

# Speed AND Spray

MICHAEL C ROGOWSKI  
4832 LONZO RD.  
DETROIT 10, MICH.  
4 57

THE INTERNATIONAL MAGAZINE OF POWER BOATING

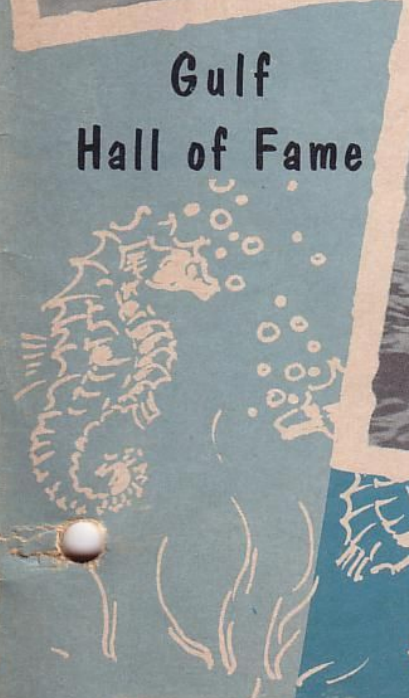
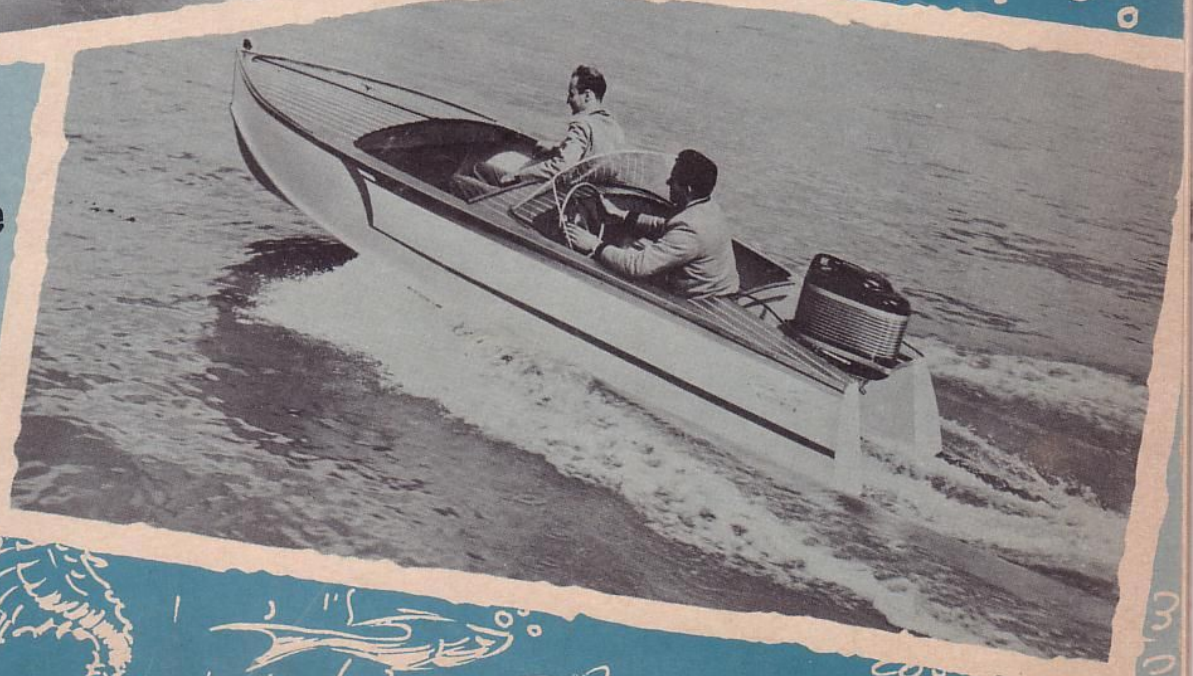
APRIL, 1956

THIRTY-FIVE CENTS



Spring  
Outfitting  
Issue

Gulf  
Hall of Fame



World Coverage . . . PLEASURE BOATING, WATER SKIING, BOAT RACING

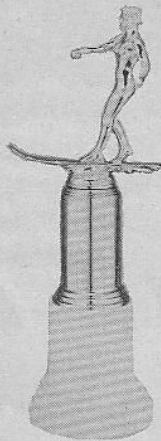
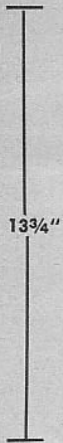


# SPEED and SPRAY *FINEST QUALITY* CHAMPIONSHIP TROPHIES . . .

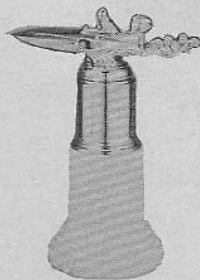
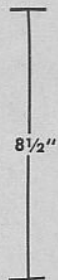
## "A" TROPHY—

Rich Glotone Metal on Unbreakable  
Marblized Phenolic Bases . . .

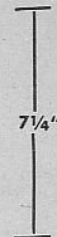
ALL FIGURES INTERCHANG-  
ABLE. SPECIFY FIGURE DE-  
SIRED WHEN ORDERING.



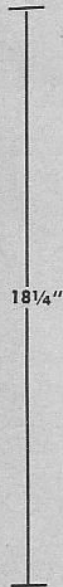
No. 1-A—\$6.00



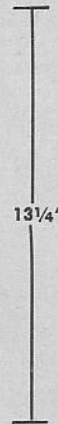
No. 2-A—\$5.50



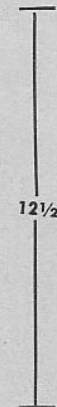
No. 3-A—\$5.00



No. 1-B—\$7.50



No. 2-B—\$7.00



No. 3-B—\$6.50

## "B" TROPHY—

Solid Walnut Wood Bases  
With Rich Glotone Figurines . . .

ALL ORDERS  
MUST BE  
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PRICE INCLUDES SHIPPING CHARGES IN U.S.A.

WRITE SPEED AND SPRAY TROPHY DEPT.  
BOX 1552, SANTA BARBARA, CALIFORNIA

NOTE: See Article in Trade Notes Concerning This Offer.

# Speed AND Spray

THE INTERNATIONAL MAGAZINE OF MOTORBOATING

## April, 1956

VOL. 2, No. 9

### BOAT KITS

OVER 60 MODELS  
INCLUDING WORLD'S MOST  
COMPLETE SELECTION OF  
CLASS RACERS  
and "Flying-Stern" models!

8 ft.  
to  
21 ft.

\$49<sup>50</sup> up



by  
Custom-Craft

### WORLD'S MOST COMPLETE LINE OF REAL PERFORMANCE BOATS!

Boat racing enthusiasts will find the exact boat they're looking for among the over 60 models being offered for 1956. There are A-B, CD Stock and 3-point hydros, the Jet, Hurricane and Thunderbolt Racing Series. Only Custom-Craft features the exclusive "Flying Stern" which increases speed, stability and maneuverability. Custom-Craft also has the most complete line of dinghies, skiffs, inboard and outboard utilities and runabouts, cruisers and sailing dinghies in the industry. They're easier to assemble, better designed and contain the best materials available. See the 1956 Custom-Craft line, before you buy ANY boat kit!

Send 35c for BIG 1956 CATALOG

SPECIAL OFFER: Send \$1.00 and get the big 1956 kit catalog PLUS valuable book "Boat Selection, Operation and Maintenance."

### ARMOR GLASS

Leak-Proof Your Boat  
and End Annual  
Painting, Calking!

SUPER-XXX RESIN

New Custom-Craft Armor-Glass is easy to apply on any wood boat, big or small. Adds strength and protects against deterioration. Never needs painting. Hundreds of uses. SEND 10c for FOLDER and measuring chart or send \$1.00 for folder and TWO valuable booklets "How to use Armor-Glass" and How to build fiberglass boat or car body." PATCH-REPAIR KIT! \$5—includes generous supply Armor-Glass plus plan for tool or tackle box.

### BOAT PLANS

Over 150 Modern Plans  
with  
Full-Size Patterns

Build your own boat the modern way . . . the Custom-Craft way, with large scale building plans plus full size paper patterns. Saves time, effort and money! Custom-Craft has the World's largest selection of up to the minute designs for boats of all types; Racing classes, cruisers, inboards, outboards, sailboats, etc.

ALL TYPES  
6 to 35 ft.



Racing enthusiasts especially will like the wide selection of class racing designs featuring A-B, CD Stock and three point hydros, famous "Cracker Box" and many other championship designs. Also many exclusive Custom-Craft designs such as the famous "Pontoon" racers and "Flying Stern" models. All Custom-Craft plans are complete with instructions and hints on building. Send for complete details today!

SEND 35c FOR 1956 CATALOG

1956 Catalog PLUS helpful booklet on boat building only \$1.00 (Tells the A-B-C's of boat building).

### BOAT HARDWARE FITTINGS

MARINE BUYER'S GUIDE

World's largest, most complete catalog of full racing and speedboat accessories, general boat hardware, fittings, paint, marine engines, conversions, kits and hundreds of other bargains.

CATALOG 35c

Catalog PLUS booklet "How to paint, outfit and care for your boat," \$1.00.

CUSTOM-CRAFT (DEPT. N) BUFFALO 7, N. Y.

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### COVER PHOTOS

Top: Skipperettes who like to relax and chat on the water find the smooth comfort and super silence they want in this Dunphy runabout powered by the new Mercury Mark 30 Outboard Motor. The Mark 30, which has just been introduced in the 1956 line of Mercury Motors, has 30 horsepower and four in-line cylinders.

Lower: A Custom-Craft "Thunderbolt Sea-Going" Kit Boat Model PB-290F. Length 15 ft., beam 63 in., depth forward 31 in., after 22 in. (See ad in this issue for Custom-Craft.) Power is the famous Mercury in-line four cylinder alternate firing "Mark 55," the ideal engine for this "Thunderbolt Sea-Going."

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Ronald Myrick, Advertising Manager  
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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.

### 1956 REGATTA DATES

#### 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
7/22	Long Level, Pa.	I-SO
9/2	Salem, N.J.	I-SO
9/2	Millville, 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 4

8/24-26	Cambridge, Md. (National Championships)	SO
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#### REGION 5

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

7/4	Bay City, Mich.	SO
7/15	St. Clair, Mich. (Unlimiteds Only)	I
8/18	Detroit, Mich. (Silver Cup)	I
9/1	Detroit, Mich. (Gold Cup)	I
9/16	Belleville, Ky.	I-SO

#### REGION 7

5/19-20	Kaukauna, Wis.	SO
5/27	Kaukauna, Wis.	SO
6/3	Manteno, Ill.	O
6/9-10	Orihula, Wisc.	SO
6/10	Manteno, Ill.	SO
6/17	Neosha, Wisc.	SO
6/17	McHenry, Ill.	SO
7/1	McHenry, Ill.	SO
7/4	Manteno, Ill.	SO
7/4	Fond du Lac, Wisc.	SO
7/7-8	Rhineland Wis.	SO
7/8	Ottawa, Ill.	SO
7/14	Milwaukee, Wisc.	SO
7/15	Sheboygan, Wisc.	SO
7/15	Joliet, Ill.	SO
7/15	Culver, Ind.	O
7/21-22	Ladysmith, Wisc.	SO

7/22	Manteno, Ill.	SO
7/22	Danville, Ill.	O
7/28-29	Thiensville, Wisc.	SO
7/29	Indianapolis, Ind.	SO
8/4-5	Elgin, Ill. (Regionals)	SO
8/11-12	Winneconne, Wisc. (Divisionals)	SO
8/12	Spring Valley, Ill.	O
8/18-19	Random Lake, Wisc. (Wisc. State Championships)	SO
8/19	Manteno, Ill.	SO
8/26	New Boston, Ill.	O
8/26	Daily News Regatta Chicago	SO
9/2-3	Kankakee, Ill. (Midwest Championships)	SO
9/2-3	Depue, Ill.	O
9/9	Fort Wayne, Ill.	SO
9/16	Manteno, Ill.	SO
9/23	Fox Lake, Ill.	SO
9/29-30	Madison, Ind.	SO
10/6-7	Madison, Ind.	I

#### REGION 9

5/26-27	Baton Rouge, La.	I-O-SO
6/9-10	New Orleans, La. (Pan American)	I-O-SO

#### REGION 10

5/30	Newberg, Ore.	I-O-SO
8/2-5	Seattle, Wash.	I-O-SO

#### REGION 11—Northern California

4/15	Venice	O
4/15	Carlsbad	SO
4/22	Venice	SO
4/29	Venice	SO
5/6	Parker, Ariz.	I
5/6	Long Beach	SO
5/20	Bakersfield	SO
5/27	Needles	SO
5/20	Long Beach	I
6/10	San Diego	SO
6/10	Long Beach	O
6/17	Bakersfield	O
6/24	Carlsbad	SO
7/4	Long Beach	I
7/14-15	San Diego (Regionals)	SO
7/15	Long Beach	O
7/22	San Diego	I
7/29	Long Beach	SO
8/12	Carlsbad	I
8/11-12	Long Beach (Divisionals)	O
8/11-12	Lake Mead (Divisionals)	SO
8/26	San Diego	SO
9/1-2	Fresno (North-South)	SO
9/2	San Diego	O
9/3	Long Beach	I
9/16	Big Bear	I
9/16	Carlsbad	SO
9/20	San Diego	I
9/22-24	Long Beach (Nationals)	O
10/19-22	Salton Sea	I
10/21	Parker, Ariz.	O

#### REGION 14

7/22	Guntersville, Ala.	I
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#### REGION 15

5/20	Fort Worth, Tex.	I
6/3	Port Arthur, Tex.	I
10/13	Port Arthur, Tex.	I

#### REGION 16

6/10	Saratoga, Wyo.	I-SO
6/17	Loveland, Colo.	I-SO
6/24	Sheridan Lake, S. Dak.	I-SO
7/4	Laramie, Wyo. (SO Regionals)	I-SO
7/8	Casper, Wyo.	I-SO
7/22	Grand Lake, Colo.	I-SO
7/29	Denver, Colo.	I-SO
8/5	Granby, Colo.	SO
8/12	Hot Springs, S. Dak.	I-SO
9/2	Denver, Colo. (I Divisionals)	I-SO

#### REGION 17

8/10-11	Polsom, Mont. (Copper Cup)	I-O-SO
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#### REGION 18

5/27	Salt Lake City, Utah.	I-O-SO
5/30	Provo, Utah	I-O-SO

#### SO—MARATHON

6/10	Alexandria Bay, N.Y.	90 Mi.
6/24	Fond du Lac, Wisc. (Winnebago Land)	88 Mi.
8/5	Granby, Colo.	50 Mi.
8/17-19	Stockton, Calif.	316 Mi.
10/7	Needles	115 mi.

### V-8 FORD CONVERSION KITS

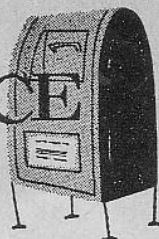
Write for Free Catalog showing all parts needed to convert V-8 Ford or Mercury engines for marine use. Send 10c today for Big New 1956 Marine Catalog full of illustrations and information for boat builders.

**I. E. DEBBOLD'S Marine Supply Co.**  
10366 Long Beach Blvd. \*Lynwood 15, Calif.





# CORRESPONDENCE



Dear Sir:

Please accept the thanks and appreciation of the entire membership of Valley Speedboat Association for the excellent coverage given our "Speedboat Rodeo" television show in the January and February issues of Speed and Spray magazine.

In addition to the many local inquiries about Stock Outboard Racing, we have received letters from interested people throughout the country. The enclosed copies of my letters prove your articles have attracted attention in every corner of the United States.

