

Speed AND Spray

THE INTERNATIONAL MAGAZINE OF POWERBOATING

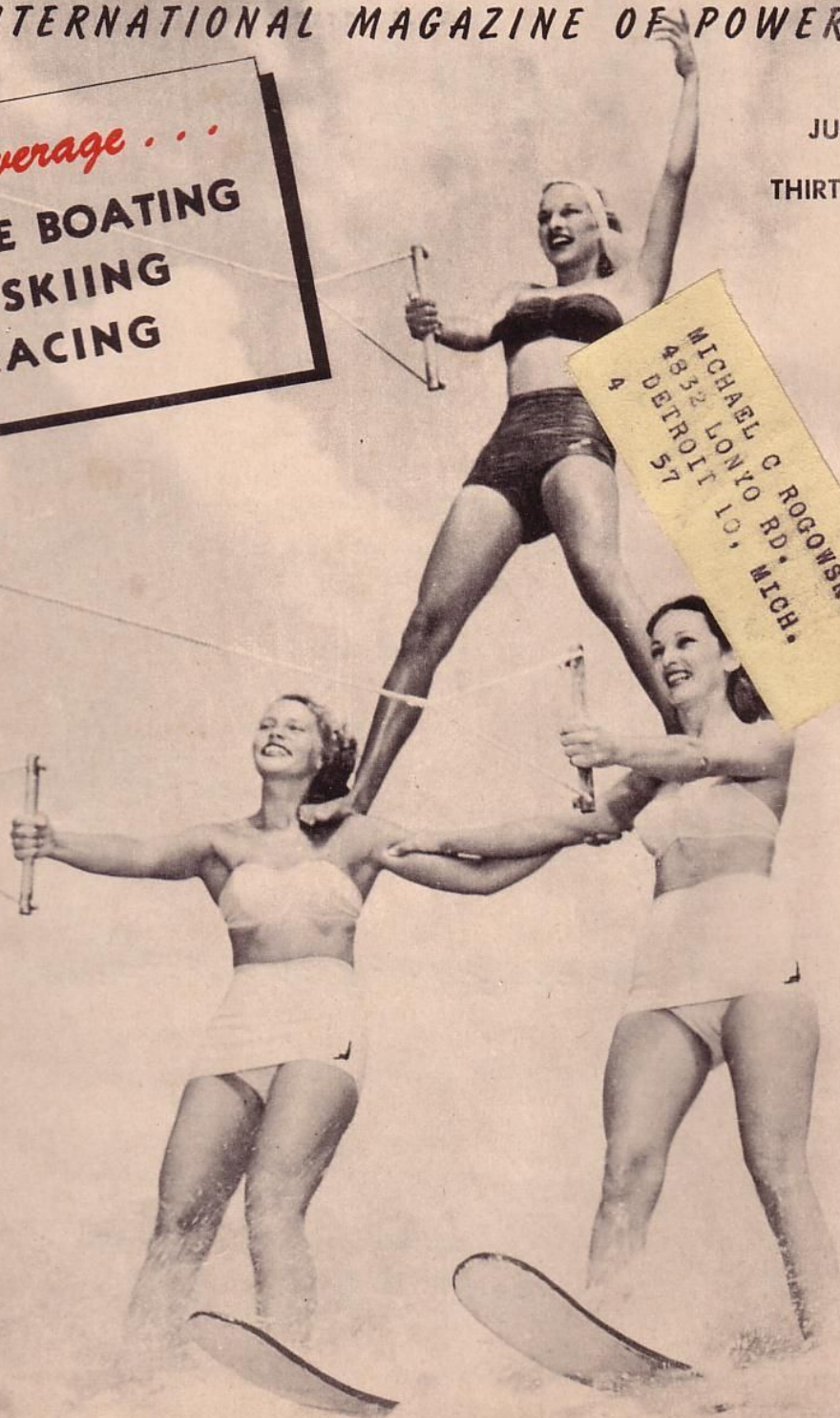
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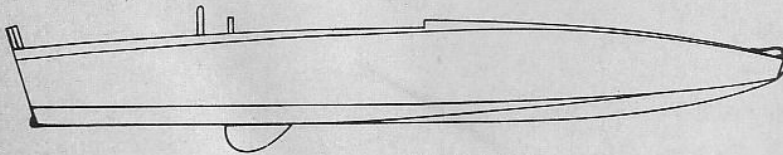
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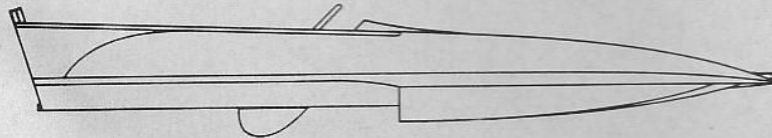
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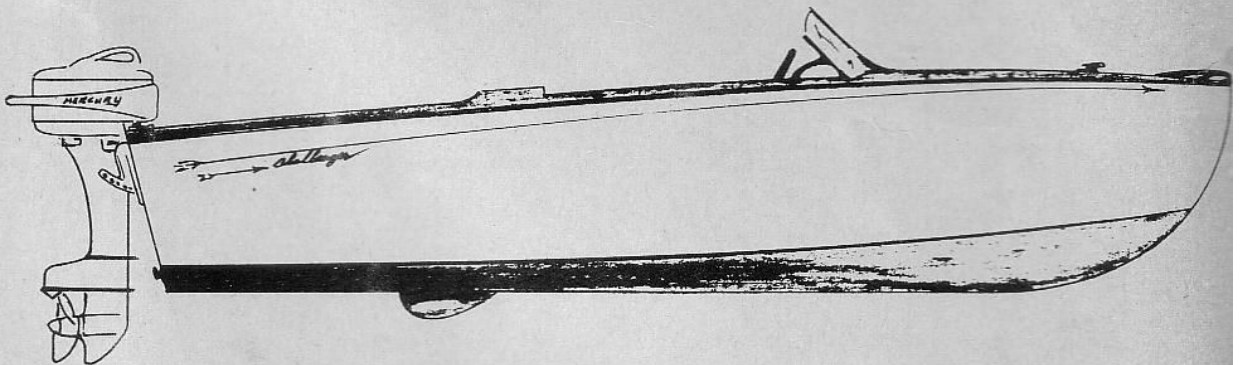


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ALL CHALLENGE DESIGNS MEET HULL RULES OF THE AMERICAN POWER BOAT ASSOCIATION FOR COMPETITIVE RACING

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

Editorials

Our Guest Editor this month is DR. WILLIAM E. SCHIEFER, Commodore, Pacific Power Boat Club, Inc., San Diego, Calif.—

Organized power boat racing is enjoying more and more success from the standpoint of number of participants and the number of regattas, but at the same time water and spectator facilities along with sponsors are harder and harder to find. It seems the answer might lie in our stumbling public relations program. We must sell boat racing to the "guy on the beach."

Let's consider for a moment that "guy on the beach." Sure he steps in your tool box and his kids throw beer cans in the water. He climbs on your trailer and he steps on your 1/8" deck. He's nearly always in the way and generally a nuisance on race day, but it's a dismal boat race without him.

Don't forget, he pays your freight in many ways. He pays admission or he MAY be your next sponsor. He may never see a boat race, but he MAY speak up for you at the next city council meeting when you're looking for a place to run. He may give you space in his newspaper, or he may speak up at his service club when you're trying to sell a block of tickets to the next race. He may even join your club and he may build up an outfit. In short, he's John Q. Public and he makes our sport possible thru his interest in organized racing.

How do we please this "guy on the beach?" What does he expect of us? Very briefly he wants to see good close competition, lots of action and good sportsmanship. He likes a lot of entries in each event and a fast moving program. He considers these factors of far more importance than just which type of boat is racing. The fact that they are inboards or outboards, runabouts or hydros, burn "alky" or gasoline, or run motors that are stock or full race is of secondary importance. He likes speed sure, but a 50 mile per hour race with a dozen closely matched boats gives him a bigger thrill than three or four 80 milers that aren't even within sight of one another.

It's only natural that each of us should be an enthusiastic supporter of our particular class and our own division. Don't forget though, that it's all POWER BOAT RACING. Bickering among ourselves over the relative merits of other divisions or classes reflects directly on organized power boat racing, and indirectly right back on your own class. The best way to sell your own class is to boost organized racing in ALL classes. Failure of a regatta in another division or even a poor turnout in a class or two makes the success of the next regatta in your own division that much less secure. Remember, to the "guy on the beach" boat racing is just competition between racing boats.

Let's all pull together and sell this "guy on the beach."

Speed AND Spray

THE INTERNATIONAL MAGAZINE OF MOTORBOATING

July 1955

VOL. 2, No. 2

CONTENTS

	Page
Editorial	3
Regatta Calendar	4
Correspondence	5
Water Skiing	7
Championship Inboarding	12
Hot-Rodding the Champion	14
Kilroy—Ski-Tug Supreme	16
On the Continent—Italy	22
Fact or Fancy	25
Catalina Cruises	26
Down Under (New Zealand)	29
Water Hazard	30
Trade Notes	32
Classified Advertising	32
Dealer Directory	33
In The Roostertail	34

COVER PHOTO—Shirley Sharpe, astride the shoulders of Betty MacDonald and Katy Liefheit, waves at the visiting tourists during one of the ski shows held four times daily, every day of the year at beautiful Cypress Gardens—Wide World Photo

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REGATTA CALENDAR

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

CALENDAR CODE

I—Inboard
O—Outboard
SO—Stock Outboard

1955 APBA REGATTA CALENDAR

Date	Location	Code
REGION 1		
7/4	New Bedford, Mass.	O-SO
7/10	Glastonbury, Conn. (Regionals)	SO
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		
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 (Regionals)	SO
7/31	Utica	SO
7/31	Poughkeepsie	SO
8/6-7	Black Lake (Divisionals)	O
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		
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		
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. (SO Divisionals)	I-SO
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. (Mile Trials)	I
9/25	Richmond, Va.	SO
10/1-2	Elizabeth City, N. C. (Mile Trials)	I-SO
10/9	Charleston, W. Va.	I-SO
REGION 5—FLORIDA		
7/17	Miami (Regionals)	SO
9/11	Miami	SO
10/9	Miami	SO
11/20	Miami	SO
REGION 6		
7/3	Cheboygan, Mich.	SO
7/4	Ecorse, Mich.	SO
7/9-10	Columbus, O. (Mile Trials)	I
7/10	Newport, Mich.	SO
7/17	Russell's Point, O.	SO
7/17	St. Clair, Mich. (Unlimited Only)	I
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. (Silver Cup)	I
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. (Mile Trials)	I
9/18	Eastmanville, Mich.	SO
9/25	Bellville, Mich.	SO
REGION 7		
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. (Regionals)	SO
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 8		
8/7	Burlington, Iowa	O
8/14	Dubuque, Iowa (Regionals)	O
REGION 9		
7/3-4	Lake Providence, La.	I-O
7/17	Lafitte, La.	
REGION 10		
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. (Regionals)	O-SO
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
8/4-5	Seattle, Wash. (Divisionals)	O-SO
8/6	Seattle, Wash.	I
8/7	Seattle, Wash. (Gold Cup)	I
8/8	Seattle, Wash. (Mile Trials)	I-O-SO
8/11-12	Kelowna, B. C.	I-SO
8/25-26-27-28	Devil's Lake, Ore. (Nationals)	SO
9/3	Rockaway, Ore.	O-SO
9/4	Lake Chelan, Wash.	I-SO
9/4-5	Devils Lake, Ore.	I-SO
REGION 11		
NORTHERN CALIFORNIA		
7/2	Lodi	O-SO
7/2-3	Lakeport (Regionals)	SO
7/4	Oakland	I
7/10	Donner Lake	O-SO
7/17	Nice	SO
7/17	Reno, Nevada	O-SO
7/24	Merced	I
8/14	Clear Lake (Divisionals)	SO
9/3-4	Fresno	SO
9/4	Healdsburg	O-SO
9/5 or 11	Sacramento	O-SO
9/18	Oakland	I
9/18	So. Sausalito, (FRR Nationals)	O
10/2	Rio Vista	O-SO
10/2	Sacramento	I
10/8	Pittsburg	O-SO
10/23	Oakland	SO
11/6	San Francisco	O-SO
REGION 12		
SOUTHERN CALIFORNIA		
7/3-4	Santa Barbara	O-SO
7/4	Long Beach	I
7/17	San Diego (Regionals)	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		
7/3	Salisbury, N. C.	O-SO
7/4	Greenville, S. C. (Regionals)	SO
7/24	Guntersville, Ala.	I
8/14	Hickory, N. C.	SO

REGION 16

7/3	Rupert, Idaho (O Regionals)	I-O-SO
7/10	Granby, Colo.	SO
7/24	Grand Lake, Colo.	I-SO
8/1	Denver, Colo. (SO Regionals)	I-SO
8/7	Buhl, Idaho	I-O-SO
8/28	Hot Springs, S. D. (I Regionals)	I-SO

REGION 17

7/3-4	Seeley Lake, Mont.	O-SO
7/17	Crystal Lake, Mont.	O-SO
8/14	Polson, Mont.	I-O-SO

SO MARATHONS

7/3	Ecorse, Mich	24 Miles
7/17	Augusta, Me.	65 Miles
7/17	Eastmanville, Mich.	104 miles
7/18	August, Me.	65 miles
7/24	River Rouge, Mich.	44 miles
7/24	St. Joseph, Mo.	66 miles
8/4-6	Stockton, Calif.	316 miles
8/7	Cheboygan, Mich.	87 miles
8/14	Coeur d'Alene, Idaho	? miles
8/14	Granby, Colo.	50 miles
8/21	Hague, N. Y.	75 miles
9/4	Lake Chelan, Wash.	? miles
9/11	Hudson, N.Y.	57 Miles
10/2	Needles, Calif.	115 miles
10/2	Trenton, Mich.	50 miles
12/26	Miami, Fla.	24 Miles

1955 NOA REGATTA CALENDAR

7/3	Chattanooga, Tenn. Div. I & III	
7/4	Kingston, Tenn. Div. I & III	
7/4	Texoma, Tex. Div. I	
8/7	Greenville, Miss. Div. III & IV (Marathon)	
8/21	Lake Whitney, Tex.	?
9/5	Snyder, Tex.	?

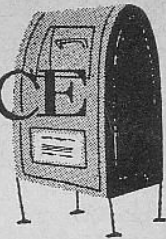
**CANADIAN BOATING FEDERATION
REGATTA DATES FOR 1955**

Zones 1-2-3

7/1	Lake Dore, Ont. 2	SO-O
7/1	Gananoque, Ont. 2	I
7/2	Arnprior, Ont. 2	I-O
7/2	Chippawa, Ont. 1	SO-O
7/3	Cornwall, Ont. 2	I-O
7/9	London, Ont. 1	SO-O
7/9	Seeley's Bay, Ont. 2	I
7/9	Carleton Place, Ont. 2	SO-O
7/10	Crystal Beach, Madoc, Ont. 2	SO
7/10	Boloel, Ont. 3	I-O
7/16	Valleyfield, Que. 3	O
7/16	Picton, Ont. 2	I
7/16	Barrie, Ont. 2 *	SO
7/17	Valleyfield, Que. 3	I
7/23	Halilton Powerboat Club, Ont. 1	SO-O
7/23	Kingston, Ont. 2	SO-O
7/24	Oka, Que. 3	I-O
7/28	Gravenhurst, Ont. 2	I
7/30	Brockville, Ont. 2	I
7/30	Papineau Lake, Que. 2	O-SO
7/31	Ile Perrot, Que. 3	I-O
7/31	St. Pierre de Wakefield, Que. 2	SO-O
8/1	Iroquois, Ont. 2	SO-O
8/1	Dunnville, Ont. 1	SO-O
8/1	Rideau Ferry, Ont. 2	I
8/6-7	Toronto Hydroplane Club 2	I
8/7	Rawdon, Que. 3	I-O
8/13-14	Chicoutimi, Que. 3	I-O
8/13-14	Buffalo, N. Y. **	I
8/14	Crystal Beach, Madoc, Ont. 2	S-O
8/21	Contraceour, Que. 3	I-O
8/27	CANADIAN STOCK NATIONALS, Barrie, Ont. 2	SO
8/28	Lachine, Que. 3	I-O
9/3-4	CANADIAN RACING NATIONALS, City of Montreal, Que. 3	I-O
9/5	Detroit & Syracuse, N. Y. **	I
9/5	London, Ont. 1	SO-O
9/9	Toronto Exhibition 2	SO



CORRESPONDENCE



Dear Outboarders:

We are writing to you in regard to our Second Annual San Diego to La Jolla Rough Water Marathon.

