

# Speed AND Spray

THE INTERNATIONAL MAGAZINE OF POWERBOATING

35¢

AUGUST, 1955

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wins the  
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4



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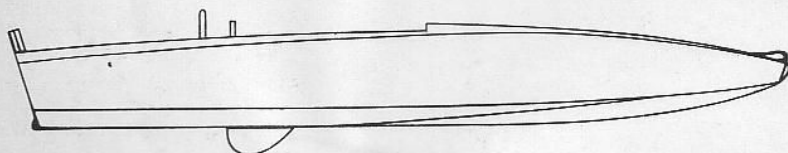
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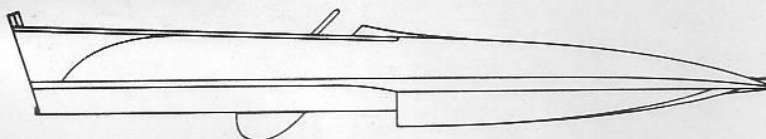
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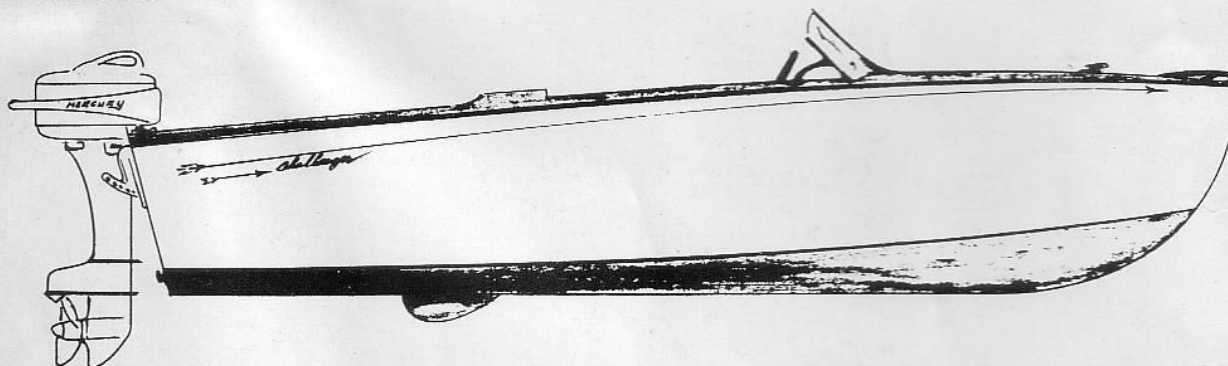


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# Editorials

# Speed AND Spray

THE INTERNATIONAL MAGAZINE OF MOTORBOATING

## STOCK NATIONALS

Devil's Lake, claimed to be one of the fastest courses in the world, will be the scene August 27, 28 and 29 of the 1955 National Stock Outboard Championship races.

Some new records are expected to be established in this "World Series" of outboard racing as approximately 400 of the nation's fastest stock outboard boats and drivers compete for the year's top awards.

Devil's Lake, located in Oregon's north Lincoln County, is no stranger to most outboard racers. Six of the ten stock outboard class competition world's records have been set on this Oregon lake, as have six of the nine competition racing class records, and two of the mile straight-away marks.

Reasons for Devil's Lake reputation as an exceptionally fast body of water for outboard racing are threefold. Only a few feet above sea level, the dense air aids combustion in the outboards, as does damp ocean air which churns in from the Pacific Ocean a few yards to the West. And during the warm summer months, an algae growth often takes place in the lake.

Racing experts say this thickens the water, gives the propellers a better bite, producing more speed. As George Calkins of DeLake, race chairman and boat builder, explains, "Hit a patch of algae doing 30 and your boat jumps to 35 miles per hour as the prop gets better traction."

Sponsoring this "World Series" of the outboard races is the Devil's Lake Racing Club, Inc. North Lincolmites were approached by national headquarters to determine if they would be interested in holding the races at Devil's Lake. They were and the sponsoring group was formed.

Some thousand drivers and mechanics are expected to be on hand, with 5 to 50 horsepower outboards taking part. Berths in the national races go to the top drivers in the 16 regions of the United States.

This is only the second time the nationals have been held in the west.

## August 1955

VOL. 2, No. 3

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COVER PHOTO—"Gale V" is photographed by Kent Hitchcock as she crossed the finish line of the 1955 Gold Cup Races.

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# REGATTA CALENDAR

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

**CALENDAR CODE**  
 I—Inboard  
 O—Outboard  
 SO—Stock Outboard

**1955 APBA REGATTA CALENDAR  
 REGION 1**

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**

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**

8/7	Pleasantville, N. J.	I
8/28	Long Level, Pa.	I-SO
9/5	Millville, N. J.	I

**REGION 4**

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**

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

**REGION 6**

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**

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 10**

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**

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**

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**

8/14	Hickory, N. C.	SO
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**REGION 16**

8/14	Polson, Mont.	I-O-SO
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**SO MARATHONS**

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**

8/6	Batesville, Ark.	Div. I & IV
8/7	Henderson, Ark.	Div. I & IV
8/7	Greenville, Miss. (Greenville-Vicksburg Marathon)	Div. III & IV
8/14	Cape Girardeau, Mo.	Div. I & IV
8/14	Freeport, Texas.	
8/21	Louisiana, Mo.	Div I & IV
8/21	Lake Whitney, Texas.	
8/21	Cleveland, Tenn.	Div. III
8/28	Dallas, Texas (Zone Championships for Dist. 9 & 15)	Div. IV
8/28	Winchester, Tenn.	Div. III
8/28	Lake Ozark, Mo.	Div. I & IV
9/4	Texoma, Texas	Div. III
9/4	Hot Springs, Ark.	Div. IV
9/4	Laurel, Miss.	Div. I & IV
9/4	Lake Ozark, Mo. (Zone championships for Dist. 7 & 8)	
9/5	Hattiesburg, Miss.	Div. I & IV
9/5	Devalls Bluff, Ark.	Div. IV
9/10-12	Cairo, Ill. (World Championships)	Div. IV
9/17-19	Mt. Carmel, Ill. (World's Championships)	Div. I
9/24-26	Knoxville, Tenn. (World Championships)	Div. III

**CANADIAN BOATING FEDERATION  
 REGATTA DATES FOR 1955**

**Zones 1-2-3**

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
9/10	Toronto Exhibition 2	O

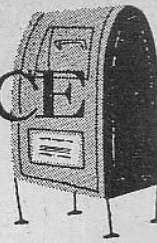
All regattas C.B.F. Sanctioned unless otherwise noted.

\* indicates Approved Regatta.  
 \*\*indicates A.P.B.A. Sanctioned.  
 The numeral following the location indicates the Zone.

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# CORRESPONDENCE



Dear Sir:

I finally receive a copy of June, 1955 Speed and Spray.

As far as I am concerned this is the only boating magazine on the market.

I purchased all of your previous issues up to 1955. *And would sure appreciate any copies I have missed since Jan. 1, 1955, excluding the June issue.*

Enclosed please find check for \$5.00 for a year's subscription.

ROBERT W. RUTTER  
West Creek, N.J.

May 18, 1955

Gentlemen:

I was certainly pleased to receive the first issue of the new magazine. It's been some time since the last issue—it's been missed. The new seems just as good as the old. Please keep it going this time.

Sincerely,

FRED WALKER, JR.  
Los Angeles, Calif.

Dear Sir:

We were very happy to see our Speed and Spray issue continued again. Ever since your difficulty over a year ago, we really missed our magazine. The club members think your book is just about the best as far as Boat books go.

The main interest in our club is water skiing so of course your article in the April issue on water skiing went over big with us.

We would like to see more articles on tricks to do on water skiing and other water sports; like the aqua-plane and flying saucer. We do some stunts on the skis such as the three-man pyramid, but we are always looking for more stunts to try.

Speaking of new stunts, the club went to see the "Cinerama" when it was playing in Philadelphia, Pa. and were very interested in a stunt done by a girl on one ski. She was skiing forward with her foot holding the ski bar. She turned around backwards and her ski was still facing forward. We would like to make up a ski so we can try it but we really do not know how to make it. There must of been some kind of swivel on the foot arrangement. If you can, could you try and get a blueprint of some sort and publish it in an issue in the near future as we know other clubs like ourselves would like to make one.

Hoping you can do something about this soon, I remain—

Very truly yours,

ROBERT GEORGE ECK  
President of Tide Water Boat Club  
Rancocas Creek  
Rancocas, N. J.

Dear Kent:

It has been nice to see "Speed and Spray" again, and we were particularly thrilled to read the U. S. drivers' version of the trip to Mexico. You were one of the first backers of the U. S.-Mexican boat races and I think you must be glad to see the progress that has been made. Wish you could come down for one of these events.

Am attaching a draft for \$7.00 to cover a year's subscription to "Speed and Spray," plus four copies of the issue containing the articles on the Mexican trip. These are to go to our treasurer, Sr. Francisco Jarque, at Molina del Campo No. 15, Mexico D. F., Mexico. I think his picture appeared in the article, hence the 4 copies.

Hope to have an article for you after the next race. It will be something like "At Mid Year in Mexico."

Sincerely,

RALEIGH S. GIBSON  
Elba No. 32 Desps. 102 y 103  
Mexico 5, D. F.

Gentlemen:

It is indeed a pleasure to see your brightly colored magazine Speed and Spray again on the news stands.

We of the Los Angeles Boat and Ski Club have enjoyed the reading of your magazine very much. We are indeed grateful to you for the publicity we received in the June issue "Forty Fathoms Down." Many thanks. The article in its entirety was most interesting to us boaters and skiers.

I personally read your magazine from cover to cover and enjoyed every page of it. The articles are down-to-earth and of topics which interest every type of boat owner as well as skiers. Many compliments were passed around during our last club meeting regarding your magazine. The very best of luck to you on all your forthcoming issues.

Sincerely,

Los Angeles Boat and Ski Club, Inc.  
MARIE I. McDERMOTT  
Corresponding Secretary

Dear Sirs:

As an outboard racing driver I heard from your magazine and am interested about it.

Could you please send me a number to show what the contents are and the price for a year's subscription, and how it can be paid.

Awaiting your answer with interest, I remain,

Yours truly,

D. SCHUITEMAKER  
Veendyk 20,  
Oud. Loosdrecht, U  
Holland

Dear Sir:

I would like to know if you could give me any dimensions as how to build a ski-jump. I am very much interested in knowing how. If there is any way you can give me any idea it will be most appreciated.

I got your address out of the month of July *Speed and Spray*.

Thank you.

Yours truly,

A. H. Clarkson.  
1384 Wythe Branch  
Hampton, Va.

Ed. Note: We are planning to run an article in the next or following issue with a set of plans on constructing a ski jump.

Dear Mr. Hitchcock:

Here at Lake Bomozeeen, Vt. the water is calm and the sun is shining, as it usually does, but the various outboard racing boats owned by my friends and myself are idle. This is most unusual because we have a habit of "tearing around and making a lot of noise" when the weather permits. Actually all the fellows are here at my camp practically dictating this letter.

The truth of the matter is—we want to form a club, for outboard racing (stock), so that the assorted old "biddies" in the rocking chairs won't feel that we are trying to stir up a commotion just when they want to cruise around in their inboards and swamp the "peasants" in their wakes. The land owners on the lake have recently formed an association for the betterment and development of our lake. The New England sailboats recently held another race here. We believe that with your help and advice we can organize a club to work in cooperation with the newly-formed association and everybody will be happy—especially us.

Please send me any available information and also the address of the A.P.B.A.

We decided you could help us when we learned that Otto Crocker and Barney Navarro were on your staff. (We just finished building a '32 street rod.)

Thanks, from: Dick Fairbanks, John Hinsman, Ty Cobb, Al Jamin, Jr., Tommy Grassia, Don Fairbanks, Tony Abatiell.

P.S.: We are all of draft age—not kids, we need your help.

James S. Abatiell, Jr.  
1 Vernon St.  
Rutland, Vt.

*You can obtain information on the formation of a boat club from the A.P.B.A. main office at 700 Canton Ave., Detroit 7, Mich. Speed and Spray will furnish any additional information required.—Ed.*

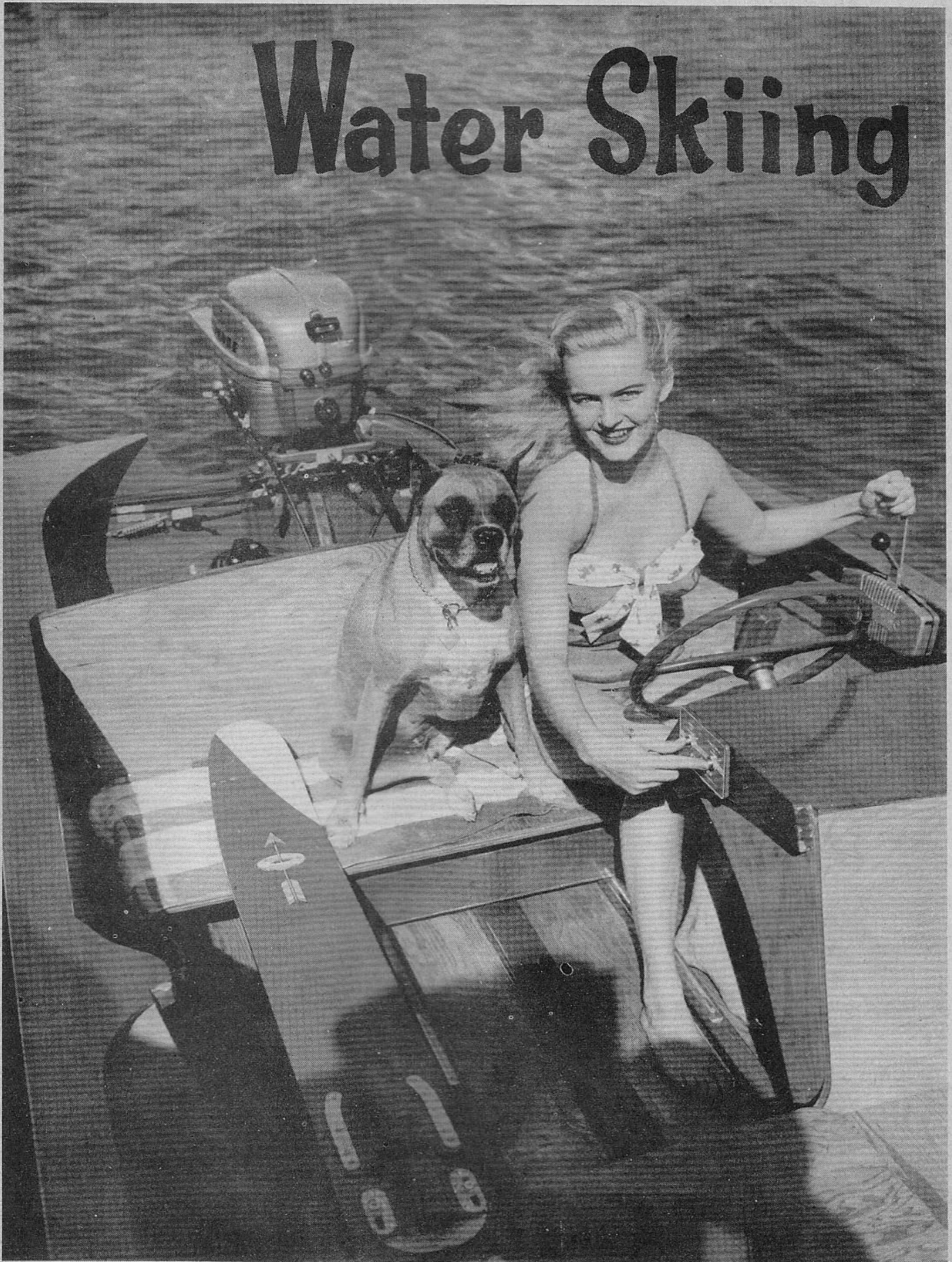
Dear Sirs:

Realizing that it might be a little late to have my subscription start with the July issue, I am writing this to explain that as I am overseas it is virtually impossible for me to obtain copies of "Speed and Spray." Please, if at all possible, send me the July issue and continue the subscription from there.

Enclosed is "Speed and Spray" subscription blank and postal M. O. made out to you for \$5.00. If there are any other

(Continued on page 33)

# Water Skiing



# America's Fastest Growing Water Sport

## BOAT HANDLING

Since the advent of the gearshift in outboard motors, there are practically no limitations as to who can operate them. Their easy starting and smooth operating qualities now make it possible for women and children to run their own outboards — and pull water skiers. Evinrude's new Electric Starting Big Twin now gives the water ski enthusiast finger-touch control anywhere in the boat. Push button starting and an electrically operated choke, combined with Evinrude remote control throttle and gearshift, greatly simplify all water ski maneuvers.

