

Speed AND Spray

THE INTERNATIONAL MAGAZINE OF POWERBOATING

NEW RECORDS

Stories and Illustrations

—CHAMPIONSHIPS—

STOCK OUTBOARD NATIONALS

136 HYDRO NATIONALS

7 LITRE HYDRO NATIONALS

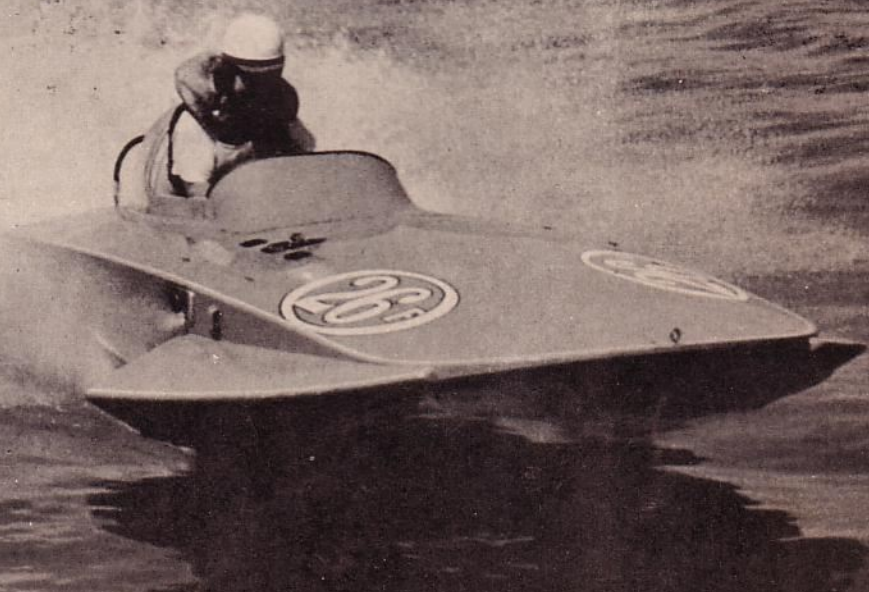
WATER SKI NATIONALS

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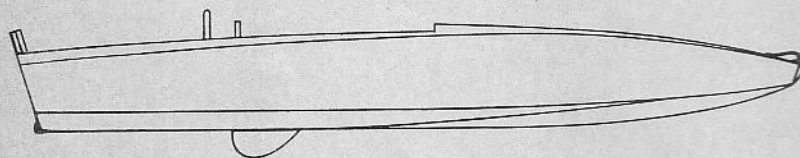
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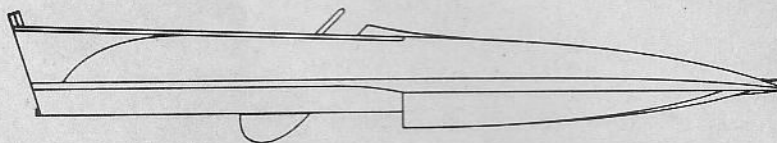
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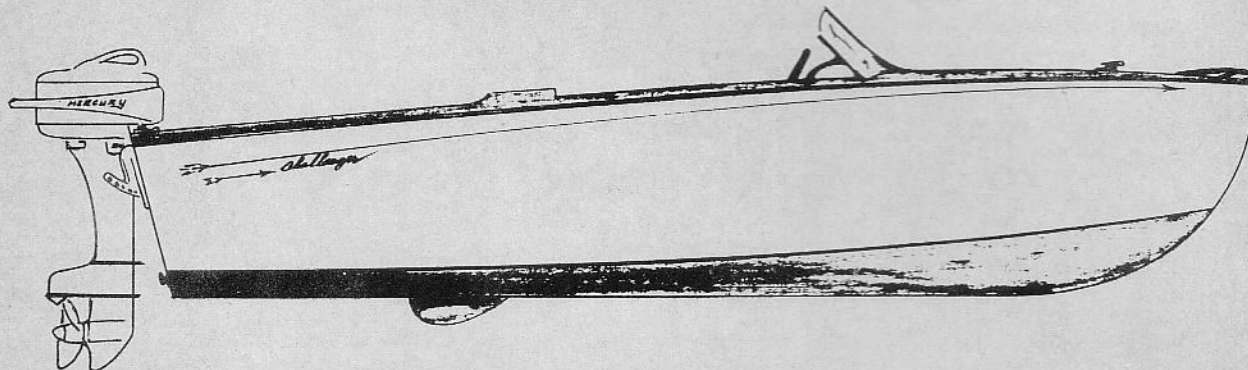
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Editorials

TEN COMMANDMENTS

for

Raceboat Drivers and Mechanics

THOU shalt keep thine raceboat and its engine clean, and in adjustment, that thy life in its company shall be long, and the trophies thou shalt receive shall be numerous.

KNOW thy raceboat, its components, its engine and all its parts and functions, else thou shalt sometime be in some unholy spot.

BE NOT wise in thine own conceit, lest repairs be thy undoing.

BE NOT loose in thy jaw hinges, for no man knoweth ALL about raceboats and engines. The truly wise absorbeth much knowledge, and he who does so shall gain repute among his fellows, and favor with regatta officials.

FOR all things in this life that thou desireth, thou shalt also pay plenty, and for the wisdom of experience no less. Advice from the multitudes costeth nothing and is usually worth just that.

IN BOOKS thou mayest read what to do and when, but only the voice of experience may tell thee why and how: else thy reading of what to do and when shall but plague thee.

GOD MAKETH the earth to rotate endlessly without bearings or oil, not so thy racing engine and some of the components of thy race boat.

CURSE NOT thy engine when it turneth not, nor thy race boat when it is out of trim. Curse rather thine own stupidity.

STEAM engines and automobile engines may long turn over though sloppy, and automobiles may long run though the chassis and body be in bad condition. Not so thy race boat or its engine. With inspections, tests, and necessary adjustments be thou ever 'busy.

THE eternal eye watcheth universal operations, but thou shalt not rely upon it as thine raceboat, its components, and its engine. Thine own vigilance is the price that thou payest for success.

—Courtesy Charles F. Grafflin.

SPEED and SPRAY, October, 1955

Speed AND Spray

THE INTERNATIONAL MAGAZINE OF MOTORBOATING

October 1955

VOL. 2, No. 4

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COVER PHOTO—Henry Kaiser's 266 Class Inboard Hydro RUTHLESS with Kenny St. Oegger at the wheel . . . The power installation is unusual . . . a 6 cylinder Wayne Chevrolet laying on it's side to permit low center of gravity . . . one of the fastest 266's in closed course competition on the West Coast . . .

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REGATTA CALENDAR

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

CALENDAR CODE

I—Inboard
O—Outboard
SO—Stock Outboard

1955 APBA REGATTA CALENDAR REGION 1

9/4	W. Warwick, R. I.	SO
9/5	Hanson, Mass.	SO
9/18	Middlebury, Conn.	SO
9/25	Danbury, Conn.	SO

REGION 2—NEW YORK

9/5	Heuvelton	O
9/5	Syracuse	I-SO
9/11	Rochester	SO
9/18	North Troy	SO

REGION 3

9/5	Millville, N. J.	I
-----	------------------	---

REGION 4

9/4	Urbanna, Va.	I
9/4	White Lake, N. C.	O-SO
9/4	Bird River, Md.	SO
9/5	Urbanna, Va.	O-SO
9/10-11	Irrington, Va.	I-SO
9/17-18	Washington, D. C.	I-SO
9/24-25	New Martinsville, W. Va. (Mile Trials)	I-SO

9/25	Richmond, Va.	SO
10/1-2	Elizabeth City, N. C. (Mile Trials)	I-SO
10/9	Charleston, W. Va.	I-SO

REGION 5—FLORIDA

9/11	Miami	SO
10/9	Miami	SO
11/20	Miami	SO

REGION 6

9/4	River Rouge, Mich.	SO
9/5	Lansing, Mich.	SO
9/5	Chautauqua, O.	SO
9/11	Battle Creek, Mich.	SO
9/11	Frankfort, Ky.	I
9/17-18	Melbourne, Ky. (Mile Trials)	I
9/18	Eastmanville, Mich.	SO
9/25	Bellville, Mich.	SO

REGION 7

9/4	Kankakee, Ill.	SO
9/5	Pike Lake, Wis.	SO
9/11	Kaukauna, Wis.	SO
9/18	Manteno, Ill.	SO
9/25	Kaukauna, Wis.	SO
10/8-9	Madison, Ind.	I-SO

REGION 10

9/3	Rockaway, Ore.	O-SO
9/4	Lake Chelan, Wash.	I-SO
9/4-5	Devils Lake, Ore.	I-SO

REGION 11 NORTHERN CALIFORNIA

9/3-4	Fresno	SO
9/4	Healdsburg	O-SO
9/5 or 11	Sacramento	O-SO

9/18	Oakland	I
9/18	So. Sausalito, (FRR Nationals)	O
10/2	Rio Vista	O-SO
10/2	Sacramento	I
10/8	Pittsburg	O-SO
10/23	Oakland	SO
11/6	San Francisco	O-SO

REGION 12 SOUTHERN CALIFORNIA

9/3	Fresno (North-South)	SO
9/5	Long Beach	I
9/16	Carlsbad	SO
9/25	San Diego	I
9/26	Long Beach	SO
9/24-25-26	San Diego	O
10/9	Palmdale	O
10/16	Parker Dam, Nev.	SO
10/16	Parker, Arizona	O
10/21-24	Salton Sea (Mile Trials)	I
10/30	Blythe	SO
11/13	Santa Barbara	SO

SO MARATHONS

10/2	Needles, Calif.	115 miles
10/2	Trenton, Mich.	50 miles
12/26	Miami, Fla.	24 Mil

1955 NOA REGATTA CALENDAR

9/4	Texoma, Texas	Div. III
9/4	Hot Springs, Ark.	Div. IV
9/4	Laurel, Miss.	Div. I & IV
9/4	Lake Ozark, Mo. (Zone championships for Dist. 7 & 8)	
9/5	Hattiesburg, Miss.	Div. I & IV
9/5	Devalls Bluff, Ark.	Div. IV
9/10-12	Cairo, Ill. (World Championships)	Div. IV
9/17-19	Mt. Carmel, Ill. (World's Championships)	Div. I
9/24-26	Knoxville, Tenn. (World Championships)	Div. III

CANADIAN BOATING FEDERATION

REGATTA DATES FOR 1955

Zones 1-2-3

9/3-4	CANADIAN RACING NATIONALS, City of Montreal, Que. 3	I-O
9/5	Detroit & Syracuse, N. Y. **	I
9/5	London, Ont. 1	SO-O
9/9	Toronto Exhibition 2	SO
9/10	Toronto Exhibition 2	O

All regattas C.B.F. Sanctioned unless otherwise noted.

* indicates Approved Regatta.

** indicates A.P.B.A. Sanctioned.

The numeral following the location indicates the Zone.

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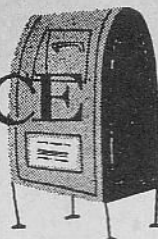
KE 3-4110

603 Lancaster St.

Oakland 1, Calif



CORRESPONDENCE



Dear Editor:

I have just received SPEED and SPRAY Vol. 2 No. 1, and although not taking an active part in speedboat racing having sold my boat, sat down with pleasure and read it from cover to cover. Once a "boatie" always a "boatie" they say and I feel it's very true. I'm enclosing six dollars—which I might add are hard to come by "down under" for my next year's subscription, as its one of the bright spots in my reading.

Unfortunately I have not copies 1 and 2, Vol. 1 of SPEED and SPRAY and I wonder if I could presume to ask one of your readers who have these copies and finished with them to pass them on to me, and by so doing complete my fist volume which I'm keeping together for reference against the day when I can again take up the sport.

In anticipation, many thanks to the "boatie" who can help out.

In closing my sincere thanks to the perseverance of your staff of SPEED and SPRAY and my hearty exhortations to keep up the good work.

Yours fraternally,

JACK ENGLAND
Churchill Rd.
Murray's Bay
Auckland, New Zealand

P.S. Don't try sending 50 cents back to me—have a beer.

Jack E.

Dear Sirs:

Two months ago I was extremely glad to welcome the June issue of SPEED and SPRAY.

Yours is the only boating publication to specialize in racing of motor boats and I read it from cover to cover.

It was nice to see you have retained such famous names as Ted Jones, Hi Johnson and Otto Crocker as your technical staff—you can't fail with them.

I cannot hide from anybody, that I regard Ted Jones as an outstanding designer and I would be very glad to have his autographed photo, if possible.

Hearty congratulations on the excellent presentation of the July issue I have just received. Keep up the good work.

Yours sincerely,

J. PAUL MINDEVILLE
16 Dupre St., Sorel P.
Que., Can.

Dear Sir:

Just a line to let you know I like your magazine.

I was introduced to the thrills of racing on my vacation in California this summer.

I believe a very interesting article could be written for SPEED and SPRAY, telling about the different classes and how

to enter into racing. What do YOU suggest for a beginner?

Yours truly

CARL UPTON
P.O. Box 16
Portland, Oregon

An open letter to the members of the American Power Boat Assn.

I have just received a letter from Frank Foulk, Chairman of the Inboard Racing Commission, asking for recommendations for suggested rule changes for next year.

I have only one recommendation to make. *Ban Nitro Fuels in all Classes.*

The trail of broken crankshafts, burned valves, melted pistons and bent con rods left by these fuels are reason enough for banning the nitro from competition.

The danger of handling these tricky chemicals by those inexperienced in their use should be sufficient excuse, but the best reason for discarding these explosives is that they do no earthly good for anyone.

If every horse in a race were doped, could by any stretch of the imagination this be considered as improving the breed? I do not believe that doped fuels add five m.p.h. to any racing boat over straight alcohol, and that m.p.h. will be gained back as soon as the sharp boys start tuning their rigs.

LET'S BAN NITRO.

VERNON DALLMAN, JR.
48 Hydro Technical Committee

Editor SPEED and SPRAY,

Here I go again—after getting the July issue I've only one complaint—not enough. Haven't seen any on the book racks yet and since the people around here don't seem to see the glory of subscribing, my copy gets kind of "beat"—the best spot would be the Village Canteen in Livermore.

Now then—W. E. Schiefer's thoughts are mine—only he should include beginners in boating. A.P.B.A. is fine but—how about getting the little rinky dink clubs together. How about a list of Ski Clubs and addresses—also same on the governing Association, if any? Where are the places people get together, and what do they have to offer—maps showing same. Some of the "City" sponsored shows come off real good—Stockton and Clear Lake, etc.—But who'd know unless you happened to grab the right newspaper and had good eyes (a three line "spread" in the Tribune).

I'd like to see S & S grow as boating has grown—It's the only good magazine we've got. I'm wondering if there is a hardy bunch who might consider towing to Cypress Gardens next summer.

The article on Kilroy was real good but—why don't you have "Penny" Pennington

write on "fast bottoms"—i.e. my last letter—that picture of *Copperhead* has me going.

Sincerely, LU TALBOT
248 Vineyard
Pleasanton, Calif.

Gentlemen:

I do not know whether my subscription to "Speed and Spray" expired with the July 1955 issue or not, but if it did, please renew same and start with the August issue. If it has not expired yet please start renewal when it does. I am enclosing a check for \$3.50 for 12 issues. The last issue I received was July, and I do not want to miss out on a single issue.

