

Speed Spray

MICHAEL C ROGOWSKI
4832 LOMYO RD.
DETROIT 18, MICH.
4 57

THE INTERNATIONAL MAGAZINE OF POWERBOATING

JANUARY, 1956

35c

Regattas
This Issue
NEW MARTINSVILLE
LAKE MEAD
SALTON SEA
TV STOCK RODEO

PODH PLANS

**DONALD CAMPBELL'S
NEW RECORD RUN**



March 15th Release Date . . .

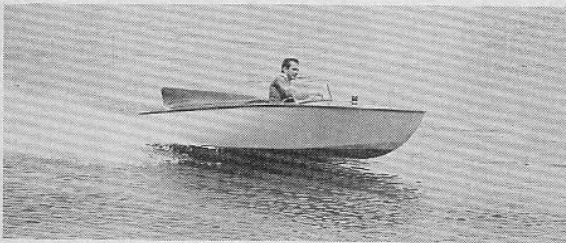
Speed ^{INC} Spray

April, 1956 Issue

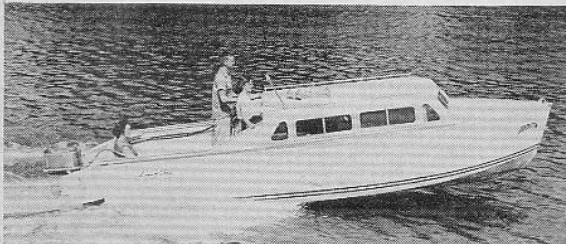
"SPRING OUTFITTING ISSUE"

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MOTORS . . .

EQUIPMENT . . .



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1126 Santa Barbara Street
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Published by
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ADVERTISING REPRESENTATIVES

Eastern Representative:
MURRAY BERNHARD
118 East 40th Street
New York 16, New York

Western Representative:
J. W. CONROW & CO.
1175 Woodbury Road
Pasadena, California

FACT or Fancy

EDITOR'S NOTE: We are starting a series of question and answer letters under *Fact or Fancy*, that have been written to Mr. Randolph Hubbell, outboard motor specialist. The writers of the questions' name is omitted, but will be furnished on request.

Randolph Hubbell
2511 N. Rosemead Blvd.
El Monte, California
Dear Mr. Hubbell:

I received your catalog and was very grateful for your sending it to me. After look through it I decided that I would send my motor to you for re-working. The other night I took it apart and all the rod bearings at the wrist pin fell out. Since then I have looked in my Mercury catalog and found that these are not enclosed in anything. If I had my motor re-worked by you would these be replaced as I do not have the tools to do this. I want the motor, a Mark 25, to get the compression blocks installed and the cylinders bored to oversize and new pistons installed along with the new bearings.

As of now I was wondering if it would be sufficient if I would send only the cylinder block, the old pistons and the connecting rods. If this is at all possible I would appreciate it greatly as I would like to do as much of my own work on it as I can. I am not equipped to try to do what I am asking you to do nor am I crazy enough to try it without any previous experience.

I thought that if I sent only the parts mentioned to you then after installing the pistons and fastening them to the connecting rods that I could re-assemble the motor myself.

If you would rather have me send the whole powerhead I will gladly do so because I want to make sure the job is done correctly with no chance of the bearings or pistons coming out in return shipment.

Dear Sir:

In reply to your letter of October 26th.

You can send just the cylinder, rods and pistons if you want and we can install the rods on the new pistons. We would like to have you assemble the cylinder to the engine with no rings on the pistons to make sure the pistons clear the compression blocks—then re-assemble with the rings on after any corrections, if necessary, are made to the compression blocks. When the rings are on the pistons it is very difficult to feel any slight "tick" of a piston touching a compression block. It would be good to order a few extra rings if you do the job yourself as it is very easy to break a few while trying to get

(Continued on Page 4)

Speed AND Spray

THE INTERNATIONAL MAGAZINE OF MOTORBOATING

January, 1956

VOL. 2, No. 6

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COVER PHOTO—Donald Campbell shown in the cockpit of *Bluebird II*. Notice the oxygen mask, this is necessary as air scoops draw air from cockpit. The glare shield seen on his helmet is of a very dark plexiglass. The lower photo was taken during the actual record run and the speed was well over 200 m.p.h.—Kent Hitchcock photos.

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PUBLISHED BY C-B PUBLICATIONS, INCORPORATED

EDITORIAL AND BUSINESS OFFICE . . . Box 466, Fullerton, California
TECHNICAL EDITOR . . . Box 247, Newport Beach, California
SUBSCRIPTION AND CIRCULATION . . . 1126 Santa Barbara St., Santa Barbara, California
ADVERTISING REPRESENTATIVE . . . Murray Bernhard, 118 E. 40th St., New York 16, N. Y.

SPEED AND SPRAY is published monthly by C-B Publications, Inc. Publishers offices Box 466, Fullerton, California. Business Office: Box 466, Fullerton California. Entered as second class matter at the Post Office at Fullerton, California, under the Act of March 3, 1879. Copyright 1953. Reprinting in whole or in part forbidden except by permission of the publisher.

Subscription prices: \$3.50 per year in the United States and Possessions; \$4.50 per year, Canada and foreign countries. **SPEED AND SPRAY** is not responsible for the return of unsolicited illustrations or other material unless covered by sufficient return postage. Single copy 35c. For change of address: Give old address as well as new, with zone number, if any.

REGATTA CALENDAR

CALENDAR CODE

- I—Inboard
- O—Outboard
- SO—Stock Outboard
- RO—Racing Outboard

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.

1955-56 APBA REGATTA CALENDAR

REGION 5		
12/28	Hollywood Beach, Fla.	I-O-SO
	(Mile Trials)	
12/30	Miami, Fla.	I-O-SO
	(9-Hour Race)	
12/31	Miami Beach, Fla.	SO
1/1	Miami Beach, Fla.	I
REGION 12		
12/11	Lake Los Angeles—TV	SO
12/18	Lake Los Angeles—TV	SO
12/25	Lake Los Angeles—TV	SO
1/1	Lake Los Angeles—TV	SO
1/8	Lake Los Angeles—TV	SO
1/15	Lake Los Angeles—TV	SO
1/22	Lake Los Angeles—TV	SO
1/29	Lake Los Angeles—TV	SO
3/11	San Diego	SO
3/25	Puddingston Dam	SO
4/1	Carlsbad	I
4/8	Needles	SO
4/15	Bakersfield	I
4/15	San Diego	RO
4/15	Carlsbad	SO
4/29	Matilija (Ojai)	RO
5/6	Parker, Ariz.	I
5/6	Long Beach	SO
5/20	Bakersfield	SO
5/27	Needles	SO
5/30	Long Beach	I
6/10	Lake Mead	SO
6/10	Long Beach	RO
6/17	Bakersfield	RO
6/24	Carlsbad	SO
6/24	San Diego	I
7/4	Long Beach	I
7/7-8	San Diego	RO
	(Regionals)	
7/15	Long Beach	RO
7/29	Long Beach	SO
8/11-12	Long Beach	RO
	(Divisionals)	
7/12	Carlsbad	I
8/11-12	Lake Mead	SO
	(Divisionals)	
8/19	San Diego	RO
9/1-2	Fresno	SO
	(North-South)	
9/8	Long Beach	I
9/16	Big Bear	I
9/16	Carlsbad	SO
9/23	Long Beach	RO
	(Nationals)	

9/30	San Diego	I
10/7	Needles	SO
	(Marathon)	
10/13-14	Lake Mead	I
	(also Unlimiteds)	
10/19-22	Salton Sea	I
10/21	Parker, Ariz.	RO

FACT or Fancy

(Continued from Page 3)

the four pistons started in the four holes at one time. If you do break some be very sure you get ALL of the pieces out of the engine before starting again.

Racing is more fun if you do as much of the work yourself as you can, and I am sure you can get the job done if you are careful.

Please send instructions as to just how much you want us to do when you send the parts.

RANDOLPH HUBBELL

Dear Sir:

I would like to get my Mark 20H block ground out oversize and chrome plated, also fitted with high-dome racing pistons. What would it cost me?

Will wait until I hear from you before sending my block.

Dear Sir:

Thanks for your recent letter.

We can re-bore your M20H cylinder for \$5.00 a hole, furnish and fit oversize pistons for \$10.00 each including rings. Hard chrome on the cylinder bores costs \$25.00 a hole and I would not advise using it in a Mercury. Chrome is excellent in a solid iron cylinder where a precision hole can be established and held, but in a combination aluminum and sleeve cylinder such as in the Merc the distortion of this type of cylinder in use is great enough that a close, precision piston fit will stick, so there is little advantage in establishing a precise hole.

We do hard chrome cylinder work but do not advise it in the Merc.

RANDOLPH HUBBELL

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CORRESPONDENCE



mann, Jr., will enjoy hours of wonderful reading with this book.

Thank you.

Sincerely yours,
CAROLYN A. WEITMANN
Box 132, St. Luke's Hospital, S.O.N.
419 W. 14th St.
New York 25, N. Y.

Gentlemen:

Enclosed find my check for our renewal of Speed and Spray. I am only an interested spectator in boat racing, my husband races an E boat, but through your magazine we have been able to "spectate" at races all over the country.

Keep up the good work.

Yours truly,
THELMA W. SANDIGE
2328 Salzedo St.
Coral Gables, Fla.

Dear Sir:

A few weeks ago I came across a copy of Speed and Spray and if that one issue was indicative of what the other issues are like I think it is the best magazine put out on the subject of power boating.

Please send a one year subscription of Speed and Spray to Edward Lynch, 407 Potawkatomi Blvd., Royal Oak, Michigan, and I would appreciate it if you could start the subscription with the September issue.

Enclosed find a check for \$3.50, and keep up the good work.

Yours truly,
EDWARD LYNCH

Dear Sirs:

I have enclosed a letter for Mr. Donald Baines, regarding his article in your August issue entitled "The 36 Cubic Inch Class." If you would be so kind as to forward this to him I would appreciate it very much.

Am very pleased to see your colorful magazine return to circulation. Am tired of looking at some of the cheap stuff offered by others—at least cheap by your standards.

If requests are entertained, I like technical articles on racing hull design, etc.

Hoping you keep up the good work, and thanking you for your courtesies, I am sincerely yours,

VERNON CARSON

Dear Sir:

You will find enclosed my check for a subscription to your fine magazine. I was buying it at the news stand, but all of a sudden I couldn't find it any more, so this way I'll be sure and get it.

I would like some information, I hope you can help me. I'm planning on buying an inboard in the 16 or 18 foot class and using a Dodge or DeSoto V-8 for power. I will use it for skiing and fishing at Lake Mead and other lakes. I would like to know how the fiber glass hulls stand up with inboard power. I have seen one hull with an Olds in it and it was very fast. I would also like the names and addresses of companies in Los Angeles who make fiber glass inboard hulls. Thanks.

Yours very truly,
GLENN A. BEACH, JR.
Ridgecrest, Calif.

Sirs:

Recently I had your May, June, July and August issues forwarded to me. Previously I'd heard Speed and Spray was no longer published. But, I was very glad to get these issues, to find that you're again "in the race." I like your magazine very much, the way everything is presented, the pictures, et al. I've been a racing fan since '36 and it does keep me quite informed on everything. An quite interested in the inboard and outboard racing in other countries too. Keep up your swell work and 100% fine magazine.

My old and former address was 3422 Martha Custer Drive, Alexandria, Virginia. Please, now send it to 1743 F Street, N.W., Washington 6, D.C. Since I had not gotten issues the last year or so, I left Virginia in November, 1953, and I'm not sure when you stopped publishing. I'm not sure if I still have a few issues on my old subscription, that is, before you started publishing again. It seems I subscribed for a year, but I'm not sure how many issues I got before you all stopped publishing.

Do you have this record? Please let me know when I have to renew and when my year is up, or whatever.

Thanks again for you help and lots of luck with Speed and Spray.

Sincerely,
GARY M. BRADFORD
1743 F St., N.W.
Washington 6, D.C.

Dear Sir:

Please send me information on selling subscriptions for Speed and Spray magazine.

I always buy Speed and Spray and I think it is the best of its kind.

Yours truly,
JIM WILUOL
Jim's Marine Supply
R.F.D. No. 2
Hoosick Falls, N. Y.

Dear Sirs:

Enclosed please find my check for \$3.50 to cover 12 issues of Speed and Spray starting with the December, 1955 issue. This is a new subscription and also a gift subscription for my husband, Mr. Warren V. Johnson. Please send them in his name.

We missed the September issue on the news stands, and I am wondering if you have any extra as we'd like very much to have it. I understand there is a lot on water skiing in that issue. If you do have it, would you please send it to us and count it as part of the 12 issues? We certainly do enjoy the magazine—especially the articles on water skiing. Hope to see lots more.

Thank you very much,
MRS. WARREN V. JOHNSON
3965 Rosemary Circle
Sacramento 21, Calif.

Dear Sirs:

I have been reading Speed and Spray for many years. The other day upon looking through old issues I noticed in the August, 1952 magazine a letter by Ed. which said there was to be a 48 cu. in. article in the September, '52 magazine. I do not have this issue and would appreciate it very much if I could get one. Please send me data on if I can get the article or magazine, and how much it will cost.

Thank you,
A satisfied reader!
SANDY FELDSTEIN
766 S. Long Beach Ave.
Freeport, Long Island, N. Y.

Dear Miss Myrick:

Enclosed please find a check for the corrected amount of a one year's subscription to Speed and Spray magazine.

