Speed and Spray

THE INTERNATIONAL MA... OWERBOATING

MARCH, 1956

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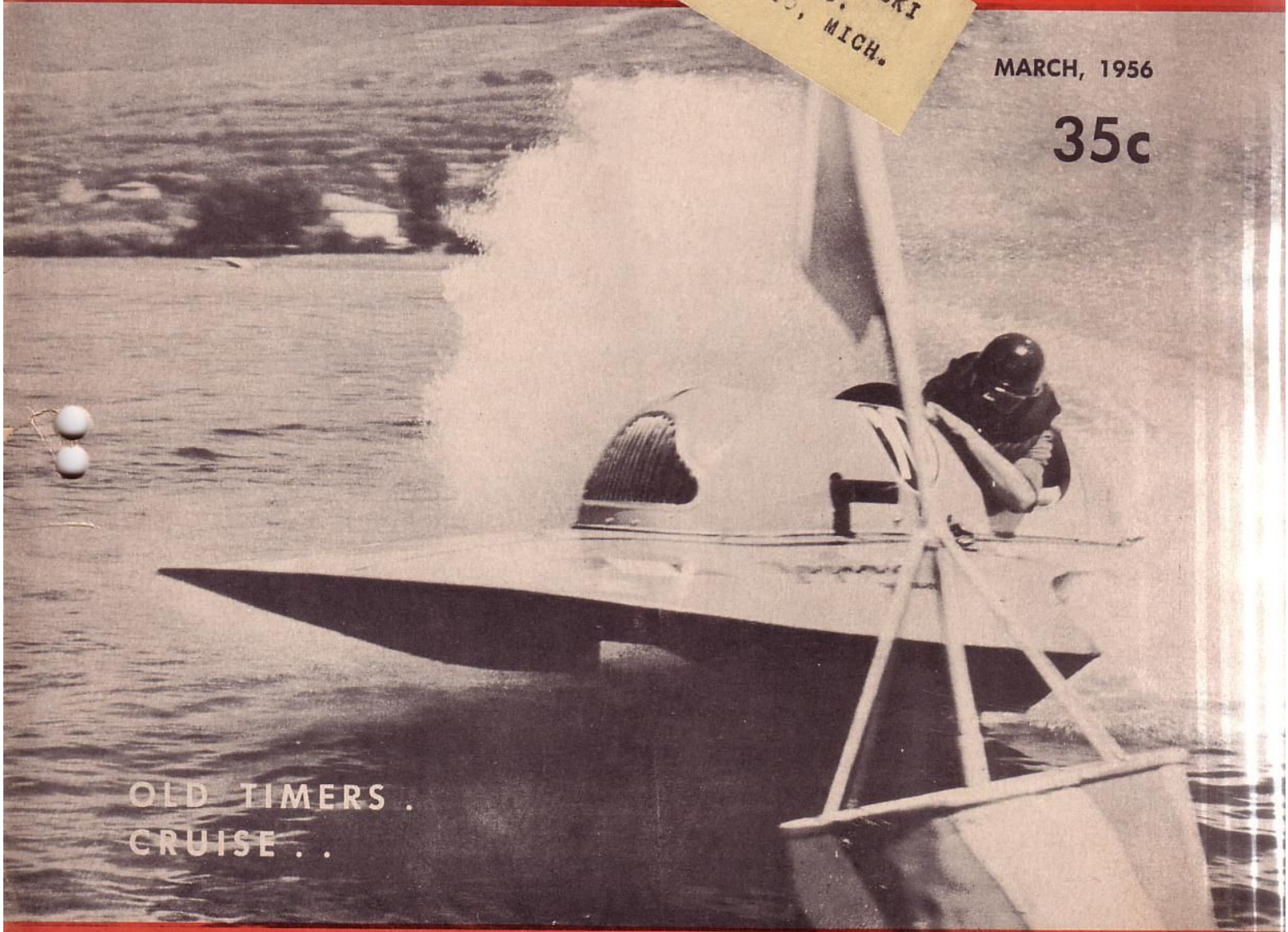

OLD TIMERS . CRUISE . .

Miami Holds Greatest Winter Power Boat Celebration

Hot Cinders
Cranks Its Prop!

World Coverage . . .

WATER SKIING

BOAT RACING

PLEASURE BOATING

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

Gentlemen:

Having driven an C.D.F. hydroplane made from your plans by Bill Gammons of Indianapolis, Ind., thought you might like to know what it did as a D Stock Hydro: Won World's Championship in N.O.A., Div. III at Knoxville, Tenn. Won Midwestern States Championships A.P.B.A., at Kankakee, Ill., 2nd at the A.P.B.A. Divisionals at Conway, Michigan, Region 6 and 7, including several wins in smaller races. All these races were full fields against the best there is in D.S.H.

Sincerely,

Bob Hovermale
Jamestown, Ind.
(Boone County)

High Point Sectional Winner
1955—Region H, A.P.B.A.

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.

• • •

December 6, 1955
An open letter to Jack Maypole and the APBA
Dear Jack:

This is to urge you and the APBA Racing Commission to include in the APBA Rule Book, in Rule 3, Paragraph 7 the words "intake valves and any adapters necessary to their use."

As you and all others on the Racing Commission well know Paragraph 18 permits the use of Mercury Quicksilver units on SR and KR Johnsons so what could be more fair than permitting Mercury owners the use of external rotors or other types of valving of their choice?

In the opinion of many, Paragraph 4 specifically permits this now as it does not define the word "material" but as you know a Canadian entry was barred at Shreveport due to the interpretation of this paragraph which was notoriously unfair to say the least.

It is of course up to you people in APBA to maintain fair and progressive rules and quite frankly if you don't want to give Mercury an equal opportunity why don't you have the guts to come out and say so in three plain words, "NO MERCURYS WANTED."

Yours very truly,
O. F. CHRISTNER
Quincy, Illinois
January 13, 1956

Mr. O. F. Christner
Quincy Welding
5th and State Sts.
Quincy, Illinois
Dear Mr. Christner:

I have received a copy of your letter of December 6, 1955, and would have replied before except that I have been out of town.

Contrary to the feelings expressed in your letter, the APBA Racing Outboard group wants all of the Mercurys, or any other make of motor, it can get. This group is dedicated to open-equally-to-all-makes Outboard racing and will continue to remain so, at least if the writer has anything to say about it.

It is a fact, however, that all makes must live up to the existing rules. Un-

(Continued on page 5)

Speed AND Spray

THE INTERNATIONAL MAGAZINE OF MOTORBOATING

March, 1956 VOL. 2, No. 8

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COVER PHOTO—
Flavio Guidotti driving a Timossi—BPM on Lake Bolsena near Rome. Flavio Guidotti was the Italian National Champion last year in the 1500 CC class.

Foto—Notizie—Michele Vernola

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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 (Regionals)	RO
7/15	Long Beach	RO
7/29	Long Beach	SO
8/11-12	Long Beach (Divisionals)	RO
7/12	Carlsbad	I
8/11-12	Lake Mead (Divisionals)	SO
8/19	San Diego	RO
9/1-2	Fresno (North-South)	SO
9/3	Long Beach	I
9/16	Big Bear	I
9/16	Carlsbad	SO
9/23	Long Beach (Nationals)	RO
9/30	San Diego	I
10/7	Needles (Marathon)	SO
10/13-14	Lake Mead (also Unlimiteds)	I
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

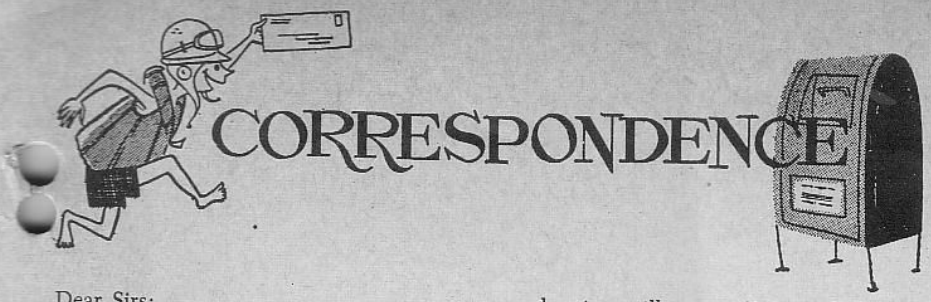
5/30	Provo, Utah	I-O-SO
5/27	Salt Lake City, Utah	I-O-SO
6/10	Saratoga, Wyo.	I-SO
6/17	Laramie, Wyo.	I-SO
6/24	Salt Lake City, Utah	I-O-SO
7/1	Rupert, Idaho (O Regionals)	I-O-SO
7/22	Grand Lake, Colo.	I-SO
7/29	Denver, Colo.	I-SO

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



CORRESPONDENCE

Dear Sirs:

I came across a May, '52 copy of "Speed and Sray" and liked it. Now, I am wondering if it is still printed—would you please advise? I race a speed boat and would like to subscribe to your magazine if I can. Also would like to correspond with a member-driver of a speed boat. Would exchange club news, photos, pennants, etc. Hoping to hear from you.

Regards,
HARRY PUGSLEY
Queen Street
Harrisville, Queensland, Australia

Dear Sirs:

In reading your article on "More Air for the Mercury," I became very much interested in the "Hubbell reed blocks." This article was in the April, 1955 issue. While visiting a friend, I happened to pick up and read through your book, enjoying it very much. This was the April issue, I am now looking for other back issues and my next letter to you, gentlemen, shall contain a check for a year's subscription. Would you please send me information on where I would be able to buy these "Hubbell reed blocks" and learn more about them, such as information concerning the installation, etc.

Thank you,
CLARK TRITHHAUSER
Outboard Motors and Accessories
203 Shirley Avenue
Buffalo 15, New York

Dear Sirs:

Your magazine is very elusive in our town. Simetimes it pops up in one place, sometimes in another and sometimes not at all.

Three-fifty seems like a small amount of money for being assured of a copy of Speed and Spray each month so enclosed you'll find my check for $3.50.

Could you send me a copy of the September issue? I couldn't find it anywhere and I understand it had ten pages on the Gold Cup races. If you do have any left please include it in the 12 issues.

I too, wish you luck with Speed and Spray. It's an exciting magazine. The best.

Sincerely yours,
LORRAINE FROBERG
235 Queen Ann Ave.
Seattle 99, Washington

Dear Sirs:

Enclosed is a check for renewal of subscription. I've enjoyed your Speed and Spray magazine for a long time as the owner of a 48 cu. in. speedboat. I am always interested in all boating activity and like your pictures and stories and racing dope, also how to build series. Keep up the boating magazine and you will grow as boating will grow all over the world.

Yours truly,
E. H. "HOLLY" FLETCHER
Troutdale, Oregon

Dear Sir:

Enclosed you will find $3.50 for the year's subscription to Speed and Spray. As an active member in the Southern California Speedboat Club I really appreciate this great magazine. It keeps me posted on all the events and happenings throughout the country. I wish you continued success, the best in its field.

Sincerely yours,
RICHARD KELLY
364 N. Alta Vista St.
Los Angeles, Calif.

Gentlemen:

Enclosed is my check for $3.50 for a year's subscription to Speed and Spray. We have December and January's issue and think it's a terrific magazine.

My husband is a newcomer in the racing field, he ran his first race in an A hydro at Lake Los Angeles on January 8. We think it's a great sport.

Please send this subscription to him.

HARRY W. BEDDOW
16702 Benbow St.
Covina, Calif.

(Continued on Page 32)

REVIN' YOUR MOTOR

(Continued from page 3)

der these rules, as you point out, Johnson Class and B motors can run Mercury Class A and B lower units. Also, Mercury Class A and B can run Johnson Class A and B lower units. It is also a fact that I have never seen a Johnson motor win a race when equipped with a Mercury lower unit, nor have I seen a Mercury motor win a race with a Johnson lower unit.

Similarly, the present rules permit neither Johnson, nor Mercury owners, nor owners of any other make or model, to change the types of intake valving in these motors. This has always appeared to be a fair ruling in the past, since it applies equally to all makes of motors.

If it is your desire to change this ruling, then it appears that the proper course of action for you to follow will be that outlined in the APBA rule book as pertains to rule changes. The necessary procedure is clearly set forth and it will be necessary to obtain this rule change in the same manner as other rule changes have been made in the past.

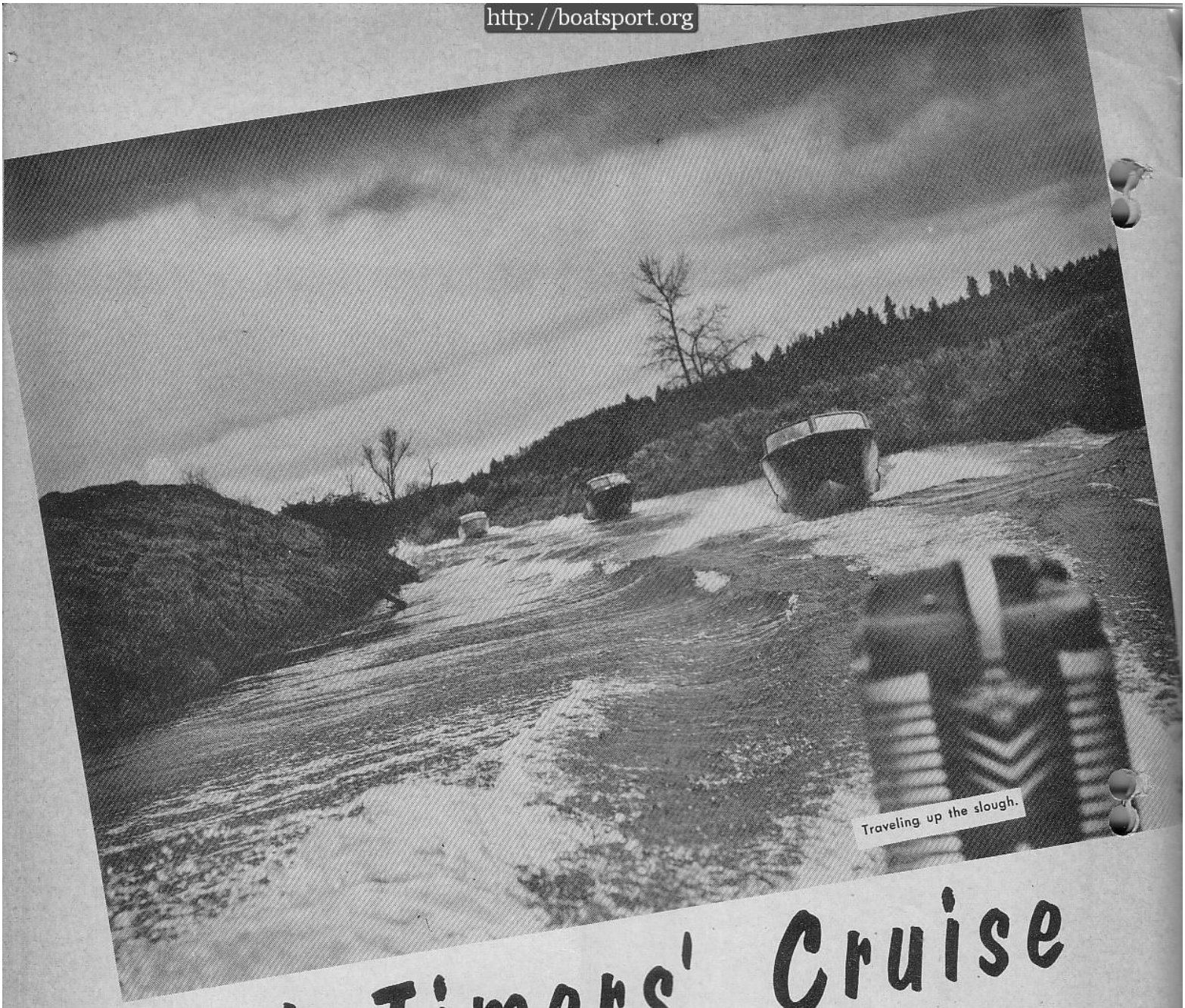
I cannot see anything unfair in the necessity for following the standard APBA procedure in order to obtain the desired rules change.

With regard to the Canadian entry which was ruled out at Shreveport, this motor with additional, external reed valves was definitely against the existing APBA rules. Therefore, it should not be, and was not, permitted to run. Further in this regard, please notice that the rules permit no non-manufacturer parts except replacement parts. Please also note that the rules require that such non-manufacturer replacement parts be similar in design and material to the original manufacturer's part. Since there is no original manufacturer's part which the additional, external reed valve replaces, then this part must necessarily be a non-manufacturer part which is not only not a replacement part, and therefore illegal, but is also "not similar in design."

It is my understanding that the Mercury motor at Shreveport was ruled out on the above basis, and it appears clear to me, at least, that this is exactly what the rule both states and intends. If, however, any one felt that the rules did not state or intend as above, they could have and should have utilized the APBA rules for protesting the decision and obtaining a review of it. It is too late now to follow up the protest rule in that particular instance, but there is nothing to stop you or any one else from making a test case at some other race.

To sum up, Mercury motors or any other make, are both wanted and welcomed. It also goes without saying that Mercury motors or any other make must also comply with the existing APBA rules.

(Continued on page 32)



Traveling up the slough.

Old Timers' Cruise

Running the Sammamish Slough in the Rain

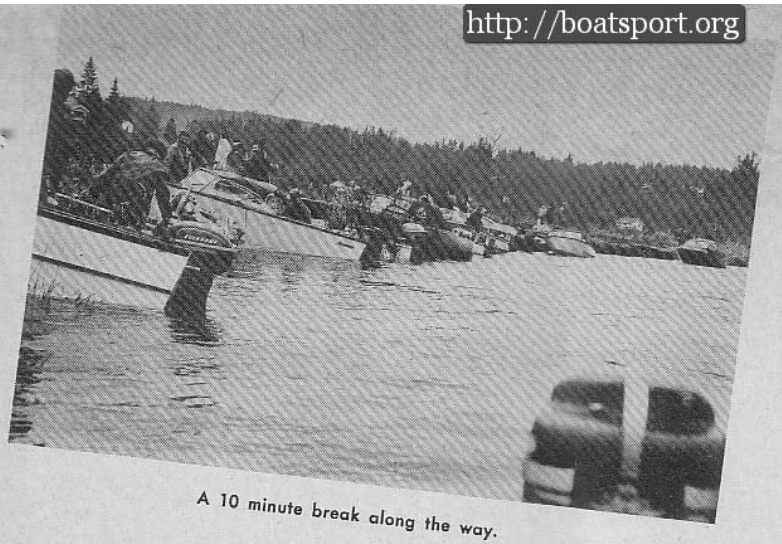
STORY AND PHOTOS BY BOB CARVER

CRUISERS, open runabouts and racing outfits of every make and model opened the 1956 outboard season at the Seattle Outboard Association's annual Old Timer's Cruise. This cruise is held every year on New Year's Day on the Sammamish Slough which is a narrow twisting river 13 miles in length connecting Lake Washington and Lake Sammamish.

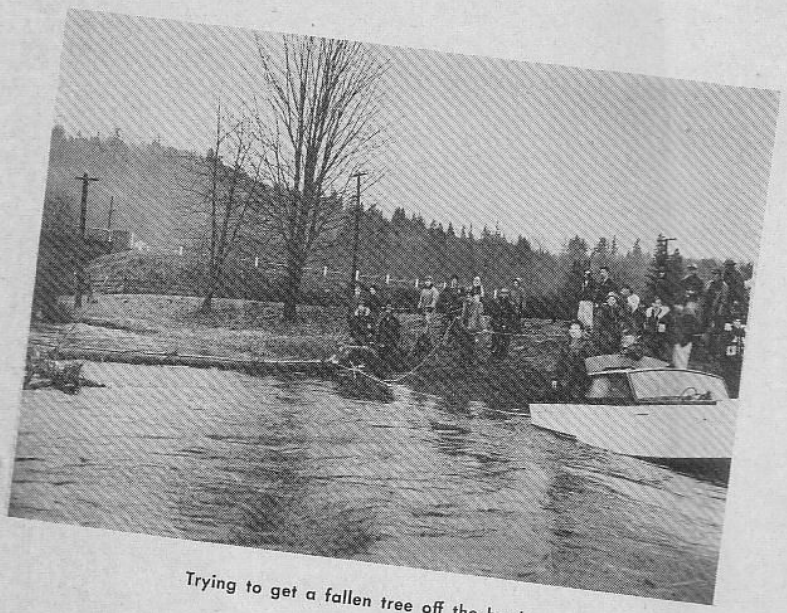
The Puget Sound Cruising Club, Tacoma Cruising Club and Seattle Outboard Association members turned out in large numbers despite the cold blustery weather. Approximately seventy boats took part in the cruise. The rough weather gear worn by the participants made one think of an Arctic expedition instead of a pleasure cruise.

