

Speed AND Spray

THE INTERNATIONAL MAGAZINE OF POWERBOATING

JUNE, 1955 . . . FIFTY CENTS

MICHAEL G. ROGOWSKI
4832 LOMAX RD.
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FEATURES

**MEXICAN OUTBOARD
JUNKET**

Stock Racing

40 FATHOMS DOWN

Water Skiing

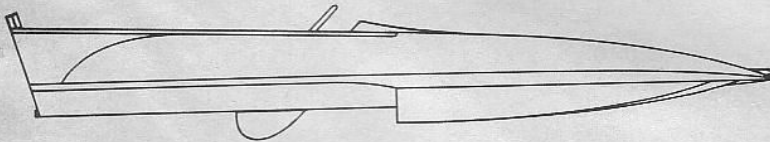
World Coverage . . . **PLEASURE BOATING,
WATER SKIING, BOAT RACING**

Why not build a boat? Complete plan service

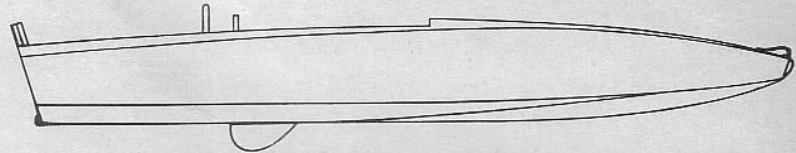
CHALLENGE

Proven Designs

YOU CAN BUILD A PROFESSIONAL BOAT WITH THESE EXTREMELY SIMPLIFIED BLUE PRINTS, EVEN IF YOU ARE A FIRST-TIME BOAT BUILDER



AB 3-POINT HYDRO



AB RUNABOUT

THE CHALLENGER—PLAY BOAT AND SKI TOW. This sleek fast boat with beautifully faired lines is stress-framed, making her strong and buoyant. The proven design provides terrific stability which permits flashing performance in any one of the three models: 12'x54" beam (3 passenger) 14'x60" beam (4 passenger) 16'x68" (6 passenger). Specify model desired. **Price \$10.00 per set**

J RUNABOUT is 9' 4" long, 4' wide, and weighs approximately 75 lbs. Seats 3 persons. Recommended for about 5 h.p. or up to 7.5 h.p. motors. For competitive racing under A.P.B.A. rules, the engine must be no more than 10 cubic inch displacement. Speed up to 22 m.p.h. with 5 h.p. motor. **Price \$10.00 per set**

AB RUNABOUT is 10' 5" long, 4' 4" wide, and weighs approximately 105 lbs. for Class A, or 140 lbs. for Class B. Seats 4 persons. Recommended for motors up to 20 h.p. For competitive racing under A.P.B.A. rules the engine must be no more than 15 cubic inch displacement for A, or no more than 20 cubic inch displacement for B. Speed up to 43 m.p.h. with 7.5 h.p., and up to 49 m.p.h. with 10 h.p. **Price \$10.00 per set**

CD RUNABOUT is 13' 3" long, 4' 10" wide, and weighs approximately 210 lbs. for C, or 280 lbs. for D. Seats 5 persons. Recommended for motors from 10 to 25 h.p. For competitive racing under A.P.B.A. rules the engine must be no more than 30 cubic inch displacement for C, or no more than 40 cubic inches for D. Speed up to 42 m.p.h. with 22 h.p., and up to 59 m.p.h. with 25 h.p. **Price \$10.00 per set**

M 3-POINT HYDRO is 7' 6" long, 3' 9" wide, and weighs approximately 75 lbs. Recommended for motors of about 5 h.p. For competitive racing under A.P.B.A. rules, the engine must be under 7.5 cubic inch displacement. Speed up to 25 m.p.h. with 5 h.p. motor. **Price \$10.00 per set**

AB 3-POINT HYDRO is 10' long and 4' 7" wide, and weighs approximately 100 lbs. Recommended for motors up to 16 h.p. For competitive racing under A.P.B.A. rules, the engine must be no more than 15 cubic inch displacement for A, and no more than 20 cubic inch displacement for B. Speed up to 48 m.p.h. with 7.5 h.p., and up to 53 m.p.h. with 10 h.p. motor. **Price \$10.00 per set**

CDF 3-POINT HYDRO is 12' long, 5' wide, and weighs approximately 150 lbs. Recommended for motors from 16 to 25 h.p. For competitive racing under A.P.B.A. rules, the engine must be no more than 30 cubic inch displacement for C, no more than 40 cubic inch displacement for D, and no more than 60 cubic inch displacement for F. Speed up to 69 m.p.h. with 25 h.p. motor. **Price \$10.00 per set**

*All plans are dimensional, no table of offsets to confuse you, and no complicated layout to do. Honestly, it's easy.

ALL CHALLENGE DESIGNS MEET HULL RULES OF THE AMERICAN POWER BOAT ASSOCIATION FOR COMPETITIVE RACING, as well as making ideal, safe, fast pleasure boats.

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

Editorials

Speed AND Spray

THE INTERNATIONAL MAGAZINE OF MOTORBOATING

June 1955

VOL. 2, No. 1

SAFETY is our subject this month—a timely topic. I had intended to do a bit on this in the editorial line, when the following arrived from Johnson Motors. I can't improve on it, so I will simply quote:

"It's vacation time again for thousands of American families. Most of them have spent hours checking road maps, travel guides, and resort folders. Few, however, have spent any time thinking about accident possibilities and planning their prevention.

"It is estimated that an unprecedented number of families will be taking to the water this summer for at least a part of their vacation. Boating, a safe and healthful form of relaxation, is forgoing to the forefront as one of the most popular outdoor sports. But accidents do happen, and often needlessly so."

To prevent boating mishaps, Johnson Motors offers the following safety rules:

- (1) Check your boat for construction weaknesses and leaks before putting it in the water.
- (2) Don't overload a boat or overpower it with a motor larger than the manufacturer recommends.
- (3) Keep an eye on the weather and head for a sheltered bay before a storm breaks.
- (4) Carry life preservers for each person in the boat.
- (5) Carry a U.S. Coast Guard approved fire extinguisher in all boats having either an outboard or inboard engine.
- (6) Beware of larger craft underway, their wake is dangerous. Always head into such wakes at an angle of 45° or greater.
- (7) Don't stand in a boat, and use care when changing seats.
- (8) Don't drink alcoholic beverages when boating.
- (9) Don't be a "hot rod." Careless or reckless drivers are as much a public nuisance and safety hazard on the water as they are on the highways.
- (10) Stay with the boat if it overturns, don't, above all, attempt to swim for shore.

Nearly all boating accidents and drownings are caused by violation of one or more of the above safety rules. Heed them, and assure yourself that your vacation will not be turned into a tragedy.

Your Editor adds the following for the water skier:

1. Obey the traffic pattern at all times.
2. Wear a jacket when you ski and always have a line tender in the boat with his or her eyes on the skier.
3. Signal in the accepted fashion when your skier falls and then obey the local rules when you pick him up.

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For change of address: Give old address as well as new, with zone number, if any.

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

| | | |
|------|---------------------|------|
| 5/15 | Hanson, Mass. | SO |
| 5/30 | Middletown, Conn. | SO |
| 6/12 | No. Weymouth, Mass. | SO |
| 6/19 | Southwick, Mass. | SO |
| 6/26 | Westerly, R. I. | SO |
| 7/4 | New Bedford, Mass. | O-SO |
| 7/10 | Glastonbury, Conn. | SO |
| | (Regionals) | |
| 7/17 | Mystic, Conn. | SO |
| 7/24 | Hanson, Mass. | SO |
| 7/31 | Westerly, R. I. | SO |
| 8/7 | Hartford, Conn. | SO |
| 8/7 | Hull, Mass. | SO |
| 8/14 | Marion, Mass. | SO |
| 8/21 | Northampton, Mass. | SO |
| 8/21 | Duxbury, Mass. | SO |
| 8/28 | Westerly, R. I. | SO |
| 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

| | | |
|---------|----------------|------|
| 5/15 | Inwood | SO |
| 5/22 | Eddyville | SO |
| 5/29 | Rochester | I-SO |
| 5/29 | Poughkeepsie | SO |
| 5/29 | Glen Cove | SO |
| 5/30 | Buffalo | O |
| 5/30 | Syracuse | I-SO |
| 5/30 | New Hamburg | SO |
| 5/30 | Mastic | SO |
| 6/5 | Schenectady | SO |
| 6/12 | Schenectady | SO |
| 6/12 | Cornwall | SO |
| 6/19 | Rochester | I-SO |
| 6/25 | Cross Lake | SO |
| 6/26 | Peekskill | SO |
| 6/26 | North Sea | SO |
| 6/26 | Dunkirk | SO |
| 7/2 | Tonawanda | O |
| 7/2 | Liverpool | SO |
| 7/3 | Cross Lake | SO |
| 7/4 | Flanders | SO |
| 7/4 | Cranberry Lake | SO |
| 7/10 | Kingston | SO |
| 7/10 | Rochester | I-SO |
| 7/17 | Sodus Point | SO |
| 7/17 | Saugerties | SO |
| 7/17 | Sea Harbor | SO |
| 7/24 | Marlboro | SO |
| | (Regionals) | |
| 7/31 | Utica | SO |
| 7/31 | Poughkeepsie | SO |
| 8/6-7 | Black Lake | O |
| | (Divisionals) | |
| 8/7 | Saranac Lake | SO |
| 8/13-14 | Buffalo | I |
| 8/21 | Eastport | SO |
| 8/21 | Cross Lake | SO |

| | | |
|------|--------------|------|
| 8/21 | Poughkeepsie | SO |
| 8/21 | Rochester | SO |
| 8/28 | Hudson | SO |
| 8/28 | Old Forge | SO |
| 9/5 | Heuvelton | O |
| 9/5 | Syracuse | I-SO |
| 9/11 | Rochester | SO |
| 9/18 | North Troy | SO |

REGION 3

| | | |
|------|-----------------------|------|
| 5/30 | Ocean City, N. J. | I |
| | (Fite Memorial) | |
| 6/4 | Millville, N. J. | SO |
| 7/10 | Long Branch, N. J. | I-O |
| 7/17 | Riverdale Beach, Del. | I-SO |
| 7/24 | Keyport, N. J. | O-SO |
| 8/7 | Pleasantville, N. J. | I |
| 8/28 | Long Level, Pa. | I-SO |
| 9/5 | Millville, N. J. | I |

REGION 4

| | | |
|---------|-------------------|--------|
| 5/22 | Hopewell, Va. | I-SO |
| 6/5 | Essex, Md. | SO |
| 6/12 | Glen Burnie, Md. | I |
| 6/19 | New Bern, N. C. | O-SO |
| 6/19 | Hopewell, Va. | I |
| 6/19 | Salisbury, Md. | SO |
| 6/26 | Wilson, N. C. | SO |
| 6/26 | Baltimore, Md. | I |
| 6/26 | Hagerstown, Md. | O |
| 7/2-3 | Hampton, Va. | I-SO |
| 7/3-4 | Portsmouth, Va. | I-O-SO |
| 7/9-10 | Clarksville, Va. | I-O-SO |
| 7/16-17 | Solomons, Md. | I-O-SO |
| 7/23-24 | Washington, D. C. | I-O-SO |
| 7/30-31 | Cambridge, Md. | I-SO |
| 8/6-7 | Norfolk, Va. | I-SO |

(S O Divisionals)

| | | |
|---------|--------------------------|------|
| 8/7 | Raleigh, N. C. | O-SO |
| 8/13-14 | St. Michaels, Md. | I-SO |
| 8/14 | New Bern, N. C. | SO |
| 8/20-21 | Abingdon, Md. | I-SO |
| 8/21 | Wilson, N. C. | SO |
| 8/21 | Richmond, Va. | SO |
| 8/28 | Crisfield, Md. | SO |
| 8/28 | Chestertown, Md. | I |
| 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 | Irvington, Va. | I-SO |
| 9/17-18 | Washington, D. C. | I-SO |
| 9/24-25 | New Martinsville, W. Va. | I |
| | (Mile Trials) | |
| 9/25 | Richmond, Va. | SO |
| 10/1-2 | Elizabeth City, N. C. | I-SO |
| | (Mile Trials) | |
| 10/9 | Charleston, W. Va. | I-SO |

REGION 5—FLORIDA

| | | |
|-------|-------------|----|
| 5/22 | Miami | SO |
| 6/5 | Miami | SO |
| 6/12 | Pensacola | I |
| 7/17 | Miami | SO |
| | (Regionals) | |
| 9/11 | Miami | SO |
| 10/9 | Miami | SO |
| 11/20 | Miami | SO |

REGION 6

| | | |
|------|---------------------|----|
| 5/15 | Lansing, Mich. | SO |
| 5/22 | Keego Harbor, Mich. | SO |
| 5/29 | Dayton, O. | SO |
| 6/5 | Eastmanville, Mich. | SO |
| 6/12 | Monroe, Mich. | SO |
| 6/18 | Windsor, Ont. | I |
| | (Maple Leaf) | |
| 6/19 | Paw Paw, Mich. | SO |
| 6/25 | Detroit, Mich. | I |
| | (Detroit Memorial) | |
| 6/26 | Dayton, O. | SO |

| | | |
|--------|---------------------|----|
| 7/3 | Cheboygan, Mich. | SO |
| 7/4 | Ecorse, Mich. | SO |
| 7/9-10 | Columbus, O. | I |
| | (Mile Trials) | |
| 7/10 | Newport, Mich. | SO |
| 7/17 | Russell's Point, O. | SO |
| 7/17 | St. Clair, Mich. | I |
| | (Unlimited Only) | |

| | | |
|---------|--------------------|----|
| 7/24 | Akron, O. | I |
| 7/30-31 | Conway, Mich. | SO |
| 7/31 | Louisville, Ky. | I |
| 7/31 | Trenton, Mich. | SO |
| 8/6 | Grand Haven, Mich. | SO |
| 8/7 | Dayton, O. | I |
| 8/14 | Bay City, Mich. | SO |
| 8/21 | Toledo, O. | SO |
| 8/21 | Cincinnati, O. | I |
| 8/27 | Detroit, Mich. | I |
| | (Silver Cup) | |

| | | |
|---------|---------------------|----|
| 8/28 | Coldwater, Mich. | SO |
| 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. | I |
| | (Mile Trials) | |
| 9/18 | Eastmanville, Mich. | SO |
| 9/25 | Bellville, Mich. | SO |

REGION 7

| | | |
|---------|---------------------|----|
| 5/21-22 | Kaukauna, Wis. | SO |
| 5/22 | Kankakee, Ill. | SO |
| 5/29 | Ottawa, Ill. | SO |
| 6/5 | Elgin, Ill. | SO |
| 6/11-12 | Orihula, Wis. | SO |
| 6/12 | Manteno, Ill. | SO |
| 6/18-19 | Winneconne, Wis. | SO |
| 6/19 | Manteno, Ill. | SO |
| 7/2 | Random Lake, Wis. | SO |
| 7/3 | Beaver Dam, Wis. | SO |
| 7/4 | Fond du Lac, Wis. | SO |
| 7/10 | Elgin, Ill. | SO |
| 7/16 | Milwaukee, Wis. | SO |
| 7/16-17 | Lady Smith, Wis. | SO |
| 7/17 | Manteno, Ill. | SO |
| 7/17 | Sheboygan, Wis. | SO |
| 7/24 | Manteno, Ill. | SO |
| 7/31 | Michigan City, Ind. | SO |
| 7/31 | Thiensville, Wis. | SO |
| 8/7 | McHenry, Ill. | SO |
| 8/14 | Manteno, Ill. | SO |
| 8/14-15 | Winneconne, Wis. | SO |
| | (Regionals) | |

| | | |
|--------|-----------------|------|
| 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 9

| | | |
|---------|----------------------|--------|
| 5/1 | New Orleans, La. | I |
| 5/28-29 | Baton Rouge, La. | I-O-SO |
| 6/18-19 | New Orleans, La. | I-O-SO |
| | (Pan American) | |
| 7/3-4 | Lake Providence, La. | I-O |
| 7/17 | Lafitte, La. | |

REGION 10

| | | |
|---------|----------------------|--------|
| 5/1 | Wenatchee, Wash. | I-O-SO |
| 5/15 | Salem, Ore. | I-O-SO |
| 5/22 | Redmond, Wash. | O-SO |
| 5/30 | Spokane, Wash. | O-SO |
| 5/30 | Seattle, Wash. | I |
| 6/5 | Silver Lake, Wash. | O-SO |
| 6/11 | Portland, Ore. | I-SO |
| 6/12 | Pendleton, Ore. | O-SO |
| 6/19 | Richland, Wash. | I-SO |
| 6/26 | Walla Walla, Wash. | O-SO |
| 7/2-3 | Devils Lake, Ore. | I-O-SO |
| 7/3 | Sand Point, Idaho | I-O-SO |
| 7/3-4 | Coeur d'Alene, Idaho | I-O-SO |
| 7/4 | Salem, Ore. | I-O-SO |
| 7/9-10 | Electric City, Wash. | O-SO |
| | (Regionals) | |
| 7/17 | Moses Lake, Wash. | I-O-SO |
| 7/23-24 | Pasco, Wash. | I-O-SO |
| 7/30-31 | Oroville, Wash. | I-O-SO |

| | | | |
|---------------|-----------------------------------|--------|------|
| 7/31 | Mt. Vernon, Wash. | SO | 7/3 |
| 8/4-5 | Seattle, Wash. | O-SO | |
| 8/6 | Seattle, Wash. | I | 7/24 |
| 8/7 | Seattle, Wash. (Gold Cup) | I | 8/1 |
| 8/8 | Seattle, Wash. (Mile Trials) | I-O-SO | 8/7 |
| 8/11-12 | Kelowna, B. C. | I-SO | 8/28 |
| 8/25-26-27-28 | Devil's Lake, Ore. (Nationals) | SO | 5/29 |
| 9/3 | Rockaway, Ore. | O-SO | 6/5 |
| 9/4 | Lake Chelan, Wash. | I-SO | 6/12 |
| 9/4-5 | Devils Lake, Ore. | I-SO | 6/12 |

**REGION 11
NORTHERN CALIFORNIA**

| | | | |
|-----------|-----------------------------|------|---------|
| 5/1 | Modesto | SO | 6/18-19 |
| 5/8 | Willows | O-SO | 6/26 |
| 5/15 | Pittsburg | O-SO | 7/1 |
| 5/22 | Modesto | I | 7/17 |
| 6/5 | Fresno | I-O | 7/18 |
| 6/12 | Gilroy | SO | 7/24 |
| 6/26 | Pinecrest | I | 7/24 |
| 7/2 | Lodi | O-SO | 8/4-6 |
| 7/2-3 | Lakeport (Regionals) | SO | 8/7 |
| 7/4 | Oakland | I | 8/14 |
| 7/10 | Donner Lake | O-SO | 8/14 |
| 7/17 | Nice | SO | 8/21 |
| 7/17 | Reno, Nevada | O-SO | 9/4 |
| 7/24 | Merced | I | 10/2 |
| 8/14 | Clear Lake (Divisionals) | SO | 10/2 |
| 9/3-4 | Fresno | SO | 5/1 |
| 9/4 | Healdsburg | O-SO | 5/1 |
| 9/5 or 11 | Sacramento | O-SO | 5/15 |
| 9/18 | Oakland | I | 5/29 |
| 10/2 | Rio Vista | O-SO | 5/29 |
| 10/2 | Sacramento | I | |
| 10/23 | Oakland | SO | 6/1 |
| 11/6 | San Francisco | O-SO | 6/1 |

**REGION 12
SOUTHERN CALIFORNIA**

| | | | |
|------------|-----------------------------|------|-----|
| 5/1 | Long Beach | SO | 7/3 |
| 5/1 | Parker, Arizona | I | |
| 5/8 | Blythe | SO | |
| 5/15 | Bakersfield | SO | |
| 5/22 | Palmdale | O | |
| 5/29 | Needles | SO | |
| 5/30 | Long Beach | I | |
| 6/5 | San Diego | SO | |
| 6/12 | Bakersfield | O | |
| 6/18-19 | Long Beach | O | |
| 6/19 | San Diego (Regionals) | I | |
| 7/3-4 | Santa Barbara | O-SO | |
| 7/4 | Long Beach | I | |
| 7/17 | San Diego | SO | |
| 7/24 | Long Beach | O | |
| 8/21 | San Diego | O | |
| 9/5 | Long Beach | I | |
| 9/18 | Bakersfield | SO | |
| 9/25 | San Diego | I | |
| 9/24-25-26 | San Diego | O | |
| 10/9 | Palmdale | O | |
| 10/16 | Parker, Arizona | O | |
| 10/21-24 | Salton Sea (Mile Trials) | I | |
| 10/30 | Blythe | SO | |
| 11/13 | Santa Barbara | SO | |

REGION 14

| | | | |
|---------|----------------------------------|--------|------|
| 5/21-22 | Hickory, N. C. | I-O-SO | 7/16 |
| 7/3 | Salisbury, N. C. | O-SO | 7/16 |
| 7/4 | Greenville, S. C. (Regionals) | SO | 7/17 |
| 7/24 | Guntersville, Ala. | I | 7/23 |
| 8/14 | Hickory, N. C. | SO | 7/23 |

REGION 15

| | | | |
|------|-------------------|---|------|
| 5/22 | Ft. Worth, Tex. | I | 7/28 |
| 6/5 | Port Arthur, Tex. | I | 7/30 |

REGION 16

| | | | |
|------|----------------------|--------|-------|
| 5/22 | Nampa, Idaho | I-O-SO | 7/31 |
| 5/29 | Salt Lake City, Utah | I-O-SO | 8/1 |
| 5/30 | Provo, Utah | I-O-SO | 8/1 |
| 6/13 | Sarasota, Wyo. | I-O-SO | 8/1 |
| 6/26 | Laramie, Wyo. | I-SO | 8/6-7 |

| | | |
|-------------------------------------|--------|---------|
| Rupert, Idaho | I-O-SO | 8/7 |
| (O Regionals) | | 8/13-14 |
| Grand Lake, Colo. | I-SO | 8/13-14 |
| Denver, Colo. (S O Regionals) | I-SO | 8/14 |
| Buhl, Idaho | I-O-SO | 8/21 |
| Hot Springs, S. D. (I Regionals) | I-SO | 8/27 |

SO MARATHONS

| | | |
|-----------------------------|-------------|-------|
| Detroit, Mich. | 50 miles | 8/28 |
| Hartford, Conn. | 75 miles | 9/3-4 |
| Philadelphia, Pa. | 96 miles | |
| Alexandria Bay, N. Y. | | 9/5 |
| | 60 miles | 9/5 |
| Winneconne, Wis. | ? miles | 9/9 |
| Neenah, Wis. (Winnebago) | 92 miles | 9/10 |
| Alton, Ill. | 1,050 miles | |
| Eastmanville, Mich. | 104 miles | |
| August, Me. | 65 miles | |
| River Rouge, Mich. | 44 miles | |
| St. Joseph, Mo. | 66 miles | |
| Stockton, Calif. | 316 miles | |
| Cheboygan, Mich. | 87 miles | |
| Coeur d'Alene, Idaho | ? miles | |
| Granby, Colo. | 50 miles | |
| Hague, N. Y. | 75 miles | |
| Lake Chelan, Wash. | ? miles | |
| Needles, Calif. | 115 miles | |
| Trenton, Mich. | 50 miles | |

1955 NOA REGATTA CALENDAR

| | | |
|--------------------|---------------|------|
| Fort Worth, Tex. | Div. III & IV | 5/1 |
| Shreveport, La. | Div. I & IV | 5/1 |
| Jackson Lake, Ga. | Div. III | 5/1 |
| Winchester, Tenn. | Div. III | 5/15 |
| Quincy, Ill. | Div. I | 5/29 |
| (North-South) | | |
| Clarksville, Tenn. | Div. III | 5/29 |
| (North-South) | | |
| Marion, No. C. | Div. I & III | 6/1 |
| Sweetwater, Tex. | Div. IV | 6/1 |
| Graham, Tex. | Div. III & IV | 6/12 |
| Chattanooga, Tenn. | Div. I & III | 7/3 |
| Kingston, Tenn. | Div. I & III | 7/4 |
| Texoma, Tex. | Div. I | 7/4 |
| Greenville, Miss. | Div. III & IV | 8/7 |
| (Marathon) | | |
| Lake Whitney, Tex. | ? | 8/21 |
| Snyder, Tex. | ? | 9/5 |

**CANADIAN BOATING FEDERATION
REGATTA DATES FOR 1955**

Zones 1-2-3

| | |
|------------------------------------|------|
| Port Perry, Ont. 2 | SO |
| Pont Viau, Que. 3 | I-O |
| Toronto Outboard Club 2 | SO-O |
| Windsor, Ont. 1 | I |
| St. Sulpice, Que. 3 | I-O |
| St. Agathe, Que. 3 | I-O |
| St. Nicolet, Que. 3 | I-O |
| Lake Dore, Ont. 2 | SO-O |
| Gananoque, Ont. 2 | I |
| Arnprior, Ont. 2 | I-O |
| Chippawa, Ont. 1 | SO-O |
| Cornwall, Ont. 2 | I-O |
| London, Ont. 1 | SO-O |
| Seeley's Bay, Ont. 2 | I |
| Carleton Place, Ont. 2 | SO-O |
| Crystal Beach, Madoc, Ont. 2 | SO |
| Boloeil, Ont. 3 | I-O |
| Valleyfield, Que. 3 | O |
| Picton, Ont. 2 | I |
| Barrie, Ont. 2 * | SO |
| Valleyfield, Que. 3 | I |
| Halilton Powerboat Club, Ont. 1 | SO-O |
| Kingston, Ont. 2 | SO-O |
| Oka, Que. 3 | I-O |
| Gravenhurst, Ont. 2 | I |
| Brockville, Ont. 2 | I |
| Papineau Lake, Que. 2 | O-SO |
| Ile Perrot, Que. 3 | I-O |
| St. Pierre de Wakefield, Que. 2 | SO-O |
| Iroquois, Ont. 2 | SO-O |
| Dunnville, Ont. 1 | SO-O |
| Rideau Ferry, Ont. 2 | I |
| Toronto Hydroplane Club 2 | I |

| | |
|---|------|
| Rawdon, Que. 3 | I-O |
| Chicoutimi, Que. 3 | I-O |
| Buffalo, N. Y. ** | I |
| Crystal Beach, Madoc, Ont. 2 | SO |
| Contraceour, Que. 3 | I-O |
| CANADIAN STOCK NATION- ALS, Barrie, Ont. 2 | SO |
| Lachine, Que. 3 | I-O |
| CANADIAN RACING NA- TIONALS, City of Mon- treal, Que. 3 | I-O |
| Detroit & Syracuse, N. Y. ** | I |
| London, Ont. 1 | SO-O |
| Toronto Exhibition 2 | SO |
| 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.