I know the recipient, W. Clinton Weit-

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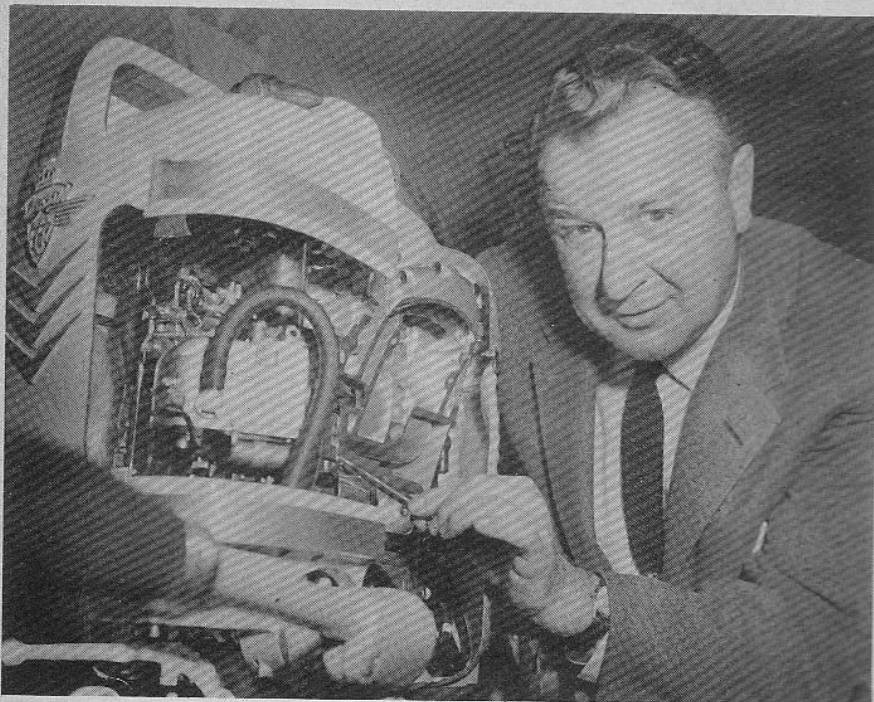
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TRADE NOTES



NEW 30 H. P. ENGINE—Armand A. Hauser, Vice President, Kiekhaefer Corporation, Fond du Lac, Wisconsin, is seen pointing out various features of the new 30 h.p. Mark 30 Electric model to publication and press editors attending a preview of the 1956 10-model Mercury Outboard line held in New York. Outboards from 5.9 to 40 horsepower were introduced in a wide variety of colors and color combinations.



WHAT A RIDE the four passengers are enjoying! The Mercury Mark 30's tremendous power, complete engine silencing and vibrationless Dyna-Float Suspension coupled with the luxury of the Switzer Craft runabout add up to one thing . . . pleasure. The number, 30, is the magic number for the new Mercury outboard engine—it is the Mark 30 which kicks out 30 horsepower, has piston displacement of 30 cubic inches and pushes runabouts, such as the Switzer Craft shown above, at speeds greater than 30 m.p.h.



14 foot rounded-vee bottom boat with foredeck, by Seamaid Manufacturing Co.

CHAMPION BOATS NEW POLICY—Champion Boats Manufacturing Company who started operation seven years ago as a retail sales organization, and today is one of the largest small boat manufacturers on the West Coast has initiated a new policy for sales. No longer may boats be purchased directly from the factory. All sales are channeled through distributors who in turn handle retail dealers. This is the ideal setup that distributors and retail dealers have been wanting for many years. Champion Boats is first to institute this director-dealer protection on the West Coast.

These new distributors are being selected for their central position in the various territories as well as the reputation for courteous and dependable service. They are required to stock a representative assortment of Champion's 21 different models to enable them to make immediate delivery on rush orders, and cut down the usual long waiting time by dealers.

This new all distributor policy will be backed up by weekly truck service which brings boats to the customer for about half the regular charges incurred by dealers doing their own purchasing from the factory.

Truly a great move by a great boat manufacturer.

E. G. McCREA & CO., Naval Architects, wish to announce that effective as of November 1st, 1955, Plan No.s 545 and 545-P showing an 18 foot Outboard Cruiser have been discontinued and are not therefore available. It is further announced that a new illustrated catalog listing new designs especially prepared for amateur builders will be available January 1st, 1956.

THE BRENNAN LINE of marine engines for 1956 will consist of 10 different models, covering a power range from 5 to 200 h.p.

The midget "Imp" is again offered in two models, namely, a direct drive and a built-in reduction drive. The power of this engine has been stepped up considerably by a change in the combustion chamber increasing the compression ratio; larger intake valves, and a change in the carburetion; also a gearless water pump that will permit pumping sandy water which is often prevalent due to running up on beaches. The "Imp" now carries a rating up to 30 h.p.

The fact that the "Imp" is the lightest weight four cylinder inboard on the market, only weighing 160 lbs., and the most compact, having an overall length of 26 inches, it has been selected for powering the outboard type of hull where inboard power with push button starting is desired; and the engine is finding an extensive market for auxiliary in the medium and small size sailing boat due to the light weight and the high r.p.m. feature.

TRADE NOTES

CUSTOM CRAFT ANNOUNCES

For 1956, Custom-Craft announces the widest selection of boat kits and finished boats in the industry with over 70 individual models from 8 to 22 feet. After breaking all sales records during the 1955 season they look forward to the greatest year in their ten year history for 1956.

In addition to nearly doubling their factory production facilities, Custom-Craft also has put into operation a new and separate shop for the exclusive assembly of semi and custom finished boats. This means that they will be able to handle almost twice the volume of both boat kit and finished boat sales during 1956 as they did during the past season thus giving faster delivery on the entire line.

The entire 1956 line has been improved both engineering-wise and in over-all styling. Sleek, new two-tone color treatments have been worked out plus the use of natural and stained mahogany throughout the line. Wrap-around plastic windshields are available on almost every model as well as the conventional types. Along with the many engineering and styling changes go greatly simplified assembly methods and more easily understood building instructions making the Custom-Craft truly easy to assemble by even the rankest amateur.

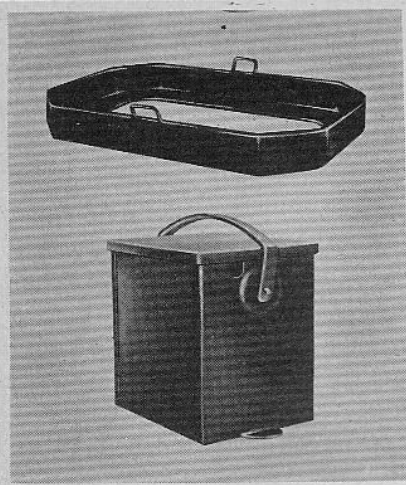


Custom-Craft Boat Kit Model PB-80F, "Thunderbolt Wasp" 13 ft. Outboard Length 13 ft., Beam 59 inches, Depth fwd. 23 1/2 inches, Aft 16 1/2 inches.



1956 TOPPER OUTBOARD CABIN CRUISER—Length, 20 feet; beam, 8 feet; will sleep a family of four. Galley, marine toilet and plenty of storage space in roomy, well-ventilated cabin. Deep, safe cockpit; watertight engine compartment; speeds up to 20 m.p.h., using standard 25 h.p. motor. Priced at \$2148.00, completely equipped.

Outboard motors up to 40 h.p. can be used to travel at speeds better than 35 miles per hour. On the other hand, these boats plane beautifully even with motors of small horsepower. Because of their extreme beam and rounded chines, they make the sharpest turns at high speed without danger of tripping.

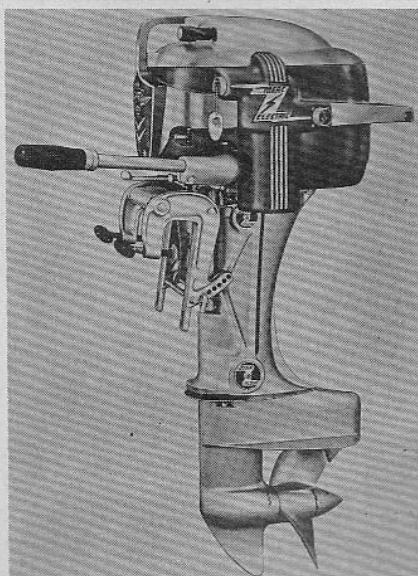


UNUSUAL WIDTH AND STABILITY

Designed to combine extra width and stability for fishing or cruising comfort with speed to meet water skiing requirements, strength to stand up under rough usage, and with complete from hull maintenance, an entirely new line of runabouts has just been announced by the Beetle Boat Co., of New Bedford, Mass.

Measuring 74" wide amidships, these new Beetle boats are claimed to be the beamiest ever offered in the 14-foot class. They are 35" deep, 65" wide at the stern, and have a forward deck four feet long.

In these new boats the many practical advantages of a fiberglass hull are merged with the beauty of mahogany for decking, outside rails and seats.



IGNITION KEY STARTING—All of the performance, quietness and compact design of the Mark 25 plus the added convenience and ease of electric starting are available in the new Mark 25E. The Mark 25E sells for the price of \$395 f.o.b. Fond du Lac, Wisconsin, plus \$89.95 for the 12 volt MercElectric ignition key starting.



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Inboard Race Props

HAROLD I. JOHNSON
2811 Villa Way, Newport Beach, Calif.

Bluebird on the Burro Point Mile — skating along in gigantic hops as she hits the imperceptible ground swells on the glassy lake. This was a terrific beating for both the driver and equipment.



DONALD CAMPBELL and BLUEBIRD II

• • • • **216.25 m.p.h.**

Story and Photos by
KENT HITCHCOCK

PART ONE OF TWO PARTS

DONALD CAMPBELL of England is certainly at this moment the unchallenged holder of the "World's Unrestricted Water Speed Record" and his jet-propelled *Bluebird II* is the fastest boat in the world. Over thirty days of frustration ended for the young Britisher on November 16th when he was finally successful in setting up an average of 216.25 mph over a measured kilometer on Lake Mead, Nevada. . . . One way through the trap, the *Bluebird* was officially timed at the fantastic speed of 239.5 mph and this is still no measure of her potential top speed . . . for Campbell came into the kilometer at approximately 200 mph and *was still accelerating* at the end of the trap—probably hitting in the neighborhood of 250 mph.

How Fast Is *Bluebird*?

Campbell frankly admits that he does not know what the "end figure" might be. . . . It was obvious to trained observers that *Bluebird* could have made the two way trip through the trap at roughly 240 mph average, given perfect conditions. Conditions of water and visibility were far from perfect for the return trip which Campbell knocked off at 193 mph and it was touch and go if he would be able to decelerate fast enough to sweep around in a long arc and keep from piling into the mountain. . . . The 6050 feet of approach on each end of this particular course is far from ample for more speed or for safety. Campbell will without doubt raise the record far above the present figure, but he will have to have longer approaches and perfect conditions to turn the trick.

The Ullswater Record

On July the 23rd, wire services flashed the news around the world that Donald Campbell had officially broken all speed records on water with a pair of runs on Lake Ullswater that averaged out at 202.32 mph. This was the culmination of 6 years of planning, building and testing to bring back to England the speed record that Donald's father, the late Sir Malcolm Campbell held for so many years with his original propeller driven *Bluebird*. Sir Malcolm's record of 141.74 mph established in 1939 withstood all challenges for 11 years until Stanley Sayres of the U.S.A. entered the picture with his *Slo-Mo-Shun IV* in 1950. Sayres hung up a new speed over water record of 160.323 mph to take over the title of the "fastest man on water" and two years later jacked the record up to 178.497 mph. . . . Campbell's Ullswater run deprived Sayres of his International "fastest man on water" title, but the American still holds the Propeller Driven Unlimited Hydroplane World Record.

Jet vs Propeller

In 1953 the Union of International Motorboating, the parent body of all organized power boat racing, saw possible confusion in the realm of titles in the event a jet should record a faster speed than propeller driven boats. With a wary eye on experiments with the late John Cobb's ill fated *Crusader* and Donald Campbell's *Bluebird*, this body created a new title: "The World's Unrestricted Water Speed Record," and they defined it thus: "This is a speed record awarded to the fastest boat in the world irrespective of the type of boat or propulsion unit piloted by the driver on board." So it is that if a propeller driven boat could exceed the speed of *Bluebird*, (which with present designs is highly improbable), the owner could claim both the Unrestricted and the Propeller records.

An American Record Attempt

At the conclusion of the Ullswater record run, Donald informed the British press that he did not intend to top the 200 mile an hour mark as he was anxious to show the British flag in the United States with a boat to beat the record at over 200 mph. He stated that *Bluebird* would go much faster, but that he would need a longer stretch of water than the 4½ miles on Ullswater and remarked, "I want to carry on my father's work." Donald Campbell had no intention of rushing the boat over to America for an immediate series of trials, but suddenly an opportunity presented itself to run the *Bluebird* on Lake Mead in Southern Nevada. There were many problems—a host of them—but the biggest was that the trick would have to be pulled off in an awful hurry while weather conditions held favorable. *Bluebird* was in pieces—undergoing a complete overhaul.

Bluebird Flies to Las Vegas

Spare parts—replacements for every part, every instrument, every fastening, even a spare engine had to be rounded up or fabricated and then boxed with a complete set of tools. Three of the regular crew of five could not make the trip and replacements had to be selected. All of this in addition to transportation problems, business arrangements across the sea and the important details of financing counted up to a mountain of work. Time was of the essence . . . obviously the boat and crew would have to fly to Las Vegas. Campbell estimated that the air-freight would fall between \$19,600 and \$22,400 and that the attempt would cost him in the neighborhood of \$56,000. The whole task must have looked impossible, but in three weeks *Bluebird* was assembled on her launching cradle at Lake Mead Marina and Campbell and the crew were installed in the official race headquarters at the beautiful Sahara Hotel in Las Vegas.

Temperament Galore

Initial trials were fraught with trouble although the weather was perfect. *Bluebird* reverted to a stubborn trait of "flameout" that Campbell and the crew had believed cured in early tests in England. Flameout apparently was caused by air starvation in the jet intakes plus a hatful of water thrown into the intakes before the boat got up on the plane. *Bluebird* always fires up like a lady, but just as soon as Campbell put his foot in the jet she would throw up a wall of water over the cockpit that would feed just enough into the intakes to put out the fire. Three days

before the date set for the official run, Campbell had a close shave when a large piece of the plexiglass cockpit shield broke out, sailed by his head and wedged into the jet air intake duct. The day before the official trial the crew were still modifying the air ducts but successive trial runs showed no consistency in improvement.

The Burro Point Mile

The official run for the record was scheduled to be held on Sunday, October the 16th at noon on the Burro Point Mile, a course surveyed for the Ray Crawford-Howard Gidovlenko owned Unlimited Hydro *Fury* late in July. . . . This course permitted a perfectly straight 3½ mile approach on each end, but had several disadvantages—the prime one being that the run would be made in a very large open section of the lake which would be difficult to patrol. Boat movement anywhere within several miles of the course an hour in advance of the run would set up low rolling ground swells over which Campbell could not hope to make record speeds. . . . A further trouble was the sameness of the shoreline at each end of the mountainous bowl, giving Campbell no positive landmarks to keep on course. Floats and balloons would have been the solution, but the trouble was not foreseen in time.