The slough this year was at flood stage and running very swiftly due to the heavy rains in the Northwest and due to the lowering of the level of Lake Washington.

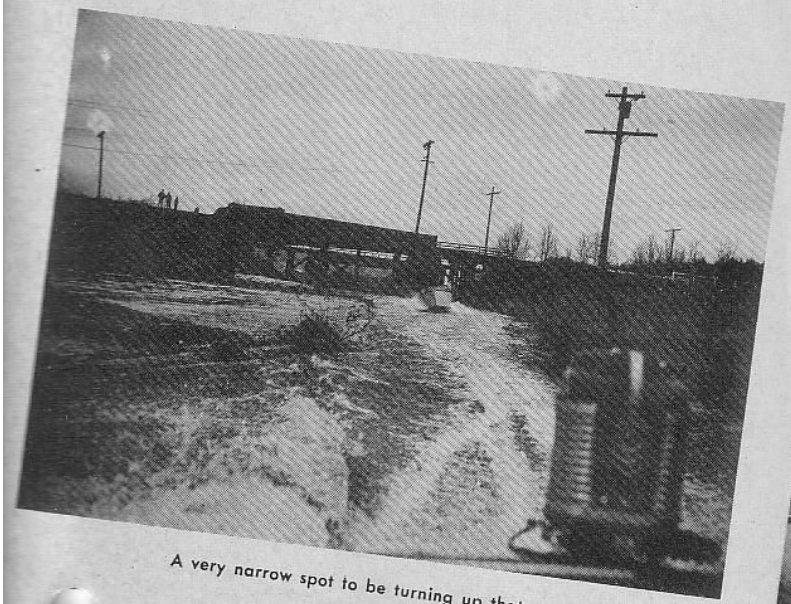
After getting across the shallow bar out of Lake Washington into the slough there were numerous hazards to contend with besides the swiftly running current which made navigating the hairpin turns quite



A 10 minute break along the way.



Trying to get a fallen tree off the bank.



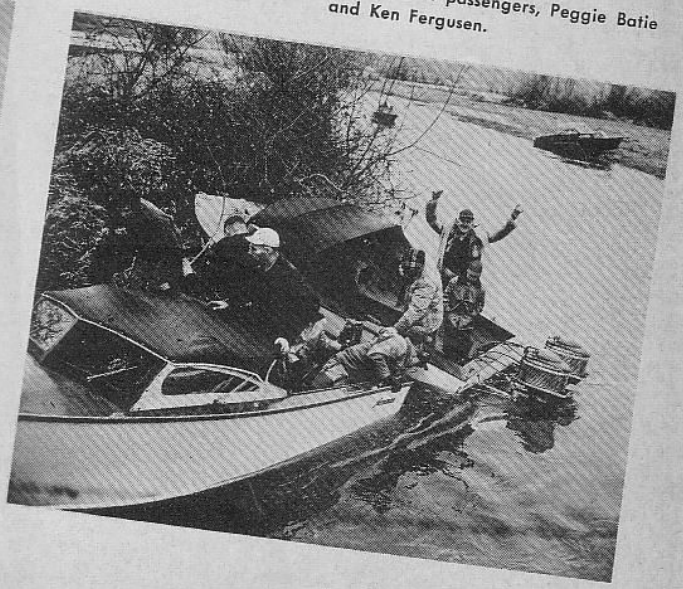
A very narrow spot to be turning up that many r.p.m.'s.

difficult. The course had to be cleared of a huge tree which had fallen completely across the slough. This was done with a lot of manpower and kickerpower towing it off the bank. The toll of props and shear pins rose into staggering figures as skippers tried vainly to keep in the regular channel but tree limbs, sunken logs, fence posts and mud banks seemed to crop up which ever way they turned. The going was pretty rough through some of the narrow cut-bank sections especially when there were two or three of the larger cruisers traveling through at the same time. As most of the large boats were powered with dual 25 h.p. motors or larger there was some pretty fast maneuvering done on this tricky course. The only people who didn't enjoy this type of slough hotrodding were the Steelhead fishermen who soon folded up their fishing rods and went home muttering unprintable words about outboarders.

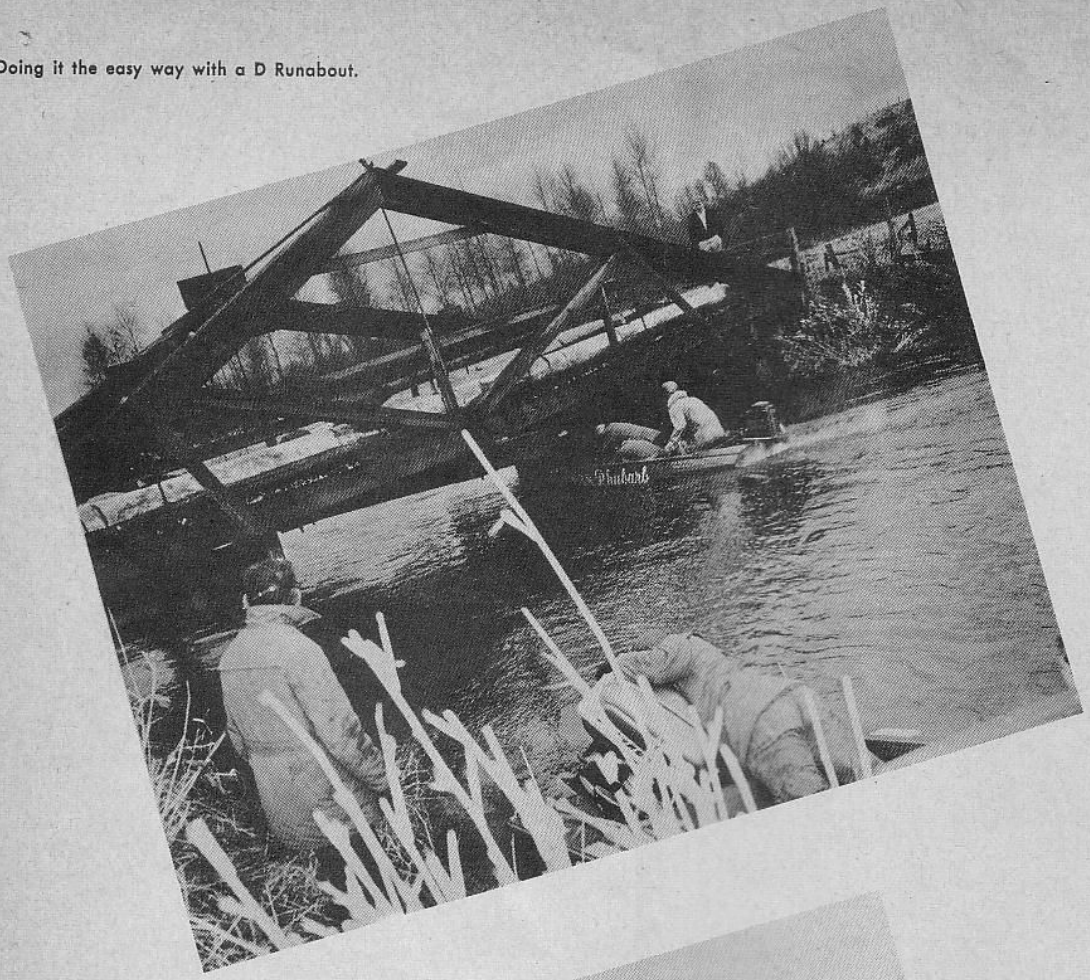
One of the S.O.A. race drivers piloting an 18-foot cruiser forgot himself for an instant and threw it into a fast turn only to find his boat sitting high and dry in a tree with both motors churning air instead of water.

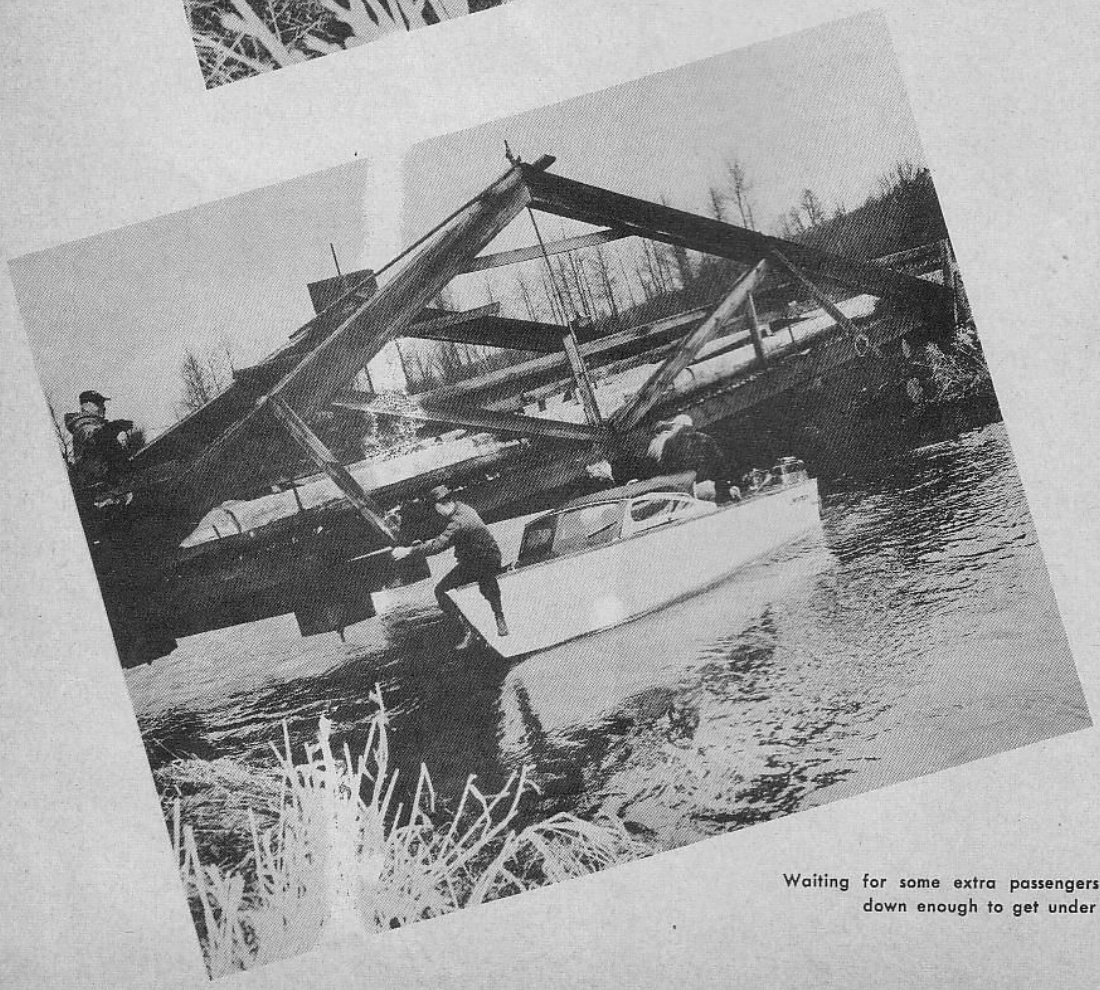
There are several low bridges enroute but the one with only 34 inches clearance caused most of the larger boats to have to be hauled upon the bank and the occupants to change over to smaller boats and proceed to the scheduled rendezvous at Lake Sammamish. Some of the larger boats without too much superstructure were squeezed under by loading the boats down with extra passengers sinking them low enough to clear the bridge beams.

Hugh Entrop with two very wet passengers, Peggie Batie and Ken Fergusen.



Doing it the easy way with a D Runabout.

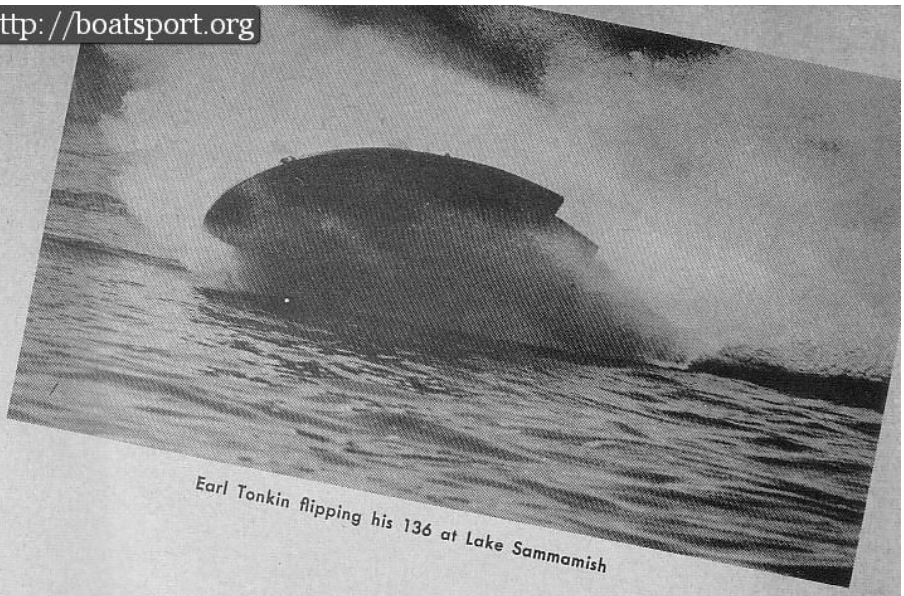




Waiting for some extra passengers to weigh the boat down enough to get under the bridge.

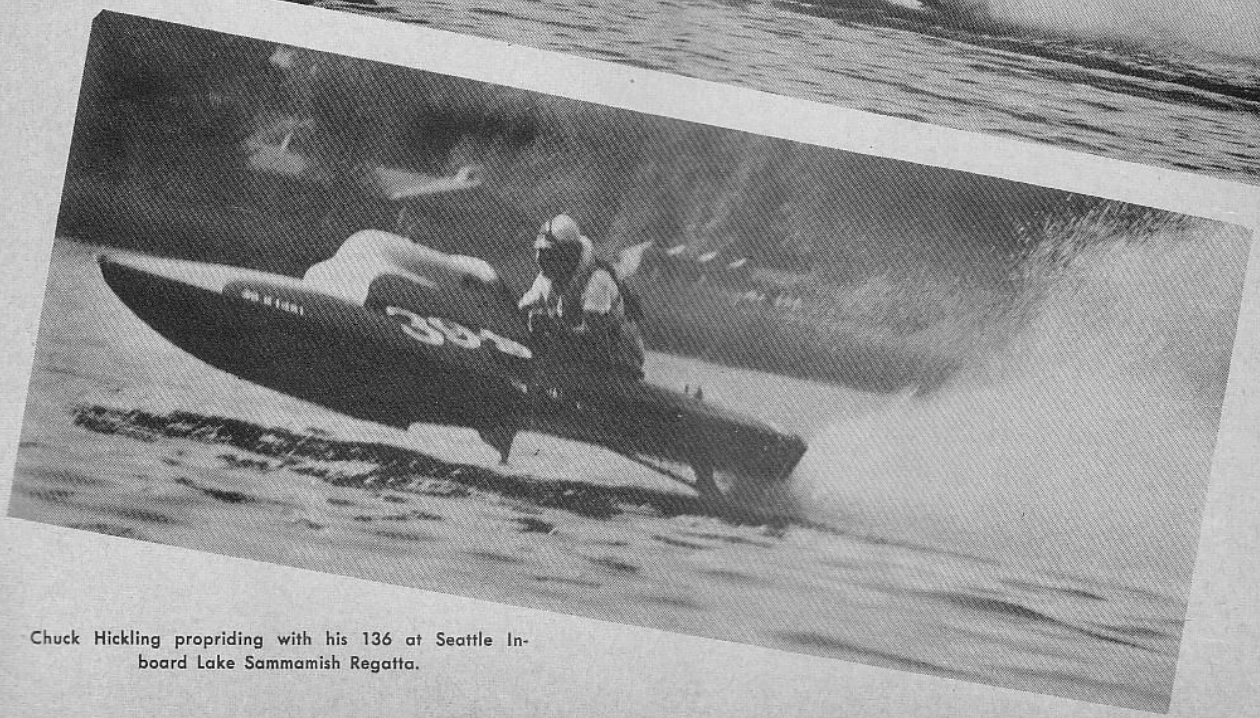
The only spill of the day was taken by Ken Ferguson and his passenger Peggie Batie, who were making the trip down the slough in a D runabout. The boat was caught between the wake of two larger boats and was rolled over. Neither was hurt but it was a mighty chilly experience. Peggie seemed very pleased with the whole affair as she shivered and shook, and made the statement that it wasn't every girl that got a chance to flip in a raceboat.

After adding up the difficulties that were encountered on this 26 mile pleasure cruise, everyone agreed that it was a very enjoyable day. Outboarders don't necessarily have to be crazy, but it sure helps sometimes—especially on the Old Timer's Cruise.

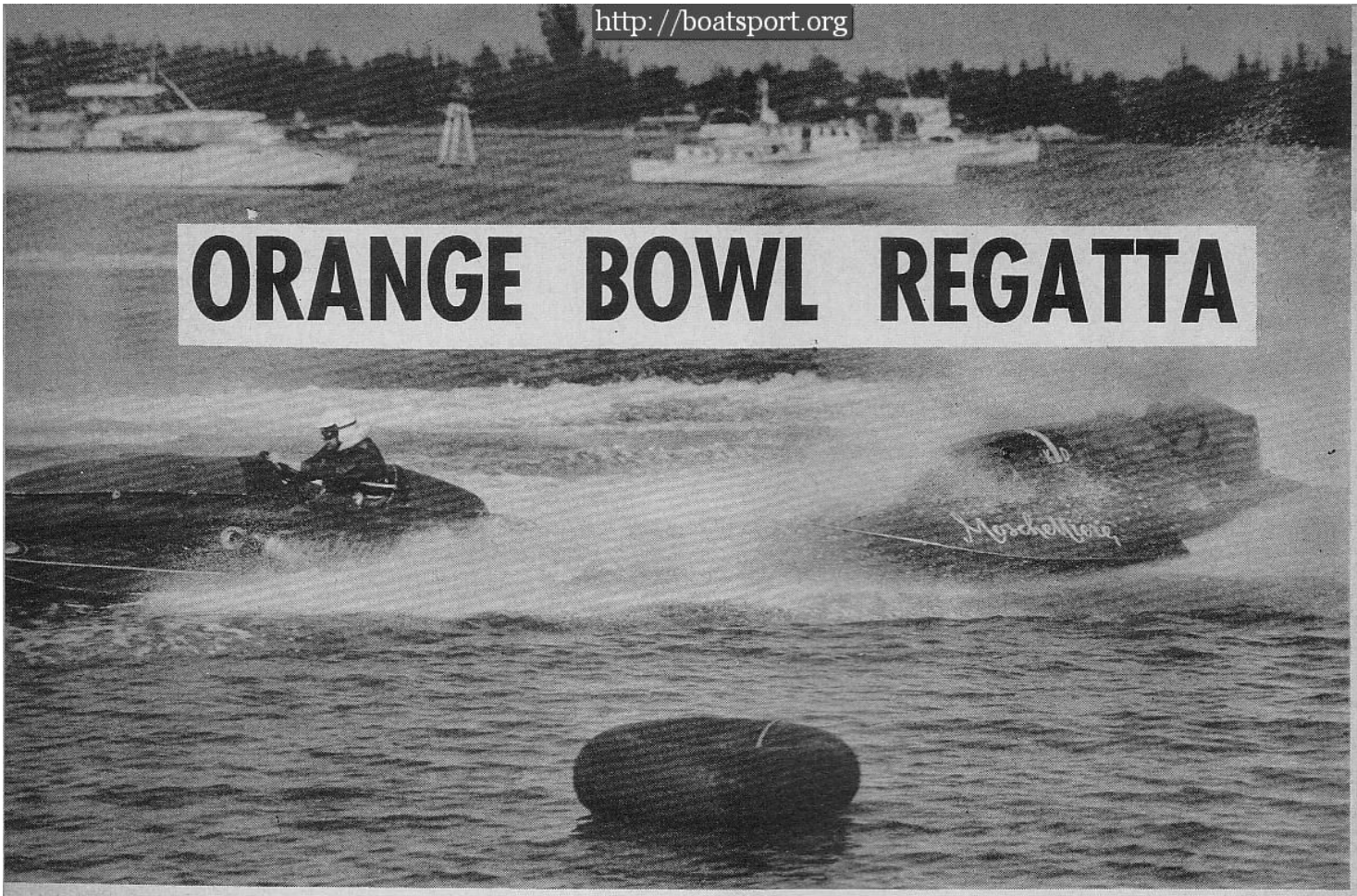


Earl Tonkin flipping his 136 at Lake Sammamish

Merle Solland, Vancouver, Washington, putting his 135 through its paces at Lake Sammamish Regatta.