The date for this event is August 28, 1955, and is restricted to utility type hulls, family boats, and outboard cruisers—stock motors only.

The course is approximately 44 miles round trip. Air and water patrol by U. S. Coast Guard.

The entry fee is \$3.00 to cover first, second, and third place trophies for 15 classes, liability insurance, etc.

We would appreciate an indication of the number of entries from your club prior to 15 July so we may furnish you with literature and entry blanks.

Sincerely,

Edward H. Depew, Jr.
Race Committee
San Diego O.B.C.
1003 E. 28th St.
National City, Calif.

Dear Editor:

Thank you for the nice letter, and of course the buck. Your magazine has been well distributed in Redding. Your April issue was the best ever, I think, and I sincerely hope there will be many more like it. Crackerboxes are my meat and your article on them was perfect. Thank you again for the letter.

Yours truly,

Bob Lawrence
1700 Market St.
Redding, Calif.

May 22, 1955

"Speed and Spray"

Dear Sirs:

I was very thrilled to receive my April, 1955 issue, things haven't been the same since you stopped produc-

tion, and I sure wish you all the success you deserve, and anxiously waiting for next issue.

Please find enclosed 5 dollars to further my subscription and will you please change my address to—: Avenue Road, Stirling, South Australia.

P.S. Could you please give me the address of Mr. Ted Jones, the designer of Slo-Motion.

Yours Faithfully,

A. E. MORITZ

June 10, 1955

SPEED AND SPRAY
1126 Santa Barbara St.
Santa Barbara, Calif.

Dear Sirs:

I think your magazine is the greatest one of its kind that is published.

(Continued on Page 25)

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EDITORS NOTE: The water skiing features in this issue are published through the courtesy of The Evinrude Foundation, of the Evinrude Outboard Motor Company. They have furnished us with photographs and drawings that we will use to cover water skiing in this and the next two issues. For the beginner through the expert, with plans and drawings on ski-jumps and slaloms.

Water Skiing

America's Fastest Growing Water Sport

If you've ever thrilled to the excitement of speed — if you enjoy the exhilarating combination of sun, spray and water — if you have a venturesome nature that is looking for a new outlet — you're a potential water skier!

Once you get your feet wet — and that's all that does get wet once you leave the novice class — in this exciting sport, you'll find it grows on you rapidly and gets a stronger hold each time you attempt and master a new maneuver.

No longer a sport reserved for daredevils, eccentrics and showmen, water skiing has been developed to the point where the average family can enjoy it — and afford it. It is also an organized sport with competition at the local, national and international level under the active sponsorship of the American Water Ski Association.

Water ski historians disagree on the actual time and place of its birth — but most reliable sources give the credit to a group of French ski-troops. Bored by their lack of recreational activities in 1929, they hit on the idea of turning their snow ski abilities to the water. They even tried their conventional snow skis before developing the wider models with rubber bindings which are used today.

Formerly the sport was reserved for those who owned, or could beg, borrow or steal a powerful speed boat fast enough to get a skier out of the water and pull him at speeds necessary to maneuver properly. In recent years, however, all that has been changed. The outboard motor has entered the scene and wiped out the financial barriers that stood between water-skiing and the average American family.

The spectacular advances made in the development of outboard motors during the past few years have contributed greatly to the amazing growth the water skiing. In the pre-gearshift days, it took a combination master mechanic and professional wrestler to operate the outboard motor large enough when used to pull a water skier.

Since the gearshift, easy starting and quick-power output were built into Evinrude's 25 h.p. Big Twin, water sport lovers everywhere have

gone "Ski-Happy." Now this exciting and dramatic sport is within easy reach of the average-income enthusiast.

The following information is not to be considered the "last word" on water skiing — but is the result of my experiences gleaned from instructing in many ski schools and skiing in national and international competitions. I hope that you find it interesting and that you will soon enjoy the many thrills awaiting you in water skiing.

EQUIPMENT REQUIRED

Now — *you* can afford to water ski! Yes, you no longer have to be wealthy, with a \$4,000 speed-boat and your own gasoline pump. Today — for as little as \$795 you can get the brand-new equipment neces-

sary to bring you and your friends the ultimate in the thrills and spills of water skiing. This is a breakdown of basic equipment requirements:

MOTOR — Evinrude's 25 h.p. Big Twin (Electric or Hand Starting)

Hull — 14 feet long with a minimum of 53 inch beam at the stern

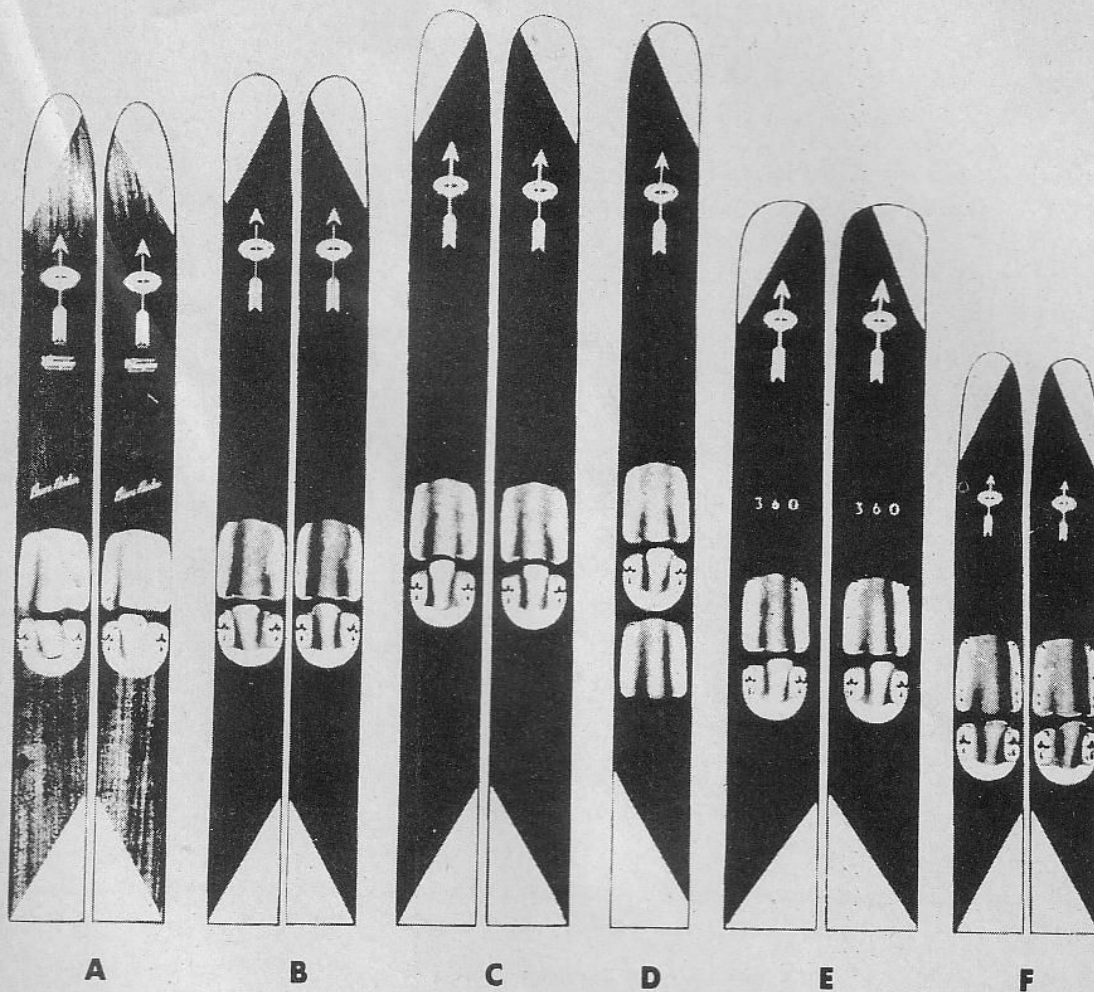
Skiis — Dependent upon weight of skiers:

50 - 120 lbs. — 5' 6" skiis

120 - 160 lbs. — 5' 9" skiis

160 - 225 lbs. — 6' 3" skiis

Tow Rope—Standard 75' tow-bar and rope



Typical selection of water skiis

A. 5' 6" long, 6 1/4" wide, 5/8" thick, made of 5 ply laminated mahogany.

B. All around model, 5' 9" by 6" by 5/8".

C. Outboard special, ideal for beginners, 6' 3" by 7" by 5/8".

D. Single slalom ski with aluminum fin

and bindings, 6' 3" by 7" by 5/8".

E. Turnaround ski, back of ski slightly rounded, no fins or rudders on bottom, 5' by 8" by 5/8".

F. Youth ski designed for children, 4' by 6" by 5/8".



Power VS. Skiis

Five to one is the ratio with this "Big Twin."

This is a subject that has long confused many potential ski enthusiasts, and sometimes has delayed their participation in this wonderful sport.

Every month I receive letters from all over the world, telling me of the difficulties encountered with certain types of motors, hulls and skiis. I have been falsely accused of staging photos showing me pulling four girls behind an Evinrude Big Twin, when the writer was unable to pull two men up with the same motor. With an exchange of letters I found out that the two men, each weighing around 200 lbs., were trying to ski on 2 pairs of 5' 6" skiis, while my four girls, averaging 120 lbs. each, were skiing on 4 pairs of 5' 6" skiis.

There is a *definite limitation on the pulling capacity of any boat*, whether inboard or outboard.

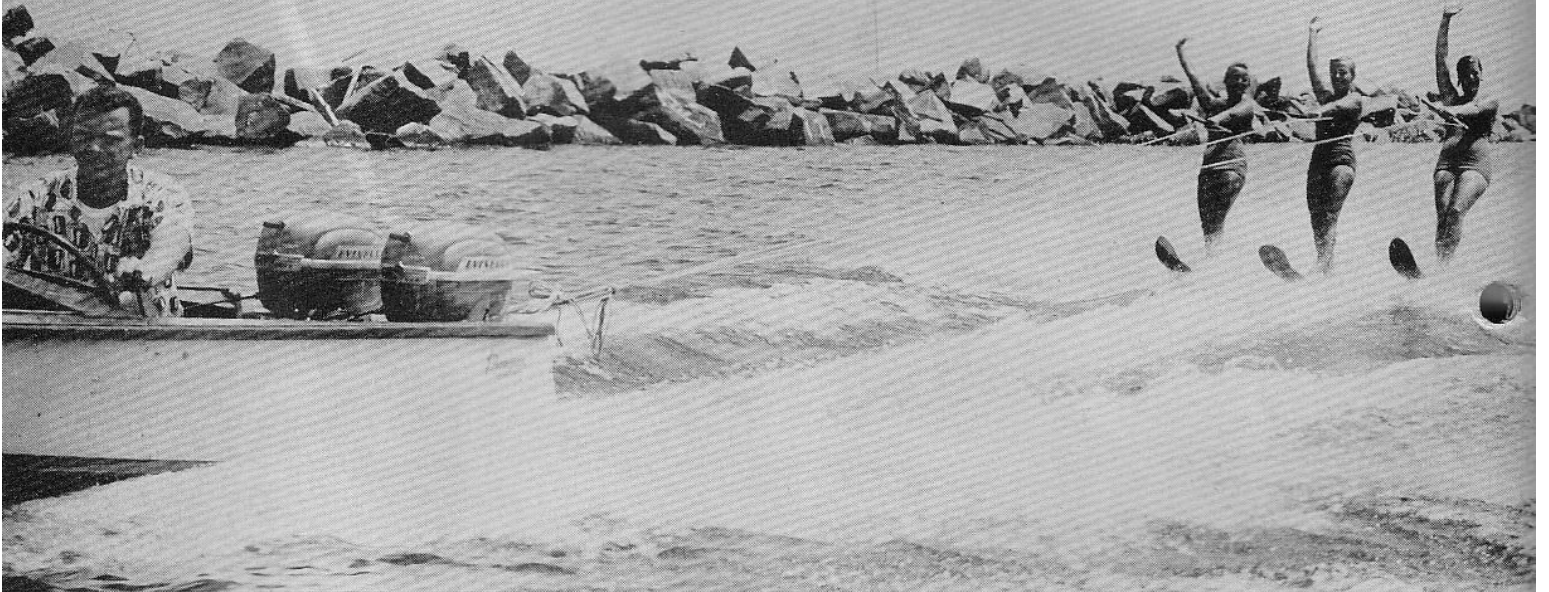
A little knowledge of and experimentation with various sizes of skiis will give you the maximum pulling capacity of your particular outfit.

In the case of the four girls versus the two men, let's be technical for a minute — the four girls weighed 480 lbs. and were skiing on 3296 square inches of ski surface, while the two men weighed 400 lbs. and were trying to ski on about half the girls' ski surface, or 1648 square inches. Outboard skiis would have increased the ski surface by another 500 square inches for the two men, and they probably could have gotten up and skied.

Aside from the ski surface area, the transom width of outboard hulls, as well as the general bottom design of the boat, has a great deal to do with the pulling capacity of any outboard motor.

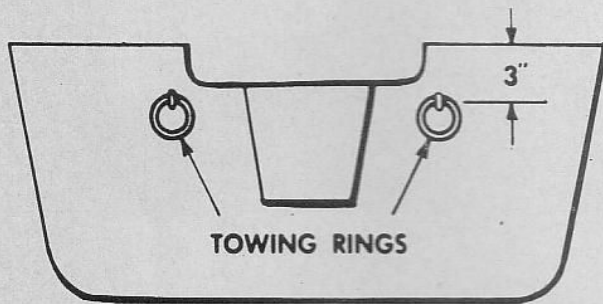


Age poses no problem if the inclination and equipment are available.



Attaching Tow Lines

The most desirable way to attach your tow rope is to have eye bolts installed on the transom. The bolts should be installed approximately three inches below the top of the transom and about three inches from the side of the motor.

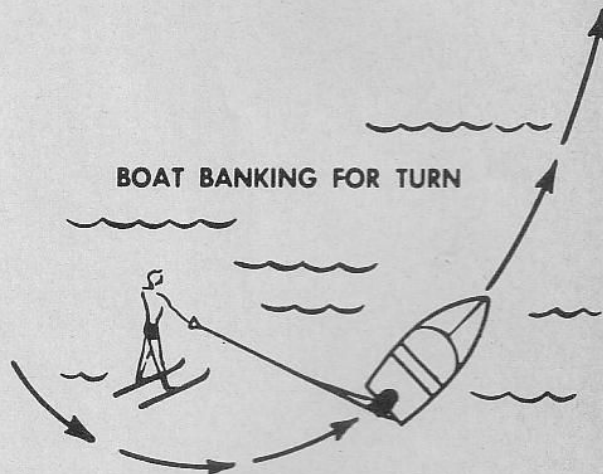


NOTE:

The outboard motor clamps are sometimes used as a temporary substitute for the eye bolts but are not recommended.