Thank you for past favors — beg to remain,

Very truly yours,
Enoch W. Walker
315 Marshall St.
Hampton, Va.

Dear Sirs:

Very glad to receive your magazine again. Thank you very much for sending me those "gratis" copies and now here's proof of how I liked your magazine. Hope my three-fifty helps you along to boating success. Keep the stock racing articles coming heavy and you'll always have a subscriber in Worthington, Ohio.

Sincerely,

David E. Stinchcomb
39 East South St.
Worthington, Ohio

Dear Sir:

Glad you started printing again. I enjoy your magazine and I have just finished reading July. So continue along with August and find \$5.00 for the future issues.

W. H. Butler
Box 1, R.R. 2 Huspeler
Ontario, Canada

Gentlemen:

Enclosed please find my check in the amount of \$7.50 for a 2 year subscription to Speed and Spray.

Would appreciate my subscription beginning with the September issue as I understood you had tremendous coverage of the Gold Cup in Seattle.

Bill Muncey
8100 W. McNichols Rd.
Detroit 21, Mich.

Dear Editor:

My friend Mr. Thomas N. Ige and I are readers of your magazine "Speed and Spray." I read in July issue, page 28, about WinnebagoLand Marathon result.

I want to know address of Mr. Bob Kensill who was 6th place, Class B WinnebagoLand Marathon. Will you please inform me his address. I know him when he was staying in Japan. He and I drove boat and ran races many time in Tokyo.

I hope to contact with him again. Your magazine tell he lives Fort Wayne, Indiana, but no detail. I hope your reply.

Y. Yazaki
No. 2, 1 Chome
Miyazono
Nakano-ku
Tokyo, Japan



SKIING FOR THE EXPERT

Experts always make things look so easy.

If you have gotten this far on water skis, you're doing all right and you are undoubtedly interested in competing in some of the many water ski championships held all over the United States and sanctioned by the American Water Ski Association.

These tricks, which you should have already mastered, are the basic approaches to the expert routines. Their normal progression is as follows:

BEGINNER OR INTERMEDIATE TRICKS

One Ski —
Frontwards

EXPERT TRICKS

One ski slalom
Ski overhead, rope on toe
Ski on hand, rope on toe
180° - 360° turns
Side slides
Jumps
Swan turns

Two Skis —
Jumping Wake

Skiing Backwards

Jumping 5 and 6 foot ramp

180° turns

360° turns

180° and 360° turns — 1 ski
2 skis

Back swan — 1 ski

Swan — 180° turn

Backward jump

It is necessary to have mastered the basic tricks before going into the expert ones. For example, it would be pretty difficult to learn the 180° and 360° turns, on one or two skis, if you didn't know how to ski backwards. If you were unable to jump the wake successfully, you would have a mighty hard time going over a 5 or 6 foot ramp.

EDITOR'S NOTE: We are publishing a series of articles on water skiing that commenced with the July issue and will continue into the next issue covering plans for an adjustable ski jump and a slalom course. The material for these articles was made available by the Evinrude Foundation of the Evinrude Outboard Motor Company, who have allowed us to reproduce this material from their "How To" Book of Water Skiing that was edited for them by Bruce Parker, one of the world's foremost water skiers.

JUMPING



Probably one of the greatest thrills to be found in water skiing is flying over a jump at speeds from 25 to 35 mph. When you leave the top of the jump and soar through the air for 50 to 90 feet, you are as close to being a bird as you can get — on water skis. There are three musts . . . three fundamental approaches to learning the finer points of jumping.

FIRST PHASE:

In approaching the jump from out of the wake on the jump side, line up the jump so as to pass it on the outboard side. At about 5 feet from the low end of the jump, quickly switch the direction

of the skis so as to have them flat on the water, weight even on both skis, and the skis pointed diagonally across the jump, from lower left side, to upper right — as per diagram (1).

Crouch low, and freeze in that position until you have landed in the water.

PITFALLS:

If you don't have your weight evenly distributed and your skis in a flat position on the jump, the skis will turn that direction in which you are leaning and you'll come off the jump sideways or possibly backwards.

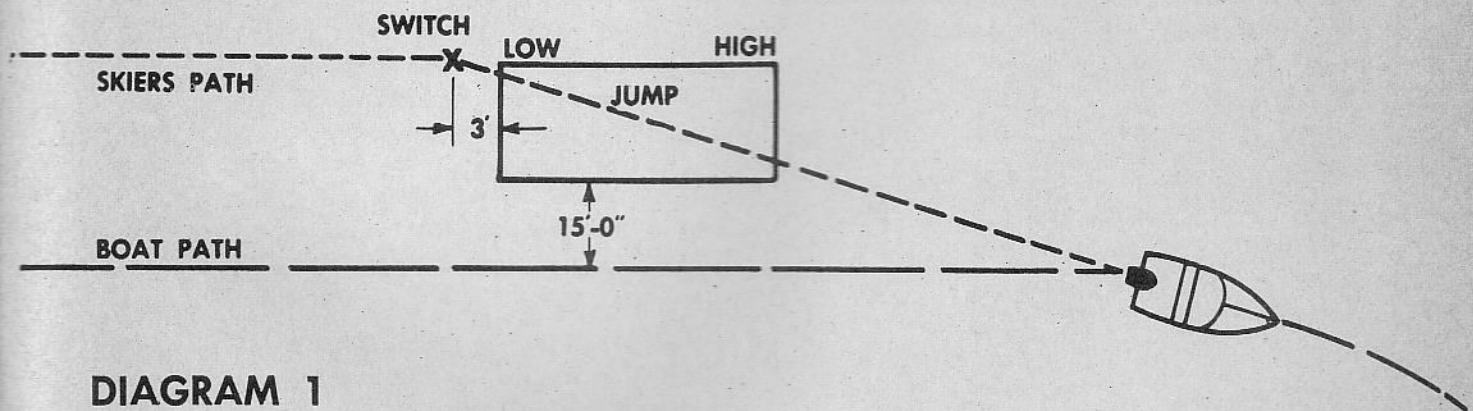
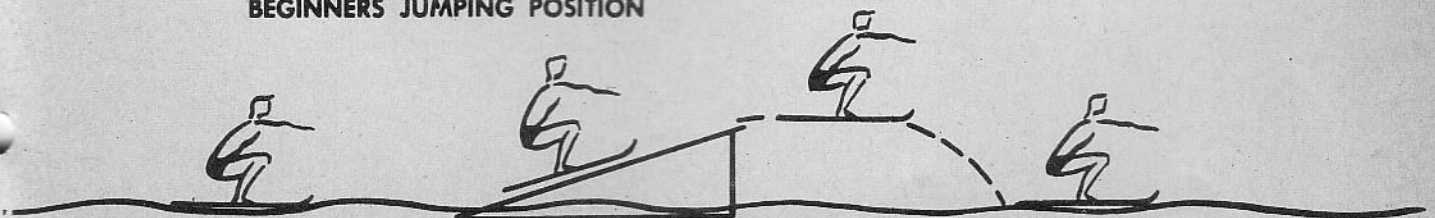
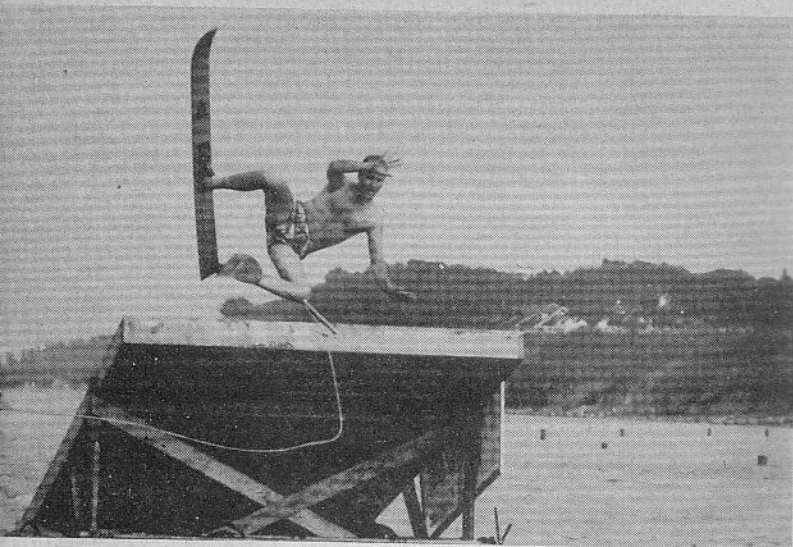


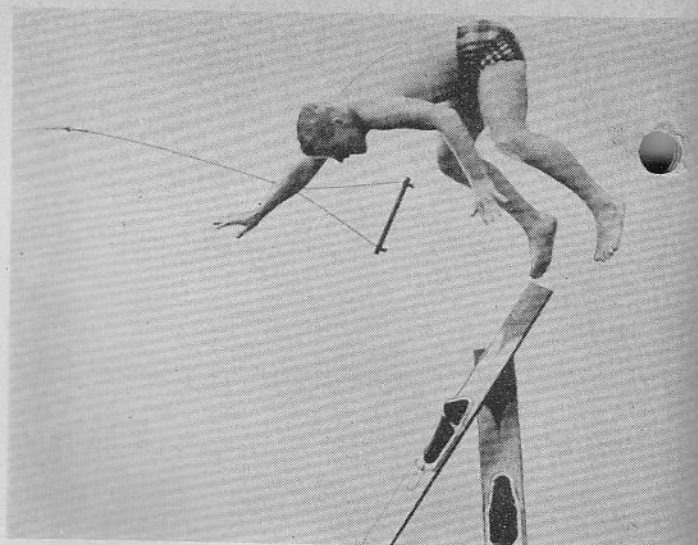
DIAGRAM 1

BEGINNERS JUMPING POSITION





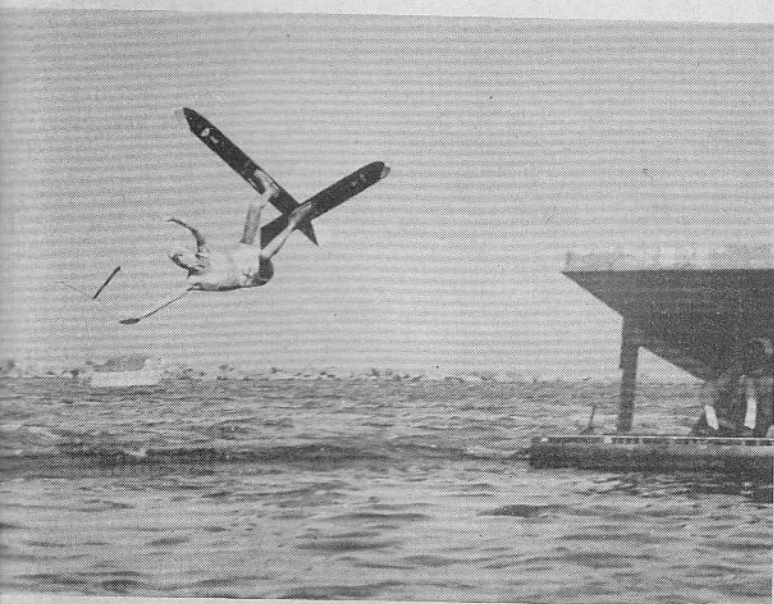
Oops!



It's better with your skis on.



Correct distribution of weight is a must.



Look out below.

If you don't freeze your body in the position of diagram (1) you will inadvertently start reaching for the water as soon as you come off the jump. The straightening out of the legs at this time results in landing very hard on your face. If you were unfortunate enough to have pulled in on the tow bar, you will land in a heap, on your back.

Keep at this type of jumping until you can successfully complete 15 out of 15 jumps.

While jumping may look like a cinch from the sidelines, the skier who has experienced the thrills and spills of early jump routine will testify that the art can't be labeled by such a simple term. Practice makes perfect, of course, but a study of the photos shown here will give you a good idea of just what can happen when little things go wrong.

Accidents off the jump are rare but the novice should be prepared to take a bump or two with the fun of the sport.

SECOND PHASE:

Now that the jump no longer looks like the side of a barn, you are ready to change your position and approach.

Your skiing position will be almost upright, and you try to stay in that position until well after you have landed in the water (diagram 2).

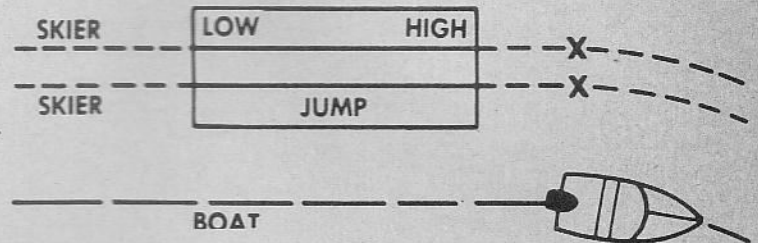
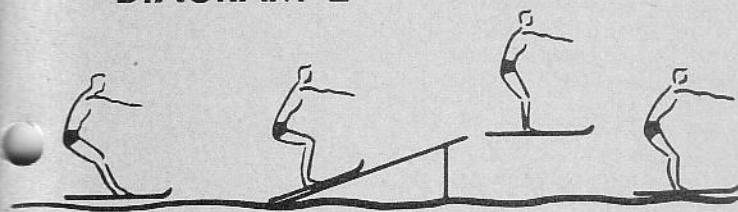
Your angle of approach will be straight up the center of the jump, instead of diagonally from left to right. Remember, the skis still must be flat on the jump, not edged, and weight evenly distributed.

When this new position and approach become second nature to you and you have made 50 successful jumps, you are now ready for the final phase.

Over
and
Under



DIAGRAM 2



THIRD PHASE: (DIAGRAM 3)

Now you are ready to jump for maximum distance and good form. Greater distance is gained for the skier by exceeding the speed of the boat. This is done by cutting across the jump from right to left, and snapping your body from a half crouch to an erect position, at the top of the jump — t'aint easy — at top speed you are on the jump less than a half second, and getting the mind and body geared up for this flight takes a bit of planning.

The more speed you pick up on the boat by cutting across the wake and jumping, the better timing you will get on snapping erect at the top of the jump and the longer your jump will be.

Water ski jumping is an art in itself . . . it's the trademark of accomplished ski performers and professionals. Don't be too disappointed if this segment of the sport must remain unconquered for there is fun unlimited in the many other phases of the sport.