Chuck Hickling propriding with his 136 at Seattle Inboard Lake Sammamish Regatta.



ORANGE BOWL REGATTA

PHOTOGRAPHED BY BILL KUENZEL

Ezio Selva rides through the rooster tail of Ray Gassner as he cuts to the inside as they round the center buoy in the first heat of the Grand Prix. Selva missed a buoy on the first turn and was disqualified.

Miami Holds Greatest Winter Power Boat Celebration

THE INTERNATIONAL GRAND PRIX

FAILURE TO SPOT a buoy marker cost Italy's Ezio Selva the Orange Bowl Regatta's International Grand Prix title which went to America's Henry Lauterbach in a thrilling two-boat, 100-mile-an-hour battle around Biscayne Bay, off Miami, Fla.

The Grand Prix, run for the $7,500 Baker Palladium Trophy, provided an outstanding climax to a full week of regatta events that brought together the nation's outstanding inboard and outboard drivers as well as a group of Italian daredevils.

Twenty-five thousand persons watched the Grand Prix, a fascinating duel between Selva of Milan, and Lauterbach of Portsmouth, Va. Although the race for hydros under 1700 pounds included such other drivers as George Byers of Columbus, Ohio, world's 7-litre record holder; defending champion D. C. Keisacker of Miami, Ray Gassner of St. Petersburg, Fla., and B. G. Bartley, Jr., of Pittsburgh, it was strictly a two-boat battle. Selva's new light hull, *Moschettiere,* and Lauterbach's *Wa Wa Too,* owned by Bill Ritner of Gladwynne, Pa., completely dominated the field.

In his third unsuccessful bid for the Grand Prix, Selva outraced his American rival in the first and second heats and then dropped a 120-mile-an-hour battle to Lauterbach in the final heat.

Onlookers gave Selva a wildly enthusiastic ovation when he received the checkered flag for the second heat, not knowing of his disqualification in the previous heat. Selva, however, had been advised that he missed the first buoy marker and conceded his mistake. He asked that the race be re-run, claiming that he had been blinded by spray and that the marks were only flat inner tubes, not showing balls or cones as he said were required by APBA rules. His request was denied and the Italian entered a protest, which was subsequently denied also.

In the first heat, Selva put on a daring burst of speed to overtake Lauterbach on the final turn to win by 50 yards. Knowing of Selva's disqualification when the second heat started, the American offered him little competition, but in the third heat, knowing he had but to finish to take the Grand Prix, Lauterbach was determined to beat out the game Italian. He wrested the lead from Selva on the opening turn and rode the throttle the rest of the way, gradually increasing his margin.

So far behind were the rest of the boats that they were virtually forgotten, but third place went to Gassner, the defending champ, in his *Sunshine Baby III.*

Bad luck seems to haunt Selva. In last year's Grand Prix he ripped a hole in the bottom of his boat in the opening heat, and the previous year he was disqualified for jumping the starting gun. This year, he apparently would have been an easy winner were it not for missing that buoy marker.

In addition to the Grand Prix, Lauterbach also won one heat in the 266-cubic inch hydro class and another in the 135 hydro class.

The inboard regatta saw a world record set during the time trials when Howard Abbey of Miami sped his Class F service *Hurricane* over the course at a speed of 59.801 m.p.h. Abbey dropped the first heat in his class to Champion Enoch Walker of Hampton, Va., but emerged winner in the over-all standings for E and F. service runabouts.

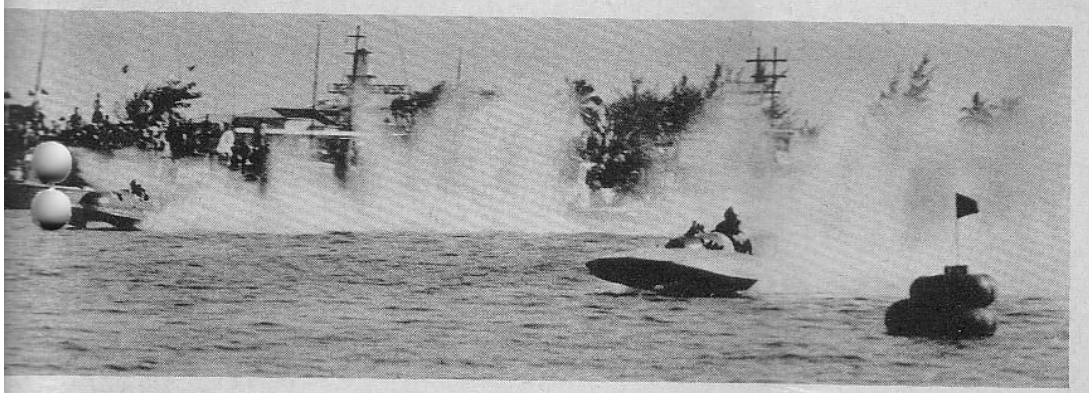
Bill Yeager of Warren, Pa., and Ivan Tarbert of Miami, wound up first and second in the D and E racing runabout class.

Over-all winner in the 266 class was Gassner with D. C. Keisacker of Miami second and C. A. Widenhouse of Concord, N. C., third.

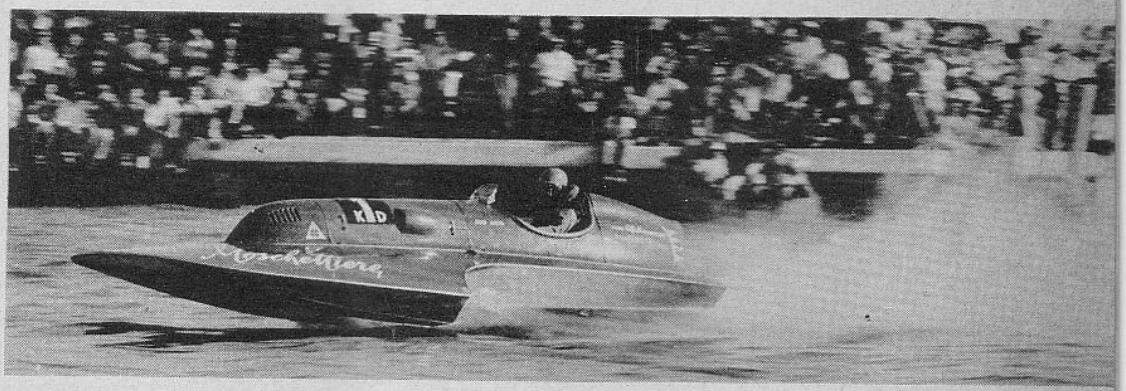
Weldon Ropp of Miami was the 135-hydro winner with Lauterbach second and Swede Stromstedt of St. Petersburg third.

Selva gained some consolation from the New Year's Day racing when he drove his *Moschettiere*, powered by an 18-year-old Alfa Romeo engine, at 141.767 m.p.h. in the speed trials, a new American record for 800 kilogram boats. The Italian had planned another try at the world record of 151 m.p.h. in the afternoon but rain forced abandonment of the time trials before his second run.

A part of the crowd of 25,000 who watched the Grand Prix, climax of the week-long Orange Bowl Regatta.



Ezio Selva (left) and Henry Lauterbach fight it out neck and neck in the Grand Prix, won by Lauterbach after Selva was disqualified.



Ezio Selva ran into tough luck with his new *Moschettiere*.

24-MILE 'ROUND MIAMI MARATHON

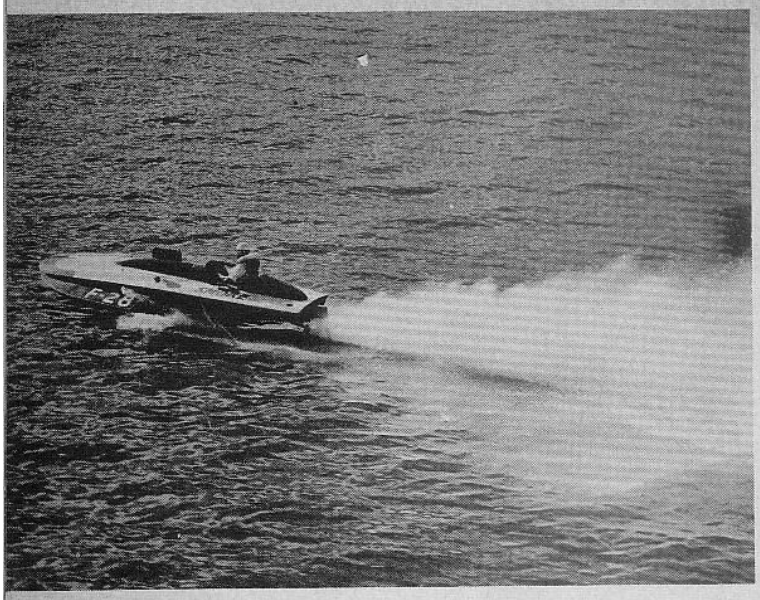
The opening event of the regatta on December 26 saw Bob Ikerd of Islamorada, Fla., set a new record for the 24-mile 'Round Miami Beach Marathon course with his 266 hydro, *Smoke*. Ikerd won a $1,000 defense bond for his record-shattering effort that saw him outfinish a field of 50 boats in the sizzling time of 23 minutes, 23 seconds.

Abbey was second in the Miami Beach race, driving his F service runabout. Among the outboard entries, George Thompson of Oshkosh, Wisc., was first to finish, followed closely by diPriolo who lost the lead at the final bridge.

STOCK OUTBOARD RACE

The outboard division had so many entries that 10 qualifying heats were required and stretched the races from the last day of the year over into 1956 with over 150 boats racing in the stock division.

The two Italian outboarders, Pagliano, holder of the D stock hydro straightaway title, and diPriolo, Class X champion and the only man in the world ever to drive an outboard more than 100 miles an hour, failed to win a heat. diPriolo, however, was driving in the DU's, a class unfamiliar to him, and Pagliano looked like a winner in D stock hydros until he lost the course in the sun.



Bob Ikerd clips along at well over 90 m.p.h. in the ocean during the 'Round Miami Beach race. Miami Herald Staff Photographer Bill Kuenzel flying in an 85 h.p. Cub on floats had a hard time catching him with the speedometer reading 95 m.p.h. "He just seemed to jump from one ground swell to the next," Kuenzel said.

"I'm going to win or tear my boat up trying," said Bob Ikerd before the 24-mile 'Round Miami Beach race. He did both. Photo shows all that was left of his right sponson after Ikerd's winning effort.

Young Don Baldaccini of Miami, holder of two national outboard titles, won the A stock hydro division. Other winners in the overall standings were:

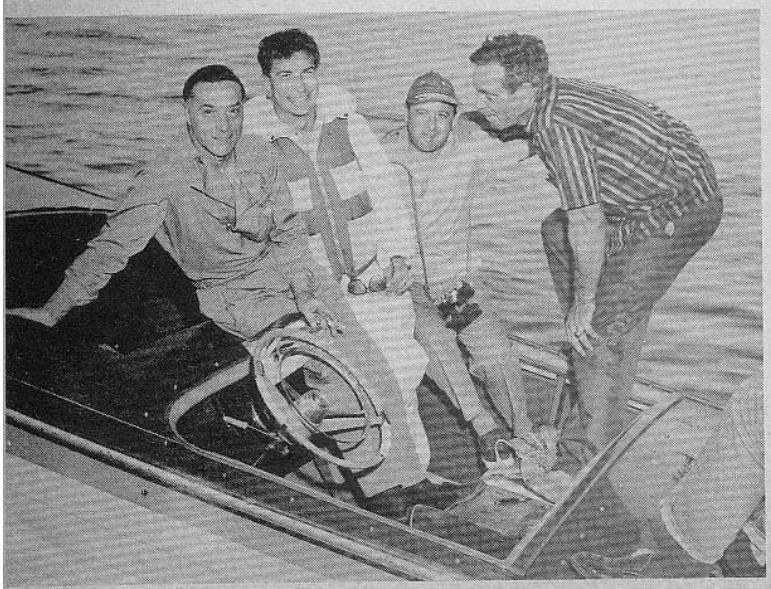
AU runabout—Jack Wehrle, Hackensack, N. J.

D Utility—Rich Holt, Dagsboro, Del.

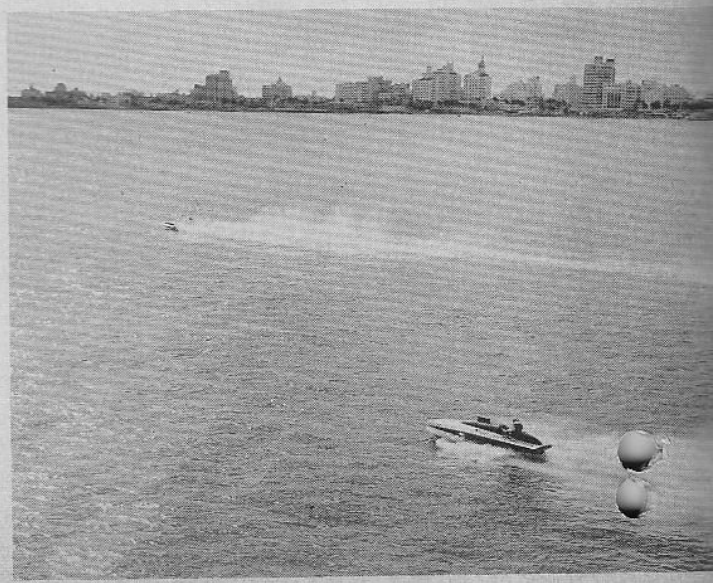
D Stock Hydro—Jack Jerome, Savannah, Ga.

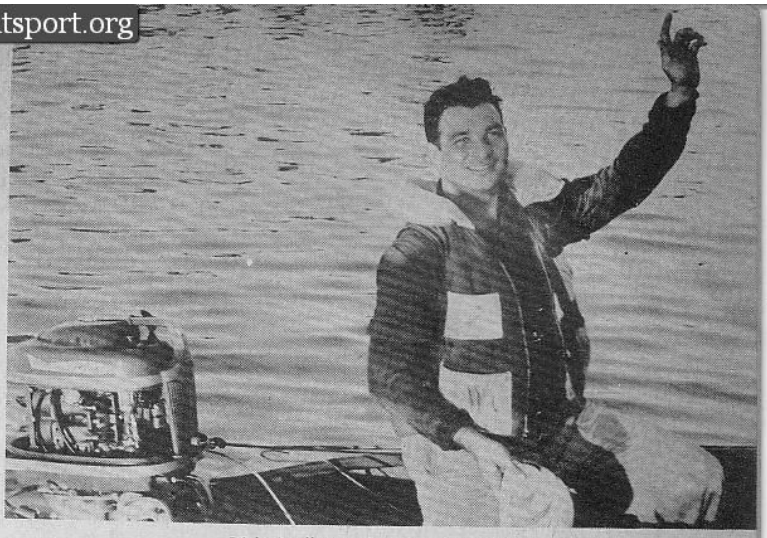
B Stock Hydro—James Loomis, Hamden, Conn., and Bert Troop, Dania, Fla. (tie).

Italian contingent of (left to right) Ezio Selva, Massimo diPriolo and Carlo Pagliano finished fourth in the 9-hour marathon in this boat loaned to them by Sam Griffith, right.



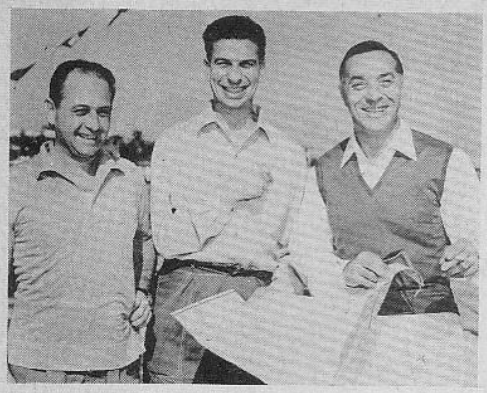
Winner Bob Ikerd is moving up on D. C. Kiesacker in the ocean off Miami Beach in the 24-mile race.





Dick Spellman, 26-year-old Miamian, drove a 14-foot Coronado powered by a 40 cubic inch Mercury to an overall outboard win in the second annual Orange Bowl 9-hour U.I.M. Endurance Race.
—Hank Bowman Photo

Although their racing luck was poor, the Italian contingent smiles for the cameraman. Left to right are: Carlo Pagliano, Massimo diPriolo and Ezio Selva.



The 26 starters begin the nine-hour marathon in Pelican Harbor.

It's a double-barrelled kiss for Orange Bowl Queen Lynn Brown, roundly smooched by George Thompson (left) and Massimo diPriolo, first and second outboard drivers to finish in 24-mile 'round Miami Beach race.

UIM 9-HOUR ENDURANCE RACE
By Crane Whitaker

As a spectator event and for the forty-two starters in four inboard and four outboard classes, the second UIM 9-hour Miami Orange Bowl Enudrance Race was a success. However, a pre-race foul up in request for APBA sanction caused the original sanction to be granted less than 24 hours before the event was scheduled to start. When the sanction originally had been applied for, no exceptions to APBA rules had been requested. In essence granting an APBA sanction on that basis was patently an impossibility since the event had been advertised as being open not only to registered APBA racing members but also to factory employees of motor or boat manufacturers who normally are banned from APBA competition. This plus a sweepstakes prize for the overall winner in contradiction to stock outboard rulings and the co-mingling of hydros and runabouts made official sanction of the affair without exceptions contrary to the APBA rules.

When the original sanction was revoked and a new sanction covering the necessary exceptions granted, at least one manufacturer deemed it wise to withdraw his entire factory team in order not to be exposed to any potential accusation that the sanctioning maneuvering had been brought about to make his team entry legally possible.

Originally 81 boats had been slated for the event. Some had withdrawn several days before the event, objecting to factory participation. For a time, at least, it appeared that the Italian triumvirate, consisting of Ezio Selva, Massimo diPriolo and Carlo Pagliano, would be dropped out of the event and the hoped-for international flavor would be missing. This was due to a pre-race arrangement th[rough] the Italians would drive an experimental boat designed by [boat] builder and designer Marcel Raveau and a 40 cubic inch Mer[cury] motor provided by the factory. Mercury's withdrawal was [based] on the reasons already given, plus the factory feeling that [the] combination of hydroplanes and runabouts in the event [might] well make for unsafe conditions. However, shortly before [race] time Shirley Ritter and Norrie Muncie of Miami gave [up] their seats in a Seamaster Gray-powered clinker skiff to [the] Italian contingent who drove the

Sunny Jones at the wheel of *No Dice* with Mechanic Ray Derome in the 9-hour endurance race. *No Dice*, owned by Dick Lindheimer was winner.

Howard Hibbert spins out and loses a rudder just before crashing into a bridge in the nine-hour endurance race. The accident cost he and his mechanic, Dave Craig, a possible victory. Neither was seriously hurt.