Hoping you will continue your fine articles on "Speedboat Rodeo," I remain, Sincerely yours,

BILLIE MITCHELL  
Valley Speedboat Association  
1705 Miralinda Drive  
South San Gabriel, Calif.

*Ed. Note: The following is one of the many letters mailed as answers to inquiries received by Valley Speedboat Association.*

Paul Ashkenas  
2147 Starling Avenue  
Bronx 62, New York

Dear Paul:

Yes, indeed, I will be most happy to send you information on hydroplane racing. You state in your letter you are 15 years old—that is a good age to get started in A Stock Hydro. Enclosed with this letter is a brochure prepared by our club in which you will find the information you requested. However, we suggest you consult somebody familiar with boat racing in your area. The APBA Stock Outboard Chairman would be able to refer you to a reliable dealer—write Joe Timmons, Cold Spring Rd., Liverpool, N.Y.

You mention reading in Speed and Spray magazine about the 12-year-old boy racing at our "Speedboat Rodeo." That is Ronnie Hill, already a veteran of one full year of racing and one of the finest little drivers in the country. Perhaps you will be interested to know he won the "High Point Trophy" for his A Runabout Class. He earned more points than any other driver in that class over the 13 week period of televised racing.

Thanks for your letter, Paul, and good luck to you.

Sincerely,

BILLIE MITCHELL, Secretary  
Valley Speedboat Association

Dear Sir:

I am a racing fan and I really go for it, even though I am only 10 years old. It is a thrilling sport and an exciting one too. I read your magazine Speed and

Spray, it is a wonderful one. It shows plenty of racing for me and other racing enthusiasts too. Keep it coming.

Sincerely yours,

LOYD CHRISTOPHER  
747 Golden Gate Ave.  
Point Richmond 3, Calif.

Dear Sir:

Glad to see your magazine back and better than ever. Will subscribe as soon as I get back to the States and get my new base. Am sending along a check to cover my ad to be placed in the April and May issue.

Yours truly,

LT. COL. W. G. GARDNER  
AFS MAAG Formosa  
APO 63, San Francisco, Calif.

Dear Sir:

I feel as though I should let you know why I have neglected to renew my subscription to your very fine publication, as it is knowledge of problems such as this that will enable you to maintain your circulation.

I am in the USAF and, at present, am attending the A & E Mechanics Course here. I expect to finish in February. (The last week), and then, I will receive my assignment to a permanent station. I waited to renew my subscription until I found out where my next address will be. Especially whether it will be in the U.S. or overseas.

Being marooned in the middle of the Great Plains, I appreciate more than ever, the excellent coverage of boat racing and water sports in your great magazine.

I follow inboard racing while I am at home in California and occasionally work in the pits.

I hope to whip together a 48 cu. in. hydro as soon as my hitch is up.

I would like to see an article on the progress being made with outboard prop-riders. I understand that Hugh Entrop and Ted Jones have working along these lines, and have come up with a real screamer.

A loyal reader,

JOHN BRADLEY, A/3c  
AF19536913  
3755th STURON  
Sheppard Air Force Base  
Wichita Falls, Texas

Dear Sir:

May I be among the many to congratulate you on your publication of Speed and Spray.

My two sons and myself derive a lot of pleasure out of reading this little magazine of much news and portrayals.

Of particular interest to me was the

story in the February issue by Kent Hitchcock. (Donald Duck.) Hope we may hear more of Ted Peterson and his newly acquired *Wildcat* from time to time. It's fellows like Peterson and Terheggen that prove the advance in power boating.

For the benefit of the beginner and Power Boat fans I would like to see an article written explaining the rules and regulations of the different classes of racing.

Sincerely yours,

ROY V. CLAYTON  
676 E. High St.  
Waynesburg, Pa.

Dear Sir:

I wish to say a few words about your magazine.

When you first started printing this magazine in 1952 you had different colored covers each month, with many photographs with articles that were quite long, of boating events that told of the writer's opinions, conceptions of the races, and water conditions, and all of this was for 50c.

Now since you have started reprinting the magazine is not as thick and the cover photographs are in black and white with the same borders each month, and all of this for 35c. I would say there are as many photographs now as there were then, but the writers don't say much, and for each event, just about all the writer does is list the runners in the race and that's all. Why don't they say more about the pits, water and exceptional drivers?

I write this letter as a compliment and a complaint. I would say that there are some boaters that feel the way I do. I enjoy your magazine immensely and the photographs are exceptionally good. The features by Kent Hitchcock like his articles about Don Campbell and Seattle's Sea Fair are well written and have many interesting photographs inserted.

Sincerely yours,

TOM BROUGH  
A starved for Speed and Spray Reader  
3329 Elsmere Road  
Shaker Heights 20, Ohio

Dear Sirs:

I just finished reading your January issue of Speed and Spray. Add my praises to the long list.

I was especially interested in your article on Mr. Campbell and his water-bourne blowtorch as I am sooner or later planning to build a hull of the same kind.

Could you possibly forward me an address where I can get in touch with Don? I've been rummaging around for around three months now with no luck.

In case you're interested, way up here in the Northlands most of us on or near the Wisconsin River race with the WOA boys (Wisconsin Outboard Association). Right now I'm doing a little research work on the fabled Bourke powerplant. Real interesting. (Bring on Mr. Kiekhaefer's new C's now!)

Well, thanks for the time. Any help appreciated.

Sincerely,

BILL ATWELL  
Atwell Racing Enterprises  
Stevens Point, Wisc.



# Spring Outfitting

## FOR PLEASURE BOATERS

Presented Through the Courtesy of O. B. C.

Better motors for family use is the aim of the outboard motor manufacturers this year. Since outboard boating has become as much a family affair as the old-fashioned ice cream social, motors have been called upon to serve a new and varied list of needs. In the face of the additional duties that the motors are called upon to perform, the entrance of the women and children into the sport has made it necessary that the motors be lighter, easier to operate and quieter.

The 1956 line of outboards fills this bill. The new motors feature added power, color-styling and simplicity of operation as well as quieter running at all speeds.

Manufacturers have expanded their lines to include more high horsepower models to provide a greater selection of heavy duty motors for water skiing, cruising, off-shore or deepwater fishing and other water sports. Also, the trend toward large runabouts and other cruiser-type boats makes the increase in horsepower necessary.

Motors are quieter this year. Through new mounting methods, changes in valve construction and other silencing devices, the engineers have been able to remove much of the thunder while adding to the lightning.

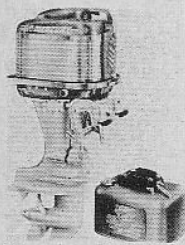
Long cruises or extended fishing trips required a tremendous amount of gas at one time. The 1956

motors are equipped with fuel saving devices that greatly reduce the amount of gasoline required to operate an outboard.

The 1956 outboards weigh less per horsepower than the 1955 motors. And, of great interest to the familyman, the 1956 motors cost less per unit of horsepower than at anytime in the history of the outboard industry.

Important changes in color-styling and basic design give the 1956 motors the flash and modern profile associated with the finest sports cars. Mink coat luxury has been combined with bargain basement costs to give the nation's boaters the best line of outboard motors ever to leave an assembly line.

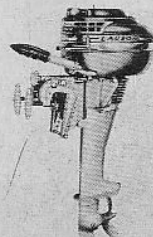
### What's New for '56 in Outboard Motors



Mercury Mark 55

The 1956 Mercury line, produced by KIEKHAER CORP., Fond du Lac, Wis., will include 10 motors. The most powerful of the 1956 models is the Mark 55 four cylinder, electric-starting motor that is rated by the manufacturer at 40-horsepower. This model is complete with a 12 volt electric generator and battery that permits the use of horns, lights, radio, bilge pump and other accessories. The 20-horsepower Mark 25E and the 30-horsepower Mark 30E are available in either manual or electric starting models. Dyna-Flo engine suspension is standard on the 20, 30 and 40-horsepower units. The entire line features anti-friction bearings, waterproof magnetos and plugs, one-piece gear cases and a clutch driven propeller that cuts shear pin loss. The two-tone color combinations of last year are continued and several new colors have been added.

THE LAUSON COMPANY, New Holstein, Wis., offers their four-cycle air-cooled line in three models. The Lawson three horsepower single, the Lawson 6-horsepower twin and the Lawson Twin with neutral-forward shift. The line features automotive-type carburetion and the four-cycle system eliminates the usual mixing of oil with the fuel.



Lawson 6

### Accessories and Supplies

Cruise maps, floor mats, motor oils, spotlights and countless other items fall into the catch-all category of accessories and supplies. It would be possible to go boating without any of the accessories and the boater wouldn't necessarily



Nautiform Windshield

Nautiform Sport Windshields, introduced in the 1956 market by ALUMINUM MARINE HARDWARE CO., Auburn, N. Y., have a special flexibility that fits them to any shape outboard boat with-

SPEED and SPRAY, APRIL, 1956



CHAMPION MOTORS CO., 1325 N.E. Quincy, Minneapolis 13, Minn., steps into the 1956 motor parade with a light-weight 16½-horsepower Deluxe Pacemaker unit that is claimed to be the most powerful stock motor for its size ever built. Large bore, short stroke engineering permits a compactness of design that pares the weight down to a mere 58 pounds. Other features of the motor are "Magic Wand" one hand control of throttle and shifting, a spring-cushioned power shift and roller bearings. A standard Pacemaker 16½-horsepower motor is available with shifting and steering facilities designed to be used in steering wheel-equipped boats. Three other motors complete the Champion line. A 7.8-horsepower unit is available with the "Magic Wand" control of steering, throttle and shifting. The Guide Six, an alternate firing, 6-horsepower unit is priced for the budget-minded angler. The Guide Four, holder of an endurance run of 15,412 hours of operation, provides 4 horsepower pep in "pocketwatch" weight.



Champion 16½

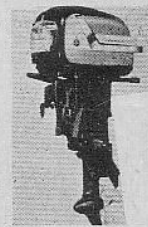


Corsair 30

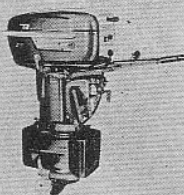
starting as original or as optional equipment. Remote controls are available for the 30-horsepower unit. The line is completed by a 7½-horsepower and a 16-horsepower model.

CORSAIR OUTBOARD MOTOR CO., 2700 Winter St., Minneapolis 13, Minn., sends four models to the 1956 market that offer boaters power ratings from 5-horsepower to 30-horsepower. The entire line features twist-grip speed control, "Pump-O-Matic" fuel tank, gear shift drive, rubber float steering mount, easy access power head, drop catch automatic recoil starter, shock absorber propeller and anti-friction bearings. The 30-horsepower model offers electric

EVINRUDE MOTORS, 4143 N. 27th Street, Milwaukee, Wis., has increased the 1956 line by four models over the 1955 series. These new motors incorporate easier starting, reduced fuel consumption and a lighter, more compact, faster working electric starter for the larger models. Three new 30-horsepower models, a deluxe electric starting high-styled model called the Lark and both electric starting and manually-operated Big Twins replace last year's 25 horsepower units. Other additions to the line include an electric-starting 15-horsepower Fastwin, a 10-horsepower Sportwin and a 5.5-horsepower Fisherman. A manual-starting 15-horsepower Fastwin, a 7.5-horsepower Fleetwin and a 3-horsepower Lightwin complete the 1956 line. The decrease in fuel consumption by the 30-horsepower models is made possible through the new "Cruis-Throttle," a redesigned cam which automatically synchronizes carburetion-ignition ratios to best operational efficiency. At cruising speeds the 30-horsepower units will consume less fuel than did the 25-horsepower motors.



Evinrude Lark 30



Buccaneer 25

The big motor in the 1956 line of Buccaneer models manufactured by GALE PRODUCTS of Galesburg, Ill., has been boosted to a full 25-horsepower. The big power plant features spark and throttle control in the twist-grip steering handle. The motor, boasting "muted drive," has a full gearshift range of forward, neutral and reverse. Fuel is carried in a separate six gallon tank. Manual or electric starting is available in the 25 and the Deluxe 12-horsepower models. A standard 12-horsepower motor is a self-contained unit having the tank on the motor. A deluxe five horsepower and a deluxe and standard three horsepower round out the line.

The Brooklure motors of SPIEGEL, INC., 1061 W. 35th St., Chicago 9, Ill., keep pace with the swing to more horsepower by bolstering their 1956 line with a 25-horsepower unit available in either electric or manual starting models. Four other models in three power divisions complete the line. The Brooklure 12-horsepower and deluxe 5-horsepower models offer complete gearshifting. The standard 5-horsepower and the lightweight 3-horsepower motors have 360 degree pivoting and integral fuel tanks.

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## Accessories and Supplies

out re-cutting. The wrap-around windshields can be installed on any boat regardless of age or deck crown in five minutes. Made of molded scratch-resistant plexiglas, the windshields are available in tinted tones or clear.

AMERICAN PAD & TEXTILE CO., Greenfield, O., makers of Tapatco products, offers a new safety jacket for children. The 1956 edition is a bright orange-colored vest covered with high-count sheeting and filled with prime Java kapok, hand stuffed in waterproof vinyl inserts. The jacket comes with adjustable front straps with safety buckles and the have to use the best supplies, but boating is far more enjoyable because of the addition of these quality products.

In this group as in the others, the great emphasis is upon the family afloat.



Tapatco Stay-A-Float

patented Tapatco crotch straps. The Tapatco line is rounded out with a complete selection of boat cushions, motor covers, boat covers, ring buoys, reel boots and related items.

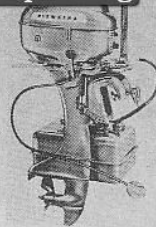


Arnolt Ivalite Knob

The ARNOLT CORP., Warsaw, Ind., introduces a new control knob as standard equipment on the Ivalite marine spotlight. The new knob is triangular shaped, thus providing



GAMBLE-SKOGMO, INC., 15 N. Eighth St., Minneapolis 3, Minn., presents a completely new line of six Hiawatha motors for 1956. The leader of the group is an improved 7½-horsepower model offering "Bailmaster," a new boat bailer, an improved gear shift and a separate fuel supply that requires no pumping. Spring mounting and underwater exhaust provide quiet operation. The Hiawatha line is completed by the 3.6-horsepower and full-shift 5-horsepower models and a runabout-inspired 16-horsepower model. The most powerful motor of the 1956 grouping is a 30-horsepower unit available in either electric starting or manual starting models.



Hiawatha 7.5



Sea Bee 25

The most important changes in the Sea-Bee line offered by GOODYEAR TIRE & RUBBER CO., Akron 16, O., have been made in the 12-horsepower model. Air intake silencers on the carburetor and the lower unit are mounted in rubber on stern bracket and the shrouding of the powerhead is sealed to a pan at the bottom thus achieving a new silence of operation. The other major improvement is the removal of the integral gas-tank and the adoption of a

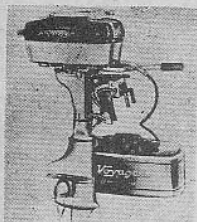
separate six gallon tank. This model is also adaptable to Goodyear's Bo'Sun remote controls. The big motor of the line is a 25-horsepower unit that is the same in engineering and design as the 22-horsepower motor of last year. The bore has been increased and thereby the motor gains in horsepower. The electric starting unit available with the 25-horsepower model is much improved being four pounds lighter in weight and capable of turning over the motor faster with a lower battery charge.