However, there are certain recommendations for boat operation and a few common-sense safety factors to be remembered.

### STARTING

When the skier is in the water, the tow boat should start at idling speed until the tow rope is extended to its full length. By this time the skier, in a sitting position, should have the tips of his skis out of the water. If he is all set, he should yell "Hit it!" which means apply full throttle for take-off. When he is "up" on the water, power should be eased off as signalled by the skier — "Thumb up" meaning more speed — "Thumb down" meaning less speed.

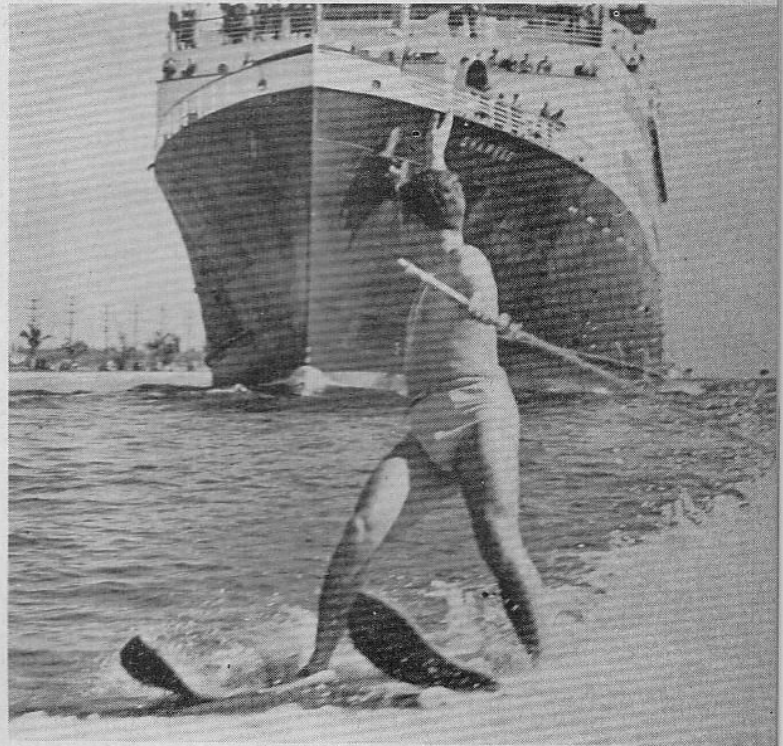
### TURNS

Wide arc turns are preferable unless the boat is cramped for space. If a sharp turn is indicated, be sure that the skier is not going to be on the inside of the turn. For example: if your skier is outside of the wake on the left side, don't turn left too sharply until he has returned to the wake. If he is on the inside, he will sink into the water due to lack of speed, only to have the tow bar pulled from his hands when the line finally straightens out.

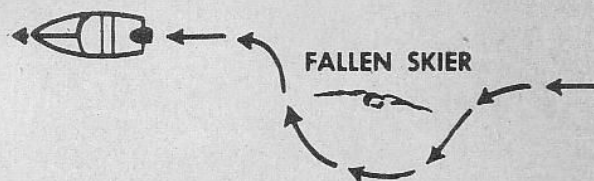
### A FEW WORDS ON SAFETY

- When towing a skier, always give other boats and obstacles a wide berth.
- Always look in front of you to avoid other boats or swimmers. A quick, occasional backward glance is all that is necessary to establish the situation of your skier.

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



Don't be a cowboy!



- When recovering a fallen skier, come up to him at idling speed and make a half circle around him. This should put the tow line directly in his hands. The same starting procedure is used as stated above.
- Be sure your motor is in neutral when taking a skier into the boat. (Motors without gearshift should be shut off.)
- **DON'T BE A COWBOY!** Water skiing is an international sport — not a side show. Any normal skier appreciates a smooth, easy ride, rather than an erratic hodge-podge of sharp turns, fluctuating speeds, and hair-breadth escapes from other boats, docks, sea-walls, etc.

# SKIING FOR THE BEGINNER

Everything has a starting place—and oddly enough the best place to start your first water ski lesson is on the beach. As is true in any sport, the habits you develop first are the ones you retain the longest.

So let's get started correctly and make your further exploration of the sport as easy and simple as possible.

Place your skis on the beach, parallel about 6 to 9 inches apart. Put them on by pushing the foot as far forward in the binding as possible, and pulling up the heel piece. Now sit on the back ends of the skis with legs bent tight against the chest. It is most important to remember to always keep your arms straight.

With someone holding the other end of the rope and bracing his feet against your skis, let him pull you up to a standing position without any assistance from you. Try this several times, keeping knees bent, arms straight and body slightly forward. It is the same motion as getting up evenly off a low chair.

Now that you have mastered the getting up procedure on dry land, you are ready to hit the water. There are numerous ways of starting, but for the moment let's concern ourselves with starting from the beach.

In about two and a half feet of water, put on your skis and grab the tow bar. Now, raise the

tips of your skis above the water as a signal for the boat driver to start the boat, giving you a fast steady pull. When the boat starts this pull, allow yourself to be brought slowly to the standing position, as practiced on land.

Remember to keep your knees bent, arms straight, and have weight balanced directly over feet in half crouch position. If you have any trouble with the skis wobbling, they will automatically assume a straight position when the boat has attained a speed of 20 mph. Do not pull up with your arms at the take-off. Keep them straight and let the boat pull you.

**REMEMBER!** — Arms straight — Knees bent — Let the boat pull you up.

Now, we hope you are skiing along behind the boat, feeling very proud of yourself. (A slow speed of about 20 to 25 mph. is recommended at first until you get the "feel" of the skis.) All of a sudden, the boat turns off to the right! What do you do now? To steer the skies to the right, merely relax your knees, push slightly with your left leg and lean your body in the desired direction. To change direction, shift your weight and exert the pressure with your right leg. Keep practicing these turns inside the wake until you have mastered them.



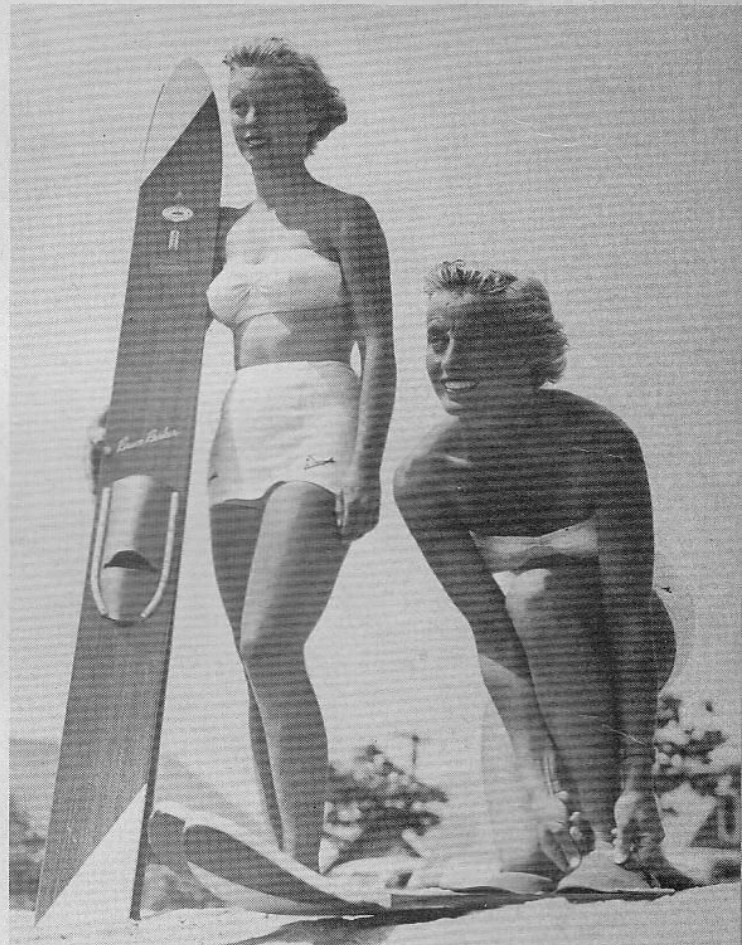




Now you are ready to cross the wake — that large mound of water that has been hemming you in on both sides. Let's try the right side. Pull to the left, inside the wake and make a right turn like you have just been practicing, but this time you do not stop, but pull straight on through it with the knees relaxed and slightly bent to "take it with the knees" so that they absorb the shock like a spring on a car. This is the same principle to follow when hitting rough water at any time. Now to get back inside the wake, pull out to the side about twenty feet and reverse your turn. It is easier to cross back if you hit the wake going straight toward it, rather than trying to slip back in sideways.

The easiest part of water skiing is the stopping. When you have had your share of skiing and you want to "sit this one out," here is what you do: Let go of the tow bar and after sliding along on top of the water for about fifteen feet, you'll slowly sink into the water. You've completed your first water ski ride.

The foregoing are the basic techniques of water skiing — starting, turning, crossing the wake, and stopping. The rest is up to you. By this time you've probably discovered how simple and exciting it is to water ski. Now, strive for perfect form — back straight, arms extended, shoulders back, head erect, skis close together. All you need is a little practice and you'll soon develop your OWN skiing technique.



Winnie and Evie Wolford pose prettily as they get set for a fast workout.



# SKIING FOR THE INTERMEDIATE

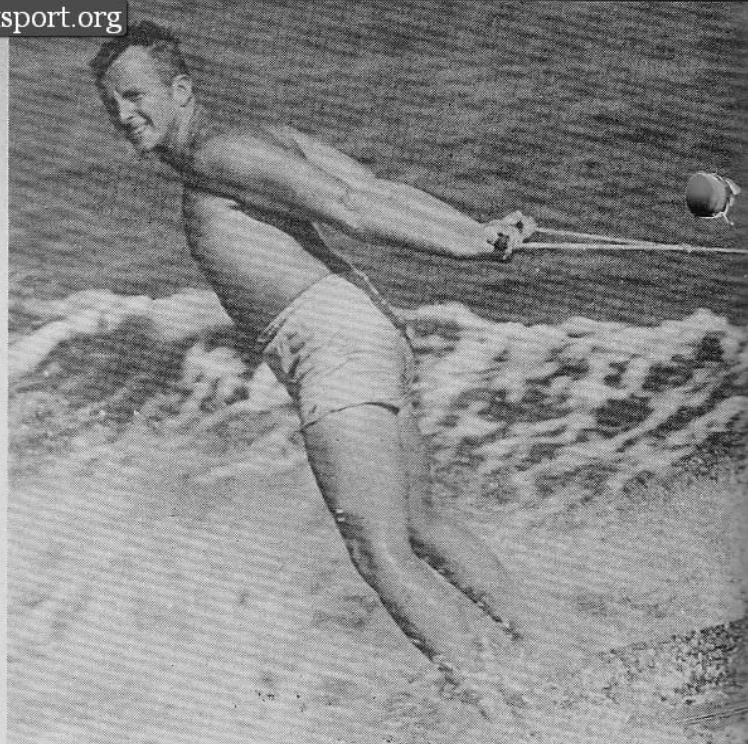
Now that you have mastered the basic skiing technique — starting, turning, crossing the wake and stopping — you begin to get pretty excited about getting to be a better skier. How about *one* ski? O.K. Here we go: If you are going to ride on your left ski, shift all of your weight to the left side, left leg straight, and body leaning back slightly. Now start to lift the right ski out of the water, making sure to keep the tip well up in the air, for if the tip catches in the water, you're in for a spectacular somersault. Try this several times, lifting the ski out of the water about a foot, and parallel to the water. When you have mastered this, bend your right knee up past, and outside your right arm, and hold the ski perpendicular to the water — this is the "Skier's Salute." When both of these positions are successfully mastered, we are ready to drop the right ski entirely and continue on with the left only. While riding on two skis, slip the heel binding off the right heel and let the ski slide off your foot in back of you. Immediately stick your foot in the water, toe pointed, in back and to the right (about 18") of you. This dragging foot will serve as balance until you get accustomed to the feel of one ski. When you are in complete control, slowly bring your right foot out of the water and place it on the left ski, directly behind the left heel. Turns and crossing the wake on one ski are done by leaning into the turns.

Experiment with faster turns by pushing heel of ski around with back foot, and leaning into the turns more.

One-ski variations to try, after you have mastered the one-ski turns, are:

## TOW BAR HELD BY TOE OR HEEL:

While skiing along on one ski, bring your free foot (knee bent) up between your arms, and wrap your big toe up and half around the center of the tow bar. With leg muscles tightened, slowly let out your leg and as your arms reach full length, let go of the bar with your hands. If your big toe doesn't



Bruce Parker demonstrates proper position for backward skiing.

bend up enough to get a good hold on the tow bar, a small, U-shaped rubber or rope handle can be used on the bar.

A somewhat easier variation of this trick is catching the center of the tow bar behind the heel instead of the toe. Same routine as above but by *pointing* the toe you can get a better hold at the heel.

## FORWARD SWAN:

This is an especially attractive trick for women. While skiing on one ski, lean forward until you have formed a right angle with the skiing leg and upper body. Slowly extend the free leg directly out behind you, with the knee slightly bent to form a graceful arc.

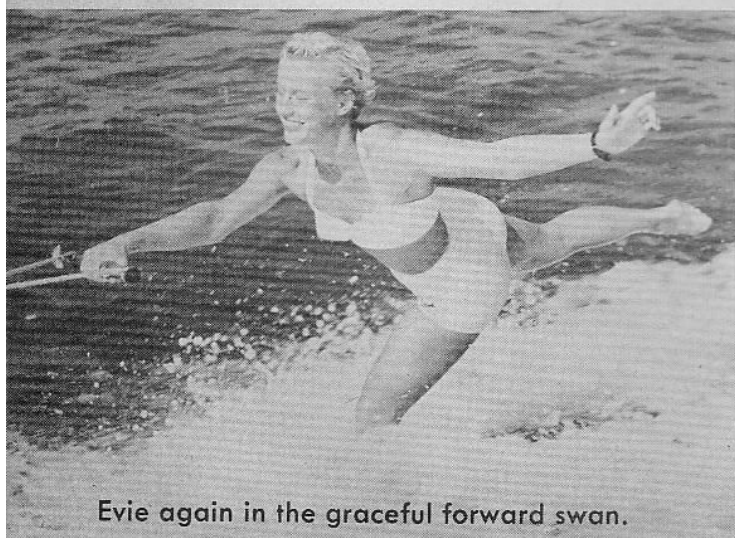
## DEEP WATER START:

This trick is probably one of the most difficult to learn. It takes many falls and plenty of stamina to master it.

Get out into water at least 4-5 feet deep with one ski only. Assume the normal starting position with the skiing foot, but keep the free foot fully extended out in back and to the side. When the boat starts, keep down fairly low until your speed builds up, all the time keeping plenty of pressure on your free foot. As your speed builds up, push up with your skiing leg, and — you're up. The secret is to keep plenty of pressure on the free foot, using it as a combination outrigger and rudder.

## TOW BAR BETWEEN KNEES:

This is a tough balancing act. While skiing on your one ski, pull the tow bar up and insert it between your knees, while dragging the toe of your free foot in the water. The secret of this one is not to let your free foot be pulled forward, which will tear the tow bar out from between your knees. Hands on hips, when you are at home with this trick.



Evie again in the graceful forward swan.



Not recommended for novice skiers.

## INTERMEDIATE TRICKS ON TWO SKIS

### **JUMPING THE WAKE:**

This involves going outside of either wake, making a fast turn back towards the wake, and as you hit the wake you jump up in the air. If timed properly, jumps of 3'-4' in the air, and 5'-10' long can be made.

