

Speed AND S

MICHAEL C ROGOWSKI
4832 LONZO RD.
DETROIT 12, MICH.
4 57

THE INTERNATIONAL MAGAZINE OF POWERBOATING

*In this
Issue*

DONALD DUCK

Are Twin Prop Racers the Answer? (Technical)

V-8's INVADE MARINE FIELD

A Pleasure Boat Technical

WATER SKI WEDDING

An Actual Wedding on Skis

ELIZABETH CITY REGATTA

The East's Last Big Show of '55

February, 1956

35c



World Coverage . . .

**WATER
SKIING**

**BOAT
RACING**

**PLEASURE
BOATING**

March 15th Release Date . . .

Speed and Spray

April, 1956 Issue

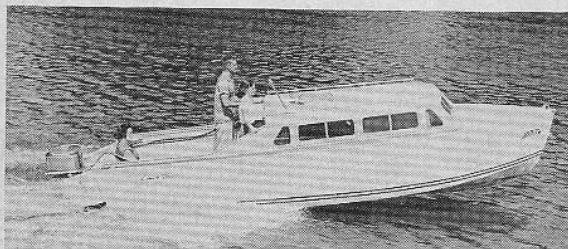
"SPRING OUTFITTING ISSUE"

OPENING THE '56 BOATING SEASON

SPEED and SPRAY will bring you what's new in boating for '56 with the opening of the season. Our more than 87,000 readers will be anxious to find out what's new for the coming year and where it is available . . .



SPEED and SPRAY is presenting this most important issue with a double opportunity for you to be represented in it. Send us copy and photos and necessary data of your new features to be displayed in the "Spring Outfitting" section, and then endorse this with an advertisement . . .



A BIG SPECIAL ISSUE

A SECTION FOR . . .

BOATS . . .

MOTORS . . .

EQUIPMENT . . .



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SPEED and SPRAY

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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.

Dear Sirs:

We are very interested in obtaining information on the transfer port reed valves as applied to the KG-9 and Mark 40H motors. What we are anxious to know is just what h.p. increase these reeds would provide on the 4 cylinder Mercury on gasoline with everything strictly stock except for the reeds.

The reason for requesting this information is that we understand there is a Mark 55H coming out soon, which we suspect will put out more power than the KG-9 and MK40 motors which our drivers are now running, and who will not be in a position to purchase the new motor. If a single modification such as the reeds, which you make, could keep these motors in competition with the new motor, this would appear to be the solution and our local rules could be so amended. Of course we would not want the old motors to outclass the new ones or we would be in the same predicament.

Possibly you may know the nature of the changes on the 55H and could give us an idea as to whether the old motors would be about even with the new, when modified by the addition of the reeds.

In replying please advise how much work is involved in installing your reeds. We presume that you provide the necessary instructions along with the parts. I notice in an article in Speed and Spray that a squirt can is required to start the engine. Is the fuel injected into the transfer port reeds or through the carbs?

Would you please also quote the price of a set of reeds for a 4 cylinder KG-9 or MK40H.

Any information you can provide will be greatly appreciated.

Dear Sir:

In reply to your recent letter concerning modifications to the KG9H or M40H in order to keep these motors in competition with the new Mark 55H.

I have no specifications on the M55H but I assume this motor will be the same as the M40H but with the raised compression of the M55 cylinder.

To match this compression you can add "Compression Blocks" to the intake side of the K99 or M40 cylinder head. When properly installed the blocks are at least equal to the "cast-in" contour of the new

(Continued on page 32)

Speed AND Spray

THE INTERNATIONAL MAGAZINE OF MOTORBOATING

February, 1956

VOL. 2, No 7

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COVER PHOTO—

For those who like their pleasure boating thrill packed, but who also want a motor that will come down to a slow troll, the Kiekhaefer Corporation has introduced its new 1956 Mercury Mark 30, 30 h.p. outboard motor. Speeds over 30 m.p.h. can be obtained with the four cylinder-in-line engine, here seen powering an Aristocrat roundabout.

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Ronald Myrick, Advertising Manager
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Kent Hitchcock, Technical Editor
Edward K. Kemble, Promotion Manager
Betty Myrick, Circulation
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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 3		
5/20	Lock Haven, Pa.	SO
5/30	Ocean City, N.J.	I
5/30	Harrisburg, Pa.	I-SO
7/1	Lock Haven, Pa.	SO
7/1	Riverdale Beach, Del.	I-SO
7/4	Pleasantville, N.J.	I
7/8	Long Branch, N.J.	I-SO
7/21	Wrightsville, Pa.	I-SO
9/2	Salem, N.J.	I-SO
9/2-3	Lock Haven, Pa.	I-SO
9/3	Millville, N.J.	I-SO
10/7	Lock Haven, Pa.	SO
REGION 5		
1/22	W. Palm Beach, Fla.	I
1/22	Miami, Fla.	O-SO
1/29	Miami, Fla.	I-SO
1/29	Lake Alfred, Fla.	O
2/4-5	Lakeland, Fla.	O-SO
2/11-12	St. Petersburg, Fla.	I
2/12	Clearwater, Fla.	O
2/12	Tampa, Fla.	SO
2/18	Punta Gorda, Fla.	O
2/19	St. Petersburg, Fla.	O
REGION 6		
7/15	St. Clair, Mich. (Unlimiteds Only)	I
REGION 7		
9/2-3	Kankakee, Ill.	SO
REGION 12		
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)	
9/3	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
REGION 15		
5/20	Fort Worth, Tex.	I
6/3	Port Arthur, Tex.	I
10/13	Port Arthur, Tex.	I
REGION 16		
5/30	Provo, Utah	I-O-SO
5/27	Salt Lake City, Utah	I-O-SO
6/10	Saratoga, Wyo.	I-SO
6/17	Laramie, Wyo.	I-SO
6/24	Salt Lake City, Utah	I-O-SO
7/1	Rupert, Idaho	I-O-SO
	(O Regionals)	
7/22	Grand Lake, Colo.	I-SO
7/29	Denver, Colo.	I-SO
REGION 17		
8/10-11	Polson, Mont. (Copper Cup)	I-O-SO
SO MARATHON		
6/30	Fond du Lac, Wis. (Winnebagoland)	88 Miles
10/7	Needles, Calif.	115 Miles

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Martin 200 Stock BU & Hydro
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25 Evinrude & Johnson, Regular
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& KG-7 & KG-7H, Q.S.**

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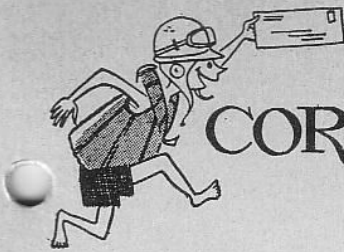
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Outstanding* in Quality and Performance

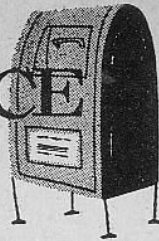
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Geo. Mishey, 2872 Grand Ave.,
Phoenix, Ariz.



CORRESPONDENCE



Dear Sir:

Please forward information about attractive advertising rates. Your magazine is the finest I've ever read. We are a dealer for same.

Sincerely,
TOMMY VON MELLO
Route 6
Marion, Mass.

Dear Editor:

I am looking forward to my new issues of Speed and Spray.

I am particularly interested in boat articles as I race Class A, B and D hydros here on the East coast. I was unable to participate in the Nationals at Devil's Lake, Oregon, as it really was too far away for me. Having met these drivers and talked shop with them at the Nationals in Syracuse, N. Y. in 1953, and at De Pere, Wisconsin in 1954, I was wondering about the final results of the race. Your article covered the race very well with photos of winners and flips. I really enjoyed reading it.

I'm sure all boat race fans will be looking forward to more coverage of boat races, drivers and equipment in future issues of Speed and Spray. Keep them coming.

Sincerely yours,
EDWARD L. PETERSON
503 Cottage Place
Utica, New York

Dear Sirs:

We were most happy to see you begin publishing again a few months ago. Yours is the only true boat-racing magazine we have. Keep up the good work.—Incidentally, we N.O.A. boys are glad some of your reporters have found their way to a few of our races down here. Publicity is what our club needs and from all indications it is going to get more in the future.

I have moved since you started publishing again, but have received all issues through December. Beginning with January, please change my address to: 1907-A Ave. K, Lubbock, Texas. Thanks.

Yours truly,
BILLY THOMAS

Dear Sir:

Please find enclosed a money order for a subscription to your magazine Speed and Spray.

We are very interested in boat racing in this part of the country and we hope that in the very near future we will have some regattas worthy of space in your magazine.

Yours sincerely,
R. K. LEISHMAN
41 Gore St.
Perth Ontario, Canada

Gentlemen:

Enclosed find amount to cover a year's subscription to Speed and Spray.

I am sure it is about to expire and I do not want to miss any issues. I have thoroughly enjoyed your publication.

Yours very sincerely,
BILL KOSTKA
805 7th Ave. E.
Kalispell, Mont.

Gentlemen:

Find enclosed \$3.50 for renewal of 1 year subscription.

Your magazine is doing a wonderful job of promoting boat racing to the general public. Keep up the good work!

Sincerely,
BUD AND CARL SCHROEDER
(Thumper Racing Team)
3644 N. Hamlin Ave.
Chicago 18, Ill.

Dear Sirs:

Enclosed is a money order for a year's subscription your terrific magazine. (The only boat magazine as far as my husband and I are concerned.)

We have had our subscription for almost a year now and we would like this one for a Christmas gift.

Could you possibly send a gift certificate so the receiver will know he is getting it? I would like it to start with the January issue.

His address is: Bob Thetzel, 17771 E. Pearl, Orange, California. Thank you very much.

Sincerely,
JOAN LEWIS
River Road,
Niagara Falls, N. Y.

Dear Sirs:

Sorry not to be able to continue the subscription.

My sons and I have thoroughly enjoyed your magazine, and as a record of racing, captive of exciting moments in boat racing, the pictures, and articles, pertaining to all phases of boat racing, there just isn't another magazine like it.

Our reason for discontinuing our subscription, is my sons do not live home any more and at the moment do not do any racing. Their interest is as deep as ever in racing events and follow the Regattas. They were the Ramsy Bros. of CE29 Canadian One Design.

I believe one of them, Frank Ramsy, has already sent in his subscription from Syracuse, N. York, U.S.A. When the other one, Jim, gets settled, he also will forward his subscription too.

Good luck to your Speed and Spray.
MRS. J. D. RAMSEY
Rideau Ferry, Ontario, Canada

Gentlemen:

In another letter, just sent my check for a new subscription to Speed and Spray.

How about a little more dope on the inboard deal. We spend more money on our boats and can take any inboard challenge within reason and whip your outboards which cost a fraction of the amount and are not so adaptable to overall pleasure, fishing, etc., or just fast rides.

Have a new Mandella hull coming up in the spring, and its going to be fast, for ski towing.

Getting back in since being out since 1951.

Yours truly,
BEN HOWARD
Los Angeles, Calif.

Dear Sir:

Speed and Spray is just the magazine I've been looking for. Being a water skiing enthusiast I have greatly enjoyed the series of articles on water skiing.

In one of the articles you mentioned about competing in some of the many water ski championships held all over the United States and sanctioned by the American Water Ski Association. I am very much interested in entering some of these championships. I would greatly appreciate it if you could tell me how I could find out where and when these championships are held. Perhaps you could give me the address of the American Water Ski Association.

Thank you and please continue your coverage on water skiing.

HERBERT W. HARRIS
Box 144
Hampden-Sydney, Va.

APRIL, 1956

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TRADE NOTES



J. W. CONROW

SPEED AND SPRAY is very happy to announce the appointment of J. W. Conrow & Co. to act as their advertising representative for the 11 Western States and British Columbia.

Mr. Conrow comes to us with a very broad background in both general magazine and trade circles. For a number of years he was with the Curtis Publishing Company on the staff of the Saturday Evening Post, followed by a matter of several years with the Hearst magazine organization in the interest of Cosmopolitan, and for the past 30 years as a part of Printers' Ink. For 15 years on the sales staff at their New York headquarters and 15 years representing them out here on the Pacific Coast under the style of J. W. Conrow & Company.

Mr. Conrow represents a group of highly selective general magazines and technical journals. We are very glad to have him as a member of our family.

FILT-O-REG is a precision engineered fuel pressure regulator that fits in the fuel line between the fuel pump and carburetor of any gasoline marine engine.

It is guaranteed to exert a maximum 2 lbs. P.S.I., constant fuel pressure on the carburetor float valve and seat. This provides the proper float level under all driving conditions. FILT-O-REG makes any engine perform better because it feeds the full and required volume of filtered fuel to the carburetor at minimum pressure for correct air-fuel mixture under any load, at all speeds and extreme weather temperatures.

According to the manufacturer, benefits of installing the unit on any marine engine are: prevention of flooding and stalling; increase power; smoother engine performance; quicker all-weather starting and increase gas mileage.

The special marine FILT-O-REG unit is sold through automotive jobbers to the automotive repair shops, service departments and garages. FILT-O-REG is also available as a combination fuel pressure regulator and filter.

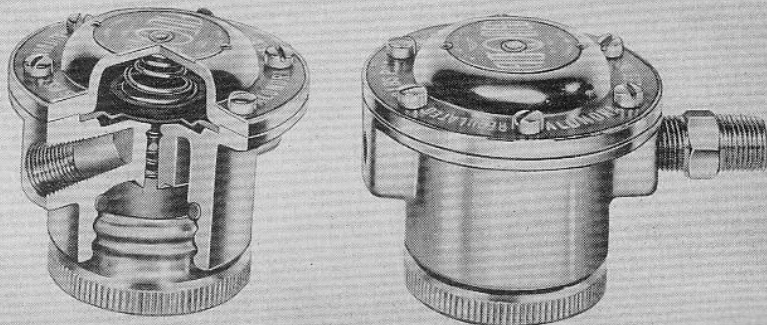
For further information write Alondra Sales Inc. 959 Crenshaw Blvd. Los Angeles 19, California.



Custom-Craft Boat Kit Model PB-48F, "Corvet" 17 ft. Outboard Express Length 17 ft., Beam 72 inches, Depth fwd. 40 inches, Aft 26 inches.



Winner's 14' Sabre, a deluxe runabout with the famous Winner one-piece Fiberglass hull, decks and gunwales. Designed and produced by Winner Manufacturing Company, Inc., Trenton 3, New Jersey, the 1956 line includes one 16' runabout, six 14' runabouts and three 12' runabouts.



The special marine FILT-O-REG unit

WINNER MANUFACTURING COMPANY announces, for 1956, their line of ten outstanding outboard runabouts, all possessing the renowned Winner Fiberglass hull. Of the ten, three models are being presented for the first time—a 16 ft. VIKING and two imposing 14-footers, the SAVAGE, a deluxe model and the SCORPION, a utility model.

The 16 ft. VIKING cuts a commanding figure in the roughest waters and accommodates all of today's high horsepower motors. Striking and colorful, it has the long, sleek lines and the deep roominess so characteristic of boats by Winner.

The SAVAGE and the SCORPION feature long foredecks made of Fiberglass, and wider gunwales. The SAVAGE has a broad center deck.

Another 14-footer, introduced three months ago, is the SCIMITAR, designed and built with the bay fisherman in mind. This Fisherman model has a two foot foredeck which provides the extra room so necessary for fishermen and their gear. It carries six easily and accommodates 5 to 25 horsepower motors.

The SCIMITAR is a stylish, top-performing runabout — easily adaptable for water skiing and aqua planing.

Three other dominant 14-footers—the SEA DART, the super deluxe model, the SABRE, a deluxe outboard and the SCARAB, a utility—round out Winner's 14-foot roster. Decking materials are of all-Fiberglass, all-wood or striking combinations of both. All accommodate motors to 40 horsepower.

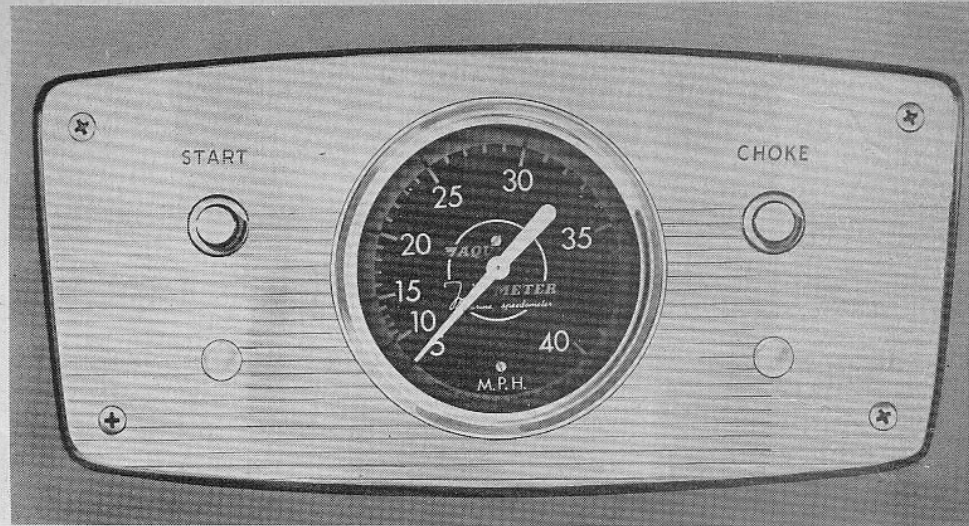
Completing Winner's current lineup are three powerful 12-footers—the WARRIOR, a deluxe model and two utility runabouts, the WHIPLASH and the WASP. All have Fiberglass reinforced decks and perform with a wide range of outboard motors. Mahogany gunwales, trimmed with ash, feature the WARRIOR and WHIPLASH.

All of these outstanding outboards have the ideal features requisite to family boating and will find wide acceptance by America's ever-growing army of boat buying families.

