

**SPEED & SPRAY**

# **SPEED** and **SPRAY**

SEPTEMBER, 1953



HOW TO BUILD  
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PLANS AND SPECIFICATIONS

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REGATTA IN TROPICAL MEXICO

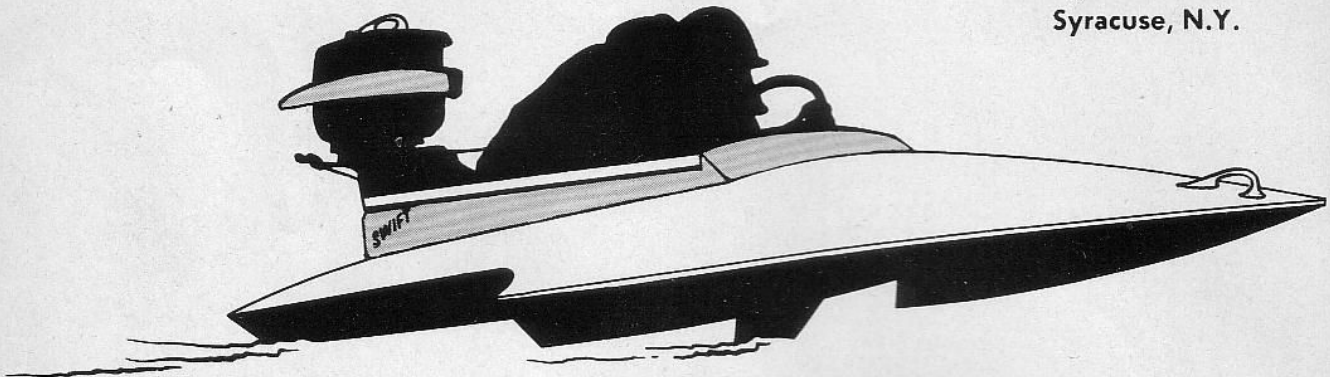
RACING AROUND THE WORLD  
INBOARDS-OUTBOARDS-STOCK



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**SWIFT**

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**SWIFT**

**WON** 62% of all A Stock Hydroplane races.

**SWIFT**

**WON** 47% of all B Stock Hydroplane races.

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**WON** 50% of all D Stock Hydroplane races.

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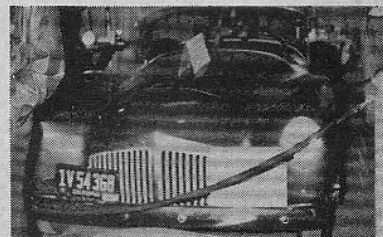
- Boat hulls, decks & cabins
- Trailers & trailer tops
- Bar & sink tops

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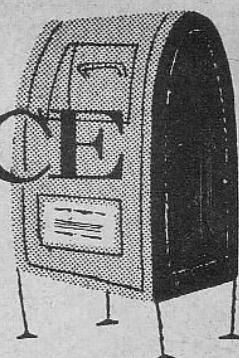
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# CORRESPONDENCE



## NEPTUNO

In the article entitled Vive Mexico, in your June issue, you mentioned Mexico's racing magazine Neptuno. Can you advise where I can subscribe to this magazine?  
Norman K. Brown West Milton, Ohio

• Our representative in Mexico can make the necessary arrangements for you. Address—Raleigh S. Gibson, Commercial Tropical, S.A. Calle De Elba, No. 32, Desps. 102-103, Mexico 5, D.F.—ED.

## CHAMPION 48 HYDRO

I have just completed a 48 hydro from the plans of one of your advertisers, Champion Boats of California. I am having trouble getting the hull into trim. On the cover of the July issue of *Speed and Spray* you show a yellow boat named *Psycho* owned by Glen and Eugene Howe and unless I am mistaken this boat was also built from Champion plans. *Psycho* seems to be well trimmed out and running very well. Can you give me any tips on alterations made by the Howe boys to make their hull trim out?

John V. Callis Norfolk, Virginia

• Each individual hydro, even though it is built to a sound basic design, is apt to demand a little fine tuning in the trimming department. Owners of Champion designs advise to add a slight amount of depth to the sponson. Not less than 1/2 inch nor more than 3/4 inch. This addition must be applied the full length of the runner, just like a ski, with the depth to follow the contour all the way. Some boats will trim out perfectly with a 1/2 inch alteration, others with 3/4 and in rare instances it might take 1 inch to bring the outfit to perfect trim.—ED.

## FUEL TRANSFER PUMP

Where can I purchase a wobble pump for use in transferring gasoline from an auxiliary tank to the motor tank of an outboard motor? I have seen these pumps in use on a number of marathon racing outfits, but can't seem to locate one in a catalog.

J. Elton Lewis Middletown, Conn.

• The pumps that you have noticed are an aircraft surplus item available at surplus stores. They are inexpensive, highly resistant to corrosion and do a very satisfactory job.—ED.

## WHY WILLIS?

I am building a Champion 135 Class B Runabout, and am installing a 4 cylinder Willis engine. How can I convert this engine into a hot power plant?

W. T. McDaniel, Jr. Memphis, Tenn.

• Our technical staff says "Why Willis?" None of our experts can visualize a potential hot outfit built around the Willis. Perhaps it is possible, but it would take "some doing" to get enough horses to stay with the V-8 60. If you have the facilities and plenty of time plus the necessary \$\$, it would be fun. It would be much less expensive to buy the already well-engineered racing parts for the little Ford and be assured of a going machine.—ED.

## NOW HE CAN SLEEP

How do you cool the engine of your prop riding hydros? We don't have any "flying boats" in our neighborhood and can't understand how you get cooling water to the engine. This problem has kept me from sleeping.

J. Paul Mandeville, Sorel, Quebec, Canada

• I hasten to answer your inquiry so that you can get some sleep. Water pick-up for all of the classes that are now flying is taken off either at the tip of the rudder or with a tube extending below the tips of the sponsons. Incidentally this demands a nice adjustment and occasionally the pick-up gets out of the water for too long a period of time resulting in a burned-up motor. This is what happened to "Slo-Mo-V" in the Gold Cup Race last year. The water pick-up on the right hand sponson was coming out on each turn and eventually that bank overheated and the block cracked.—ED.

## THREE BARREL MERCURY

There is a rumor floating around that Mercury is going to introduce a three cylinder outboard motor which will develop amazing power. Can you supply any details on estimated horsepower, approximate size, price, etc.

C. A. Coryell Jr. Bay City, Michigan

• In addition to the three cylinder job the "rumor factory" also dreamed up a small bore four cylinder motor—also credited to Mercury. We have made inquiries on this subject with definite negative results. If Mercury intends to produce either of these motors, it is a well guarded secret.—ED.

## LARGE SCALE PLANS

for

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The B Utility Runabout presented on page 30. Blueprints from the designer's original drawings are available.

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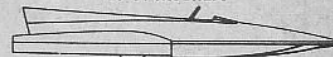
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# SPEED and SPRAY

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The International Magazine of  
Boat Racing and Water Sports

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COVER

There They Go! A start at Long Beach.  
Boat Racing is a colorful sport.  
—Gene Trindl Photo

Willa McGuire and Kathy Darlyn on  
the skis at Cypress Gardens, Fla.  
—Wide World Photo

Fun for the Whole Family. 14' Inland  
powered with Mercury Mark 40.  
—Kiekhaefer Corp. Photo

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# EDITORIAL



## ARE YOU DOING YOUR PART?

**T**HE sport of power boating—whether it be on the racing, the water sports or the social side, is dependent for success on its elected officers and its appointed committeemen. This is true both in the local club and in the national governing organizations. Are YOU honestly carrying your share of the load?

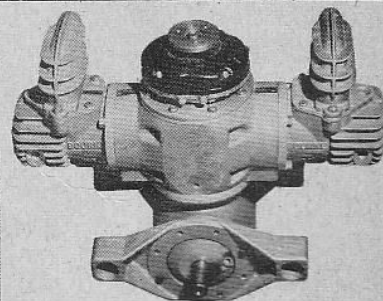
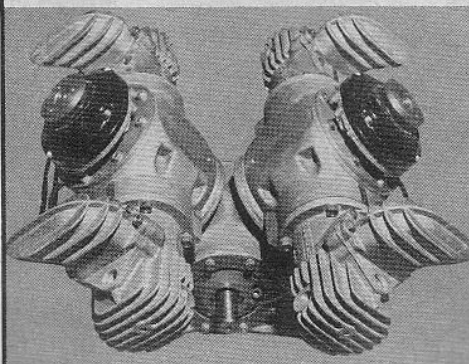
Let us pay tribute this month to the backbone of all organized boating, the individual who accepts an elective office or an appointment, and then fulfills the obligations of the job. This is the fellow who answers his mail promptly and never passes the buck. He attends scheduled meetings and doesn't cry about the amount of work he has to do. He has the guts to make a decision and it is usually a fair one. He isn't an intolerant advocate of one particular branch of power boating and he keeps his nose out of politics.

Often this man can ill afford the expenses of his position, but he sacrifices without a murmur and never demands pay or expenses. He will often waive legitimate fees when the budget won't stand the traffic. When someone else falls down on their job, he will pitch into help. He doesn't beef about conditions or knife others in the back. He isn't a noisy windbag and is not fond of being shoved into the public eye. Whether this fellow wears three stars or is just a committeeman, he is never officious or overbearing, he doesn't "know it all" and is always willing to listen and learn.

One of the nicest things about this guy is that he honestly isn't looking for praise or glory. His reward is the satisfaction of seeing his favorite sport profit by his work. With his modesty in his own accomplishments, he is generous with his praise for the other workers. Boating means everything to this man. "As Ye Sow—So Shall Ye Reap," and truer words were never written. He puts a full measure of work and enthusiasm into the sport and realizes a keen appreciation of the results of his efforts. Every one in boat racing profits by his contribution. What a guy! God bless him. If we only had more like him.

Are YOU doing your part? Or is one of these "right guys" carrying you along on his back? Next month we will discuss the other category of officers and committeemen—the leech, the do-nothing, the glory seeker, the trouble maker, the wind bag, the gutless wonder and the vultures who make a racket out of their official positions. Don't miss it! Elections are coming up and this will be a juicy one!

## CUSTOM BUILT



See story on page 13.

Further information  
on request.

## BOURKE RESEARCH LABORATORIES

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# DOWN IN GEORGIA

## N.O.A. AT JACKSON LAKE



The "Wheels" at Jackson Lake—the Race Officials and the Elks Degree Team. It takes a lot more man power than most people realize to plan, promote, organize and conduct a race.

By JOHN BERNARD BILLINGSLEY

THE South has long been famous for its hospitality and charm, but to race and to be entertained in Georgia—and especially at Jackson Lake—is an adventure one will not forget. From a glance at the map of Georgia, the visitor would never guess that hereabouts is a boating center. Almost dead center in the map of the state is the "Peach Capitol," Macon. Two small spots of blue, one east and the other west, might be water. But what's that big spot of blue, halfway between Macon and the State Capitol Atlanta? That is beautiful Jackson Lake, just a 50 mile run from either city.

### Racing Center

It stuns the visiting outboard or inboard racing contestant to learn that this whole area is a thundering racing center, and boat minded in every way. Citizens of central Georgia own—and use—hydroplanes, stock utilities, inboards, cruisers, runabouts, and smaller craft of every description—in great numbers. Apart from this "home-based" boating population is the impressive fleet of inboard and outboard powered boats, resident at Jackson Lake. This is an artificial body of water—no lilly pond—for the shoreline surveys out at 204 miles.



### Top Facilities

Leo Nahlik, well identified with boat racing and owner of this resort, operates a club principally for the outboard and inboard clan. This is home to hundreds of boating enthusiasts of all classes, for here are wonderful facilities. A mammoth dining room, club and patio are located high above the water. Available are cabins, showers, swimming area and a repair shop staffed with highly specialized mechanics. At Turner's Boat House, the boat racer finds excellent pits, along with one of the finest race courses in the South (provided a tornado ain't-ablowin').

### Seven State Entry

What a spot this is—plenty of spectator room and tall pine trees that give welcome shade from the broiling sun. If you are a connoisseur of fine food, you will go "out of your mind" at those steaming pallers of fresh caught "Gaw-ja" channel cat fish and that genuine southern fried chicken. It's no wonder that the Atlanta Degree Team of the Elks selected this location for the running of their fifth annual outboard regatta. Let us tip our helmets to these men who made this regatta possible for the host of drivers from Tennessee, North and South Carolina, Florida, Louisiana, Alabama, and Georgia.

### Chain That Pit Man

Occasionally an onlooker "backs away" as a water-moccasin slithers by. Far back in the dense wooded area a panther screams. Here and now, let it be known, that this is the race-site where drivers lose their favorite pit man. One scream of a "SWAMP" panther and the average visiting man-o-the-pits takes off down Highway 16 as if the fires of torment were at his heels. Go ahead and laugh brother, but you can be assured, at least 25 of the best pit men in the country were lost here today. Some say that NOA Director Claude Fox is still running toward Knoxville.

(Continued on page 45)

The B Stock Hydros before the wind blew. Some of those "Gaw-ja" pines on shore.



Out of the turn and headed for the checkered flag. Gebe Hilton up front, and hard pressed to hold 1st place in B Utility.

# 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 1

? Marion, Mass. ?  
9/12 So. Yarmouth, Mass. SO  
9/20 Woodbury, Conn. ?

#### Region 2

8/9 Rome (Lewis Pt.) N.Y. SO  
8/9 Tonawanda, N.Y. O-SO  
8/9 Hudson, N. Y. SO  
8/15-16 Buffalo, N.Y. I  
8/16 Rochester, N.Y. SO  
8/16 Edwardsville, N.Y. O  
(Regionals)  
8/16 Poughkeepsie, N.Y. SO  
8/23 Old Forge, N.Y. SO  
8/23 Syracuse, N. Y. I  
8/23 Lake Hopatcong, N.J. SO  
8/29-30-31 Syracuse, N. Y. SO  
(Nationals)  
9/7 Heuvelton, N.Y. O-SO  
9/20 Utica, N.Y. SO

#### Region 3

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. I-O  
(National Sweepstakes)

#### Region 4

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. I-O-SO  
(President's Cup)

9/26-27 New Martinsville, W. Va. I-SO

#### Region 6

8/9 Reading, Penna. SO & 135  
(Rivercade)  
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  
8/30 Bay City, Mich. SO  
9/5 Detroit, Mich. I  
9/6 River Rouge, Mich. SO  
(Silver Cup)  
9/7 Detroit, Mich. I  
(Silver Cup)  
9/13 Frankfort, Ky. I  
9/13 Dayton, Ohio SO  
9/20 Newport, Ky. I

#### Region 7

8/9 Elgin, Ill. SO  
8/9 Winneconne, Wis. SO  
(Regionals)  
8/16 Green Lake, Wis. SO  
9/13 Elgin, Ill. SO  
10/10-11 Madison, Ind. I & SO

#### Region 8

8/23 Cambridge, Neb. I-SO

#### Region 9

8/2 or 9 New Orleans, La. I-O-SO  
9/6-7 Baton Rouge, La. ?  
9/13 Morgan City, La. I-O-SO

#### Region 10

8/6 Seattle, Wash. I-O-SO  
8/7-8 Seattle, Wash. O  
(Western Divisionals)  
8/8 Seattle, Wash. I  
8/9 Seattle, Wash. (Gold Cup) I  
8/10 Seattle, Wash. I-O-SO  
(Mile Trials)  
8/16 Coulee Dam  
9/6-7 Devil's Lake, Ore. O & SO

### REGION 11—NORTHERN CALIFORNIA

8/16 Lake Yosemite (Merced) I  
8/30 Healdsburg O-SOL  
9/7 Lake Merritt (Oakland) I  
9/7 Clear Lake (Nice) SO  
9/19-20 Suisun-Fairfield O-SO  
(Mile Trials)  
10/4 Rio Vista O-SO  
11/1 Oakland SO  
11/6-7-8 Lake Merced (S.F.) O

### REGION 12—SOUTHERN CALIFORNIA

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  
10/10-11 Lake Mead, Nev. I-O-SO  
10/17-18-19 Salton Sea I  
10/18 Parker, Ariz. O-SO  
10/25 Blythe SO

#### N.O.A. DISTRICT 12

#### Region 14

7/26 Guntersville, Ala. I

#### N.O.A. DISTRICT 14

8/21 Camden, Tenn.  
8/30 Nashville, Tenn.

#### Region 15

9/7 Ardmore, Okla. I  
9/18 Denton, Tex. I  
9/20 Port Arthur, Tex. I

#### N.O.A. DISTRICT 15

#### Region 16

8/23 Cambridge, Neb. I & SO  
8/30 Burlington, Colo. I-SO  
9/6 Delta, Utah I-O-SO  
9/13 Denver, Colo. I-SO

### SO MARATHONS

8/9 Topinabee, Mich. 87 Miles  
8/9 Winnepesaukee, N.H. 50 miles  
8/16 Peoria, Ill. 100 Miles  
8/23 St. Joseph, Mo. (Pony Express)  
8/29 Essex, Md. ? miles  
8/29 Seattle, Washington 100 Miles  
8/30 Pleasantville, N.J. ? Miles  
9/6 Hartford, Conn. 75 Miles  
9/7 Gull Lake, Mich. 100 Miles  
9&13 So. Yarmouth, Mass. 25 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

8/29 Toronto, Ont. SO  
8/8 Brockville, Ont. I  
8/9 Ille Perreault, Que. I & O  
8/15-16 Buffalo, N.Y. I  
9/7 Victoria, B.C.  
9&7-8-9 Toronto, Ont.  
(Canadian Nat'l Exhibition)  
9/13 Montreal, Quebec





**EDITOR'S NOTE:** The racing schedule is going full blast, resulting in an almost complete lack of Club News for the moment. We will fill in our Club News section with bits of news from here-and-there for the rest of the active racing season.

\*\*\* The S.C.S.C. Quarter Mile runs provided plenty of excitement in addition to *Mixmaster's* spectacular crack up. Three new unofficial records topping all world marks were hung up and in addition to these the Johansen boat was far and away above the existing 266 mark of 121.703 mph when the accident occurred. Marion Beaver topped Dr. Novotny's standing P.O.D.H. record of 59.900 mph with an average of 60.40. Rich Hallett hit 100.78 mph in his 225 Hydro, just a hair over Art Maynard's recognized figure of 100.029. Carl Maginn's Cracker Box *Hot Ice* hit a blistering 73.13 mph, over a mile above Ed Brown's long standing *Bouncy Barb* record of 72.054. *Hot Ice* is powered with a Dodge Red Ram.

\*\*\* Wet Curves is the title of the Wide World Photo featuring two lovely water skiers on our cover this month. The gals are curvaceous Willa McGuire, World Water Ski Champion, and Kathy Darlyn, Florida Citrus Queen. Cypress Gardens, Fla. is the location and the maneuver is a turn on a curve in a double slalom run.

\*\*\* NORTH-SOUTH CHAMPIONSHIPS—The Annual "Yankee-Rebel" battle for the Captain Waide Hughes Trophy went to the boys from South of the Mason-Dixon line this year. "General Grant" Bill Terry and "General Lee" Charlie George led the opposing teams at Knoxville. (Story and photos next month).

\*\*\* Challenge to the nation! Southern California Speedboat Club is shooting the works this season. They are out after the National Championship title in every class of boats represented in their organization. S.C.S.C. members' names are already present in numbers on the official record list. Gillette Smith started off the club drive for honors by annexing the 48 Hydro Championships at Beaumont, Texas. Morlan Visel's *Little Joe*, the present five mile record holder in the 135 Class, will be one challenger at Louisville, Ky. Rich Hallett will take his *Im In* (100.78 mph in the 1/4 mile trap) to Cincinnati for the 225 title

race. Ed Olsen's *Cream Puff III* will try to snatch the E Racing Runabout crown at Buffalo.

The club will defend the national titles in the "266's", PODH's, B Racing Runabouts and the Crackerboxes at their own regatta at Salton Sea in the Fall. Naturally, the odds that they will successfully defend there are high. They will be on their own water and have the advantage of their entire roster to repel an invasion.

Orchids to this enterprising club for sending four boats across the country this year to the Nationals. It goes without saying that the news of their challenge will be welcomed by the sponsoring clubs. A National Championship conducted without challengers from another geographical district always seems lacking in decision. Perhaps the East and Midwest will reciprocate with challenges for the titles on the block at Fish Springs, on Salton Sea from October 17th to the 19th.

\*\*\* The National Championships for Division Four of the National Outboard Association are scheduled for September 26th to 28th at Hot Springs National Park in Arkansas. Ten classes in the Modified group will compete for titles and participate in mile trials. The sponsor is the Ouachita Valley Racing Association. This should be a beautiful location for a race.

\*\*\* The Maumee River Racing Association's A.P.B.A. sanctioned race held at Walbridge Park, Toledo, Ohio on June 14th was witnessed by a crowd estimated at about 10,000 who were helping to celebrate Ohio's Sesqui Centennial. Ninety-five drivers representing four states participated in some of the hottest competition of the year. The only discordant note of the day was in the first elimination heat of B Hydro, when the boys all funneled down to the first buoy—Tommy McBride of Akron, Ohio spun around and was run down by two following boats. In the subsequent melee, Tommy sustained a multiple fracture of the jaw and facial cuts. The Coast Guard Reserve and drivers who dropped out of the race to assist, rescued the unconscious driver who was lying face down in the water, and he was rushed to Mercy Hospital. Tommy and his father as a team have been familiar figures at races throughout Region 6 and his many friends will be happy to learn that he is well on his way to recovery.



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

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includes inboard frame kits, plans, and  
ready built hulls.

# Flash!

\*\*\* WINNEBAGOLAND PROTESTS  
UPHELD—(See story page 36). The  
Stock Outboard Racing Commission of the  
American Power Boat Association upheld  
the disqualifications of Robert Switzer,  
McHenry, Ill., Class D winner and first  
man to cross the finish line in the Mil-  
waukee Sentinel-Winnebagoland Outboard  
Marathon, and of William Smith, Clio,  
Mich., and Ted Moberg, Jr. West Allis,  
Wis., first and second place winners in the  
Class A division of the same event.

Official Class D winner becomes Fred  
Snyder, Lancaster, Pa., and official Class  
A winner is Bud David, Modesto, Calif.  
The Switzer disqualification was upheld  
by a vote of 8-0, and the Smith-Moberg  
disqualification, 7-1.

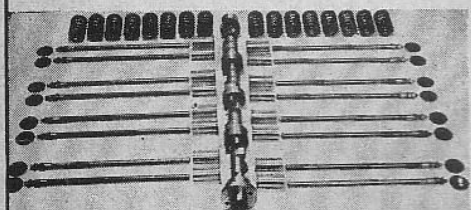
Switzer's disqualification was based on  
the illegality of motor measurement. He  
based his protest on the fact that the motor  
was new and that the factory seal had  
never been broken, thereby making him ig-  
norant of the illegal measurement. Smith  
and Moberg were disqualified because  
of hull dimensions not being in com-  
pliance with APBA rules. Other than loss  
of the race in his class, Switzer's disquali-  
fication will not be charged against his  
racing record.

Now that the final decision has been  
made on the disqualifications the trophies  
will be shipped to the official winners.

\*\*\* SEAFAIR TROPHY TO 266 AND  
225—Lack of entries forced the Seafair  
Committee to abandon the scheduled 7  
Litre class hydro events for the Seafair  
Trophy (see page 48—August issue). In-  
stead, the Committee has posted the beau-  
tiful award for a one heat—five mile con-  
test between the winners of the first five  
places in the 266 and 255 Hydro classes.  
This will make a dinger of a race, if the  
mortality rate in the initial hydro heats  
isn't too high. The winner will pocket a  
check for \$250.00 and have custody of the  
Seafair Perpetual for the coming year.  
Placing boats will receive Seafair Plaques.

\*\*\* DE SOTO VS. MERCURY AT  
SEATTLE—There will be a minimum of  
THREE De Soto powered 266's out after  
the record on the Mercer Island mile at  
Seattle. With the race cars temporarily  
combed out of their hair, Smith and Jones  
of Long Beach, Calif. have engineered a  
pair of Fire Dome 8's. The first of these  
has been installed in Bill Schuyler's new  
\$ Bill, just completed at the Rich Hallett  
shop. The second motor goes into Sid  
Street's *Guess Who*, which set the present  
121.703 mph record at Salton Sea last fall  
with a Merc for power. If the boys hit the  
combination just right on this beautiful  
riding boat, the terrific output of the De  
Soto should put the record up out of sight.  
Johansen's new *Mixmaster* will be out of  
Fred Wicken's shop in time to reach Seat-  
tle. This one is sure to go. Expect a new  
record in this class.

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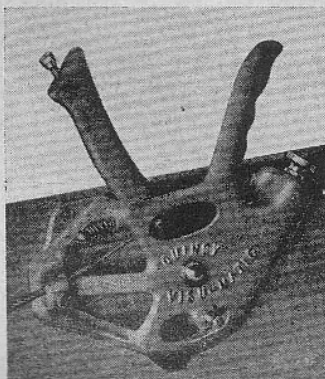
## HOWARD'S RACING CAMS

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7. Designed for strength and efficiency, as well as beauty
8. Will not pinch the hand (try the others)
9. Constructed of highest quality material throughout, springs solid stainless steel
10. Button top on lock —no sore thumbs
11. Anchorage to boat designed for maximum strength and easy assembly
12. Natural aluminum finish, no weathering or marring.



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Illustrated by BOB SCHEPE

Boat racing in tropical Mexico. Peggy and Raleigh Gibson and the del Paso brothers, who hosted visiting American drivers and their families so royally at the International Races, made the 1400 kilometer round trip together. These four, who make their home in Mexico City, are fixtures in Mexican boat racing. Peggy tells the story of the trip in her letter to Elgin Gates.

June 22, 1953  
Mexico City

Mr. Elgin T. Gates  
Surfside, California  
U. S. A.