A NOTE OF WARNING:

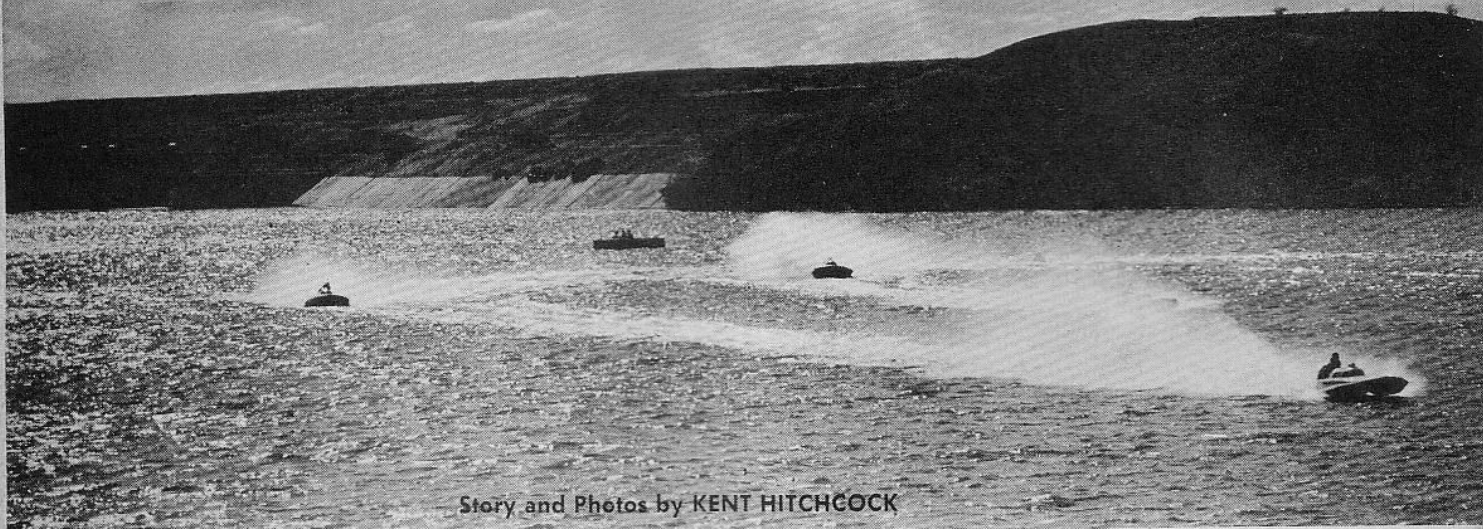
Many outboard hulls feature lifting handles on both sides of the transom. They are ideal for lifting the hull but a very poor substitute for a proper tow rope attachment. While using the lift handles as a tow rope attachment, many boats have been capsized when towing a skier in a tight turn with pressure and weight of the skier tending to pull the boat over.



These water belles use their heels in this water ballet.



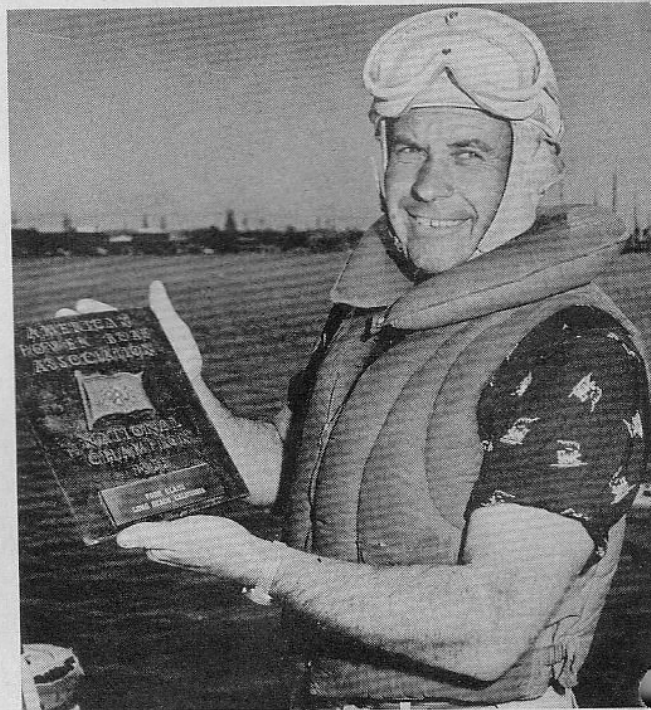
CHAMPIONSHIP INBOARDING



Story and Photos by KENT HITCHCOCK

It's going to be a hot go this year. Two of the Inboard Nationals have been run off in the West and late this month another pair of champs will have won their awards at Guntersville, Alabama. Here is the way the Inboarding picture stacks up to date.

The Cracker Box Class Nationals at Long Beach Marine Stadium on Memorial Day was a riot of disqualifications. The hottest in the country were there, but everyone was too eager. The title went to a newcomer Byron Herman of Glendale, California, driving a brand new rig—first time in the water—called *Big Heat*. Herman's job was one of those overnight entries, finished up in the wee small hours of the night before the race—and still without paint. Ten were in the starting field and the new *Big Heat* looked pretty shoddy with nine beautifully dressed up rigs. World record holder and defending National Champion Carl Maginn and his *Hot Ice* was doped to have a real battle with at least three of the challengers. Earl John and his *It'll Do*, a DeSoto powered outfit from Bakersfield had cleaned the best of them early in the season. Former record holder Bob Patterson's *Hot Cinders* with a new adjustable prop height inovation had been in the win column too. Paul Pierce's *No Go* could do the job too. There were several other good hot rigs in the field, but no one gave Herman and his rig an outside chance. On the first start they came down in a roaring pack—most of them over the line by a country mile. The re-start was a repetition and with SEVEN gun jumpers it left just three legal boats, among which was *Big Heat*. The other two legal outfits fell by the wayside and



Marion Beaver—He has a right to grin . . . This is his fourth successive National Championship Plaque in the PODH Class

Herman cruised home with a first place. Paul Pierce flipped his *No Go* in the fourth lap, a terrific spill, but he got out of the wreck without broken bones or serious injury. The second heat was an "automatic"—all Herman had to do was to finish for with no other finishers in the first heat he had it in the bag.

The PODH Nationals on the 4th of July went off according to schedule—same place—same conducting club. Marion Beaver from Parker, Arizona, holder of all records for the class, won his fourth consecutive National Championship plaque in straight heats. Beaver drove his *Little Beaver* to an easy win in the first and then turned over the driving job to Bob Critchlow for the second stanza. National High Point Champion, Whitey Miller in his *Pow Waw* lead Critchlow for several laps in the second heat which was a thriller with veteran Elmer Cravener in *Pudgy* giving both of the leaders a bad time. But the Beaver boat wasn't to be denied. After the race Marion announced that he has turned the driving job over to Critchlow—and with Beaver out of the seat you can just bet that the fur will fly in his class. Beaver will continue to drive Doc Hardin's five mile E Record holder *E-Gad* and has ideas for a 225 of his own.

When the 135's gather at Guntersville it should be a whale of a race. Young Bill Ritner has been mowing them down in the East. Don Stead has been screaming down Texas way and of course everyone will have to beat Ron Musson. Two Californians will be in the starting field. Johnny Corea from Dos Palos has been knocking off first places in the West with monotonous regularity. He is a fine driver with a very fast outfit that runs in any kind of water. The second California challenger will be Chief Oscar "Red" Reeder of the U. S. Navy . . . Red is attache d to the ice breaker Burton Island which is on cruise much of the year, so he has little chance to race or to work on his outfit. To date he has driven just eight heats—but those he drove against some of the best. His boat is lightning fast and he just might surprise. The 266 Championships stacks up as an all Eastern event. Champion Ray Gassner from St. Pete is going to be hard to beat, but Bill Ritner, Jr. will certainly be right up in the front of the classy pack that will face the starter.

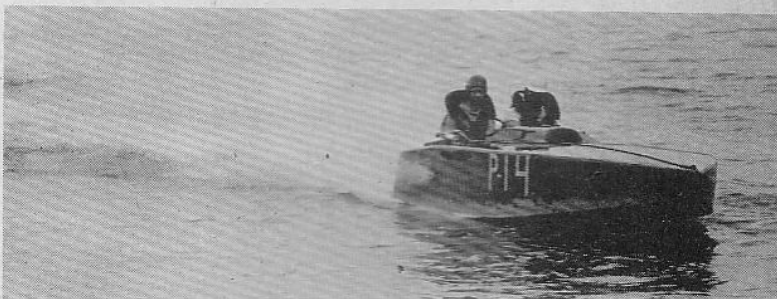
Seattle is just a short jump ahead with the Gold Cup and a full schedule of limited racing on tap for all classes. Mile trials on Lake Washington will give a further index on who's to be watched out for during the rest of the season in the category of present champions and record holders.



Lovely Nita Solomon presents the Cracker Box National Championship Plaque to Bryon Herman, who literally stole the championship from the hot shots in this fast and scrappy class.

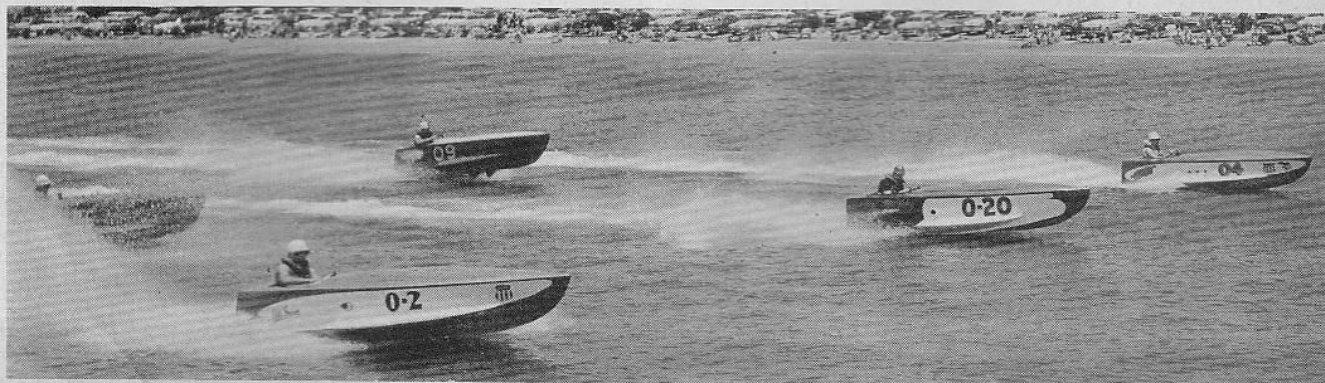


Start of the Crackers—they roared across the line, but all in the front rank were over the line and got the DSQ . . . Herman right behind the front rank was the first legal boat.



Byron Herman's BIG HEAT sans paint and with a set of jury rigged numbers looked like anything but a champion, but it won just the same.

Below—Start of the PODH Nationals—Champion Marion Beaver in the foreground.

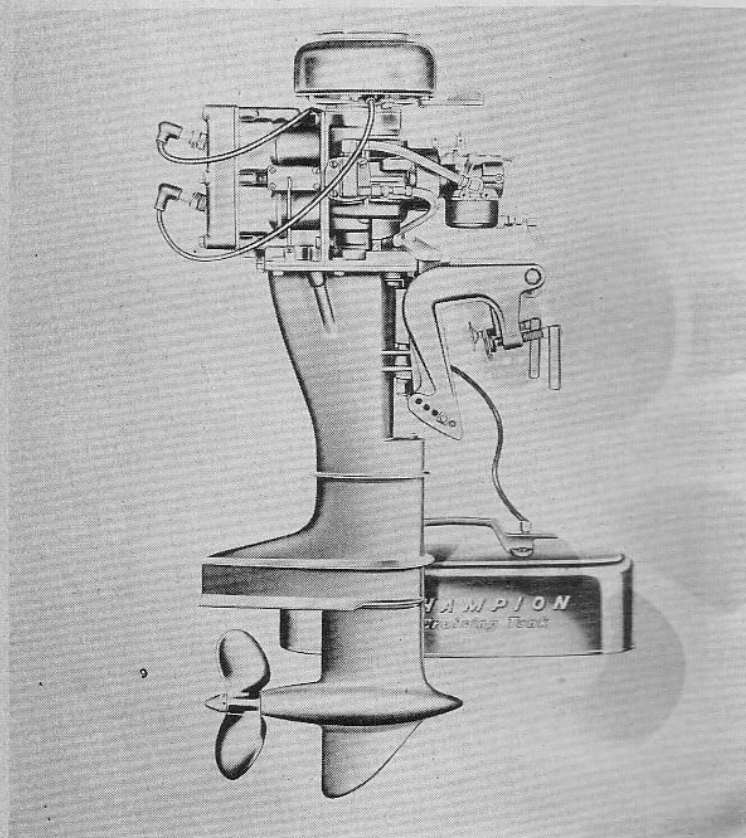


HOT-RODDING the CHAMPION

Editor's Note: S&S presents, for the first time, a comprehensive report of the Champion 6MM-HR B Stock Motor.

Staff Photos

By RALPH DE SILVA



Champion Model 6MM-HR, 19.96 cu. in. Hot-Rod.

READERS OF S&S have, no doubt, heard publicity and some scuttlebut concerning the '55 Champion Outboard B Stock Racing motor, but it is doubtful if more than a handful have actually seen the new model in action.

S&S has asked this writer to report on the Champion and conduct field tests. Observations of the new competitor in B class will be the first of a two-article report.

One is especially impressed with weight—a mere 42 lbs. exclusive of gas tank. There is nothing fancy about this piece of machinery—pure muscle, with no fat! Starting is traditional wrap-around method.

The powerhead itself closely resembles that of the Johnson KR class A, which was designed over 20 years ago and one of the most efficient alternate firing motors ever built. It does differ from the KR in that the carburetor intake into case is on front of motor rather than on the side. Carburetor is a Carter, type N-22733, with a 15/16" venturi. Valve system is internal dual rotary, two port type—no cams, springs, or reeds.

There are two fuel systems—a crankcase pressure operated diaphragm fuel pump; and a tank pressure set-up for alcohol. A pressure regulator is recommended for the tank pressure system.

The piston stroke is exceptionally short, 2 1/32". Two 3/8" rings are used in the high dome pistons. Removable cylinder heads are contoured and water cooled. Cylinders are die cast aluminum with steel inserts. All reciprocating parts are balanced statically and dynamically. A waterproof Phelon magneto completes the flywheel. Forged steel rods are needle bearing mounted.

DeSilva Hydro with sponsons cleared, pushed by a Hot-Rod.





Conventional rope starting, weight is saved and price reduced without re-wind starter.

The tower housing is on the long side—transom height required is about 1" higher than standard. Pivot and clamp bracket are of standard design—strength will be determined under race conditions. A 14:19 gear ratio is used in the lower unit—down from the Mercury 1:1—up from the Johnson 13:19. The positive rotary water pump is readily accessible by removing the nose cap.

Propellers have presented a problem, for no props have ever been made for a 14:19 ratio with left hand rotation. Johnson Propeller Co., Oakland, Calif., and Michigan Wheel Co., Michigan, have just begun production of Champion propellers. As with all new products, a great deal of experimental prop work will have to be done.

The first motor came through with a 4 gallon gas tank of large proportions—however, Dale Klaus, chief engineer, forwarded a new design 2 gallon tank shaped to fit a 15° transom. The engine is furnished with steering bar and connections for bowdin wire throttle control.