SKIERS POSITION ON THE JUMP AND IN THE AIR

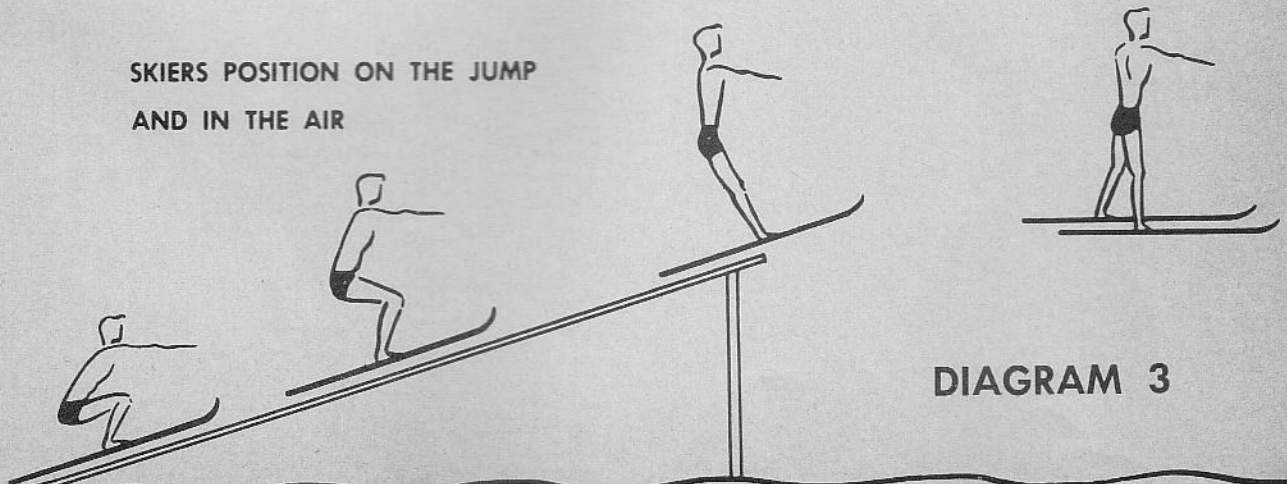


DIAGRAM 3

The start of the D-Hydro race with Howard Thompson on the inside and in front. Paul Woodruff, of Salem, Oregon is caught by the camera upside down and in mid-air.

—Kiekhæfer Photo

STOCK NATIONALS

NEW WORLDS RECORDS ON DEVILS LAKE

THERE REMAINED few doubts as to the merits of the Devil's Lake, Oregon, outboard course, generally termed the finest competitive course in the world, after the record shattering National Stock Outboard Racing Championships held there August 28 and 29. When the last spray had settled eight new competition records had been established along with three new mile straightaway marks. As a consequence, every competition record for stock outboards now belongs to the Devil's Lake course as well as six of the nine racing outboard competition records.

A good part of the record-breaking qualities of the course are due to the excellent layout. The nine-buoy turns are so designed that a driver need drop only one or two miles per hour in coming off the straightaways of the 1½ mile loop. Another contributing condition is the sea level atmosphere which aids engine combustion. Considerable moisture in the air during the Nationals undoubtedly helped boost the record-breaking speeds.

Eliminations were held on Friday with the championship races scheduled for Saturday and Sunday. However, Saturday

saw high winds and unpredictable weather conditions, and after many meetings of the drivers it was finally decided to postpone the afternoon program and combine it with the Sunday schedule. As a result, the lake was churning with activity from early morning until evening, recessing only for church, from 10:30 to noon. Because of the cancellation of Saturday's program, consolation races for all who did not place in the championships, were held at the conclusion of the championships. The mile straightaway trials were run off on Monday.

Every section of the country was represented among the 153 boats entered in the eliminations and the handful of defending champions. Among the latter, Ron Loomis of Santa Barbara, California, was the only driver to retain a championship in the same class. Loomis bettered the world record of 38.461 in the CU class, clipping off the five-mile, three-lap tour with a speed of 40.558. Loomis, Dean Mahaffey, of Salem, Oregon, and Billy Schumacher, of Seattle, were double record breakers. Loomis also set a new mile straightaway mark of 41.771 in his class, and Mahaffey, competing in the EU class, won his five-mile



THE 1955 NATIONAL CHAMPIONS

—Bob Carver Photo

The new National Champions are shown with their trophies. They are from left to right, Billy Schumacher, Seattle, Wash., Class JU and AU; Ron Loomis, Santa Barbara, Calif., Class CU; Dean Mahaffey, Salem, Ore., Class EU; Don Baldaccini, Miami, Fla., Class B-Hydro and B Runabout; Bud Sullivan, Seattle, Wash., Class DU; and Don Benson, Seattle, Wash., A-Hydro. Not shown is Paul Woodruff, D-Runabout champion.

event with a record-breaking 41.152 and then established a new mark of 43.021 for the mile straightaway in the same class. These two mile straightaway records were set on a very rough water and a windy course. Other classes being unable to do anything during the day.

The only other championship repeater aside from Loomis was Don Baldaccini of Miami, Florida, who gave up the A hydro title he won last year, but captured two new championships, for B stock hydros and runabouts.

Western drivers established all ten new marks, with five going to California, three to Oregon and three to Washington. Rocky Stone of Willamina, Oregon, turned in the fastest time ever for stock outboards on a five-mile course in the DU runabout class — 55.476 miles per hour — in the last heat of the consolation race. He had already broken the record in the first heat. Rocky was qualified for the Nationals as the Western Division Champion, but was unable to start his motor for the championships.



Start of the D-Runabout, all engines are four cylinder Mercurys of 40 cubic inch displacement.

—Kiekhæfer Photo



Start of the B-Runabout Race, all of these engines are two cylinder Mercury, 20 cubic inch displacement.

—Kiekhæfer Photo



Young Don Benson of Seattle, Wash., National Champion, leading out of a turn in his A-Hydro with a 7½ h.p. Mercury engine.

—Bob Carver Photo

The pits were very small and space was at a premium, plus a back-breaking lift over a two foot high ramp to set a boat in the water. The pits were just as bad as they were at De Pere, Wis. last year. Race commission should approve before sanction for Nationals is awarded.

—Photo by Bob Carver





Ron Loomis of Santa Barbara, Calif., won his second consecutive National Championship in Class CU, is shown raising the five mile competition record over two miles per hour, this is a DeSilva hull and an Evinrude engine.

—Bob Carver Photo



Billy Schumacher receiving one of his National Championship trophies from Lois Roberts, the regatta queen.

—Bob Carver Photo



Johnny Sangster of Seattle, Wash., set a new five mile record of 47.493 m.p.h. in BU Runabout Class.

—Bob Carver Photo



Gerald Waldman of Milwaukee, Wis., was one of the three unlucky drivers who flipped at the start of the D-Hydros race, the name of his boat seen on the bow is "Softy IV."

—Bob Carver Photo

Wallace Granberg, Orinda, California, chalked up the A stock hydro standard, 43.185 miles per hour, bettering the old time of 42.624. Following the race, Granberg announced it was his last.

Johnny Sangster, Seattle, established his second record in two days. Saturday he set a BU runabout record, and exceeded it Sunday with a time of 47.493 miles per hour, almost a mile faster.

Dean Mahaffey, Salem, Oregon, upped the EU mark to 41.452 miles per hour, after it had stood for two years. The old record was held by a Salem fleetmate, Dick Scandling.

Little Billy Schumacher, Seattle 12-year-old who stole the show Saturday by winning the AU runabout race, came in Sunday to establish a new record in JU runabouts (5-7 horsepower motors). He toured the course at 27.247 miles per hour, boosting the mark from 24.109, set two years ago in Seattle. Late Monday afternoon the wind went down with the sun and Billy was able to raise the AU mile record to 46.401 m.p.h.

Another 12-year-old, however, Ginny Lee Lyford, also of Seattle, drew the attention of most photographers. She was the only girl driver in the championship, and took a third in JU competition, her first trophy.

Weather and water conditions were perfect Sunday and visiting drivers who griped about Saturday's wind, were more than complimentary Sunday. Ten thousand witnessed the races.

The record breaking performances of young Schumacher earned him recognition as the outstanding driver, for which he was awarded a special memorial trophy.

The excitement over his victory hadn't quite subsided when a three-boat flip at the starting line of the D stock hydros put the pits into a real frenzy.

Paul Woodroffe, of Salem, Oregon, Saturday's DU runabout champion, was the first driver flung into the air and from there on in the boats were flying as if airborne. Corvallis' Ted Nova and Harold Sherman, of Seattle, turned neat topsy-turvy and the boats almost sank before rescue could be made.

After the commotion had quieted down, William Holloway from Tipp City, Oregon, calmly returned to the course and sped to victory in a slow 5:19 with only nine of the original 16

SPEED and SPRAY, October, 1955

Billy Schumacher of Seattle, Wash., National Champion shown running his JU outfit to a new world's record, using a five h.p. Mercury engine.

—Bob Carver Photo



Paul Woodruff of Salem, Ore., National Champion of D Runabouts is shown in his Caulkins Craft powered by a four cylinder Mercury engine.

—Bob Carver Photo

boats finishing the race. One of the favorites, Howard Thompson, of Huntington Park, National High Point Winner in this class, flipped while in the lead at the first turn. He nearly broke the record the next day in the consolation race as he took off and really left the field.

"Hot shot" of the meet was Baldaccini, a crowd-pleasing youngster who takes his driving quite seriously, traveling 3,636 miles by car for the meet. He brought two fast boats with him and entered four classes, although only automatically qualified in two.

Bob Parish, Bakersfield, overall high point winner of 1954 and B Stock Hydro Champion had tough luck with motor trouble. He was one of the favorites to win two championships.

Loomis, the double record breaker, suffered an ironic twist of fate. As C runabout national champion last year, young Loomis automatically qualified for the championship runs over the week end — the ultimate aim of every driver in camp — but found only 12 boats entered in his division.

In National races 16 boats are allowed in each division so elimination was unnecessary in Loomis' division. He thus was the only champion driver who couldn't sit back during the qualifications, watching other drivers frantically fight for berths in his class.

Several divisions had 30 or 40 different drivers aiming for four or five open spots.

An excellent banquet, featuring the area's famed Chinook salmon and presentation of trophies, concluded the highly successful meet Sunday night. Lois Roberts, 18-year-old blue-eyed blonde, reigned over the Queen's Ball, which preceded the races Friday night, and presented beautiful myrtlewood trophies to the winners Sunday night. Myrtlewood is a very rare and beautiful wood found only in a small area of Oregon and in Palestine and is greatly fancied among collectors of objects d'art.

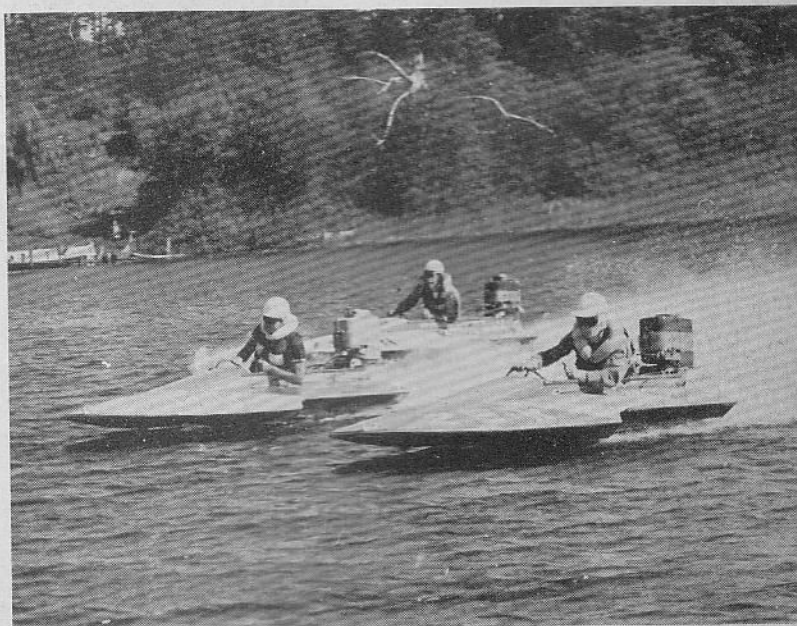
The entire community of Delake, site of the course, and the sponsoring Devil's Lake Racing Club went all out to make the meet an outstanding one, and gave competitors the added thrill of seeing themselves in action by filming the meet and showing it for them over local television facilities.

SPEED and SPRAY, October, 1955



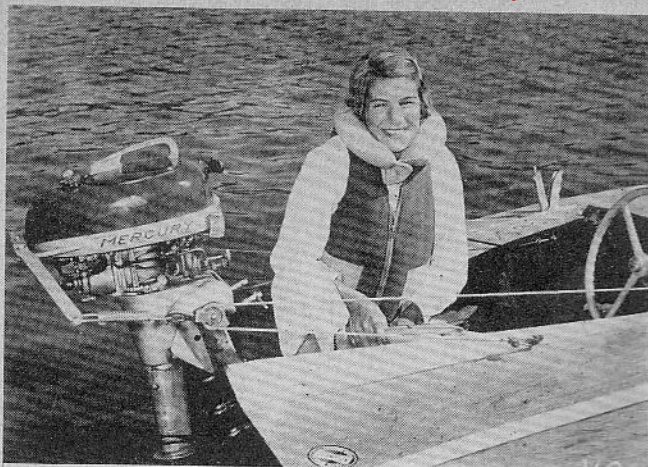
Dean Mahaffey of Salem, Ore., National Champion on his way to a new world's five mile competition record in Class EU, is using a four cylinder Evinrude engine.

—Bob Carver Photo



Bud Sullivan, National Champion in 25-R is really squeezing that throttle in the D-Hydro race. These are four cylinder Mercury engines and push those Hydros to 70 m.p.h., the fastest class is stock racing.

—Kickhafer Photo



Ginny Lea Lyford of Seattle, Wash., won third place in Class JU and took home her first trophy.

—Kiekhaefer Photo

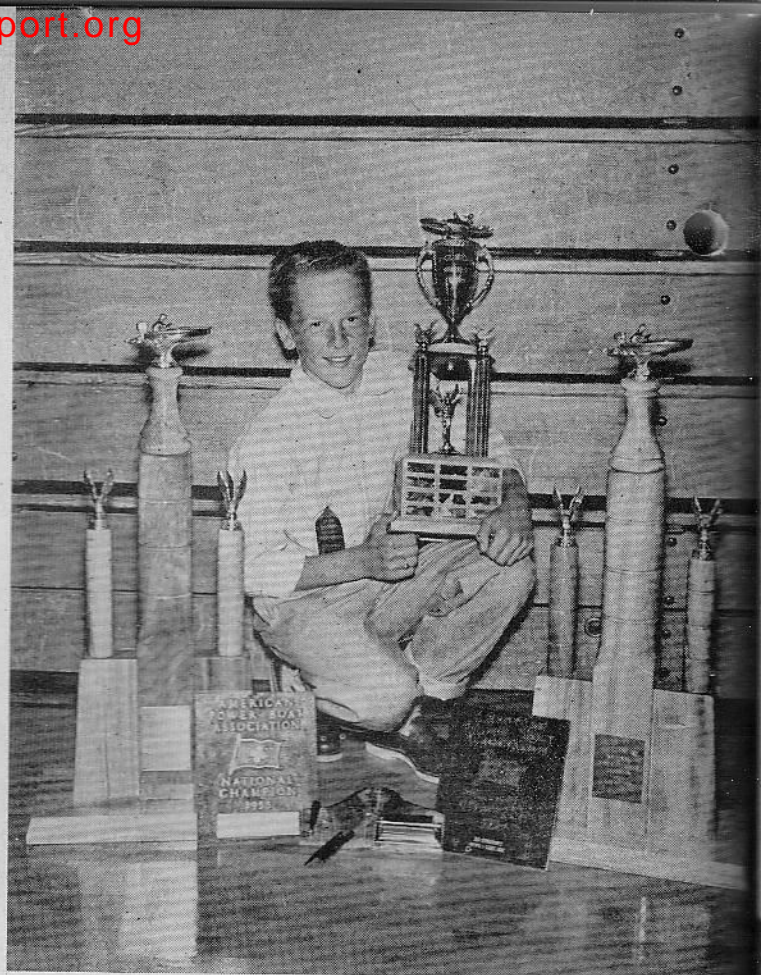


Don Baldaccini, Miami, Fla., National Champion in B Runabout and B-Hydro is shown in his Holt Craft Runabout powered by a Mercury Mark 20-H, a 20 cubic inch engine.