TV—News Reels—A Big Show

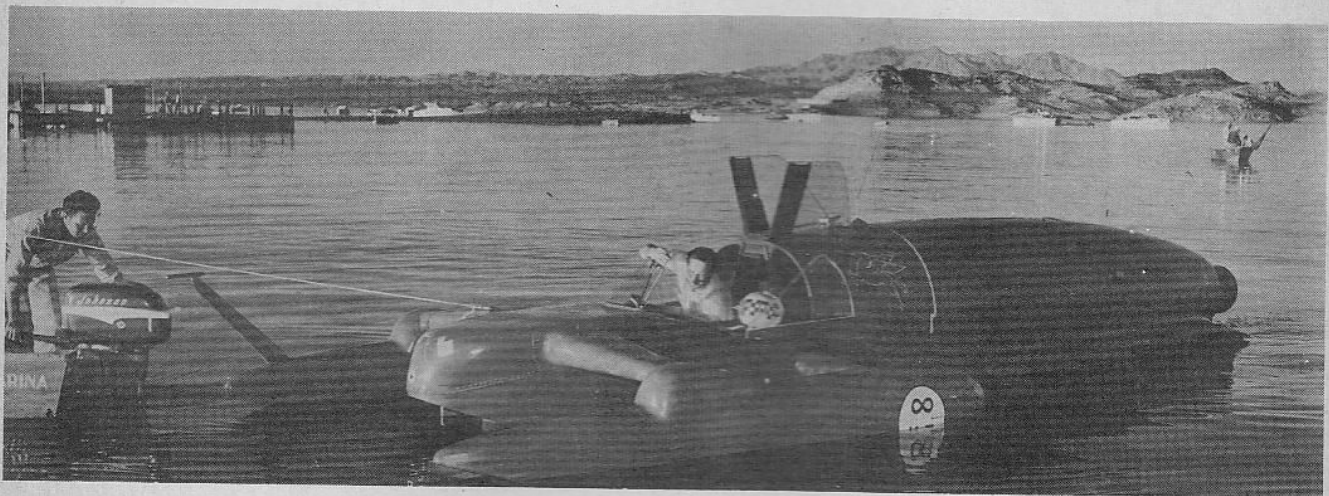
The official run was scheduled for a nationwide live telecast. The shoreline terrain of the Burro Point Mile is simply rugged mountains with an occasional boulder studded cove—accessible only by boat from Lake Mead Marina—no roads of any kind. . . . The TV presentation of the run was probably the most difficult ever attempted. Power lines had to be run in for miles to the TV location in the center of the mile—and barge loads of equipment transported to the site. Roy Neal and his KNBC-TV crew, a horde of workmen and technicians worked for a solid week on the installations. At Hotel Sahara in Las Vegas it was like a convention of cameramen and reporters from every major news reel and press service. This would be the most complete coverage ever afforded a boating event anywhere on the globe. Chuck Richey, Superintendent of the National Parks Recreational Service at Boulder City had enlisted a small army of patrol boats to stop all waterborn traffic one hour before the run. . . . National Park Rangers placed a circular in every resident boat on the lake and delivered one to every person who launched a boat



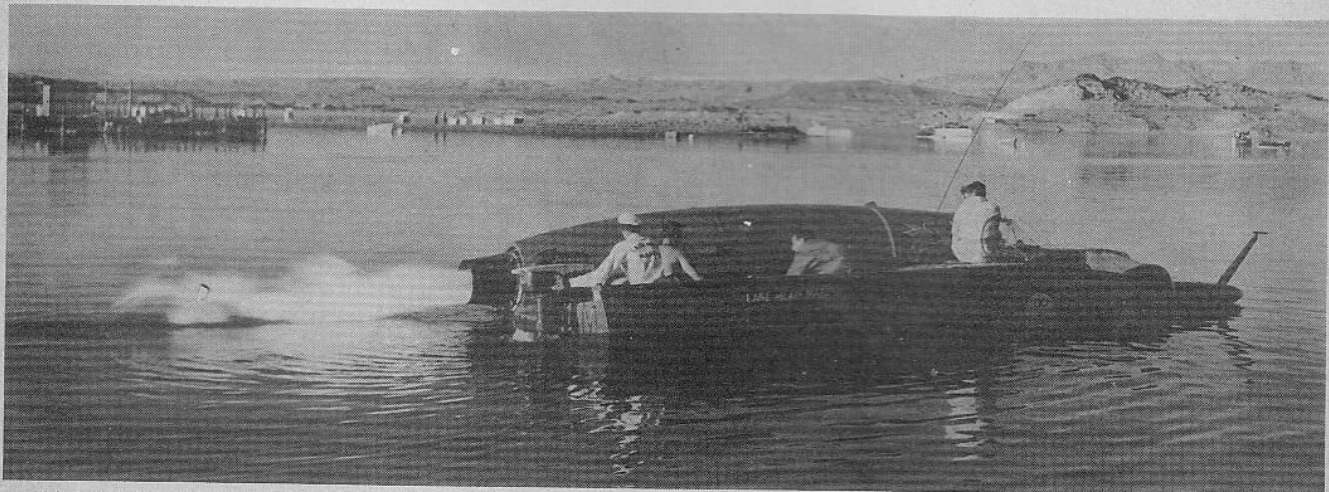
Donald Campbell perched on the sponson of *Bluebird* in front of Race Headquarters at Hotel Sahara, after the big speedster was unloaded from the plane that brought her across the Atlantic and then the U. S. to Las Vegas. It's "V" for Victory here, but it was going to be five long weeks before the record run could be made.



Part of the Committee in one of the two Wizard boats used to transport the personnel and the timing equipment to the timing sites is just pulling away from the rocky shore of Burro Point. That's National E Racing Runabout Champion Ed Fletchall at the wheel. Ed is of course a confirmed "inboarder," but he was quite delighted with the performance of the Wizard powered with the new 1956 Evinrude Big Twin with Electro Starting which was beached in the rocks often without damage.



Campbell in the cockpit, ready to go out for a test run. This photo shows the unusual and original sponson attachment arrangement. The "lazy 8" symbol in the white circle, the mathematical symbol for infinity, indicates that *Bluebird* is registered as an Unrestricted Unlimited Hydroplane. Note how close to the water the jet exhaust tube sets. This tube was to prove her undoing when the wakes of a horde of spectator boats broke into the tube and sank her. The hinged plexiglass canopy is folded back. All of that area back of the cockpit is filled with the big Metro Vickers Turbo Jet.



Firing up. *Bluebird* carries no batteries. The attendant boat alongside carries a bank of five 145 ampere hour 32 volt batteries which are plugged into *Bluebird* to turn over the turbine and light off the fire. The crew member in the dark coveralls in the center of the photo is ready to pull out the electrical connection and *Bluebird* will be on her way. Then the crew of the attending outboard will drop low in their boat to avoid the heat of the blast as *Bluebird* moves away.

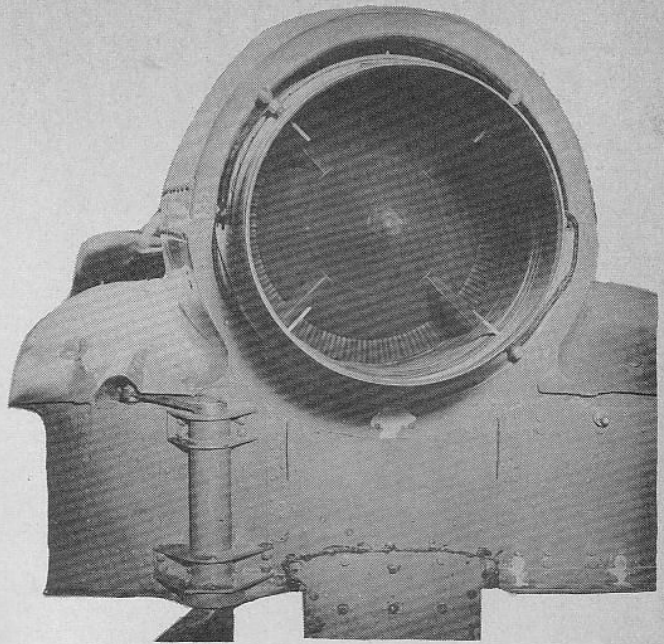
that morning. . . . Every boat had to be tied up on the shore line. . . . It looked like a fool-proof system.

"The Best Laid Plans . . ."

At dawn the big lake was a mill pond . . . gradually the spectator fleet headed for Burro Point from every landing on teries to fire off the jet again . . . Fifteen minutes ticked off and abouts, outboard runabouts and even a few Stock Outboards from the Stock races being held the same day near Lake Mead Lodge. . . . A half hour before noon every boat was tied down, but that army of boats had set up a roll that would not die down for several hours at the least. . . . Campbell was determined to appear for the scheduled TV run despite the danger, but he notified the Committee that he would make no attempt to make an official run and that his speed would have to be governed by the water conditions. . . . All was in readiness—the *Bluebird* had to make the run at an exact time within a period of give and take no more than three minutes or it would not hit the allotted spot on the TV hookup. . . . Short wave radio advised all that *Bluebird* was launched and firing up and then another announcement "flameout" . . . firing up again, but it took precious minutes . . . and finally there she comes . . . a thing of beauty, her jet bellowing a song of power . . . but just too late to get the whole run on the TV schedule.

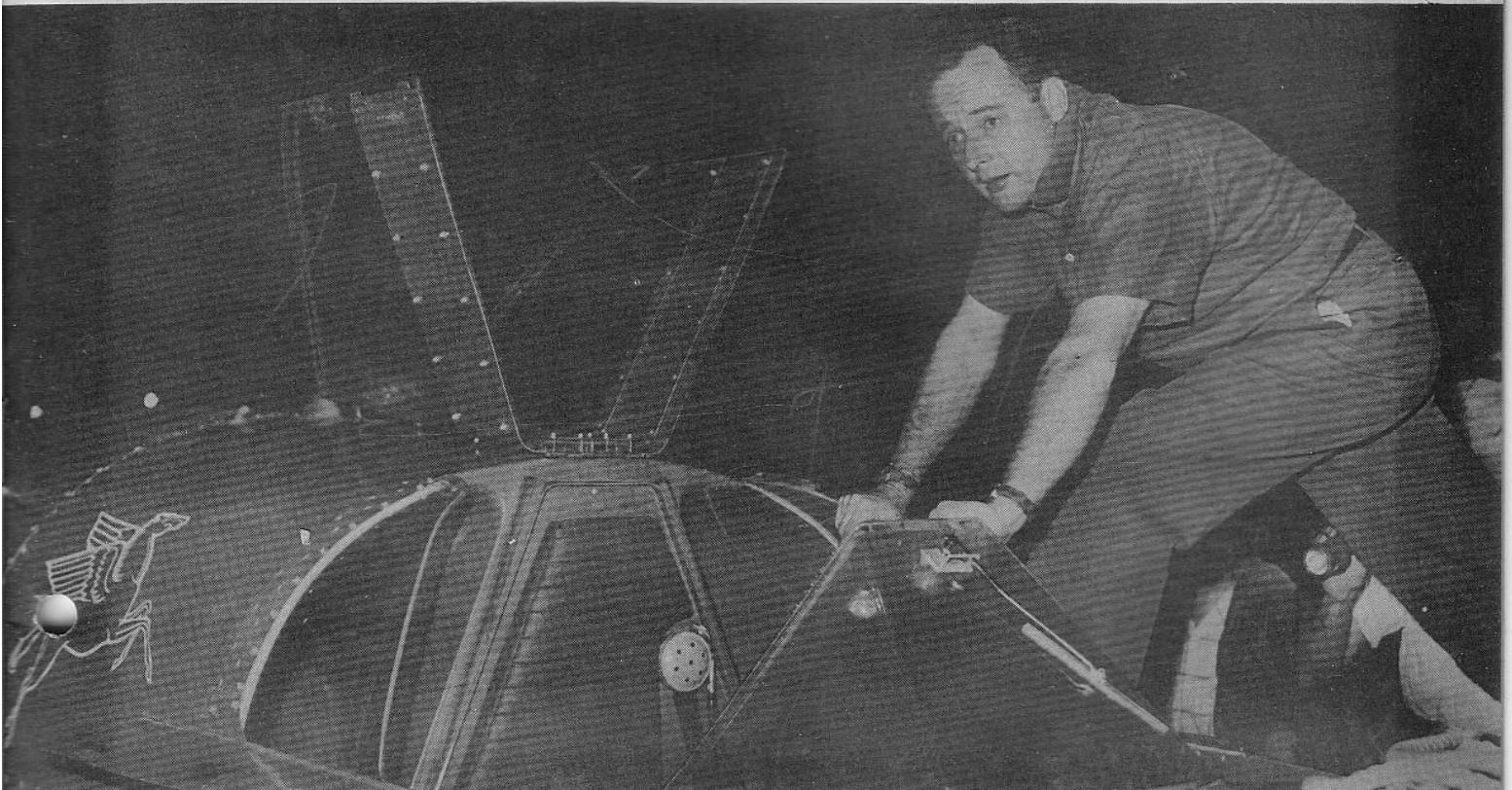
Good Show for the Crowd

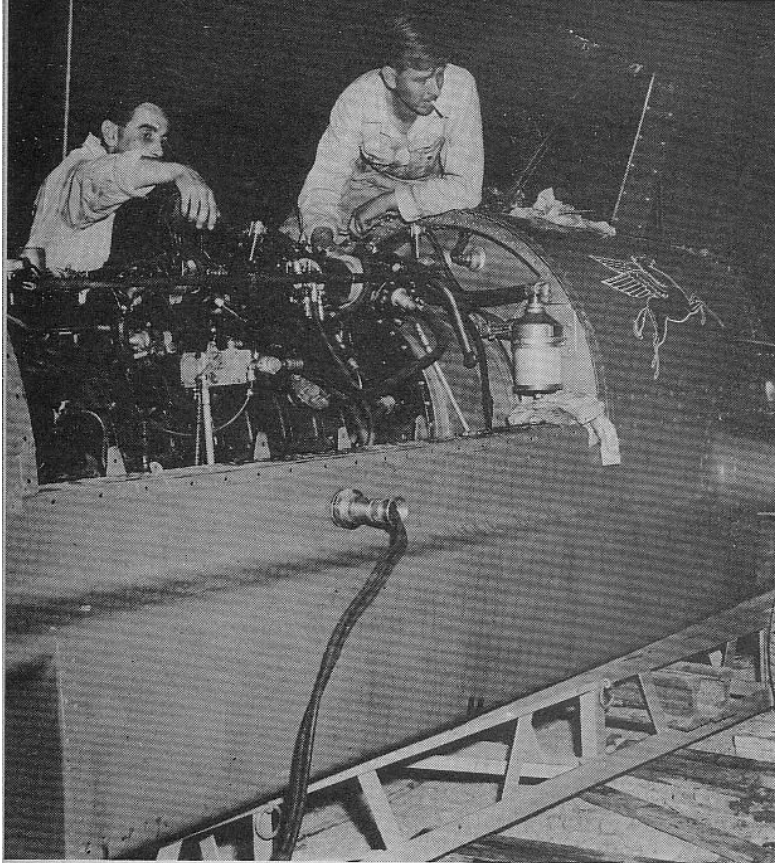
The initial run was clocked at 147.179 mph and probably looked like terrific speed to the spectators, but the spouts of water behind the big speedster several hundred feet apart told the experienced observers that the low glassy ground swells were giving Donald Campbell a terrific beating. . . . He said after the run that his "G" meter registered 6, almost enough to shake something loose. . . . Campbell refueled at a barge far down the lake and working on a split second schedule again attempted to hit the TV spot with his return run. . . . Something went amiss again and this run did not get on the air. . . . He came into the trap at around a hundred miles an hour and then mashed down on the fuel feed. At the end of the run he was near the 200 mph mark and took a time of 162.82. . . . Now he was supposed to decelerate, turn around in a long sweep and go back to the TV set up in the middle of the mile for a personal appearance before the cameras. In the slow turn *Bluebird* pulled off another flameout.



