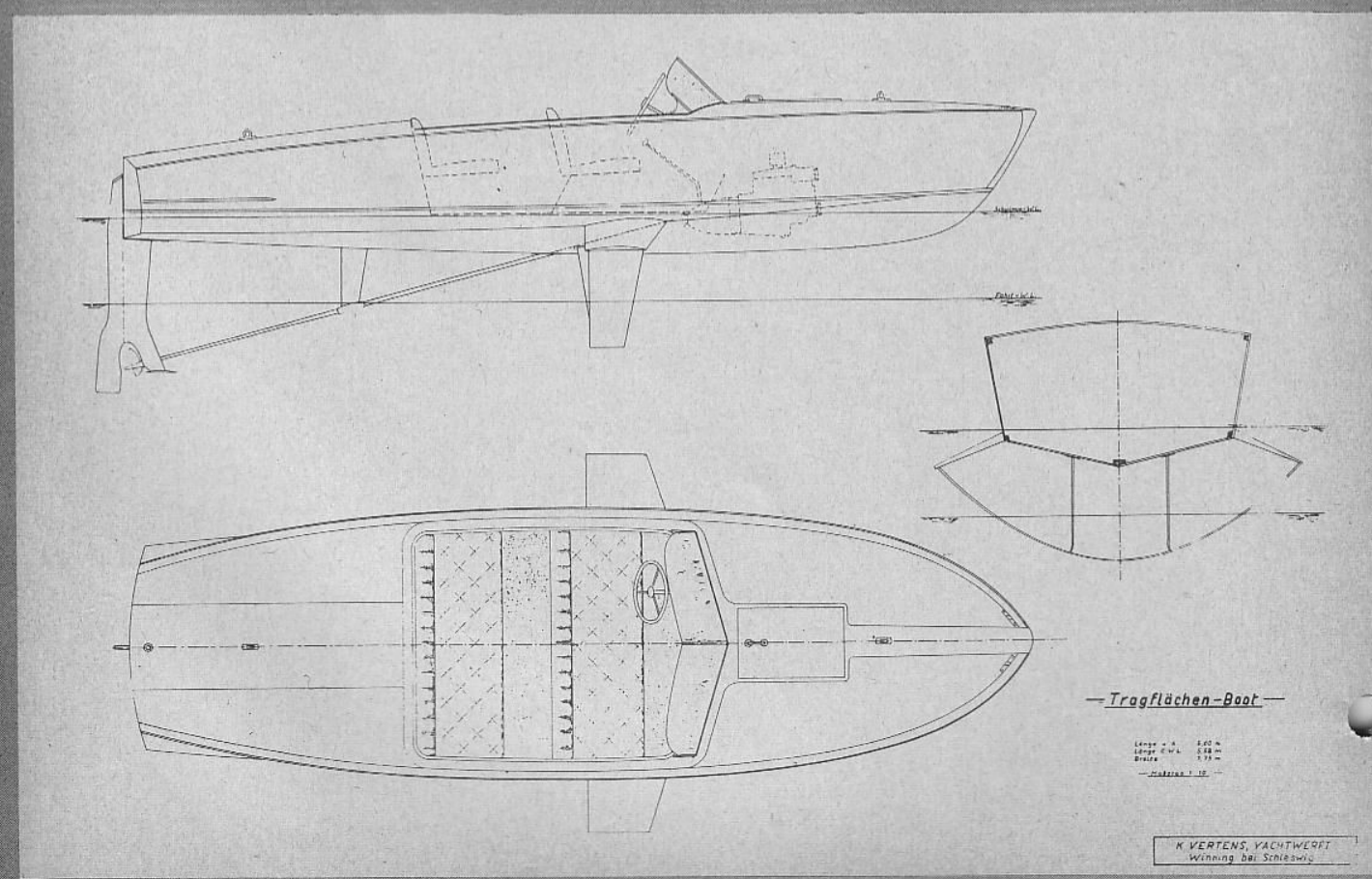
This photo is of the trial run of an experimental boat which did not perform up to expectations. With 80 h.p., 85% load on the rear fin and the front fins gliding on the water surface, the boat made only 28 statute miles an hour.—Wollenzien photo.

The first post-war German "Wing boot" at full speed. This is an action photo of a boat built from the open runabout design shown on the page of profiles. The gross weight of the finished boat was 1500 lbs.—power 30 h.p.—and the speed 37.54 mph. Note the minimum of water disturbance from this very efficient hydrofin.

A bow quarter view of the "Wing boot."



Two of the hydrofin designs mentioned by Mr. Fischer. The cabin model "Wing Reise-Boot" was constructed for use in Norway .The open runabout below "Tragflachen-Boot" is the "Wing Boot" pictured in action at the bottom of page 11.



The same fixed gliding angle can be used for all speeds! Even a change in this angle for trimming because of distribution of the pay load is not necessary. This self-adjusting effect can be supported by arranging the fins in V-form so that the outer ends come over the water surface while the middle remains at the correct depth. This is not important for transverse stability. Though the gravity lever becomes larger there is no danger of kentering. Attention must be paid to the longitudinal stability, which experience shows to be best if 45% of the load is on the front fin and 55% on the rear fin.

As to the possible speeds—it must be clearly understood that hydrofins suffer under cavitation effects. The upward power to lift the hull from water surface is already in effect if the speed reaches 20 knots and the rise can be supported by giving the bottom of the hull steps like a hydroplane. The highest possible speed is found at 72 knots without cavitation. It is possible to alter this speed by the fin profiles and the planing angle, but this means at the same time a loss of lifting power and a higher front resistance and demands in consequence more propulsion power. This explains why hydrofin boats are not useful for racing purposes. Their advantage lies in less power and fuel consumption for a certain speed. An example will illustrate. A normal runabout of 20 feet in length with a 30 hp engine will make a speed of 16½ knots—add hydrofins and now the speed with the same engine will be 27 knots.

The other advantage of the hydrofin boat is the smooth running of the hull, even in rough water. A short chop, which does not touch the hull bottom as long as the fins remain under the water surface, is of no consequence. Care must be taken when crossing rollers but no more than when driving a runabout of similar proportions. Riding over long waves the fins give a smooth ride.

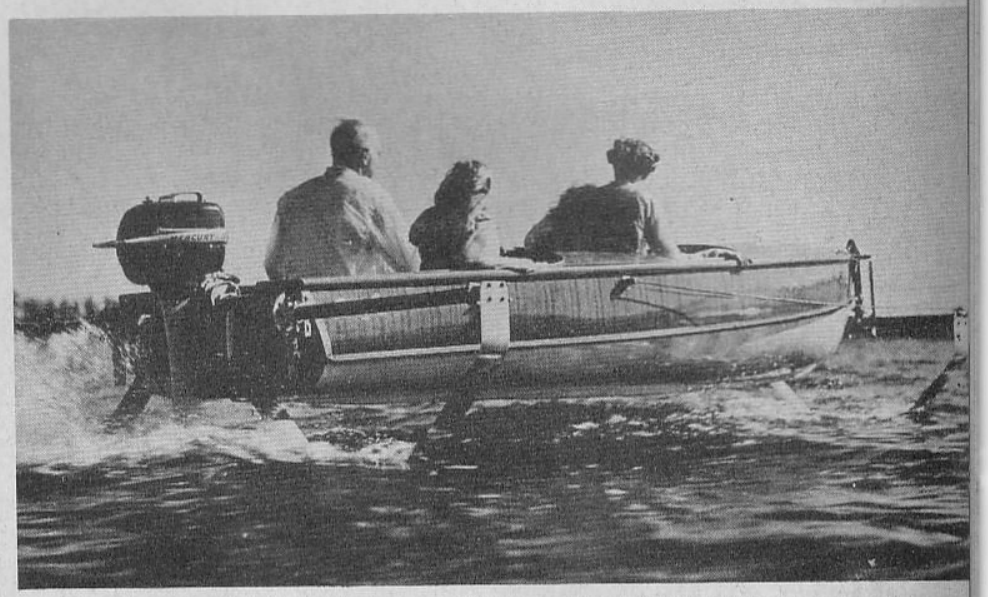
These experiences show that sportsmen pioneered the idea and now shipbuilding earns the fruits of their efforts. Hydrofin boats can give full satisfaction for many purposes, if high speed is needful. But it also seems possible to build high speed cargo boats, up to 2000 tons, with very low power, thus reducing the working expenses to a degree where the higher building costs would be worth while.

These boats are suitable for water police, customs, life saving, and as long distance ferry boats and passenger boats.

Now that Germany is again allowed to build speedy boats, some very interesting craft are under construction. A passenger boat with a capacity of 80 is planned for the Swiss lakes to overcome the very serious traffic problem. Normal steam or motor boats are too slow to compete with the busses on the lake shore roads, and these busses block the whole automobile traffic on the relatively small roads. Another boat for 100 passengers is being built for the Norwegian Fjords as a kind of sightseeing water bus. Both boats are built for a speed of 40 knots, the Norwegian boat will carry a 500 h.p. engine.

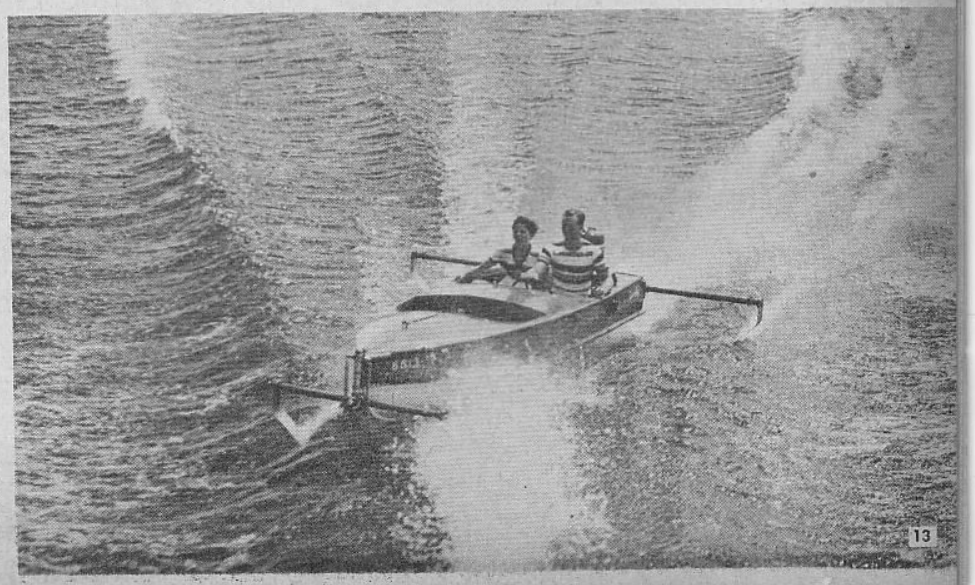
With the perfection of hydrofin design we can look forward to wide spread use of this principle throughout the world.

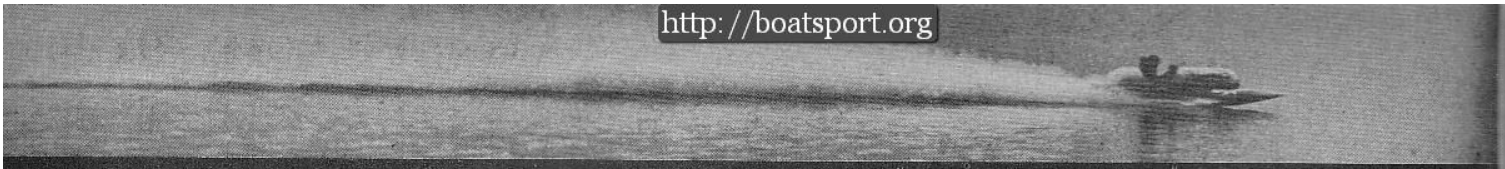
Hydrofin war patrol boat. Length 46', beam 12' 7½", weight 13 tons, 1200 h.p., speed 56 knots (49 mph). The hull proper has a two step bottom for ease of rising onto the plane. The boat runs in perfect trim at full speed in rough water topped with a 2' chop. Only two of these boats were finished at the end of World War II and both have been destroyed. Photo published by permission K. Vertens, Yachtwerft, Winning.



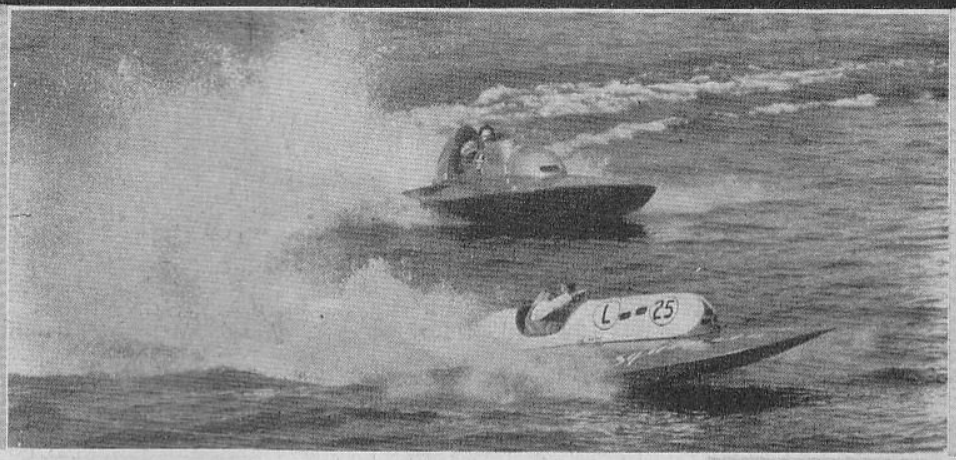
American industry has led in the development of the use of hydrofoil "legs" for the outboard runabout. Installed on a standard boat powered by a Mercury motor with extra long drive shaft, lightweight duraluminum hydrofoils lift the craft about 18" above the water at high speed. With a full load of passengers, the hydrofoil equipped boat will cruise at about 35 mph with the motor operating at only half throttle. Safe turns can be made with very little banking. This design is built by the Baker Manufacturing Co. of Evansville, Wisc.

An interesting top shot of a hydrofoil equipped outboard runabout crossing directly in the wake of a heavy displacement boat. Note the perfect stability maintained.

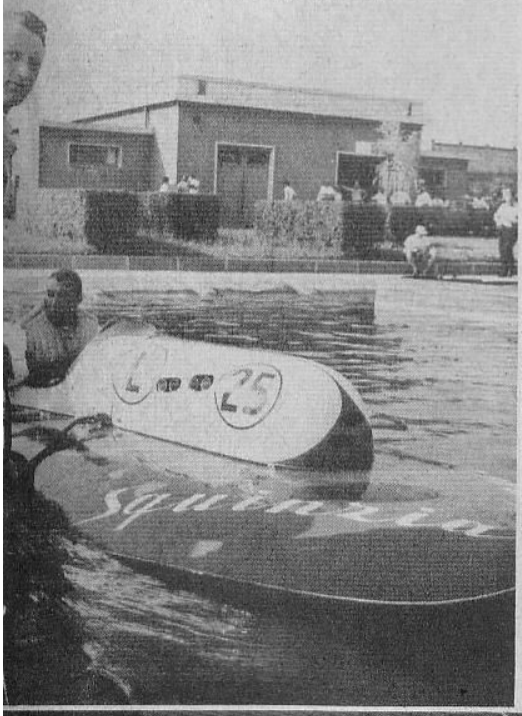




COMETTI'S 91 RECORD BREAKER



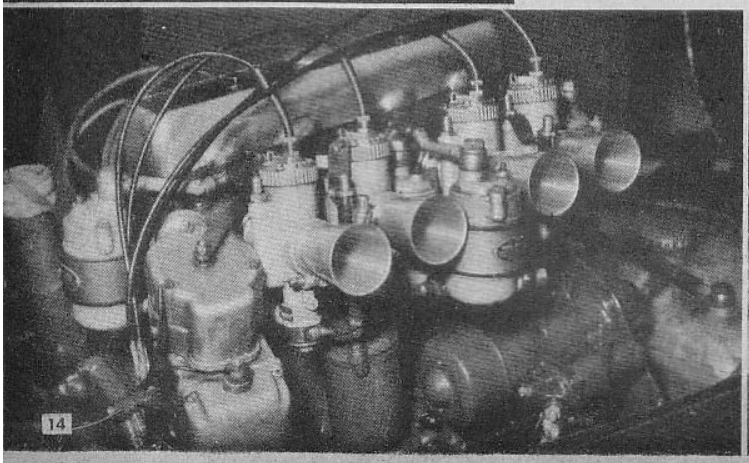
"Squinzia" passing Von Mayenburg's 3500 cc Jaguar powered "Mathea VII" to take second place in the Compari Trophy Race at Milan.

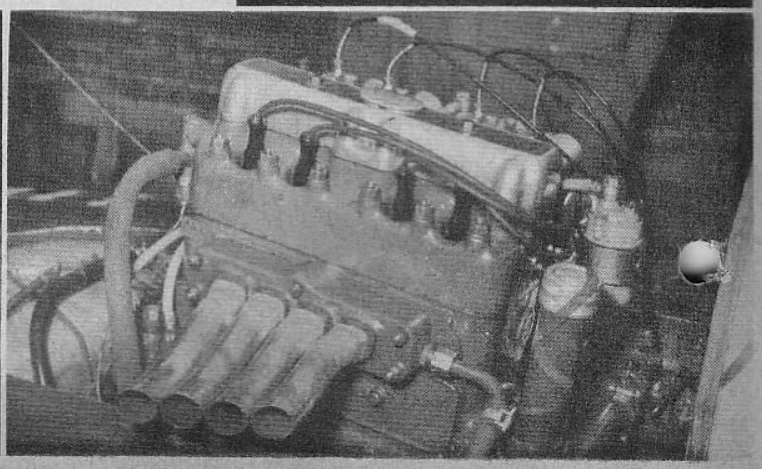


WORLD RECORD
91 CUBIC INCH CLASS

Driver	Augusto Cometti
Boat Name	Squinzia
Boat Builder	Timossi
Motor	BPM—Unblown
Average	85.19 mph
Course	Campione d'Italia
Distance	1 Kilometer
Date	December 15, 1952

LEFT—Before the run. Note the power cable plugged into the boat just below the "L." The Italian racers do not carry a battery. RIGHT—Cometti and "Squinzia" after the run. The hull is a scaled down version of Paul Sawyer's "Alter Ego" — an "Alter Eglette."





The big "D" Hydro leaving the Swift plant at Mt. Dora, Florida, on the first leg of the long trip to Port Elizabeth, South Africa. H. E. "Bill" Makepeace ordered the boat by telephone, the call being relayed from Capetown to America via the commercial radio-telephone channels.

Move over, boys. Phyllis Makepeace, the South African outboard champion, has hit the trap for 65.9 mph, just a bit faster than most of the men in outboard boat racing.

personality of the month

PHYLLIS MAKEPEACE
SOUTH AFRICAN CHAMPION

It's eleven thousand miles from America to South Africa. At Port Elizabeth, which you will find on your map in the Union of South Africa, a couple of outboard enthusiasts are making racing history.

Bill Makepeace does the competition driving for the team and his wife, Phyllis, takes care of the mile trial department. Phyllis has recently earned the distinction of having driven an outboard at a faster official speed than any other woman on record. Her record performance of 65.9 mph was made at the South African National Championships held at Bethlehem on March 20th. The outfit was a Swift "D" three-point, powered with a Mercury Hurricane KG-9 Hydro-short model.