—Kiekhaefer Photo



Warren Litten, Santa Ana, Calif., won the Pat Ryan Memorial Trophy for driving the fastest heat in a D Runabout at the Nationals.



Twelve year old Billy Schumacher of Seattle, Wash., was the outstanding driver of the regatta. He is shown holding the Virgil Muckler Memorial Trophy he won as high point driver.

—Kiekhaefer Photo

CHAMPIONSHIP RESULTS

- JU Class—Billy Schumacher, Seattle, Wash.; Chuck Lyford, Seattle, Wash.; Ginny Lea Lyford, Seattle, Wash.
 B Hydro—Don Baldaccini, Miami, Fla.; Bob Brownell, Corvallis, Ore.; Bob Parish, Bakersfield, Calif.
 AU Class—Billy Schumacher, Seattle, Wash.; Dean Chenoweth, Xenia, Ohio; Bob Parish, Bakersfield, Calif.
 CU Class—Ron Loomis, Santa Barbara, Calif.; John Makara, Tujunga, Calif.; Philip Schnurbusch, Willows, Calif.
 EU Class—Dean Mahaffey, Salem, Ore.; George Churchill, Corvallis, Ore.; Gilbert Allen, Seattle, Wash.
 DU Class—Paul Woodroffe, Salem, Ore.; Richard Gallagher, Detroit, Mich.; Ken Ferguson, Seattle, Wash.
 D Hydro—Bud Sullivan, Seattle, Wash.; William Halloway; Dick Brunes, Seattle, Wash.
 BU Class—Don Baldaccini, Miami, Fla.; Johnny Sangster, Seattle, Wash.; Dean Ray, Seattle, Wash.
 A Hydro—Don Benson, Seattle, Wash.; Wally Granberg, Orinda, Calif.; John Wehrle, Hackensack, N.J.

NEW WORLD RECORDS

Five Miles in Competition

A Hydro—Wally Granberg, Orinda, Calif.	43.186
JU Class—Billy Schumacher, Seattle, Wash.	27.239
BU Class—Johnny Sangster, Seattle, Wash.	47.493
CU Class—Ron Loomis, Santa Barbara, Calif.	40.558
DU Class—Rocky Stone, Willamina, Ore.	53.444
EU Class—Dean Mahaffey, Salem, Ore.	41.152
B Hydro—John Alden, Oakland, Calif.	50.195
AU Class—Jack Corner, San Diego, Calif.	41.115

One Mile Straightaway

AU Class—Billy Schumacher, Seattle, Wash.	46.401
CU Class—Ron Loomis, Santa Barbara, Calif.	41.771
EU Class—Dean Mahaffey, Salem, Ore.	43.021

SPEED and SPRAY, October, 1955



TWO INBOARD RECORDS

Lou Nuta, Jr. pilots *Miami Queen II* to a new world record for 7-Litre Hydroplanes on Lake Niagara, Buffalo, N.Y. The boat, owned by Lou and his father, Lou Nuta, Sr., both of Miami, Fla., established a new 5-mile competition record of 80.609 m.p.h., racing in American competition for the first time.—Photo by Ronald E. Schifferle, Buffalo Courier-Express.

TWO WORLD RECORDS as well as several course marks resulted from the storm-delayed International Powerboat Regatta, August 14, on the Niagara River, Buffalo, N.Y. Almost blown out by "Connie," the regatta had to be squeezed into a one-day affair on Sunday, but the calm that followed the storm left perfect water, and officials of the sponsoring Buffalo Launch Club hailed the meet as the most successful ever, with over 25,000 spectators on hand.

Making her debut in American racing competition, the big 7-litre hydro *Miami Queen II* chalked up a new world 5-mile competition record of 80.609 m.p.h. The 19-foot, 5-inch H-99 is owned by Lou Nuta father and son team of Miami, Fla., and driven by Lou Nuta, Jr. The *Miami Queen's* European mark of 127 m.p.h. has not been recognized by the A.P.B.A., but the Nutas proved her the greatest when young Lou rocketed the 1,690-pound plywood craft twice around the BLC's 2½-mile course in 3:43.3 to better the course mark of 73.920 set last year by Ray Fageol's *So-Long* and also top the world mark of 77.454 credited to *Wildcatter*, owned by Burnett G. Bartley, of Pittsburgh.

Owner-driver Enoch Walker, of Hampton, Virginia, set the second new world mark in his white hulled, black decked *Vaughn Francis* with 52.957 m.p.h. for Class E inboard service runabout. Walker's 18-foot, 2-inch, 1,800-pound craft set her world mark in the second 5-mile heat after winning the first at 50.561 m.p.h.

The meet involved plenty of thrill and spills and near-serious accidents. In the second 7-litre heat George Byers, Jr., of Columbus, Ohio, was tossed from *Miss DeSoto I* while leading the race with *Miami Queen* right in his rooster tail.

In the first heat for 266 cubic inch hydros, Don Less of North Tonawanda, N.Y., driving *Mamma's Mink*, built by his father, Joe, was roaring along in the rooster tail of Ronnie Musson, the national 266 champion in *Chro-Mate*. Suddenly, a pop bottle drifting down the choppy Niagara punched a huge hole in the

bottom and topside of the right sponson of *Mamma's Mink*. Less managed to beach the sinking craft and then she was towed back to the Launch Club at high speed and yanked out of the water before she could sink.

Mamma's Mink was patched up and Less went on to win the second heat when it became Musson's turn for trouble. Less was overhauling Musson on a turn at the 4½-mile mark when *Chro-Mate* coughed to a stop and burst into flames. Musson leaped overboard and he and the boat were both saved by the Coast Guard. Less capped the day for 266's in the free-for-all 10-mile unlimited race when *Mamma's Mink*, in the lead, ran out of alcohol and became a sitting duck just a mile from the finish.

The regatta saw another kind of record with crews putting 112 boats through 18 heats for 95 miles of racing in six hours and four minutes.

NATIONAL CHAMPIONSHIP RESULTS

7-Litre Hydro (John C. McCallum Trophy)—*Miami Queen II*, driver Lou Nuta, Jr., owner Lou Nuta, Sr., Miami, Fla.; *Let's Face It*, driver Alan Morris, owner Jack Bartlow, Detroit; *Wildcatter*, driver Ron Musson, owner Burnett G. Bartley, Sr., Pittsburgh.

Class D Inboard Service Runabouts (Harry G. Winter Trophy)—Skip, Harry M. Bickford, Hampton, Va.

Class E Inboard Service Runabouts (Edwin J. Schenk Trophy)—*Vaughn Francis*, Enoch Walker, Hampton, Va.; *Rock-a-Bye IV*, Russ Kirkpatrick, Clarksburg, W. Va.; *Miss You*, Bill and Johnny Engle, Washington, Pa.; *Live Wires II*, George Klein, Buffalo.

Class F Inboard Service Runabouts (Rich Marine Trophy)—*Junior Prowler*, H. G. Hibbert, Miami, Fla.; *Betty Ann IV* (George Pope Trophy), Dr. August C. Schwendler, Eggertsville, N.Y.; *Miss Niagara*, Bill (Red) Oldfield, John Atkinson, Buffalo; *Millie*, Ray deGlopper, Buffalo.

Facts About Night Boating

It used to be that sunset was a signal for the small craft owner to head for a haven.

Not anymore. Outboard owners everywhere are fast discovering that the ideal time for a pleasant cruise or some good fishing is AFTER Old Sol sinks below the horizon.

There aren't many things more pleasant than a casual run on the water after dark, enjoying the cool night air and watching the winking lights on shore. A quiet evening's cruise under the stars just can't be beat for relaxation.

But man hasn't cornered the market on night enjoyment. The fish—big ones especially—enjoy frolicking on the surface after the sun has gone to rest. Whatsmore, a man can't be fishing and working at the same time. Night was made for the angler.

Night fishing, like night boating, is simple after a man gets the hang of it. Strikes are frequent, but are often missed until one learns to set the hook by sound or feel. In using surface plugs, strike at the slightest disturbance near the lure.

When fishing for walleyes, smallmouth or other underwater feeders, choose high-friction type lures that create a disturbance as they wobble through the water.

Even casting a shoreline after dark is easier than one might imagine. Once in a while a lure lands on the shore or plops several yards from the bank. A few snagged plugs will result, but you'll find that fish aren't too particular after dark. They'll take them out in the lake, and a feeding bass will occasionally grab one out of the bushes that you've become entangled in.

Here's what is necessary in the way of lights, when operating a boat between sunrise and sunset: If the craft is a class A boat, less than 16 ft. in length, a bright white light visible around the horizon at a distance of at least two miles mounted on the stern is required. It must also have a combination light showing green to starboard, from right ahead to two points abaft abeam, and a red light with the same visibility showing to port, both lights visible at least one mile and carried in the fore part of the boat.

The same regulations hold for class I boats, 16 ft. or over and less than 26 ft. in length.

Those rules, of course, are written to cope with the problem on well-trafficked waters. Usually, the small-boat fisherman in restricted waters totes only a flashlight for emergency use.

Although searchlights aren't required, they're mighty handy to have along for spotting drift, markers and other craft as well as providing light enough to land properly. A powerful flashlight should suffice.

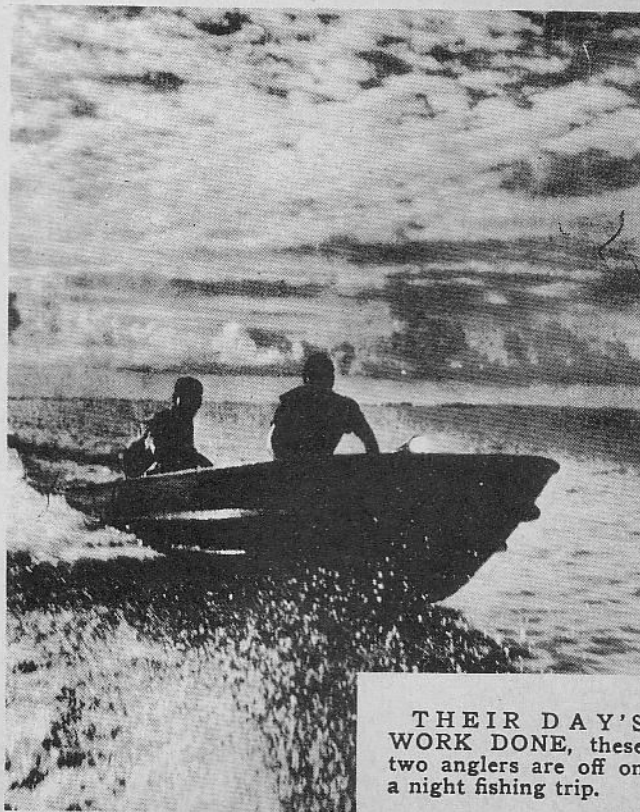
The night boater will have to learn to distinguish between lights. Lights on the shore could be anything from a filling station sign to a fisherman with a lantern. And there will be shore navigation lights too; green always is on the right bank, red on the left to a boat headed downstream. White may be found on either. Moving lights on the water are other craft, of course.

The outboarder can become familiar with shore navigation lights through experience or from charts.

It's a good idea to know the light systems around locks and dams well because generally you'll find other boats around.

There's a trick to seeing objects at night or in the dark without a flashlight. Don't stare directly at the object. While cruising, scan the water with your eyes. Your sight will be better from the side and your eyes won't tire due to staring. Shield the eyes from bright lights in cockpit and from other searchlights. Make sure the bow light is shielded properly.

Know the water you're cruising. If you do, you'll avoid obstructions by instinct.



THEIR DAY'S WORK DONE, these two anglers are off on a night fishing trip.

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NATIONAL CHAMPIONSHIPS

By ED NABB

THE Choptank River, in front of the Cambridge, Md., Yacht Club is three miles wide, which makes it wonderful for laying out racing courses with big fat turns—but is can also pick up a chop until the whole mess looks like a proving ground for battleships. That is exactly what happened on Saturday, July 30th when the Stock Outboard program was blown out—and the course hadn't completely flattened out for the feature 136 Hydro Nationals on Sunday.

Part of the 125 boat field agreed to stay over, and start racing at 7:30 A.M. on Sunday, and these Stock boys carried the show until noon. By that time the water conditions were much improved, but still far from ideal, and the boys who had rough water rigs were in luck. The regatta was to feature the Eastern Championships in the POD and 225 cu. in. classes, and the Nationals in the 136s—by virtue of the request of the 1954 champ—Wally Rowland.

The POD event was really scrambled up—with several of the previously favored boats running well back in the pack. The boys have been turning out in good numbers this year—and running like mad! All of the boats are owned on the Eastern Shore of Maryland, and the same mechanic administers to the ailments of most of the fleet. As a result the owners had taken certain liberties with Mr. Ford's power plant—and while they were running close—and fast—then couldn't quite pass the rule book. The downfall was dreamed up by Frank Foulke, Inboard Vice President of APBA—and one of the smartest engine men in America. Frank, Jack Fisher and Dick Kell made up what they call their "lie detector," which is nothing more than an accurate degree wheel and lift guage, which is used on inspections of the Ford V8 60 in the POD and 136 cu. in. classes. The gadget can pick up a hot cam in a matter of seconds—then the cam is removed and given the "third degree."

The POD boys had their troubles on July 4th at Hampton, where everybody failed their tests—and the Cambridge race saw a wide open field of 6 boats—all with completely honest engines! The smaller than usual field was led thruout both heats by Callie Thompson of Grasonville, Md., a newcomer to racing, in his *Wildcat*. The favorite—Alton (Mr. Bo) Pierson, had to be content with a second, after a string of some 21 victories, the third place winner was Bill Ruth.

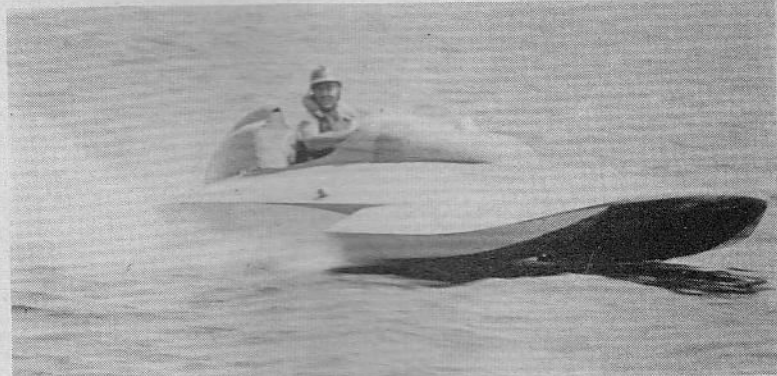
The 225 event brought forth a field of 8 starters, which is something of a record in Region 4, where the class has been dying on the vine since 1948. The outcome was never in doubt as Bill Ritner Jr., of Philadelphia led the way in *Wa Wa*. Bill hasn't been beaten in a couple of years—except when he was loafing or the rig wasn't running. The race did show a greatly improved *Jersey Devil*, the Hallet built job of George Smith of Mt. Holly, N.J., which with a little work may well turn out to be the boat to beat in the East. Smith took second place, with Woody Pleiscott's *Woody's Special*, driven by designer-builder Henry Lauterbach winning the third place trophy.