Looking right into the turbine. This is a real hot spot when the jet is running and this is the pipe through which the waves slopped in to sink *Bluebird* while she was under tow.

Out of the depths at last and a tired and worn looking Donald Campbell climbs into the cockpit to begin the survey of damage to instruments and radio equipment.





Checking over the jet after the sinking. Note the electrical plug-in used to start the big engine.

After hours of painstaking salvage operations, *Bluebird* is in shallow water and the skin divers are trying to locate her on her launching trailer—a tedious operation in the black waters of late night. One of the drivers has just come up for a consultation with the rescue crew. Headlights of cars on the beach helped to illuminate the scene.



The Stampede

A patrol boat idled over to the stalled speedster . . . and then raced up the course to summon the escort boat with bat-thunder. There were big cruisers and little cruisers, inboard run-no thunder from the jet—now it was too late for the TV appearance. . . . Several escort and patrol boats raced down the course to assist . . . and then suddenly one spectator boat fired up and took off down the lake—then another and another—and in no time at all the scene looked like a wide open marathon for every type of power boat imaginable. The patrol craft and rangers were powerless to stop the stampede and in minutes the waves were rolling and building into a chop a foot high. *Bluebird* started finally and running slowly headed for her base, but conked out again a mile short of the shore and was taken in tow. Unbeknownst to Campbell, the riled up water was slopping into the jet through the big “stove pipe” at the transom end. Within 250 yards of shore *Bluebird* suddenly started to sink by the stern. Campbell dove over the side at once and within seconds the boat was on the bottom in 60 feet of water.

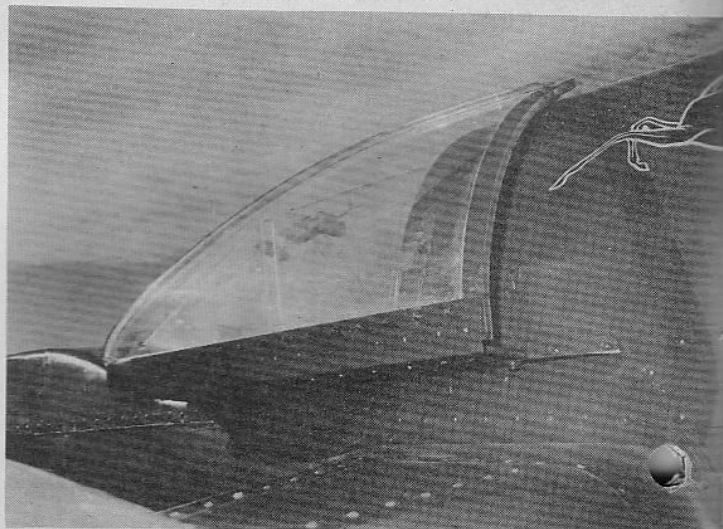
Salvage

Skin divers Bing Dowdy and Stern Martenson of Boulder City who had been standing by in a patrol boat with their gear on at every trial run were in the water like a flash to secure lines to the sunken speedster. A derrick barge lifted her gently clear of the boulder studded bottom and started the slow tow to the beach. The only possible points to secure hoisting lines were near the nose so *Bluebird* was eased along with the stern down and in 30 foot water it became a problem to avoid tearing up the after section on the rocky bottom. . . . The salvage was finally accomplished by sinking the launching cradle under the boat and in the blackness of the night the skin divers after eight hours in the water managed with underwater lights to position the boat on the cradle . . . and *Bluebird* was winched ashore and into her tent. It was a discouraged and downhearted crew that made a preliminary survey of the damage. Damage to the engine was an unknown quantity . . . the jet exhaust tube, tailored for the job was in ribbons and this was one part that Campbell had no replacement for.

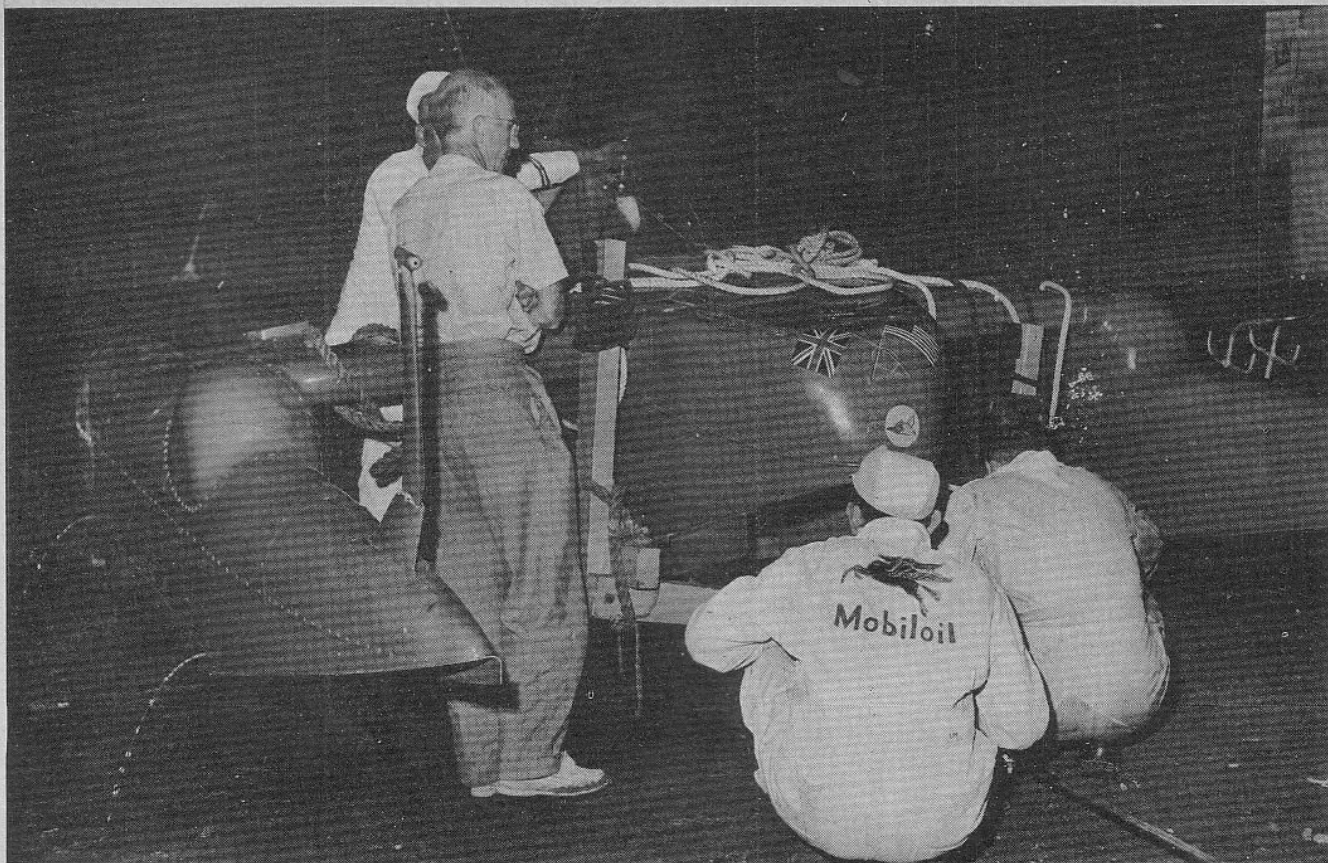
The Army to the Rescue

It was inconceivable that *Bluebird* could be torn down and repaired in the beach tent with a dirt floor—no machinery and equipment and no bench space. Nellis Air Force Base came to the rescue with a shop not in use at the moment and plenty of highly trained airforce jet experts, metal workers and technicians volunteered their off-duty time to put *Bluebird* back in running order. They built a new jet exhaust tube and then performed a miracle when they rebuilt the badly damaged one in the event the new one might be a shade off specification for maximum performance. *Bluebird* went back to her base at Lake Mead for tests and preparation for another run.

(Continued in next issue)



Here is the air-scoop that underwent modifications in attempts to cure the flameout trouble. It's an odd's on bet that it was O.K. to start with. The real problem was to get the big hydro up on top BEFORE she threw water into the intakes.



Winched onto the beach, *Bluebird* spouts water from sponson drain holes while the crew looks her over for hull damage.



The Timing Crew at the instrument end of the Burro Point Mile. The wooden parallels were not in place when the Committee arrived the day before the run. It was a job for blasting powder, but the Committee gouged out holes and even mixed concrete to get a stable platform for the precision timing gear to be ready for the run on the following day. Peggy Hitchcock, Committee Secretary and Tabulator, perches on a boulder before the Crocker Timer. Left to right standing: Observer Dr. Louis J. Novotney, Inboard Chairman of Region 12 of the APBA, Referee Kent Hitchcock, and Art Hurd of Boulder City with the Walky Talky.



Following an excellent banquet in the beautiful Garden of Allah patio at the Hotel Sahara, in Las Vegas, Nevada, the trophy presentation was concluded with Ron Loomis, of Santa Barbara, California, being awarded the Hotel Sahara Attainment Trophy for running his boat closest to the record of classes participating. Left to right, Earl Gilmore, President, Boulder City Junior Chamber of Commerce; Ed Craven, Referee of Race, Stew Irwin, Public Relations Department, Hotel Sahara; Ron Loomis, receiving trophy; Cecil Loomis, Ron's Dad and Region Stock Outboard Chairman; and Gordon Nichols, Race Chairman.
—Dick Lewis Photo

LAKE MEAD

STOCK OUTBOARD

REGATTA



The pits at Lake Mead are excellent and the Park Department plans to improve them further, there is also plenty of parking area. —Richard King Photo

Good start for the A Stock Hydroplanes at the Lake Mead Regatta. Glen Clayman in 222-C, "Armar," won event with Bobby Parish, second and Bill Hendrick, third. —Richard King Photo





The D Hydros always put on a whale of a show. —Richard King Photo

RON LOOMIS, of Santa Barbara, Calif., captured top honors in the Lake Mead Regatta, held on the beautiful Southern Nevada course, October 15-16. So successful was the event that the Boulder City Chamber of Commerce immediately started plans aiming at a national championship meet within the next two years.

Loomis was awarded the new Hotel Sahara Attainment Trophy for coming closest to a world record in his class, CU runabout. Referee Ed Craven made the presentation to Loomis in ceremonies in the Garden of Allah patio of the hotel. Craven, a veteran race official, was lavish in praise of the meet and the course, terming it, "As good a place for racing as I have ever seen."

Another highlight of the meet was the appearance of Don

Campbell who came from England to try for a speed record on the lake with his famous *Bluebird*. The *Bluebird*, only jet powered boat in the world, failed in its record try at that time. The stock outboarders received congratulations for calling a time out when Campbell was ready to run, recognizing the dangers involved in running at high speeds on water and giving him a clear course.

Campbell's use of the course for a record try cast a spotlight on the excellent racing and Guy Lombardo, one of the most noted of speedboat racers, said that the Gold Cup races will be held there within the next three years. He added that a majority of Gold Cup drivers will be in action there next year as a prelude to the big race.

All races were run off in good order, including four classes

for local drivers. The only accident of the entire meet was to Loomis, the trophy winner. After his near-record run, Loomis was thrown out of his boat in another race and suffered a foot injury.

Sponsors of the regatta were the Hotel Sahara, the Las Vegas and Boulder City Chambers of Commerce, the National Park Service and the United Speedboat Association.

RESULTS

AU RUNABOUT—Charles Harter, North Hollywood, Calif.; Bobby Parish, Bakersfield, Calif.; Ronnie Hill, Bellflower, Calif.

CU RUNABOUT—Ron Loomis, Santa Barbara, Calif.; Will Adams, Sunland, Calif.; Bill Crumley, Whittier, Calif.

D STOCK HYDRO—Howard Thompson, Downey, Calif.; Ray Burt, Glendora, Calif.; Paul Woodroffe, Salem, Ore.

B RUNABOUT—Tilford McClelland, Long Beach, Calif.; Chuck Lane; John Craven, Pasadena, Calif.