INSTRUMENT PANEL FOR OUTBOARDS—Aqua Panel a new, easily installed instrument panel for electric-start outboards has been announced by Aqua Products Division of Ketcham & McDougall, Roseland, N. J., manufacturers of Aqua Meters, the world's largest and most complete line of marine speedometers.

"Outboard enthusiasts will thrill to this handsome panel which brings automotive styling to the marine field," says Richard McFayden, president of Ketcham & McDougall. "Aqua Panel has that neat, 'built-in' look that adds so much to the appearance of any outboard boat, and yet it is quickly and easily installed."

Patterned in chrome-plated solid brass, the Aqua Panel features the newly-designed Aqua Meter "Custom" speedometer with two-tone dial, in a choice of speed ranges from 5 to 30, 5 to 40 and 10 to 50 m.p.h. Mounting holes are provided for choke and start buttons, with two additional 3/8" diameter holes for installation of standard switches for lights, horn,



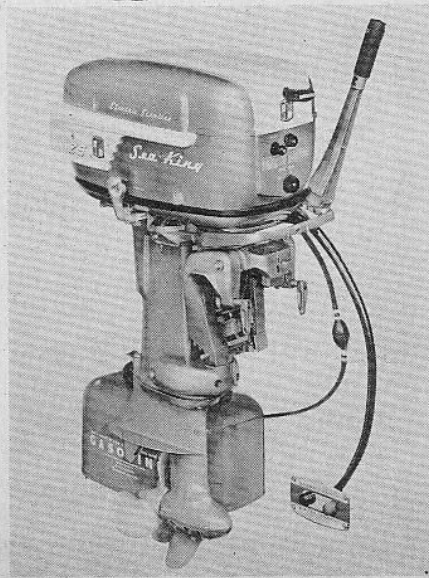
pump, etc. The panel is shipped with all switch mounting holes covered by chromium-plated brass nap-out plugs.

The manufacturer points out that Aqua Panel is available in models to accommodate all electric-start outboard motors including Mercury, Evinrude, Johnson and Scott-Atwater.

The Aqua Panel retails complete with speedometer at \$27.50.

CUSTOM-FIT TUBE ASSEMBLY KIT—Designed for use with Aqua Panel and with other speedometers in the Aqua Meter line is a Custom-Fit Tube Assembly Kit containing all parts necessary to complete Aqua Panel or Aqua Meter installations. With this kit the boat owner can permanently install, without special tools, the connecting tubing between the pick-up tube and speedometer head. Parts include a Thru-Transom connector which eliminates the necessity for running tubing over the transom, 20 feet of Koroseal tubing which can be cut to required length, two "push-on" tube connectors, four tubing clips, and a nine-inch Transom Tube Assembly complete with Nylon impact tube and Beryllium spring transom clip. List \$7.50.

The company also manufactures Aqua Lock, the theft-proof outboard motor lock.



INSTRUMENT PANEL FOR OUTBOARDS

Challenge Plan Service
Costa Mesa, Calif.

Dear Sir:

Enclosed you will find \$10.00 in payment of a set of your boat plans. I am interested in the class "D" stock runabout (13 feet, 6 inches long). I saw an "A" Hydro of your design run and if the "D" runs like it we ought to go places.

Hoping to receive the plans as soon as possible, I remain.

Sincerely,
WILLIAM R. NEUMANN
65 Evergreen Ave.
Fords, N. J.

Several innovations will be included in the new 1956 color cards which will soon be put in distribution by The Dolphin Paint & Varnish Company.

The Card will be of larger size and covers an expanded range of colors. A new format makes the card much handier in use. There will also be shown examples of 24 let-down colors and six intermix colors.

To the Dolfinite deck and hull paint line there have been added seven new colors; to the marine enamel line, three new colors; and to the bilge paint line, one new color. Red, oxide and zinc chromate primers and a line of three filler stains will be shown for the first time.

These new cards may be procured by anyone addressing their request to the Dolphin Paint & Varnish Company, 922 Locust Street, Toledo 3, Ohio, or plastic covered color cards may be examined at any Dolfinite dealer's.

SEA KING 25 HORSE POWER, largest of the new line of outboard motors by Montgomery Ward & Company, features new power, new quietness, new convenience and new two-tone color styling. Electric starting is optional, as it also is on the Sea King 12 horse power. Sea Kings for 1956 incorporate new aircraft-type motor cushion mounts to eliminate "sounding"

(Continued on page 32)



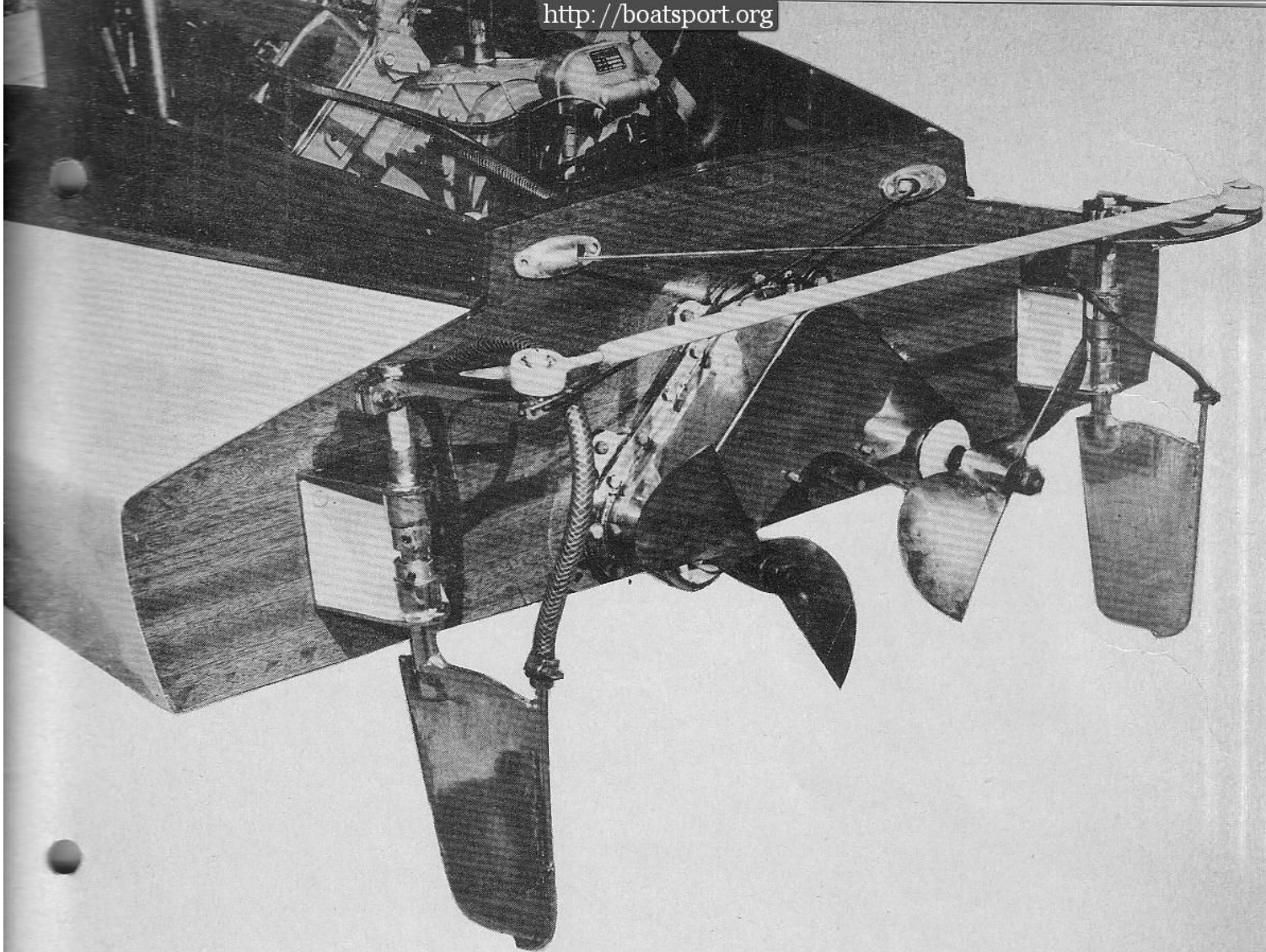
The original *Donald Duck* with Paul Terheggen at the wheel blasting along with a roostertail that would put many a big hydro to shame.

Donald Duck

Story and Photos by KENT HITCHCOCK

A RACING RUNABOUT with a roostertail like a Gold Cupper—that's the spectacular *Donald Duck II*. Runabout and hydroplane owners alike are watching this experimental design with the greatest of interest—for this COULD be the answer to several perplexing problems that are bedeviling the racing fraternity. Spectators through the races where the *Duck* will appear, for this rig is a show all in itself . . . *Donald Duck II* is a Class E Racing Runabout. Runabouts do not boast a rooster-

tail like a big Unlimited Hydroplane, but this one does. A glance at the accompanying illustrations will serve to explain that awe-inspiring blast of water back of the boat. It is that pair of counter-rotating-surfacing propellers that does the trick. In contrast to the soaring roostertail on the new *Duck*, note the photo of the original *Donald Duck* taken several years ago at world record speed. When owner Paul Terheggen set his record at Salton Sea, the *Duck* was equipped with a vee-drive gear box



Here is the business end of *Donald Duck II* . . . The gear box is a model of economy in size as well as weight and lack of unnecessary gear. Seals on the prop shafts keep water from diluting the lube oil in the box, which incidentally has no circulating cooling system. The blades on these 13 x 18's actually overlap. The pick-up tube on the right hand rudder leads to the water speedometer—that on the left supplies cooling water to the engine blocks. The tie rod between the rudders is adjustable. That transom is 1½ inch laminated plywood, glassed and firmly secured to the six thru hull stringers to bear the brunt of all the terrific thrust from the props.

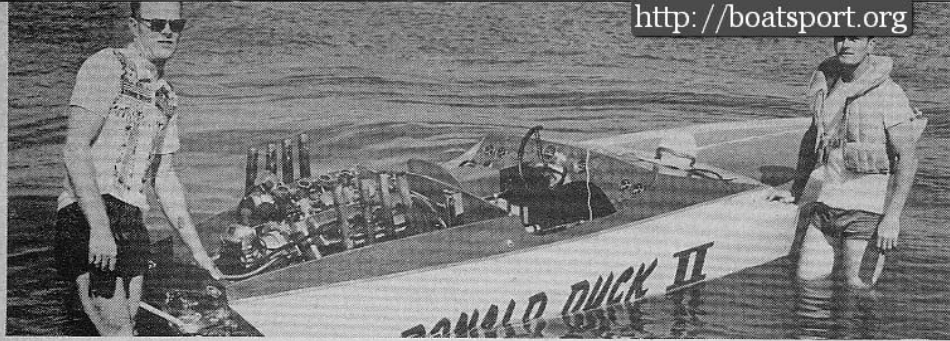
and single submerged prop with conventional runabout installation. Why the need for counter rotating props? The answer to this one is the main reason for the present experimental design.

The original *Donald Duck*, an all wood Mandella hull, was originally powered with a Merc. She was a bit on the wild side—lightning fast—but she was a torquer even with her flat head power. The installation of the V-8 Dodge Red Ram with horsepower unlimited immediately placed the fast rig in the dangerous category. It took an exact balance of rocker in the bottom and weight distribution to keep the *Duck* on the water. Terheggen and his dynamic outfit soon earned the unenviable reputation of the “most likely to flip” at each meet. The spectators loved it, but it was a wild ride for the driver. Luck nearly ran out for Paul at Parker, Arizona when the *Duck* went over backwards and he suffered serious head injuries. Kenny St. Oegger, a talented driver who is now shoving the new Henry Kaiser Unlimited *Hawaii Kai* along at near record speeds, took over a share of the driving job—but still the *Duck* wound up with

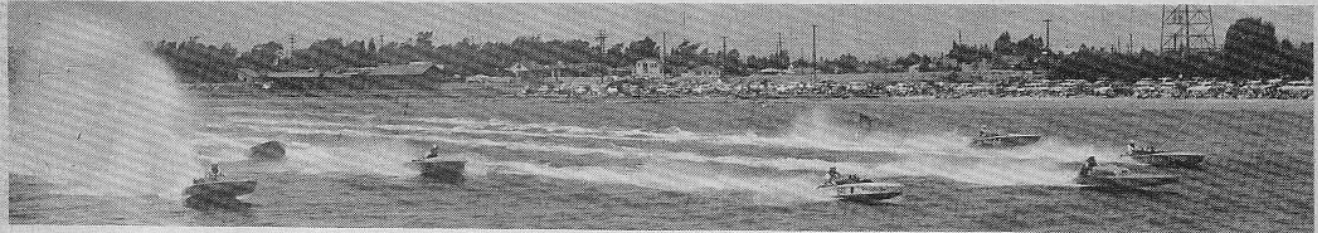
the flip record for the season.

Terheggen knew that he, along with many others, was facing a new problem in racing boat propulsion. Hull sizes have remained pretty well standardized for some years—not so, however, the horsepower output of the engine. The swing toward the use of the new overhead valve car motors converted to racing use has exaggerated the torque problem.

Pick out the right combination of propeller pitch and diameter to utilize the potential horsepower of a hotted-up V-8 OHV car motor and the tendency of the boat is to spin around the propeller . . . Up to a certain ratio of horsepower to boat size and speed attained, this torque problem is bothersome but not critical. With the advent of the very free riding runabout which is practically an airborne proprider, the torque problem became critical, especially on those hull designs that have a tendency to travel along in long surging plunges . . . What to do to convert available horsepower into miles and hour and keep the boat under control . . . Terheggen reasoned that counter



The Duck has only a maximum of 11 inches freeboard and is practically awash at the transom end when dead in the water — a streamlined piece of racing machinery.



A study in contrast . . . The Duck at the far left spews out a mountainous roostertail while the conventional E Racing Runabouts in this starting shot have none. The Duck has to take on the best of them to prove the value of her experimental design, for here in the front of this pack at Long Beach Marine Stadium we have the present National Champion Honey Bee II, the 5 mile record holder E-Gad and the one mile record holder Slipper-E, to say nothing of the rest of the "hot dawgs" . . . It's a mad race for the first turn—FOR any driver behind the Duck at that point will get a face literally full of roostertail . . .



The original wooden hull with Merc flat head power on the way to a new world record on Salton Sea.

rotating props would defeat the torque problem, but the installation problems looked like a major headache, some parts of which would gobble up quite a piece of horsepower. Such an installation would require a very tricky V Drive gear box—a pair of long prop shafts, two stuffing boxes and a pair of struts. Why not eliminate all of these friction points and the underwater drag and hang the whole thing on the transom. This would permit a flat shaft angle and surfacing props and the Duck should turn like a fool . . .

Hubbard and Klette built the box which is simplicity itself. One idler reverses rotation of the port side prop. The drive gears carry double roll "40" chains with option ratio of 1:1, or 10 or 25% overdrive—which can be changed in a few moments. The Red Ram is permanently aligned on the motor stringers but a double "U joint" shaft permits raising and lowering of the box on the transom to allow a fine adjustment of prop height. The transom back of the box is slotted to allow the shaft to rise or fall and gear box holding bolt holes are provided

on half inch increments.

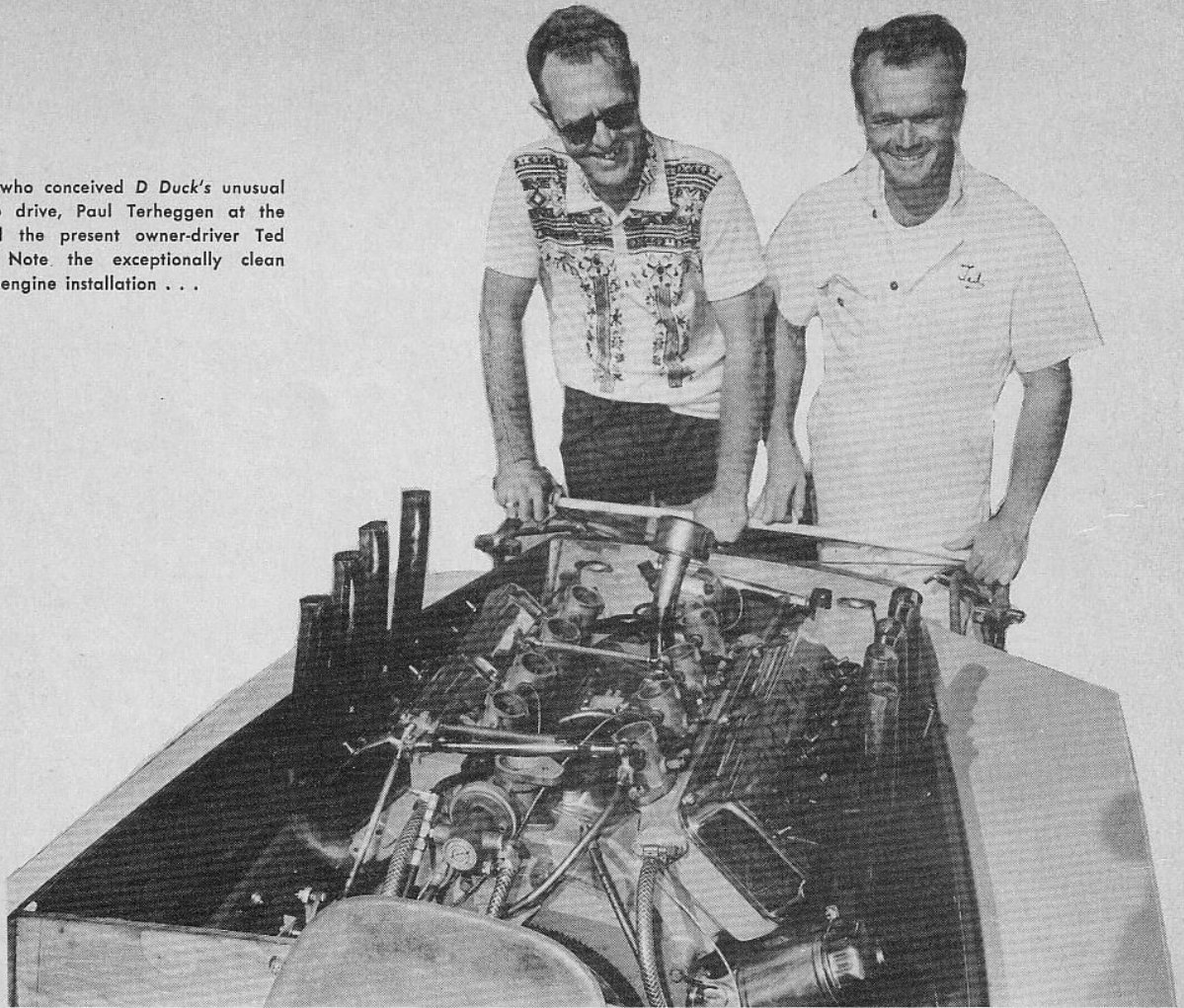
D Duck's trials with the new installation were impressive. Straightaway speed with terrific, acceleration above expectation and the boat turned on demand without excessive slide. Paul Terheggen wound up the original hull in a blaze of glory on Long Beach Marine Stadium in the Annual Sweepstakes Regatta of the Southern California Speedboat Club. Racing for the lead in the backstretch, the Duck went over backwards and Paul went to the hospital again with painful injuries. The old wooden hull was all through—a veteran of a dozen flips—and the recipient of more abuse than a dozen boats receive in a lifetime of racing.