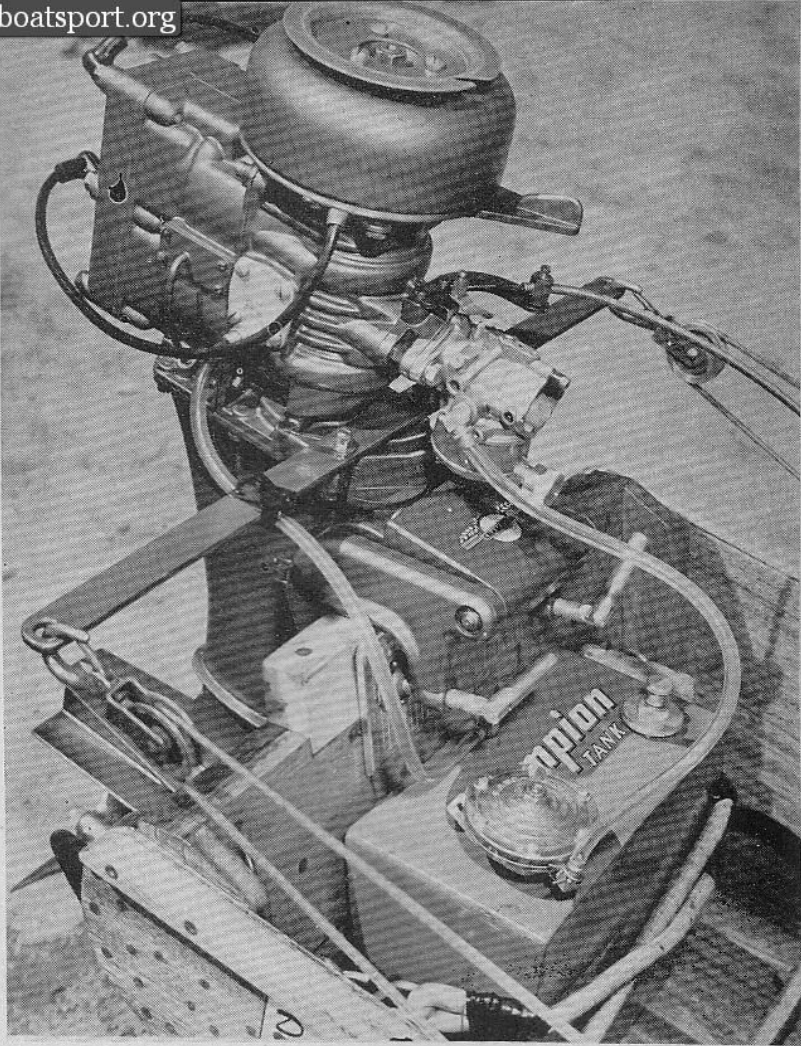
In general one gets the impression that here is an outboard motor built by people who have gone to considerable length to design and build for competitive use.

Next month a report will be made of a tryout on a B runabout. Rony Loomis, Santa Barbara, Calif., '54 National C Stock Runabout Champion, will drive during the water test. Timed acceleration, holding characteristics in turns, speeds at various rpm, and propellers will be dealt with. We will provide information of these factors a driver would most like to know.

A new motor is a healthy situation for boat racing, and Earl DuMont, Champion Motor president, should be congratulated for fathering this one.

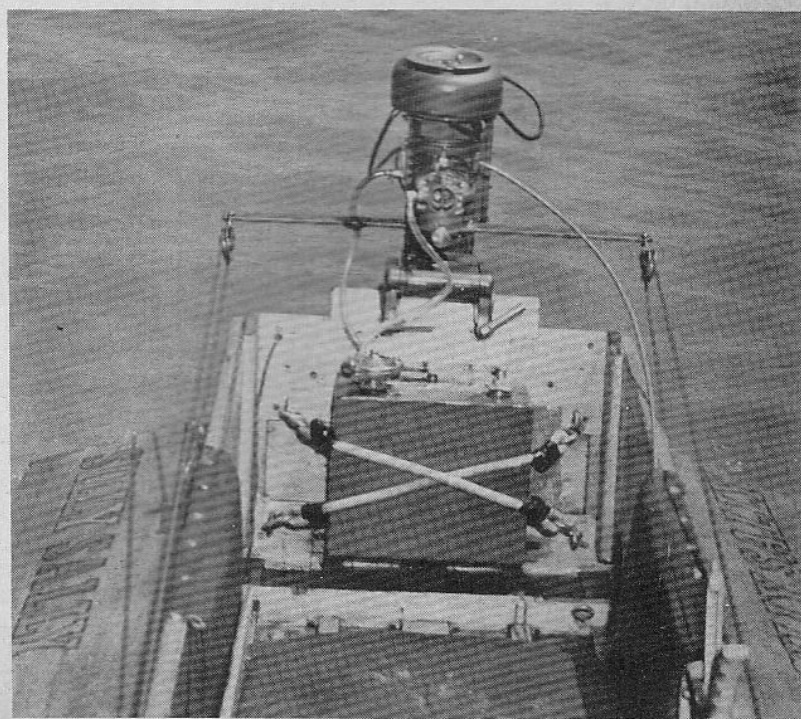
SPECIFICATIONS:

2 cylinders.....	Bore 2½; stroke 2 1/32
Piston Disp.....	19.94 Cubic Inch
Valves.....	Dual Rotary, 2 Port
Carburetor.....	Carter
Ignition.....	Phelon Magneto
Bearings.....	Ball & Roller
Gear Ratio.....	14:19
Weight.....	42 lbs.



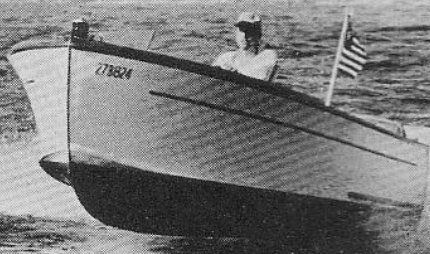
Close up shows clean cut details of careful engineering.

Looking aft from bow, note the small frontal area of motor.



KILROY

**Ski Tug Supreme
Sea Going Runabout
All Around Pleasure Boat
Swell for Off Shore Fishing**



Cobby water is no novelty for a KILROY for this boat was designed to take the beating at high speeds. Ninty horse power drives this husky hull right out of the water just like it was a featherweight instead of a 2400 pound utility.

Story and Photos by KENT HITCHCOCK

It's FAST . . . it's RUGGED . . . it's DRY . . . It's easy to maintain and a real pleasure to drive. . . That's KILROY, the all purpose utility boat—equally at home on the lakes and the rivers or out on off shore waters where the going is apt to be rough. This versatile in-board runabout is from the board of Dair N. Long, one of the world's most successful designers of planing hulls—famous for his designs of the Navy's beautiful 65' ARB's, the Harco 40's and the Western Fairliners and Torpedos. *Kilroy* is a proven design. Many, many boats have been built from these plans in the ten years since Dair Long designed this clean running utility as a "tuna tender," a small power boat carried aboard the gigantic tuna clippers that cruise the seas of the world in search of tuna and albacore.

A tuna tender must have capabilities far beyond those of the average utility runabout designed primarily for pleasure boat use on protected waters. Tuna clippers are gone for months at a stretch from their home port, encountering all kinds of weather conditions—much of it on the rugged side. The tender is a very important part of the complex task of fishing tuna and must be able to operate efficiently when needed, regardless of weather conditions. Just a glance at a few of the uses of the tender explain why the *Kilroy* design has become popular as a private utility boat.

1. When the clipper is searching for tuna and weather conditions will permit a launching, the tender is boomed over the side and sent out as a scout boat. This use demands speed, a dry boat in sloppy going

and of course a boat that is ruggedly and heavily built to withstand the battering.

2. The clipper's numerous and enormous bait wells must be kept stocked. It is the tender's job to scout out the bait. This again demands speed. When a good school is located the tender returns to the clipper to pick up the seine skiff, piled high with the bait net. Our tuna tender now becomes a tow boat. The demand now is for power for she must get the net and the bait crew into position in a hurry. *Kilroy* is perfect for the job. Her reduction gear set-up with the big propeller gives her plenty of power and her tow bit installed amidship at the bridge deck permits her to maneuver her tow just as efficiently as a baby tug boat.

3. Oftentimes the bait is located close to a rocky shore line in water too shallow for the big clipper. After the school of bait is wrapped and the big net is closed, it is the tender's job to tow it back to the clipper.

4. Not the least of the tender's duties is that of shore boat, for the big clippers often have to anchor out far from any boat landing. The tender must be able to pack a good load.

These are the jobs that *Kilroy* was designed to perform. There were lots of "Kilroys" in operation and it wasn't long before they took the public eye. Water ski enthusiasts noted the speed and acceleration. The "Vee" reduction drive will pull at least three times as much weight as a straight drive job at speed. The draw bar pull at low speeds is 4 or 5 times that of a straight drive job of identical h.p. Couple these factors with the acceleration and you have a terrific ski tug.

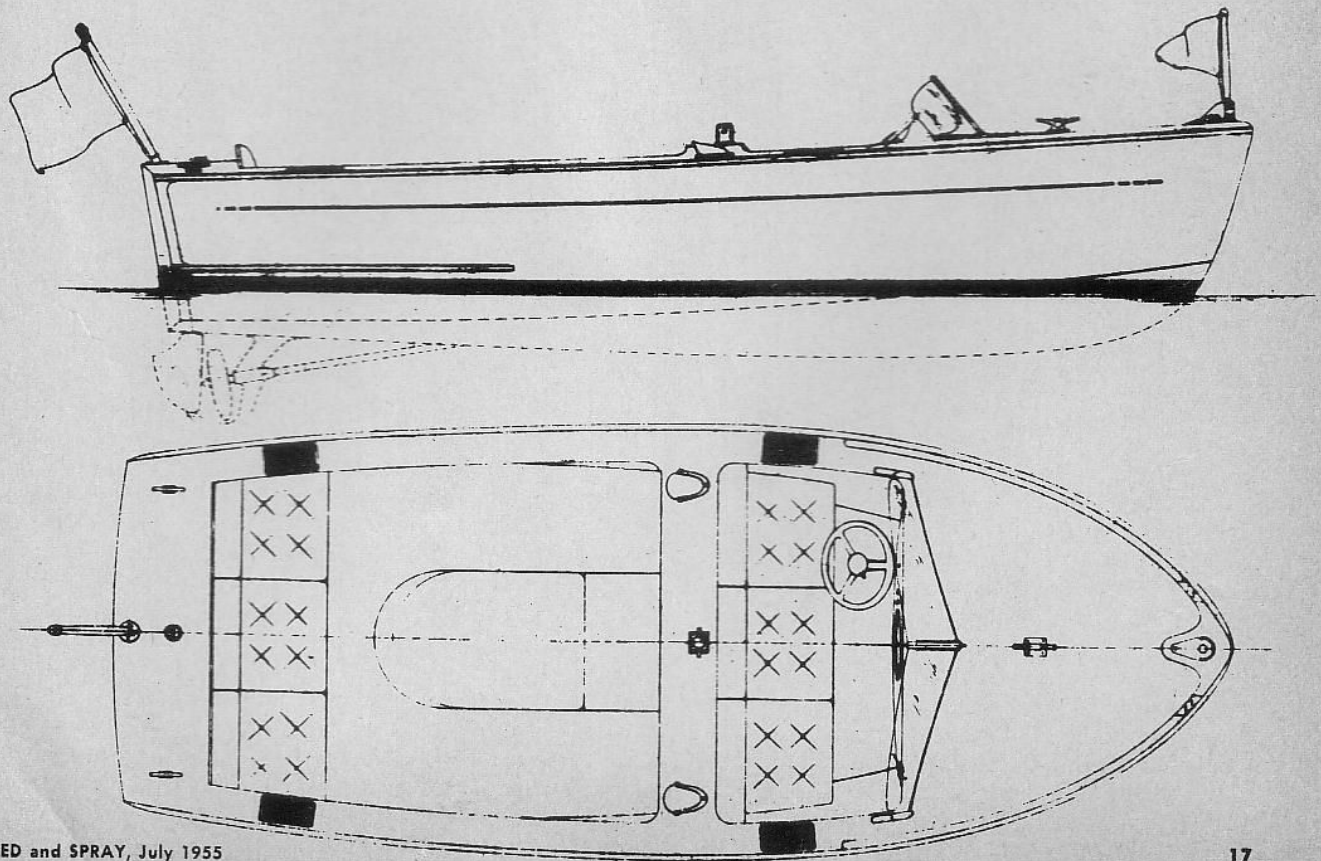
As a sea going runabout or all around pleasure boat, the tuna tender design has few peers. The powerful hull is ruggedly and heavily built. The reduction gear drive permits long sustained speed runs with a minimum of engine rpm. The layout is typical utility with

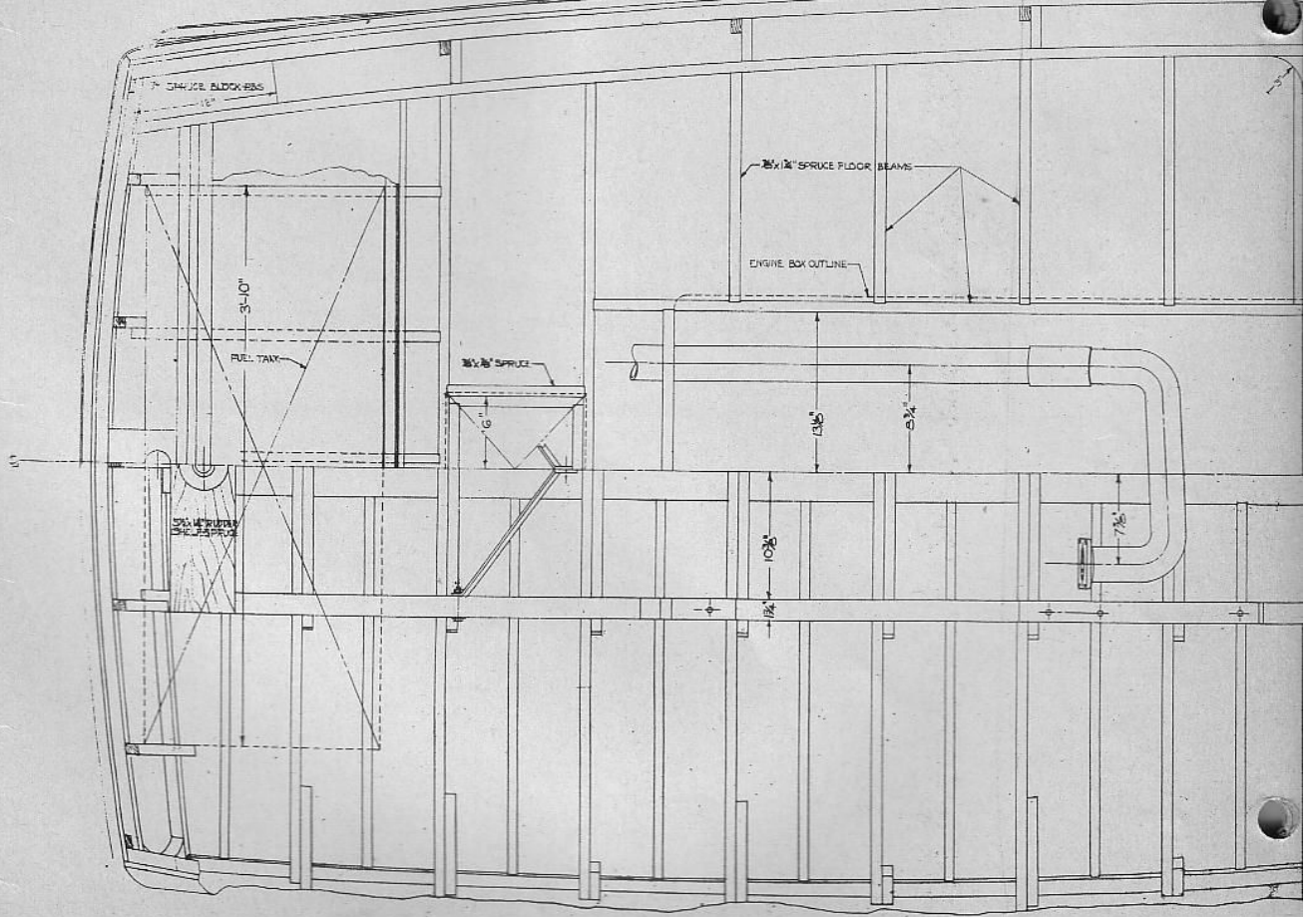
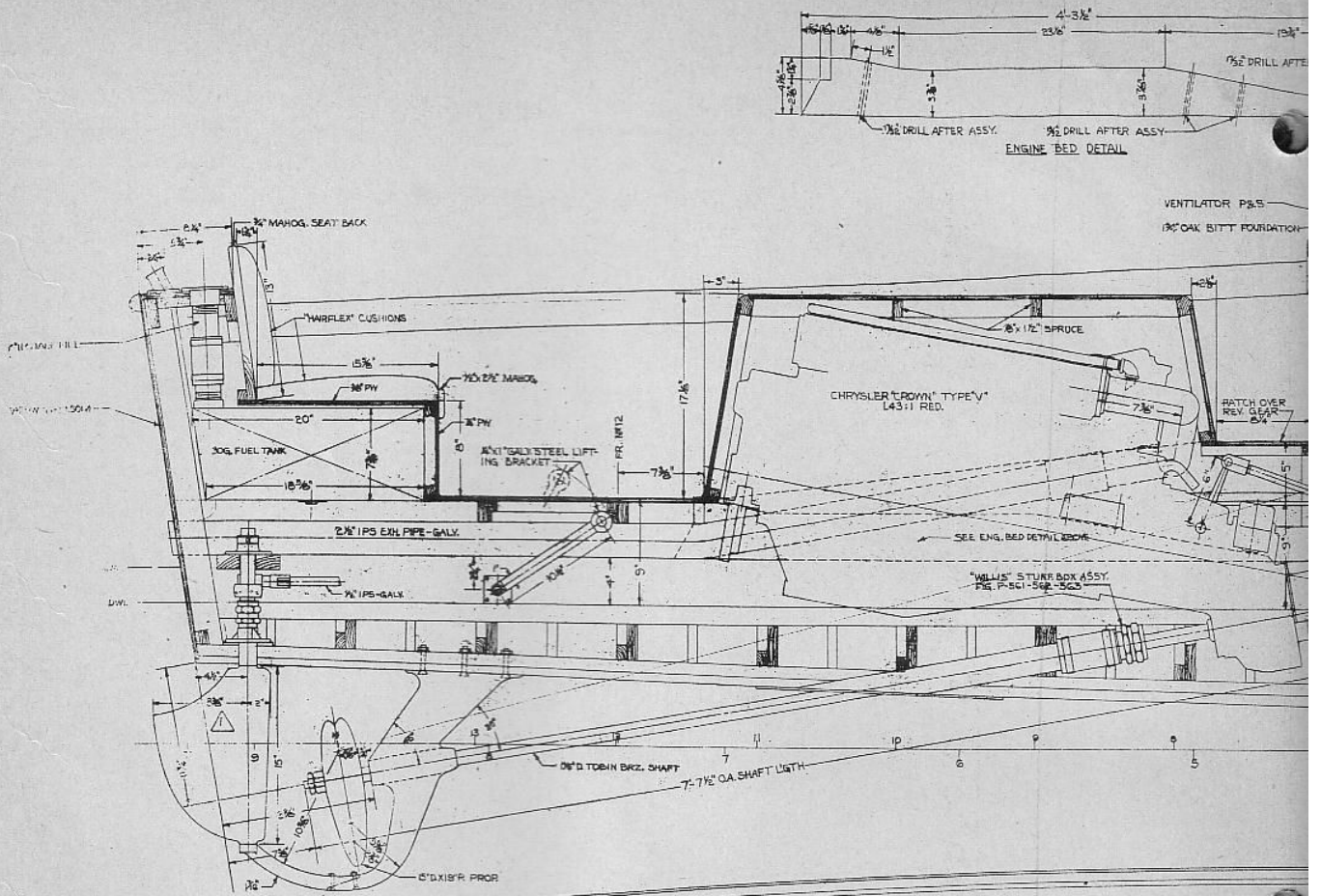
plenty of room. Here is an exceptionally dry boat—running either fast or slow. This utility trims out flat and clean at high speed. Weight distribution and adequate bearing account for the fact that boats from this design do not run down-at-the-bow at slow speeds. This attribute makes *Kilroy* popular with the sportfishing enthusiasts who find the boat ideal for open water trolling for ocean sport fish.