JOHNSON MOTORS, Waukegan, Ill., expanded their line to include nine motors in six power sizes instead of four. The 25-horsepower models of 1955 have been replaced with 30-horsepower units. The top motor of the new Johnson line is the Javalin, an electric-starting, remote controlled unit designed primarily for runabouts and outboard cruisers. Two additional 30-horsepower motors are available in standard models featuring either manual or electric starting. Supplementing the 30-horsepower models is a 15-horsepower motor to serve the smaller runabouts. The expansion of line continues in the lower horsepower range with a 7½-horsepower model as well as outboards of 3, 5½ and 10-horsepower motors. The "Seahorse green" color that had so long been associated with Johnson Motors has been discarded this year in favor of a stylish "Holiday bronze" keyed to the colors used on family runabouts. Mechanically the new line lists an elliptical pull starter and a fuel saver on the 30-horsepower units, an improved electric starting system and a "stall-proof" idle stop.



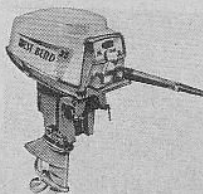
Johnson Javalin 30

Voyager outboards, produced by OUTBOARD MOTORBRANDS, INC., P. O. Box 994, Minneapolis, Minn., reaches the 1956 market in four models. Most powerful of the quartet is a lightweight 15-horsepower motor. The motor offers forged steel connecting rods, dual internal rotary valves, twist-grip control, co-pilot steering and a separate fuel tank. In addition to the "15," Voyager motors are available in 7.8-horsepower, 6-horsepower, and a 4.2-horsepower "Fisherman's Special."



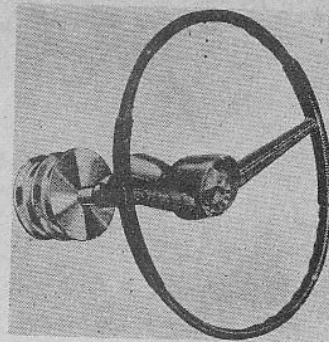
Voyager 15

WEST BEND ALUMINUM CO., West Bend, Wis., places five motors in the 1956 parade of outboard power plants with 5½, 7½, 12 and 25-horsepower units and a 2-horsepower air-cooled, single cylinder model. Standard equipment includes twist-grip control, full gearshift, one piece fiber-glass covers and six gallon fuel caddys for the 12 and 25-horsepower models.



West Bend 25

better gripping for small hands or heavily gloved hands. Made of ivory bakelite, the new knob may be obtained at small cost by present Ivalite owners.



Attwood Seaflyte Steering Wheel

The Seaflyte steering wheel introduced this year by ATWOOD BRASS WORKS, 303 Douglas St., Grand Rapids, Mich., is a departure from the conventional boat steering wheel design. The new wheel features swept-back spoke, hooded medallion and a narrow rim. Grips on either side of the wheel have new horizontal fluting aimed at providing a more secure grip and easier handling. The Seaflyte wheel is available in red, blue, green, black or Holiday Bronze. The wheel, made of plastic, is 15 inches in diameter.

GULF OIL CORP., Gulf Building, Pittsburgh, Pa., producers of Gulfpride Outboard gear lubricant, Gulfpride Marine Outboard Oil and a hypoid type gear lubricant, offer outboarders a tour service to many of the nation's water ways. Charts, guides and booklets are available free through Gulf Cruise-guide Bureau, 17 Battery Place, New York, N. Y.

SOCONY MOBIL OIL CO., INC., 26 Broadway, New York 4, N. Y., offers a revised set of cruising maps to the waterways of the nation as a contribution to better boating in 1956. The new guides show radio beacons, lighthouses and indicate distance between ports. There are four guides: One, from Eastport, Maine to Barnegat Inlet, N. J. Two, from Sandy Hook, N. J., to Jacksonville, Fla., including Delaware and Chesapeake Bays and the Ohio River. Three, New York waterways, the Great Lakes and the Mississippi River. Four, the Pacific Coast from Puget Sound to San Diego, Cal. For cleaner engines Socony Mobil has added a new rust inhibitor to Mobiloil Outboard.





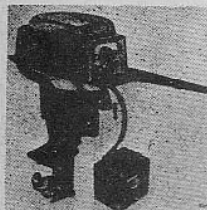
Wizard 25

WESTERN AUTO SUPPLY CO., heads their 1956 line with a 25-horsepower, 4-cylinder Wizard motor that is being made available in either manual or electric starting models. The big Wizard features dual carburetion in conjunction with the 4-in-line alternate firing cylinder arrangement for smoother operation. A gearshift control is located just above the clamp bracket. Electric starting models come complete with generator. The entire Wizard line features separate fuel tanks. The line is completed by 5, 10, and 12-horsepower models.

SCOTT-ATWATER MFG. CO., INC., Minneapolis, Minn., keeps pace with the demand for motors of higher horsepower with the introduction of a 33-horsepower model to their 1956 line. The new motor adds a convenience for water skiers in that it incorporates a built-in tow ring. The big motor offers automatic tiller settings and a "Squeeze primer" in the fuel line for faster starts. The new line is rounded out by 16, 10, 7½, 5 and 3.6-horsepower units. Proven features of former years that are carried over into the 1956 line are: snap-off hood, shock absorber propeller with the "aquablade," automatic bailer, "hush-spring" mounting and air intake silencer.



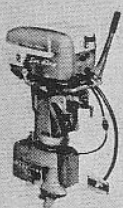
Scott-Atwater 33



Elgin 25

SEARS, ROEBUCK AND CO., 925 S. Homan Ave., Chicago 7, Ill., have included new 5½-horsepower and 7½-horsepower models in their 1956 line of Elgin motors. These new motors have the dashboard-type control panel and other features similar to the Elgin 12-horsepower and 25-horsepower models introduced last year. These features are silencers on carburetor and exhaust and a fiberglass engine cover that muffles motor hum. The gearshift lever is located

in the control panel for easy accessibility. Twist-grip speed control and a 4½-gallon separate fuel tank are also standard equipment. Remote speed and gearshift controls are available as optional equipment on both models. Along with the new 5½- and 7½-horsepower units, Elgin offers a 2-horsepower motor and 12 and 25-horsepower units. The 12 and 25 models are available with extra-long shafts at additional cost.

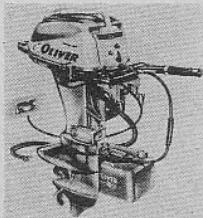


Sea King 25

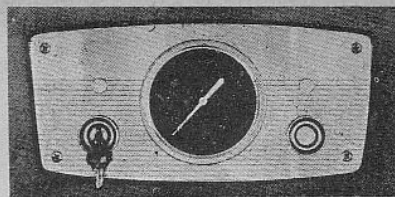
MONTGOMERY WARD & CO., 619 W. Chicago Ave., Chicago 7, Ill., has expanded their Sea King line of outboard motors. Leading the power parade are two 25-horsepower models featuring either manual or electric starting. New 12-horsepower units are available with electric starting or automatic rewind manual starting. A gear-shift has been added to the five-horsepower motor and provision has been made to equip the "5" with a remote control and separate

fuel system. A 30-pound, 3-horsepower unit rounds out the line that features two-tone color styling and the "sonic-quiet" performance.

THE OLIVER CORP., 108 South McCamly St., Battle Creek, Mich., celebrates their second year in the outboard motor field by adding a third motor to their line. The new addition is a 35-horsepower model featuring electric starting as standard equipment with a 12-volt battery included in the purchase price. Quiet operation is assured through rubber mounting and the use of poppet valves which also increase efficiency and horsepower. Designed for the outboard cruisers and larger runabouts, the 35 is equipped with "Tilt-A-Matic" which allows inboard control over the verticle angle of the motor. Oliver completes the 1956 line with a 15-horsepower unit and a 5½-horsepower model.

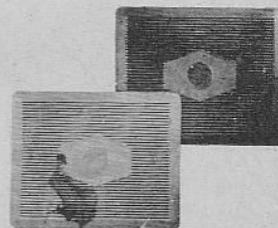


Oliver 35



Ketcham & McDougall Aqua Panel

Aqua panel, an instrument panel for outboard boats, joins the 1956 line offered by KETCHAM & McDOUGALL, Roseland, N. J. The new panel is especially designed for electric starting boats and centers the Aqua Meter speedometer between choke and starter buttons. Additional holes are provided for switches for lights, horn or pump. The panel is shipped with all switch mounting holes covered by chromium plated brass snap-out plugs.



Lafayette floor mats

THE LAFAYETTE SUPPLY CO., West Lafayette, O., spotlights 15 pages of new items in their 1956 catalog of boating accessories. Ranging from motor hoods on page two to an anchor rope on page 15, the catalog runs the full scale of equipment. Page seven introduces the boat mats which are designed to fit practically all boats and not only add to the good looks of the boat, but prevent slipping and noise. Too, the mats are engineered to catch dirt and their easy removal makes for simpler "house-keeping" aboard.

Touch-up paints to match the original factory finish is being made available by TEMPO PRODUCTS, 2075 E. 65th St., Cleveland, O. The 1956 color-styled motors require entirely new touch-up colors and the Tempo line packs these matching shades in push-button spray cans. In addition to the touch-up paints, Tempo will offer a full line ranging from bronze bottom paints and spar varnish to special finishes for boat trailers.

(Continued on page 22)





Coming down the homestretch in front is Howard Hibbert of Miami in Forest Johnson's, Jr. Prowler, with Miami's Howard Abbey close behind in the Hurricane. The two craft went over the finish line in that order in the E & F Service race of the Biscayne Bay Regatta at Miami's Haulover Beach.

## BISCAYNE BAY REGATTA

**Y**OUNG Don Wilson of Dearborn, Mich., and talented Chris Erneston of West Palm Beach, Fla., raced off with the lion's share of the prize money in the 43rd annual Biscayne Bay Regatta held Saturday and Sunday (Jan. 28-29) at Haulover Beach.

Wilson, a 23-year-old "veteran" who recently graduated from Rollins College, gave his inboard rivals a sound trouncing in the 135 and 266 cubic inch hydro events.

Timing his starts beautifully, Wilson, driving for Bill Ritner of Gladwyne, Pa., made clean sweeps in both races as he scored a perfect four for four.

In addition to the prize money Wilson also walked off with the Miami Jaycees Past President's trophy, which is awarded annually to the winner of the 266 race.

In the opening 266 heat Wilson, driving the Wa Wa Too, the same craft in which Henry Lauterbach of Hampton, Va. drove to victory in the Orange Bowl Regatta's Grand Prix, was past the finish line before the second boat, driven by his older brother Stu Wilson of Ft. Lauderdale, had entered the final turn.

Stu took almost as bad a beating in the second heat in his Sabre.

In the opening test Louis Nuta, Jr. was third in Tommy Gore's *Miami Boy* and in the final heat George Smith of Mt.

Holly, N. J. took third in his Jersey Devil, when Nuta's craft conked out.

In the 135 young Don was just as proficient. He beat Bob Hamilton of Ft. Lauderdale, with Wayne Seaman of Miami third and in the second spin he outraced Deke Fugate of Ft. Lauderdale with Seaman again finished third.

In the stock outboard races on Saturday Erneston, 35-year-old produce dealer, was almost as rough on his rivals as Wilson.

In the eight heats he drove, Chris scored five firsts and three seconds racing in hulls he borrowed from his friend Gus Carves.

"Boy, these new hulls are terrific, much better than my old hulls. I'm going to have two built just like them," said the happy Erneston.

Sharing the outboard honors with Chris was Miami's Don Baldaccini, who had two firsts, three seconds and a third.

Skipper Ritter, the 19-year-old dare-devil from Hallandale, Fla., who only the week before dominated the Miami Winter Outboard Regatta, had tough luck with his starts.

He was disqualified on three occasions for jumping the gun. Nevertheless Skipper wound up with two firsts, a second and a fourth.

The Biscayne Bay Regatta was staged by the Miami Junior Chamber of Commerce and sponsored by the City of Miami.



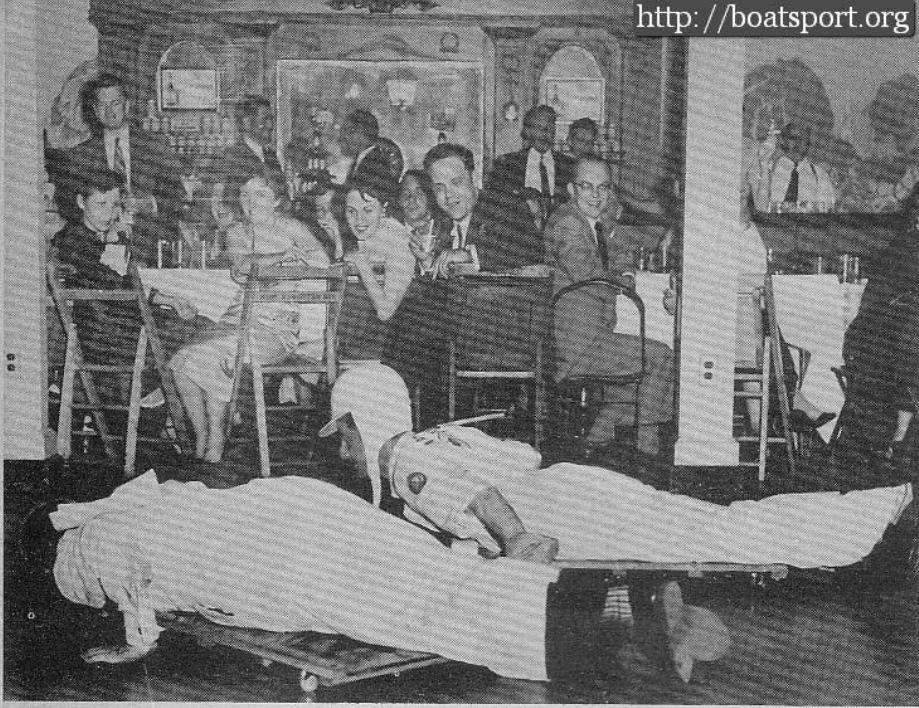


Receiving congratulations from Biscayne Bay Regatta chairman Major Threlkeld, right is Don Wilson of Dearborn, Mich., winner of the Miami Jaycees' Past President's Trophy. In the center is Bill Ritner of Glaydwyne, Pa., owner of the boats Wilson drove.



Out in front all alone in the 266 cubic inch hydro race is Don Wilson of Dearborn, Mich. driving Bill Ritner's Wa Wa Too. Don drove in four heats of 135 and 266 events and won them all.





A close race between Frank Vernon (foreground) and Jim Watson in the 136 cubic inch in-board class is witnessed by spectators on the straightaway.

# CREEPSTAKES REGATTA

*How Some Speedboat Drivers Have Fun*

PHOTOSTORY BY HAROLD J. FLECKNOE



Closeup of one of the drivers shows the "creepers" used by the drivers competing in the regatta. They also wore crash helmets, mechanics' overalls and heavy gloves. The creepers normally are used by automobile mechanics working under cars.



Entries in the "Officials' Race" wait for the starting signal. Left to right: Al Bauer, nationally-known powerboat regatta announcer; Bill Pratt; Joe Hannon and Edward Murphy.





Just like in a regular regatta, Announcer Al Bauer (left, with dark rimmed glasses) holds a drivers' meeting to brief contestants on rules for the event. Bauer is considered one of the best regatta announcers living.

WHAT do speedboat drivers do for "kicks" before the regular season begins?

Most just tinker with their boats, swap stories of past glories with racing buddies or wait impatiently for the first regatta to begin.

Members of the Capital Power Boat Association, however, put on an annual event that temporarily satisfies their urge to be at the throttle again and also gives their wives a chance to meet other racers and their wives.

