

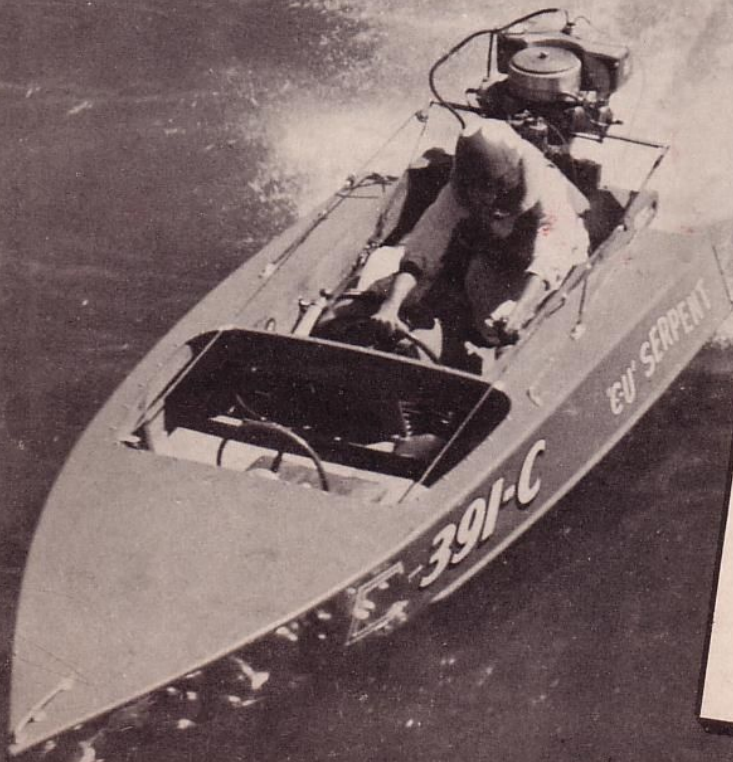
Speed AND Spray

THE INTERNATIONAL MAGAZINE OF BOATING

MICHAEL C ROGOWSKI
4832 LONYO RD.
DETROIT 10, MICH.
57

World Coverage
BOAT RACING
WATER SKIING
PLEASURE BOATING

THIRTY-FIVE CENTS
DECEMBER
1955



PLANS...

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- ✓ SLALOM COURSE

MARATHONS...

- ✓ COLORADO RIVER
- ✓ MANHATTEN
- ✓ LAKE GEORGE

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- ✓ RACING OUTBOARD
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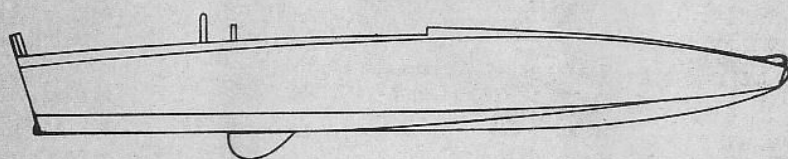
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PLANS



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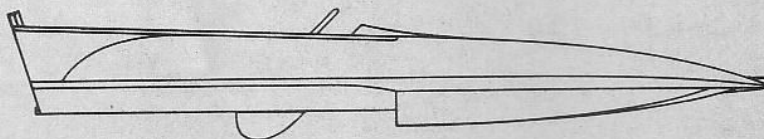
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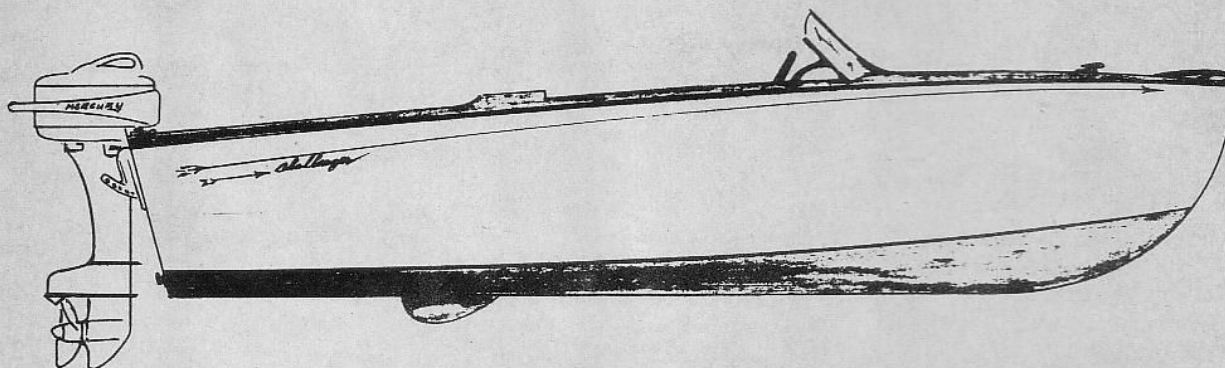
CD RUNABOUT

AB RUNABOUT

CDF 3-POINT HYDRO



AB 3-POINT HYDRO



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September 27, 1955

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ALL CHALLENGE DESIGNS MEET HULL RULES OF THE AMERICAN POWER BOAT ASSOCIATION FOR COMPETITIVE RACING

CHALLENGE PLAN SERVICE, P. O. BOX 412, COSTA MESA, CALIFORNIA

Editorials

SAFETY

Webster defines "Safe" as: 1. Free from or not liable to danger of any kind. 2. Having escaped danger, hurt, harm, or damage; in good condition; uninjured. Of "Safety" he says: 1. The condition of being safe; security. 2. Exemption from hurt, injury or loss, etc.

Water skiers and boat racers have had safety requirements outlined for them but they are still very inadequate. Water skiers should always insist on an observer at all times being in the boat with the driver, and should wear flotation gear while under way. New gear that is very attractive is being used in most areas.

Boat racing is the activity where the most good can be accomplished. At the last meeting of the APBA Council the subject of safety was discussed and recommendations made that stricter regulations be imposed. Decision was to let the various race commissions handle the safety requirements in their own divisions. This will be satisfactory providing they do something to improve the existing conditions.

For example, life preservers and their use is in need of regulations which should be enforced the same as motor and hull requirements are. Drivers may complain about having to buy more expensive equipment (as the average man feels "it can't happen to me") but there should be a life preserver used that has been approved by APBA for racing. A good life preserver should have a collar that will hold the chin of an unconscious man above water so he will not drown before a patrol boat can pick him up. The flotation material should be encompassed in a waterproof material and the jacket should protect the entire upper torso. If Lou Faegol had had proper padding he might not have broken a rib and punctured a lung when he flipped Slo-Mo at Seattle. John Alden would have drowned in Clear Lake when he flipped his D Hydro on the back straightaway, as he was unconscious and only the top of his helmet was visible above water. A quick-thinking competitor cut out of the race and dove from his still-moving boat to save him. John was unconscious for 20 minutes.

Another item is the helmet. Existing rules require one to be worn, but do not specify the type, and some that are worn might as well be left on the beach. The new Bell Helmet shown in Trade Notes of this issue seems superior to any product we have seen.

If you are a driver, the safety equipment you buy will never be too expensive if it protects you from injury. If you are an official in a boating organization, get behind this safety program and help get something done about it.

Speed AND Spray

THE INTERNATIONAL MAGAZINE OF MOTORBOATING

December, 1955

VOL. 2 No. 5

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COVER PHOTO—Kent Hitchcock shot this picture from atop the one mile bridge and was his best photo taken at the Colorado River Marathon. The subject is Ron Loomis, of Santa Barbara, Calif., who is 1954-55 National Champion and holder of the one mile and five mile world's speed records in Class CU. Note the boat is rigged for rough water with an additional steering wheel in the front cockpit. Marks on bow of boat are light reflections from water.

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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

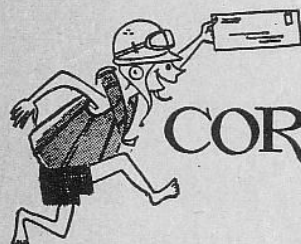
1955 APBA REGATTA CALENDAR

REGION 12 SOUTHERN CALIFORNIA

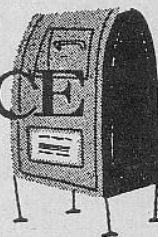
11/20	Lake Los Angeles—TV	SO
11/27	Lake Los Angeles—TV	SO
12/4	Lake Los Angeles—TV	SO
12/11	Lake Los Angeles—TV	SO
12/18	Lake Los Angeles—TV	SO

SO MARATHONS

12/26	Miami, Florida	24 miles
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CORRESPONDENCE



Dear Sirs:

I have received your magazine since you started several years ago. I have lost several of your issues and am very anxious to obtain them. They are the issues with Paul Sawyers plans for his boat and the issues with Frank Foulkes article about his "Screaming Plymouth."

I have had four racing hulls and am going to build a boat such as Paul's, and I now have Frank's engine that the article is about. So you see if I could get those two issues they would help me a great deal. Please let me know if I can buy these issues from you. I have enjoyed your magazine so much and look forward to it all the time.

Sincerely,

WILLIAM MORGAN
Morgan Marine
Sabbath Day Point, N.Y.

Dear Sirs:

Enclosed find check for \$3.50 for the next 12 issues of the Speed and Spray. Starting with September issue.

We were quite thrilled to find one issue at our corner drug store (August). It was read from cover.

So nice to hear all the boating news from here to there, and of some of the old acquaintances we made while boating across the country.

A special hello to the Hitchcocks. Keep up the good work.

Best wishes and success,

TED AND ISABEL MAHER
2355 Ames
Denver 14, Colorado

Dear Mr. Loomis:

I am starting to build a 19 foot plywood racing boat and wish to cover it with 3/16 inch Birch plywood, I have covered numerous other craft with Fir but find it to be a little on the soft side.

If you know of a company that sells this plywood I would appreciate you writing me about them.

Your magazine is tops in the boating field, I enjoy it very much.

Yours truly,

JOHN E. BURGIN
Blythe Boat Co.
7418 Second Ave., So.
Birmingham, Ala.

Dear Sir:

I am building a hydroplane speed boat. I heard that the book you publish is tops. As there isn't any decent speed boat books in this country I would like to find out about your magazine, Speed and Spray. Is there any chance of your sending me a sample magazine of your Speed and Spray, and also, how much would I have to send you for a 12 monthly subscription to this book. Hoping you can help me out.

Thanking you kindly,

RON GRIERLEY
c/o Post Office, Waroona,
West Australia

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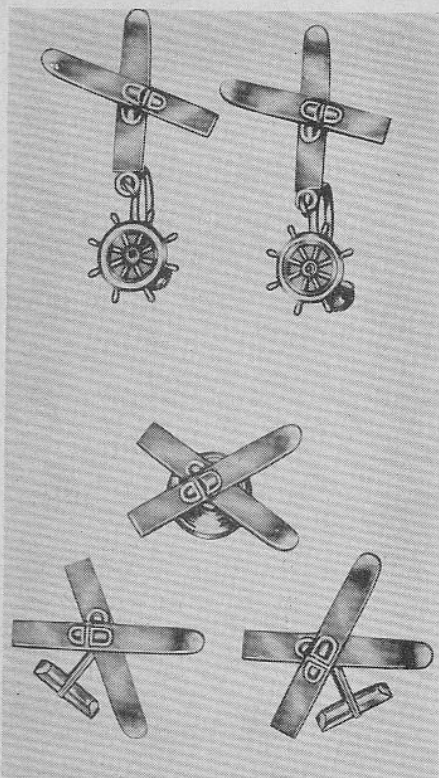
JOHNSON PROPELLER CO.

KE 3-4110

603 Lancaster St.

Oakland 1, Calif

TRADE NOTES



1 2 3 4 5
A B C D E

Cragar Number and Letter Decals—The easy, inexpensive way to number your race car or boat. Available in white with black outline and brilliant red with white outline. A full 12 inches in height, which makes them just right for race cars of all types, stock cars, sports cars and racing boats. Specify color and number when ordering. Order from your dealer. Made by Cragar Equipment Co., 3663 Gage Ave., Bell, Calif. List price \$1.00 each.

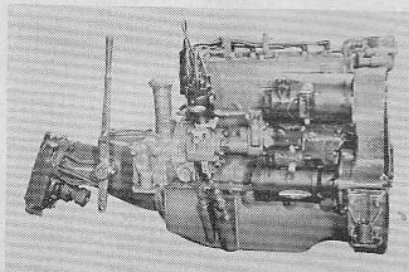
Jewelry for Water Skiers—Accurate to the last miniature detail is His Lordship Water Ski's Jewelry fashioned in lustrous sterling silver or 14K Gold. These pieces can be had as cuff links, tie tacks, ear rings or charms.



Bell "500" Helmet—The new Bell "500" Helmet will give maximum protection all over your head—not just on top. Features are as follows—Fiberglass shell, one piece molded foam plastic liner, quick detachable visor, easy adjustment for personalized fit, and strong adjustable chin strap. Sizes 6½ to 7½. Manufactured by Cragar Equipment Co., 3663 Gage Ave., Bell, Calif. Price with visor \$36.50—less visor \$33.50.



Family boating is big news this year, and fashion is keeping step. Mother and daughter are wearing their most attractive boating costumes—waiting for dad to take them for an afternoon's ride in their new "Trojan" runabout, powered with an exclusively styled Mercury outboard motor.



NEW TYPE V-DRIVE POWER PACKAGE ANNOUNCED BY UNIVERSAL—A new approach in inboard marine power which entirely frees boat cockpit and cabin of engine is announced by Universal Motor Company, Oshkosh, Wisconsin. This is a new type V-Drive with the gear drive

component mounted integrally with the engine. The result is remarkable savings in installation demands, permitting the engine to be mounted at the extreme stern of the boat. This would take little more space than that which normally would be aft deck. In boats with transom wells or transom extensions, this area usually is ample for the inboard power package.

Nearly three years in the development stage and positively proved through exhaustive tests, this V-Drive offers the opportunity for owners of small boats to go inboard. Special engineering by this 57-year manufacturer of 100% marine engines permits the nonprofessional to make a simple, quick, inexpensive installation himself if he wishes.

Presently, Universal offers the V-Drive with its Atomic Four and Unimite Four marine engines. Both of these marine power plants are noted for their extremely small over-all size. In the V-Drive model only 8 15/16 inches are added in the case of 25 horsepower Atomic Four. For the 65 horsepower Unimite Four, the V-Drive adds only 9 1/16 inches. Weight of the lightweight engines is increased by only 34 and 49 lb. with the V-Drive unit.

The manufacturer stresses the quietness of operation of this V-Drive, which has been designed strictly for marine service. It consists of precision machined helical gears of high-strength alloy steel. The buyer has a choice of three reduction gear ratios at no extra cost.

Special thrust bearings take the high propeller thrust with ample reserve capacity. Universal V-Drive is fully water-cooled with sustained high-speed operation causing no overheating whatsoever. It is self-lubricating, with an annual check for oil level the only attention required.