WATER SKI SCHEDULE NOTES

Pasadena Outboard Club held a ski meet at Desert Shores on May 1 . . . Long Beach Outboard Club will conduct a meet at the desert spa on May 22nd . . . Los Angeles Boat and Ski Club have three meets scheduled at the Sea this season: June 5, October 16 and November 6th. The California State Water Ski Championships have been awarded to Bakersfield — Hart Memorial Park. The date has not been received in our office . . . Long Beach Marine Stadium will be the site of the Pacific Coast Water Ski Championships August 12th thru the 14th.

**SPECIALISTS IN CROSLY &
AEROJET MODIFICATIONS
INDEPENDENT MARINE PRODUCTS**
465 South Gate Ave.
Daly City, California
IMP MODEL "48" DYNAMOMETER
\$125.00 F.O.B. Factory

NEW SUPER OJ's
SERIES II FOR
Mark 20-H Runabout & Hydro
SUPER OJ's
A-B-D Stock Runabout & Hydro
REGULAR OJ's
Racing C and
Service C Runabout & Hydro
F Runabout & Hydro
Stock A & B Runabout & Hydro
Stock D Hydro & Runabout
Martin 200 Stock BU & Hydro
Mercury Mark 20 Regular
Mercury Mark 50 Regular
25 Evinrude & Johnson, Regular
ski props for KG-9 & KG-9H, Q.S.

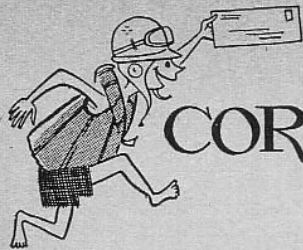
**GREATER SPEED — ACCELERATION
RECONDITIONING SERVICE — ALL MAKES**

See Your Dealer

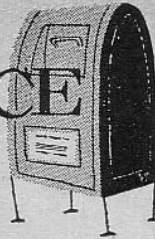
JOHNSON PROPELLER CO.

KE 3-4110

603 Lancaster St. Oakland 1, Calif



CORRESPONDENCE



ENDURANCE RECORD

Noticed an article in the Rooster-tail section pertaining to someone who has set a new long-distance run. I haven't read about that yet but the subject brought to my mind the fact that George and another fellow by the last name of Griffin set and still hold the world's endurance record for keeping a motor in operation the longest time. They ran a Model 27 Caille Red Head on a 15-ft. Peterborough boat for 239 hours and 40 minutes on Lake Erie in 1930—June I think it was. Man! That's 10 days and nights! Ask me. I waited on the shore for him. To my knowledge that particular record has never been broken. Don't know where J. W. Griffin is now, but Mishey is still going strong.

Gina Mishey,
Phoenix, Arizona

- *Don't believe the record has ever been broken. It should be officially written into a record list.—Ed.*

TOO MUCH ROCKER

I own a 16-ft. Speedboat built some years ago from plans known as SCRAM. It is inboard-powered with an 85-hp Ford. Just finished complete fibre-glassing and it is faster but will not take full throttle without bouncing—won't plane wide open now. Can you offer any remedy?

T. D. McElhiney,
Alhambra, California

- *Some place along the line you have picked up too much rocker in the bottom. See the article on "Your Cracker Box" in the April, 1955 issue. Clyde Randall discusses this problem.—ED.*

JOHNSON & EVINRUDE 25-HP CLASS

Quite a number of the members of the outboard boat clubs in our area have Johnson 25s and good fast runabouts. We have been getting together for informal races and have had a lot of fun—and further are finding that our outfits are well matched. We have heard a rumor that the A.P.B.A. has started a new class for Johnson 25 motors and if this is so we would like to form a club and participate in some regular races. There are 8 of us who have

gotten together locally who all have 25 Johnnys and there are a whole mess of Johnson 25 owners in this area that we meet on the river on weekends. We are sure we could work up a pretty good sized Stockton 25 Club. Can you help us out with some advice?

Jackson Montgomery,
Sacramento, California

- *The Stock Outboard Racing Commission of the A.P.B.A. in answer to an increasing demand from the owners of Johnson and Evinrude 25 motors has authorized a "36" Stock Outboard Runabout Class on a one-year probationary basis. Motors must fall within the range of 30 to 36 cubic inches. For complete details address: Carl Johnson, Executive Secretary, American Power Boat Association, 700 Canton Chief Measurer of the A.P.B.A., Ave., Detroit 7, Mich. Al Hart, has recently moved to your area and is conducting an outboard shop under his own name. Al is well qualified to give you advice on all of your problems of organization and can advise you on how to get the class started in your area.—ED.*

EXCERPTS FROM LETTERS TO SPEED AND SPRAY

Dear Editor:

Just a line to let you know we like your magazine. It sure is good to see your roster of old racing names. A good many are responsible for your Stock Racing Motors of today.

Wm. E. Fowler,
15 Pleasant St.
Medford 55, Mass.

Dear Editor:

It was indeed a pleasure to hear that Speed and Spray would again be renewed and we from Mexico welcome it as I am certain is the case with everyone that knew the magazine.

I am returning the draft for \$5.00 with which please enter my subscription.

Raleigh S. Gibson
Commercial Tropical,
S.A.
Elba No. 32, Desps.
102 Y 103
Mexico 5, D.F.

Gentlemen:

Thank you for remembering me with the first issue of Speed and Spray. As a newcomer to the two-cycle field I find your technical articles not only interesting but also very enlightening. I am very much interested in high-speed gimmicks for the present-day motors and any information on that subject will be appreciated.

Francis G. Young
1323 Chestnut St.
Wilmington, Del.

Dear Sir:

Will you please enter my subscription for one year for the only boat racing magazine. My check for \$5.00 is enclosed.

Vernon Dallman, Jr.
465 South Gate Ave.
Daly City, Calif.

Dear Sirs:

Your magazine has been greatly enjoyed by the boating enthusiasts in Kingston, when it could be obtained. This in itself has become quite an effort, as the magazine dealers in our city never seem to have enough copies to cover the demand.

L. S. Phillips & Sons
Pine and Division Sts.
Kingston, Ontario, Can.

Gentlemen:

Glad to hear that you are back in business. Boating up here is a growing business even though there is ice on the water for almost six months of the year.

We used to have your magazine on our counter and a great deal of interest was shown in it. Am looking forward to receiving it again. When my subscription is up you can count on me to renew it again.

J. N. St. Aubin
Vaudrevil, Quebec, Can.

Dear Sirs:

Received your notice that you are to publish Speed and Spray again, and am pleased as it is the best magazine on the subject. Wish the publishers great success.

Harold Parkhurst
Box 173
Voleentown, Conn.

Dear Sirs:

I was certainly delighted to see that you were publishing again. I enjoyed your copies very much and would jump at the chance to receive and read the excellent magazine again. My subscription money is waiting so please let me know when to send it.

Dave Stinchcomb
39 East South St.,
Worthington, Ohio

(Continued on Page 40)

OLD

NEW

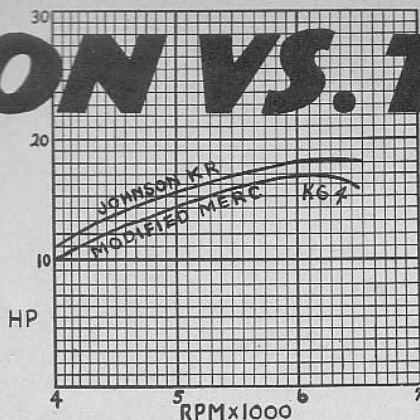
IRON VS. THE

CLASS "A" OUTBOARD RACING

By
RANDOLPH HUBBELL

The competition between the JOHNSON designed KR and the modified MERCURY KG4 will prove interesting in the coming outboard racing season. The old champion—the KR—has been unbeatable for more than 20 years. The contender—the KG4—has given some very flashy performances headed by Jack Leek's straightway record of over 61 m.p.h. When we consider this speed is nearly 6 m.p.h. better than anything the KR has been able to post in the record book it seems the old champion is headed for a rough time. However, the policy of sticking with the champion may still prove wise.

The horsepower graph on this page gives a clear picture of a power head comparison. The modified KG4 curving from 10 hp. at 4000 to 16½ at 6000 and fading slightly at 6500. The KR starting with a healthier 12 h.p. at 4000 and still on the climb with 18 plus at 6500 r.p.m.



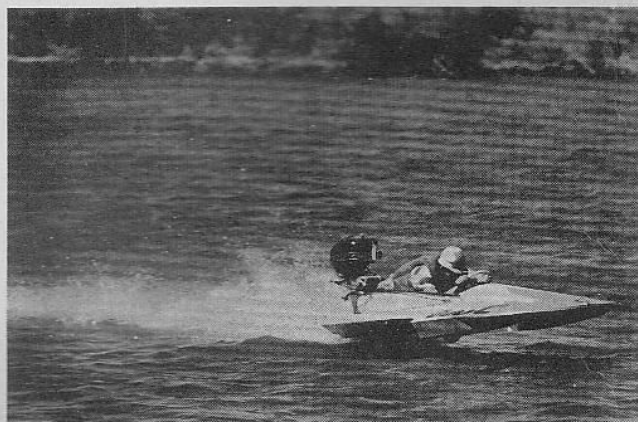
Jack Leek of Tacoma, Washington, with the A.P.B.A. One-Mile Championship of North America Trophy. This award goes annually to the driver who boosts an existing one-mile world record by the greatest margin. The A Hydro world record at the beginning of the 1954 season was 53.746 mph, established by Bill Tenney driving "Hornet XIII," a Fillinger hull powered with the Johnson KR. Leek toured the trap in "Gotta Go VI," a Swift Hull with a modified Mercury KG-4 at 61.069 mph to win the trophy with a margin of increase of 12 per cent. R. W. Carver Photo

Clearly the old champion is still superior in the power department but like all old champions the KR may find the footwork of the young challenger will make him hard to catch. Here the excellent Quicksilver unit of the Merc may tip the balance.

In a slight attack of pre-fight jitters some of the old champion's followers have attempted a rejuvenation by transplanting the Quicksilver unit to the KR but most will continue with the competition proven 13:20 ratio KR unit in its original form or as 2" "A55" model designed by A.P.B.A. and N.O.A. Champion Orlando Torigiani and Manufactured by HUBBELL MOTORS.

Whatever the outcome there is a new, healthy interest in the air. The result is uncertain. The "Old Timers" backing the KR with a fierce sentiment and the "Younsters" impudently snapping at the old iron. Let's all see how it comes out. A comparison of the "Bs" will follow next month.

Lower left "The Old Iron"—the old reliable KR Johnson has been setting records for 20 years. This is Worth Boggeman, the "Texas Tornado," one of the greatest mechanics and drivers of our age screaming over the measured mile for a new A Hydro record of 49.482 mph in 1940. That was 15 years ago. The KR is still winning the vast majority of the A Hydro races. Lower right—Here is the popular Mercury KG-4 on a Champion Hydro. The KG-4 with discreet modification gives the KR a good run for its money. Staff Photos



FORTY FATHOMS

DOWN



Wally Albright gets a big thrill out of water skiing. He conducts the water ski school and has charge of Desert Shores boating activity.

OUTBOARD SKI RACES BELOW SEA LEVEL

SPEED and SPRAY Staff Photos

Forty fathoms is 240 feet—and plus or minus a foot, that is the negative elevation of the Salton Sea—240 feet below sea level. This big salty inland sea lies just about in the center of a part of the California desert that has in recent years become an agricultural wonderland. The weather is terrific, much like that of world renowned Palm Springs, just 50 miles away. U.S. Super Highway 99 practically skirts the South shore for miles—so it is an easy drive from any part of Southern California. Since the late 1920's speed boat racing clubs have held an annual regatta at one location or another on the big sea, and the countless records set have made Salton Sea a byword in boating circles around the world. And still, up until

very recently, there has been little pleasure boat activity on the Big Salton. The reasons are not hard to understand.

There are no towns or even villages on the shores—hence no resident boat population. The practice of trailoring pleasure boats behind a car seems so commonplace to everyone now that we fail to remember that this is quite a new development in week end and vacation recreation practice. With very little demand for launching and servicing facilities, the several tiny resorts on Salton Sea could see little value in putting in large installations. Then too for a few years rising water inundated some of the resort shore line facilities. America's tremendous growth in small

boat interest has all come about in the last few years. Before that time marine playgrounds in California coastal areas were ample for everyone. Who wanted to drive down to the desert to pleasure boat or water ski? There was plenty of room nearer home. Then came the big boom. Everybody bought a boat—everybody took up water skiing. Overnight the coastal bays became overcrowded.

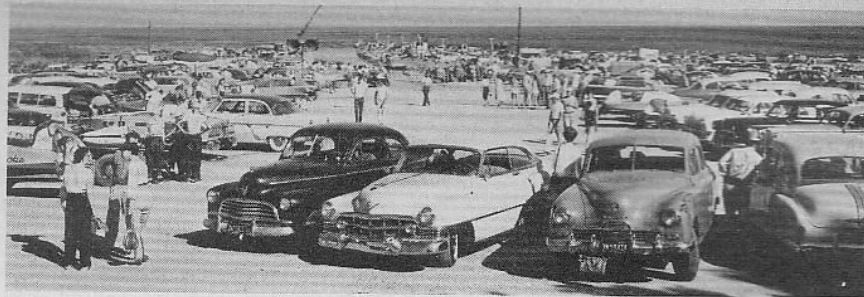
Los Angeles Boat and Ski Club was one of the first to start club outings to Salton Sea. They carried the word back that this was a swell place for water sports and soon the public were going to the desert to boat and ski. The boating and skiing boom of course hit all of the surrounding desert towns too, so that now the area

has its own resident boat population. Desert Shores resort saw the potential and installed a permanent launching ramp and a small boat harbor with floats. This year the demand for more space is so great that they are enlarging the harbor. Over on the North-East side of the Sea, a state park is going up right on the beach with camping and launching facilities — graded roads in from the highway and all of the conveniences. This park opened in February — already the plans are in the making for expansion just as soon as possible. Yes—Southern California is now going to the desert to water ski.

Wally Albright, the genial water ski instructor at Desert Shores, has had ample opportunity to study the water ski situation. He noted that the very make up of water ski competition seemd to be built around the use of fast inboard powered ski tugs—not at all a small item of expense. Obviously the majority of water ski enthusiasts could not afford a racing tug. He noted too that a veritable hord of water skiers were for the greater part skiing behind their own inboard runabouts. Why not organize a competition event for them—outboards only? That was the birth of the idea.

Wally set a date and spread word of the event around to the Southland outboard clubs, and the outboard boat shops. He made a big production out of the event. This was to be a trial horse. Weather on the Coast and inland was bustery and windy the day before the event, which certainly cut the entry list in half—but as it was there were plenty of entries and then some. With any kind of advertising and good weather it is probable that U.S. 99 out of Indio, California would have experienced a traffic jam of outboard runabouts. The rules for this trial run were very simple—open to any pleasure type outboard runabout, except that racing runabouts of all types would be prohibited. Any stock outboard motor eligible, but it must be strictly stock, no modifications and no racing lower units. That was it.

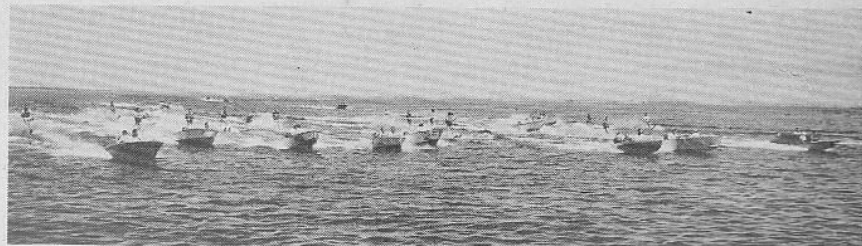
The weather was perfect the day of the meet, April 3rd. The Men's Race was an 18 mile haul across the Sea, around an anchored boat and return. The start was a thrilling sight . . . and what do you know—no one fell. Very few of the entrants were experienced competition skiers and the same went for the boat drivers. This inexperience began to show at the half way point, for the leaders were going all out with no regard at all for the endurance of the skier. One outfit



The parking area at Desert Shores on the Salton Sea—a grand spot for water sports the year round—blessed with that wonderful California desert climate. This big inland sea is 37 miles long and at this point it is nine miles to the far shore. The boat racing fraternity have been making annual pilgrimages to the Big Salton for many years. Now the water ski enthusiasts have made this desert spa their winter headquarters. Just an easy three-hour drive from Metropolitan Los Angeles or San Diego—this favorite spot on the Sea is just 50 miles from fabulous Palm Springs.



One section of the pits—outboard ski tugs as far as you can see. Many of the contestants arrived the day before the race and camped on the beach.



The start of the Men's Race—an eighteen-mile round trip across the Salton Sea and back. This is just a part of the 38 skiers riding behind their outboard ski tugs.



Crossing the finish line after the ten-mile haul around the two and one-half-mile inboard race course at Desert Shores—Bev Metzger riding behind Art Mack's Aristo Craft had a whale of a lead in the Womens' Race.



Little Rick Fowler won the Kid's Race hands down. Some of the contestants can be seen still in the back stretch. The ski tug is his dad's Rockholt sporting the new Mercury Mark 55.



The trophy winners in the Men's Race posed here in very pleasant company. The lovely gal in the photo is Miss Desert Shores who made the trophy presentations. Second from the right in the back row (the sun-tanned fellow without the shirt) is Wally Albright—the skiing impresario at Desert Shores, who was responsible for the whole event. Now for the gentlemen with the trophies. The first place team is at the left—second place in the center and third place on the right. The skiers are standing and the drivers are kneeling.

- Place Driver**
 1.—Thurman Parrish
 2.—Art Mack
 3.—Bob Churchill
- Skier**
 Jack Taylor
 Dave Cornelius
 Jim Mathias
- Club**
 Pasadena Outboard Club
 (Switzer-Mercury 55)
 L. A. Boat & Ski Club
 (Aristo Craft-Mercury 55)
 Unattached
 (Rockholt-Johnson 25)

pulled out ahead and piled up a lead of over three miles on the second place boat. He could have throttled back plenty and won in a walk, but not that lad. He must have been trying to set some kind of a record. His skier finally wore out—simply let go and fell off. He was too done to even continue. There were quite a few of these "pin her down and let her go boys." Chances are most of them learned a very important lesson in their first race.

The Womens Race was 4 laps of the 2½ mile oval inboard racing course, right off the Desert Shores harbor entrance. At least one of the leading gals came to grief thru the wide open speed antic. The Kids Race was a swell show and some of those youngsters, pretty small too, looked just like professionals. They went 2 laps of the 2½ mile course. The driver in the leading boat in this one too had the speed fever. He got so far ahead of the 2nd place skier that it looked like another race—but he payed the penalty too. The youngster couldn't take all that unnecessary strain.



Trophy winners in the Women's Race. The teams are lined up in the order of their finishing positions—left to right in the photo.

- Place Driver**
 1.—Art Mack
 2.—Max Morgan
 3.—Kirk Morrison
- Skier**
 Bev Metzger
 Lynn Reka
 Connie Tracey
- Club**
 L. A. Boat & Ski Club
 (Aristo Craft-Mercury 55)
 L. A. Boat & Ski Club
 (Morgan Craft-Mercury 55)
 L. A. Boat & Ski Club
 (Champion-Mercury 50)

There was only one flaw in Wally's program. Everyone doesn't own a 25 Johnson or a 55 Mercury and in a wide open race the smaller motors didn't have much of a chance against the big fellows. There are some motors in use in the smaller displacements than there are in the big ones and we understand that at the next of these events there will be two classes. Officials and members of Los Angeles Boat and Ski Club were on hand to conduct the event for Wally and the operation of the meet was faultless. Events conducted by this old and well established club in the past have all been run off with inboard ski tugs. One of the officers of the club advises Speed and Spray that the club was so impressed with the success of the all outboard event that they are considering the idea of sponsoring such a meet as a club project in the near future.



Kid's Race trophy winners—the teams are lined up left to right in the order of their finishing positions.

- Place Driver**
 1.—Doug Fowler
 2.—Thurman Parrish
 3.—Kirk Morrison
- Skier**
 Rick Fowler
 Joyce Gibson
 Terry Tracey
- Club**
 Unattached
 (Rockholt-Mercury 55)
 Inland Boat Club
 (Switzer-Mercury 55)
 L. A. Boat & Ski Club
 (Champion-Mercury 50)

Trophies for the 40 Fathoms Down event were excellent. Jack Taylor, in addition to his first place trophy in the Mens Race, received a beautiful pair of Aqua Glide Water Skis—This was the first time of record that the general public who ski behind their outboards have been invited to compete in a competitive event. Orchids to Wally Albright—it was a swell idea and it went over with a bang.

AROUND THE WORLD



Phyllis Makepeace, the little South African speed queen has retired with every one-mile hydro record in the books.