36 CU. IN. RUNABOUT—Ray Hodges; Jack Green, Gardena, Calif.; Dave Hart, Temple City, Calif.

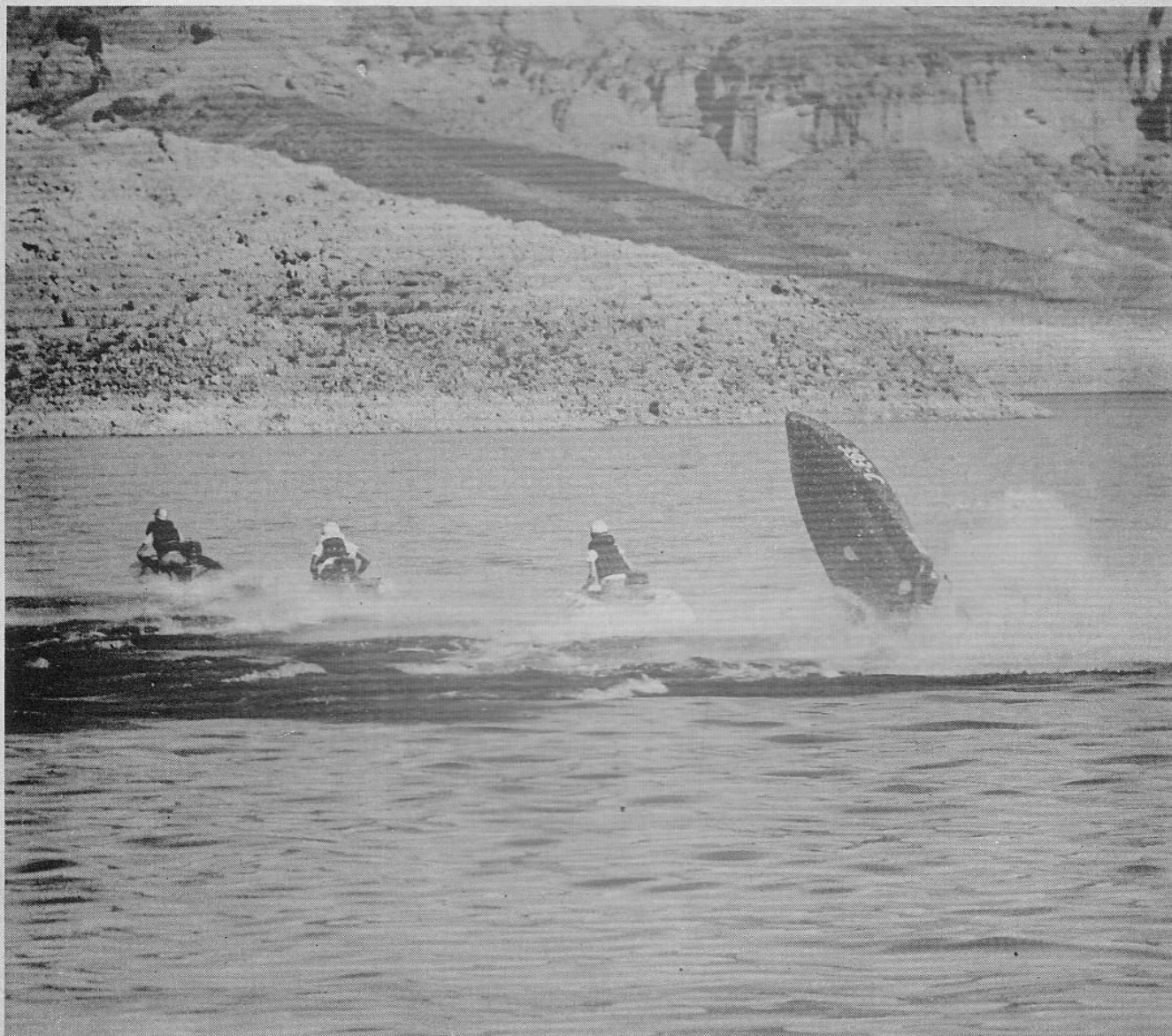
A STOCK HYDRO—Glenn Clayman, Ontario, Calif.; Bobby Parish, Bakersfield, Calif.; Bill Hendrick, San Diego, Calif.

DU RUNABOUT—Warren Litten, Santa Ana, Calif.; Dick Bradford, Salt Lake City, Utah; Charles Slough, San Diego, Calif.

B STOCK HYDRO—Howard Thompson, Downey, Calif.; Rick Kohler, Van Nuys, Calif.; Ray McKean, Riverside, Calif.

The only flip of the day was in an A Runabout driven by Ron Loomis.

—Richard King Photo



SALTON SEA REGATTA



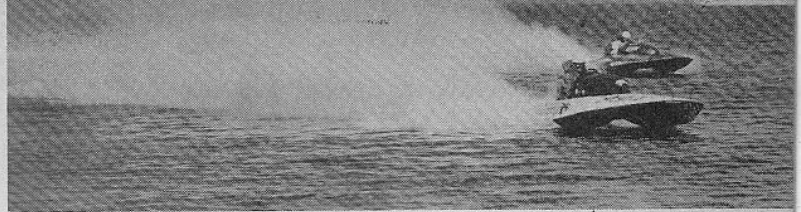
The launching ramp and channel. It's the "hard way" at Salton Sea for each boat has to be handled in and out with the tractor. Quite a trick of organization when nine heats have to be run off in 2½ hours.

King of the B's. Ernie Rose from Patterson, California, toured the five miles at 61.058 m.p.h. to better his own world competition mark by over a full mile and hour.

Photos By Kent Hitchcock



Bud Meyer in *Avenger IV* in the foreground leading National Champion Johnny Corea in the first heat of the 135's. It was a red hot duel with this pair running away from the rest of a top notch 14-boat field. Meyer's time of 73.709 m.p.h. for the five miles might be the fastest 135 competition time of the year, and if so will win for him the Pop Cooper Memorial Trophy.



THREE WORLD RECORDS fell and three drivers joined the Gulf 100-Mile an Hour Club during the 16th annual Salton Sea Inboard Regatta, held October 21-24 at Desert Shores, Calif. No new names were written into the records, however, as all three record-breaking drivers bettered their own marks.

Two new names will appear in the championship list—Ed Fletchall, of Bell, Calif., and George Moniz, Hayward, Calif. Fletchall took the title for E racing runabouts with only three boats in at the finish, his *Honey Bee Too* leading all the way. Bob Willis, 1954 champion, did not enter. Moniz won both heats for 48 hydros with his *Undecided II*. Gillette Smith, 1954 co-champion with Ken Harman, was entered with his *Tinkertoy* but failed to finish either heat.

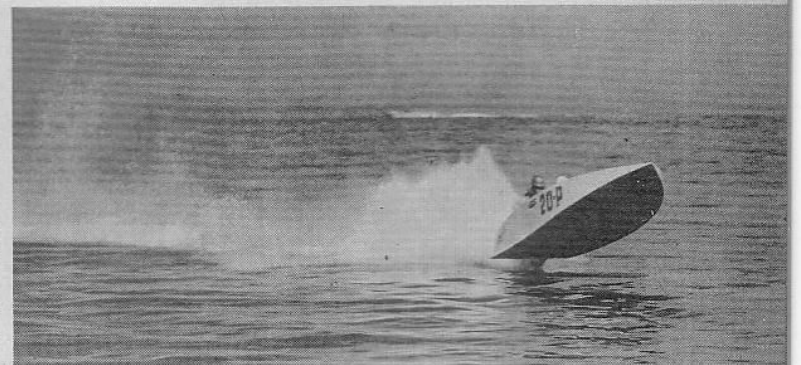
Ernest Rose, of Patterson, Calif., upped his own mark for B racing runabouts with 61.058 m.p.h. His old mark was 59.840, set on the same course in 1953, with the same boat, *Lil' Bee*, in five mile competition. In the one mile tests, two drivers who set new records last August at Seattle improved their marks. Bob Boehm, of Healdsburg, Calif., driving *Jerky*, hiked the record for 136 hydros to 83.899; Carl Maginn, of Glendale, Calif., clipped off 83.307 m.p.h. in his cracker box, *Hot Ice*, to improve his record, also set at Seattle last August.

Mile trials on Friday ran into rough water with only about 45 minutes of actual racing time and only five boats running through the trap. Two of them, however, made the 100-Mile an Hour Club. Tom Elliott, of Visalia, Calif., pushed his 266 hydro, *Snipe*, to 100.5586, and Roger Murphy, of Piedmont, Calif., managed 105 m.p.h. to make the club; then in Monday's trials he upped his mark to 117.1875 with his 7 Litre *Galloping Gael*.

Drivers encountered rough water again on Saturday, but experienced some pretty good competition. The 136's couldn't attempt any records, but in the B's, Woody Eldredge, of Merced, Calif., ran the five miles in only two seconds under the record.

Only 11 of the 15 entries started in the championship race for 48's and none could get within 10 miles of the record. The

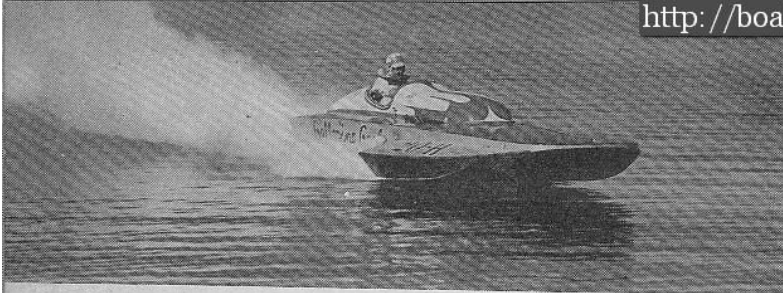
Jerky with Bob Boehm in charge tops all previous marks for the 136 Hydros with one run in excess of 84 m.p.h.



Bob Rice's *Miss Use*, a brand new Cracker Box was a beautiful creation and put on a whale of a show for the crowd, but was too flighty to stay with the proven outfits that could stay on the water.

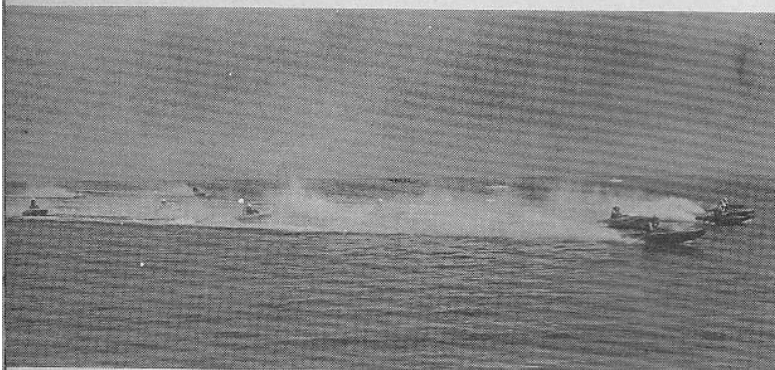
Carl Maginn blistering the course in *Hot Ice* with Don Oakley riding as mechanic did 84.666 m.p.h. on this trip. On the return run the screaming Dodge came unstuck several hundred yards from the end of the trap and coasted across the line, still pulling out a new world record average of 83.307 m.p.h.





Roger Murphy's *Galloping Gael* toured the trap at an average of 116.378 m.p.h. to better the then approved best world one mile time for a 7 Litre Hydro of 115 m.p.h., but not good enough for the pending record of 125.436 by George Byers' *Miss DeSoto* which has since been approved. Roger's performance, however, put him in the Gulf 100 Mile an Hour Club with some to spare.

Start of the 48 Hydro National Championships with 15 boats in the field. Only eight weathered the blistering competition of the first heat and one of these got the official axe for an illegal start.



crackers also had a rough time but the 135's saw Bud Meyer, of North Hollywood, Calif., turn in the excellent timing of 73.709 m.p.h.

Sunday afternoon saw fine racing conditions which enabled Rose to set his record.

In Monday's mile trials Jack Regas, of Livermore, Calif., became the third new 100-Mile an Hour member when he took *Scotter II* through the trap at 156.250. Duane Allen took the new *Tinkertoy* out for a try and bettered the 48 hydro record by 2/10, but the time did not count as the boat was not qualified.

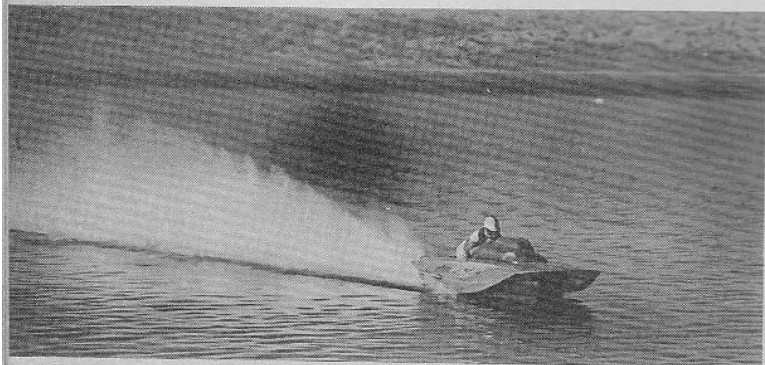
The regatta was termed a very successful affair with 79 entries participating and no serious accidents. Bob Ingram flipped the *Snipe* in the 266 hydro race, but was not injured.

THE WINNERS

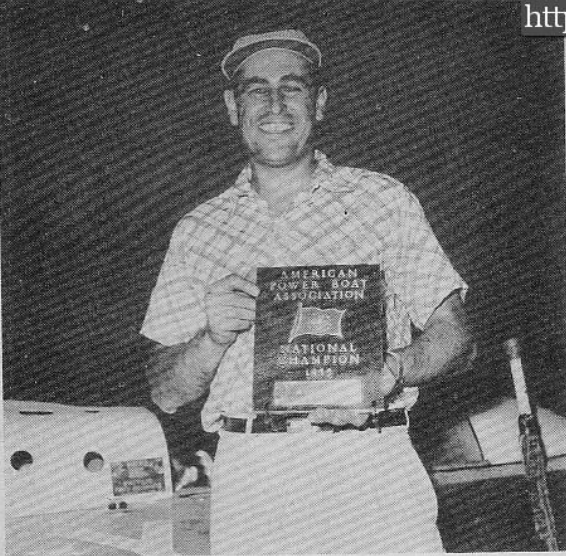
- 136 HYDRO—Bob Boehm, Healdsburg, Calif.; Gene Souza, Oakland, Calif.; Howard Newton, Concord, Calif. 60.484.
- B RACING RUNABOUT—Woody Eldredge, Merced, Calif.; Ernest Rose, Patterson, Calif.; Duane Easton, Long Beach, Calif. 59.602.
- 48 HYDRO (National Championship)—George Moniz, Hayward, Calif.; F. C. Moore, Miami, Fla.; Richard Hallett, Downey, Calif. 59.682.
- CRACKER BOX—Bob Patterson, Van Nuys, Calif.; Carl Maginn, Glendale, Calif.; Gerald Stiles, Whittier, Calif. 66.617.
- 135 HYDRO—Bud Meyer, North Hollywood, Calif.; Bill Guasti, West Hollywood, Calif.; Weldon E. Ropp, Miami, Fla. 73.709.
- E RACING RUNABOUT (National Championship)—Ed Fletchall, Bell, Calif.; Marion Beaver, Parker, Ariz.; Bob Torvick, Los Angeles, Calif. 65.029.
- 225 HYDRO—Bill Guasti, West Los Angeles, Calif.; Richard Hallett, Downey, Calif.; Kenneth Sprow, Huntington Park, Calif. 79.717.
- 266 HYDRO—Kenneth Gelbert, Alhambra, Calif.; Kenneth Wade, Garden Grove, Calif.; Fred Jackson, San Diego, Calif. 69.713.
- PACIFIC ONE DESIGN HYDRO—Whitey Miller, Studio City, Calif.; Robert Critchlow, Lancaster, Calif.; Elmer Cravener, Hollywood, Calif. 53.035.
- 7 LITRE (No points)—Roger Murphy, Piedmont, Calif.; Vernon Dallman, Jr., Daly City, Calif. 64.103.