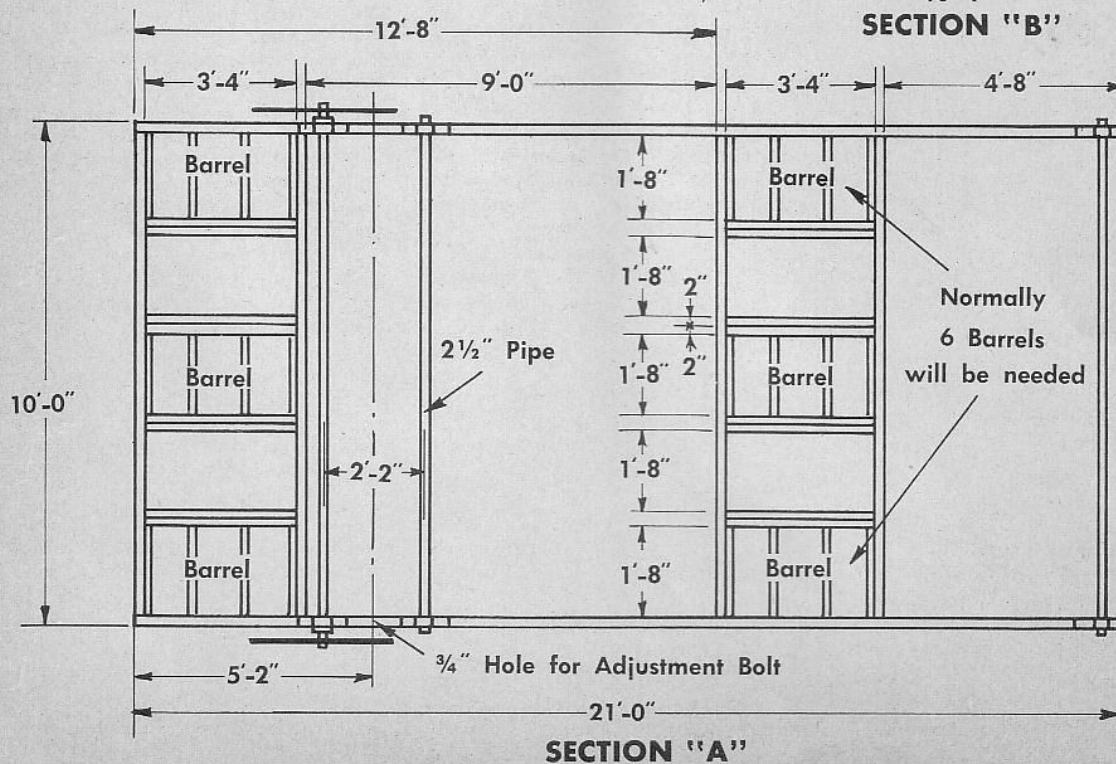
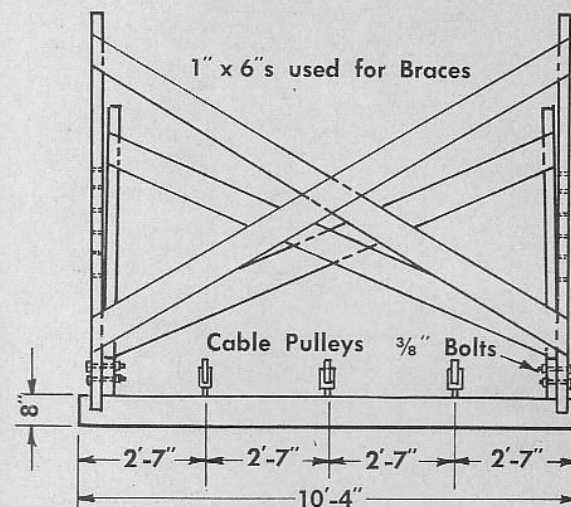
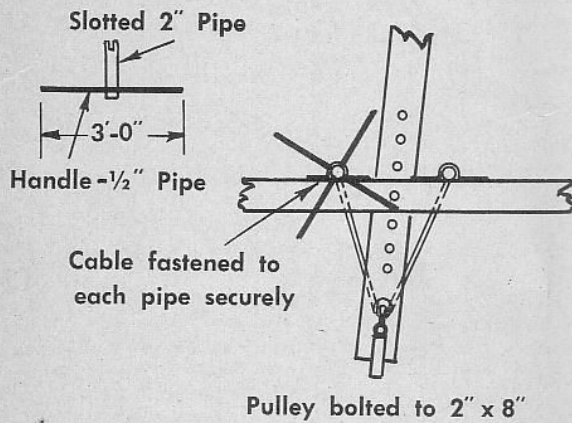
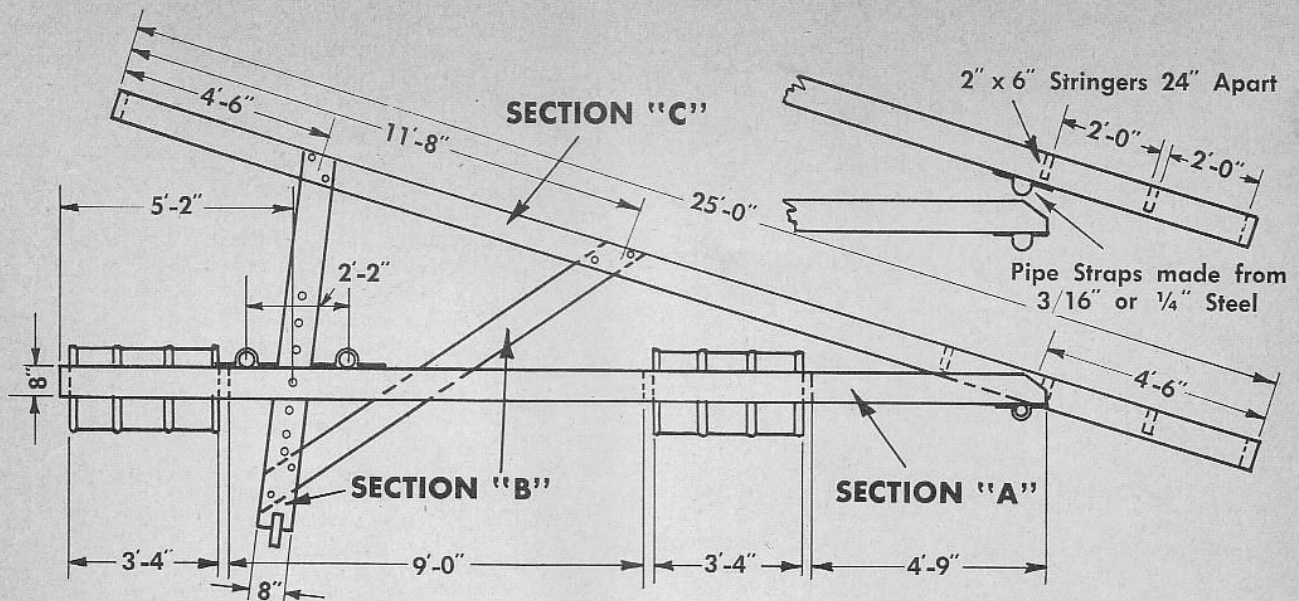
An important point of this new type V-Drive is that misalignment can never be a problem. Since the unit is mounted integrally, with the engine at the factory and the shafting supported rigidly by the drive housing, alignment is assured.

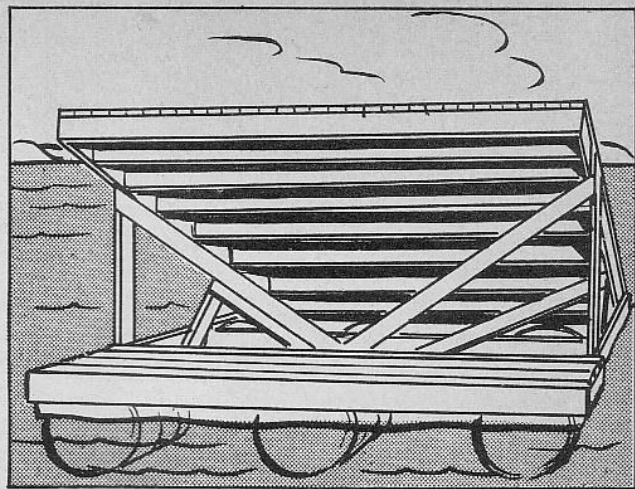
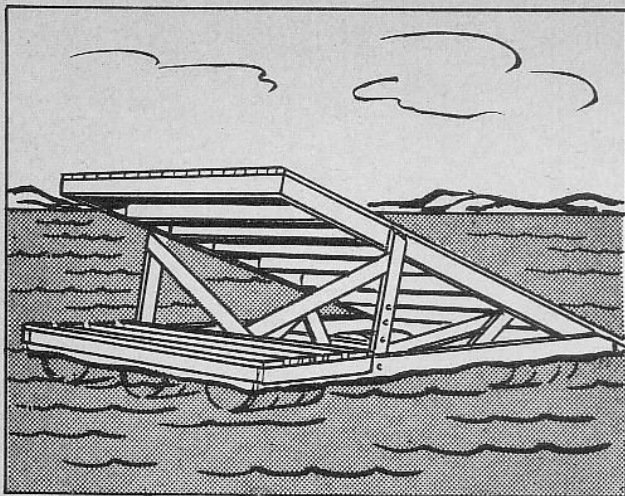
All type hulls from 14 feet on up can take the Universal V-Drive unit because of low weight and small size. It is a complete power package including everything necessary for installation except propeller, strut and shaft. It provides push button starting and has a full electrical system with ample current for navigation and cabin lights. This V-Drive installation can be completely decked over or otherwise covered, so the power plant is out of sight and out of the way.

Universal is extending the line of engines carrying this V-Drive and shortly expects to announce high power sizes with this new feature.

Complete literature on the Universal V-Drive can be obtained by writing the manufacturer, Universal Motor Company, 535 Universal Drive, Oshkosh, Wisconsin. Ask for V-Drive Bulletin.

(Continued on Page 32)





BUILDING AN ADJUSTABLE WATER SKI JUMP

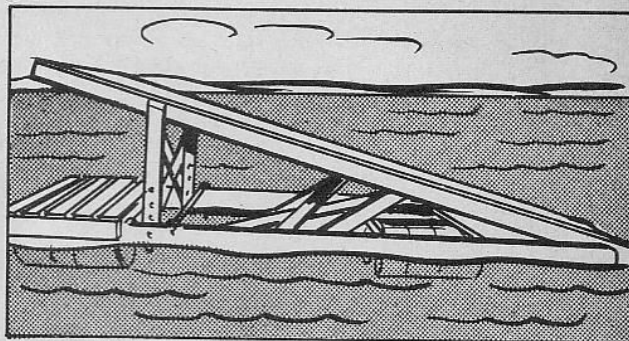
Approved by the
American Water Ski Association

This adjustable water ski jump should be constructed in three separate sections. However, the holes for lowering or raising jump must be drilled *after* jump is put in the water.

Section "C" should be built out of 1" by 3" tongue and groove flooring.

After all three sections are completed, Section "A" should be put into water first. Then Section "B" should be put inside Section "A." Section "C" then slides over Section "A" until hinging bearings line up and are connected. Then bolt Section "B" and Section "C" together.

Then raise Section "C" to 4' from the water level, then drill adjustment hole for 4', continuing same for 5', 6' and 7' which are tournament heights.



After Section "C" is completed and jumping surface is sanded, it should be coated with canaba wax. To apply this wax on jump it should be heated to boiling point and immediately painted on with paint brush. Keep wax hot and *do not* apply too thickly. If wax starts to turn white, it's either being applied too thick or the wax is too cool.

Total building materials required for the jump are as follows:

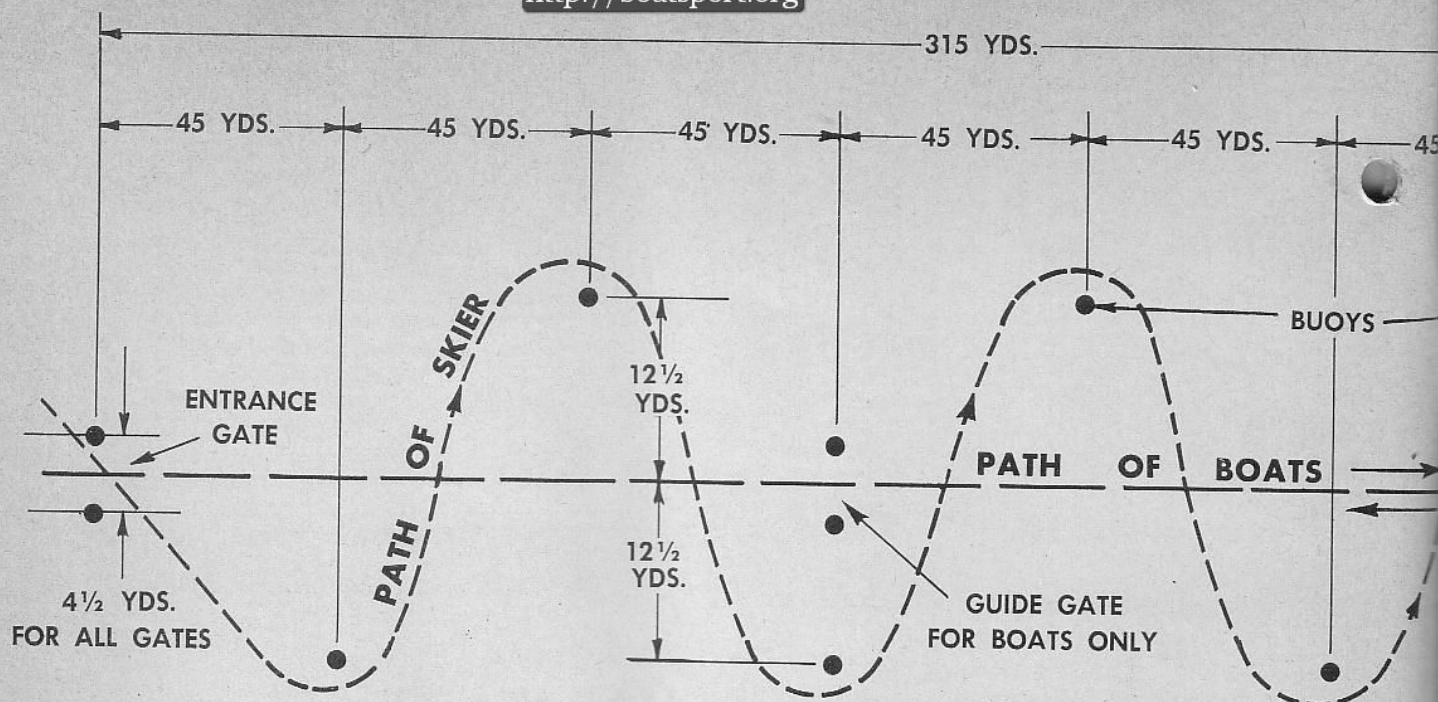
FOR SECTION "A":

- 2 — 2 x 8 — 21' long
- 5 — 2 x 8 — 10' long
- 16 — 2 x 8 — 3'-6" long
- 6 — 1 x 6 — 10'-4" long

FOR SECTIONS "B" AND "C":

- 5 — 2 x 6 — 25' long
- 8 — 1 x 6 — 12' long
- 4 — 1 x 6 — 8' long

350 square feet of tongue and groove flooring —
1" x 3". Plus pipe and bolts.



EDITOR'S NOTE: We have published a series of articles on water skiing in the past four issues, commencing with Volume 2 Number 2. 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.

SLALOM

This exciting event is patterned after the snow ski slalom and the course looks like the sketch above.

The rules state that the use of one or two skis is optional. The one-ski addicts fight the two-ski slalomers tooth and nail to prove their superiority. However, the ball seems to roll back and forth evenly, and no one has conclusively proven the benefits of either class. The single ski is prettier to watch, but dangerous in rough water, while the two-ski slalomers have more trouble in smooth water, and have twice as many skis to get around the buoys.

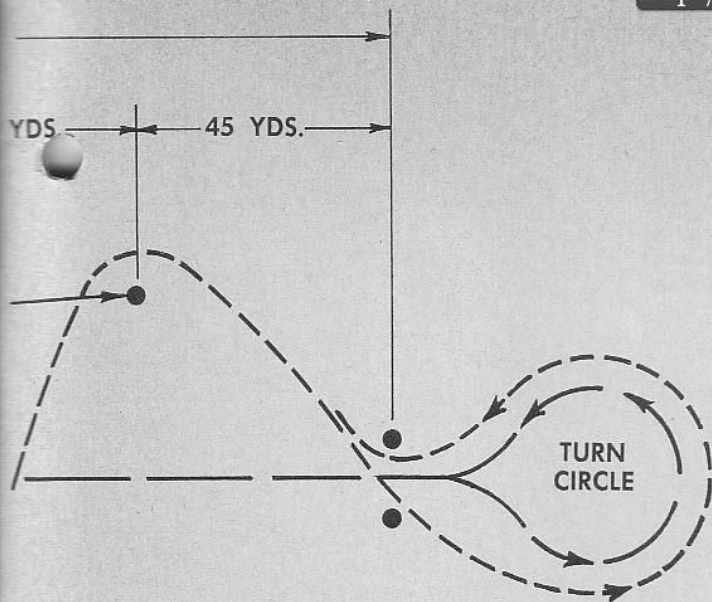
The secret of a good slalom run on one or two skis is extreme body leaning and quick coordination on changing the distribution of weight on the single ski, and changing the body position as you round the buoy on one or two skis. If you can work up a rhythm, going through the course, you can almost do it blindfolded.