Cracker Box owner and driver, Ted Peterson, teamed up with Terheggen to produce Donald Duck II, an all fiberglass hull that should stand all the abuse that this type of construction is famous for, practically a duplicate of the original hull. Six through hull stringers run from the transom to the cockpit to ensure alignment. Four of these are 1x6's and a pair of 1x12's carry the Dodge. It is a beautiful piece of boat building. The

It's a rough go for the beaching crew when the Duck takes off with a blast of spray and solid water from her twin props. Crowds of overcurious spectators have been thoroughly soaked down when the Duck takes off . . .



The man who conceived *D Duck's* unusual twin prop drive, Paul Terheggen at the left—and the present owner-driver Ted Peterson. Note the exceptionally clean engine installation . . .



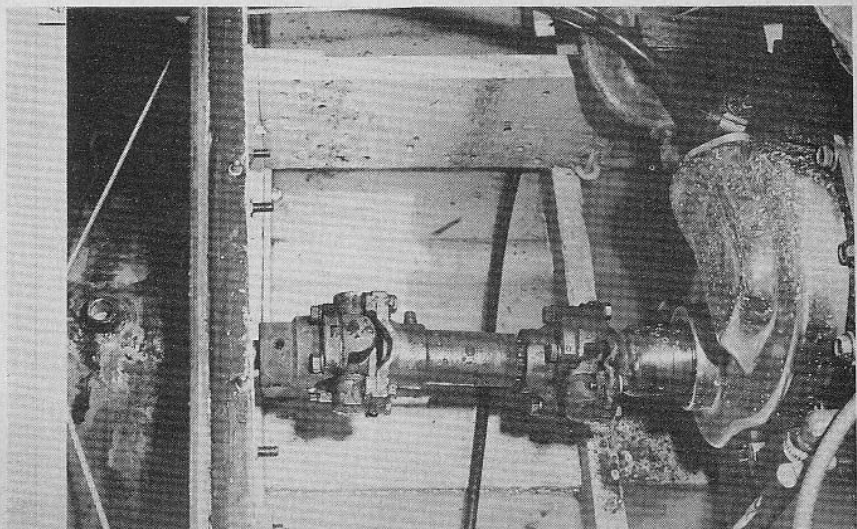
transom is 1½ inch laminated plywood, glassed—tying into the through hull stringers which also tie to a bulkhead just aft of the cockpit. The installation is very simple—with every part and instrument, the tanks and the battery easily accessible.

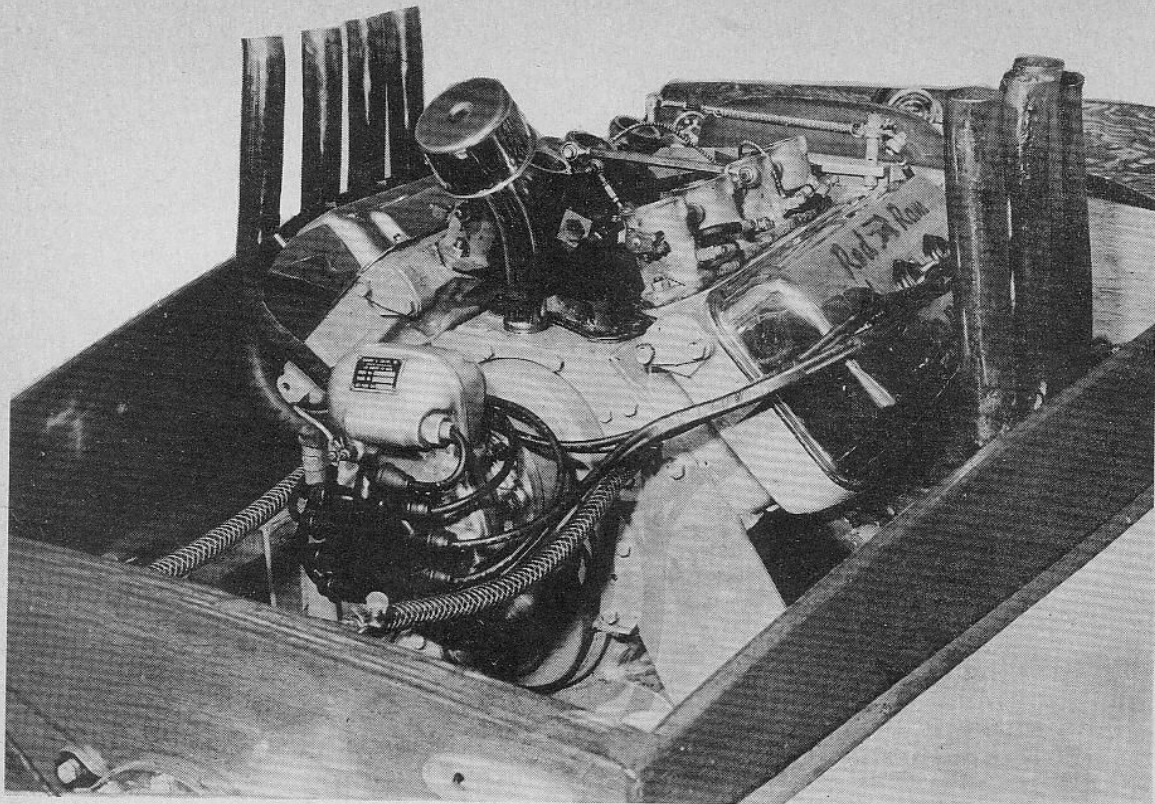
The *Duck* opened up the 1955 season with an orgy of prop trouble. Blades came off in every direction. The owners tried three-blade wheels and then went back to the conventional two-blade racing props of various makes and designs. Each gave way to the terrific punishment of the surfacing action, until a pair of stainless steel props whipped this problem. The bottom developed a hook that had to be ironed out to get the hull off the water and then came chain trouble in the gear box in the latter

part of the season. Paul Terheggen who made the fabulous *D. Duck* famous and a source of controversy in racing circles has withdrawn from the combine to leave the final testing of the job to the new owner and Driver Ted Peterson.

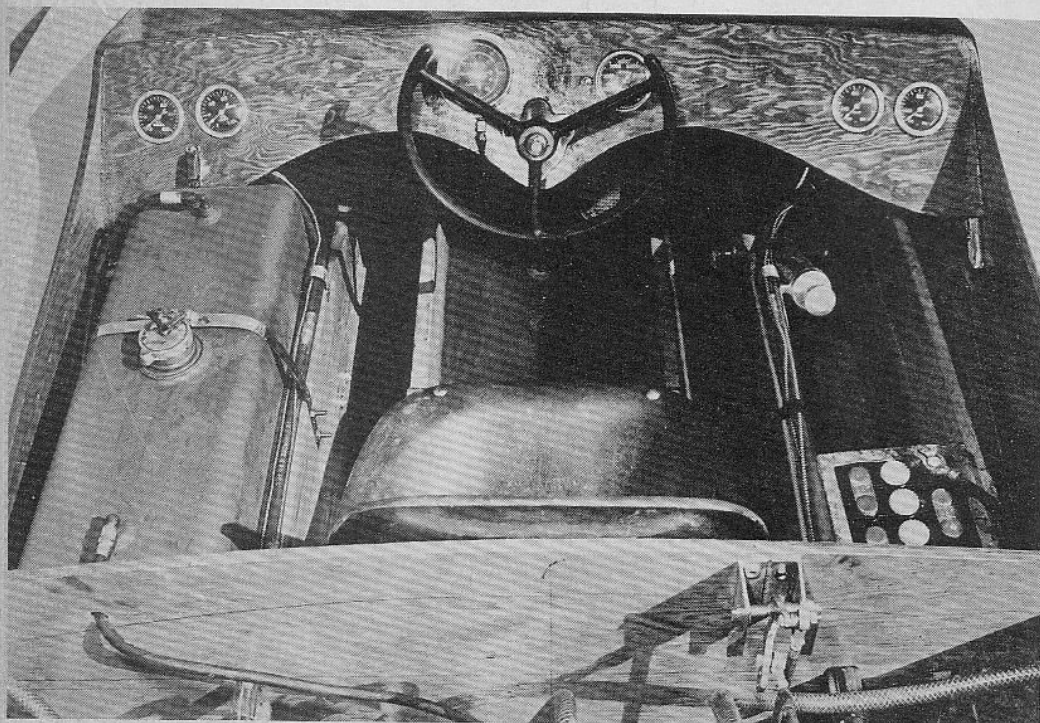
Donald Duck II is now powered with a Dodge Red Ram bored out 30 over stock and equipped with Red Wilson pistons. The valves are stock and the ignition is Harman-Collins. Compression is 11 to 1 and the cam is a Herbert Roller. Carburetion is Hilborn Injection. Ted will probably encounter more bugs in this experimental design—but watch out for a “ball-o-fire” when *D Duck* gets on the water in 1956 . . . This MAY be the answer to the torque problem . . .

A double U joint drive, splined at the motor end transmits the power to the gear box . . .





The "tail end" of the Red Ram featuring the Harman-Collins Magneto in the foreground. The Hilborn injectors shown on the motor here, were removed for the 1955 season when the rules specified manifolds and carburetors only. The E's will run with injectors this season and the speeds could take a sharp rise . . .



Looking across the cockpit bulkhead at the very simple instrument board. Note the use of aircraft tubing with all leads carried to the instruments in lume style along the tops of the stringers. All six of the thru hull stringers, visible in this shot go almost from stem to stern. The fuel tank on the left balances the weight of the battery on the right.

U. S. - C A N A D I A L K I E B U R N E R S



Pictured are a portion of the entries that competed in the Sunday events of the Northeastern Divisional Championships at Black Lake. The variation in boat lettering emphasizes the popularity of these border regattas among Canadian drivers as well as competitors from nearly every northeastern state.

THE REVIVAL of the alcohol burning regattas in Region 2 met with a new time high in 1955 with seven sanctioned events being held for the old iron during the season.

The St. Lawrence Valley Boating and Racing Association, the baby of Outboard Racing Clubs in the region, and a protegee of the Niagara Frontier and the New York Outboard Racing Associations, conducted its quota of two of these outboard regattas.

The Valley Club's bid for the Northeastern Divisional Championships brought forth a large field of drivers when this important classic was awarded to them and beautiful Black Lake was chosen for the site of this two day event. Saturday, August 6th brought a day of sunshine and water that could not have been more ideal for attaining top speeds over this measured course. The schedule called for three classes; Midget, C Service Runabout, F Hydro and C Service Hydro with Referee Francis (Rod) Doe running them off on exacting schedule.

A drizzling rain on Sunday dampened the spirit of everyone but the thousands of spectators who took position on the amphitheater-like hill that overlooked the course. By 2:30 the rain had ceased; the buoys were rechecked and the gun boomed for the first heat of A Hydro, followed by the four posted classes running a half hour late throughout the program. The Sunday schedule was arranged for A, C, and B Hydros and F Runabouts.

The winners in Saturday's events were privileged to select the Regatta Queen from the nine candidates with Emile Jacoby, from North Bergen, N. J., placing the crown on the winner, Miss Joanne Walsh. The Queen then awarded the trophies to the Divisional Champions, adding a personal touch to the occasion.

In the first attempt to bring to the north country a race of this size and importance the St. Lawrence Valley Club and the Black Lake Chamber of Commerce were most pleased with the cooperation of the large field of drivers whose numerous expressions of approval indicated that the smorgasbord and the regatta was pleasing to all.

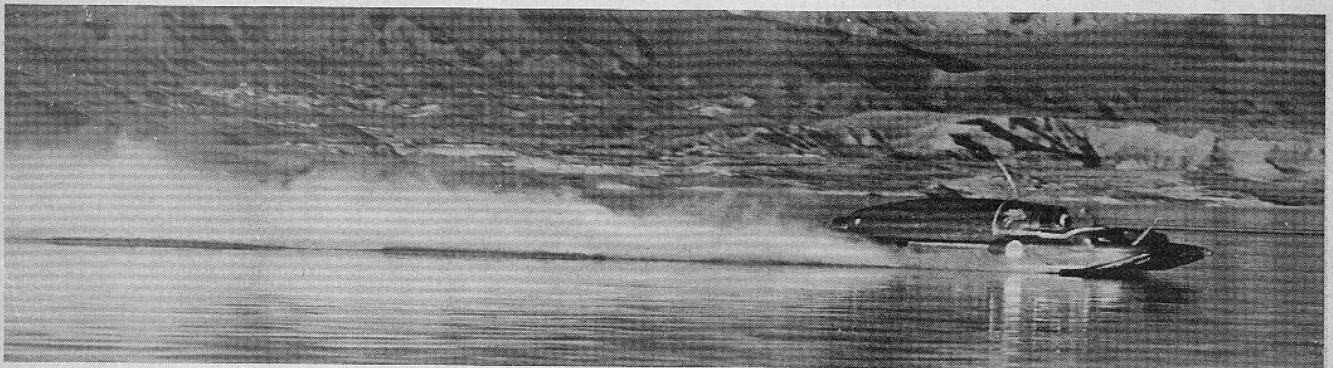
The last of Region Two's sanctioned regattas for outboards was held in Heuvelton on Labor Day. This being the fifth of these annual events and the third to be sanctioned by the APBA and conducted by the St. Lawrence Valley Club in conjunction with the local Volunteer Fire Department's Field Day.

The overwhelming success of this event was imminent from the arrival of the first boat five years ago. The contestants are about equally drawn from Canada and state side where this race has become a must with so many drivers that the tight course will soon require a water stretcher. Though the fields are often filled to the limit, no accidents, other than the usual flips, have ever occurred. It has been said that the hospitality of the people, who have won many friends among the drivers, plus the friendly social gatherings that are part of this regatta, has been the major attraction for the contestants, whose willingness to place caution first as is so strongly emphasized by Referee Doe at the Drivers' meeting.

It could well be that other clubs and Volunteer Fire Departments might investigate the financial possibilities of our Outboard Regattas and fashion their program similar to that at Heuvelton where the Fire Department's annual budget is defrayed in this one day that attracts some eight to ten thousand people each year.

CONTINUED FROM
LAST MONTH

DONALD CAMPBELL and BLUEBIRD II



... 216.25 m.p.h.

(Story and Photos by Kent Hitchcock)

BLUEBIRD, the fastest thing on water, came to grief in the first of owner Donald Campbell's attempts to set up a new record on American water . . . As we recounted last month, she stalled out several miles from her pits, took some rolling wakes through the jet exhaust tube and sank. According to observers, the *Bluebird*, while under tow, took on water slowly and gradually lost her freeboard until the afterburner was taking in water steadily.

With her owner and another crewman on board and escorting boats alongside, it is hard to conceive that someone did not have the presence of mind to stuff the tube full of anything at hand—several pairs of coveralls would have done the trick and there were plenty of those available. The water was 450 feet deep where the *Bluebird* was taken in tow, but only 70 feet where she finally sank. The salvage job was completed the same night and the following day plans were made for another trial.

A New Course

Campbell met at once with National Park Service Superintendent Chuck Ritchie and the race committee. The Burro Point Mile was too difficult to patrol and there was also the ever-present possibility of slight ground swells. Campbell stated that he believed he could hit top speed in 1200 yards. Right in the Boulder Basin it would be possible to lay out a one kilometer trap with 6500 foot approaches on each end, giving Campbell more approach than he said that he would need. This course would give a total straightaway of only a shade over three miles and Campbell's decision to tackle a trial with such abbreviated approaches was hardly consistent with the following quoted statement that he made after his record run at Ullswater, England:

"We will need a longer straight stretch of water than the 4½ miles on Ullswater."

Bluebird, champion of the world . . . The Boulder Islands in the background.

The timing trap at Ullswater was one kilometer (3280.83 feet—approx. ⅔ths of a mile) and as the Union of International Motorboating approves trials on this distance, the new course on Boulder Basin would be legal from all standpoints. Patrol boats and park rangers stationed at all launching sites and at the entrances to the Basin could stop all boat traffic. Furthermore, the protected basin, is usually glass smooth and without rollers or ground swells.