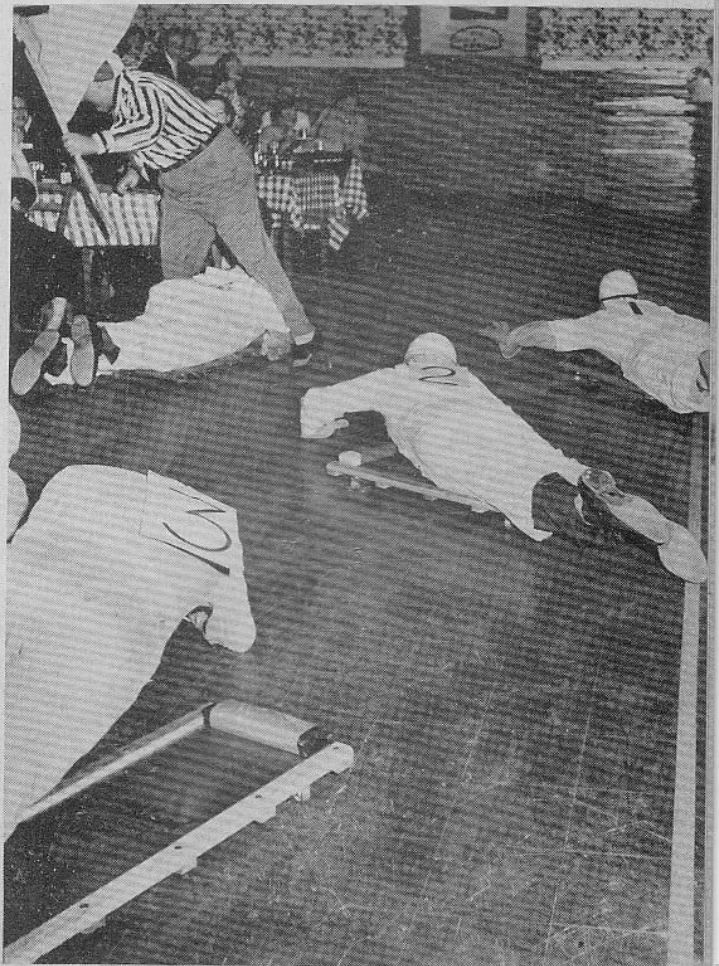
It's a "Creepstakes Regatta," a free-wheeling free-for-all in which automobile mechanics' creepers are substituted for speedboats and a floor serves as the water.

The drivers make the regatta as authentic as possible by wearing racing uniforms, crash helmets and heavy gloves—only "Mae West" life preservers are omitted as being unnecessary. Even a "drivers' meeting" is held to review the course and brief racers on rules to be observed.

The recent event was held in the hospitality room of a local brewery—with the room and drinks provided free of charge by a brewery executive who is a speedboat fan.

The accompanying pictures show some of the races in the outboard and inboard classes. Al Bauer, nationally known regatta announcer of Philadelphia, was on hand to broadcast the races as the drivers pulled and banged their way around the room.

On July 23-24, the public will have a chance to see—without charge—these and other drivers from nearby States show how they perform in real speedboat races. The regatta, to be held on the Potomac River between Memorial and Railroad Bridges, should be an exciting event, as many of the inboards are capable of speeds in excess of 100 miles per hour.



Starter Bill Pratt finds himself wrapped up in traffic as he tries to dash off the race course after starting a heat in the "creepstakes" regatta.





The whole JU field at Cambridge, Md. 5 mile record holder—Gary Girton—11 years old—2nd from left.

CHARLIE MARSHALL PHOTOS

# WHY NOT TRY A JU?

By ED NABB

## FATHER AND SON TEAMS EXCEL

**W**OULD you really like to find a sport that the whole family can enjoy—that will keep parents and children busy on the same projects—that will provide weekends of outdoor fun in the sun and fresh air and weld that family into one closely knit team? If that is the sort of people you really are—and you have a son or daughter between the ages of 9 and 15 years just let us tell you about JU Stock Outboard racing.

Lets face up to facts right off the start—and discuss the matter of safety. Chances are you parents have already decided that no child of yours is ever going to drive a racing boat—much less a mere infant of 9 to 15 years—but tell the truth—doesn't Junior have a bike? Doesn't he ride it to school, or to the neighborhood store, thru the worst traffic conditions in town? Do you let him go to the skating rink, or play basketball, or take a shower in a slippery bath tub? If he is 15 years old aren't you going to turn him loose with the family sedan in a year or so, or send him off to college where he will be driving with his friends? If the answer to a single one of these questions is "yes"—then the child is abundantly able to take care of himself on a race course with several others, driving JU runabouts, all well designed and maintained and under the supervision of competent and safety-minded APBA officials. During all of the many JU contests in the East last season only one boy so much as spilled out of his boat—and that because his motor wasn't running properly and the hull was wallowing along at 10 MPH, when he turned to make adjustments in the carburetor.

We are enthusiastic boosters of JU racing because it fits into that particular time in a boys life when he is apt to drift away from his father. Actually some of the most famous father-son teams are successful in the larger classes of racing which attract boys in their late teens—or early twenties. One of the closest teams in the East are the Tommy Youngs of Wachapreague, Va., who along with Tom's mother are at some regatta during every weekend from May till the Florida circuit in

November; and Delaware boasts two unusual racing families—the Bakers and the Holts. These teams dominate DU racing in their area—and are unique in that the fathers and sons all drive in the same class. Quite often Rich Holt will beat his father Wes, but when he wins over Del and Pop Baker he has his own sister Rachel to contend with—because she favors the handsome young Dell As for the JUs—well—a guy's just gotta have a mom and dad in the pits if he is to run, and in one case 10 year old Doug Van Rossum has taken his Dad, Lou, and a famous cousin—Ted Thompson of National Good Sportsmanship Award fame—into his "Gunpowder River Racing Team".

Just where do you suppose these fathers and teen age sons are during the evenings between races? Well—you won't find Dad bowling with the boys—or Junior hellin' around town—they have too much work to do out in the garage! A racing boat can be a harsh master—and it requires a lot of hours of paint and polish to keep it a thing of pride. Funny thing—but a lot of wives think it is a mighty comforting feeling to hear those noises out in the back yard—and know that her two men are out there enjoying some of the closest moments of their lives—moments which will live again and again in pleasant memories in the future.

Another reason we like the JU class is that you don't have to be a technical expert or a wealthy man to set your child up in the sport. The rules are very simple and state that the boat must be at least 9 feet long, and the boat and driver must weigh at least 190 pounds. Good, safe, well designed boats are readily available from a number of manufacturers—or if you prefer you may build your own. Stuart Girton of Baltimore obtained a set of Champion plans, a few sheets of plywood and built a worlds record breaker for his 12 year old son Gary. A typical factory built hull is the Sid-Craft, which is 9½ feet long, four feet wide, weighs 65 pounds and sells for \$210.00 f.o.b. at the factory.





Don Ganz, Sid Craft 23-E. Dan Zigfield, home built hull from Champion plans 53-E. Ganz is 14 year old son of Ernie Ganz, Region 4 stock outboard inspector.

The engine requirements are equally simple, stating that they shall be stock, and not exceed  $7\frac{1}{2}$  cu. in. displacement. The popular engine is the Mark 6 Mercury (some Mark 5s are running) which is priced at about \$232.00. There is very little tuning to be done to the motors, for they are to be run in the classic "out of the box" fashion, but some of the faster rigs carefully replace worn parts, and keep settings of from .015 to .018 on their points. The reed stop settings are kept at  $\frac{7}{64}$  inch, so that the  $\frac{1}{8}$  inch drill bit which the inspector uses for a gauge will not pass between the reed or the reed stop. Wheels

aren't much of a problem at present for Johnson makes two models and Michigan makes only one and the proper procedure is to buy all three and run your own tests. Weight and water conditions make it impossible to recommend any one as "best".

Most JU drivers set their engines so that the cavitation plates are even with the planing surface and shim up with rev sticks of varying thickness until the desired results are obtained. By kicking the motor in and out you can control the bucking motion so familiar to outboarders. By tucking the wheel further under the hull you cause the nose to dig in, and by kicking it

10 year old Doug Van Rossum, JU runabout "Sandy", Sid Craft hull. Mark 6 Mercury motor. Note the motor set up and the big smile.







Kneeling—father of John Wherele—who is going toward trailer. First 4 boats are John's. Next trailer—men in coveralls are Tommy Young and Father—supersonic racing team. Pits at Snow Hill, Md.

out the bow will tend to rise. You may have to use half holes, or "buttons" under the engine bracket to get just the quality you desire, and rough and smooth water conditions can be partly countered by shifting the drivers weight fore and aft. From here on in it is simply trial and error—and asking questions of the older and more experienced stock outboarders.

Don't be at all surprised if they answer your questions frankly, and offer to lend you wheels or help you launch the rig—for that is the way that real devotees of the sport behave. One of the most interesting sights of the 1955 season was when little Doug Van Rossum konked out a scant 10 feet over the

finish line—after beating 12 year old Dan Ziegfield. Only a few minutes were scheduled for refueling between heats—so Dan turned around quickly, passed a line to Doug—towed him into the pits and both families worked feverishly to get the crippled boat ready for the last heat. That is an example of the sportsmanship and spectator appeal which has caused the class, in Region 4, to grow from four boats which Lou Van Rossum and Ernie Ganz promoted last season—to a whopping 14 ready to run at this writing. The speeds are a modest 25 to 28 mph—but the sportsmanship is high powered!

Stock outboard racing has a certain "County Fair" quality



The best in the East—97-E Bud Fleming and Father Clarence. 24-F Bob Smith, now drives 266 cu. in. 170-E Warren Klawans, one of best BU drivers in East. Center group—Bow of boat down, Scott Strauss—High point winner, Region 4, last 2 years.



Bud Fleming and father Clarence. Maternal grandfather—late Howard Durm was D Service Runabout Inboard world record holder—1948-1950. Buddy and Brother Butch—each run 4 classes—4 generations come to races.



about it as far as family enjoyment is concerned—and almost without exception the successful driver is the one who has the whole family working. High point champs in Region 4—Scott Straus and Buddy Fleming are offsprings of famous racing fore-parents and it is a common sight to see four generations of Flemings at a race. Dean Chenowith of Ohio, Bob Parrish of Bakersfield, Calif. and two event winner at the 1955 Nationals— young Bill Schumacher of Seattle, Washington, always have their Dads in the pits—but none have the problems which confront John Wherle's father—who must keep 4 rigs running in successive heats! The only repeat winner in the 1955 Stock

Nationals was handsome 18 year old Ron Loomis of Santa Barbara, California, whose father Cecil is pit crew for his CU. A few years ago his mother, Betty, had no use whatever for boat racing but during 1955 she spent every weekend of the summer with her husband and son. Together they traveled a total of 15,000 miles trailing the boats, established a pair of world's records, won the Nationals and to top off the season, captured 9,313 points to win the national amateur high point championship for Stock Outboard runabouts—and the coveted US I shield for Ron's boat for 1956. How about it—would you like to join a family?

Preparing for one of wildest races of year. JUs were driven by fathers—who really fouled up. When starting gun fired two were going in wrong direction. This is Stewart Girton in group record holder. The boys reported a startling drop in free advice after this race!







Newly elected members to the Hall of Fame are from left to right: Elias A. Kalil, Donald E. DeVault, J. D. Smith, George Byers, Calvert Thompson, Daniel S. Foster, W. R. Huber General Manager Public Relations for Gulf Oil Corporation who

# GULF HALL

By ED NABB

THE AWARDS BREAKFAST of the Gulf Marine Racing Hall of Fame was held in the Belmont Plaza Hotel in New York, on January 14th to honor some of the outstanding racing drivers in the nation. The affair was originated during the 1937 season and since that time a total of only 130 driver have been elected to the Hall, which marks it as one of the most exclusive groups of its kind. Since 1949 it has been the custom to present certificates to those drivers who have traveled in, excess of 100 m.p.h. over the water, and this year's awards bring that total to 85 members.

The Hundred Mile an Hour club awards included Jack Bartlow of Detroit, Mich. who became the first man ever to average in excess of 100 m.p.h. for a complete race when he won the Bill Rogers Memorial trophy in Washington at an average speed of 100.148 m.p.h. for 30 miles. Other Detroit residents who were honored were Bill Muncey who drove *Miss Thriftway* 103.846 m.p.h., and Walter Kade who drove *Such*

*Crust III* 100.820 m.p.h. in qualifying runs-prior to the 1955 Gold Cup event.

Marion Cooper of Louisville, Ky. put his famous 266 hydro *Hornet* on loan to a group of his friends, and Bob Kieser, George Davis, Chuck Hunter and E. C. Thirwel all qualified at speeds up to 104 m.p.h. Roger Murphy of Piedmont, Calif., qualified at 117.187 m.p.h. in the 7 Litre hydro *Galloping Gael*, and the remaining three drivers went to the unlimiteds for their mounts. They were Eddie Meyer of Hollywood, Calif., who drove *Slo Mo Shun IV* 119.507 m.p.h., Jack Regas who drove Henry Kaiser's *Scooter II* at 156.250 m.p.h., and Col. Russell Schlee who qualified for the Gold Cup at 106.187 m.p.h. in *Rebel Suh*.

Fourteen drivers were chosen by the selection committee to receive the Hall of Fame awards for the 1955 season, with just half of the group being first time winners. The committee was hindered by the fact that there was a large group of really excellent drivers nominated, but there were very few truly





presented the certificates; Enoch Walker, William E. Yeager, Jr., George L. Smith, J. Lee Schoenith, Ron Musson and William A. Ritner, Jr. Other winners who were not present were Donald Campbell of England and Curtis Martens

# OF FAME

## GULF OIL PHOTOS

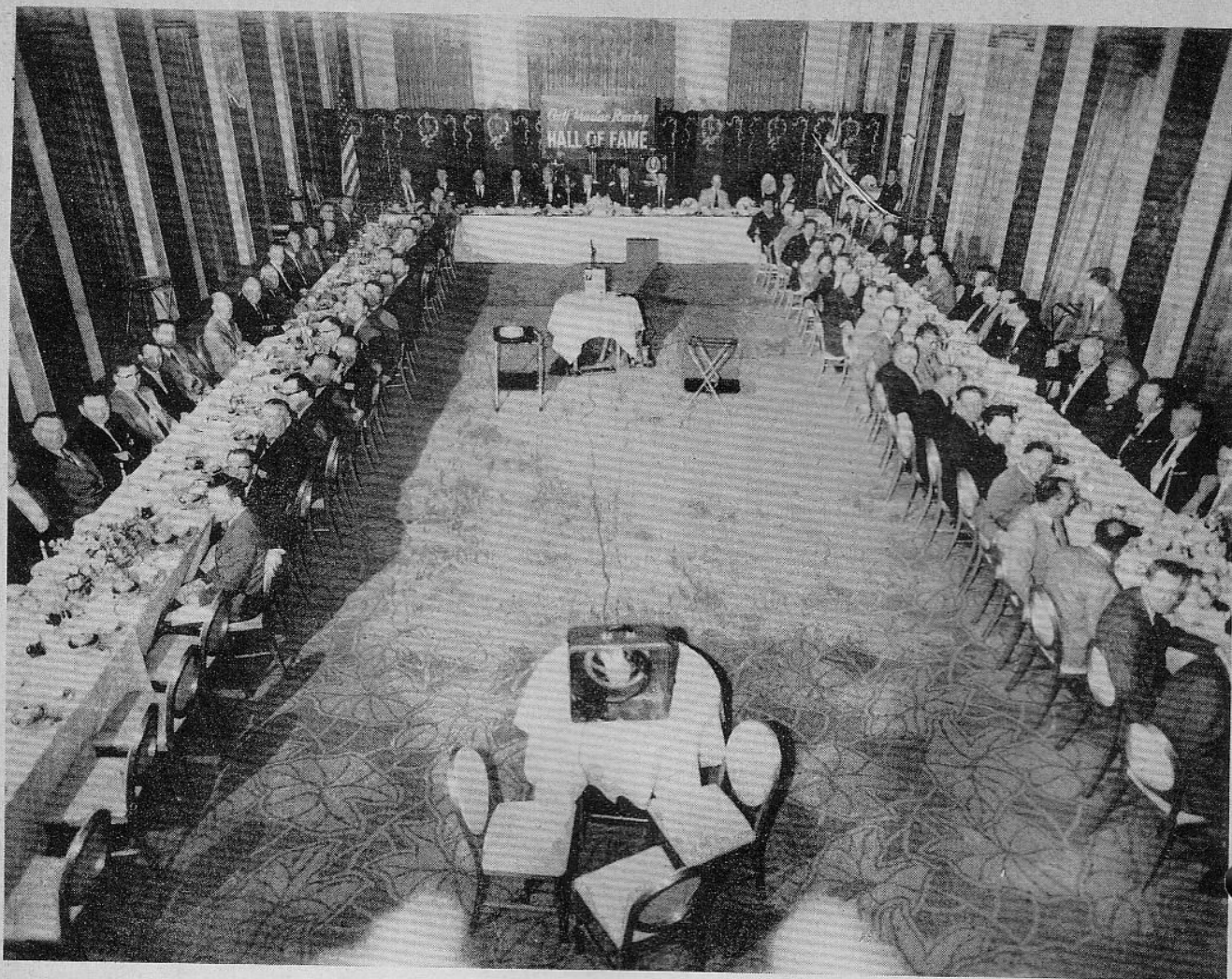
outstanding drivers in 1955. As in the past the awards were generally given to drivers who were active in the Eastern half of the country, with the exception of Donald Campbell who drove his jet powered *Bluebird II* 239.5 m.p.h. on a one way trip through the mile traps on Lake Mead. Campbell's selection verifies the well known fact that Gulf does not try to dictate to the committee—as the famous *Bluebird* was on display in Penn Station, being used to advertise a competitor's petroleum products at the time of the award.