This performance in "D" Hydro would have delighted a good many top notch drivers in North America, but Phyllis' second record run of the day was truly sensational. With a Mercury 10 on the same "D" hull, she turned 46.87 mph to wipe out the records for the 350 and 500 cc classes—an amazing performance considering the relative sizes of the motor and the boat. Phyllis, incidentally, is the South African national women's champion in Class "F" Hydro.

Bill Makepeace is the owner of a large mineral water bottling business in Port Elizabeth. Last summer, in spite of the problems of English dollar shortages and restrictions, he made a three months business trip to America. One item on his agenda was to select a racing outfit which he thought would be capable of capturing some of the South African records. After attending several American regattas, and actually playing the role of guest driver at one race, Bill picked his equipment, which he ordered soon after his return to South Africa.

When the equipment arrived and the testing began there were frantic telephone calls from Africa to the Hagood Bros. at Orlando, Florida. The Makepeace team needed advice on engine settings, transom heights, fin settings—these in addition to spare parts and custom pitched and balanced propellers. Eleven thousand miles is quite a distance to span with spare parts and setup advice, but when the championships rolled around, the Makepeace team was right up in record trim. The records were in the bag.

Phyllis, when she is not occupied in bringing up two charming sons and managing the household for her husband, can now contemplate the fact that she currently holds every South African outboard record.

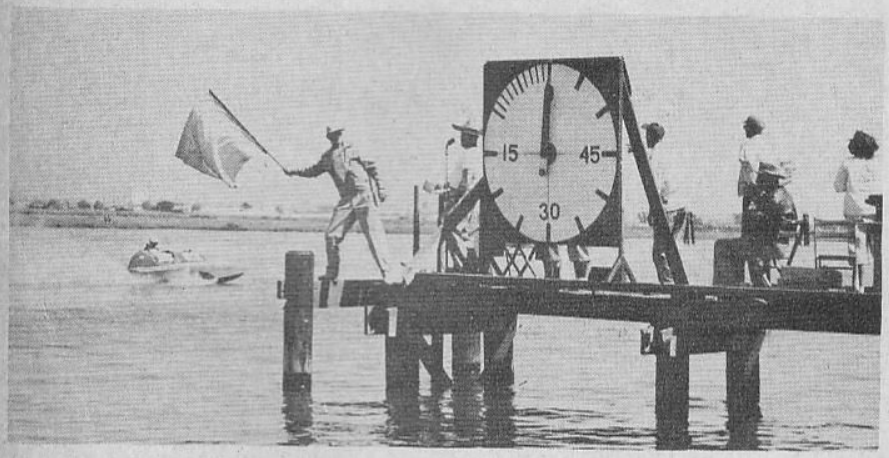
The Makepeaces offer to extend true South African hospitality to any visiting outboard drivers who might like to take the time off to travel to Port Elizabeth.

One more thing — Americans will have the opportunity to meet these two charming people when they come to the United States in 1954 to attend the Nationals. If they bring their equipment, it might be that some of the "hot" D Hydro boys in this country would have to move over for a lady.

C.S.A. members are justly proud of their clubhouse. It was a project of hard work and sacrifice with the membership giving up their evenings and week-ends to put the structure together with their own hands. The photo was taken at the 1952 National Stock Outboard Championships during the running of the mile trials which were held on the club course.

C.S.A. Builds a Clubhouse

Photos by Lankford



The end of the wharf which serves as the judges' stand is well located from the point of view of contestant and spectator alike. The clock is in plain view of the nearby pits.

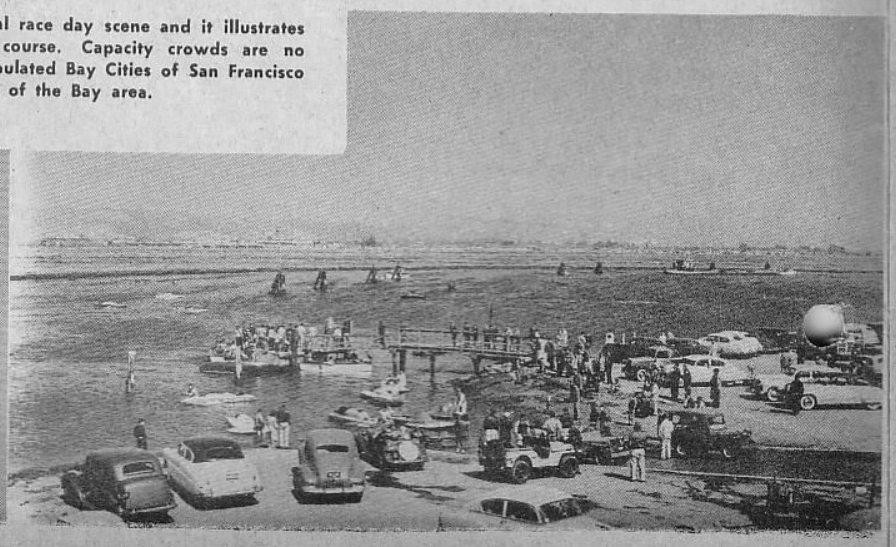
9:30 in the morning. The crowd gathers early. This is a typical race day scene and it illustrates the adequate parking and pit areas fronting on the C.S.A. course. Capacity crowds are no exception for the course is easily accessable to the densely populated Bay Cities of San Francisco and Oakland and the host of outlying suburbs of the Bay area.

Let's build a CLUBHOUSE! How can we raise the money? Who will build it? If we build one, how can we maintain it? These are a few of the questions which seem to come up regularly in a great many boating clubs, but the subject is usually dropped or filed away for some future discussion. . . . Mainly, because it seems such a huge project and such a costly one. However, it *is possible* to have a clubhouse and it *has been done.*

In Northern California, in 1934, a group of inboard enthusiasts got together and organized the California Speedboat Association. The club was strictly inboard and the membership small. As the membership grew, the minutes of the Club show that "Clubhouse" was discussed a number of times before the war. Always the subject was filed for future discussion because the cost seemed so great and there was nothing to start with. During the war, so many members were in the service that the Club decided to store their possessions and put what money it had into Savings Bonds.

After the war, the bonds were cashed and Club properties were taken out of storage. In 1946 it was rough-going to get back in the swing of things. Interest was at low ebb. The Club held a few races, all of which were small affairs, and enthusiasm began to pick up. At the beginning of 1947, there was only $516.20 in the treasury. "Clubhouse" was brought up again and it was decided that everything that could be done to make money should be tried.

The view from the clubhouse roof out over the Oakland Airport Channel illustrates well C.S.A.'s well arranged facilities. Note the launching ramp in the foreground at the right of the photo, and the pier and floats directly adjacent to the pit area.



C.S.A.—1953 officers. L. to R.: Roland Hill Clubhouse Mgr.; Oscar Fulweiler, Rear Comm.; Kay Hallett, Secty.; Bill Jagger, Comm.; Myron Temple, Vice Comm.; Lon Graditi, Board Member.

The Club Bar—where motors rev higher and boats go faster than they do on the course.

There was only one place where CSA could hold a boat race and charge admission. They ran three races at this location. Two of the races paid fairly well, but the last one was a failure. Other ways of making money had to be found. The Club found that a good social affair, such as a dance, would make more money than a boat race. Another method of raising funds was tried and turned out to be most successful. This plan derived its profit from the disposal of a complete outboard boat, motor and trailer combination. Club members sold "donation" tickets on the outfit and the sum raised showed a handsome profit over the investment. At the end of 1947 the treasury proudly boasted $1100.00. The members now more than "wanted" a clubhouse, they had the "will" to stick to it and make it come true. Everyone pitched in to help. More work had to be done and at the close of 1948, after more parties, races and other fund raising campaigns, the treasury showed $3000.00.

Early in 1949 a "Hard Times Party" netted a profit of another $500 to the kitty, and by the time dues for the year were collected, the Club was the proud possessor of $4000.00. Now they were ready to start on *Project Clubhouse*.

$4000.00 would not pay wages, so the members would have to do the work. All members of the building trades were represented within the membership with the exception of plumbers. Two plumbers were found who were willing to do the work in their off time and were given memberships in return.

Through the Port of Oakland, a bay front lot was rented for $25.00 a month. From the Government at Camp Beal the club bought a building—a surplus mess hall. It measured 25′ x 125′, all included in four very large packages at a cost of $1722.00. The members trucked the units from Marysville to Oakland, a distance of about 150 miles. Quite a job in itself!

Now things really began to happen. Saturdays and Sundays found one group of members busy with saws and hammers while another group dug ditches for the plumbing. Members had agreed the building was to be 45′ by 75′. The floor plan included a combination lounge and dance floor, bar, galley with refrigeration, rest rooms and a check room.

Part way through the construction the Club ran out of money. The members were determined to have their Clubhouse and make it a job well done. An estimate showed that another $1500.00 was needed to complete the job. The members voluntarily bought non-interest bearing bonds to make up the deficit. The face value of the smallest bond was $5.00. (These bonds will be paid off in ten annual payments.) After eleven months of hard work, the Clubhouse was formally opened on March 29, 1950.

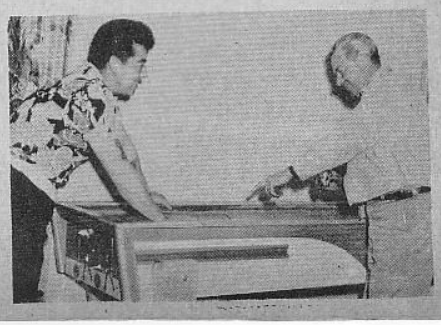
Continuous fund raising furnished the building. The Clubhouse is the proud possessor of a piano, juke box, completely equipped galley and all furnishings.

The "Hard Times Party" has become an annual event. Christmas parties are given for under privileged children and members children, thanks to the revenue from the club Shuffle Board. The CSA Annual Dinners are held in their own Clubhouse—the last with an attendance of 181 persons.

The California Speedboat Association now has a membership of 217 and it is growing every day. Sure they're proud of their Club and their Clubhouse! Who wouldn't be?

When the members see clubhouse manager, Roland Hill, head for the galley, they always wonder "What's cooking?"

Shuffle board is a popular indoor club activity. Revenue from the board is set aside for the annual Christmas party for under-privileged children. Tommy Perez gets a little coaching from Frank Singleton.



The club piano often gets a good work out.

VIVE MEXICO

By ELGIN GATES

Mexico may be the land of mañana but don't get any ideas into your head that the mañana spirit is in vogue in boat racing. Racing equipment is strictly the latest thing. The outfits are fast and the drivers are talented and capable racing men.

Back in 1947 a small group of American drivers competing against each other at Acapulco put on the first exhibition of outboard racing ever seen in Mexico. No Mexicans competed in the race because the sport was practically unknown. However, from the seeds thus planted, the six intervening years have witnessed the birth and growth of boat racing in Mexico until at present there are some seven racing clubs banded together forming the MEXICAN REGATTA ASSOCIATION.

With the mild climate permitting year round competition, 1952 saw twelve or thirteen races scheduled, with the greatest activity being concentrated during the winter months and early spring.

An American team made the trip this season to take in a little of the racing near Mexico City. The first news of current Mexican racing came to light in the pages of Speed & Spray last summer and quite a number of Californians considered the possibilities of attending a part of the Mexican circuit. The Speed & Spray correspondent in Mexico is an American by the name of Raleigh Gibson, who incidentally is the owner and driver of a red-hot 266 *Peggysita IV*. To Raleigh goes much of the credit for the success of the sport in Mexico today. Having been in business for many years in Mexico City, he speaks fluent Spanish and without his liason, our trip could not have been a success.

The Gates-Niblick trailer outfit snapped on the highway between the border and Mexico City. Boats galore and naturally a car and motor box full of equipment.

The writer met with Gibson and one of the prominent Mexican outboard drivers, Senor Andres Gudino, in Los Angeles last fall. At this meeting we hatched up the idea of International competition and made a few preliminary plans. Late in the year Gibson sent up the welcome word that the schedule was being completed and advance arrangements made to facilitate the clearing of American racing equipment through the customs. The Mexican Regatta Assn. did a letter perfect job of smoothing the way for American drivers interested in making the trip. All necessary papers and a list of details and instructions were placed in Kent Hitchcock's hands for distribution to interested drivers.

However, when the subject of making a trip into a foreign country is brought up, it seems that everyone has heard tales about all the miles of red tape one has to go thru, the sicknesses that are prevalent, the dangers to be encountered, and even the bandits that are likely to be met. There is a little red tape involved, a few "don'ts" and some words of caution. However, for the most part the terror tales are pure baloney. I will enumerate the basic necessities for making the trip in this story, and when next year's schedule of international regattas is announced in SPEED AND SPRAY, full details will be published about what, where, when and how to go about making the trip to Mexico.

Most of the drivers interested in making the trip were scared out before they even inquired about the details, and as a result, only three American drivers actually crossed the border. They were Ronnie Niblick of Sunset Beach, California, Homer Smith of Parks, Arizona, and the writer who calls Huntington Beach, California his home. Also making the trip were Mrs. Smith and my wife, Dollie. We didn't go in caravan as the Smiths were leaving from their ranch in Arizona.

As long as we were driving the 2400 miles from Los Angeles to Mexico City, Ronnie and I decided we might as well compete in as many races as possible. Therefore the two weeks preceding departure saw us busy at work packing the outfits and getting prepared for the trip. Between us we took two AB Hydros, one CD Hydro, one AB runabout, five motors, and all the other necessary racing gear. Everything was stock racing equipment as per APBA stock rules. We did equip all engines with open exhaust stacks, a practice allowed in Mexico.

With local competition getting hotter and tougher, one of the main reasons I went to Mexico was in the hopes of winning at least one race during the 1953 season, and as it turned out, I made the grade by the skin of my teeth. The Mexican drivers are tough competition in anybody's language, and by next year they will be hard to beat!

Before leaving home we listened to the stories of many people who had been to Mexico, and they all had different versions of what to do and how to do it. After boiling down 500 different items we finally came up with the following "musts". The first thing is the "tourist permit" which is a visa good for six weeks stay in Mexico. To get this it is necessary to produce either a birth certificate, army discharge, or other proof of U.S. Citizenship. The actual permit can be obtained at the Mexican consulate in any large city, at the border or thru one of the automobile clubs. The consensus of opinion was to get this matter taken care of several weeks before leaving,

Dollie Gates at the roadside 1225 miles (so the sign says) from Mexico City.

because if any hitch or delay developed at the border it could mean missing the race. Also necessary for your own protection is a small pox vaccination which is quite painless and can be administered by any physician in a minute or two. You will need a note from the doctor giving the date of the inoculation and stating whether or not it "took." This paper is necessary in order to get back into the U.S. We got our vaccinations just a week before leaving. You must also have the legal title to your car—or a permit to leave the country from your finance company if the car is being financed. The reason for this is that many cars are stolen and driven across the line to be sold, so ownership must be proven.

We handled our transactions thru the Automobile Club of Southern California, and this organization furnished us with maps, pamphlets, and other material which gave us a lot of valuable information about Mexico.

When everything was finally packed, we realized that we were "loaded" in more ways than one. With five motors and four boats, plus the rest of the gear and equipment, both the car and trailer were low on the springs.

We left Huntington Beach on Saturday, February 21, and drove to Needles to see the first race of the season on Sunday. At Needles we met Homer Smith. Until then, he was doubtful about making the trip, but after some persuasion he suddenly "got a message" and made up his mind to go after all. Just to show you how simple it is, Homer drove home Sunday night, got ready, and was in El Paso Tuesday morning, crossing the border a few hours ahead of us.

From Needles we drove to Phoenix and on to El Paso, Texas, arriving there Monday morning. We learned that we must cross the border between 9 A.M. and 4 P.M., so we spent the night in a motel on the American side of the border.

The next morning we drove to the border and there we had to declare the equipment we were carrying to the American customs officer. Fortunately I had made an inventory of everything in the car and trailer down to the last tool, so we furnished them with a copy, filled out a form and officially crossed the border. On the Mexican side we were asked to produce our tourist cards and automobile title. A car permit was issued for $3.00 and after furnishing the officials there with another copy of our inventory of racing equipment plus a letter from the Mexican Regatta Association—which really cleared the way—we submitted to a baggage inspection and were officially "in." The next important thing to do was to obtain Mexican insurance on our car and equipment. It is available next door to the customs office, and for $35.00 American money we got a policy which covered everything for 30 days. Mexican insurance is a necessity because American policies don't always cover—and more important, if you become involved in an auto accident wherein a Mexican national is injured, the authorities will toss you in the clink unless you have the Mexican insurance.

The last thing we did in Juarez was to change all our cash into pesos. The official rate is about 8.65 to one, but most of the "changers" give 8.50. In other words, $10.00 American will bring $85.00 in pesos. Most of our funds were in traveler checks which the Mexicans seem to prefer to American currency. We changed the travelers checks into pesos as we went along. Total expenses of the trip for the three of us, including gasoline, food, lodging, insurance, etc. was less than $400.00 for the three weeks. This figure didn't all go for essentials by any manner of means, and we actually could have gotten by on $250 and gone first class all the way.

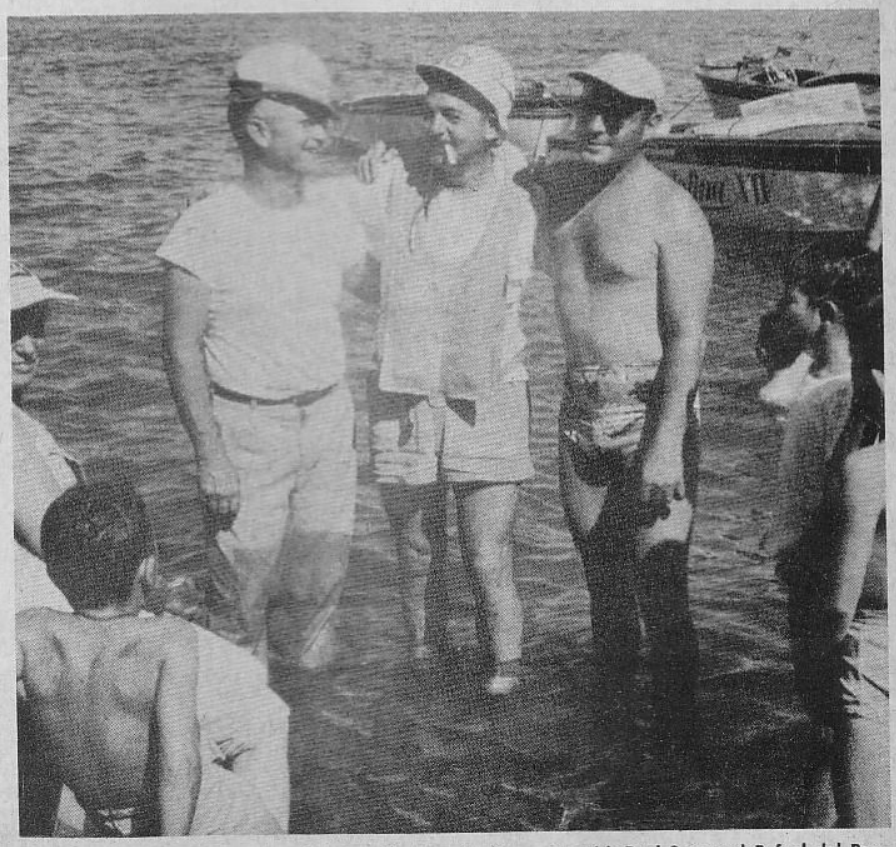
We left Juarez about 10:00 A.M. Tuesday morning and headed south. The road was excellent and traffic was practically non-existant. Before many hours had elapsed however, we noticed several peculiar things. There were no shoulders on the side of the highway to pull off on in case of a stop, and 80% of the vehicles we did see were busses or trucks.