Nine thousand miles apart—they hold the Unlimited records and championships. Len Southward (left) and Stan Sayres met recently in Southern California. Len holds the Maxim Cup, the New Zealand equivalent of the A.P.B.A. Gold Cup which needless to remark is still in the possession of Stan Sayres and the Seattle Yacht Club.

Phyllis Makepeace who currently holds every one-mile speed record in the Union of South Africa has announced her retirement from the sport. Mrs. Makepeace is at present accompanying her husband, H. G. "Bill" Makepeace, South African Power Boat Association President, on a four months visit to the United States. Dominating the one-mile record competition in South Africa since her entry into the sport less than four years ago, Mrs. Makepeace now holds the South African one-mile marks in every outboard hydroplane class recognized by the Union of International Motorboating—classes A, B, C, D, F, and X. She established all of the marks driving Swift Hydros powered with Mercury motors converted to alcohol. Her Class A mark incidentally is 53.605 mph established in 1953, pretty close to the 53.746 mph American and World mark on the books at that time—established by



Bill Tenney in a Fillingier with a Johnson KR 55 on the transom.

In addition to her one-mile records, Mrs. Makepeace is also the South African national champion at the five mile distance in Class D Hydro. Makepeace is also an outboard driver. The husband and wife team plan stopovers in Washington, D.C., Miami, New Orleans, St. Louis, Chicago, Detroit, Salt Lake City and San Francisco while in this country and expect to attend "any outboard race that is held within a hundred miles of where they are."

Len Southward, the Unlimited champion record holder from New Zealand is currently making an extended trip to Europe. Len's *Red Head* was the first boat to top the century mark Down Under. During a short stop-over in Southern California Len was the honored guest at the monthly dinner meeting of the Southern California Speedboat Club. It was coincidental that Stan Sayres, the American and World Unlimited Champion was a guest at the same meeting—an interesting meeting between the champions of the Unlimited class—half the world apart.

Tests are going along well on Donald Campbell's new jet propelled *Bluebird*, but the run for the jet propelled record is still several months away according to reliable information from England. *SPEED AND SPRAY* will carry a full report and photos when the record trial is made.

how to build a

WATER HAZARD

By ALLYN B. "HAP" HAZARD

The Second Part of a Continued "BUILD IT YOURSELF STORY"
WANT TO FLY RIGHT ON THE SURFACE OF THE WATER?

Would you like to have some real fun with an exciting new boat design? All you have to do is own a *Water Hazard*—and you can build it yourself! The cash outlay is a very modest figure, and the construction is within the capabilities of the average home craftsman.

Last month we published the Hull and Control plans of *Water Hazard VI* and our article dealt for the most part with the construction of the hull. We wound up the first part of the article with data on the rudder pedals. Now let's go ahead.

ASSEMBLY DETAILS

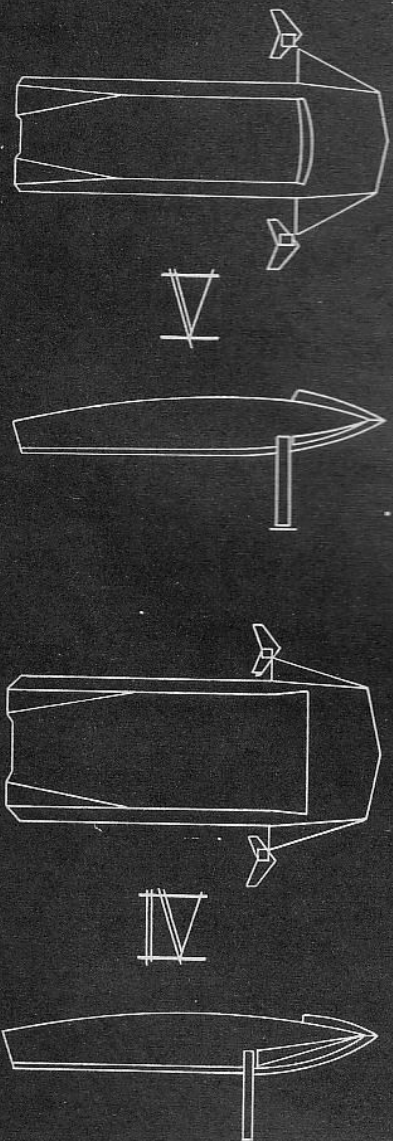
Be very careful when drilling bolt holes shown in the CONTROL TUBE, the CONTROL PUSHROD, and the TEE-CRANK. These dimensions and the dimensions and angles

on the INNER CONTROL TUBE shown on the page of ASSEMBLY DETAILS are perhaps the most critical dimensions on the entire boat. If the location of these holes varies more than a sixteenth of an inch plus or minus, you may not be able to achieve the good control characteristics that can be expected.

Don't let all of the parts on the sheet of ASSEMBLY DETAILS "throw you." If you have access to a lathe and a welding rig there is not much to making them and if you don't have such access, we expect to have all of these parts available before you are ready for them.

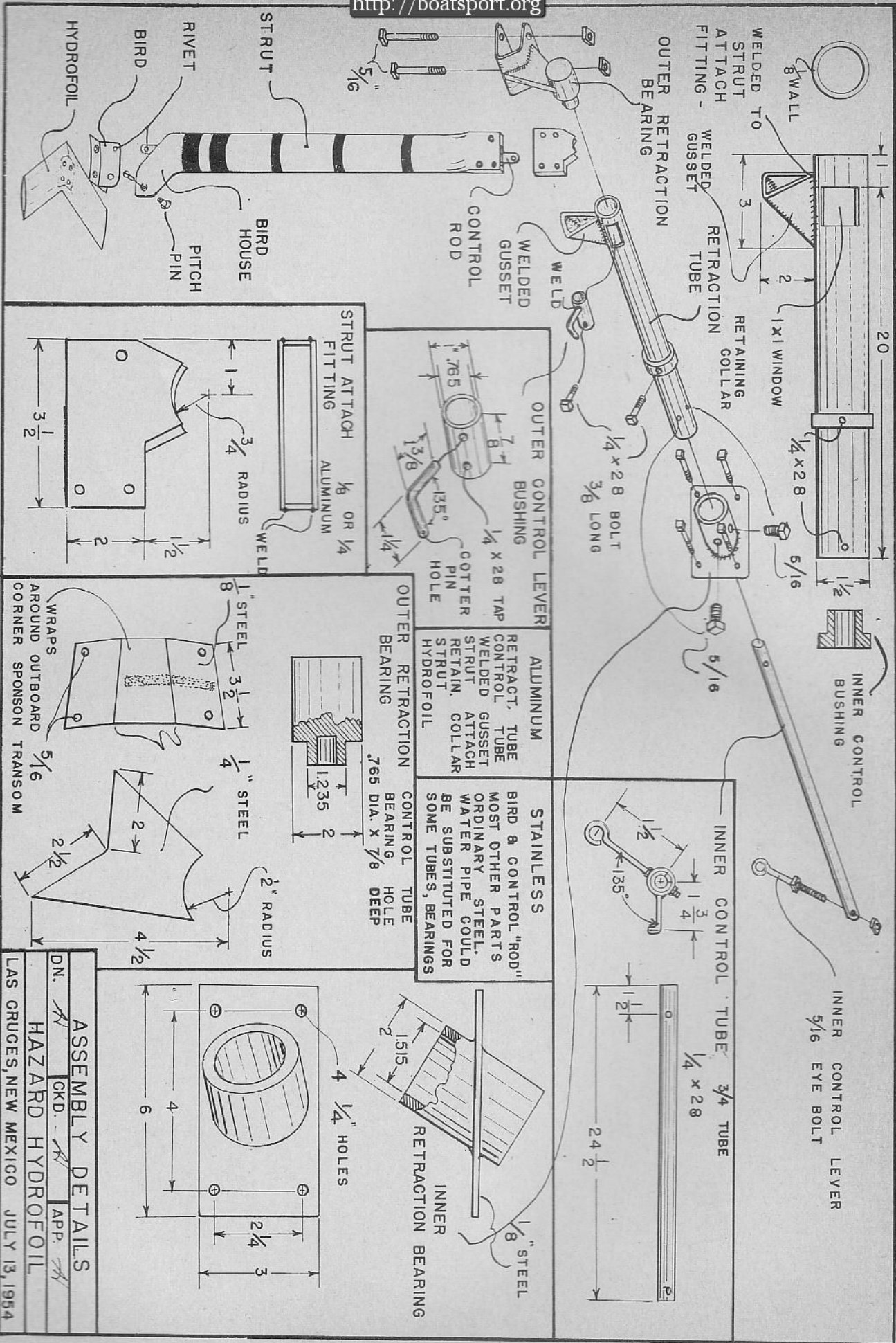
CLARIFYING THE DRAWINGS

Perhaps a brief word description will make the relationship of all these parts more understandable. The HYDROFOIL is fastened to the stainless steel BIRD, with four 1/4 x 28 flush head screws. The BIRD slips inside a slot in the BIRDHOUSE at the base of the STRUT and pivots about the 3/8" PITCH PIN when the angle of the hydrofoil is changed. The stainless steel CONTROL "ROD" is riveted to the hole in the front of the BIRD. It is suggested that this rivet be brazed into the hole in the BIRD. The upper end of the strut slips into the socket in the STRUT ATTACH FITTING where it is fastened by three 5/16" bolts. The STRUT ATTACH FITTING in turn is welded to the WELDED GUSSET at the left end of the RETRACTION TUBE. The RETRACTION TUBE, when the foils are retracted or extended, rotates about the OUTER RETRACTION BEARING which is fastened

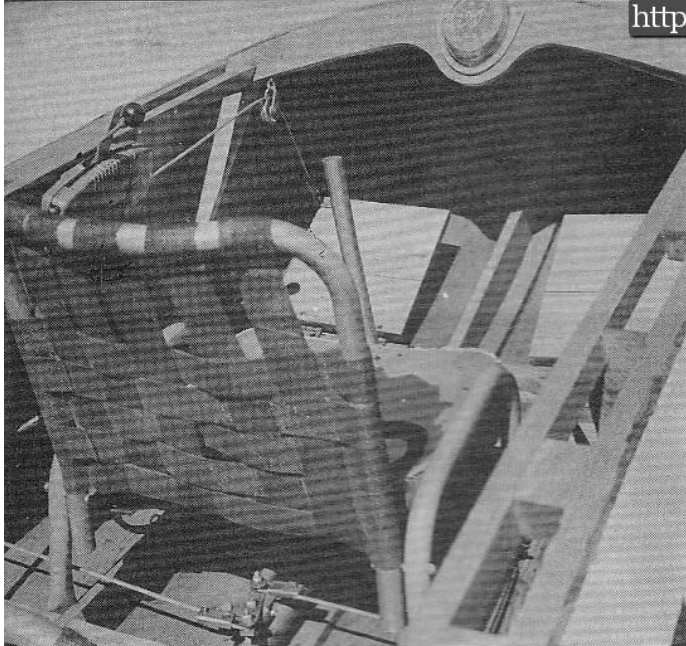


A bank turn—the port foil is about to emerge.

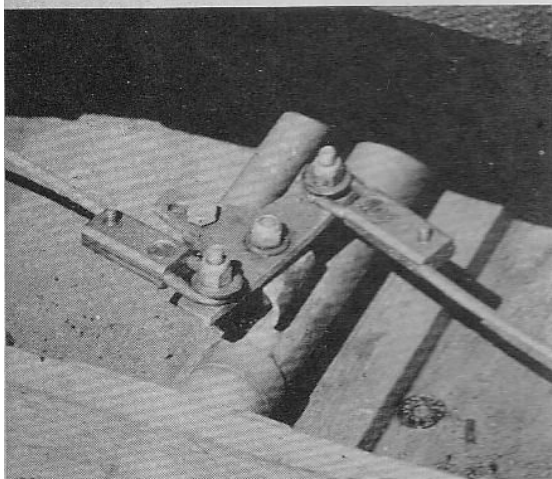




ASSEMBLY DETAILS
 DN. CKD. APP.
 HAZARD HYDROFOIL
 LAS CRUCES, NEW MEXICO JULY 13, 1954



A good close up of the pilot's department. The throttle, rudder pedals, light weight seat and the "T" crank are all in view.



Close up of the "T" crank.

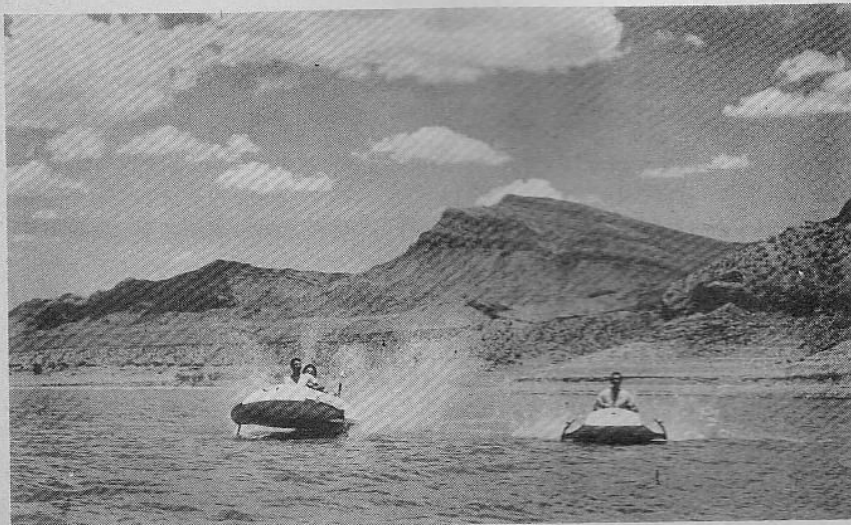
to the corner of the SPONSON and about the INNER RETRACTION BEARING which is bolted through the side of the boat to 1 x 4 piece of oak that runs between RIB No. 1 and RIB No. 2.

Notice the INNER CONTROL BUSHING which slips into the right hand end of the RETRACTION TUBE. This bushing not only serves as the inboard bearing for the INNER CONTROL TUBE, but also if an appropriate handle were to be welded or fastened by other means, it would be possible to use this handle to easily retract the STRUT and HYDROFOIL from INSIDE the boat.

**MORE ASSEMBLY BE CAREFUL
MORE ASSEMBLY—
BE CAREFUL**

The remaining parts go together quite easily. The OUTER CONTROL LEVER BUSHING is slipped into the WINDOW in the left end of the RETRACTION TUBE with the bent lever slipping through the hole

Just landing after a jump.



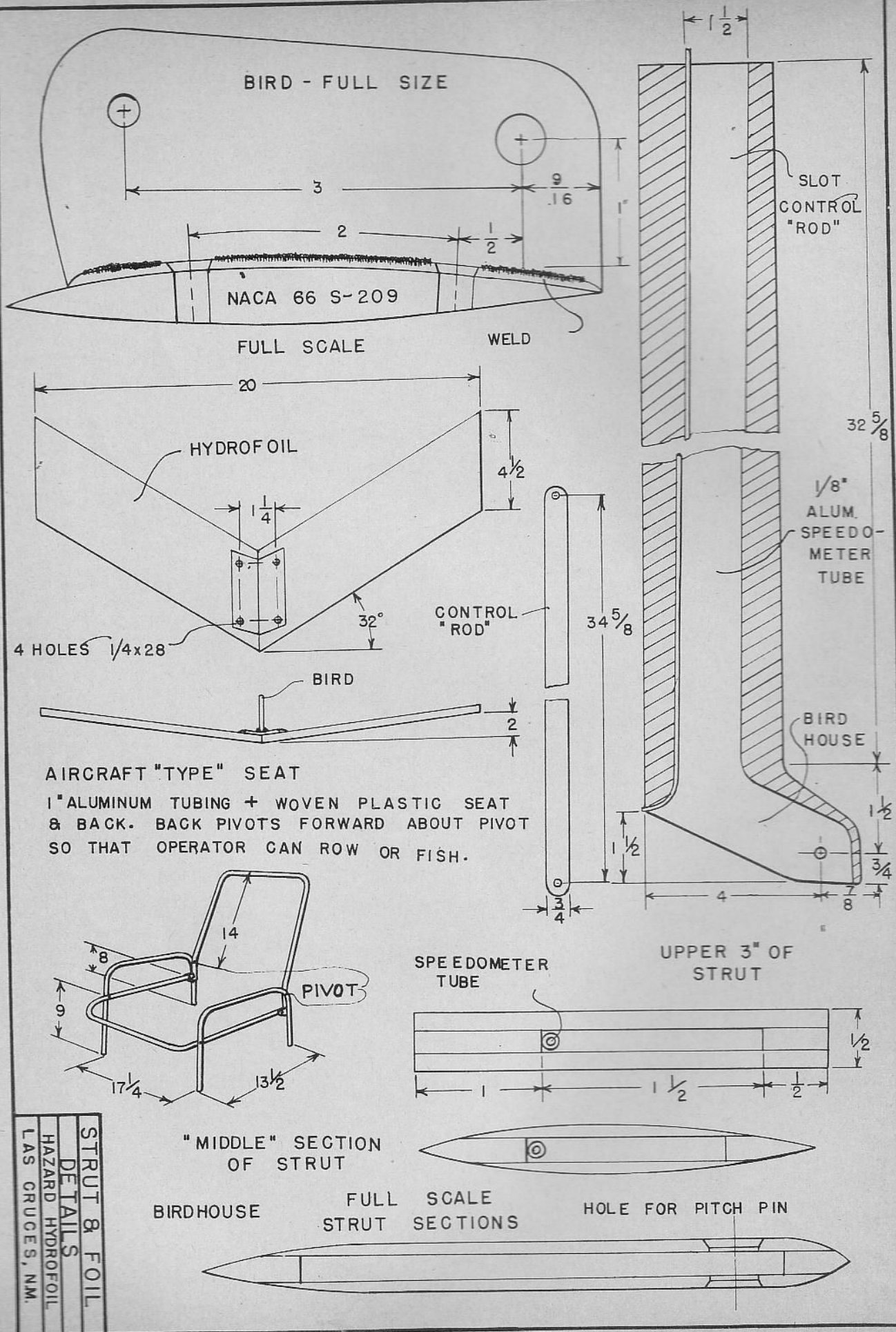
in the upper end of the CONTROL "ROD." Then the INNER CONTROL TUBE is slipped into the right end of the RETRACTION TUBE and in turn through the OUTER CONTROL BUSHING until it is seated in the socket in the right hand end of the cylindrical piece of the OUTER RETRACTION BEARING.

We have found that the easiest way to insure that the welded RETRACTION BEARINGS and the STRUT ATTACH FITTINGS are welded to the proper angles is to have them tack welded together after everything is roughly fastened in place to the hull—that way everything has to line up. Be particularly careful when welding the STRUT ATTACH FITTING to the WELDED GUSSET to make certain that both of the struts tilt 5° forward from a perpendicular to the keel (when viewed from the side) and that the struts point directly FORE and AFT when viewed from above. These items are VERY important.

STRUT CONSTRUCTION

The struts now in use are of sandwich construction. A Thermo-setting metal to metal glue of 5,000 pounds per square inch strength was used to bond the pieces together, and then the struts were shaped by turning in a profiling lathe. Details and dimensions are shown on the sheet of STRUT & FOIL DETAILS. An alternate method of strut construction is shown in the upper left corner of the CONTROL DETAILS sheet (which we published last month), and this method will be more feasible if you desire to construct all of the parts yourself. It is suggested that struts made by this alternate method of construction be rolled from twelve gauge stainless or from 1/8" ordinary steel sheet. If you don't use stainless you will have a rust problem, but we have a pair of badly rusted struts that have been used in fresh water and salt water for three years and are still going strong. If you use the sandwich method of strut construction, be sure and use 75 ST aluminum or the struts might not be tough enough to take the loads of the high "G" turns you will want to make.

The hydrofoils can be cast of ordinary cylinder head aluminum if this is available. Be very careful to locate all holes on the HYDROFOILS and the BIRDS EXACTLY as shown in the drawings. The location of the holes in the motor hydrofoil is not important and they can be drilled to conform to the size and shape of the cavitation plate on your outboard.



STRUT & FOIL
 DETAILS
 HAZARD HYDROFOIL
 LAS CRUCES, NM.

RIGGING UP

Two alternate methods are shown for rigging the control cables from the rudder pedals to the outboard. The manner illustrated, in which the cables connect to a tiller bar on the outboard is preferred because it is less complicated and has less friction than the alternate installation. Rigging the controls can best be accomplished by performing the following steps in order in the shop before going to water.

1. Mount the motor on the stern of the boat and set it to steer straight ahead.

2. After the control cables have first been connected to each rudder pedal then run each cable through the pulleys to its attachment point on the motor.

3. Take tension on each cable until the top side of the tip of each rudder pedal is six inches from the bottom of the hull.

4. Have your helper sit in the operator's seat with his feet pushing on the rudder pedals. If you have rigged up properly the motor will be pointed straight ahead when both rudder pedals are six inches above the bottom of the boat.

5. Adjust the cables until this condition exists.

ADJUSTING THE CABLES

The cables from the hydrofoils to the control stick are adjusted in the following manner:

1. Using a C-clamp or other clamping means, clamp each of the two birds so that the trailing edges of the birds are parallel to the trailing edges of the struts.

2. With the struts fastened in the running position, feed the two control cables into the control stick.

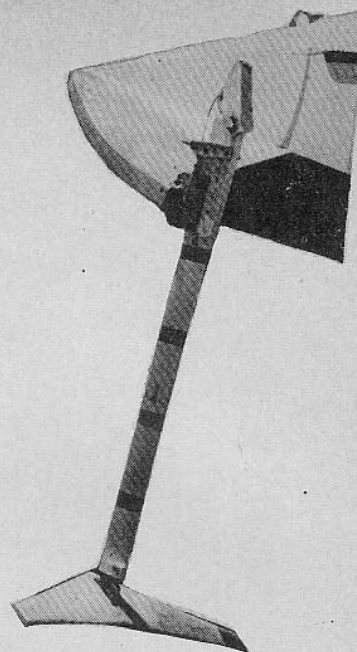
3. Center the stick between the sides of the boat.

4. With the stick centered side-wise move it so that the upper end of the stick is four inches aft of the forward limit of its travel.

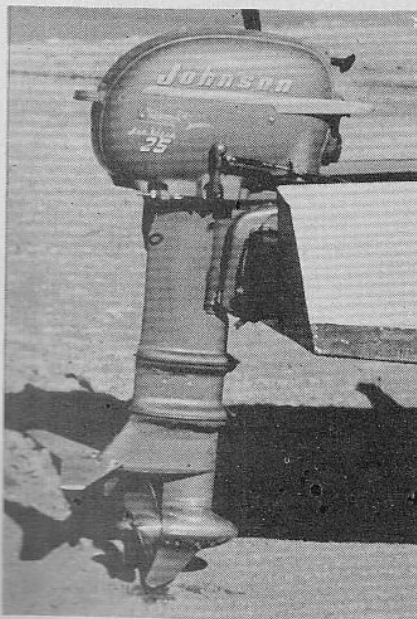
5. Now clamp the two control cables, being sure to pull them tight. Then release the C-clamps from the birds and pull all the way back on the stick. The stick should now be approximately centered sidewise and "about" twelve to fourteen inches back from the forward travel limit. Now—tighten all cables again—this is VERY important.

MOTOR WELL—A GOOD IDEA

There are several additional points to be considered. Because of the low cut stern it may be advisable to install a "well" on the inside of the transom. This will prevent any water that ships over the stern when the

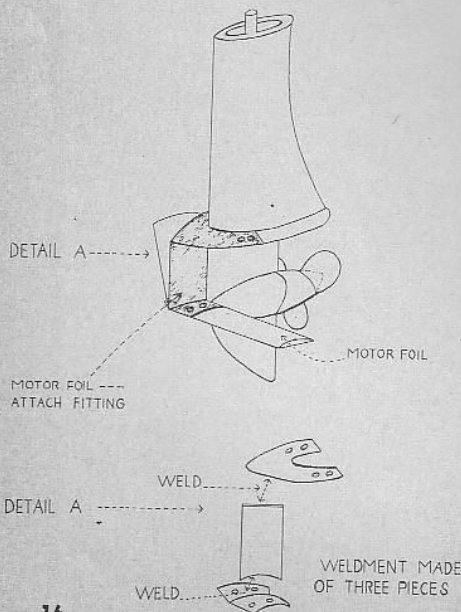


The one inch bands painted on the struts are placed in increments at six inches above the hydrofoils.