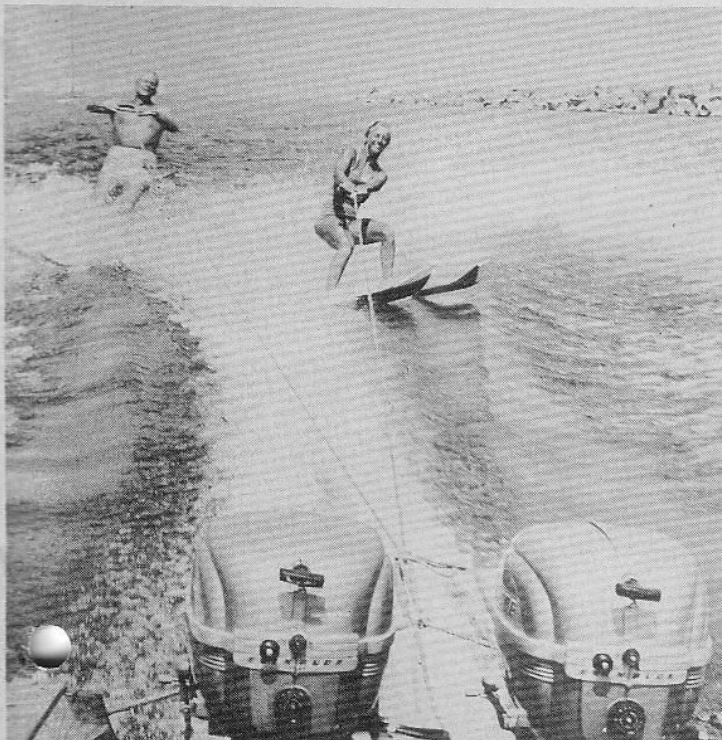
### **ROPE BETWEEN THE KNEES:**

Pull up on tow rope until tow bar is slack. Place tow bar between knees, lean slightly forward, release hands when you feel balanced.

### **BACKWARDS SKIING:**

Reverse the bindings on your regular skis — get into skis, so that you are now facing the rear of the ski. In about 4 to 5 feet of water, crouch in the water with your ski tips on top of the water. When you are ready to go, stick your head down near your shins, and with your arms below your hips you will feel the boat start to pull. Remember everything you learned frontwards is now completely reversed. Your weight is on your toes, and you are leaning frontwards, away from the boat. This will probably take quite a few tries before you are successful, as this unusual position tends to make the boat pull you over backwards.

When you have this down pat, including crossing the wake, kick off one ski and you're well on your way to becoming an expert skier.



Dual "Big Twin" installations — ideal for competitive skiing and multiple towlines.

# GOLD CUP REGATTA



The winner—"Gale V" . . . 1007 pleasure boats were tied on the log boom on the far side of the course . . . "Dependability" won the Gold Cup for Detroit Yacht Club.

## Story and Photos by KENT HITCHCOCK, Technical Editor

THE GOLD CUP is back in the trophy case of the Detroit Yacht Club. The plate for the 1955 winner reads: *Gale V* . . . Joe Schoenith . . . D.Y.C. The driver was Lee Schoenith, son of the owner. Lee didn't win one single first place, but he piled up enough points to take the coveted award home to Detroit.

The headlines from the Seattle papers tell the dramatic story of the bitter and confused battle that was waged for boat racing's most honored trophy. Thirteen big thundering Unlimited Hydros put in an appearance at Seattle to attempt to qualify for the world series of boat racing. Several challengers did not appear due to last minute mechanical trouble—including the highly regarded Canadian hydro *Miss Supertest II* which blew up a supercharger too late to get replacements from England for her Rolls Royce. The dueling started right with the qualifying trials.

Rules for the contest require that each contesting boat must turn three laps of the three and three-quarter mile course at an average of not less than 85 mph and that each driver who did not drive in the previous year's race must pass a driver's examination. Qualifying opened on August 1st, but it was August 3rd before the first official attempt was made. Band Leader Guy Lombardo's new *Tempo VII* with Danny Foster at the wheel was the first to qualify with a brand new qualifying record of 116.8 mph well above *Slo-mo V's* mark of 111.632 mph established last year. *Tempo* handled and turned like a dream and was immediately doped to be a real threat in the race. Next out was the "Old Lady," *Slo-mo-shun IV* herself, with Joe Taggart at the wheel. The Canton, Ohio, driver upped the qualifying record to 117.391 mph—turning one terrific lap at 119.575. The duel was on in earnest.

Third to try was Bill Cantrell in Joe Schoenith's *Gale IV*. Bill's "Seattle Jinx" was in rare form. It looked like he was on the way to a good hot average when the big Allison developed trouble. Back to the pits for repairs. Jack Schafer's *Such Crust*

*III* with Walter Kade driving and a pair of Allisons thundering defiance was next to try the run. More tough luck—the "Big Train" pulled up in the North turn and Kade signaled for help. He was sinking. Prompt work by the Coast Guard patrol boats got her in to the pit floats where she sank just beyond reach of the shore crane. She was hauled out in a hurry and found to have a sizeable hole in the transom and missing the rudder.

Several trial runs were made by other challengers and out came Willard Rhodes' new *Miss Thriftway*, designed by Ted Jones—the same Seattle designer who started the Sayres monopoly of Gold Cup domination with his design of *Slo-mo IV*. The lake had kicked up under a brisk North wind when Driver Bill Muncey from Detroit brought *Thriftway* out on the course and Bill worked out a smooth and effortless 103.846 mph average. The moderate speed may have confused the public, but not the racing experts who recognized a smooth running outfit in far from perfect water and wind conditions.

The water was marvelous all day Thursday but it was all wasted until 6 o'clock in the evening. Everyone was making repairs. The driver's committee of Joe Schoenith, Joe Taggart, Lee Schoenith, Bill Cantrell and Referee Mel Crook passed their O. K. on three new drivers: Bill Muncey, Jack Regas and Marion Cooper, reserve driver for the *Slo-mo* team.

Frank Saile, Jr. put *Miss Cadillac* through at an average of 96.222 mph. Lee Schoenith in *Gale V* was next at 112.782. George Simon's *Miss U. S.* with Jack Bartlow driving sheared off a pin which allowed the prop to slide back into the rudder—more rapid fire repair to do. The Ted Jones-Kirn Armistead entry of *Rebel Suh* with Lt. Col. Russ Schlee in the cockpit qualified at 106.187 mph. Schlee, a jet pilot who had never driven a boat before trying out *Rebel Suh* at Seattle had trouble holding the spirited outfit in to the buoys on the turns. Night and day work was the order for the boats that still had to qualify—a test run for some and then more modifications.

# GALE V CAPTURES CUP!

### THE WEATHER

EASTERN WASHINGTON—Partly cloudy Monday with scattered showers over the eastern part. Clearing considerably Monday night.  
WESTERN WASHINGTON—Partly cloudy Monday morning and partly sunny Monday afternoon. Partly cloudy Monday night. Light rain along the coast early Monday.

CHARACTER QUALITY AMERICA FIRST ACCURACY ENTERPRISE

**Seattle Post-Intelligencer**

The Great Newspaper of the Great Northwest

MAin 2000 Established 1863

**EXTRA**

SEATTLE, MONDAY, AUGUST 8, 1955 28 PAGES PRICE 5 CENTS IN CANADA 7 CENTS

## Flying Start From Under Floating Bridge Ruled Out SAYRES TO QUIT GOLD CUP COMPETITION

**The Seattle Sunday Times**

(Copyright, 1955, by The Seattle Times Company)

Published Daily and Sunday and Mailed as Second Class Matter at Seattle, Washington. Vol. 78, No. 214

C ★ SEATTLE

**SUNNY AFTERNOON**  
Seattle and vicinity: Sunny afternoon and evening. Chance of showers or drizzle tomorrow tonight and tomorrow. High today.

## SLO-MO-SHUN V OUT; FAGEOL HURT AS BOAT SOMERSAULTS AT 160 MPH

CHARACTER QUALITY AMERICA FIRST ACCURACY ENTERPRISE

**Seattle Post-Intelligencer**

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**6 A.M. FINAL**

### Driver Not Approved:

## Hassel Rages Over Reb' Driver

Another monkey wrench was thrown into the Gold Cup picture Friday afternoon as the drivers' rating committee refused to approve Lt. Col. Russ Schiltz who qualified Rebel Sak Thursday.

### THE WEATHER

CLOUDY in the morning, clearing during afternoon. High 70-75; low 50. Southwesterly winds. VESTERDAY'S WEATHER: High, 75; low, 56. Precip., none. Record high, 80, August 7, 1950. (More weather, page 10.)

CHARACTER QUALITY AMERICA FIRST ACCURACY ENTERPRISE

**Seattle Post-Intelligencer**

The Great Newspaper of the Great Northwest

MAin 2000 Established 1863

**SUNRISE EDITION**

VOL. CXLVIII, No. 161 SEATTLE, MONDAY, AUGUST 8, 1955 32 PAGES PRICE 5 CENTS IN CANADA 7 CENTS

## Gale V, By Four Seconds

CHARACTER QUALITY AMERICA FIRST ACCURACY ENTERPRISE

**Seattle Post-Intelligencer**

The Great Newspaper of the Great Northwest

MAin 2000 Established 1863

**RED LINE EDITION**

VOL. CXLVIII, No. 159 SEATTLE, SATURDAY, AUGUST 6, 1955

## EASTERNERS MAY BOYCOTT GOLD CUP

Slo-mos' Flying Start Causes Rift

### Rainiers Split Bill

(Details on Page 13)

CHARACTER QUALITY AMERICA FIRST ACCURACY ENTERPRISE

**Seattle Post-Intelligencer**

The Great Newspaper of the Great Northwest

MAin 2000 Established 1863

**6 A.M. FINAL**

VOL. CXLVIII, No. 161 SEATTLE, MONDAY, AUGUST 8, 1955 32 PAGES PRICE 5 CENTS IN CANADA 7 CENTS

## Gold Cup Referee Quits

RESIGNS OVER 'FLYING START'

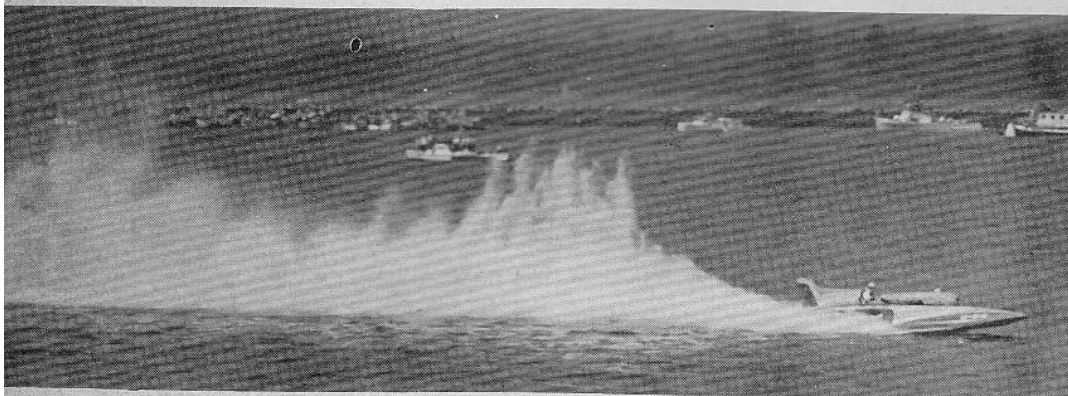
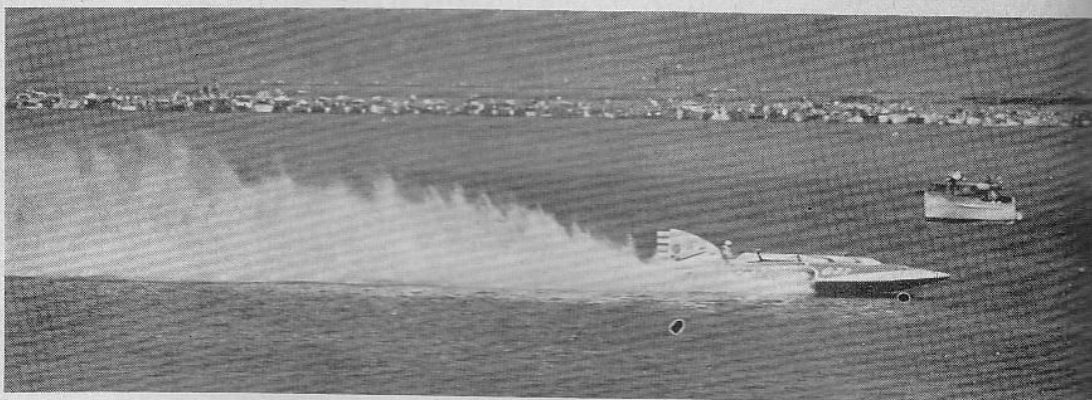
Thriftyway Lost By 4.53 Seconds

## Gale V Plus Adding Machine Beats Seattle Hydroplanes



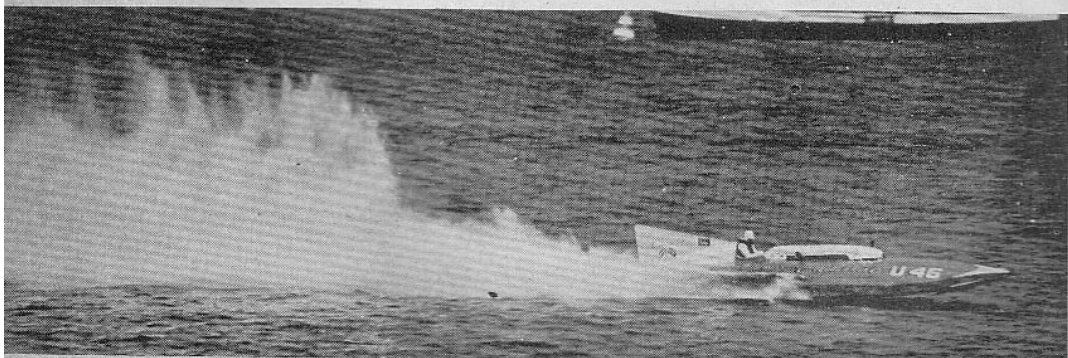
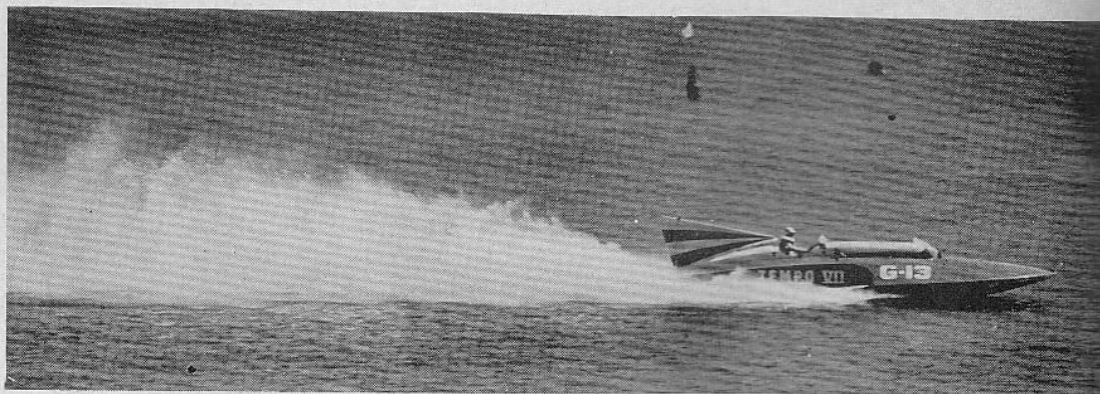
"Slo-Mo-Shun IV," the "Grand Old Lady" of the Sayres team showed them all the way around in the first heat with two brand new records—fastest lap and fastest heat . . .

"Such Crust III" missed the first heat—BUT how she went in the last two. Jack Schafer's "Big Train" is a factor in Unlimited racing . . .



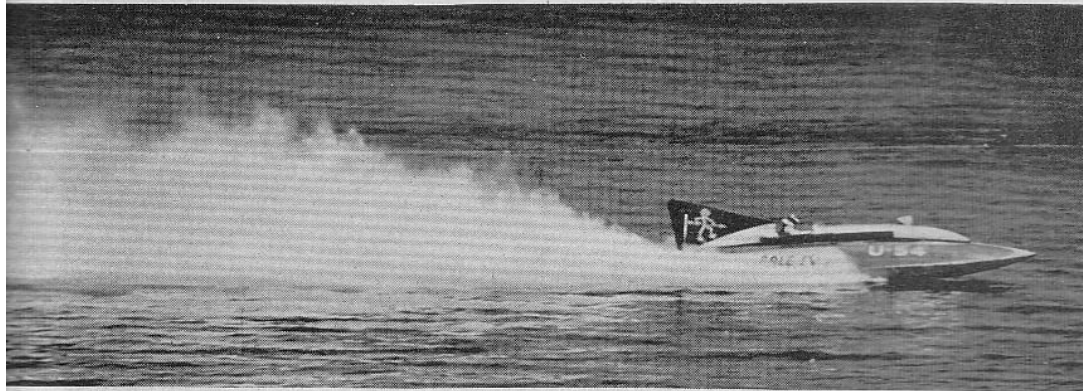
Willard Rhodes' "Miss Thriftway" just missed winning the world series of speedboat racing by 4.53 seconds . . . A little more pressure would have done the trick for the new Ted Jones designed challenger . . . Les Staudacher built this fast running outfit and four other challengers.