Perhaps the most feared thing in Mexico is dysentery or the "Tourist Trot" as they call it. Some blame the water and others the food. We had brought several boxes of canned food with us and two thermos jugs of water from the States. Later when Raleigh saw this in the back of the car he laughed and asked if we were trying to supply the country with food. Anyway, the first day we stopped along the road and partook of these supplies, and although we were not quite so careful later, none of us had a single minute of sickness throughout the three weeks.

The scenery is not particularly beautiful in the upper reaches of Mexico. It reminded us of the big unpopulated areas in our own Southwest. In northern Mexico there are some long stretches between gas stations. We had been warned never to pass a station without filling our tank, and with the low gas mileage we were getting with the heavy trailer in tow, we heeded the advice. Our knowledge of Spanish was practically nil when we entered the country, but we soon learned enough to get by. It is good to know Spanish in Mexico City, but not absolutely necessary, as many of the residents and proprietors of public establishments speak beautiful English.

We arrived at Parral about 11 P.M. and spent the night in a beautiful motel whose owner spoke fluent English. Next morning we had our first Mexican cooked food. Ham and eggs are good anywhere, and these were no exception. When we paid the check we found it was twelve pesos, or about forty cents each American—shades of days long gone in our U.S.A.!

The second night we spent in Aguas Calientes, where we caught up with Homer Smith. The next afternoon (Thursday) we were in Mexico City. The "main drag" is the Reforma, and as we got nearer to the heart of the city the traffic began to get congested and for a while we thought we were in Los Angeles again. I must have felt like a visitor from Mexico City experiencing his first trip through downtown Los Angeles. I didn't have the vaguest idea of where to go, so I pulled over to the curb and went in search of a telephone to call Raleigh Gibson. Oh happy day—the one I found was a dial phone; otherwise



Homer Smith, left, from Parks, Arizona talks the situation over with Raul Sota and Rafael del Paso. Note the interested youngsters. The young Mexicans are avid fans.

Emilio Zamudio (standing) is a factor to be reckoned with in Mexican racing This C Hydro according to all reports is an exceedingly hot piece of equipment.

my Spanish wouldn't have been equal to the job of asking for the number. Raleigh was in, and by coincidence his office was less than a block from where I placed the call. In five minutes we were in the capable hands of our host and from that moment we lived the life of Riley! Thursday night we spent at Raleigh's home in Mexico City and many of the Mexican drivers came over to greet us. Americans would do well to take lessons from the Mexicans when it comes to hospitality and sportsmanship. We were wined and dined like kings, and never was there a dull moment. That night we met Laurence Sours, another American in business in Mexico, who is MRA publicity agent and race referee par excellence.

For several days all seven major newspapers in Mexico City had been heralding the arrival of the "Norteamericanos" and everywhere we went we were recognized as the Yankees from the Estados Unidos.

Friday afternoon we drove to Lake Tequesquitengo — pronounced Tay-kiss-key-ting-go, which is located about 50 miles southwest of Mexico City. The altitude at Mexico City is about 7500 feet. At the top of one of the passes on the road we reached 10,000 feet above sea level before dropping down to the lake, which lies at an elevation of 3500 feet. The lake is a jewel, roughly 3 miles long and 2 miles wide, formed back in the revolutionary days when water filled an old volcano.

We stayed at Gibson's home on the lake shore and again the hospitality was superb. Drivers and their friends drifted in and out all during the evening. Several of them spoke excellent English and a lot of race data was exchanged among us.

Saturday morning we moved our equipment to the other side of the lake, where a one mile course with three buoy turns was laid out. For pit space we had a beautiful lawn with plenty of shade trees. The weather was nice and warm and during the whole trip we were in shirt sleeves 90% of the time. The water was perfect on Saturday, and by late afternoon we had the various outfits set-up and checked out. Homer Smith had gone straight to the lake on Thursday and was staying at the hotel, right in front of which was the course. Saturday night we attended a big drivers' banquet at the hotel, and after dinner the official drivers' meeting was held. It was quite an interesting affair with Laurence Sours doing the interpreting for us. They asked us about rules in the U.S. and we gave the information they requested. We knew we were at a boat race when the inevitable arguments came up about the starting rules. With very few exceptions their methods of conducting a race are very close to our own. The main differences are that they run only one heat per race and four laps instead of five. They have a good starting clock, but instead of lights on top to designate the minutes they use flags which incidentally are very easy to see. As each minute goes by a flag is lowered until only the white starting flag is left.

Sunday morning the regatta got under way with a skiing exhibition at 10 A.M. The first race was scheduled for noon. We had to have help on filling out the entry blanks, which of course were printed in Spanish. A brisk wind had come up, raising a rough chop which was not too bad, but the spectator boats presented a menace. It seems that everyone living on the lake has an inboard runabout. There must have been thirty or forty around the race course. The officials apparently had been unable to devise a method of keeping them off the course because they came and went at will all day long. As a result, the water according to our standards, was really in bad shape.

Had this condition existed at a regatta in the States, I doubt if a single driver would have cranked up his outfit. However, the Mexicans informed us that this was the usual kind of water they ran in. In order not to appear as poor sports to the tremendous crowd of afficionados (race fans) who came to the lake to see the Americanos race against the Mexicans, we decided to run come hell or high water, and brethren we got plenty of the latter.

The Mexicans weren't kidding when they said they were used to this kind of water, because they cleaned our plough but good and the crowd loved it! In the A Stock Hydro, Rafael Del Paso won with room to spare driving a Swift three point. I came in a poor second with Ronnie a worse third. The other Mexican entry had motor trouble and did not finish. Having brought only one lower unit and the Mercury A

Mexico has its own racing magazine called "Neptuno." This is editor Francisco Turrillas Bordagaray of Mexico City.

and B powerheads, we had to change over after the A Hydro event to run B Runabout. During the change I accidentally misplaced the gasket so that it covered the water intake, and the motor froze tight just at the starting line. They allow step-ups in all classes, and we managed to get the outfit running again in time for the C Runabout race. Emilio Zamuthio won this one. He was running a PR-65 on a hydroplane without a step (which passed as a runabout). This rig was too hot for the PO's and the B's that stepped up, although I did manage to eke out a second when several of the Mexicans developed motor trouble. B Stock Hydro was up next and this time I was lucky and managed to nose out Andres Gudino by half a boat length, with Roberto Pirez taking third. Most of the B's stepped up in the C Hydro race, but Zamuthio's Racing C was again too hot for the B's. In the Combination DEF Runabout race Homer Smith was the winner. He was hard pressed by the ever present Zamuthio and his PR, until the latter turned over. This was the only flip of the day, in spite of the water conditions. However, Zamuthio had the motor

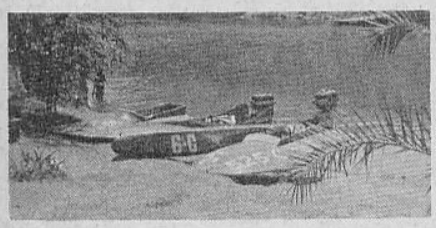
B Stock Hydro at Tequesquitengo. Elgin Gates has a short lead over Andres Gudino.

out of the water within 20 minutes and mounted on his C Hydro ready to go again. No E or F outfits were entered, and the D rigs of the Mexicans were all stripped-down Johnson or Evinrude 25's, some of them steered by hand. Homer had the only Mercury in this race with a Quicksilver lower unit and the standard lower unit jobs simply were no match for him.

Only two outboard races were left on the schedule, the D Hydro and the Unlimited Outboard. On Saturday I had checked out the "D" at well over 60 mph, and figured this race was in the bag! 'Twasn't so, because although I led for three of the four laps, the fuel connector came loose and I conked out cold—leaving the race to Zamuthio who was hot on my tail. I fastened the connector in about 5 seconds and cranked up again to barely nose out the third place boat driven by Xaviar Ibarra. He was running a weird creation built up from a 25 Johnson with some extra equipment on it, and he was "smoking" too.

The Unlimited race was a repeat performance when I again got beat out in the last half lap. Some of those lads drive a mean race, and if you miss a beat they go by you like you are tied down!

One amusing incident occurred just before the start of the "D" race. My "D" motor was equipped with wide open exhaust stacks, and as I put the boat into the water the spectators crowded around close to see what the "Americano" was doing. They were practically in the boat when I cranked up and went out of the pits at full power. I glanced back and saw them stomping over each other trying to get away from the unearthly shriek coming out of the "full-house" "D."



Pits deluxe at Guadalupe. The front lawn of one of the very fine lakeside homes.

The inboards were in rather short supply. With only two entries in the 266 and Cracker Box classes, the races were exhibitions with Gibson coasting in to an easy victory in his *Peggysita IV* and Edward Ibarra taking 2nd place.

Some of the nomenclature in Spanish was hard to get around at first, but we soon learned that a driver is a "pilot," the boat is a "lancha," a hydroplane is an "ee-dro-plahn-nah," and the inboards are called "dinasours."

Sunday night we were amazed at the beauty of the solid silver trophies which were presented. Ronnie received a Mexican-made sword for his third place in A Hydro, and Homer Smith won a beautiful silver table flask for his victory. They even presented trophies to Mrs. Smith and Dollie for, as they said, putting up with their husbands on the trip.

At Guadalupe. A few of the beautiful silver trophies and other awards that Ronnie Niblick (left) and Elgin Gates (center) brought home from the Mexican invasion. The gentleman at the right is Raleigh Gibson, one of the leaders of power boat racing in the land of mañana, who doubles in brass as Speed & Spray's Mexican correspondent, and in addition to all this drives a very hot 266 cu. in. hydro.

Monday evening we arrived back in Mexico City and checked into the Polanco Hotel which is very nice. The rate of 25 pesos per night figured about $2.75 American. Coming over the mountains Monday we had water pump trouble which was the only car trouble we encountered during the whole trip. It was speedily fixed in an Oldsmobile garage in Mexico City where the service is just as good or better than that available in the States.

Tuesday we checked over our equipment and spent the rest of the week sight-seeing, escorted by our ever-courteous hosts. Every night was a new adventure, and I especially liked the Jai-Alai games.

All week long the newspapers beat the drums about the 2nd race coming up, and pictures of the Tequesquitengo race were shown on TV and in the newsreels. It was predicted in the write-ups that the "Yankees" would be out for vengeance. Thursday and Friday we drove out to Lake Guadalupe which is located about 20 miles from Mexico City. There we helped set up the course and checked out outfits again.

Fortunately for us the water was smooth, and with no spectator boats to contend with we managed to win several races when tough luck overtook some of the Mexicans. The crowd was even bigger than at Tequesquitengo, with chartered busses running a steady schedule all day. A conservative estimate of the attendance was 25,000.

The race was well planned and the heats went off without a hitch. Ronnie came into his own in the smooth water and won the A Hydro, B Hydro, and C Hydro in straight heats, while Homer again defeated the Mexicans in the D Runabout Class. I managed to win the B Runabout, D Hydro and Unlimited.

The Mexicans really go overboard on these affairs, and if we could get their kind of publicity in the States, boat racing would be one of the most popular sports in America.

At the presentation, a General and an Admiral handed out the trophies while a crew of newsreel and TV photogs recorded the whole affair. After a few days of resting and having fun, we finally left Mexico City Wednesday evening, March 11. We arrived in Los Angeles Saturday afternoon, just three weeks to the day from the time we left home.

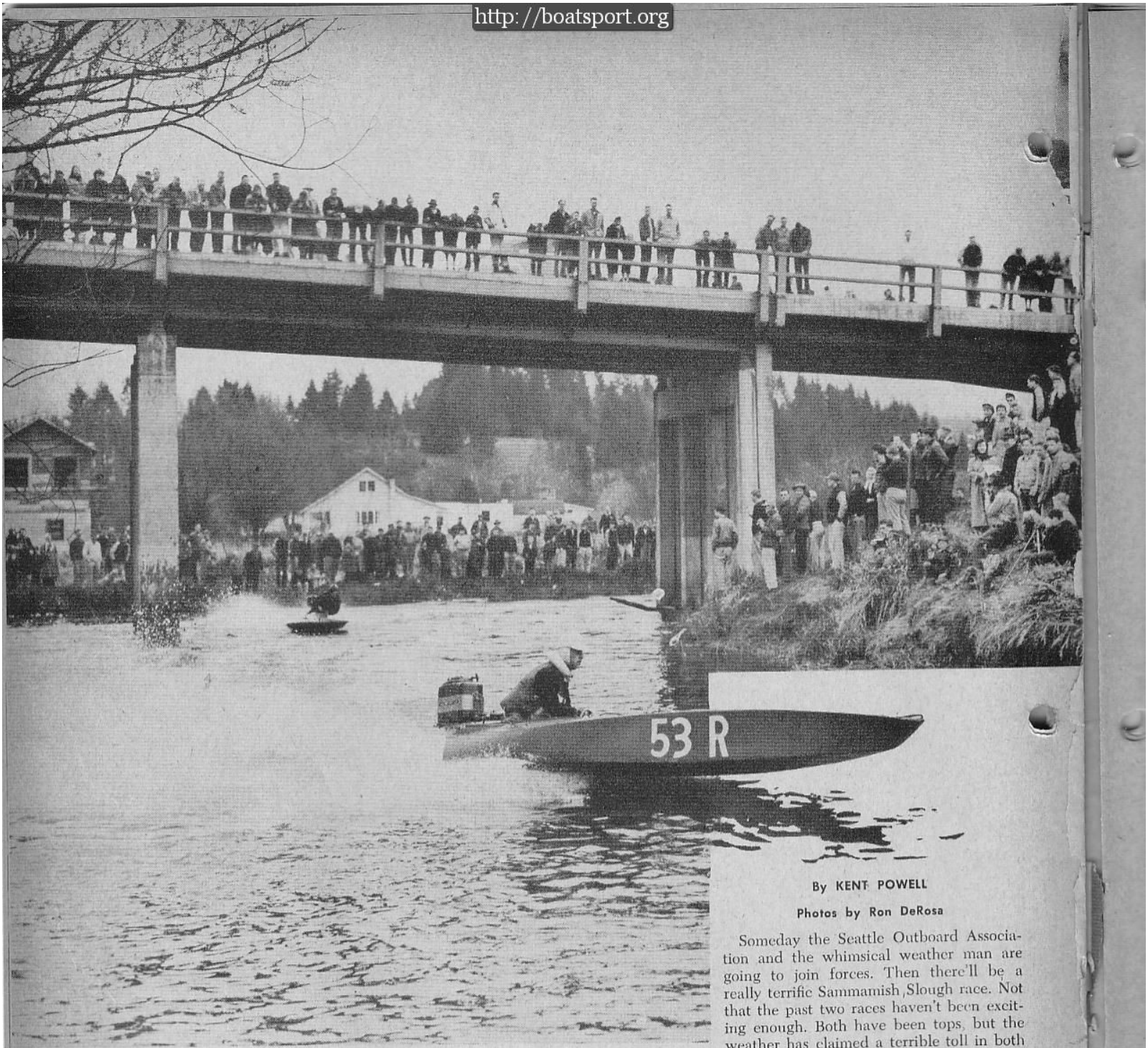
When the invitation for the 1954 International Regatta is issued, all information will be printed in Speed and Spray along with a check list of requirements for the trip to Mexico, showing exactly what to do, when and how to do it.

Believe me when I say that those who did not make the trip will never realize what a wonderful time they missed. All in all it was a marvelous adventure, and I am already making plans for next year's trip.

The race results are listed:

(Continued on Page 49)

Eduardo Ibarra leaving the pits at Tequesquitengo for the 266 race.



That Fantastic Slough Race

By KENT POWELL

Photos by Ron DeRosa

Someday the Seattle Outboard Association and the whimsical weather man are going to join forces. Then there'll be a really terrific Sammamish Slough race. Not that the past two races haven't been exciting enough. Both have been tops, but the weather has claimed a terrible toll in both spectators and drivers.

There was only one word to describe the weather for this year's race—miserable. It was polar-bear weather at its coldest. Icy wind whipped up whitecaps on the lakes at both ends of the twisting Slough and in between the lakes the gusts howled down the necks of the hardy outboarders.

The Seattle Association had expected a record total of more than 100 entries for this 28th running of the Sammamish classic. Less than half that number registered for the race and a scant 34 finished the first leg. The S.O.A. picked Sunday, April 12, for the race, a time of year traditionally sunny and warm, in hopes of drawing a record crowd. As it was, only about 10,000 of the faithful ventured out, heavily clad in winter overcoats. At a loss to explain the weather, more than one S.O.A. official guessed that maybe the Nevada atom bombs were upsetting the usually temperate Seattle atmosphere.

Jim Wertz, second place Class D Runabouts, sliding around a sharp turn. Note the crowd which lines both banks of the 14 mile length of the Slough for each year's race.

Al Benson, recognized as top dog of the slough, was the winner of this year's race —a fitting win, in view of the tough conditions. The victory was particularly pleasing to Al, as he gained revenge for the loss of last year's race and in addition won permanent possession of the Slough Trophy. A year ago Benson won the second leg of the race by one second over Bob Jacobsen, but lost the over-all trophy to Young Jake because of a poor showing on the first half of the course. This was Benson's third victory in the Slough and it settled the popular question of how many years it was going to take him to win permanent possession of the trophy.

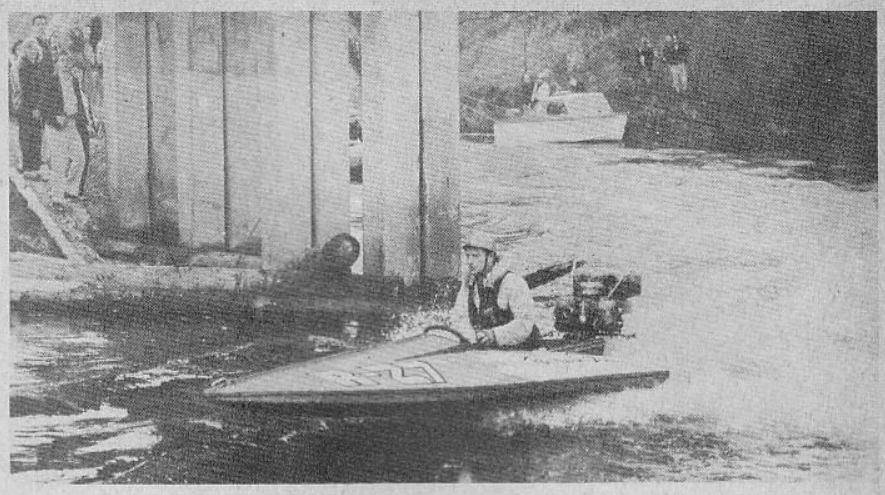
The annual battle with hazards of the Sammamish Slough is run in two legs with a breather in between at the half way point. The course is a round trip from Lake Washington on up the Slough to Lake Sammamish and return after the recess. Each leg is scored exactly as if it were one heat of a regular closed course race with the winner drawing down 400 points, the second place man 300, third 225 and so on with 25 per cent off for each lower spot. This was an unusual victory for Benson failed to win either of the two legs. He was second on the upstream run and third on the return trip, giving him a total of 525 points. The drivers who beat him in either heat finished well down in the other run.