The committee had expected at least 30 starters in the 136 event, but only 22 came to the line. Two elimination heats

(Continued on Page 32, Column 3)



Don DeVault of Glenburnie, Md., 136 Champ



Don DeVault in Tom Caldwell built Blue Blazes. Won 136 Nationals, Cambridge, Md., July 31, 1955 in 22 boat field.



Calvert Thompson in Wildcat - PODH Eastern Champ, was Rodney Brogden's Kitty B.



George Smith's MT Halley, N.J., Jersey Devil - 225 Hallet Hull.



RACE FOR LIVES

—PHOTOS BY JOHN GREENSMITH

The thought-provoking title, "A Race for Lives"; over 20,000 persons contributing to a great charitable cause; two beautiful and famous Hollywood stars, and over 100 of the nation's top outboard drivers in thrilling competition — these were the dramatic components of the nine-event regatta June 26 in Hart Memorial Park, Bakersfield, California.

All profits from the regatta were donated to the unique non-sectarian City of Hope Hospital in Duarte, California. The 345-bed national medical center is dedicated to the war against cancer, leukemia, tuberculosis and heart ailments amenable to surgery. It is — as far as any one can discover — the only hospital in the country entirely supported by private contribution and where no patient — no matter what his financial status — is permitted to pay one cent toward the cost of his care.

Last year residents of the Bakersfield area received \$30,000 worth of free hospital care at City of Hope. So it was not surprising to find Kern county residents in great numbers supporting the regatta to augment the

crowds that regularly journey from one end of Southern California for weekend racing.

Added impetus was given to the occasion by the appearances of actresses Esther Williams and Constance Moore, who flew up from Los Angeles in a private plane for the races.

Local drivers showed the way around the tricky five-eighths of a mile course with single buoy turns. Bakersfield Mayor Manuel Carnakis, Elmo Belloumini and Dr. Tommy Ingalls took turns in scoring firsts, with Orlando Torigiani running third behind Belloumini and Winner Glen Johnson of San Diego in the A Hydro Division.

Big race of the day was in B Hydroplane class which saw 11 entries. Belloumini was re-entering competition after hospitalization and plastic surgery from burns received in a fire when he was working on his racing motor 18 months ago. With his hot "Farmer Boy," he was expected to beat Ingalls, who had been leading the field since Belloumini's accident. Belloumini was out in front for two laps when he went over right on



The above photo is of the Bakersfield, Hart Memorial Park race course. It is about $\frac{3}{4}$ mile around the bouys. The island in the center is about 2 feet high, it is a man made lake and is used solely for boating activities. —Staff Photo

Officials and Guests—Shown at the "Race for Lives" regatta are, left to right, Constance Moore, Doctor Alfred Goldman, City of Hope Hospital official in Duarte, California; Esther Williams, and Frank Goldman, chairman of the Bakersfield group that staged the highly successful event. The Goldman men are brothers. Proceeds of the event went to the hospital in Duarte, California. ♡



the can. Running in third spot, Arne Adams of Van Nuys, California, was so intent on seeing that Belluomini was unhurt that he went over right alongside, leaving Ingalls an easy first.

Carnakis gave his constituents a thrill by flipping his C Runabout in the first lap of their event while running first. He redeemed himself, however, in his standby C Service runabout, finishing first.

Belluomini beat out Johnny Drake of Huntington Park and Dr. Ingalls. The latter, a Bakersfield dentist, won the B Hydro, edging Bill Bauman of Long Beach and Dr. Paul DeLoe of Granada Hills, California.

Torigiani is the current world's champion in Class A Hydroplane. In his boat, "Cotton Kid," he won the five-mile competitive record at Lakevillage, Arkansas, in 1953. The same year he won the American Powerboat Association championship and the National Outboard Association title for his class. He repeated in 1954 and is the only driver to win four consecutive titles. Among others, he has won the Pacific Coast Championship and the Western Divisional Championship.

Carnakis has also won the national crown more than once. His Class C family of "Woisme" has been known across the nation for years. He won at Biloxi, Miss., in 1953, and also has won both the Pacific Coast and Western titles in C-Service.

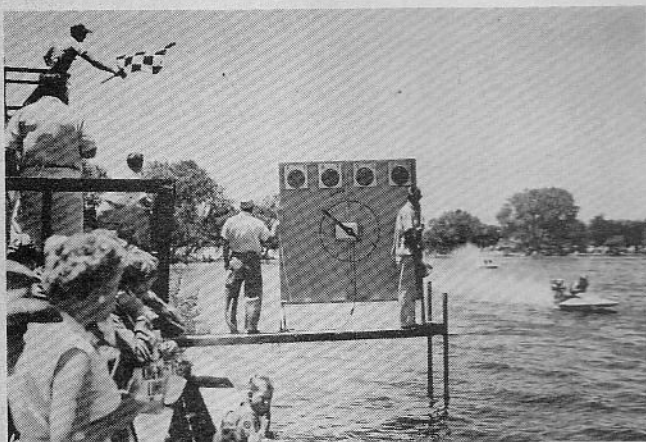
Ingalls has won the American Powerboat Association high point award and the \$5,000 perpetual trophy. He's a veteran driver in B Hydro with his "Lil Doc."

Belloumini is a former record holder in A Hydro who returned to action after two years recovering from a gasoline explosion that nearly cost him his life.

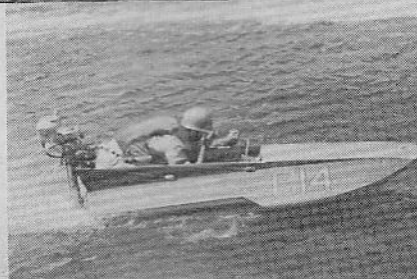
The day offered perfect racing weather and the difficult course offered many thrills during the afternoon's two-heat program. There were many flips, but no serious injuries. Drivers competed from as far away as San Diego, San Francisco and Arizona. Winner of the first three places, by classes were:



Returns to Racing—Elmo Belloumini, Buttonwillow, California, holder of the Class B Outboard Hydro World's Record of 60.201 M.P.H., cotton farmer, returned to outboard racing at the Bakersfield meet after nearly three years away from the races following near-fatal burns. He flipped his boat in the first race, but returned later in the afternoon to win the C racing hydro and take second in A hydro. Elmo was burned over most of his body while cleaning engine parts with gasoline at his ranch in 1953. His return to racing was a welcome one and he proved he hadn't lost his touch in the years away from the game.

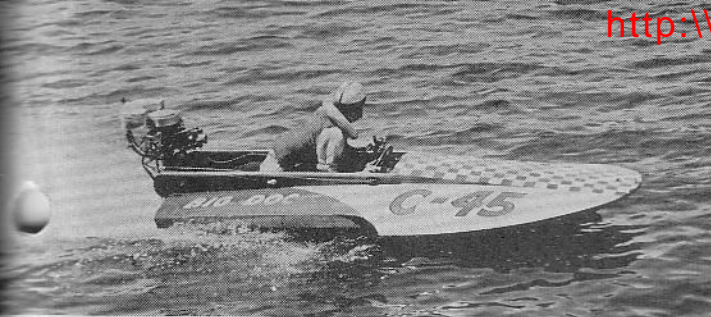


They're Off—A good start is shown in the Class M hydros as they head past the starting line. Craig Spencer of Los Angeles won the event with Boots Murphy of Hollywood second and Bob Hawley of Costa Mesa third.

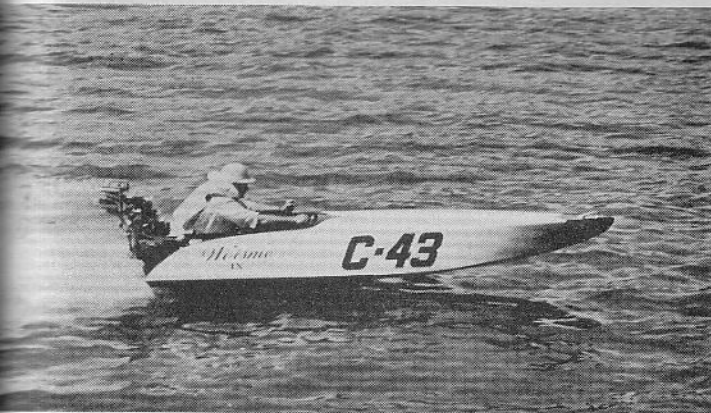


Finish Line—Looking down finish line at Hart Memorial Park as another race concludes with the wave of checkered flag.





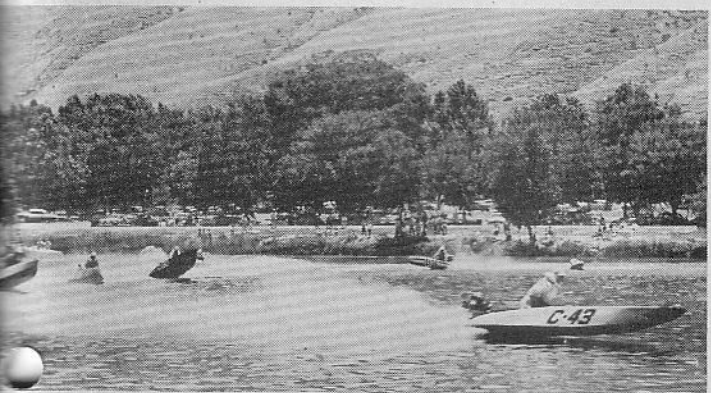
Big Doc Wins—Tommy Ingalls of Bakersfield has a comfortable lead in the C racing hydro, but the event was won by Elmo Belloumini of Buttonwillow, California. Ingalls came back to win the B hydro race.



Mayor Wins Again—A frequent sight, Manuel Carnakis, racing mayor, streaks home winner in C service runabouts.



Close Race—Dave Imme of San Francisco, driving "Teddy Bear" in the foreground of this photo, leads Manuel Carnakis of Bakersfield in the C series runabout race won by the latter. Imme came in second. Note the teddy bear on the front of Imme's boat.



Carnakis, C-43, leads the C-Service runabout boys out of the east turn.

—RICHARD W. KING PHOTO



Mayor Congratulated—Bakersfield's racing mayor, Manuel Carnakis, is shown receiving trophy for his win in the C service runabout event. Presenting the trophy are movie actresses Esther Williams and Constance Moore, special guests at the Bakersfield regatta. Carnakis put on quite a show for his hometown by winning one event and taking a colorful spill in full view of the grandstand in another.

C SERVICE RUNABOUT

1. Manual Carnakis, Bakersfield
2. Dave Imme, San Francisco
3. Joe Machado, Lemoore

C. RACING HYDRO

1. Elmo Belloumini, Buttonwillow
2. Johnny Drake, Huntington Park
3. Dr. Tom Ingalls, Bakersfield

F. RACING HYDRO

1. Frank Signorolo, San Francisco
2. Chuck Parsons, Lodi
3. Sam Paul, San Bruno

A HYDRO

1. Glen Johnson, San Diego
2. Elmo Belloumini, Buttonwillow
3. Orlando Torigiani, Buttonwillow

F. RACING RUNABOUT

1. Chuck Parsons, Lodi
2. Al Brooks, Jr., Stockton
3. Alex Cockburn, San Diego

B. HYDRO

1. Dr. Tom Ingalls, Bakersfield
2. Bill Bauman, Long Beach
3. Dr. Paul DeLoe, Granada Hills

M HYDRO

1. Craig Spencer, Los Angeles
2. Boots Murphy, Hollywood (woman)
3. Bob Hawley, Costa Mesa

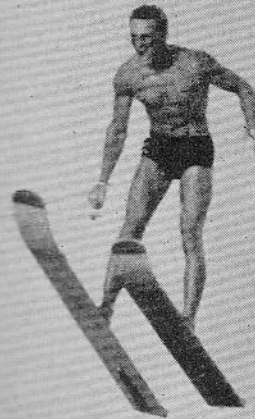
C SERVICE HYDRO

1. Henry Wagner, Fresno
2. Roy Gates, Ventura
3. R. L. Woodward, Long Beach

C. RACING RUNABOUT

1. Joe Leonardo, Hanford
2. Don Biagio, San Francisco
3. Henry Wagner, Fresno.

NATIONAL WATER SKI CHAMPIONSHIPS



Butch Rosenberg of Winter Haven, Florida, who successfully defended his national men's title at the 1955 National Championship Water Tournament at Lakeland, Florida, soars through the air as he sets a new world's jumping mark of 125 feet.

PHOTOS BY SANBORN — Courtesy American Water Ski Association and O.B.C.

FOUR NEW RECORDS were set as 161 contestants vied for top honors at the 1955 National Water Ski Championship Tournament of the American Water Ski Association on Lake Hollingsworth, Fla., August 26-28.

High point of the meet came when 20-year-old Butch Rosenberg of Winter Haven, Fla., set a new men's jumping record of 125 feet. The old record of 116 feet was held by Alfredo Mendoza, of Mexico. Rosenberg, a University of Miami junior, successfully defended his national men's overall title by placing first in jumping, second in slalom and fourth in trick riding.

Overall champion in the boys' division is Chuck Stearns, Bellflower, Calif., who won the trick riding and slalom events and placed third in jumping. Bob Marotti of Panama City, Fla., however, chalked up a new boys' jumping record with a leap of 88 feet.

The third jumping record of the meet went into the books when Mary Ann Moenert, West Palm Beach, Fla., sailed 60 feet on her second attempt in the girls' division. Mary Ann also won the girls' overall championship.

Earl "Pappy" Hollowell, Panama City, Fla., competing in the veteran's class, also set a new jumping mark of 76 feet and captured overall honors in his division. Willa McGuire of Winter Haven, Fla., won her eighth national women's championship by sweeping the trick riding and slalom events and placing second in jumping.

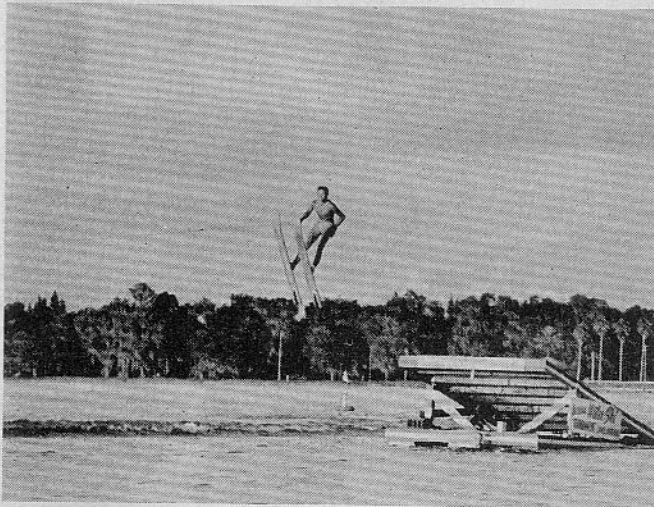
Jack and Mary Andresen, Greenwood Lake, N.Y., were judged the best mixed doubles team.