Guy Lombardo's "Tempo VII" looked like the class of the opposition before the race . . .



"Miss Cadillac" was dependable, but just didn't travel fast enough to score . . .

Jay Murphy in *Breathless* ran a consistent last. His strategy of saving the San Francisco challenger until the other outfits broke up did not work out.



Bill Cantrell's *Seattle jinx* was in full force . . . Bill dropped out with mechanical trouble . . .

National 135 cu. in. Hydro Champion Johnny Corea ran away and hid from his class. He scored second fastest time of the limited hydros, second only to Gassner's flying 266.



Band leader Guy Lombardo at the left—long a highly regarded figure in the world of speedboat racing chats with A.P.B.A. official Lou Eppel as he leans against his latest and most formidable challenger "*Tempo VII*."



Radio—T.V. and all the newspapers and magazines that you can name were represented on the press barge . . . Out of state T.V. stations ground out film for their local areas. A host of official boats shuttled press and officials back and forth over the extended portions of the course.



The Unlimited pits at Mt. Baker Boat House couldn't handle all of the boats. The "Thriftway-Rebul Suh" team were located in the Limited Hydro pits and "Scooter Too" and the "Slo-mos" were located North of the Floating Bridge . . .



The Inboard pits were shaded and pleasant but inadequate in every respect for the number of outfits present. Improvement would be needed for a full scale limited inboard regatta.

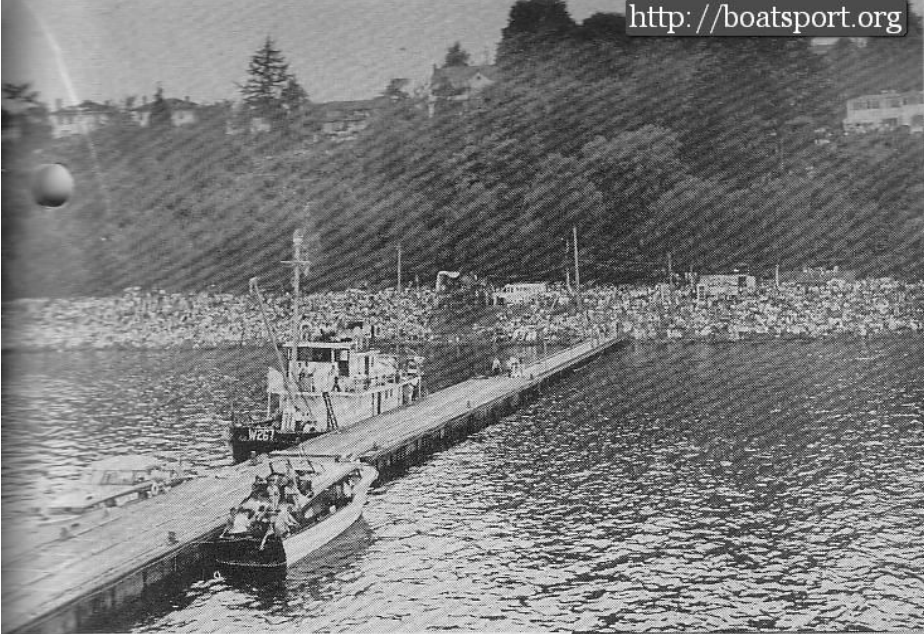
The Howard Gidovlenko-Ray Crawford entry of *Zephyr Fury* with considerable aircraft design evident in her hull failed to run or handle to expectations. Sponsons were altered, a new strut installed and countless other changes but the owners finally gave up the battle. Co-owner Ray Crawford, winner of the Mexican Road Race and driver of his own Indianapolis car stated that we would be out again next year with a new one of conventional design.

*Breathless*, the entry of J. Philip Murphy of Oakland with son Jay in cockpit was first to qualify on Friday — averaging 95.093 mph. *Scooter Too* the entry of Industrialist Henry Kaiser of Lake Tahoe with Jack Regas doing the driving averaged 94.362 mph. The Kaiser boat, just completed and much in need of testing and adjustments, had a flock of backers in the large visiting California contingent. Kaiser explained: "This boat really belongs to the employees . . . They helped build her in their spare time. She is a real family project. *Miss U. S.* with owner-driver George Simon who placed second in the 1954 Gold Cup qualified his outfit at 102.092 mph.

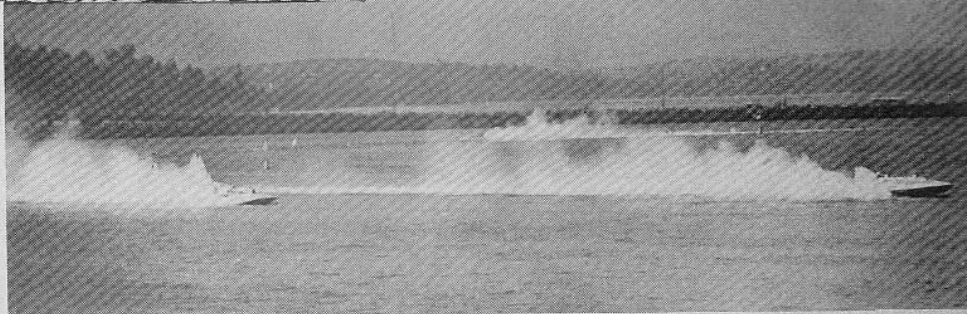
Seattle papers of August 4th carried the news that Referee Mel Crook had banned the flying starts through the span of the floating bridge. This tactic was started by Lou Fageol in his first race in *Slo Mo*. Last year *Wha' Hoppen Too*, milling around for the start with the rest of the field, nearly clipped Fageol as he came out from under the bridge at better than 150 mph. Crook's ruling was made in the interest of safety as provided for in the A.P.B.A. rules. The newspapers and radio made a big to-do out of the ruling and the inference was that Crook had "sold out" to the Detroit contingent. Friday morning Crook resigned as Referee with the statement that the pressure applied to him over this incident made his position untenable. Up jumped the Devil. The Committee announced that Stanley Donough would replace Crook as Referee, subject to O. K. from the A.P.B.A. Racing



A half million frenzied spectators witnessed the Gold Cup Regatta on Seattle's Lake Washington. This is just a fraction of the crowd directly behind the official barges that were located some 600 feet from the shore . . .



Coming out of the turn by the floating bridge. This shot illustrates just how close the racing was . . . Here is "Such Crust III" fighting off "Miss Thirtway" in the second heat . . .



Commission. Donough immediately announced that he would rescind Crook's starting rulings if he were approved. The Detroit and California drivers informed the press via radio, newspapers and television that they would not start the race if the starting ruling were rescinded. It was a mad merry mixup with Race Committee meetings constantly. Donough was approved as Referee but the ban on the flying start from the bridge was upheld by Committee action.

The next battle occurred when the driver's committee announced that Lt. Col. Russ Schlee, driver of *Rebel Suh*, was barred because of inexperience. The *Rebel Suh* and *Thriftway* teams immediately announced a boycott if Schlee were barred. This hassle raged for 24 hours. The meeting of the Gold Cup drivers recommended that Schlee be permitted to drive.

Peace was restored and Saturday arrived on schedule with excellent weather. *Rebel Suh*, just out testing, broke the quill shaft which drives the blower, and the outlook was dark. The *Slow-mo* team with plenty of parts and man power helped the Ted Jones crew get her going again. Fageol came out for a test run in *Slo Mo V*, the first since he was injured a week previously when he was nearly tossed out of the boat when he hit a cruiser waké at better than 160 mph. It was a surprise to the committee when he appeared on the course on Saturday morning to test out the "V" . . . He ran a couple of fast laps at 109 and then very nearly "lost the boat" when she slid up and caught on the South turn. At 4 o'clock in the afternoon Fageol came out to qualify. He turned in two laps at the identical speed of 117.391 mph and then came the most sensational flip on record. "Lead Foot" Lou was blistering the back stretch at well over 160 mph when the "V" came off the water a quarter of a mile from the North turn. A careful driver would have backed off and put the outfit back on the water, but not Fageol. He kept the pressure on and the big job finally took off—clear up and over in a complete "loop-the-loop." Fageol was hurled from the cockpit at the top of the loop and dropped into the water like a rag doll—arms and legs at every angle. The "V" came down almost flat—but a bit by the transom, throwing a burst of spray into the air as the boat hit the water—and then continued on toward the Floating Bridge without a driver. The automatic throttle took over and the outfit came to a stop . . . Two teen-age youngsters in an outboard patrol boat were first to reach the

injured driver . . . they held his head above water until the C.C. patrol boat arrived. Marvelous rescue work—he was on the patrol boat in 50 seconds after the crash occurred and three and one-half minutes later was turned over to the ambulance crew on the dock. Fageol regained consciousness several times and took oxygen on the way to the hospital where he was given a blood transfusion and emergency treatment. Preliminary examination showed four broken ribs, a punctured lung and possible back injuries. *Slo-mo V* showed little damage to the casual inspection. The rudder was gone and half of the transom ripped out, but she probably was well wracked and strained. Sayres announced at once that no attempt would be made to repair the boat in time for the race. The *Slo-mo* team was down to one defender—the "Old Lady." Comment in the pits wondered why Fageol risked the boat, the Gold Cup and his neck . . . when anything over 85 mph would have qualified the boat.

The roads to the course and the spectator area around the pits were jammed—an estimated 2000 people camped on the beach in their "staked out claims" to reserve space for the races. Sunday morning . . . THIS is the day of the big race . . . Wow! Seven in the morning and the SPEED and SPRAY crew of Peg and Kent Hitchcock, Elgin and Pop Gates and Katie and Bill Lane fought their way through a few hundred thousand spectators to the pits and the press barge. Official passes helped, but it was still a battle. Night and day the *Such Crust* crew had labored to repair the "Big Train" . . . Walter Kade brought her out on the course and she sailed through the qualifying laps with the greatest of ease. The field was complete . . . eleven boats . . . *Miss U. S.* took a trial run and trouble developed. Owner George Simon asked for 30 minutes delay, but then discovered that the trouble was too deep seated to be repaired in a hurry and the boat was withdrawn.

The five minute gun . . . *Such Crust III* refused to fire off . . . they found the trouble too late . . . a 50c ignition switch had failed to start a \$50,000 hydro . . . THERE THEY GO! *Slo-mo-shun IV* was first across the line, but *Gale V* broke into the lead . . . *Gale IV* was next and then came *Cadillac* and *Tempo VII*. *Scooter Too* was the tough luck baby . . . hit a milk bottle on the run to the line and ripped a two foot hole in the bottom. Regas saved the boat with a fast run to the beach where the Kaiser entry was taken off the bottom by the salvage barge.



"Scooter Too", the Henry Kaiser entry was holed by a milk bottle dropped in the water by some careless spectator—sank and was raised by the Navy lung diving team and a Coast Guard derrick barge. It was a bitter blow to the volunteer crew that built the Kaiser boat.

*Tempo* hit something on the North turn and the jolt blew off the gas cap and spilled high test into the bilge . . . a spark fired off the volatile mixture and Driver Danny Foster was burned on the arm. He was forced to withdraw and make a run for the pits. *Slo-mo* passed *Gale V* on the South turn of the third lap and held a nine second lead at the start of the 4th lap. From this point on positions did not change much although *Breathless* was lapped by the three leading boats. Both *Slo-mo* and *Gale V* broke the heat record set up by the Dossin Brother's *Miss Pepsi* in 1951. *Slo-mo's* new heat record was 103.159 mph and she also set a new lap record of 107 mph in the first lap. The Committee pulled a colossal boo-boo and permitted the field to run 9 laps before giving the leader the checkered flag.

SECOND HEAT . . . *Miss Thriftway* and *Gale V* broke fast at the start with *Such Crust III* in the third position and *Slo-mo* fourth. Everybody was screaming . . . *Thriftway* led by five seconds at the third lap and increased her lead to 12 seconds in the fourth as *Slo-mo* passed *Such Crust*. Bill Cantrell's Seattle jinx got into high gear on the first turn. The rig threw a rod and that was all for Bill. *Slo-mo* after passing *Such Crust* gained rapidly on *Gale V*, but Muncey in *Thriftway* was clinging to a 24 second lead in the fourth lap and went on to win with a healthy margin. *Breathless* and *Cadillac* were both lapped by the leaders. The best lap was 105.47 by *Thriftway* in the third lap.

THIRD HEAT . . . Taggart thrilled the crowd with a "Sunday School" start passing *Miss Cadillac* at the starting line. *Gale V* was second in the front straightaway but gave way to *Miss Thriftway* in the South turn. This was a real battle as Walter Kade jammed *Such Crust* ahead of *Thriftway* on the back stretch to take over third spot. *Slo-mo IV* held her lead to the 6th lap with *Such Crust* fighting off the constant pressure from *Miss Thriftway*. Half a million spectators cheered when Muncey poured on the coal and passed *Such Crust* in the back stretch of the 5th lap and took out after Taggart in *Slo-Mo*. At the 6th lap the challenger was just one second behind and as Muncey was making his bid to take the lead—Taggart pulled off the course with the hull smoldering due to a break in the exhaust system. Right here is where Muncey made his big mistake. With the heat in the bag, he apparently forgot that he needed 35 seconds to beat out the *Gale* for the 400 point bonus on total elapsed time. He elected to save his outfit for a sure finish and backed off on the pressure.

Muncey thought he had it all cinched and after completing an extra lap pulled up to the official barge for the victory celebration. The committee announced absolutely nothing and the show went on. A half million people screamed their delight that another Seattle boat had brought home the bacon—television cameras ground out the celebration on the official barge—Muncey was called on to talk over a dozen assorted radio networks. His crew arrived from the pits. He kissed his wife a dozen times for the photographers and then was thrown in the water



The rescue operation for sunken boats was the best ever. A team of Navy lung divers went down and attached the slings to the sunken racer — then the C.G. derrick barge brought them gently to the surface. Here "Rebel Suh" comes off bottom.



"Screaming Eagle IV," world record holder in the 135 cu. in. Class was stripped of her sponsors and driver Buddy Halloway knocked cold in the limited racing. Navy Chief Oscar "Red" Reeder who deserted the race to assist Halloway is at the right holding one of the sponsors.

as the traditional ceremony that goes to all winners of a great aquatic event. THEN CAME THE BLOW! The P.A. system that had been quiet for the past 30 minutes suddenly came to life with the announcement that the Committee would announce the official results of the race in 30 minutes . . . Oh what a let down . . . to this moment and sometimes afterwards — there had been no announcement of the official elapsed times of the race . . . Television cameras were packed away . . . newspaper reporters had filed their final stories . . . radio networks were signing off the air . . . and then the rumor crept out . . . *Gale V* had saved her time over *Thriftway* and the trophy would go back to Detroit . . . **CONFUSION REIGNED . . .**

The rules of the Gold Cup contest are different than those of any other boat race in the world. The Gold Cup is a contest of 90 miles of racing and the fathers that wrote the rules for scoring placed a premium on both speed and endurance. A 400 point bonus is awarded to the boat that makes the fastest heat BUT that boat must complete all three heats to collect that bonus. *Slo-mo IV* ran the fastest heat but could not collect the bonus as she failed to finish the 90 miles. A bonus of 400 points goes to the boat that completes the 90 miles in the least elapsed time. This is the item that upset the apple cart. Lee Schoenith in *Gale V* didn't win a single heat but he completed the 90 miles

4 and 53/100th seconds faster than Bill Muncey in *Miss Thriftway*. That 400 points was the margin of victory.