One-ski artists use their back foot to help switch their weight, and to control the direction of the ski.

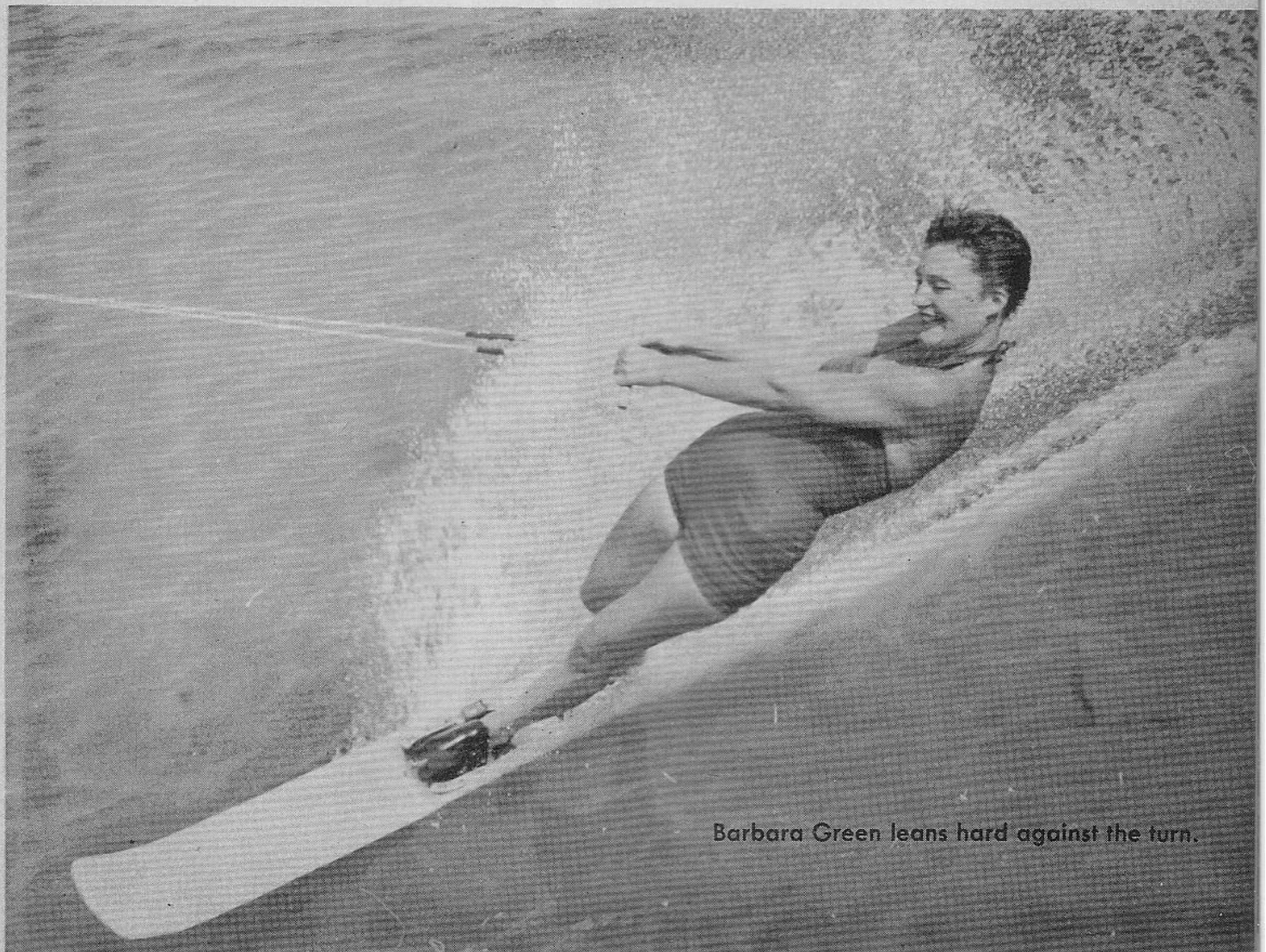
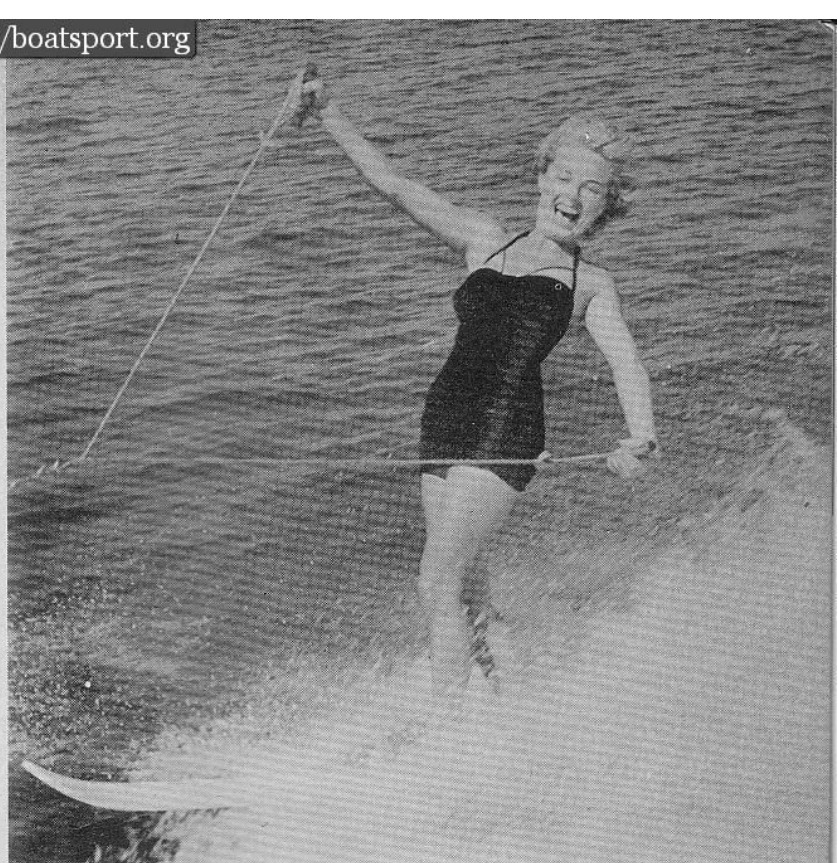
Two-ski artists accomplish the same things by leaning the body forward and back. Very tight bindings help a two-skier to control his skis more satisfactorily.



Evie Wolford in a one-ski slalom.



A whole book could be written on fins, but let us say here that a metal fin on either single or two skis should be large enough and in such a position on the ski so as to prevent as much skidding as possible. Once the ski or skis go into a



Barbara Green leans hard against the turn.

PRESIDENT'S CUP

Miss Pepsi (left) and Miss U. S. (right, foreground) jump the gun at the start of the final heat of the regatta. Both were disqualified. In the center is Gale V and Miss Thriftway is at right, rear. Miss Pepsi was leading up to the final heat, but the disqualification cost her the cup. Tempo VII came from behind (out of picture) to win the race and the cup.

—Photo by Harold J. Flecknoe

By ED NABB

NO MATTER HOW HARD you try—those Gold Cup boys can foul you up! In order to prevent the colossal confusion which happened out in Seattle, where everyone thought Bill Muncy had won the Gold Cup with two firsts and a third, the President's Cup Regatta committee changed the deed of gift to eliminate all bonus points for fastest heat and fastest race. Somewhat misled by their own optimistic public relations, which predicted a field of some 12 to 15 boats, they had scheduled a system of five elimination heats, and one final heat.

Boats were assigned to elimination heats by lot, and no boat was to run more than the three 15-mile heats. A good field of nine boats showed up, and the elimination heats were run with four or less entries, with the six boats having the highest point scoring being eligible for the final. Contrary to press releases, the affair ended up as an endurance contest, as it always has. The local papers reported the water to be like a "millpond" and perfect for racing. Actually the Potomac was smoother than for any regatta since 1948, but with the Virginia shore and the

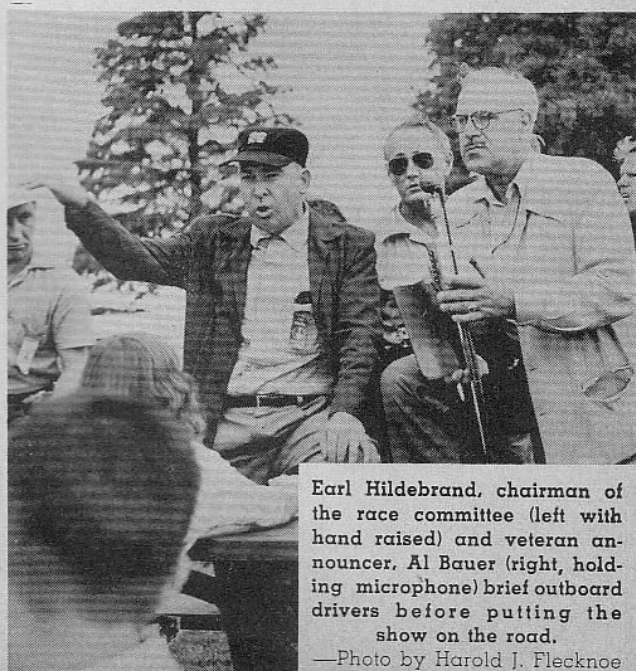
Hanes Point seawall less than 1000 yards apart, the rebound of the waves fills the whole surface with two-foot-high "ice cream cones." This condition is far worse than the usual wave pattern of rough water, because it hits you from all directions, and the battering sent *Miss Cadillac* to the bottom in the pits, and *Tempo VII* was leaking so badly that Dan Foster couldn't stop by the committee boat.

In such water the boat to beat was the Hacker designed, multiple stepped, *Miss Pepsi*, owned by the Dossin Brothers of Detroit. With Chuck Thompson driving, she had won the President's Cup in 1950, '51 and '52, before she was retired from racing. The 36-foot hull is powered with two 1710 Allison engines driving into a step up gear box mounted between the two engines, which are set end to end, and turning a small propeller which is just forward of the driver. The boat is remarkably smooth riding, throws no rooster tail at all, and banks around the turns just like a service runabout. While she doesn't have the raw speed of some of the three pointers, she can turn inside



These grim looking gentlemen are committee officials watching the start of the final heat of the AU outboard runabouts (See starting photo). Aboard the Coast Guard committee boat, they are scorers and timers keeping track of the boats.

—Photo by Harold J. Flecknoe

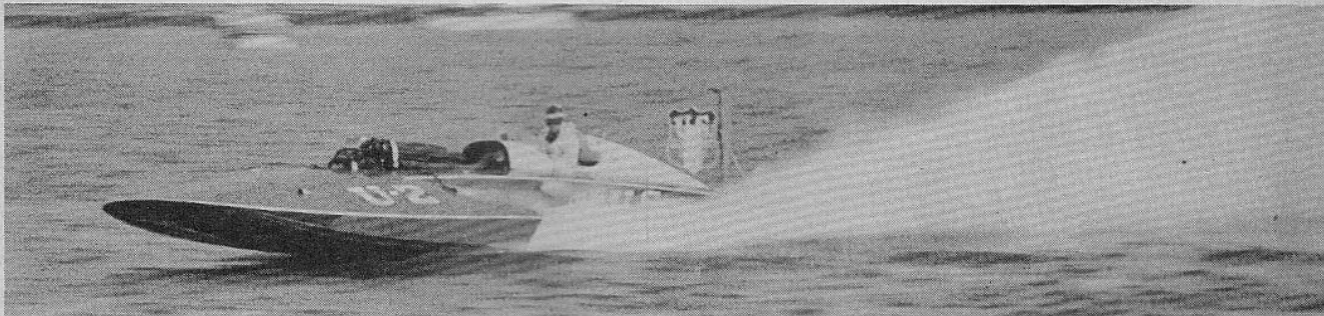


Earl Hildebrand, chairman of the race committee (left with hand raised) and veteran announcer, Al Bauer (right, holding microphone) brief outboard drivers before putting the show on the road.

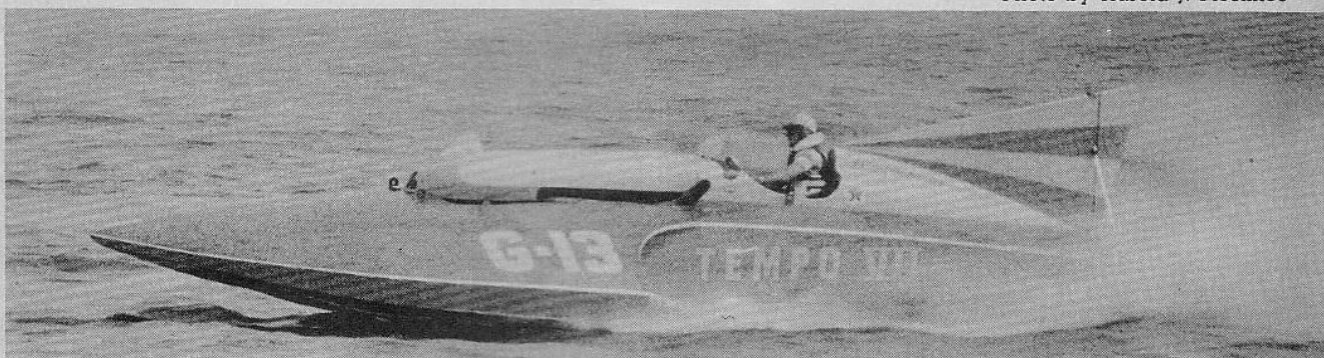
—Photo by Harold J. Flecknoe



Gale V, winner of this year's Gold Cup, didn't fare too well in the regatta. Piloted by Lee Schoenith, she finished third in point standing, behind *Tempo VII* and *Miss Thriftway*.
—Photo by Harold J. Flecknoe



Miss U. S., piloted by Jack Barton, winner of both heats for the new American Speedboat Championship, held in honor of the late William A. Rogers, one of the founders of the President's Cup Regatta.
—Photo by Harold J. Flecknoe



Danny Foster, a World War II fighter pilot shoots across the finish line in *Tempo VII* to win the President's Cup, worth \$30,000. The boat is owned by handleader Guy Lombardo.—Photo by Harold J. Flecknoe

the best of them. To prove the point, *Pepsi* ran away and hid from her competition in two elimination heats, garnering 800 important points.

The competition looked pretty good—especially Dan Foster in Guy Lombardo's *Tempo VII*. Fresh from a victory in the 1955 Silver Cup, this new boat established a new President's Cup lap record of 103.647 m.p.h. and heat record of 100.709 m.p.h. in winning the first elimination heat. She followed up this performance by getting "hosed down," and running a poor fourth in her next try, which placed her in fourth place overall—with 569 points. The boat sitting in second place with 625 points was *Gale V*, the Gold Cup winner with Lee Schoenith driving. Right behind Lee was the highly touted *Miss Thriftway*, owned by Willard Rhodes and driven by Bill Muncy, and having 600 points going into the final heat. The other entries were *Miss U. S.* and *Miss Cadillac*.

A quick recap of the points made it plain that Chuck Thompson had to do little more than finish in order to have the race in the bag—but coming into the start he and George Simon in *Miss U. S.* got into a hassel—and were over the line by a good hundred yards when the gun fired. *Miss Thriftway* was the first legal starter—by just about one whisker—with the other three boats in a pack. *Pepsi* was the first boat out of the turn, and stayed there for the next 15 miles—but the race was developing back in the pack.

The turns were very tight for the big boats, with five buoys crowded into less than 500 yards, but somehow or other Dan Foster manager to run behind the intermediate buoy on the first turn. He quickly caught his mistake, and turned, putting him behind the field. The prompt announcement by Referee Mel

Crook that both *Pepsi* and *U. S.* were disqualified focused attention on the duel between *Gale V*, *Tempo*, and *Thriftway*, (which has terrific speed over smooth water). Foster must have known that the two leading boats were out of the race, for he nursed his failing hull up into the legal third position behind *Gale* and *Thriftway*, and waited until the next to last lap before making his bid. In one burst he picked up the two boats, and maintained the lead through the finish to win the Cup with 969 points—and give the vast audience a real demonstration of heady driving!

