

Speed AND Spray

THE INTERNATIONAL MAGAZINE OF BOAT RACING

MAY, 1956

THE PRICE IS FIVE CENTS

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Sincerely,

Bob Hovermale
Jamestown, Ind.
(Boone County)

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1955—Region H, A.P.B.A.

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ALL CHALLENGE DESIGNS MEET HULL RULES OF THE AMERICAN POWER BOAT ASSOCIATION FOR COMPETITIVE RACING

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

REVIN' YOUR MOTOR?

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

March 8, 1956

Mr. Jack Mulholland
Sacramento, Calif.

Dear Sir:

In replying to your letter published in the March issue of Speed and Spray, I would like to put forth my reasons for protesting the balloting for the changes in C Service Class.

You agree that the Chairman of ORC should have taken a ballot of his commission to determine what proposals should be submitted to the owners and in all due respect to the Chairman, he felt, I am sure, that he was doing what the drivers wanted but at the same time the rules clearly set forth the proper procedure to follow in proposing changes. This is the reason we have rules and why they should be adhered to.

In your letter, you state that you do not own or drive a C Service. Do you realize what this would cost the drivers and owners of this class to make the proposed changes and what benefit would be derived from such changes.

C Service Class has been one of the most popular classes in racing. There have been no changes, no new cases to buy, or any machine work to make old equipment work and no units to buy every year. In other words, this is the poor man's hobby of outboard racing.

If you are thinking of safety, what could be gained by putting in bearings as the ballot called for and as for speed, it would not justify the extra expense involved.

Voicing your opinion is the democratic way of doing things and Roy Harwood, Jim Needles, Homer Kincaid, Al Berber, Marve Braun, Tom Small and myself have done just that. We are a small majority of the drivers and owners and we felt that changing the bearings in C Service Class was not warranted. When the final count is made the owners and drivers will do what they want to do, but let's do it according to the rules. We still have to stand up for what we think is right.

Jack, we have from 16 to 25 entries in C Service Class at every race so why kill the only class in Div. I that still has a full field. I have run this

(Continued on Page 32)

Speed AND Spray

THE INTERNATIONAL MAGAZINE OF MOTORBOATING

May, 1956

VOL. 2, No. 10

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COVER PHOTO

The pretty girl on our cover this month is shown with a pair of Kimball fiberglass water skis. (Model No. 400.) Features of the Kimball Skis are: Won't warp—splinter proof—flotation core—tips permanently shaped—will not flatten out—choice of colors—no painting—glass smooth—less friction—more speed—choice of Standard, Jumping and Slalom Models.

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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.

REGION 2

5/30 Northport, L.I., N.Y. SO
6/10 Schenectady, N.Y. O
8/5 Long Lake, N.Y. O

REGION 3

4/7 Union City, N.J. O-SO
5/20 Lock Haven, Pa. SO
5/27 Carlstadt, N.J. O-SO
5/27 Hewitt, N. J. 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
7/15 Keyport, N.J. 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
10/7 Secaucus, N.J. O-SO

REGION 4

5/6 Sharpstown, Md. SO
5/20 Hopewell, Va. SO
5/27 Baltimore, Md. SO
5/30 Cape Charles, Va. SO
6/2-3 Norfolk, Va. I-SO
6/3 Essex, Md. SO
6/3 Beaufort, N.C. SO
6/9-10 Richmond, Va. O-SO
6/16 Bayboro, N.C. SO
6/17 Hopewell, Va. I
6/17 Salisbury, Md. SO
6/17 New Bern, N.C. O-SO
6/23 St. Michaels, Md. SO
6/24 Wilson, N.C. SO
6/24 Snow Hill, Md. SO
6/24 Hagerstown, Md. O
6/24 St. Michaels, Md. I
6/30 Portsmouth, Va. I
6/30-7/1 Hampton, Va. I-SO
7/1 Portsmouth, Va. O-SO
7/1 Langley Field, Va. SO
7/4 Tappahannock, Va. SO

7/15 Solomons, Md. I-O
7/21-21 Washington, D.C. I-O-SO
7/28-29 Clarksville, Va. I-O-SO
8/4-5 Cambridge, Md. I-SO
8/5 Ocean City, Md. SO
8/11-12 Baltimore, Md. I-SO
8/12 New Bern, N.C. SO
8/18-19 Abingdon, Md. I-SO
8/19 Wilson, N.C. SO