Here is the way the point totals wound up:

BOAT	HEAT POINTS			BONUS	TOTAL
	1st	2nd	3rd		
<i>Gale V</i> .....	300	300	225	400	1,225
<i>Miss Thriftway</i> .....	225	400	400		1,025
<i>Slo-moshun IV</i> .....	400	225			625
<i>Such Crust III</i> .....		169	300		469
<i>Miss Cadillac</i> .....	127	127	169		423
<i>Breathless</i> .....	95	95	127		317
<i>Gale IV</i> .....	169				169

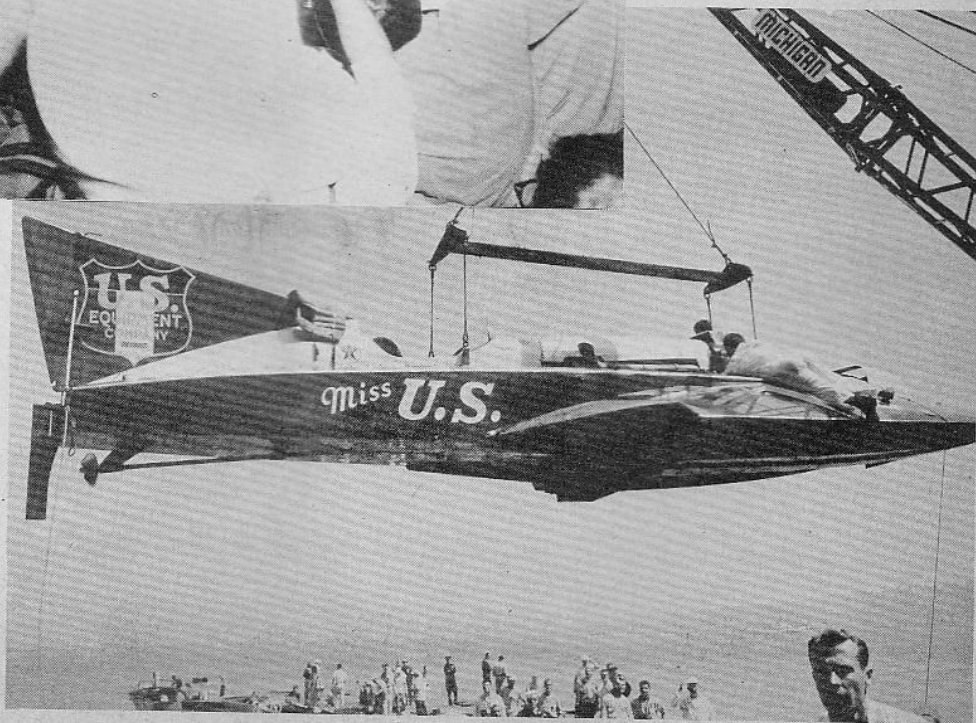
(*Gale V* awarded bonus points for covering the 90-mile race distance in the shortest elapsed time.)

It was a terrific show . . . Stan Sayres says that he "might" retire . . . The Navy's fantastic Blue Angels and maximum performance pilot, Ed McKellar, Lt. (j.g.), flying Gruman F9F8 Navy Cougars put on an intermission show that had the half million spectators wilting in their seats. This was a day of days for boat racing . . . Money, Marbles or chalk says that the *Slo-mo* team will be at Detroit next year to try and return the famous old cup to the Seattle Yacht Club . . .



The premature celebration . . . Bill Muncey, driver of "Miss Thriftway" hoisted on the shoulders of his crew accepts the plaudits of the crowd and the press. It was an awful let-down when the "*Gale V*" was belatedly announced as the winner — a committee boner.

George Simon's "*Miss U.S.*" won second spot last year and was a dreaded challenger. Mechanical failure kept her out after she had qualified . . .



# SEAFAIR INBOARD CHAMPIONSHIP



Start of the 136 Hydros . . . That's Bob Boehm in "Jerky" out in front and on his way to a new world record for the class.

**T**WO NEW world records highlighted the Inboard program held on the two and one-half mile Lake Washington Course on Saturday. Bob Boehm of Healdsburg, California, racing under the colors of the California Speedboat Association of Oakland raised his own five mile competition record. Bob spun his *Jerky* twice around the course, well ahead of his nearest competitor, at an average of 62.675 mph to hang up a new record for the 136 cu. in. Class. Bob's old mark was 61.941 mph established at Salton Sea last season.

The limited Inboards ran on a two and one-half mile segment of the three and three-quarters mile Gold Cup course using one common end of the course with 1500 foot turns — hardly an ideal course for record breaking. Bob Patterson blistered the course in the first heat of Cracker Box to wipe out Carl Maginn's competition record of 65.693 mph established at Salton Sea in 1954. Bob's *Hot Cinders* rode the bumpy going on Lake Washington like a jet and hung up a new figure of 67.696 mph. Maginn simply couldn't stay on it when his *Hot Ice* took off for the wild blue yonder on the long swells.

Feature performances were turned in by Ray Gassner in his *Sunshine Baby III* from St. Petersburg, Florida in the 266 Class and by 135 cu. in. National Champion Johnny Corea from Dos Palos, California — both of whom simply ran away and hid from the competition.

World straightaway 135 cu. in. record holder, Buddy Holloway's *Screaming Eagle IV* shed both sponsons while trying to move up on the leaders. Buddy was thrown from the boat at nearly 100 mph, but was released from the hospital the next day with nothing more serious than several thousand very sore nerves and muscles. Red Reeder, Navy Chief Petty Officer who herds the *Helluva*, dove out of his boat to assist the unconscious Holloway until the patrol boat arrived. Fred Galante also dropped from the race and ran an interference circle around the two men in the water until the patrol arrived.

World record holder, Rich Hallett in Keith Blacks *Flyin' Saucer* was leading the 225's as usual when the crank shaft let loose and newcomer Bill Guasti tooling the red hot *Thunderbird* came rolling home in first place in both heats. The competition was torrid in all classes as the drivers were battling to land the 16 fastest times that would qualify them for the Seafair Trophy Race and a shot at the beautiful Seafair Trophy and a cut of the \$1000 in prize money posted for the event.

Television and radio talked up a storm in the second heat of E Racing Runabout when Stan Veshlage, owner of *Honey Bee II*, bailed out of his outfit in the last turn when the motor froze, and the boat broadsided and took in water. Marion Beaver from Parker, Arizona, crossed the finish line the winner in *E-Gad*, then discovered his club mate in the water and assumed that he had been thrown out. He raced to the rescue and dove in to assist Veshlage. The total result: two wet drivers and a flock of film burned up.

Ray Gassner in his smooth running *Sunshine Baby III* from St. Petersburg, Florida, made a rout of the 266 Class Hydros, winning both heats easily. Ray Crawford, co-owner of the Unlimited Hydro *Fury* which was withdrawn from the Gold Cup qualifying runs, made his debut in racing in a very convincing fashion. He scored a second and a seventh driving Tom Elliott's *Snipe* to wind up third in this fast moving class. Here are the winners of the trophies and the cash. Incidentally the trophies were beautifully engraved stop watches.

#### (Over-all Winners in Each Event)

#### CLASS E RACING RUNABOUTS

Egad, Marion Beaver, Parker, Ariz.; Slipper E, Red Wilson, Los Angeles; Sh-Boom, Estol Engle, Provo, Utah.

#### CRACKERBOX

Hot Ice, Carl Maginn, Glendale, Calif.; Later, Dick Jensen, Oakland, Calif.; Hot Cinders, Bob Paterson, Van Nuys, Calif.

#### 48 CUBIC INCH HYDROPLANE

Alki, Dick Hall, Seattle; Fat Pants III, Vernon Dallman, Jr., Daley City, Calif.; Rackett II, Jack Colcock, Seattle.

#### 135 CUBIC INCH HYDROPLANE

Skippy, John Corea, Dos Palos, Calif.; Avenger IV, Bub Meyer, Hollywood; Little Miss I Eye, Red Loomis, Monrovia, Calif.

#### 136 CUBIC INCH HYDROPLANE

Scatter-brain, Gene Sousa, Oakland, Calif.; Jerky, Bob Boehm, Healdsburg, Calif.; Holiday, Richard Hallett, Downey, Calif.

#### 225 CUBIC INCH HYDROPLANE

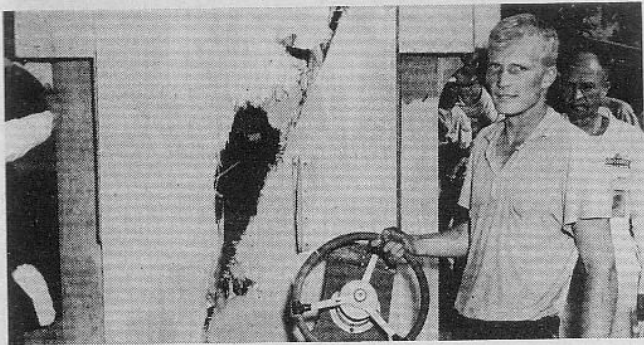
Thunderbird, Bill Guasti, Los Angeles; Ka Gee II, Bob Bagdon, Wenatchee; Roughneck II, Bob Willis, Long Beach, Calif.

#### 226 CUBIC INCH HYDROPLANE

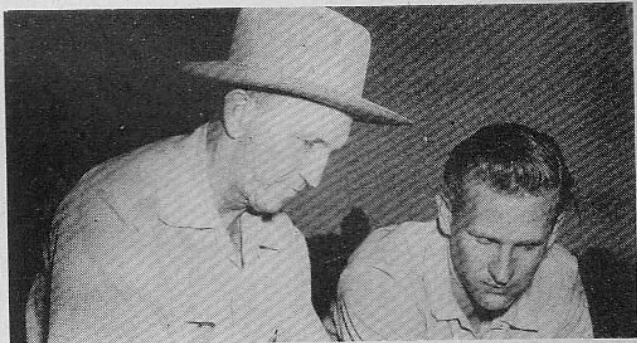
Sunshine Baby III, Ray Gassner, St. Petersburg, Fla.; Cherokee, Harold Coehelo, Merced, Calif.; Snipe, Ray Crawford, Visalia, Calif.



The Seafair Trophy winner Ray Gassner from St. Petersburg, Fla., screams by the stand undisputed king of the limited hydros . . . Ray's Sunshine "Baby III" was more than a match for anything else in her division on the course and actually turned 4 laps of the Gold Cup course at 82 plus miles an hour—2 miles faster than the Gold Cupper "Breathless."



One loose piece of drift ripped up this D Stock Hydro. A floating 4x4 came right through the bottom and ripped the dash panel clear out of the boat and threw owner-driver Bobby Patten right out of the boat. The top of the hydro was demolished.



A.P.B.A. Chief Inspector Al Hart and the new 5 mile Cracker Box competition record holder Bob Patterson study over the specs as Al prepares to inspect the Dodge Red Ram in the boat "Hot Cinders."

### SEAFAIR TROPHY RACE

The Seafair Trophy is a strictly modern creation. It is in the form of an unlimited hydroplane with a terrific roostertail flowing out behind. It was created as an unlimited trophy, later posted for the 7 Litre Class and for the past two seasons has been the big prize for the limited hydro free-for-all at the Seafair Regatta. The field is made up of the 16 boats making the fastest heat times in the 266, 225 and 135 competition racing. The race for the trophy is a two heat contest of seven and one-half miles per heat—twice around the Gold Cup course and is held between heats of the Gold Cup. It would appear that the times for the most part would follow a pattern of speeds with the 266's at the top of the list, then the best 225's and the 135's in order, but such was not the case. Here is the way the leaders of the qualifiers came out: Gassner (266) Corea (135) Guasti (225) and from there on they were well mixed up.

John Corea with the second fastest qualifying time driving *Skippy* elected not to run in the Seafair heats as did several others—so the field was filled from next in line on the qualifying list.

The actual race wasn't any contest at all for first place. Ray Gassner's 266 Hydro *Sunshine Baby III* won both heats with an average for the pair of 82.22 mph which was terrific time in the fairly bumpy going. Bill Guasti in *Thunderbird* (225 Hydro) and Bud Meyer in *Avenger IV* (135 Hydro) staged a swell battle for second place in both heats with Guasti getting the nod. The rest of the field were well strung out.

Following is the official finish:

First Heat—Sunshine Baby III, Gassner; Thunderbird, Guasti; Avenger IV, Meyer; Roughneck II, Bob Willis, Los Angeles; Ka Gee II, Bagdon. Winning time, 82.194 miles an hour.

Second Heat—Sunshine Baby III; Gassner; Thunderbird, Guasti; Avenger IV; Ka Gee II, Bagdon; Vivo, Floyd Suther,

Higley, Arizona. 82.247.

Final Results—Sunshine Baby III, 800 points; Thunderbird, 600 points; Avenger IV, 450 points; Ka Gee II, 296 points.

### SEAFAIR MILE TRIALS

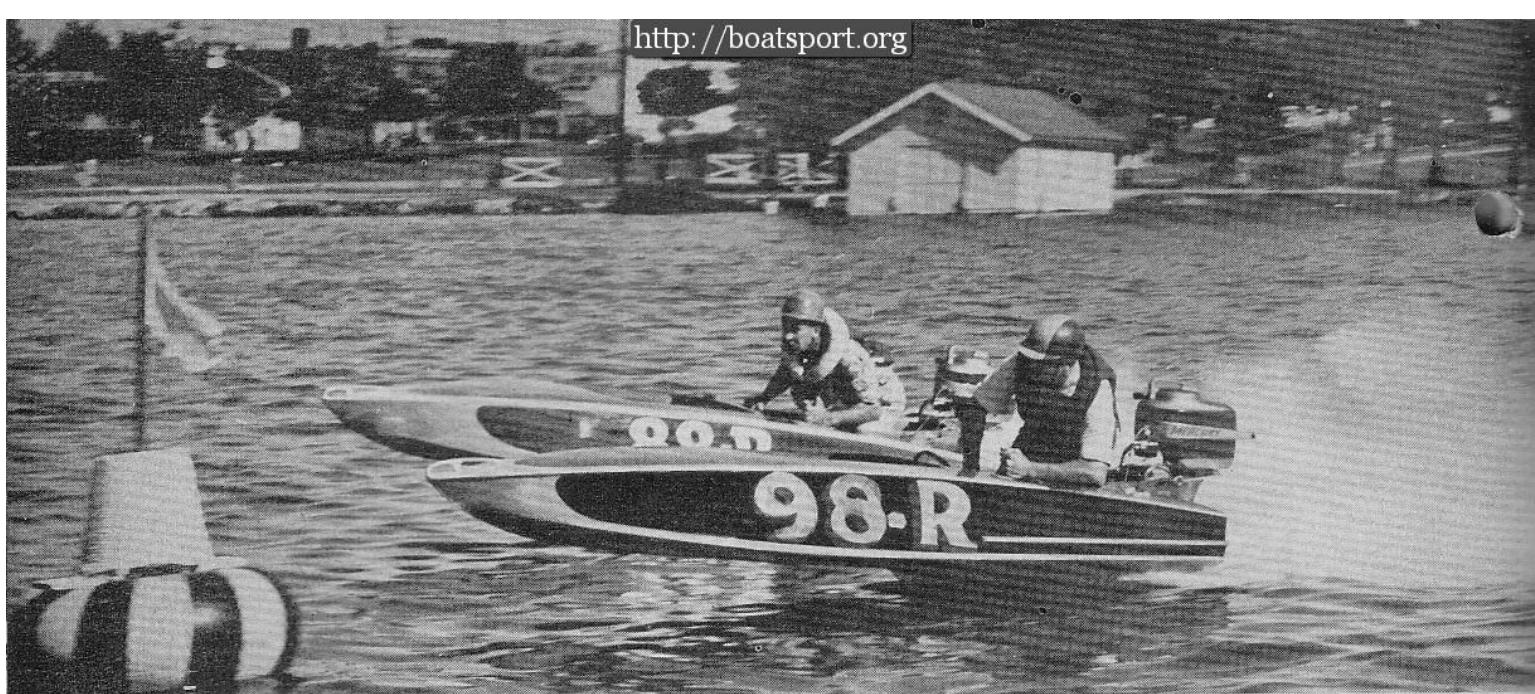
Monday morning rolled around with lousy weather—a persistent breeze that kicked up bumpy water at the North end of the mile. Conditions changed at various times throughout the day and Lake Washington finally yielded up four records.

Twelve-year-old Bill Schumacher from Seattle, established the only outboard record of the program when he toured the trap in his J U Runabout at an average of 27.564 mph. The old record was 26.985 established by Jim Benson of Seattle on this same course a year ago. Ernie Rose, king of the B Racing Inboard Runabout Class, put his *Lil Bee* through the trap at an average of 72.547 mph to better his own mark of 69.943 established here last year. Ernie hails from Patterson, Calif.

Bob Boehm from Healdsburg, California driving *Jerky* wiped out Tommy Caldwell's 1954 Salton Sea record for the 136 Hydro's with a run of 81.271 mph. Caldwell's record was 80.066 mph. This made it a grand slam for Boehm as he had raised his own competition mark for the class on Saturday.

Those fabulous Crackerboxes have now topped the 80 mile an hour mark. Carl Maginn in the dynamic *Hot Ice* toured the trap at an average of 81.486 mph—a boost of six miles an hour over his 1954 record of 75.286 mph set at Salton Sea last season. The Glendale, California driver lost his competition record to Bob Patterson and his *Hot Cinders* on Saturday when *Hot Ice* showed a dislike for the roly going. The expected duel for mile trial supremacy failed to materialize when Patterson broke his crank shaft in the second heat of the competition.

No results of possible mile trial activity on Tuesday had been reported at press time.