140 cubic inch craft to a second position in Inboard Class I, open to inboards of up to 175 cubic inch piston displacement.

No Dice, the winning inboard, appeared like a long shot even up to the seventh hour, at which time Howard Abbey, driving a 331 cubic inch Chrysler powered 19 ft. 4 in. Hurricane was waved from the course when his co-pilot Jim Rathmann lost his crash helmet and Abbey permitted three laps to transpire with no effort to make a replacement by means of a pit stop. Abbey, who was the defending champion, took his mandatory withdrawal in good fashion, stating, "I didn't notice Rathmann's helmet was missing until too late, but that's the way it goes. It's just as well. Our gas tanks were split and there was gasoline all over the place. We should have stopped anyway."

At this stage Howard Hibbert in a 19 ft. 4 in. Prowler also powered by a 331 cubic inch Chrysler, took over the lead again, for the first time since the end of the third hour. On the 75th lap, Hibbert's Prowler bent one rudder and the craft changed course so abruptly that Co-pilot Dave Craig was catapulted from the cockpit and tossed nearly twenty-five yards through the air. Steering with difficulty, Hibbert and his retrieved companion shortly thereafter crashed into the causeway seven hours and four minutes after the start. The accident might well have been a disasterous one for a sheered bolt had jammed the rudder just as Hibbert at better than a 50 m.p.h. clip approached the multi-piling bridge. However, he was able to cut his engine and slammed a group of wooden pilings to the right of the bridge approach, leaving the course clear so that a multiple accident did not develop.

At this stage Dick Lindenheimer took over the lead and was never headed, averaging 40.561 m.p.h. for the 95 laps he completed.

The second boat to finish, and winner of Inboard Class 2 for hulls powered by 175 to 256 cubic inches, was Al Martin of Miami in a 15 ft. 6 in. Chris-Craft powered by a 256 cubic

EVENT SCHEDULE

Dec. 26, '55—24-Mile Around Miami Beach Race
Prizes—$1,000.00 Bond for first and plaque. Trophies for 4 Outboard Classes and 4 Inboard Classes.
Dec. 28, '55—Time Trials.
Stock Outboards and Inboards.
Dec. 29, '55—12:00 to 5:00 p.m.—Inspection of boats and assignment of pits for 9-hour Race
Dec. 30, '55—Miami International 9-Hour Endurance Race.
Prizes—$1,000.00 Bond and plaque for first. $200.00 per Class for 4 Classes Inboards and 4 Classes Outboards.
Dec. 31, '55—Stock Outboard Regatta
A Stock Hydro, BU Runabout, DU Runabout, B Stock Hydro, AU Runabout, D Stock Hydro
Jan. 1, '56—International Grand Prix and Inboard Regatta
44 Cu. In. Runabout, 266 Hydro, 7 Litre Hydro, Grand Prix, 135 Hydro, 48 Hydro, 136 Hydro, Service Runabouts.
Dinner at Rod and Reel Club followed by presentation of all Trophies for the week of racing.
Jan. 2, '56—Orange Bowl Game

RESULTS
INTERNATIONAL GRAND PRIX

First Heat: Won by Henry Lauterbach (Wa Wa Too), Portsmouth, Va.; 2nd Ray Gassner (Sunshine Baby III) St. Petersburg; 3rd D. C. Keisacker (Miami Bay) Miami. Ezio Selva (Moschettiere) Milan, Italy, disqualified for cutting inside buoy. Time 3:43:2.
Second Heat: Won by Selva; 2nd Lauterbach; 3rd Gassner. Time 3:35:2.
Third Heat: Won by Lauterbach; 2nd Selva; 3rd Keisacker. Time 3:38:2.
Final Standings: 1st Lauterbach, 1100 points; 2nd Selva, 700 points; 3rd Gassner, 694 points.

48 CUBIC INCH HYDROPLANES

First Heat: Won by S. E. Jones (Sis) Miami Beach; 2nd F. C. Moor (Southern Air IV) Miami; 3rd Bascom L. Grooms, Jr., (Tinker Belle) Key West. Time 4:51:2.
Second Heat: Won by Al Kirwan (3%) Ft. Lauderdale; 2nd Kiddy; 3rd Eddie Fuget (Frog) Miami. Time 5:40:2.
Final Heat: Won by Jones; 2nd Grooms, Jr.; 3rd Moor. Time 4:44:1.
Final Standings: 1st Jones, 800 points; 2nd Kirwan, 527; 3rd Grooms, 525.

E AND F SERVICE RUNABOUTS

First Heat: Won by Enoch Walker (Vaughn Francis) Hampton, Va.; 2nd Howard Abbey (Hurricane) Miami; 3rd Bill Engle (Miss You) Washington, Pa. Time 5:18:2.
Second Heat: Won by Abbey; 3rd Hibbert; 3rd Engel. Time 5:20:1.
Final Standings: 1st Abbey, 700 points; 2nd Walker, 527; 3rd Hibbert, 469.

D RACING RUNABOUTS

First Heat: Won by Bill Yeager (Go Devil) Warren, Pa.; 2nd Buck Sandige (Eager Beaver) Hialeah; 3rd Ralph Barker (Tor-Gre) Niagara Falls, N. Y. Time 4:49:0.
Second Heat: Won by Tarbert; 2nd Yeager; 3rd Wallace. Time: 4:29:2.
Final Standings: 1st Yeager, 700 points; 2nd Tarbert, 569; 3rd Wallace, 352.

266 CUBIC INCH HYDROPLANES

First Heat: Won by Henry Lauterbach (Wa Wa Too) Portsmouth, Va.; 2nd Stuart Wilson (Sabre) Fort Lauderdale; 3rd Ray Gassner (Sunshine Baby III) St. Petersburg. Time: 3:53:3.
Second Heat: Won by Gassner; 2nd Keisacker; 3rd Widenhouse. Lauterbach, Smith did not finish. Time: 3:50:3.
Final Standings: 1st Gassner, 625 points; 2nd Keisacker, 469; Lauterbach, 400.

44 CUBIC INCH RUNABOUT

First Heat: Won by Weldon Ropp (Nellie Belle) Miami; 2nd Bill Riley (Cheetah) Hialeah; 3rd James E. Bowles (Brownster) Metario, La. Time: 6:47:2.
Second Heat: Won by Riley; 2nd Jones, Bowles did not finish. Ropp and Estes disqualified. Time 6:45:4.
Final Standings: 1st Riley, 700 points; 2nd Jones 427; 3rd Ropp, 400.

135 CUBIC INCH HYDROPLANE

First Heat: Won by Ropp (Miami Belle); 2nd Lauterbach (Wa Wa); 3rd Robert Hamilton, Jr. (The Haint). Time: 4:11:1.
Second Heat: Won by Lauterbach; 2nd Ropp; 3rd Stromstedt. Time: 4:05:4.
Final Standings: 1st Ropp, 700 points, wins on fastest total time; 2nd Lauterbach, 700; 3rd Stromstedt, 225.

STOCK OUTBOARDS
B STOCK HYDROS

Final Elimination Heat: Won by Bill Townsend, Miami. All other boats disqualified.
Overall Final Standings: James Loomis, Hamden, Conn., 400; 2nd Burt Troop, Dania, 400; (winner decided on time); 3rd Bill Townsend, 400.

Above results all that were available at press time.

Katherine Parks bettered most of the male drivers by finishing fourth in the 9-hour endurance race.

inch Interceptor. This power plant was 10 cubic inches smaller than that in Lindenheimer's hull which placed him in Class 3 for inboards of 257 to 370 cubic inches.

Only one of the 371 cubic inch and up inboards in Class 4 finished. This was in third position overall, another Prowler powered by an Interceptor.

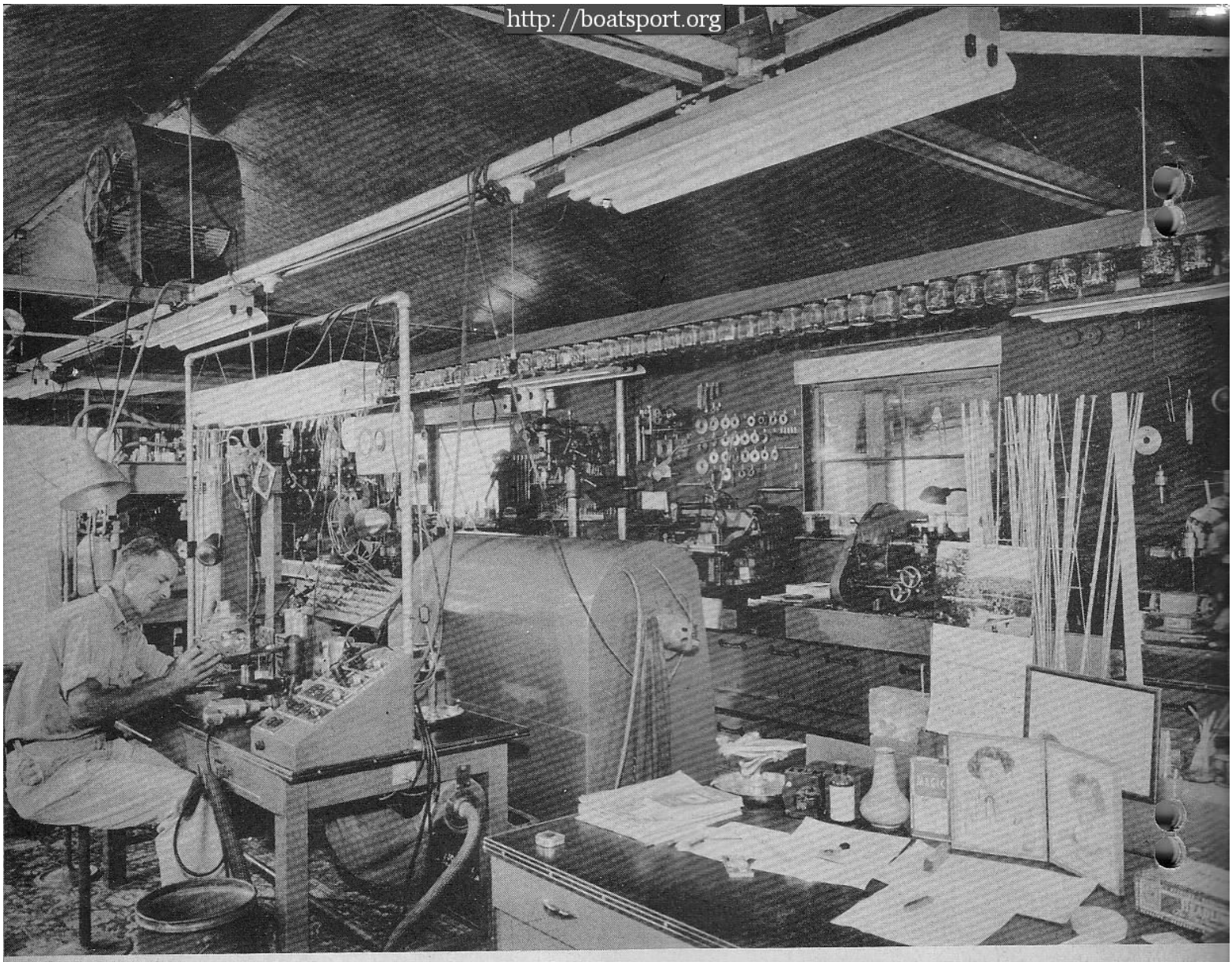
One impressive feature of the event was the outstanding performance of the outboard entries. The overall outboard winner, Dick Spelman of Miami, who drove a Mercury 40 cubic inch motor on a 14 ft Coronado, completed 82 laps to average 34.975 m.p.h. for the nine hours and in so doing finished far ahead of five inboard racing craft which outpowered his outfit anywhere from two to six to one in cubic inch displacement.

Other class winners included I. S. Brundage, Miami, who drove a 72 cubic inch aircooled Volkswagen on a homemade hull for a total of 56 laps of 3.8 mile course and an average speed of 23.987; winer of outboard class 1 for motors up to 20 cubic inches, was Oliver Barnhill, Hollywood, Fla., who helmed a 10 ft. 8 in. Verity hull powered by a 19.8 cubic inch Mercury 20H for 69 laps and an average speed of 29.403 m.p.h. Winner in Outboard Class 2 for motors of 35-36 cubic inches, was Dave Reip, West Palm Beach, who drove a 13 ft. Custom Craft powered by a 35.7 cubic inch Johnson. Overall outboard winner and winner in Class 3 for motors of 36.1 to 40 cubic inches was Dick Spelman in the equipment already noted. Class 4 for outboard motors of 40.1 to 80 cubic inches was won by John Huddle, Fort Lauderdale, driving a 14 ft. Albright hull powered by a 42.18 cubic inch Scott-Atwater for a 27.022 m.p.h. average.

Of the 42 starters only 22 completed the entire nine-hour distance. Though slow running, one of the most impressive performances was put on by Brundage whose home-built Volkswagen conversion required no pit stop for the entire distance.

Before their disqualification for losing their helmets, driver Howard Abbey and mechanic Jim Rathmann compete in the 9-hour marathon.

Jubilant after victory in the 9-hour endurance test are the crew of *No Dice*, left to right: Jack Prince, Owner Dick Lindheimer, Ray Derome, Charlie Kittel and Sunny Jones.



Two days at the work bench is often required to finish a single part for a motor. Note vacuum cleaner under bench and on machines.

PHOTOS BY ELDON TASCH

IT'S JUST A HOBBY

By CLOVER CUMMINGS

"IT'S JUST A HOBBY," says Tommy Newton with characteristic modesty as he talks about his shop, undoubtedly one of the most complete outboard racing engine shops in the United States or Canada.

Newton's recent return to competition as a driver after a three-year lay-off prompted a visit to his unique layout atop a mountain peak overlooking Santa Barbara, California and the Pacific Ocean. A glimpse of Newton's hilltop hideaway would make any powerboat enthusiast's eyes pop out — if he could manage the torturous three miles of narrow, winding dirt road that climbs from the foothills 1,800 feet to the Montecito water treatment plant where he makes his home.

Newton bagan his "hobby" in 1936 with a modest fishing skiff and motor. Then he acquired a second hand racing hull and a stock P-50 motor with which he raced in the C service runabout class. Later, he branched out with a C service hydro. Experiencing the usual trouble with motors "blowing up," Newton, always the perfectionist, decided to do something about it. Piece by piece, he bought or built his own lathe, drill press and other machinery, and taught himself to be a precision machinist. Later, he added a foundry, where he poured his own parts.

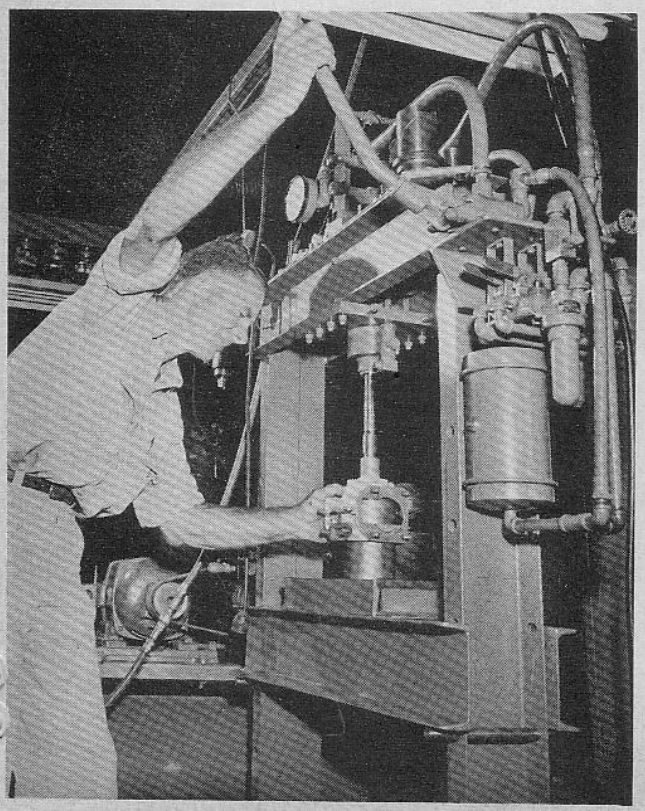
Three and a half years ago, Newton grimly watched almost 14 years of slow, careful building literally go down the drain. The winter of 1952 saw a record rainfall batter the Santa Barbara area. One particularly heavy torrent, on January 15, broke loose huge areas of earth and rock above his shop. The landslide that followed obliterated the building and destroyed every piece of machinery. Huge boulders crushed the shop and buried equipment. Some pieces of machinery were found a mile down the canyon.

It was a tough break for Newton, but it could have been worse, much worse — he had been working late that night and had left the shop just 10 minutes before it became a pile of splinters and crumpled steel.

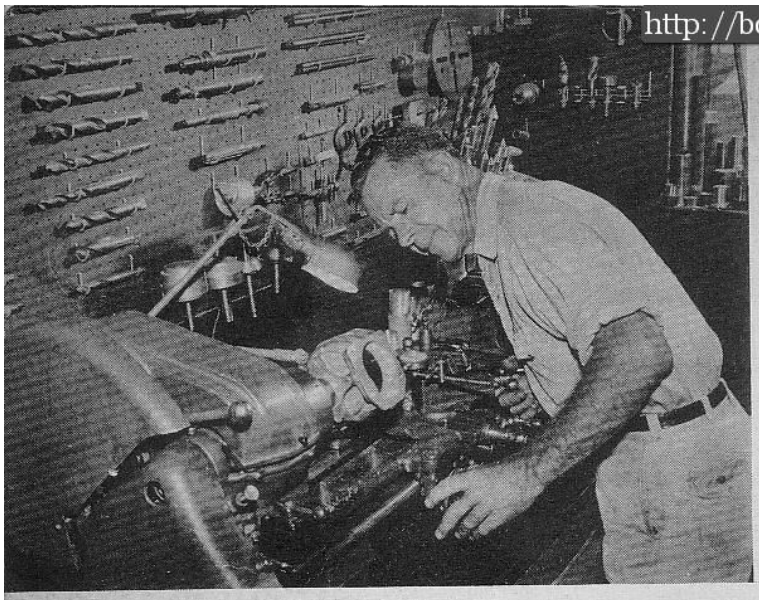
What you see above Romero Canyon today is a completely new and bigger shop, where Newton is more than ever enjoying

Every one of thousands of parts has its special place in Newton's model shop. Every piece of machinery is spotless and there is never a sign of grease or shavings on the carpeted floors.

One of the many pieces of equipment Newton has built for his shop is this combination air and hydro press.



Newton began racing in 1935, is returning to competition in C Service Hydro and C Service Runabout after a three-year layoff. He still holds the second oldest record in the book.