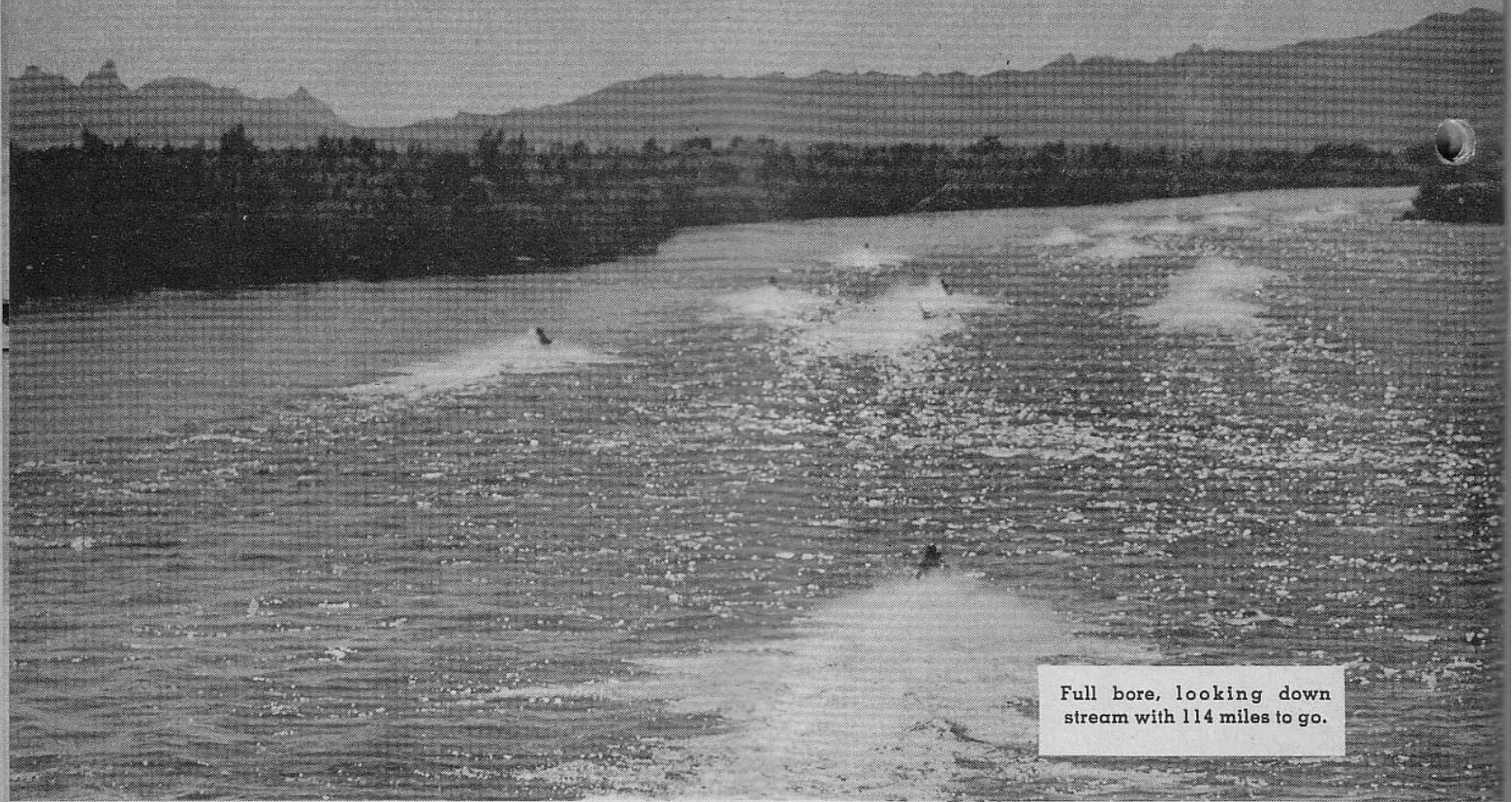
The William E. Rogers Memorial Trophy was a two-heat affair, open to Gold Cuppers—but the only boats able to run were *Pepsi*, *U. S.*, *Dora* and *Breathless*. This actually turned out to be the race of the day, when Jack Bartlow drove *Miss U. S.* to victories in both heats. Jack is fast developing into one of the best unlimited drivers in the country—in spite of a physical handicap—and clearly demonstrated that *U. S.* is the fastest three pointer in the fleet on the turns. He ran every lap at better than 100 m.p.h., and put the experts to wondering if you couldn't beat *Pepsi* by consistently staying over the century mark. Her winning speeds never quite reached it.

The stock outboard events on Saturday attracted a whopping 175 starters, in spite of the rough water. The winners included:

AU—Bill Chilton; **DU**—Rich Holt; **BU**—Dick Rees; **A Hydro**—John Wherle; **D Hydro**—Larry St. John; **B Hydro**—Jim Loomis.

The inboard limited class winners were:

E Runabout—Bill Yaeger; **136 Hydro**—Skeeter Johnson; **135 Hydro**—Frank Vernon; **225 Hydro**—Rodney Brogden; **48 Hydro**—Harry Ritzel; **226 Hydro**—Curt Martens.



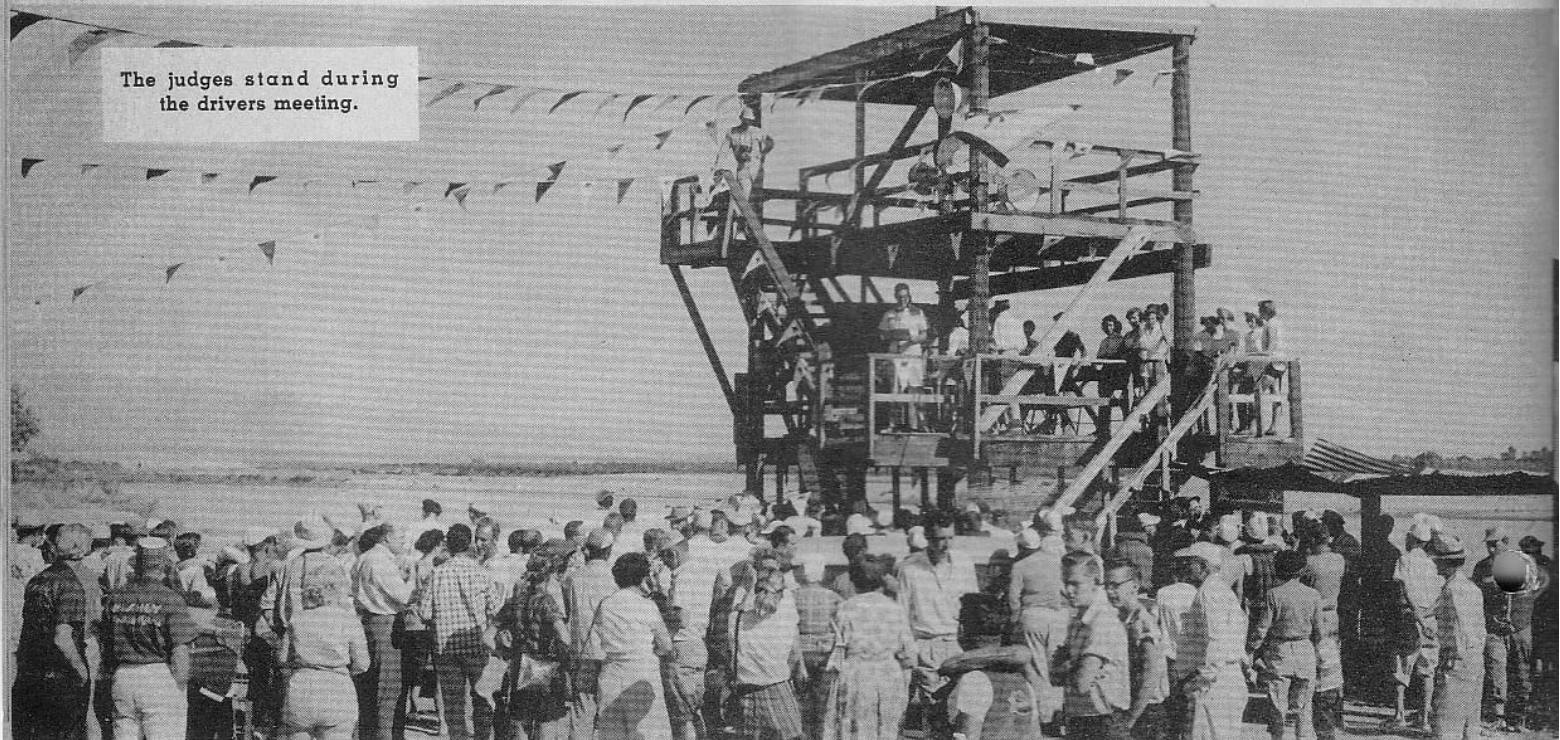
Full bore, looking down stream with 114 miles to go.

8th ANNUAL

COLORADO RIVER MARATHON

-115 MILES

Photos By Kent Hitchcock

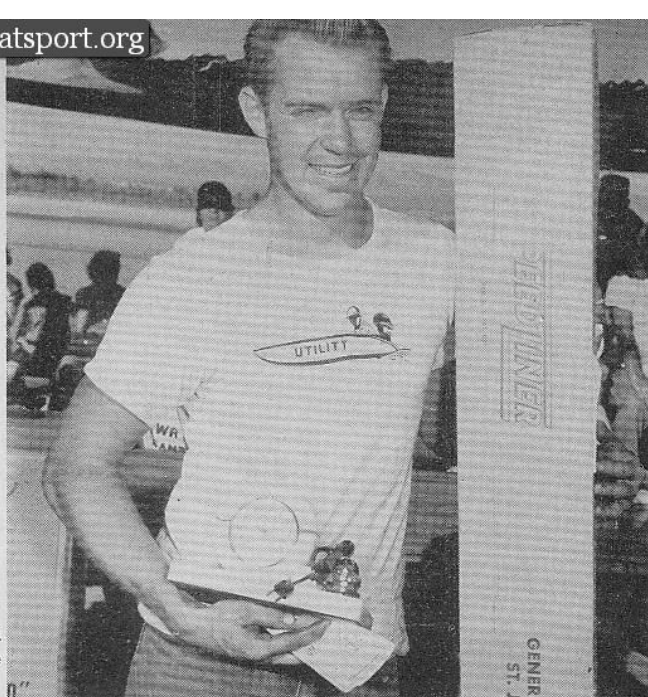


The judges stand during the drivers meeting.

ONE OF THE most successful marathons in the country, the Eighth Annual Colorado River Marathon was run on October 2nd. This race has been held the first Sunday of October for eight consecutive years. It is conducted by the Needles Marathon Association, Inc. and is sanctioned by the American Power Boat Association.

The race consisted of five stock outboard runabout classes; the 36 cubic inch, CU, AU, BU and DU. There was no wind, the water was smooth and the records fell in each class except DU. The 105 entries who were racing approximately 115 miles from Needles, Calif., to Parker Dam and return were running for a total of \$3425.00 prize money that included 75 per cent of the entry fees plus about \$2500.00 worth of merchandise prizes and trophies for the first three places.

The first driver to return was Dave Hart, winner and favorite of the popular 36 cubic inch class with an average speed of 40.47 m.p.h. There were 21 entries in this class. Lee "Buk-N" Burris, winner of the race in 1950, repeated and won the CU class in new record time of 41.22 m.p.h. He passed Ron Loomis



Larry Andrews the only Needles entrant to finish in the money, drove his D runabout to second place.



Ron Rima, with motor and trophy won for first place in Class D.

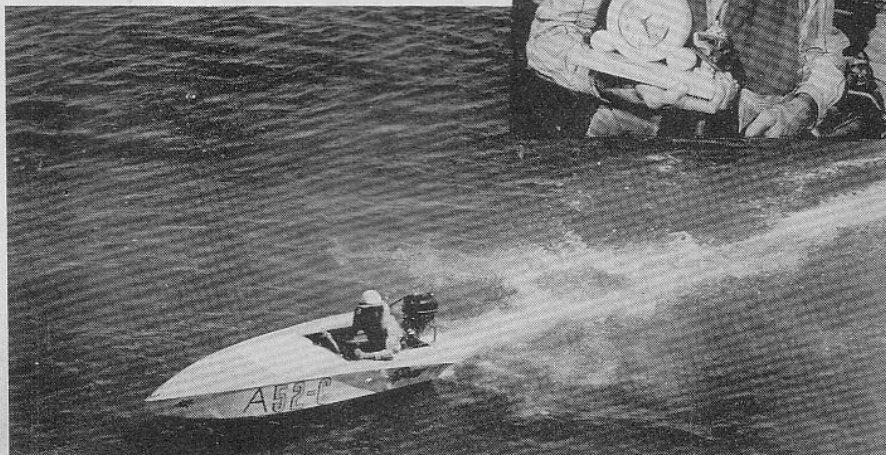


Ron Rima winner of Class D driving his boat 56-C "The Crutch" to his third win in this race.

Class A winner, Jack Corner of San Diego, Calif holding first place trophy.



Jack Corner, holder of world's five mile competition record for Class A drove his boat to first place in this class.



at the half way point when Ron's motor slowed from stuck rings. Jack Corner continued his winning ways in the AU Class after battling it out with Charlie Harter and Johnny Drake, with a new record time of 42.24 m.p.h.

The BU class was won by Howard Thompson with an average of 48.98 m.p.h. for a new record. He was driving a converted AU boat. Thompson and Bob Parish had a terrific battle with the lead changing hands as the water condition changed.

The DU Class was won by Ron Rima who started last and overtook the field. This was Rima's third win with an average speed of 53.58 m.p.h. The record in this class is still held by Johnny Craven.

Marge McKenny was awarded a special trophy for being the only woman ever to finish the 115 mile run. She finished seventh in class CU and was the only member of her family to bring home a trophy. Her husband and son drove in the 36 cubic inch class.

(Continued on Page 34)



Dave Hart, won money, skiis and clock for first place in Class.



Dave Hart, first to finish the race and winner of the 36 inch class is really pushing his Johnson powered Speed-liner Runabout.

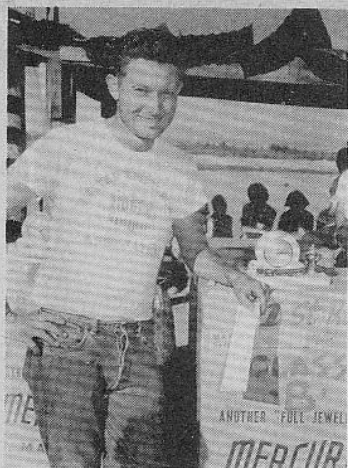
Lee "Bukin" Burris, winner of Class C, driving for the finish in C-44-C.



Marge McKenny, the only woman to ever complete the 115 mile grind, receiving her trophy for this accomplishment from one of the Mobil Oil Representatives. Two of the regatta queens looking on.

Lee "Bukin" Burris, Class C winner holding his check for prize money, water skiis and trophy.





Howard Thompson, Class B winner driving his converted A boat to first place.



Howard Thompson, in addition to winning first place money in Class B, also won two outboard motors, a Mercury and a Champion.

Class D one mile down stream from the start.





NO A EXTRAVAGANZA



False start — Indicated by the drivers' raised hands during the first elimination heat, Class B hydroplanes, Knoxville, Tennessee, September 24, 25 and 26. Division III NOA Championships.