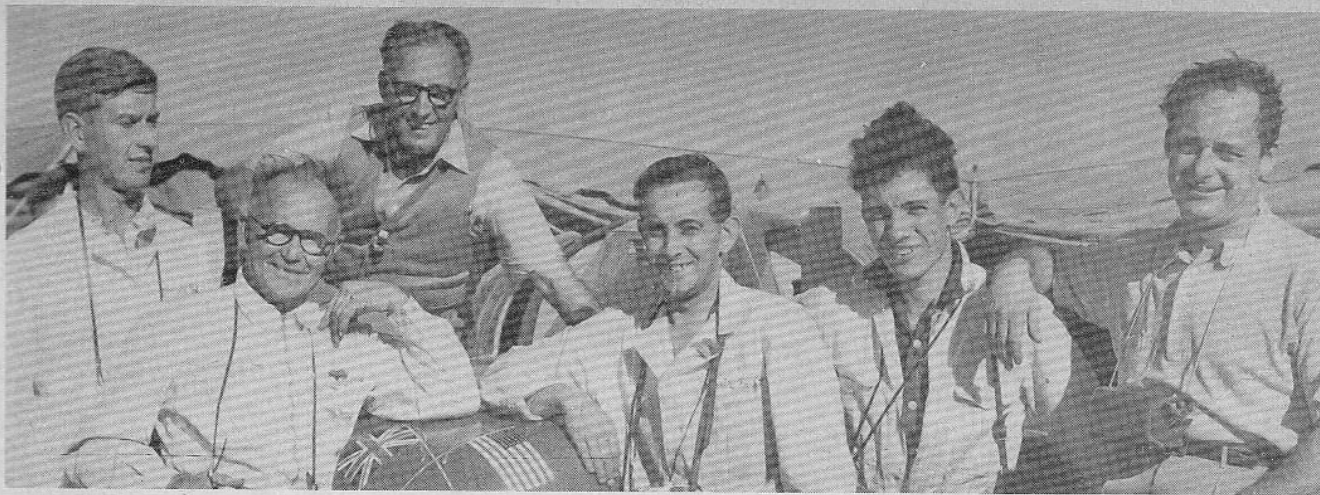
The Water Barrier

Newspaper correspondents made much ado and dramatized a so-called "water barrier" in connection with Campbell's record run. In 1952 British Sportsman John Cobb's jet powered *Crusader* disintegrated at a speed in excess of 200 m.p.h. and Cobb was killed instantly. The Italian speed king, Mario Verga lost his life when his prop driven *Laura XIII* nose dived during a trial for the Unlimited record at a speed around the 190 m.p.h. mark. Someone dreamed up the wording "water barrier" as an explanation of the mishaps that overtook these two boats. There is no such animal. Cobb's *Crusader* took a big slug of water into the jet intakes and the hot jet simply exploded. *Laura XIII* nose dived and disintegrated.

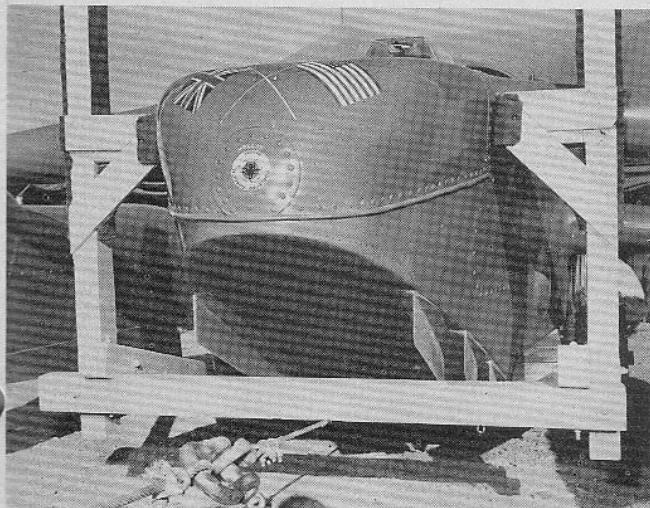
There is a possibility of a high speed pitching cycle of great amplitude and violence generated between the water and the planing surfaces. This pitching cycle could cause a poorly designed boat, without the necessary structural strength, to simply shake apart.

Another Scheduled Trial

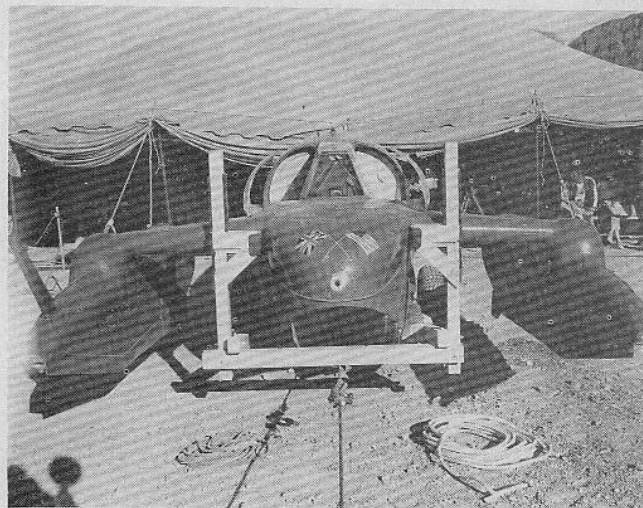
The trial was scheduled for November 10 and the timers called in to set up equipment at the new site. *Bluebird* was on a rampage of "flameouts" the day before the trial. Every attempt to get the boat on the plane wound up in a cloud of water that put out the fire. The crew worked frantically at modifications, but without apparent success.



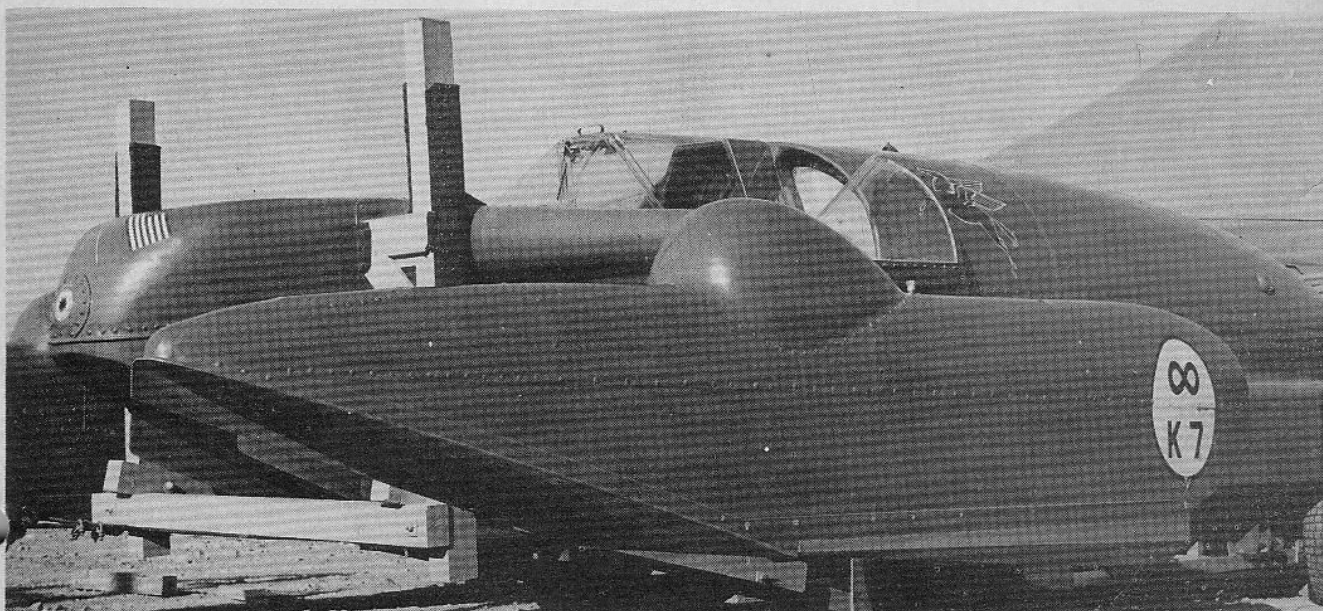
The crew in a happy moment with *Bluebird* repaired and ready for the run. Campbell on the extreme right.



The hull proper . . . Note the six fins that presumably direct water under the hull to aid in lifting the boat onto the plane. Note also the Nellis Air Force Base squadron insignia and the British and American Flags.



One newspaper correspondent with a better than average imagination remarked that *Bluebird* looked like a modernistic lobster. In the cockpit notice the jet intakes on either side of the plexiglass house, with dust covers in place. Note also the curved plexiglass screens on either side that theoretically set up a vacuum area to deflect water from the intakes—they do not work.



Sponson design . . . Note the extreme angle of attack and the full length fins.

This course, lying roughly east and west, had one big disadvantage. Early in the morning Campbell would have to drive right into the rising sun—an impossible feat at the speed he would attain. He decided to do the east to west run just after official sunrise, but just minutes before the sun would peek over the top of the mountains.

More Trouble

At six in the morning the timing was not ready . . . the equipment had been erected hastily the previous day when the timers arrived and found that the standing equipment had not been installed. It was found to be off line and had to be re-located with the proper survey points. This trouble was corrected in a hurry, but then the sun was up and it was several hours before a trial could be attempted. More "flameouts" and more frantic modifications followed. Late in the afternoon Campbell was at wits' end and tried one last adjustment. The crew lashed sheet lead to the port side strut in an attempt to force the boat to lift one pontoon and break loose rapidly without throwing water into the intakes. The experiment did not work and the lead was removed.

Flameout Whipped

It was getting late when the harrassed young Britisher tried one last run. Another flameout. He fired up again part way down the course and, heading back toward his base, Campbell got the *Bluebird* on the plane. Officials and spectators thought he was coming in, but Donald wasn't about to give up that easily. He came into the anchorage with too much speed for safety, threaded his way through the anchored boats and then had to make a

pretty sharp left hand turn as the *Bluebird* fell off the plane to keep from piling into the shore line. Campbell kept her in the turn, accelerated and she came up at once without the usual flood of water over the cockpit and into the intakes. He streaked down the course to the far end and repeated the maneuver, up and away like a rocket. It looked like the problem was solved, just another application of rocking a hydro out of balance to get her to break loose and rise to the thrust.

It was late, but Campbell ordered the timers to their stations. Again the *Bluebird* came right up on the plane and made a beautiful run at 192.176 m.p.h. It was now 4:44, getting dark, and a breeze was blowing up. Campbell radio'd that he would not attempt a fast run back and ordered the timing secured.

The Record At Last

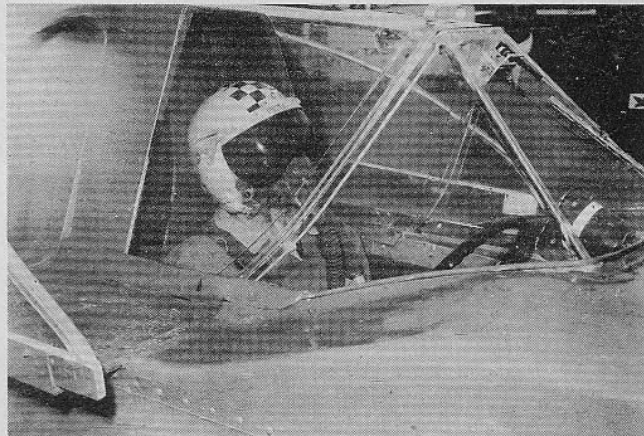
For four solid days and nights it blew the lid off. On the 15th of November the weather stations predicted a lull and the wind dropped. The timing crew drove out to the course and checked out their submarine timing cable. The circuit was OK. The weather stations reported another storm front moving in and due to arrive late the next day or during the night. The run would have to be made in the early hours of the 16th if these predictions were correct.

Breakfast at 4 a.m. and out on the stations to have the timing equipment installed and checked out by 5:30 was the order. All was going on schedule, the sights and equipment in place at both ends, when Timing Station 2 reported by radio that the timing line, cable, reel and all was gone—vanished over-

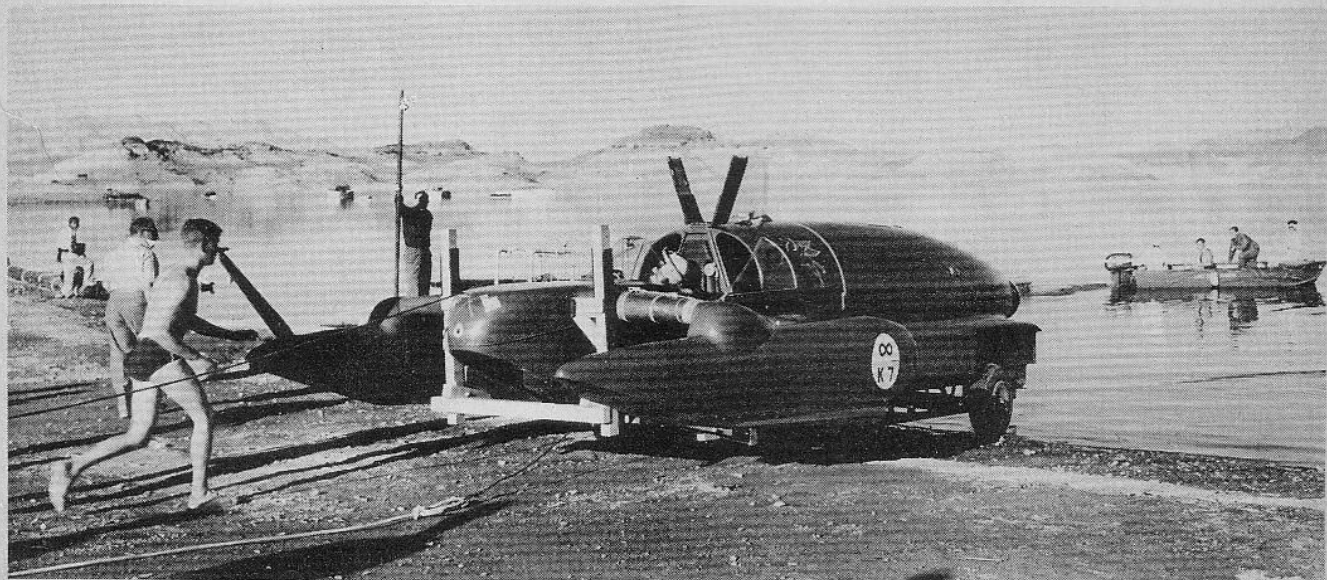
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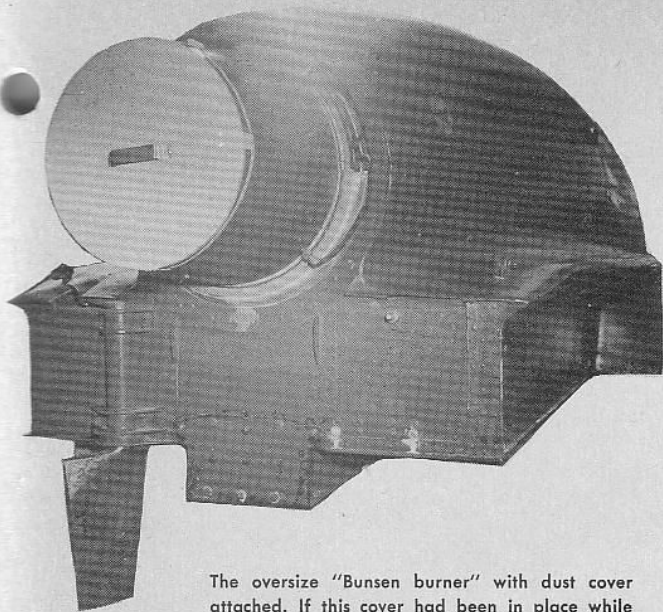
Campbell wears a jet pilot's crash helmet and a breathing device, but ironically doesn't even wear a life jacket when he tackles a run for the record.



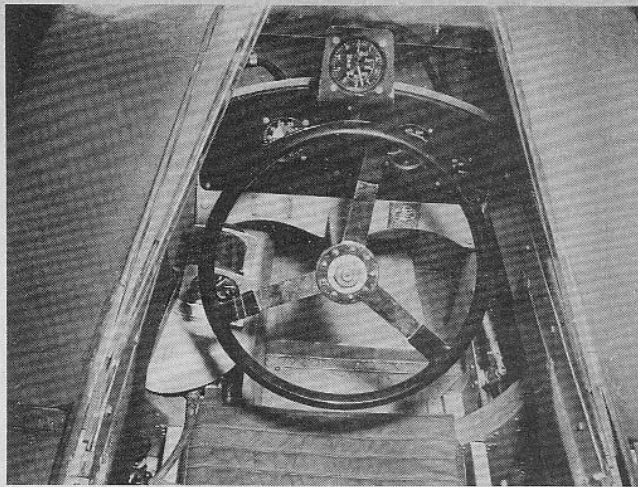
Campbell looks like the "Man from Mars" with all of his regalia on when he gets set to run a trial.



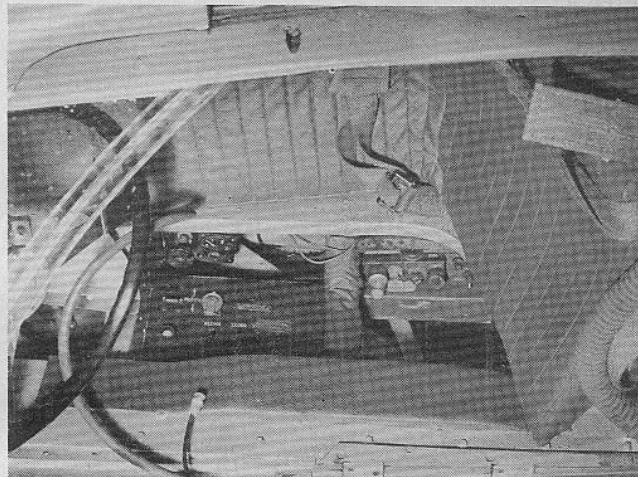
Two and one half tons of *Bluebird* trailer launched just like an outboard.