Dear Elgin:

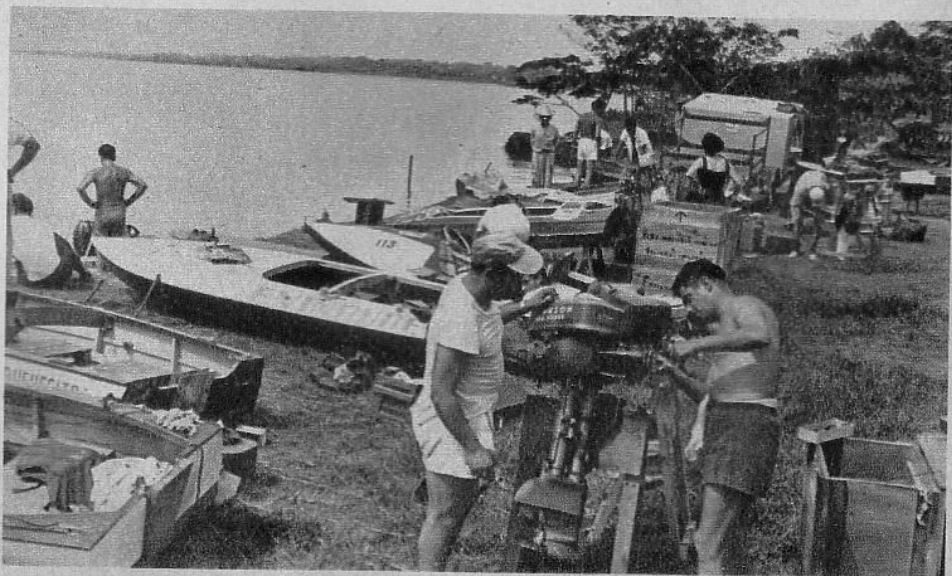
Your article "Viva Mexico" in the June issue of *Speed and Spray* was grand. Reading it gave me the idea of putting our Minatitlan trip on a "Tour Mexico's Tropics With the Racing Boys" story basis or in other words, "Where We Won't Travel for a Race!"

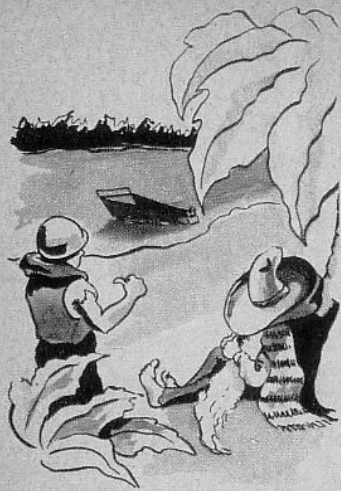
Tropical Minatitlan saw a race that would have been a terrific show anywhere, any time. Plenty of equipment and rough water, with enough flips to thrill the most bloodthirsty of spectators. "Tripas y Sangre" (guts and blood) the boat boys call it!

Most drivers and equipment came via airlines and trucking concerns. A few of the more adventuresome hauled their outfits over the 700 kilometer "highways" to Minatitlan. The del Paso brothers and ourselves were two of the few groups that went that way, so let me tell you what it is like to haul your equipment through the jungles.



Minatitlan—the pits look just about the same world around.



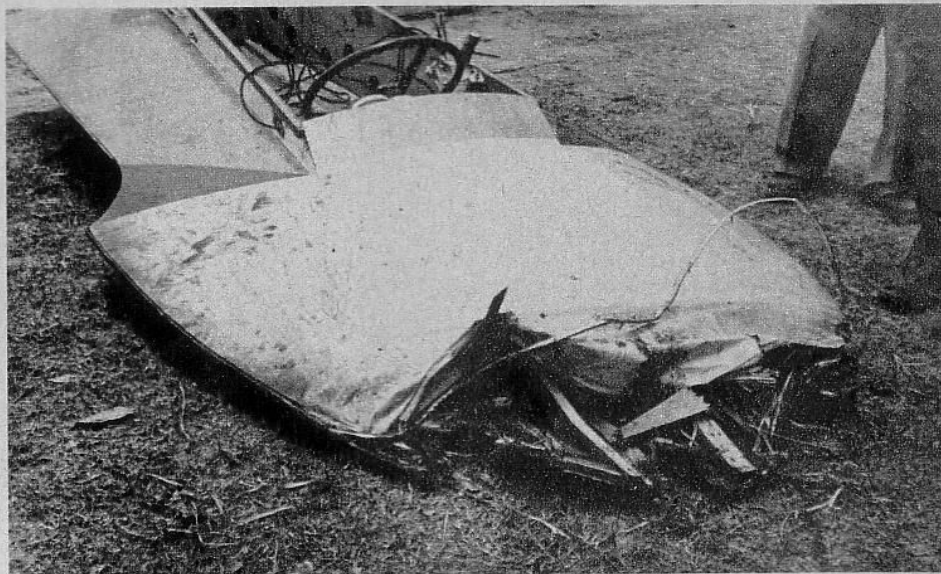


The "remains" of Adrian del Paso's B Hydro after it smacked against the river bank.

We left Mexico City early on the morning of May 27th. The drive southeast to Veracruz is a comfortable six hour trip; it took us that long for the del Pasos had the ex-Elgin Gates trailer with three A-B Hydros mounted on it and we had Raleigh's big 266 Hydro on a trailer and my B-Hydro on top of the station wagon. After a hearty lunch (24 out-of-season oysters for me. I was the only idiot in the group—and did I regret it the next morning . . . ) we left Veracruz around four o'clock proceeding southward along the coast of the Gulf of Mexico. The vegetation—great expanses of tall grass with palm and cork trees—is so much like Africa we expected to see a giraffe or an elephant come crashing out. Pinkish-orange crabs scuttled across the road and crunched juicily under our tires. We mashed enough to make an excellent dinner for twelve.

Arriving at a town called Alvarado we came to a screeching halt—the Papaloapan River (River of the Butterflies), largest in the Republic of Mexico, wound between us and further travel to Minatitlan. Why? No bridge! However, we soon found a line of cars, trucks, and buses waiting for what turned out to be a U. S. Navy landing barge converted into a ferry. Raleigh and the del Pasos hunted up the Captain of the Port whom they found dozing in the sun under a foot-long gray beard. When asked how long it would take before we could cross on the ferry he opened one eye and murmured, "Oh, maybe a day, maybe two, maybe three," and then went back to sleep again. Shades of Rip Van Winkle! What to do? While the men pondered that problem I kept wondering what it was about Alvarado that made it so famous. It certainly wasn't the beauty of the town. After listening to a few of the natives chat amongst themselves I remembered what it was. The cussing! From the first spoken words of a baby to the last breath of an old man, the vocabulary of a native Alvaradon is a rich mixture of the finest cuss words known in Spanish. It certainly is the "##\$&%\$" to listen to.

The men soon returned triumphant. They had made friends with the ferry boat captain and we "were in," that is, on the ferry. Under the baleful stares of the owners of waiting vehicles we took priority and got ourselves aboard. A few lucky ones managed to squeeze in around us and off we went, backing all the way across the river. On the other side we scurried off before the ferry could return with another load of the less fortunate. We soothed our consciences with "The Races MUST GO ON!"



Our next stop was San Andres Tuxtla, situated in the heart of what every tourist dreams of, the REAL jungle. The "highway" wound through hills choked by tropical vegetation and teeming with all things that creep, crawl, fly and stalk—a paradise for the hardy hunter but just another road-to-water for the racer. Arriving at dusk in San Andres where the macadam road ends, we made inquiries about road conditions ahead. The 140 kilometers left between San Andres and Minatitlan, we learned, is only crushed rock. We were also told that since it had rained the night before, we would have to wait until the river ahead was less swollen ("very dangerous, señor")—before we could cross. Again, no bridge! With that interesting bit of information to digest in leisure, there was nothing to do but find a garage and a hotel. And what a hotel we found! . . . leaning very much to the starboard with worn stone steps leading to the "guest rooms" above. All was lighted by 25-watt bulbs burning dimmer than dim. Later on in the evening, however, we found a group of the more affluent town

people who adore racing and skiing; and at a not too far distant lake called Catemaco they have outboards and an eight foot ramp! Wonders in the tropics! They were all very much interested in getting a group to come down for water sports, with fishing and hunting to boot.

The following morning the 24 oysters caught up with me and while the del Pasos went skiing I "cured" my miseries. By noon we were on our way again and the going became really rough. The crushed rocks were actually good sized boulders with wash boards thrown in for good measure. We passed by Lake Catemaco which is a scenic wonder, over 100 square kilometers in circumference, with three or four lovely islands . . . excellent for racing if it were not so far from civilization. Within an hour we reached the reportedly swollen "dangerous" river, lazily drifting toward the Gulf, with Indian maids washing their clothes along the banks. Two, bathless, naked little boys "helped" steer us across and again we were on our way over the "superhighway."

Two hours later (it seemed like two days with all the bouncing, rattling and shaking—not to mention the dust) found us in Minatitlan, heralded into town with cries of "Look at the boats" and "Look at the 'PLANE'" (the 266). We immediately drove to the pits situated on the banks of the Coatzacoalcos River. Looking down the river: on one bank rises the immense petroleum refinery of Pemex and on the other bank the jungle crowds down to the river edge. Indeed Mexico is well named "The Land of Contrasts." Little did we know then that the river was the home of water moccasins and sharks! Leaving our gear in the care of watching soldiers armed with ready-for-business Mausers, we turned in for the night.

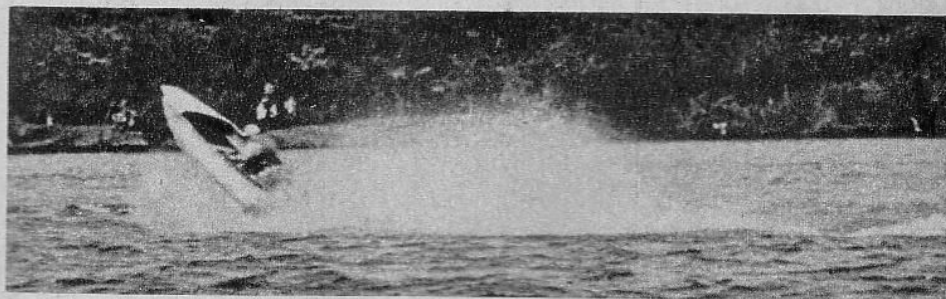
Friday and Saturday we spent tuning up the outfits—our first chance to run them at sea level, quite a drop from Mexico City's 7500 ft. elevation. And then the thrills began. Dr. Eduardo Ibarra took his 266 Hydro out for a practice run, turned too sharply and pulled the rudder and most of the transom off the boat. While being towed to shore it nearly sank and a wet magneto really put him out of business for the races.

Then came the flips. Andres Gudiño in his B Hydro did a nose-dive near the opposite shore and came up covered from head to foot with old compliments of Pemex . . . oil—oodles of it. Next to go over were Roberto Perez and Antonio Gudiño as each hit the wake of a dugout canoe powered by a 25 HP motor. Everybody soon realized that with faster speeds and choppy oil-slick water things just might possibly be a bit rough on Sunday.

True enough, Sunday dawned grim and rough. More and more dugout canoes with 25 HPs appeared from nowhere and churned up the river like an ocean. The spectators, about 3,000, awaited the fun and soon were cheering for flips. And flips are what they got. The two-heat A-Hydro race opened the day and went off smoothly with Horacio Ortiz the winner. Next came the C Runabouts with Emilio Zamudio winning an easy first.



Guillermo Devus, a few seconds before he flipped. You can't say he wasn't asking for it.



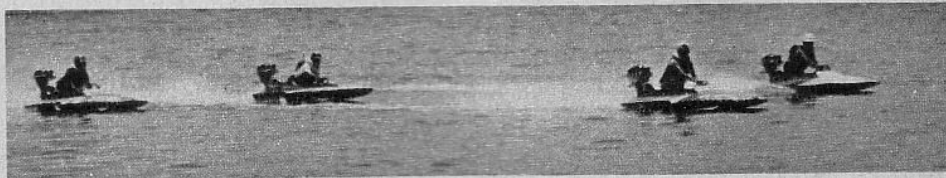
Then came the big race of the day; the B-Hydros with eight entries. The drop of the starting flag found all out in front but me in my "Raleighcito." Being nearsighted (glasses or no glasses) I found that a running start from the back buoy was no good because I could not see the flags, much less the clock. As I was crossing the starting line, up ahead at the first turn arose a large spray of water. When I reached the turn, there sat Mario del Paso and Roberto Pirez glumly staring at each other . . . victims of a three-boat crash from which only Andres Gudiño had emerged without boat or motor trouble. But Andres' bad luck caught up with him at the next curve. There he was, floating in the water . . . another flip for him. This was all very interesting to me; in one lap three boats out of the running. Remembering the sharks, I figured that maybe just chugging slowly around the course would be better for me. Let the MEN tackle the rough water. A flip or two more—who knows what might happen?

At the end of the first heat, I knew my theory was working. Adrian del Paso, much to his chagrin, had his throttle stick wide open when he hit a big wake . . .



and out he went. His hydro kept going, passing all the other drivers on the straight stretch. Mario, his cousin, later said that he saw Adrian's hydro roar by, (one does have an excellent view of the races sitting in the middle of the course). Mario thought happily to himself "Adrian is going to come in first," then took a second look—wondering, "But where is Adrian?" Unfortunately for Adrian, his boat not being controlled by radar, roared up the river, finally crashing its nose into a thousand splinters on the bank. The crowd LOVED IT!

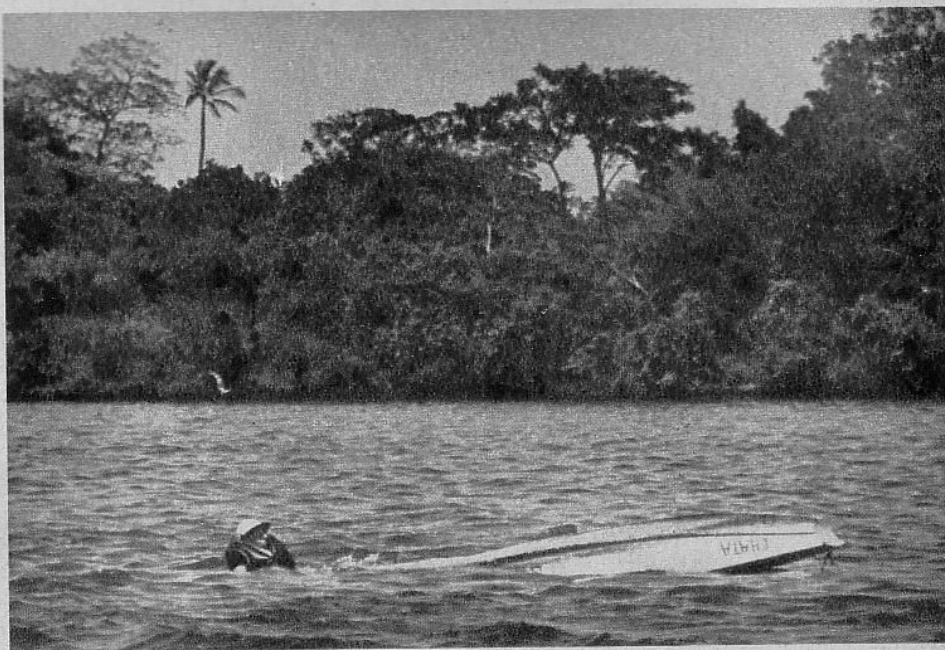
Start of the B Hydro Race. The jungle runs clear down to the river bank. The Pemex oil refinery at the upper left.



The second heat started with all the survivors right in there at the drop of the flag. Horacio Ortiz roared past, giving me an oily bath, with Rafael del Paso right behind him. What Rafael realized, but what Horacio did not, was that both had jumped the flag by one second. Rafael quickly restarted (at present allowed by our rules), but Horacio went blissfully on, ahead of all. There were no flips this heat, everyone being more cautious, and the final over-all point system placed Rafael del Paso first, Javier Ibarra second, and me a very lucky third.

In C-Hydros, Emilio-not-to-be-taken-lightly-Zamudio won another first. The D-Runabouts followed, won by "La Chiva" (the goat) Raul Sota. He claims that the goat horns stuck on his helmet bring him a lucky first at every race. Could be. A special Class D race followed for the family type fishing hulls powered by Johnsons and Evinrudes.

Antonio Gudino flipped his B Runabout. Nice warm water, but how about those water moccasins and sharks? That's tropical jungle in background.



Then came the B-Runabouts, with five entries, which race turned into a friendly duel between old-time rivals Antonio Gudiño and veteran, sixtyish Guillermo Devus. Both got good starts but Antonio soon took a slight lead in his Phantom with Devus' home-made kit boat hot behind him. But rough water is no companion for a runabout and the ever-present dugouts were really churning up the water. Devus' runabout was more out of the water than in, and it was a big wake that did it. Over went the runabout with Devus underneath. Damage? Lost glasses, injured dignity, and a good wifely bawling out when the better half was towed, pale but not defeated, to shore. The free-for-all in the outboard class closed the races with Emilio again winning easily with his conventional hydro. Raleigh took his 266 Peggysita IV through the traps and thrilled the crowd with a 185 Kilometer per hour speed (115 mph), prop riding all the way.

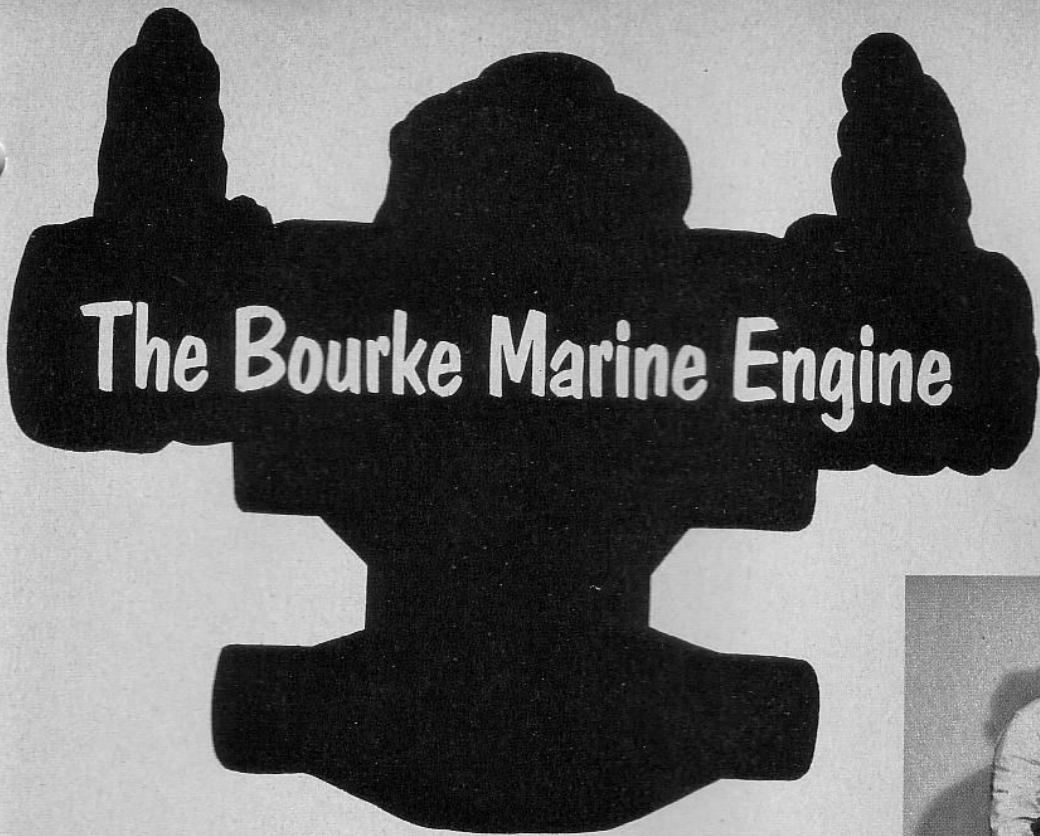
So there you have it, racing in the tropics. In spite of the roads, the oysters; the snakes, the oysters; the sharks, the oysters; the oil, the oysters (not to mention our trip back which is another story in itself), we had fun and needless to say will probably do it again when the opportunity presents itself. Come on down everybody, and join us next time!

Best regards,

*Peggy Gibson*

Dr. Edwardo Ibarra's 266 hydro, victim of "transom fatigue." Salvage operation underway with just the nose above water.



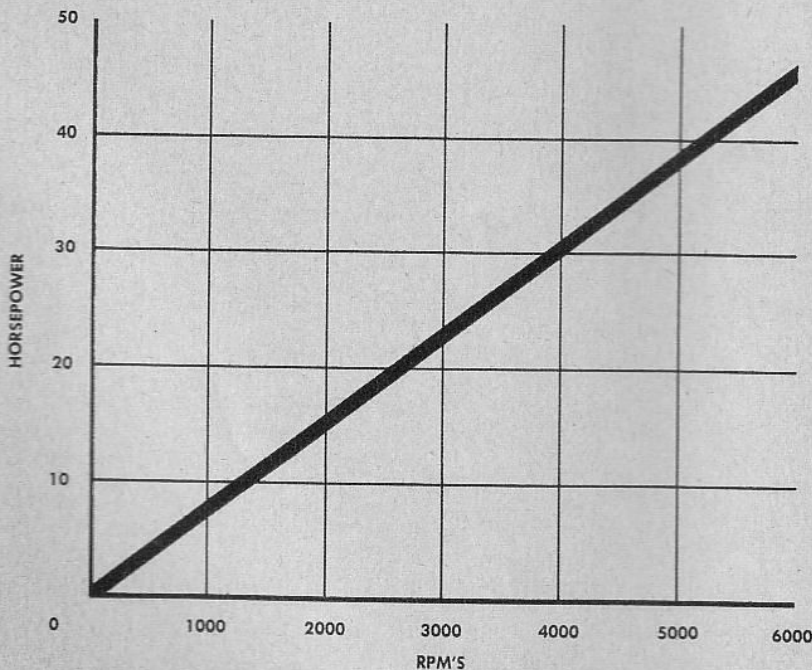


Mr. Bourke is shown here with one of his engines mounted on a heavy duty Evinrude lower unit. The carburetor and manifold are in use on this particular engine. The unit can, however, be equipped with a fuel injector.

## BOURKE ENGINE

### H.P. GRAPH

FORMULA— $R_s \times v \times N \times k = \text{H.P.}$

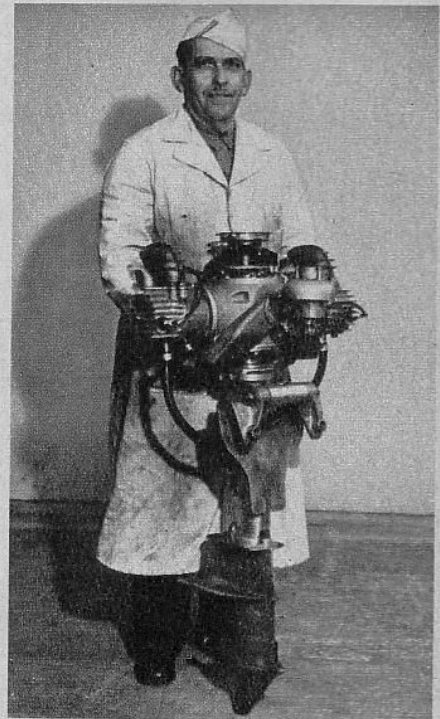


$R_s = \text{CU. IN. DISPLACEMENT}$

$v = .02533 \text{ HP PER } 1 \text{ cu'' at } 1 \text{ RPM}$

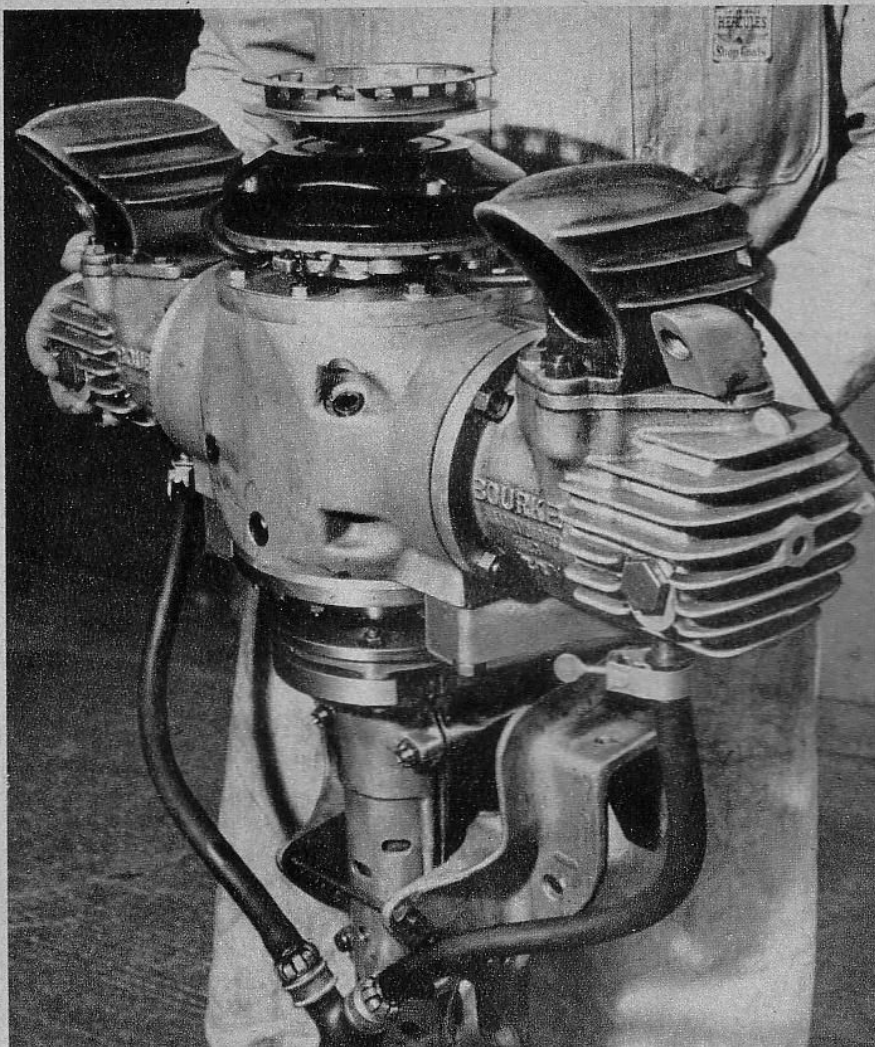
$N = \text{RPM} - K = 10$

FIGURED AT 30 cu. in. DIS.