The Ski Club of the Palm Beaches won the team championship trophy, breaking the domination of the Cypress Gardens contingent which has walked off with the team honors for the past several years. Florida's Governor LeRoy Collins presented the team trophy to the Palm Beaches group. To earn permanent possession of the cup a team must win the national tournament three years in succession.

Water skiers from 14 different states competed in this year's national championship competition. The 161 entries also set a new record for the meet. Ninety-seven contestants was the previous high set last year when the tournament was held at Laconia, N.H.



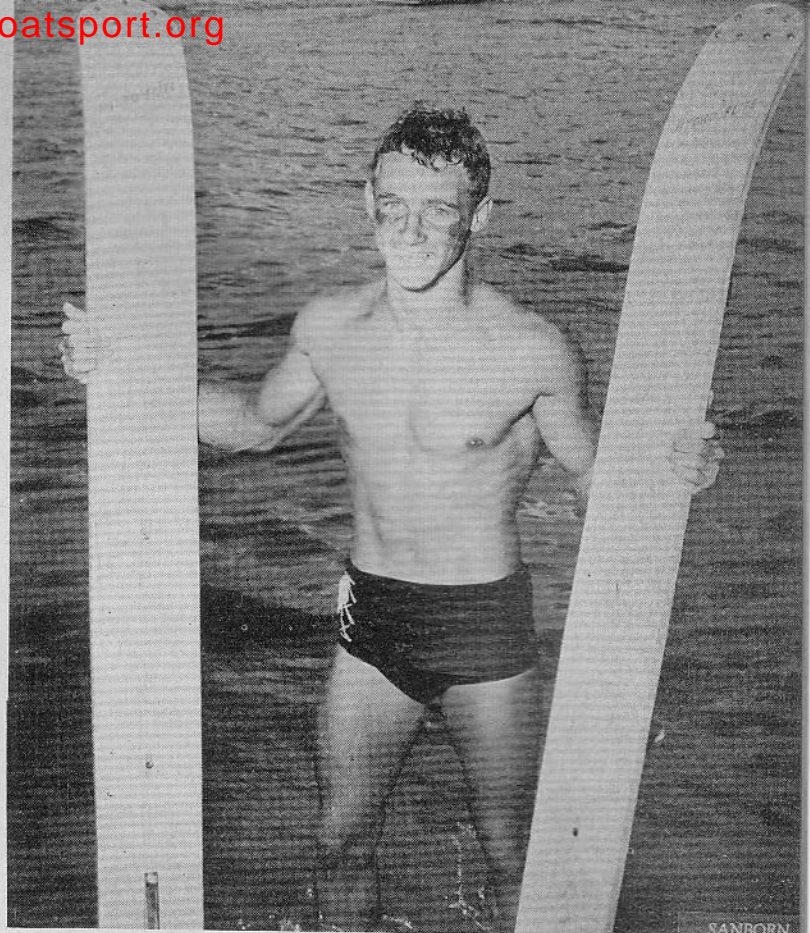
On her way to her eighth national women's championship, Mrs. Willa McGuire of Winter Haven, Florida, rounds a bouy in the slalom event. She captured the women's crown by placing first in the slalom and trick riding competition and second in jumping.



Chuck Stearns of Bellflower, California, won the national title in the junior boys' division by winning the trick riding and slalom events and placing third in the jumping competition.



Earl (Pappy) Hollowell, Panama City, Florida, set a new veterans' jumping mark of 76 feet at the 1955 National Championship Water Ski Tournament at Lakeland, Florida. He also won the overall championship in his division by placing third in slalom and trick riding and first in jumping.



Displaying a victorious smile, Butch Rosenberg of Winter Haven, Florida, poses happily after setting a new world's jumping record of 125 feet at the 1955 National Championship Water Ski Tournament at Lakeland, Florida.



On their way to winning third place in the mixed doubles competition are Martha Ann Williams, Long Beach, California, and Chuck Stearns of Bellflower, California.

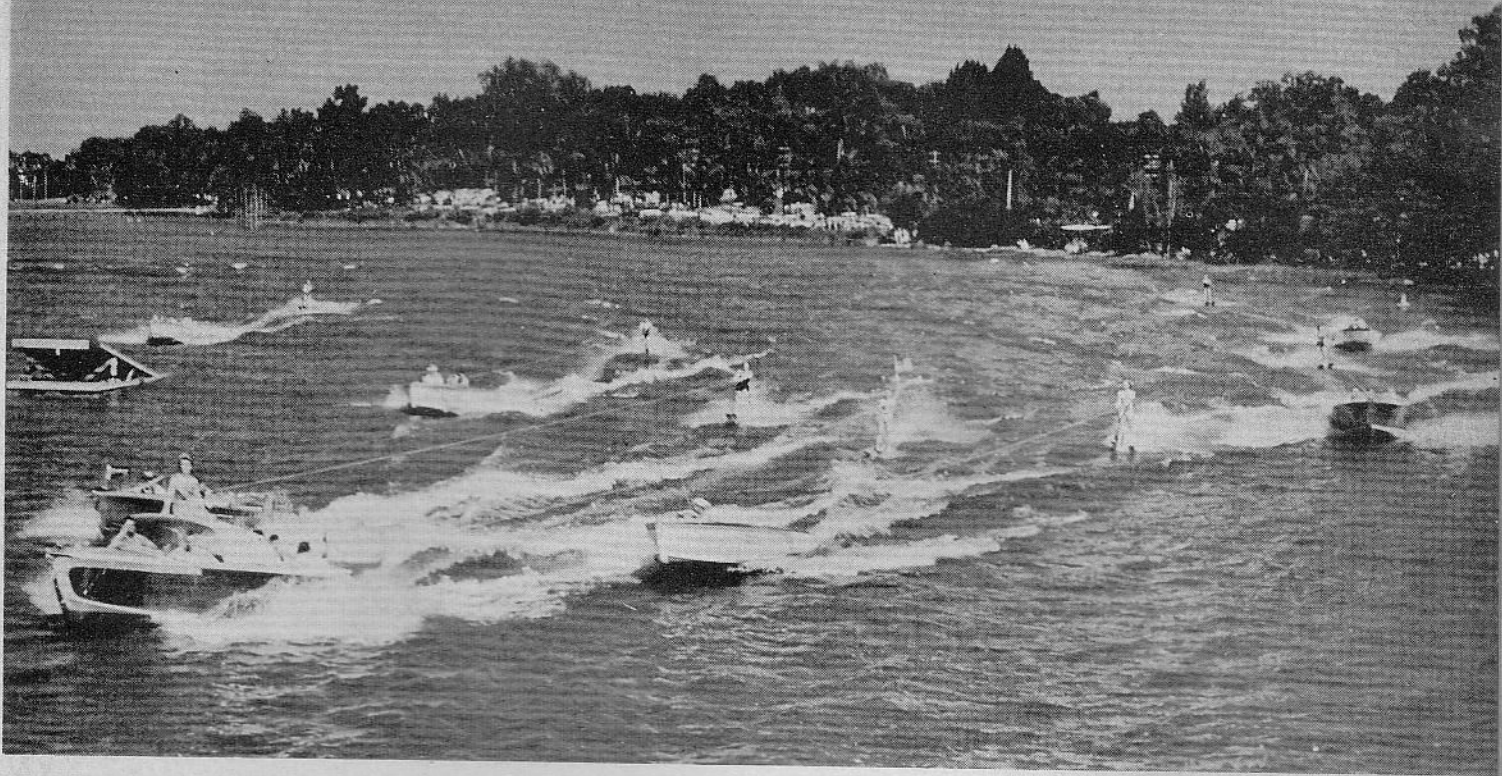


A part of the crowd which lined the beach at Lake Hollingsworth, Lakeland, Florida, to watch 161 contestants compete for national honors in the 1955 National Championship Water Ski Tournament.

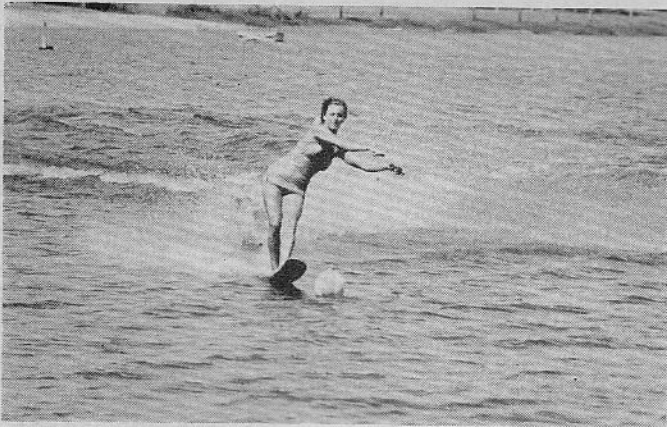


Winner of the national championship in the junior girls' division, Mary Ann Moenert, West Palm Beach, Florida, placed first in the slalom, fourth in jumping and sixth in trick riding. She also set a new jumping record in her division of 60 feet.

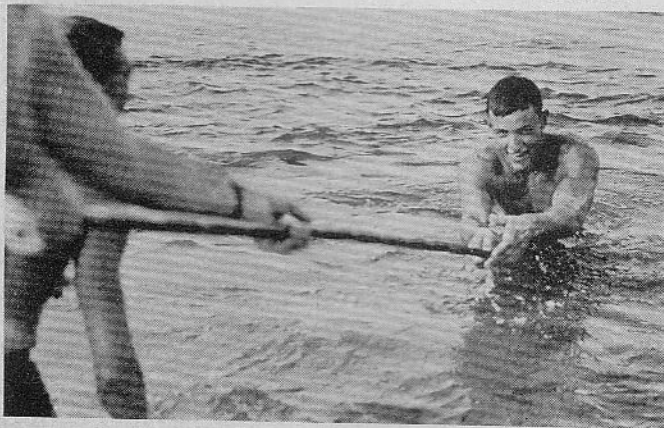
Mrs. A. D. Kelley accepts the team trophy for the Water Ski Club of the Palm Beaches from Governor LeRoy Collins of Florida. Looking on is Bill Clifford who served as chairman of the 1955 national water ski meet.



The 1955 National Championship Water Ski Tournament opened with a thrilling "water parade" of boats and skiers, led by pretty Ann Lewis who reigned as queen of the event.



Connie Der, representing the Cypress Gardens team, took second place overall honors in the national water ski tourney by winning the jumping event and placing second in the slalom and trick riding in the women's division.



Warren Witherell of Middletown, Conn. gets a helping hand after winning the slalom event in the men's division. He also captured first place in trick riding to take the runner-up position in overall rankings.



Willa McQuire, Winter Haven, Florida, who won her eighth women's national championship at the 1955 National Championship Water Ski Tournament, is congratulated by Don Ibsen, regional vice president of the American Water Ski Association.

ON THE CONTINENT

Italy . . .

By MICHELE VERNOLA

Lake d'Iseo — Sarnico — Italy

GUIDOTTI'S TWO NEW WORLD RECORDS

The tower's clock of Sarnico, a cute little town on the lake d'Oseo was just sounding 11 a.m. when Liborio Guidotti started his first trial in his Timossi hull, with a Maserati engine. The weather conditions weren't really perfect for a record, but we could see that the boat was holding very well while the Maserati engine did sound like music.

The very modest but famous American champion Paul Sawyer, his kind wife Ermine and I were on the pier of Riva's dock, near which there was the marking point of one kilometer straight course of the trial.

This time Paul and Ermine are in Italy just for a vacation, they were at Sarnico almost every day as special guests of their numerous Italian friends. Some days they don't even have enough time to attend all the invitations, as there are really too many!

Going back to Guidotti's record, here are the times that he made for the 500 kilos class (1111 lbs.): Up wind—181.818 km/ph; down wind—183.673 km/ph—average: 182.745 km/ph=112.8 mph. The old record held by Sestini was 110.6 mph. In the afternoon Guidotti, driving the same boat, established a new record for the 2800 cc class even with a faster wind than in the morning. Times: 173.076 km/ph up wind, and 202.247 km/ph d-w, average: 187.661=115.8 mph.

As we said above the weather conditions were even worse in the afternoon, though there was too much difference in between the two ways: up and down wind, then it seemed that some mistake would be made somewhere. In fact Guidotti told me that he didn't see the course points too well and then he happened to drive in diagonal direction instead of going straight.

Thereby his intention to try it again next month, though at Campione d'Italia . . . this time.

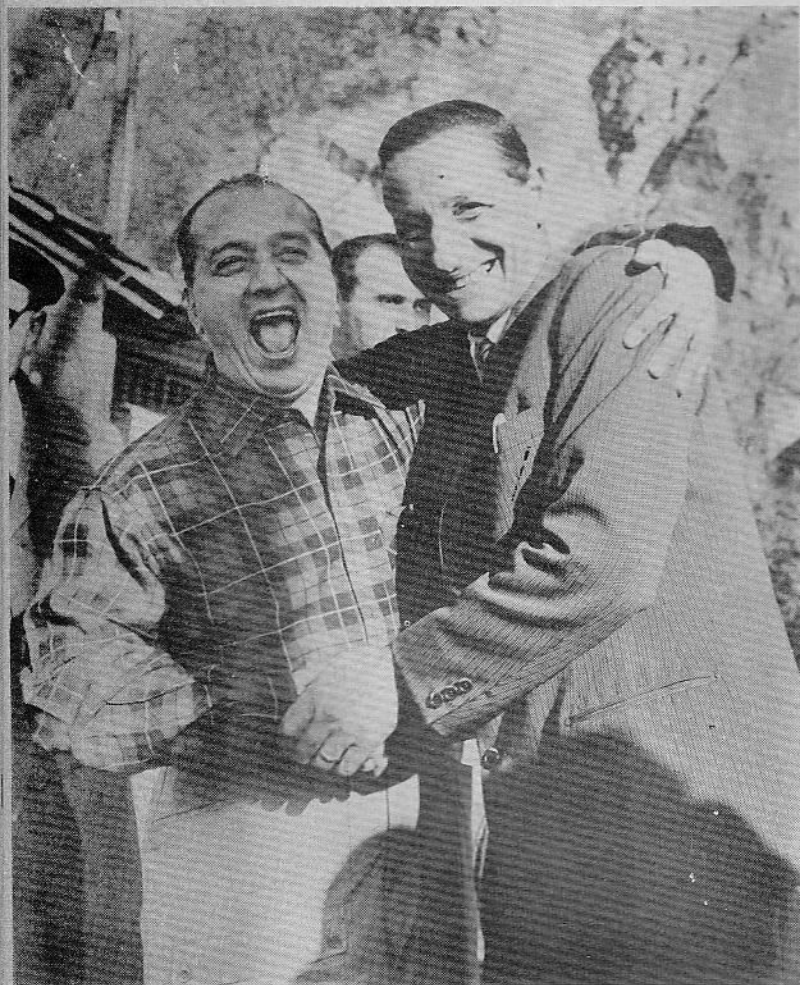
Michele Vernola.

TECHNICAL DATA:

Boat—Timossi 3 pointer—the size is very close to *Alter Ego*.

Engine: Maserati 2800 cc — 2ohc (double overhead cam)—280 HP at 7500 rpm.