8/19 Salisbury, Md. SO
8/24-26 Cambridge, Md. SO
(National Championship)
9/2 White Lake, N.C. O-SO
9/2 Bird River, Md. SO
9/2-3 Urbanna, Va. I-O-SO
9/8-9 Irvington, Va. I-SO

9/15-16 Washington, D.C. I-SO
(President's Cup)
9/22-23 New Martinsville, W. Va. I
(Mile Trials)
9/30 Ocean City, Md. SO
9/29-30 Elizabeth City, N.C. I-SO
10/14 Charleston, W. Va. I-SO

REGION 5

4/15 Miami, Fla. I
4/22 Miami, Fla. SO
6/10 Miami, Fla. I
6/24 Miami, Fla. SO
7/14-15 Miami, Fla. I-O
9/2 Miami, Fla. SO
9/2 Miami, Fla. I
11/4 Miami, Fla. SO
11/11 Miami, Fla. I

REGION 6

5/12-13 Lansing, Mich. SO
6/9-10 Eastmanville, Mich. SO
6/17 Troy, Ohio SO
6/23 Windsor, Ontario I
6/24 Monroe, Mich. SO
6/24 Marine City, Mich. SO
7/1 Defiance, Ohio SO
7/1 Cheboygan, Mich. SO
7/4 Ecorse, Mich. SO
7/4 Bay City, Mich. SO
7/8 St. Mary's, Ohio SO
7/15 Newport, Mich. SO
(Regionals)
7/15 Conway, Mich. SO
7/15 St. Clair, Mich. I
(Unlimited Only)
7/15 Columbus, Ohio I
7/29 Louisville, Ky. I
7/29 Conway, Mich. SO
8/5 Troy, Ohio SO
8/11-12 Dayton, Ohio SO
8/18 Detroit, Mich. I
(Silver Cup)
8/19 Cincinnati, Ohio I
8/19 Toledo, Ohio SO
8/19 Gaylor, Mich. SO
8/25 Detroit, Mich. I
(Limited)

8/25-27 Detroit, Mich. I
Harmsworth (Unlimiteds)
8/26 Bay City, Mich. SO
9/1 Eastmanville, Mich. SO
9/1 Detroit, Mich. I
(Gold Cup)
9/2 Eaton Rapids, Mich. SO
9/2 River Rouge, Mich. SO
9/2 Dayton, Ohio SO
9/3 Lansing, Mich. SO
9/3 Chataqua, Ohio SO
9/9 Battle Creek, Mich. SO
9/15-16 Melbourne, Ky. I-SO
9/16 Belleville, Mich. SO

REGION 7

5/19-20 Kaukauna, Wis. SO
5/27 Kankakee, Ill. SO
6/2-3 Menasha, Wis. SO
6/3 Manteno, Ill. O
6/9-10 Orihula, Wis. SO
6/10 Manteno, Ill. SO
6/17 Neosha, Wis. SO
6/17 McHenry, Ill. SO
7/1 McHenry, Ill. SO
7/4 Manteno, Ill. SO
7/4 Fond du Lac, Wis. SO
7/7-8 Rhinelander, Wis. SO
7/8 Ottawa, Ill. SO
7/14 Milwaukee, Wis. SO
7/15 Sheboygan, Wis. SO
7/15 Joliet, Ill. SO
7/15 Culver, Ind. O
7/21-22 Ladysmith, Wis. 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. SO
(Regionals)
8/5 Manteno, Ill. O
8/11-12 Winneconne, Wis. SO
(Divisionals)
8/12 Spring Valley, Ill. O
8/18-19 Random Lake, Wis. SO
(Wis. State Championships)
8/19 Manteno, Ill. SO
8/26 New Boston, Ill. O
8/26 Chicago, Ill. SO
(Daily News Regatta)
9/2-3 Kankakee, Ill. SO
(Midwest Championship)
9/2-3 Depue, Ill. O
9/9 Fort Wayne, Ind. 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 8

7/4 Muscatine, Iowa O
(Championship Races)

REGION 9

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

REGION 10

3/25 Devils Lake, Ore. I-O-SO
4/1 Portland, Ore. O-SO
4/8 Medford, Ore. SO
4/15 Lakeside, Ore. SO
4/22 Sammamish Slough, Wash. O-SO