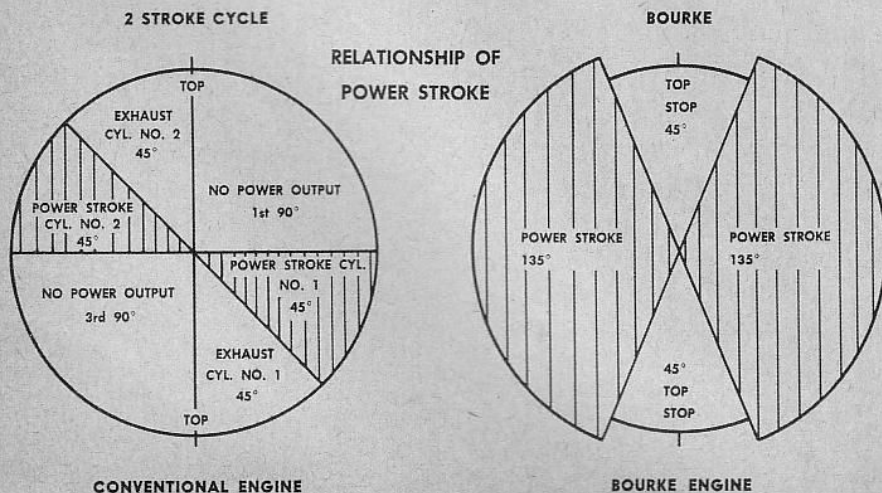
Story and Photos by PETER G. SUKALAC

BACK in 1918 a young man by the name of Russ Bourke was teaching engine maintenance at the Air Service Mechanics School on Kelly Field, Texas. In his day to day discussions on the theory of the internal combustion engine using the Otto Cycle, Russ was convinced that engineers were on the wrong track as the four cycles involved were very inefficient and engines being developed along this design were too heavy and employed far too many precision parts. He set about the task of developing his own ideas until he had what he thought would be a new principal of operation. On consulting his superiors Russ was met by a complete lack of interest, therefore, he decided to one day build his own experimental model engine.



Close-up of the engine reveals the extremely compact and clean design. The two top finned housings are the exhaust outlets. The magneto occupies the center position on the end of the crankshaft. The plug on lower right-hand side of the cylinder above the water hose is used to vary compression.

## 2 CYL. ENGINE



The Great War ended and Russ returned to civil life, and, due to reasons of an economic nature, past plans were shelved until in 1932 he was able to construct his first working model. The engine was a success and proved once and for all that the design was basically sound. In subsequent years the myriad technical problems that were encountered were overcome and an engine was prepared for tests for use in aircraft. The engine passed the USAAF preliminary test with ease and was recommended by their engineering staff. However, the Washington merry-go-round being what it was, nothing was ever done about putting the engine to actual use.

Russ then turned to marine development as the engine was a natural for boats. A 4 cylinder radial was built in 1938 and on the test stand developed 90 H.P. at 6500 RPM's, and proved capable of turning 15,000 RPM's. The engine did not prove successful on the water, however, because it was a case of too much torque for the existing drives.

From this design was evolved a 2 cylinder opposed type that was highly successful, logging over 2,000 hours on the water. The coming of Pearl Harbor stopped further development and very little was done until materials were again available at the war's end.

During the last five years Russ has brought the engine to a point where production is possible and the years of experiment and trial are at last over.

The production engine is of the opposed cylinder type, having cooperative pistons attached to a common rigid connecting rod which shuttles through a sealed oil-filled crankcase. The oil is never changed as there is no oil contamination, oil level being maintained by adding oil as it is used by the piston rings. No oil is mixed with the fuel.

The most practical fuels for the engine are those of the lower grade, such as brown distillate. The fuel and air are fed by automotive type carburetion or by a special internal injector. (The latter was developed for racing or constant duty work.)

The engine employs no flywheel as the crankshaft is dynamically balanced at all speeds and is not connected to the connecting rods. The crankshaft is pushed around by a high speed modification of the scotch yoke. The inertia forces generated by the rod assembly are used directly to charge and compress the mixture.

Ignition may be by battery or magneto. The spark is used as an exciter to control burning since the ignition advance is 90 BTDC. The shuttling action of the yoke allows the pistons to come to rest at the top of each stroke, thereby allowing all the fuel to burn and a clean, cool, odorless exhaust results. (So cool that ones fingers may be inserted into the exhaust while the engine is in operation.)

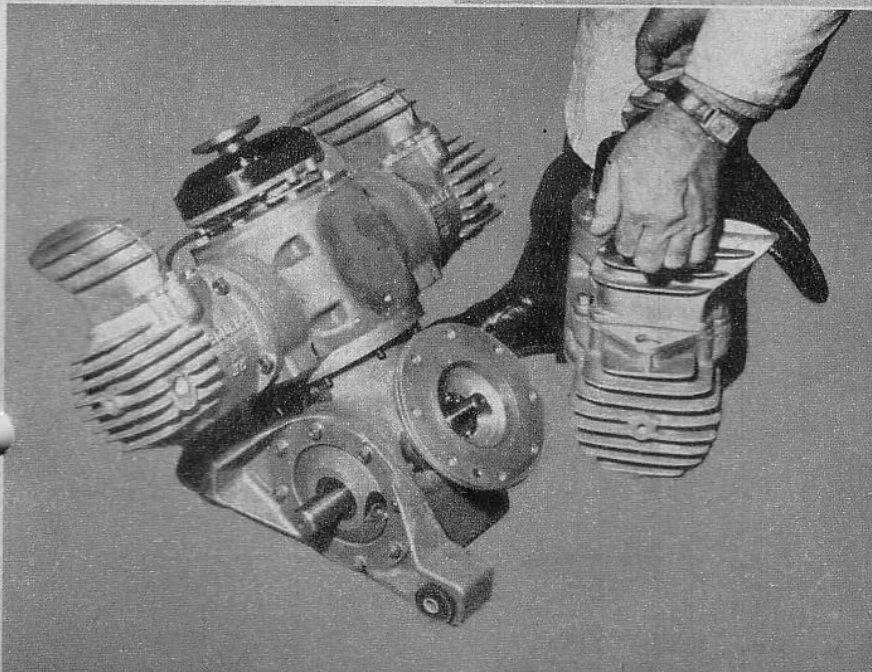
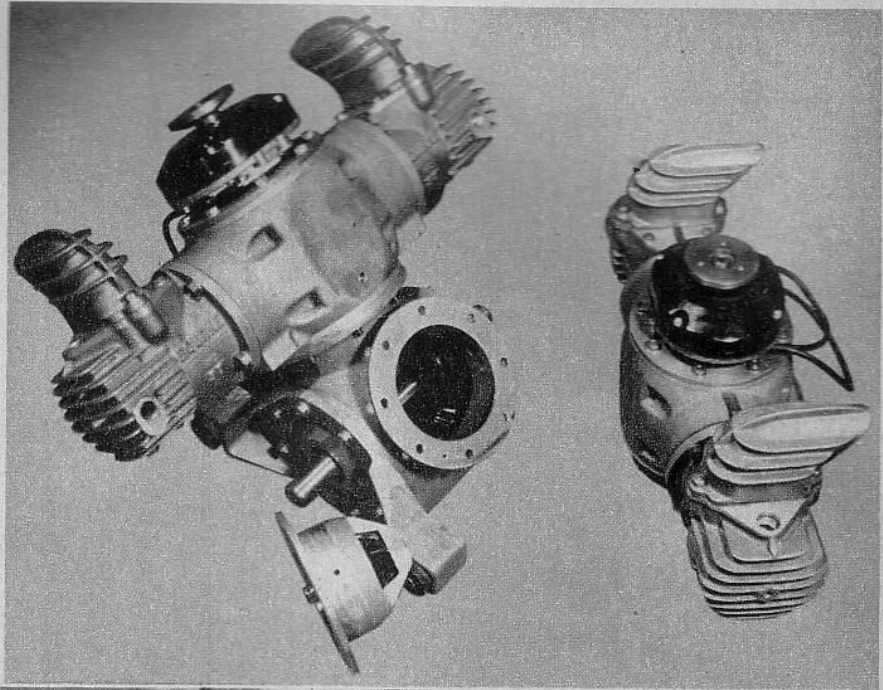
There are no mechanical noises, due to the absence of valve gear, camshaft and gears, and other conventional accessories. The absence of these particular items accounts for the light weight of 38 pounds of the 2-cylinder unit (developing 45 H.P. at 6500 RPM).



An exploded view reveals the stark simplicity of the Bourke Engine. The large casting in the center of the picture is the crankcase. Cylinders are held on by the four studs shown. Bottom left shows the exhaust outlet side of the cylinder and the outlet casting. Upper left shows the piston rod yoke assembly. The plate with the ball bearing race in the center of the photo carries the crankshaft. An identical plate on opposite side is not shown. The crankshaft shown at the top of the picture is pushed around by the yoke shown on the piston assembly. The shaft is capable of over 20,000 RPM's. The large bearing and counter weights on the crankshaft acts as a gyroscope when in operation. At top right the intake channel can be seen in one of the cylinders.

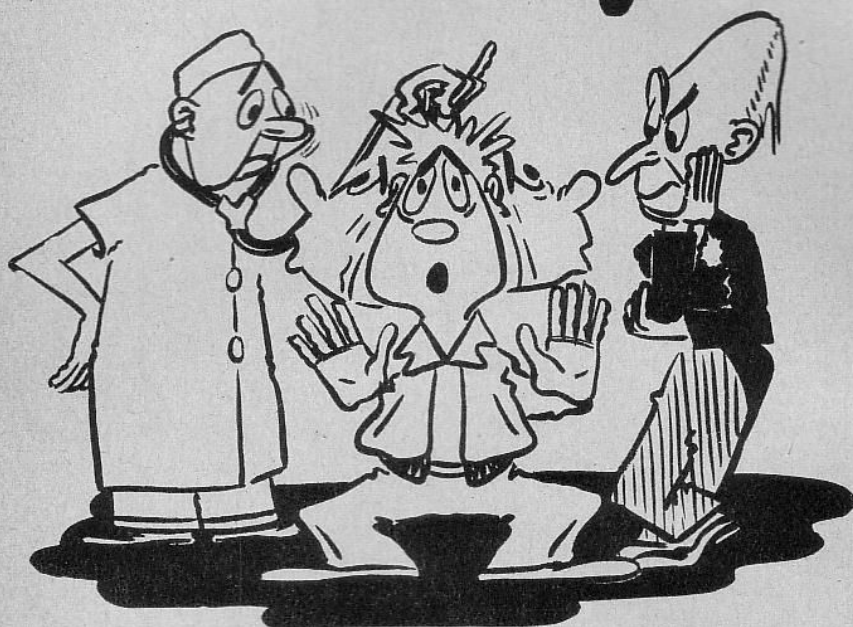


The engines may be used singly or in pairs. In this particular case the right-hand bank has been removed to disclose the pinion and shaft assembly that makes this type of mounting.



Mr. Bourke is shown mounting the right-hand bank. The engines are all interchangeable. Any unit can be used as a single or operated in pairs.

# Are You a backyard



# boat builder?

By CLYDE RANDALL

Illustrated by Ted Peterson

SO YOU want to build a racing boat, eh? . . . No, I don't think you are off your rocker. There are a lot of fellows who have built their own boats and are doing pretty well in the racing game. First of all, let me give you the best advice that I can offer. Go get a professional boat builder to build it for you. Get one of the men who is building the winners to put it together for you and you will be sure to have a going outfit.

So you still want to build it yourself? Well, I guess that puts you in my class, just a backyard boat builder at heart. Okay, but don't say I didn't warn you!

The first thing you need is a design. When I decided to build a "225" I looked over the current crop of boats carefully and decided that I liked the Hallett hull. I inveigled an owner into letting me do a little measuring. Boy! Believe me that measuring tape got the workout of its life in the short time I had to get the dope down on paper. The result was a list of figures that would take a Philadelphia lawyer a week to figure out. Next, I hurried home and proceeded to draw the outfit up full size. In case you are figuring on a 225 or 266 hydro, I'd suggest that you refer to the specifications of Paul Sawyer's *Alter Ego* that appeared in this magazine

in the July 1952 issue. That 120 mph sounds plenty good enough to me for a starter.

You would think that the pro builders might be sore when we copy their boats. Well sir, when I told Rich Hallett I was copying one of his hulls, he said he was glad, and he knew it would go. Imagine that! He also told me to yell if I needed any help. How's that for true sportsmanship? Most of the top men in boat racing are that way. Take Sawyer for instance. He would give you his last "speed secret" if you ask him for it.

But let's get back to our back yards again. Now that we have our designs, we have to start scrounging around for the proper wood. For frames in the hydros, which must be light and tough, spruce is a must. It's like the drum your mother-in-law gave your son for Christmas last year . . . it "can't be beat."

Runabout frames are best made of oak because of the pounding that they take. Ever see Ed Brown's Crackerbox going 72 mph, or that Class E that does 75 mph? Know what I mean?

Then there is the plywood. Boy, what a lot of chiseling it takes to get good plywood! I ended up using 5 ply aircraft birch at \$1.05 a square foot. Rough eh? Well, we don't want the bottom to come apart at 100 mph, so we pay through the nose.

By this time, if the wife isn't hollering too loud, (they all yell a little), it's time

to get to work. Surprising how fast they go together isn't it? Well, just wait, the fun is yet to come. Now we begin to run into problems. No two boats are exactly the same, especially in the sponson department. How deep shall we make them? Better measure up a few boats. Armed with my trusty tape measure, I took off for the beach. Let's see now, here is Burney Edward's *Mighty Chevron* Hmm . . . 5 1/4 inches. . . . Well as long as I'm here I might as well look at a few others. Here's Art Maynards Championship boat . . . boy that ought to be it. Darn! Seven inches. Here's Rich Hallett's own boat . . . 5 1/2 inches. May as well look them all over . . . Roy Skaggs, Keith Black, Paul Sawyer, and they are all different. Boy . . . I'm really lost now. Funny part of it is, they all are "goin' outfits" too.

Sadly I take off for home to contemplate this disgusting development. Know what? I've solved the problem. My technical training really comes to my rescue and tells me to put all the figures in a hat and draw one. What's the difference . . . the sponsons will have to be changed a million times anyhow. That is one of the penalties of being a backyard boat builder.

So, we just stumble onward in our project. If you are building a Crackerbox or one of the runabouts . . . your problem will be rocker. To have it or not to have it. If so, how much? We will find out the hard way, but we sure have lots of fun don't we? When the little boy who has been watching us tear up and down the race course comes over and says, "hey mister, who built that boat?" our chest sticks up and our hat size goes up to about size -, and we modestly say "I did." Oh boy, this is worth the smashed fingers and cuts that we accumulated during the building.

But there I go jumping the gun again. Now that our hull is done, we start thinking about hardware. Debbold's carry a complete line for racing boats, as do Wickens and a few others. If you have the cabbage, I'd strongly advise you to buy what you need. Manufacturing hardware is a tough job.

Me? Well, after buying that high priced spruce and plywood, I'm busted, so it's the hard way for me. I get out the cutting torch and boiler plate and get busy. Think it will go? Well, I dunno. Lots of records

## We pay through the nose



have been set with a "bucket of bolts" like this, and who knows, maybe we are lucky enough to get the combination.

Now it's time to start the engine. If at this point you are low on dough, (who isn't) my suggestion would be to bribe some of the local hot-rodders to lend a hand. You'll be surprised how a couple of beers will pay off. Honest, those hot-rodders can figure out more speed (?) secrets in a minute than Henry Ford has engines to break up . . . and some of the hot-rod gimmicks pay off when you come around for the checkered flag.

If the aforementioned bribe doesn't get the dry lake whiz interested, offer him a ride in the outfit. I guarantee results with this suggestion. The only thing wrong with this plan is that it's a bit risky. Your hot-rodder may be one of those fellows that doesn't know where the water stops and the land starts, and he is liable to plow a nice row in the shore with your new hundred dollar Hi Johnson propeller, before he gets stopped.

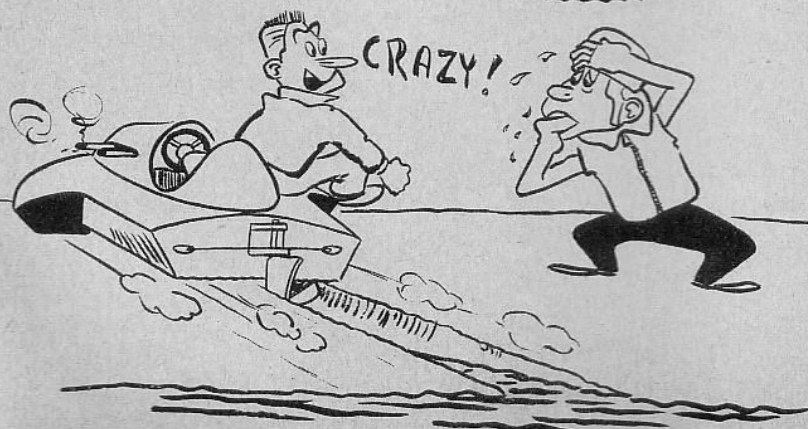
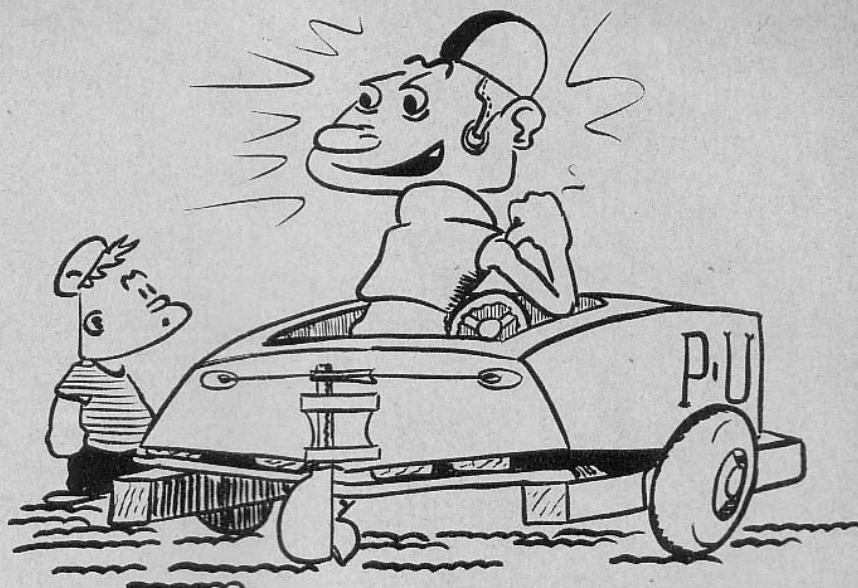
So now that we have a hot engine, the rest is simple. Oh yeh? All we have to do is set it into the hull and line everything up in first class shape. We are ready to run.

Now . . . IF we have guessed right on the propeller, rudder assembly, shaft angle, and a million other things, we can be reasonably sure of copping a trophy some time during the next couple of years. And if we don't, we have sure had a lot of fun trying, haven't we?



## Ever see Ed Brown's Cracker Box Going 72 M.P.H.?

Hay Mister, who built the boat?



Offer him a ride

# WINNEBAGOLAND

Oshkosh Outboard Club Commodore Les Gudden and family. The Oshkosh club sponsors and conducts the annual Family Cruise.



## FAMILY OUTBOARD CRUISE

By DAVE DUFFEY

Photos Courtesy Kieckhafer Corporation

They're off! The vanguard of the 250 boat cruise with Commodore Gudden's outboard runabout in the lead.



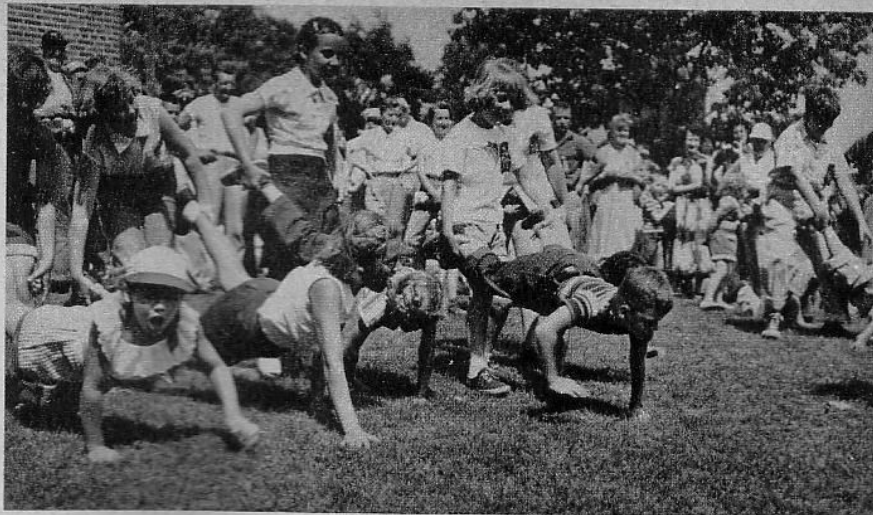
PLENTY of color, a flock of boats and a lot of fun characterized the Second Annual WinnebagoLand Outboard Cruise which started at Oshkosh June 22. Planned as a day of enjoyment and entertainment for the wife and kids of the outboard enthusiast (as well as for the old man himself) the cruise was co-sponsored by the Oshkosh Outboard Club and the Wisconsin Stock Utility Boating Association.

The trip is a 20 mile affair, ending at Fremont, where after a picnic lunch furnished by the various outboard motor manufacturers and boat makers, the boats start the return run. The route winds over waters familiar to the Indians and the French Voyageurs who first explored the valleys of the Wolf and Fox Rivers.

Strung out like a bright colored and noisy string of aquatic bugs, the 250 boat caravan left Oshkosh at 10 o'clock in the morning and found a brisk southwest wind making Lake Butte des Morts rough. The bigger boats, led by Commodore Les Gudden, soon pulled away from the more cautious drivers, and after passing through lakes Winneconne and Poygan and the cut-off, pulled into the Wolf river near Fremont about an hour and 15 minutes after starting. It was one o'clock in the afternoon before the last of the big fleet purred up to the docks and piers at the rendezvous point. There were surprisingly few breakdowns and only a couple of spills, but there were a lot of wet participants who were lashed by the spray from the breaking rollers on the lakes.



The Wisconsin Stock Utility Outboard Racing Association trailer and crew took care of registration details for the cruise.



Kid's games were the order of the day when the WinnebagoLand Family Cruise reached Fremont. The youngsters competed for the prizes with plenty of verbal support from "mom and pop."



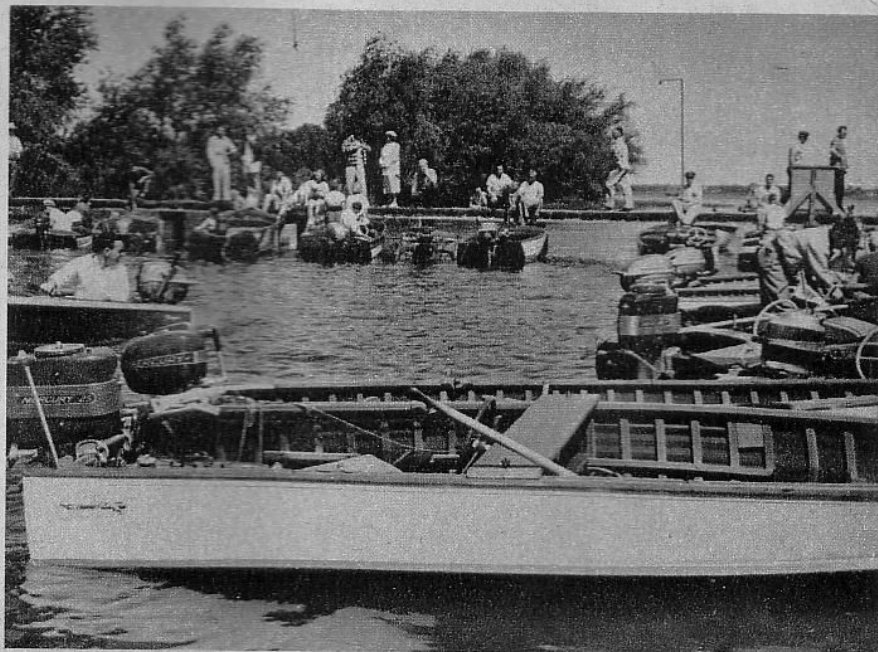
Triple-powered runabout . . . all set for the cruise from Oshkosh to Fremont.

The cruise took families over part of the route of the Milwaukee Sentinel's annual Winnebago Outboard Marathon race, the largest in the United States. Everyone got a taste, just a small bite, of the pounding the racers take when they pilot their craft at top speed over the choppy waters.

Most of the afternoon was devoted to games for the children, although like all outboard enthusiasts, most of the participants couldn't keep away from the boats. All manner of boats, powered by various makes of motors raced up and down the river. Spectators on the banks talked a gibberish of numbers and outboard terms (which were Greek to the casual passerby) as they compared the merits of the equipment. Champion, Evinrude, Flambeau, Johnson, Mercury, Martin and Scott-Atwater were represented and in the boat line there were Alumacraft, Dunphy, Shell Lake, Sweitzer-Kraft, Thompson and Tomahawk.

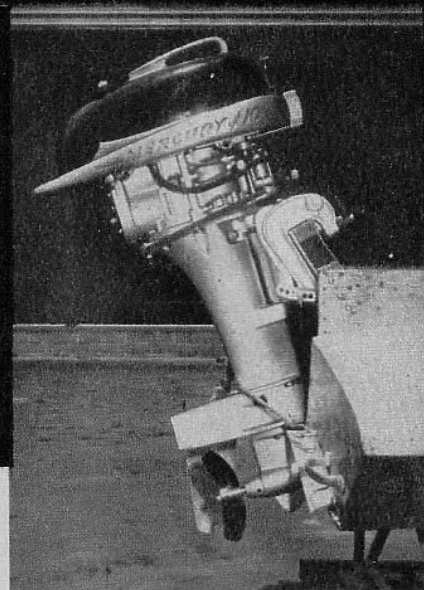
Veteran boatmen estimated that about \$250,000 worth of boats and motors took to the water that day. Participants came from Wisconsin's neighboring states of Illinois and Minnesota and as far away as New York City. Ages of the boaters ranged from a year and a half to 79 years, proving there is no age limit on the enjoyment of boating.