The Two Gold Cup drivers who won awards were three me winners, Lee Schoenith and Dan Foster. Schoenith in his *Gale V* won the Gold Cup, and was high point winner in his class, while Foster driving Guy Lombardo's *Tempo VII* won everything else in sight—including the Silver, Presidents, International and Governors Cups. Other repeaters included Curt Martens of Hampton, Va., who is just about unbeatable in his 266 hydro *Marbel*, and his arch rival, Ron Musson of Akron,

Ohio. Ron drove Frank Hearn's *Chromium* and *Chromate* in the 135 and 266 cu. in. classes. He won the 266 nationals at Guntersville, Ala., and took 19 out of 27 firsts in the 135's. Bill Ritner, Jr. of Merion, Pa., and George Smith of Mt. Holley, N. J., are another set of arch rivals, while competing in the 225 cu. in. class. Smith holds the edge this year, winning 16 out of 40 heats, and topping it off with good performances in the 136 class. His performance is all the more remarkable when you consider that his weight, which is well in excess of 200 pounds, is a terrific handicap. Young Ritner took eight firsts in his father's 225, *Wa-Wa*, before he completely wrecked it at Bush River, Md., and dominated the Eastern 135's by winning 11 firsts.

The other "repeater" was Enoch Walker of Hampton, Va., who won 13 out of 15 heats in his E Service Runabout *Vaughn Francis*, including the National Championships in which he established a new competitive record. This is Walker's fifth





Panoramic view of the 18th annual Gulf Marine Racing Hall of Fame Awards Breakfast held at the Belmont Plaza Hotel in New York on January 14th, 1956.

straight year in the Hall—a feat matched only by the famous John Bramble of the 1930's and 40's.

The committee selected Elias A. Kalil of Manhasset, N. Y., as the outstanding Predicted\* Log Cruiser Skipper of 1955. He won several important trophies, including the Herbert L. Stone award, amassed an unbelievable accuracy percentage, and beat out the favored Dr. Allen DuMont of electronics fame, who was the first cruiser skipper so honored.

Other first time winners included Bill Yaeger of Warren, Pa., who drove his E Racing Runabout *Go Devil* to 13 firsts in 22 heats. The runabouts are not very active in the East, but Bill has been a top notch competitor in the D and E classes, and one of the best in the business. Calver Thompson, of Chester, Md., broke into the elite by driving his POD hydro, *Wildcat* to 10 firsts in 18 heats, and winning the Eastern Championships. The POD's are in their third or fourth revival in the East, and have taken on new life since the boys ran aground on Frank

Foulke's "lie detector" early in the season and started to run really "honest" engines.

The hottest class in the country is the 136 Hydros, and the high point winner, Don DeVault of Glenburnie, Md., was one of the freshmen winners. Don got off to a flying start in his Hallet built *Blue Blazes* and by the time his competition caught him he had won the Nationals and built up a tremendous point lead. He won 12 firsts and 10 seconds out of 33 heats.

J. D. Smith of Cincinnati, Ohio, was the winner in the popular 48 Hydro Class. He won 18 out of 36 heats in his *Schizo*, and beat out the favorite—two time winner—Doc Moore, of Miami, Fla.

The remaining winner was George Byers, Jr., of Columbus, Ohio, who drove his DeSoto powered Lauterbach hull to a new mile record for 7 Litre Hydros of 125.43 m.p.h., won eight out of 14 starts, and was denied a new competitive record by virtue of having too few starters in his "hot" heat.



The Gulf Gold Cup is awarded annually to the "driver's driver," who is elected by — and from — the present year's award winners. Last year Ron Musson was the recipient, and the top man for 1955 is Dan Foster. The Bramble Trophy, for the high point winning runabout driver in Regions 3 and 4 went to Bill Yaeger, and the Dan Murphy Trophy for the owner of the boat or boats which wins the greatest number of points in the same regions went to Bill Ritner, Sr. Bill is the man who lost an arm in a 266 hydro accident several years ago in St.

Petersburg, but has retained his interest in racing and campaigns several boats which are driven by his son, Bill, Jr., and Builder Henry Lauterbach. The J. Gordon Munce Trophy which goes to the high point driver, competing in only one class went to Don DeVault, and his 136 hydro, *Blue Blazes*.

The affair was concluded by the announcement that starting with the 1956 season the Gulf Hall of Fame will be enlarged to include all types of power boat racing, including the popular Stock Outboard and Outboard classes.



The Gulf Gold Cup, power boat racing's most coveted trophy is shown with Daniel S. Foster, (center) driver, and Guy Lombardo, owner of "Tempo VII", after it had been awarded to Foster. The presentation was made by W. R. Huber, (left) General Manager Public Relations, Gulf Oil Corporation, at the Gulf Marine Racing Hall of Fame Awards Breakfast, at the Belmont Plaza Hotel. The winner was chosen during the breakfast by secret ballot of the 15 racing power boat drivers elected to membership in the 1955 Gulf Marine Racing Hall of Fame. Valued at \$5,000, the Gulf Gold Cup is made of solid gold, stands 26 inches high, and rests on a marble pedestal. It is awarded annually to the leading U.S. power boat driver, who keeps possession of it for one year.



SPRING OUTFITTING CONTINUED

# What's New for '56 in Outboard Boats

The 1956 look in boats is the same comfortable, secure, well-established look that is associated with families—1956 is a family boating year. Boats have added a bit to their beam, much after the style of the human beings that enjoy family living. The boats are versatile, capable, like the family-man, of doing innumerable jobs to increase the comfort and pleasure of the family.

A few boats are being introduced as specialists this year but the overwhelming majority of new models are designed with general purpose, family boating in mind.

New construction techniques are aimed at giving dryer boats, safer

boats, better family boats. Changes have been made in the bottom contours of several lines to give smoother riding and to provide better handling characteristics in choppy water. The outboard boat has become an offshore fishing boat for 1956. Although outboards have ventured into the blue water depths along either coast in previous years, 1956 marks the first year that the accent has been placed by a number of builders on rigs capable of handling the tossing seas.

Whether the family boating sport is water skiing, cruising, fishing or a combination of interests, the 1956 boat stands ready to handle the job providing fun for the family afloat.



**Aero-Craft B18 Cruiser**

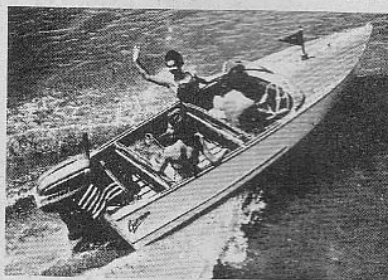
AERO-CRAFT BOATS, St. Charles, Mich., has placed 20 models in their 1956 line of aluminum boats. These craft range from a vest-pocket nine-footer to an 18-foot cruiser. The cruiser, designated the B18, features a convertible top, side curtains, upholstered seats, front seat steering, remote controls and while it is capable of handling the largest outboard motors in twin-hook-ups, it runs well on one 25-horsepower unit.



**Aluma Craft Merry M**

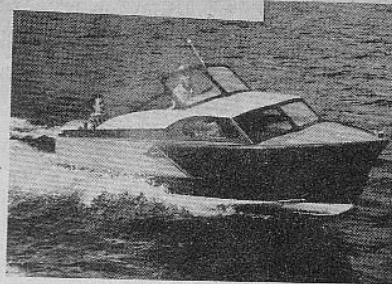
THE ALUMA CRAFT BOAT COMPANY, Minneapolis, Minn., has included an off-shore boat in their 1956 line of 18 models. Known

as the Deep C, the craft is 15 feet long and boasts the extra-wide beam of 62 inches, a 58 inch transom and a midship depth of 23 inches. This boat is designated for big water off-shore and will handle motors up to 50 horsepower. The rest of the 1956 models include a full selection of runabouts, "cruiseabouts," fishing boats and canoes.



**Bowman Geneva**

BOWMAN, INC., Little Rock, Ark., offers eight 1956 models to meet the demand for family boats. The Bowman "Havana" sets the pace for the line with a new concept in bottom and chine construction that gives faster speeds than previously possible. The 16-foot ski and pleasure boat has two side seats and a walk-through front seat. Other models complete a line that fills the boating needs and budget requirements of any family.



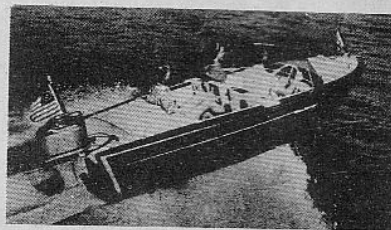
**Bryant's Express 18**

BRYANT'S MARINA, INC., 1117 Northlake, Seattle 5, Wash., places an 18-foot Express cruiser at the head of their 1956 line. The Bryant flagship features the following family conveniences: galley, head locker, bunks for two and forward steering. The boat, equipped with folding pilot seat and running lights and steering rig, achieves skiing speeds with a single 30-horsepower motor and is equipped to handle dual hook-ups if speeds in excess of 30 mph are desired. Other Bryant boats cater equally well to the boating family.



**Cadillac Daytona**

CADILLAC MARINE & BOAT CO., Cadillac, Mich., introduces a new model to the 1956 line of aluminum boats thus bringing the total basic shapes available to 12. These boats range in size from car top models to a roomy 18-footer. Stretched aluminum sheets form the hulls of the Avalon series. This type of fabrication permits the use of compound curves that would be impossible to attain by other methods. The Cadillac line also includes molded plywood, ply-lap, cedar-strip and molded fiber glass models.

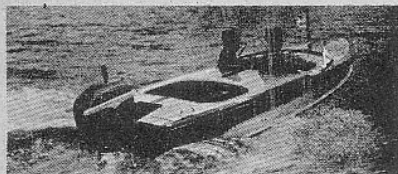


**Century Palomino**

Show boat of the 1956 line of outboards produced by CENTURY BOAT CO., Manistee, Mich., is a sportscar styled runabout named the "Palomino." The upholstery is pinto-splashed white and black or



white and brown. A panoramic windshield and chrome-finish accessories complete the highlighting of the 16-footer. The Century Imperial adds an upholstered cockpit roll to both the 16 and 14-foot models. Clinker-built Seaflyte models, available in either 14-foot or 16-foot lengths offer midship steering.



**Chetek Escapade**

CHETEK BOAT CO., Chetek, Wis., spices the 1956 line with a luxury runabout called the "Escapade." This latest addition to the Chetek line is 15 feet long and 62 inches across the beam. Turned out as a mahogany strip-built boat, the Escapade features fibre glass covering below the spray rail, two-tone color styling and upholstered seats. Rated by OBC for motors of 40-horsepower or less, the boat has a capacity of 850 pounds. Other Chetek boats range from sturdy fishing craft to snappy family runabouts only a bit less spectacular than the Escapade.

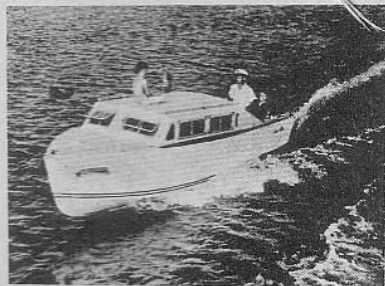


**Dunphy Imperial Muskie**

The Imperial Muskie, lead boat in the 1956 line from DUNPHY BOAT CORP., Oshkosh, Wis., sets the pattern for all 10 models of molded mahogany plywood craft. The 15-foot, 10-inch runabout features a wraparound windshield, walk-through foreseat, duffle rack, bow and stern lights, gadget racks and upholstery keyed to the color-styling of the hull. The other Dunphy boats are priced and engineered to fit every need of family boaters.

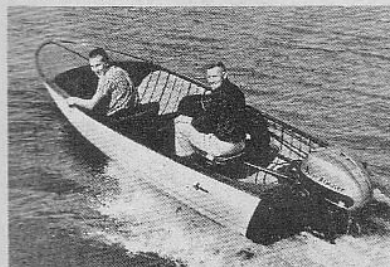
Crestliner boats, the product of LARSON WATERCRAFT, INC., Little Falls, Minn., adds a 14-foot runabout to their line of aluminum boats for 1956. The new boat, called the Viking, sports a walk-through center deck, and as standard equip-

ment on this model the boater receives upholstered seats and seat backs, upholstered instrument panel panoramic windshield. A completely rigged steering system is included with all center-decked Vikings. The Crestliner Voyager has been redesigned this year. Both the 15-foot and 18-foot models have one-piece windshields which give an added sleekness to the convertible top.



**Lone Star Cruise Master**

LONE STAR BOAT MANUFACTURING CO., Grand Prairie, Tex., offers an expanded line for 1956. A total of 26 models in aluminum or fiber glass are aimed at meeting the demand for family boats. Boats in the 12 to 18-foot class include flat bottom fishing skiffs, sport boats and cruisettes. There are six 21-foot cruisers giving buyers a choice of open cockpit, express and full cabin models. Queen of the Lone Star fleet is the Cruise Master that offers living space for a family of four. The cabin has provision for sleeping, cooking and enclosed head.



**Lyman Runabout**

LYMAN BOAT WORKS, Sandusky, O., marks its 81st year in the boat building industry by introducing a new model and adding new features to the existing clinker models. The boat is an 18-foot outboard, largest ever produced by Lyman and designed with the boating family in mind. There is ample room aboard for fishing chairs, sleeping bags or deck chairs. With windshield, folding top and side curtains the boat becomes an off-shore fishing rig. The popular 15-

foot runabouts have been engineered for motors of up to 40-horsepower and feature walk-through midship decks, storage bulkhead under the forward deck and removable floor boards for simplified cleaning.