—NOA Photo



Officials and NOA Champions—(l. to r.) Bill Christopher, Detroit, Mich., who presented the champions with a can of Chris-Go Racing Fuel. David Livingston, Lake Village, Ark., NOA Champion in Class C Service Hydroplane and C Service Runabout. Jerry Biskup, Lincoln Nebr., winner of Free For All Hydroplane and Fox Trophy. Harry Vogts, Madison Wisc., NOA Champion in Class F Hydroplane. Bill Tenney, Dayton, O., NOA Champion in Class A Hydroplane. Bill Seebold, Granite City, Ill., NOA Champion in Class C Racing Runabout. Ralph Hemminghaus, Sandoval, Ill., winner Free For All Runabout and Tatum Trophy. Bert Blaskie, Battle Creek, Mich., NOA Champion B Hydroplane. Jud Davis, St. Louis, Mo., District 8 Chairman of NOA (Mary Hubbell, Alhambra, Calif., NOA Champion in Class M Hydroplane, and Dennis Martin, Jackson, Mich., NOA Champion in Class C Hydroplane, not shown in picture.)

—NOA Photo

By RALPH DeSILVA

A CROWD ESTIMATED at between 10,000 and 20,000 lined the banks of the beautiful Wabash River in Mt. Carmel, Illinois, September 17-19 for the World Championship Outboard Regatta sponsored by the National Outboard Association and staged by the Wabash Valley Boat Club.

A reported 357 entries participated in the three day affair—certainly one of the most representative outboard Nationals in recent years. Warm, clear weather and the presence of demonstrating Air Force jet fighter planes, which zoomed over the course both Saturday and Sunday afternoon, added to the event.

Three elimination heats were necessary in order to narrow the C hydro class to an eligible sixteen boats. Drivers and spectators alike felt that the elimination heats were as exciting as the final events.

David Livingston, 23, Army PFC, successfully defended his '54 C Service laurels by scoring the only double win of the regatta—both hydro and runabout. Livingston obtained enough leave time from Ft. Riley, Kansas, to meet the Lake Village Arkansas, clan at Mt. Carmel, where the outfits were waiting his capable handling.

A most exciting race occurred between two veteran outboard drivers, Bill Tenney, Dayton, Ohio, who dethroned Orlando Terigiani, Bakersfield, California, by averaging nine-tenths of a second less time in two heats of Class A Hydro. Tenney split heats with Terigiani, but least elapsed time proved the winning margin.

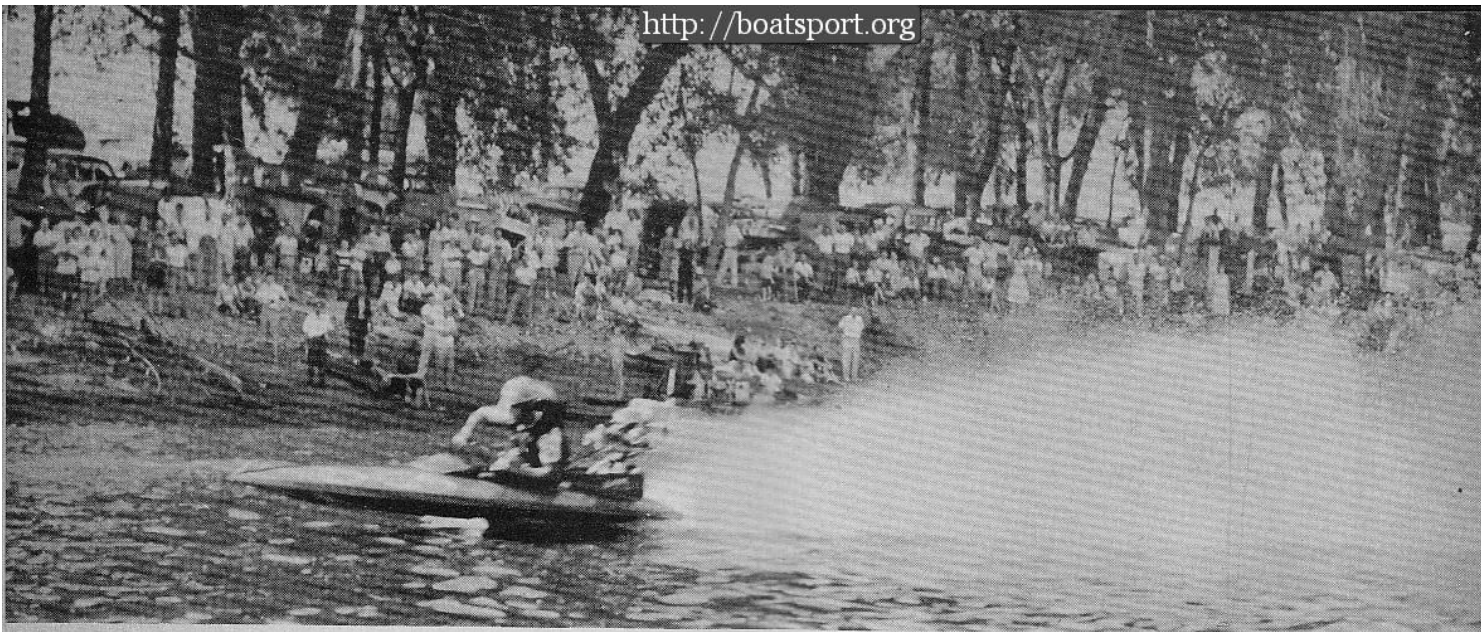
Tenney also provided the most interest from a technical point of view with his B motor. Bill had his Johnson SR motor running backwards, with a Champion 14-19 gear lower unit. The Champion is geared opposite rotation from the standard SR unit, so Tenney turned the powerhead rotation around to continue the use of standard B propellers. The motor proved its merit when Bill took an easy win in one of the B hydro qualification heats. This Johnson-powered Champion iron is but one of the many innovations dreamed up by the 40-year-old research engineer, jet engine specialist and inventor.

M HYDRO—1st Mary Hubbell, C14, Rosemead, Calif.; 2nd Billy Seebold, L58, Granite City, Ill.; 3rd Danny Kirts, H28, Elkhart, Ind.; 4th Boots Morphy, C98, Hollywood, Calif.

Boots Morphy won the first heat, followed by Mary Hubbell. Mrs. Morphy did not finish the second heat, which was captured by Miss Hubbell, 15-year-old school girl, daughter of the well-known outboard parts manufacturer.

With 32 C service Runabouts on hand, eliminations were necessary to pare the would-be field down to the maximum 13 starters in the finals. In this elimination heat, second boat from right Y-66 with Stan Levendusky, Kansas City, Kan., at the helm finished first. The best Levendusky did in the championships was one third, which merged with his second heat sixth to give him an overall fourth. Al Barber, Rock Island, Ill., was runner-up in the championships, taken by Livingston.

—Hank Bowman Photo



David Livingston, who won both the C Service Hydro title and C Service Runabout title, pictured rounding the turning buoy in C Racing Hydro which title was won by Dennis Martin, Jackson, Mich., merging a first and a sixth place finish to take the title with a 95 point margin over second place CRH finisher Bill Seebold, Granite City, Ill. Seebold won the C Racing Runabout title. —Hank Bowman Photo

A HYDRO—1st Bill Tenney, S11, Dayton, Ohio; 2nd Orlando Terigiani, C35, Bakersfield, Calif.; 3rd Doug Creech, Z2, Charlotte, N. C.; 4th Elmo Belluomini, C72, Bakersfield, Calif.

Tenney won the first heat by about five boat lengths, Terigiani second. Second heat was captured by Orlando by a barely discernable margin, after trailing Bill till the last turn. The contest for third was good, with Creech, Belluomini, and Miller some distance from the first two.

B HYDRO—1st Bert Blaskie, M42, Battle Creek, Mich.; 2nd Keith Sorenson, 68C, La Crescenta, Calif.; 3rd Dennis Martin, M28, Jackson, Mich.; 4th Richard Zuelke, W22, Milwaukee, Wisc.

Blaskie won the first heat, closely followed by the Mercury-Hubbell powered bomb driven by former midjet racing plane pilot, Keith Sorenson. Tenney, trailing closely in the first turn, fell into a hole and barrel-rolled his very potent rig. Elmo Belluomini had a comfortable lead in the second heat, but the choppy north turn proved too rough for his high-riding hull and he took an untimely bath. Dennis Martin took the second heat, again followed by Sorenson. Blaskie garnered enough points in the second heat to emerge the final winner. This is Blaskie's first National title in a 10-year racing career.

C SERVICE HYDRO—1st David Livingston, F228, Lake Village, Ark.; 2nd Al Barber, V46, Rock Island, Ill.; 3rd Todd Brinkman, V84, Springfield, Ill.; 4th Dave Barnes, S146, Zanesville, Ohio.

Livingston scored in both heats without much trouble. This Newton-motored outfit has been a consistent winner for a number of years. Barber was a strong second place both heats. Todd Brinkman, college undergraduate, plagued by motor trouble throughout the regatta, placed here.

F HYDRO—1st Harry Vogts, W28, Madison, Wisc.; 2nd Rusty Scheckelhoff, T18, Troy, Ohio; 3rd Jerry Biskup, X88, Lincoln, Nebr.; 4th Joe Micheline, V8, Chicago, Ill.

Hap Owens lost his Class F title when the Hoosier driver dunked in the first heat of the one-mile course. When the flip occurred, Owens was attempting to pass Vogts on the outside, in the north turn. The right sponson of Owen's hull dug, rolling him into the Wabash.

Joe Micheline, driving a hull of unusual appearance, provided some real excitement. In the first heat, while driving closely into a turn, he was thrown completely out of his hull, but held on and regained control, meanwhile not losing speed. A boat in the second heat broached immediately in front of Micheline, the result of which was a mass of kindling wood. Vogts, owner of a

brass works and building contractor, won his tenth title.

C HYDRO—1st Dennis Martin, M52; 2nd Bill Seebold, Y50, Granite City, Ill.; 3rd Gale Young, F228, Pensacola, Fla.; 4th Ermon Griffin, L75, El Dorado, Ark.

Boat flips and gun jumping affected the outcome of this event. In the restart of the first heat, all were disqualified but one boat. Harry Vogts was banged up slightly when his hull back-flipped on the straightaway in the second lap of the second heat. Bob McGinty won the first heat but was disqualified. Hap Sharp was washed out in the first turn. Martin, 49, a farmer, has raced for 15 years. He held the B title last year.

C SERVICE RUNABOUT—1st David Livingston, L54; 2nd Al Barber, V48; 3rd Fred Mathews, N101, Watervleit, N. Y.; 4th Stan Levendusky, Y66, Kansas City, Kan.

Livingston took the lead on the second lap from Barber and went on to win. In the second heat, David led out of the first turn and won by a comfortable margin. Levendusky and Gomback followed very closely in each heat. Mathews found the range in the second heat after a bad start in the first. Gomback finished the second stanza with a frozen top main bearing. Stan Levendusky, precision machinist, won one elimination heat. His motor developed a high speed miss in the finals.

C RACING RUNABOUT—1st Bill Seebold, Y30; 2nd Stan Levendusky, Y66; 3rd Frank Wilcox, S1111, Kansas City, Kan.; 4th Bob McGinty, L422.

Bill Seebold took immediate command of both heats here with his brand new boat. Levendusky and Wilcox battled it out for second spot, and traded places in the two heats. This was a closely contested race and had the viewers on both banks of the river on their toes. McGinty was clobbered in the first heat on the south turn when his sparkplug was damaged by another boat. Evidence of the tight competition was Willoughy's runabout, which was badly damaged in the closely packed first turn. Harry Demski, Midland, Michigan, proved to be the hard luck driver of this event. He was in third place in the second heat, pushing Levendusky into a turn, when his motor sheared off just below the powerhead, and in so doing rolled the boat, which landed right side up. The steering cable, fastened to the steering bar on the powerhead, ripped off the runabout deck and badly damaged one side. A relative newcomer to the sport, Demski proved his competitive spirit and sportsmanship while inspecting the damaged new boat and remains of the PR motor.

FOX TROPHY—Free For All Hydroplane—Jerry Biskup, Lincoln, Nebr. Thirteen entries.

TATUM TROPHY—Free For All Runabout—Ralph Hemminghaus, Sandoval, Ind. Six entries.



LAKE GEORGE MARATHON

Charles Fitzgerald of Hague, New York, racing along the beautiful Lake George Shoreline. —Grishkot Photo

By **BERNARD CLIFTON**

HAMPERED BY ROUGH water and flood damage in surrounding areas, the first annual Northern Lake George 88-Mile Stock Outboard Marathon nevertheless proved a successful event with 49 boats checked in for the start.

A larger starting field had been anticipated with a total of 62 entries, but the terrific flood damage in Pennsylvania, Connecticut, Rhode Island and southern New York state prevented some drivers from reaching the scene of the regatta at Hague, New York, August 21.

Start of the test was delayed an hour because of rough water and high winds and only 23 boats managed to complete the grueling course of four 22-mile laps.

A newcomer to marathon driving, James J. Savage of New Brunswick, New Jersey, was the over-all winner. It was his first major victory and only his second marathon attempt.

Tough luck knocked out the two favorites, Fred Snyder of Lancaster, Pennsylvania, and Lester Kahn of New York City. Snyder was thrown from his D rig while leading the pack at the end of the third lap. Kahn withdrew at the end of the second lap when he became dissatisfied with the performance of his outfit.

One of the youngest drivers in the race, 14-year-old Craig DeWald of Reading, Pennsylvania, maintained his phenomenal 1955 marathon record in winning the AU event by 1 minute, 25 seconds better than 15-year-old Ronald Althouse, also of Reading. DeWald has been twice a winner at WinnebagoLand.

Coming from the most distant point, Chuck Whitney, of Birmingham, Alabama, turned in a remarkable performance in

winning the BU division, beating out all but three of the larger DU boats. The event was open to stock runabout classes AU, BU, DU and 36-cubic-inch.

Free rooming accommodations were offered the first 25 entrants and all finishers shared in the division of a \$2,500 prize list. Aside from the weather handicap, the race went off smoothly, with no serious mishaps and no disqualifications due to stock specification violations.

Summaries:

CLASS DU

1st—James J. Savage, New Brunswick, N. J.....	Time 2:31:04
2nd—Raymond Lenk, Detroit, Mich.....	" 2:31:08
3rd—Andrew Kokolski, Dedham, Mass.....	" 2:38:15

CLASS BU

1st—Chuck Whitney, Birmingham, Mich.....	Time 2:43:30
2nd—Richard Bolton, Hague, N. Y.....	" 2:52:55
3rd—Theodore Martin, Sidney, N. Y.....	" 2:56:05

CLASS AU

1st—Craig DeWald, Reading Pa.....	Time 2:55:05
2nd—Ronald Althouse, Reading, Pa.....	" 2:56:30
3rd—C. Edgar Jenkins, Milltown, N. J.....	" 3:04:20

CLASS 36

1st—George Bodeman, Islip, N. Y.....	Time 2:51:15
2nd—Augustus Solar, Massena, N. Y.....	" 3:05:25
3rd—Eugene DiRusso, Freeport, N. Y.....	" 3:16:40

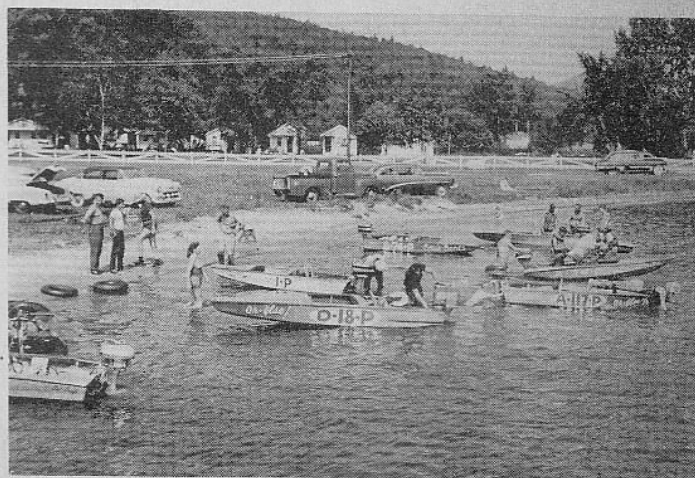
APBA OFFICIALS

Referee, W. Melvin Crook, Montclair, N. J.
Measurer, LeRoy Wells, Kingston, N. Y.