Just a fraction of the fleet before the start at the Algoma Street Park rendezvous area.

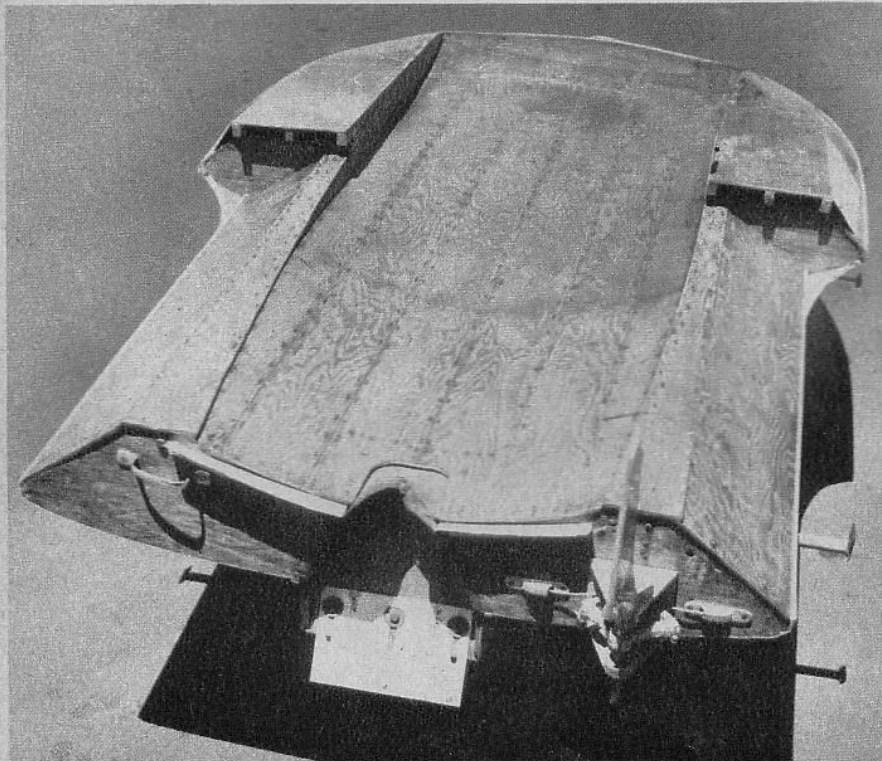


# four-point

## PROP RIDER

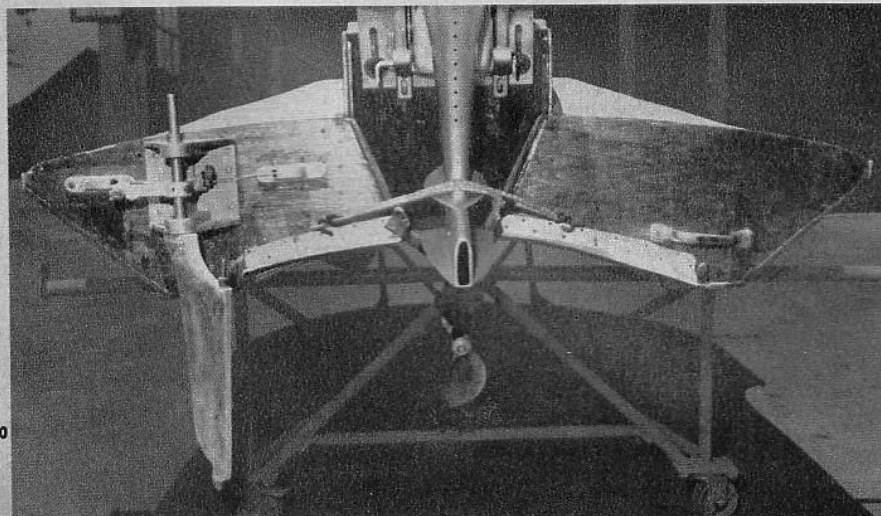


An extreme motor angle is necessary. The special propeller shows here in profile.



Full bottom view from the transom. The original sponson design (see August 1952 issue) has been changed. Sponsons are now longer and deeper. Note rubber gasket center bottom aft.

Full transom view showing the location of the rudder assembly, the contour of the tunnel at the transom and the after-planes which act as two of the four points of suspension. The propeller shown on the "Quicksilver" lower unit is the special design mentioned in the text.



By BOB HAWLEY

Photos by Kent Hitchcock

**T**RIAL and error. That's the story of the development of our Four-Point Prop Rider. It's all a constant succession of changes and developments. Any design which departs from the conventional does not spring ready made from the slide rule and drawing board. First the new idea demands planning, then layout and detailed drawings. A mock-up must be made and then a prototype is built which is going to be changed time and again until the designer winds up with a successful boat or else scraps the whole idea. Any "final" design that arises from a new development is only final until someone comes up with another new and better design. To date, after countless changes, our four-pointer is showing great possibilities, but we haven't achieved our "final" design.

Project "Four-Point Hydro" was started a year ago and *Speed and Spray* presented photos of the scale model in the August 1952 issue. Many inquiries have been received while we were in the process of testing our prototype, and perhaps the results of our experiments will be of some assistance to others working toward the prop riding outboard.

The prototype boat was equipped with a Mercury KG-7-Q motor and all of our testing to date was accomplished with this power plant. We are at the moment beginning a set of tests with the new Martin 200 Silver Streak. With the standard outboard hydro type propeller, the Mercury (B motor) will lift the hull to its four points and will occasionally jump the after-planes off the water for a short time, but will not hold it in a true prop-riding position. In order to achieve our desired goal in this respect we had to come up with a



Closeup of the Debbold rudder assembly and all necessary fittings. Both cables from the quadrant run along the left side of the boat under the decking. Note speedometer takeoff at the top of the rudder.



Designer Bob Hawley and the experimental prop rider. Note location of the wheel and throttle and the very long cockpit. It's a long reach back to the motor.

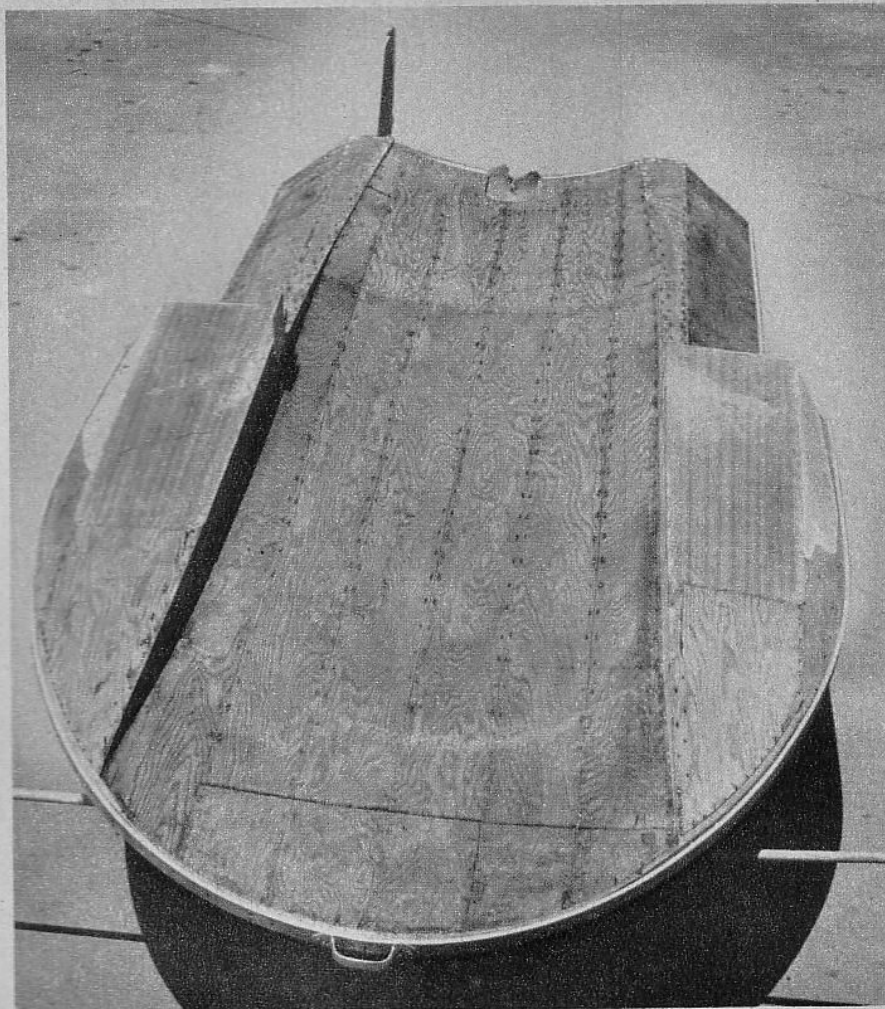


The sponsons have been changed a dozen times and probably aren't right yet . . . Hence, we use a quick change system like the one illustrated. Note fin placement.

wheel entirely unlike any other outboard propeller I have ever seen. I am proud to report that this difficult hurdle has been jumped and that we are now riding free and easy with the afterplanes or skis constantly about three inches out of the water at speed. In this position, we also surface the gearcase of the lower unit and ride on the trailing edge of the forward sponsons and the lower blade of the propeller in true prop-riding style and about the same trim as an inboard three point. Although we are definitely up, there still remains much experimentation to be done with the propulsion unit.

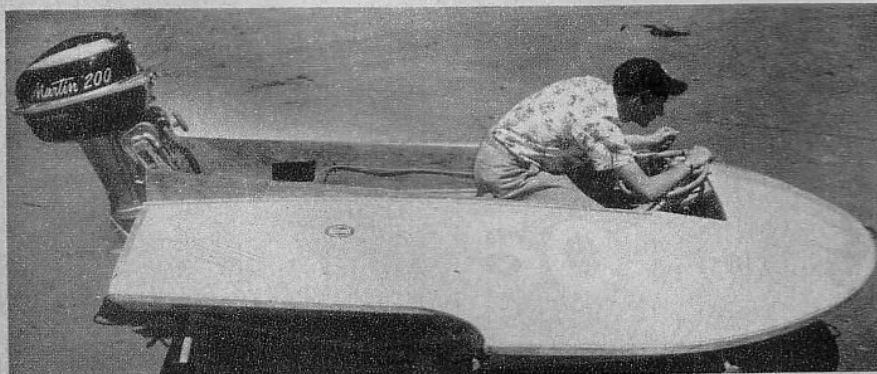
Many problems were encountered in arriving at this present trim. The reader will note the extreme "kick-in" that we were forced to use to get the necessary lift. Comparison with the original model will show that we have had to lengthen the cockpit to move the driver's weight almost to the tip of the bow. As soon as we achieve a full surface of the propeller, the motor immediately drowned out all the blast of water shooting up along the tower shaft. The cure for this was simple—we installed a rubber gasket as shown on one of the illustrations.

Fin placement, turning, and lateral control; these, to date, have been our chief problems which we have solved as follows . . . The placement of the forward or pivotal fin gave us no trouble; the only spot to put it was on the inner edge of the inside sponson from the trailing edge forward. In this design we ride primarily on the sponsons rather than on the trailing edge of the afterplane, as is customary with the average outboard three point, and it is natural to want our pivot point at the after end of the inside pontoon. This gives us another advantage in that if we happen to dig the outer sponson and start to go over, the fin pulls out of the water almost at once and allows the whole boat to slide to the outside. This action gives extra lift to the non-trip on the outside and tends to kick the outer sponson back up where it should be.



From the bow the present sponson design shows up well and the small amount of area of the two "after points" is accentuated. The "anti down-out gasket" shows clearly here.

This posed photo of the Wizard four-pointer with the Martin 200 on the transom gives a good idea of the weight distribution necessary to achieve a trim and balance for prop riding.



We have had a much more serious difficulty with lateral control. When we raised the afterplane out of the water and started riding on one blade, we immediately got a tremendous side thrust that the ordinary Quicksilver skeg would not begin to counteract, with the result that immediately we began to prop-ride, the boat would try to spin out on the straightaway and we would have to shut off. We have tried various methods to correct this tendency and right now the answer seems to be to lock the motor in position and steer with a rudder. There is no prohibition in the racing rules against this regulation. I cannot tell whether or not this is the final answer as we still have other things we intend to try and another solution may prove to be better.

Our prototype is now a year old. The present hull has undergone so many changes in balance point, dihedral and attack angle of the sponsons etc. that you might say it has been completely rebuilt about three times and we are not nearly through yet. If we are lucky, we may have the combination by the middle of the coming racing season, but even that is in the laps of the gods.





Start of the B Modified Runabout Class on Santa Rosa Sound at Pensacola, Florida.

# FIESTA OF FIVE FLAGS



B Modified Hydros—a swell start.

By MRS. GALE YOUNG

**I**F YOU missed the Fiesta of Five Flags, you missed a real show. The four day fiesta itself was top entertainment and the finale, the fiesta outboard regatta, drew a crowd of 25,000 spectators.

Pensacola, "the Annapolis of the air," is the home of this annual fiesta, held for the purpose of commemorating the five nations who at one time or another in history controlled this city. Competitive athletic events, parades, and a colorful pageant enthralled the fiesta visitors. The race-minded had their choice of dog races, automobile races, hot rod races, and to wind it all up, the race fans watched 150 outboard drivers fight it out for a purse of \$300.00 per heat in very unfavorable weather.

The Fiesta Regatta, sponsored by the Pensacola Fiesta Association and sanctioned by the National Outboard Association, was held on beautiful Santa Rose Sound bordered by the Gulf of Mexico. The course, seven miles from the Pensacola business district, was 1¼ miles, forming the shape of a long wide triangle with four buoy turns. The long straightaways and wide turns permitted plenty of speed and close competition. The facilities and officiating were excellent. A system seldom used in boat racing, a photographic record of starts and finishes—so useful in backing up official decisions was installed here for the race.

The pits, 500' x 60' were completely fenced in and it was a sanctuary for the drivers and their crews to set-up and work on their motors. Five long blocks of beach were lined with racing equipment. Although the Florida White Sands are a beautiful sight to see, it is a worrisome

problem for boat trailers, but this was solved by carefully planning of the Fiesta Association who arranged to have the pits completely packed with nine inches of oyster shells which provided space to take care of over 300 cars and trailers.

Race morning dawned with the water like glass and the weather held through the first couple of heats. An hour along in the show a dark cloudy overcast hovered above the course and accompanying the cloud came wind which grew stronger and stronger.

The first race scheduled was the B Modified Runabout with thirteen starters. This was a close one with Ben Turpin,

who came 1500 miles from Sweetwater, Texas and Champion Bob Terry of Jacksonville, Florida running neck and neck. Terry captured the first place in the last lap with a job of driving that brought the crowd up on its feet. B Modified Hydro was another close one and this time it was Terry fighting it out against 16 year-old Henry Fyfe of Sardis, Mississippi who cleverly held his lead.

(Continued on page 45)

C Racing Runabouts. A ragged start with half of the boats out of the photo.



The pits at the Fiesta of Five Flags Regatta.



# DOWN UNDER

## season's windup

By BIG NIX

PANMURE LAGOON, Auckland Club home water, was the site of the last official race meet of the '52-'53 season. May the 9th was the date. The boaties can put them away now, and enjoy a spot of the good old home life with Mom and the kids—for a few months at least. Adverse weather conditions failed to dampen the enthusiasm of a really appreciative gallery of several thousands. Premier event this day each year is a free-for-all with the coveted Macsim Cup at stake. All entries must be auto powered. Early morning conditions were about as bad as they could be, steady rain, with no real hope of a let-up. By midday "Old Hughie" relented sufficiently to permit a full race programme without a major hitch.

### Macsim Cup Race

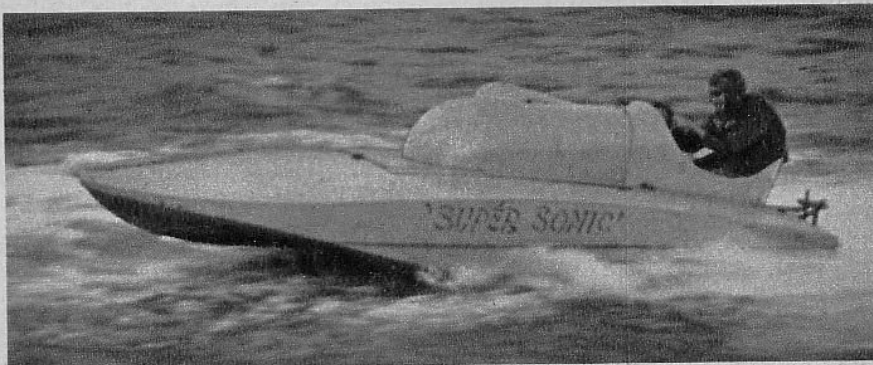
For the big go, nine starters massed down at the eastern end of the beach. Notable absentees were Jack Beavan's *Thunderbird*, out after a long haul down from Whangarei and Oliver Smith's much fancied *Scramble*, sick with a broken valve spring. Cup holder *Stingray* was running, but only just, plagued with an over-hot bank on one side of the V8 mill.

At the start, the Jarvie built 'pointer *Hammerhead* led Frank Tappers *Puddy Tat* with Ron Augustin in *Super Sonic* next and *Fleetwing* close in behind. *Stingray* way out on the left wasn't making a race at all. At the far buoy, Ron took *Super-Sonic* into the lead with a really nice piece of positional play. Never headed for the rest of the three long laps, or even seriously challenged, he kept that bouncing she-devil hard at it all the way to take a run-away victory. *Hammerhead* and *Puddy Tat* fought out an exciting race for second place, first one and then the other holding fractional leads . . . *Hammerhead* eventually chopped *Puddy Tat* really hard right on the buoy. The resultant swing-to-clear put paid to that account . . . Jack Oates taking 2nd quite a way behind the winner. *Puddy Tat*, in 3rd, was just about as much ahead of the Haslip Bros. *Fleetwing* which wasn't running just as it should.

Congratulations Ron, let's see your name come up again on that particular piece of hardware!

### Records at Christchurch

Same day, way down south at Christchurch in the South Island, a programme of record attempts was run by the New Brighton Power Boat Club. Vice-Commodor Doug Syme, driving his Augustin built *Pacific Spot*, stole the show . . . turning in a new Australasian figure for the 91 CI Vee-Bottoms. Aucklander Laurie Walters' *Miss Nola II* was the previous record holder. Doug boosted the figure to 43.268 mph over a kilometer course on the Estuary at Pleasant Point. Built and raced in Auckland by Carl Augustin as *Grey Nurse*, the outfit was always a place getter in Northern competition; the design becoming really popular for these small jobs. In fact, latest reports have it that some are racing on the other side of the Tasman and giving a good account of themselves. It's interesting to note that *Miss Nola II* is off the same board. Power for most of these "91's" is the very rugged English built Ford 10 hp, which seems to be able to stand up to any amount of real thrashing.



The Macsim Cup winner, "Super Sonic."

"Saga" driven by her owner, Herb Stank, was an also ran in the Macsim Cup Race. Auckland Star photo.



Don Hall, from Marlborough, driving *Tempest V*, set new figures for the 225 CI hydros. At 66.38 mph, Don now holds the South Island record and will claim the national honors at present held by Jack Oates. This new figure is particularly interesting as *Tempest* was primarily designed for short course sprint racing, where it is normal to expect straightaways no more than three or four hundred yards long. There are lots of us who'd like to see several of these South Islanders matched with hulls from the mainland . . . hulls like *Hammerhead*, *Clipper* and *Top Flite*. What a race that would be!

**Auckland Record Runs**

At Auckland the last record runs of the season netted a new 225 CI Vee-Bottom record. Roy Draffin, driving Frank Tapper's *Puddy Tat*, tacked another 8 mph on to Wellingtonian John Hogan's previous best. The run was made in unfavorable conditions, heavy seas and a high wind. The new figure is 50.5 mph.

This Augustin hull has been raced by Frank and Roy for a couple of seasons. Despite several severe mishaps at odd times, it has steadily gone better and better. Dodge powered, the installation is a little unusual, but extra neat. The mill is mounted behind the cockpit parallel to the drive, which is passed under the pan and ahead, to pick up a triple chain drive located in a built up casing at the front end.

Same day Laurie Walters had another go in the 91 CI Vee-Bottom class, attempting to life his earlier figure, but missed out by a very small margin.

Len Southward's record attempts during the last season seem to have stirred the local boys along quite a bit, as the bug has bitten boaties all over the country. Dam near every weekend new figures are reported . . . in fact it's getting hard to keep up with just what-is-what now-a-days.

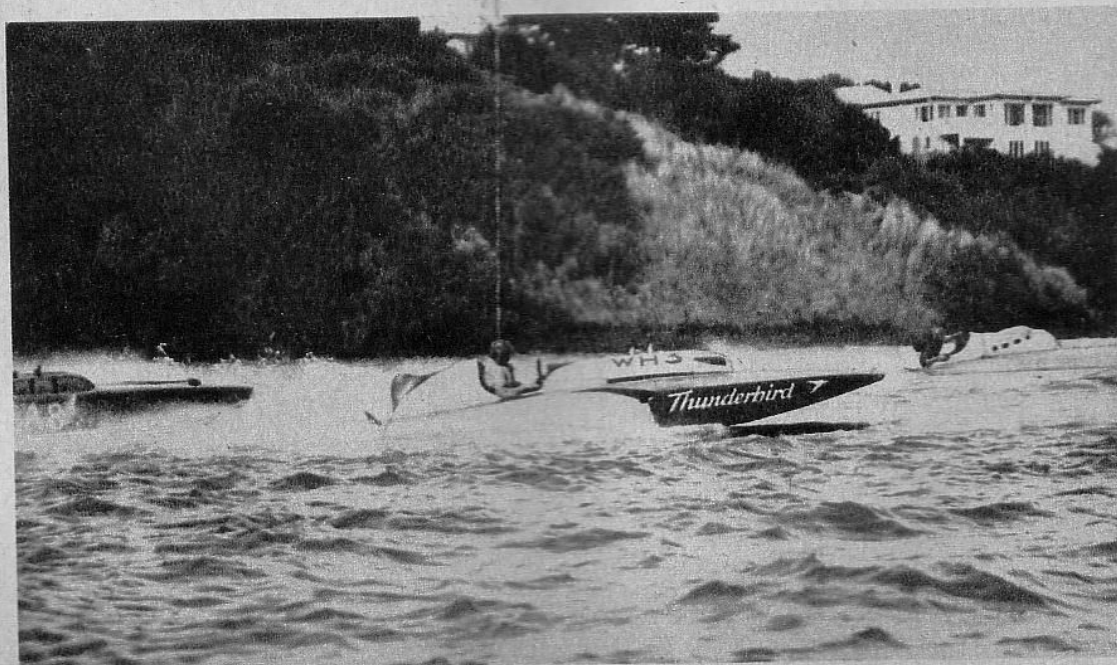


Doug Syme's "Pacific Spot," the Australasian 91 CI Vee-Bottom record holder. Star-Sun photo.



"Tempest V," the new 225 CI Hydro record holder, looks very much like a Champion Boat design. Green and Hahn photo.

A bit of choppy going. "Super Sonic," "Thunderbird" and "Saga" on Macsim Cup day. Auckland Star photo.



# Detroit Memorial



The "135's" hit the line. LOOK at that prop rider in the lead.

By GEORGE VAN

Photos Courtesy Detroit Times

EVER since Stanley Sayres took the Gold Cup out to Seattle in 1950 the old mug has become sort of a holy grail to the local speedboat gang. They want it back so badly you can almost feel the tension whenever one of the local unlimited boats is taken for a trial on the Detroit River. It's really never been any different. They'll maintain the quest until it's back here. It's happened before. When it was taken East years ago, Horace Dodge brought it back after a strenuous campaign on the part of the Detroit gang. It happened again when Guy Lombardo took the mug East. Danny Foster returned it in 1947 with the Dossin Brothers' *Miss Peps V*.

### Gold Cup Preview

When the Unlimited, or Gold Cup speedsters, made their 1953 bow in competition here in the Detroit Memorial Race, those who came down to the river bank were looking ahead to the Gold Cup at Seattle, August 9th. This was the Seventh Annual contest for the Detroit Memorial, conducted each year by the Detroit River Racing Association, which by the time this appears in print will be known as the Windmill Point Yacht Club.

### Good Weather—Good Show

By all counts, it was a perfect regatta. The waters around the course were smooth. Just enough of a ripple in the light, down-river breeze to avoid an oily calm. The events were flawlessly handled. There was no confusion in the pits, in the press box or on the course at any time. There's a lot of know-how in the DRRRA with guys like Ed Hiller, Jerry Gunn, Al Smith, et-al running the show. They've been at it for some spell.

There were all kinds of thrills out on the Detroit River for the speedboat bugs and the police estimate that over 75,000 attended the regatta. But most of the crowd went home in a bit of a funk. At least, that portion of the turnout who were looking ahead to the Gold Cup Races. The big boats didn't go fast enough. They didn't show speed that could beat a *Slo-Mo-Shun*.