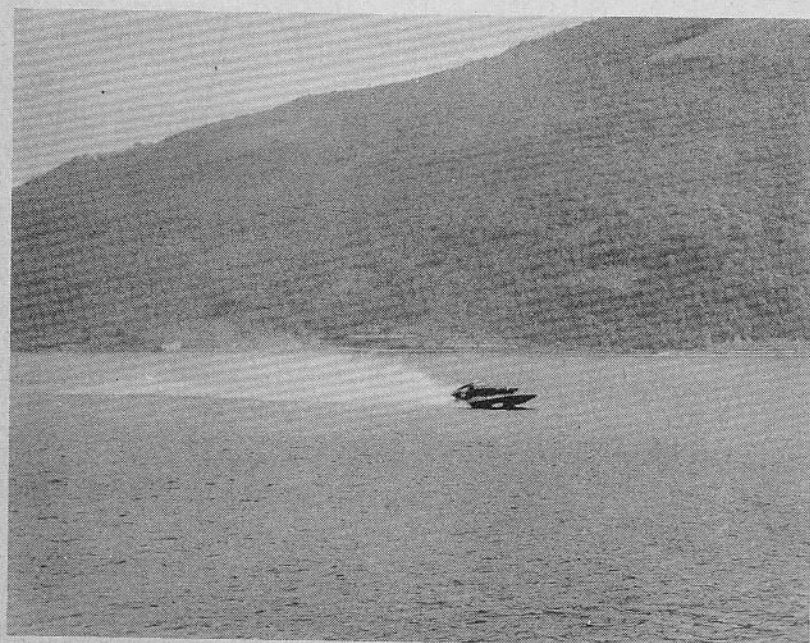
This engine is very close to the size of our 266 cubic inch class.



Mr. Guidotti is very happy after he broke the two records—The other gentleman is the famous Mr. Radice, who builds the propellers. He is now making many of them for the U. S. A. market.



This picture is one of those rare ones as it shows the seldom photographed Mr. Timossi at the center. He is one of the finest boat builders in Italy. The other man in the photo is a Maserati mechanic. Note the array of batteries used for starting, they are not carried in boat, motor runs on magneto.



Liborio Guidotti at full speed—Sarnico 1955.

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MIAMI TO NASSAU ON ONE SKI.

By FORREST JOHNSON



The twin engines in this 26-foot Prowler really makes her get up and move, leaving very little wake and completely dry ride for crew and skier.

Forword: When 22-year-old Delores Kipple recently established a new world water skiing record by skiing from Miami to Nassau on one ski it was veteran boat builder Forest E. Johnson who captained the voyage. This is his story:

I HAVE BEEN BUILDING BOATS for more than 38 years, been on all kinds of cruises and driven all types of powerboats, but the most unforgettable experience I've ever had occurred in late June of this year.

I was captain on the 200-mile Miami to Nassau voyage in which an intrepid young Miami Beach girl, Delores Kipple, crossed the choppy ocean channel on a single water ski. If that sounds impossible, believe me, it is. But we did it anyway.

We started the trip at 5:55 a.m. on the last Sunday in June from the Racquet Club on the County Causeway. Delores and her father, Randy, are instructors at the club.

When we started the journey, the morning was bleak, the skies overcast and the ocean choppy. We had cancelled several previous attempts and decided we could wait no longer.

A 26-foot Prowler with twin engines, 215 gallons of gas and six people in the boat for the trip. I knew the boat could take anything the ocean could throw at it and still keep going, but I didn't know how much punishment Delores could take.

Believe me she took more punishment than any human being should ever have to and her amazing stamina and unfaltering courage won the admiration of all the news reporters and photographers who made the gruelling trip aboard the "Tooky."

We were only a short distance from the Florida coast when we began running into six and eight-foot swells. I knew the trip was going to be tough, but at that point no one aboard my Prowler had even the vaguest notion just how rough it was going to be.

The voyage, which will go down in history, took 10 hours and 25 minutes. All Delores had for nourishment were a few candy bars and a canteen of water tied around her waist.

The first part of the trip from Miami to Bimini was so rough that Delores had to throw away the supplies after the first 56 miles. The canteen was beating her on the hip so badly she was bruised and bleeding. In fact, when she glided ashore



Delores Kipple poses for the photographer with her single ski before the trip. Note the trim lines built into this speedy design of this 26-foot Prowler built by Forrest Johnson Boat Works.

at Emerald Beach in Nassau she was a mass of blisters and burns.

It was tough trying to slice through the swells at angles that would enable Delores to keep her balance. Time and time again we thought she was a goner. Not just from the waves, for once she got tangled in the tow and I had to turn the "Tooky" around hurriedly and backtrack very fast in order to give her a chance to free the line.

We all were somewhat alarmed just after crossing the Gulf Stream when we saw a shark and barracuda trailing her.

We had anticipated such dangers and therefore had the bottom of the ski painted black so as not to lure the barracudas. We knew we could outrun the sharks but nevertheless Delores wore a black bathing suit in order that she would not offer too much of a lure to the fish in case she fell. After a few minutes both the shark and barracuda lost interest in the speeding skier and went away.

The tow rope had a hook on the end so Delores could hook it in her belt and rest her arms from time to time. However, due to the roaring seas she got less than 10 minutes rest during the entire voyage. That was when we hit a smooth stretch of water near the Grand Bahama Banks. But from there on in she had to hold on for dear life.

Near Nassau one of the engines went dead and I had all I could do to keep up the speed with one engine. I suddenly discovered the gas line was fouled and rushed to the stern and switched tanks before the ocean slowed us down too much.

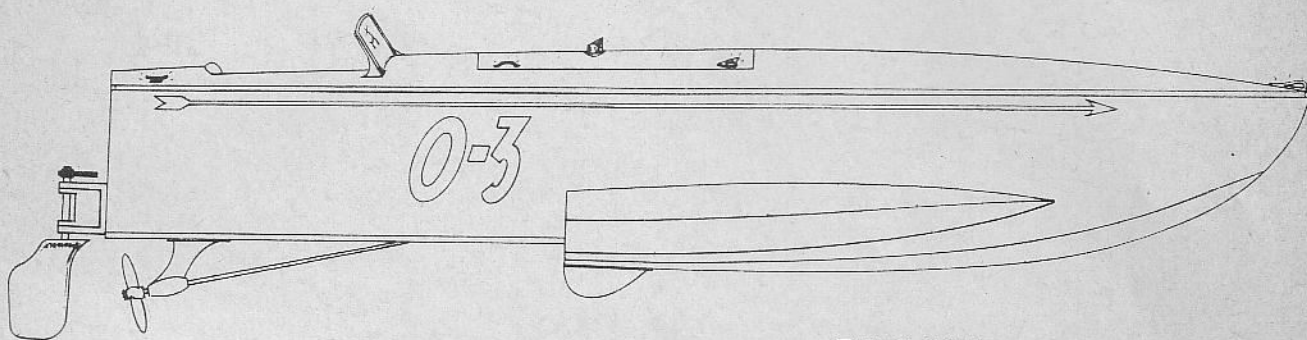
When Delores glided onto Emerald Beach late in the afternoon, swarms of spectators were on hand to greet her. She was a national heroine and rightfully so.

Every time I think of that grueling voyage my shoulders ache. I shudder when I think of the punishment that brave girl took.

I was proud of Delores and I was proud of the "Tooky" and I will always be grateful to the Kipples for an unforgettable experience.

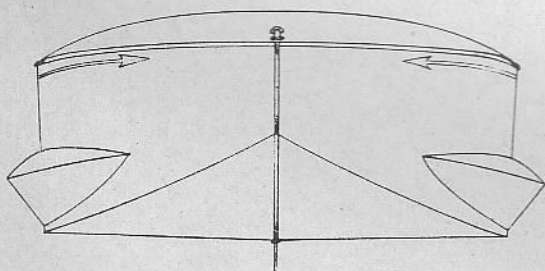
P-O-D-H

PACIFIC ONE DESIGN HYDRO



PROFILE VIEW

PART II—Continued from last issue



BOW VIEW

NOTE

THE LETTERS P.O.D.H. MEAN
 "PACIFIC ONE DESIGN HULL"
 IN ORDER TO QUALIFY UNDER
 AMERICAN POWER BOAT ASS.
 HULL & ENGINE MUST COMPLY
 WITH THESE PLANS. DO NOT
 VARY FROM DIMENSION GIVEN.

LENGTH OA 13'0"
 BEAM OA 5'1 1/2"
 ENGINE FORD 60

SINCE the first issue several people have written in to ask why we called this boat a Pacific One Design Hull rather than Hydroplane. This is a good question and can only be answered by saying, according to the rule book this design is known as a Hydroplane, but the common referral is to a hull. Technically these boys are right (Kent). To them we apologize.

Assuming that you eager beavers have constructed all of the frames shown in the first part, let us continue. First the stem will be layed out on a stiff piece of paper and traced on to a straight grained block of oak, then band sawed to shape. Do not bother to cut the relief in the leading edge. This can be accomplished with a plane after it is installed.

It is advisable to cut a building form on which to construct this boat, especially if you plan on building more than one of the same design. However it is possible to build without a form by securing each station to the keel, bilge batens and chines, using the clamp baten or sheer line as a parallel base line.

The sheer line or clamp is a straight line from bow to stern. When assembling the frames it may be used

PACIFIC ONE DESIGN HYDRO

as a base line. Keep this line parallel with the floor. Mount each station 1 foot apart and at a convenient working height. A handy way to hold each station is to tack one piece of 1" x 4" material across each station just under the clamp notch and lay these 12 pieces over two 2" x 4"'s, 12' long.

When all stations are in their position upside down, glue and screw in the two keels, bilge battens, chines, clamps and side battens. Apply side planking. Turn hull over and build in seats, engine boards, dash boards, fuel tank, water pickup and other finishings. Then the deck planking is laid and the $\frac{3}{8}$ " transom is secured to station 13.

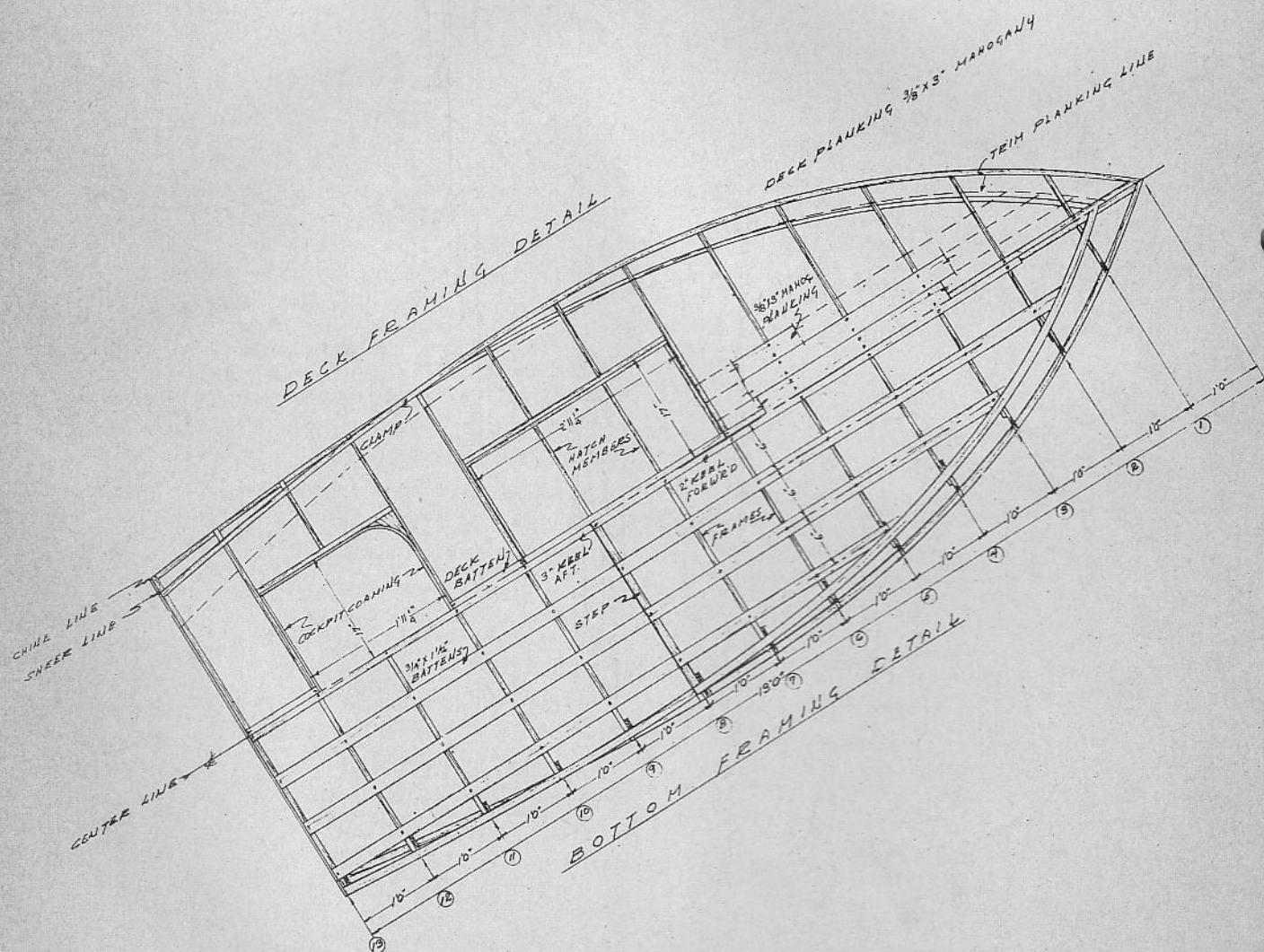
Due to the reduced size of the reproduction on this sheet, it was necessary to show only three bilge battens