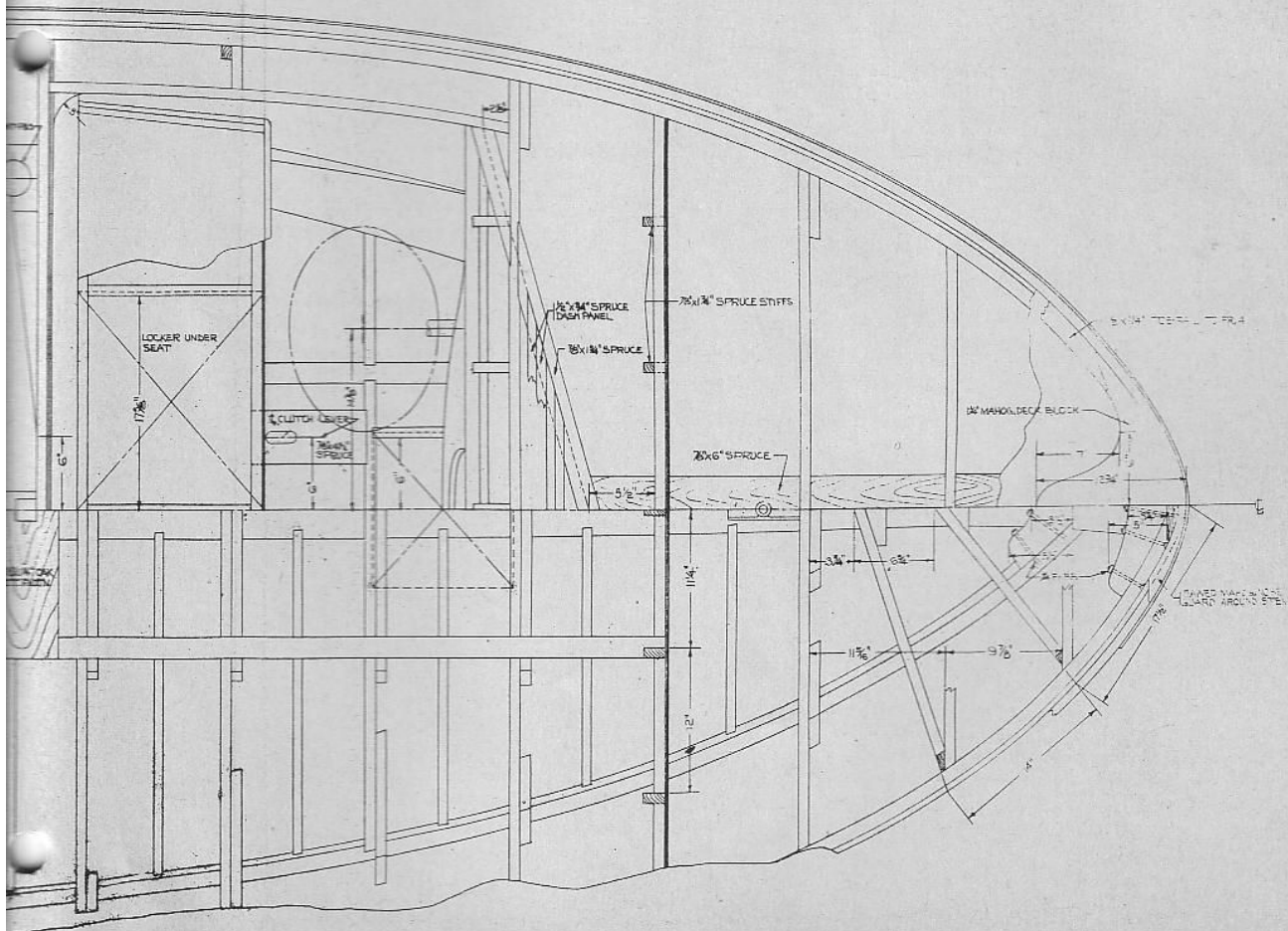
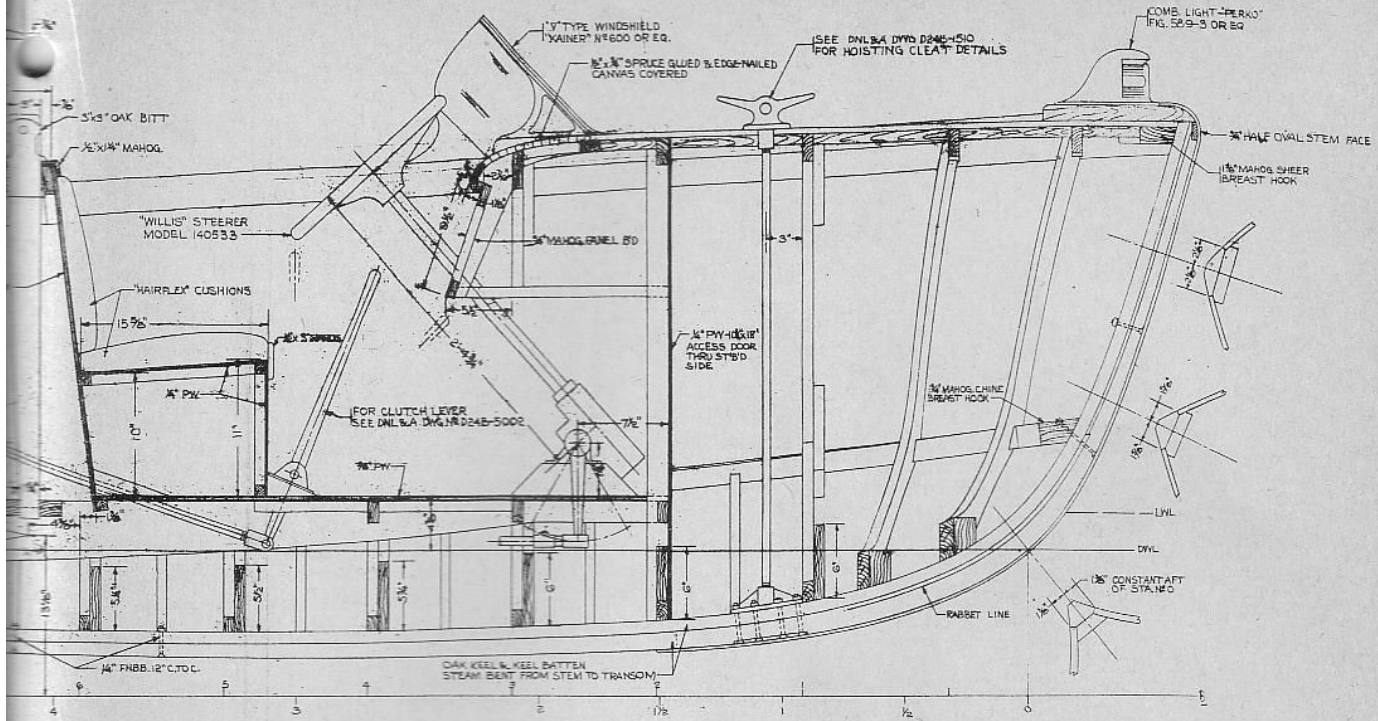
A good sea boat should have no tendency to wander. Quartering down swell this boat will run hands off in pretty wicked going with no tendency to wander from course or trip.

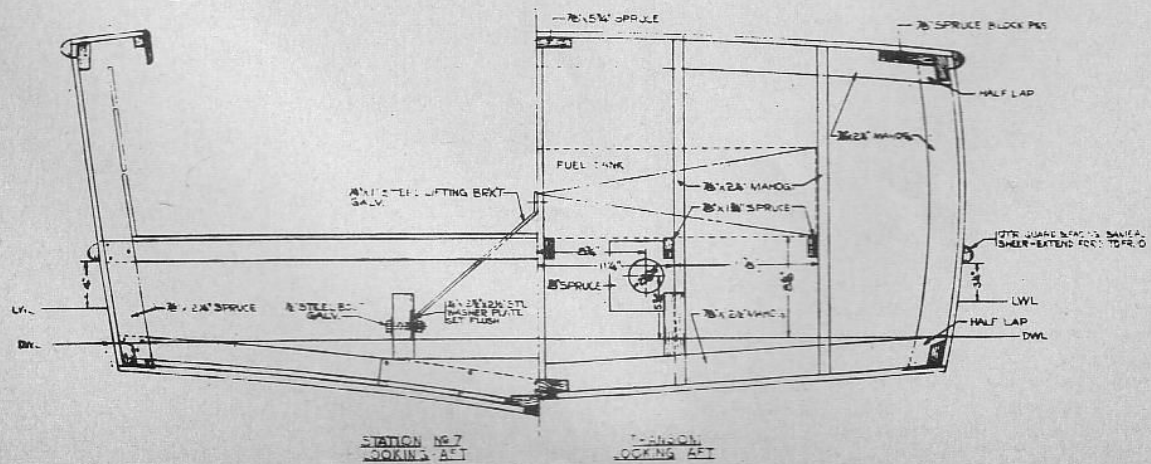
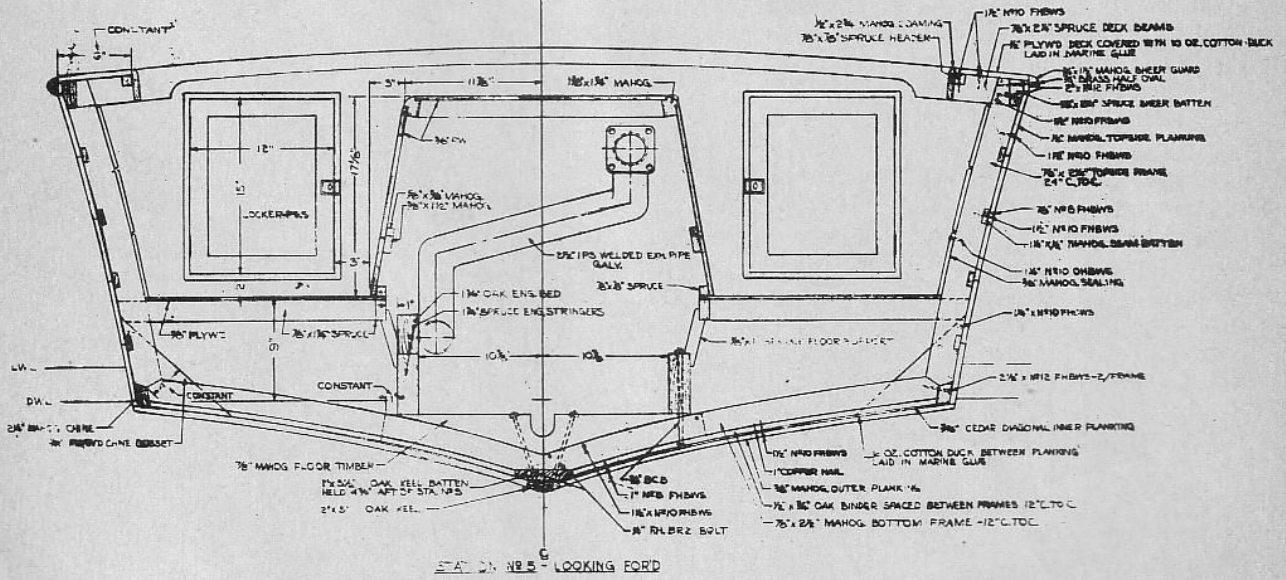
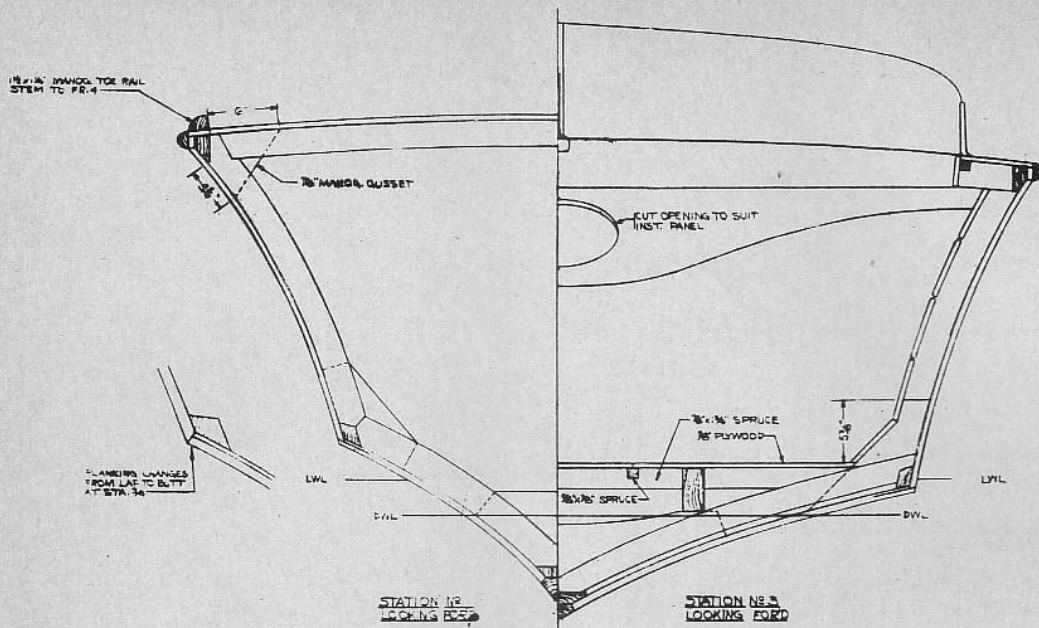
Although designed to do the roughest of all utility chores, this tuna tender is a handsome utility. The lines are pleasing and strictly modern. The builder can go just as far as he likes with a fancy finish job and trim—depending on the use he plans to put his boat to.