Bill Larson, Jr. (98-R) of DeLake, Oregon, the winner of the B U Stock Outboard Runabout Race is shown on the "inside" on a turn in the other boat is Bill O'Malley, of McMinnville, Oregon, who finished 4th. Larson averaged over 45 mph. For the 10 miles (two heats) the record for five miles (one heat) is 46.5 mph.

PHOTOS BY CARVER AND SWANSON

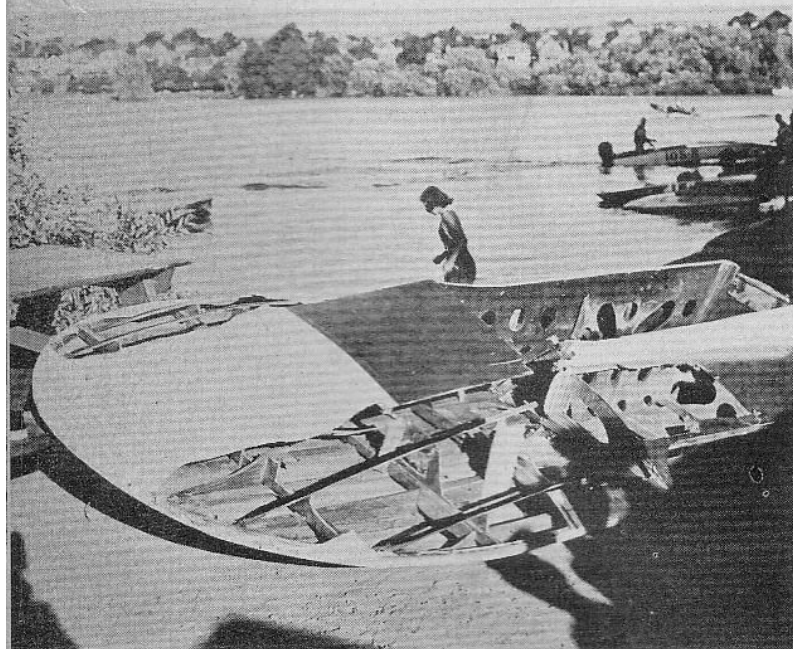
# WESTERN DIVISIONAL CHAMPIONSHIPS

The outboard racing portion of the Seattle Seafair was a whale of a show this year—with the Stocks and the Racing lads battling it out for Western Divisional Championships. There is a lot of room in the tree shaded pits on Seattle's beautiful Green Lake and every inch of it was packed with boats and racing gear for the duration of the three days of the outboard program. Over 500 outfits saw action in the elimination heats and the two days of finals. The weather was terrific—warm and sunny with variable light winds—never too much to make for really rough going, but just enough to preclude any record performances. The mile and two thirds course was just a trifle tight on the turns for best speed, but it all made for top notch competition racing.

Outboard racing is popular in the Northwest without any doubt. Every day of racing drew a good solid crowd despite the fact that the over the transom boys were running competition to Gold Cup qualifying and the Seafair Inboard Championships over across town on Lake Washington.

Elimination heats to select the finalists in the Stock Outboard Classes were run off on Thursday, August 4th with Bill Larsen Jr. from DeLake, Oregon stealing the show with three first places.

Friday's program of finals produced all the action that anyone could stand to watch. Bob Patten, a Denver University student, was the tough luck boy of the day. He ran into a big slab of drift on the course that actually demolished his D Stock Hydro and escaped further injury when John Hartley from Coquille, Oregon piled into the wreckage. The most enlightening performance was the sensational showing of Hugh Entrop's "cab over" D Hydros . . . their riding and turning qualities were outstanding. Rocky Stone's new McDonald job from Willamina, Oregon looked like the class of the latest designs in racing runabouts. Bud Wiget ran into more than his share of grief—that Slap Happy Racing Team from Concord, California is usually running right out on top.



This is what can happen to a hydro if you hit a piece of driftwood.

Results of Friday's events were:

- JU Runabouts—(1) Bill Schumacher; (2) Chuck Lyford; (3) Jim Benson, all from Seattle.
- C. Service Runabout—(1) Rocky Stone, Willamina, Ore.; (2) Mel Callaway, Spokane; (3) Oliver Dupuis, Plains, Mont.
- B. Stock Hydro—(1) R. L. Brownell, Seattle; (2) Bob Parish, Bakersfield, Calif.; (3) Don Atchison, Oswego, Ore.
- CU Runabouts—(1) Phillip Schnurvush, Willows, Calif.; (2) Sid Bato, Carnation; (3) Peter Laush, Enumclaw.
- D Stock Hydro—(1) Hubert Entrop; (2) Dick Brunes, both of Seattle; (3) Paul Woodroffe, Salem, Ore.
- C. Racing Runabout—(1) Rocky Stone, Willamina, Ore.; (2) Bud Wiget, Concord, Calif.; (3) Roy Hansen, Oakland, Cal.
- A. Stock Hydro—(1) W. A. Granberg, Orinda, Calif.; (2) Jack Leek, Tacoma; (3) Bill Schumacher, Seattle.
- B. Racing Hydro—(1) Oliver Dupuis, Plains, Mont.; (2) Don Atchison, Oswego, Ore.; (3) Gil Ward, Salem, Ore.
- \*D. Service Runabout—(1) Harold Tolford, Seattle; (2) Ned Collett, Eugene, Ore.; (3) Rocky Stone, Willamina, Ore.
- \*Non-sanctioned—D. Runabouts with open stacks, converted to alky.

Harold Tolford of Seattle just missed the DU Runabout record by the slim margin of four tenths of a second—he gave the boys a real beating. This is an outstanding outfit . . . it will be tough to beat at the Nationals at Devils Lake, Oregon. Little Billy Schumacher, the 12 year old driver from Seattle wound up with both the JU and the AU titles. Wiget got on the beam on Saturday for a share of the spoils. Steve Gantner from St. Louis, Missouri, worked out a 10 second lead over the veteran Art Pierre from Stockton, California. The Racing A Hydro was a swell battle but it simply served notice that Jack Leek from Tacoma, Washington will probably blow off all the opposition at the Nationals and if the water is good you can look for another new record.



Wow!

# STOCK AND OUTBOARDS RACING

Officiating was excellent, but the P. A. advice of the results to the crowd and the pits was sub par . . . very poor. The stand was fully equipped with a pie face clock and Polaroid starting camera. Following are the final results of the Saturday races:

A-Racing Hydro—Jack Leek (R-14), Tacoma, time—12:69.4; 2—Elmo Belluomini (C-72), Buttonwillow, Calif., time—12:89.9; 3—Don Benson (R-200), Seattle, time—13:13.4; 4—Dick Stephenson (1-R), Puyallup, time—6:43.

F-Hydro—Bud Wiggett (US-2), Concord, Calif., time—10:23.2; 2—Paul Woodroffe (128-R), Salem, time—10:58.3; 3—Dick Brunes (172-R), Seattle, time—10:72.1; 4—Walt Damsie (14-U), Salt Lake City, time—10:74.1.

A-Stock Runabout—Bill Schumacher (3-R), Seattle, time—15:05; 2—Bill Larson, Jr., (98-R), DeLake, Ore., time—16:13.2; 3—Bob Parish (4-US), Bakersfield, Calif., time—16:23.2; 4—C. Murden (7-R), Mount Vernon, time—16:38.

C-Racing Hydro—Bud Wiggett, (C-8), Concord, Calif., time 10:38.5; 2—Art Pierre (C-394), Stockton, time—10:51.5; 3—Rocky Stone, (R-80), Willamina, Ore., time—10:62.

DU Runabout—Harold Tolford (78-R), Seattle, time—11:07.9; 2—Paul Woodroffe (28-R), Salem, time—12:10.3; 3—C. E. Slinger (D-160C), Palo Alto, time—12:61.8; 4—Ned Collet (60-R), Eugene, time—12:40.8.

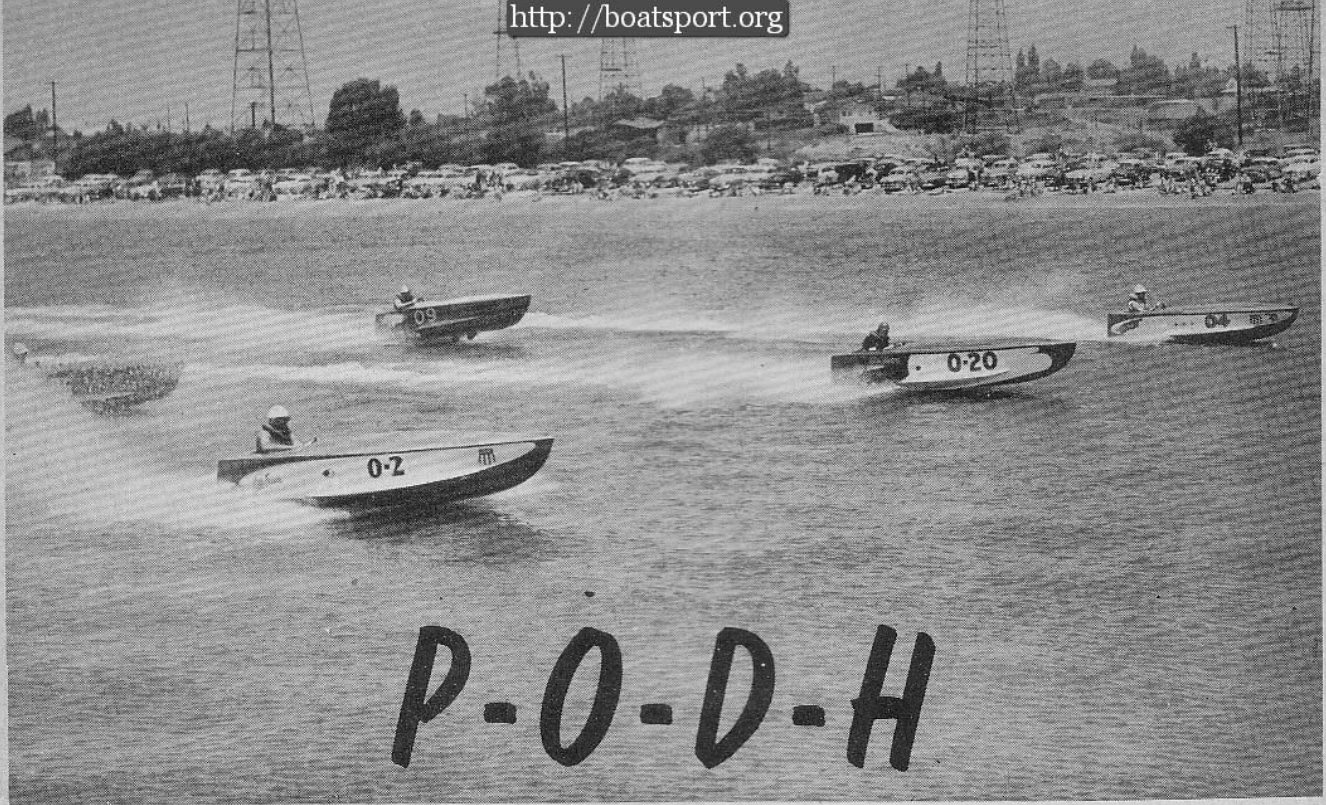
BU Runabout—Bill Larson Jr. (98-R), DeLake, Ore., time—12:74.9; 2—Gil Ward (269-R), Salem, time—12:97.2; 3—W. Rogers (340-C), Arcadia, Calif., time—12:98.1; 4—Bill O'Mally (88-R), McMinnville, Ore., time—12:84.8.

C-Service Hydro—Steve Gantner (Y-6), St. Louis, time—12:24.4; 2—Art Pierre (C-394), Stockton, Calif., time—12:34.1; 3—Bill Rankin (R-204), Seattle, time—12:40.4; 4—J. F. Bischoff (R-98), Edmonds, time—12:50.5.

Free-For-All—Bill Rankin (R-20), Seattle, time—10:69.6; 2—J. F. Bischoff (R-36), Edmonds, time—10:80.6; 3—Bud Wiggett (US-12), Concord, Calif., time—5:17.8; 4—Ned Collet (D-60), Eugene, time—10:96.3.

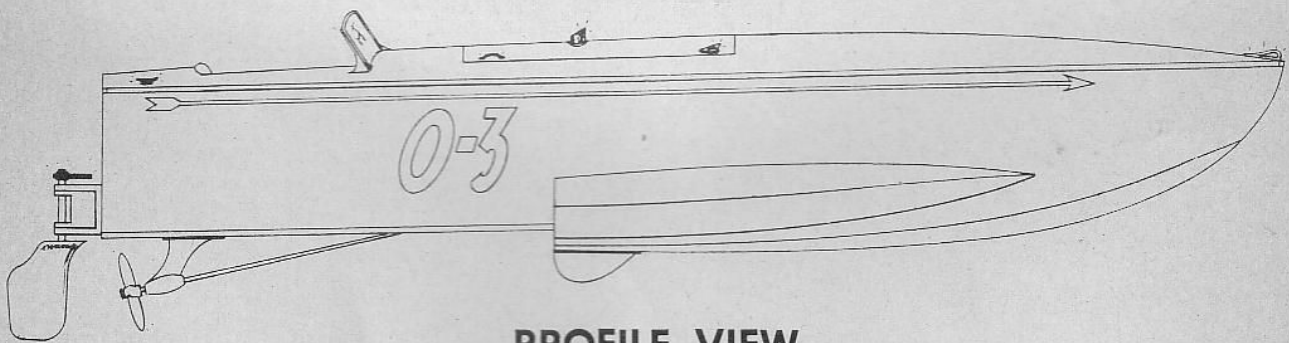


John Hartley, of Coquillo, Oregon, and Bob Patten, of Denver, Colorado, got a dip in the cool waters of Green Lake, following their collision after Patten hit a log.

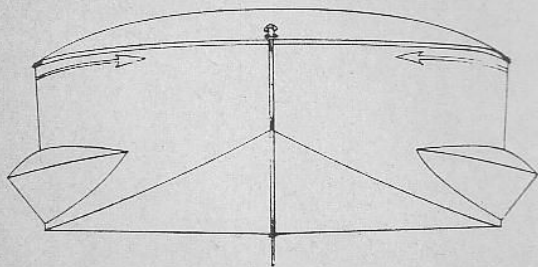


—KENT HITCHCOCK PHOTO

## PACIFIC ONE DESIGN HULL



PROFILE VIEW



BOW VIEW

### NOTE

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

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



With the long winter months ahead SPEED and SPRAY magazine will try to give the boating enthusiast something to do so that next Spring he will be on the water where his heart has been all along. Through the courtesy of the "Designers Engineering Co." (see ad in this issue) the P.O.D.H. will be brought to you in the August, September and October issues of SPEED and SPRAY — assuring you plenty of time to have your new boat ready by early 1956.

P.O.D.H. means Pacific One Design Hull and a one design hull it is. For only by sticking to the design exactly will you have a legal boat which will pass the American Power Boat Association rules and official inspection. Now this does not mean you cannot make changes if you desire; for if you want just another boat to play with, then go ahead and change it any way you like. That is your prerogative as the builder, but remember if you do, you will no longer have a P.O.D.H. and the chances are you will not be able to race it in sanctioned races.

The P.O.D.H. must use a Ford V8-60 and it must remain perfectly stock as furnished by the Ford Motor Company which means the following named stock parts must be used — and so used in the order and manner intended by the manufacturer, to wit: cylinder head stock compression ratio, cylinder head gaskets, cylinder block, camshaft and gears followers, pistons and pins, connecting rods, main bearings and connecting rod bearings, intake manifold, pump, distributor and coil, crankshaft and Ford carburetor Model 81, which may be equipped with any stock jet from .032 to .048. Choke butterfly and shaft may be removed. Flywheel shall be stock Ford flywheel weighing not less than the standard truck flywheel.

The aforementioned points on the engine are not engine specifications to start work on but an idea as

to what you may use for power when ready to install the engine and if you have other ideas then now is the time to decide whether you want to build a P.O.D.H. or something like it.

These plans are a simplified layout of the official plans and guarantee you a legal boat which, if followed accurately, will pass the rules and regulations as set forth for the design.