4/29	Devils Lake, Ore. (Mile Trials)	I-O-SO	5/6	Parker, Ariz.	I	7/1	Rupert, Idaho (Regionals)	O
5/6	Wenatchee, Wash.	I-SO	5/20	Long Beach, Calif.	SO	7/1	Sand Point, Idaho	I-O-SO
5/13	Bellingham, Wash.	O-SO	5/27	Bakersfield, Calif.	SO	7/4	Coeur D'Alene, Idaho	I-O-SO
5/20	Lake Sammamish, Wash.	O-SO	5/30	Needles, Calif.	SO	8/12	Buhl, Idaho	I-O-SO
5/27	Salem, Ore.	I-O-SO	6/10	Long Beach, Calif.	I	8/25	Clarks Fork, Idaho	O-SO
5/27	Seattle, Wash.	I	6/10	San Diego, Calif.	SO			
5/30	Newberg, Ore.	O-SO	6/10	Lake Mead, Nev.	SO			
5/30	Metaline Falls, Wash.	O-SO	6/17	Long Beach, Calif.	O			
6/3	Cottage Grove, Ore.	I-O-SO	6/24	Bakersfield, Calif.	O	4/22	Norfolk, Va.	75 Mi.
6/9	Portland, Ore.	O-SO	6/24	Carlsbad, Calif.	SO	5/13	Solomon, Md.	
6/10	Mehalem, Ore.	O-SO	7/4	San Diego, Calif.	I	5/27	Detroit, Mich.	50 Mi.
6/17	Blue Lake, Ore.	O-SO	7/4	Ventura, Calif.	O	6/10	Alexandria Bay, N.Y.	90 Mi.
6/23	Fall City, Wash.	SO	7/7-8	Long Beach, Calif.	O	6/24	Fond du Lac, Wis. (Winnebagoland)	88 Mi.
7/1	American Lake, Wash.	I		San Diego, Calif. (Regionals)	SO	7/14	Eastmanville, Mich.	104 Mi.
7/1	Fernridge, Ore.	I-O-SO	7/14-15	San Diego, Calif. (Regionals)	SO	7/15	Augusta, Maine	65 Mi.
7/4	Salem, Ore.	I-O-SO	7/15	Long Beach, Calif.	O	7/22	Detroit, Mich.	
7/4	Gold Beach, Ore.	SO	7/22	San Diego, Calif.	O	8/5	Cheboygan, Mich.	87 Mi.
7/14-15	Electric City, Wash. (Regionals)	O-SO	7/29	Long Beach, Calif.	I	8/5	Granby, Colo.	50 Mi.
7/21-22	Pasco, Wash.	I-O-SO	8/12	San Diego, Calif.	SO	8/17-19	Stockton, Calif.	316 Mi.
7/28-29	Oroville, Wash.	I-O-SO	8/11-12	Carlsbad, Calif.	I	8/19	Hague, N.Y.	88 Mi.
8/4	Mt. Vernon, Wash.	O-SO	8/11-12	Long Beach, Calif.	O	8/19	Hague, N.Y.	88 Mi.
8/4	Seattle, Wash. (Seafair Race)	I	8-19	Lake Mead, Nev.	SO	8/26	Coeur D'Alene, Idaho	
8/11-12	Seattle, Wash. (Seafair Race)	O-SO	8/19	San Diego, Calif.	O	9/30	Trenton, Mich.	50 Mi.
8/26	Triangle Lake, Ore.	I-O-SO	8/26	Carlsbad, Calif.	I	10/7	Needles, Calif.	115 Mi.
9/2	Langlois, Ore.	SO	9/1-2	San Diego, Calif.	SO			
9/3	Devils Lake, Ore.	I-O-SO	9/2	Fresno, Calif.	SO			
9/3-4	Lake Chelan, Wash.	I-O-SO	9/3	San Diego, Calif.	O	4/8	Miami, Fla. (Frederick T. Youngs, Jr. Perpetual Trophy)	
	REGION 11		9/16	Long Beach, Calif.	I			
4/15	San Francisco, Calif.	O-SO	9/16	Big Bear, Calif.	I			
4/22	Berkeley, Calif.	SO	9/16	Carlsbad, Calif.	SO	6/23	Long Island, N.Y. (Huckins Trophy)	42 Mi.
4/22	Fresno, Calif.	I-O	9/22-24	Long Beach, Calif.	O			
5/5	Folsom, Calif.	I	9/30	San Diego, Calif.	I			
5/6	Modesto, Calif.	SO	10/7	Needles, Calif.	SO	7/7	Block Island, N.Y. (Motor Yacht Trophy)	104 Mi.
5/13	Willows, Calif.	I-SO	10/13-14	Lake Mead, Nev.	I			
5/20	Modesto, Calif.	I	10/15	Lake Mead, Nev.	SO			
5/27	Lucerne, Calif.	SO	10/19-22	Salton Sea, Calif.	I	7/14	Greenwich, Conn. (Martin Trophy)	42 Mi.
5/27-30	Stockton, Calif.	O-SO	10/21	Parker, Ariz.	O			
6/10	Oroville, Calif.	O-SO				7/21	Stamford, Conn.	58 Mi.
6/17	Soda Bay, Calif.	SO				7/28	Westchester, N. Y.	31 Mi.
7/4	Lodi, Calif.	O-SO	6/23	Windsor, Ontario	I	8/4	Fairhaven, N. J. (National Trophy)	46 Mi.
7/4	Berkeley, Calif.	SO	6/30	Picton, Ontario	I			
7/8	Lakeport, Calif.	O-SO	7/25-26	Keiowna, B.C.	I-O-SO	8/11	Staten Island, N.Y. (Bilop Trophy)	34 Mi.
7/15	Merced, Calif.	I-O				9/	Travers Island, N.Y. (Jackson Trophy)	40 Mi.
7/22	Donner Lake, Calif.	O-SO	5/20	Fort Worth, Tex.	I	9/8	Pt. Washington, N.Y. (Commodore Trophy)	41 Mi.
8/5	Nice, Calif.	SO	6/3	Port Arthur, Tex.	I			
8/12	Lake Tahoe, Calif. or Sacramento, Calif.	I	10/13	Port Arthur, Tex.	I			
8/19	Redding, Calif.	SO						
8/19	Seaside, Calif.	O-SO	6/17	Port Arthur, Tex.	I			
9/1-2	Fresno, Calif. (North-South Regatta)	SO	6/17	Saratoga, Wyo.	I-SO			
9/3	Healdsburg, Calif.	O-SO	7/15	Loveland, Colo.	I-SO			
9/9	Sacramento, Calif.	O-SO	6/24	Sheridan Lake, S. Dak.	I-SO			
9/16	San Francisco, Calif.	O-SO	7/1	Laramie, Wyo. (SO Regionals)	I-SO			
9/23	Sausalito, Calif.	O-SO	7/8	Casper, Wyo.	I-SO			
10/7	Pittsburg, Calif.	O-SO	7/22	Grand Lake, Colo.	I-SO			
10/14	Sacramento, Calif.	O-SO	7/29	Denver, Colo.	I-SO			
11/11	Oakland, Calif.	SO	8/5	Granby, Colo.	SO			
	REGION 12		8/12	Hot Springs, S. Dak.	I-SO			
3/25	Puddington Dam, Calif.	SO	9/2	Denver, Colo. (I Regionals)	I-SO			
4/1	Venice, Calif.	SO						
4/1	Carlsbad, Calif.	I						
4/8	Needles, Calif.	SO						
4/15	Bakersfield, Calif.	I						
4/15	San Diego, Calif.	O						
4/15	Carlsbad, Calif.	SO	5/27	Salt Lake City, Utah	I-O-SO			
4/29	Ojai, Calif.	O	5/30	Provo, Utah	I-O-SO			
4/29	Lake Mead, Nev.	SO	6/17	Napa, Idaho	I-O-SO			
	REGION 13							
	REGION 14							
	REGION 15							
	REGION 16							
	REGION 17							
	REGION 18							