Here is the 25 Johnny on the transom of No. VI. Note the motor foil.

MEANS OF ATTACHING MOTOR FOIL TO CONVENTIONAL LENGTH MOTOR



boat is sitting in rough water, from eventually sinking the boat. Several one-inch drain holes in the transom will permit any water that is shipped to drain out. CAUTION!!! If the "outboard well" does not have leak-proof seams then DON'T put in the drain holes unless you're pulling a fast one on the insurance company.

We have found it necessary with the Johnsons to place a small aluminum water deflector at the outside-center-bottom of the transom. This is necessary to keep water from climbing up the front of the low mounted motor shaft housing, over the transom and into the boat.

The drag of the motor hydrofoil will tilt the motor back and up when the throttle is cut and to stop this

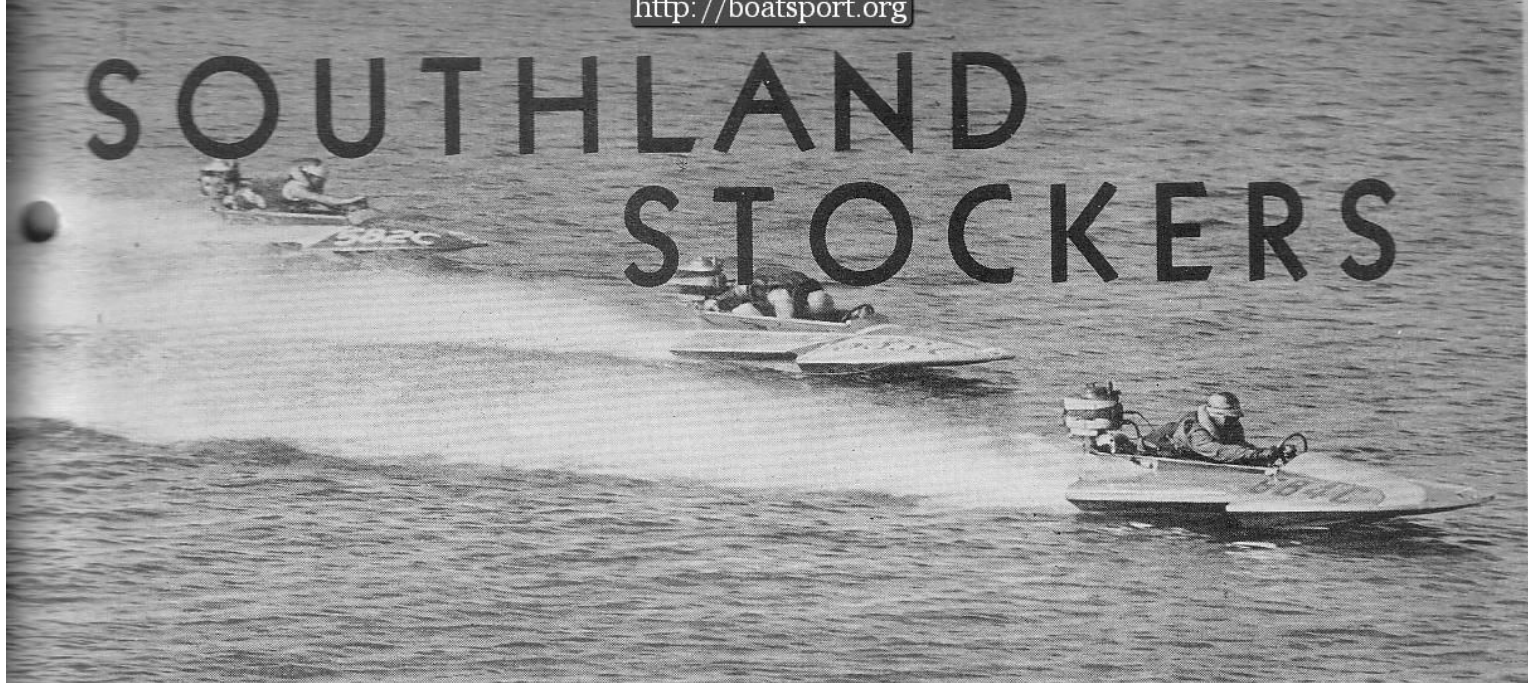
annoying caper we have found it necessary to run a wire cable around the back of the motor shaft housing between two eyebolts fastened to the transom. If this isn't done, the stern will really SLAM down as the motor tilts up and the motor hydrofoil shifts to NEGATIVE LIFT. This at the same time causes the front hydrofoils to increase their lift as the stern tilts down and then Whoopee! the boat jumps clear out of the water. It may give you a "Cheap Thrill" the first couple of times but actually it is real fund. Keecks!

This You Must Learn.....

"LEARN WHERE THE THROTTLE IS AND HOW TO SHUT IT OFF." This is a MUST before your first flight in WATER HAZARD. You MUST be completely familiar with the position of the throttle and its action before you attempt to fly the boat. This is based on my experience with over 30 students. The boat is actually controlled like an aeroplane, but this doesn't mean that you have to take a course in flying to run it. There is no reason or excuse why anyone should not be able to learn to fly WATER HAZARD in complete safety in a matter of several hours at the most... PROVIDING the beginner can remember WHERE THE THROTTLE IS AND HOW TO SHUT IT OFF.

"How to Build a Water Hazard" will be concluded in the July issue with Trailering and Launching, Flight Testing Water Hazard, and Functions of the Controls.

SOUTHLAND STOCKERS



Three "B" Stock Hydros drive for the finish line at about 55 miles per hour. Don Lamb Photo

POPULAR CLASS FACES BUSY SEASON FOR 1955

Stock outboard racing was off to a flying start on March 6, with the "Fur Coat" Regatta at Hanson Dam in the San Fernando Valley of Southern California and as of May 1st, four races have been held in Region 12.

A total of 367 entries turned out for these four regattas. The Hanson Affair, March 6th, had a total of 107 entries. This course is located in a highly populated area and drew approximately 15,000 spectators, who witnessed 12 flips on a windy course.

April 3rd was the "Desert Breeze" Regatta at Needles, California on the Colorado River, with 85 entries.

Back to Hanson Dam on Easter, April 10th, for the "Bunny Hop" Regatta held by United Speedboat Ass'n., of Los Angeles with 98 entries. A large crowd showed up for this Easter Regatta and witnessed the races from their cars that were lined up for over a mile around the dam.

The Cachuma Lake Regatta near Santa Barbara, California, on April 24th, drew 77 starters. National High Point Champion Bob Parish of Bakersfield went home from a race without a first place trophy, which hasn't happened many times. He jumped the gun in the BU class and lost the AU race by .3 of a second.

Bob Parish is probably leading in high points from this area. Howard Thompson has won every heat of each race this year in the "D" Hydros. Vic Bonham has won first place in the last 3 races in the "A" Hydros.

Elimination heats were required in at least 3 classes of each of these

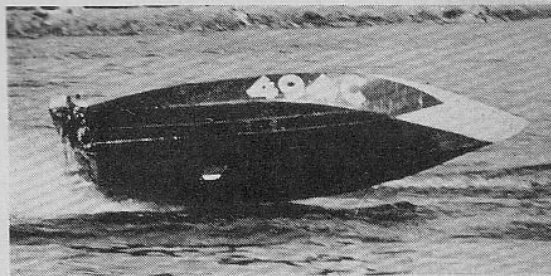
Twelve "A" runabouts hit the starting line at Needles, California. Speed and Spray Photo



"Wild Bill" Crumly of Whittier, California, coming out of a tight turn in his CU Runabout, is really doing a bit of chine riding, the entire motor is out of the water. Don Lamb Photo

races and with new drivers showing up for each race, stock outboard racing is still growing in number of members and regattas.

According to the latest information available from A.P.B.A. 238 Stock Outboard Regattas have been scheduled to be held in the United States during 1955, with 21 of them already having been run prior to May 1st.



"A TEXAS NORTHER"

DIVISION IV CHAMPIONSHIPS

Drivers who last October waited in vain to run their 1954 N.O.A. Outboard Div. IV Championship race in Shawnee, Oklahoma, started pouring into Corpus Christi, Texas, on Thursday and Friday before the start of their scheduled race on Saturday, March 26th. The pre-advertised "All-weather" race course and tropical sunshine greeted the early arrivals. Pre-race testing filled the man-made Sunset Lake all day Friday, while officials made last minute arrangements to get under way with the full day's schedule for the opening day of the up and coming popular Division IV Outboard Classes. The energetic sponsors had everything in readiness for the big show.

Just as the drivers and officials were about to leave the race course on the eve of one of the biggest outboard racing events in history, someone brought the news — "A Texas 'norther' is to hit Corpus Christi tonight." After much persuasion from the Texans, the drivers were convinced that no boats should be left without being properly lashed down, as a "norther" comes in with terrific winds. Sure enough, before the drivers, officials, and visitors could get in to their hotel or motel, a terrific warm wind hit which was followed in two hours by a freezing gale.

Saturday a.m. found the officials and drivers a gloomy, deflated group. "The winds on Sunset Lake make Shawnee look like a second rater," said one driver. Hour by hour, with

each postponement, another group of drivers headed for home.

The schedule was postponed until Sunday at 9:00 a.m., at which time the Lake was still rough and the temperature down to a near freezing point. Another group of drivers pulled up their stakes and headed home, which cut the entry list to approximately one half of those who had originally expressed their desire to participate.

The race officials announced a drivers' meeting for 10:00 a.m. Sunday, and stated that the race would start at 12:00 noon. "Old Man Weather" must have seen the determination on the faces of the race officials to run this race, which was now nearly one year late. Also, the weatherman must have heard the clamoring of the Corpus Christi citizenry, who kept the N.O.A. Official Headquarters phone hot for information on the start of the big classic. Twelve noon found the race course cold but calm. With the aid of radio and television stations who took up the official announcement that the race would start at 12:00 noon, nearly 10,000 spectators had lined the race course, awaiting the start of the first event.

Referee S. C. "Pop" Willis, Dallas, Texas, decided to run three lap qualification heats as well as three lap championship heats, and start the larger Classes first. By the time the cloudy skies had started their turn into darkness, twenty-six heats of racing, including sixteen Championship

Heats, were in the record books along with the names of eight new Champions. All but two Classes, the popular A and B Hydroplanes, had been run to the delight of 15 to 20,000 shivering racing fans who remained in overcoats, wrapped in blankets, and covered with all sorts of wind breakers, to see the last boat finish the last heat. How the drivers withstood the freezing temperatures will never be known.

Although the freezing wind was coming in at a terrific speed, beautiful Sunset Lake furnished a race course that was calm for the entire schedule. There were only two spills. Ralph Homes, Phoenix, Arizona, took a nasty flip in the big Class F Hydroplane event on Sunday, and the veteran Ben Turpin, Sweetwater, Texas, took a spill in the B Hydroplane event, Monday a.m.

The Sunset Lake Race Course on this man-made lake gives almost a perfect one-mile course and a good straight-away course for records. With the sea level altitude and a bit of dredging to make the competition course a one and one-quarter track, the site should be one of the best in the nation.

The sponsors, Outboard Boating Club of Corpus Christi, Corpus Christi Junior Chamber of Commerce, working with the Sunset Lake Corporation, lived up to their publicity, "The World's Best Sponsors." No driver or race official was denied anything that was requested of these

sponsors in making the race a grand success in spite of the worst weather conditions in which a Championship race has been run to date. The Corpus Christi natives went all out to prove that their City was indeed the capitol of Southern Hospitality. The sponsors threw a big party and dance on Saturday night, crowning a gorgeous "Miss World Outboard of 1955," in the person of Miss Madeline Lee. On Sunday night, a "fit for the kings" banquet was given, honoring the newly crowned Champions. The sponsors went all out too in their efforts to offset the bad weather and postponements. They weather proofed the starting stand and even helped to get the long overdue at home drivers to planes when the racing was over.

The most outstanding record breaker and probably the star of the show was Corpus Christi's own Bob McGinty. Not only did Bob take the \$100.00 Wynn Oil Company Check and diamond pin, but he also took for himself three straight-away records as well as a Class C Hydroplane Championship. McGinty sent the Class C Runabout record up to a zooming 53.651 mph. This record was held by Jim Skidmore, Longview, Texas, at 48.193 mph., which he established in Hot Springs, Arkansas, October, 1953. McGinty moved the record up nearly five and one half miles per hour which gave him the Wynn Oil prize for moving a record the greatest amount for the meet. McGinty went on to take the D Hydroplane record at 67.290 mph., which was held by Jack Crissinger, Cedar Rapids, Iowa, at 65.814 mph., which run was also made in Hot Springs, Arkansas, October, 1953. For his third record, McGinty took the D Runabout record from Arthur Harper, Maxwell, Texas. Harper's record, made at Knoxville, Tennessee, August, 1954, was 60.606 mph. McGinty's run was 60.708 mph. The A Runabout record was cracked by Pat Jordan, Freeport, Kansas, the only feminine driver to enter the meet. The old record, held by Ralph Johnson, Blytheville, Arkansas, at 46.213 mph., was moved up to 47.809 mph. by the Kansas feminine speedster.

Fred Simmons, Houston, Texas, also lifted Ralph Johnson's B Runabout record which was also made at Knoxville, Tennessee in 1953 at 51.650 mph. Competition records were broken beginning with Bill Holland, Houston, Texas, in J Hydroplane. Bill took the J Hydroplane record from Buddy Lane, Paris, Texas, who made a run in Lake Village, Arkansas, September, 1952, at 37.075 mph. Holland's run was 40.268 mph. John Jor-

dan, Freeport, Kansas, averaged 43.689 mph. to take the A Hydroplane record from Bill Barron, Memphis, Tennessee, who held it at 41.978 mph. Barron's run was made in Lake Village, Arkansas, September, 1952. Fred Simmons, Houston, Texas, moved the B Hydroplane record from 46.753 mph. up to 49.315 mph. Jack Rhue, Memphis, Tennessee, held the old record which was made in Hot Springs, Arkansas, October, 1953. Deanie Montgomery, Corsicana, Texas, took the A Runabout competition record from Jack Thornton, Hot Springs, Arkansas. Thornton held the record made in Hot Springs, Arkansas, October, 1953, at 39.543 mph. Montgomery's average was 41.667 mph. Earl Magill, Corpus Christi, Texas, raised the D Runabout record from 48.413 mph. to 50.420 mph.

The newspapers, radio and TV stations are to be congratulated for the marvelous publicity given the Corpus Christi event. The entire race was televised by Humble Oil Company, which was to be used on their "Texas In Review" program.

To give credit to all individuals and committees who worked to make the big event highly successful although the weather sent many chills up the spines of drivers, officials, and spectators, would take up much space.

In summing up the big classic, it can be said to "Steamboat" Steele, the capable leader and Commodore of the Outboard Boating Club of Corpus Christi, Dennis Walker, popular Jaycee President, and Rex Cox, President, Sunset Lake Corporation, "Your

group has done a marvelous job as sponsors, and the sport thanks you and is proud to have you on their team."

The 1954 Division IV Champions are as follows:

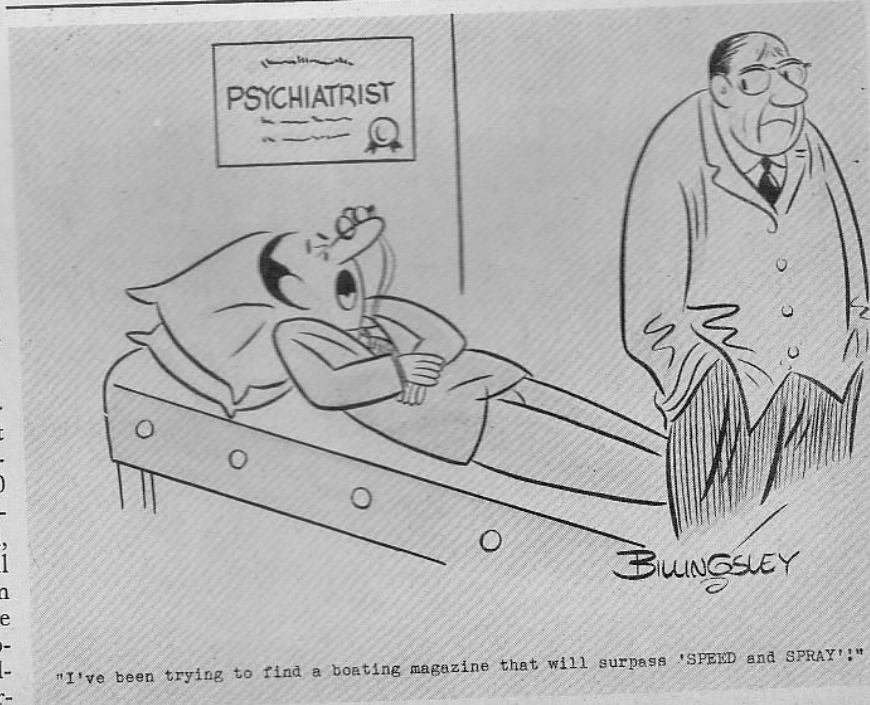
- Class J Hydroplane*
Bill Holland, Houston, Texas
- Class A Hydroplane*
John D. Jordan, Freeport, Kansas
- Class B Hydroplane*
Clyde L. Davie, St. Louis, Illinois
- Class C Hydroplane*
Bob McGinty, Corpus Christi, Texas
- Class D Hydroplane*
C. B. Norton, Jal, New Mexico
- Class A Runabout*
Deanie Montgomery, Corsicana, Tex.
- Class B Runabout*
Herman Keith, Kansas City, Missouri
- Class C Runabout*
Earl Griffin, El Dorado, Arkansas
- Class D Runabout*
Earl Magill, Corpus Christi, Texas
- Class F Runabout*
A. C. Huff, Corpus Christi, Texas

NOTICE

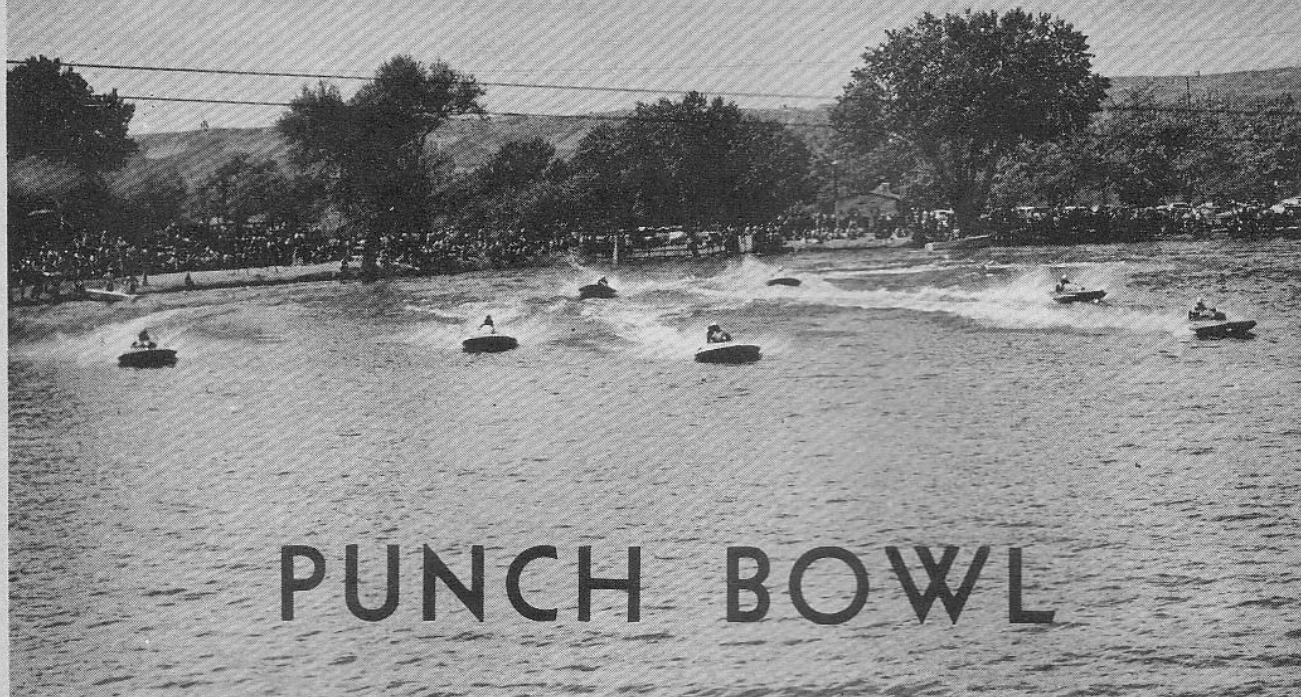
In order for Speed and Spray to be a competitive publication on the news stands it was necessary to make this the June issue.

All yearly subscriptions will be honored for twelve issues, and records adjusted accordingly.

SUBSCRIBE TO SPEED AND SPRAY



THE BAKERSFIELD



PUNCH BOWL

The maneuvering basin as it appears from the stand—not much room for a flock of fast inboards to get together for a start, and that channel they funnel into isn't any more than wide enough. Staff Photo

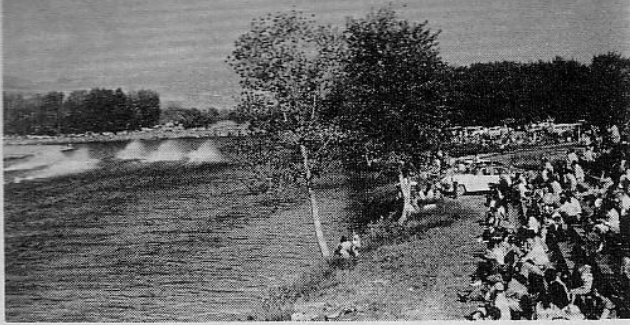
Not much racing room here for fast outfits. The approach to the line is short too. The front rank of 266's came up too fast, had to cut clear off, and the result was this "drag start." Speed and Spray Staff Photo



Gather together a whole flock of hot shot inboard world record holders and champions and turn them loose in a race course about the dimensions of a king-sized punch bowl and you have the makings of a real show for the spectators. Of course the speeds are far and below the records, but the competition can be very torrid.

The inboard racing season in the West officially opens each season with the annual race at Hart Memorial Park in Bakersfield, California. Forty-five thousand enthusiastic spectators lined the tiny lagoon on April 17 and they were treated to a real show. You can't fail to get a good seat on this court for it is so small that the action is always right in your lap. They say the "track" measures $\frac{5}{8}$ ths of a mile—it could be, but it isn't any bigger than that. There is a low island in the center of the lagoon that actually determines the size and shape of the course. This a real trial under fire for the drivers who are used to running on much bigger layouts.

The weather was perfect and the entry list was studded with Southern California Speedboat Club's vaunted collection of world record holders—past and present. Sonny Meyer, world five-mile record holder in the class "48s" was the first to take a drubbing. Vernon Dallman, Jr., from Daly City, California, unveiled a brand new outfit, *Fat Pants III*, and it was a



Shot from the stand which is nearly at the head of the straight-away. These 48's are nearly into the turn—a short and sporty course and a whale of a show for the spectators. Staff Photo

screamer, good enough for a pair of firsts. This was the first race for Kenny Ingram and his *Ranger's Pup* since Kenny lost his left forearm in the 48 Nationals at Long Beach last season. Kenny's boat is specially rigged to permit him to use his artificial hand—and it was apparent right from the start that Kenny has lost not a bit of his skill. A ball-up on the clock, with Ingram out in the lead in the first heat and going like a bomb, forced a recall. Kenny thought that he was disqualified and pulled out on the second start. He practically rode in the cockpit with Dallman during the second heat. This lad is not to be sold short.