Principal dimensions are: L.O.A. 17' 1½" . . . Beam at the shear 6' 11" and transom beam at the bottom 5' 7" . . . Loaded draft at rest in the water is 2' . . . Scale weight is 2400 lbs. equipped with Chrysler Ace with integral V Drive. . . . The plans call for a 2"x5" oak keel and 1"x5½" oak keel-batten steam bent from stem to transom. The bottom is double planked with 6-oz. cotton duck between planking laid in marine glue. Inner planking is 3/16" cedar laid diagonally and the outer skin is ¾" mahogany. The builder could presumably at his option replace the cotton duck with glass cloth. Although the plans call for ¾" mahogany topside planking, several of the tuna tenders were built with plywood topsides. The ceiling is ¾" mahogany which could also be replaced with plywood. The deck is ½" plywood which can be covered with either cotton duck or glass cloth. The transom is ¾" plywood—5 ply. The framing is about double the average with heavier framing on 12" centers than the average boat has on 19"









Kilroy is a PROVEN design—proven through 10 years of service as "tuna tender," the all purpose utility boat carried on the ocean going tuna clippers. Here on the deck of the clipper SUNSET is one of the tenders from the Kilroy design.



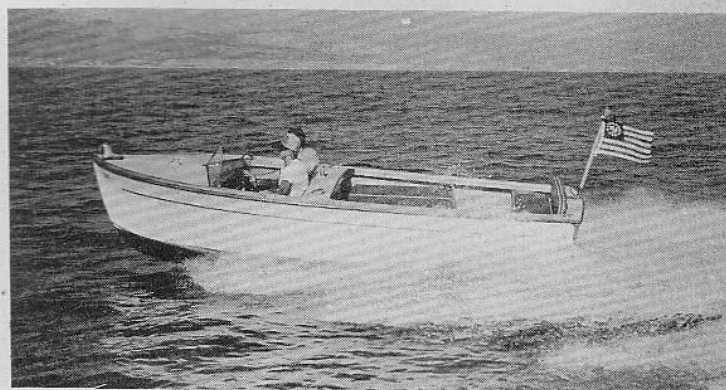
centers. The bottom frames are $\frac{7}{8}$ " x $2\frac{1}{2}$ " mahogany 12" c to c.

Although the plans show the installation of a "Vee" Drive Chrysler Crown, nearly all of the boats of the tuna clipper fleet were powered with the "Vee" Drive Chrysler Ace with 1.42 to 1 reduction. This 90 h.p. installation drove the tender at a full 35 mph over the measured mile in builder's trials. The larger displacement Crown should produce a top speed of 40 mph and the Crown Special rated at 125 h.p. at 3600 would produce all the speed the average owner would have any use for. We have discussed the use of Chrysler engines simply because the boat was designed around the use of this particular power plant. Gray Marine Motors offers a line of proven engines in the desired h.p. range and their "Vee" drive would be a nice unit for this service. Advocates of the converted automobile motor should have no difficulty in making a very satisfactory installation using the Hall Craft Vee Drive which has proven itself to be an inexpensive and thoroughly satisfactory gear box in hundreds of fine ski tug installations.

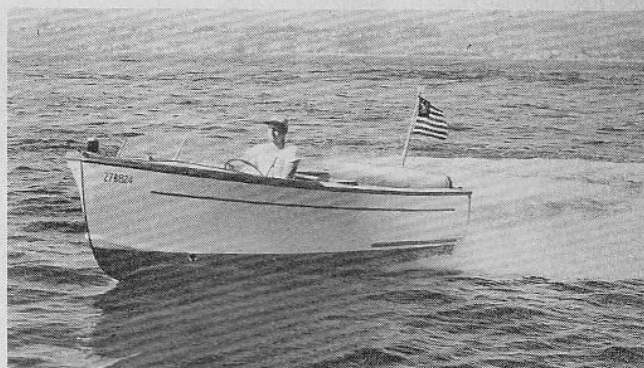
There is nothing about the hull lines or design that require this to be a "Vee" drive boat. The "Vee" drive reduction gear installation remarked on throughout the text points out the advantages of this application of power. A straight drive installation is entirely possible, but it would call for the engine weight farther forward in the boat and an increase in shaft angle. With or without a reduction gear, the builder would have to expect to sacrifice some of the performance characteristics that have built such a fine reputation for *Kilroy*.

EDITOR'S NOTE:

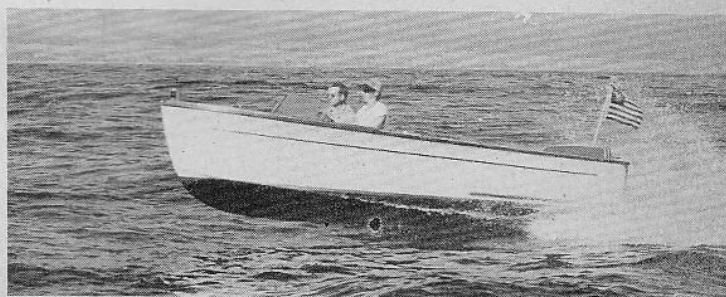
SPEED AND SPRAY has been swamped with requests for plans for a ski tug of proven design—one that would do the job and hang together under hard driving. Here it is after much searching. Our first task was to find a PROVEN design and the next to make the plans available to our readers at a reasonable cost, for full detailed plans for a boat of this caliber can be quite expensive. As the reader has gathered *Kilroy* is NOT the apple crate type of boat fabricated with a few plywood panels wrapped into an approximate shape. Performance in a planing hull is dependent on the excellence of design and then on strict conformation with the plans. It would be next to impossible to build this boat from anything smaller than Dair Long's 60 inch blue prints, so we have made no attempt to reproduce the sheet of Lines and Offsets. Please order plans direct from the designer, whose address appears in his ad in this issue.



Banking to port and still dry although the chine has dropped in well forward. A beautiful hull design and a pleasure to drive in any kind of a sea.



Look at that beautiful riding trim at high speed—just as clean as a whistle clear back to the transom.



KILROY is as dry as they come at 35 mph in long easy swells off shore.

ON THE CONTINENT

Italy . . .



Paul Sawyer holder of the 266 Class Hydroplane 5 mile competition record that he set in his famous boat ALTER EGO in 1951, is shown on the right congratulating Mr. Behra, the winner of the Supercortemaggiore G.P. at Monza Track, driving a 3 liter Maserati sports car.

Cometti Hit the "Pavia-Venezia"

By MICHELE VERNOLA

It was around 5 p.m. when the Sawyers and I went to Pavia's starting point the day before the race in order to attend the world's longest regatta: the Pavia-Venezia—433 KM—268.46 miles long, which, this year, was at its 15th edition. Most of the boats were still on their trailers with the mechanics busy on the engines, some already testing, but they were outboards only as the big ones came in the next morning.

A week before a press dinner was given in Milano at the famous Artists' Club, which was established in 1790, and located close to La Scala theatre in order that the artists could reach it just by crossing the in-between street. During that dinner Prince Borromeo, president of Italian Motonautics Federation gave a very nice speech about the great importance of the Pavia-Venice regatta, which is still one of the pure sports competition because it is almost the only race in Italy that has no money prizes yet. Even so—the number of entries increases every year, as any motor-boat driver wishes to win it at least once in his life inasmuch as the Pavia-Venice is a tradition already, and as that—it is strongly felt.

Paul and Erminie Sawyer have been guests of honor ever since they were in Italy, and when Paul put the American and Italian flags tied together on the long dinner table, every one stood up and drank a glass of wine to the glory of the two flags.

THE RACE

The water level of the "Po" river was very low this year, so the regatta became even harder as there were many sand banks on the 268 mile winding course. Of all the sports competitions the Pavia-Venezia regatta needs also a very good preparation of the boat and driver too, and this year the task was more difficult because of the low water level.

That's why Cometti tested the course 15 times this year in order to study it very carefully in each detail, also he flew over it twice with his private plane so as to have a better idea of those bad spots—which are the sandbanks. After all that there was still the big problem of all the times: the engine! Cometti's outfit was pow-



No! They are not from Mars, but just Augusto and Camilla Cometti soon after they won their 2nd Pavia-Venice Regatta—May 1955.



Giancarlo Necchi, 3rd overall—Mercury-X, which is a modified Class D engine.



Cometti at Venice—Winner of the 258 mile Regatta.

ered with a 2800 cc BPM engine, which—no doubt—is a very good job, but what about Castoldi's Ferrari, Maderna's Alfa Romeo, and Maserati and Lancia etc. Then, would the BPM job be any good against those famous engines? That was the big question which was very hard to answer the day before the race.

Anyway things went so nice for Cometti that he won the long regatta in 4 h ' 10" averaging 60.27 mph, while last year he averaged 77.7 mph.

Castoldi had to abandon the field because his oil pump broke just when he was leading, Oggioni retired for mechanical trouble, while most of the others finished into those sandbanks.

There were about 60 who took the start, but no more than 20 reached Venice. This result shows how hard the Pavia-Venice regatta was this year, and it explains why Cometti was so careful in his preparation by studying the course so many times, and even so when he arrived at Venice he said that the race was hard for him too. His preparation reminds me that the Mercedes team that did almost ten times more than Cometti did in order to win the Mille Miglia this year, which is one of the most difficult road races. In fact the Mille Miglia race started this year the 30th of April, and the Mercedes team had been on that course since February testing almost every day.

However, we must admit that all the other motor boat drivers do not have the same advantages that Cometti has, however, they are very good drivers and

are also entitled to win the famous Pavia-Venice regatta.

GENERAL CLASSIFICATION

- 1st—Augusto and his sister Camilla Cometti—BPM—Abbate 4 h 11' 10".
- 2nd—Renzo Rivolta—Molli—BPM—Timossi 4—38' 1".
- 3rd—Giancarlo Necchi—Dell'Orto—Mercury X—5 38' 27". 1st of class "D."
- 4th—Calvi—Mercury X—6 - 24' 16". 1st of class D + U.
- 5th—Mora—Pagliano, Mercury—Sebino 6 - 54' 41". 2nd D - U class.
- 66th—Lassagni—Laros—Molinari 7-12' 6". 1st of C 1 U class.
- 7th—Doglioli—Mercury—Molinari 7-13' 59". 3rd D U class.
- 8th—Stefanoni—Mercury—Molinari. 2nd of D class.
- 9th—Nazzari—Evinrude—Pucci. 2nd of C. 1 U. class.
- 10th—Silvia Baldini—Johnson—Molinari. 3rd of C. 1 U. and 1st lady in. 7-39' 25".

Camilla Augusto Cometti trying to reach the sea-shore at Venice.



Cometti, Castoldi and Rivolta soon after the start.

FACT or FANCY

Editor's Note: Mr. Smith's inquiry is so similar to many that we receive that we decided to present this question and answer as a technical article.

Dear Editor:

I have a PO 15 Johnson which I have built up to "C" Service, however, I understand that the PO will break up any retainers in the rods once it starts winding up past 5500 r.p.m. for any length of time. Why is this? I have had the fly wheel, rods and crank balanced.

If the PO retainers and rods will not take the punishment, is it possible to use PR retainers and possibly the rods also?

What advantage if any would battery ignition and a very light fly wheel give? What I had in mind was to machine one approximately 5 pounds.

I am toying with the idea of adding a supercharger which I would gear to the flywheel. I realize this is not legal as far as the A.P.B.A. is concerned but would like to see what extra performance it would give. To the best of your knowledge has this ever been tried on a two cycle outboard in recent times? If so, how did it go or plane?

As you can gather I am a tinkerer and my greatest desire is to get this PO to leave any Mercury far in the rear. At the present I have a McCrea "CD" runabout which with the stock motor I have been able to leave all the pleasure boats I have run with behind. I have not tried the motor since rebuilding it. I am modifying the hull now.

Any information you can give me will be appreciated.

Yours truly,

James Smith
742½ Elk St.
Franklin, Penna.

May 7, 1955

James Smith
742½ Elk St.
Franklin, Penna.

Dear Mr. Smith:

In reply to your letter to *Speed and Spray* regarding use of the Johnson PO 15 as a "Service C" motor:

The only engines available for use in "Service C" are the Johnson P 50,

the Johnson PO and the Evinrude Speeditwin. Of these the PO is the least likely to succeed. The Johnson P 50 will produce about 40 h.p. at 6000 r.p.m. and will hold together for a reasonable period at this speed. The Johnson PO will put out about 35 h.p. at 5500 and becomes quite fragile at speeds above this. Both of these power heads are handicapped with the "football" lower unit they are required to push. The Evinrude Speeditwin will give approximately the same h.p. as the PO and in addition has the advantage of the well designed, small diameter "1931 lower unit." Though the Evinrude power head is not as good as the P 50 and only equal to the PO the Evinrude lower unit gives this model a decided advantage in speed.

As you mentioned, the PO has the bad habit of tossing retainers at speeds above 5500. In order to get to 5500 the main bearings must be fit quite loose, the light shaft flexes in these bearings and the rigid type retainers crack. Setting the shaft in balls and rollers will help. We have made a small quantity of PR type rods for the PO with the crankpin end of the rod wider than on the PR rod to accommodate the longer PO crank pin. With these rods we use the PR retainer and roller set-up. This assembly holds up well. The lighter flywheel you are considering will help save the crankshaft but I doubt that it will have much to offer the retainer problem.

As to supercharging the PO or any other similar engine—the exhaust port is open 3/16" when the intake port closes on the compression stroke. Any gain in cylinder pressure would be lost in this 3/16" interval. Something like a pressure cooker with the lid off is just another pot. I think you could make a much greater gain in speed by substituting a racing type lower unit and working with the wheels.

Sincerely yours,

Randolph Hubbell.

CORRESPONDENCE

(Continued)

Enclosed you will find my five dollars to start my subscription. Please start my subscription with the July issue.

Thank you,

JOHN BERNARD
804 Nicolet Blvd.
Menasha, Wis.

June 20, 1955

Speed and Spray
1126 Santa Barbara St.
Santa Barbara, Calif.

Dear Sir:

You may start my subscription with your next issue, July.

You may also be interested to know that a new boat and ski club is being formed here in Carlsbad, California. If you would like to have the particulars I would be more than happy to oblige. Just drop me a card or letter stating just what you would like to know.

Sincerely yours,

RICHARD S. OSBURN
P.O. Box 522
Carlsbad, Calif.

PUBLISHERS NOTICE

Commencing with this issue **SPEED AND SPRAY** will now be priced at 35c per copy and \$3.50 for one volume or 12 issues. Subscribers who have paid \$5.00 will have their subscriptions pro-rated and receive the full value in additional copies.

STATEMENT REQUIRED BY THE ACT OF AUGUST 24, 1912, AS AMENDED BY THE ACTS OF MARCH 3, 1933, AND JULY 2, 1946 (Title 39, United State Code, Section 233) SHOWING THE OWNERSHIP, MANAGEMENT, AND CIRCULATION OF **SPEED AND SPRAY** published monthly at Newport Beach, California, for 1955.