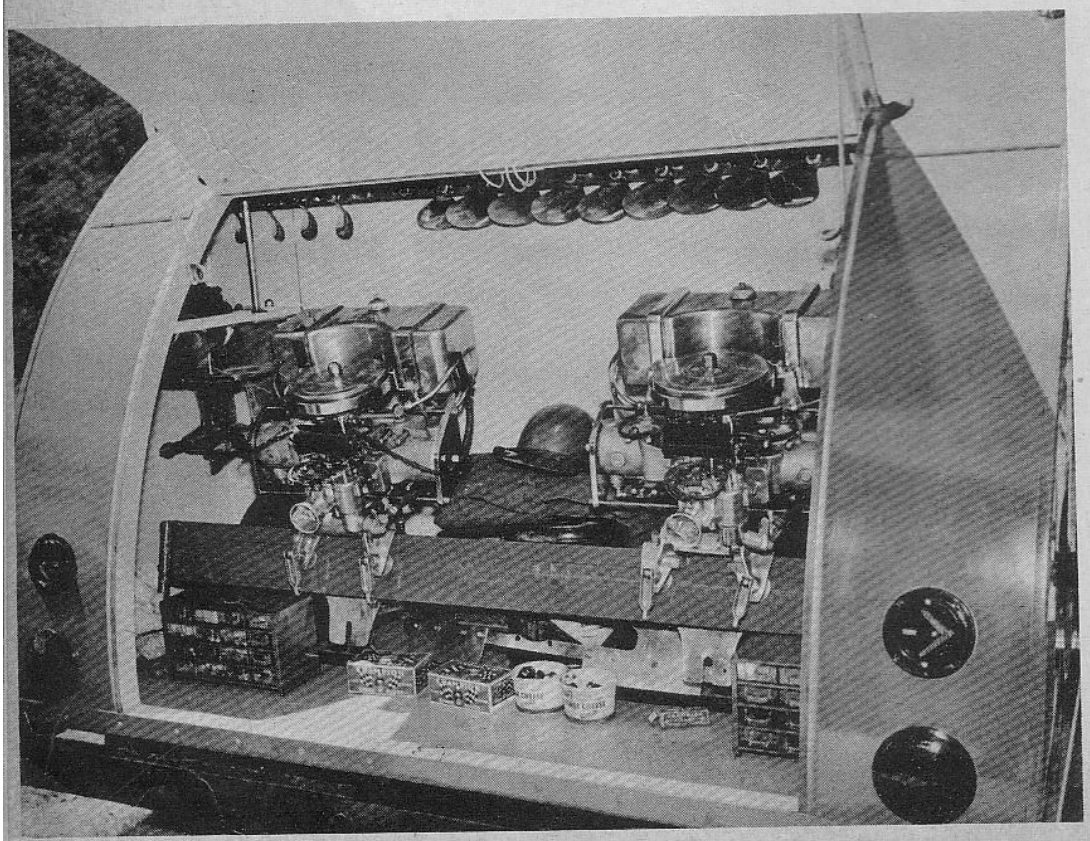
A newly-cast crankcase is placed on the lathe. As much as 18 hours of work is in store before the precision tooled piece is ready to mount.

the reputation of building the finest C Service and C racing outboard engines.

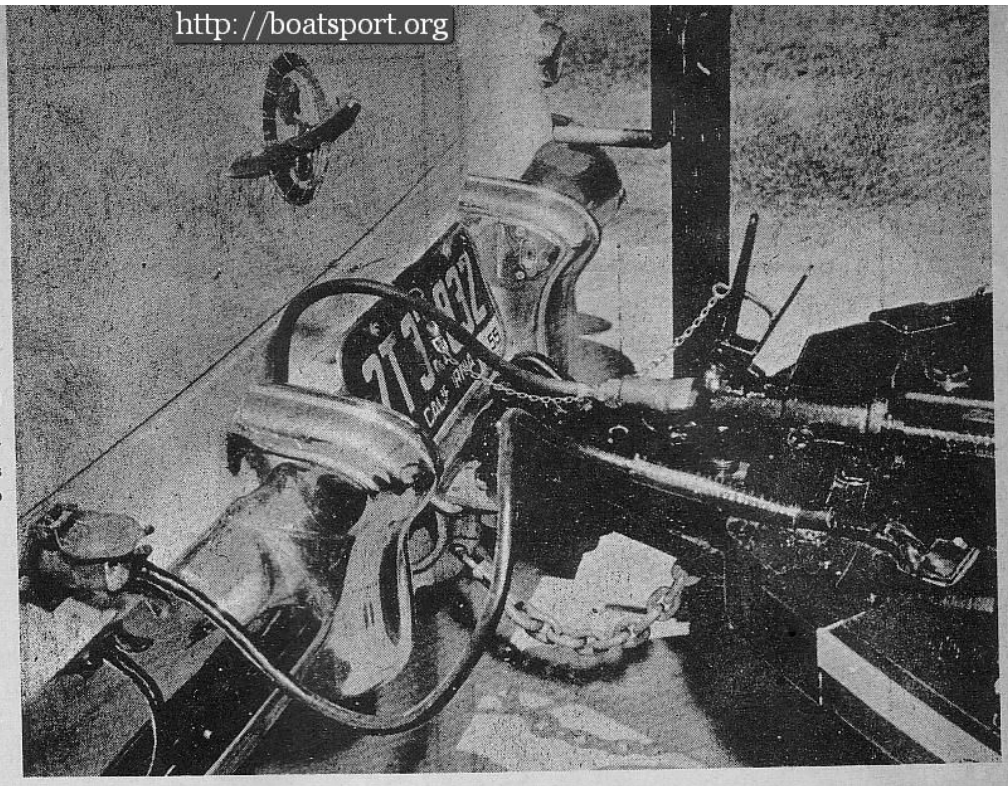
When you enter the light, airy, 20 by 40 foot building, you can't help but be impressed by the completeness of the layout, machinery and parts. But, moreover, you're amazed with the cleanliness and neatness of everything. Anyone who has seen a machine shop automatically expects to see grimy walls, greasy machines, a floor littered with shavings and casting dust, old oil cans and greasy rags and waste scattered around. In Newton's shop no such a thing can be seen. The walls, benches, cabinets are immaculate. There isn't a sign of grease, except on the inside of machinery, where it belongs — and, the floor is virtually covered with spotless rugs and pieces of carpeting. Some people's living rooms would suffer by comparison.

The neatness and system of the shop and Newton's persistence in rebuilding it are keys to the character of the man. Meticulous and slow-moving by nature, he is perfectly suited for the techniques of the machine shop (work on a single cylinder may see him spend 18 hours on a stool). He'll spend three weeks to a month on one motor, either rebuilding it or building one up from old and new parts, usually castings many of his own.

Newton built many innovations into his new trailer. The 21-foot rig weighs 1800 pounds loaded. He plans to carry a 13-foot runabout atop the hydro. Wheels attach to a specially designed portable rack to roll boats to launching position. The cabin contains sleeping accommodations and storage space.



Motor box is in trailer trunk shown with two motors, will carry three, fuel and a variety of parts, equipment and tools.



Flexible tubing links the trailer's hydraulic brakes to the car's braking system. For extra safety, a chain attached to the trailer's hand brake lever pulls it into locking position should the trailer break loose. Note the quick disconnect fittings on rear of car for lights. No bleeding of lines is required for hydraulic system in order to hook up.

Perfection is the aim in every part, and the closer the machinest comes to reaching perfection, the better the performance. In a complete motor, there is usually no one thing noticeable in performance, Newton points out, but the overall effect of precision work in every detail makes the difference between an ordinary motor and a record-breaker.

Although he does buy some parts already finished, there are few that Newton does not either make himself or refinish. Usually of his own manufacture are tank brackets, carburetor adapters, ignition timers, carburetor jets and water and fuel lines. The parts that he buys he spends many hours on, carefully correcting factory tolerance for strength, speed and balance and to eliminate friction.

There is virtually nothing in Newton's machinery and equipment that he hasn't either built or improved also. Most of his large machines are factory models that he has worked over with the same resultant improvement in performance that one finds in his work on motors. He has built his own foundry, sandblaster, buffers, combination air and hydro press of eight-ton capacity, and motor testing stand.

Newton's motors have set many records and won countless championships. Some of the top drivers he has built for include Manuel Carnakis, the famous racing mayor of Bakersfield, California; David Livingstone, 1954 high point winner; Glenn Burke, Freddie Mathews, Stan McDonald and Rocky Stone. The latter used a Newton-built motor when he set a record of 47.87 m.p.h. for 5-mile competition in C service runabouts last October at Devil's Lake, Oregon.

Newton, himself, has won many championships and has held two world records in almost twenty years of racing. Still in the books is his speed of 51.613 m.p.h. for C service runabouts, one mile, set at San Diego, California, May 21, 1949, the second oldest mark on record. His living room resembles the showroom of a trophy manufacturer. Back in competition now with a C service hydro, he hopes also to have a runabout ready for racing before long.

Of all the motors and equipment he has built, Newton is probably proudest of the unique new trailer he has just taken on its shakedown cruise. The sleek, red cabin job, carries two boats, one atop the other in front of a sleeping cabin with a trunk in back carrying two motors, fuel, tools and auxiliary parts. Newton spent many months building the 21-foot trailer and put many innovations into its construction. One is a hydraulic brake setup connected to the car's braking system with a safety device that automatically locks the trailer brakes if it is separated from the car.

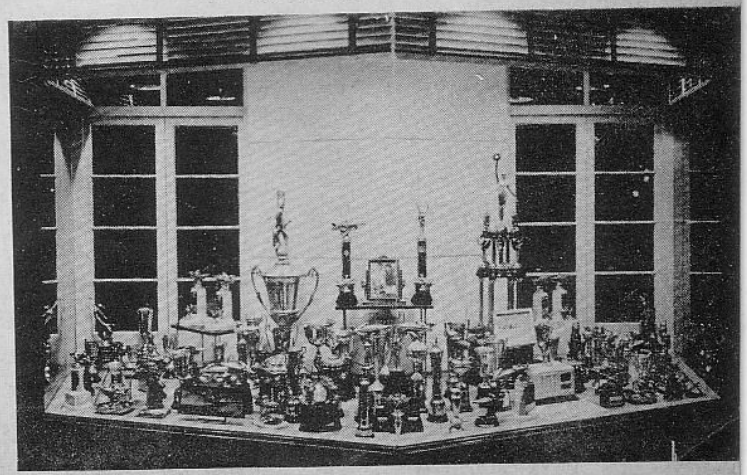
"Anyone can do the same thing," Newton says when talking about his work. But it involves equipment valued at about $50,000, twenty years of hard work—and a genius for machinery.

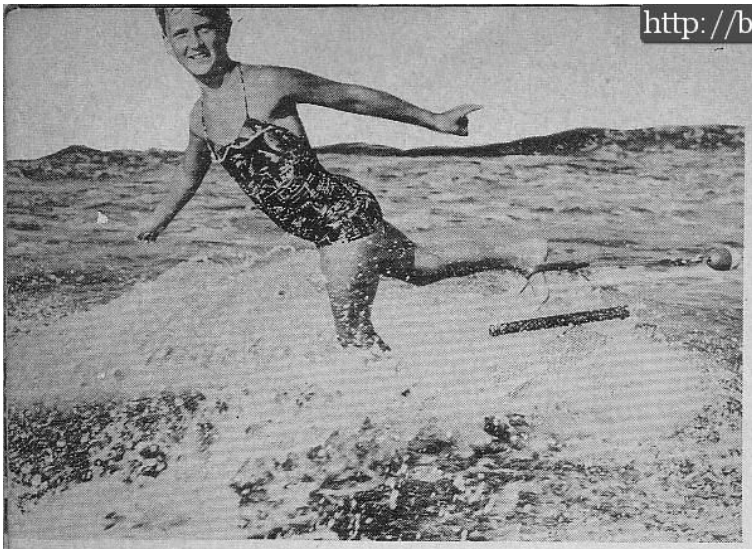
Tommy Newton is the current holder of the one mile straightaway record for C Service Runabouts and is credited with the following records in the class at that distance; 49.759 m.p.h. on Oct. 14, 1947 at Salton Sea in *"Miss Santa Barbara,"* which is a DeSilva hull powered by an Elto motor; 51.613 m.p.h. on May 21, 1949 at San Diego in the same hull with the same motor. The latter mark he has held continuously for over six years.

At the five mile distance for C Service Runabouts, his mark of 46.620 m.p.h. set at San Diego on May 23, 1948 (in the same outfit as above) stood until broken by Joe Proctor on April 24, 1949. On April 25, 1950 at Friant he regained the five mile mark in the class by running 47.480 m.p.h. This mark was broken on Oct. 28, 1950 by Bud Wiget and is currently held by Wiget at 48.283, set Jan. 29, 1955.

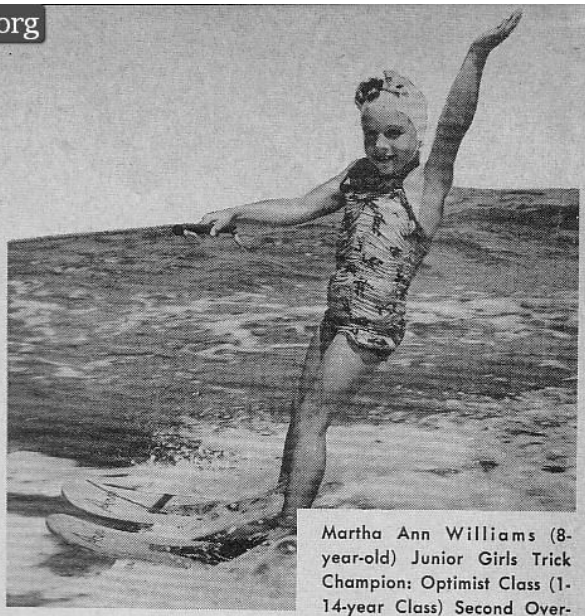
Tommy Newton was active also in C Service Hydro and established the one mile record for the class at 50.143 on Oct. 14, 1947 at Salton Sea in *"Miss Montecito,"* a Flowers hull powered by an Elto motor. This mark stood until Oct. 30, 1950 when it was broken by Glenn Burke. It is currently held at 57.678 by Lightle Samsel. The above information was furnished by A.P.B.A.

Newton's first few years of racing gave this impressive start to his trophy collection, now grown to twice the size. Photo was taken in 1938 by Ernest Brooks.





Vickie Van Hook (12-years-old) executing a back swan. National Junior Girls Champion: Trick Skiing.



Martha Ann Williams (8-year-old) Junior Girls Trick Champion: Optimist Class (1-14-year Class) Second Overall Champion Junior Girls. —John M. Stephens Photo

SPEEDBOAT RODEO

Televised Boat Racing Show

By LEONARD C. NEWMAN

AT THE CLOSE of the original thirteen week contract with KTLA, "Speedboat Rodeo" has gained in popularity to such an extent that present plans are under way to continue the program weekly until next winter.

As a television program, the rating realized by this show has the largest local viewing audience in Southern California. It's rating of 5.4 indicates an audience of over half a million. Expansion plans now under way are to film the show for national distribution.

Problems encountered in the production and promotion of this show, involving over 190 people, have been at times almost insurmountable. Credit for the program's success goes to a handful of people who have worked long hours without any compensation other than that of a job well done. However, a new breed of spectator has been born to the boat racing fraternity—the individual who will attend these regatta's without having any personal interest in boats other than watching a race on water. This will, without question, change the entire financial picture at the gate this coming summer. Spectators that attend these meets are there to see a show, and deserve to see a good one. If a club anywhere is conducting a *money* race they should include skiing events and other interesting water sports in order to create a wider interest in all forms of water activities. A little more showmanship at any regatta will boost the sponsoring club's treasury.

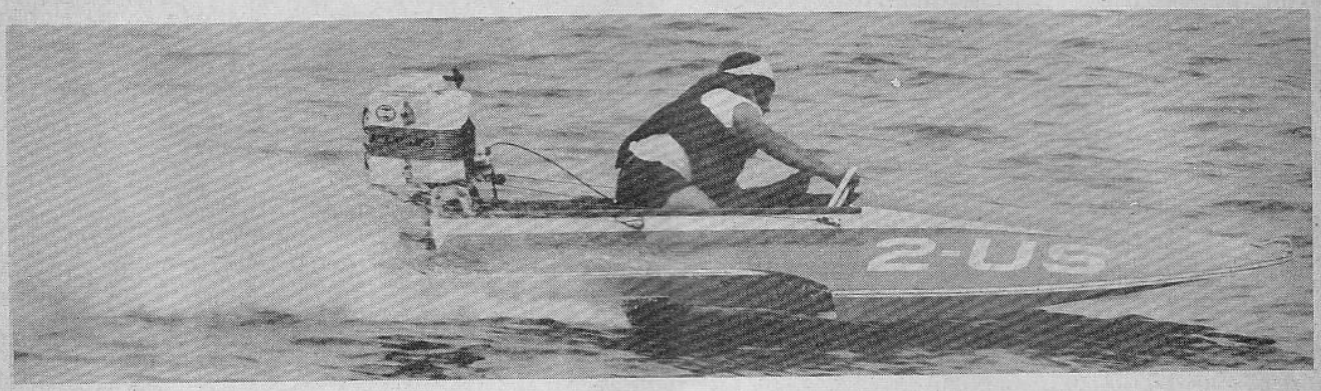
With the certain cooperation of all the major boating and skiing clubs in Southern California, TV's "Speedboat Rodeo" appears to be here to stay for a long time to come. Plans for this coming summer include TV coverage of all *local* regattas with spectator facilities. If coverage of a full regatta is impractical because of distance from the TV transmitters, the races will continue weekly at "Lake Los Angeles."

Without the cooperation of local sponsors the entire program would not have been possible. Seaboard Equipment Co.; the local Mercury Outboard distributors and their dealers have-

Shirley and Rusty Harder (Mr. and Mrs.) well known Southern California family team.

—John Stephens Photo

Co-producer Len Newman flips over his own show.
—Richard King Photo



Howard Thompson at full throttle on a one-buoy turn of 90°.
—Richard King Photo

done far more than their share in helping start this program. Sta-Lube Oil, a newcomer to the boat racing field has pitched in and come up with the answer to many perplexing problems. Their fine racing oil is used almost exclusively by the race drivers week in and week out.

For details about starting televised boat racing in your community, drop a line to Newman-Priest Productions, 1614 N. Argyle, Hollywood 28, Calif., the producers of "Speedboat Rodeo."

Driver Andy Mullen and Announcer Dick Lane look over an "A" engine.

Many celebrities have appeared on TV during "Speedboat Rodeo." Above is movie actor and boat racer, Roy Rogers being interviewed during program.

RED-HOT MINIATURES

BY HARRY R. RYAN

Editor's Note: Harry Ryan is a 48 cu. in. driver from South Coventry, Conn.

How many men have had the desire to own and drive a red hot hydro, only to find that they couldn't even afford a good racing wheel at $50 and up?

Model boat racing opens up a wonderful field to these men, and to many others who love to tinker and fuss for hours on end. With a few hand tools and a barrel-full of patience it is possible to turn out a racing machine that will out-perform its larger brothers almost every time—providing thrills and spills galore. Spills are quite common; but the damage is usually limited to a damp motor instead of a broken body and thousands of dollars in worthless driftwood and engine parts.

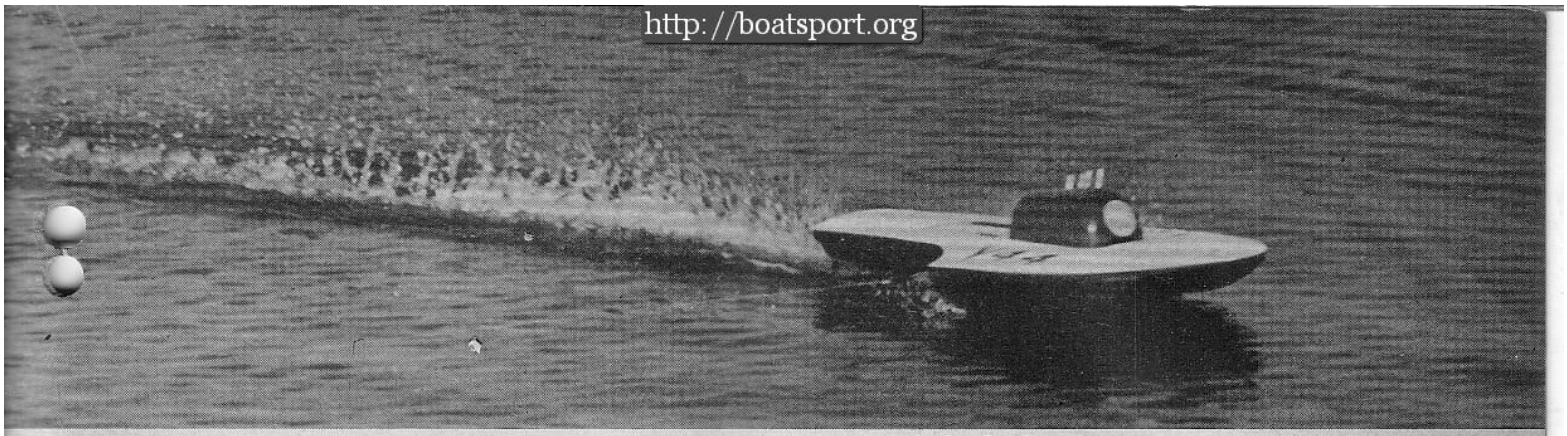
There are many model clubs scattered all over the United States. Most of them are active in both free-running and tether boats. The International Model Power Boat Association (I.M.P.B.A.), governing body of most of these clubs, has laid down rules which limit the different classes and events just as any large boat organization does. The tether boats are limited by cubic inch displacement and length of the tether line. No rules have been published to cover scale models, although there are many such models running with great success on pools and ponds all over the world. The model which I will describe is an exact scale model of a 48 cu. in. hydroplane. It has run at scale speeds which even the mighty Gold Cuppers have not been able to attain.