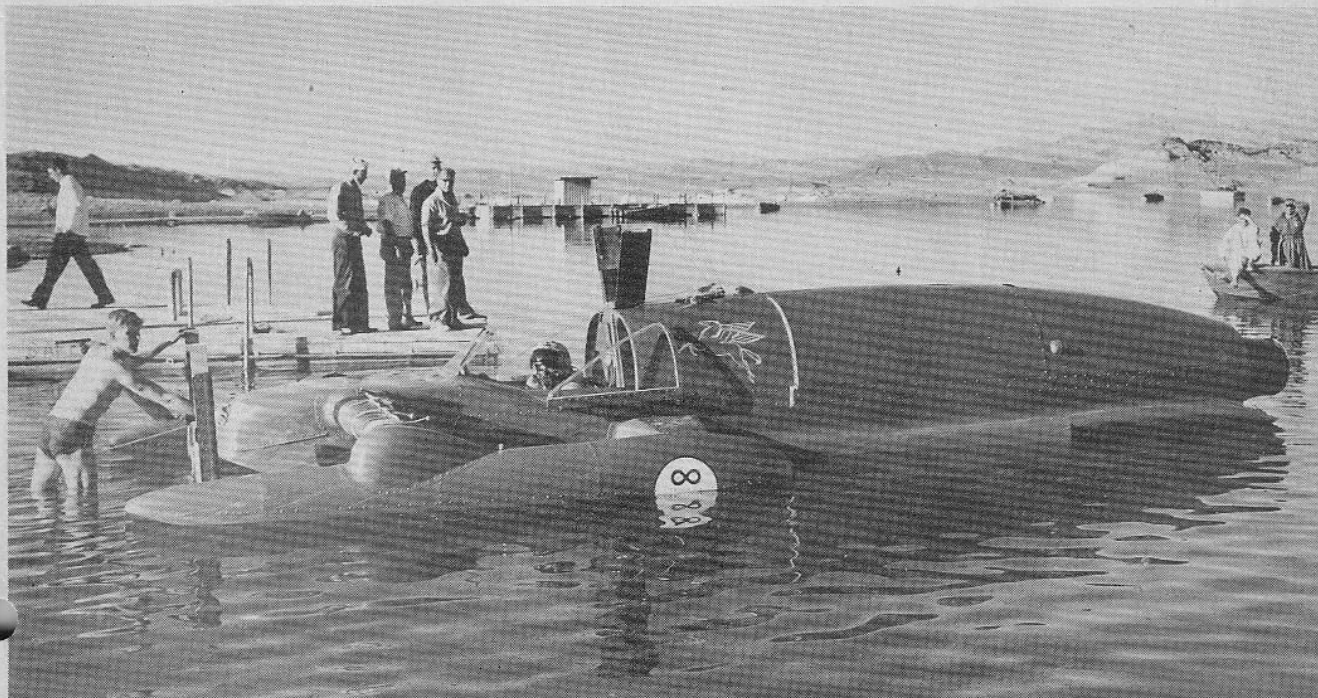
The oversize "Bunsen burner" with dust cover attached. If this cover had been in place while *Bluebird* was under tow, the big boat would not have sunk. Note the very steep and narrow wedge afterplane. It is probable that this small area mashes in when *Bluebird* hits the bumpy going and takes much of the shock off the actual bottom.



The office . . . The instruments are few and functional.



In the cockpit . . . The two way radio, very small and compact is at the left of the driver.



This shot graphically illustrates the trim of *Bluebird* at rest in the water. Note the sheet lead lashed to the near strut in an effort to pull the hull over to get on the plane. This experiment did not work.

WATER SKI WEDDING



The complete wedding party. Directly behind the little Ring Bearer Barry Medina is Minister L. E. Browning. It was quite a trick to find a minister who was an experienced water skier, but the L. A. Boat and Ski Club turned the trick and brought Mr. Browning from Utah to perform the ceremony.



Some of the Southland's finest ski tugs pulled the various groups of the wedding party and participated in a full schedule of ski racing which followed the wedding.

IT IS A RARE OCCASION when 10,000 persons witness a wedding, but that was the count of the crowd that gathered at Carlsbad Lagoon to attend the nuptial rites of Charmaine Mays and Carl Morton. This was not the first water ski wedding of record, but it was undoubtedly the most impressive. Water skiing places certain limitations on the costume, but each member of the wedding party was dressed and adorned to the limit as the accompanying photo will attest. It was a tricky maneuver pulling the wedding party off the beach and something of a record that there wasn't one single mishap—not one single dunking to mar the proceedings or ruin the costumes.

The four ushers rode behind the first boat in the procession, nattily attired in black trunks and wearing black bow ties . . . Next in line were the bridesmaids dressed in a variety of pastel colored bathing suits with flowers in their hair and each with a beautiful bouquet . . . The ring bearer and the flower girl behind the next boat were right in costume too . . . Bill

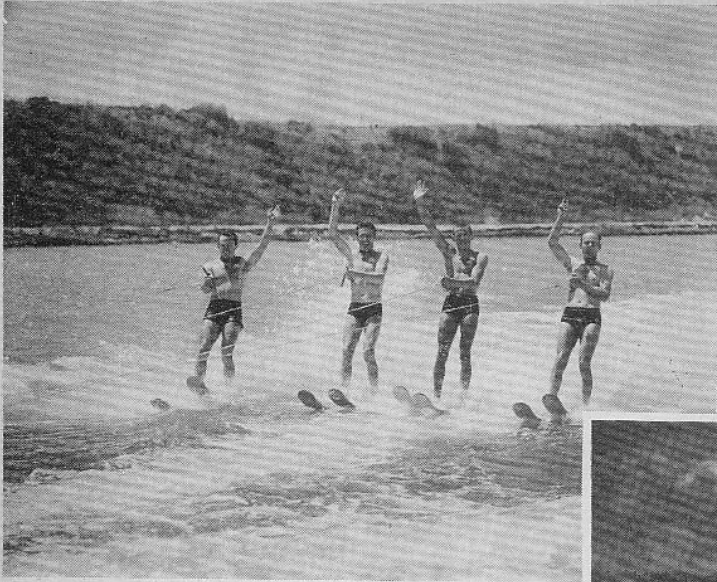
Williams and his beautiful Century Coronado drew the honor and the rather ticklish task of towing the bride and groom, the maid of honor, the best man and the minister off the beach without dampening their attractive attire.

In a remarkable short length of time the procession was in order and circling the lagoon while planes scattered rose petals on the water. Even the Southern California Weather Man cooperated to insure the success of the colorful affair. Showers fell on adjoining communities, but a sunny sky beamed down on the wedding procession. The bride and groom clasped hands while the minister read the ceremony. Carl Morton placed the ring on the bride's finger and the ceremony was concluded, as the minister released his ski line and the procession proceeded.

As the groom carried his bride ashore, they were deluged in a shower of rice. Both are members of the Los Angeles Boat and Ski Club. Spectators were treated before and after the wedding to a top notch water ski show jointly sponsored by L. A. Boat and Ski and the Carlsbad Chamber of Commerce.



The ceremony is over and Minister L. E. Browning dropped off his skis before the photographer could get into position for the picture.



The ushers: Cub Lyons, Nel Stubbs, Jerry Keene and Ralph Trachy toured the course with flashing smiles.

The bridesmaids: Marion Savino, Pauline Harris, Marie McDermott and Aileen Williams obviously had a wonderful time in their place in the procession.



Not a single item was overlooked. Here is Ring Bearer Barry Medina and the Flower Girl Martha Ann Williams.

Wedding finery was not lacking . . . the girls carried beautiful bouquets and the gentlemen even sported collars and ties. The Bride and Groom Charmaine Mays and Carl Morton pose for a pre-wedding picture flanked by Maid of Honor Frankie Ramos and Best Man Frank Savino.



V-8's INVADE MARINE FIELD

By PETER SUKALAC

IF YOU HAVE NEVER considered repowering your boat with one of the new light weight automotive V-8 engines you certainly are missing a lot of fun." The speaker was Danny Daniels, a well-known Portland, Oregon, lawyer and water sportsman. The craft in question was Daniels' 22 foot Chris Craft 8 passenger runabout which he had had repowered with a new Buick 322 cu. in. V-8 engine.

"Climb in and we'll go out on the Columbia for a demonstration," he said. Aboard and seated under the low sports cabin of the big speedster we nodded to Daniels that we were

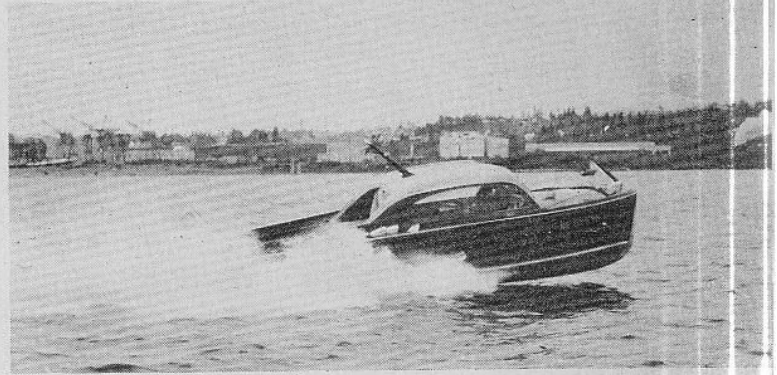
ready—he punched the "start" button and the hefty mill grunted to life. Although cold it settled down to a steady half-tone beat characteristic of the V-8 design. Danny engaged the clutch, advanced the throttle to a fast idle and we eased out of his boat house into the stream. While moving toward open water he ran the engine at a low r.p.m. setting while waiting for the temp gauge to come into the "normal op" range.

"This boat was formerly powered by a six cylinder 135 h.p. Chris Craft L head engine," Dan said, as we gurgled past a

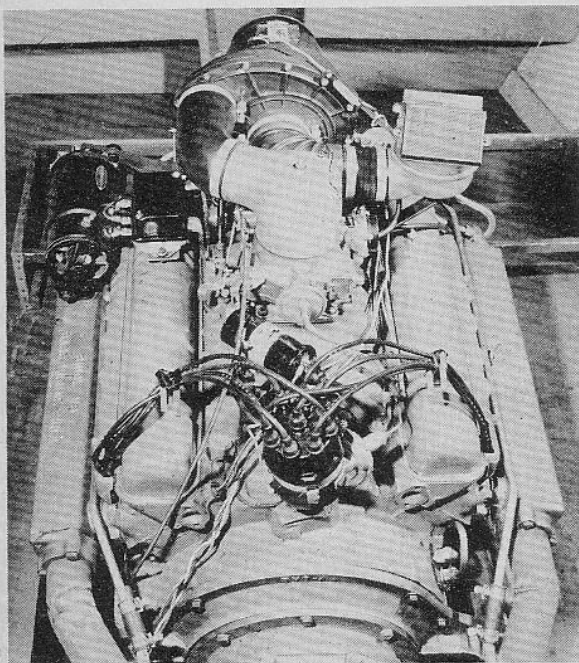
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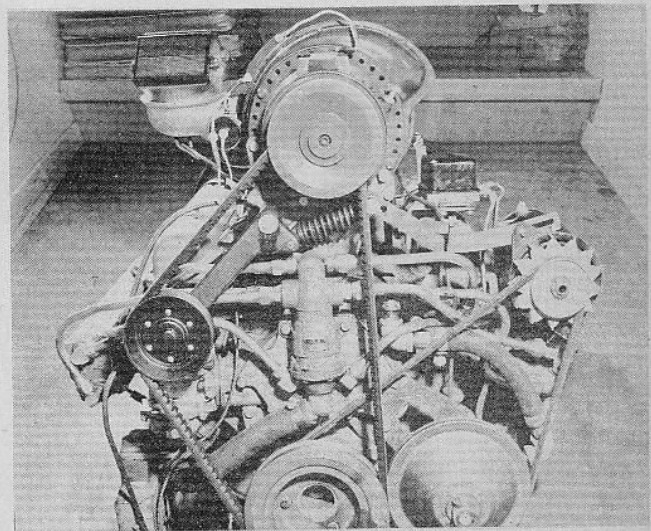
When a 22 footer tosses out a wake like this it's really moving.



Dan slices past our fast moving cruiser at 45 m.p.h. The fast Chris Craft hull handles the large, choppy swells easily at speed.



The Barr Marine people of Philadelphia, Pa., manufactured the conversion kit used on the Daniels' V-8. The kit consists of heat exchangers, reduction gears and adapter case, and transmission.

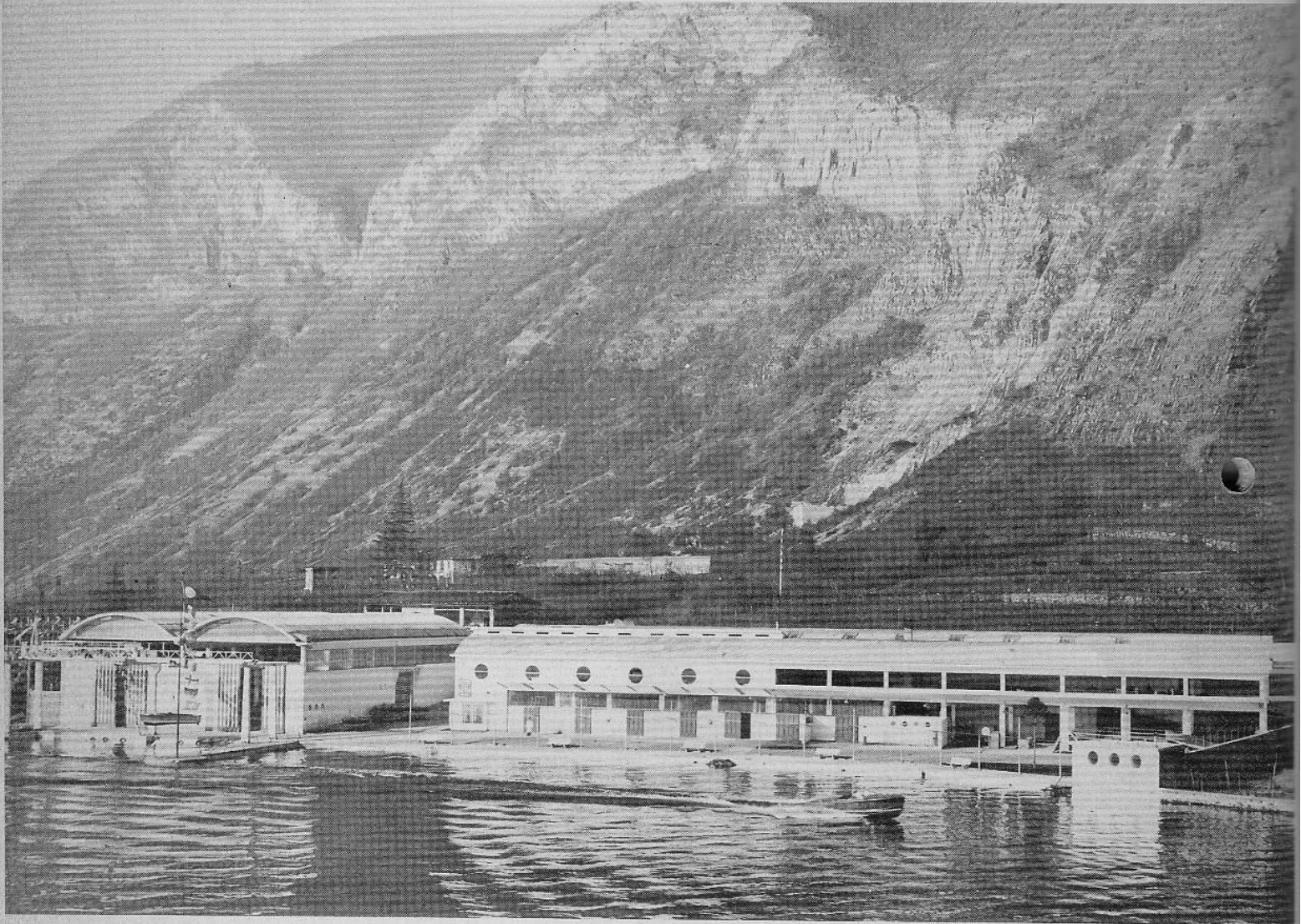


"Blackie" Blackburn, well-known Portland, Oregon speed merchant, installed the blower and replumbed the engine. The throttle linkage and generator bracket were also rebuilt by Blackburn.

ON THE CONTINENT

Italy Riva Docks

By MICHELE VERNOLA



The Riva Docks is considered one of the most modern plants in the country.

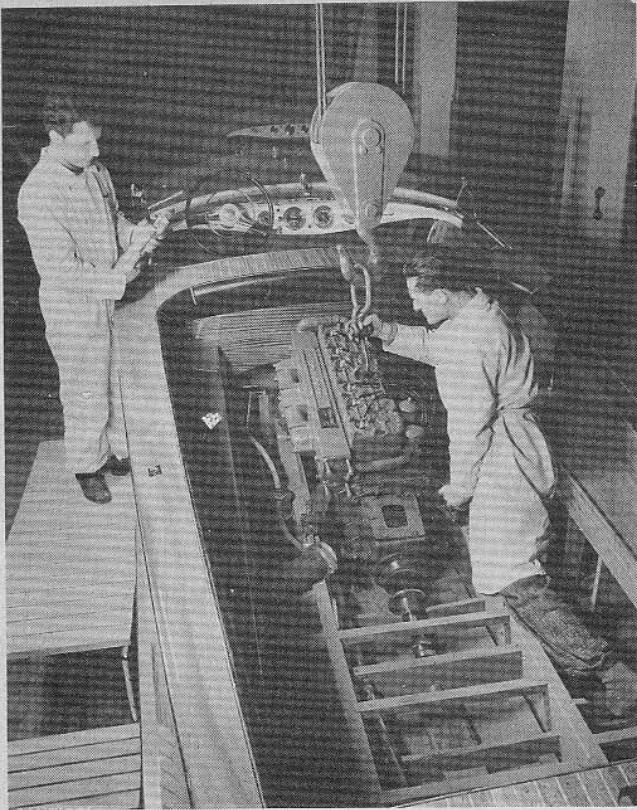
FIVE YEARS AGO Mr. Carlo Riva, Jr., had a brilliant idea, as it has been showed, to take over the plant from his father, who was already too old to stay still behind his desk. But the reason why the old man kept his important job much longer than he supposed to, was that he didn't trust his son Carlo very much as a capable man to run his own business like he did for all his life.