The unbeatable Rich Hallett in Keith Black's *Flying Saucer* — this combine holds both of the 225 records—was the next to take a trimming. George King from Fresno, California in *King Pin* did the trick in both heats in workmanlike fashion. This was a real thriller with the lead swapping all during the event.

World P.O.D.H. record holder and National Champ Marion Beaver came through O.K. with a pair of wins as did Ernie Rose, who holds the National Championship and all the records for Class B Racing Runabout. Biggest class of the day was the 136 Hydro with the five-mile record holder Bob Boehm and his *Jerky* coming through in a split-heat battle with Gene Souza in *Scatter Brain* to win the first spot by a margin of just 3/10ths of a second in over-all time. World record holder and National Cracker Box Champion Carl Maginn and his *Hot Ice* were thoroughly beaten in the first heat by the Bakersfield brother team of Earl and Ronald John in *It'l Do*. These lads were a DNF in the second and Maginn flipped on the first turn, leaving the first-place trophy to Bob Patterson and his *Hot Cinders*.

The 135 Hydro heats were the most thrilling and hardest fought of the program with Buddy Meyer in

Avenger IV winning both heats from Johnny Corea in *Skippy*. Sometimes it was neck and neck and on the turns it was too close for comfort. The crowd was up and screaming on this one. The 266 Hydro event was a close call for Bill Du Granrut. Bill was thrown out of Tom Elliott's *Snipe* rounding a turn at the end of the fourth lap right in front of the pursuing pack. That quick-on-the-trigger driver, Ernie Bender, in *Thunderbolt*, was very close behind and he got off of it fast until he could locate Bill in the water and spray. It was too close for comfort. The race was called off and restarted, but Bill couldn't get the *Snipe* to fire for the restart. Bender won the event when Ollie Prather in the Dodge-powered *Lil Injun*, who had a whale of a lead in the second heat, conked out. That's it for Bakersfield for the inboards for another year. It is a real sporty little course, but it was tough on the favored record holders this time. Kern County Boat Club did their usual fine job as sponsors, throwing a terrific free potluck dinner for all drivers, mechanics, officials and their families the night before the race.

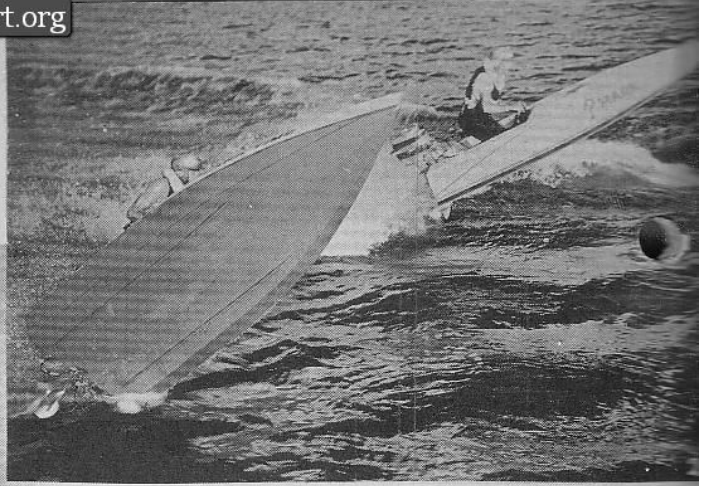
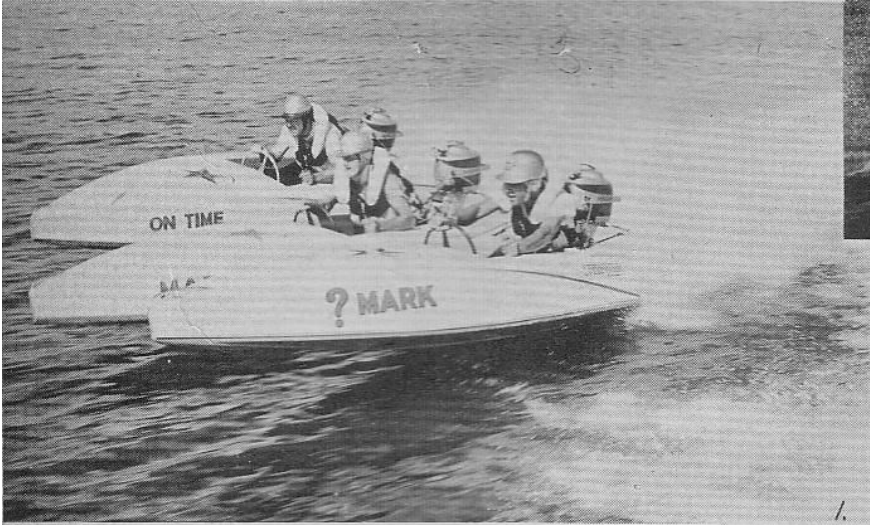


Spirit of the sport! Here's a salute to a great competitor, Kenny Ingram, pictured here with his wife Bonnie during Hart Lake regatta. Hardly had Ingram left the hospital following the accident which cost amputation of his left arm last September (1954) at Long Beach, than Ingram said "I'll race again." The first 1955 inboard meet found Kenny out with his 48-cubic-inch hydroplane, *Ranger's Pup*, and doing fine. Ingram, thinking he had jumped the gun, withdrew the first heat, else his return to the racing wars might well have been victorious. Bob Ruskauff Photo

View from launching pits, showing judges' stand in background, during Hart Park Lake regatta. The 135s are crossing starting line. Bob Ruskauff Photo

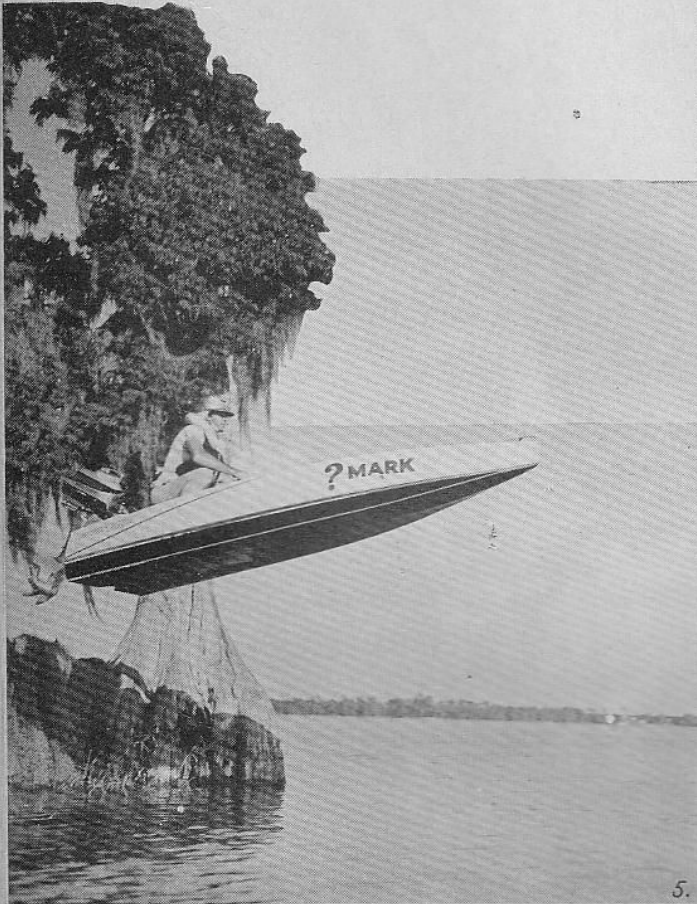


1. Start of an Obstacle Race. These are one-design outfits—identical boats and identical motors—all making the same speed, so the margin of victory lies with the driver's ability. The boats are Speed Liner runabouts and the motors are Mercury Mark 20s—strictly stock right off the assembly line. Buddy Boyle in "'? Mark" is nearest the camera, George Thompson in "Mark Time" in center and Bob Cozzens in "On Time" on outside.



2. Jumping the wake of an inboard power boat—this is a roughie. Cozzens is doing well, but Thompson—nearest the camera is having his troubles. It is a nice shot of the bottom though. Notice that there is no fin and that a pair of thin strip-runners have been installed to protect the bottom when the boats go up the ramp to take off for the "big jump." Believe it or not, Thompson did NOT flip.

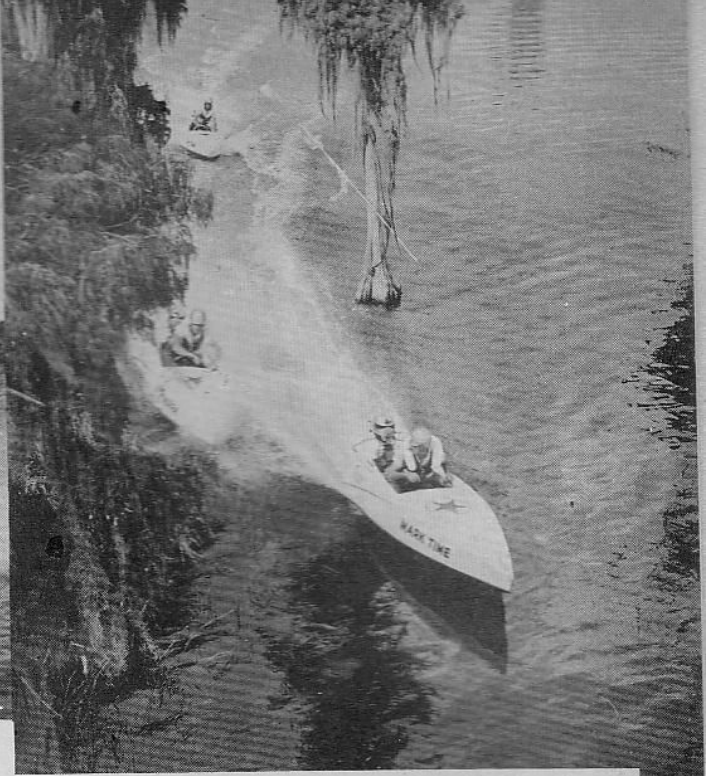
OBSTACLE RACE CAPER



7. Appro

6. OH OH! WHERE did I put that parachute?
Shall I stay with her or bail out?

5. Over the "big jump"—just like a great big bird. It's Trammel Picket in the "'? Mark" this time. Flaps down and prepare for a landing.



3. There's a nice clean take-off on a wake jump. Look out on Mars—here I come!

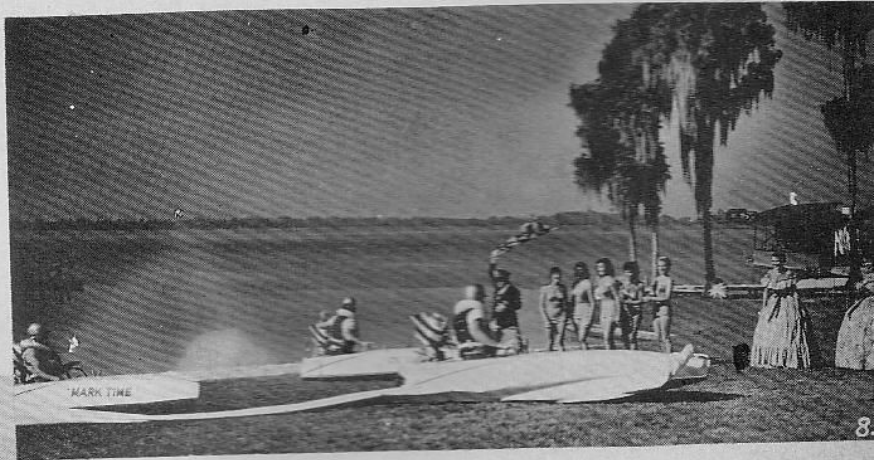
4. Now the snaky passage between the cypresses and the shore line. Everything goes here. Thompson is crowding Boyle into the shore and soaking him down thoroughly at the same time. Bill Hatfield in the trailing boat is playing it safe.

4.

AT CYPRESS GARDENS

the checkered flag—the race is finished. The first boat to slide through the muslin banner that marks the finish line is the winner and it's Buddy Boyle—his boat is all tangled up in the bunting and of course, a la Cypress Gardens, there is a bevy of those aqua maids ready to greet the winners.

to the finish—full bore right up over the beach and onto the lawn.



8.



7.

An obstacle race this really is—wake jumping—a zig-zag slalom through the cypress roots—a wild airborne flight over the "big jump" and then a slam bang finish, full bore up on the beach over a narrow strip of sand to break the finish line ribbon. To get into the winner's circle in this zany event, the contestant apparently must have a number of unusual talents. He would have to be a top notch boat jockey with no regard for life limb. Some experience as a stunt flyer should help, together with basic training in jalopy racing, and possibly a stint with an auto thrill circus. The equipment obviously takes a brutal beating—it has to be rugged to stand the gaff. This selection of photos taken on several different occasions will give the reader a startling view of runabout acrobatics at its very best—a real thriller at famed Cypress Gardens at Winter Haven, Florida.

Photos Courtesy Kiekhafer Corp.



By JEAN CRAVEN

Photos by Tommy Mitchell

Five thousand miles to a boat race!

Toss that one at any John or Jane Doe anywhere in this big wide world and you will probably get a standard answer: "I always suspected that those boat racers were loco."

Loco we may be, but it's a real fine brand of crazy, for in addition to the thrill of competitive racing our sport offers endless opportunities for just the kind of wonderful times we enjoyed on our trip to Old Mexico. The trip to the Stock Outboard Races in the fabulous land of manana is a real experience—make it just once, and you will put the Regatas Panamericanas International high on your list of "must attend" for the coming season. The competition is good (and getting tougher each year); the trophies rival any in the world; and the entertainment is superb. But it is the Mexican hospitality that will bring you back again next season—that and the trip itself.

Twenty-three of us made the trip this year, drivers and their families, all of us representing the United Speedboat Association, whose members hale from various parts of Southern California. Altogether we mustered seven cars hauling a total of 12 boats. We didn't start together but most of the cars traveled the route as a sort of loosely knit caravan.

The first day took us—despite the run to the border, customs, and five extra "inspections"—all the way to Ciudad Obregon, where we literally crawled into a motel after more than 950 miles of driving.

The food in Mexico is just like it is in the good old U.S.A. There are

two kinds: good and bad. At Obregon it was simply out of this world, but in the wrong direction. If we'd each had six heads with double-barreled teeth in 'em, we STILL couldn't have chewed those steaks. (Later on, in Taxco, we enjoyed three excellent meals a day; they even put up lunches for us when we were at the race course, all for about \$6 for room and board!)

The next day we had some of the roughest driving of the entire trip. We crossed innumerable railroad bridges and ferried across one river. The ferry was a simple contrivance of two 16-foot rowboats lashed to-

gether, powered by an antiquated Ford motor. It took two hours, at 20 pesos an outfit, to get our four rigs across.

Not far beyond the ferry, on a detour over still another railroad bridge, a spike tore one of our trailer tires to ribbons. There we were, blocking the railroad tracks, and a train was due PRONTO. Finally we got squared away, aided by some 30 Mexicans and a passing banana truck.

Most of the way to Culiacan was over roads consisting of two mounds built up out of the water, and negotiating them with the cars and trailers was like walking a tightrope.

Routine occurrence—waiting for a herd of goats, sheep, cattle, or what have you to clear off the highway.



When we did find stretches of real highway, we had to share it with pigs, burros, goats, sheep, and sundry cattle. And should you ever be traveling at night watch out for Brahma bulls! These have adopted a frightful practice of sleeping on the roads, because they hold the heat better. Running into one of these monsters, they tell us, is like hitting a brick wall.

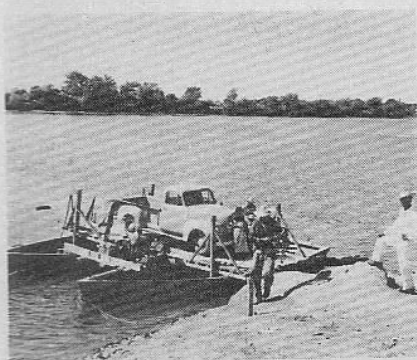
We ran out of gas just before reaching Mazatlan, and thanked heaven for the auxiliary fuel in the trailer; we passed many stations, but they had no gasoline whatever. Farther along, in Tepic, it took us an hour and a half to get gas (limit 30 liters)—there were cars lined up for blocks, and we discovered that many tourists had been held up there for two days awaiting the petrol delivery that was daily promised for "manana!"

These inconveniences were well balanced, however, by courtesies large and small extended to us throughout the trip. When the front bunk on Biff Parker's trailer broke, a kind couple insisted we sit in the shade of their lovely patio-courtyard while repairs were made. And when we finally climbed into our cars to depart, the man came running with cold drinks to take with us.

In Guadalajara we toured the markets for two hours, haggling and buying like mad. Returning to the place where we had left our cars, to our utter amazement we found them scrubbed and shining, even to the white sidewall tires! Despite warnings from the English-speaking natives that this was a "racket" of the street urchins and we should pay them nothing, we were so delighted to see the original colors of the cars emerge from under layers of dirt that we rewarded them lavishly with a Coca-Cola and four pesos—about 32 cents. And they had to haul endless buckets of water for the job from a fountain a half-block away—some "racket"!

On to Mexico City, through beautiful pine-covered mountains, winding up by pure good fortune less than

One side or maybe one end of the "ferry"



Guadalajara—The pony carts are the taxis in this famous and picturesque town. Of course we had to take pony carts on our shopping tour.

two blocks from the home of our host and hostess. In both Mexico City and Acapulco we were the guests of Adrian del Paso, president of the Mexican Racing Federation, and his lovely wife, Sussy. We remained in Mexico City all the next day, visiting with the rest of the North American drivers where they headquartered in the French Motel, attending meetings of the Federacion Mexicana de Regatas de Lanchas de Motor, and seeing the few high spots of this beautiful city that our time permitted.

On to Taxco for the weekend. With its mountain-side location, cobbled streets, and leather, silver and clothing shops, Taxco had us all spellbound. We were waited on hand and foot during our stay.

Race day dawned—February 20—and down the mountain to Iguala we went, accompanied by practically the entire crew from the hotel and most of the town's clerks and shopkeepers. Thousands of spectators turned up from nowhere—they had been promised thrills and excitement, and certainly were not disappointed. The weather was hot, likewise the competition! The Mexican drivers had made unbelievable improvement in their driving and equipment since last year. Elgin Gates' decision to represent Mexico in the competition cut our crew down to eight drivers: Bill Ramke, Johnny Craven, Marie and Lee Dobbs, Cub Nelson, Biff Parker, Fred Richman and Ronnie Rima. Bart Woodruff was an "international" entry, having taken up residence in Acapulco.

Despite the fact that some of our group ran two or three classes, they represented only 15 out of a total of

62 entries, and the odds looked insurmountable. A one-mile course with three buoy turns was used, and two new and excellent rules were enforced: First, each driver was required to pass the judges' stand immediately upon leaving the pits, so he could be identified; and second, as each driver finished his heat and received the checkered flag, he was required to proceed to the "infield" where he could mill or sit at rest in the water until all boats were finished and a black flag displayed on the judges' stand, at which time he could return to the pits. Any violation of these rules meant immediate disqualification.

Biff's ice-breaking win in the A Hydros (first event of the day's program) and Johnny's wins in the A and B Runabout were the only firsts for our U.S.A. drivers, and the day's

Chances are you have read about Mexican racing before and if you have, the reports have been well colored with the names of the Del Paso family. Here are a pair of them: Chita and Rafael, with one of the beautiful trophies awarded at Iguala.



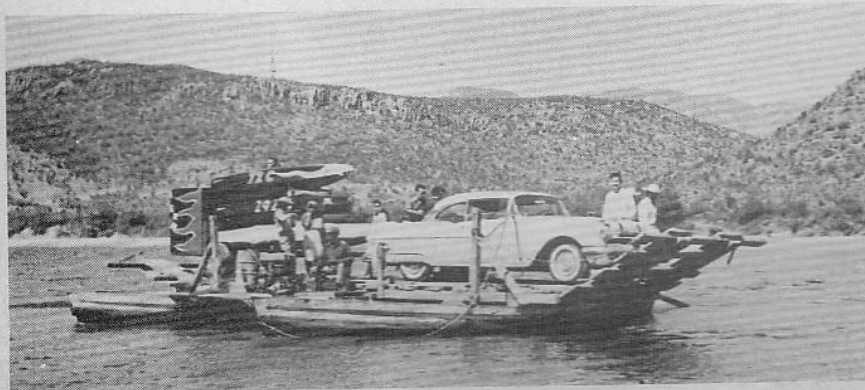


Our photographer, Tommy Mitchell, astride a burro. Billie, the U.S.A. Secretary, is holding the big rangy powerful brute in check to be sure that no harm comes to friend husband.



The pits at Iguale—as seen from the judges' stand.

The "other" side or end of the ferry with the Cravens' car and trailer (three boats and the motor box) aboard—a bit too long to get the ramps clear up. Quite an argument over this. The "master pilot" wanted to carry the outfit in two trips. They finally had to excavate to get the ramp down and the outfit off the ferry—(no extra charge).



competition wound up in a tie with three wins for each team. A trophy presentation and barbecue followed at a vast ranch across the lake from the race site. The trophies were authentic Aztec relics (for first place), silver replicas of ceremonial urns (second and third) and beautifully engraved machetes (for fourth). After dinner we went in to Taxco for an impressive display of fireworks.

It was difficult to tear ourselves away the next morning and set out for Acapulco, but the drive through the mountains to the coast was truly beautiful and it will be more wonderful when the highway construction is completed. At Acapulco we began a week of ideal living: water clear and warm, air tropical. Hotels are everywhere, also private homes for rent. The time went by all too fast, what with underwater hunting, glass-bottom boat rides, shopping, and slurping mammoth planter's punches served in a 16-ounce beer stein for 50 cents. We were just getting used to the restful lack of hurry when we had to get back to so-called normal again.

Saturday's mile trials were accompanied by Salton Sea weather conditions, and as a result very few boats were able to make successful runs during the less windy moments. However, five new records were set, raising the ante in all classes except the A Hydro.

Sunday's races were all prefaced with a complete aquatic program—a marathon swim, paddleboard races, even a beauty contest. A fine example of what good publicity can do for our sport was proved to us at this point: the spectators came by mule, horse, truck or wagon load. Enthusiasm had been heated to the boiling point, especially because the first race had resulted in a tie between the teams. There were good fields registered for each class, with virtually the same contestants who had competed the week before at Iguale.

The course again was one mile with three buoy turns; these were so located, however, that the center buoy constituted virtually a single buoy turn, with the other two thrown in for good measure.

Once again it was Biff Parker who started the ball rolling by winning the A Hydro opening event, and the rest of the group followed through with Johnny winning A and B Runabout, Ronnie Rima the D Hydro, and Fred Richman the B Hydro right down the line. Then came the D Runabouts, which would have been another almost certain U.S.A. win if Johnny, who had placed second to Ronnie's first



Two of our friends — Raul Soto and Senorita Gudino . . .

in the first heat, hadn't flipped in the first turn of the second heat. Although unhurt, he came up trapped under his boat, and it seemed a frightening length of time before he was able to extricate himself and come up where he could be seen. Ronnie and Biff, not seeing Johnny come to the surface, figured he was hurt, and without a thought for their own positions, threw their first and third spots away to return to Johnny's assistance—giving Mexico its first class win of the Regatta. This gesture of sportsmanship on the part of Biff and Ronnie was truly one of the outstanding happenings of the entire Regatta and earned them everyone's respect and admiration.

The trophy presentation that night was at the beautiful Roca Mar. Trophies this time were huge silver and brass bowls for first, silver replicas of the Aztec calendar for second, and a mounted Aztec war club for third. Silver-dipped "molca-jetes" were for fourth place. Besides the five firsts earned by our team there were two seconds, three thirds and three fourths — a total of 13 out of 24 trophies. Johnny was awarded a beautiful silver bowl as high-point North American contestant.