1. The names and addresses of the publisher, editor, managing editor, and business managers are: Publisher **C-B PUBLICATIONS, INCORPORATED**, 619 Via Lido Soud, Newport Beach, Calif. Editor **KENT HITCHCOCK**, P.O. Box 247, Newport Beach, Calif. Managing editor none. Business manager **CY FERRO**, 3628 W. Valencia, Fullerton, Calif.

2. The owner is: **C-B PUBLICATIONS INCORPORATED**, 1126 Santa Barbara St., Santa Barbara, Calif. **CECIL L. LOOMIS**, 1126 Santa Barbara St., Santa Barbara, Calif. **BETTY M. LOOMIS**, 1126 Santa Barbara St., Santa Barbara, Calif.

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

CECIL L. LOOMIS, Publisher
Sworn to and subscribed before me this 31st day of March, 1955.
(SEAL)

JOSEPHINE M. McCLESKEY
NOTARY PUBLIC in and for the County of Orange, State of California.
(My commission expires May 10, 1958)

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CATALINA CRUISES



Start of the California Cruising Club Predicted Log Cruise to Catalina Island. Start was from Golden Avenue Launching Ramp at Long Beach. This picture was taken from Rocky Point and shows the City of Long Beach and the Long Beach Pike in the background. An interesting note is that this picture was taken from the bouncing back end of a boat driven by Elgin Gates and moving over thirty miles per hour when the picture was snapped. All photos courtesy of Seaboard Equipment Co.

Semi-tropical Catalina Island, most famous resort and play spot of the Pacific Coast, provided the setting for three recent outboard cruises. April 23 the United Sportsmen's Club used the 30-mile course, starting from Cabrillo Beach, San Pedro, near the Port of Los Angeles, across open ocean into the small bay of Avalon on the island, returning the next day.

The California Cruising Club took on the same unpredictable course May 7 and 8, and the Outboard Boating Club of Long Beach took a slightly different tack for its June 12 cruise, starting from the island and finishing at the pier in Long Beach, just west of San Pedro, a 29-mile course.

The first two were predicted log events where the driver is required to guess, in minutes, how long it will take his boat to run the course. A favorite race for family cruising, a predicted log event is considered good training for a boat owner, familiarizing him with his craft. Entertainment and refreshments on the luxurious island, added zest to these two occasions.

Where the United Sportsmen had nothing more seri-

ous to worry about than a normal channel fog, the California Cruising Club had a high wind and a three to four foot rolling chop. As a result, five boats were brought back on the accompanying Coast Guard buoy tender; two boats were towed back from the island; one came alongside a commercial fisherman on the return trip in a sinking condition, and several other boats lost the glass on their bottoms, split seams, tore loose seats and incurred various other damage.

The Coast Guard did a wonderful job and no casualties were encountered, although everyone making the trip was buffeted by wind and wave and the display of bruises was considerable.

Highlight of the United Sportsmen Cruise was an incident which occurred on the return trip. One boat was long overdue at the mainland and Commodore Pete Peters and the Coast Guard were getting worried. They were about to call out all their forces for a search when a call came from Coast Guard headquarters. The driver has mis-figured his course to the mainland and ended up on a course for Santa Barbara, some 100 miles

away. A freighter skipper, surprised to find a small outboard far out in the steamer lanes, had them hailed, and told them where they were. With an exhausted gas supply, the small craft waited for the Coast Guard boat to answer the call placed by the freighter and were towed.

Winner of the predicted log event of the California Cruising Club was "Duke" Jensen, of Los Angeles, in a 14 foot boat of his own manufacture, powered by a Mercury Mark 25. Winner of the United Sportsmen's Cruise was Major F. N. Mary, of the Marine helicopter base at Santa Ana driving a 16 foot White Star powered by a Mercury Mark 55.

Cowboy star Roy Rogers, entered in the United Sportsmen's Cruise, was the first to arrive at Avalon with an elapsed time of 39 minutes and 10 seconds. He did not place in the predicted log event, however, because he stopped in mid-channel to assist Ray Camp, who was having a bit of difficulty, a disregard for personal gain that was prevalent in all three cruises.

Rogers, however, had his reward in the third cruise. With co-rider Cy Breen, he set a record for the event, clipping off the 29 miles in 56 minutes, 33 seconds, competing in Class X.

Fifteen classes of boats competed with 144 boats finishing the course among 155 starters.



The above display booth was used by the California Cruising Club at the Los Angeles Boat Show to promote their Cruise. Shown in the photo are Pattie Wayne, Secretary and M. E. (Sully) Sullivan, Commodore.



The start of a return cruise from Catalina Island. The Casino building in background is a theatre with a dance floor above

WINNEBAGOLAND MARATHON

FON DU LAC, Wisc.—Using his local knowledge where it did the most good on the rough waters of Lake Winnebago, Jack Abraham, Fremont, Wisc., led the 252-boat fleet home across the finish line after an 88-mile run in the seventh annual Milwaukee Sentinel-Winnebagoland Marathon for stock outboard utilities, June 26. Driving a Class D rig, Abraham hit the finish in just one hour, 52 minutes and 45 seconds, for an average of 47.03 mph.

Winners of the first 10 places by classes are:

CLASS A WINNER'S SPEED

1. Craig DeWald, Reading, Pa. 36.12
2. Bill Allen, Squantum, Mass.
3. John Ellenberger, Petoskey, Mich.
4. Richard L. Fuller, Mt. Morris, Mich.
5. William R. Smith, Clio, Mich.
6. Ronald Robbins, Springfield, Mass.
7. Tulio Celano, Jr., Bronx, N.Y.
8. Michael R. Harris, Grabill, Ind.
9. Ted Moberg, Jr., West Allis, Wisc.
10. Bob Nauta, Grand Haven, Mich.

CLASS B WINNER'S SPEED

1. Robert Robbins, Springfield, Mass. 42.76
2. Bob Hering, Sheboygan, Wisc.
3. Gene Hawthorne, Jr., Detroit, Mich.
4. Clarence Norgal, Hales Corners, Wisc.
5. James Burnham, Conneaut, Ohio
6. Bob Kensill, Fort Wayne, Ind.
7. Joe Jingles, Comstock Park, Mich.
8. Bryan A. Bronner, Dearborn, Mich.
9. William Berge, Morrison, Ill.
10. Tom Montgomery, Lynden, Ill.

CLASS C

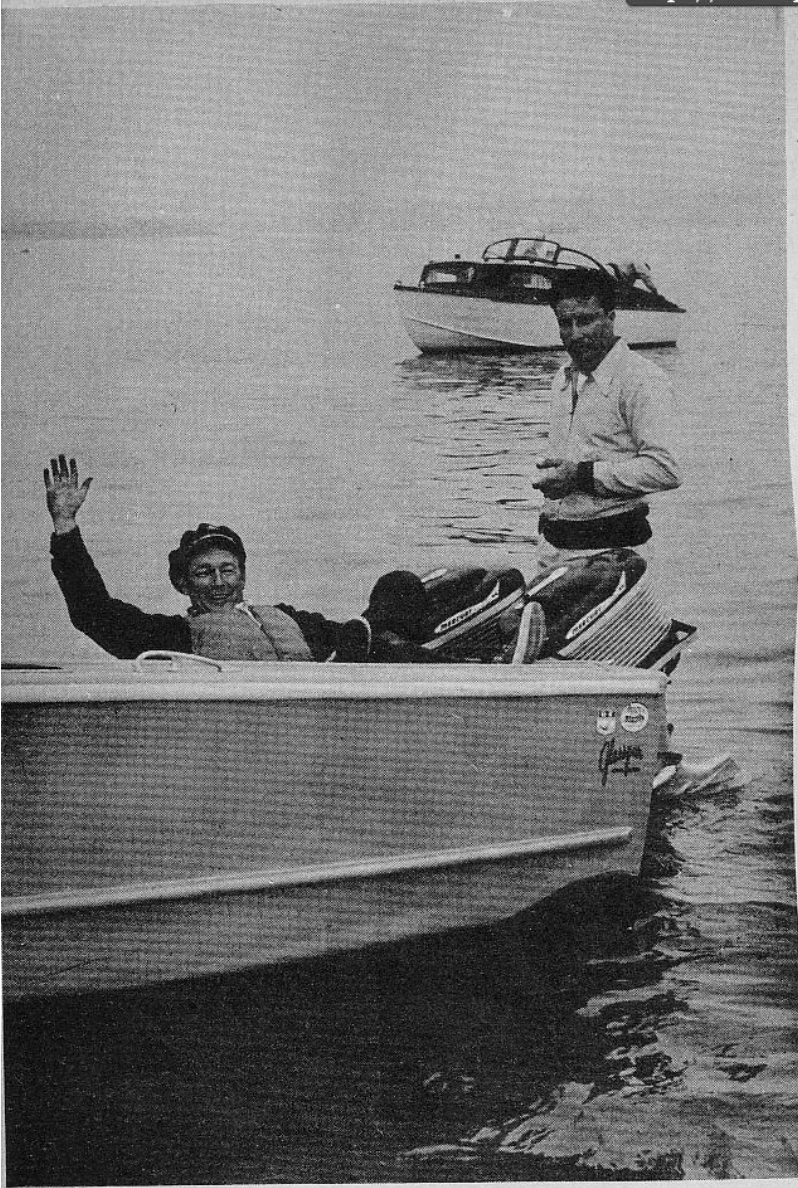
1. Frank Gienger, Euclid, Ohio 36.03
 2. A. W. Seeley, Jr., Norfolk, Va.
 3. Eugene Hornberger, Pleasantville, N.J.
 4. William Behling, Milwaukee, Wisc.
- NO OTHER ENTRIES

CLASS 36 CUBIC INCH

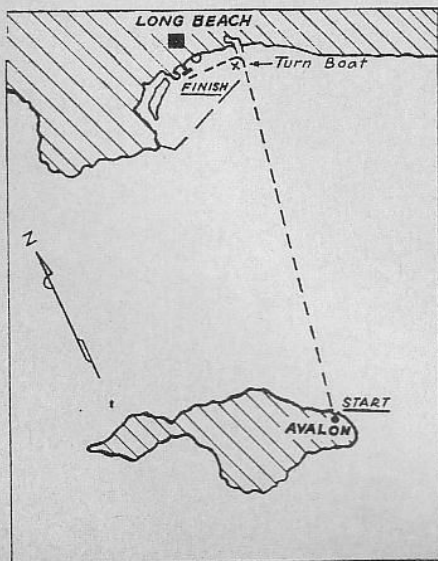
1. Bob Murphy, Springfield, Ill. 37.24
2. Larry Freeman, Milwaukee, Wisc.
3. Ken Siebold, Oshkosh, Wisc.
4. Charles F. Mudge, Blue Island, Ill.
5. Edward C. Gorchals, Kaukauna, Wisc.
6. Richard Dale Smith, Green Bay, Wisc.
7. James F. Cidra, Riverside, Ill.
8. Dick Hansen, Jr., Menasha, Wisc.
9. Robert Lenschow, Sycamore, Ill.
10. Thomas L. Robbins, St. Joseph, Mo.

CLASS D

1. Jack Abraham, Fremont, Wisc. 47.03
2. John Johnson, Kenosha, Wisc.
3. James J. Shimanek, Chicago, Ill.
4. Earl Granrath, West Allis, Wisc.
5. Chet Michaels, Glenshaw, Pa.
6. Gordon Dill, St. Joseph, Mich.
7. Bob Fosdick, Gaylord, Mich.
8. Eugene B. Metzke, Milwaukee, Wisc.
9. Earl Renfrow, Booneville, Mo.
10. Lester A. Kahn, New York, N.Y.



Movie Actor Roy Rogers, winner of Cruise in his boat and Elgin Gates, Mercury Outboard Motor Distributor for southwest U.S.A.



Map shows relationship of Catalina Island to mainland. It is about a 20 mile run.

Down Under

RUNABOUT CHAMPIONS OF 1955

By BIG NIX

Last month I wrote of Wanganui, on the edge of the rough country which stretches generally northwards, fantastically etched by thousands of small streams and gullies—and to the east densely cloaked with almost impenetrable evergreen bush. To the pig shooting rifleman, this is a hunter's mecca. This wild area runs right up to National Park, the bush petering out below the snow line of Mt. Ruapehu. To the west is Mt. Egmont, rising in glorious symmetry from Taranaki Farmland, an almost identical twin to Japan's Fujiyama. To the south are Manawatu Plains, flatish open country, mile after mile of richest bottomland, watered and drained by lakes and rivers with names like Papaitonga, Manawatu, Paure, Wirikino—name spelling to boaties the excitement of near perfect, tide free racing water, and to the family, the Sunday picnic spots they've been looking for.

Just a few miles south from Wanganui is Paure Lake, scene this year of the unrestricted runabout championship of New Zealand, open to all types and sizes of motor. Unfortunately, the event did not attract the field it deserved. The weather was clear, but water conditions weren't exactly the best, a strong southerly wind raising a wicked chop.

First across the line was Matt Morrison in *Avalanche*, leading the Draper brothers' *Gypsy Joy* and Les Hayter's new Dodge powered *Chaos*. For four hectic laps Matt held a commanding lead. *Gypsy Joy* and *Chaos* were raced neck and neck, to the delight of the 7,000 spectators. I don't know how it came about, but to our amazement, Matt missed the center buoy at this stage. Possible he was blinded by the afternoon sun. That put him out officially and *Gypsy Joy* got the checkered flag after fighting it out all the way home with *Chaos*. Jack Day's *Pardon Me* filled a well earned third place.

Some 70 miles south from Paure Lake is the prettiest piece of small water I've seen on the North Island. Owned and loaned by Manawatu clubman Hammond Murray, Lake Papaitonga recently replaced the Wirikino Cut as headquarters of the Manawatu Club. It is set in rolling hills and skirted by bush, with a steep rise behind the pits affording a natural grandstand for the thousands who came to witness this year's major regatta.

The featured race was the premier title for runabouts, the New Zealand 255 Championship. Won by Tass Algies' *Auto Wynne* over *Avalanche* in a most convincing manner, the race was robbed of a lot of interest by the unexpected enforcement of the nomination rule. Olie Smith and Bert Farrant, both of Rotorua and owners of really good outfits, had intended racing, and had sent late entries down, which were refused on a strict observance of the rule. For years it had been common practice to accept entries on the day of a race.

The victory of Tass signaled a winning run, including the other two major titles. At Karapiro Lake, Olie Smith's *Scramble* streaked away in the first lap, opening up a big lead over Tom Haslip in *Fleetwing*, which was just as far ahead of *Auto Wynne*. Coming into the home stretch first time around, *Scramble* overshot the buoy, nearly flipped, and let *Fleetwing* up level and inside. From then on, *Scramble* drifted right back, being caught by *Auto Wynne* about halfway. *Fleetwing* at this stage looked like she couldn't be beaten, when she slowed slightly, just enough to let Tass get close enough to have a go on the next turn. Just at the turn Tom wheeled the rig off the course with a split pressure tank and a bilge full of gas, leaving *Auto Wynne* out in front for an easy win. *Scramble* came in second, and quite a distance back *Fleetwing* pattered along to take a very unlucky third. That's how the North Island Unlimited title went.

To round out the series, the Auckland Club ran the New Zealand Unlimited title at Panmure. This time *Auto Wynne* made no bones about it. From number one position, Tass jumped to the first buoy ahead of *Puddy Tat*, *Fleetwing* and *Grey Goose* opening up a clear break very quickly. Before the lap ended *Fleetwing* retired with distributor trouble, bringing Doc Pettit's *Grey Goose* into third position. For the rest of the race *Puddy Tat* and *Grey Goose* tried hard, but the superior cornering and acceleration turned on by the leader were just too much.