### Foster All the Way

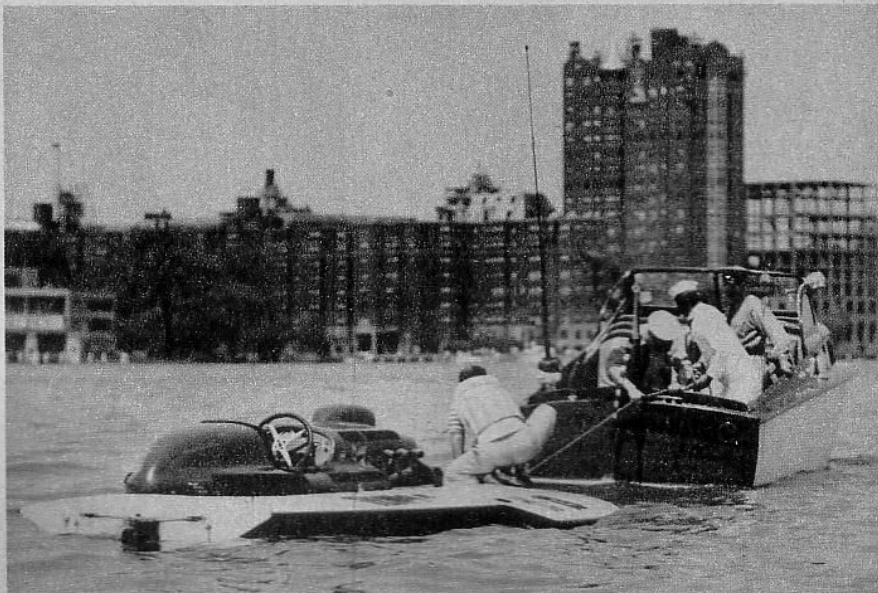
Danny Foster, the "old pro" of speedboat racing, now 36, who has taken everything in Unlimited Class racing with the exception of the Harmsworth, won the Detroit Memorial Race with Albin Fallon's *Miss Great Lakes*, a 3-pointer, built by

Danny Arena and powered with a single Allison. The old redhead of the race courses won practically as he pleased. He isn't one to burn up a boat. They say of Foster, "he makes the boat, the boat doesn't make Danny." He took the first 15-mile heat around the 3-mile course with a 90.163 mph average. His fastest lap was the second 94.987 mph. He won the second heat at 84.575 mph with a best lap of 88.867 mph, the first. The third gave him a winning clocking of 84.772 mph and his first lap again was his fastest—84.772 mph.

### Two New Crusts

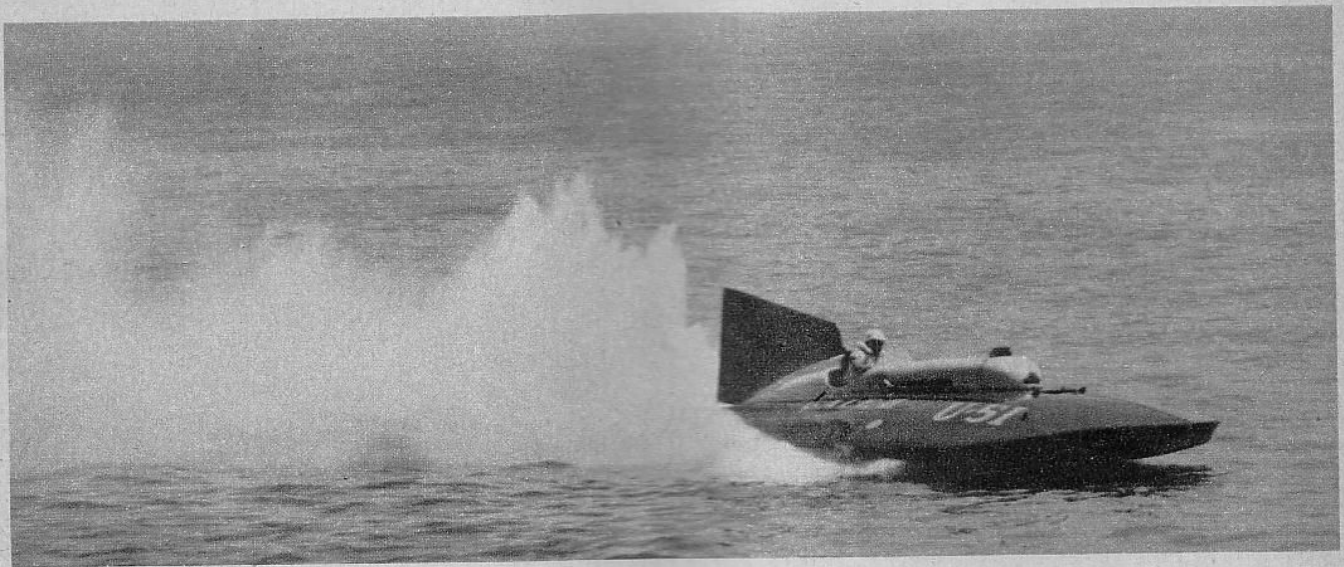
Inasmuch as there had been no unlimited class racing anywhere so far this year, all

A broken oil line put Guy Lombardo's "Tempo Jr" out of the running in the Seven Litre Race. Driver Danny Foster accepts a tow.





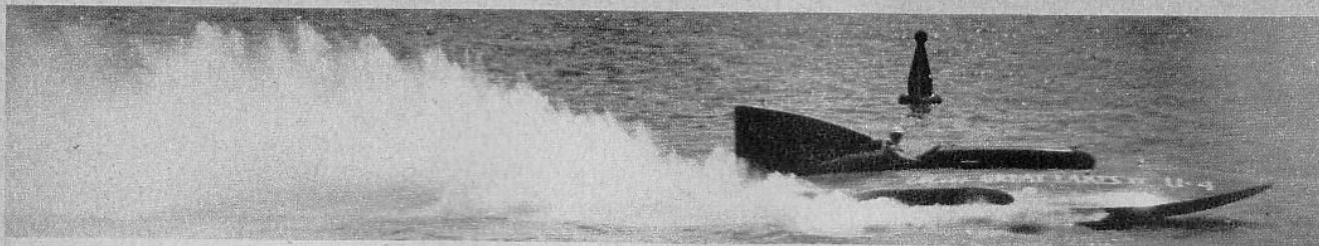
The "266's" get away. That's the Hotel Whittier at the extreme left. Spectators at this point of vantage have a wonderful view from grandstands.



Schoenith's "Gale II."

Start of the Detroit Memorial. "Such Crust III" in the lead followed by "Miss Great Lakes II" and "Such Crust V."





The winner—"Miss Great Lakes II."

entries had to turn in a qualifying time of 60 mph or better. Jack Schafer has two new *Such Crusts*. Chuck Thompson, who drove the now retired Dossin Bros. *Miss Pepsi* with her two Allison's, is handling *Such Crust III*. This 3-pointer, built and designed by Les Staudacher of Bay City, Michigan, also has two Allison's in line. She's a whopper, 34 feet overall and has a beam of 14 feet. Part of her port sponson (18 inches) is removable so she can be trailered down highways legally. "Wild Bill" Cantrell is driving Schafer's other *Crust*, *Such Crust V*, a 3-pointer with a single Allison, also from the board and hand of Staudacher.

#### Qualifying

Wednesday before the Fourth of July, first trials were held. Cantrell coasted around the course with *Such Crust V*, and although he never raised his hand signifi-

ing that he was going to make his three mile run, was given a 70 mph average. Lee Schoenith, son of Joe Schoenith, with *Gale II*, buzzed around to qualify for the single 3-mile lap at 81 mph. Thompson brought out *Such Crust III*, but failed to finish a first lap. It was pretty choppy. Something went wrong with the "Third's" prop assembly. Foster took a gander at the rough water and said he'd make his trial just before the first heat on the Fourth. He qualified at 80.53 mph and Thompson put *Such Crust III* in at 71.179 mph.

#### Great Lakes by a Mile

The start, like most of the getaways for the juggernauts, was a thriller. *Miss Great Lakes* was first over ahead of *Such Crust III*, but *Gale II* and *Such Crust V* weren't 50 feet behind. Foster tramped on *Miss Great Lakes* going down the American side of the Detroit River opposite Belle Isle,

and came out of the first turn nearly a quarter of a mile ahead. That was it! He made every lap a winning one and was more than a mile ahead of Cantrell with *Such Crust V* at the finish. *Gale II*, riding in second place until she reached the backstretch of the last lap, limped in third. She had engine and propeller trouble. *Such Crust III* with Thompson in charge lasted only until the end of the first lap when she lost her prop.

In the second heat *Miss Great Lakes* was again comfortably ahead of *Such Crust V*. *Gale II* and *Such Crust III* both quit on the third lap and neither were in shape to come out for the third start. That left only *Miss Great Lakes* and *Such Crust V* in the 15-mile final heat.

#### A Thriller

Danny and Wild Bill put on a tremendous show for all five laps. Wild Bill had the start by 75 yards, but Danny closed the gap at the lower turn and they went up the backstretch like wild horses in tandem. The crowd loved it! Danny got around the upper turn a wee bit ahead and they roared downstream again past the judges' stand bow to bow. A giant roar from the crowd reverberated across the river. This was the stuff! The veteran pair continued in this fashion for all five laps. At each turn Danny would edge ahead and Bill would catch him on the straightaways. But at the end, Danny saw to it that he was across the finish line first, even though it was a photo-finish from both banks.

#### Crowd Pleaser

The Detroit Memorial was high drama on the river, but it still wasn't the high point in thrills for the day. The 135 cubic inch hydros just about stole the show just after the start of their final heat. Don Wilson of Dearborn, Michigan, who had won the first heat with *Who Dat* at 63.185 mph, was thrown from his boat just after rounding the lower turn. The riderless boat slowed down, but still moved hither and thither around the lower end of the river as patrol craft tried to head it off. Then along came *Snafu* driven by Charley Willin of Detroit, who was trailing in the heat. He picked up Wilson and headed for the elusive *Who Dat*. Willin did an expert job of putting Wilson aboard. It was just like jumping from one horse to another. Wilson jumped into his leaping steed and was off in the race again. But the rules call for disqualification if outside assistance is accepted and Wilson got the official heave-ho. The race was won by Bob Lueckenhoff of Detroit with *Cromium*, second to *Who Dat* in the first heat.

Don Wilson's "Who Dat" served up the fireworks for the 135 race. First in one heat and tossed out of the boat in the second stanza.



Danny Foster, at the extreme left, framed under "Great Lakes" strut and prop, shoots the breeze between heats.



### The 7 Litres Broke Up

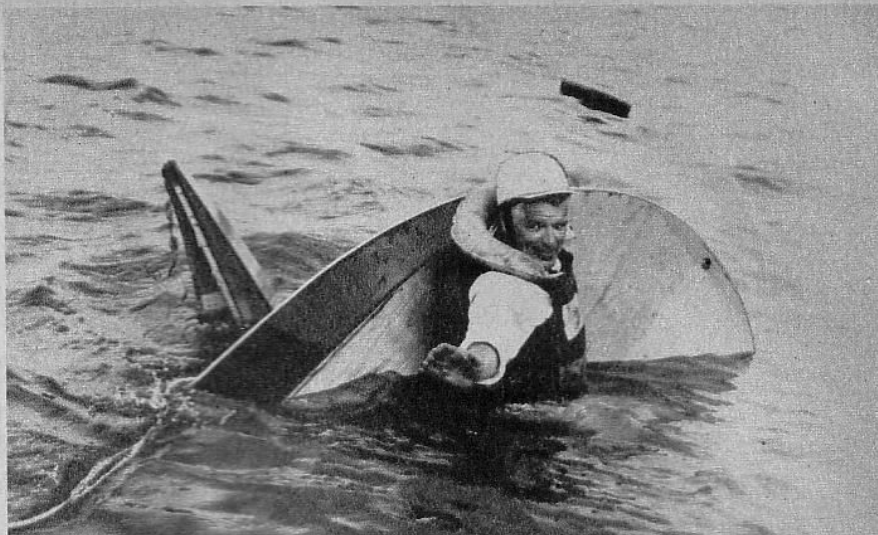
Detroit had twelve of the fifteen 48-cubic inch buzzwagons on the course, but a Cincinnati, Ohio driver, Charles Breen with *Mis Led* won both heats . . . the first at 47.402 mph and the second at 47.759 mph.

Gene Marentette's *Bon Voyage* lost the Seven Litre trophy to Jack Bartlow's *Let's Face It* when the former was disqualified for starting too late in the first heat. Danny Foster drove Guy Lombardo's *Tempo Jr* and Ray Fageol had his *So Long Jr.* out in the first heat, but both failed to finish. *Let's Face It* took the first heat at 48.556 mph and *Bon Voyage* the second at 62.039 mph.

### 266 to Braden

Bill Braden from Canada with *Ariel IV* and Stuart Wilson's *Fo Mo Co* of Dearborn each won a heat in the 266 division, but the latter won the prize with the faster time. Wilson had 70.901 in the first heat while Braden won the second at 69.971 mph. Gandy Brockman topped the "225's" with *Ballyhoo* taking both heats at better than 60 mph.

This was the shakedown, the trial under fire for the Motor City challengers for the Gold Cup . . . with just a month to go before the big race at Seattle. Watch out for the fireworks on Lake Washington.



Russell Wainscott from Pontiac, Michigan, patrolling at the Oakland County Boat Club Race on June 28th made this fine shot of Chuck Hunter. Chuck nearly lost his "225" Hydro "Miss Columbus" when a spinnaker came off. He was running again in the Detroit Memorial Race.

## ON THE CONTINENT



Franz Liuzzi in his Monocoque F Service Runabout during his straightaway run to a new record of 59.5 mph. On the following day he averaged 53.69 mph for a 24 mile run. Photo by Leveque, Paris

**T**WO new World's Records for the "F" Service Runabout International Class have been approved by the U. I. M. On May 1st, Franz Liuzzi broke the straightaway record at Herblay, France. The French driver averaged 59.5 mph which removed from the books the 57.1 mph record of American Edison Hedges, established in

1951. Liuzzi drove a Monocoque F.L. "Prince de Monaco Model" powered with a stock 2800 cc. BPM marine engine.

On May the 2nd at Sartrouville on the Seine, Liuzzi broke the 24 statute mile endurance record for his class, averaging 53.69 mph. The old record established in 1950 was 42.9 mph.

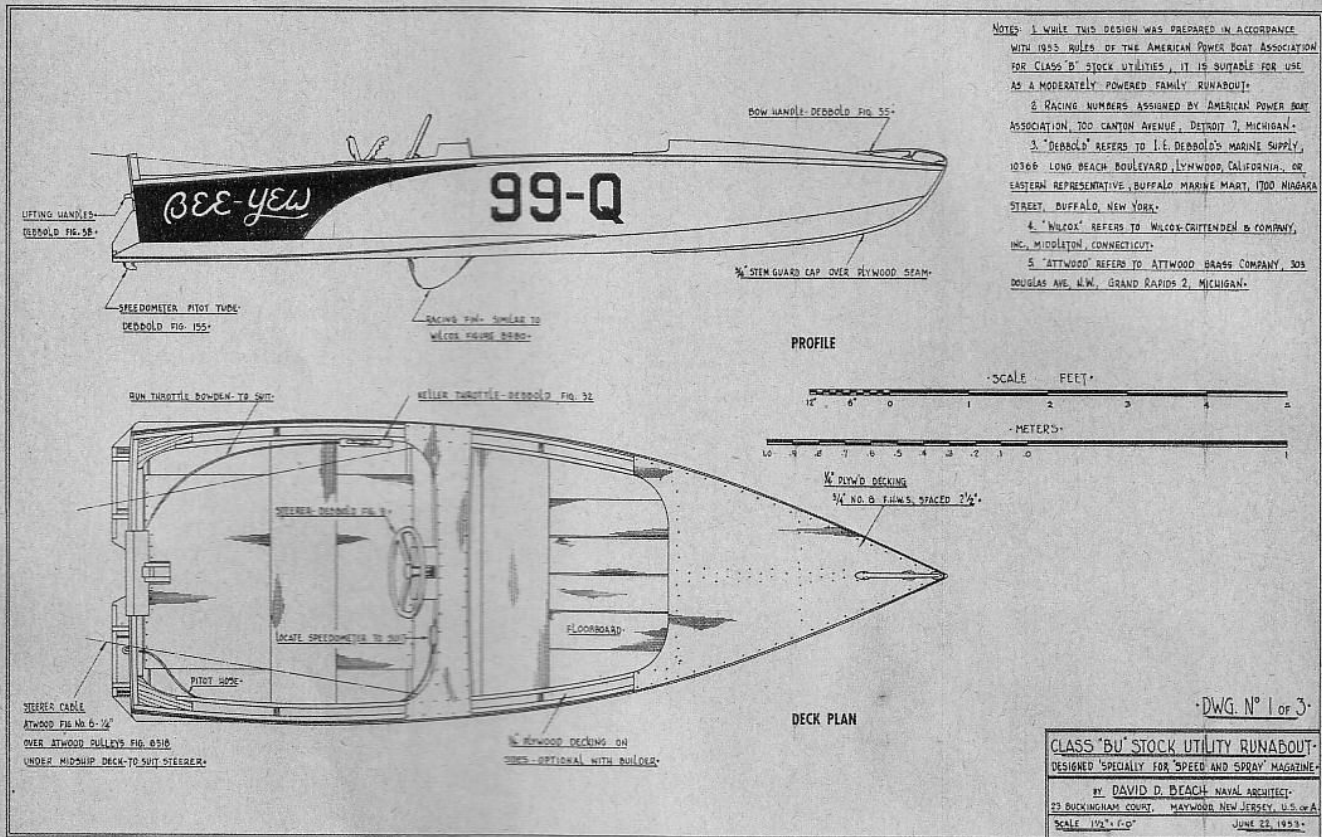
By MICHELE VERNOLA



American Edison Hedges driving the previous F Service record holder "Red Eagle." This is Seabrook hull powered with a Gray marine motor. His record was established in 1951.

# Building BEE YEW

By DAVE BEACH



**WANTED**—A fast family runabout that will go like a bomb and measure up for "B" Stock Racing . . . must be adaptable for family cruising and water skiing and roomy enough to use on an occasional fishing trip. Send details and specifications to Water Sports Enthusiasts. General Delivery Everywhere.



Outboarding family style. With a Mark 20 Mercury supplying the power this 14' Dunphy sport runabout illustrates today's trend. Our Bee Yew isn't as large and roomy as this one. Photo courtesy Kiekhaefer Corporation.

**BEE YEW** is the answer to that want ad: Our new design is a *Utility Runabout*—A casual glance at the plans might lead to the idea that this is a racing craft . . . and that observation would be true EXCEPT that *Bee Yew* is more than that . . . It's a useful fast family runabout as well.

Let's glance at that word "utility." Noah Webster says that utility "is the quality or state of being useful—has the power to satisfy human wants, and denotes happiness; the greatest good or happiness for the greatest number." Our stock utility runabout fits right in with every part of this definition. *Bee Yew* is a versatile boat. It is a practical design for an afternoon's pleasure jaunt for any one or all of the family . . . and at the same time will hold its own in the popular sport of stock outboard racing.

As perhaps the reader knows, Stock Outboard Racing is that name given to competition between "off-the-shelf" boats and motors, without modifying or otherwise souping-them-up for racing. Because of the excellent competition and spirit that exists within the groups that race these combinations, and because of the ready



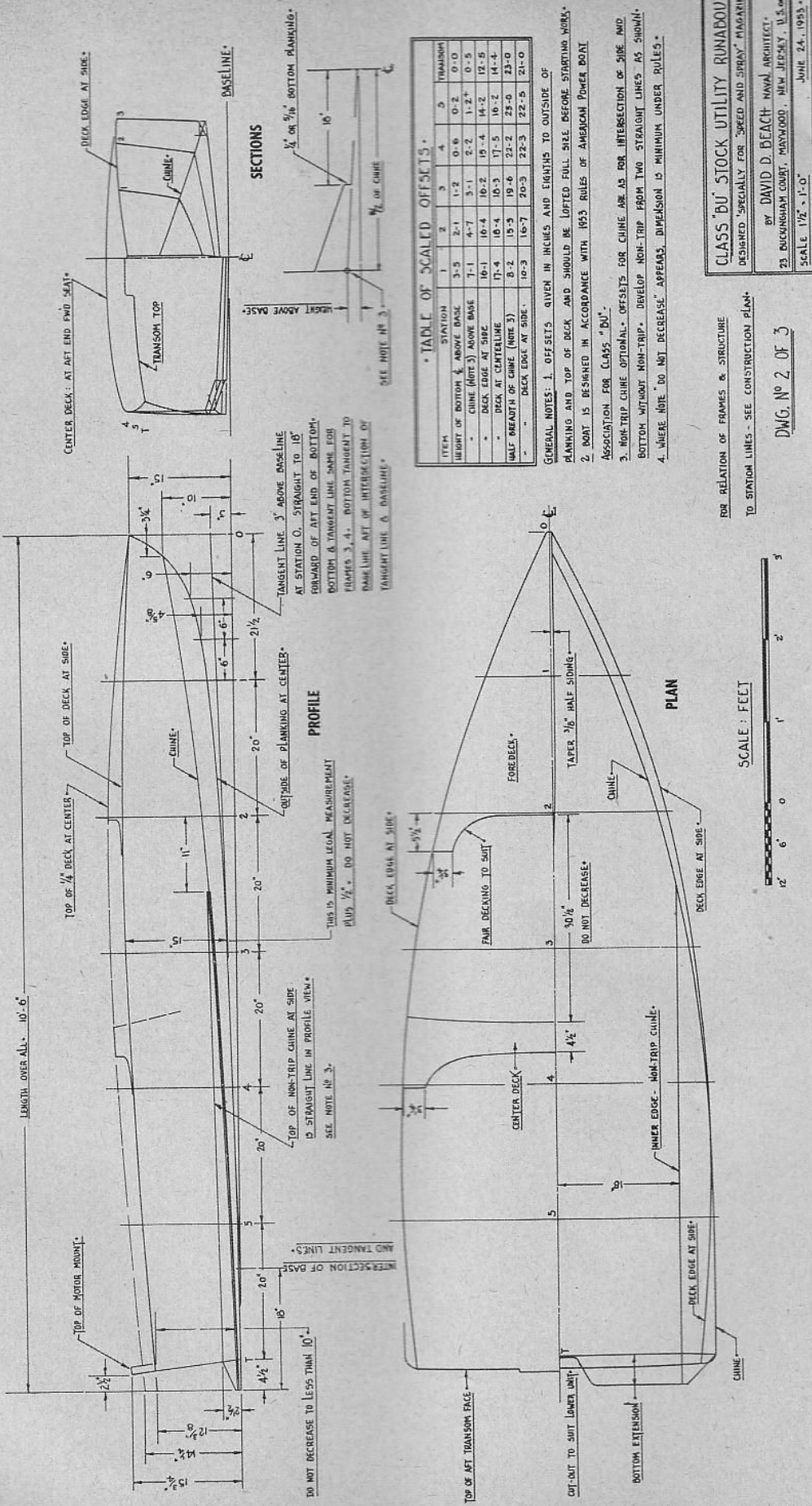
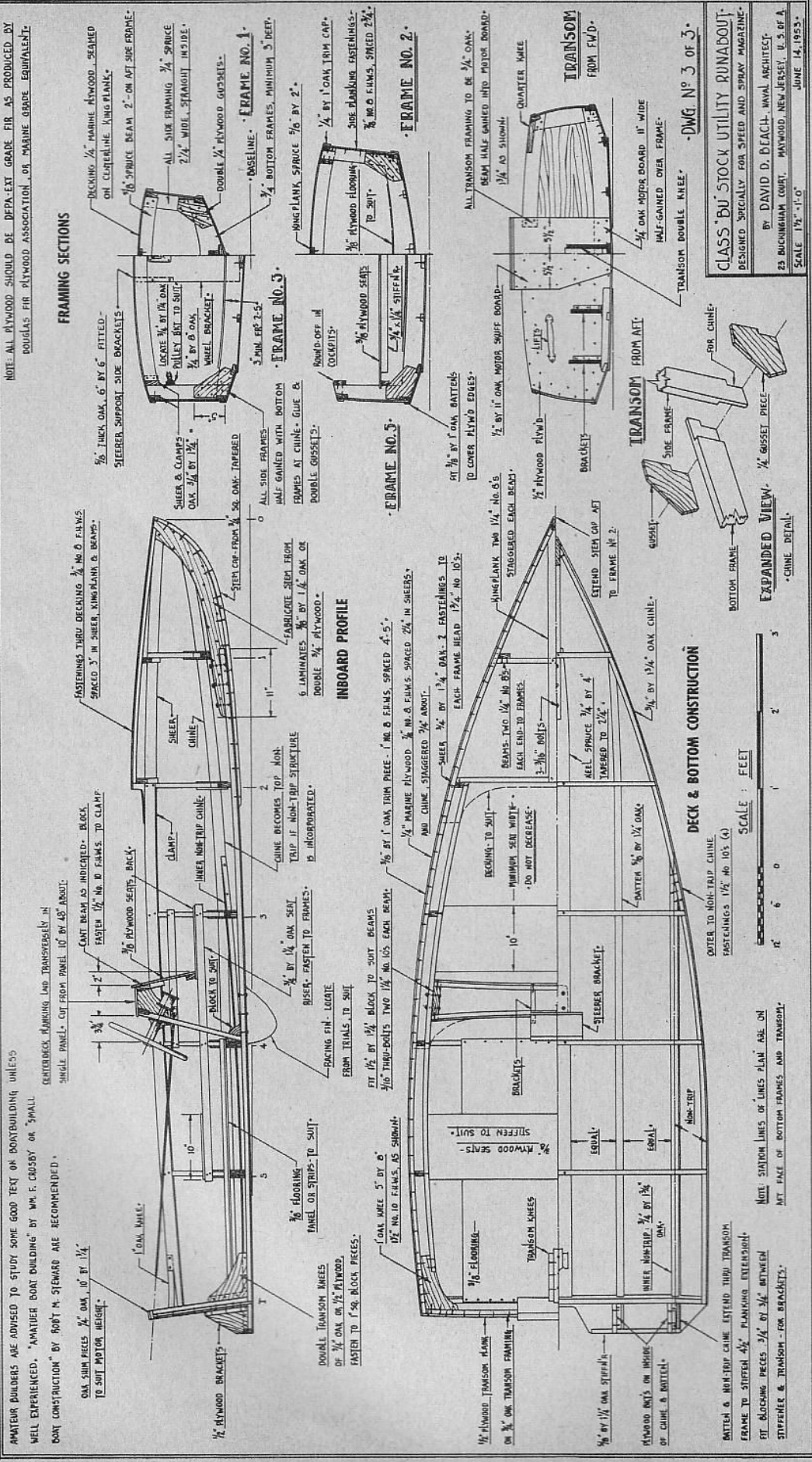


TABLE OF SCALED OFFSETS.