Homeward bound, we took the faster but less interesting route from Mexico City over which the Pan American Road Race is held each year. Here again, it was amazing to note how civilization seems to end within a few miles of the city—truly a land of baffling contrasts! We got back to Pasadena three weeks and three days after our departure on this unforgettable trip. Was it expensive? No — or it needn't be, if you're strong-minded enough to resist the ever-present temptation to buy everything you see that is a terrific bargain. Gasoline is cheap—so are garage repairs and general car services. There is no language difficulty too formidable to overcome; and little red tape involved in crossing the border and returning.

What did we like best? The people themselves! The Pan American boat races provide a marvelous opportunity for getting to know our grand neighbors south of the border.



The pits at Acapulco on the cocoa palm lined shore.



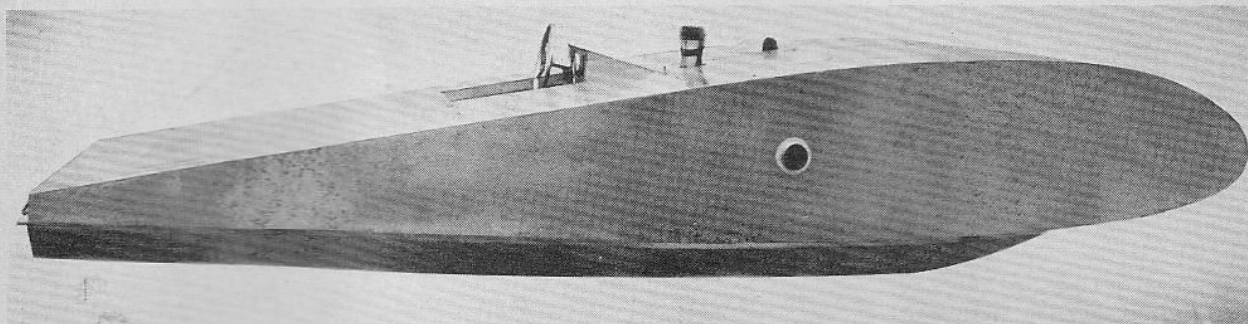
We don't have to tell you his name. Most of the Mexican drivers have their names lettered on the side of the boat.



The trophies were terrific at Acapulco . . . silver like you have never seen before . . . and the banquet was wonderful—what a setting in this tropical paradise.

AIRPLANE WING

AN EXPERIMENTAL DESIGN



AIRPLANE WING was built from a perfectly scaled down section of a C-47 wing. Add the sponsons and this is the profile that resulted.

Story and Photos by KENT HITCHCOCK

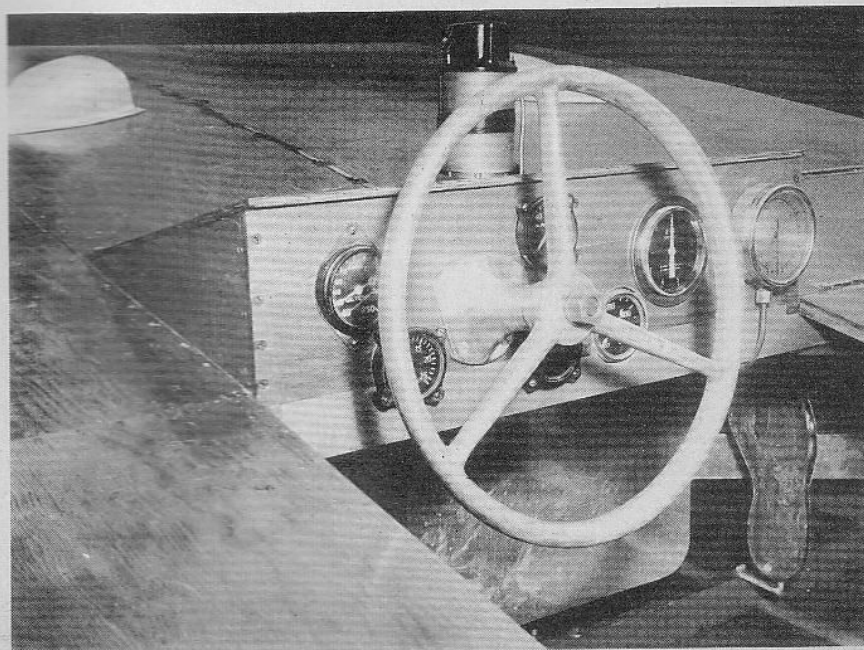
When Lorin Pennington builds a new boat, it is always worthy of study. This is actually the presentation of a radical experimental design, but without a case history of the designer and builder, the significance of this experiment could well be lost . . . Loren, better known in boat racing as Penny, lists his occupation as rancher. Boat racing is his hobby. All of the fabulous developments in fast boats of all descriptions have been the end product of an experiment. Penny is an experimenter—and several of his experiments have resulted in some pretty fancy performing boats, not to mention four world records. Penny became a world figure in boat racing “way back” in 1947 when he commissioned the late Willard “Bill” Cambell to build *Copperhead*, a radically new design in E Racing Runabouts. Racing runabouts at that time were scurrying along in accepted full planing trim like any other well behaved inboard runabout of efficient design. Bill and Penny were of the opinion that more speed—a lot more speed—would result if they could get the boat up out of the water and thus decrease the skin friction. They wanted to “fly” the boat—to make it perform just as much like a hydroplane prop-rider as runabout design would permit. Without the hydroplane tunnel and the deck lift to keep the hull up, they were going to have to find among the limited physical items of hydroplane design some combination to do the trick. With horizontal and lateral steps or breaks of any kind in

the bottom prohibited by rule, it was quite a problem. The combination turned out to be a certain very critical trim and balance coupled with just exactly the correct amount of rocker in the bottom and just like a hydro, the propeller had to have certain characteristics. It was experimental, but they found the answers.

Penny’s astounding performance in the new *Copperhead* was at Desert Beach on the Salton Sea. The existing straightway mile class “E” rec-

ord of 58.395 mph, established in 1940, had stood up under countless assaults for 7 years. Penny blistered the one mile trap for an average of 70.245 mph, nearly a twelve mile boost over the old record. *Copperhead* ate up the mile in long shallow leaps, prop riding most of the way and never out of level trim. Famous drivers from all over the country were there that day. They watched the performance with incredulous eyes—runabouts should ride in the water—

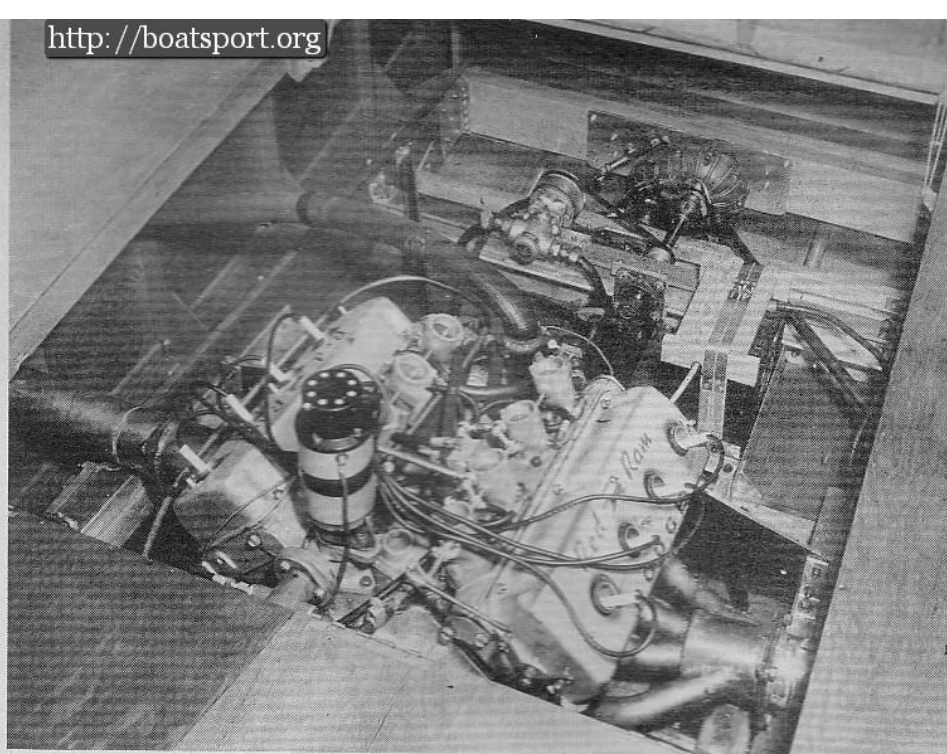
Just enough cockpit to crawl into and the minimum of instrument board. That's the Vertex magneto sticking up through the hatch just above the steering wheel.



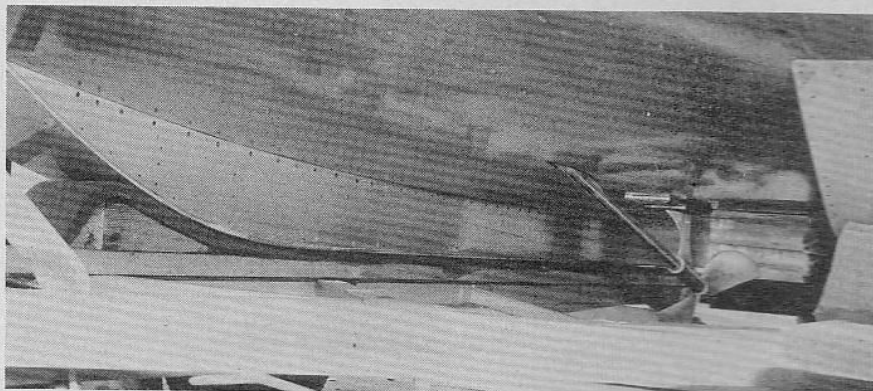
not fly over the top like a hydro. Mel Crook was present that day. Mel was the driver in David Gerli's class K Racing Runabout *Gen VI* when it hung up the world record for unlimited displacement runabouts of 61.700 mph, still standing on that day in 1947. *Gen VI* was powered with a tremendous Packard motor. Mel watched while the *Copperhead* with a converted Mercury car motor of only 245 cubic inches, and without the benefit of a supercharged, set up an all time speed for man's travel on water in a runabout hull. In the spring of 1948 Penny took *Copperhead* to Florida and boosted the competition record to a new high of 61.058 mph average for the five miles of closed course racing. A new concept in runabout design had now been proven and in a short time all runabout speeds were on the increase—experiment had marked another mile-stone in boating development.

Penny was now looking for new fields to conquer. *Copperhead II*, a 225 cu. in. hydro was next. Joe Guess built the hull for this one—and—when Joe builds a hull it is always a good one. Joe built the original *Guess Who II* with Bobby Sykes doing the driving set the 266 Hydro record of 121.703 mph in 1952. It is still standing. In between these two record wreckers came *Copperhead II* for Lorin Pennington—this one was experimental too. Joe is a precisionist. This outfit had extruded aluminum tubing in place of the conventional wood hull members and frames. It had terrific deck area and a very narrow and lengthy after plane—as a matter of fact those in the boat racing fraternity named it the "Banjo Job"—for that is just what it looked like. Penny first campaigned this one in Div II of the 225 class. For power he installed a Ford 6 — laying on its side to keep the center of gravity down. The outfit was a going machine in competition, but he was always just a hair short of world record performance.

In the spring of 1949 Penny installed a Mercury and transferred to 225 Div I. He was after another 1940 vintage record—88.786 mph, established by Dave Forman at Picton, Canada in *Voo-Doo*. The top drivers in the country had been shooting at this one for years: Joe Taggart, Georgie Schraft, and the late Jack "Pop" Cooper, just to mention a few. No one could quite get over the 90 mile an hour mark. Penny blew this one off on the San Diego mile at 92.485 mph. This was the record that never got a great deal of public acclaim, for six months later Paul



The "engine room." This photo hardly needs explanation. Everything mentioned in the text is in plain sight.



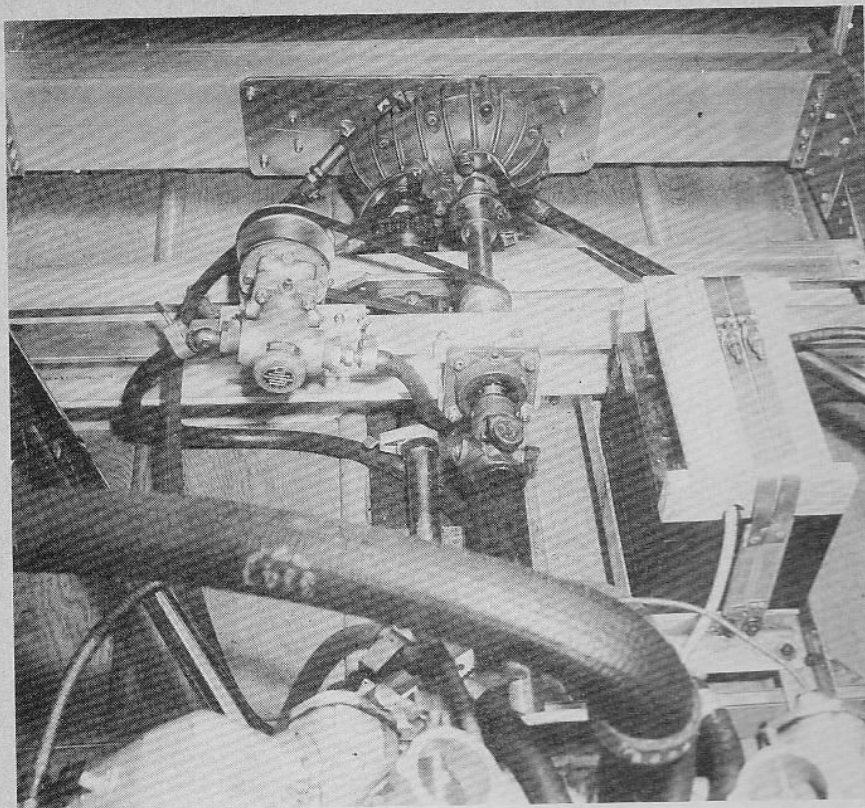
Looking down the tunnel from the bow. The sponson follows the contour of the bottom—steep shaft angle and the Hi J prop well forward under the bottom.

Sawyer Jr. upped the mark and it was his record that appeared in the annual record list which is published in the A.P.B.A. Year Book and in the boating magazines. Following his success at San Diego, Penny campaigned *Copperhead II* successfully throughout the Midwest and wound up late in the season at Lakeland, Florida where he raised the closed course five mile competition record for his class to 74.751 mph. The "Banjo Job" had paid off. Penny tried a pretty much conventional hydro next—it was just another good racing boat.

Now how about this *Airplane Wing*? Here is one that is experimental all the way. Penny built the hull too. With the gobs of horse power available in the new overhead valve car engines, Penny figured that the next step was to make some refinements in hull design. Hydroplanes are flying. Why not steal a leaf from the aircraft industry and do the job

Lorin "Penny" Pennington—successful experimenter, par excellence.





Close up of the oil pump and gear box installation. Battery right foreground.

right—take full advantage of the aerodynamics of the hull? The result is a section of a C-47 wing—perfectly scaled down. The hull is 16' overall with 6' of beam all the way from the bow to the transom. The transom, just above the tunnel is just 3½" high.

The bottom is ¾" O.P. Douglas Fir and the sides the same. Deck is ¼" fir plywood. The runners are 7" deep and follow the contour of the wing. Runner surfaces are ⅝" birch and the relief is ⅜" birch. The runners act as bulkheads. Each is a separate compartment, sealed off and tested to 15 lbs. pressure. They will float the entire outfit. Ribs are 12" on center, laminated with 2 ply birch on either side of ⅝" spruce. The bottom is conventional screw fastened and the rest of the hull secured with Anchor Fast nails. Special Weldwood Glue was used throughout. The motor bearers are directly above the inboard edge of the runners, at the points of greatest strength.

Horse power is oozing out of that full race Dodge Red Ram, pulled out to 260 cu. in. Equipment includes Hilborn and Travis fuel injection, Vertex magneto, and Chet Herbert roller cam. Drive to the gear box is via a jack shaft, splined to permit end play with universal joints at each end. Ahead of the forward "U" joint is a thrust bearing mounted on a cross hull aluminum "T" member secured to the engine bearers. This same member carries the Dodge pump, belt driven from the

main shaft, which scavenges the 8 quart oil reservoir. The gear box, installed on a separate cross hull member between the engine bearers, is of the transfer drive type—located to send the prop shaft back 1½" off center to counteract torque. Gears are special helica cut. The ratio is 1.27 to 1. The box is dry—gears are lubricated by a fine spray of oil at engine pump pressure and the box is scavenged by the auxiliary pump.

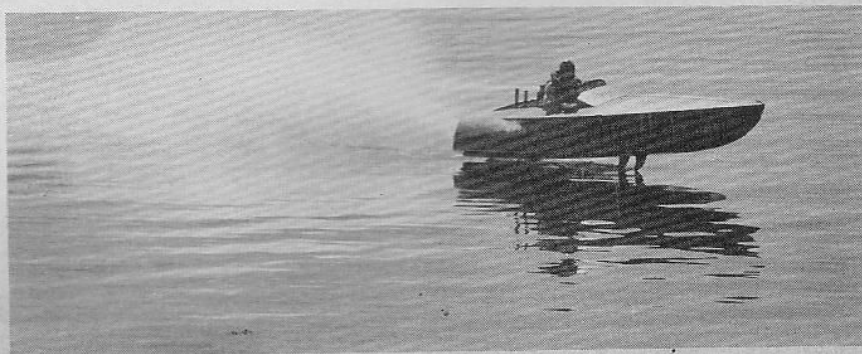
Every effort was made to keep the air foil of the deck functional. The fore deck clear back to the instrument board is unencumbered with the exception of a pair of air scoops and the Vertex magneto. Each bank exhausts through its own side of the hull. Exhaust headers lead into cylindrical expansion chamber and then

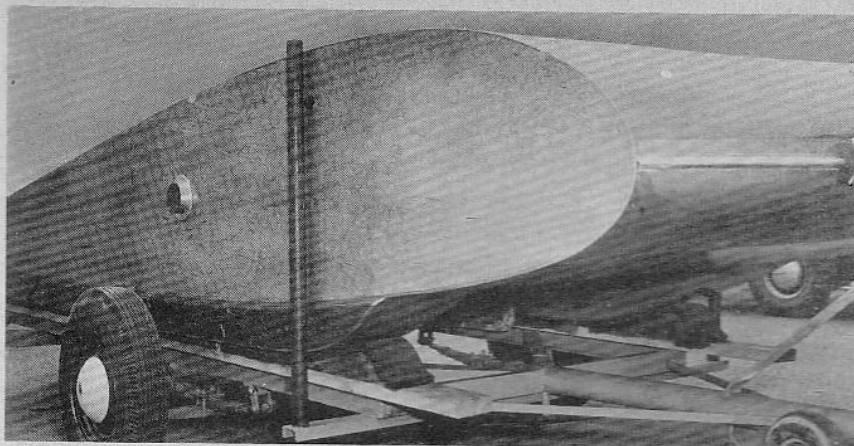
"outdoors" though a single pipe which projects only one inch past the skin. Theoretically this arrangement will create a vacuum area back of the exhaust which should eliminate disturbance and back pressure. A very steep shaft angle with the prop located well forward of the transom is an unusual arrangement. The single rudder is hung on the tip of the left hand sponson. Penny has made extensive use of light weight aluminum alloys to reinforce all of the stress points in the installation department. The only concession to weight is the pair of husky steel plate motor hangers—custom made to fit the job. Any possible aft thrust of the gear box assembly is insured against by a tubular member angled back to a motor bearer, while the motor is similarly kept from putting excess forward thrust on the jack shaft thrust bearing.

Servicing and repairing any part of this job would be no trouble. Everything is accessible and the motor compartment is big enough for two or three men to work at the same time. Flush hatches give easy access to controls under the deck. The tiny cockpit is practically lost in the vast expanse of flat deck, and the instrument board is just big enough to carry the necessary instruments.

This job could have been named aircraft style—something like the X-AW1, for it was experimental all the way. Yes, "was" is the correct tense, for the AIRPLANE WING is no

Penny's fantastic COPPERHEAD, prop riding like a hydroplane, changed the whole trend of runabout design.



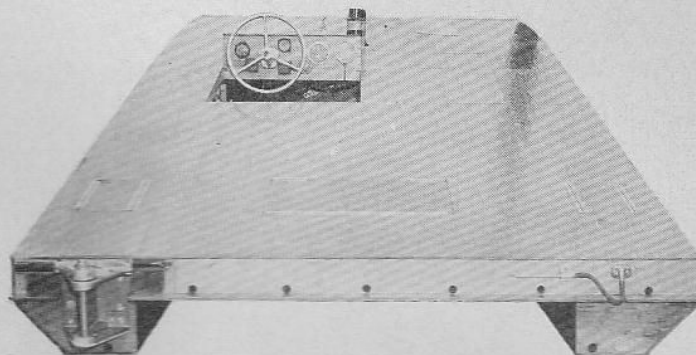
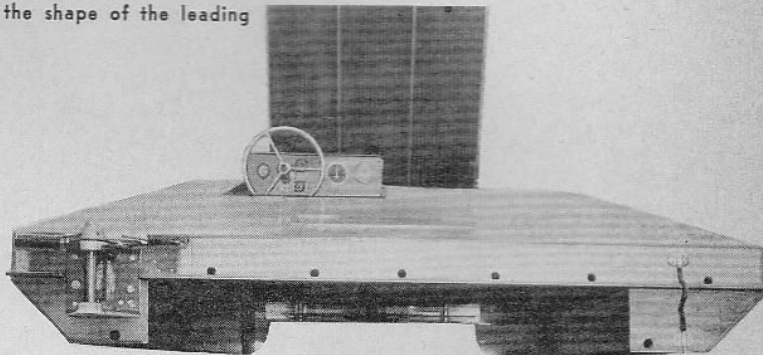


The "Wing" on the trailer. This view gives a perfect idea of the shape of the leading edge and the sponson position.

With the motor hatch open—looking up the tunnel from astern. Note the single rudder hanger on the tip of the port sponson and the 3 1/2" transom.

more. No, it didn't take off like a big bird and forget to come back down. As a matter of fact it didn't take off at all. It wouldn't even get up on the plane and prop-ride. Now you might say that the experiment was a lost cause—but that would not be true. Without this type of painstaking experiment, we would have no progress in the design of fast boats. We must remember too that this job **COULD** have revolutionized fast boat design. The fact that the X-AW1 was not a success as a whole does not mean that Penny didn't receive full value in both time and material. Penny is finishing another one now and it is certain that what he learned from the FLYING WING has had much to do with the design of his latest experimental job. What became of the X-AW1? Everything except the hull will have a place in the new one. The hull was so well constructed that Penny couldn't get it apart, so he just had a king size barbecue up at the ranch.

Most of the world's greatest experts on power boat design have been giving much thought in recent years to air foil, so Penny's experiment was very important. Perhaps you have toyed with the idea of building a "wing." Study this one over and perhaps you can come up with a design that will obsolete our present hydroplanes. Every year speeds go up as experiments lead us to changes of design of hull and propulsion machinery. Sometimes the increases are small—sometimes a simple experiment will pay off and the speeds will skyrocket. There apparently isn't any top in sight. What's next?



The sides are as straight as a string. The air foil of the deck was kept as clean as possible. Notice the access hatches and sponson cross section.

COPPERHEAD II, the "Banjo Job," ruined a pair of nine year old records.



The winners use "T.L.C."