**Penn Yan Seagoer**

PENN YAN BOATS, INC., Penn Yan, N. Y., covers the needs of the nation's boaters with a remarkably complete line. A "Trailboat" series that is available in 16 separate models is one of the highlights of the 1956 production scene. Made of heavy composition construction, these craft range in size from the 12-foot Junior to a husky 14-foot, 58-inch beam Seagoer. "Trailboats," as the name implies, are designed especially for use with a boat trailer. In recognition of the remarkable growth of water skiing as a family sport, a special "Ski-Tow" boat has been added to the Penn Yan line. Other boats in the varied line include the popular "Cartop" series, a high-speed Swift and a "Striptite" group that offers an almost unlimited number of models. Penn Yan canoes are available in five lengths.

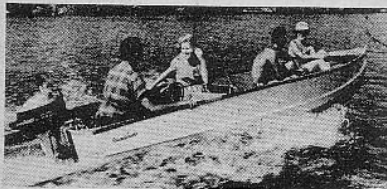


**Shell Lake Meteor**

The SHELL LAKE BOAT CO., of Shell Lake, Wis., introduces a new model to augment the 1956 line of fiberglass boats. The Shell Lake entry, called the "Meteor," is available in either 14-foot or 16-foot models. It is completely upholstered and designed to furnish a safe, dry ride and permit greater use by all members of the boating family. The Meteor makes a fine tow boat for water skiing since it is now designed to handle the new, more powerful outboard motors. An all-purpose boat for fishing,

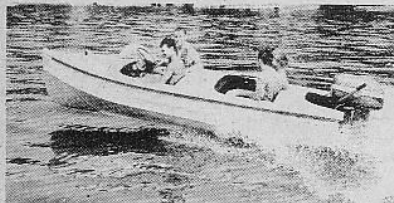


family fun and daytime cruising is the L. G. Convertible Cruiser. The L. G. is an 18-footer with a 76 inch beam and a forward depth of 38 inches. The 1956 L.G. has walk-through front seats with side seats aft. The L.G., a good off-shore fishing boat, is rated by OBC as being capable of handling motors of 60-horsepower or less.



### Arkansas Traveler Utility

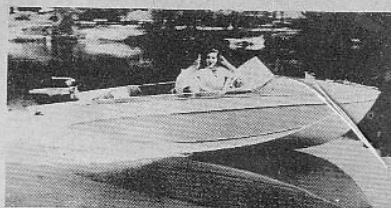
Increased horsepower ratings, a new Sportsman series and two-tone color combinations are features of the 1956 aluminum Arkansas Traveler line produced by SOUTHWEST MANUFACTURING CO., 2008 E. 14th St., Little Rock, Ark. There are 21 separate models to choose from in sizes and price ranges to fit every level of the market. The 14-foot sportsman series offers twin cockpits, fantail deck and 60-inch foredeck in the standard model. A custom model comes equipped with wrap-around windshield, steering wheel, rigging, Kapok filled cushions and chrome fittings.



### Starcraft Ski Champ

STARCRAFT BOAT CO., Goshen, Ind., sends its 1956 fleet of aluminum boats to market with a new 14-foot deluxe runabout, the Ski Champ, as flagship of the line. The new boat has been especially designed for the more powerful motors up to 33-horsepower and engineered with an eye toward the increasingly popular sport of water skiing. Starcraft construction features seamless bottom, stamped-in-the-metal spray rails and extra-heavy keels. All hulls are made from .051 gauge Alcoa aluminum alloy 52S, which is suitable for either salt or fresh water. The Starcraft line, besides the Ski Champ, includes models ranging in size and price from the smallest fishing skiff

to luxury runabouts.



### Switzer-Craft Fleetwood

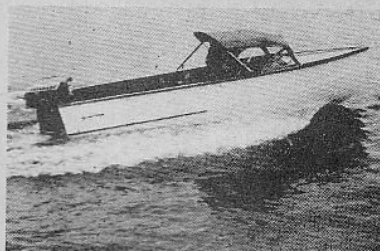
Advance styling and passenger comfort are the aims of the 1956 models offered by SWITZER-CRAFT BOAT CO., Crystal Lake, Ill. New to the Switzer line is the 15-foot Fleetwood that carries six passengers and their gear. A feature contributing to the comfort of the passengers in all three models is spring-mounting of the seats and thick, spring seat cushions. The 14-foot Shooting Star has been restyled to give it higher performance characteristics. The lightweight of the Switzer line is the Lightning, a 13-foot, open cockpit runabout. All Switzer-Craft boats are made the greatest strength and least weight.



### Thompson Sea Coaster

The 1956 line of boats produced by THOMPSON BROS. BOAT MFG. CO. of Peshtigo, Wis., and Cortland, N.Y., is designed specifically for family use. Highlighting this year's line will be three basic clinker hulls: The Sea Skiff, which is 14 feet long, the 16-foot Sea Coaster and the 18-foot Off-Shore which boasts an 82-inch beam. All of these models have been redesigned with clipper bows and line changes forward to give them improved rough water handling characteristics. Both the Sea Skiff and the Sea Coaster are available in three different models offering walk-through seats and other features. The Off-Shore comes equipped with running lights, chocks, cleats, lifting rings, steering wheel, cables and pulleys. The Off-Shore may also be equipped with a head at additional cost. A completely new type of boat construction is featured in Thompson's Lap-Chine boats. This new boat combines the

structural advantages of sheet plywood boats, plank boats and molded plywood boats. The strip built line will consist of 14-foot and 15-foot boats. The canvas-covered Take-a-long models complete the line.



### Tomahawk Sea Chief

A boat for everyone is the 1956 goal of the TOMAHAWK BOAT MFG. CO., Tomahawk, Wis. Three new boats have been added to the regular line to enable the Tomahawk firm to offer a wide choice to the boating public. The fiberglass

Car Mate is a one piece, moulded, rot-free, leak-proof hull with keel and splash rails moulded in. Car Mates are available in 12-foot and 14-foot models. The "Sea Chief," a 16-foot lapstrake boat has room for the whole family inside the 67-inch beam. The boat has a forward depth of 33 inches. The "Holiday," an 18-foot cruiser, has sleeping room for two in the 8-foot, head-equipped cabin. Tomahawk will continue to build 14 models of fiberglass covered cedar strip boats.



### U. S. Molded Shapes Runabout

U.S. MOLDED SHAPES, INC., Grand Rapids, Mich., offers for the first time a molded plywood kit boat to individuals. The innovation in kits will be available in six sizes, 12-foot, 14-foot, 16-foot, 19-foot, 21-foot and 24-foot. The three larger sizes are designed for use as cruiser hulls.

Besides the molded hull, the kits include a molded stern, keel and keelson, transom, gunwales, splash rails, decking and seats. All parts are pre-fit to insure a minimum of work. It is estimated that the molded hull will cut nearly 75 percent from the normal time required to construct a kit boat.



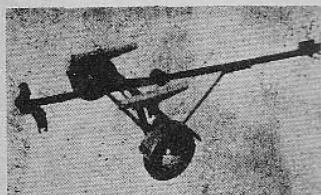
## What's New for '56 in Boat Trailers



**Wagemaker Seafarer**

The WAGEMAKER CO., of Grand Rapids, Mich., has expanded their production facilities in each of their 50 model line for 1956. The Ply-lap hull developed last year incorporates a "Boat-A-Ramic" styling for 1956. A purchaser of such a hull, at any later date, may paint the panels with any colors of his choice. A new line of aluminum boats has been added to supplement the models previously available. This new series will be produced in 12-foot, 14-foot and 16-foot models. Spray rails, gunwales, keel and keelson are all extrusions. Plywood boats, four sizes of cedar strip boats and a line of fiberglass boats in standard and deluxe models complete the line.

WARD BROTHERS MFG. CO., Monticello, Ark., presents a new addition to the Duracraft line of aluminum boats for 1956. Named the "Durafite," the new craft is a family runabout. The hull contours have been designed to assure a dry boat in choppy waters and provide a smooth, safe ride. The two cockpit arrangement incorporates the "walk-through" feature between seats. As standard equipment, the Durafite has Kapok seat cushions, two-tone finish, complete steering controls and Styrofoam flotation. A wrap-around windshield is optional equipment. The Pacemaker series has been expanded to include two new heavy duty boats. A new day cruiser is currently under development and will be announced later this year.



**Balko 106**

BALKO, INC., Ladysmith, Wis., brings an innovation to the 1956 boat trailer market with a "Hydro-Trailer." The bed of this trailer can be lowered to the ground for easier loading and launching, all of this is accomplished by a simple hy-

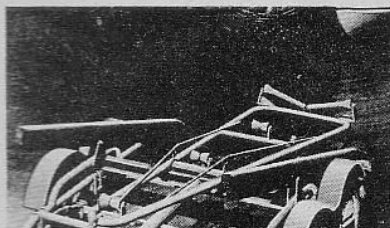
draulic operation. Although boating has grown into a family sport, boat trailers have become a one-man operation. The boat trailer manufacturers have added features to their 1956 line that end the drudgery and wet feet that used to accompany launching or loading a boat. With the new trailers it is possible for even a youngster to put in or take out.

Besides the important easing of the launching and loading task, the 1956 trailers have many other improvements to offer the boater.

The new trailers have better roading characteristics to make

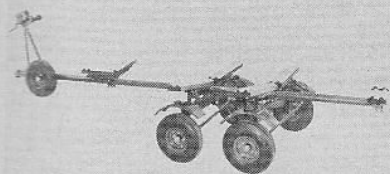
them safer and easier to handle on the road. Much has been done to improve the system of supports for the boats. Not only are there more manufacturers producing trailers, but the firms engaged in trailer production have expanded their lines to include several new models so that all types of boats may be trailered safely.

draulic operation. Other Balko models include a redesigned "103," the Deluxe "106," and a heavy duty "310" for 16-foot boats and loads up to 1,000 pounds.



**Lone Star Road Master**

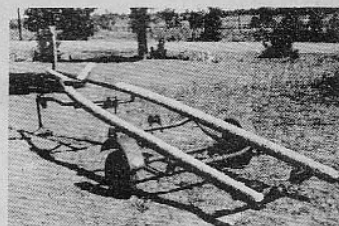
LONE STAR BOAT MANUFACTURING CO., Box 698, Grand Prairie, Texas, offers a companion line of trailers to augment their boat line. The trailers are available in six models ranging from a model designed to haul an 8-foot pram to one large enough to carry a 21-foot cruiser. The trailers feature tilting cradles, heavy-duty springs and built-in geared jacks.



**W. H. Miller Custom**

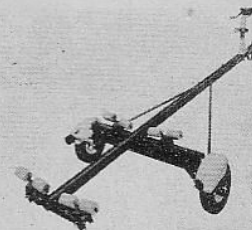
The W.H. MILLER CORP., P.O. Box 218, Irving, Tex., offers two new lines of boat trailers for 1956. The "Millermatic" models offer a new system of self-launching and easy loading and feature full length keel support plus center and stern cradles. The Custom line is available in either single or tandem axle units and is designed for

heavier boats of up to 2,500 pounds.



**Moody Tipper**

The MOODY MANUFACTURING CO., INC., Maben, Miss., makers of the Magnolia Craft trailers, offers three new tipper models for 1956. Each model has been broken down into five distinct versions designed to handle boats ranging from 500 to 4,000 pounds. All models offer full or partial roller support and padded bolsters.

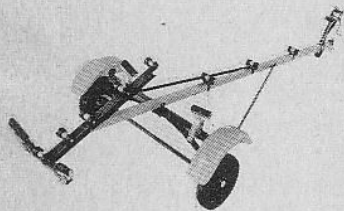


**Holsclaw S150**

HOLSCLAW BROS., INC., 408 N. Willow Road, Evansville, Ind., present a 1956 line of six boat trailer models ranging from large units capable of handling outboard cruisers to smaller trailers designed for runabouts and fishing boats. The Holsclaw trailers feature an improved stabilizer unit for quiet and safe operation. Tail lights have been moved out onto the fenders where they will be visible at all

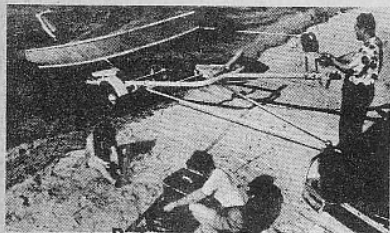


times. The most important innovation this year is the trailer tilt mechanism which easily tilts the trailer to any angle and then holds it in that position allowing the boater complete freedom of movement when loading or launching his craft. A motor support bracket, available as an accessory, takes the weight of the outboard motor off the boat transom and places it on the trailer thus preventing damage to either the boat or the motor.



### Mastercraft Bannerline

MASTERCRAFT TRAILERS, Middletown, Conn., introduces four new trailer series in 10 models for 1956. The four types are: Customline, Bannerline, Modernline and Cruiserline. Bannerline trailers are built to handle boats from 12 to 16 feet in length weighing up to 750 pounds. One person can launch or load a boat from even a two foot bank without unhitching from this trailer. The Customline series and the Modernline group are substantially the same as last year. Each series has some minor but worthwhile improvements. The Cruiserline series consists of three models and is designed to carry boats from 16 to 22 feet in length and in weight from 900 pounds to a full ton.



Peterson Gator

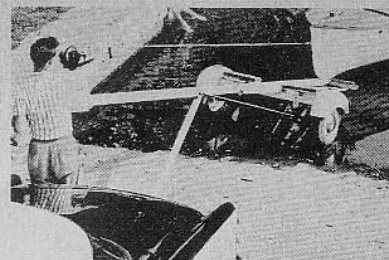
PETERSON BROS., INC., 1925 E. Beaver St., Jacksonville 6, Fla., has increased their production of trailers for 1956 and have added several features that are of importance to family boaters. The "mechanized transom cradles" that are now standard equipment of the Gator trailers produced by Peterson Bros., have four advantages

over and beyond a surprisingly new ease of loading and launching. These new cradles give transom support and provide additional bottom support under the fuel supply and battery. The cradles fall away mechanically when loading or launching, leaving the boat to ride freely upon the rollers. Being of longitudinal construction, they can be moved in or out to allow for boats with two or three keel runners. Other new features are an adjustable winch stand, rubber roller stop, swiveling front cradles and non-slip roller supports. The new Gator models include cruiser carrying units and an increased number of models designed for the larger runabouts.



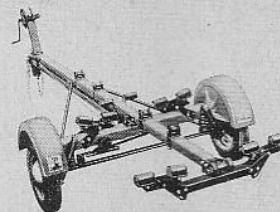
Ramsey Skipper 25

RAMSEY TRAILERS, 1925 S. Chadwick St., Philadelphia 45, Pa., offers boaters five Skipper Jr. models for 1956. Three models in single axle construction and two with tandem axles make up the small boat group. Capacities of these models range from 750 pounds in the single axle 12 footer to 2,500 pounds in the tandem axle 18 foot model. A forward booster jack with swivel wheel eliminates lifting and is standard on all Skipper Jr. models for 1956. These trailers are formed steel all seam welded, having a box section frame not unlike an automobile chassis. The Aqualand Skipper series is a heavy duty low bed trailer design engineered for cruisers and large runabouts. These husky models will handle boats ranging in weight from 3,000 to 12,000 pounds. With the exception of an 18-foot model, the Aqualand Skipper series is equipped with electric brakes and a breakaway safety switch with battery that automatically stops the trailer should it become disengaged from the car. Rounding out the Ramsey line is 13 foot model with a capacity of 500 pounds and a 30 foot small boat transport trailer that will handle six 16-foot boats.