What with the wind playing havoc with Lake Washington, the start had to be pulled inshore to avoid as many accidents as possible. Original plans called for the boats to get away from Kenmore, a few miles north of Seattle, round a buoy out in the lake, then run for the mouth of the slough, less than a mile away. The revised course got the racers away from Kenmore on a straight line along the shore to the slough. Without this course change many of the fleet would have foundered in the churning water. The boats were started in groups, unlimiteds first, and the other classes in order of size. As a result there was not one accident at the start. However, just before the race got under way, Johnny Laird flipped over in a warm-up and was not able to start.

The upstream leg, 14 miles of twisting river, sometimes not more than 20 feet across, featured a hot battle between the unlimiteds. Lin Ivey, Benson, Rocky Stone, Jack Headley, Clayton Shaw, Bill Rankin and Ron Peterson, fought a neck and neck duel most of the way. Those seven unlimiteds all finished within two minutes of each other at the other end, a remarkable performance in view of the fact that they had to dodge half-submerged logs and other obstacles along the way.

As if the natural obstacles weren't enough for the drivers to contend with, a few sadistic fans hurled rocks and other missles at the passing speedboats. One boat was hit by a bottle. But despite the juvenile antics of a few spectators, drivers generally vowed to come back next year.

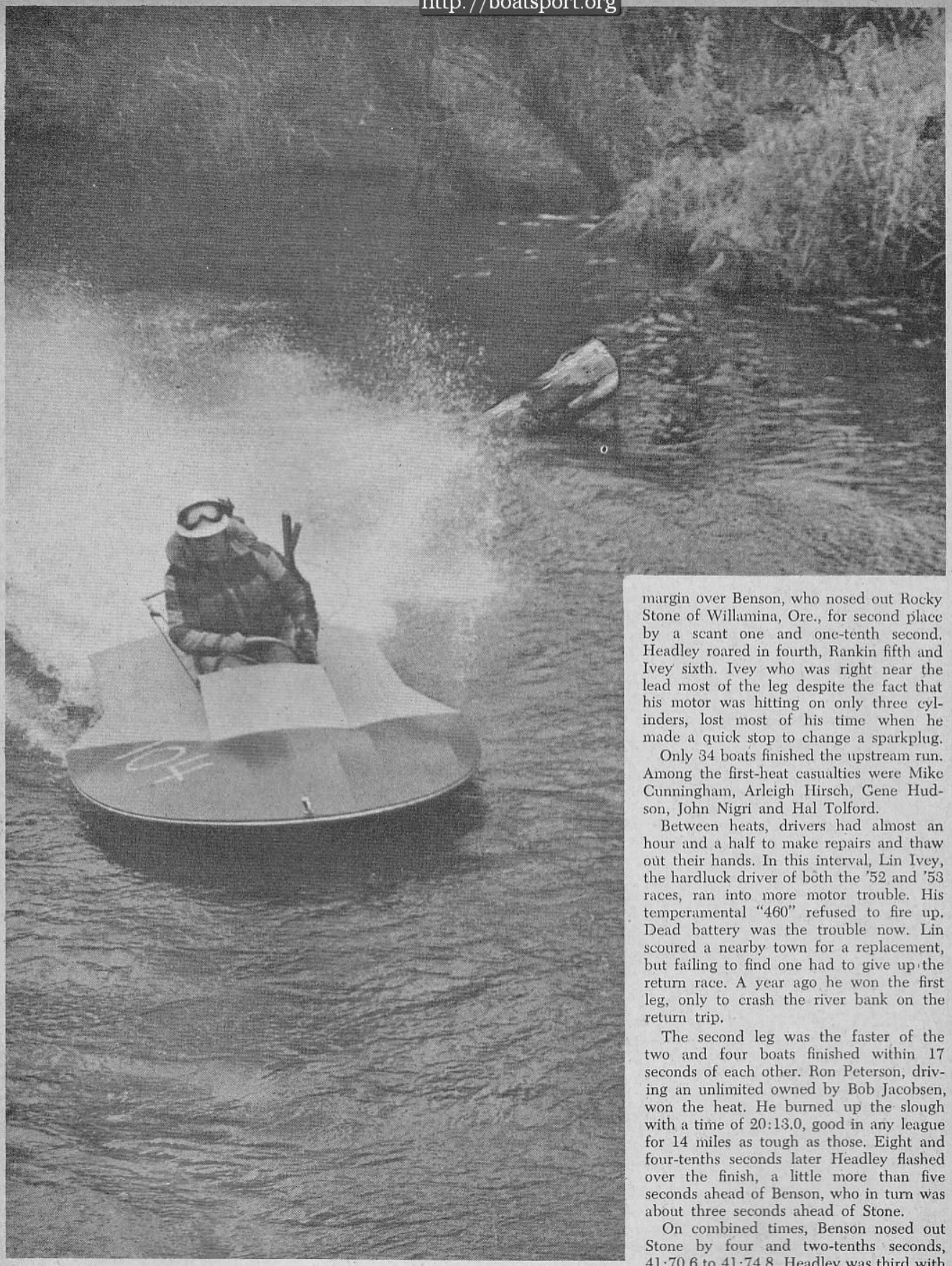
On that first heat, Shaw grabbed the lead about half way along and held it to the finish. By the time Shaw hit Lake Sammamish, he had almost a minute's



"Hard Luck Ivey," Slough Race veteran, cutting a sharp turn under the bridge at Bothell.

Bill Rankin on the upstream run. He flipped in Lake Sammamish and barely escaped drowning.

Carl Biber, Class D Runabout winner, nearly clipped the partially submerged deadhead.



The winner, Al Benson, skidding past a partly submerged log.

margin over Benson, who nosed out Rocky Stone of Willamina, Ore., for second place by a scant one and one-tenth second. Headley roared in fourth, Rankin fifth and Ivey sixth. Ivey who was right near the lead most of the leg despite the fact that his motor was hitting on only three cylinders, lost most of his time when he made a quick stop to change a sparkplug.

Only 34 boats finished the upstream run. Among the first-heat casualties were Mike Cunningham, Arleigh Hirsch, Gene Hudson, John Nigri and Hal Tolford.

Between heats, drivers had almost an hour and a half to make repairs and thaw out their hands. In this interval, Lin Ivey, the hardluck driver of both the '52 and '53 races, ran into more motor trouble. His temperamental "460" refused to fire up. Dead battery was the trouble now. Lin scoured a nearby town for a replacement, but failing to find one had to give up the return race. A year ago he won the first leg, only to crash the river bank on the return trip.

The second leg was the faster of the two and four boats finished within 17 seconds of each other. Ron Peterson, driving an unlimited owned by Bob Jacobsen, won the heat. He burned up the slough with a time of 20:13.0, good in any league for 14 miles as tough as those. Eight and four-tenths seconds later Headley flashed over the finish, a little more than five seconds ahead of Benson, who in turn was about three seconds ahead of Stone.

On combined times, Benson nosed out Stone by four and two-tenths seconds, 41:70.6 to 41:74.8. Headley was third with 42:38.1, Peterson fourth with 42:60.1 and Shaw fifth with 43:59.2.

Fantastic!

Seattle Outboard Association officials were pleased at the high proportion of finishers in each leg, 34 out of 45 in the first and 33 in the second. Just a year ago the S.O.A. was priding itself on the fact that 25 out of 57 starters managed to finish.

Propellors and hulls took a beating during the race, but luckily all drivers came out whole, something which does not happen in all Slough races.

The most serious accident of the day occurred to Bill Rankin at the start of the second heat. Bill was nosing his boat at high speed across Lake Sammamish toward the Slough when his craft flipped over, tossing him into the water. He was saved from drowning when the crew of a nearby crash boat pulled him from the icy water.

The Slough race, and the Northwest circuit for that matter, lost one of its best competitors when Bob Jacobsen, 1952 Slough winner, retired from racing.

Following are the top ten boats to finish each heat, with combined heat times, and class winners.

FIRST HEAT

No.	Name	Class	Time
1. R-38	Clayton Shaw	Unlimited	20:49.8
2. 104	Al Benson	Unlimited	21:43.7
3. R-26	Rocky Stone	Unlimited	21:44.8
4. X-11	Jack Headley	Unlimited	22:17.7
5. X-4	Bill Rankin	Unlimited	22:46.0
6. R-27	Lin Ivey	Unlimited	22:46.5
7. 2-R	Ron Peterson	Unlimited	22:47.1
8. T-56	Carl Biber	DU	29:34.7
9. 53-R	Jim Wertz	DU	31:47.2
10. X-50	Harry Chevalier	BH	37:03.0

SECOND HEAT

No.	Name	Time	Combined
1. 2-R	Peterson	20:13.0	42:60.1
2. X-11	Headley	20:21.4	42:38.1
3. 104	Benson	20:26.9	41:70.6
4. R-26	Stone	20:30.0	41:74.8
5. R-38	Shaw	23:09.4	43:59.2
6. T-56	Biber	23:17.0	52:51.7
7. X-50	Chevalier	24:37.1	61:40.4
8. 53-R	Wertz	25:44.8	56:92.0
9. 560-R	Red Taylor	26:37.3	67:47.9
10. 586-R	Duke Pope	26:39.0	63:85.2

CLASS WINNERS

Unlimited—1. Al Benson; 2. Rocky Stone; 3. Jack Headley; 4. Ronald Peterson; 5. Clayton Shaw.

Class A Runabout—1. William Wallace; 2. Richard Osborn; 3. Cliff Plagman.

Class B Runabouts—1. Bob Jennings; 2. Howard Keltis; 3. Bob Schmid.

Class C Runabouts—1. Ed Tolford; 2. Dick Brunz; 3. Pat McCarty.

Class D Runabouts—1. Carl Biber; 2. Jim Wertz.

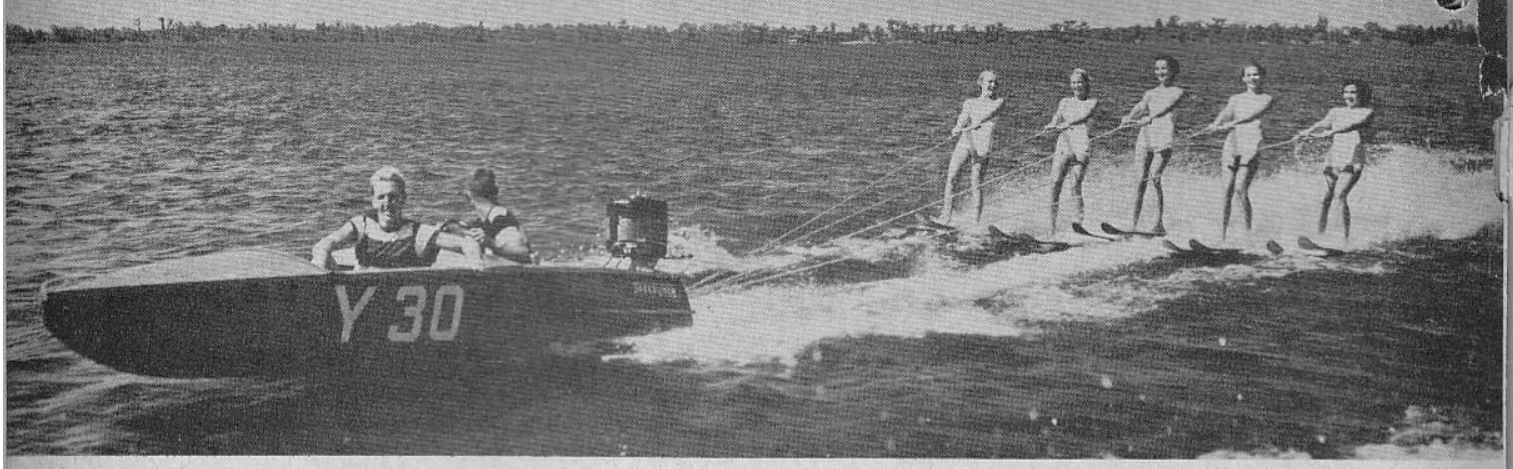
Class B Hydros—1. Henry Chevalier; 2. Duke Pope; 3. Ralph Taylor.

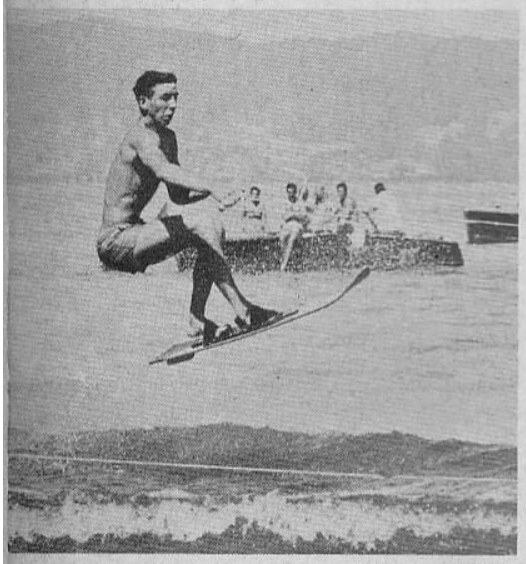
The Slough is rough on boats. One of Jack Headley's crew with the smashed up hydro. Despite damage, Headley placed third.

On the downstream leg. Richard Osborn's "Ding How" fighting off a challenge for Class A Runabout first place. William Wallace in the trailing boat was the winner.

Typical of close quarters and obstacles in the Slough Race are the concrete bridge pilings near Bothell. This unidentified boat failed to make the sharp turn under the bridge, bounced against a piling, but continued the race.

The History of Water Skiing





One of the Petersen twins of Chico, Calif. Ski Club jumps the wake.—Lankford Photo

Lovely Angela Landis of Chico Ski Club in Northern California typifies the thousands of American girls who have taken up and become proficient in the fastest growing of all water sports.—Lankford Photo.

By DAN HAINS

First President of the American Water Ski Assn.

According to the most reliable sources this thrill sport has its origin some time in the 1920's. Since the time small motorboats have been able to attain fairly high speeds, men have been towing behind them various types of boards. These have been called surf-boards and more properly, aqua-planes.

Probably the best known and most widely publicized aquaplane riding ever to take place in the United States was demonstrated during the 1920's by the Pope brothers—Dick and Malcolm—with headquarters in Winter Haven, Florida.

Water skiing did not exactly evolve from aquaplaning and neither is it truly American in origin. It is hard to realize that only about twenty years ago no one had ever heard the words, "water ski." From the best information available at this time, it seems that the following episode is the true story of the origination of the sport of water skiing. Back in 1929, not so far from Lake Como, in the French Alps at the Lake of Annency, a few officers of the famous "Chasseurs Alpines" were watching some aquaplaners. The "Chasseurs Alpines" are crack mountain troops and most of them are excellent snow skiers. As they watched, one of them suggested jokingly, "how about trying ski-joering behind a motor boat?" (Ski-joering is a sport which consists of a snow skier guiding himself by reins extended for 90 feet as he is towed by a horse.) Someone answered, "chiche!" which in French means, "I dare you." The dare was taken and this was the start of water skiing. Of course regular snow skis could not be used, so wider and somewhat shorter skis were tried. A rudimentary rubber binding was devised—and the water ski was born!

skis were tried. A rudimentary binding was devised—and the water ski was born!

About the same time a different group of people at Juan Les Pins on the French Riviera also began to try the new idea. The Mediterranean is always calm and the temperature pleasant from April to October, so the site became a "natural" for water skiing. It became a most active center and in the 1930's water skiing began to evolve into the sport it is today.

An American family, the Jay Goulds, residing at Juan Les Pins, was among the most active in supporting this new sport and their interest probably contributed substantially to its development in U.S.A.

When water skiing first originated those who tried it merely rode behind the boat, crossing and jumping the wake. People could not help admiring the spectacular quality of the new sport and those who tried it once could never forget the thrill of flying through the flashing waves in the glittering sun. After a short time most of the Riviera resorts could boast about their water ski addicts and neat little motor boats with graceful figures skimming along in the wake were seen all over the Mediterranean and on many lakes.

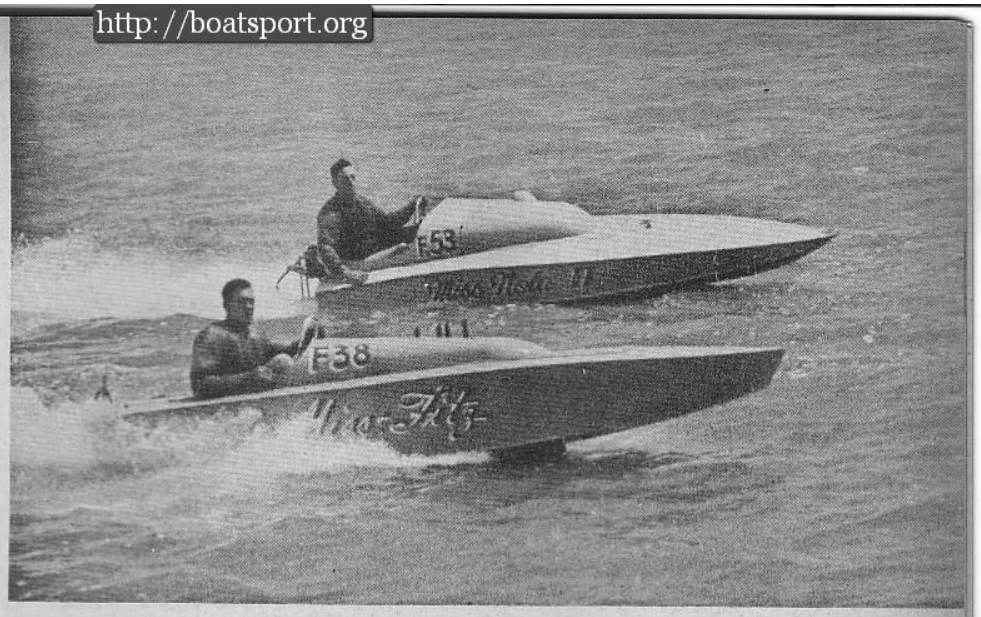
Manufacturers started to produce water skis and equipment became more standardized. Newspapers published stories about the new sport and because of its grace and beauty newsreel companies showed many pictures of it. The sport, jokingly started on a dare, was rapidly gaining momentum.

In the United States, Fred Waller of New York brought out the first skis in this country. They were two long slender boards connected by a rope bridle with hand ropes going back to be held by the rider while being towed behind the speed boat. The Pope brothers seized onto this new innovation and added it to their thrilling water sports shows. For several newsreels at Miami Beach in 1929, Dick Pope went skiing over a long wooden incline for the first water ski jump on record. This was not as successful though as the free tow skis that came over from Europe later, and they were finally dropped.

driven by Keith Knowles, is really going. A few days later I met the designer-builder, Stan Griffiths. As it turned out we had spent some 12 months in the same squadron at Fiji during the war. I didn't know until recently that he was in the boat game. He and Olie have between them produced a line of hulls which have had a very good effect on the local racing. *Little Nix*, *Little Cracker*, *Hot Canary* and now *Scramble* have all done very well. The first named is not racing this season, but the others were all present at this meeting and shared the fun. Altogether we enjoyed quite a good day's racing, though perfectly legitimate criticism has been levelled at the Taupo officials, mainly due to the unfortunate delay between races. In this game you can't expect a return crowd to put up the money if we don't put on a good show. My personal thanks go to those kind folks who organized accommodations for our party when we were stuck after the racing.