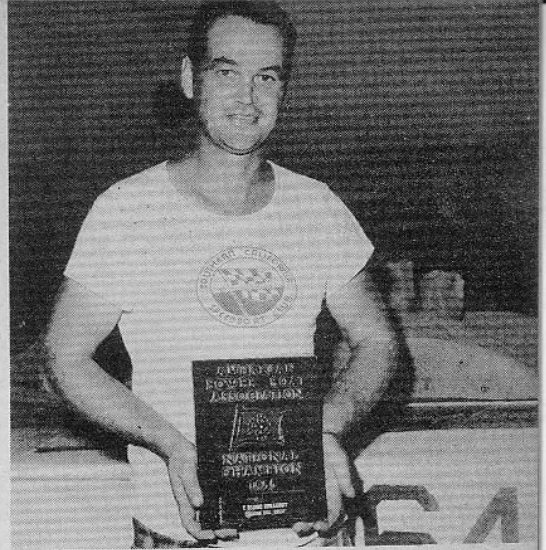
Start of the flighty B Racing Runabouts with only four of the original six entries highballing it for the line after a near tragic accident had put Ray Morrow and Richard Johnson out of the running. Ernie Rose and his *Lil Bee* on the way to a new record in the foreground.



Kenny Harmon's new *Tinkertoy* with Duane Allen driving turned the trap at an average of 87.486 m.p.h., the fastest time ever recorded by a 48 Hydro—but ineligible for record consideration as the new outfit had failed to finish either of the qualifying heats.

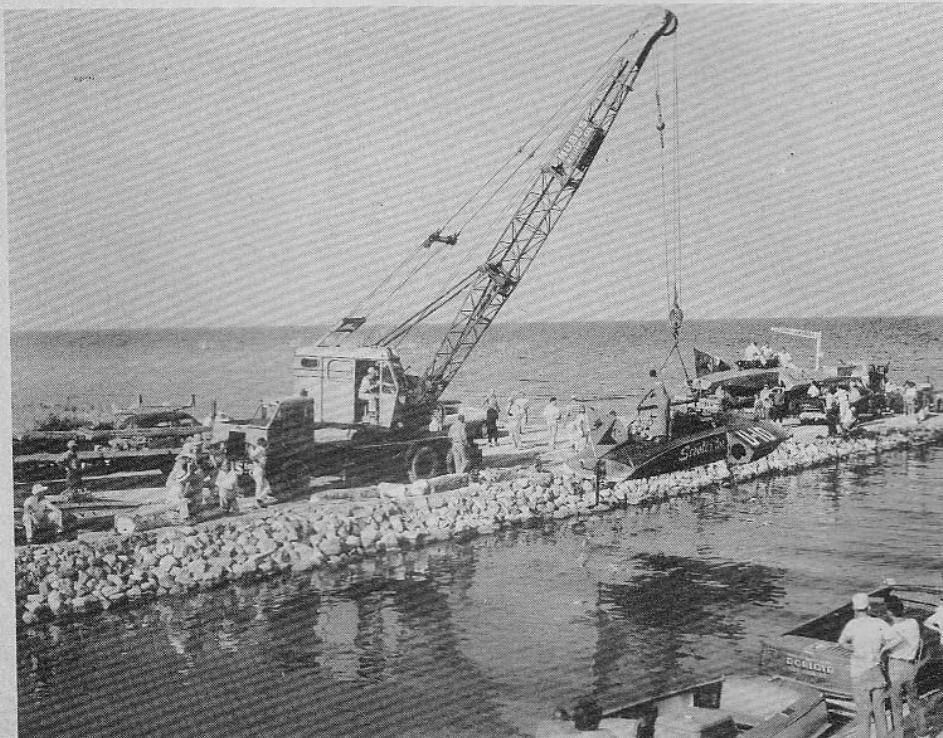
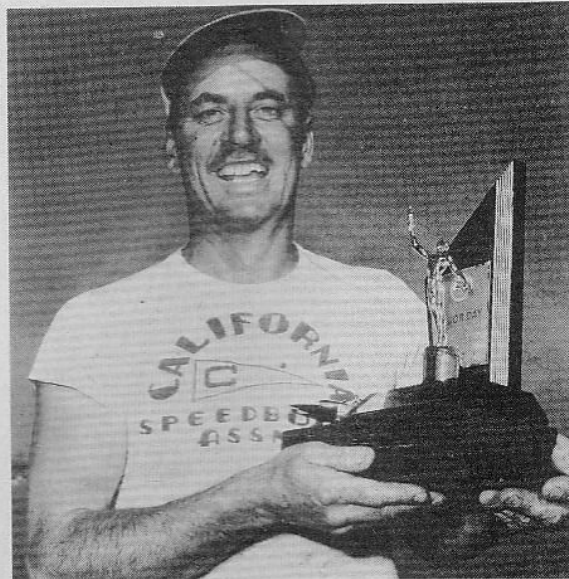


George Moniz of Hayward, California, was the surprise winner of the 48 Hydro National Championships, gathering in both heats as the hot shot favorites fell by the wayside with DNF's, DISQ's and mechanical trouble.



Ed Fletchall from Bell, California, in the aged but always dependable Honey Bee Too took the measure of the E Racing Runabouts and gathered in the National Championship in a split heat win over Doc Hardin's world record holder E-Gad.

Bob Boehm hung up a new one mile record for the 136 Hydros with an average of 83.899 m.p.h. after a duel with Gene Souza who lifted the record and held it for 17 minutes until Boehm could coax enough speed out of his Jerky to get the title back.



The Henry J. Kaiser, Jr., Unlimited Hydro Scooter Too going in to the launching channel for a shot at the mile. Driver Jack Rigas qualified for the Gulf 100 Mile an Hour Club with a run of 156.250 m.p.h.

T-V STOCK RODEO

Outboarders Conduct Televised Speedboat Rodeo



Photos by Richard W. King

Beautiful Gloria Wood, prominent movie actress watches the boat races with "Dick" Lane, famous KTLA sportscaster from atop the announcing stand.

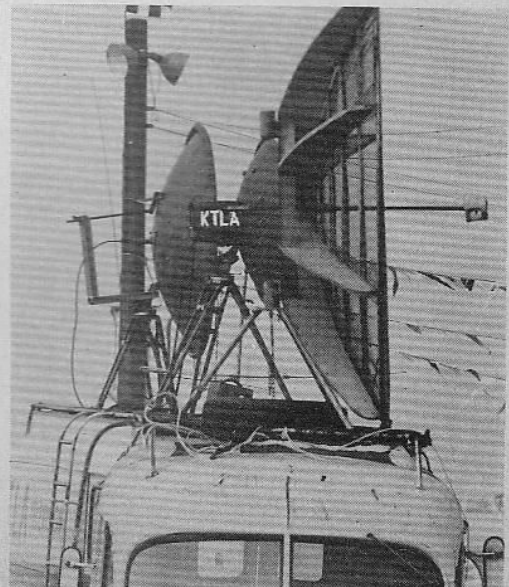
FIRST IN A SERIES of televised boat racing started November 6, 1955. The location is well known to all racing fans on the West Coast as Lake Los Angeles. Formerly called "The Puddle" by the drivers, Lake Los Angeles has undergone a face lifting operation by Valley Speedboat Association with the cooperation of General Petroleum and Mercury Outboard Motors and now blossoms out as "Venice Marine Stadium."

Four hours of jam packed action takes place every Sunday afternoon, featuring two to three classes of stock outboards each week. The televised portion of the show is from 1:00 to 3:00 in the afternoon over KTLA Channel 5, Los Angeles. Nine heats of racing are presented to the TV audience with three special events serving to break up the different classes and promote wide interest among the viewers. The "Mercury Maniacs" consisting of four specially designed fiberglass hydros tear around the course missing each other by inches much to the delight of the spectators. Water ski races, a skin diving team, and a two-man sub have been on hand to provide extra interest and excitement for the public.

Dick Lane, famous for his sports coverage through Channel 5, is narrating the show and already a converted boat racing fan. His son, arriving at the racing age, is now cajoling "Pop" in hopes of securing his racing rig shortly.

The Valley Speedboat Association of Baldwin Park, Califor-

Below are the portable sound trucks that beam the picture of the races to Mount Wilson where the KTLA broadcasting station is located.



SPEED and SPRAY, JANUARY, 1956



Seen on the camera stand of KTLA are the "Finn Twins" guests, left: "Whoa Nellie" Dick Lane, seated, and the camera crew.

nia, is sponsoring the entire series and certainly deserves a lot of credit for the cooperation and teamwork shown. The television show is being produced by Newman Priest Productions, scripting and TV data compiled by Frank Priest and coordination and technical data by Leonard Newman. The show from the viewers aspect has had a terrific reception in the Southland with letters and cards pouring into the station from many widespread areas. These stock outboard races will be a shot in the arm for the entire sport of boating and boat racing regardless of the class.

The general public will learn about boat racing and realize the excitement and interest that's there with the probability that boat racing may become a major spectator sport within a short time.

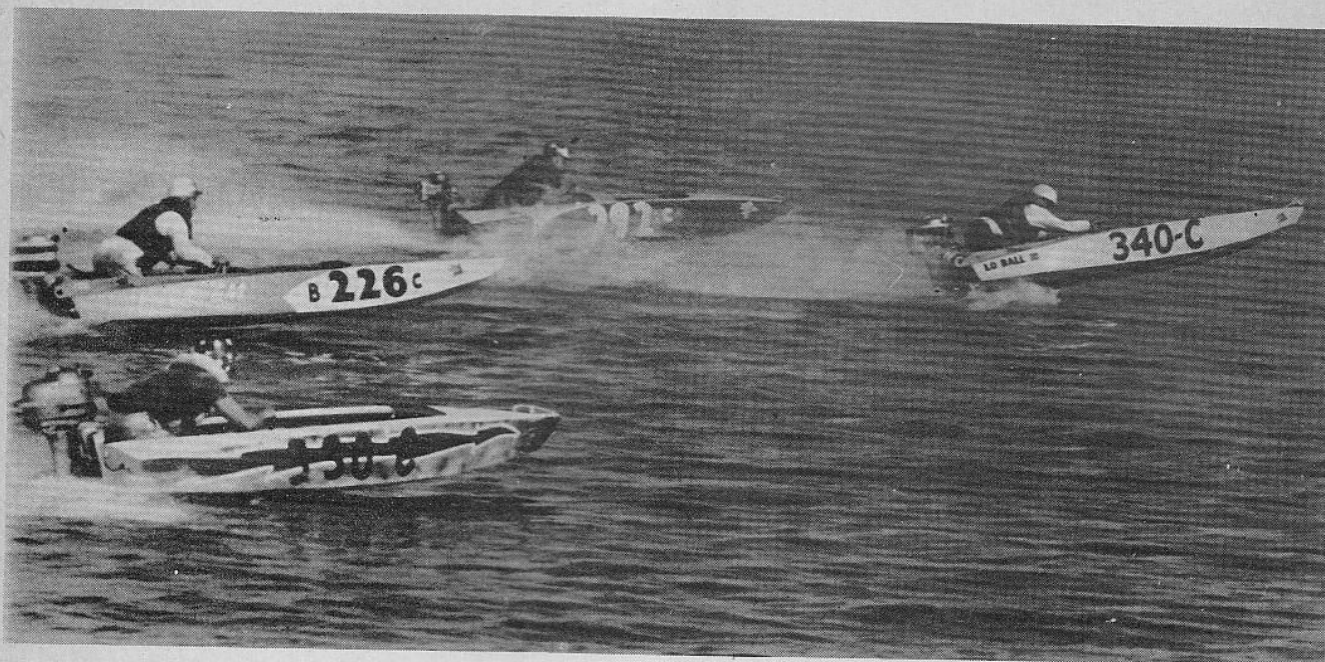
Prizes are take-home trophies first three places per class, plus money awards as follows: First place \$25, second \$15, third \$10 and fourth \$5, plus all boats to cross starting line in final heat get additional \$5 per boat per class. Free gas and oil by General Petroleum and other merchandise prizes and high point



Co-Producer and racer Leonard Newman can't believe his eyes when he finds out what has been creating all that drag on his hull. It's Mermaid Donna Wilson (Miss Venice)

—KTLA photo

Caught by the camera is heat of B Runabouts. They are: 292-C Johnny Craven, 330-C Leonard Newman, 226-C John Clute, 340-C Ward Rogers.



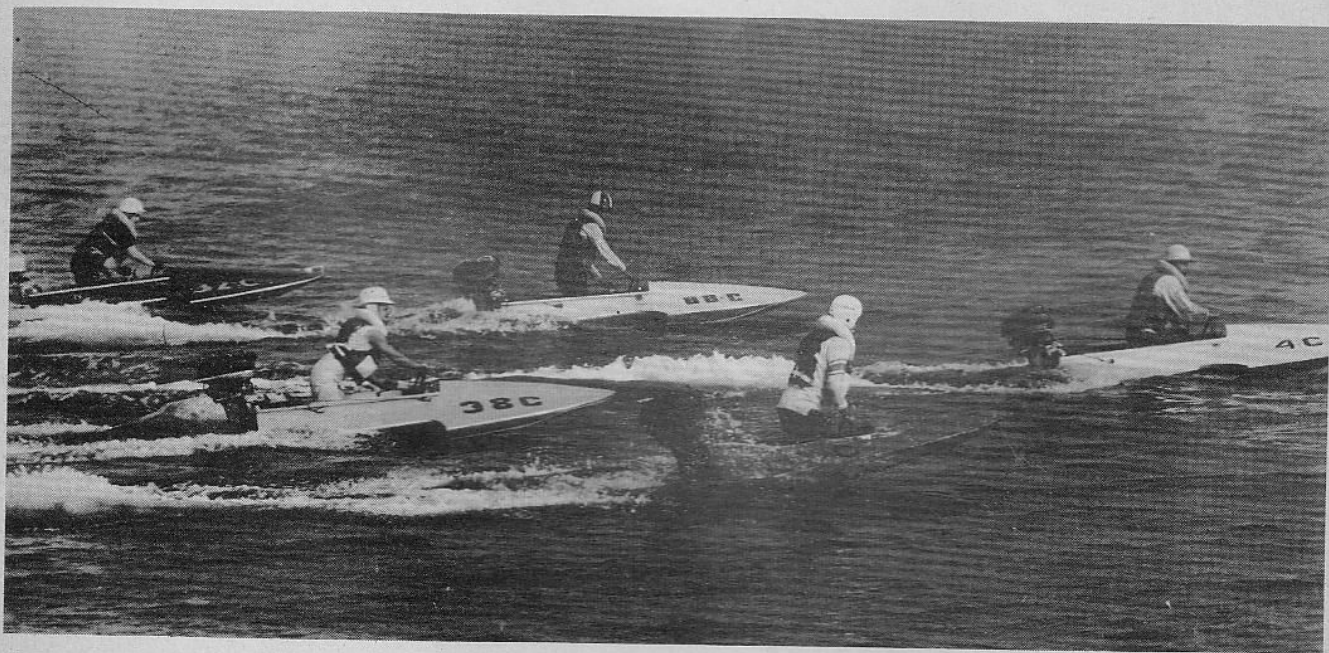
trophies donated by Mercury Outboard Motors.