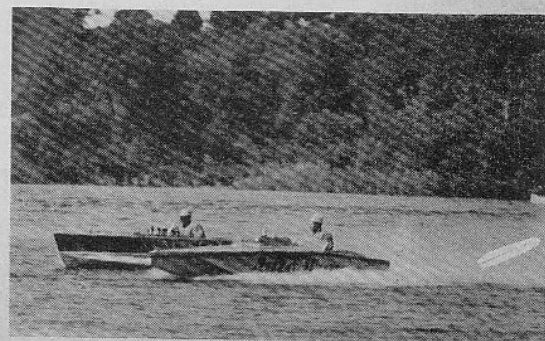
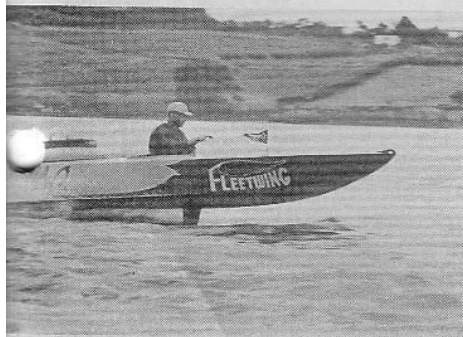
Well, that's it. Tass Algie and *Auto Wynne*, 1955 Champions—and I'm predicting that in 1956 they'll still be hard to beat.

Tom Hoslip's *Fleetwing* an American designed hull. The power is Mercury and over 255 inches, which prohibits him from competing in the 255 cubic inch class of racing. The driver is unknown and is not Tom.



The Pits and crowd at Panmure near Auckland.

Matt Morrison in *Avalanche* and Tom Algie in *Auto Wynne*, both use Dodge 6 power in their outfits.



how to build a

WATER HAZARD

By ALLYN B. "HAP" HAZARD

Three Parts (Conclusion)
"BUILD IT YOURSELF STORY"
WANT TO FLY RIGHT ON
THE SURFACE OF THE WATER?

FUNCTIONS OF THE CONTROL

If you have had no previous aircraft piloting experience remember that the boat will tilt in whichever direction you move the control stick; ie, push the stick forward and the boat noses down in a dive, pull back and the nose goes up in a climb, or the boat rolls to whichever side the stick is moved. In steering, if you have rigged the controls properly, when you press on the right rudder pedal the boat will turn to the right and vice versa. To go faster, shove the throttle forward with the left hand, to slow down, pull back.

TRAILERING AND LAUNCHING

The launching procedure we have followed, in operating boats on Caballo Reservoir, a "dam" lake in the middle of the desert lacking piers and other facilities, is as follows:

First, while the boat is still on the trailer mount the motor, connect the throttle and connect the rudder cables. Mount the motor hydrofoil if

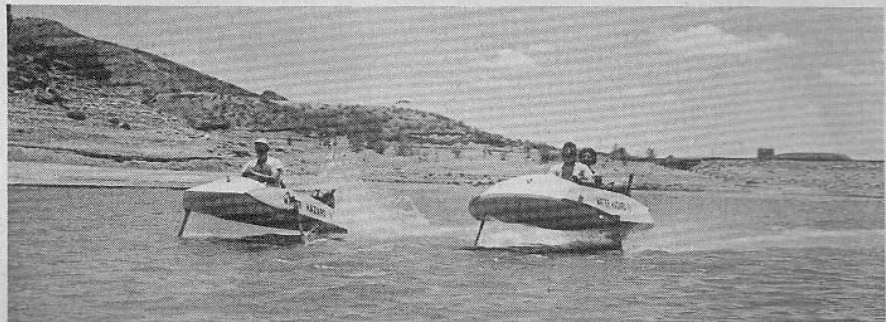
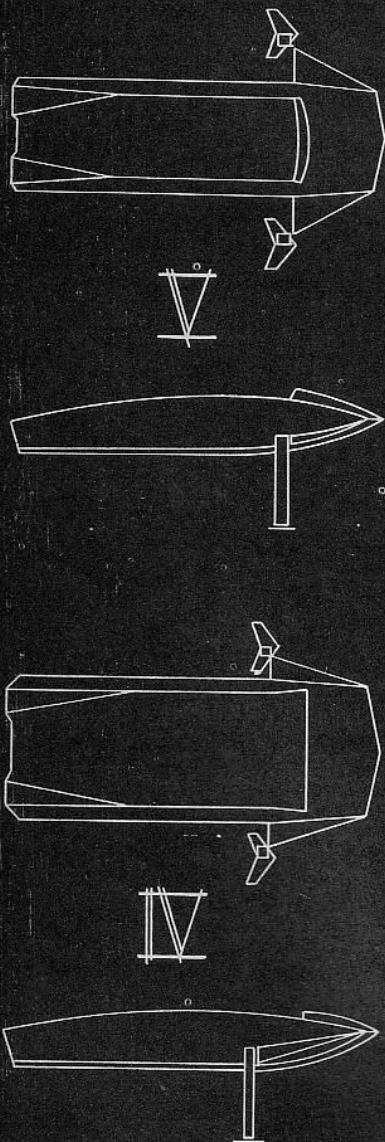
it isn't already mounted. Tilt up the motor, roll the boat into the lake, wade in and when you are in sufficiently deep water swing the struts over and down until the foils are in their proper position. Lock the struts in position by screwing two 5/16th-inch screws through each INNER RETRACTION BEARING into the RETRACTION TUBE. Connect the hydrofoil cable snaps and tension springs, tilt the motor down to its last stop and you're ready to go.

FLIGHT TESTING WATER HAZARD

Altogether now — "REMEMBER WHERE THE THROTTLE IS AND HOW TO SHUT IT OFF." Start the motor. Now sit down and check the movement of the controls. They should be free and should not bind. If they seem to be jammed, check to see that all cables are passing freely through the pulleys. Now the time has come to get the outfit under way and head down a clear path to open water where you can do the next piece of testing.

1. Check the rudder rigging by placing both pedals at the same angle. The boat should now be traveling in a straight line—and if it is not you must make sufficient adjustments on the rudder cables to make it track. If the boat is veering to the right: tighten the cable on the left rudder pedal and/or loosen the cable on the right pedal. If the boat is veering to the left: simply reverse the above correction procedure. The adjustments can be made easily and quickly with the turnbuckles.

2. Now that the boat is steering satisfactorily, center the control stick sidewise, then move it all of the way forward and while steering straight ahead, open the throttle about halfway. When the boat is going as fast as it will at this throttle setting, VERY VERY VERY slowly pull *straight* back on the control stick being sure to keep it centered sideways. Don't forget — it MUST be VERY VERY VERY VERY SLOW-



WATER HAZARD V on the left is just taking off, carrying just the pilot with a Johnson 10 for power. No. VI on the right, carrying two persons, with the 25 Johnson on the transom has just leveled off.



With the Johnson 25 on the transom, WATER HAZARD VI flies two just as easily as one.

LY! As you pull back on the stick the boat probably will not remain level but will instead lean towards one side or the other. If the boat does lean, use your own judgment as to when to shut off the throttle.

3. If the boat rolled to the RIGHT and you are certain that you pulled STRAIGHT back on the control stick — and that the stick was centered sideways, then tighten the turnbuckle on the cable leading to the RIGHT hydrofoil. Do just the opposite if the boat rolled to the LEFT.

4. Repeat steps 2 and 3 until the boat flies level, when you VERY VERY VERY . . . VERY slowly pull back on the control stick.

5. Now that you have the boat adjusted to fly level, repeat step 2 increasing the throttle opening. If you are steering straight—and if you keep the control stick centered sidewise, when you reach about thirteen to fifteen miles per hour the hull should lift completely out of the water. You can tell that the boat has lifted off because you will accelerate very rapidly, and also if the water is slightly rough the ride will become very smooth immediately upon takeoff. If by chance after you have allowed the boat to reach ten to twelve miles per hour—and the front end of the boat did not lift out after you VERY VERY—VERY slowly pulled back on the stick all of the way, then try again with the throttle wide open. If the boat still won't lift off it is probable the motor foil is producing too much lift.

6. To correct this last described difficulty, tilt the motor up one notch. This in turn will decrease the pitch angle of the motor hydrofoil and produce less lift at the stern. Repeat Step 5 and if the front end still won't lift, tilt the motor up one more notch. If this does not correct the condition you'd better dive into the lake and see if you have lost your front hydrofoils. Ah Ha! the foils were still there, weren't they? SHAME ON YOU! You weren't pulling back on the control stick VERY VERY VERY

VERY slowly enough or possibly you did not permit the boat to gain enough speed before you pulled back on the stick.

THREE CARDINAL POINTS

If you remember the following and aforementioned three things:

1. Remember where the throttle is and how to shut it off.
2. Keep the control stick centered and forward until the boat is going at least ten miles per hour.
3. And then, VERY VERY VERY

VERY slowly pull back on the stick, you should now be able to learn to fly a WATER HAZARD with only a few hours of practice.

With a little experience you should learn to know when the hull lifts off and you'll be able to level off and fly several blocks with no trouble at all. But if you are the one in ten who can't get the boat to fly after several hours of practice, it is suggested that you have some pilot come along to check it over.

You will be surprised at the load of fun you will get out of your boat right from the start. You will be more than repaid for the short time spent in learning to fly your boat by the thrill of doing "roller coasters," jump take-offs, the gimlet twist, and spectacular leaps in which the hydrofoils and motor are completely out of the water.

You will get a bang too, out of doing spot landings, side slips and other airplane maneuvers. Who knows, if you later decide to learn to fly an airplane, your experience with one of these boats will probably enable you to solo in less than two hours air time.

Be sure and get on the mailing list for the HAZARD HYDROFOIL NEWS — especially necessary if you intend to build or buy one of these contraptions. The NEWS will report all new developments in the design and definite information on the availability of hardware, fittings and finished boats. Address 2843 Casitas, Altadena, California. KEEP 'EM FLYING

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FOR SALE—266 Ventnor, late model trailer, electric brakes, fuel injectors. Completely ready to race. \$1,350. Andrew Lange, 9218 Litzinger Rd., St. Louis 17, Mo.

FOR SALE—222-cu.-in. Plymouth racing engine, Frank Foulke specifications. Price \$600.00. Ralph Barker, 1719 Pierce Ave., Niagara Falls, N.Y.

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FOR SALE — Evinrude parts "22," 4-60 and O.M.C. Also used 22 Evinrude and new 55-hp power heads. Write: Edw. D. Knerr, 410 Shrover Road, Dayton 9, Ohio.

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 lbs. Photo in June 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 LOMIS, 820 Moreno Rd., Santa Barbara, California.

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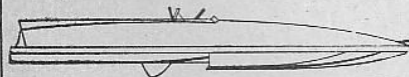
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UNIVERSAL'S SALES INCREASE CONTINUES—Universal Motor Company, Oshkosh, Wisconsin, manufacturers of 100% marine engines and lighting plants report a continued sales increase for each month of 1955. Shipments for April 1955 were 40.1% ahead of April 1954 and represented the best volume month since June 1943 or the best in 12 years. New orders are being booked at a record breaking pace, according to Ralph G. Klieforth, president of Universal.

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The Region 12 Stock Outboard Championships on July 17th, will be the first boat race held on the new Mission Bay Marine Stadium. This will be one of the finest race courses on the Pacific Coast and will have a 1¼ or 1½ mile measured course. The Pacific Power Boat Club deserves plenty of credit for obtaining this body of water on a lease from the City of San Diego for the sole use of power boat racing. S and S will run an illustrated article on this course in the near future.

On the basis of an interpretation endorsed by the Outboard Technical Committee of A.P.B.A., Chairman Jack Maypole of the Outboard Racing Commission has issued a statement clarifying the status of lower units permitted under terms of Sect. 18 of Rule 3-B (Page 175 of the Rule Book).

"The intent of this rule was to allow the use of any stock lower unit approved by the ORC for Class A on a Class A motor and of any stock lower unit approved by the ORC for Class B on a Class B motor. It was not the intent to allow the use of ANY unit on ANY motor."

Tom Newton, of Santa Barbara, California, holder of 1 mile C Service Outboard Runabout record, one of the two oldest mile records on the books is going to start racing again this month. He has not driven a racing boat in competition for about three years. Tom has just completed building a beautiful new trailer that is loaded with two new engines and a new Samsel Hydro. He will also use a DeSilva Runabout as soon as it can be delivered. Tom is known as one of the best C Service motor men in the country. Some of the well known drivers who have used his engines are: David Livingston, Manuel Carnakis, Glenn Burke, Rocky Stone, Freddie Mathews, Harold Peters and Stanley McDonald of Canada.

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SPEED AND SPRAY MAGAZINE

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With slightly more than 30 days remaining for receipt of additional challenges, the starting field for the 1955 Gold Cup race now shapes up as follows: *Slo-Mo-Shun IV & V*, Seattle Yacht Club; *Short Circuit* and *Gale IV, V & VI*, Detroit Yacht Club; *Fury*, Southern California Speedboat Club, and *Breathless*, Tahoe Yacht Club of San Francisco.

Meanwhile, there have been several new developments of interest to followers of the Unlimited fleet who will be on the look-out for surprises in the early races at Windsor, Ont., Detroit and St. Clair, Mich.

Guy Lombardo, who won the Gold Cup in 1946 with *Tempo VI* and has not been particularly active in recent years, has taken delivery on a brand new *Tempo VII*. The boat is definitely slated for Seattle, where Bandleader Lombardo will probably share the driving assignment with Danny Foster, who drove the winning Gold Cuppers in 1947 and 1948.

Purchase of *Such Crust V* by Bill Stroh brings a veteran Detroit driver and owner into the Unlimited field. At the same time, Jack Schafer announced plans to campaign *Such Crust III* with Walter Kade at the controls.

For a time last winter, it looked as if the Union for International Motorboating was going to authorize a whole series of races in several different countries for the John Ward Trophy . . . winner to be determined on comparative speeds. More re-

cently, UIM has announced that THE ONLY Ward Trophy race will be at the Outboard National Championships.



The Inboard Racing Commission has awarded the National Championships for the Jersey Speed Skiff Class to Long Branch, N.J., for July 10th. According to Dan Ardolino, Chairman of the Technical Committee for the class, the rules changes approved by the owners in last fall's ballot have renewed the interest to a point where several new outfits are being campaigned.



Inboard owners in classes permitting non-stock modifications will find much of interest in the "Hot Cam Handbook" written by Frank Morgan and distributed at \$1.50 per copy by the Meridian Publishing Company of Marysville, California. Among the subjects covered are Basic Engine Theory, Cam Layout and Valve Timing, Valve Lifters and Cam Lobes, and Modifications for Greater Power.



Secretaries of APBA clubs planning "movie nights" for their members should write for a copy of "Boating Films" recently published by the National Association of Engine and Boat Manufacturers, 420 Lexington Avenue, New York 17, N. Y. The 28-page booklet covers the whole field of boating from racing to cruising.




The many Inboard drivers who have enjoyed themselves at the New Martinsville regattas over the years will be interested to know that the Magnolia Yacht Club is now constructing a new building. According to Club Secretary N. N. Oblinger, the premises will be ready for occupancy prior to September 24-25, the dates for this year's regatta.

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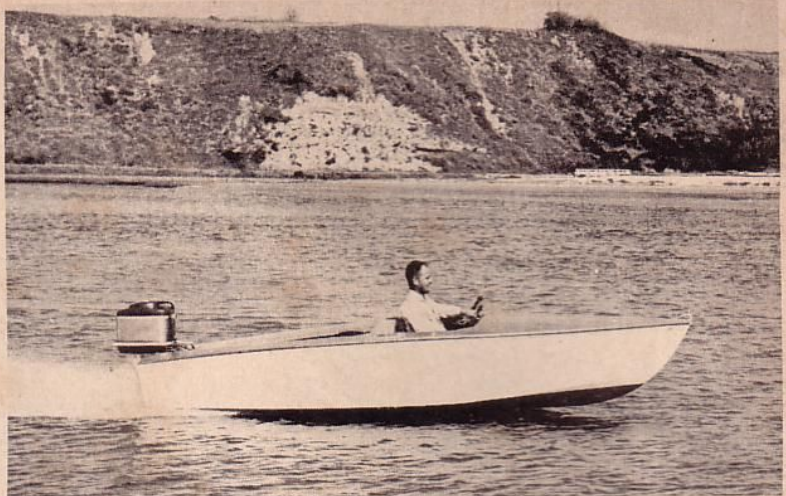
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