Next call we made to Rotorua where the local club races on the beautiful Blue Lake. The weather man has certainly been on our side right through this circuit. This day, as at Taupo, was a real scorcher. The crowds rolled up some thousands strong to see around 40 boats do their stuff. The main attraction of this program was the North Island title for the 91 cu. in. runabouts. Unfortunately only 3 boats competed, giving *Miss Nola II* a runaway win from *Ortago*, with *Little Injun* retiring shortly after the start. While the race itself held little entertainment value, one or two points are of interest. All 3 hulls are either built or designed by Aucklander Carl Augustin along basically similar lines, and all are powered with the English 10 hp Ford. They all came from the Waiuku Club, which seems to concentrate on these little fellows. Most of them show a fair turn of speed and I imagine that you'd have a whale of a lot of fun in this class. Latest addition to this class is Jack Oates, of *Hammerhead* fame, who has put together a pointer and now has the big model up for sale. In the runabout class the eye-catcher was again *Scramble*, which turned in some exceptionally fast lap times, but also prominent and well worth watching were a good half dozen which were so well matched that they gave just what the spectators pay their good money for—keen competition and close driving.

Tauranga's big day turned out to be one out of the bag—scorching sun tempered by a breeze blowing up the inlet towards Maungatapu Point. Of all the courses I've seen so far this one takes the prize. Steep cliffs, a hundred feet high, provide a natural grandstand from which you can look down on the races for an absolutely uninterrupted view. Some 6000 people turned out, the majority in holiday mood. On top was located the main control tower where the officials did their stuff, while down below in the pits and connected by land line was the boaties' office. The P.A. system, in the capable hands of Reg. Towers, was used to good effect in controlling the handicap races and, unusually, in giving a public welcome to the boaties as they arrived.

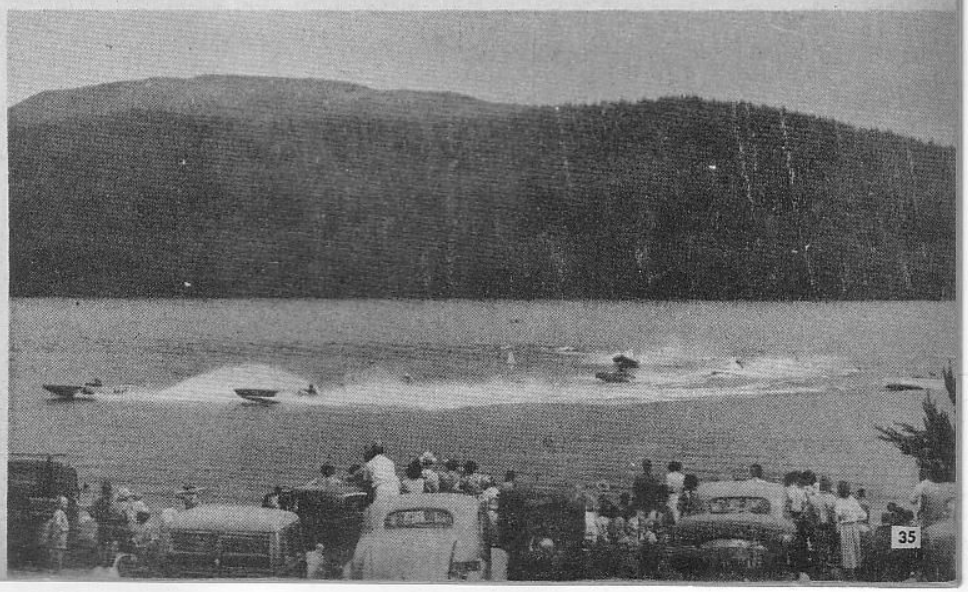


At Waiuku the 91 c.i. Veebottom champ, "Miss Nola II," with 91 c.i. Hydro champ "Miss Fitz."

Organization right through the day was of an exceptionally high standard; at one stage they were averaging a race every 9 minutes, and that takes some doing. About 45 boats turned out, some of which we'd already seen race at Taupo and Rotorua, the remainder being mainly locals in the runabout class. There were only 3 or 4 pointers present. *Stingray* had blown her motor and didn't have a spare handy, and *Hammerhead* was not on hand because Jack Oates was racing his new job at Waiuku. Les Griffen had done some very smart work with a motor. After the Taupo meet he found traces of metal in the oil filters of his Rolls Royce Kestrel, so rather than strip that mill he hared off to Wellington, got another and back to Taupo; after several all night sessions he had the outfit running again. That paid off as he took the honours at Tauranga from the Manawatu boat *Top Flite* and *Le Sabre* from the Rotorua Club. John Bollard's *Lalane* was a notable absentee.

The feature race, for the NZ Unlimited Runabout title, drew a field of 8, most of them running in an earlier handicap event. By the time this handicap was due, that breeze I mentioned earlier had freshened a lot and the tide was running fairly fast against it, giving the lumpiest water I've seen for a long time. The course, a typical NZ spring setup, was rectangular but pushed and set slightly askew, the two bottom markers being in really rough water. Racing in this wasn't any fun, nor did it do the boats any good, as was proved in the first race or two. Admittedly it was spectacular for those ashore, with boats disappearing from view for seconds at a time in great sheets of murk, and then leaping completely clear. This sort of thing can't last long so it wasn't surprising to see retirements and frantic signals for assistance. Jerry Davy's *Silver Dollar* was one of the early casualties, being lucky to escape complete loss when his underside was severely holed. Another was *Scramble*, which split a plank up forward and that in ¾" double skin! That sort of thing was typical of the day.

"Fleetwing" leads "Scramble" at Rotorua. Yes, all of our races are run clockwise Down Under.



At the Tauranga meet, "Little Cracker" and the crash boat are fishing frantically for "Bugs Bunny," which flipped at the start of the big race. She was lost for a couple of days but turned up with only minor damage.

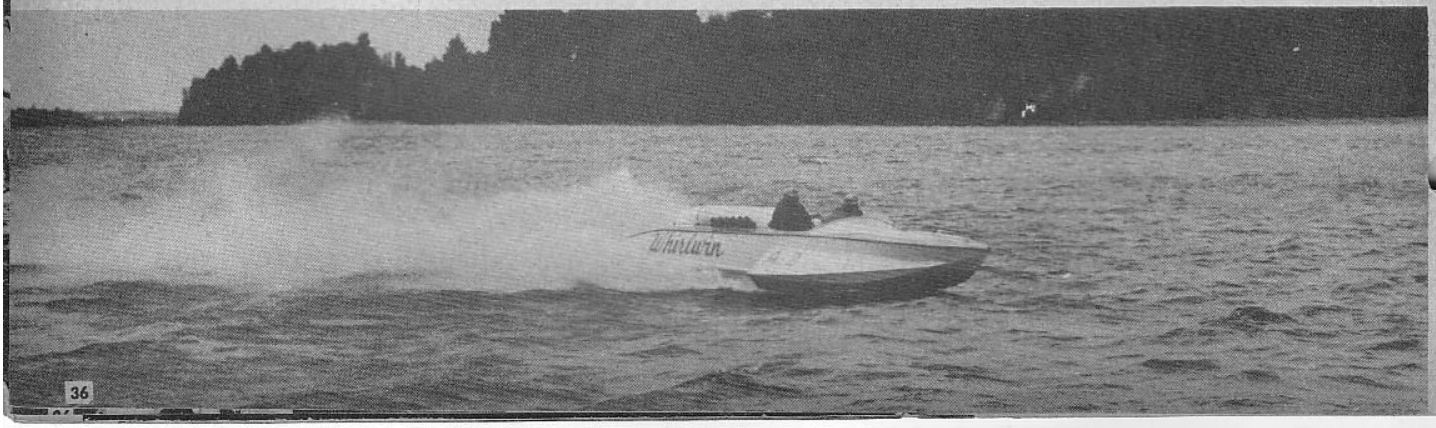
For the big race, the 8 boats got away to a pretty hairy start. Round the first buoy *Bugs Bunny* flipped, so that was that. Fairly prompt action by the crash boat wasn't quite enough; *Bugs* sank but was recovered a few days later with little damage. The re-run was organized pretty smartly, the remaining boats getting away to an average start after a couple of false runs. First to the marker was *Scramble*, going like a mad thing, with *Fleetwing* and *Wyllie Wynne* hard on his hammer. Round the back the leading pair pulled clear but only by taking a real battering, the rest of the field getting themselves sorted out with *Wyllie Wynne*, then *Puddy Tat*, and the rest out of the picture at this stage. After 3 laps, *Scramble* shook off *Fleetwing* to hold a clear lead of some 100 yards or so, and was obviously treating his hull as gently as possible. Tom Haslip in *Fleetwing* was sliding along, quiet as a mouse with very little fuss or bother. Then a long break back to *Puddy Tat* who was just holding off *Little Cracker*. *Scramble* moved upon the tail of the field, ready to lap the last boat. Now *Scramble* swung off the course, slowing down and then pulled into the pits. That plank had really opened up and he was out of the race. That left *Fleetwing* a long way in the lead to *Little Cracker*, ahead of *Puddy Tat*, which was the way they finished.

Fleetwing is a new hull, built to an American E design, longish by local standards. Ford Mercury power in the stern drives forward through a neat but substantial box, and back under to a decent shaft angle. The outfit is very neatly assembled and in the water creates the minimum of disturbance. With a remarkably quiet motor her performance is exceptionally deceptive. The Haslip brothers, Tom and Dave, have every right to be completely happy with what they have, and I think it will go a lot better. On the other hand it must be remembered that *Scramble* was a long way ahead at the half mark when driver Keith Knowles was forced to retire.

These three meetings, while the main attractions of the holiday period, were by no means the only ones. Away up north at the other deep sea fishing center, Russell, *Puddy Tat* cleaned up very thoroughly before coming down to the central circuit. At a small meeting at Maraetai, John Bollard with *Lalane* is reported as going very well. Same day as Tauranga, the Waiuku club ran their postponed meet, the feature races being for the N.Z. 91 cu. in. runabout title, and the North Island Hydro classic for the same capacity. *Miss Nola II* continued her run to retain the hardware for the runabouts, with *Ortago* in second place, while the race for the little Hydros went to *Miss Fitz*, whose time for the six half mile laps was 5 min. 22½ secs.

Down in the South Island, at Blenheim, the Marlborough PBA had been allocated both the 225 runabout and hydro title events. The runabout class was taken by J. W. Caukwell in the DeSoto powered *Phantom*, his time for the 5 miles being 5 min. 25 sec. *C U Later*, the V8 powered job entered by H. W. Rutledge, was second, a bare 3 seconds behind the leader. In the Hydros, *Tempest IV*, powered with a very hot V8, caused a major upset in defeating the favorite, *Flak Too*. The time for the 5 miles was 5 min. 2 sec. I've not seen these boats racing, but taking their times and eye witness reports, they are apparently going quite a lot faster than anything the North Island can produce, with the possible exception of *Scramble*. It would be interesting to see them perform on the short sprint circuits featured in the North.

Les Griffen in his Rolls Royce Kestrel powered "Whirlwin" took both hydro titles at Tauranga.



Modifying the Mercury for Racing . . .

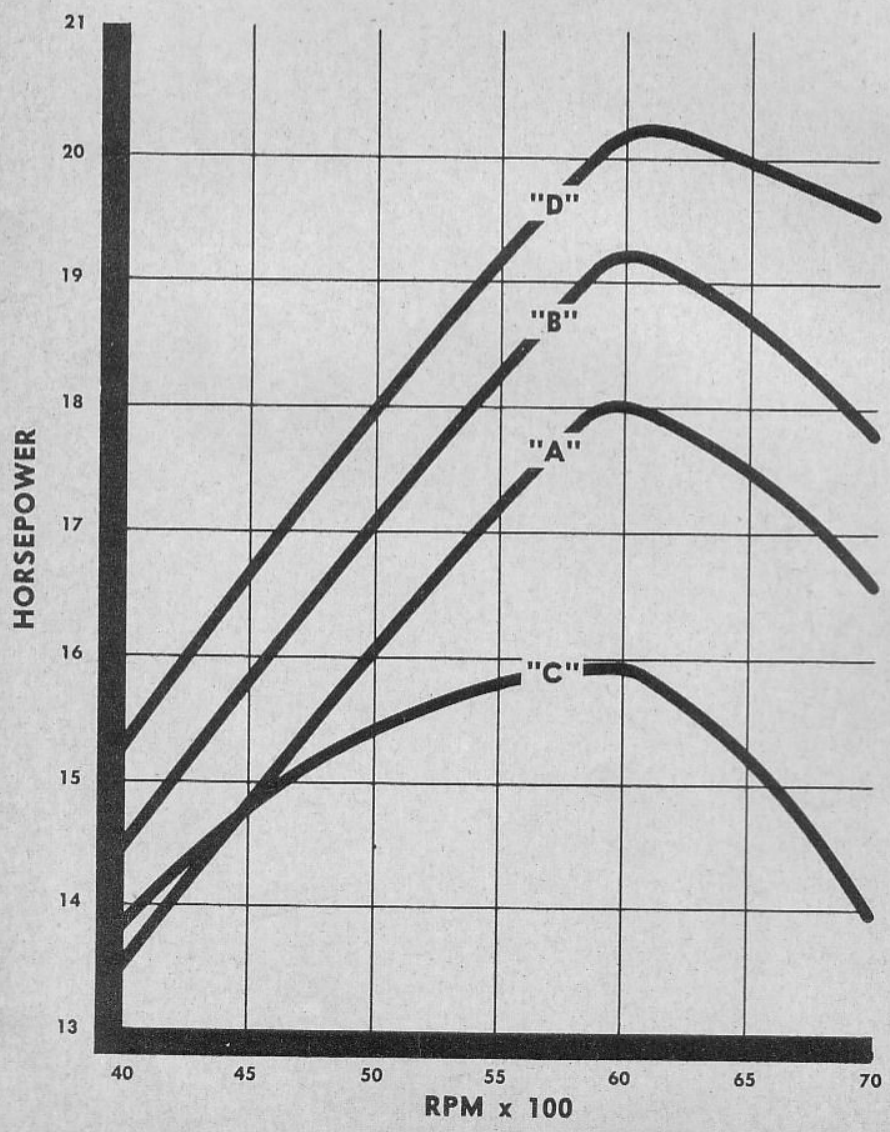
RESULTS OF MERCURY CYLINDER AND CARBURETOR MODIFICATIONS

By RANDOLPH HUBBELL

The accompanying graph illustrates the horse power results of four recent dynamometer tests of the Mercury KG7 power head. In these tests no effort was made to secure the use of an exceptional engine. In fact, the power head assembly tested had seen two years of normal outboard utility use with no repair or rebuild of any kind.

After two years of service and several hours of extensive testing—some at 9000 rpm—this little motor was examined carefully. No damage of any kind appeared and little wear was found. Though that line on "Full Jeweled Power" was no doubt plucked from the air by a straining ad man it doesn't miss the truth by far. This motor is truly a little gem.

Tests will continue as time permits and results published in following issues of Speed and Spray.



Curve "A" indicates this power head in its stock condition, 25 cc in compression chamber, 70 octane gasoline with 12 oz. Kiekhaefer Aeromarine Outboard oil per gallon, J6J Champion spark plugs and Tillotson AJ32A carburetor. Starting out a little on the weak side with 13.6 hp at 4000 rpm it gained steadily with the hp peaking a respectable 18 at 6000.

Curve "B" illustrates the same power head with no change other than the substitution of a Tillotson AJ32A carburetor converted to the use of methanol fuel. Fuel consisted of the standard outboard racing mix of 80% methanol, 10% castor oil and 10% benzol. This mixture is on the "heavy" side in oil content but even so the carburetor converted successfully, with the motor running, at slightly under one turn and starting (though not as easily as in test "A") at one and one-half turns. The power curve followed that of test "A" closely, running about 6.6% higher and peaking with 19.2 hp at 6000 rpm. The Champion J6J plugs handled this heat very satisfactorily.

Curve "C" indicates the work of the "square port" theory in this engine. Exhaust ports were "squared" carefully top and bottom, intake ports top only. Specifications were maintained at the motor manufacturer's "A" and "C" dimensions and sufficient web was left to carry the rings. Starting was hard, and performance poor by about 11% under stock with gas; exhaust heat was way up. During tests this modification became known as the "Flame Thrower" and holds little prospect for any other use. Carburetor, fuel, compression and plugs same as in test "B".

In test "D" conditions were identical to "B" except that the compression volume in each cylinder was reduced from 25 cc to 18 cc and Champion K3 plugs replaced the J6J's. Here again the engine peaked at 6000 rpm with a healthy 20.4 hp for a total gain of 13% over test "A". Converted to boat speed this should amount to about 3 mph or nearly half a lap in a five lap heat.

Desert Derby

Looking up stream from the top deck of the judges' stand at Needles. This is actually the starting line of the annual Colorado River Marathon. Since the photo was taken at the Desert Derby the dredge at the upper right has finished the channel beyond the sand bank and now a dam has been thrown across the channel in which the boats were racing a quarter of a mile upstream from the turning buoy in the picture. This has created a beautiful course for the Needles Club, practically free of the current which has made racing here in the past a bit on the difficult side.

Chuck Van Dyke's upside-downer gets a tow into the pits. The damage: injured feelings.

Field day for the team of owner Ivan Brower, at the left, and driver Ronnie Rima. Three first places in competition and another first in the BU Runabout end of the marathon.

Kent Hitchcock Photos

Down at Needles on the Colorado River the Southern California Stock Outboarders open each season. The God of the Winds just about wrote finis to this traditional regatta before it started—just about, but not quite. Early in the morning the wind whipped across a few hundred miles of desert and right up the river against the current. When the drivers' meeting was called Ye Olde Colorado was a turbulent mess. Whether to run or cancel . . . the committee called for a vote. It was just about an even break for and against, so the race was on.

Two youngsters took complete charge of the Class A races. Bobby Parrish knocked off the Runabout division in that nasty water at a rate that argues that this youngster will knock the daylights out of the record the first time he gets a shot at it. That Singer's Midget, Butch Reed from Blythe, wiped up the A Hydros later in the day when the water conditions were better. And here, believe you me, is a sure fire record outfit.

The B Hydro race was one of those "upset the applecart" affairs. There were plenty of the latest editions of some of the fanciest hulls turned out by our better boat builders. The winner? Cag Graham in an 18 year old Elsinore Hydro. That hull has probably raced on more courses and travelled more miles on the water than any other outfit in the west. All of which simply goes to prove that you don't have to have a jillion bucks and a new Fireball Glotz super-deluxe three-pointer to win a Stock Hydro race.