The scale model builder has the same problems as the men who build the prototypes. The hull must conform to the original plan in every respect. Every frame, stringer, and panel must be fitted with the utmost care. The weight, balance, and finish are equally as important because these little demons react exactly the same in the water as the big ones.

Crackle, the little "48" pictured here, has been scaled down from Kenny Ingram's plans to the scale of 2″=1′ -0″. The engine stringers are to scale—even to the lightening holes in the cockpit area. The frames are cut from ⅛″ sheet balsa; and the whole hull is planked with a fine grain ⅛″ balsa. The bottom of the sponsons have been covered with 1/64″ pine, and the whole hull sanded, filled, painted, and polished to a fine finish.

The author—Harry Ryan of South Coventry, Conn. with CRACKLE. This view of the bottom of the little screamer illustrates just how much it does follow the lines of a full size "48" cu. in. job.

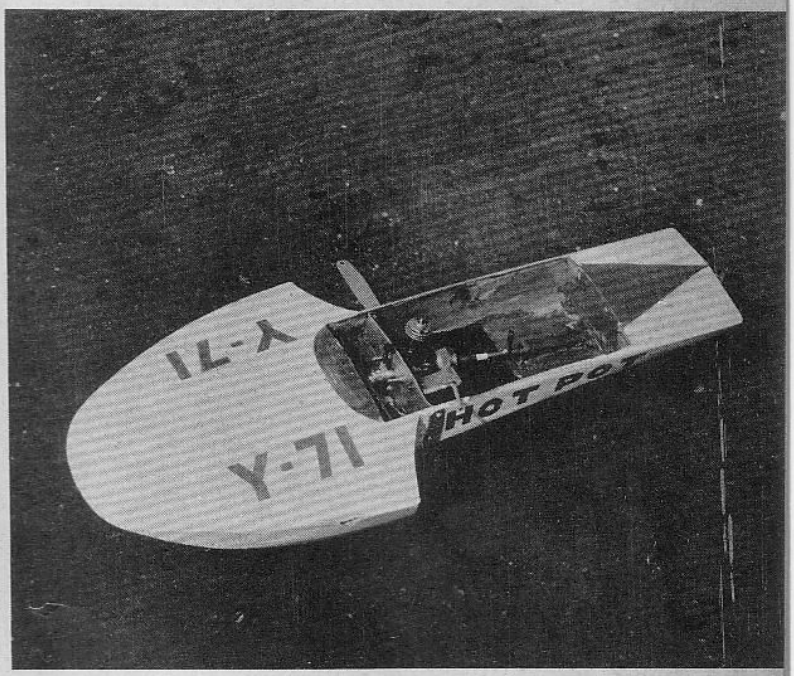
The fittings on such a model are the biggest problem of all. Although the hobby shops are chuck full of boat parts, none of them seem to fit the scale model builders' needs. The only hobby shop items in *Crackle* are the engine and univeral joint, which suited this model perfectly. The rest of the fittings are filed from solid brass stock, bits of tubing, tin cans, etc. The rudder, for instance, is cut from a ten cent store table knife, and the quadrant and bracket are filed to scale —right down to the cable grooves. The pulleys are turned in an electric hand drill with grooves just large enough to take the nylon sewing-thread control cables.



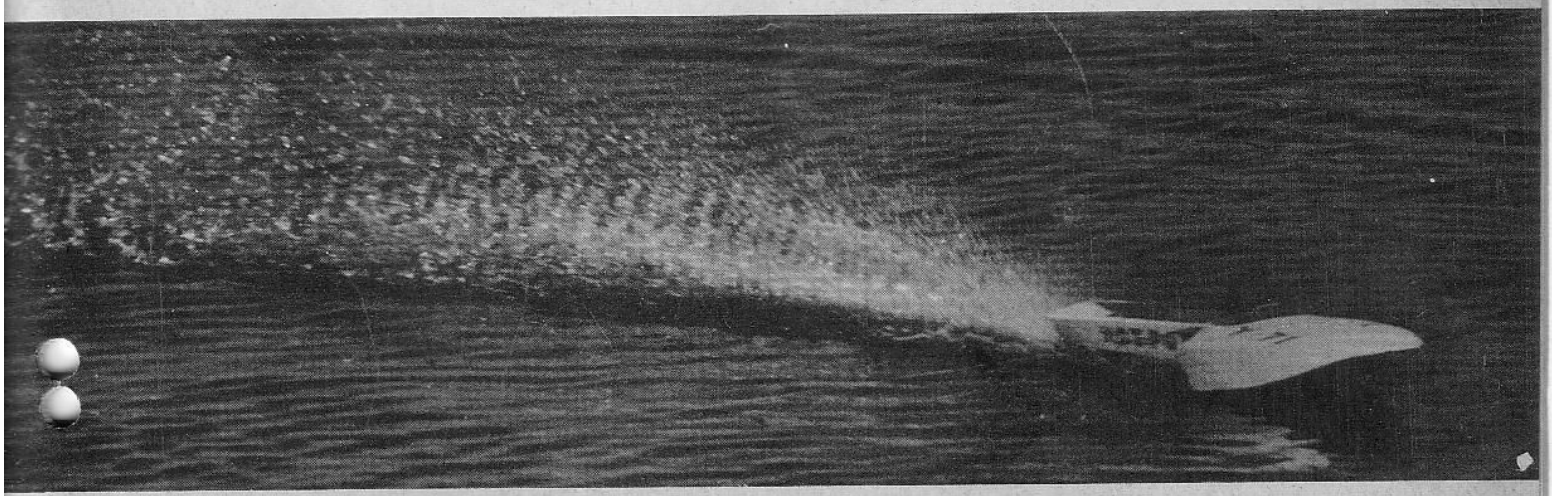
CRACKLE comes right up and prop rides just like it's big brothers.

Note the cycle type throttle near the number. This is the needle valve adjustment. The little flywheel on the shaft just back of the motor is the "starter." You turn the motor over by pulling a finger across the lightly knurled surface of the flywheel. If your outfit chooses to be stubborn, the starting finger is apt to get pretty sore.

This is HOT POT, another of Harry's experimental jobs that runs like a bomb. Note the shaft and stuffing box oiling tube a bit back of the flywheel. Without this feature the shaft will overheat, freeze and break in no time at all at 30,000 RPM.

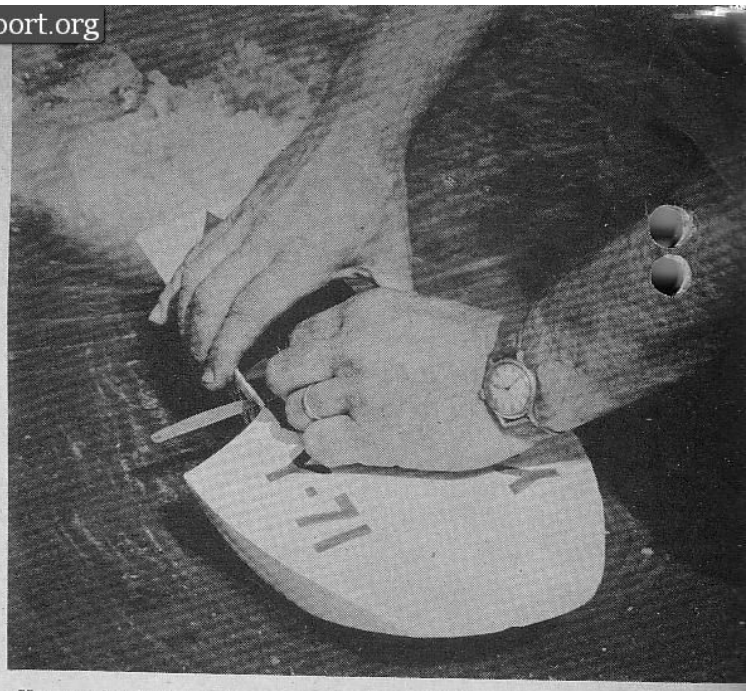


HOT POT at full bore. Look at that roostertail and you should hear that little outfit scream at better than 30,000 RPM.



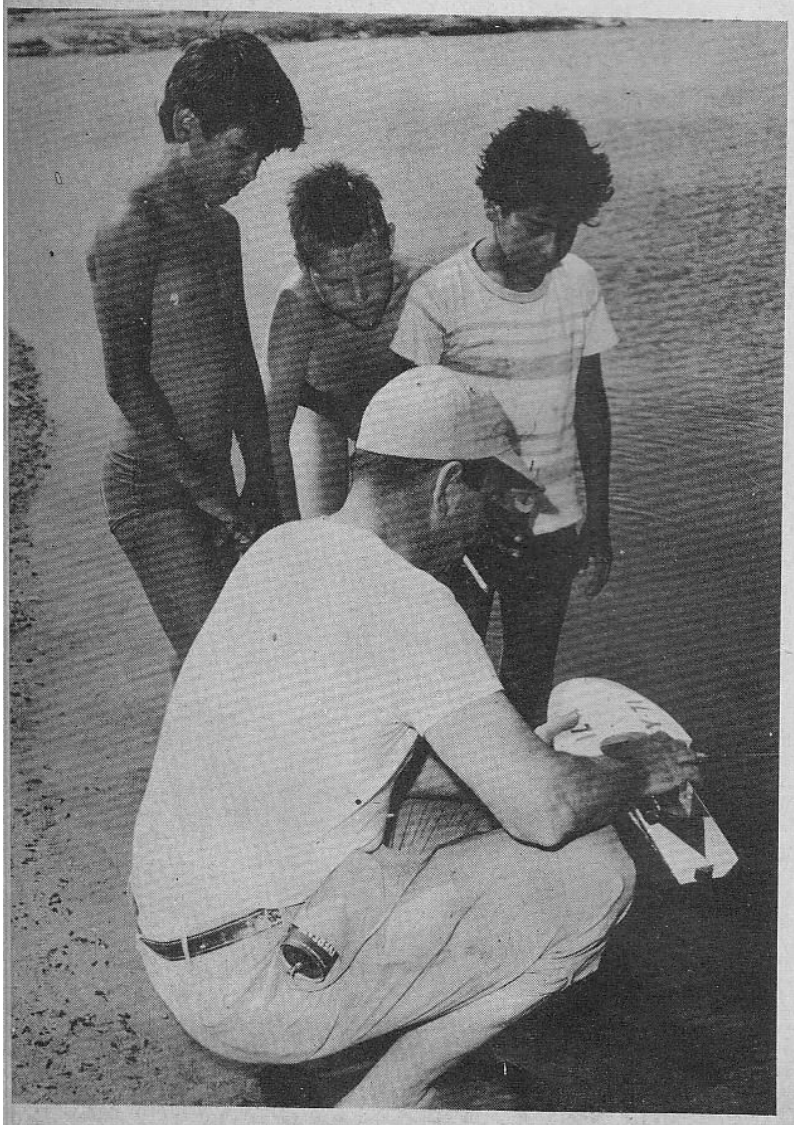
The most painstaking job of all is the prop—which either makes or breaks the whole project. This little club is only 1½" in diameter, and represents at least 20 hours of tedious grinding and polishing. It is just about a perfect scale Hi Johnson 8½x12½ wheel, and it will prop-ride this hull clear out of the water. At this time, I do not believe that there are any commercial props on the market that will compare with the performance of this one. If there is enough demand, I plan to produce these at a reasonable price.

The engines used in my scale hydroplanes are L. M. Cox "Thermal Hoppers," and have proven to be hotter than any other engine of this displacement. These little mills have a displacement of only .049 cubic inches and will wind up to 30,000 r.p.m. What some of the big boys wouldn't give for a mill that would turn up speeds like this!



Here is the first step in running the model. Fire it up clear of the water and immediately submerge the prop in shallow water. Harry is adjusting the needle valve. Just as soon as the motor is warm and the carburetion adjusted to carry the prop load, the motor is turned off.

Now you attach it to the bridle at once—motor still hot. Spin it over once (if you are lucky). Wait a second until it revs up and set it in the water with the bridle tight. Away it goes, picking up speed at a terrific rate.



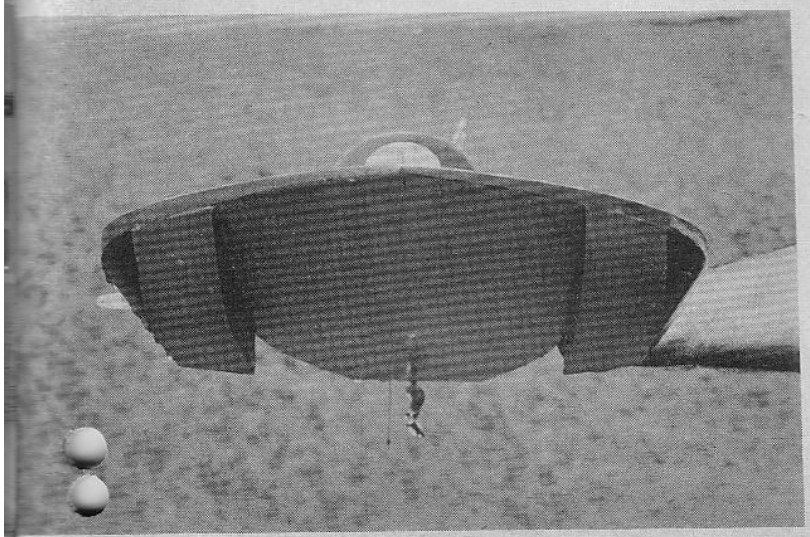
The Thermal Hopper was designed for free-flight model airplanes; but lends itself beautifully to the hydro-builders' needs. The engine is very light in construction and presents no mounting problems. Four holes for the mounting lugs and one for the venturi are drilled in a dural mount—and the engine is in place in a jiffy. Plenty of ram air is available through the rear venturi, and the cooling fins are adequate for the toughest competition. The use of reed valves permits the engine to run in *either* direction, at the mere snap of the index finger. This is no exaggeration—these little powerhouses may start forward or backward, no matter which way the fly-wheel is snapped . . . (many a model has been put in the water, only to run backward). However, the props that I am using are just about the maximum that the engine will handle; therefore, the engine will stall if it is running backward. This is a Godsend, for the writer has burned many a finger on fly-wheels, trying to stop a "wrong-way motor."

The prop shafts used on my boats are made of 1/16" brass tubing, with three short grooved bearings running inside a 3/16" I.D. brass stuffing box that reaches from the prop to the universal joint. The entire thrust is taken up on the end of the stuffing box, and since having the whole drive shafts chromed, I have not had a single shaft freeze (even up to speeds of 35,000 r.p.m.). An oil tube at the top end of the stuffing box provides adequate lubrication all the way down to the prop.

Crackle's hood is, of course, made of fiberglass, and is constructed in exactly the same way as the large ones. The scale venturi holes for the non-existent "Amals" and the chromed pipes (of the right diameter and 9½° angle) add to the over-all "realistic" appearance.

The hand throttle, which is a miniature motorcycle type, is coupled to the needle valve through a series of spring universals. This was worked out so that the model could be run fully cowled and also to prevent burning fingers on the hot exhaust.

No matter where you go to try out these little outfits, the gallery of youngsters gathers in a hurry and there is no lack of volunteer assistants.



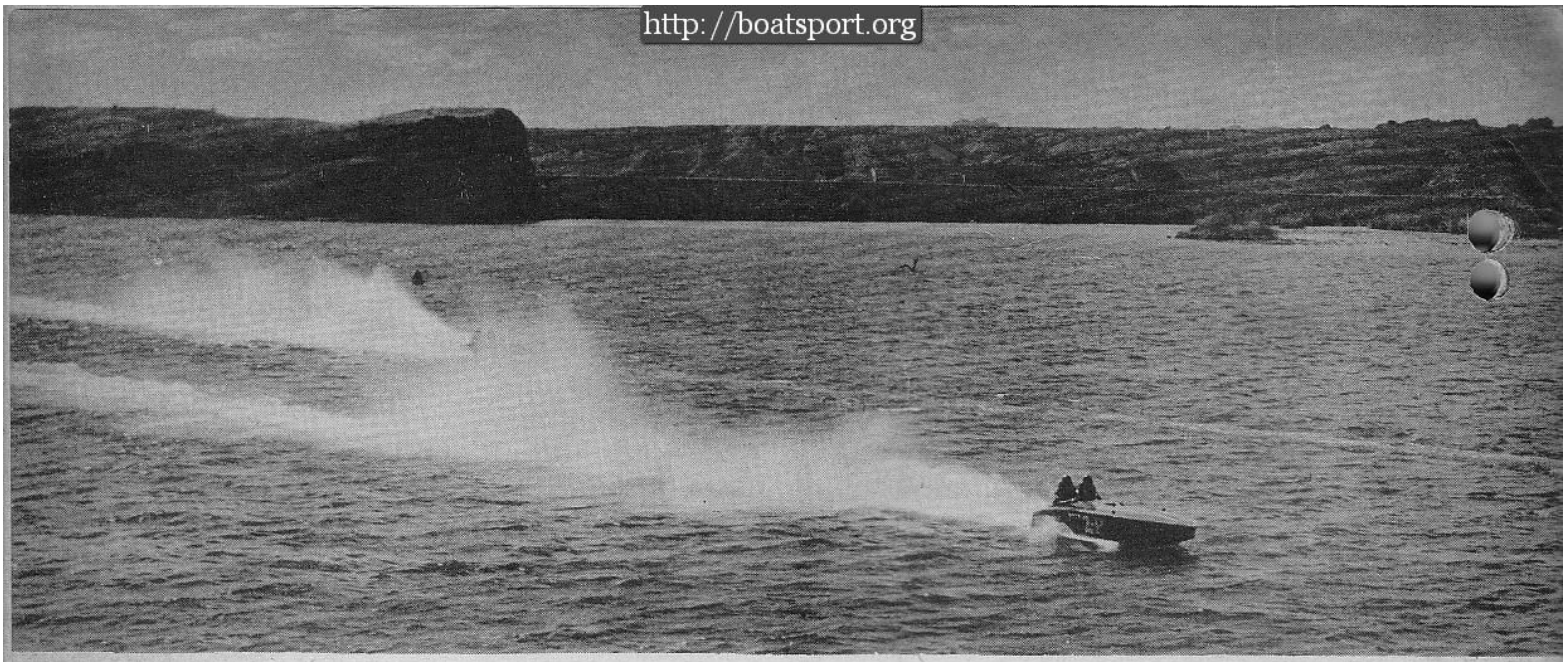
CRACKLE—looking right through the tunnel.

The racing numerals and trim are made from colored decal sheets and add to the appearance. These sheets are lacquer-finished and must be protected completely from the alcohol-based fuels which will erase them as fast as paint thinner.

I have tried many fuels in my boats, but have found that my best speeds have been made using Thimble Drone Racing Fuel. It burns very cleanly and does not gum up the fuel line and filter. This sells for about a dollar a pint, but usually a pint will last longer than a barrelfull would in a full size "48."

These little demons must be run on the smoothest possible water because they will take to the air the moment the bow is raised. On several occasions, I have had my boats up as high as ten feet in the air due to rough water and the high winds.