Though Mr. Riva senior was wrong about that, because his

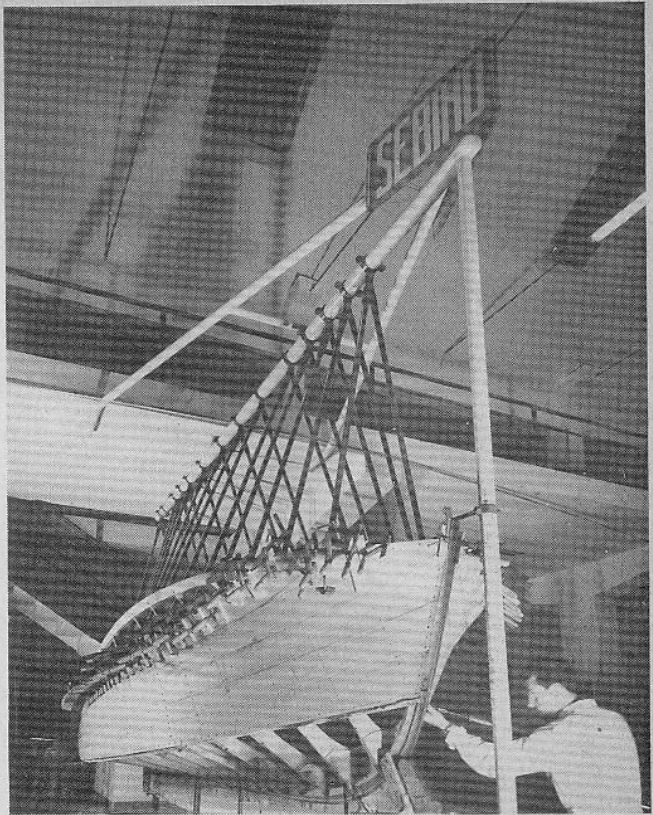
son proved to be at the height of the situation despite any bad consideration that his father and many other people had about him.

In fact Mr. Carlo, as first thing, built a brand new plant on the East shore of the Lake D'Iseo, which is located near the city of Brescia, where the famous Mille Miglia road race is organized since 1927.

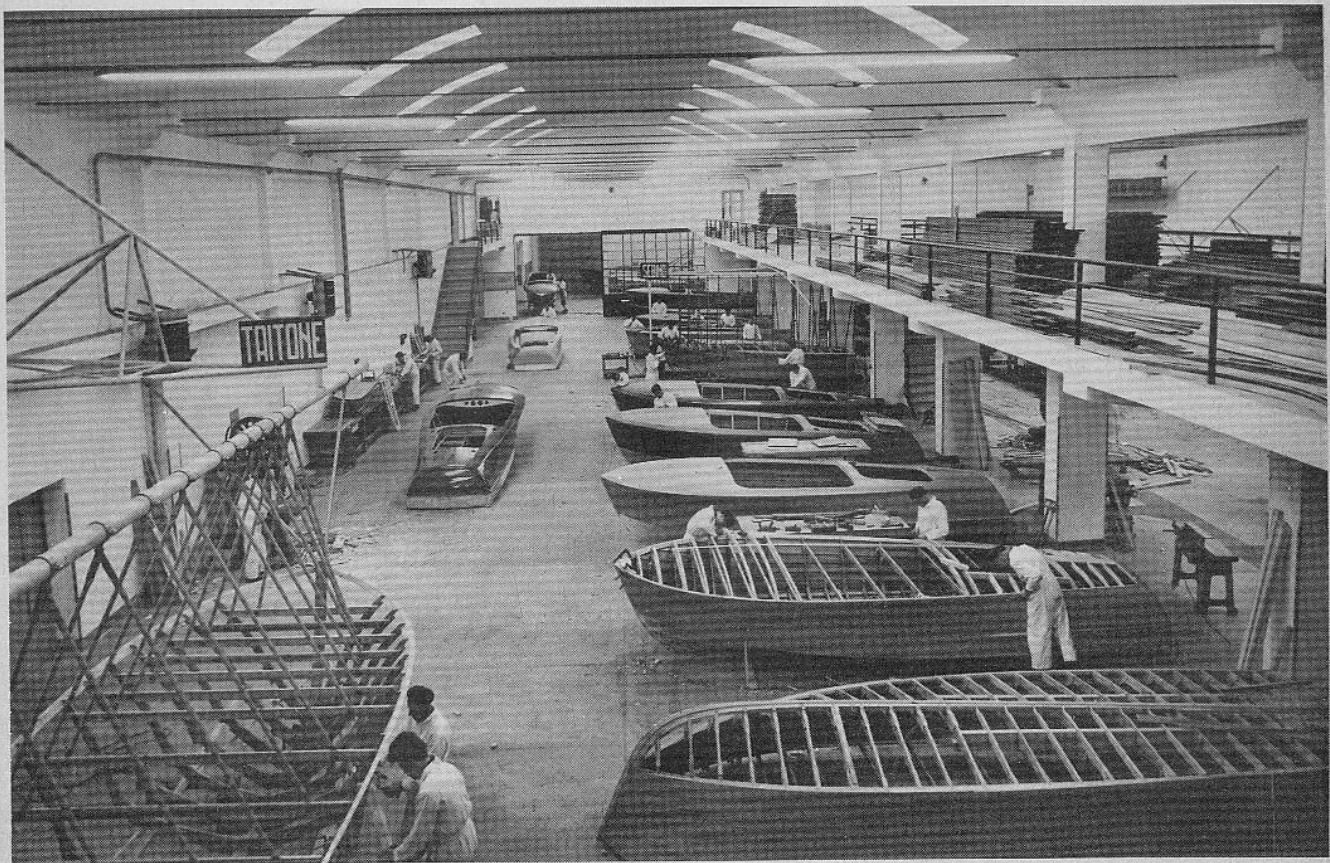
The second step was the exclusiveness that Mr. Riva Jr. got



Riva uses American manufactured Chris-Craft engines exclusively in all his hulls.



Sebino is the name of the zone where Riva Docks are located. This particular hull is called the "Sebino." Note the type of jig the hull is being assembled in.



At left, the "Tritone" model is being constructed, this is one of the larger models. The "Sebino" model is seen further back in the shop. Note the orderliness and the excellent overhead lighting.

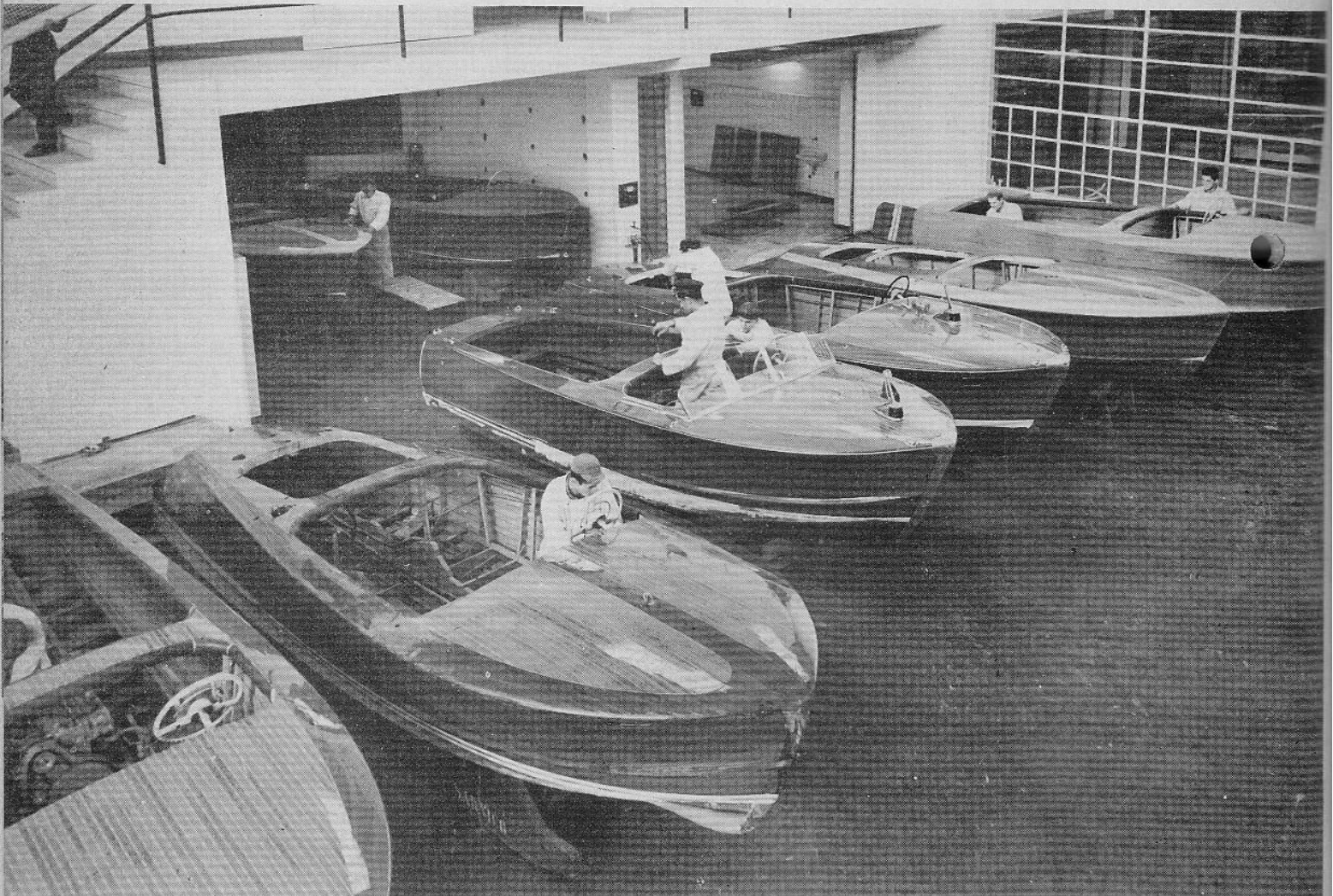
from Chris-Craft in Italy, which thing gave a new face to the old name of the Rivas, who before that time were more or less like the other Italian boat-builders, I main small shops on artisan scale, but always they produced excellent hulls for any purpose: sports, race and tourism.

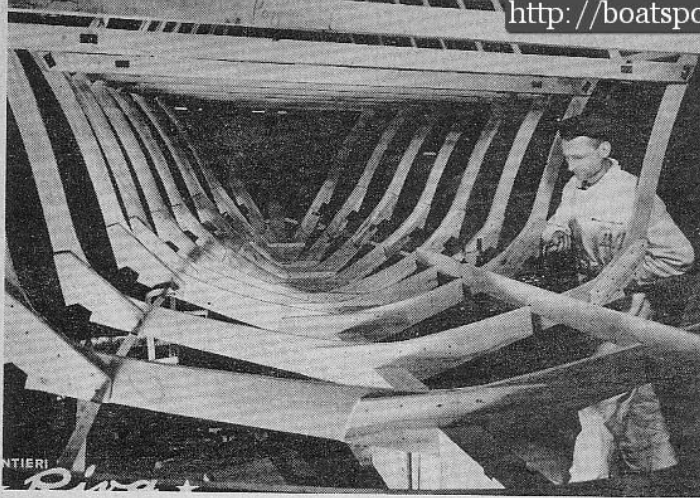
But since the new plant is on, the Riva docks suspended any activity about the race-hulls and started to work seriously just on one type: the Cruiser, which is built in many different sizes; small, medium and large. Which thing make Riva docks one of the best if its kind in whole Europe and as mass production it can even compete with some makes of United States of America. This year, for instance, they built one hundred already in order to please all the calls from all over the world, which

confirms not only what has been said above, but the excellency of the job itself. When last Summer Mr. and Mrs. Paul Sawyer and I visited Riva Docks, Mr. Carlo Riva personally took us around the whole plant with his great pleasure while Erminie and Paul were so surprised to see the precision, the cleanliness and the beauty of Riva works.

The plant is equipped with the most modern wood-machinery, the wood used is Honduras mahogany, so the varnish and paint also, while the engine, the board instruments, the transmission shaft and propeller made with monel-metal are from U.S.A.—All these things together with the skillful work of the Italian artists made Riva Docks famous all over the world.

These mechanics are skilled craftsmen.

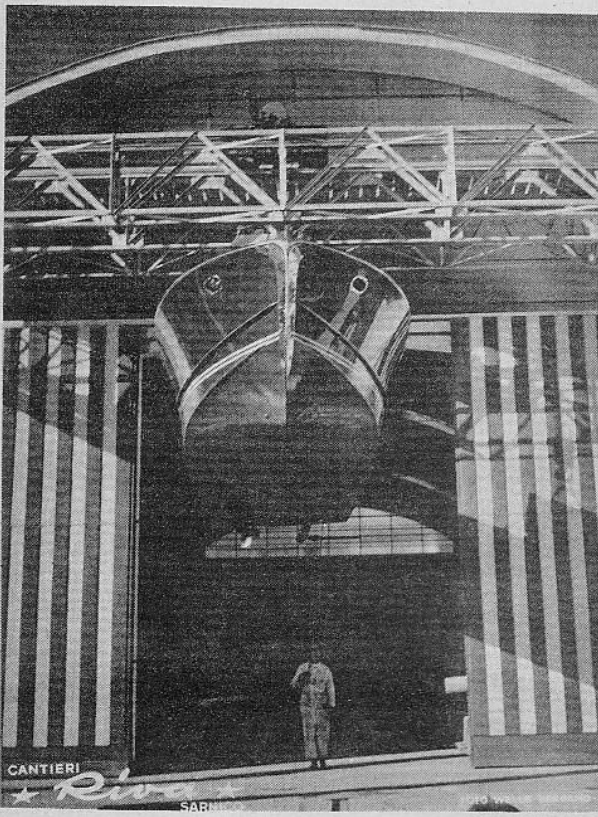




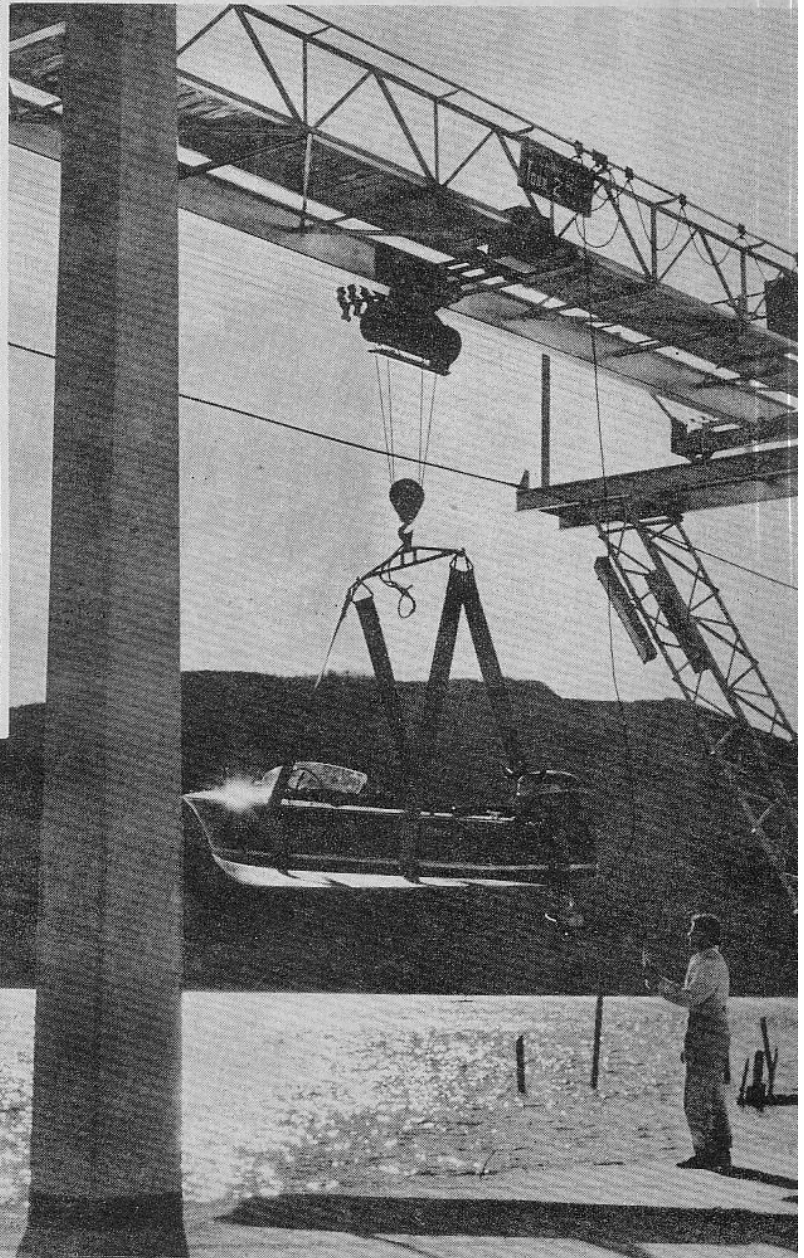
Mr. Riva feels that the most satisfactory wood he can use in his hulls is Honduras mahogany.



During Paul Sawyer's visit to the Riva plant he wanted to honor Mario Verga, world's champion who lost his life last year in front of the Riva plant while attempting to break the world's record. Paul threw flowers, a crown tied with an American flag, on the spot where the accident took place. Paul is seated in front, Ezio Selva, Italian inboard champion on right, and Mr. Sestini, President of Boat Club. Mrs. Sawyer (Erminie) is at the extreme right.



Ready to go! Note the twin screw installation.