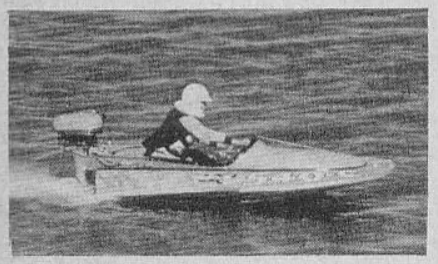
Cag, who is the C Stock Runabout record holder, also won the honors in this class, but only after a neck and neck battle through both heats with the newcomer Lee Morehouse. This was Lee's first race and you can write it onto the dope sheet that this fellow drives for keeps.

Through part of the early heats the wind was howling a gale and the upper turn was a brute, but oddly enough there wasn't a flip. All of a sudden some technician way up in the wild blue yonder pulled the switch and in no time at all it was really perfect spring racing weather.

From this point on in the schedule the spectators must have thought that the rest of the program was arranged solely for the benefit of a certain Ronnie Rima who was driving Ivan Brower's equipment. Brower's outfits are not only beautiful to look at but they go, and how! His two Kean Craft Runabouts, though neither of them are new, look as though they just came off the factory floor. The Newport Beach driver won the remaining three events on the program one after another. There were 19 B Runabouts. Ronnie took the first elimination heat and Johnnie Craven the second and that's the order that they finished in when the checkered flag dropped in the runoff heat. The second elim and the runoff were thrillers all the way. The competition was tough and quite a few of the boys were over-driving with the result that Johnny Clute, Chuck Van Dyke, and Clarence Roberts joined the Hell Divers. Frank Geries, who came all the way down from Sacramento for the race, was thrown out of his boat—ran the outfit down as it circled — climbed back in and finished. Believe me, the crowd liked this one!

That D Hydro of Brower's is probably one of the most beautiful boats in racing today, in addition to being one of the fastest and nicest turning rigs on the water. It's a Colver conventional and Rima was running so much faster than the three-pointers that he could actually "stroke the outfit"—turn around and watch the racing behind him. Yes sir, that's a going machine! Joe Collins, one of the home town boys, who was driving his first Hydro race, did a beaut of a flip in the second heat, after turning in a very creditable second place in the first stanza. That veteran Mike David son from Yuma, hit the up-river buoy, stove a big hole in the boat and had to run full bore all the way to stay afloat. He finished third, and the pit crew practically lifted the rig out of the water before he stopped.

Little Butch Reed might break the A record.



Prop riding conventional. Ronnie Rima gave the three-pointers a trimming in this beauty.

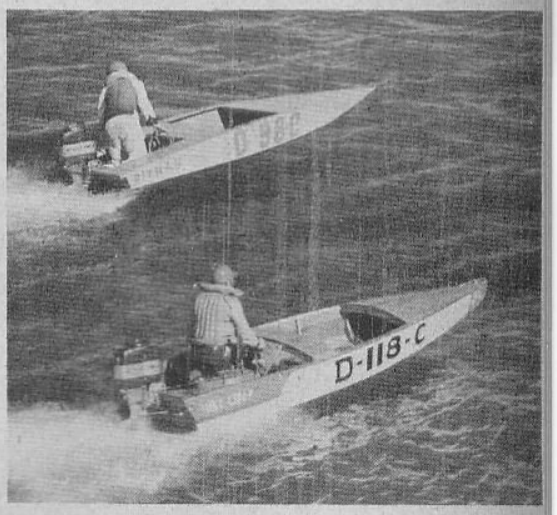
Older than Methuselah — the boat, not the driver — Cag Graham in his 18 year old Elsinore Hydro waxed the B's.

The D Runabouts, eight of them, all hit the line together for a beautiful start. Rima won that one and the second heat too. Homer Smith had his *Sacred Calf* jinnin' until he got into a two boat hassle at the lower buoy and bent up something in the lower unit.

The windup of the program was an unsanctioned marathon for B and D Runabouts—a little shortie from the starting line to the railroad bridge at Topok and return. Ronnie Rima, with six heats of racing already under his belt, declined the issue. Fourteen boats took the flag. Jack Lochead was first back in the DU division and "Bugsy" Erwin driving Brower's BU took honors in that division.

The Needles Boat Racing Club had a total of 75 starters—a very nice show for the season opener. Orchids to this bunch of fellows for their new three-decker judges' stand. It's a pip. From the top deck you can get a bird's eye view of large pieces of both California and Arizona.

A pair of the D Stock Runabouts. Jack Lochead in his "Pitman" (farthest from the camera) was first to finish the marathon.



"Bugsy" Erwin in Brower's BU murdered this division in the unsanctioned marathon.

Monoplane Hydro Troubles

A letter to the Editor concerning the instability of the monoplane hydro and the answer from a member of SPEED AND SPRAY'S technical staff. This is one of a number of letters dealing with this same problem and requesting advice. Amateur boat builders in search of a design will invariably choose to build a boat that promises ease of construction. The monoplane hydro falls in this category. It is small, light weight and simple to build, and for these reasons numbers of these boats are constructed every year. Bob Hawley offers a few do's and don'ts on alterations to correct instabilities that may occur in some monoplane designs. The accompanying drawings of suggested changes were executed by another member of our technical staff, Naval Architect Dair N. Long, from sketches submitted by Mr. Whelpley and Bob Hawley.

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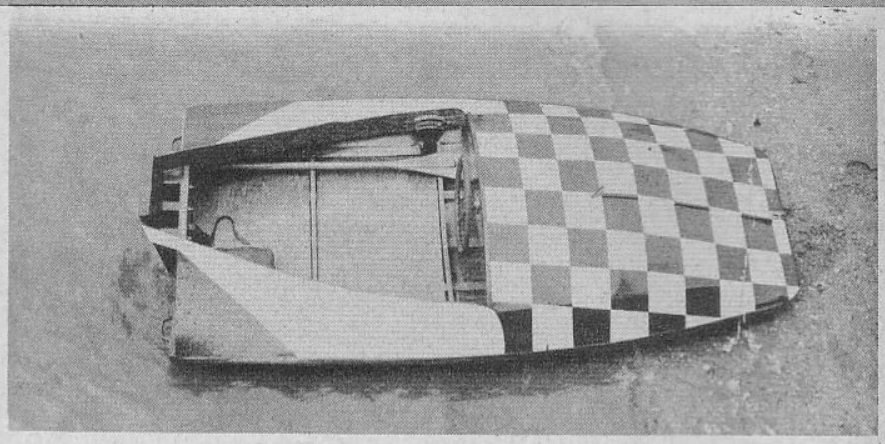


A top view of Mr. Whelpley's monoplane hydro shows that this boat is not unlike the famous old Crandall Comet in appearance, although the Comets weren't graced with much decking and the steering wheel was eliminated. The motor was bolted solid to the transom and the driver steered the boat by leaning forward out over the shear on the side that he wished to turn to. They were very fast, exceptionally rough riding, and tricky.

Editor,
Speed and Spray

Dear Sir:

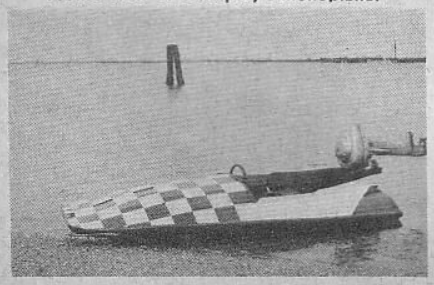
I have a problem that I would like to present to your technical staff.

Recently I built an 8 foot racer from plans in a science magazine. I built the boat very carefully, and in my estimation built it without fault, but the damned thing "gallops" so madly that I am very nearly thrown out of it. I guess "gallop" is the proper word; maybe they also call it "porpoising," "bucking" or something else.

I wrote to the naval architect who designed it, but got no help from him. He said I could get the galloping out by adjusting the motor angle. That definitely is not the answer. I use a Mercury KE 7 motor and have used every possible angle, but that affects it not at all.

I would like to point out from the first that I am a beginner in fast boating, and especially that I am not interested in racing, sanctioned or not. I built the boat strictly for pleasure—something to run around in on Sunday afternoons. So therefore any alterations you might suggest to smooth out the riding characteristics of the boat would not have to be in accord with any racing rules—and a certain amount of loss of speed doesn't worry me either. I am not after speed. If I can cruise along at about 30 mph with my Merc 10 hp motor, I will be satisfied.

Profile view of Whelpley's monoplane.



What can I do to make the boat plane out smoothly, and stop that galloping? I suppose the trouble is inherent in the design of the bottom, so I thought that possibly by altering the bottom surfaces in some way the configuration would be changed enough to change the planing characteristics. I have asked a few local racers for advice, but all I get is a scornful "junk it," or "it just ain't no good." With $75 in the boat, and a month's hard work, I hardly want to accept that as the answer. I suppose that to racing purists like you folks it would go against the grain to suggest any misconfiguration of a racing bottom. I have a few suggestions and would like to take the liberty of presenting them for your consideration.

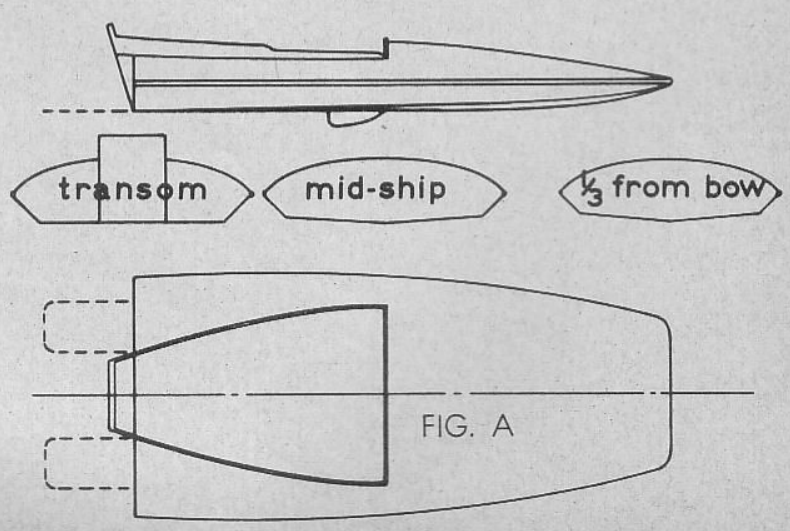
In the accompanying diagrams, the solid lines represent the boat structure and the dotted lines show the suggested changes.

As shown in Figure A, I have considered the addition of two plywood sheets attached to the bottom at the transom and extending out about 16". I thought maybe this would help to stabilize the pivoting at the transom that causes the galloping.

The proposed modification as shown in Figure B consists of two pieces of sheet aluminum attached to the bottom of the boat near the transom and bent down at an angle to deflect the water downward.

Figure C envisions a single bent aluminum plate installed approximately amidships with the same idea in mind.

At slower speeds I can usually get the gallop out by leaning all the way forward and putting my weight near the bow, but at higher speeds even this does not help, and of course I can't ride around leaning over the bow. Incidentally, the motor board, slants back at a 17 degree angle,



and is now 15½" high. Originally it was 17", but someone suggested that I cut it off, so I did. That didn't seem to affect the running characteristics at all. I have enclosed a couple of photos, and hope that you can gain some picture from them.

Maybe if I understood the mechanics of galloping, or the simple physics of forces responsible for it, I could figure out a correction. Can you give me a basic description of the causes for this phenomenon? Thank you very much for interest and time.

Sincerely yours,

D. A. Whelpley,
Chief Warrant Officer, USN

☆ ☆ ☆

Dear Mr. Whelpley:

From the photos accompanying your letter it appears that your hull is an outgrowth of the basic design that we used to know as the "monoplane hydro" which was the forerunner of the present day step and three-point racing craft. Now obsolete, this design was quite popular for racing in the 1920's and early '30's, one of the better known makes being the old Crandall Comet, driven by such luminaries as Loretta Turnbull.

These old "monos" went pretty well, but one of their most memorable characteristics was the ability to hit the water only once about every 30 feet and fly the rest of the time. They were dependent on ABSOLUTE correctness of bottom and balance to maintain anything like an even ride, which is one reason why they have been superceded by more stable designs.

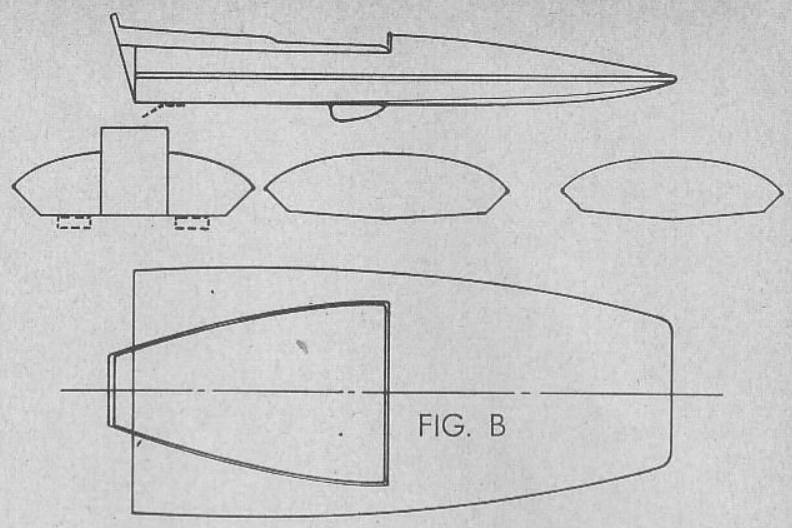
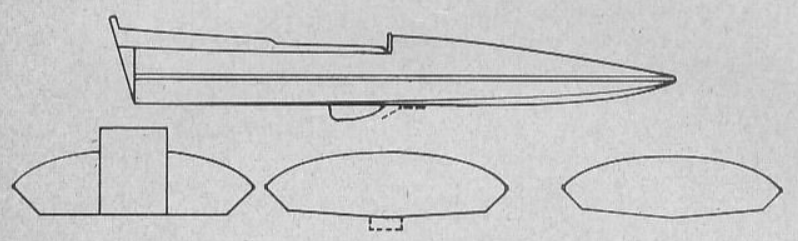


FIG. B

Regarding your suggestions for correction of the galloping trouble:



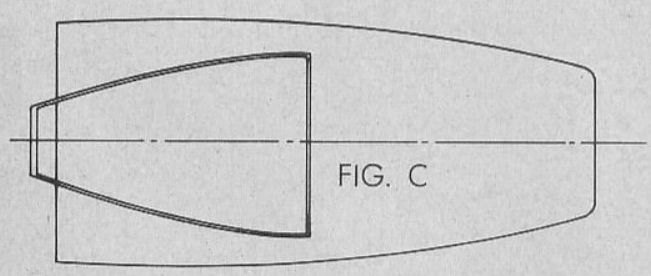
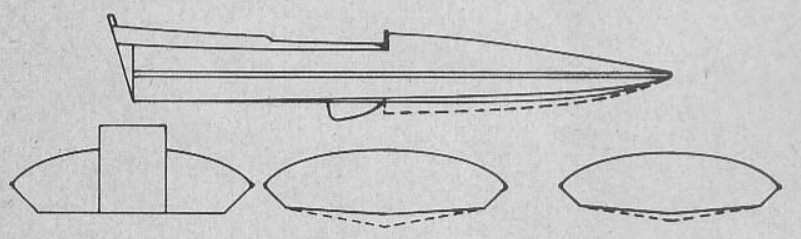


FIG. C



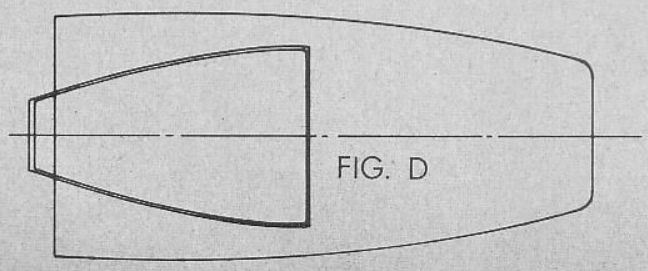


FIG. D

Crandall made use of the alteration that you propose as shown in your Figure A, and it did serve to lessen the disturbing habit of somersaulting over backwards during full flight, but it didn't help the porpoising much.

I would advise against the installation of the aluminum plates as shown in Figure B, as they would tend to pull the bow down at speed and make the boat completely unmanageable.

The addition of the aluminum plate as shown in Figure C might work out on the straightaway but would probably result in a very tricky boat in a fast turn.

In order to overcome your problem I would recommend the following:

1. Mount the hull upside down on a pair of horses and make sure that the planing surface of the bottom is straight within 1/32 of an inch from the transom to the planing waterline.

2. I would add another transverse frame halfway between the one running through the center of the cockpit and the transom as it is very possible that the bottom, even though straight at rest, is developing a hook while under way.

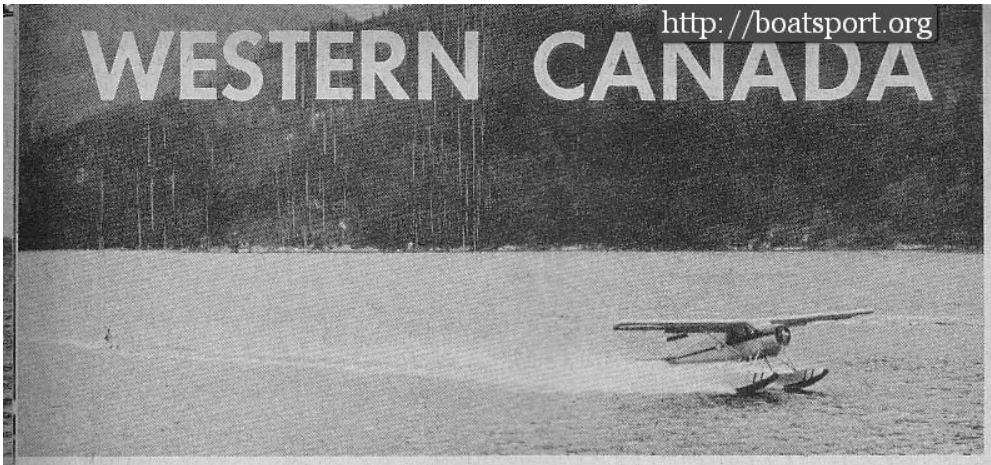
The above should serve to improve performance somewhat, but if the boat were mine I would also fair in a false bottom from flush at the bow to form about a two inch step amidships, thus converting the hull from a monoplane to a single step hydro. See Fig. D. This need not be complicated and can be accomplished by laying tapered wedges along the bottom skin opposite the present three center longerons, covering them with plywood and carrying the edges up to the present lower line of the non-trip chine. Leave the back end open; it will drain out when you are planing.

Follow these outlined alterations and I feel confident that you will get as smooth a ride as an 8 foot hull can offer. Your transom angle is OK and the height is all right for a play boat, though for maximum speed you should run your motor as high as possible without excess propeller cavitation. In any case you should clock well in excess of 30 mph with a Merc 10.

Sincerely,

Bob Hawley

WESTERN CANADA



Try this for a thrill! Clare Blakeman of Nelson, B.C. skiis behind a seaplane piloted by Don Thompson of the Central B.C. Airways at 80 miles an hour.

13 year old Bill Valentine built the boat by himself and runs with the leaders.