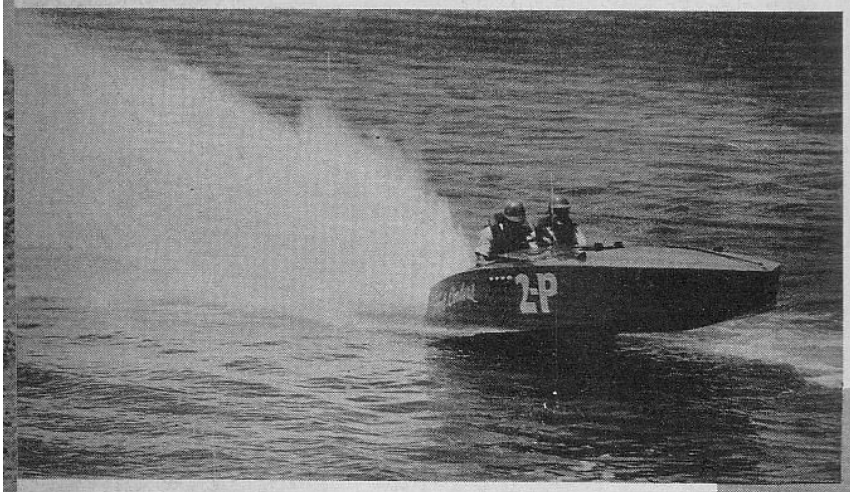
If you have a little time on your hands and are wondering what to do with it, try one of these little models and see how much fun you can have.



Hot Cinders cranking down the front straightaway on the Parker, Arizona course on the Colorado River. This is a single buoy turn course with enough current to raise a wicked chop when the wind blows upstream. The going was lumpy with a nasty roll and the wind behind the boats on this straightaway—not rough enough for a deep set-up, but too bumpy for a full surfacing wheel. The back stretch was a demon with the boats running right into the wind and trying to fly. Patterson's adjustable prop depth device was the answer. At "the turn of the crank," he had the best possible prop depth to get the best speed for each water condition—plus the advantage of being able to go deep with the wheel on the narrow turns and come out accelerating like a bomb.

Cranking Up the PROP

Story and Photos by KENT HITCHCOCK



Out of the turn and down the stretch like a rocket at Long Beach Marine Stadium. Patterson's "gadget" supplies the right set-up instantly for the best turning performance . . . then a blast of acceleration and finally leveling out for top speed on the straightaway.

On the glassy waters of the famous Salton Sea mile at Desert Shores. Bob has the prop at full surfacing for top end performance on this kind of water. The boat is clear up and trimmed out like a hydro. Note the prop cuts from the surfacing action in the roostertail.

ADJUSTING PROPELLER HEIGHT FROM THE COCKPIT

Story and Photos by Kent Hitchcock

IT'S A BOMB on the straightaways—but I can't get it out of the turns . . . I had FIVE miles an hour on that character with that old flat head Merc, but he beat me out both heats . . . Woe is me . . . this rig of mine is a real DOG . . . get me axe and we'll chop this "bear" up and barbecue some weinies . . . Did you see me croon by him on every straightaway? . . . but when this pig gets into a turn, it just dies . . . Must be I've got a lousy prop or else the hull is for the birds . . . Did you hear what this outfit showed on the dyno last week? . . . Yep! hottest hunk of machinery in the business and now look! All that horsepower and I couldn't beat Mickey Mouse in a flat bottomed skiff with a washine machine engine for power . . . And do you remember that race at Coco Lagoon when I cleaned 'em all real good in the first heat and then the wind came up and this CRAZY outfit tried to take for Mars when the water got rough. Oh, what a horrible experience . . . This thing is just NO GOOD . . . pour some fuel in the hull and we'll have a king size fire . . . I'm through . . . I'm regusted . . ."

That's the often heard runabout driver's lament. Of course, this one particular driver has an outfit that is set up for many m.p.h on the straightaway and his rig is a bit short in the "get up and go" department when he comes out of a turn. He is in trouble too when the going gets rough, for his outfit is set up for the slick stuff . . . Now just what is the answer?

Setting up a runabout for competition racing involves quite a few factors. Trim and balance, the exact amount of rocker and the right selection of a propeller are a few of these. Clyde Randall discussed all of these in his article "YOUR CRACKER BOX and How to Make it Go," in the April, 1955 issue of Speed and Spray. When the boat owner arrives at his best possible combination, he has really set his outfit up for average conditions. It will run well on the straightaway and will accelerate coming out of the turns and it will handle in the average manner in both smooth and lumpy going. For the short or the long courses the crew will have to select the prop with the right combination of pitch and diameter that will give the outfit its best time around the course. The correct prop will help a smooth water set-up in the sloppy going, but it isn't the final answer.

When the crew have arrived at the best combination for a particular course with particular water conditions, they have simply set the boat up for the best *average* performance on the straightaways and coming out of the turns. They can't change the bottom on a smooth water set-up if this course happens to be rough. The right prop is a big factor, but there is still one possibility. This one the outboards have. The crew can raise or lower the motor or they can kick the lower unit in or out as conditions demand.

They can free the hull up or drive it down on the water. These adjustments are usually made on the beach with a series of test runs to find the best combination of transom height and angle. Rev sticks are used to raise or lower the motor. In the 1930's ingenious owners devised the transom jack so that the motor could be raised or lowered by the driver in the boat. Finally came another adjustment, another type of jack that the driver could operate while racing. This fast action device kicked the motor in or out as racing conditions required. With these adjustments the outboard runabout driver with a well designed hull could trim his rig out pretty much as water conditions demanded.

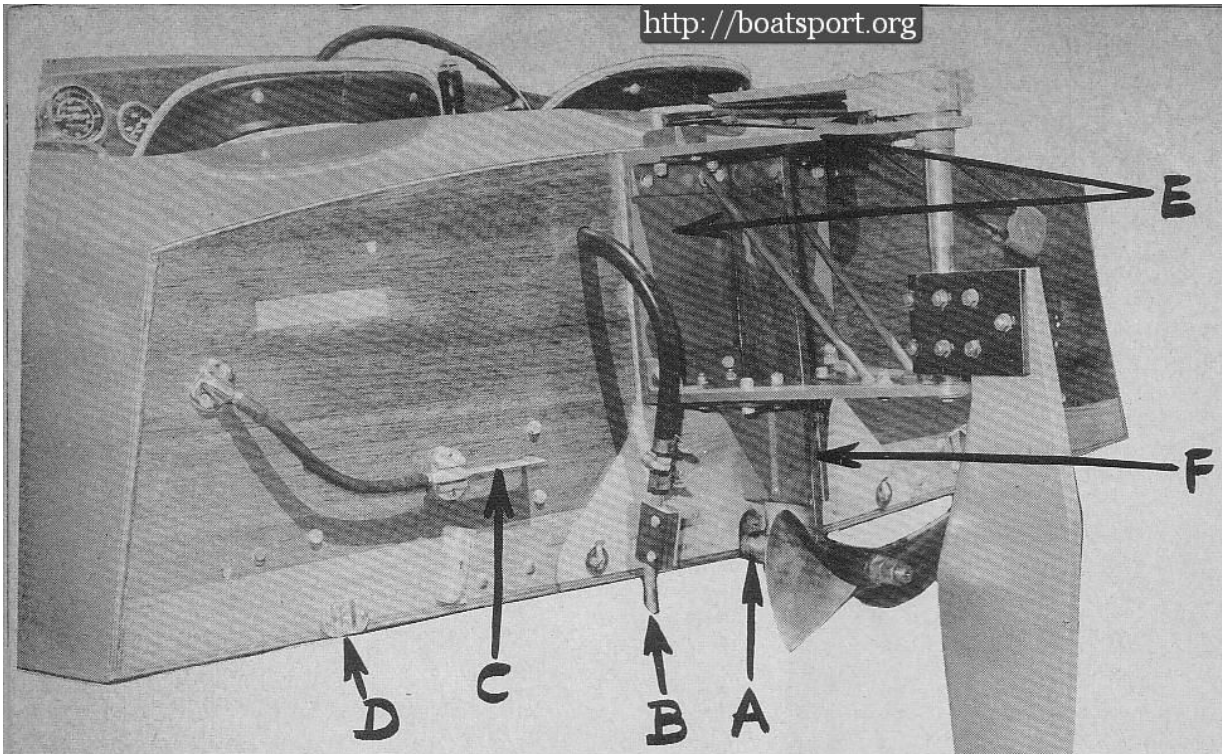
Oh what a boon these adjustments would be to the inboard driver whose problems are accentuated over those of the outboard driver because of the differences in speed-weight ratio of the two types of boats. The conventional inboard installation with the through-the-hull stuffing box and the fixed strut precluded any possibility of changing shaft angle. Bob Patterson solved the problem with the installation illustrated on these pages. Right from the cockpit the riding mechanic can raise or lower the prop . . . AND as it raises to surfacing position the radius bar forces the angle of attack to flatten out. As the prop is lowered the angle of attack increases. The illustrations pretty well describe Patterson's device to defeat the fixed prop height problem. On the straightaway, in accordance with water conditions, his mechanic can search out the spot where *Hot Cinders* will stay on the water and travel the fastest. Out of a turn the prop can be dropped from a near surfacing position where acceleration is poor to a deeper position where the prop will take hold and literally blast the runabout up to full planing speed and trim.

How do the experts set their records and win their championships? Does Patterson's device give him an advantage? Let's glance at Carl Maginn's fabulous mile straightaway holder *Hot Ice*. This outfit has no adjustable features. Carl was out after a big boost in his own mile record when he set up for the Seattle course this year. He freed up the hull to the point that *Hot Ice* was a skimming beauty, trimmed out for top end performance on smooth water. The chips didn't fall well for Carl in the competition racing. The course was a little on the choppy side with nasty low rollers, and Carl with speed to burn couldn't stay on it. *Hot Ice* with her smooth water set-up was simply unmanageable. Patterson and crew simply adjusted prop height and *Hot Cinders* rode like a dream and came out with a new five mile competition record of 68.002 m.p.h. stealing the record from Maginn who held it at 65.693 m.p.h.

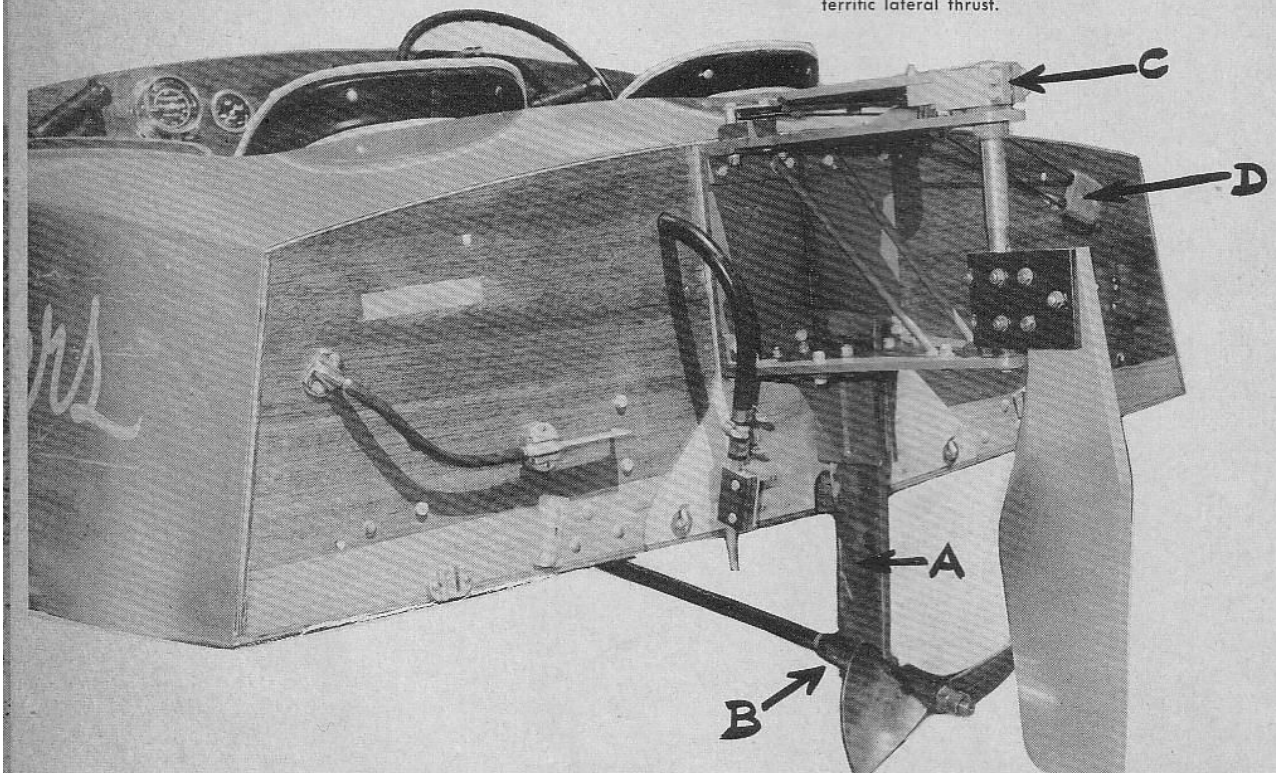
Patterson broke his crank shaft in the second heat, so the anticipated duel for mile trial honors did not materialize. Maginn's mile trial set-up paid off in reasonably smooth water for a new one mile mark of 81.486 m.p.h.—an increase of 6 m.p.h. over his own record set at Salton Sea in 1954. BUT the point is that regardless of his speed Maginn could not cope with a little better than average racing water in the competition events. Salton Sea was a duplication of the story. Patterson knocked off two practically undisputed first places with a solid five mile per hour average better speed than any other boat in the fleet of 11 of the fast traveling Cracker Box Runabouts. Maginn managed a second and a fourth and bested Patterson in the mile trial duel as he got *Hot Ice* through the trap at 83.307 m.p.h. for another new record.

There could be days when Patterson will take a waxing from any one of the hot-shots who happens to be set up perfectly for some particular course and water condition, but at the moment he has the answer. He is king of the roost—so spectacular in his achievement that his *Hot Cinders* was selected as the Inboard Runabout of 1955 on Yachting Magazine's All American Team.

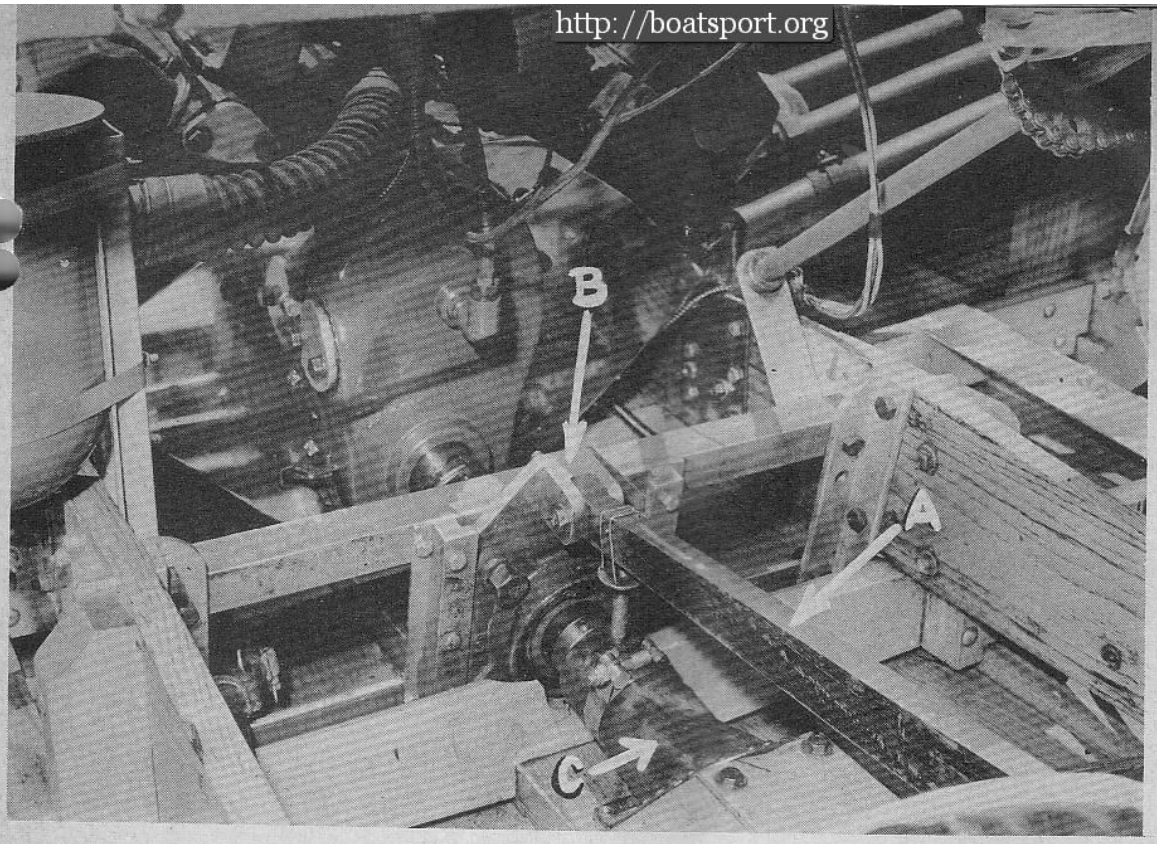
Red Wilson's E Racing Runabout *Slipper-E* is the fastest thing in the world in the racing runabout divisions. This outfit is unbeatable in smooth water on a long course, but a flighty devil when the going is rough. Red has been beaten by some mediocre boats in rough going this season. Perhaps a variable shaft angle device would solve part of his problem. Bob Patterson and *Hot Cinders* have been in the championship division since 1951. 1955 was the first year with the new device. This expert mechanic and fine driver will no doubt be right up in the top ratings again this season.



Cinders with the prop in full surfacing position for maximum straightaway speed on very smooth water. Only one blade of the prop will be in the water at any time. Note the shaft position (A). For a boat that in some trim positions will have nothing but a few inches of the bottom at the transom in the water, the water pick up tube that will supply cooling for the engine must be right on the transom (B). The pitot tube for the water speed indicator (C) is carried in this position when the outfit is on the road. The tube will be inserted in the slide (D) when Patterson wants to check his speed. This is the bracket assembly that has to carry the load. It is fabricated of machined steel—a beautiful job. In addition to carrying the lateral thrust from the strut bar, which will be terrific in any position that the mechanic places the prop, this assembly must also carry the varying directional thrust and torqueing strains of the exceptionally deep rudder blade. Note the angular thrust bars between the plates. The lower plate actually acts in part as a cavitation plate when the prop is in or near surfacing position. The "lips" (F) are well beefed up with triangular flanges on each side to take care of the terrific lateral thrust.

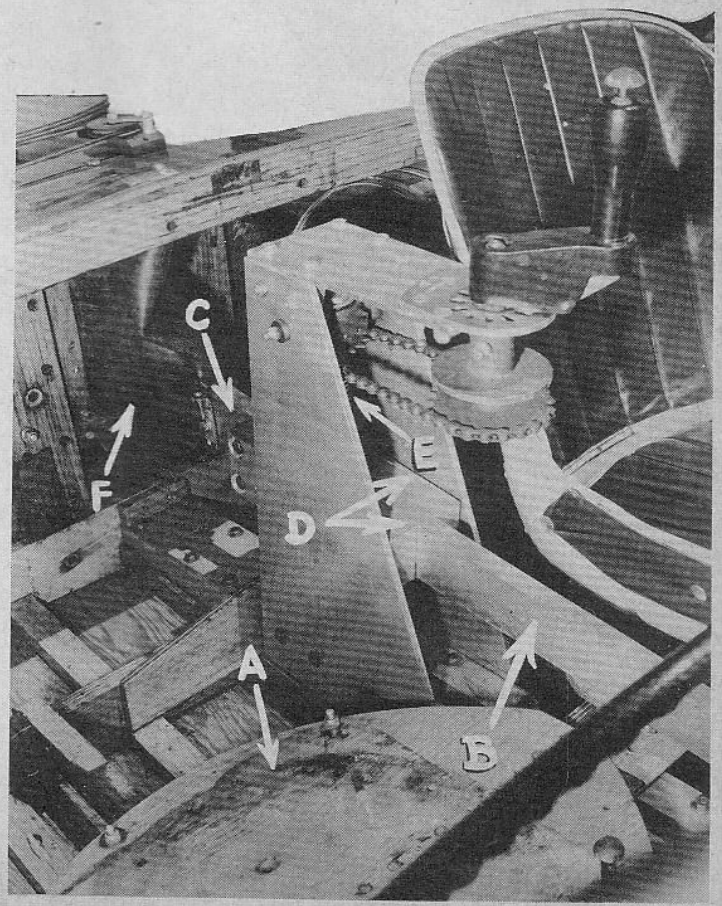


Compare this photo with the accompanying shot. Here we have *Cinders* with the prop at the deepest position. The reason for the very long and husky rudder blade now becomes apparent as does the necessity for plenty of strength in the supporting blacket—as obviously the lateral thrusts will be many, many pounds per square inch with the leverage exerted by the prop and strut blade in this position. The strut blade (A) a machined forging, and the strut bearing tube (B) replace the conventional under the boat strut. Note the beautiful rudder quadrant arrangement (C) and clean entry of the cables into the hull at (D). This is typical of Bob Patterson's work.