A TRADE FEATURE

A great racing mechanic once said that the secret of bringing home the trophies was "T.L.C." These three initials, he explained, meant TENDER LOVING CARE. There is no substitute for the long hours spent preparing and tuning a racing outfit. Most of the also-ran drivers go from race to race yearning and hoping for the speed secrets that they think the winners have access to. The painful truth is that there is no such a thing as a "speed secret." For many years Frank Vincent was turning out more than his share of the outboard motors that were winning the gold and chalking up the records. Following a record run inspection of one of Frank's motors, Chief A.P.B.A. inspector Al Hart was asked what he found in the motor. Ordinarily Al would have probably informed the questioner that it was none of his business—that the motor measured and that was that. But . . . on this particular occasion Al did make this statement: "I won't be violating any confidences when I tell you that the motor that Frank set up was strictly stock — no gim-

micks, but it was a beautiful piece of machinery — every part perfect. The secret of the performance of that motor was hours and countless hours of painstaking work to the point of a perfect setup." There you have it . . . That is T.L.C.

There is another famous adage, many times quoted in inboard ranks, that says "There is no substitute for horse power." This one has a slight bug in it. You have to get that horse power working in the right places. . . and . . . if you don't know where the "right places" are, you can't select the correct prop except by guesswork and the laborious and not particularly accurate "cut and try" method. It can be done "the hard way" . . . but there are tools that make the job much easier. The one tool that has done more to help break records and win races than anything else is the ENGINE DYNAMOMETER.

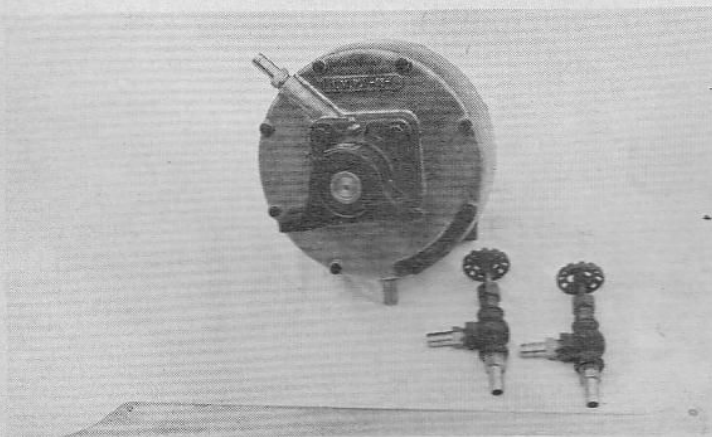
The dynamometer is a device or mechanism that not only measures the peak horsepower output of your engine, but actually shows you how

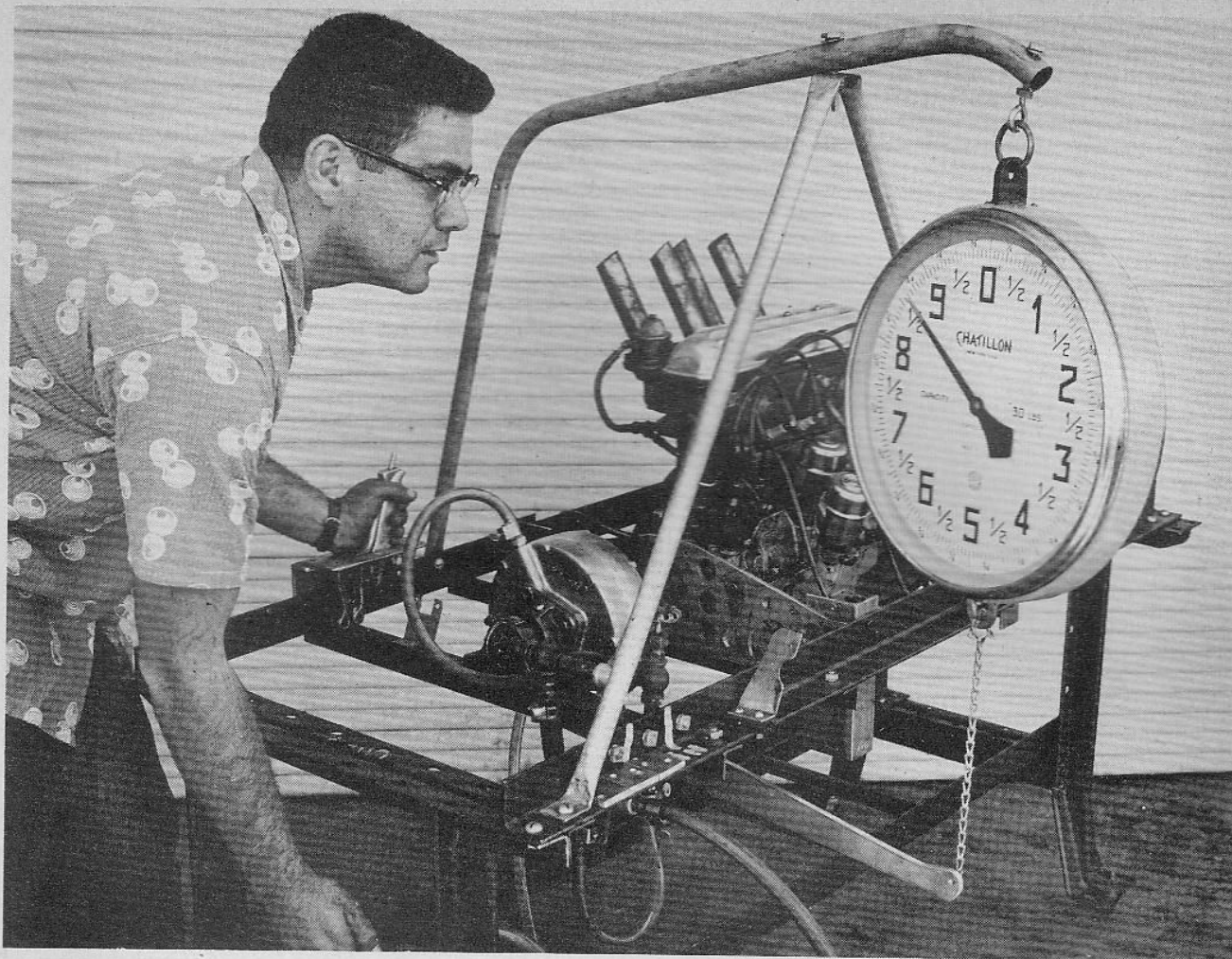
much power is being developed along the entire R.P.M. range. Every time you make a change in your motor—inboard or outboard, you are making a change plus or minus in your hp output someplace along the curve. How are you going to measure the loss or gain? With the dyno—each time you make a change in valve timing, compression, carburetion, a fuel mix, advance or retard the spark, you can actually measure the effect on your engine's performance at any R.P.M. You can custom tailor your power for top speed, acceleration or sustained power. The choice of propellers will not longer be a matter of guesswork.

A dynamometer has always been far beyond the financial reach of the average boat owner, and there are pitifully few commercial dynamometer testing shops offering service within the means of the same average owner. When such service is readily available, even if the owner can afford the tariff, it is a never-ending job to haul the engine or the power head to the dyno test shop every time you make a change. Obviously the only practical solution to the problem of testing all combinations of possible setups in an engine is to do the job right in the shop with the dyno.

Independent Marine Products of Daly City, California has been experimenting with the idea of producing a simple-to-use, but accurate, dynamometer—suitable for use in the amateur racer's shop and at a price he can afford. The Imp 48 Dynamometer now in production is the result. This unit was designed especially for testing the Aerojet or Crosley engines, but will also do the job for most of the outboard motors. The Model 48 Dyno includes the water brake unit, torque arm, needle valve

Main ingredients: water brake unit, torque arm, needle valves and ball bearing mounts.



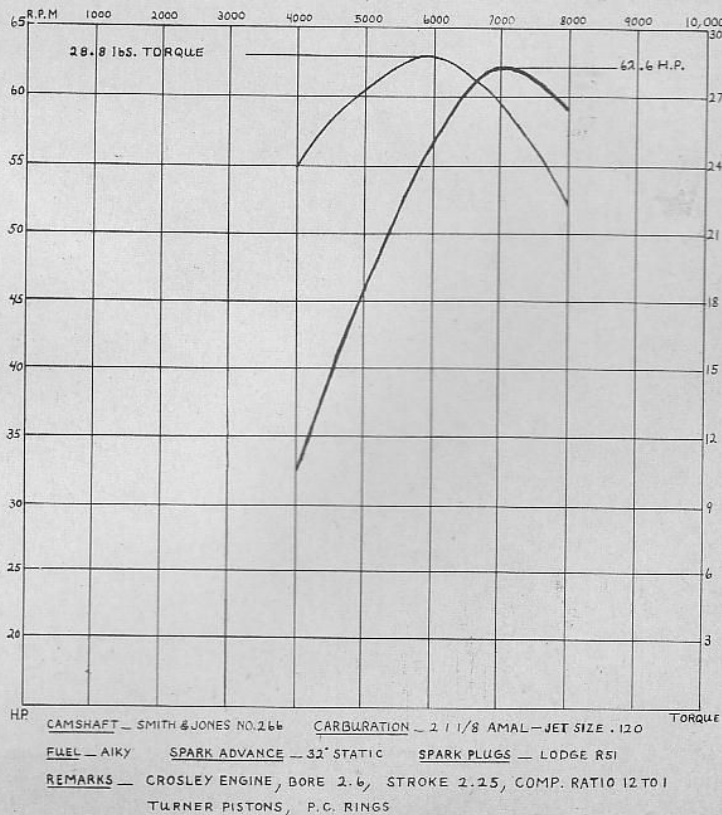


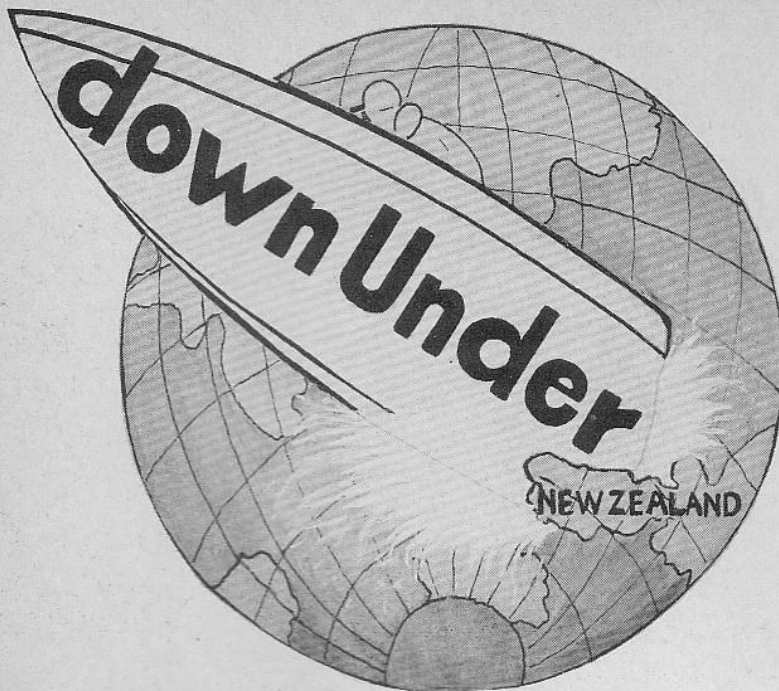
Vernon Dallman, Jr., of Independent Marine Products working out the horsepower curve of a Crosley on the Imp Model 48 Dynamometer.

and ball bearing mounts. All that the owner needs to complete a home dynamometer is a tachometer, any accurate scale with a capacity of 30 pounds or more, a few feet of garden hose and a stand which can be easily constructed of angle iron or wood. Each unit is factory tested at speeds in excess of 10,000 R.P.M. The manufacturers furnish full setup and testing instructions and a horsepower chart. Any boat owner with the minimum of mechanical ability who can read and follow simple directions can produce an accurate rating chart on his engine just as fast as he can make changes and adjustments. This development will be a real boon to the boat owner who is willing to go to a little extra work to get out in front.

An actual chart on a Crosley engine. With a series of tests, the boat owner will know how much power is being developed along the entire R.P.M. range for various set-ups and he can custom tailor his power and select the correct prop for acceleration, top speed or sustained power.

TEST NO. 7 INDEPENDENT MARINE PRODUCTS





Round the Bridges

By BIG NIX

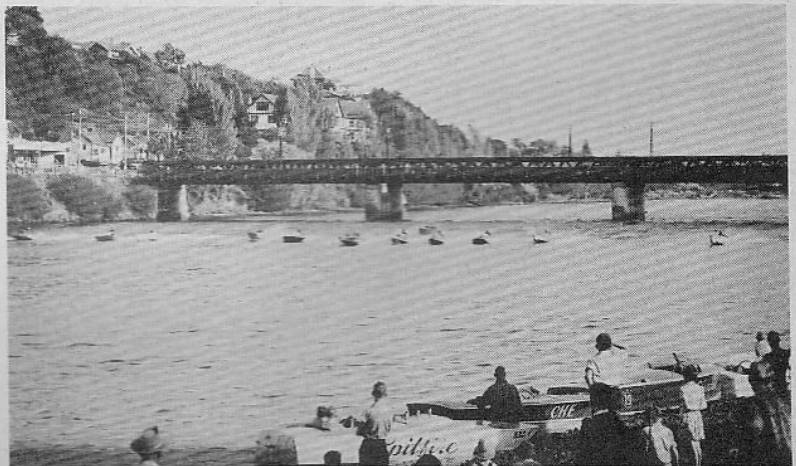
Photos by G. S. Powell — Wanganui

Editor's Note: In the July, 1952 issue of SPEED AND SPRAY, we published complete working plans of Paul Sawyer's "Alter Ego" which still holds the world five-mile competition record for the 266-cubic-inch Class of 87.890 mph. Four boats of record have been built from these "Alter Ego" offsets, including "Jason," owned and driven by our New Zealand correspondent, Big Nix. A number of small scaled-down versions of "Alter Ego" are racing in the smaller displacement classes Down Under. This interesting account tells how these three-pointers are faring in competition with the vastly superior numbers of the popular New Zealand "V-Bottoms," their racing runabouts.

If you take a look at a map of New Zealand you'll see that we live on two adjacent islands, north and south, the population being much denser the further north you go, for our racing purposes, the two islands are divided into zones, northern and central sharing equally the joys of the subtropical plenty of this land, whilst the southern zone takes in all that lump of rock, rubble and rabbits some enterprising estate agent foisted onto an unsuspecting band of colonists some hundred years ago. From the way their descendants talk I'm certain they haven't seen the joke yet apart from the leg pulling, for the south is famous for its hospitality and beauty,

this arrangement seems to be quite a satisfactory method of taking advantage of the natural geographic divisions of the country. Because of this division by natural features, it is not common to find drivers visiting between zones to any great extent, except when national championships demand extensive travel. Inter zonal competition hasn't yet been organized on a sound, official basis, but I do think it will come eventually, especially if one or two keen types can get their heads together and plan a sound program. I'm working along these lines myself, and of recent months the Manawatu Club has been show-

The Town Bridge (bottom bridge) with the Midget Class taking the starting flag from the Starter in the pace boat, which is at the far right in the photo.



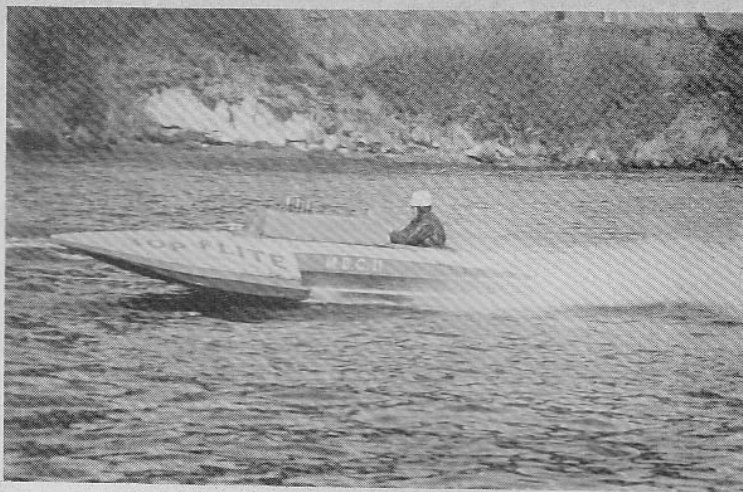
ing the flag modestly but quite successfully in all three zones. In one case in all three at once. It's an idea which I think will grow to the overall good of the game in this country. Overseas readers will excuse me for getting this story across to our Kiwi Race men.

Until I came down this way a while back, I'd never heard of what must be recognized as one of the classic races in New Zealand. Except for the war years, the Wanganui Club has run a race, in the river of the same name, each year since 1926 at least. This river is widely recognized as a scenic attraction. It's source lies away up in the volcanic centre of the island. The river flows at times majestically through wild native bush, later on to go tumbling about through narrow precipitous gorges, over dangerous rapids and what-have-you, and sedately through rich sheep country. It reaches the coast at the busy port-town of Wanganui, established over many years on either bank of this truly beautiful waterway. Bridges, three of them span the double curve of the river as it flows through the town. These are what we race round, and hence the name: the "Round the Bridges Race."

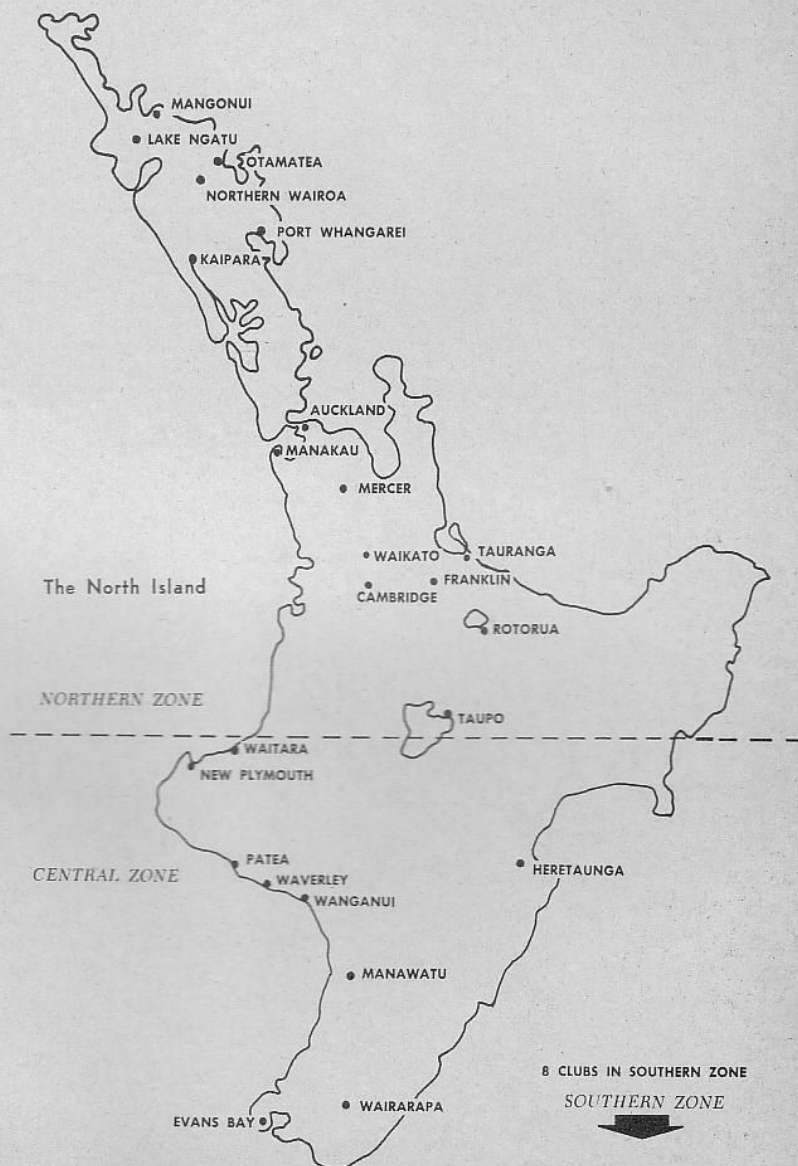
Attracting each year just about the biggest and best all round field I've ever seen, it is open to all comers. The flag is dropped on a massed, rolling start at the bottom bridge just before a rather sudden left turn. You straighten and then swing into a long right handed high-speed curve, under the middle bridge and on up to the railway bridge, round its piers and down to a buoy placed several hundred yards below the starting point. Twice round gives nearly ten miles, a thrilling course and mores. the pity we don't get many like it.

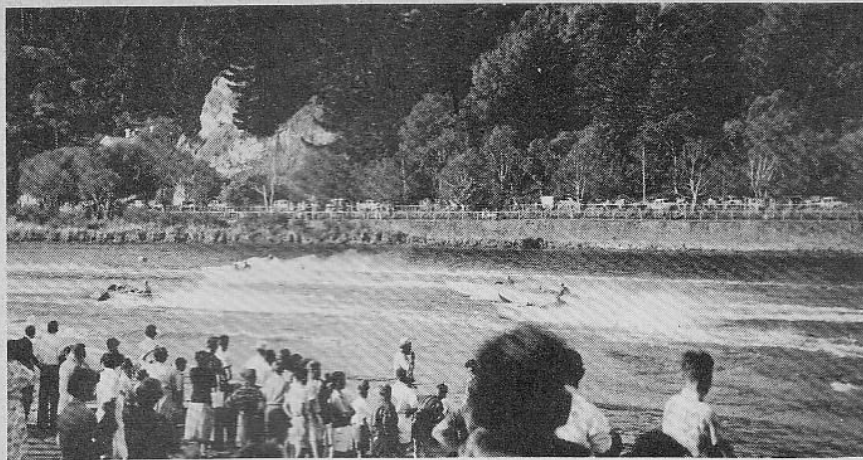
This year, for the first time, the event was raced in two classes, dividing at the 91 cu. in. measure, these little fellows taking the short cut round the bottom bridges. Some 16 starters massed down the river, turning to come up eight abreast. At the flag, Ward's scaled down alter ego, *Toodooloo*, quickly showed who was boss, followed closely by *Marlin Bimbo* and *Bush Brew*, another of these very popular midget hydros. *Marlin*, a veebottom, might have been a serious worry in choppy water, but once clear of the field and the terrific ride the rest were getting, *Toodooloo* just stuck her tail up and went for the doctor, opening up a commanding lead and maintaining it comfortably to the finish of a very interesting race. *Marlin* in second spot, once again demonstrated that she is in the top rank of what must be just about the most popular class in the country.

The big fellows raced next, over the full course. This time 30 starters formed up well below the bottom mark. That in itself is a rather dicy do, ducking and diving and dodging, making up your mind just what "that particular clot" thinks he's doing. The draw for the starting positions had really mixed us up. I was in the third row way over on the right bank *Top Flite* also in that bunch. The only one who got a good draw among the faster hulls was Tass Algie in *Auto Wynne*, the NZ vee bottom title holder. On the roll up those of us in the back ranks got a hell of a ride. I did see Harold Peters take *Top Flite* up the inside on the left to get a good line. I was well back but with a clear run straight ahead. Right on the finish line starter Matt Morrison in *Avalanche* let us go to a real scramble of a start. Practically every one had moved left except a small bunch including your truly. *Top Flite* and *Auto Wynne*, close in at the corner, streaked away whilst I had to bring *Jason* across the field. Somewhere about here I spotted *Clipper*. He wasn't wasting any time either. Once clear of that first left hand run, *Top Flite* kept close into the left bank in still water. I chose the centre and set off to chase him, judging that I could handle the chop out there near enough to profit from it. My clock (speed) is steadily moving up. I think Harold is closer — the clock shows just under 70 now. Two ducks flap out of the way. I duck also. Now there's a sand bank and a couple of snags up here a bit, best move over. Harold is still way over in the smooth water, but coming back to me very slowly. Under the first bridge and the chop is gone — *Jason* wriggles

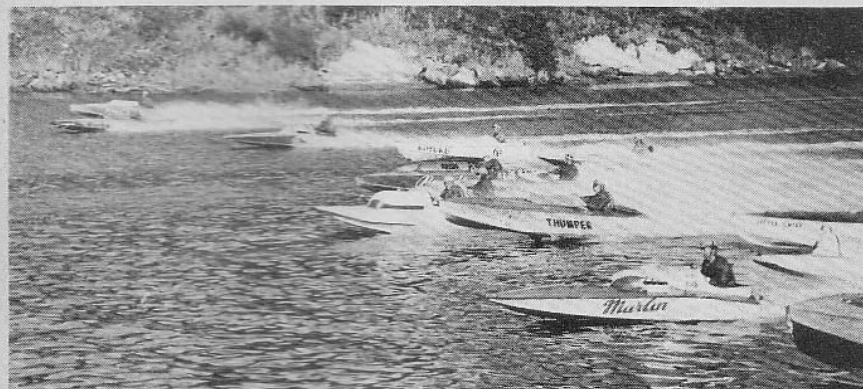


Harold Peter's TOP FLITE won the feature—a nice clean running pointer. This is a local design—powered with a triple carburetor equipped Dodge.