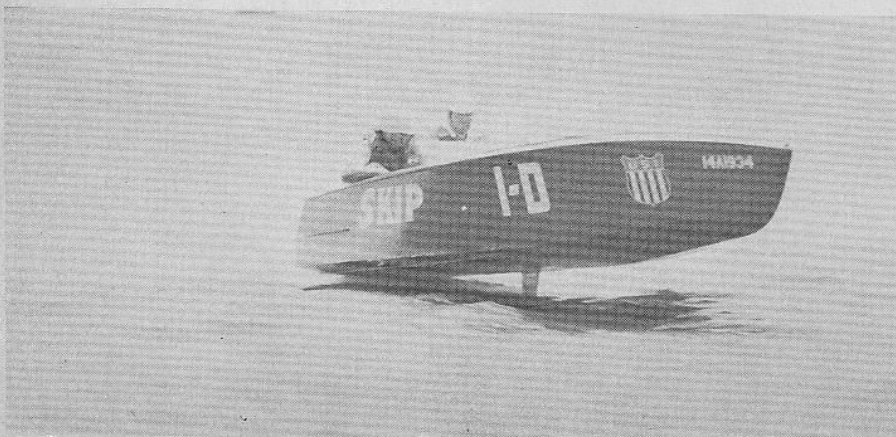
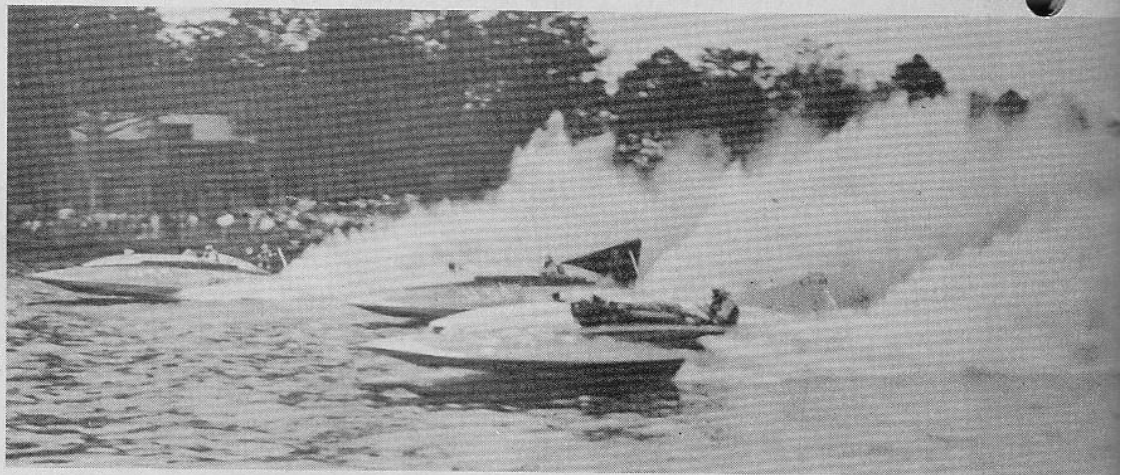
This medium-sized outboard hull called "Scoiattolo" is being launched for testing. Note the American manufactured outboard motor.



Gale V (Gold Cup Winner) took place at Elizabeth City with Lee Schoneith driving.

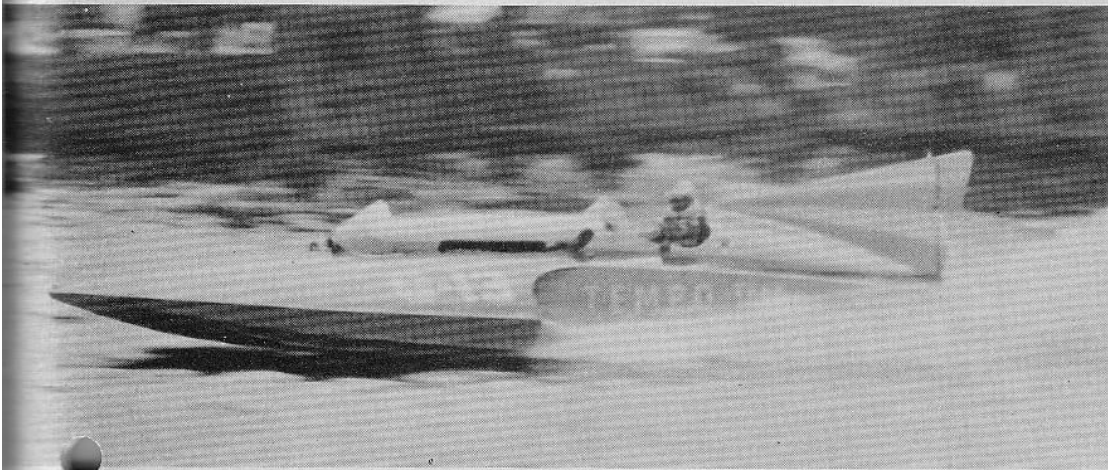
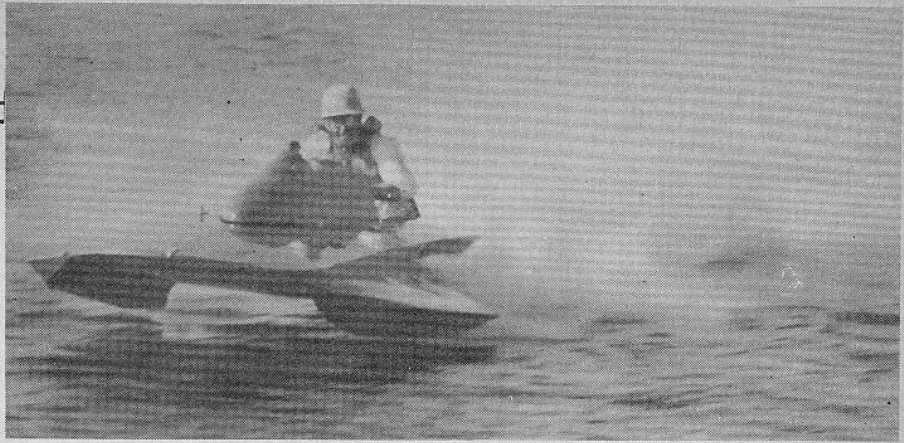
ELIZABETH CITY REGATTA

Miss Wayne in the foreground with engines uncovered and two Gales are off together at the start.



Skip . . . D Service Runabout Record Holder and National Champion. Set new record at Elizabeth City. Owner Harry Brickford, of Hampton, Virginia, is the builder.

Wally Roland and the record-breaking 136 Hydroplane, *Cavalier*, holder of the competition record.



Guy Lombardo's *Tempo VII* with Danny Foster driving won all three heats at Elizabeth City. Also won the President's Cup.

By ED NABB

Photos by Charlie Marshall

THE GOLD CUP class circuit in the East ended with the running of the International Gold Cup event in Elizabeth City, N. C. —and it was *Tempo VII* all the way! Dan Foster won all three of his heats with little trouble — and made one of the 15 mile runs at 103.806 m.p.h. just to prove that it was no fluke. The regatta which was run on the nearly ideal

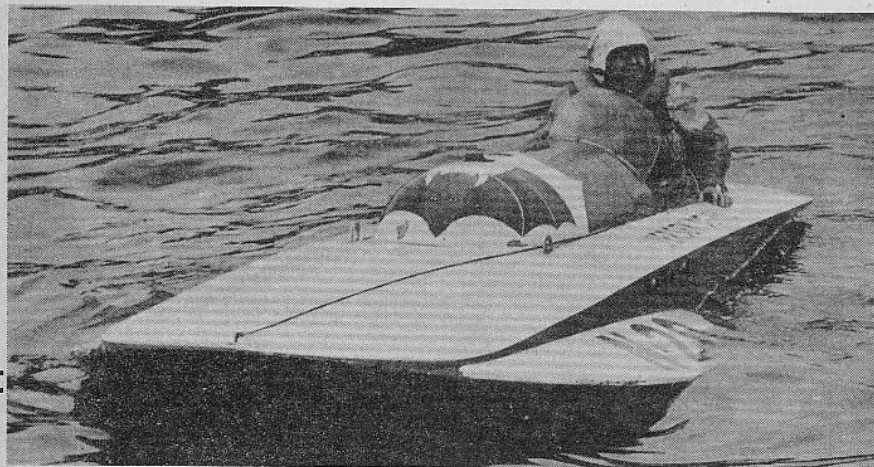
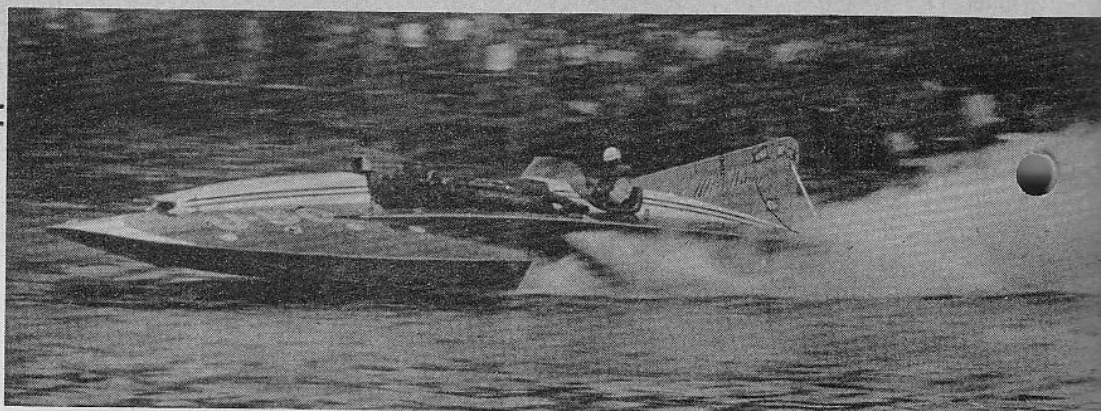
fresh waters of the Pasquotank River attracted a big field of seven unlimiteds, but the smaller classes stayed away in droves. As a matter of curiosity the Gold Cups provided the biggest field of any inboard class, and the popular 136 hydros could only round up six starters.

The unlimited affair was restricted to six starters, so the

Gale V and *Miss Wayne* running side by side at Elizabeth City.



Miss Wayne . . . two Allison engines . . . side by side . . . two props.



Big George Smith in his 225 Hallet Hull, "Jersey Devil" at Elizabeth City.

committee decided upon four eliminations and one final heat, with no boat running more than three heats. The first heat, on Saturday, brought together *Tempo* and the highly regarded *Miss US* which was driven by Jack Bartlow who had won the Rogers Trophy in Washington two weeks earlier. It was in this heat that Foster ran his blistering 103.806 m.p.h. and gave a preview of things to come. Bartlow did 98.901 m.p.h. to place second.

The second heat was a wild affair, with first *Gale IV* dropping from the lead to take up a position at the rear—then *Gale V* repeating the performance to allow *Miss Wayne* driven by Bud Saille to win the heat. *Wayne* was a surprise entry—and didn't appear on the press releases, but she shows signs of moving. The big 32 foot Arena hull is a three pointer driven by two Allison engines which are mounted side by side and driving through gear boxes into two props. She is a big heavy boat, and doesn't free up and clear the water like *Tempo* or the *Gales*.

The third heat was an easy win for *Tempo* over *Wayne*, with Lee Schoenith in *Gale V* taking the fourth heat. In this heat Bill Cantrell in *Gale IV* showed the only burst of speed of the entire afternoon which looked as if it might challenge Foster. The big yellow and green job got her tail into the air and her bow down until it looked as though Bill would surely lose her—and when she leveled back out she was through running for the day.

The program died on its feet while delays were granted for repairs on most of the fleet—including the installation of a new blower shaft on *US*, and the final heat was started at 5:00 p.m. This proved to be a breeze for Foster, though he did run off one lap at 104.773 just for fun. *Gale V* placed second to tie with *Wayne* on points, but lost out on elapsed time, due to the

breakdown in the second heat. It appears that Foster and Lombardo's *Tempo* will be a hard combination to beat, as the boat was not nursed along at all, but driven hard in spite of poor competition. The rumors around the pits had it that the boat is using a new Detroit built prop—and running a higher gear ratio than the other single engine boats.

The rest of the inboard card featured a host of drivers getting lost on the short course and using all sorts of turning buoys from the long course to the mile markers. The few who found their way around were Art Bozarth of Vineland, N. J., in the 135's; and Henry Lauterbach in the 266's. George Smith won the 225's in spite of his navigation—and his love for the long course, and Calvert Johnson of Cambridge, Md., took the record holding Wally Rowland in the 136 event.

The Saturday races featured Stock Outboards, and the winners were: Harvey Howlett, of Norfolk, Va., in AU's; Charlie Kimbrell of New Bern, N. C., in BU's; Jack Holt of Ft. Belvoir, Va., in DU's; John Wherele, Hackensack, N. J., in A Hydro; Jeff Howie of Norfolk, in B Hydro; and Mel Hughes of Norfolk, Va., in D Hydros. J. D. Smith of Cincinnati, won the 48 Hydro event and Enoch Walker, of Hampton, Va., won the E Service Runabout race. His neighbor, Harry Bickford drove his D Service Runabout *Skip* to a new mile record of 47.600 m.p.h. for the only measured mile success of the regatta.

Something new in the way of hazards was introduced—and one whole Gold Cup start was fouled up in the process. The boys made a very ragged start in the second heat—and returned to the official barge to see why the race was started while the five minute red flag was being displayed. The mystery was cleared up when the starter—Happy Walker, who is something of a fashion plate—stepped from behind the clock attired in brilliant crimson trousers!

Campbell and Bluebird

(Continued from page 16)

night. After hurried report to headquarters, out came the Park Rangers in a truck with a reel of aged telephone drop cord which they strung over the desert between the timing posts. It looked doubtful, but the circuit checked out and the trap was ready. It was too late for the "just before the sun over the mountain run" and now all hands had to wait for the sun to rise and move away from the line of the run . . .

This Is It

At 10 o'clock the *Bluebird* went into the water: check out all details, tow out and fire up . . . Radio to all stations tells of his progress down to the approach—that sharp left turn—and "Hallelujah, he's up on the plane—and no flameout! Watch out timers—here he comes."

It was a beautiful sight with the *Bluebird* screaming along in perfect trim—but a very short glance too, for his time through the kilometer was just 9.34 seconds, or 239.50 m.p.h.

Ordinarily Campbell sits it out before he makes his return run, to wait for all wake to die down, but suddenly the radio blared that he would have to come back at once for visibility was dropping fast. At 10:30 it was as dark as late afternoon and Campbell was losing sight of his balloons and marks. He came into the trap like a rocket, but part way through hit his wash bouncing off the Boulder Islands and was thrown clear of the water. The *Bluebird* bounced along, but Campbell had to back off. The run netted 193,005 m.p.h. and the deed was done. Campbell was badly bruised where his harness chafed his shoulders and would have been thrown through the canopy had it not been for the harness. It was a wildly enthusiastic crew of young Britons that hoisted their skipper on their shoulders when he reached the shore. The victory party in the Congo Room of the Sahara was a gala affair with all who had a part of the month long try for the record on hand.

Bluebird

Bluebird is not a freak . . . She is a scientifically designed piece of water speed machinery, conceived to do one certain job: "travel faster than any other craft on the water." She does it! The story of her design has no part in this particular diary of her record run at Lake Mead. But this much should be noted: As the photos show, she resembles a giant waterbug with a "full tummy," or perhaps as one writer described her, as a "modernistic lobster." In motion she is a thing of grace to all lovers of speed on water. At rest she is graceful from some angles and absolutely ugly from others. She was designed to defeat the "kiting" characteristics of the conventional three-point hydroplane, which are, at present, a limiting factor in reaching speeds over the 200 m.p.h. mark with propeller driven hydros. The design is successful—let there be no doubt on this point. With flameout whipped, the *Bluebird* has few, if any, bad habits.

In perfect water the *Bluebird* would give Donald Campbell a painless ride. He has passed the 250 mark now (unofficially) and probably has little fear of higher speeds given "perfect conditions." The *Bluebird* was designed to reach these speeds on a surface as smooth as the Bonneville Salt Flats where his famous father achieved his world acclaimed land speed records. She was not designed as a closed course racer and should not be compared to one in any way.

American three point hydroplanes and racing runabouts too hold practically every international record in the books. Their phenomenal record runs are made on perfect or near perfect water. In lumpy going or in the wind, one of these record holders is just another race boat and often is beaten by mediocre speed creations that will take the sloppy going . . . The *Bluebird* is the unchallenged queen of straightaway speed creations.

More Ballyhoo

Widely published plans of the *Bluebird* showed numerous gadgets that caught the fancy of the press. The plans called for an "ejection seat" similar to that used in fighter planes, and a parachute to slow the boat down in an emergency. Neither of these were ever installed. Campbell and his advisors figured that they would be more of a hazard than a life saver. The *Bluebird* has no electronic instruments that send performance information

ashore during a run. Campbell does have a short wave radio and a mike with a duplicate set ashore that he uses on every run, reading off the instrument data as the run progresses. The *Bluebird* has one serious error in design—she does not have area enough or the proper angle of attack on the skis or sponsons to bring her up onto the plane without a lot of trick boat handling.

Campbell is very cagy on statements as to the possibility of revamping his racer into a closed course creation, but says that a very fast closed course jet boat is not beyond the realm of possibility . . . He sees a great future for the jet propelled boat and regards the *Bluebird* as an experimental model . . . He hopes the American Power Boat Association will recognize jet boats, as he feels that with each additional effort valuable progress will be made in their design.

Specifications

Bluebird II weighs 2½ tons. She is primarily constructed of an aluminum alloy, reinforced with high tensile steel. Her power is a Metropolitan Vickers Turbo Jet engine of 4000 pounds static thrust. Fuel capacity is 45 gallons, which will drive her for 8 minutes at near top speed . . . Instruments include a tachometer, a jet chamber heat gauge, an air speed indicator and a "G" meter. When the going is good the heat gauge is the most important instrument. If the going gets rough, the "G" meter is the gauge to watch, for this will tell when Campbell must "get off" the throttle before something comes unstuck. In the cockpit is a short wave radio by which the "skipper" reports to his chief mechanic during his runs and trials. Campbell wears a breathing mask as the jet intakes in the cockpit exhaust the air. His helmet is of air-force design with very dark viewing screen for running into glare.