B Hydro—First Ivan Hudspeth, Lakewood; second Howard Thompson, Downey; third George Kikuchi, Sebastapol; fourth Dick Garlow, Los Angeles.

A Runabout—First Bob Parrish, Bakersfield; second Ward Rogers, Arcadia; third Dr. William Shiefer, San Diego; fourth Bob Graves, Covina.

36 Cu. In.—First Dave Hart, Temple City; second Ed. Depew, Jr., San Diego; third Dick McKenney, Costa Mesa; fourth Chuck Kelly, Whittier.

The "Venice Marine Stadium" is located at 500 W. Washington Street, Venice, California. Direct all inquiries to: Publicity Chairman, Valley Speedboat Assn., P. O. Box 374, Baldwin Park, California.

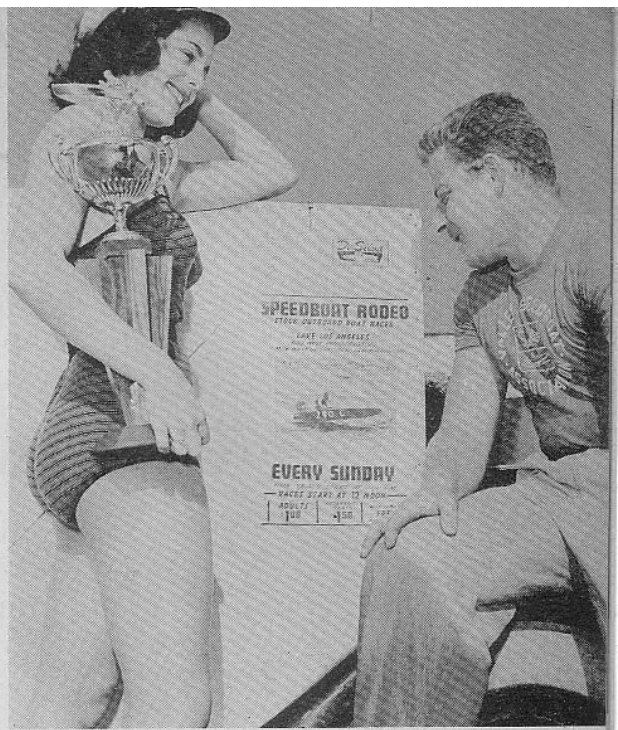


Coming up to the start for a heat of A hydroplanes are from left to right, 32-C, Marie Dobbs, (girl) (high point woman driver in California); 38-C, Willie Bonham (girl); 88-C, Ellis Terrill (13-year-old boy); 131-C, Bobby May (14-year-old boy); 4-C, Ray Kulek.

Tommy Leonitti, Capitol recording star, left, Miss Donna Wilson (Miss Venice); George and Charlie Finn (twins), were among the group of celebrities who took part in the TV activities at the first race.



Donna Wilson and Dick Lane pose with the winners of the first Regatta.



Donna Wilson, Regatta Queen poses prettily with one of the trophies, while Leonard Newman looks over one of the posters for the Speedboat Rodeo.



OUR OLD OUTBOARD

(Long May Her Parts Spray Oil)

By ERIC WAHLEEN

THERE'S NOTHING LIKE an old-time outboard to liven up a water-outing. Take an 18-year-old outboard, add a boat (with oars), add a couple of guys ready to gang up on any unruly mechanical manifestations, and a day full of surprises is absolutely guaranteed.

A model-T outboard doesn't compare with a modern marine motor. Their streamlined covers, simplified controls and smooth operation are bringing peace and quiet to every lake in the land. About all that will side-track your attention is running out of gas, and even that's hard to do if you're equipped with an emergency tank that pumps gas automatically.

Nothing is ever automatic with an old outboard. It takes a combination of mechanical know-how, water-witching, and an occasional glance into a crystal ball to guess whether you'll get wherever you're going and back home in time for supper.

Still, the unexpected things that happen to an out-dated egg-beater can break up the monotony of just FISHING all day long — and not overboard for the outboard, either!

Anybody that owns an old-timer can call every nut and bolt by it's first name. He'll have taken it apart so many times he can put it together in the dark — and probably has!

Amusing, isn't it? Of course YOU own a new outboard — but you probably enjoy taking time out to watch those who'll never say die, fight it out with their old faithful. Time marches on, to wit:—



Take two old-timers — add an ancient outboard — and you'll find a partnership that's hard to break up. It's not that they're "agin" modern motors — they just get a big "kick" out of old Betsy (in more ways than one!)



Ganging up on an old outboard takes cooperation to keep everything under control. One at the engine, the other holding the boat — and when she starts they GO! — all three and two-tenths of them (That's the horsepower old Betsy carries around in her innards — some of which eventually gets down into the water.)



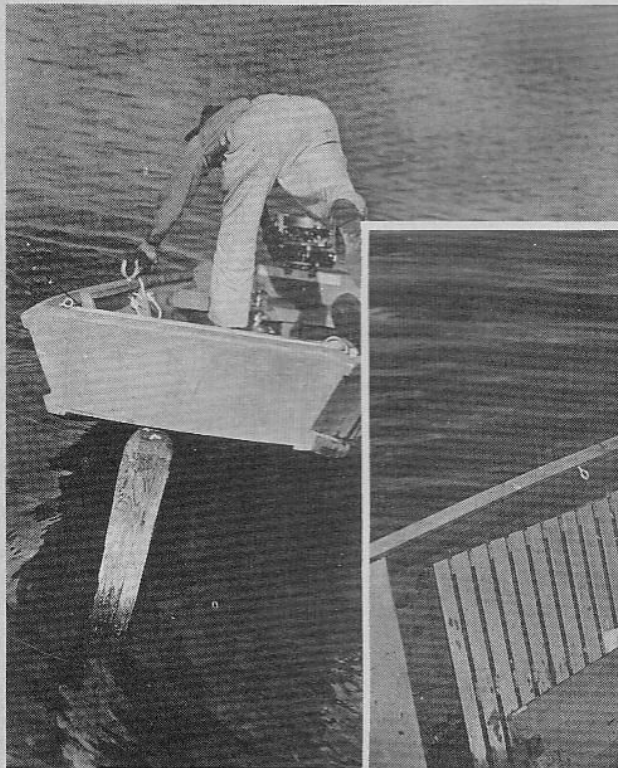
Foink! (knot again!) Surprise starts always catch somebody unprepared. This "flying off the handle" is fair warning that a loose-lashed starting cord can reach farther than you'd think.



"Fishing" doesn't always mean for fish. Losing one's grip means you'll either retrieve the drifting cord, or fall in trying. Either way it's a moment of suspense. (These oil-soaked hunks of clothes-line will usually float just long enough to fish out with an oar, if you're quick about it.)



Lying "dead in the water" invariably ends in a congregation at the engine end of the boat. A hovering conference will decide whether the gas-line shut-off valve has stock or whether debris has floated against the intake. We shall see—



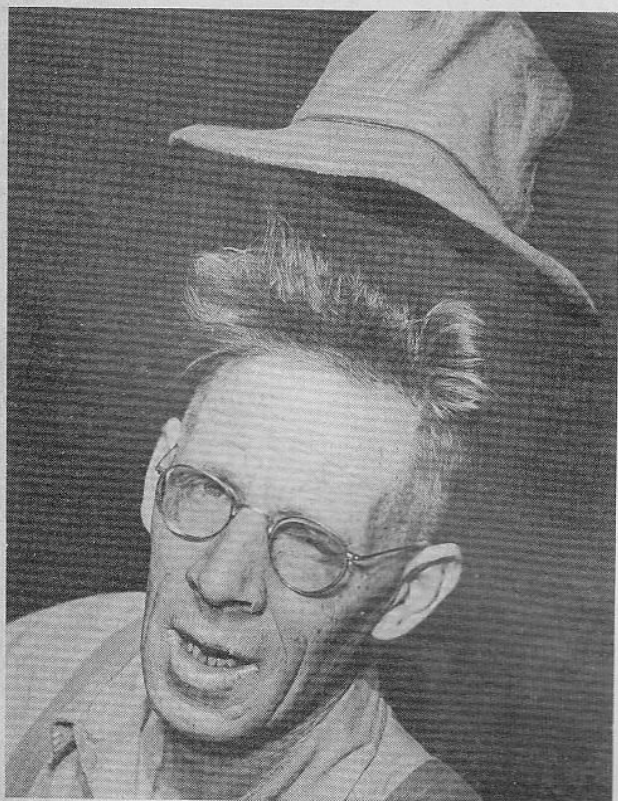
Up — pup — pup! It's always upsetting when somebody leaves a stake in the lake. It isn't always a faulty motor that leaves future plans hanging by a sliver. It can be the result of negligent navigation. at any rate—



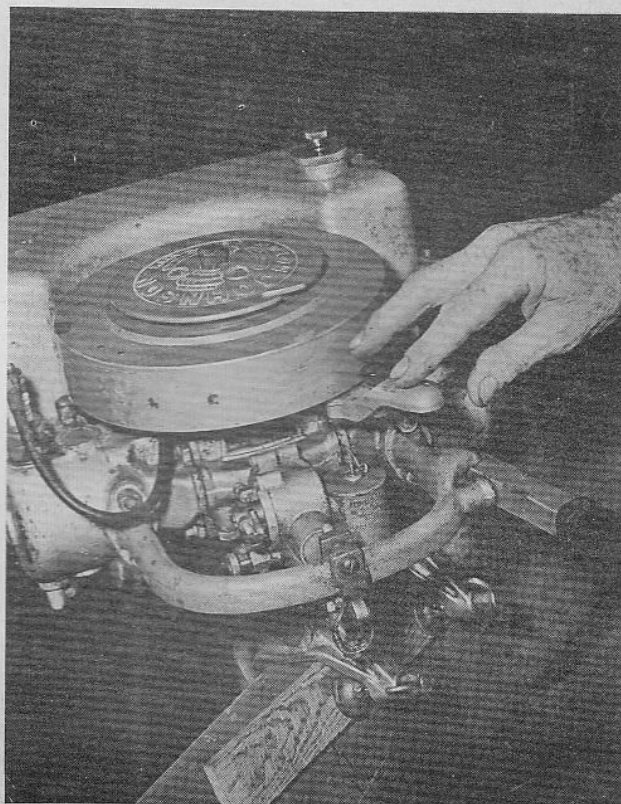
Never mind the boat, just keep your mind on the motor. Leaky shoes will dry out long before old Betsy clears her lungs.



It's obvious that owners of old outboards would rather tinker than fish, hence they always carry more tools than tackle. Now, let's see — it could be a piston opposing the wrong sparkplug. On the other hand it may not be. Time (lots of it) will tell. In the meantime, a warm sun will dry out everything including the sparkplugs.



The resulting POPPETY-BANG! will blow the operator's hat off, but it also lets him know that the cut-out button is still WORKING.



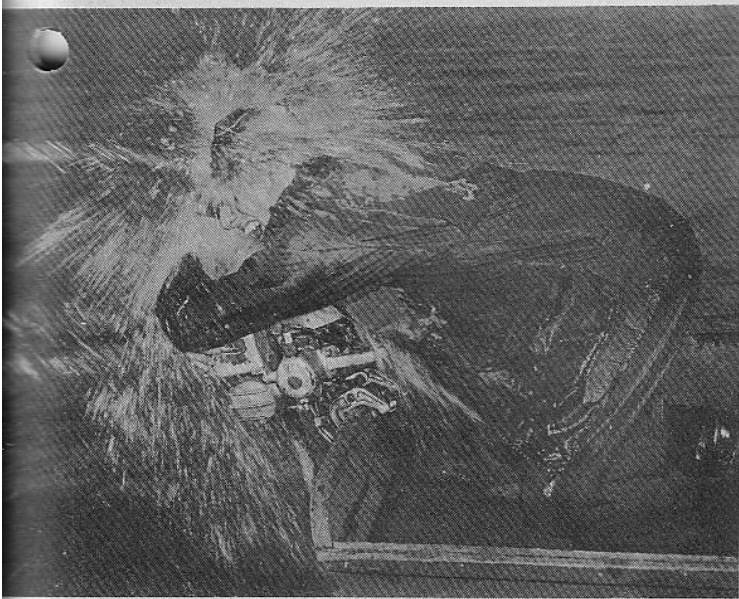
All the parts of an old outboard are right out in the open where they can be checked at a glance. Take the cut-out button on the magneto lever, for example. It's SO easy to hit accidentally when reaching for the throttle.



Constant practice enables any able fisherman to concentrate on his fishing and operate his old outboard by feel, which more often than not results in—



A wet-finger contact with an active sparkplug that gives him a large charge. He can feel that he's getting his money's worth from the high-voltage output. (Who says outboarding isn't a stimulating pastime!)



A passing inboard can cast a wet blanket on an exposed-to-the-elements powerplant. The operator must be perpetually prepared to protect his pet from any passing raindrop. A nonchalant air at a time like this means a long row home.



These old "one-reel comedies" can usually be found hovering within casting distance of shore, where their obstreperous discombooberations are more easily controled. Even so, old outboards never disappear completely, they just "fade away"—but never quietly.



View of crowd on river bank grandstand at New Martinsville

NEW MARTINSVILLE REGATTA

By ED NABB

Photos by Chas. Marshall

THE FAMOUS New Martinsville W. Va. regatta which is always held on the last week end in September has become established as the largest inboard regatta in the East and has consistently attracted entry lists in excess of 100 boats. The long narrow course laid out in the Ohio River favors the boats with high straightaway speed, and produces a lot of competitive records. The course is located between very high hills which eliminate troublesome winds, and near enough flood gates so that water conditions can be nearly "man made."

This year's affair proved to be one of the best, in spite of the canceling of the usual Gold Cup class race for the Imperial Trophy. The owners of the big boats had insisted upon a long course, which would have taken the contestants around a bend and out of the sight of the large paying audience—so the committee quietly dropped the event without an explanation.