By HENRY STEVENSON

Photos by Art Stevens

The city of Nelson, British Columbia is situated on Kootenay Lake, one of the most beautiful lakes in Western Canada. Until 1950 the only opportunity Nelson's 9000 citizens had to see outboard racing was during the annual regatta, and then without the support of any local outboards. After World War II the sport of outboarding had become very popular, so, early in March, 1950 two local boating enthusiasts, Bert Walton and Henry Stevenson, obtained a set of blueprints for a Class A hydro hull. Before the first keel had been laid, two more speed fiends had begun to figure out offsets and patterns. By the time the racing season came to a close, 9 identical hydros were fighting for first place. As the sport was coming into its own, the Nelson Power Boat Assn. was formed. By the beginning of the 1951 racing season, the number of boats in the club had increased to 13, including the youngest member, Bill Valentine, who was just 13 years old. His boat *Weery Willie*, makes better than 30 mph.

The club purchased an old boathouse and the members renovated it to accommodate all the boats and motors. This gave the members ready access to practice racing and motor tune-ups each evening in the week, and don't think the boys didn't take advantage of this.

Club picnics have been frequent on Sundays, including at least 3 heats of racing and often a grudge race or two. These are family gatherings and generally take place at summer camps along the lakes where some of the members reside during the hot weather. Small trophies are posted for these races.

There were a number of races held during the season, but since only one class was racing, they could hardly be called a regatta. Competition was very keen as all the stock motors were practically identical, and the boats were all made from the same design.

In order that definite rules could be followed and classes established, the Nelson Power Boat Assn. became a member of the Canadian Boating Federation, which is now affiliated with the APBA. Rules have been strictly adhered to in order that the cost of owning and operating outboards would not become prohibitive.

Three of the home-made Evinrude powered A Stock Hydros of the Nelson Power Boat Club fleet.

The Annual Regatta at Nelson had previously been conducted by a service club, but in 1952 this group withdrew their sponsorship, so the Power Boat Club picked up the reins and with their 26 members sponsored one of the most successful shows ever seen on Nelson's waterfront. The schedule included inboards and outboards, and between racing events the spectators enjoyed log rolling, canoe tilting, exhibition diving and water skiing by members of the Nelson Ski Club (a winter organization). A Nelson businessman, Clare Blakeman, gave the crowd a thrill when he rode water skis behind a seaplane at 80 mph.

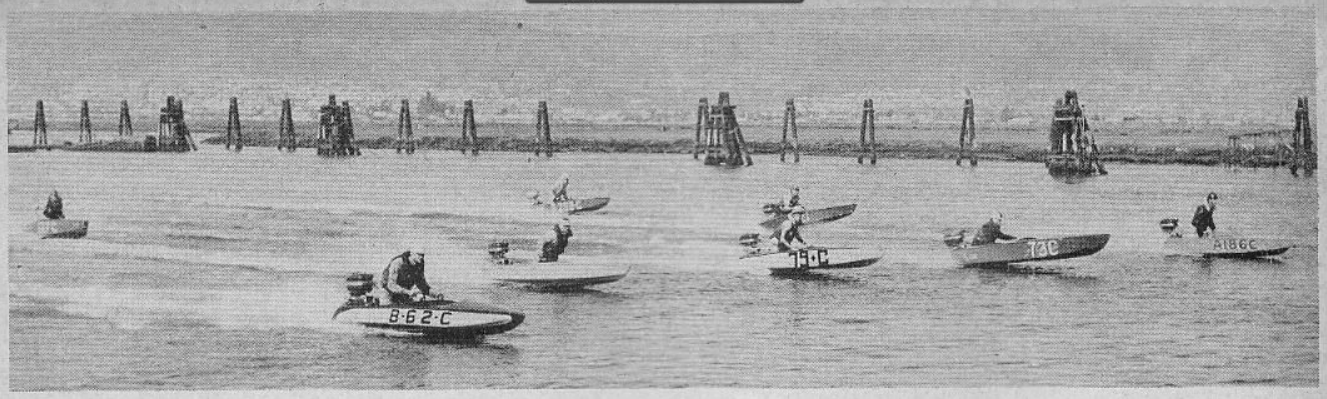
During the 1952 season several more hydros were added to the club fleet and one Class B Utility Runabout. At least 3 more BU Runabouts are under construction and as soon as the owners of these have their B motors, it will just about automatically bring the B Stock Hydro Class into the club roster.

The club boasts the membership of one outstanding inboard racing runabout L. F. Gilbert's *Ladybird*, which has held the Kootenay Lake Open Championship for a number of years. At one time this 400 hp Liberty held a world record for its type of displacement hull. Mr. Gilbert is now over 70 years of age and has retired from active racing. The *Ladybird* is still a beautiful and spectacular boat to watch. Her top speed is about 62 mph.

The Nelson Power Boat Club enjoys competition each year with the Spokane, Washington Club, and the Spokane members help to make the Nelson regatta a success. "Red" Sernalld, George Allexieve and Cliff Carl are regular contenders in the 266 cu. in. field. Walt Girnus never misses an event with his 300 cu. in. (Cadillac powered) *Sunrig*, originally designed by Ted Jones of Seattle (designer of *Slo-Mo-Shun*).

One of the prime aims of the organization is to interest the younger set in construction and mechanics. This effort has proven quite successful and is doing its part in curbing juvenile delinquency in and around Nelson. The idea is spreading as other communities in the area are showing their intention of entering into this popular and fast growing sport.

The 1953 Annual Regatta of the Nelson Power Boat Assn. has been set for July 19th. The race course is directly in front of the city and is about 1000 feet wide and 2 miles long. Nelson will be happy to welcome visitors to this year's event.



Ice Breaker Regatta—BU Runabout start.

Top O' California

Story and Photos by the Lankfords

Oakland Airport Channel, Nice at Clear Lake, and Lake Merced—these were the opening races in the outboard divisions in Northern California.

East Bay Boat Club's annual "Icebreaker" regatta on Oakland Airport Channel on March 29th was a big sucess. 83 outfits signed in, making up a full field in every class. It was an icebreaker all right—a good stiff breeze and not too balmy. Lady Luck was riding right along with the 14 drivers who joined the Hell Divers—there wasn't a single injury. Seven clubs were represented in the entry list: East Bay, N.C. Stock Outboard, Mariposa, Shear Pin, Aquatic Sportsman, Modesto and Fresno.

The schedule ran through the whole list of Stocks and wound up with a fishing boat event.

The Clear Lake race at Nice on April 12th was a lulu. This event was conducted in conjunction with the Red Bud Festival, a legendary Indian celebration which in times past was celebrated with feasts, dances and foot races. The foot races have been dropped from the program and the outboards now take over the racing part of the festivities.

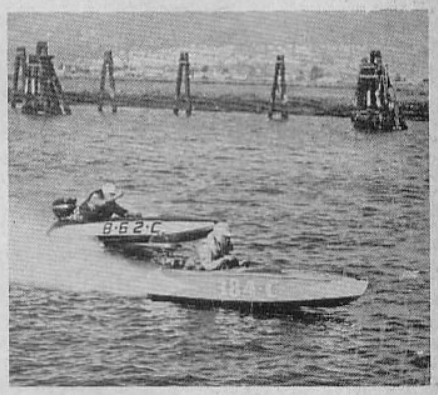
Thursday, drivers started to check in for a long week end of boat racing. Friday it snowed and the wind blew a regular gale. Saturday was still cold and windy but a few of the braver souls ventured out to set up their rigs. Ray Eichman and Chick Childress both flipped their brand new boats. Sunday the weather man relented—it was still nippy but racing conditions were good. The whole program would rate high in the book of good racing but the "A's" and "B's" really brought the crowd up on their feet and shouting. An unknown youngster from Redding, Bill Ferrell, was a sensation in A Hydro. He lost by half a boat length to the favored veteran Joe Bullock, after a see-saw race through the whole five laps.

The consistent Johnny Alden with his beautiful outfit *Tail Wind* was a short odds favorite to clean up the B Hydros, and this fleet included some really snazzy rigs. It's a cinch that no one would have put a nickel on Elwood Hawtry of Sacramento, driving an odd looking conventional named *Orphan Annie*. That was before the race. Hawtry "smoked" the whole field so thoroughy lthat it was hardly a boat race. What an upset. Hawtry's boat has a real history. In 1939 it was a Neal Conventional "A" Hydro and in succeeding years it was owned by at least 10 different drivers including Orville Herrick, Les Sharrow, and Marvin Lovett. Hawtry found it in a shed in Sacramento late in 1952. The owner was not a racing man and was willing to part with it at a very reasonable price. It was in terrible shape, and the new owner replaced the bottom and deck and registered the boat in "B" Stock. During the process of rebuilding, several old rusty fishooks were found in the hull—sure must have been a slow rig. No one seemed to have had any luck with the hull and nobody wanted it. What could be more fitting than the name of *Orphan Annie*? Now here's the payoff. Orville Herrick, one of the previous owners, has a brand new "B" Hydro rig and it's a beauty, and whaddaya know? the best he could do was a third behind *Orphan Annie*. He wants to know if Hawtry will sell.

(Continued next page)

Veteran Joe Bullock won by a whisker.

Come on baby! A dilly of a BU race.



One section of the pits at Oakland. The unexpected 83 boat entry taxed the facilities.

Oakland Airport Channel—the B Stocks.

TOP O' CALIFORNIA

The weather man got in his licks at Lake Merced. Oh what an unhappy event. This lake is supposed to have been named by the early Spanish explorers for "The Lady of Mercy." Believe me, there was no mercy on this weekend for the racing enthusiasts, for it rained every single minute of the day and night. There were a flock of boats but many of them didn't race. It was just too moist. The one highlight of this affair was the first elimination heat of "B" Hydros where the committee disqualified EVERY SINGLE boat. The red flag went up at the start but the drivers just kept on racing, and apparently the race chairman decided that it was about time to teach the boys a lesson. It could be though that the flags were pretty hard to see in the driving rain. Ever see a full field of "F" Racing Runabouts? They had one here, and all of those big two-man rigs with their 460's bellowing full bore put a real finale to the regatta.

SKI NEWS

GET OUT THOSE WATER SKIIS! The time has come to get in shape for the season. In some parts of the country, small club meets are already being held when weather permits. American Water Ski Association announces that the schedule of Regional Meets is pretty well rounded out and that a full list of meet and tournament dates will be available soon. Here is the present schedule of major events:

Eastern Championships
Lake George, N.Y.....July 31, Aug. 1 & 2

New England Championships
New Hampshire.....Aug. 8 & 9

South-Central Tournament
Lake Murray, Ardmore, Okl. Aug. 8 & 9

Mid-West Regional Meet
Minocqua, Wisc.....Aug. 7 & 8

9th Annual Pacific Coast Tournament
Lodi Lake, Calif.....Aug. 15 & 16

National Water Ski Tournament
(location to be announced....Aug. 21-23

Canadian National & World Tournament
Toronto, Canada.....Sept. 2-5

CALIFORNIA WATER SKI ASS'N.—This is a new group formed to act as an integrating organization for the many clubs in Southern California. The primary purposes of the Association of clubs will be to further the sport by assisting in closer contact between the clubs and to act as a clearing house for dates of scheduled meets in order to eliminate as much conflict in this department as possible. Representatives from Long Beach Boat and Ski Club, Los Angeles Boat and Ski Club, Pasadena Speedboat Club and San Diego Speedboat Club were in attendance at the first meeting which was held in Los Angeles on April 10th. Invitations have been issued to other clubs in the area between Fresno and San Diego to attend the next meeting. Water Ski enthusiasts may direct inquiries to temporary secretary Al Spinak at 5006 W. Jefferson Blvd., Los Angeles, California. Phone PA 2-4500.

Three of the "Small Fry" at Long Beach Marine Stadium. Roger Van Hook, Martha Ann Williams and Vickie Van Kook.

CLUB NEWS

LONG BEACH BOAT AND SKI CLUB held their first race of the season at Long Beach Marine Stadium on April 19th. Here are the 1st place winners: Small Fry: Billy Olsen; Women's: Bev Metzger; Junior: Dick Anstink; Men's: Bob Angus. The Obstacle Race was a one lap tour of the course—into the beach—pick up card from an observer—switch skiier and boat driver and then another lap of the course to turn in the card at the stand. Ray Mitchel and Chuck Journey were the winners. This was a fun fest. Rudy Ramos' beautiful new Mandella Ski Tow boat powered with a full house Cad won the boat drag race. This is a fast rig. Following is the schedule:

Marine Stadium (Races).....April 19
Marine Stadium Skiing Trials.....May 17
Lake Elsinore (Races).....May 24
Marine Stadium Water
Ski Circus.....June 26-28
Marine Stadium Skiing Trials.....Aug. 16
Lake Elsinore (Races).....Sept. 13
The date for the Annual Catalina Grand National Water Ski Race (Aug. or Sept.) has not been selected.

LOS ANGELES BOAT AND SKI CLUB held their first race of the season at Hanson Dam on May 4th—a good turn out and a good crowd. Schedule for the season:
Hansen Dam (Race).....June 7
Lake Elsinore (Open Race).....July 12
Lake Elsinore (Race).....Sept. 27

Water Ski Clubs are urged to send in their Club News and Racing Schedules for publication in the separate Water Ski section soon to appear in *Speed and Spray*. Address: Water Ski Editor, Box 247, Newport Beach, Calif.

AUSTRALIA by "Boomerang"

The longest speedboat race in the Southern Hemisphere is the Bridge-to-Bridge Race held annually on the Hawkesbury River in the state of New South Wales. This 68½ mile run is for the "C. Hall Trophy" awarded to the driver who makes the fastest time in the race. The bottle of beer hanging from the center of Windsor Bridge is the property of the first boat to complete the course. This event was inaugurated 20 years ago and is sanctioned by the Australian Power Boat Assn.—drawing from 25 to 45 entries at each running. The race actually started in 1933 when Walter Singleton wagered with ex-Commodore Cec. Hall that he could not reach Brooklyn Bridge in 3 hours in his *Glenelg*, powered with a Cadillac '28 model 4-cyl. engine. The starting point at Peats Ferry Bridge is about 7 miles inland from the East Coast of New South Wales, and the river twists and winds through some of the loveliest and most verdant agricultural country. The finishing point is under the Windsor Bridge.

Keith Ritchie, driving his Ford powered skiff *Kerite*, was the winner this year, covering the distance in 64½ minutes, which figures an average speed of 64 mph. This performance raised Ritchie's previous record for displacement boats of 50.5 mph, established on this same course in 1949. The fastest time ever recorded for this event was a flat 70 mph, turned in by Ernie Nunn, driving his 225 cu. in. three-pointer *Wasp*, in the 1950 event. This time stands as the unrestricted record. B. McDonald, driving *Miss Kaye*, was successful in winning the Handicap Section of this long and gruelling race. Out of 22 starters, only one boat failed to finish. The boats are handicapped on their own declared time, but of course those going for fastest time do not always declare their full speed, as they are not interested in the handicap section.

Clive Brown, our National Water Ski Champion, with his wife at the wheel of their runabout *Lewellen*, skied the full distance of this race, taking just 2 hours. 15 mins., averaging 30 mph.

It is interesting to note the method of timing. Two accurately checked homing pigeon racing clocks are used. One is used at the starting line, and is punched as each boat is due to leave. This is recorded on paper tape. Immediately the last boat leaves, the clock is rushed by road to the finishing line and the boats arriving are clocked in on the printed tape. The second clock is held at the finish line just in case the first clock fails to arrive in time. It is usually touch and go when fast boats like *Kerite* and *Wasp* are competing, as the road does not follow the river and it takes some driving to get there on time, especially with the Sunday holiday traffic jamming the roads.

A fortnight later the Eastway Shield and the Lawson Trophy were scheduled for competition, but as there were no other entrants, the Eastway Shield was retained by E. Nunn in *Wasp* and the Lawson Trophy by his son Bill in *DO* as he was the only entrant for that race.

The next important event will be Speed Trials April 18th to be held at St. George M.B. Club's Kilometre course (U.I.M. certified). Ern Nunn in *Wasp* will aim to better 100 mph. His son Bill in *DO*, looks like toppling the world "91" record.

WEST AUSTRALIAN SPEED-BOAT CLUB, INC.—The West Australian Speed-Boat Club of Perth, West Australia is now in its 4th year and has a membership of 96. Races are held 18 times a year—every two weeks during the racing season.

The Club course is at Crawley Bay on the Swan River, Perth, W. A., and is fairly well sheltered from the main strong winds which come from the southwest. The course is oblong in shape with a two buoy turn at each end. The approximate distance for 3 laps is 2½ miles .The land around the course is well grassed and usually there is an attendance of 5000 at each race.

In our Club we have a variety of boats: 7 Skiffs, 5 Cracker Box's, 10 V Section type (V bottom runabouts), and 3 Hydros all fitted with Mercury or V-8 motors. We also have 2 three-pointers, one powered with a Dodge and the other with a Holden. In the 91 cu. in. class, we have 18 of the Flying Dutchman type, 3 of the American Banshee design, and one pointer; all powered with Ford 10 motors. In the State, we have at least 30 boats powered with the Ford 10.

We race three sections: 255 cu. in. Div. I, the slower 255 cu. in. Div. II, and the 91 cu. in. Class. The high point winner, on a 5 heat basis in each section, takes away the first place trophy.

Allen J. Nichols, Hon. Secy.

Flash!

★ ★ ★ Beaumont, Texas—Gillette Smith, representing Southern California Speedboat Club, won the National Championships of the 48 Cu. In. Hydro Class at the Neches Festival Regatta on May 4th. The El Monte, California driver has been cleaning up on all comers with his *Snuffy* at early regattas on the Coast this season. Included in his victims have been both of the World Record holders, Lou Meyer Jr. and Vic Klette, so anyone who ran behind "Smitty" at Beaumont will have the consolation of knowing that he lost to one of the best.

★ ★ ★ More news from Beaumont: "Dee" Kiesacker, driving Tommy Gore's 135 and Curt Martens in his 266 *Mar-Bel* won their events.

★ ★ ★ Paul Sawyer Jr. has signed up to drive the Stan Sayres Gold Cup defender *Slo-Mo-Shun IV* this season. Paul is one of the finest drivers in the game and his driving ability strengthens the Seattle team. He will spend the summer in Seattle becoming familiar with the boat and the Gold Cup course.

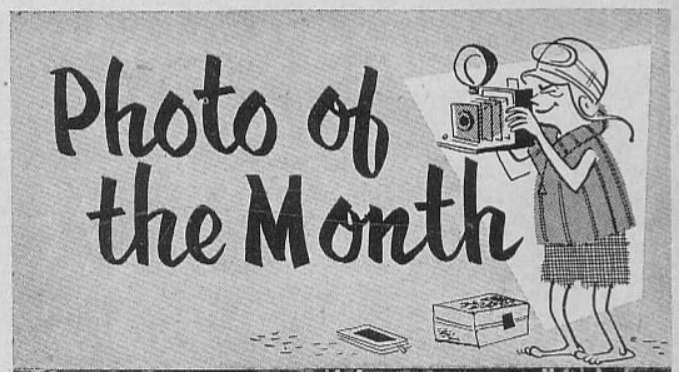
★ ★ ★ Signals over! Last month we quoted a usually reliable source to the effect that Lou Fageol had retired from racing. Now we get the word that Lou will drive *Slo-Mo-V* this year at Seattle. It seems to be definite that Robert Stanley Dollar Jr., who drove *Slo Mo IV* last year, has retired.