Donald Campbell and His Crew

Young Campbell is 34 years of age. He is a very personable young Englishman. Racing men who knew his famous father say that he is a chip off the old block . . . He is married and has one daughter . . . He is dedicated to carrying on the record achievements of his father and is certainly on the right track . . . All credit must go to his crew, who came to America for a quick record on Lake Mead and were away from home several months. They worked night and day . . . Donald Campbell and his crew have earned their success: The Speed On Water Championship of the World.

. . .

V-8's Invade Marine Field

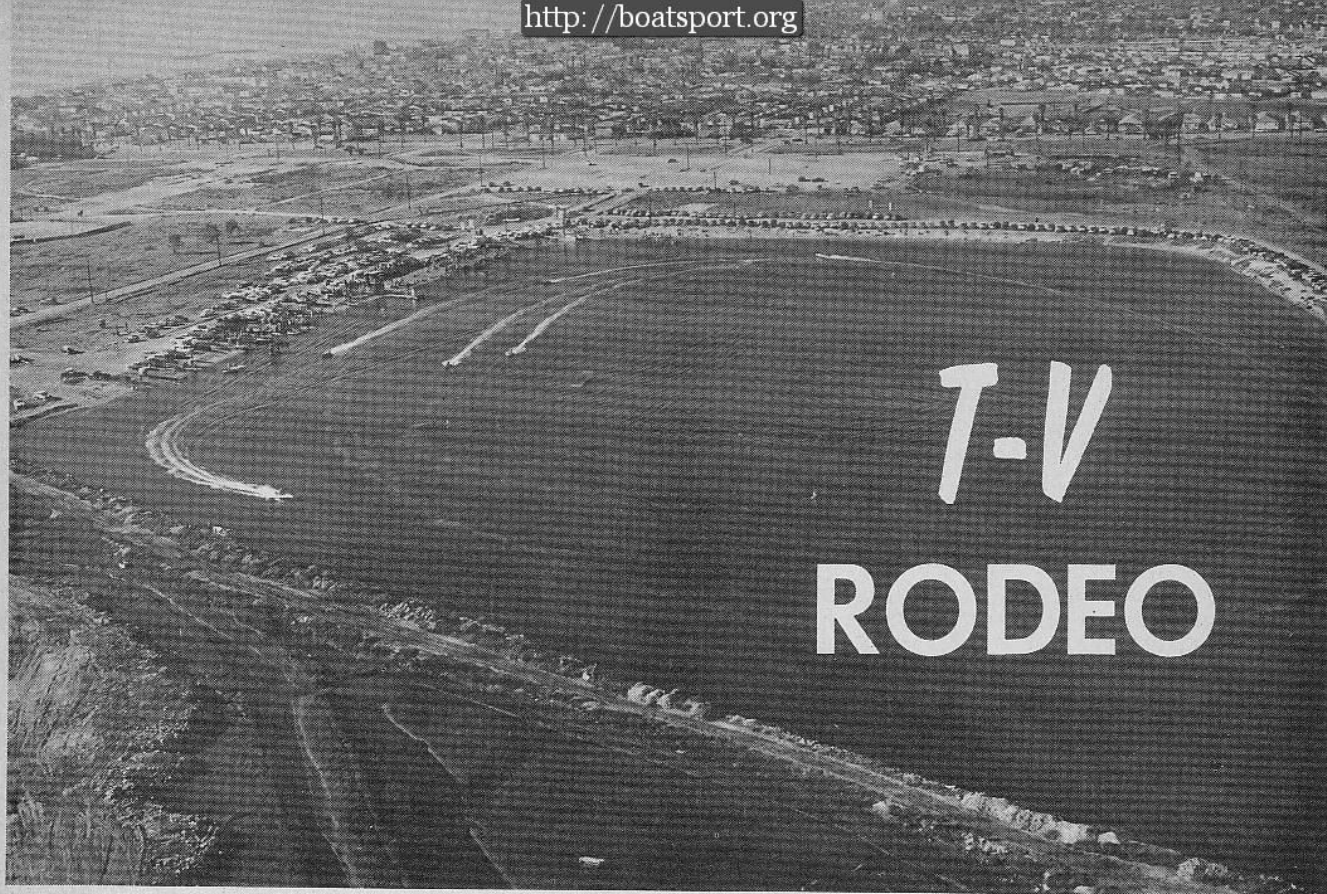
(Continued from page 21)

dolphin. "Performance with the old engine was good for its day—at 3200 engine r.p.m., turning a 14 inch wheel the speed was about 30 m.p.h., and fuel consumption at that speed was quite heavy." We had now oiled into the main chanel and Dan advanced the throttle. The engine picked up beautifully and the big boat accelerated more like a fast sports car than a heavy boat. She picked herself up, leveled off, and fairly knifed through the choppy water. The tach read 4200 r.p.m. There was no engine vibration, nor was there excessive noise. What a thrill!

Back in the boat house, Dan pulled off the engine cover, to show us the mill. There atop the compact V-8 sat a shiny, maroon McCulloch blower. Aha! So this is where all the beans came from to swell the already powerful biceps of the Buick.

"The engine, as it was first installed for me by Staff Jennings, Inc., was completely stock, and it upped the performance by nearly 10 m.p.h. At the same time it cut fuel consumption by 50%," Dan said. "I had Blackie Blackburn replumb the engine and mount the blower. The blower alone accounted for a conservative five to seven m.p.h.

"With the stock engine and blower set-up turning an easy 4200 r.p.m. and swinging a 16 inch wheel I figure a speed of 45 m.p.h., allowing a healthy 30% for slippage. I intend to mount a 17 inch wheel shortly in order to cruise at about 3500 to 3700 r.p.m. The speed should remain the same, or increase slightly. Yes, the swing is definitely to V-8 power here on the Columbia. There are several conversions being made right now. One is a Chrysler and the rest are Cadillac. For smooth dependable power, these new engines can't be beat."



Aerial photo of Speedboat Rodeo taken from Goodyear Blimp—Lueders' photo.

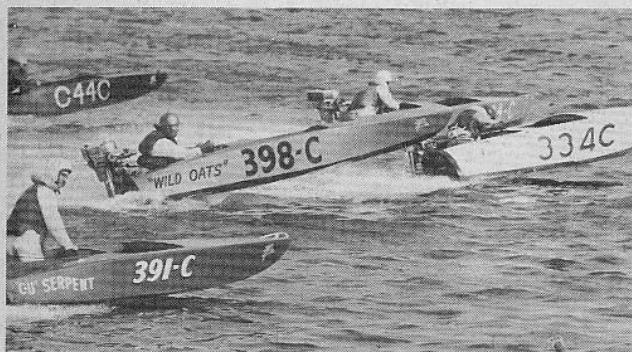
SPEEDBOAT RODEO HUGE T-V SUCCESS

By LEONARD NEWMAN



12-year-old Ronnie Hill trying to overtake "Doc" Schiefer as they come down to the finish line of the A Runabouts.

—Richard King photo



Start of the C Runabouts—from left to right—Kenny Knight, Will Adams, Dick McKenney, "Buckin" Burris and Ron Loomis.

—Richard King photo

SPEEDBOAT RODEO" an experiment in stock outboard boat racing has proved itself on television and to the general public as well. There is a new audience for boat racing being developed that will show in the difference at the gate this summer. The response from the television audience is far more than was originally anticipated. Letters pour in each week at the rate of from two to five hundred expressing interest in the program, racing, skiing, and boating in general. Its a contact with the public that has been long overlooked at the average regatta. These people are interested not only in the races themselves, but in everything that takes place at the race—the measuring stand, the pits, the entire proceedings—just as they are always well covered by the *paid* spectators. The rating for this show is second only to a highly rated network show. "Speedboat Rodeo" has racked upon impressive high of 5.4 which indicates a half a million local viewers.

The gate has been good in spite of bad breaks in the weather, one particularly rainy day boasted one hundred sixty-two paid admissions at the gate while a competitive auto race had only twenty-five paid admissions.

Certainly all the drivers of Valley Speedboat Association and other clubs that have turned out on these bad days deserve not only just the thanks of sponsors and producers, but from all boat racing members all over the country, because what is being done here on this small sporty lake in Los Angeles will influence the entire racing fraternity. Letters from the television audience on *how* to get into boat racing make up a large part of the weekly response.

Sta-Lube Oil, a newcomer to boat racing has taken over supplying oil, gas and assistance to the drivers. They also deserve a vote of thanks for their cooperation and their wonderful product. Also while we are handing out roses a bouquet should go to the Mercury Outboard Distributors and their dealers in Southern California who provide patrol boats weekly, lumber



On top of the judges' stand, left to right: KTLA staff, Frank Priest, Leonard Newman co-producers of the show and Dick Lane, TV announcer.

for the judges' stand, and, of course, the Mercury "Maniacs," who put on a show themselves.

The entire program has received support from sponsors, drivers, the conducting club "Valley Speedboat Association," and cooperating clubs "United Speedboat" and "The Los Angeles Boat and Ski Club." Many, many thanks to all these clubs, their members, drivers, and all who have helped to make this show a reality.

If you are fortunate enough to live in an area that picks up KTLA Channel 5, Los Angeles, be sure to tune in from 1:00 to 3:00 each Sunday. If you don't receive the show, and would like to learn more about it, or boating, write: Publicity Chairman, Valley Speedboat Association, Box 374, Baldwin Park, California. We will answer all inquiries promptly, from Maine to Florida. We'd like to hear from you, so drop us a line, and we'll see you on television.



The Williams family—Bill, Aliene and Martha Ann.

—John M. Stephens photo



Coming down for the start of the B Hydro Class.

—Richard King photo



Interview from the pits: from left to right: Leonard Newman, Bill Dowler, Ray Burt, Russ Hill, Jr. and Worth Gorman—four first place finalists in D Hydro.

FACT or Fancy

(Continued from Page 3)

cylinder. The compression raised by other means will give about 5% increase in power. That, it seems, would be the logical modification to keep your present engines in competition with the 55H for your local "Stock" racing.

The "Transfer Passage Reeds" add a little too much dynamite for use in any but the "Racing" classes. As an example, the KC7 gains 15% in power with the addition of the transfer passage reeds only, 5% from the compression blocks and 5% from alcohol fuel, making the modified KC7 far superior to the M20H and slightly superior to the modified M20H.

None of these modifications is a "cure all" to the ills of all engines and the above results will only be obtained when the engine is in good "Stock" condition. We do not sell the transfer passage reeds for self installation as some machine work and previous experience is required for their proper installation. The compression blocks should be welded in by the heli-arc method and again previous experience helps.

Enclosed is my free catalog listing the details and price of these and other modifications to the "Stock" motors as well as descriptions and parts lists for my own line of "Racing" outboard motors.

Sincerely yours,
RANDOLPH HUBBELL

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Flash . . .

● ● ● GOLD CUP RACE date confirmed . . . Conflicting applications for dates for Unlimited Hydroplane Racing events have now been revised and new dates approved by the APBA Inboard Racing Commission. The 49th Annual Race for the coveted Gold Cup will be held on September 1st on the Detroit River. The Seafair Trophy Race also for Unlimited Hydros will be held on Lake Washington at Seattle on August 4-5 and Detroit will host the big boats for the Silver Cup Regatta on August 18.

● ● ● NEW INBOARD HYDRO CLASS . . . The APBA Inboard Racing Commission has released rules and specifications for a new class of Inboard Hydros which will race their probationary year in 1956. The class will be officially designated as the 280 Stock Hydro Class, the 280 being the top piston displacement which will be permitted. Originally announced as the 267 Class, the allowable displacement was boosted to take in the latest 1955 and 1956 automobile motors in the low and medium price fields. Basically the rules permit the removal of parts unnecessary to marine use, but forbid modifications of the internal set up of the motor and any use of parts manufactured for racing. Some half dozen makes of auto engines will be eligible. Ten owners have already registered with APBA so the class is officially activated . . . *Speed and Spray* will carry a complete summary of rules and analysis of the potential motors eligible for this class in an early issue.

● ● ● SEVEN LITRES building on the West Coast . . . Keith Black, owner, and Rich Hallett, builder and driver of the perennial 225 world record holder *Flying Saucer*, are putting together a 7 Litre boat . . . Watch out for some fireworks from this combine . . . Rumor whispers that Keith is putting the 225 up for sale and will concentrate on the bigger boat . . . Rumors are also floating around that Bill Guasti, now campaigning with success in the 135 and 225 classes, is also going to add a new 7 Litre to the *Thunderbird* string and that Ted Jones has designed one of these outfits for an

REVIN' YOUR MOTOR?

SPEED and SPRAY will publish letters from our readers on controversial subjects that are written in the best interests of the sport of boating. SPEED and SPRAY reserves the right to reject spite letters or letters of a libelous nature. All letters must be signed and have the writer's address and must not exceed 250 words. All letters published are the opinion of the writer and do not reflect the policy or opinion of SPEED and SPRAY Magazine.

To our readers:

Due to the many requests to publish articles of this nature we are starting this column and invite you to participate in the interest of further improving and bettering the sport of power boating.

The Editor

undisclosed Seattle owner.

● ● ● EAST TO WEST . . . Bill Schicorra, well known in 48 circles in the East, has moved to Long Beach, California and has joined in a boat building partnership with another 48'er Buddy Loehnert. They are building a very clean pleasure boat design, but no doubt will be right in the middle of the 48 swing in 1956.

● ● ● HENRY KAISER'S new Gold Cupper *Hawaii Kai* is topping the record in trials according to observers that have seen the new outfit on the water . . . Kenny St. Oegger in charge of conditioning and driving is testing steadily in preparation for the '56 season.

TRADE NOTES—Continued

(Continued from page 7)

board" effect, fiber-glass filtered air intakes, sealed motor hoods and underwater exhausts. Six members of the Sea King family offer a motor to fit every family and fishing boat.

NOMAR MARINE PRODUCTS by Whitman & Robinson have won wide acclaim in the past few years. Nomar Marine Products are plastic-coated with tough vinyl plastic, permanently sealed by a special infra-red curing process. Plastic is impervious to salt and oxygen deterioration, and it will not chip, or tear, or wear off. Nomar Marine Products include: Anchor, Tank Holder, and Battery Boxes. Plastic coating of marine products provides several distinct advantages heretofore not found. Cushioning effect of the heavy plastic coating prevents scratching of hull and deck and reduces noise while in stowage, especially in metal boats. The smooth plastic surface avoids the ugliness of rusty, scratchy metal.

(NOMAR PHOTOS IN LAST ISSUE)

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★ ★ ★ Coast Guard publications available to the public: "Methods of Artificial Respiration" (CG-139), dated July, 1952. "Rules to Prevent Collisions of Vessels and Pilot Rules for Certain Inland Waters of the Atlantic and Pacific Coasts and of the Coast of the Gulf of Mexico" (CG-169), dated March 1, 1955. "Pilot Rules for the Great Lakes and Their Connecting and Tributary Waters and the St. Mary's River" (CG-172), dated January 3, 1955. "Pilot Rules for the Western Rivers and the Red River of the North" (CG-184), dated January 3, 1955. "Aids to Marine Navigation of the United States" (CG-193), dated June, 1949.

APBA NEWS

★ ★ ★ The crash of Joel Thorne's private airplane into an apartment house took the life of himself and seven occupants of the building on the night of October 17th in North Hollywood, Calif. He was enroute from Los Angeles to Las Vegas, Nev., to witness speed trials at Lake Mead for Donald Campbell's jet-propelled *Bluebird*. Prior to World War II, Thorne was one of the leading drivers in the intercollegiate Outboard hydroplane circuit for Rutgers College.

★ ★ ★ Top honors in the 1955 predicted log contests for cruisers were shared by Allen B. Du Mont, of Cedar Grove, N. J.,

in *Hurricane III*, and Elias A. Kalil, of New York, N. Y., in *Irene K. IV*. On the basis of high points for the season, Du Mont wins the National Predicted Log Contest Championship Trophy and Kalil receives the Herbert L. Stone National Power Cruiser Championship Trophy. Cruiser activity hit a new high, with 120 yachts in 12 contests.

★ ★ ★ Although only 26 per cent of the owners of racing equipment bothered to answer the Rules Changes Ballot on the General Racing Rules, it was encouraging to note that on matters pertaining to their own divisions of the sport 45 per cent of the Inboarders voted and 37 per cent of the Racing Outboarders were heard from (a great improvement over the lethargy encountered in prior years). Participation by the Stock Outboarders was at the relatively low figure of 20 per cent.

★ ★ ★ Region 2 — Bob Wanamaker, of New Hartford, N. Y., was elected Chairman at a meeting held on October 16th at Syracuse, N. Y. Activities Vice Chairmen are Tommie Turner, Kenmore, N. Y., Inboards; Vic Bieda, Buffalo, N. Y., Outboards; Joe Timmons, Liverpool, N. Y., Stock Outboards; August Nigl, Oceanside, N. Y., Modified Stocks, and Mike Hersey, New York, N. Y., Cruisers. The Secretary-Treasurer is Ray Randall, Baldwinsville, New York.

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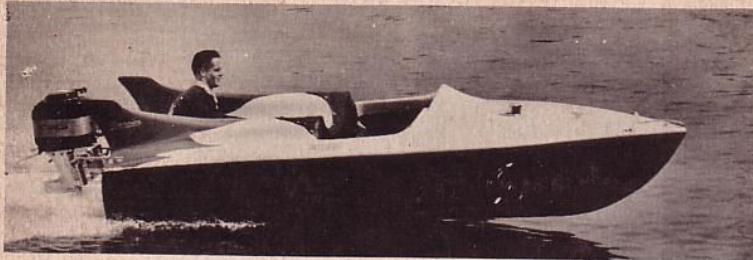
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