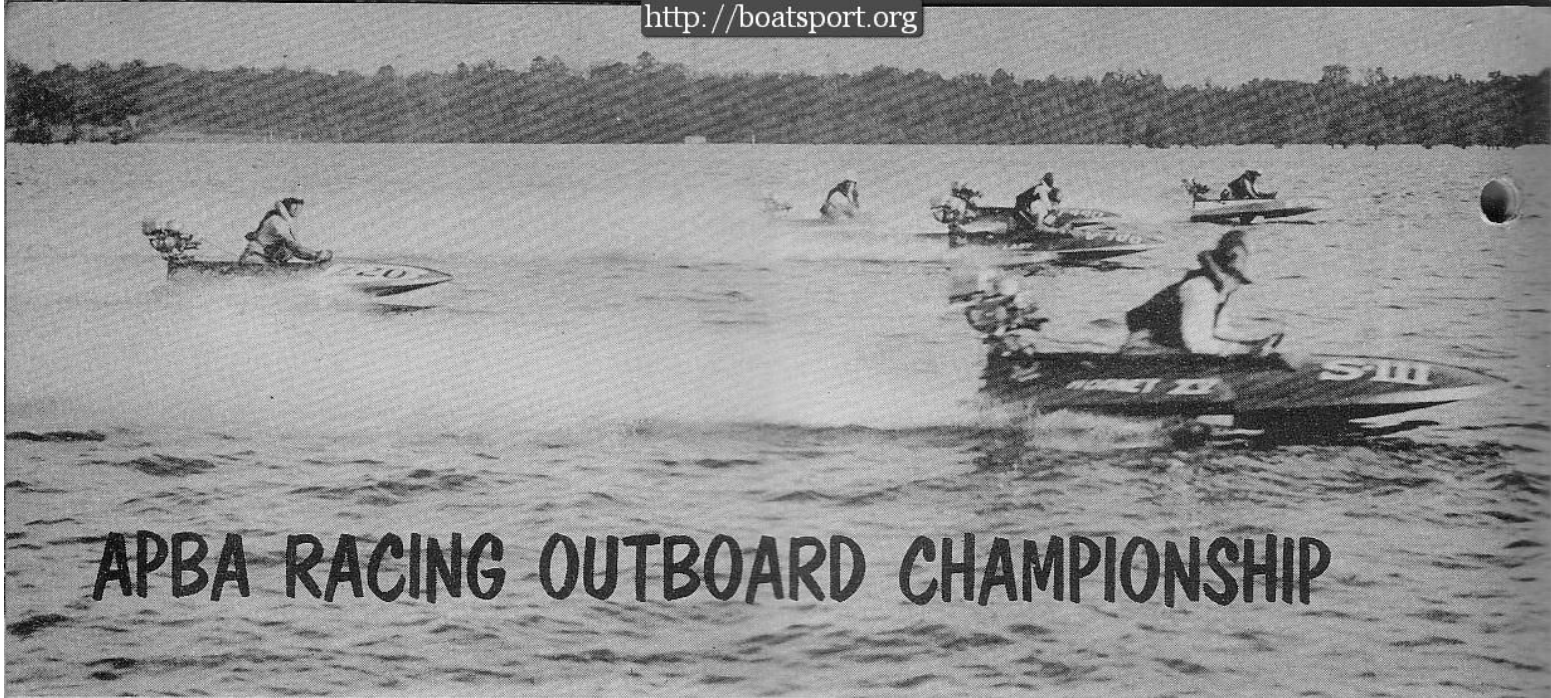
The winner of the Class D—James Savage, of New Brunswick, N. J., being congratulated by the announcers of the radio broadcast from Ticonderoga, N. Y.

—Grishkot Photo



"Preparation for the Race" at Hague, New York on August 21st, 1955—This photo was taken the day before the race of some of the boats getting ready.

—Grishkot Photo



APBA RACING OUTBOARD CHAMPIONSHIP

They're off—Championship heat of Class A hydros are off to a good start at the Speedboat World Series at Caddo Lake near Shreveport, September 24.

SENSATIONAL PERFORMANCES by Hubert Entrop of Seattle, Washington, and Bob McGinty of Corpus Christi, Texas, marked the 1955 APBA Racing Outboard Championships held September 24 on Caddo Lake near Shreveport, La.

Entrop astounded judges, drivers and spectators with a sensational and unorthodox performance in the race for Class F hydro. His boat was split to the nose, giving him a "monkey on the stick" perch right over the nose. This design is known as a cab-over, it is a large hydro that trims out with driver riding on the nose. The result was that for long distances he appeared virtually airborne.

During the first heat, Entrop was unable to start his motor until the other boats had almost completed the first lap, yet he managed to catch the field and obviously would have passed the leaders if given one more lap. The second heat was a different story with Entrop running as far as a mile in front of his nearest competitor and slowing down for the finish. Without placing in the first heat, Entrop's performance still earned him a third place in the championships.

McGinty, the 30-year-old Texan was about the brightest

individual star, and except for tough luck might have shone even brighter. After finishing way out in front to win the Class C Hydro title, McGinty, driving boats owned by Shreveporter Harry Marioneaux, took his second national championship in Class C racing runabout competition, and then prepared for the big John Ward Trophy race, open to all racing outboards without superchargers. The experts figured McGinty was a good bet to take home the coveted Italian marble trophy, but on a practice run before the start his boat took a nose dive at the first turn and he suffered minor leg cuts and bruises, putting him out of competition.

Doug Creech, of Charlotte, N. C., went on to win the Ward Trophy by placing fourth in the first heat and driving the only boat qualified after two starts on the second heat. All other boats went over the starting line before the starting flag went down.

Despite bad weather, the alk-burners were out in good numbers for the first running of the event on Caddo Lake. The course was good but frequent rains and hot humid weather bothered the drivers and heavy water prevented any new speed



Strategy huddle—Bob McGinty, who took home two APBA championships in his award winning Class C hydros, talks it over with Harry Marioneaux, Shreveport owner of the speedboat equipment. Scene is the pits at the APBA championship races at Caddo Lake, September 24-25.



The winners—1955 APBA champions and their runners-up pose with their trophies at the Speedboat World Series awards banquet in Shreveport's Captain Shreve Hotel, September 25.

records. High winds and choppy waters caused cancellation of the one-mile straightaway tests on Monday.

Four APBA record holders were entered, but among the quartet, Jack Leek of Tacoma, Wash., Bill Tenney of Detroit, Tommy Newton of Santa Barbara, Calif., and Rocky Stone of Willamina, Ore., only Tenney, a 35-year-old engineer, had any luck. Tenney retained his B hydro championship, but relinquished his titles in C racing runabout and C racing hydro.

Only two others of last year's champions were repeaters, Orlando Torigiani, Bakersfield, Calif., cotton farmer in A hydro and P. J. (Hap) Owens of Bedford, Ind., in F hydro.

The veteran Newton, returning to competition after a three-year layoff, also had trouble starting in the first heat for C service hydro, but finished far ahead in the second heat to place second in competition behind new champion Steve Gantner, of St. Louis.

A woman became the new champion in M hydro as Dorothy Mayer, 26-year-old College Point, N. Y., housewife won both heats in her event.

Jack Cohn of Chicago edged out Manual Carnakis, mayor of Bakersfield, Calif., for the C service runabout trophy.

The championship results:

Class M Hydro—Dorothy Mayer, College Point, N. Y.; Merl Brown, Olmstead Falls, Ohio; Art Brown, Olmstead Falls, Ohio.

Class A Hydro—Orlando Torigiani, Bakersfield, Calif.; W. L. Tenney, Detroit; Jack Leek, Tacoma, Wash.

Class C. Service Runabouts—Jack Cohn, Chicago; Manual Carnakis, Bakersfield, Calif.; Rocky Stone, Willamina, Ore.

Class C. Hydro—Bob McGinty, Corpus Christi, Texas; Steve Gantner, St. Louis, Mo.; Jack Maypole, Chicago.

Class B Hydro—W. L. Tenney, Dayton, Ohio; Homer Kincaid, Carhon Cliff, Ill.; Bob McGinty, Corpus Christi, Texas.

Class C Service Hydro—Steve Gantner, St. Louis, Mo.; Tommy Newton, Santa Barbara, Calif.; Homer Kincaid, Carhon Cliff, Ill.

Class C Racing Runabout—Bob McGinty, Corpus Christi, Texas; Frank Wilcox; Homer Kincaid, Carhon Cliff, Ill.

Class F. Hydro—P. J. (Hap) Owens, Bedford, Ind.; Don Frazier, Rantoul, Ill.; Hubert N. Entrop, Seattle, Wash.

John Ward Trophy—Doug. M. Creech, Charlotte, N. C.



Trophy winner—Doug Creech, Charlotte, North Carolina, receives the handsome Italian marble John Ward Trophy from APBA President George J. Trumper, Buffalo, N. Y. at the Speedboat World Series Awards banquet, September 25, in Shreveport's Captain Shreve Hotel.



NORTH-SOUTH

PACIFIC COAST CHAMPIONSHIPS

Photos by Richard W. King

THE SECOND ANNUAL Pacific Coast North-South Championships were held over the Labor Day Weekend on Lake Millerton near Fresno, California. This annual affair has turned out to be a most colorful regatta with the Yankee and Confederate Camps battling for the beautiful Thomas A. Short Perpetual Trophy that is awarded to the side accumulating the greatest total of points. Eliminations were run on Saturday with the first six boats qualifying for the finals on Sunday. Last year the Yankees won the trophy but the Rebels moved north this year with a record number of fast outfits and overwhelmed the boys with the Union suits.

This is one of the most spirited affairs held in Stock Out-board racing. The pits were divided into two separate camps

with Confederate and Union flags flying. Each group was headed by a general, with Johnny Craven from the South and Eddie West from the North.

The fun and horseplay started with the mock burial of General Craven after the drivers' meeting and was continued after the races with the Rebels throwing General West from the judges' stand into the water. One of the features of this regatta was the continual comments of Announcer Al Eastel over the P.A. system as he kept both camps informed of proceedings at all times.

The event was concluded with an excellent banquet held in the beautiful Hacienda Motel in Fresno, with dancing following the dinner and trophy presentation.

A contingent of the "Union" army pledge their allegiance to the "cause." (Beating the Rebels.

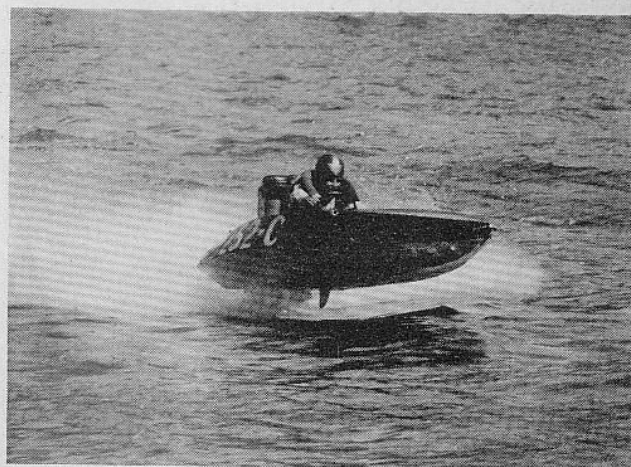




Glen Clayman in 88-C is pushing his "A" Hydro, as he runs neck and neck with a speedy and stubborn competitor.



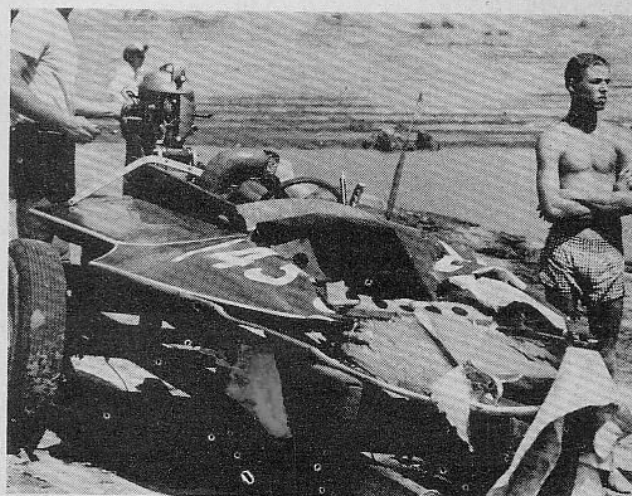
Bob Parrish, of Bakersfield, Calif., national high point winner in 1954 shows off his "AU" runabout on Lake Millerton.



Warren Litten, of Santa Ana, Calif., is really prop riding his DU runabout.



Johnny Craven, of Pasadena, Calif., won the BU event going away with a Champion Hot Rod motor and a Champion hull.



This is what can and did happen to a fast traveling hydro when a ski-tug throws a wake or swell on the race course.

NORTH-SOUTH CHAMPIONSHIPS



Ronnie Hill, 12-year-old son of Mr. and Mrs. Russ Hill of Bellflower, Calif., very obligingly drove his handsome white AU runabout through maneuvers for a Walt Disney cameraman. These movies are to be shown on television in a Disney Production.



Al Eastel (in striped shirt) announcer, leads the Union Army invasion of the Rebel pits. They got warm welcome.

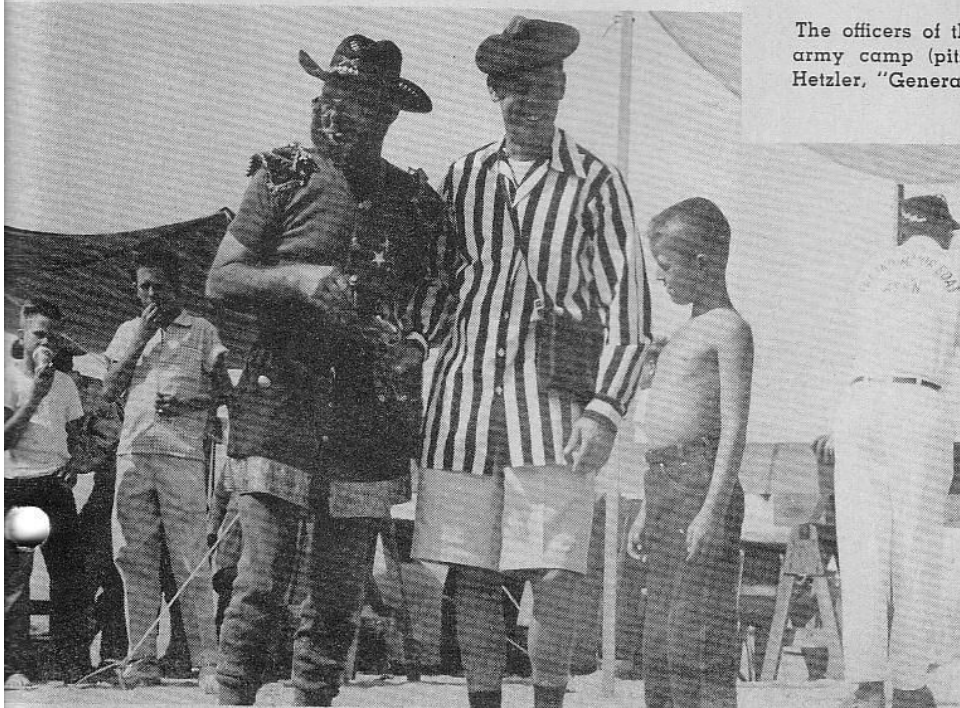
Before the race, the Northern army "buries" Southern General Johnny Craven.



Kenny Wilson, Russ Hill, Jr., and Johnny Craven "dunking" Eddie West, Northern General.



The officers of the "Rebel" army march into the "Union" army camp (pits) from left to right: Jim Gordon, Dave Hetzler, "General" Johnny Craven, Rick Kohler, Ed Craven and Russ Hill, Jr.



General Eddie West of the North in full regalia and Al Eastel who did a fine job as announcer.

WITH WEATHER shipped in from the tropics and inconceivably-perfect racing water, the Northern Kentucky Boat Club staged its Third Annual Harvest Regatta recently, on the Ohio River at Melbourne, Ky., just eight miles east of Newport, Ky.