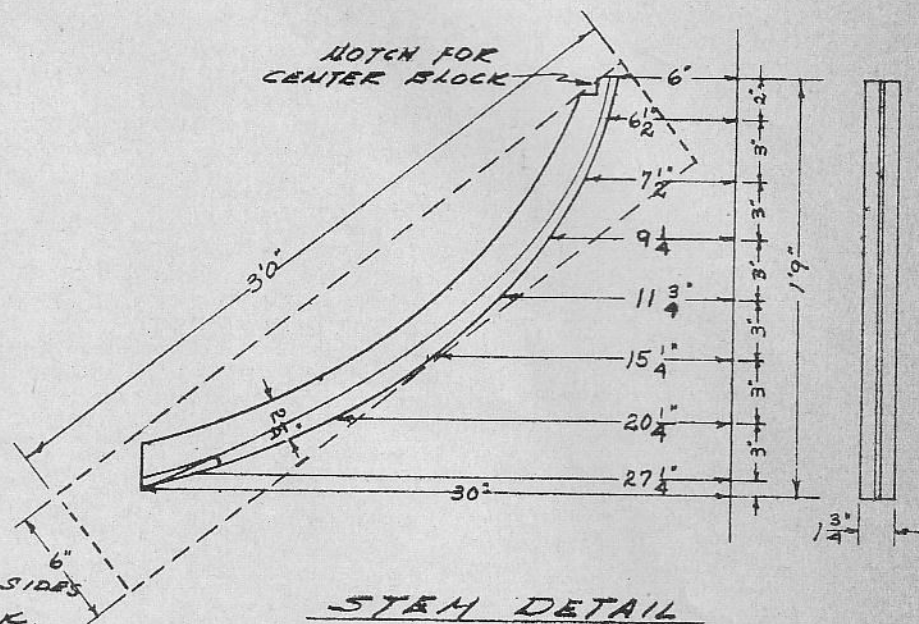
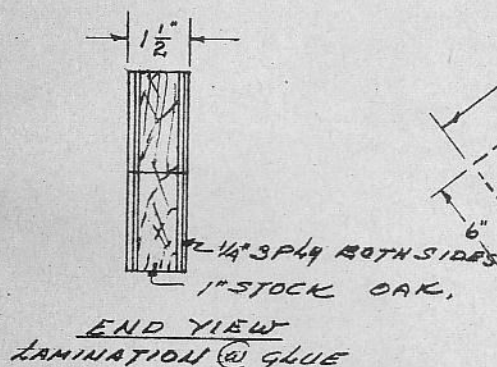
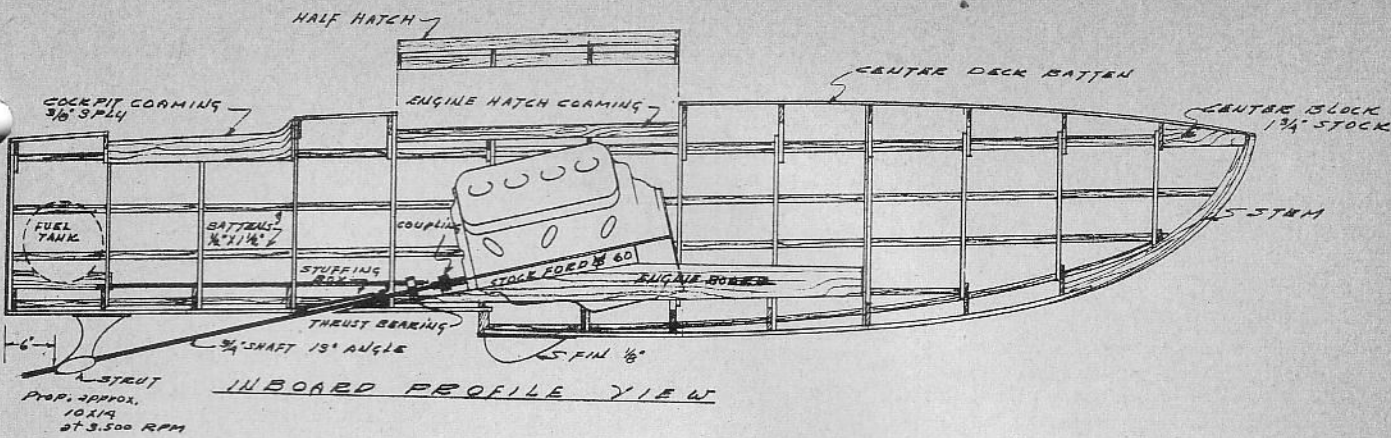
with the spacing between them. There are actually four bilge battens required as shown in the previous month's drawing.

The engine beds as shown may be changed at the option of the builder. Some people like a heavy arrangement and others prefer a light setup. The engine beds shown are the lightest possible and should not be cut down.

The front engine mount has been detailed and should be used as shown. There are many different versions of mounting the forward end of the engines, but over a long period the one shown has proven to be most satisfactory.

Next issue will deal with applying the skin or plank-
ing and making sponsons to fit the sides.

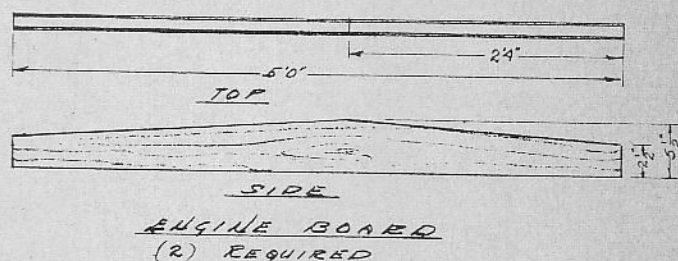
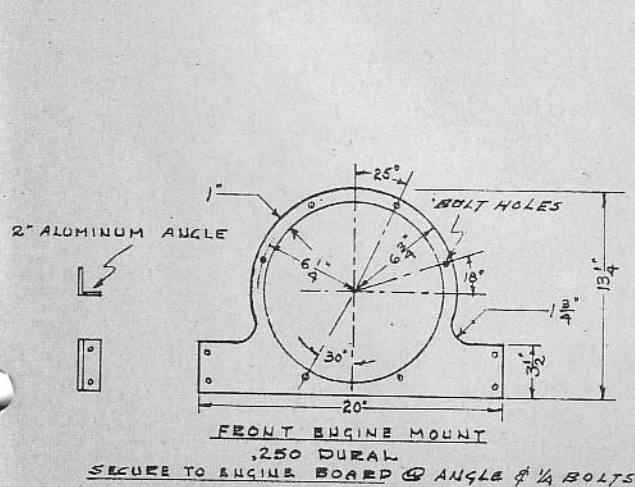




STEM DETAIL

CUT FROM 1 3/4" X 6" X 30" OAK.
BEVEL & NOTCH FOR CHINES
CLAMPS AND BLOCK.
CUT CENTER BLOCK FROM SCRAP

INBOARD PROFILE VIEW

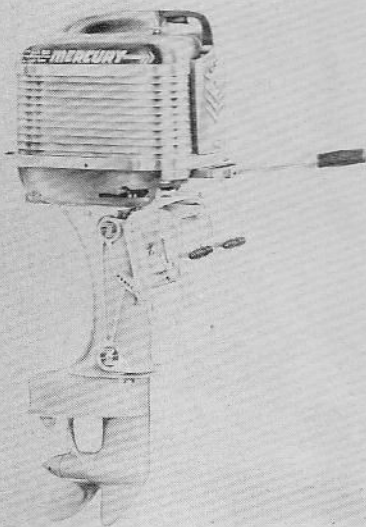


TRADE NOTES

HORNER'S "Dictionary of Mechanical Engineering Terms"—7th edition. Revised by Staton Abbey—Price \$6.50. Handled by Philosophical Library, Inc., 15 E. 40th St., New York 16, N.Y.

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Mark 30 priced \$479.50. 12 Volt Merc-Electric starter and generator \$125.00 extra F.O.B. Fond du Lac, Wisc.



Mercury — Mark 30

ON LAND AND ON SEA—Standard Motor Products, Inc., has just announced the release of another display in its series of augmented promotional point-of-sales material to help the distributor.

It is an attractive silk screened poster card 20" x 30", in four colors, titled "On Land and On Sea." The BLUE STREAK Marine Coil, Bus Coil and Super Coil are vividly displayed in use.

For more information about this display and other sure-fire sales promoter material write "Displays," Standard Motor Products, Inc., 37-18 Northern Blvd., Long Island City 1, N. Y.

SKIM ALONG at top speed, or take it slow and easy. You have your choice with the new Mercury Mark 30 outboard motor. The sleek quiet, and powerful four in-line cylinder 30 horsepower engine is capable of producing speeds over 30 miles per hour. The perfect answer for beginner or expert, single or group water skiers.

Mark 30: \$479.50 F.O.B. Fond du Lac, Wisc., \$125.00 extra with 12 Volt Merc-Electric Starter and Generator.

Club News

The Port Perry Yacht Club of Oshawa, Ont. had a surprise and unexpected visitor over the week-end, when the Canadian Boat Federation dropped in and brought about 80 racing outfits with it, looking for a suitable place to hold the speed-boat races that were postponed Friday and Saturday at the C.N.E. because of the great Lumsden swim and bad weather.

A telephone call from the C.N.E. was received Saturday afternoon by Don Smith, Oshawa, Commodore of the Port Perry Yacht Club, asking for assistance, and after an emergency call to Club Directors and securing the green light from the village of Port Perry—an S.O.S. went out to club race officials in Oshawa, Toronto and Port Perry to be on hand, also Police, Ambulance and loud speaker were secured, buoys, barges and crash boats were made ready — Timers, Flagmen, Starters and many other equally important Personnel were alerted — and in a matter of "minutes" the stage was set for two days of boat racing to be squeezed into one afternoon.

Due to the splendid cooperation of the Racers, Officials and the Local folks trying to conduct a waterfront business, everything ran as "smooth as silk," starting at 1 p.m. and finishing at about 6:30.

Following are the first place winners—each receiving a Bulova clock radio.

A Racing Hydro — Leon Richards, Ogdensburg, N.Y.

B Racing Hydro — Warren Wilson, Caro, Michigan.

C Racing Hydro — John Dertinger, Delhi, Ont.

C Service — A. J. McGregor, Almonte, Ont.

A Utility — Raymond Randall, Baldwinville, N.Y.

B Utility — Madison Ardron, Toronto, Ont.

B Hydro — Ron Biggs, Ottawa, Ont.

BI Hydro — Les Robinson, Toronto, Ont.

A Hydro — Ken Bland, Toronto, Ont.

D Hydro — Ed Peterson, Utica, N.Y.

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136 NATIONALS

(Continued)

were run off, with the top 8 in each heat forming the field for the two final heats. In the first elimination heat a gun jumper drifted off toward the infield—realizing that he was disqualified—and carried part of the field with him behind the first buoy. After a small hassel most of them got squared away—with only three disqualified. The defending champ, Wally Rowland, was driving his *Cavalier*, a Pop Defibaugh hull which requires glass smooth water for best performance. He had no trouble qualifying—but decided against punishing the outfit, and did not run in the finals.

A great many of the 136 drivers are newcomers to the sport, and relatively inexperienced—and the start of the first heat was very ragged. The favorite—Don DeVault in *Blue Blazes* took the lead at the start, and was never seriously challenged. Don has been having his troubles on the short courses, but Cambridge seemed to be his race. The hull was supposed to be the "frail California type"—but it just took right over in the rough Choptank—as fellows Californians Morlan Visel and Doctor Lou Novotny had done in the past.

The second heat developed into the race of the day as Skeeter Johnson of the home club, in his Dick Sooley built *Beverly Ann* jumped out in the lead on the start. DeVault took after him—even though he did not have to beat him to win — (Johnson had a third in the first heat) and it was a race all the way! Skeeter had a little more speed in the straights, but Don could catch it all up on each turn, and the finish was really close. Johnson ended up with a second place trophy, and Ralph Grogden of Warwick, Va., who had been running away with all the 136s for the past few weeks had to be satisfied with third.

The engine inspection followed the pattern set in Region 4 this year, and while DeVault and Brogden got clean bills of health, the going over of the Johnson engine went on into the next day. The engine was completely stripped—down to the cotter pins—and the cam was taken to the Foulke plant in Baltimore. Here it was matched with sample cams of the entire Ford supply, and found to be in good standing. The word has really gone out in Region 4 this year—and all inspections both inboard and Stock Outboard—are just as rigid as possible. The regional SO champs had to take their motors home in baskets after Commissioner Tommy Johnson got through with them at Essex—and if your POD or 136 engine isn't all it should be—we suggest you stay home!

World Competition record at Salton Sea November 6, 1954, using HOWARD'S equipment. Steel Billet Cam Shaft Kits, pistons, adjustable push rods for all OHV V-8 engines now available for immediate delivery.

HOWARD'S RACING CAMS

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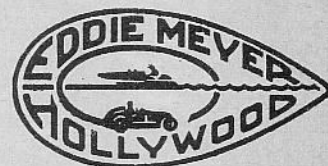
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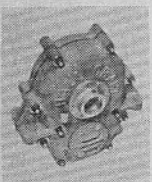
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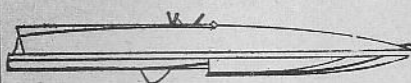
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Association headquarters in Chicago
that a new water ski club is form-
ing in Valdez, Alaska.

Maurice Paige, who claims the
record of being the AWSA member
furthest removed from the more
conventional water skiing surround-
ings, has requested organization
data from the parent group. Paige
states that the skiers in his area use
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In 1941 the average outboard mo-
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This climbed to 4.2 horsepower in
1946 and foomed to 10.3 in 1954.
The market analysts of OBC are
confident that the average power
rating of outboard motors purchased
this year will be at least 12 horse-
power.

This steady increase in horse-
power is a reflection of the family
boating trend. While small fishing
boats can manage quite nicely with
smaller horsepower motors, the
larger boats used in family boating
activities calls for more powerful
motors.

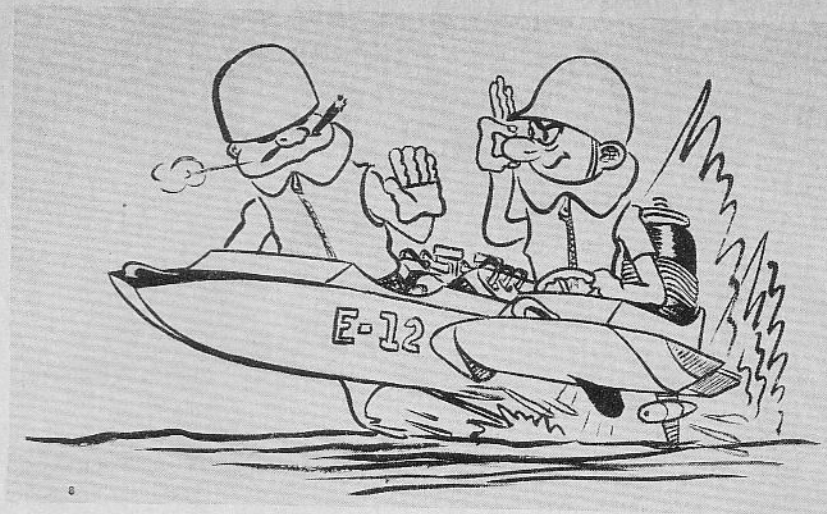
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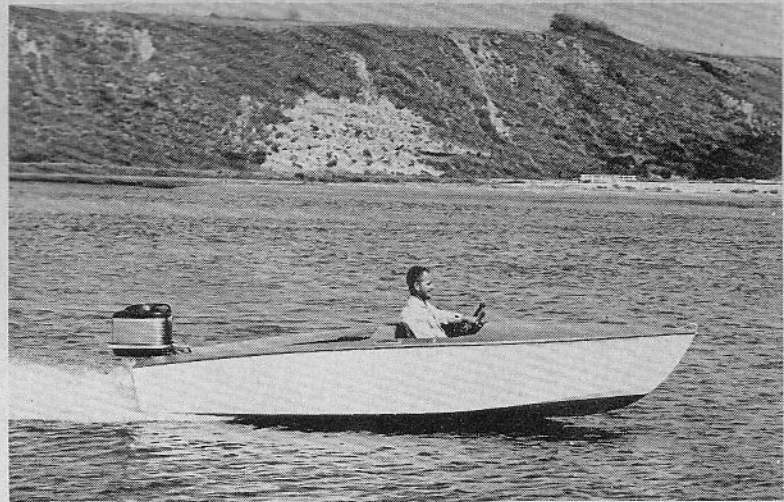
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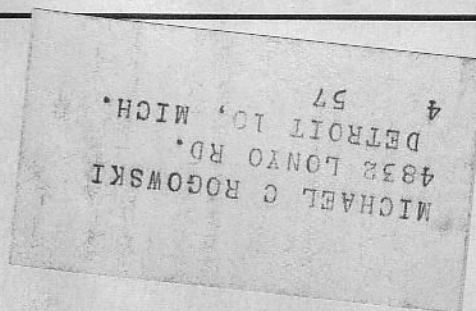
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