ITEM	STATION	1	2	3	4	5	TRANSOM
HEIGHT OF BOTTOM & ABOVE BASE	3-5	2-1	1-2	0-6	0-2	0-0	0-0
- CHINE (NOTE 3) ABOVE BASE	1-1	4-7	5-1	2-2	1-2+	0-5	
- DECK EDGE AT SIDE	16-1	10-4	10-2	19-4	14-2	12-5	
- DECK AT CENTERLINE	17-4	10-4	10-3	17-5	10-2	14-4	
HALF BREADTH OF CHINE (NOTE 3)	8-2	15-3	19-6	22-2	29-0	23-0	
- DECK EDGE AT SIDE	10-3	10-7	20-3	22-3	22-5	21-0	

CLASS "BU" STOCK UTILITY RUNABOUT<sup>®</sup>  
 DESIGNED SPECIALLY FOR "SPEED AND SPRAY" MAGAZINE  
 BY DAVID D. BEACH MARINE ARCHITECT,  
 23 BUCKINGHAM COURT, MAYWOOD, NEW JERSEY, U.S.A.  
 SCALE 1/8" = 1'-0"  
 JUNE 24, 1993.

FOR RELATION OF FRAMES & STRUCTURE  
 TO STATION LINES - SEE CONSTRUCTION PLAN  
 DWG. NO. 2 OF 3



availability of both boats and motors, stock utility combinations far outnumber any other group of race boats. There are other reasons for this popularity, and one of these is that the boats and motors used provide boating recreation for all members of the family, including the single occupants who race them.

While there are many times when Dad will want to take the family boat to troll for bass or anchor out by the bell buoy when the snapper blues are running, there are equally as many times when Sis and her boy friend will want to water-ski or aquaplane in the harbor or out on the lake. Some times, no doubt, the boat will be loaded to the sheer strake with picnic supplies and gear as Dad, Mom, Sis and Bud take off for a day up the coast at a favorite little cove or out on the lake to a particularly nice island. Then, in the midst of all these activities, can come those days when Dad and Bud put the boat on its trailer, hook the rig to the hitch on the car and take off for some regatta or marathon race.

All these activities with the same boat!

So now, let's look again at the drawing at the top of the article. For the time being, ignore the racing number painted conspicuously along its side—but consider it from your own particular point of view. The drawings show a typical outboard hull with a moderate foredeck, a short deck amidships just aft of a wide forward cockpit and forming a back for the forward seat and a mounting for the centrally located steerer. The aft cockpit contains a single seat to which, if desired, may be fitted a back rest. Everything else is typical of the many little outboards which buzz around on waters in every part of the country. It's fairly easy, then, to picture this boat being used for fishing, towing a skier, or just for riding around in, isn't it?

You'd like to own one like it?



A good "BU" Runabout is an all around sports boat. This is the 14' Switzercraft with the Mercury Mark 15 on the transom. Kiekhaefer Corporation photo.

That's an easy-to-accomplish desire. Why not build one? The plans are all here, and that's the first step. Building a "B-U" boat is an excellent cellar or garage project for the coming winter. A project that can be shared in by the entire family and one that will pay off the hundred and fifty odd dollars that are spent in materials and hardware with untold hours of enjoyment.

There is about eighty to a hundred hours of amateur builder time required in the building of this design, and about a hundred and fifty dollars (give or take a few) in the plywood, lumber, fastenings, basic hardware and paint needed. Spread those out over the coming months, and the strain on the family budget is almost not even worth thinking about.

(Hey, Bud—if you need another argument to convince Dad, tell him that it'll keep both of you occupied at home for a good while . . . and, "gee whiz, Dad, be-

tween us we spend almost that amount on the office bowling league and my movie and soda dates.")

O.K., then—it's settled—you're gonna build a boat. How to start? Well, first you ought to have a material list so you can drop off at the lumber yard and order the stuff. Then, you should write some letters to the hardware suppliers listed on the first drawing. Tell 'em you're building "Bee-Yew," the boat in *Speed and Spray*, and that you want the price or the name of the dealer nearest you who can supply the items mentioned. Writing the letters is easy enough, but preparing a material list is something else again.

If you'll pardon a little aside in Naval Architectural philosophy, I'm not being lazy by not including a material list with this article. It's been proven to my own personal satisfaction that too often potential builders will take a material list to their lumber yard, and start building the boat before they actually know what they're doing. Before starting, you should have a good idea of what the structure will be, how to fabricate the individual parts and how to assemble the parts into sub-assemblies; and those into the completed boat. Call it "preproduction planning" if you want a high sounding name—but it boils down to one simple fact. By poring over the drawings to figure out just how much stock to buy, you can't help thinking about and solving the many little questions of boat building. You've considered every frame, every gusset, each batten, all the plywood, and even counted fastenings. You've visualized all of the pieces going together and even thought about the color scheme for the finished boat. Perhaps you've written to Carl Johnson, the Executive Secretary of the A.P.B.A. for information on how to join, so you can get a racing membership and number.

In any case—I've made my point—by not furnishing a material list, I've made each prospective builder aware of what he's going to do.

Here's the beautiful new "Penn Yan," a round bilge utility boat powered with the Mercury Mark 15. Cruise them, take them fishing or join stock racing. Outboarding is the rage today. Photo courtesy Kiekhaefer Corporation.



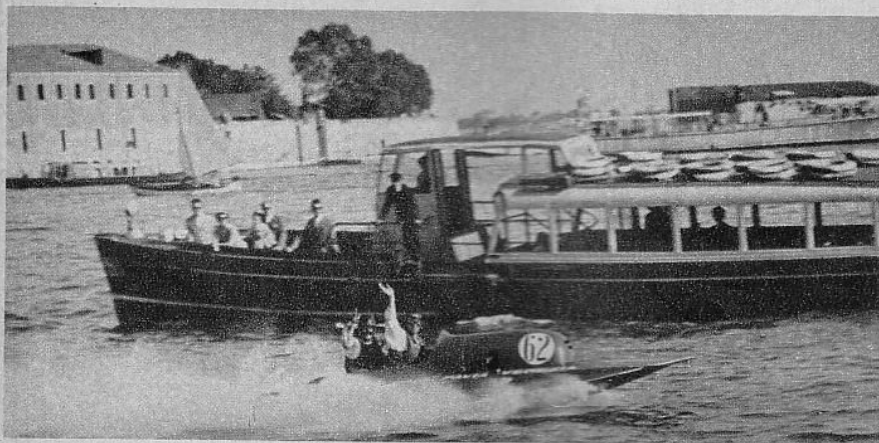
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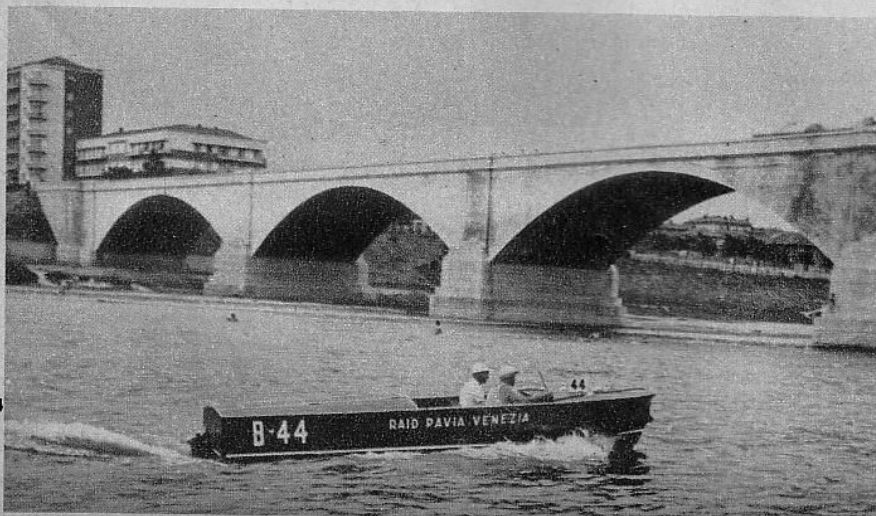
# Pavia-Venezia THE WORLD'S LONGEST RACE

Rivolto and Molli, the winners of the world's longest power boat race, are still capable of smiling after five hours and forty-one minutes of gruelling racing down the River Po in Italy. Rather cramped quarters in the cockpit of a racing hydroplane built to carry just one man, but the rules of the race require a driver and mechanic. This is the Bay of Venice, one of the oldest and most famous cities in the world. Note the spectator gondolas at the finish line, and in the background the St. George Cathedral.

The Italian Navy entry finished second. Lieutenants Valli and Proto in the Abbate-BPM 800 kg. racer. The Italian Navy sponsors a racing boat training program for officer candidates.



Aguzzi Achille in his Baglietto runabout powered with the Alfa Romeo 2500 cc motor cruising up to the starting line at the bridge at Pavia. The water was so low that the swimmers seen near the bridge could stand waist deep.



By MICHELE VERNOLA

Illustrated by Foto Sport—Milano

IT'S 433 kilometers between the cities of Pavia and Venezia on the main Italian river, the Po. That's the course of the world's longest boat race, an annual event open to both outboard and inboard powered boats. Translated into the English system of figuring distance, this is a run of 268½ miles—a real test of drivers and equipment. Spectators crowd both river shores as the Po winds along through this picturesque part of Italy to Venezia where it unloads its waters in the Adriatic Sea.

This was the thirteenth annual edition of this Italian endurance contest. The smaller outboard classes started at 8 a.m. followed at intervals by the larger displacement boats and the inboards. Achille Castoldi was the popular favorite to break the 64 mph record for the course established by Colonel Gorini in 1938. Sr. Gorini set up this record with his "Hydro-Sliding" boat (driven by air propeller). Castoldi driving his *Arno VII*, a 3-point hydro powered with a 4½ litre Ferrari motor, might have broken the record except for bad water conditions. *Arno VII* with a potential 95 mph over some of the course, like many another unfortunate, wound up on the sand bar for the water level of the Po was 2 meters below normal.

Although Gorini's fifteen year old record still stands, the record for boats with submerged propellers was exceeded this year by Renzo Rivolta. Pina Cape set the old figure in 1938 of 43.4 mph. Rivolta driving an Abbate hull powered with an 800 kg BPM averaged 47.1 mph for the 268½ miles. This remarkable time by a 2800 cc powered hydro does not reflect full credit to Rivolta who lost forty five minutes when he stopped to repair a water pump. In fact, the new record holder averaged 59 mph over the first quarter of the course. Navigational difficulties through the latter part of the race where the water was very low cost him considerable time.

All of our expectations of spectacular performances by the many fast boats entered were blasted by the low water. We expected much from the Toselli brothers, who won the race last year, and from such talented performers as Cometti and Castiglioni, but all of them encountered trouble. At Piacenza, 40 km from the start, Cometti was first, Castoldi 2nd and Berti 3rd. At Cremona, another 30 km along the route, Castoldi was leading, followed by Cometti and Rivolta. Much credit is due the Navy entry of Lieutenants Valli and Berti who finished 2nd and 3rd respectively. Both were driving Abbate hydros powered with BPM engines.

The grand prize for the outboards went to Necchi-Foliani, who beat out all the sports category and the bigger classes too, with a Molinari DU service runabout hull powered with a Mercury Thunderbolt. This outfit posted an average of 37.4 mph, wonderful performance for an outboard powered boat in such a long and grueling race.

**OFFICIAL FINISH (Inboards)**

- 1st—Rivolta-Molli-Abbate-BPM 2800 cc. Class 800 kg. Time: 5h. 41'29". Average 47.1 mph.
- 2nd—Valli-Proto-Abbate-BPM 2800. Class 800 kg. Time: 5h. 57'48". Average 45 mph.
- 3rd—Berti-Landolfi-Abbate-BPM 2800. Class 800 kg. Time: 6h. 6'20". Average 43.9 mph.

**Outboards—D.U. Class**

- 1st—Necchi-Foliani-Molinari-Mercury. D. U. Class. Time: 7h 10'41". Average 37.4 mph.
- 2nd—Negri-Ceruti-Vidoli-Evinrude. Time: 8h. 31'54". Average 31.4 mph.
- 3rd—Guidotti-Guidotti-Donoratico-Johnson. Time: 8h. 32'3".

**Inboards Tourist**

- 1st—Maderna-Brovelli-Franchi-Alfa Romeo 2500 cc. Time: 9h. 16'40". Average 28.89 mph.

This is one of the several grandstands at the finish line in Venezia Bay. The Italian people are avid followers of boat racing and every mile of the 268 mile course from Pavia to Venezia along the picturesque banks of the River Po had its quota of spectators.



This small track or launching way at Pavia transports the racers directly into the water. Riding on this DU entry is Massimo Leto di Priolo, one of the 3 champion brothers.



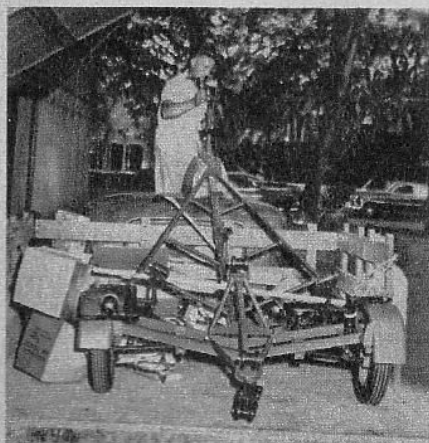
Necchi and Foliani, the overall outboard winners, in their Molinari runabout powered with Mercury Thunderbolt. This team averaged only 10 mph less than the winning inboard hydro.





Aerial view of first start—Classes C, D, and D-1, more than 120 boats taking off.

# Fifth Annual WINNEBAGOLAND MARATHON



Prizes and Milwaukee Sentinel trophies in Classes A and D were held up pending action on protests and were hauled away for safe-keeping. When the final decision on the protests is announced by APBA, the prizes and trophies will be mailed or shipped prepaid to the winners.



Wadhams Division of the Socony-Vacuum Corp. posted an aerial map complete with pictures at the headquarters area. They also furnished kytoons which were flown above the check stations as a guide to drivers.

Stories and Photos  
Courtesy Milwaukee Sentinel

**N**EW champions were crowned and records smashed in each of the five classes in the Milwaukee Sentinel WinnebagoLand Marathon on June 28th. Not a single defender from the four previous runnings of this stock outboard marathon classic was able to repeat.

Nearly ideal weather was responsible for the record breaking spree. A 15 mph north-west wind shifted to the south and practically died shortly after the start, giving all racers smooth water the entire distance up to Fremont and back except for ground swells on Lake Winnebago.

Sunny skies brought out a crowd estimated at 20,000 in Neenah-Menasha and approximately 70,000 in all along the course which extended down Lake Winnebago to Oshkosh, up the Fox River, through Lakes Butte des Morts, Winneconne and Poygan, and up the Wolf to Fremont.

### Switzer All the Way

First to finish in the 92 mile race which drew 272 starters, one less than the record last year, was Bob Switzer, 21-year-old speedster from McHenry, Ill. He whipped his class D-2 rig over the course in 1 hour, 47 minutes and 35 seconds, which is 8 minutes and 45 seconds under the mark set in 1952 by Ray Lenk of Detroit. Switzer's average speed was 51.54 mph.

First across the line at the start, Switzer held the lead the entire way and reached the turn around at Fremont in 55 minutes, far ahead of his nearest competitors.

"Ham" radio operations provided by members of the Neenah-Menasha Amateur Radio Club accounted for close communications between all check points and the headquarters tent at Riverside Park.



**Bailed Out**

On the way back he hit a wave from a power cruiser near Oshkosh which filled his boat and knocked out his motor. Furiously bailing and whipping the starter cord, he sat there dead in the water as Snyder, Robbins, and Adrian closed in. Finally the motor caught and Switzer got underway again without losing his lead. Despite the time out, he finished one minute, seven seconds ahead of the hard driving Snyder. Switzer, boat builder and champion of the Albany-New York Marathon in 1952, was making his fifth try in the WinnebagoLand. He was second in 1951 and conked out after leading the field to Oshkosh in 1952.

**Snyder Second**

Second after Switzer to cross the finish line at Riverside Park was another D-2 entry, Fred Snyder, 46, Lancaster, Pa., who has been piloting outboards for 22 years. Snyder's time was also a record-breaker, 1:48:42, ten seconds ahead of Walter Robbins, Springfield, Mass., and a minute and seven seconds behind Switzer.

Fifteen of the 75 starters in Class D-2 broke the old time record for the class. D-2 racers, as usual paced all other classes. Class D-2 is limited in this race to boats powered with the Mercury Thunderbolt.

**Winners and Times**

Class A—William Smith, Clio, Mich. 2:28:01 (Mercury Motor homemade boat). (Unofficial, subject to protest)

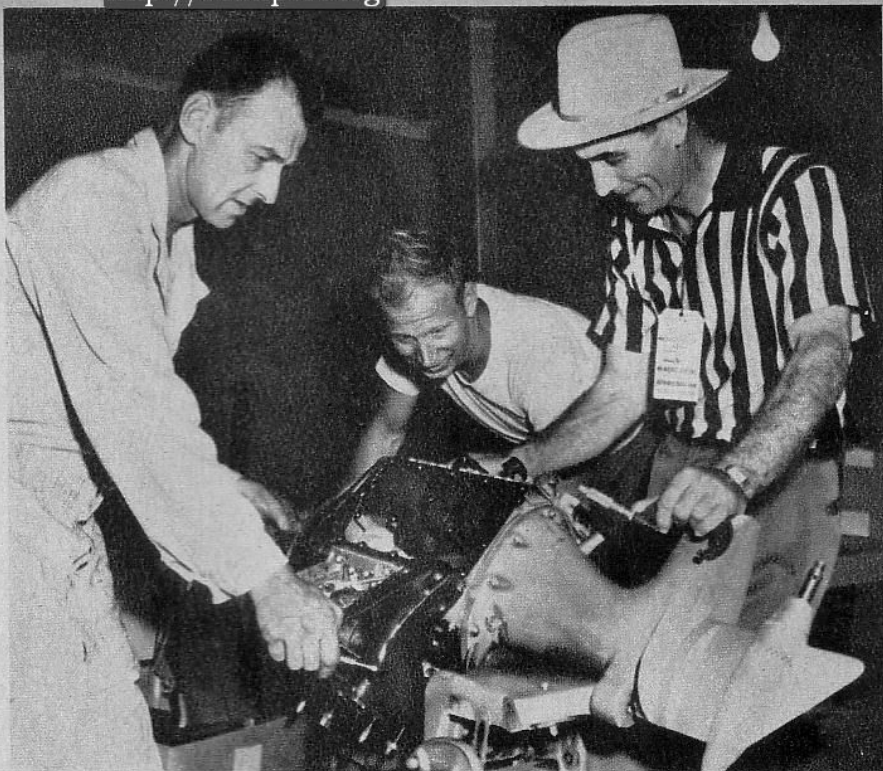
Class B—Dennis Grenier, Howard Beach, L.I., N.Y.—2:09:05. (Mercury-Raveau)

Class C—Lawrence Freeman, Milwaukee, Wis.—2:18:32. (Johnson-Willis)

Class D-1—Robert Murphy, Springfield, Ill.—2:23:58. (Johnson-Speedliner)

Class D-2—Robert Switzer, McHenry, Ill.—1:47:35. (Mercury-Switzer). (Unofficial, subject to protest)

Neenah-Menasha members of Co. 1, 32nd Division of the Wisconsin National Guard did yeoman duty in preparing and serving the huge roast beef dinner at the drivers' party on the night before the race. More than 600 enjoyed the full course dinner at no extra cost other than the regular entry fee. Tickets were given to drivers, their families, and pit crews.



APBA officials conducted an impartial inspection of boats and motors. Shown in action are (left to right) Milt Anderson and Laur Gonia, Chicago, Region 7 officials and Russ Hill, Bellflower, California, Chief Measurer.

**Formal Protest**

Prizes and trophies in Class A and D-2 were held up pending outcome of protests filed by Smith in Class A and Switzer in Class D-2. The inspectors originally disqualified Smith after measuring his boat after the race, claiming his boat did not meet American Power Boat Association measurements. Switzer's motor, a new one, was ruled out because of a technical measurement.

Smith claimed the hull measurements were misinterpreted. Switzer's formal protest stated that the motor still had the factory seal unbroken, and could not have been altered. Decision on the protests may take as long as two weeks.

**One Hundred Twenty-Six "B's"**

In hotly contested Class B, which drew 126 entries, 18-year-old Dennis Grenier of Howard Beach, L. I., outsped another highly touted Easterner, Ronald Zuback, Morgan, N. J., with an average speed of 42.78 mph. Grenier's elapsed times was 2 hours, 9 minutes and 5 seconds, which beat the record set last year by David Smith, Wisconsin Rapids, of 2:25:40. Jerry Van Amber, Lansing, Mich., was third.

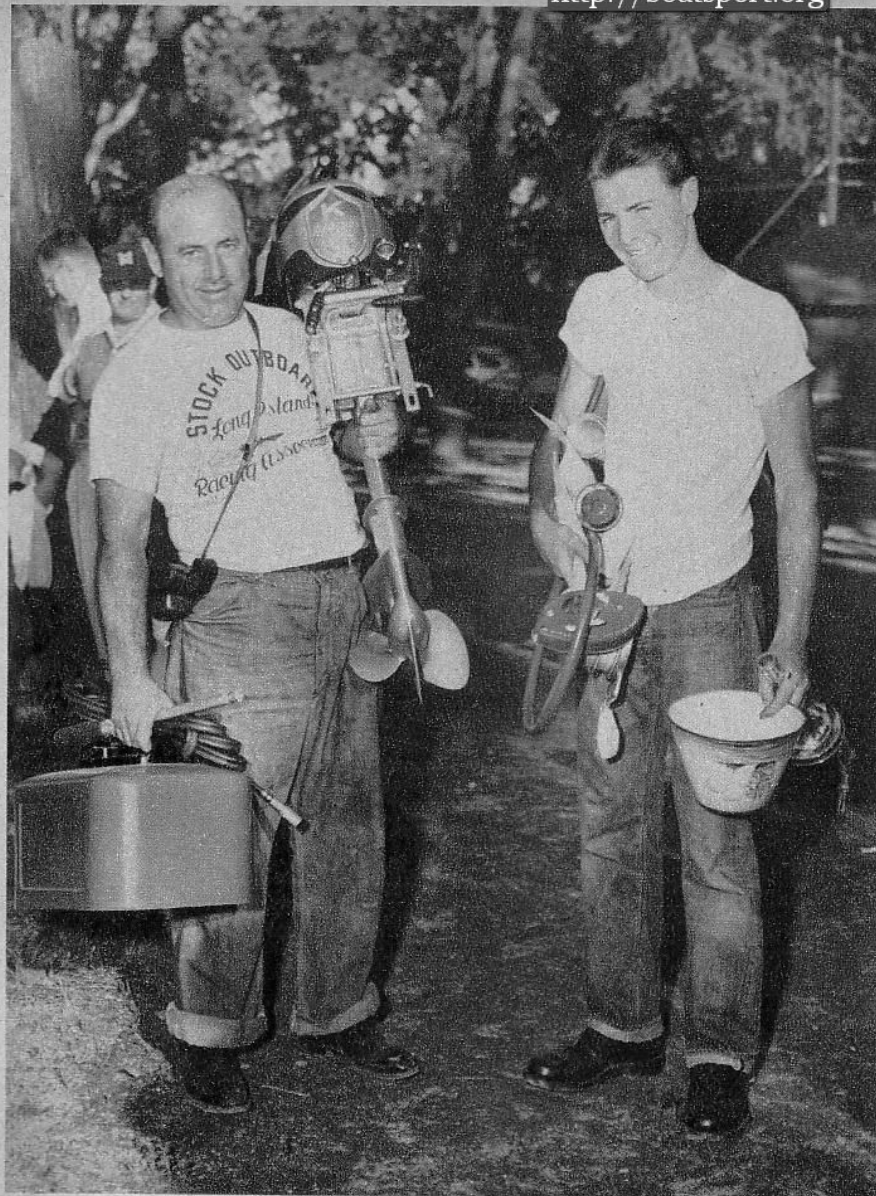
**Unofficial Winner**

Class A, in which the first and second place winners are formally protesting disqualification because of hull measurements, was unofficially won by William Smith, 26, of Clio, Mich., second was Ted Moberg, 9430 W. Cleveland Av., West Allis. Smith's time of 2:28:01 eclipsed the old mark of 2:50:00 established last year by Lloyd Stanley of Petoskey, Mich.

Bud David from Modesto, Calif., driving a Mercury-Rockholt combination was third in the field of 30 to finish, but will be adjudged winner if Smith's and Moberg's protests are disallowed. Lee Mei, Grand Rapids, Mich., was next to finish in Class A, with second place hinging on the outcome of the protest.

Only Home State Winner

Only Wisconsin contestant to win a title was Lawrence Freeman, 18, of 3606 W. North Av., Milwaukee, who led 20 other Class C starters across the line in the record time of 2:18:32. He unseated J. Bernard Abrams, Wilmington, N. C., who set the previous record of 2:35:29. Charles G. Olson of Antigo took second in the class with Ken Dreusicke, Wautoma, third.



Class B champion, Dennis Grenia, Long Island, N.Y., (right) needed the help of a friend to carry some of the numerous prizes he won.



Class D-1 champion Robert Murphy receiving his Milwaukee Sentinel trophy from Tom Johnson, Sentinel Marathon Editor.



Larry Freeman, the Class C winner steps up to collect his trophy from Tom Johnson. In the background is Carlton Foster, of Dunphy Boat Company, Prize Chairman.

Jack Hewitt, (in striped shirt) Winneconne, Wisc., general chairman for the 1953 event, displays one of the first place Sentinel trophies to admiring drivers and their families. All of the \$5000 in merchandise and trophies was on display at the race headquarters site.





**Murphy Wins D-1**

Class D-1, a special division limited to D Class Johnson and Evinrude powered boats, mustered a field of 20 starters. The winner was Robert Murphy, Springfield, Ill., in 2 hours, 23 minutes and 58 seconds, exactly 6 minutes under the mark set last year by Art Siebold, Oshkosh, who took second this time. Third was Ralph Davis, Milwaukee, Roselyn Lebail, the racing mother from Kenosha, was far down in the standings but finished in 3:01:23.

**Police Boat Welcome**

A welcome sight to the drivers who overturned or ran into trouble was the Neenah Police boat. Piloted by Chief of Police Irv Stilp, it was a floating command post for a fleet of six boats, an airplane equipped with radio communications and other auxiliary boats and planes flown by Civil Air Patrol members.