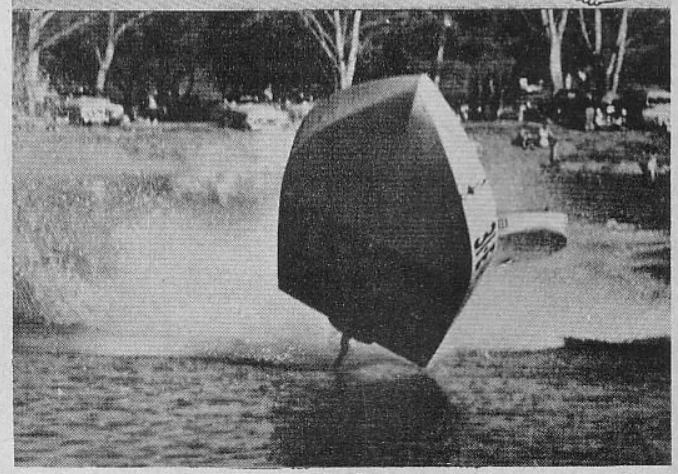
★ ★ ★ The latest from Seattle is that one or both of the *Slo-Mo's* will make an eastern trip after the Gold Cup to take a crack at the Silver Cup Regatta at Detroit and the President's Cup Regatta at Washington, D. C. . . . That trip should add some fire to the eastern unlimited races.

★ ★ ★ The Albany-New York Marathon, pioneer event of the marathon racing game, has cancelled out for this year. . . . Too bad. . . . The Albany-New York was the toughest and at the same time the most interesting of all of the marathons.

★ ★ ★ That off-again on-again event, the Red Bank Sweepstakes is back on the calendar again . . . September 12 and 13. . . . Welcome back. . . . It would have been a shame to see an old and respected regatta like this one drop out of the picture. . . . The rumor is out that at least one of the *Slo-Mo's* will be there.

★ ★ ★ The "X" Outboards are in the news again! No record try since 1942. Pep Hubbell has a new "X" and a prominent California owner has another whacked up from a Merc Thunderbolt all complete with tractor lower unit, overdrive, and of course burning alky. Should be hot!





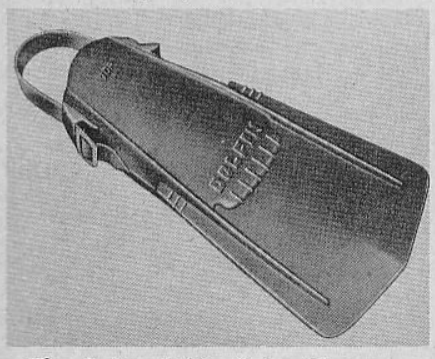
Runabout enthusiasts can now study all the details of the bottom of Paul Terheggen's "E" boat "Donald Duck." Kenny St Oeger, doing the driving was "on the way over" when Jack Achenbach made this on-the-spot photo at the Annual Kern County Boat Club (California) on April 12th.

TRADE NOTES

KEAN CRAFT—Kean Craft hulls are built to take punishment both in the closed course and in marathons. Only the finest materials are used. Sides and decking are mahogany plywood, surfaced on one side. Main bottom is Super Harboard double strength fir plywood. Bottom framing is double strength. Transom is ruggedly reinforced plus steel tubing for extra transom bracing from transom to chines. The line consists of CU, DU, EU and an AB Runabout. Kean Craft hulls hold the DU records for 5 miles competition and one mile straightaway. The Kean Craft line is not mass produced; every hull is given individual attention. Kean Craft Co., Troutdale, Oregon.

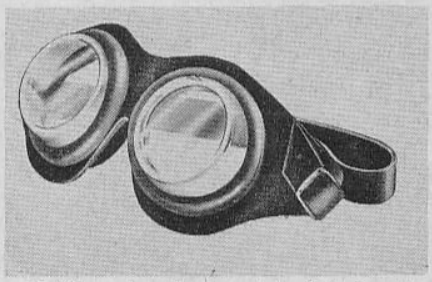
MERCURY WATER SKIS — Mercury Boat Co. is now in production on three models of their water skis—Custom, Super and DeLuxe. The entire line is now featuring all laminated construction, which according to the manufacturer gives a great deal more flexibility than other methods of construction. Mercury is now finishing their skis with a clear plastic called Glazite which is said to last for years and to withstand abrasion better than any other type of finish. The "Ski-Tite" binding which is exclusive with Mercury is on all of the new skis, and the company also offers their complete line of water ski accessories. Mercury Boat Co., Burbank, Cal.

DOLFIN SWIMMING GEAR—A complete new competitive line of swimming gear of scientifically proven and advanced design is now available to water sports enthusiasts, skin divers, and the incidental boatman who carries such equipment with him for emergency use.



The Senior Dolfin Swim Flipper, according to the manufacturer, will give the user as much as 40% more speed because of the area and design . . . available sizes 7-13. The Junior Dolfin in sizes 3-6½ has been specifically designed for women and children. Both models come in sea green or translucent brown. The makers list the following features: soft, natural gum rubber construction, which resists deterioration—adjustable straps—scientifically designed foot cavity for greater comfort. The fins are interchangeable—fit either foot. They float.

The Dolfin Deluxe Swimming Masks come in two designs. The body is of soft natural gum rubber and the lenses are of optically clear polished Styrene—designed to eliminate underwater distortion and fogging. All are approved for use in public swimming pools. The Deluxe mask with an unusual bulging lens gives full 180° vision. The standard mask of slightly different design will find favor with children as well as adults. The channel swimmer line illustrated above, also completely shatterproof, is available in junior and senior models.



Dolfin makes three models of their swim goggle The Dolfin-Eyes Full-Vu model illustrated here is of identical construction to the Deluxe Swim Mask and features the 180° vision. The standard goggle in junior and senior sizes, according to the makers, will permit a perfect watertight fit and the elastic plastic adjustable strap will not rot. Dolfin Products, Inc. 3063 W. Pico Blvd., Los Angeles 6, Calif.

AGRALASTIC—The manufacturers of Agralastic Boat Fenders that float forever, have devised a new product for padding outboard and inboard racing cockpits. The basic material is a special neoprene sponge rubber product, containing thousands of tiny sealed off air cells that make it absolutely impervious to water. It will not soak up water no matter where it is used. It is unusually resistent to heat, gas, oil and alcohol. Agralastic is easily cut and fabricated, and can be surely cemented to both metal and wood. Because of its air cells and water repellent characteristics it adds buoyance, not weight, to boats. Comes in sheets 36" x 36" in three thicknesses—1", ¾", and ½". Agralastic Rubber Products, Chicago, Illinois.

CLASSIFIED

Classified advertising rate: 15 cents per word. $3.00 minimum charge. Payment in advance.

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135 PARTS: H.I. Johnson 10½x15½ Propeller—$55. Ford "60"—relieved & ported—Jahns Pistons—Balanced Block Assembly less Camshaft and Valves—Standard Sizes throughout—Good condition, $60. Clay Smith B3 Cam—also Harman Collins Super H Cams, $20.00 each. 12 volt Aircraft Battery—$10. M. S. Wright, 100 McLaren, Red Bank, N. J.

135 CU. IN. HYDRO "Fran-Dre" with trailer and two Hi J props. Outfit is fast and in good shape. $1750 or make offer. E. S. Grubb, 6006 Amherst Ave., Springfield, Virginia. Phone King 9-8018.

MIDGETS. Two complete outfits: Jacoby conventional in very good condition and motor that set mile record 1940—$375. Birbarie conventional and M engine in good condition—$300. 14 foot 3-boat trailer with brakes and large box—$150. New Altman transom jack—$35. Skip Grevatt, 183 Park Street, Montclair, New Jersey.

1 NEW SWIFT Hydro with all hardware—Class D: 1 new 25 Merc Short Unit for Hydro: 1 class A racing motor, very fast, Johnson. Alex Eberhardt, Rock Falls, Ill.

"F" RACING Runabout "Sabot"—2 complete powerheads; 4 complete lower units: P.R. 13:19; Special 12:21, P.R. 12:21; Special 1:1. Many props and spare parts. Will sell all or part. P.O. Box 242, Jamesport, L.I., New York, or call Art Hilton after 5 P.M. Jamesport 571.

B INBOARD Racing Runabout "Ruff-Nuff." Clocked over record time 62.871 mph. With or without motor. Leonard Tripp, Avenal, Calif.

F HYDRO (Mishey conventional) with 460 motor, trailer, etc. $900.00. 1952 High Point L.A.S.A. winner, 1st Co. Cal's 1952. Bert Ball, 3700 York Blvd., Los Angeles 65, Calif. Phone Albany 8368.

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, Pt., Ohio.

OUTBOARD PARTS. Closing out prices. Large stock new parts for Johnson PO models. Used parts for many makes prior to 1946. Over 250 new propellers. No racing parts. Dealer inquiries solicited. Holmers, 13503 Lakewood, Paramount, Calif.

WANTED

P-500 PUMPER power head, new or used. Must be in good condition. Larry Longnecker, Jr. 3312 Virginia St., Sioux City, Iowa.

CARBURETORS CONVERTED

MERCURY CARBURETORS Converted for Alcohol Fuel—Does not affect performance with gasoline, $5.00. New carburetors converted—$15.00. Ralph Hagood, 1934 Hammerlin Ave., Orlando, Florida.

SEABOARD TACHOMETER for Outboards — Propellers—Racing Accessories. See our add this page. Seaboard Equipment Company.

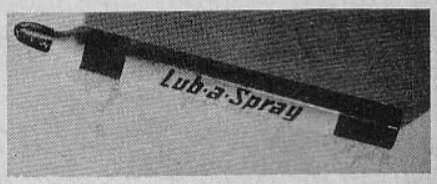
TRADE NOTES

CHAMPION BOATS presents a complete new line of racing hulls for 1953. All 3 point hydros feature the new Hydrosonic bottom, an exclusive Champion feature, insuring a balanced air lift under the complete hull with assurance of stability even in water ordinarily to rough for 3 points. Since their debut early this spring, they have been consistent front running boats on the So. California circuit and have not run out of the money at any time.

Champion's new stock runabouts, one of which is pictured below, have had equal success. According to the manufacturers, turning qualities have not been sacrificed to obtain acceleration and straightaway speeds. These latter qualities have been incorporated in such a manner that they do not hamper smooth level riding.

Hydros are available in Classes M, AB, CDF. Stock Runabouts are available in Classes J, AB, C, and D.

All Champion outboards are available in complete hulls, bare hulls, and easy-to-assemble complete kits. The kits contain completely assembled nottched out frames, battens, chines, clamps, floor board, seats and building form where the boat requires them, all labeled for identification; precut sheathing, all brass screws, bronze anchor-fast nails, Weldwood glue, glazing putty, three pages of assembly prints, building notes and decals for your finished hull. All frames are made of spruce except where more weight is required in the hull to meet the minimum for that class. Sheathing is Douglas fir marine plywood. Champion Boats, Long Beach, Calif.



GRAPHITOID LUB-A-SPRAY—This is a dry powdered lubricant contained in a puffer-type dispensing package, making it simple, quick and convenient to use. According to the manufacturer, it will not stain clothing, floor covering or upholstering . . . is oilless, greaseless and driplesss . . . is unaffected by extreme temperature or moisture and is an excellent preventative against rust and corrosion. Lub-a-spray is designed to provide long-lasting lubrication for pulleys, riggings, locks—speedometer cables, camera shutters, instruments, and other points of friction requiring lubrication. Graphitoid Lub-a-spray is available in pocket-size puffer guns or in shop-size 3 oz. polyethylene puffer guns. Panef Mfg. Co., Inc., Milwaukee, Wisc.

Vive Mexico—Race Summaries

LAKE TEQUESQUITENGO

A Stock Hydro—4 Entries
1. Rafael Del Paso, Mexico
2. Elgin T. Gates, U.S.A.
3. Ronnie Niblick, U.S.A.

B Stock Hydro—8 Entries
1. Elgin T. Gates, U.S.A.
2. Andres Gudino, Mexico
3. Roberto Pirez, Mexico

C Hydro—6 Entries
1. Emilio Zamuthio, Mexico
2. Elgin T. Gates, U.S.A.
3. Andres Gudino, Mexico

D Stock Hydro—5 Entries
1. Emilio Zamuthio, Mexico
2. Elgin T. Gates, U.S.A.
3. Zaviar Ibarra, Mexico

B Stock Runabout—12 Entries
1. Guillermo Devus, Mexico
2. Antonio Gudino, Mexico
3. Paco Jarque, Mexico

C Runabout—6 Entries
1. Emilio Zamuthio, Mexico
2. Elgin T. Gates, U.S.A.
3. Sergio Sarmiento, Mexico

D Stock Runabouts—9 Entries
1. Homer Smith, U.S.A.
2. Raul Sota, Mexico
3. Senor Villalpando, Mexico

Unlimited Outboard—7 Entries
1. Emilio Zamuthio, Mexico
2. Elgin T. Gates, U.S.A.
3. Andres Gudino, Mexico

266 Inboard—2 Entries
1. Raleigh Gibson
2. Edward Ibarra

Cracker Box—2 Entries
1. Paco Posada
2. Andres Gudino

LAKE GUADALUPE

March 8, 1953

A Stock Hydro—5 Entries
1. Ronnie Niblick, U.S.A.
2. Elgin T. Gates, U.S.A.
3. Rafael Del Paso, Mexico

B Stock Hydro—9 Entries—2 Heats
1. Ronnie Niblick, U.S.A. (2-1)
2. Elgin T. Gates, U.S.A. (1-4)
3. Andres Gudino, Mexico (3-3)

C Hydro—8 Entries
1. Ronnie Niblick, U.S.A.
2. Roberto Pirez, Mexico
3. Andres Gudino, Mexico

D Stock Hydro—6 Entries
1. Elgin T. Gates, U.S.A.
2. Emilio Zamuthio, Mexico
3. Ronnie Niblick, U.S.A.

B Runabout
1. Elgin T. Gates, U.S.A.
2. Manuel Echeverria Jr., Mexico
3. Guillermo Devus, Mexico

C Runabout—4 Entries
1. Emilio Zamuthio, Mexico
2. Fernando Liceaga, Mexico
3. Andres Gudino, Mexico

D Stock Runabout—7 Entries
1. Homer Smith, U.S.A.
2. Raul Sota, Mexico
3. Luis Villalpando Mexico

Unlimited Outboard—14 Entries
1. Elgin T. Gates, U.S.A.
2. Homer Smith, U.S.A.
3. Emilio Zamuthio, Mexico

. . . IN THE ROOSTERTAIL . . .

Kern County Boat Club's all Inboard Regatta on their tricky course at Hart Memorial Park, Bakersfield, Calif. brought out a whale of a crowd. The crowd thriller was the 48 race when Sonny Meyer and a couple more of the little outfits wound up in a heap in the first turn—no damages except splintered plywood. Kenny St. Oegger got only a wetting when he flipped *Donald Duck*.

The George J. Trimper Trophy was presented to the 1952 winners at the monthly meeting of the Southern Calif. Speedboat Club.

S.C.S.C. Commodore Dale Brown at the right in the photo made the presentation on behalf of the donor, George J. Trimper, of Buffalo, N. Y. Driver Rich Hallett holds the trophy, and the owner of the winning boat, *Wee Too*, Reggie Schlemmer, has the check that went with the award.

White Hawk, the jet hydrofoil owned by Frank and Stella Hanning-Lee, is now in the United States. If the owners are successful in their planned arrangements, the unusual craft will run a speed trial on one of the U. S. courses in an attempt to set up a world record for jet powered boats. The Hanning-Lees hope to top 200 mph. Any such performance would still leave Stan Sayres in possession of the world record for propeller driven boats. This English couple recently appeared on Herb Shriner's television quiz show "Two for the Money," and "rang the cash register" for $1480. They are looking for a sponsor for their mile trial.

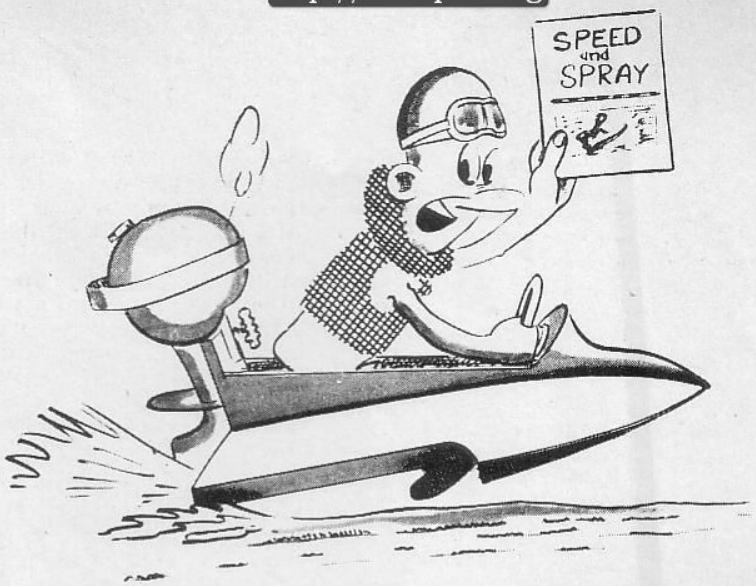
"Boots" K. Morphy, the diminutive feminine M Hydro driver from Los Angeles, and her partner on the Groucho Marx TV program "You Bet Your Life" answered the jackpot question on April 30th to the tune of $1300. Can't do that racing boats.

The Gulf Oil Corp. film *"Adventures in Marine Racing"* is now available to clubs in the west through *Speed and Spray's* Newport Beach, Calif. office. Demand for this professionally produced feature was so great that Gulf had the original duplicated to make one copy available to Western clubs. The film is black and white 16 mm. with sound track. In the east, address Gulf Oil Corp., Public Relations Dept., 17 Battery Place, New York.

"The twice-postponed Stock Outboard part of the Salton Sea Regatta is now water over the dam (Hanson Dam, that is)." That's the way Commodore Ed Craven of the United Speedboat Assn. started his report on this regatta. Although only 62 outfits actually showed, they put on some top notch racing for the benefit of an estimated attendance of 20,000 persons. A very smooth program.

The Pop Cooper Memorial Trophy, awarded annually to the driver turning in the fastest 5 mile heat in the 135 class went to the team of Joe Moore and Morlan

Visel for 1952. Dale Brown, center, presented the trophy on behalf of the Cooper family. Visel, on the right, who does the driving for the team, pushed their *Little Joe* to record speed on Salton Sea a season past. The silver trophy is a beauty.



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COMING SOON—

These Features—Watch for them . . .

★ **JERSEY SPEED SKIFF**
How to build this fast all purpose inboard runabout. Ideal as a ski tow boat or fast family runabout. Also sanctioned for APBA racing. Plans and photos.

★ **NECHES RIVER FESTIVAL REGATTA**
The 48 Hydro National Championships.

★ **FLORIDA RIVERCADE**
Water sports followers will like this yarn.

★ **TWO YEARS TO WIN THE COLORADO RIVER MARATHON**
The winner's own story—tough luck and then success.

★ **WATER SKIS — HOW TO BUILD THEM**

★ **GAR WOOD AND THE HARMSWORTH — CONCLUSION**
The '49 and '50 races and the future.

★ **FOUR POINT HYDRO TROUBLES**
A technical on these new boats. Illustrated.

★ **BUILDING THE DE SOTO RACING ENGINE**
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