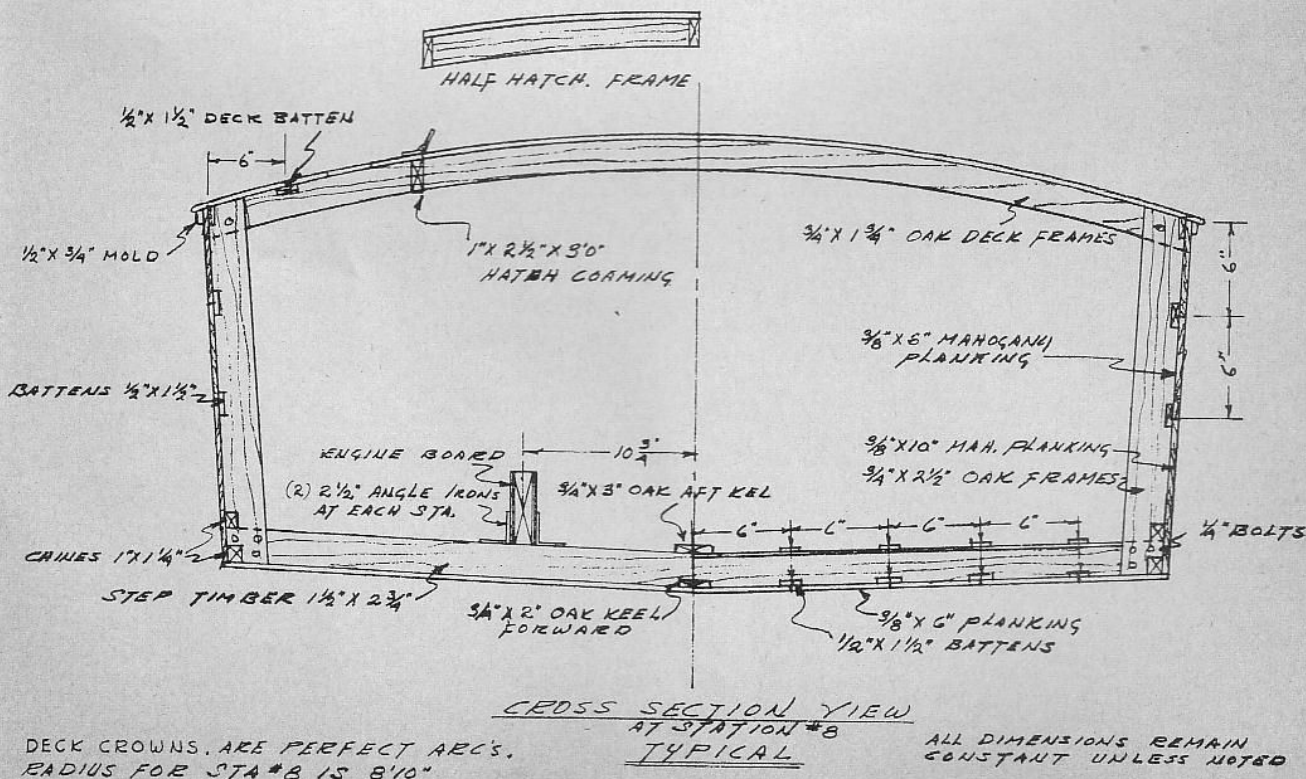
The sponsons shown on Stations No. 4, 5, 6, 7 and 8 will be detailed later and can be used if desired. However, they are not for speed and may be used or left off at the discretion of the builder.

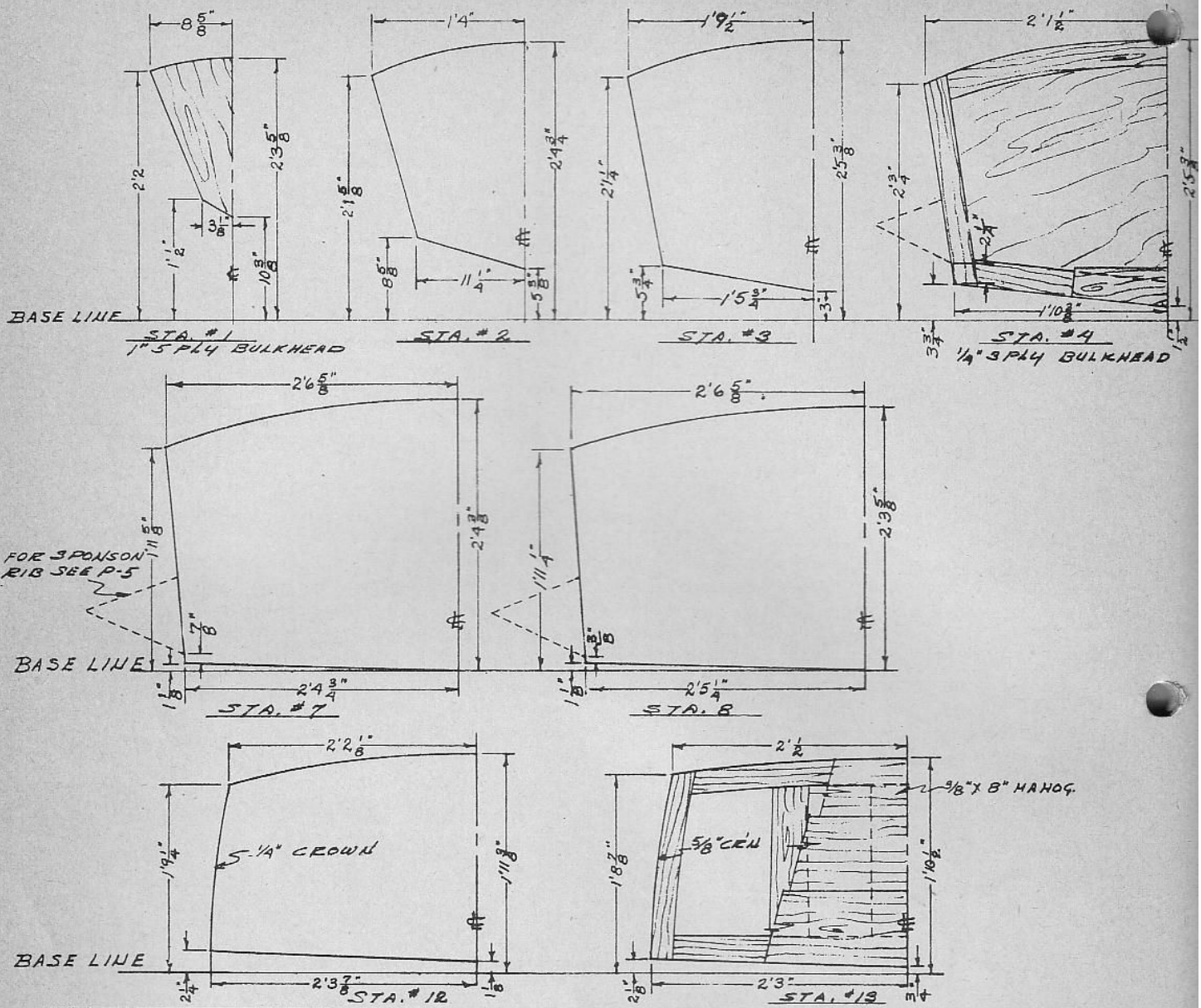
Our first thought in this issue is to get the frames or stations constructed. You will notice that each station has been clearly drawn to a scale in half breadth and it will be considered that both sides or halves are identical so when your layout is started duplicate the side shown on the opposite side of the center line.

Station No. 1 and Station No. 4 may be laid out directly on the material and cut to shape. But all other Stations must be laid out on wrapping paper from which the parts may be cut and placed in position. Joining of corners is detailed and should be carried out uniformly on each station.

If you are near a mill or a well equipped lumber yard your selection will be good and specifications will be adhered to, but in the event that you must buy from a small outfit be sure to specify vertical grain, 15 per cent moisture content in the framing lumber. Use white oak for strength, mahogany for beauty and spruce or Port Orford cedar for lightness. These woods may be intermixed throughout the construction or any one may be used exclusively.

See pages 12 and 13 of the July issue on the P.O.D.H. National Championship Races.





## TWELFTH REGIONAL STOCK OUTBOARD CHAMPIONSHIPS, JULY 17, 1955

### A—RUNABOUT

Charles Harter, 18C .....	1-5
Bob Parish, 4US .....	3
Jimmy Dawe, 238C .....	5-6

### B—RUNABOUT

Bob Parish, 2US .....	1-1
Ward Rogers, 340C .....	4-3
Mac McClelland, 282C .....	7-2

### C—RUNABOUT

Cecil Loomis, 391C .....	1-1
Lee Burris, 44C .....	2-2
Bill Crumly, 124C .....	4-3

### D—RUNABOUT

Kenny Wilson, 110C .....	1-1
Warren Litten, 252C .....	2-2
Johnny Craven, 290C .....	3-3

### A—HYDRO

Paul DeLoe, 112C .....	2-3
Ellis Terrill, 88C .....	4-2
Jim Gordon, 87C .....	3-4

### B—HYDRO

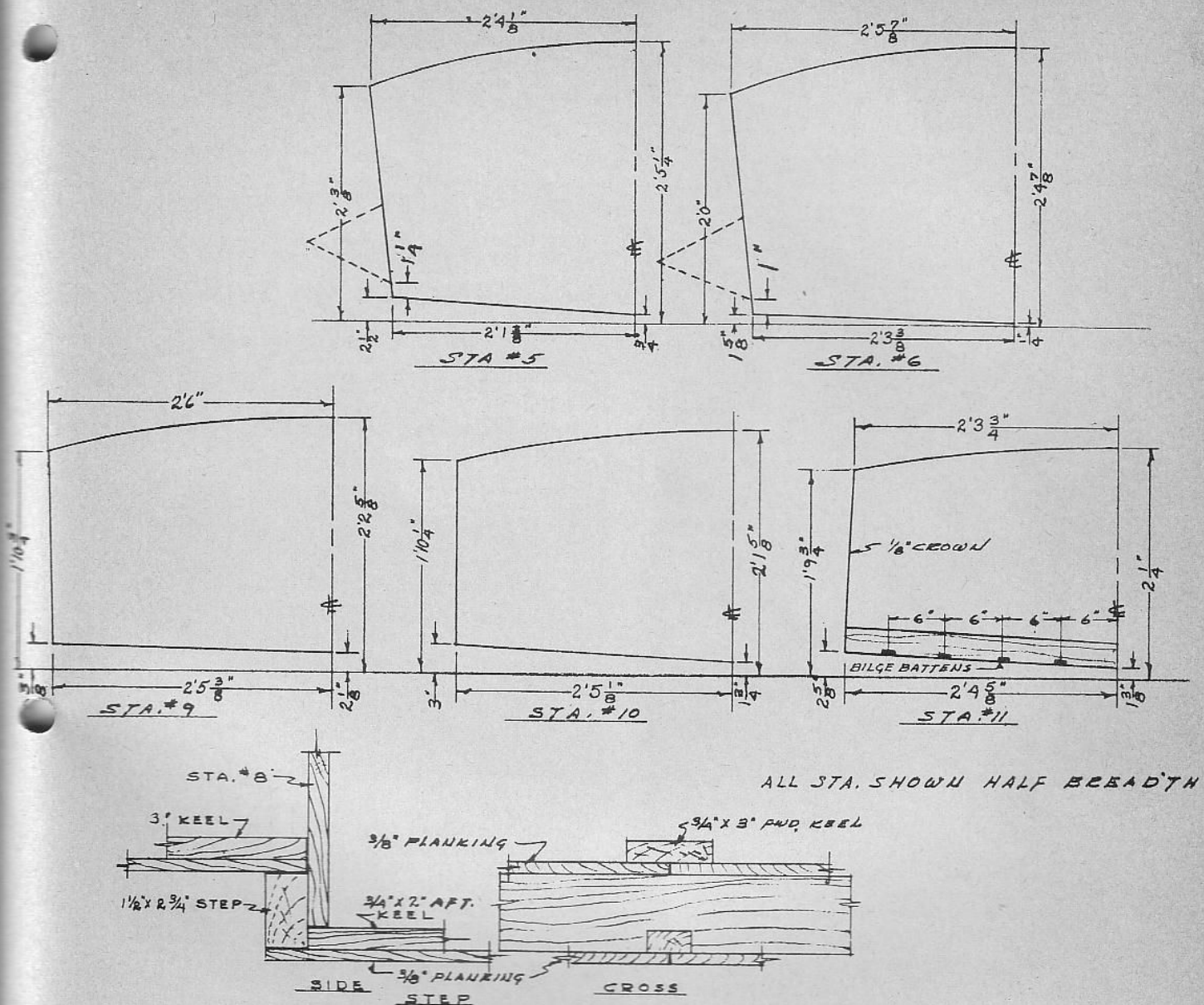
Howard Thompson, 222C .....	3-1
Dick Garlow, 35C .....	2-2
John Clute, 226C .....	1

### 36 CU. IN.

Dan Schwarzenbach, 27C .....	1-1
Keith Mason, 104C .....	3-2
Dave Hart, 208C .....	2-5

### D—HYDRO

Ray Burt, 128C .....	1-1
Howard Thompson, 2US .....	2-2
Bill Dowler, 292C .....	3-3



### RECORD FIELD IN SKI MEET

The American Water Ski Association announces that the entry list for the national meet has grown to record proportions. The annual aquatic classic will be held in Lakeland, Fla., August 26-27-28.

The defending team champions from Cypress Gardens, Fla., have high hopes of gaining a second leg on the Governor's Trophy, a team award that was placed in competition for the first time last year by New Hampshire Governor Hugh Gregg when the national tourney was held in Laconia, N. H. In order to gain permanent possession of the cup it is necessary that a team score three successive victories in national competition.

Offering the most potent threats to the hopes of the Cypress Gardeners are teams from Laconia, N. H.; Miami Beach, West Palm Beach, Panama City, Lakeland, and a dark horse team entered from the U. S. Air Force captained by former jumping champion Bob Nathey.

Individual champions who will be defending their crowns are: Willa McQuire, women's champion; Butch Rosenburg, men's titlist; and Charles Emry, junior boys' champ. Connie Der, last year's junior girls' champion is competing in the women's division this year.

**EDITOR'S NOTE:** SPEED and SPRAY will feature a complete illustrated article covering the above meet in the next issue.

## INBOARD BOAT PLANS

All Classes of Racing

**\$15.00 per set**

**Designers Engineering Co.**

"Proven Designs"

**Boat Plans — Engineering**

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Santa Ana, California

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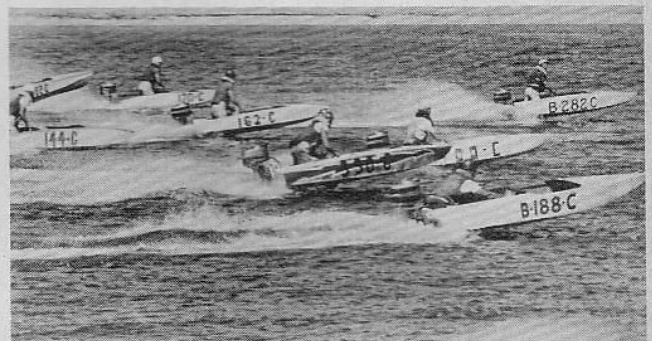
# U. S. A. REGATTA

—PHOTOS BY RICHARD W. KING

## UNITED SPEEDBOAT ASSOCIATION STOCK OUTBOARD MID-SUMMER EVENT AT LONG BEACH MARINE STADIUM IN SOUTHERN CALIFORNIA



Peter Potter and Susan Alexander of the very popular and well known Television program "Peter Potter's Juke Box Jury," are shown holding boat racing trophies in a pre-race publicity photo. The pretty Miss Alexander is a popular young starlet, well known for her movie work as well as television, who very graciously carried out the role of the "Queen" of this Mid-Summer Regatta.

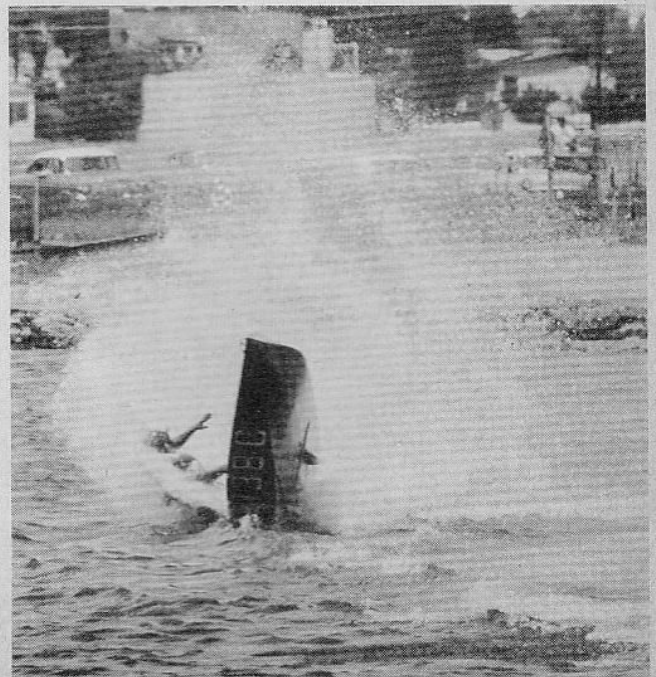


Coming up for the start in the B-Runabout race they are, L-R, Adam Graff, Bill Allen, Gene Bettis, Bob Curtis, Leo Newman, Bill Pierce, Dick Job and "Mac" McClelland.