Typical pick-up procedure was followed Sunday morning after Bruce Hanson, Berlin, spilled on the straightaway past the lighthouse point.

Spotters noted the spill about a mile off the starboard, and Chief Stilp set a course for it. Other boats were hovering around as the police boat pulled up. Two swimmers, equipped with life jackets, went over the side and fastened winch hooks on the craft which was upright but full of water.

A big suction hose was dropped down into the cockpit and the water pulled out. Hanson himself was in no trouble.

**Few Mishaps**

A crack-up, one flip and a runaway boat was the remarkably small score of trouble at the start.

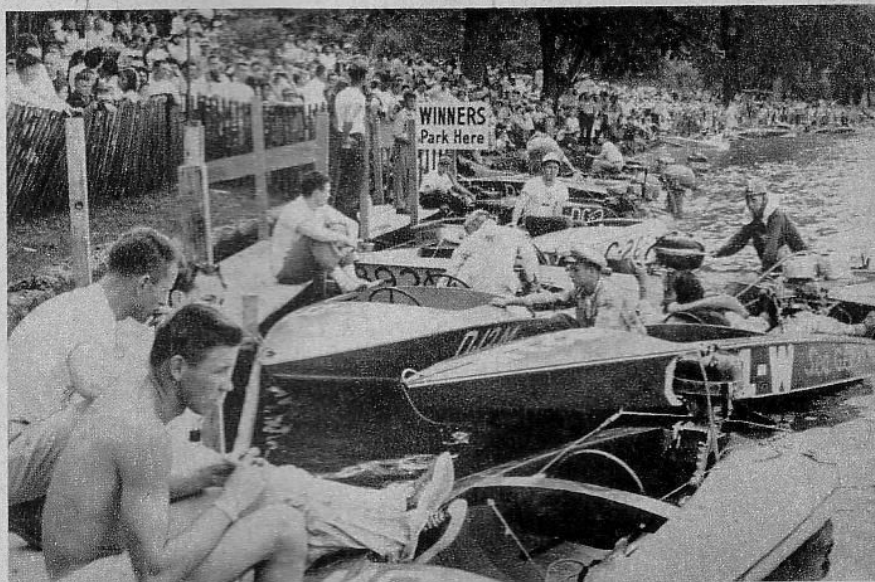
Don Bonsecours, Cheboygan, Mich., got caught in the whirling melee at the start for Classes C, D-1 and D-2 and went over. Ten minutes later when the smaller Classes A and B whipped up the harbor, John Jordan, Freeport, Ill., and Dick Willett, Chicago, crashed. They were rescued by patrol craft and neither was seriously hurt.

Shortly after all the boats were sent away, Dick Zuelke, Milwaukee, jumped from shore into a runaway boat that had not been entered. Ronald Hoffman, Menasha, had been flipped from the boat while driving it in the harbor and the boat continued running, circling the harbor and menacing other craft.

Zuelke was able to stop the motor while Hoffman was picked up by patrol craft.



Entrance to Riverside Park. Neenah police directed all drivers to this entrance. The entire pit area was fenced off with ample room for cars, trailers, and rigs. More than 1000 additional feet of docking were added to the pit facilities for the 1953 event. The official welcome committee, headed by Don Colburn, executive secretary of the Neenah-Menasha Chamber of Commerce, co-sponsors of the race, passed out souvenirs of the Twin Cities, drivers' T-shirts, drivers' party tickets, and directed contestants to their parking areas for their cars and right as they entered park.



Winners' dock and a view of part of the tremendous crowd that jammed Riverside Park to see the start and finish. Spectators and this natural grandstand got a close up of the winners.

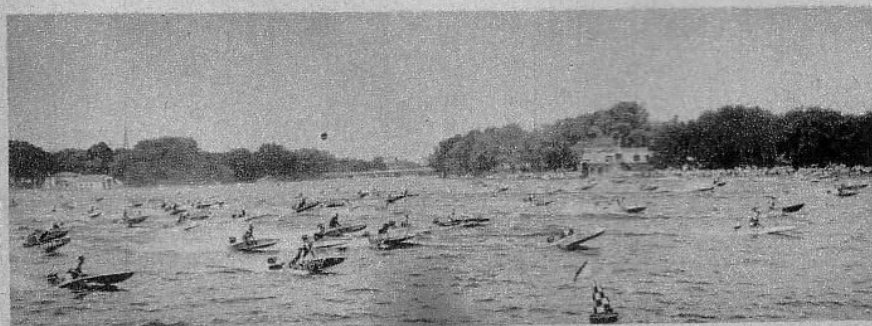
From the shoreline—the start of Classes A and B—totaling 150 boats. (Keikhaefer Corp.)

**Radio Coverage**

Reports on the progress of the race were radioed into the judges stand through a network established by Neenah-Menasha and Oshkosh amateur operators Sunday.

The civil air patrol observed from the air while the Neenah police department and volunteers from towns along the route patrolled the course.

The marathon, co-sponsored by the Neenah-Menasha Chamber of Commerce with the cooperation of the Wisconsin Stock Utility Outboard Racing Association, was sanctioned by the American Power Boat Association whose officials inspected hulls and motors after the race.



# The Pan American

By ELLIOTT HEBERT



The coveted Regal perpetual trophy. L to R, Ed McCoy of Regal Brewing Company, the Regatta Queen, Lucy Fertitta, Bobby Bourcq, and Jim Retif. One more win for "Nehi" will retire the mug.

Both defenders kept their crowns, but the *Me-2* of New Orleans did so only with a squeak and a sigh. In the first E Service Inboard heat it was apparent that Dave Young's new and sleek *Swamp Fire II* was a boat after a driver's heart. Running in its first sanctioned race since completion, it outstepped the crippled *Me-2* with Bourcq at the wheel. The spanking new engine of the *Me-2* was a wreck—from lack of clearance to withstand speed.

In the second heat the *Swamp Fire II* faced even stiffer competition from the fast running *Miss-Me*, driven by Bill Engel of Washington, Pa. Again the *Swamp Fire* won by lengths, but driver-builder Dave Young could only nurse his boat to 50.517 mph somewhat short of the *Me-2* record.

The two heats of "135" brought the spectators to their feet. With an entry of nine boats the lake soon churned into an inferno of spouting rooster tails. It was Bourcq all the way, but only after a two heat duel with longtime rival E. A. Letarde of Amite, La. in his new *O.K.* Retif and Bourcq are apparently out to retain that U. S. No. 1.

*Miss Nehi* wasn't right in practice spins so the crew shingled up the sponsons, just a hair—just two small pieces of wood screwed to the aft end of the runners. The result—a boost of 5 mph in speed.

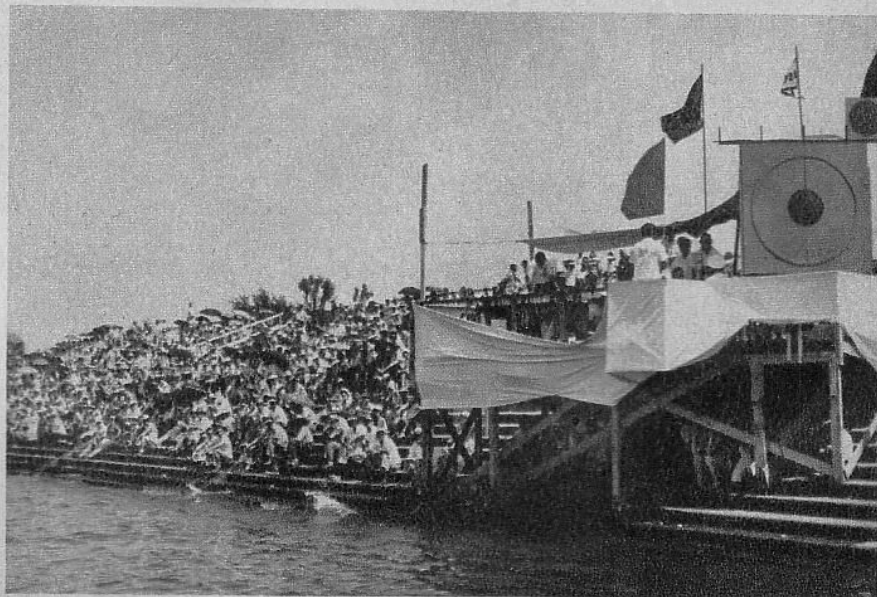
**Y**OU should be proud of your regatta. It has made more progress toward leadership in the nation's racing events in the last few years than any other 5 regattas." That's what Jack Horsley told 75,000 seawall spectators at the 8th annual running of the Pan American fixture. Fine praise from Horsley, Past President of the A.P. B.A. and the referee of this year's two day race on spacious Lake Pontchartrain on the fringes of New Orleans.

One hundred and five drivers representing nearly 150 boats turned out for the 36 heat program. When the sun set on the lake on June 14th, the statistics showed that hero honors were due at least a dozen drivers, one of whom established a new record. There was excitement a plenty. Ten boats dumped their jockeys into the warm water; one outboard ran wild for five minutes to provide a thrilling show, but not a single injury marred the long "perfect safety" record of this annual regatta.

Interest in two of the scheduled races reached the boiling point a week before race day. One was the E Service Runabout class in which a brand new boat from New Orleans and a fast old boat from Pennsylvania would be gunning for the world's record of 52.203 mph set by John Oatis' *Me-2* at the 1952 regatta. The other was the 135 cubic inch hydro race, which drew

a 9 boat entry to take a crack at Jim Retif's US-A1 *Miss Nehi*, and not at all incidentally to try and take home the \$2,000 Regal Perpetual which the Retif-Bourcq combination won on this course last year.

The judges' stand and one little section of the huge crowd on the seawall.



## THE PAN AMERICAN

Power boat enthusiasts around the country usually laugh the first time they see the *Miss Nehi*. Its design is outmoded; its hull is battered. It has jokingly been called "the flat boat from Louisiana," but as drivers in New Orleans say, just come down and beat it. She may be an "odd-ball" to look at, but the American Brewing Company's Regal Trophy is back in Jim Retif's trophy case for another year.

For all the excitement caused by the "135's" they could not hold a candle to the Keystone comedy-like act put on by a sparky little outboard in a B-Utility runabout heat. Warren Lambert of New Orleans did a fine job of maintaining a lead over the three laps in his *Oops* before crossing the finish line with a few boat lengths to spare. Then, as he hooked around to return to the pits the *Oops* went "oop" and out went Lambert. The boat spanked back in the water right side up and with the throttle jammed began to run wild. Truett Boswell, finishing in third place, caught up with the runaway and tried to cut the motor, but burned his hand in the act and had to give it up. Three patrol boats sped after the *Oops*, but only managed to stay out of its way. Twice the runaway cut towards the crowded seawall, only to turn away after it had succeeded in scattering the spectators. A patrolman in a fast runabout came to the rescue, lassoed the *Oops* motor and cut the engine.

Seventeen year old "Slim" Billy Mays driving an A Stock Hydro and B Utility Runabout gathered in three firsts and three seconds to ring up 2494 points—high-point man for the regatta. At New Orleans this honor pays off with the huge Coca Cola trophy. A hometowneer, Harrie Hayden, was second in the high point race with 2138 points.

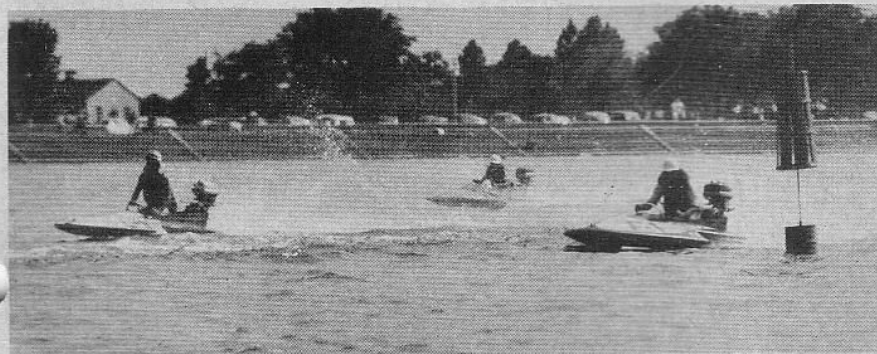
The 44 Runabouts, the same old "48's" running with strictly stock motors this year, turned out an entry of six boats. This was the first sanctioned race for the class so the best time became an automatic A.P.B.A. record. S. E. "Sunny" Jones of Miami, Florida set up the new mark. He won the first heat at 30.120 mph and then upped it to 31.948 mph in the second.



Referee Jack Horsley (right) and Retif.



Pete Roques of New Orleans in his "Flying Cloud II" quit the 266 race to pull Don Steed out of the water. Pete's last name, incidentally, is pronounced "Ro-cas."



The A Stock Hydros rounding the buoy.

By the time a power boat owner reaches the 266 Hydro Class he is no longer playing for nickels. The big boats cost money to build and money to run. When six of the powerhouses flew across the starting line in the first heat it looked like a battle to the finish. On the first turn Don Steed of Tyler, Texas, got caught in the rough backwash of the two lead boats and flipped, a dangerous development in a "266." Coming fast behind Steed was Pete Roques of New Orleans in his *Flying Cloud II*. Without a moment's hesitation Roques throttled back and swerved over to pick up Steed in case he had been hurt in the mishap. It put Roques out of the race, but as he passed the stands on his way to the pits with Don riding on his hull, the spectators rewarded him with thundering applause.

He had one consolation. Winning the race was out of the question. He would have needed a jet propelled engine to wrench the lead from Charles "Ike" Ellis of Denton, Texas. In his *King Bee* Ellis easily won both heats at better than 65 mph.

Drivers who won high point honors for their classes each got a pleasant surprise not listed in the program. For the first time the Pan American regatta was graced with a pretty queen, selected for the occasion at a public beauty contest, which drew thousands of spectators. Winner was 21 year old Lucy Fertitta, whose eye-catching form and pretty smile brightened up the two days of racing. During the presentation of awards she made the mistake of kissing the first winner for the news photographers . . . soon found she had to do the same for all. Among the lucky winners not already mentioned who got in on this pleasant routine were Bobby Bell from Amite, La., and Joe LaFranca from New Orleans, the respective two heat winners of B Stock Hydro and C Racing Hydro.

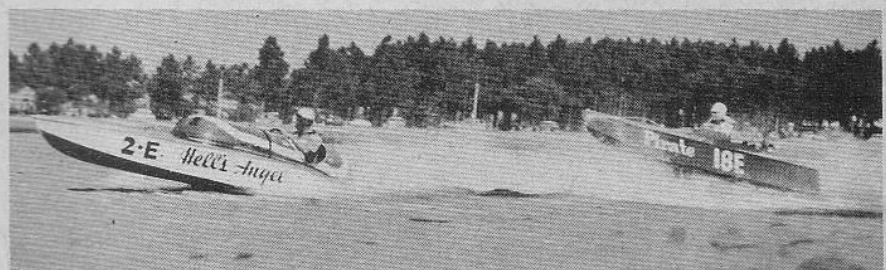
Of the seventeen scheduled classes only two failed to provide an entry. The "136s" mustered only one boat and the E Racing Runabouts two. Irvine Tarbert from Miami and Sherm Crichfield from St. Petersburg split a pair of exhibition heats in "E." Tarbert's *Pirate*, a rear-engine job and former world record holder back on the Pacific Coast gave Crichfield's *Hell's Angel* a nip and tuck battle that delighted the crowd.

Perfect weather brought out a spectator crowd that lined the concrete seawalls for a mile on each side of the judges' stand. Except for a few reserved seat stands, there was no admission charge. So the Pan American becomes the biggest free show in New Orleans. Year by year more drivers respond to the fine hospitality and facilities offered here. Fenced off pits were easily accessible to specially constructed landing docks for both outboards and inboards. Two huge mobile cranes worked incessantly. Tool companies set up shops nearby for the convenience of tinkering mechanics.

They wanted to be sure the drivers would come back. Queen Lucy kissed the winners.



Two mobile cranes lifted the boats into the water over the heads of the crowd.



Crichfield's "Hell's Angel" and Tarbert's "Pirate" put on a swell race.



Dave Young with Jack Ferrell, Jr. riding as mechanic upset the appletart with his new "Swamp Fire II." This was the first race for this nice riding E Service Runabout.

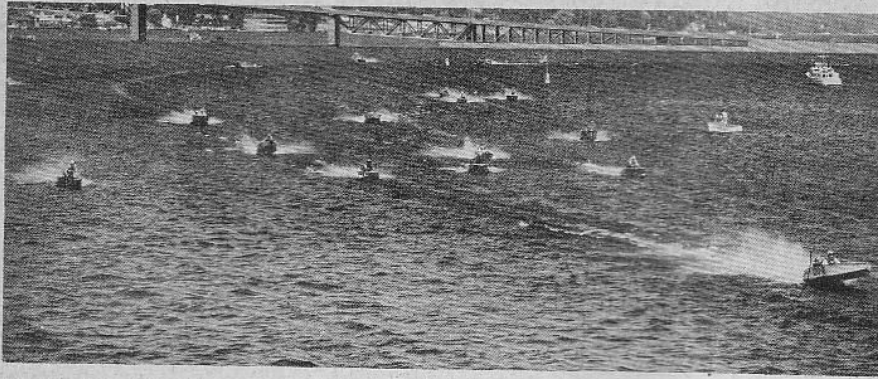
On the social side the boat crews were honored with a glittering parade through the city's street prior to the races and feasted at a buffet dinner-dance between racing days. The biggest drawing card: \$4400.00 in prize money and 24 trophies and plaques.

With the help of its longtime friend (Pontchartrain Post 288 of the American Legion) the New Orleans Power Boat Association managed to hike its annual regatta several notches in the eyes of boat-

men and spectators alike. Still to be accomplished is a several thousand dollar breakwater to assure calm racing water at all times. (This year the water was just choppy enough to keep big boat owners happy, but not too rough to make life unbearable for the small outboards.) With the success of the 1953 races the rumor is that next year's Pan American regatta may be scheduled as a regular part of the internationally famous Sugar Bowl Midwinter Sports events held at each year's end.

# BUILDING BEE YEW

(Continued from page 33)



Proof of popularity. From coast to coast and border to border thousands of outboard enthusiasts have taken up the sport of stock racing—boats like Bee Yew with stock motors.

So, then, you can start. You can take your copy of *Speed and Spray*, and work from that, or have the three drawings photostatically enlarged to any convenient scale, or you can obtain blueprints of the original tracings from which the illustrations here were made. Scale each piece and write it down as follows:

- "Item 1. Planking, 2 sheets  $\frac{3}{4}$ " fir plywood 48"x144", waterproof exterior grade.
- "Item 2. Decking and gussets, 1 panel 48" by 96" same as Item No. 1.
- "Item 3. Floor and seats, 1 panel  $\frac{3}{8}$ " plywood 48" by 96", same as Item 1.
- "Item 4. Sheer, chines and clamps, oak  $\frac{3}{4}$ " by 1 $\frac{1}{2}$ ", 4 pieces 11' long and 4 pieces 6'6" long.

and so on, through the framing, transom, decking, seats, keel, fastenings and all the rest. A word of warning, however, and that is that sizes given on the drawings are finished or actual sizes, not nominal sizes. Where the plans call for a  $\frac{3}{4}$ " by 1 $\frac{1}{2}$ " stick of oak for a chine, it means that the finished stick should measure just that. A further note is that you should specify to the man in the lumber yard that you're building a boat and that the oak and spruce should be suitable for that purpose. The wood should be straight, free from knots and checks, and the grain should run straight with cross grain of not greater than one in twenty. That means you should have no wood in which any grain marking crosses from one edge to the opposite edge in less than twenty times the width of the piece. Pieces that do not have straight grain are prone to give trouble in that they often do not bend straight or crack when fastenings are driven in close together. This applies particularly to the keel, battens, chines, sheer and clamp.

When your material has been ordered, turn your attention to the Lines Plan, Drawing No. 2 of the three that comprise the set of building plans. This drawing shows the major lines which delineate the shape of the craft. These must be laid out in full size so that the templates for the frames and transom can be made. In this way, the proper shape of bottom is assured, because the bottom is all important where performance is concerned. Any shaped hull will float a motor and passengers, but only a carefully formed hull will perform prop-

erly at high speeds. To do the job of making the frame templates, some flat surface is required. An extra twelve foot panel of plywood would be admirably suited for the job.

First you should snap down, with a chalked string in carpenter style, a center line along which the station distances can be measured out and marked. Carefully erect, perpendicular to the center line, these station lines, which are on the after face of the bottom frames. Noting that the table of offsets is given in inches and eighths, the major lines of the plan and profile should be laid down. Start first with the keel line, and to do this you should draw the keel tangent line which is perhaps the most important line of all. This line, from 3 inches above the base line at Station O, intersects the base line 18 inches from the aft end of the bottom. It is to this line that the line labeled "Outside of Planking at center" is tangent. Carefully, from the table of offsets, measure out the distances which are given in inches and eighths of inches. Example: the height of the bottom of the bottom planking above the base line at Station 1 is given as "3-5", which is actually three and five-eighths inches. Similarly, at Station 2 the distance is two and one eighth. When all the dimensions are marked, a smooth curve must be drawn through the points. This long curve is drawn with the aid of a batten, or long strip of straight wood, about half an inch square which is lightly nailed to each mark. Take special care with this line from Station 3 to the after end of the boat, as it is important that a smooth curve be drawn through the tangent line intersections with Stations 3 and 4 and should be tangent with the baseline at the transom station T. This curve provides just the proper "rocker" to keel and insures a smooth riding craft. You'll need a thinner, or smaller batten, say  $\frac{1}{4}$  inch by a half inch to draw in the curve of the stem forward of Station 1.

Follow the same procedure with the chine, the deck edge at the side and the center line of the top of the deck planking. On the same centerline can be laid out the plan view, which will consist only of deck edge and chine half-breadths. It sounds like a jumble of lines, but it really isn't. And if you think it will be confusing, try several colors for each of the several lines

—it'll work out. Also, since the offsets given in the table are as scaled from a drawing which was made 1 $\frac{1}{2}$  inches to the foot, it is possible that slight errors will occur. So, let your batten fair out the boat, and carefully squint along its length before you draw the line. Small wiggles or hard spots which are unfair should be removed by loosening the brads or nails and letting the batten spring into a smooth curve.

When the lines of the plan and profile are down and artfully faired, the Sections can be reproduced. Not exactly reproduced, but reproduced to the inside of the planking. This is done by subtracting from each station intersection in the plan and profile lines a dimension equal to the thickness of the planking, or one-quarter inch. This quarter inch should be subtracted in a direction perpendicular to the planking. Using these new, inside dimensions, the Sections can be laid out. These are the working lines for the boat.

Now, we can start building. Using the Framing Sections shown on the construction drawing, the last of the three, you can prefabricate the five transverse frames and the transom. Carefully-cut notches must be provided for the chines, keel and sheer stringers. Don't assemble the deck beams on the frames yet, as they'll come later.

Now comes the problem of erecting these prefabricated frames in their proper relationship so that the carefully drawn curve of the bottom is followed exactly. This is best done by the use of a construction strongback. This is a plank about nine feet long, shaped to the inside of the keel so the keel will take the proper form when laid against it. This strongback, properly notched for the frame assemblies, should be erected at a height suitable for easy working and strongly braced both sideways and fore-and-aft. When this is ready, drop the frames in the notches therefor and level them out from side to side. Both edges should be the same height above the level working surface, so no warp will appear in the bottom. Now clamp them securely in place. The use of extra bracing members, clamped to the frames and nail-

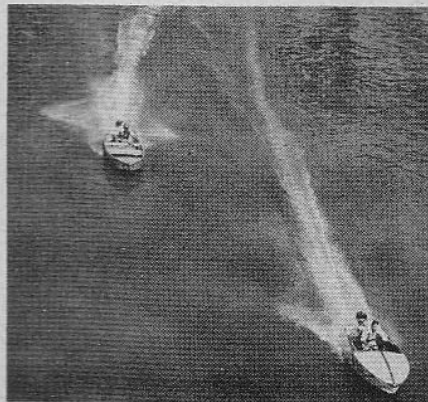
On marathon day Bee Yew's front cockpit is vacant. This is one of the most thrilling of all sports—long distance racing with strictly stock equipment on lakes and rivers of vacationland.





Stock racing isn't limited to the male members of the family. This is Marguerite Floyd from Raleigh, N.C. in her Dixie Flash B stock runabout. Jack Williams Photo.

The B Utility Runabout is America's favorite for water sports and racing. This is everyman's family runabout, ideal for cruising, fishing and water skiing.



ed to the floor or working table is permissible, and is good practice. Next, the stem should be fitted to the strongback. The stem can be either laminated from thin strips over some suitable form or cut from three-quarter inch plywood, doubled with glue and screw fastenings. Now you can fit the keel, taking care that it fits snugly into the notches in the frames and to the stem. Note that three bolts secure it to the stem while two screws, 2 1/4" No. 10's, are driven through it into each frame.

Hang the transom on the other end and then recheck everything for alignment. When you're satisfied that the frames are in their proper place, the outer chines and sheer can be fitted in and secured. There is no trick to this. The proper bevel should be cut where the members land on the stem, and using clamps at every station, fastenings should be driven as indicated. Be sure to drill pilot holes for all these fastenings and to countersink the heads flush. The same procedure is followed for the inner non-trip chine and for the bottom batten.

When all these pieces are fitted in and fastened down, they should be properly beveled so that the plywood will land smoothly and fully on their surfaces. The beveling job is primarily one of planing, using a short piece of plywood as a straight surface and checking it against the frames and chines to see that there will be proper landing for the plywood when pulled up tightly by the fastenings. Take care with this job, and work slowly, from bow to stern, evenly on both sides, and the planking—when fitted—will be free of bump or hollows.

The planking should be applied first on the sides of the boat. Your twelve foot panels will permit the sides to be fitted in one piece, a great time saver. You should make an approximate template of these sides, and cut the plywood approximately to shape before clamping it against the framing. With the plywood clamped in place, the pilot holes for all the fastenings can be driven or marked. A good stunt is to pencil lines on each side of the frames on the inside of the planking, and drill the fastening pilot holes between those pencilled lines after the piece is removed from the boat.