This action seemed to have little effect on the program, and two of the big jobs—*Tempo VII* and *Breathless* showed up for an "exhibition" race to satisfy the appetite of any Gold Cup fan. Among the limited classes eliminations were necessary in the popular 48, 135 and 136's with the latter producing an important world's competitive mark

Another pair of competitive records were set up in the "on again—off again" 7 Litre class. These boats seem to get started and then die off, in spite of the fact that numerous modern automobile engines are now available for the class, and the hulls are large enough to make racing safe and comfortable as well as fast. The first heat was a slam bang affair with Marion Cooper of Louisville, Ky., driving his oversized 266 *Hornet* to a first place, and a new record of 81.008 to retire Lou Nutas time of 80.609 m.p.h. which was recently established in Buffalo. Cooper's good fortune was short-lived however, as George Byers,

Jr., of Columbus, Ohio, came right back with his DeSoto powered Lauterbach hull and ran the last heat at a blistering 85.389 m.p.h. George has had all sorts of luck in his *Miss DeSoto*, from setting mile records in his first year of competition to falling out of the boat at Buffalo, and fate gave him a new twist at New Martinsville. He surely exceeded the competitive record—but there was some discussion as to whether there were enough starters in his heat to qualify him as a record breaker, and at this writing the matter is before the Inboard Commission.

The big record—as far as the rest of the country is concerned—is the 136 mark of 63.390 m.p.h. established by Wally Rowland of Havre de Grace, Md., in his *Cavalier II*. Rowland has been around racing since 1946, first in the 91 hydros and later as one of the pioneers in the now popular 136 class. He managed to take the 1954 edition of the Nationals, and withdrew from the 1955 event because of rough water. His rig, which was built by Pop Defibaugh as a 135 is extremely light and frail, but surprisingly enough the water in the Ohio carried quite a little chop when his record run was made. Wally had exceeded the official record a few weeks earlier at Chestertown, Md., which had an accurate course, but no record approval, and most of the Eastern experts were waiting for him to find the right water conditions again. The run was even more unusual when you consider that his best time over the mile was only 77 m.p.h. The second place boat was the present National Champion—*Blue Blazes* with Don DeVault driving.

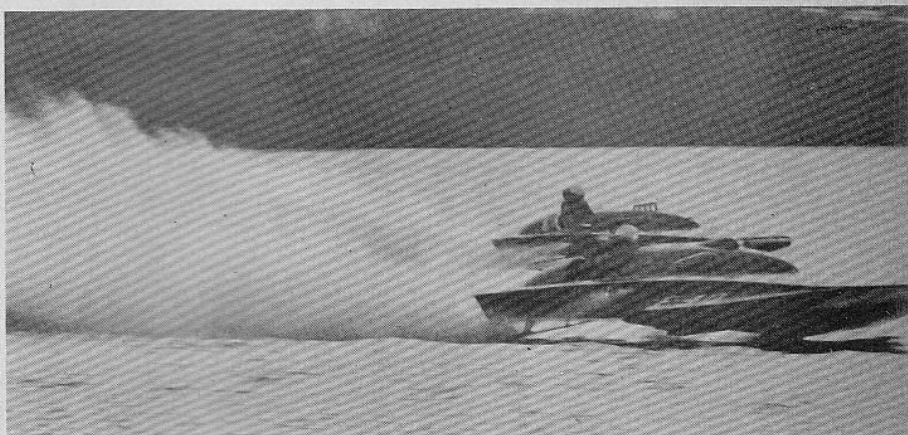
The other winners included:

Henry Vogle, Webster, N. Y., in the 135's; George Smith, of Mt. Holly, N. J., took the 225's; J. D. Smith, of Cincinnati, led the 48's and Curt Martens of Hampton, Va., won the hotly contested 266 hydro event.

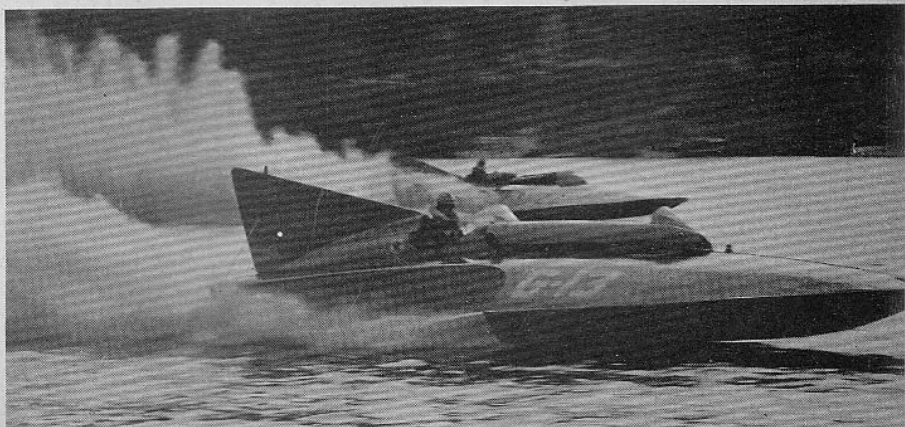
George Byers, Jr., in his record-holding 7 Litre hydro "Miss De Soto," a Lauterbach Hull with DeSoto power. Note the high hills on each side of Ohio River at New Martinville.

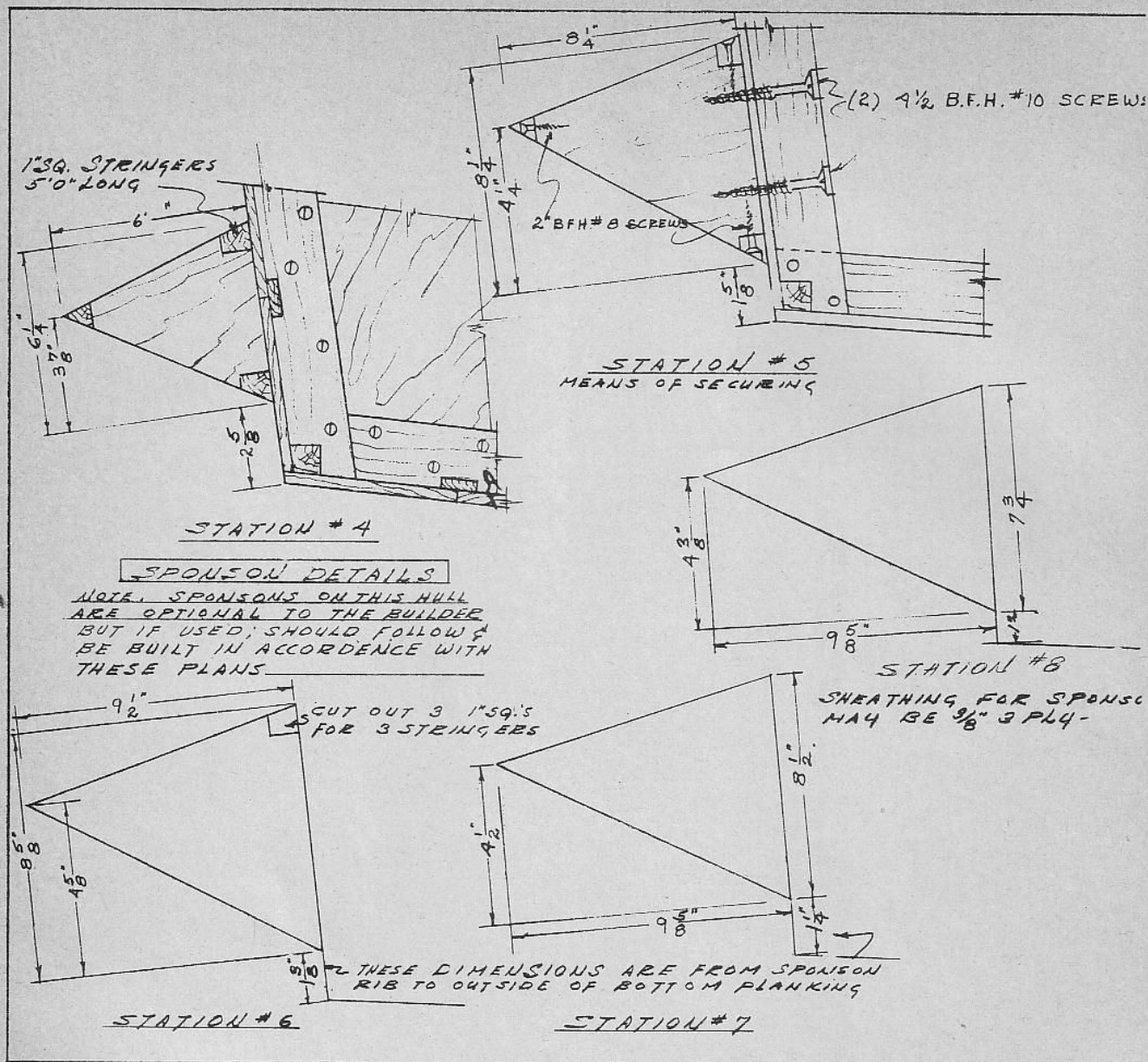


Inside—Curt Martens, Hampton, Va., in *Mar Bel* is the 266 winner. Outside — Francaise Lavigne, Montreal, Canada.



Tempo and *Breathless* at New Martinsville.





PACIFIC ONE DESIGN HYDRO

NOTE: Speed and Spray was offered a complete set of plans of the "PACIFIC ONE DESIGN HYDROPLANE" for publication over a period of three issues by The Designers Engineering Company. Following publication of the first issue, word was received from the Editor of Rudder Magazine that the PODH plans were their copyrighted property and the use of them by The Designers Engineering Company was unauthorized.

Blueprint plans may be obtained from the Rudder Publishing Company, 9 Murray Street, New York 7, New York for the PODH for \$3.00. Rudder Magazine has given Speed and Spray Magazine permission to complete the publication of these plans.

EDITOR'S NOTE: Speed and Spray upon receiving the PODH for publication felt they would be ideal as a gift to their subscribers because of the simplicity of detail and construction. It was believed at the time of publication that boats of a general or specific design could not be copyrighted as long as the identical same drawings were not sold at a profit. This being the true case, the plans were printed.

We have not recently seen a set of the plans offered by Rudder Publishing Company so cannot furnish information in regard to them. The plans that have been published in Speed and Spray are complete with all information necessary to build the PODH.

We wish to thank Rudder for their generosity in allowing Speed and Spray to complete this much of our promise to you, our readers. If the blueprints for this particular boat are desired, you may write to the above mentioned address.

Due to the question of ownership of the PODH Plans it has been felt necessary to foreshorten any detailed explanations on the conclusion of the PODH but through the courtesy of Rudder Magazine we will herewith present the details on the sponsons.

As was mentioned earlier these sponsons may or may not be used at the discretion of the builder-driver. This completes the PODH plans published in Volume 2, Numbers 3, 4 and 6.

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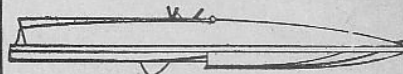
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... IN THE ROOSTERTAIL ...

★ ★ ★ Elected to APBA's "Honor Squadron," for outstanding contributions to racing, were the following: William Edgar John, Rye, N.Y., who first raced a power boat in 1907 and has been active in the sport ever since; Paul B. Sawyer, Jr., Rochester, N.Y., a competitor of international status who in 1951 became the first driver to exceed 100 m.p.h. with an engine of limited displacement; and Staley S. Sayres, Seattle, Wash., who ushered in the current era of unlimited hydroplane racing by driving his *Slo-Mo-Shun IV* first to 160.323 m.p.h. and then to 178.497 m.p.h. (the current one-mile mark for the class).

★ ★ ★ The Southern California Speedboat Club, the United Speedboat Ass'n. and Los Angeles Speedboat Club; Inboard, Stock Outboard and Racing Outboard Clubs, respectively, each publish a fine monthly club magazine for their members. How do they do it? ASK SPEED AND SPRAY.

★ ★ ★ The 16th Annual Salton Sea Inboard Regatta held in October drew a total of 79 entries, and featured the running of two National Championships and setting of three new world's records. Story in this issue.

★ ★ ★ Awarded All-Risks Sportsmanship trophies by Russel R. Kuhlman, of Detroit, Mich., were the following: Frank Lang, San Francisco, Calif., for flipping his boat when a stuck throttle might have caused a fatal accident; Lawrence Teel, Lambertville, N. J., for utilizing his racing boat for 24 hours of rescue work in stricken New Hope, Pa., during last summer's floods; and Elwood Phiescott, Cambridge, Md., for shutting off his engine and going to the aid of a fellow contestant who was trapped in a sinking boat.

★ ★ ★ For his dramatic rescue of a drowning 12-year-old lad, John Maypole, 16, son of Chicago Johnson Motors dealer Jack Maypole, has received heroism awards from the National Safety Council, the American Red Cross and the Boy Scouts of America.

While operating his father's boat concession on a lake near Chicago last Memorial Day, young Maypole noticed a boy thrashing around in 10 feet of water where he had fallen from a boat while fishing. Maypole sped to the scene in an outboard-powered boat, grabbed the boy, got him to shore, applied artificial respiration and rushed him to the hospital. Doctors said young Maypole's boatmanship and Boy Scout life saving training undoubtedly saved the lad's life.

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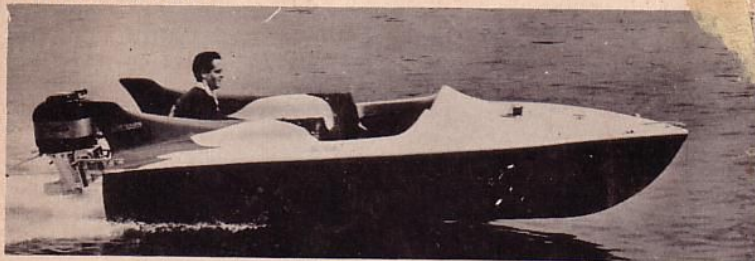
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We Don't Go In For Bustles On Champion Boats

Every line, every curve has a definite purpose or it doesn't appear on a CHAMPION. During the three years the SABER has been in production it has remained one of the easiest boats to recognize — whether being towed on a trailer or whizzing past in the water.

Although there have been some changes in our construction the Basic design of the SABER has gone on and on to become a standard for fast boats all over the United States and in several foreign countries.

We are proud of the SABER'S performance — You will enjoy it.

CHAMPION BOATS

1524 WEST 15TH STREET

LONG BEACH 13, CALIFORNIA

We wish to welcome and congratulate Orin Thresher, Riverside, California, on his appointment as our Southwest Distributor for CHAMPION BOATS.