Saturday's limelight was very properly monopolized by George Byers, Jr., Columbus, when during the mile trials, he zoomed through the one-mile straightaway "trap" in "*Miss Desoto I*" at 125.436 m.p.h., breaking the standing seven litre record of 115.203 m.p.h. he had established in Elizabeth City, N. C., in October, 1954. Byers shared Saturday's spotlight, however, with George Davis, Vine Grove, Ky., who after a racing history thirty years long, claimed for himself membership in the 100 m.p.h. club when driving Marion Copper's 266 cubic inch "*Hornet*" and with Frank Hearn, Toledo, in his 266 "*Chromate*,"

both of whom were clocked at 100 m.p.h. plus during the afternoon.

Sunday's schedule included 13 events highlighted by the running of the 225 cubic inch National Championship Race. Fifteen hydros made up the 225 cubic inch fleet which approximately 8,000 spectators turned out to see. Bang! went the five-minute gun, enthusiasm rose, the "hydros of the day" rushed onto the 2½ mile course, then the one-minute gun, suspense was at a peak, save the crunching of 8,000 ice balls only the roar of high-reving engines could be heard, they were off and running. Out of the first turn it was C. G. Hunter, Columbus, in "*Miss Columbus*" in the lead position, followed closely by M. H. Wiefering, Dayton, Ky., in "*Rig-A-Mortis*." In third place was Bob Ballinger's Cincinnati boat, "*Ballyhoo*," and surg-

225 cu. in. Championships

By ROBERTA NOLLOTH

From left to right: Colin Male, honorary judge and local TV star, Lee Faulkner, Newport, Ky., Commodore Northern Kentucky Boat Club, Dotty Mack, nationally known pantomimist, Queen of Regatta, Fred Schaber, Covington, Ky., Chairman of Race, Bob Braun, Cincinnati TV star, Honorary Judge. Boat in picture was judge's stand. Trophy present 225 "Championship" winner.



ing on in fourth place was the favorite, "*Stinger*," owned by Ray Smith, Jr., St. Louis, and piloted by Ralph Manning, Ashland, Ky. "*Stinger*" continued to gain and had passed both "*Ballyhoo*" and "*Rig-A-Mortis*" before the third turn, but Hunter continued to hold the lead until out of the fourth and final turn came "*Stinger*" to swoop to a mighty close, but certain victory. The second heat was uneventful insofar as the leader was concerned. Manning crossed the starting line first and was number one under the checkered flag.

This victory marked the third consecutive Championship Smith's boat has won, each, however, under a different pilot. In 1953, Ron Musson, Akron, won this marine "blue ribbon" for Smith, while Dr. W. P. Linss, Highland Heights, Ky., jockeyed for Smith in last year's contest.

Final tabulation of the two heats gave the 225 "place" trophy to Wiefering and the "show" cup to Hunter.

Racing under the sponsoring club's colors, Paul Bauer, Deer Park, Ohio, outran his "guests" in the 48 cubic inch heats, but presented his club's second and third place cups to Roy Taber and Alan Morris, respectively, both hailing from Detroit.

An easy victory was claimed by Ron Musson driving Frank Hearn's "*Chromium*" to two wins in the 135 cubic inch heats

with second place going to Doug Brockman, Mt. Washington, Ohio, in "*Who Else*," and Lou Balis, Oak Park, Illinois, finishing in third place with "*Moaner*."

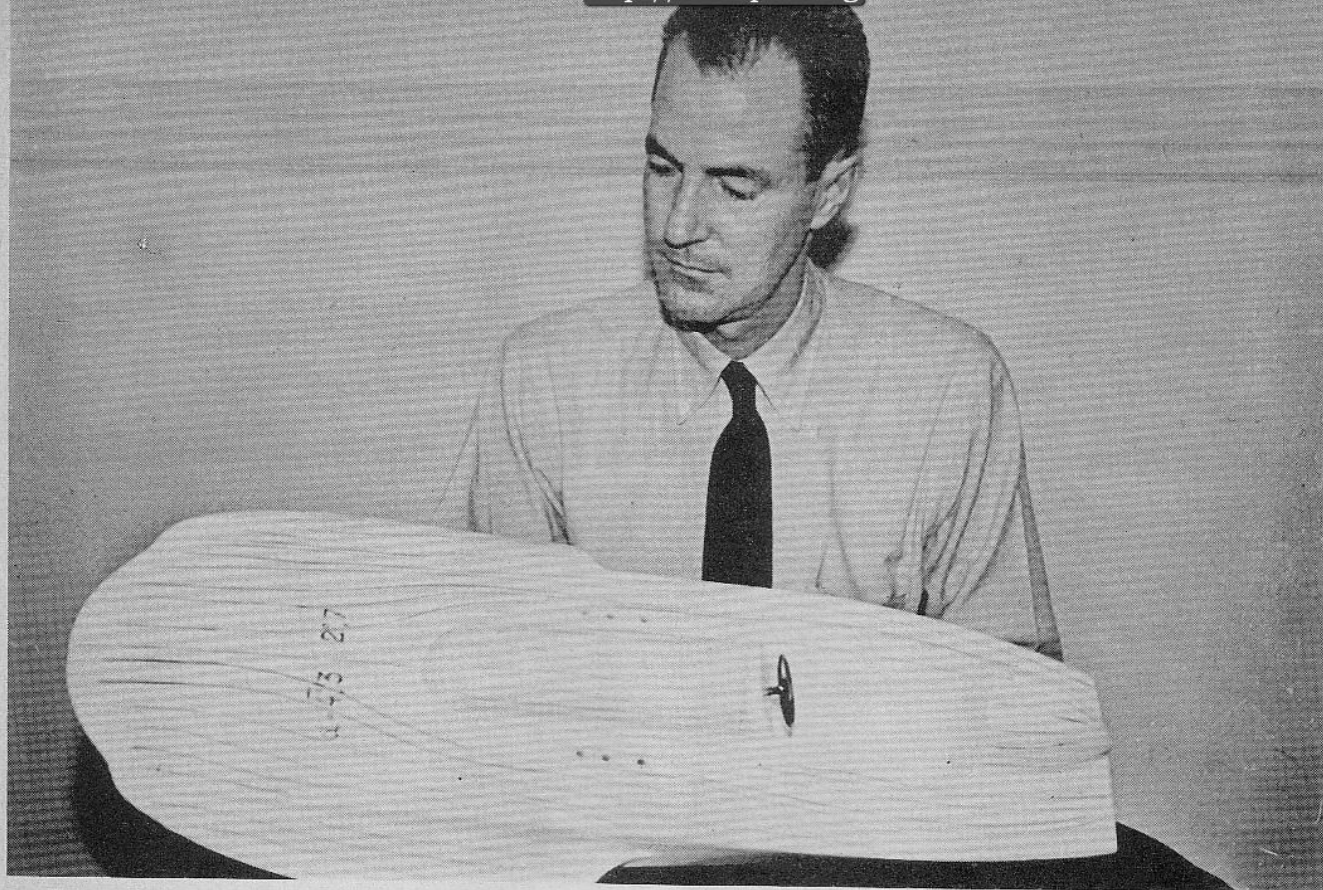
Bob Brush, Detroit, drove the winning 136 cubic inch hydro, with Middletown's Harold Morrison copping second and John Cramer, Dayton, Ohio, placing third for the day.

Musson's victory with "*Chromate*" in the 266 cubic inch contest put the nintieth cup in Hearn's trophy case. Marion Cooper, Louisville, Ky., won the "place" award while Brockman "showed" with his "*Candy*."

Cooper's seven-litre "*Hornet*" outran Byer's "*Miss DeSoto II*" in that event with Linss bringing up third place in his 225 cubic inch "*Stinger Again*."

It was nip and tuck when Cooper in his seven litre and Musson in his 266 cubic inch sped around the three-buoy turns during the Free-For-All 10 mile heat. Cooper was the first man under the checkered flag, followed by Musson, with Linss in his 266 "*Briar Hopper*" claiming the third place award.

Miss Dotty Mack, nationally known pantomimist, reigned as "Queen" for the day, presenting both kisses and trophies to winning drivers.



Italian Engineer Delli Zotti, above, built this 1/10 scale model of Paul Sawyer's famous "Alter Ego" as a study basis for a book he has written giving all technical data on the record-breaking craft and presented the model to Sawyer. A second scale model he powered with a 10 cc engine for speed trials. All Italian three-point boats are patterned after Sawyer's "Alter Ego."

—Photo by Michele Vernola

MANHATTAN MARATHON

By BILL WALLACE

OUTBOARD RACING, a regretful absentee from the great New York boating area for three years, staged a successful revival September 11 with the first running of the Manhattan Outboard Marathon.

As marathons go, this was a rough one. Of 66 starters in seven classes, only 33 finished the course, a 57-mile trek twice around Manhattan Island. There were no particular bad spots in the course, although high seas off The Battery offered quite a challenge, but the constant pounding throughout took a high toll of both drivers and equipment.

With the start and finish at the Val-Ray Boat Club, 196th Street and the Harlem River, the boats proceeded north through Spuyten Duyvil into the Hudson River, south under the George Washington Bridge and along Riverside Park and Manhattan's west side to The Battery. There they turned north into the East River, up past Welfare Island and into the Harlem River again.

"It wasn't the toughest race I've been in," said Ray Lenk, the Detroit factory foreman who won the Class DU title, "but there was never a let-up, never a chance to take a breather."

Lenk covered the course in 1 hour, 33 minutes for an average speed of only 36.7 m.p.h. His speed rating, one of the slowest for outboard marathons, was an indication of the difficult conditions.

DU had the largest number of starters, 23, and Lenk won by a wide margin over Lester Kahn of the Bronx. Tullio Celano, a leading Eastern driver from the Bronx, took down the top prize in Class AU among 15 starters with a bare five-second edge over Ray Schmitt of Massapequa, Long Island. Craig DeWald, the 16-year-old Reading, Pennsylvania, lad who was twice a winner at WinnebagoLand, wound up eighth in AU.

The regatta was up against heavy odds from the start. After the famous Albany-New York marathon died in 1952, outboard racing in the metropolitan area sank to a new low of lethargy. Financial problems were always offered as the excuse for the lack of a big race. "Why, it'll cost five or ten thousand dollars to run a marathon in New York," the experts said.

But a determined group of outboard fanatics, headed by Bill Rood of the Bronx and Mike Ronca of Wantagh, Long Island, were determined to revive racing—if only on a shoestring—and they did it on a budget of only \$1,500. Volunteer help was the answer. Expenses were cut to the bone and all the preliminary work was done gratis, including the solicitation of trophy prizes.

Fortunately, two of the city newspapers swung in behind the promotion and helped push the race. These were the World-Telegram and Sun and the Journal-American. Both donated impressive trophies.

Other trophies were given by the Mercury Outboard Dealers of New York, the A. S. Beck Company, the Mennan Company, Robert Karoff, Espan Marine of Freeport and many others. Cash prizes were small, \$25 to each class winner, with \$15, \$10 and \$5 to second, third and fourth place finishers.

Although somewhat disappointed by the cash offerings, the drivers wholeheartedly accepted the race, realizing that the sponsoring groups, the Inwood Outboard Racing Association and the Val-Ray Boat Club, were trying to accomplish something for their benefit. As Bill Rood put it, "We've started with a small race, but we hope to build it into something big for next year."

The event was open to stock runabout classes AU, BU, DU, C, E and F modified and the probationary 36-cubic-inch class and was sanctioned by the American Power Boat Association.

... IN THE ROOSTERTAIL ...

★ ★ ★ BOAT RACING ON TV — The possibility of televised boat racing has long been hashed over by various members of the racing fraternity on the West Coast. Now it seems that the possibilities are more realities. The Valley Speedboat Association of Baldwin Park, California, has applied for a series of sanctions starting November 6, 1955, for the sole purpose of televised and spectator boat racing. At this moment the negotiations are almost complete with a local Los Angeles station; for exclusive TV coverage. The location is familiar to most of the Southern California drivers and their crews as Lake Los Angeles, in Venice, California. The proposed course will be 1/2 of a mile for easy TV coverage. Trophies and prize money for each class is offered. Valley Speedboat Association has applied for Stock Outboard sanctions thus far. Only two to three classes will run each week; so that drivers will not have to race each week to support the program.

This program will do much to add to the popularity of boat racing. Its something that can not hurt the sport at any rate. There is also an extensive advance sale ticket program under way, and the possibility of season tickets for the dyed in the wool racing fan.

Boat racing has never been given the opportunity afforded automobile racing. From the spectators point of view there isn't any more interesting sport to watch. If you have ever attended a road race, you have probably wondered what was happening like the rest of us. The only portion of a road race that is visible to the spectator is the part directly in front of you. As we all know at a boat race the entire course is visible at all times. If this program is successful it will do much to help promote boat racing in general.

All inquiries will be answered promptly. Address them to: Publicity Chairman, Valley Speedboat Assn., P.O. Box 374, Baldwin Park, California.

★ ★ ★ DETROIT TO HOLD ANNUAL MEETING—With Region 6 playing host, APBA members will gather from all parts of the United States for the 52nd Annual Meeting to be held on November 4-6 at the Sheraton Cadillac Hotel in Detroit.

"Over a long period of time we have been very proud of the many fine regattas that are staged each year in our area," says J. Clyde Fox, Chairman of Region 6. "On this occasion, marking the first time that the Annual Meeting has ever been held in Detroit, we are looking forward to record turn-out of race boat owners, their crews and the officials."

Within the next few days, every member of APBA will receive an official notice of the meeting. The mailing will include the exact time schedule of all events, an order form for banquet tickets and a postcard for reservation requirements. To help with the planning, kindly see to it that your ticket orders and reservation forms are sent in promptly.

Registration will open at 2:00 p.m. on Fri-

day, November 4th, with the following meetings scheduled for late afternoon and early evening: Inboard Get-Together, Outboard Get-Together, Stock Outboard Get-Together and Gold Cup Contest Board.

On Saturday, November 5th, President George Trimper will conduct the Council Meeting at 10 a.m. and the Annual Meeting at 2 p.m. A special event will be a luncheon for the ladies. Installation of officers for 1956 will be a feature of the Annual Dinner to be held that evening in the Grand Ballroom of the hotel.

There will be a tour on Sunday morning of APBA member clubs including the Detroit Yacht Club, Windmill Pointe Yacht Club and the St. Clair Yacht Club.

★ ★ ★ 1955 REPRESENTS YEAR OF GROWTH IN APBA—In the over-all, those simple statements pretty well sum up the kind of a year 1955 is turning out to be for APBA under the leadership of such men as George Trimper, President; Franklin Foulke, Inboard Chairman; Jack Maypole, Outboard Chairman, and Donald Guerin, Stock Outboard Chairman.

With the number of boat registrations and racing memberships on the upswing in both the Inboard and Stock Outboard divisions, the gains more than off-set the losses in the Outboard division... where there were 38 fewer owners and 103 fewer boats than had been the case the year before.

Individual racing classes that grew the most during 1955, picking the one top gainer in each category of racing, were as follows. 48 Cu. In. Hydro, with a gain of 27; B Outboard Hydro, up 8, and A Stock Hydro, with an increase of 87. The classes hit the hardest were Jersey Speed Skiff, down 10; C Racing Runabout, off 41, and CU Runabout, with a loss of 10.

As has been the case for the past several years, the Stock Outboard division continued its vigorous upward climb. Racing members jumped from 1,861 to 2,001 while boat registrations went from 2,779 to 3,063. Several regattas with reputations for good facilities attracted from 150 to 200 boats.

Needed for 1956: Better courses! Fewer accidents!

★ ★ ★ Impressed by the rapid growth of the Stock 136 Hydro Class, now bracketed with the 48 Hydros as the most popular set-up in Inboard racing, a Stock 267 Hydro Class is now in the planning stage. A set of proposed rules, still subject to minor revisions before the class can be accepted even on a probationary basis, can be obtained by writing National Headquarters in Detroit, of APBA.

★ ★ ★ With victories in the Silver Cup, Guy Lombardo's *Tempo VII* has moved up into third spot in the Hight Point competition for Unlimited Hydroplanes. Standings of the leaders, with two races remaining, is as follows: *Gale V* (Lee Schoe-

nith) 1,525; *Miss Cadillac* (Bud Saile) 827; *Tempo VII* (Dan Foster) 800; *Miss U. S.* (George Simon) 752, and *Such Crust III* (Walter Kade) 738.