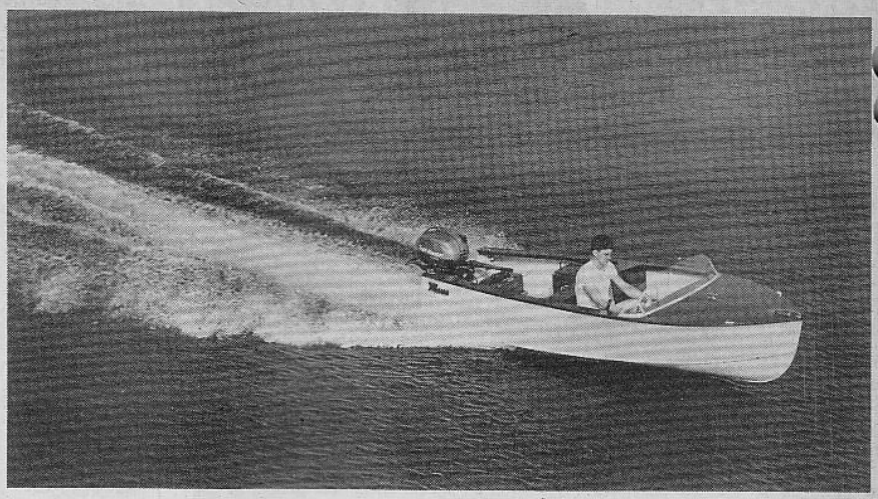
Looking at the drive end of the Dodge Red Ram from the riding mechanic's seat. The steel bar (A) is the radius and support bar for the strut blade. It is permitted horizonal swivel in the clevis (B) which is firmly secured to the thrust bearing carrier assembly to insure rigidity. This bar passes back between the seats and is firmly attached to the strut blade near the transom. Note the rubber packing gland at (C) which permits the shaft to rise or fall as the riding mechanic changes the angle.

The driver's seat has been removed at (A) to give us an unobstructed view of the drive mechanism. At (B) we have the radius bar and at (C) a bar of identical size which is welded to the strut blade. These two bars are bolted together between the heavy plates (C) leaving an opening between the ends of the bars in which is mounted in a swivel, the female half of the screw mechanism that drives the assembly up or down. A small section of the male part of the screw mechanism, which differs little from a machined version of the old style auto jack, is just visible at (E). A positive lock holds the crank in any position when the mechanic releases the button on top of the crank. At (F) we have a heavy rubber packing sack around the blade where it passes through the transom. The sack is just full enough to permit the bar the full travel.



TRADE NOTES

MARINE ASSOCIATES of Lakewood, California, proudly presents their new line of MARCO 14 kit boats for 1956. Three distinctive deck lines are offered to suit the needs of the fisherman, skier or sports enthusiast. New methods of design and packaging make it possible for the boat builder to assemble his boat on a "Pay as You Build" plan by offering a basic hull which may be combined with any of the three deck designs. By dealing direct, from the factory to consumer, prices can be greatly reduced yet such quality features as pre-assembled solid mahogany frames, machined and beveled chines and battens, top grade ribbon stripe mahogany plywood decking, and all brass fastenings are not sacrified. The basic hull sells for $129.00 prepaid anywhere in the U.S.A., and the deck kits range in price from $34.75 to $104.50 also prepaid in the U.S.A. For further information on these and other models see the feature article in the April issue of Speed and Spray magazine or write to Marine Associates, Box 6188-ss, Long Beach 11, California.



The new Marco 14, Kit Boat.

DE SILVA BOATS, Culver City, Calif., continued domination of the C Class outboard racing in '55—by holding all records for Alcohol and Stock racing, as well as making a sweep of the National Championships.

Record breakers for the season were Bud Wiget, who raised the Five Mile Competition Record for C Service Runabouts at Lakeland, Fla., to 48.4 m.p.h. Ron Loomis, junior college student, set a new mark of 40.55 m.p.h. while winning the CU Stock Nations for the second consecutive year. Next day he proved it was no fluke by raising the mile mark to 41.77 m.p.h.

NOA and APBA, Division 1, Champions for '55 were Jack Cohn, Chicago, and David Livingston, Arkansas, in C Service Runabouts. Bill Seebold, St. Louis, and Bob McGinty, Corpus Christi, shared honors in C Racing Runabouts, at Mt. Carmel and Shreveport respectively.

The DeSilva Runabouts are hand crafted boats, built for the serious competitor. Greatest attention is given to quality control—each boat is a standard, thus a potential winnin gboat is assured every driver.

Driving a De Silva CU Runabout, Ron Loomis has been national champion for the past two years. He has set new records for one mile and five miles. He is the 1955 national amateur high point champion for stock runabouts. During the 1955 season he won 25 straight heats in sanctioned regattas.

THE NEW SAGEN ELEVATOR BOAT HOIST fulfills a crying need all along the Atlantic, Gulf and Pacific Coasts, wherever a rise-and-fall of tide problem exists, and even in many rivers. The need has been for an inexpensive well-built, boat hoist which would receive boat as it is driven in and simply lift it high enough from low water mark to a safe height above high water mark where it could be stored. The Sagen Boat Hoist Company has the answer with the Sagen Elevator Boat Hoist. Brackets, which hold boat, run up and down on a vertical track. Extra sections of track and cable can give an almost unlimited range of travel. Ordinarily, this hoist is to be used on a permanent dock or bulkhead, but framing can be installed to support it. When lift is in upright position, hand wheel can be removed and boat slid over structure and on or off a trailer if desired.

SWITZER-CRAFT 14' SPORT RUNABOUT

This freshly styled version of the 14 ft. sport runabout is back on the line by popular demand. It has the same rear fender design as the Fleetwood and lines generally reminiscent of the championship-winning Switzer racing hull designs. The Shooting Star is strictly a pleasure boat, however . . . roomy, comfortable and safe . . . and any resemblance to earlier racing models merely indicates that certain pleasure boat advances have come as the direct result of race-testing and proving of design.

The Nelson Log-Bronc was invented by George Williamson of Coos Bay, Oregon to serve as a bulldozer in the log pond of a sawmill. Bert Miller of Coquille, Oregon was the skipper of the first Bronce.

THE NELSON LOG-BRONC—Not all boating is pleasure boating . . . here is proof in a short, squat, powerful craft powered by a 40 h.p. Mercury outboard that earns its keep by bulldozing logs around the pond of the Myrtle Point Veneer Plant in Norway, Oregon.

The log pond holds over forty million board feet of timber and this powerful little aquadozer, known as a "Log-Bronc," keeps the truck unloading area clear in addition to feeding the logs into the sawmill conveyor.

The hull is constructed of 3/16-in. boiler plate and is 13 ft. long with a 5 ft. beam. It weighs 2600 lbs. and it has a freeboard of only 7 in.

The Mercury outboard is mounted on a revolving rack and by simply rotating the rack itself, the tug boat moves forwards, backwards or sideways. Operators say that the Log-Bronc will pay for itself in a month's time . . . it has unloaded as high as 128 truck loads of logs in a day and still kept a steady flow of logs going into the sawmill.

Bert Miller of Coquille, Oregon, is shown piloting the craft. He experienced considerable sea sickness the first week of operation, but now that he has gained his sea legs he can maneuver the boat anywhere and enjoys working on it.

The Log-Bronc was invented by George Williamson, a former Army Engineers Captain, of Coos Bay, Oregon.

THE SKI CHAMP BY STARCRAFT, 14-FOOT DELUXE ALUMINUM RUNABOUT

At the head of the fleet . . . Starcraft introduces a new 14-foot deluxe runabout, the *Ski Champ*. The new boat, constructed entirely of aluminum, has been especially built for the more powerful motors up to 33 horsepower, and for those water sportsmen who like skiing and speed. Being extremely lightweight for a boat of its size, the Ski Champ planes the water beautifully and retains feather touch performance throughout its range of speed.

The boat, weighing approximately 275 pounds, has a full deck with front and rear cockpits and seats four to six adults comfortably. It is 14 feet in length, has a 61-inch beam, 52-inch transom width, 27-inch bow depth, and will sell for approximately $450.00 (steering wheel and windshield are slightly extra).

Starcraft construction features seamless bottom that eliminates the cause of most leaks and corrosion. All Starcraft boats have full length, stamped-in-the-metal spray rails which contribute extreme rigidity to these boats; in addition they have three heavy gauge keels. Hulls are made with .051 heavy gauge Alcoa aluminum alloy 52S which is suitable for either fresh or salt water. All wood parts on Starcraft boats are treated with "wood-life" for permanence, and even without varnishing should last the life of the boat.

Starcraft announces that its fleet of 16 aluminum boats wil be more colorful than ever in 1956. Many new shades are being offered, and custom-color styling will be available at extra cost.

Other models include a new all-aluminum fishing boat complete with built-in live boxes and several runabouts in various lengths built with one or two decks. Prices range from approximately $150 to $450.

The company also markets a complete line of galvanized steel boats. For further information and price, write to Starcraft Boat Company, Goshen, Indiana.

THE 1956 TOPPER OUTBOARD CABIN CRUISER—has been completely restyled from stem to stern. Sleek, new lines have been designed into this Outboard Cruiser without sacrificing any of the well-known rugged TOPPER construction. Bigger and roomier than ever before, she's 20 feet long with an 8-foot beam . . . comfortably sleeps a family of four. The 1956 TOPPER Outboard Cruiser is designed to attain speeds up to 20 m.p.h. using a standard 25 h.p. motor. Standard equipment includes foam rubber, leatherette-covered mattresses . . . complete galley with stainless steel sink, 5-gallon water tank, ice box and storage compartment . . . marine toilet . . . complete steering arrangement . . . flying bridge windshield . . . running lights, wiring, battery and switches. The 1956 TOPPER Outboard Cabin Cruiser is priced at $2148.00 complete. TOPPER BOAT COMPANY, 5816 Ritchie Highway, Baltimore 25, Maryland.

REVIN' YOUR MOTOR

(Continued from Page 5)

If these rules are not in accordance with the desires of any group or individual, then they can be amended in accordance with the procedure set forth in the APBA rule book.

Will be looking forward to seeing you, and the other owners of motors of any make at the races as usual this summer.

Sincerely yours, W. L. TENNEY
Dayton Municipal Airport
Vandalia, Ohio

Dear Editor:

Here is a subject that I feel should be aired thoroughly in your new Speed and Spray department which you call Revin' Your Motor. I am speaking in behalf of countless stock drivers throughout the country who are forced to go along with the insane "open cockpit rule" for Stock Outboard Runabouts. In the early days of Stock Outboard Racing there was sense to this rule as the intent of the rules was to keep the boats to strictly "family utility design." This is now long gone and the Stock Racing Runabout is nothing more than a very specialized outboard racing runabout—BUT the rules still require an open forward cockpit. The Stock Runabout in most instances is an exact duplicate of the alcohol classes racing runabout designs in every respect except the open cockpit. Just when has anyone seen a top notch stock racer using his boat for pleasure purposes with anyone in that bow cockpit? The present design of Stock Outboard Runabouts, except in unusually perfect water conditions, is of no value at all as a pleasure boat. It is a racing machine pure and simple, and we aren't fooling anyone with that open cockpit. The only difference between the Stock Runabout and The Outboard Racing Runabout is that the former must carry a strictly stock motor. Now why should we keep up the pretense that a Stock Runabout is a useful pleasure boat? The addition of the bow cockpit is simply additional expense in the original construction of the boat. It would be much cheaper to build these boats with the forward part of the hull decked over AND the hull would be much stronger. Further than this the decked over hull would permit better bulkheading and would provide an air trap that would keep the boat afloat in the event of a flip. That open cockpit is also an operational hazard as it is a "wind trap" and in breezy going and on the turns creates enough disturbance to put a well balanced outfit out of control.

I hope many of your Stock Outboard readers will join with me in a campaign to have this nonsensical rule changed and permit the Stock racer to deck over his boat.

Sincerely, BILL MINIKIN
726 Santa Barbara St.
Santa Barbara, Calif.

Dear Editor:

I see in the February issue of Speed and Spray that you will publish letters on controversial issues. Here is a beauty for you.

The last issue of the APBA Propeller carried the following notice: "Although Outboard Rules Changes for 1956 passed by the required majorities, as published in the October issue of the Propeller, Chief Counsel William A. Smith has ruled the entire ballot void in the face of a protest that members of the Outboard Racing Commission did not have an opportunity to vote on the proposals before they were sent out to the owners concerned."

I realize that it is customary for the Chairman of the ORC to take a ballot of his commission to decide what proposals shall be submitted to the owners. On the other hand here is a situation where an outstanding majority of the C Service owners voted for a particular rules change. The vote is in and the ballots are counted. The vote was 82 for the proposal and 32 against. Then a flock of guys protest the proposal on the grounds that it was not presented in accordance with the rules.

Who runs this outfit? Do the owners and drivers have anything to say or do Roy Harwood, Jim Needles, Homer Kincaid, Al Barber, Tom Small, Fred Brinkman and Marv Brown consider themselves the only C Service owners with a voice in the affairs of the class? These I believe are the ones who protested the ballot. Is it possible that our rules will permit a small group like this to have a ballot declared void even though the large majority of the drivers are in favor of the proposal?

My remarks refer to the overall system that sets out the manner in which outboard rules changes may be submitted to the owners. All of the rules changes voted into being by the drivers were voided by the protest. Specifically I am speaking of the C Service Class proposal that would have permitted the use of ball or roller bearings to replace the bronze top main bearing.

The drivers showed by their vote that the majority of them wanted this change. Now IF this proposal had been submitted to the ORC for approval it is quite apparent that it would not have appeared on the ballot. If a selfish group in the ORC can veto a proposal so that it will not be presented to the owners, it is obvious that the owners are going to have very little to say in their rule changes. They will be permitted to vote on only those proposals that the ORC recommends.

Is this the democratic way? I am not a boat owner, but I have been one of those unpaid crew members on a C Service team for several years. I hope you will publish this complaint.

Very truly yours,
JACK MULHOLLAND
Sacramento, Calif.

Flash!

★ ★ ★ D STOCK HYDRO RECORD . . . Carlo Pagliano of Milan, Italy has applied for the world straightaway record for this class with a pair of runs over a one kilometer course that averaged out 72.9 m.p.h. The previous record was 69.-739 m.p.h. established by an American driver, Doug Tenzler at Seattle, Wash., in 1952. Tenzler drove a Mercury powered Swift and Pagliano drove a hull built by Cantieri Sanmarco powered with a Mercury Mark 40H . . .

★ ★ ★ ALL AMERICAN RACING TEAM . . . in the poll conducted annually by Yachting Magazine, the following were selected as the seven outstanding racing boats of the 1955 season. The selection board is made up of nationally known racing officials and journalists.

Unlimited Hydroplane: *Gale V*, owned by Joe Schoenith of Detroit, Mich.

Limited Inboard Hydroplane: *Southern Aire IV*, a 48 cu. in. outfit owned by F. C. Moore of Miami, Florida.

Inboard Runabout: *Hot Cinders*, a Cracker Box Runabout owned by Bob Patterson of Van Nuys, Calif.

Outboard Hydroplane: Bill Tenney's Class B outfit from Dayton, O.

Outboard Runabout: Bud Wiget's Class C Service Runabout, from Concord, Calif.

Stock Outboard Runabout: John Wehrle's BU from Hackensack, N.J.

Stock Outboard Hydroplane: Don Baldaccini's BSH from Miami, Fla.

CORRESPONDENCE

(Continued from Page 5)

Gentlemen:

I subscribe to your publication Speed and Spray. In the July issue you started a series of articles on water skiing, the material for which was supplied by the Evinrude Foundation.

Would you be good enough to advise me where I may secure the Evinrude "How To" Book of Water Skiing that was edited for them by Bruce Parker.

I am enclosing a self-addressed, stamped envelope for your convenience in replying.

Yours very truly,
E. N. VANSTONE
c/o Moore Business Forms
Niagara Falls, N. Y.

Ed Note:

The above book may be obtained by writing to the Evinrude Foundation, c/o Evinrude Motors, Milwaukee 16, Wisconsin.

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. . . IN THE ROOSTERTAIL . . .

★ ★ ★ There is some rumor to the effect that the Canadian Boating Federation met the deadline for filing a challenge for the Harmsworth Trophy which now resides in the trophy case of the Seattle Yacht Club. No challenge for the cup has been made since Stan Sayres' *Slo-Mo-Shun IV* beat the Canadian challenger *Miss Canada* on the Detroit River course in 1950. For one year, the rule which stipulates that each country may have a three boat team has been set aside. U. S. Authority for the UIM have agreed that the U. S. will run no more boats than the challenging country. With little possibility that any of the European countries might have a challenger, it must be assumed that the idea would be to select by elimination a single U. S. defender in the event that Canada would challenge on behalf of *Miss Supertest*, the Thompson family racer. The Rolls engine out of the Canadian boat was shipped to England last fall for modifications . . .

★ ★ ★ Speed and Spray has received a letter from Vernon Merritt of Montgomery, Ala., driver of a Wilson AB Runabout with a Mercury 20H motor, who is interested in organizing an Outboard and Stock Outboard Racing Club in that area under the sponsorship of APBA. All those interested in forming such a club contact Vernon Merritt, 1935 Graham St., Montgomery Alabama.

★ ★ ★ News from the Canadian Boating Federation . . . Commodore Reginald P. Sparks retired at the annual meeting of the C.B.F. and was made Honorary Life Commodore. R. R. "Bob" Finlayson, Managing Editor of Boating Magazine was elected Commodore. Other officers for the 1956 season will be: Vice Commodore, Wallace Wood; Rear Commodore, Francois Lavigne; Inboard Director, Charles Irish; Racing Outboard Director, Gaston Fecteau, and Stock Outboard Director, Dawson Throop.

★ ★ ★ APBA has announced that an error was made in the announcement that listed Eddie Meyer's *Avenger IV* as the 1955 winner of the Pop Cooper Memorial Trophy. The Cooper Trophy is awarded annually to the 135 hydro owner whose outfit makes the fastest five mile heat in sanctioned competition. Bud Meyer spun out a 73.709 m.p.h. heat at Salton Sea in October, but a recheck of the late season results shows that Frank Hearn's *Chromium* with Ron Musson doing the driving turned in a heat at New Martinsville at 74.074 to cinch the trophy.

★ ★ ★ The APBA Council has received a petition from The Marine Prop Riders of Detroit, a proposition that would make APBA regatta liability insurance compulsory at all sanctioned regattas. The insurance fee would be added to the sanction fee, although the sponsor would stipulate the amount of coverage to be purchased. APBA liability insurance fees will be lower in 1955 and coverage has been broken down into two types: regattas WITH grandstands and regattas WITHOUT grandstands. The premium for the former is higher.

★ ★ ★ APBA Outboard High Point Awards . . . Homer Kincaid from Carbon Cliff, Ill., was the 1955 winner of the George H. Townsend Medal. This award is open to both amateur and professional drivers and is awarded on the basis of the most points compiled in the alcohol-burning competition from April 1st to October 1st each year. Kincaid amassed 13,363 points to top Doug Creech, Charlotte, N. C., with 11,609 and Harris Hayden, New Orleans, La., with 8,959 . . . Californians swept the lead positions for the Rochester Medal and the Colonel Green Round Hill Trophy. The former goes to the amateur or professional driver who totals the most points in two classes only from April 1st to October 1st. Ward Angilley from Daly City, Calif., compiled 8,044 points to win the award, trailed by Dave Imrie, San Francisco, Calif., with 6,272 and Chuck Parsons, Lodi, Calif., with 5,527 points

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