John Makara is shown falling out of his boat 138-C, in a very spectacular flip in the C-Runabout race. √



On the left young Ronnie Hill in 19C, is shown spinning out of the A-Runabout race, also shown from L-R are "Doc" Schiefer in "Dry Doc" 446-C, Dick Job in A-186-C and Ron Loomis in "Blister Bottom" 393-C.





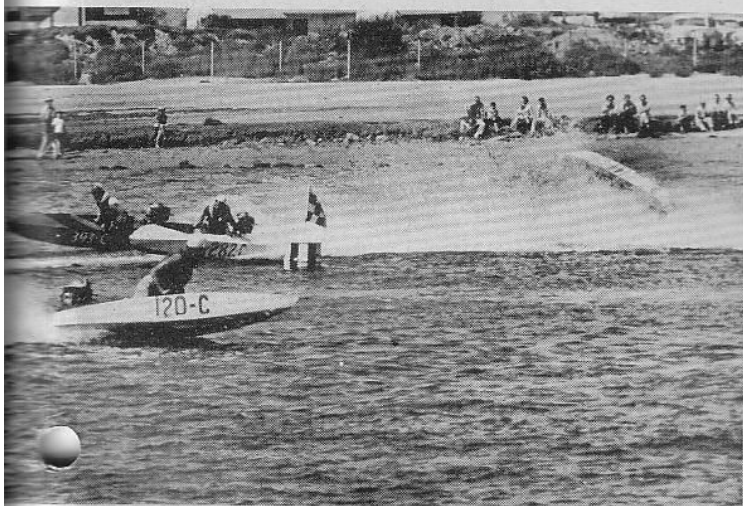
Willie Bonham shakes her fist at her husband for passing her at the finish line. It doesn't seem like a good idea to beat your wife in a boat race as it probably would take considerable "doing dishes" to make her forget.



In the foreground is Dan Schwarzenbach in the "Black Bandit." He came in second place in the 36 cubic inch class.



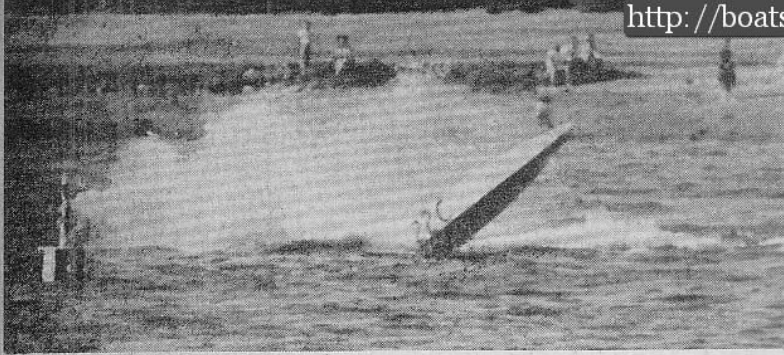
Peyton Reed of Newport Beach was caught in the act by the photographer of turning his boat over in the A-Runabout Race. Kenny Green of Puente is seen in the background.



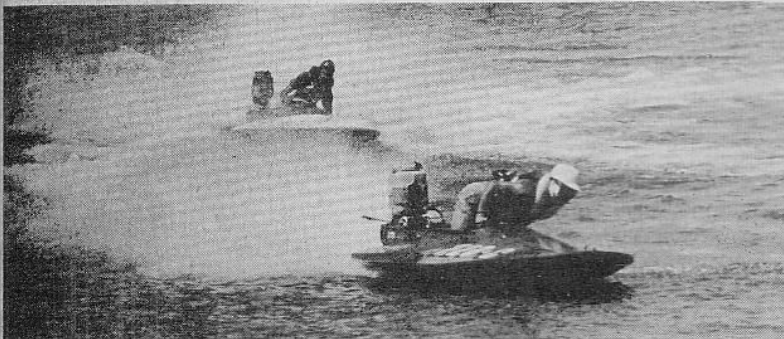
On the extreme right is Bill Allen's boat, 144-C, caught in mid-air during the 2nd heat of the B-Runabouts. In the left foreground is Gene Bettis in 120-C, the winner. Turning on the buoy is Ron Loomis, left and "Mac" McClelland.



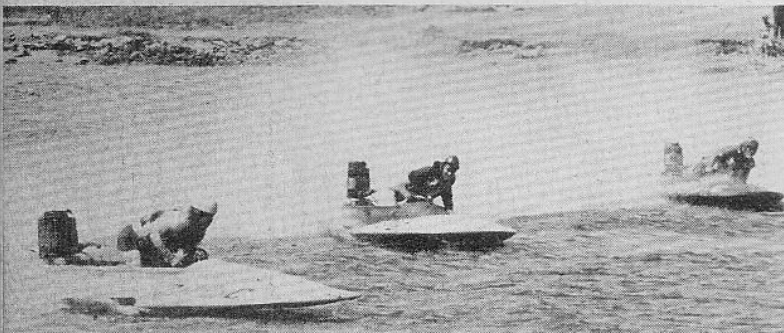
Center is Dick McKenny holding on to his boat, C-398-C, that he just flipped. On the right is John Makara, 138-C, who later flipped.



Jack Lohead of Santa Ana, boat 22-C, has just fallen out of his boat. The boat remained right side up but had to be towed in as the motor was submerged. The race was restarted and Jack came in second.



Rick Kohler leading Russ Hill, Jr., in the D Hydro race



Bill Dowler, left, Russ Hill, Jr., and "Red" Brown coming out of the one buoy turn in the D-Hydro race.



To the delight of the small boys on the left and the spectators at the Trophy Presentation Ceremonies, the Regatta Queen congratulates Ron Loomis of Santa Barbara after presenting him with his third trophy of the day.

The United Speedboat Association of Los Angeles, California held their annual Mid-Summer Stock Outboard Regatta at the Long Beach Marine Stadium, on Sunday afternoon, August 7th. The race was quite a successful affair with 116 entries, despite the fact that the S.O. and R.O. Western Divisional Championships were being held in Seattle and the Stockton to Redding marathon was being held on the same day.

The races proved quite exciting with quite a few of the boys flipping their outfits plus several collisions that caused considerable damage.

The races were started with the running of the A Runabouts and required eliminations as there were 15 entries and only 12 boats may be run in one heat. Jack Corner of San Diego finished first, Chuck Boring, Jr., Modesto, second and Ron Loomis, Santa Barbara, third.

The second race was the C Runabouts and provided the spectators with plenty of thrills. It isn't often that a C boat is flipped but Lee "Bucking" Burris, Gardena, John Makara, Tujunga, and Dick McKenny, Costa Mesa all showed the crowd that it can be done. Ron Loomis, National Champion, Santa Barbara, rode his outfit to its seventh consecutive victory, second place went to Kenny Knight of San Diego, driving the former record holder *Sashcord*; Wild Bill Crumley of Whittier took third place. There were eight entries, including one woman, Marge McKenny of Costa Mesa.

The D-Hydros were really screaming and as Howard Thompson, U.S. 1 and national high point man in this class was out of the first heat with a tornup lower unit, first place went to Bill Dowler of Laguna Beach. Howard won the second heat and took home third place trophy. Second place in the race went to Russ Hill, Jr. of Bellflower who has just started racing again after a stretch overseas for our uncle.

Twenty-two entries in the B Runabouts required elimination and saw Gene Bettis of Arcadia winning first place. Second place went to Ron Loomis of Santa Barbara and third to "Mac" McClelland of Long Beach.

The 36 cubic inch class runabout race was won by Dave Hart of Temple City. Dan Schwarzenbach lost first place to Hart by 3.8 seconds. The day before this race Dan won the 315 mile marathon from Stockton to Redding in this class. Third place went to Kieth Mason of Downey. There were eight entries in this race.

The A stock Hydros had 18 entries and eliminations were required. Glen Clayman, Ontario, took first, Jim Gordon, Alhambra, second, and Ellis Terrill, Ontario, third.

The D Runabouts provided a spectacular race and had 12 entries. There was a big mixup in the first heat, Joe Moore was hit and his boat practically went to pieces. Race was cancelled and then restarted due to gun jumping and three having to be towed off course. Warren Litten, Santa Ana was the winner and Jack Lohead also of Santa Ana was second. Don Thompson, Hawthorne, took third.

The B stock hydros had 24 entries and saw Howard Thompson taking first place, Jack Carlow, Los Angeles, second and Jack Snader, Van Nuys, getting third, driving with a new Champion motor. Chuck Boring, Jr., of Modesto was in third place when he flipped—he also drove an A runabout and an A Hydro.



Competition is keen in this class . . . These five boats are still running very close after rounding 2nd bouy of course.

—PHOTO BY RICHARD W. KING

# THE 36 CUBIC INCH CLASS

By RONALD BAINES

There have been a lot of articles written on stock racing, but not too much has been said about the formerly D-1 class and the 36" class now. A potential racer shouldn't underestimate this class. The motor used is a very widely used motor, the Johnson and Evinrude 25 hp on the same boat as a class "D" stock utility and has the same overall weight.

There are no quicksilver or racing units allowed in this class because the manufacturer doesn't make one. This allows you to use this engine or the boat and engine as a pleasure outfit as well as a racing outfit. My first D-1 was a Speedliner Marathon Special with 25 hp Johnson, this boat was used for water skiing, pleasure riding (if you don't mind kneeling), and on Sundays, it was raced. The boat won its share of trophies and was enjoyed very much during the week.

A fellow can set up a good used 36 Class outfit for about \$500. All that is needed for the engine is a safety throttle attachment that sells for about \$5.00 and racing prop for around \$16.00. The Michigan AJC 461 and the OJ for Johnson and Evinrude 24 hp are the two best props. If you are going to buy a new boat, you can pick from a large number of "D" stock utilities.

Watch the boats in a race before you decide and see how each one handles. Also see if you can't try one out before you decide on what you want. The boats that I have seen used mostly for this class are the Speedliner Zephyr and Marathon Special; the VanPelt CD racer; and the CD Switzer Craft Bullet. My new boat is a Famous Craft formerly known as a Rinker—it is my estimation that it is the fastest boat in the corners and it isn't slow on the straightaway either. It is just about the most expensive D boat on the market, but it is more than worth it, because it is the best constructed

boat that I have ever seen and the best handling one.

Don't forget to get a good kneeling pad for your boat, even the most expensive ones are well worth their price. They save wear and tear on the knees. The best type to use is neoprene foam rubber because they don't soak up gas, oil, or water. I haven't been able to get it in two inch yet, but you can double up two one-inch pads. The neoprene can be purchased from \$.75 per square foot to over \$2.00 per square foot.

If you buy a used motor, either a 1951, 1952, or 1953, you should tear it down and check the motor. If the cylinders are tapered or worn, have them bored out and new rings and pistons fitted by a mechanic experienced with racing engines. .020" is the maximum oversize permitted, so don't go all the way as additional wear and taper may cause a disqualification if you do. After you assemble the engine, have it put on a dynamometer to check your peak horsepower and setting of the spark advance. Do not change anything on the engine without first checking the 1955 APBA Rule Book, very closely.

The thanks for getting this class sanctioned must go to a lot of fellows and a few from Region 7 are George Cassi, George Early, and Robert Murphy, all from Springfield, Ill.; Jim Cipra, Riverside, Ill.; Pete Guibor, Ottawa, Ill.; Charles Mudge, Blue Island, Ill.; Walter Kowrduck, and Jack Rowe from St. Joe, Michigan, and a good many others that I am sorry to say that I don't know right now.

EDITOR'S NOTE: The "36" cubic inch class is on a probationary basis for 1955 in the APBA, and we would like to advise all drivers to be very careful about work being done on these engines. Be sure you read the rule book very carefully or check with an approved inspector or measurer before proceeding. This class has grown by leaps and bounds and everyone would like to see it permanently approved.

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# TRADE NOTES



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## Correspondence

(Continued)

mailing costs, which I doubt, please let me know. I will remit the fee.

I have been a racing fan for several seasons and am convinced that "Speed and Spray" is tops in inboard racing coverage.

At present I have a 135 cu. in. hydro sitting at home. It is the first one to be started off of Kenny Ingram's fine plans and would doubtless be finished had I not been forced to stop work on it to enter the service. You can watch for "The Joker" to be racing during the summer of 1956, about 6 months after my discharge.

Keep up the good work on the magazine!

Sincerely,

JIM McGRATH  
U.S.S. Walker DDE-517  
c/o Fleet P. O.  
San Francisco, Calif.

Dear Sir:

I just received your new magazine, and I must say that I really didn't expect you to go back into circulation. I am very happy that you did however because I really missed your monthly Speed and Spray. It is the greatest magazine of its kind on the market, so keep up the good work.

I think it would be a good idea for you to have an article on advanced water skiing instruction in some future article. We can always get the dope on the fundamentals but where can you find information on the use of the slalom ski and the turn-about, etc.

Thanks again and keep up the good work.

Yours respectfully,

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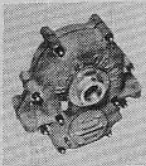
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## ... IN THE ROOSTERTAIL ...

The Evinrude Boating Foundation, Milwaukee, has been awarded a citation by the United States Coast Guard Auxiliary for its efforts to further safety afloat.

Hilmar W. Boesel, Milwaukee, Commodore of the 9th Coast Guard District Auxiliary, presented the citation to representatives of Evinrude Motors on behalf of J. Webb L. Sheehy, National Commodore of the Auxiliary.

The citation, the first of its kind, was awarded for "valuable assistance in the promotion of the 1955 outboard motorboat safety program of the Auxiliary."

Beeswax can add to the life of your motor's starting cord. Apply the wax to the cord on a warm day when the wax is pliable.

An estimated 231 million dollars will be spent for outboard motors, gas and oil this year.

Any member of APBA observing an act of outstanding sportsmanship during the course of the 1955 racing season is urged to send a report to Russel R. Kuhlman, donor of the All-Risks Sportsmanship Awards, at Room 616, Lafayette Building, Detroit 26, Mich.

For sportsmanlike acts in 1954, the winners were Eddie Meyer, Ted Thompson and Dean Worcester.

At APBA's annual meeting, to be held in Detroit on November 3-4, three of these unique awards will be made to the contestants finally selected from the Inboard, Outboard and Stock Outboard divisions of racing.

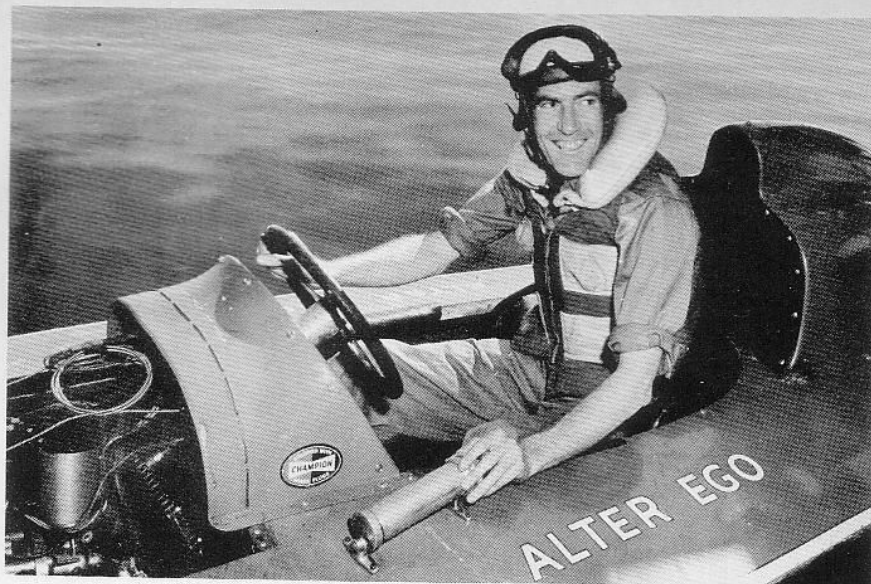
There have been many gadgets invented to bail a boat. But the simplest way is to let the motion of the boat itself do the bailing. Drill a hole in the bottom of the boat and install a bilge drain. Just open it up to drain while the boat is in motion.

## RACE-O-GANZA

by JOHN BERNARD  
DILLINGSLEY



## "ANYTHING BOUT' ME?"



Paul Sawyer holder of the 266 Class Hydroplane 5 mile competition record

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