★ ★ ★ Howard F. Larson, director of sales, Evinrude Motors, Milwaukee, has been elected president of the Outboard Motor Manufacturers Association. Larson had previously served as vice president of the association, which represents major outboard motor manufacturers in the United States.

In heading the association, Larson will draw upon 10 years of extensive experience in the recreational boating industry. Before joining Evinrude, he was associated with the Outboard Boating Club of America in Chicago. His activities with the OBC made him a familiar figure at major boat shows throughout the country.

During his tenure with OBC and in his association with Evinrude, Larson has been a strong advocate of the family concept of outboard boating. In both organizations, he pointed the way toward increased family boating and was responsible for sales, dealer and public relations programs keyed to family activity.

Larson is a member of the Outdoor Writers Association on America, the National Sales Executive Club, the Milwaukee Athletic Club and the Milwaukee Yacht Club.

Larson joined Evinrude as assistant sales manager in 1949. A year later, he became sales manager and, in 1952, he was promoted to sales director, the post he now holds.

STATEMENT OF THE OWNERSHIP, MANAGEMENT, AND CIRCULATION REQUIRED BY THE ACT OF CONGRESS OF AUGUST 24, 1912, AS AMENDED BY THE ACTS OF MARCH 3, 1933, AND JULY 2, 1946 (Title 39, United States Code, Section 233)

Cf Speed and Spray Magazine published monthly at Fullerton, Calif., for October, 1955.

1. The names and addresses of the publisher, editor, managing editor, and business managers are:

Publisher, Cecil Loomis, P.O. Box 466, Fullerton, Calif.

Editor, Cecil Loomis, Box 466, Fullerton, Calif. Managing Editor, Cecil Loomis, Box 466, Fullerton, Calif.

Business Manager, Cy Ferro, Box 466, Fullerton, Calif.

2. The owner is: C-B Publications Inc., 1126 Santa Barbara St., Santa Barbara, Calif. Cecil Loomis, 1126 Santa Barbara St., Santa Barbara, Calif., Betty Loomis, 820 Moreno Road, Santa Barbara, Calif.

3. The known bondholders, mortgagees, and other security holders owning or holding 1 per cent or more of total amount of bonds, mortgages, or other securities are: None.

CECIL LOOMIS
Sworn to and subscribed before me this 12th day of October, 1955.

JUNE I. FARRAR
(My commission expires Jan. 28, 1956)

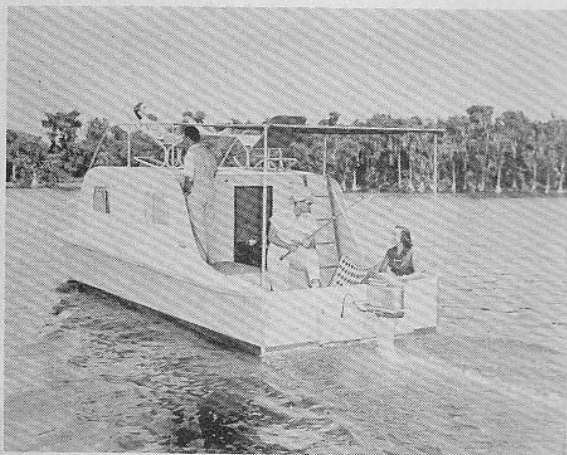
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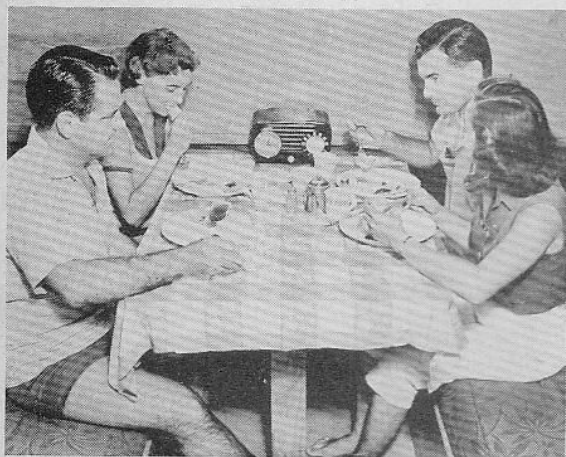
SHE'S A 'DREAM BOAT'

The Mercury Mark 55, a 40 h.p., outboard motor, is seen on the new Dreamboat Houseboat, Vacationer Deluxe Model. A 25 ft. long with 8 ft. beam craft, sleeps four, has sundeck, shower, galley and clothes closet.

Deluxe Vacationer Model—F.O.B. \$1,395 Dreamboat Manufacturing Corporation, Kissimme, Florida.

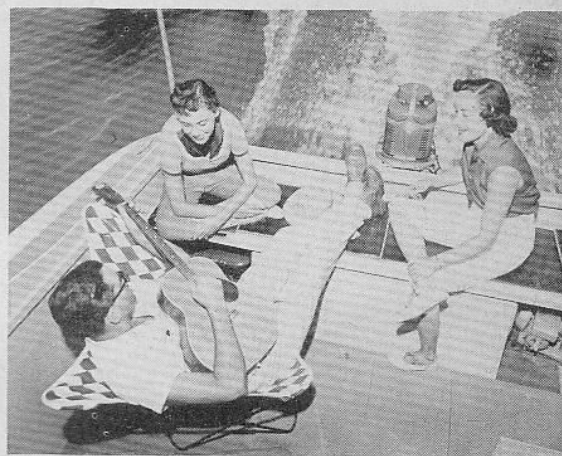


Ed Carter and Pat Whitney are in charge of fish for dinner, while Helmsman Al McFadden navigates his Dreamboat Houseboat, powered by the new super silent Mark 55E Mercury Outboard, through Florida waters. On deck, Sue Adkins catches a cat nap.

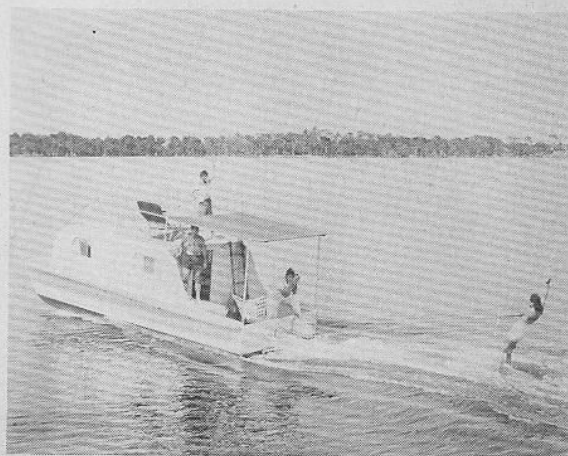


In the roomy breakfast nook, Pat Whitney (r.), Ed Carter (r.), Al McFadden (l.) and Sue Adkins (l.) enjoy a meal of freshly caught fish.

Ed Carter serenades his two lovely companions Sue Adkins (l.) and Pat Whitney (r.) as they cruise through Florida waters. On a day's outing in a Dreamboat Houseboat, powered with a super-silent Mercury Outboard Motor, the Winter Haven, Florida trio have all the ingredients for a successful trip.



Water Skier Pat Whitney strikes a pretty pose for Photographer Ed Carter. Towed by a powerful Mercury Mark 55E 40 h.p., Outboard Motor powered Dreamboat Houseboat, Pat rides the water with the greatest of ease. The party, from Winter Haven, Florida, is enjoying a day's cruise in Florida waters.



TRADE NOTES



Test date 6-1-55. Make of boat: Aristo Craft. Built by: Atlanta Boat Works, Atlanta, Ga. Boat type: Typhoon, length 12 ft.; net hull weight 218 lbs.; beam 54 in.

All tests are conducted over an accurately measured course, and certified by a graduate engineer.

Load A—gross weight* 518 lbs., Mark 25, 28.2 m.p.h.; competitive 20 cu. in. 24.2 m.p.h.

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KOKOMO SAFETY PATROL BOY

As a reward for their services as safety patrol boys at the McKinley School in Kokomo, Indiana, twenty-one boys enjoyed a flying trip from Kokomo, Indiana, to Oshkosh, Wisconsin on June 9, where they spent the day as guests of the Kiekhaefer Corporation, manufacturers of Mercury outboard motors.

The day was spent in visiting production facilities of Kiekhaefer Corporation at Fond du Lac and Oshkosh, Wisconsin, and the boys followed an outboard motor from its assembly through its final test. At the Kiekhaefer Corporation test camp in Oshkosh they enjoyed an afternoon of boat riding in all types and sizes of hulls, and witnessed the destruction and durability tests conducted by the Company.

The trip was arranged by Mr. H. E. Adams, principal of the McKinley School, in cooperation with the Kokomo Parent Teachers Association. Accompanying the boys were Mr. Charles Hathaway, member of the school board, and Mr. Joe Kuhn, the Kokomo Mercury outboard motor dealer, who is enthusiastic over the prospect of having twenty-one additional salesmen working for him in the Kokomo area.





Pretty Terry Allen, of Emporia, Kansas, is seen on the Hudson River at Inwood, New York, trying out the new sport known as water skipping. The Water Skipper, a one operator, 7x4 foot plywood boat, steered by shifting weight, makes 25 m.p.h., with a Mercury Mark 7 Outboard Motor. Speed is regulated by a hand throttle with spring safety control, which cuts the motor when it is released. Miss Allen is associated with NBC-TV in New York.



Stan Weston, Weymouth, Mass., relaxes after winning in Class BU at the annual Connecticut River Outboard Marathon, Hartford, Conn., held under the auspices of the Connecticut Outboard Association and sanctioned by the American Power Boat Association.



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NOTICE: Plans for building a PODH
will be concluded in the next issue.



Father-Son team prepare for the Belle Isle, Michigan Outboard Club 50-mile Marathon at the Windmill Yacht Club.

On dock Frank Foguth, Sr., gives some pointers to Frank, Jr. They are from Grosse Point, Michigan.

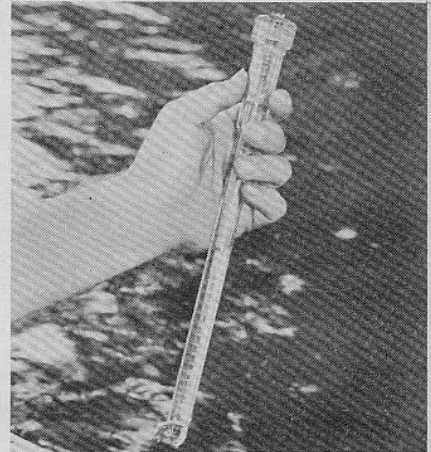
TRADE NOTES

(Continued from Page 5)

A NEW PORTABLE speedometer called the Speed-Wand tells you how fast you're traveling in a boat. It's a clear tube made of tough Tenite butyrate plastic and marked with a graduated scale measuring speed from 5 to 35 miles perhour. Holding the larger end of the tube, you submerge the smaller end, which has an inlet opening, in the water alongside the boat, pointing the opening in the direction of travel. After a few seconds you lift the tube out vertically and read the speed directly from the scale at the top of the water column. A bronze check ball inside closes the inlet during the reading. Afterwards, water can be drained through a hole in the cap of the tube.

The Speed-Wand can be used in either fresh or salt water.

Speed-Wand manufactured by Betzel Specialty Manufacturing Co., P. O. Box 113, Arlington, Texas. Molded parts by Libbert Tool and Die Company, Fort Worth, Texas; extruded parts by Southwestern Plastic Pipe Company, Mineral Wells, Texas. Tenite butyrate plastic is marketed by Eastman Chemical Products, Inc., Kingsport, Tennessee.



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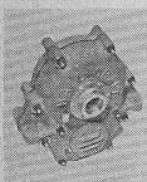
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"For a good vacation it can't be beat," three Cincinnati couples declared recently in New Orleans where they ended a 1,400-mile cruise by motor boat down the Ohio and Mississippi Rivers. The trip took 17 days.

The couples, who decided to take a cruising vacation to avoid crowded highways, are Len and Georgia Osborne, Wilson and Ruth Crawford, and Ken and Rea Lamb, all outboard boating enthusiasts.

"The reception everywhere was wonderful," Osborne declared. "We were greeted by mayors and taken on tours of towns. In New Orleans we were given the keys to the city."

The couples traveled in three boats, two 18-foot Lymans powered by Johnson Sea-Horse 25 H.P. outboard motors and another 18-foot Lyman inboard which hauled photographic equipment. Osborne is a professional photographer.

The trio began their day at 5 a.m. After breakfast, which was cooked on the shore, the boats were loaded and on their way by 7, cruising close together and side-by-side whenever possible. At noon they did not dock but tied the boats together to eat lunch.

"About 3 p.m. we'd get out our maps and look for a place to camp," which would be an island out of the wash of river barges or a beach or cove near the mouth of a smaller stream feeding into the big river, Osborne said. Dinner, cooked on the shore, consisted of either steaks, pork chops or chicken. They slept on the boats.

Equipmentwise the couples carried camping tables and chairs, foam rubber mattresses, cooking utensils, coolers, a radio and many other smaller items. Their wardrobe was limited to shorts, swim suits, jeans, jackets and shirts.

The going was rough for a few days, Osborne said, when the vacationists ran into a storm above Paducah, Ky., and encountered winds of 35 M.P.H. and waves six feet high and above. Mrs. Lamb developed a headache but was quick to assert "I wasn't seasick."

Crawford's boat, the "Kaintuck," and Osborne's "Scud II" carried 40 gallons of gas each to power the Johnson 25's. A 100 H.P. motor powered the inboard. They returned to Cincinnati by car while the boats were hauled back by trailer.

Colorado River Run

(Continued from Page 14)

36 CUBIC INCH CLASS

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1st—Jack Corner, San Diego, Calif.
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3rd—John M. Drake, Garden Grove, Calif.

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1st—Howard Thompson, Downey, Calif.
2nd—Bob Parish, Bakersfield, Calif.
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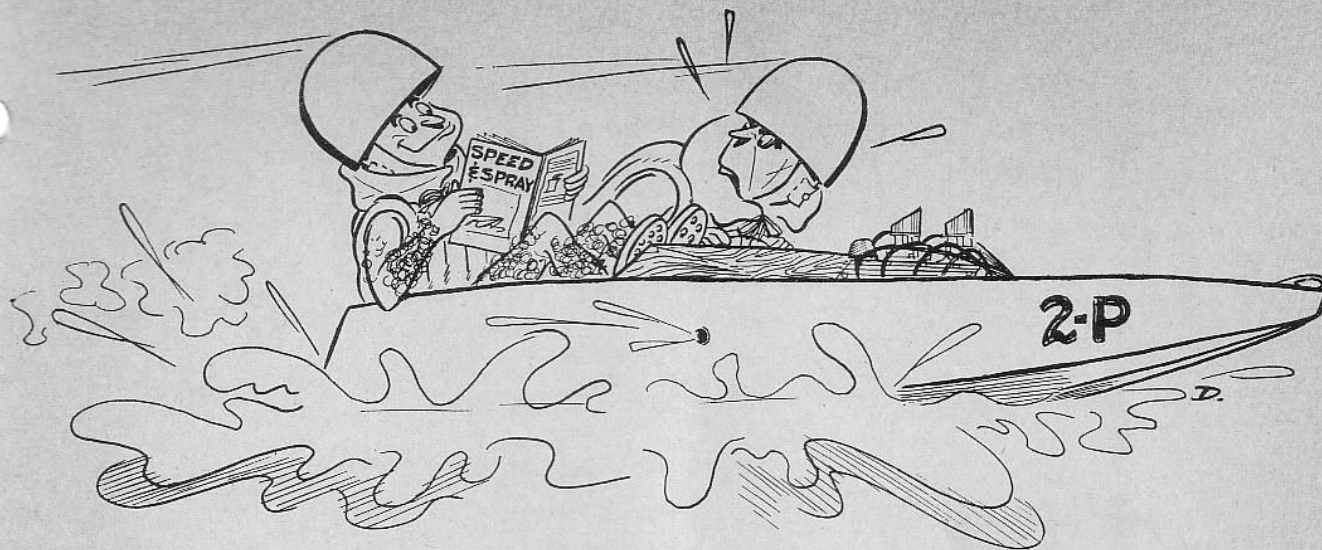
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