Putting on planking calls for a lot of quick work. Liberally coat the frames and chine, transom and sheer with glue or a sealer, clamp the plywood panel back on just as it was when you marked the frame lines and start driving fastenings. This is where a power or "Yankee" type screw driver will pay for itself in short order. There are about 160 fastenings in each side, and each fastening should be driven down so that its head is just flush with the surface of the plywood or a hair beneath it. When every fastening is in, take a warmly damp cloth and clean up the excess glue that was squeezed out as the screws were driven in. It'll make for a neater boat when the varnish is applied to the interior. Before the non-trip planking can be fitted, the edges of the newly applied side plywood panels should be trimmed to fair up with the chines. This is best accomplished with a short block plane and file, taking care that all strokes are made inwardly so as to avoid splintering the outer ply.

Now, lay on the short non-trip chine panel in the same manner used on the sides. Note, however that these panels extend beyond the transom, as part of the bottom extension. Note, too, as shown on the framing sections, that these panels must be beveled almost to feather edge for the bottom planking which is last applied.

Carefully template the bottom planking panels, which should be tightly fitted together along the centerline. A moderate amount of bending will be required to hold down the bottom panels forward of frame No. 1, but if the planking is fastened from aft, a few clamps to the stem should be ample. Note, again, that the bottom planking extends past the transom, and should be cut to a shape at the center depending on the turning requirements of the lower unit of the motor to be used.

Call in the whole family now, for a session with the sandpaper. The sides, non-trips and bottom should be carefully sanded smooth. If the fastenings were driven below the plywood surface, fill in the depressions with "Wood-Dough" according to the directions on the can, and sand that smooth, too. When you are satisfied that the job cannot be further improved take time out for a coke or a beer and then clean off the sandpaper dust before applying a brushed-on coat of "Firzite," also as per the instructions on the can. Let this dry overnight and tomorrow you can apply a prime coat of paint.

With one or two prime coats of paint on the exterior sides and bottom the boat can be removed from its braces and turned over. Resting it on a suitable cradle, you can finish out the decking, seats, flooring and the other structure. The inner clamp at the top of the frames warrants some special attention where it ends at the transom quarter knee. This knee should be carefully fitted to both the transom and sheer pieces, and securely glued and fastened thereto. The inner clamps which provide a considerable stiffness to the deck line also act as a tie to transmit any tow-cleat loads to the boat structure.

Decking should offer no problems, neither should the seats or flooring. However before fitting these items, apply the usual coat of "Firzite" and several coats of good gas and oil resistant varnish. It'll make the boat stand favorably along side any showroom product.

You're just about finished now, as you can see. What remains is to suit yourself. Paint job, color scheme, special hardware, windshields, and upholstery are all at your discretion. However, if you plan to race, you'll be primarily concerned with getting the boat in the water to try it out and properly locate the turning fin. Also you'll want to experiment with motor heights and angles, and proper location of the seat and hand throttle. Maybe you'll want to dispense with the seat and to drive from your knees, which is legal too.

In any case, once you're finished, you can clean up the chips and the sawdust and enjoy your boat. Have fun—and good racing!

# FIESTA OF FIVE FLAGS

(Continued from page 23)

The A Racing Hydro was the feature event. With rugged water to contend with and sixteen fast rigs running, the crowd was tense with excitement. In the first heat Dennis Martin of Jackson, Michigan roared out of the first turn ahead of the pack and took an easy lead, holding it to the finish. The second heat the powerful little "bumble bees" were all too anxious and a false start was the result. The restart was good and Bert Blaskie from Battle Creek, Michigan took the lead, but missed a buoy, forfeiting the \$150.00 first place money to Martin. Doug Creech, the "A" National Champion from Charlotte, North Carolina edged out Mabry Edwards from Jacksonville for the second spot in a photo finish.

Maybe the scream of the "A's" did the trick for at this point the dark cloud overhead burst into rain and the wind roughed up the course. In spite of this, the C Racing Runabouts put on a wonderful show with the full field of sixteen entries. When you see this class run you are always sure to find the father and son team, Henry Taulbert, Jr. and Henry Taulbert, Sr. from San Antonio, Texas. Sonny and Daddy both won a first. They just exchanged places each heat to keep peace in the family.

Dorsey Carroll, Jr. from Jacksonville, Florida upset in the north turn and after the race, said he not only flipped his rig and hurt his nose, but he also lost his wallet which contained \$100.00—moral: leave your wallet ashore! The B Stock Runabouts got off one heat and then a rain squall made the water too choppy to run and the balance of the program was postponed to the following day.

The B Hydro race started off the Monday morning program. The field of entries had thinned out due to the weather, but with the big purse at stake, the "buzzing" boys with the top speed were the ones that stayed. Creech and Edwards, two of the nation's finest hydro jockeys put on another of those "tied together" races for the first place with Edwards winning out. Hometown, Gale Young, beat out Michigan's Dennis Martin for third. Only half seconds separated the first four finishers. The C Hydro race also went to Edwards, who surprised everyone by stepping down from his "hot irons" to race in the B Stock Hydro Division.

Next year when the Fiesta of Five Flags rolls around we'll have another outboard jamboree and perhaps the weather man will be kinder.

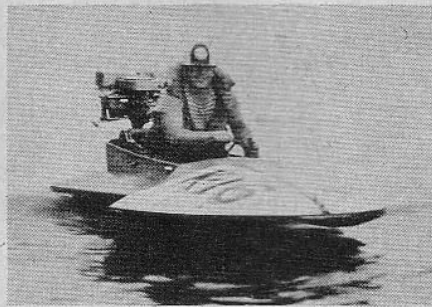
# DOWN IN GEORGIA

(Continued from page 5)

## Hilton Cleaned House

Today, June the 21st, we have a strong wind and the course is rough. It's thrilling racing in the lumpy going—tough on the equipment and drivers, but a swell show for the crowd. Frank Ross of Phenix City, Ala. took a nasty flip in his C Hydro before the program started and the "iron blew apart"—many bucks up the chute. Halfway through the 13 heat program, the total of flips was impressive, but the drivers still poured on the heat. It was so rough when the C Hydros ran that there were only two finishers out of a healthy starting field.

Gene Hilton from Newton, S. C. had a field day, capturing FIVE first places. He was the winner of both heats of A Stock Hydro and one heat each of A Runabout, B Runabout and B Stock Hydro. He placed 2nd to Bob Cramer from Florida in the single heat of A Racing Hydro and in addition to all of this was leading the second heat of B Runabout when his luck ran out—he flipped.



Jim Matlock—B Racing Hydro winner.

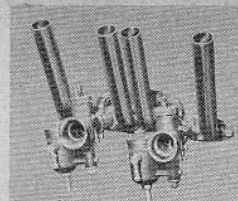
## Torrid Competition

The competition all day was torrid. Hotshots like Charlie George had to be content with 2nd and third places. With \$1000 in prize money at stake, every race was "all or nothing."

George Ellis from Savannah, Georgia gathered in the first place money for the Free-For-All along with a beautiful trophy. He was driving a thundering D Hydro.

Al Haslem from Macon and Jim Matlock from Knoxville put on the hottest race of the day for first place in B Racing Hydro, neither one realizing that both of them had jumped the gun.

Late in the program it blew so hard that we were in danger of losing the committee barge tied to a small island 300 feet off shore. The barge, the committee and the racers too weathered out the blow to the final gun, and it must have been a fine regatta, for I didn't hear much beefing when the gang packed up to go home. We will be back at Jackson Lake for another race.



CUSTOM  
"48"  
EQUIPMENT

- MANIFOLD ASSEMBLY. Complete with Exhaust Stacks and Amal Clamp Type Floatless Carburetors converted to alcohol. Adjustable to angle.
  - RUDDER. Forged heat treated chrome moly.
  - STRUT. Chrome Moly available for any shaft angle.
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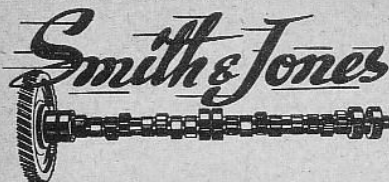
Colors: Navy blue, green, or red, trimmed with white.



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- ★★ 1952 266 cu. in. Hydroplane Record at Salton Sea. Bob Sykes, Driver-Mechanic

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— USED BOATS & MOTORS —  
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Classified advertising rate: 15 cents per word.  
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1953 MERCURY KG4—hydro short unit—completely balanced—run only 5 hours.....	\$275.00
1952 SWIFT AB Hydro—perfect condition.....	210.00
1952 BU Runabout—ready to race—good condition.....	75.00
"A" KAMINC Prop—New.....	25.00
JOHNSON AU Prop—New.....	10.00
JOHNSON AH Prop—Used.....	5.00
JOHNSON 6 1/4 x 7—Used.....	5.00
All steel trailer with box, carries two boats, four motors, fuel, etc.....	100.00
KELLER 15-50 Speedometer.....	10.00
	<b>\$715.00</b>

Complete outfit including life jacket, helmet, tool box, gas cans, stands, etc. \$625.00  
Call or see Bob Ellsworth, 1335 N. Avenue 46, Los Angeles 41, California. Phone: CI 7-5460

**FOR SALE**—Complete BU racing outfit: two Mercury Hurricanes, short Quickie, custom hull—1952 New England Champion. \$750.00 or sell separately. Charles J. Sauter, 17 East 42nd Street, New York 17, N.Y.

**FOR SALE**—SEABOARD TACHOMETER for Outboards—Propellers—Racing accessories. See our ad this page. Seaboard Equipment Company.

**FOR SALE**—266—3 point Hull, duplicate of Guy Lombardo's 7 Litre Tempo. Aircraft birch, factory scarfed plywood, sitka-spruce frames, wet sponsions. Complete with trailer with electric brakes, ready to race, less engine, \$1800.00. Never raced. Detroit Racing Equipment Company, 20181 Conant, Detroit 34, Michigan.

**FOR SALE**—136 (Stock) Hydro—Rockholt hull—Trophy winner. Hull, hardware, all instruments including tachometer and water speedometer, engine, upholstered cockpit, ready to race \$500. Hull only for less. Gene Souza, 2229 - 108 Avenue, Oakland, Calif.

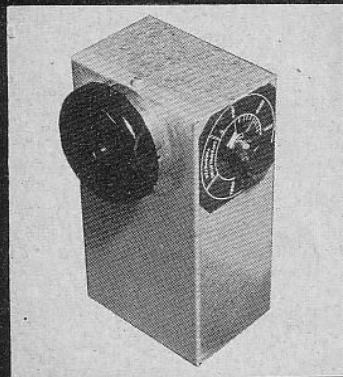
**FOR SALE**—Swift A-B Hydro used \$250.00—Mercury 10 hp Q.S. unit \$295.00—Mercury 10 hp Stan. unit \$250.00—Rockholt B Runabout \$150.00—Dixie Flash A Runabout \$150.00. Guaranteed perfect shape. Anchor Hardware Co., Wilmington, N.C.

**FOR SALE**—225 Hydro—ready to go complete with trailer—excellent competition boat handles beautifully—built in '52. New engine. \$650.00. I must go into the service. Larry Stellings, 4536 Francis Court, Sacramento, California. Phone HI 55760.

**WANTED**—First class Mercury Outboard motor mechanic to work for Southern California Mercury distributor. Good working conditions, steady, year round employment. Good salary plus commission. Give experience and qualifications. Write to Elgin T. Gates, 16250 Coast Highway, Surfside, California.

# TRADE NOTES

## The Seaboard TACHOMETER



**\$29.95** FOR ALL MAKE ALTERNATE FIRING ENGINES

**\$48.50** Deluxe Model for Both Alternate and Opposed Engines

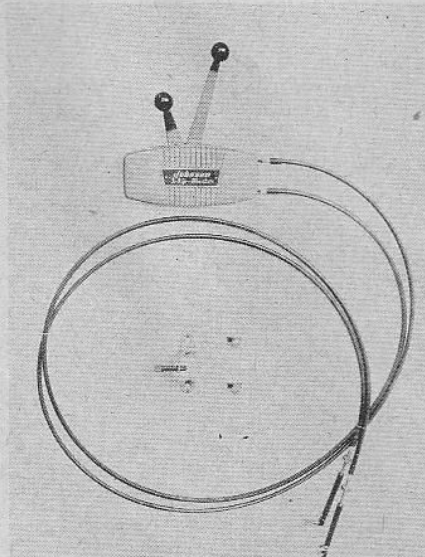
Dealer Inquiry Invited

ELGIN GATES

**SEABOARD EQUIPMENT CO.**

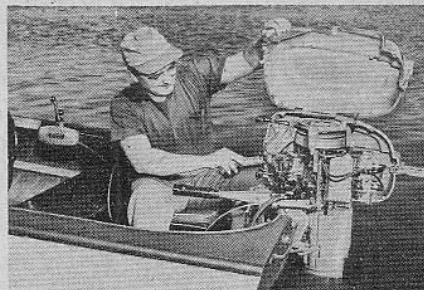
16250 Coast Hiway  
SURFSIDE, CALIFORNIA

JOHNSON MOTORS' *Ship-Master*, a throttle-and-shift unit, simplifies the problem of remote control operation. Special fittings on the 1953 Johnson outboards reduce attachment of the *Ship-Master* to two instantaneous snap connections, with a third snap fastener provided for steering wheel cables.



No drilling of the shroud is necessary for initial installation, no tools are required for subsequent removal or re-attachment of the motor. Corrosion-proof construction includes stainless steel, bronze, alrok-treated aluminum; nylon gears and bakelite control knobs.

EVINRUDE MOTORS' new 15 hp Super Fastwin model features as standard equipment the *Auto-Lift hood*. By unsnapping two husky clasps, the port side hood opens to a vertical position and stays open by itself. The complete cover assembly may be lifted by removing two screws on the starboard hood.



The Super Fastwin also includes Gearshift with neutral, forward and reverse, Roto-Matic speed control and separate six-gallon Cruis-a-Day gas tank.

CHAMPION BOATS of Long Beach, Calif. announces the appointment of two new distributors who will handle their kits and outboard racing hulls. Maypole Boats and Motors of 5901 W. Madison St., Chicago, will serve the state of Illinois and Andrew Mullen of 6600 Shattuck Ave., Oakland, Calif. is the new Oakland Bay distributor.



# DEALER DIRECTORY

## SALES AND SERVICE

Confined to advertisements of district sales representatives for boats, motors, equipment and accessories and to local shops offering boat and motor repair and maintenance, boat painting, upholstery, chrome plating, machining, etc. PRODUCTS OF THE ADVERTISER'S OWN MANUFACTURE CANNOT BE ADVERTISED IN THE SALES AND SERVICE DIRECTORY.  
For attractive advertising rates write to Dealer Directory, Box 247, Newport Beach, Calif.

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Parts & Service  
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Everything for the family boat in accessories.  
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Scott-Atwater Outboard Motors  
Deluxe "V" Bottoms—Skiffs  
Marine Hardware—Paints—Supplies  
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**EVINRUDE MOTORS**  
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**HALL CRAFT BOAT WORKS**  
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Complete line of Outboard Boats  
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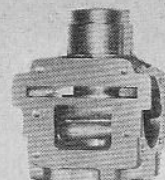
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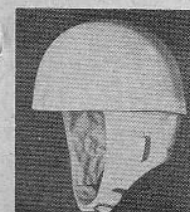
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Unichem FORMULA M02C, the molybdenum disulphide (moly) lubricant formulated specifically for 2 cycle motors.  
Truly an insurance policy for your outboard.  
For details write  
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DEALER INQUIRIES INVITED

# ... IN THE ROOSTERTAIL ...

★ ★ ★ Howard Johansen's mighty 266 job *Mixmaster* was completely destroyed during Southern California Speedboat Club's first Quarter Mile Trap runs at Long Beach Marine Stadium on July 5th. Traveling at terrific speed, the De Soto powered flyer either lost or ran out of rudder, broad-sided and crashed. Driver Bud Meyer miraculously escaped with nothing more serious than a few sore muscles and scratches. The hull simply disintegrated. The motor and hardware were recovered and work started immediately to rush out a new *Mixmaster* in time for the races and trials at Seattle.

★ ★ ★ Watch out for a new hot shot in the 48 Hydro Class. Kenny Ingram, who retired as a 135 driver several years ago and has been designing 48's, couldn't stay off the water. He trotted out a new 48 packing the name of *Ranger's Pup* at the ¼ Mile Trials. This was first time in the water for the new rig and he did a one way trip at 80.14 mph. Chances are that the experienced Ingram will find another 3 miles in that outfit in a hurry. Roger King in Ted Tyce's 48 *Dino Mite* turned in 80.21 mph and this one too has possibilities. World record holder Vic Klette and National Champion Gillette Smith were way off the record — carburetion troubles.

★ ★ ★ Next Month: An illustrated article —drawings and photos of the ¼ mile timing equipment and the *Mixmaster* flip.

★ ★ ★ Fred Homar from Hato Rey in Puerto Rico writes that boat racing there is growing by leaps and bounds and that the hydro is the most popular boat.

★ ★ ★ Rod Zamotin of New York City has taken his new all-metal Allison powered Unlimited to Florida for testing. Wonder if he is going to enter the Gold Coast Marathon. Might do all right if the handicapper doesn't murder him.

★ ★ ★ The week-end of August 22nd has been definitely set for the Annual American National Water Ski Championships. The site will be Long Beach Marine Stadium. Write Long Beach Junior Chamber of Commerce for further information.

★ ★ ★ Powerboat Racing's Honor Squadron. The Officers and Council of the A.P.B.A. have decided to honor power boat racing's all-time "greats" by the creation of something quite similar to baseball's Hall of Fame. They have tentatively chosen the title of Powerboat Racing's Honor Squadron and plan to install the first group of selectees at the Association's 50th Anniversary Dinner in November.

President Gibson Bradfield with the consent of the Council has invited ten writers who covered the sport prior to 1942 to act as the panel for selection of this first group of men named to the Squadron.

**IMPORTANT NOTICE TO SUBSCRIBERS**

This issue of  
**SPEED and SPRAY**  
is Volume I No. 11

One year subscriptions which started with our first issue expire next month.

A Subscription Renewal Order has been mailed to you and with it a bonus offer on Gift Subscriptions.

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Mail your renewal to us promptly to avoid missing an issue.

★ ★ ★ Masimo Leto di Priolo won the Grand Prix of Germany driving a Class X Swift Hydro with an Eldridge Lesco motor.

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● **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.  
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Ford & Mercury Camshaft 284-2.  
Ford "60" Cam—Potvin 275.  
Ford "60" Cam—Smith B-3.

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'37 and '38 Ford "60" Crankshaft—chopped and polished.  
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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, 7/8" 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.

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Complete coverage on the "World Series" of boat racing and the five day Seafair program for all classes. Details of the Seafair mile trials.
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Story and photos on Hawaii's biggest regatta at Kona.
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Full illustrated feature on this year's nationals at Long Beach, Calif.
- ★ **THE KIT BOAT—AN ARTICLE FOR THE HOME BUILDER**  
Step by step details of construction. Short cuts and tricks.
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A photo story of the latest experimental design in fast boats.
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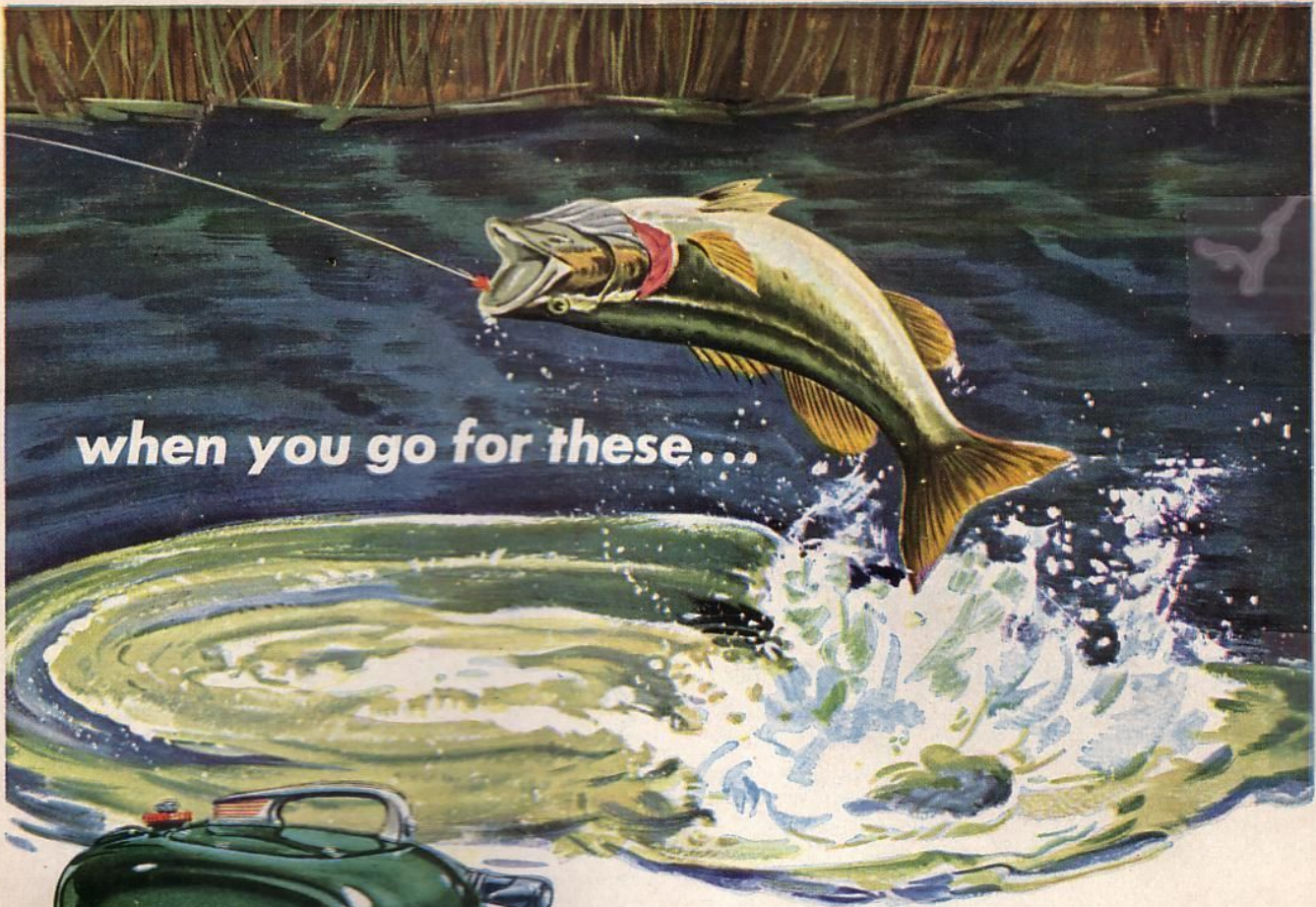
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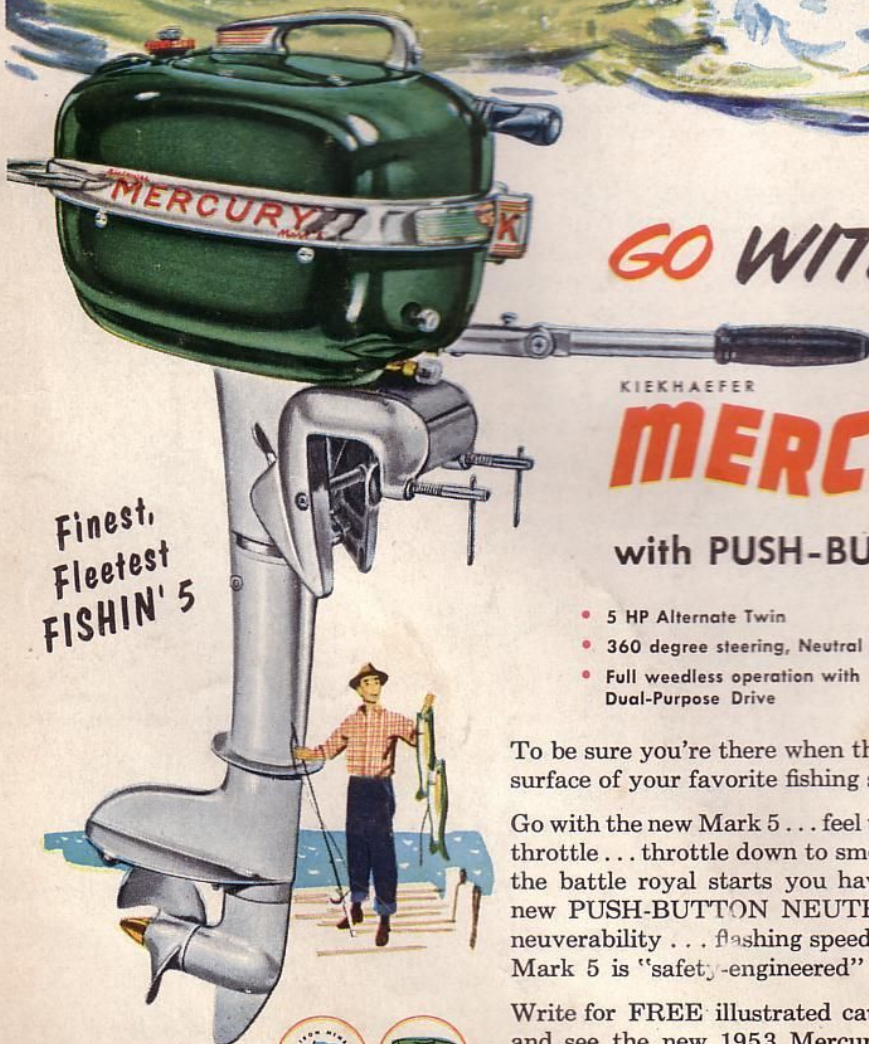
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- 360 degree steering, Neutral Clutch
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- Superior idling for smoother, slower trolling
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Go with the new Mark 5 . . . feel the smooth surging power as you open the throttle . . . throttle down to smooth hour after hour trolling. And when the battle royal starts you have all the advantage . . . the convenient new PUSH-BUTTON NEUTRAL . . . 360° steering for complete maneuverability . . . flashing speed to stay with him. And remember, your Mark 5 is "safety-engineered" for your extra pleasure all season.

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