### Tee-Neer Tip-n-turn

TEE-NEE TRAILER CO., Youngstown, O., a pioneer in boat trailer production, enters the 1956 parade of equipment with a line of trailers designed to further simplify the loading and launching of boats. Nylon rollers have been recessed in the grooved track of the tongue to slide the boats on and off the trailer bed. Large rubber rollers and longitudinal padded supports are combined in the OBC model to give improved cradling. The "tip-n-turn" feature is an optional accessory. "Tip-n-turn" permits the entire trailer to tip backwards for launching while the rig is still coupled to the car and allows the trailer to be maneuvered from side to side when loading, compensating for sideways drift at the water's edge. Transom hold-down chains replace web straps on three of the models.



### Sterling Super Deluxe

A trailer that is all new from coupler to transom support is being offered by STERLING PRODUCTS CO., Salem, O., for 1956. The coupler on the Sterling Super Deluxe model is the new Crane Automatic. A fully adjustable winch stand and prow rest, adjustable keel rollers set in a heavier tongue and Roll Way cradles mounted on crossmember and transom support are other features. Another major change in this model is the one piece welded fender, the inside skirt of which acts as the mounting bracket. The Tilt-Glide feature of last year has been improved by the addition of a swivel that allows for easier handling in cross winds or drift. The Super Deluxe model is complete with safety chain, shock-absorbers and combination stop and tail light.



# FACT or Fancy

By RANDOLPH HUBBELL

In answer to questions regarding the proper volume in cubic centimeters to be run in the compression chamber of various engines and the r.p.m. at which peak horse power is reached in these engines. The writer's name and address will be furnished on request.

Dear Sir:

Thanks for your recent letter. We, of course, will be glad to do your engine work and since we specialize in the entire job as well as in manufacturing the special part we can probably get the work out as well and as quickly as anyone.

Regarding compression ratios—Although this is of some importance, high compression can be a serious trouble maker and the actual number of cc in any particular engine depends on how the rest of the set-up job is done. This is also true of the r.p.m. at which peak horse power is obtained. But, assuming the engine has a normal stock set-up the Merc "A" will run on gas at 13 cc, methanol at 11 cc and peak at about 18 h.p. at 6200. The Merc "B"—gas at 16 cc, methanol at 14 cc and will peak—when modified—at about 25 h.p. at 6500, the Champion "B"—gas at 19 cc, methanol at 17 cc and peak at around 25 h.p. at 6500, the Hubbell "B55" Racing Engine—no figures on gas available but at 18 cc peaks at 32 h.p. at 7000.

This is by no means a hard and fast rule as the engine has little interest in how many cc it has—it is interested only in pounds pressure at the time of firing and a good cylinder that stays round and true in use will produce more pounds at more cc than a poor cylinder at fewer cc. This is why the iron cylinders of a Racing Motor will burn pistons when run at the ratio possible in a Stock type cylinder.

The same is true to a great extent in speaking of horse power peak. Most any "Stinker" that is free, has good carburetion and ignition will put out a fair amount of h.p. if wound tight enough so that the time interval for leaking becomes comparatively short. The problem with the "Stinker" is at lower r.p.m. and the delay in getting top r.p.m.

In short the r.p.m. of peak horse power and the proper compression ratio in cc are only words until the rest of the conditions are known.

Sincerely yours,

—RANDOLPH HUBBELL

Mr. Randolph Hubbell

Dear Sir:

I have a Mercury KG-4Q, which is modified and is burning alcohol. If your Mercury racing pistons, turned to standard size, were installed, would the compression be increased? (i.e., do they have a higher dome than the stock pistons?) What advantages do your KG-4 wrist pins with formica end buttons offer? How much should be milled from the block to increase the compression to 10:1? Do you have any KG-4's for sale?

Sincerely yours,

(Writer's name will be furnished on request)

Dear Sir:

Thanks for your recent letter regarding modifications to the Merc KG4 alcohol burner—Now, to answer your questions:—Our replacement piston for the Merc KG4 is a little "fuller" on the exhaust side and reduces the volume in the compression chamber by about 2 cc.

Our replacement wrist pin is lighter—the formica button simplifies assembly only. The wrist pins can be used with the stock "lock rings."

You will have to remove about .020 inch from the base of the block for each cc you expect to reduce the volume of the compression chamber. Since the pistons clear the head by only about .040 inch you can't think of removing more than .020 inch.

The total volume of your engine is 250 cc or 125 cc to each cylinder. To get a 10:1 ratio the volume of the compression chamber would have to be 12.5 cc plus 1/10 of the 12.55 cc or

a total of 13.75 cc in the compression chamber. The KG4 will run well on alcohol at 12 cc so I would shoot for this.

We have new KG4 motors in stock all of the time and used models from time to time.

Sincerely yours,

RANDOLPH HUBBELL

Dear Randolph:

Received your very nice letter and thanks. You said if I would drop you a line at a later date you would have the outcome of the tests you were to run on the new Champion Motor. By the way you wouldn't happen to have gears for a 20-H Buick lower unit of gear ratio comparable to the Champ 14.19?

Respectfully,

(The writer's name will be furnished on request)

Dear Sir:

We have run some tests on the Champion Hot Rod B motor. The power head seems to be superior to the M20H from 4000 through 6000. Above 6000 the M20H holds its power a little better but is below the Champion all the way.

A quick guess at this time would be that the Champ has the better power head and the Merc the better unit.

I will have to run several motors before I can establish a definite pattern but that is how it looks at this time.

I don't think the 14:19 gear set for your Merc QS unit is available anywhere nor do I think it is the answer. I would say—trim the wheel and wind the Merc a little faster.

Sincerely,

RANDOLPH HUBBELL

Dear Sir:

How much does it cost to have a KG4 rebuilt for stock Outboard Racing? Complete. Is there any other set of gears that can make a Mercury lower unit turn a prop faster than the stock quicksilver one? If so how much? Also how much faster do you figure your rebuilding a KG4 makes in miles per hour?

Thank you,

Dear Sir:

In reply to your letter of Nov. 15th.

Without knowing your particular engine it is impossible for anyone to predict any increase in speed by any STOCK overhaul.

Dynamometer tests of winning engines serviced in our shop have shown that to be in "front" the Mercury KG4 power head must produce 15 h.p. at 6000 r.p.m.

A good stock KG4 will produce this h.p. in "out-of-the-box" condition. After several seasons use the engines do often drop off slightly. Pistons, rings, cylinder bore, bearings, ignition, etc. can fail enough that an over all loss is noticeable.

The only satisfactory answer to this condition is a complete STOCK check up with a final dynamometer test to prove that the particular trouble in your engine has been located and repaired.

The cost of a "Stock Overhaul" including final test and with test results tabulated for your information is \$55.00 plus the cost of necessary Mercury replacement parts. In most cases the replacement parts costs averages between \$12.00 and \$17.00.

Your question regarding over-drive gears for your Quicksilver unit leads me to believe that possibly the rules are not too strictly enforced in your area for "STOCK" racing. I do not believe any such gears are available nor do I think you could make a gain in this direction. If "Modified" engines are being run in your area much more can be accomplished by compression, additional ports and alcohol fuel. These modifications are covered in the enclosed free catalog.

Sincerely yours,

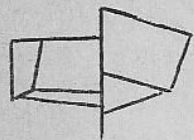
RANDOLPH HUBBELL



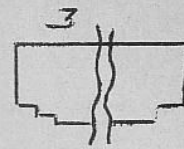
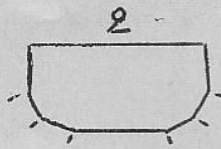
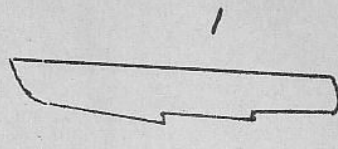
# U.I.M. One-Design Boat

THE UNION OF INTERNATIONAL MOTORBOATING

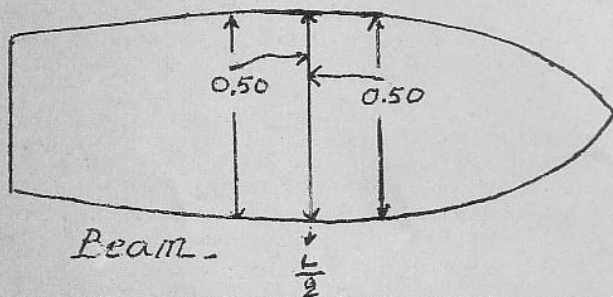
The UIM One-Design Competition Service Outboard Runabout



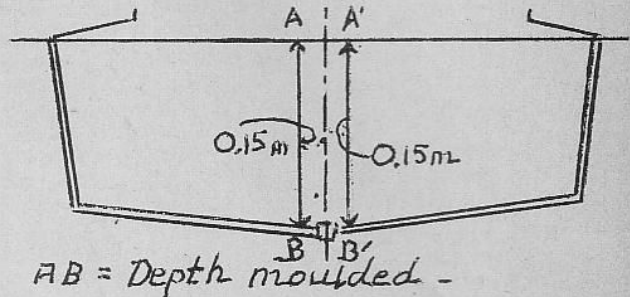
Allowed



1, 2, 3 = not allowed -



Beam -



AB = Depth moulded -

IN ITS SESSION of 15th, 16th and 17th, December, 1955, the General Meeting of the UIM decided to create a STRICTLY ONE-DESIGN BOAT equipped with a C' outboard motor (590 cc).

It is designed to be carried in a yacht's davits and to be used as a tender for carrying at least four passengers with some luggage. The boat must be seaworthy.

### Hull

The hull shall be of the runabout type, i.e. with V bottom. The design is to show easy lines so as to facilitate construction by any boatbuilder.

Hulls with steps, double hard chines or lateral steps are barred.

The transom to be plain, without projecting parts.

The boat to be built in plain wood, plywood, or moulded wood. Metallic and glass-polyester hulls are not admitted.

Two eye-bolts to be fitted into the keel for hoisting the boat, with or without motor affixed.

Two oars to be provided for propelling the boat.

The deck, if any, to be strong enough to carry the weight of an adult.

The minimum specifications to be: Length over all—4.25 m. Beam—1.40 m. Depth moulded—0.50 m. Minimum weight—130 Kilogram.

The BEAM measured on deck, amidships, or maximum 0.50 away from it, fore or aft. The rubbing strake not included in the measurement of the beam.

The DEPTH MOULDED to be measured from a line joining the top strakes to the inside bottom of the boat at 15 centimeters from the longitudinal center line. The depth moulded to be measured at half the over all length of the boat.

The MINIMUM WEIGHT includes the hull, steering gear, floor boards and lifting bolt. It does not include the motor, reserve tanks, oars, rowlocks, cushions, towing hawser, etc.

The building cost of the boat should be kept as low as possible.

### Motor

The motor to be any C' 590 cc stock outboard motor of commercial type as advertised by the manufacturers. It must be as noiseless as possible and be fitted with reverse gear. No alterations whatever to be permitted, but a reserve tank may be carried. For all sporting events the silencer must be kept in use.

### Competition

The competition is open to all Naval Architects and boat-builders in countries affiliated to the UIM. They shall contact

their National Authority for all matters concerning the competition; the Bureau of the UIM declines to correspond with any prospective competitor.

Competitors are asked to BUILD A BOAT and submit same to the eliminating trials to be carried out under the supervision of the National Authority. They may also present an existing boat corresponding to the above description. In either case the line drawings, scale 1/10th, will have to be produced.

ELIMINATING TRIALS shall include tests for: strength, seaworthiness, speed, manageableness, general appearance, comfort, hoisting facilities.

Twenty points being allowed for each of the above.

These trials to take place in each country not later than mid-May 1956. The National Authority has power to decide about the place, date, etc. and shall also nominate the National Jury. Each nation to retain only one boat for the International competition.

For the INTERNATIONAL TRIALS the boats chosen and a motor are to be taken to Paris, at the expense of the competitors or the National Authorities. If possible a driver shall accompany the boat.

These final trials shall take place in June, 1956. They shall be conducted by the International Committee headed by Mr. A. Buysse, President of the UIM. They are to be a repetition of the eliminating trials, 20 points being awarded for each of the seven tests. The boat scoring the highest total of points shall be chosen as the UIM One Design.

### UIM One Design

The Naval Architect whose boat is chosen shall hand his plans to the UIM. For each boat built to his plans, in any country, a royalty of 250 Belgian francs to be paid to the Naval Architect. Sums due shall be handled through the National Authorities concerned with the UIM acting as central body.

The Naval Architect shall supply a very complete description of building materials with indication of sizes, etc. This description to be such as to eliminate any possibility of cheating. Strict instructions shall be given about the weights of the boat, also indications about measuring the boats.

Should the UIM wish to alter the boat in any way, this shall only be done in agreement with the Naval Architect.

Ghent, 29th December, 1955  
A. BUYSSE, President  
M. C. PAUWAERT,  
General Secretary



# CLUB NEWS

## LOS ANGELES SPEEDBOAT ASSOCIATION

Signal honors were paid to Jack Gouldstone, newly re-elected commodore, when Los Angeles Speedboat Association held their annual trophy award dinner dance at Rio Hondo Country Club in January.

Gouldstone, Los Angeles police detective, was installed with his executive board in ceremonies held in a swank dining place on famous Sunset Strip in December. However, not until he was presented the Pacific Motor Boat trophy at the January affair was aware that the membership also had elected him "most valuable member" for the second consecutive year in recognition of his untiring efforts to bring outboard racing to the fore. It was the first time that the trophy has been given for a second time to the same person.

Honored, too, for their racing activities were high point winners in each class and special award winners. Chuck Parsons of Lodi received the Cooper Travel trophy with 6725 points garnered in F-runabout class at regattas up and down the coast as well as high point trophies in both F-hydro and runabout for points earned in regattas held within a 350 mile radius of Los Angeles. Craig Spencer, Los Angeles, was runner-up for the Cooper trophy and earned the Don Steans Memorial cup for highest number of points garnered in regattas held in the local area (350 mile radius) where all classes were scheduled. Spencer received the class M-hydro award also.

The impressive 'Hap Sharp Challenge Trophy', a take-home award donated by Hap Sharp of Midland, Texas, to stimulate interest of Stock drivers in Racing competition, was won by Mike Stellhorn, 19-year-old student of Anaheim, Calif., with a total of 3819 points earned in B-hydro competition. Young Stellhorn was unable to attend the banquet and his mother accepted the huge trophy for him.

Ralph Homes, Phoenix, Arizona, was the sad recipient of the 'Hell Diver's Trophy' as a result of the bad flips he suffered during the 1955 season. Other class high point winners were Dr. A. T. (Tommy) Ingalls of Bakersfield who took home both B-hydro and C-racing Hydro honors. Bob Burnett of Encino won A-hydro with 3861 points over last year's high man Johnny Drake of Huntington Park who totaled 3328 for the 1955 season.

Another close race was in C-racing runabout class where James Schonfeldt of Los Angeles, a new-comer to racing, won out over veteran Manuel Carnakis, mayor of Bakersfield, by a

score of 2396 to 2220 points. Carnakis did win again in C-service runabout class, however, by a wide margin. His nearest competition was Henry Wagner of Fresno who in his turn easily copped the C-service Hydro trophy. Trophies were presented by Donna Wilson, Miss Marine Recreation of Venice.