The back rankers in the big race get away—pretty cobby now with 20 boats chewing it up ahead of this bunch. JASON, over on the far bank, is just moving out ahead to take up the chase after TOP FLITE, now well out in the lead.



A good view of the Midgets right after the start. TOODOOLOO, the ultimate winner, is just beyond THUMPER, leading him by half a length. The winner, which is a scaled down version of ALTER EGO, is just beyond, and a half length ahead of THUMPER. The "Vee" mottom MARLIN, which placed second, is in the foreground. Most of these little outfits are powered with the Ford 10 motor, which delivers approximately 35-40 hp at 5000 rpm.

ever so slightly and I'm up, prop-riding. Harold is not far in front and my gamble is paying off. The water is darned near flat on my line.

Under the top bridge and round the piers, throttle back to clear *Top Flite* who is close enough to spit at. That's two miles gone. Take a quick glance down stream. *Clipper's* down there, and there's *Tass*, in third place. That's where I dipped out. Throttling back for the about face, one plug died, cleared and died again. *Top Flite's* away, lengths ahead. Then *Tass* is out, two plugs minus platinum tips was his trouble. Down here it's a bit rough, *Top Flite* doesn't like that at all, and *Jason* gets up close again. Then two more plugs sputter and I've had my chance of a win. Harold's going like a champ and I'm just keeping my 2nd. That's how we finished, *Top Flite*, *Jason* and *Clipper*. The time 8 min. 46 sec. chopping just 26 secs off my last year's record. My time at 8.12 was exactly the same as last year

The race has a double value, a sealed handicap being run in conjunction with the straight speed section. *Clipper's* performance gave him this handsome trophy and the task of keeping it clean for another year.

Altogether a real race, lots of fun, and should be encouraged!

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THE ARIZONA NAVY REPORTS

By GINA MISHEY

There is water in the Arizona desert! We have found it and we are doing with it what we think best. We are holding OUTBOARD RACES on it. Our club just conducted a very successful regatta on the waters of our latest find—and come “you know what” or high water, we’re going to have another race soon.

The Arizona Navy played host to a wonderful group of drivers on April 17 at the First Annual Phoenix Boys Club Boat Race held on Lower Lake Pleasant, Phoenix, Arizona. A full program of events was run off and both the racing and stock classes were well represented. Cash in the amounts of \$20.00, \$15.00, \$10.00 and \$5.00 per heat was paid to all classes plus a beautiful trophy for the first-place winner in each class. The trophy was awarded the winner on points. Needless to say, California drivers romped home with most of the loot and they well deserved it. The day was beautiful, the races exciting and there were no accidents to spoil the event.

The Class A Stock Hydro race wound up with a very unusual twist. Kenny Hodges of Blythe, California, won top honors easily over a good field of boats in the first heat. The second heat was a dilly. On the first attempted start, Butch Reed of Blythe dragged the other boys over the line ahead of the gun and was disqualified. On the one restart that is permitted, the entire field was across the line ahead of the gun and as a result all of them were disqualified . . . so Kenny Hodges took home the trophy on the basis of his win in the first heat.

Tommy Ingalls of Bakersfield, California, demonstrated the driving ability that won him the right to carry U.S. 1 on his equipment throughout the 1954 season. Tommy scored straight heat wins in three classes: B, C and F Hydro—a very profitable regatta for him financially as well as trophy wise.



Boots Kaye Morphy of Hollywood, California, has been knocking them dead in the M Hydroplane class on the Pacific Coast for many a moon now. She apparently still has her winning ways, for she took the M Hydro trophy at Lake Pleasant.

Class M Hydro—Boots Kaye Morphy of Hollywood split first places with Craig Spencer of Los Angeles and won out on best time.

Class A Hydro—Glen Clayman of Ontario, California—a first and a third.

C Service Hydro—Roy Gates, Ventura, California—both heats.

C Service Runabout—Leonard Gates, Ventura, California—both heats.

C Racing Runabout—Lewis Morphy of Hollywood—both heats.

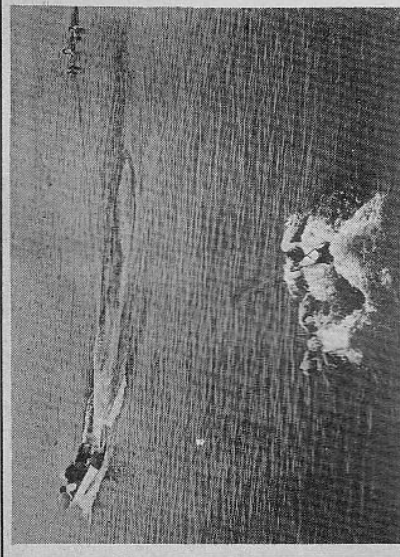
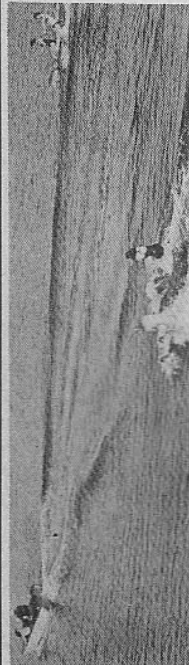
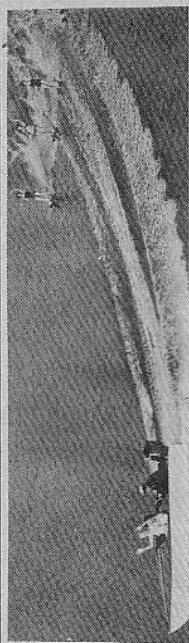
F Racing Runabout—Ralph Homes of Phoenix—a second and a first.

B Stock Hydro—Deanie Montgomery of Corsicana, Texas—both heats.

D Stock Hydro—Guy Tillman of Phoenix — both heats.

BU Runabout—Chuck Van Dyke of Yuma, Arizona and Seanie Montgomery split heats and tied in points. Chuck won out by 3/10 of a second.

Tommy Ingalls of course was the biggest money winner of the day. Second to Tommy in this department was Deanie Montgomery who scored consistently down the line. The regatta was sanctioned by the National Outboard Association.



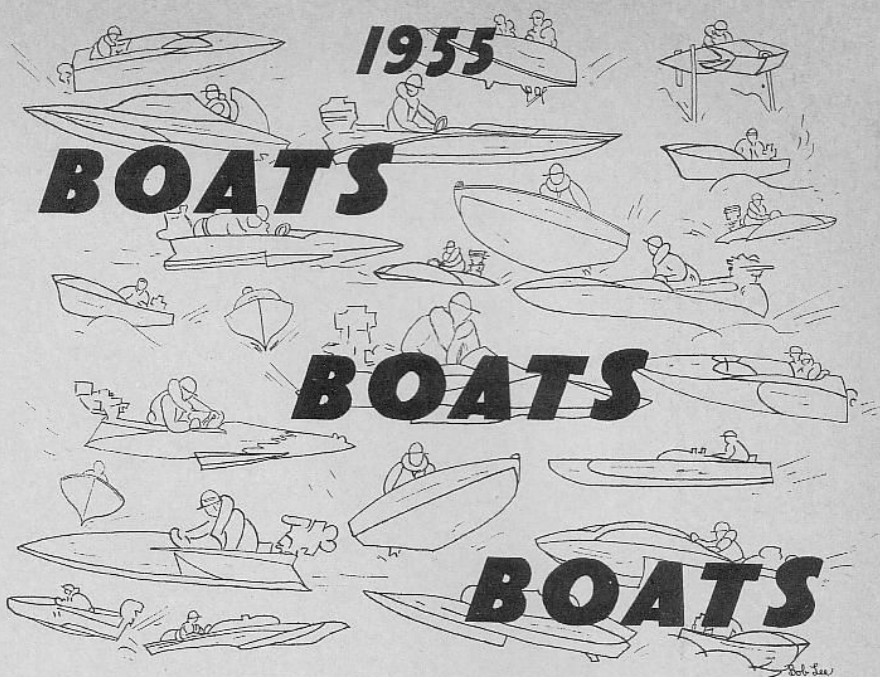
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UP



CHAMPION BOATS

Long Beach, Calif., has four new contributions to offer the boating public for 1955.

The first, and certainly an important step, has been the introduction of Champion Saber kits in three "Pay-As-You-Build" units. This unique method of shipping kits allows the kit builder to purchase the various sections of the kit as he needs them. It does away with the high initial cost of a kit which often exceeds the down payment necessary to finance a completed boat with motor and accessories. The widely popular Saber 14 is the first model available under this new plan.

Champion Boats is pioneering a new way to give kit instructions. Large clear photographs are being used to show each operation complete with explanatory text. This method allows a kit builder to be sure that he is performing the operation in the correct manner. All Champion kits are identical in design, construction and performance with Champion factory finished boats, an unusual advantage to the kit owner.

The second contribution has been the development and production of a new Champion Saber 16' with a maximum beam of 78 inches and a beam of 72 inches at the bottom of the transom. The bottom is a rolling "V" similar to the 14' and 12' Sabers. The entire Saber line has proved exceptionally fast and is in heavy demand by water-skiers all over the country and abroad.

A new Saber 12' is being produced as the third offer. The increased beam of 63 inches at the bottom of

the transom might seem excessive for a 12-foot boat if it were not already proven that the wide rigid bottoms of the Sabers make them the outstanding outboard ski-boat. The exceptional beams at the bottom of the transom insure the almost immediate level-rise so necessary in skiing. The level-rise materially reduces the re-planing drag so that the bulk of the horsepower can be applied to pulling the skier out of the water immediately.

All Champion Sabers are now available as inboards with engine stringers set up for either In-line or V-drives. The inboards are available only as bare hulls or factory finished boats.

The Champion line of fast trophy winning racing outboards is augmented by a newly developed Class BU stock outboard for short closed courses and is known as the Champion BU 113-X. Its main features are extremely fast turning and an ability to cut through rough wakes to gain the lead position.

SPECIAL STOCK PLAN

This 14' Runabout designed by E. G. McCrea and available as a Special Stock Plan is a very popular model which combines good speed with safety and stability. Principal dimensions are 13'5" overall with 52" beam at the transom and a maximum depth of 24". Special stock plans with full size parts patterns are available from E. G. McCrea & Co., North Hatley, Que., Canada. A production model is planned also by Hatley Craft Marine & Mfg. Co., of North Hatley, from this design for 1955 delivery in limited supply.

TRADE NOTES

ALUMINUM MARINE HARDWARE—Auburn, N.Y. manufactures curved wrap-around windshields for small boats. The makers state that because of the special flexibility of these windshields, they fit any shape outboard boat, without recutting, and that they can be installed in 5 minutes. They are ready cut of scratch resistant plexiglass, designed for use with the No. 702 and 703 wrap-around style Nautalloy Windshield Brackets—which we understand were engineered to allow for all variance in deck contours, so that a perfect fit can always be possible. Chrome-Edge, a plastic chrome edging, for trimming the top of the windshield is supplied with each package. Plexiglass is available clear or tinted. Literature on request.

JOHNSON MOTORS—Waukegan, Illinois. Adoption of a new policy to protect the owner who purchases an outboard motor but does not put it in immediate use has been announced by Johnson Motors. Supplanting a flat 90 day guarantee, the firm now warrants its outboard motors for 90 days from initial use or one year from date of purchase, whichever comes first . . . Johnson has also developed a system of affixing serial numbers on motors that should materially reduce the number of outboard motor thefts. In addition to the serial number located in the usual place for easy reference, a metal plug carrying the serial is affixed to a cylinder in such a manner that it cannot be removed without leaving a perma-

nent mark. Notice of the serial number of a stolen motor is circulated to Johnson's 3,300 dealers.

HARBOR PLYWOOD CORP., Aberdeen, Wash., Super-Harbord boat hull grade fir plywood with solid inner ply construction and select panel faces is widely available now to the amateur boat builder through most retail lumber yards. Super-Harbord is manufactured throughout only from prime old growth Douglas fir heartwood—the durable part of the tree. The 100% phenolic resin waterproof glue used in the panel will outlast the life of the wood. Face plys are carefully selected for best appearance and inner plys are machine edged and tightly butted to provide for absolutely solid inner ply construction. After leaving the hot press, each panel is re-humidified in a process exclusive with Harbor to keep the panel absolutely flat, removing the primary cause of warping and twisting.

CHAMPION BOATS

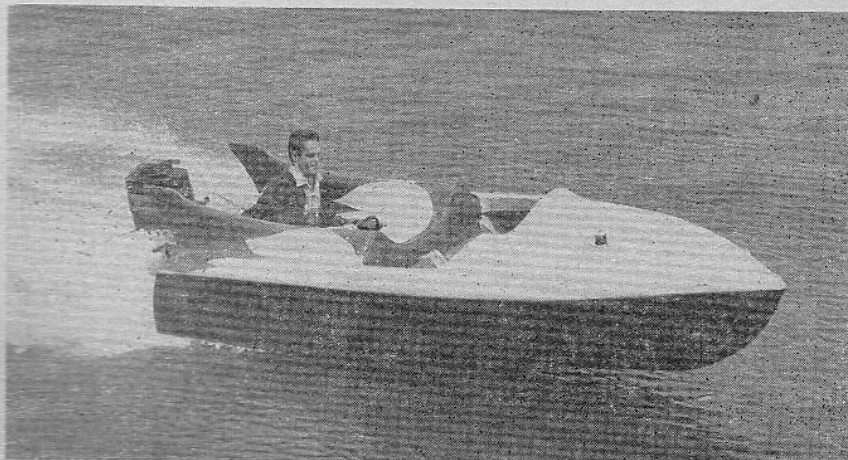
People visiting the Los Angeles Boat Show this year were surprised to see something really new in the form of outboard motor boats—

Champion Boats of Long Beach, Calif., unveiled their conception of "what's to come" in the near future. Champion's boats have long been associated with faster, more streamlined approaches to boating. But this one really caused a bottleneck at the show, to a point where guards were used to clear the area.

P. S.—Only twelve of these boats will be built in 1955.

Pertinent info—13' long, 69" beam, seats 3 people, with driver in aft cockpit. Top speed over 50 mph; weight, 240 lbs.; price \$1,500.00

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FOR SALE — New Evinrude Speeditwin cylinders, \$28.00 each, or two for \$50.00 f.o.b. Santa Barbara, California. Write to "Classified" in care of Speed and Spray, 1126 Santa Barbara St., Santa Barbara, California.

FOR SALE—A-B Runabout, 401-C, \$125.00 f.o.b. One-eighth inch deck, one-quarter inch sides, one-half inch bottom or planing area. This is a Beck hull and very strongly built and fast. Weight, 145 pounds. Photo in this issue in article "Southland Stockers" shows boat in front at start of "A" Runabouts at Needles, California. If interested—will send complete photos—reason for selling, bought new DeSilva. RON LOOMIS, 820 Moreno Rd., Santa Barbara, California.

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Correspondence

(Continued)

ROOM FOR IMPROVEMENT

The Waterman article is a dandy Kickhafer ad. No unbiased outboard motor manufacturer will fail to recognize that others made important advances in outboard motors, or that many current features and models are ridiculous.

Mr. Waterman built only a suitable engine to the job in hand. The rest of them also build make-shifts. His engine was built to fit the transom heights of small boats of the day. Currently built outboards require the mutilation of the boat in order to make them run on most of the boats that they are specifically built to fit. If you don't publish this, at least send it to Mr. Kickhafer. Control cables are a mess. All of those big outboards should be built to mount in the boat, as they are no longer portable engines. Control cables should be a workman-like job, and not all over the boat. It took some of the owners of the 25s 'til last year to get steerer-bars installed, and I have yet to see the right shieves installed in any boats.

It happens too, that a better outboard than the Lockwood Chief has yet to be built. Stripped models should be built in the smaller sizes, as it isn't everyone who wants to pay to be hamstrung with a broken starter cord, or who wants to go to the expense of maintaining gingerbread lower units. I have never seen a better dollar outboard buy than the stripped Elgin 6. In this climate, any outboard with carbon steel roller bearings deteriorates rapidly in storage, without dunking it; and heaven knows what to expect of a used engine. No piece of machinery is quite as good for service if it has more parts, accessibility being considered.

R. W. Wasser,
Miami, Florida

- Well that pretty well covers the outboard situation, past and present, from Mr. Wasser's point of view. It remains to be considered that over 625,000 people purchased the modern version of these "over-the-transom" contrivances in 1955 regardless of their deficiencies in design. This doesn't mean that there isn't food for thought in some of Mr. Wasser's remarks.—ED.

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Flash!

Kiekhafer Corporation has filed a specification sheet on a new class C motor with the A.P.B.A. Stock Outboard Racing Commission. The motor is a 4 cylinder in-line job measuring out 29.7 cu. in. It is designated as Mercury Mark 30H. From a study of the specs this motor seems to be a sleeved down version of the Mark 55 using KG4 pistons, the "D" drive shaft housing and clamp bracket assembly—adapted to take the "B" Quicksilver lower unit. This combination should result in a terrific motor. The 30H would open up new and exciting possibilities for both racing and ski enthusiasts. Obviously the production of such a motor would immediately bring into being a C Stock Hydro class with the odds-on chances that it would be an overnight success both in the departments of speed and popularity with the drivers. With a C-D Hydro and a C-D Runabout and two motors, the stock racing enthusiast would be in business with 4 hot classes. Rumor has it that the motor will also be released with a standard lower unit as the Mark 30. WARNING . . . The filing of a spec sheet with the A.P.B.A. is no guarantee that the manufacturer intends to release such a motor in the near future.

* * *

CHANGE OF DATE . . . an official bulletin from the A.P.B.A. has just that the annual Detroit River Maragone out to all drivers announcing thon will be held on May 29th . . . the date was previously announced to be one day later. May 29th will be the date.

* * *

Inboard National Championships assigned. A telegram from Farnk Foulke, Inboard V.P. of the A.P.B.A lists the following: 48 Hydro—Salton Sea; 266 Hydro and 135 Hydro — Melbourne, Kentucky; 7 Lire—Buffalo, N.Y.; 136 Hydro—Cambridge, Md. The E Racing Runabout championship was previously awarded to Salton Sea. The dates for each of these annual events will be found in the Regatta Calendar in this issue. Cracker Box Class Nationals were previously awarded to Long Beach Marine Stadium—May the 30th and the P.O.D.H. Nationals at the same course on July 4th.

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*** Mr. and Mrs. Paul Sawyer Jr. are vacationing abroad. They went over on the palatial Isle de France. A post card to the Hitchcock's from Paris is very informative. The message portion of the card contains one word "Terrific!!!" Paul still holds the 266 class five mile world mark, but hasn't raced in a couple of years. Can't believe he has retired—not that beaver.

*** The start and finish of the WinnebagoLand Marathon will be at Fond du Lac, at the foot of Lake Winnebago instead of at Neenah-Menasha, where the big race has started and ended in its six previous runnings. The new course will stretch from Fond du Lac to Oshkosh on Lake Winnebago, then up the Wolf River through Lake Buttes des Mortes to Winneconne, through Lakes Winneconne and Poygan past Orihula to the turn around point at Fremont.

*** The Canadian Boating Foundation has dropped the special restricted Canadian 135 Class which will be replaced by the 136 Class which has taken hold well in the U.S.A.

*** Bud Wiget and Walt Blankenstein have taken over the Marshall Eldredge racing outboard shop at 1250 East Magnolia, Lakeland, Florida. Walt has moved to Lakeland and according to scuttlebut Bud will winter in Florida and spend his summers in California.

*** Word from Detroit says that Miss Pepsi may return to the racing wars. According to the report, the National Pepsi Cola Company is negotiating with the Dossin Brothers of Detroit to purchase the "Big Train." Chuck Thompson and son, Chas. Jr., would be named to recondition the big twin engine job and campaign it

this season. Bet this news gave Stan Sayres & Co. a shaking up. Pepsi has been the one boat that has given the Slo Mo team a real bad time on Lake Washington.

*** Another report tells that Guy Lombardo is trying to get his TV program in order so that he may have the summer free to return to boat racing and that he is looking for a Gold Cupper. Could be, but on the other hand, that Lombardo press bureau is doing an artistic job of keeping Guy in the racing news even when he doesn't have a boat.

*** The Schoeniths of Detroit will race a four boat Unlimited team this season. Looks like they are really after that Gold Cup—they didn't get it last year but they did get U.S. 1 in the class, plus a flock of trophies. Lee will drive the new twin engined Gale VI, Bill Cantrell Gale IV and "Papa" Joe will handle Gale III. One boat will be kept in reserve.

*** Frank Saile of Detroit plans to run a two boat Unlimited team this year—his new Dan Arena hull and another new one by Les Staudacher.

*** The new Ted Jones designed Gold Cupper Miss Thriftway, now under construction at the Les Staudacher plant at Bay Cities, Michigan, for Willard E. Rhodes of Seattle is scheduled for delivery on June 1st.

*** Al Hart, Chief Measurer of the A.P.B.A., has finally gone in the boating business. He is located in Sacramento, California. We hear the name of the business is "Al Hart — The Outboard Man."

*** Fred Hahn III of Philadelphia, Pa., has been elected President of the American Inboard Association succeeding Lou Eppel of Cedar Grove, N. J., who served as A.I.A. head man for four years.

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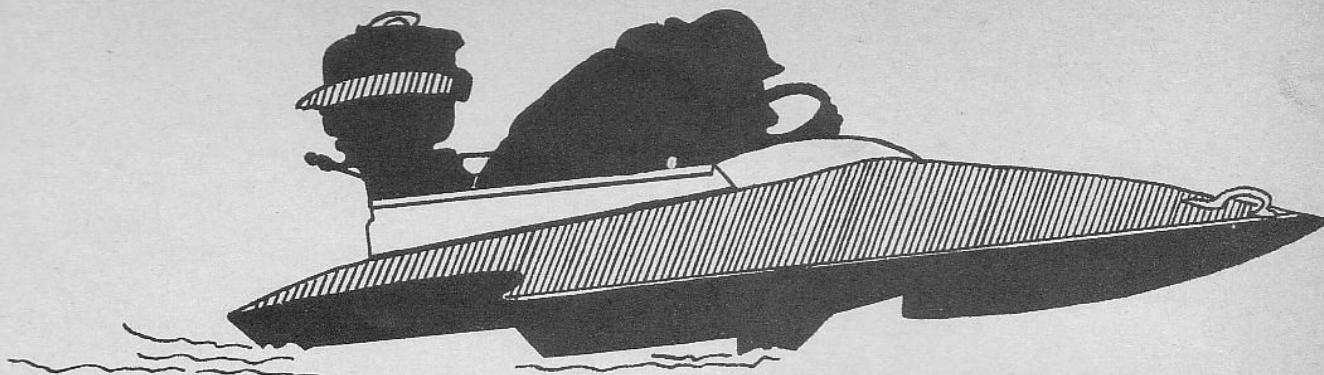
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