Before ending the formalities in favor of dancing, Commodore Gouldstone announced that another great racing season was ahead for L.A.S.A. with fine regattas, well sponsored, already in the making, including the Western Division Championships for Racing Outboards which have been awarded. Cheers greeted the announcement that a bid had gone in for the holding of the National Championships in Long Beach, to be conducted by the L.A.S.A. He also explained how the Racing Outboards would participate in "Speedboat Rodeo," a popular televised program of boat racing which had been supported by Stock Outboards for the past 13 weeks. In the next 13 weeks Racing outboards will conduct three of the programs with three classes participating each time for a total of nine heats, Gouldstone said.

Commodore Gouldstone introduced the executive board including Gene Mavis, vice commodore; Dorothy Sue Jeans, rear commodore; Eve Drake, secretary-treasurer; Ed Wilson, race chairman; Adeline Ingalls, press chairman; and Ladies Auxiliary officers Jeanne Sloan, president; Mrs. Jeans, vice president; Betty Roe, secretary-treasurer; Dorothy Huntling, hospitality, and Gloria Spencer, historian.

—ADELINE INGALLS

## OUTBOARD BOATING CLUB OF LONG BEACH

Outboard Boating Club of Long Beach is already to launch another successful year. More events, more trophies and more new members is our goal.

On January 6th in the supper room of the Lafayette Hotel we held our installation of new officers. Mayor George Vermillion of Long Beach officiated, and set them on their new course for the year.

Paul Williamson relieved Phil Raykoff at the helm as Commodore, Dave Campbell as Vice Commodore, Paul Fillinger as Rear Commodore.

This family boating club has already planned a year of interesting events, including the yearly Catalina Race.

—MAY GILLESPIE

## TRADE NOTES

### UNIVERSAL FURNISHES NEW NAME PLATES

Thousands of Universal engines produced during the World War II period were, of necessity due to Government regulations, equipped with steel name plates rather than the standard brass plates.

The ravages of salt water and time have caused many of these inferior name plates to deteriorate to the extent of obliterating the serial number and other pertinent information.

With so many of these engines still in active service Universal wants to provide proper and complete parts service for a period of at least 21 years from the date of manufacture which is standard policy for all models of Universal engines.

### ALUMINUM MARINE HARDWARE PRODUCTS

Special packaged boat hardware set, No. 1004 Series, is a handy selection of Nautalloy Fittings. The set contains: two No. 230 Bow Chocks, two No. 100 3/4-inch Cleats, two No. 502 Stern Handles, one No. 100 6-inch Cleat, and one No. 503 Bow Handle. Attractively packaged in a handsome display and carry-home case, this super-deluxe package makes a hit with any boat lover as soon as it is displayed.

Nautalloy Pulleys have been improved in design. All of the regular Nautalloy No. 830, 835, 836 and 840 pulleys now have sheaves made of white nylon at no extra cost. A new pulley, No. 831, smaller than the 830, will also be produced.

A new Nautalloy Bow Eye Strap, No. 901, similar to No. 900, is being produced. It has a 70 degree angle and is suitable for practically all outboard boats.

Now available: Open type Windshield Brackets, No. 704, similar to No. 702.

Brackets, however, they are open in center for use with No. 710 series plexiglass windshields.

Also available: Nautalloy Searchlight, No. 608, 6-volt regular seal beam, has beautiful streamline swivel deck mounting base.

### De Silva Boats

**ALL Records**

**NOA - APBA**

**FOR C RUNABOUTS**

**60.708 MPH D RUNABOUT  
NOA DIVISION IV**

**H. Marioneaux, Corpus Christie**

**DE SILVA BOATS**

**3215 SO. LA CIENEGA BLVD.  
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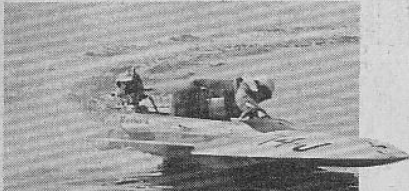


# ... IN THE ROOSTERTAIL ...

## Build WETBACK

### 9' 10" Class B&C 3 Point Hydro A fast, safe, rough water Hydro

Build this fast, safe Hydro, a winning all-around competition boat. Designed for Class B and C stock motors. Simple to construct, you get full-size rib plans, a full bill of materials, thorough building instructions, scale drawings; 23 pictures of her in construction and action, plus a scale to make her into a D Hydro.



- Proven Trophy Winner
- Giant Tested Plans
- Full Size Ribs
- Step-by-Step Photographs
- Detailed Scale Drawings
- Complete Instructions



## Build AIRBORNE 11' 6" B Runabout

Build this new prize-winning B Runabout from accurate tested plans. Same type of giant-size plan as Wetback, with full-size rib plans; 18 pictures of her in construction and action, plus a scale to make her into a D Runabout. Airborne can be made into a 10'3" A Runabout using the same full-size B ribs.

Both boats meet 1956 A.P.B.A. specs. Plans are \$8.00 a set, postpaid. For further information write to:

HAL KELLY  
98 Anderson Ave.  
Bergenfield, N. J.

**BOAT PLANS  
PATTERNS**



*for outboard*

**SPORT - FISHING - UTILITY  
Cruising - Camping - Houseboating**

Send 25c coin for your copy today.

**E. G. McCREA & CO.**  
Naval Architects  
DEPT. 55  
NORTH HATLEY - QUEBEC - CANADA

★ ★ ★ Another product of the rumor factory whispers that Danny Foster who handled Guy Lombardo's *Tempo VII* with sensational skill during the 1955 season has left the "Maestro" and will drive for the *Supertest* team in 1956.

★ ★ ★ Joe Schoenith has placed *Gale IV* on the market and announces that his new twin-engined *Gale VI* will be the teammate of the Gold Cup winner *Gale V* during the 1956 season.

★ ★ ★ Reliable sources say that Paul Sawyer's new unlimited hydro will be ready to go early this spring and that Les Staudacher is building the hull from designs by Ted Jones . . .

★ ★ ★ President George J. Trimper, Buffalo, N.Y., re-elected to second term. Except for Sam Crooks, Madeira Beach, Fla., who was elected Secretary; Wesley Scudder, Huntington Station, N. Y., Vice Chairman of Modified Stocks, and William Edgar John, Rye, N.Y., Vice Chairman of Cruiser Racing, National Officers remain as before. New Members-at-Large of Council: Dr. E. C. Blum, New Martinsville, W. Va.; Roy Harwood, Jackson, Miss.; Kay Hallett, Oakland, Calif.; Wally Broas, Menasha, Wis., and C. W. Jones, Seattle, Wash.

★ ★ ★ Region 3 — Al Bauer, of Paoli, Pa., was re-elected Chairman at a meeting held on October 17th at Essington, Pa. Activities Vice Chairmen are: Jack Fisher, Millville, N. J., Inboards; Ed Brautigam, Philadelphia, Pa., Outboards; Charles Hornickel, Springfield, Pa., Stock Outboards, and Fred Hahn, Philadelphia, Pa., Cruisers. Re-elected Secretary-Treasurer was Franklin H. Bates, Philadelphia, Pa.

★ ★ ★ Region 5 — S. E. Jones, of Miami Beach, Fla., was re-elected Chairman at a meeting held on October 8th at Miami. Activities Chairmen are: Charles Pierce, Lakeland, Fla., Inboards; C. A. Smith, Miami, Fla., Outboards; George Hurst, Coral Gables, Fla., Cruisers. G. W. Fugate, of Fort Lauderdale, Fla., was elected Secretary-Treasurer. Note: Due to resignation of R. C. Welles, the Vice Chairmanship of Stock Outboards is temporarily vacant.

★ ★ ★ Region 8 — Charles P. Hanley, Muscatine, Ia., was re-elected Chairman at a meeting held on October 9th in Davenport, Ia. Charles S. Hogle, Keokuk, Ia., is Chairman of Inboards and Dave Ross, Cedar Rapids, Ia., is Outboard Chairman. Charles S. Hogle, Keokuk, Ia., was re-elected Secretary-Treasurer.

★ ★ ★ Region 12 — Dr. William E. Schiefer was elected Chairman on October 28th, at the annual meeting held in Bakersfield. Ella Jackson, of San Diego, was elected Secretary-Treasurer. The Activities Vice Chairmen elected are as follows: Stock Outboards, Cecil Loomis, of Santa Barbara, Calif.; Racing Outboards, Jack Gouldstone, Los Angeles Calif.; In-

boards, Kenneth Wade, Garden Grove, Calif.

SPEED AND SPRAY is handling the West Coast distribution of the Gulf Oil Corporation films for use by all boating clubs and organizations. Films on hand are:

- "A Predicted Log Cruiser Contest"
  - "Racing Champions Afloat"
  - "Thrilling Moments in Marine Racing"
  - "Adventures in Marine Racing"
  - "Marine Racing for Fun and Fame"
- and may be obtained for use by writing:

SPEED AND SPRAY  
P.O. Box 1552  
Santa Barbara, Calif.

★ ★ ★ The hard working club entertainment chairman will welcome the news that Gulf Oil's 1955 film MARINE RACING FOR FUN AND FAME is available to them without charge . . . This film has been in heavy demand since first released early this season . . .

★ ★ ★ This 16 mm. sound-color film features the highlights of four of the nation's major power boat regattas . . .

★ ★ ★ Gulf Oil Corporation, founder of the GULF MARINE RACING HALL OF FAME and THE GULF 100 MILE AN HOUR CLUB, is the producer of the film . . . Several of their previous releases that have thrilled many clubs and civic groups are also available . . .

★ ★ ★ Bookings for MARINE RACING FOR FUN AND FAME and several other Gulf marine racing films can be arranged through the following offices: Please address the nearest office:

In the Far West address:  
SPEED and SPRAY Magazine, 1126 Santa Barbara St., Santa Barbara, Calif.

Gulf Oil Corp., Gulf Bldg., 131 Ponce de Leon Ave., N.E., Atlanta 1, Ga.

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(Right) Massimo Leto, Milan, Italy; the first human to travel 100 miles per hour in an outboard powered speedboat, added his signature to those of other national and international figures adorning the walls of the Milwaukee Press Club recently. Leto, Mercury outboard distributor for Italy, was guest at a reception for Milwaukee outboarders at the Press Club. Admiring his signature are (left) Charles Strang, Kiekhaefer Corporation; and Tom Johnson, Milwaukee Sentinel Public Events Manager  
Milwaukee Sentinel Photo



MELVIN CROOK RECEIVES INTERNATIONAL HONOR AWARD—W. Melvin Crook, chairman of the Gold Cup Contest Board and many other committees of the American Power Boat Association, receiving from George W. Sutton, Jr., (on February 7) chairman of the International Affairs Committee and former president, the honor medal awarded to Mr. Crook by the Union of International Motorboating, the world-ruling body in motor boat racing, with headquarters at Ghent, Belgium. It is an annual award. Mr. Crook's citation reads: "To the individual who in his administrative work in 1955 and in previous years has done the most for the sport of motor boating."

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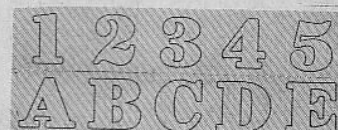
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John Wehrle, 20, Hackensack, N.J., who compiled 27,687 points to become National High Point Champion of the Stock Outboard Division of the American Power Boat Association, was awarded the A. C. Kiekhaefer Memorial Trophy, presented annually to the stock outboard high point champion by the Kiekhaefer Corporation. Presentation was made by Mr. George Trimper, President American Power Boat Association, and Mr. Don Guerin, Vice President for Stock Outboard Racing, APBA, at the annual Mercury Dealer Luncheon, January 16, Hotel Concourse Plaza, New York City. The luncheon was held in conjunction with the National Motor Boat Show. Wehrle also received the John and Flora Bank Trophy, given annually by the Kiekhaefer Corporation to the racer compiling the most points in any one Class. John placed first in Class A. Stock Hydro, with 8,540 points.

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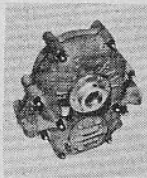
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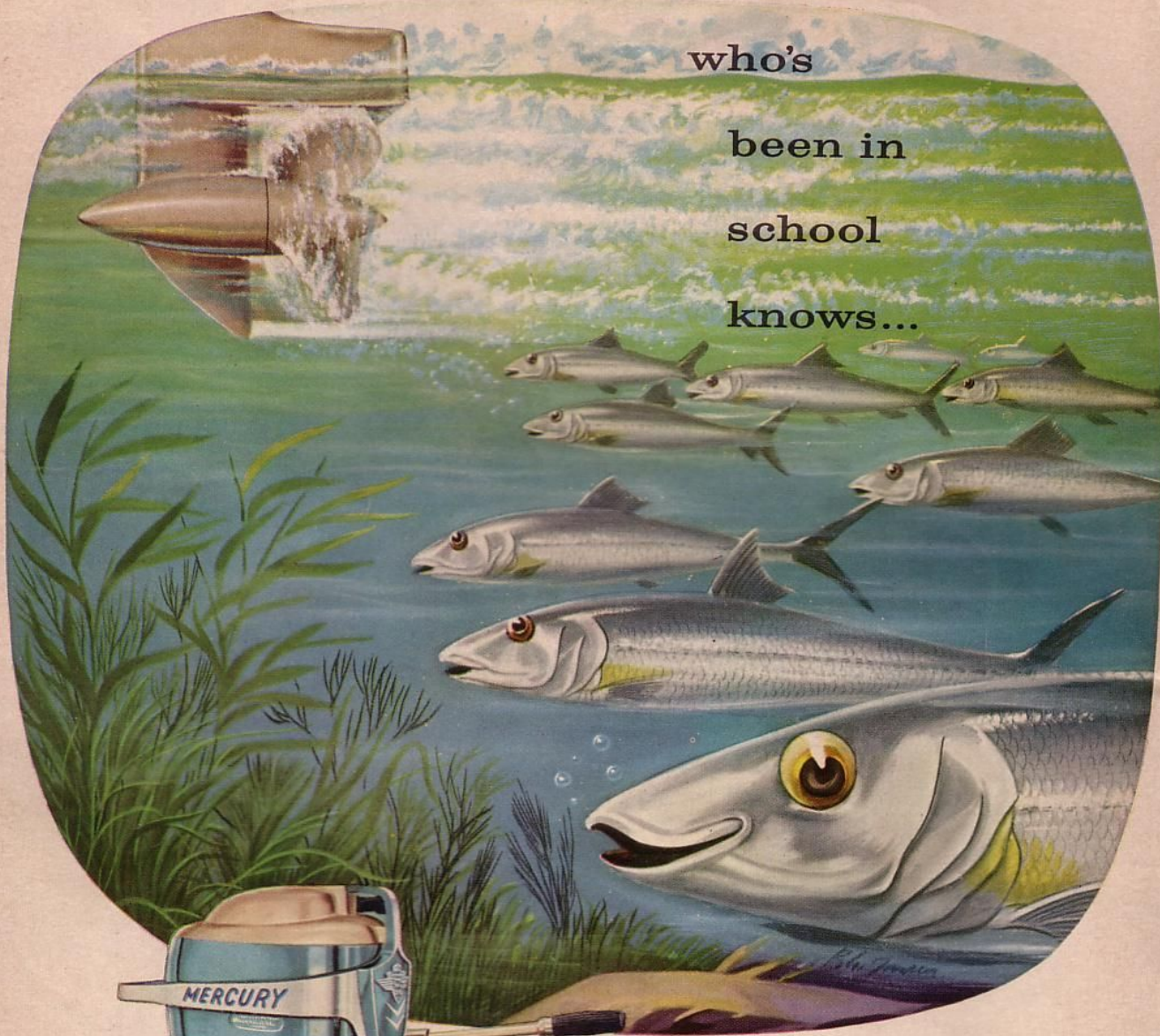
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