THE CHALLENGER

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OUTBOARD RACERS

3 POINT HYDROS

A-B — C D F — M

RUNABOUTS

J — A-B — C-D

All Plans

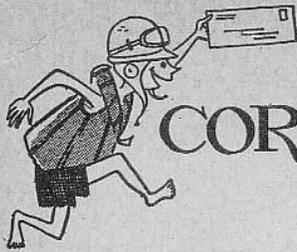
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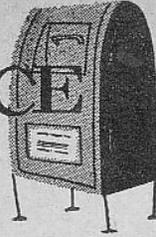
P. O. Box 412

Costa Mesa

California



CORRESPONDENCE



if you have these plans available and price.

Yours,
NED STOWMAN
Port Norris, N. J.

We published the building plans in greatly reduced size together with a very comprehensive article by David Beach in the July 1953 issue of Speed and Spray. Large scale blueprints are available from:

*David Beach, Naval Architect
23 Buckingham Court
Maywood, N. J.*

—Tech. Ed.

Gentlemen:

Reference is made to your magazine "Speed & Spray" of July 1955 issue.

On page sixteen of this magazine there is a story and photos of "Kilroy" by Kent Hitchcock.

We would appreciate your forwarding any information you may have on this boat such as name and address of manufacturer, price etc.

Thank you for giving the above prompt attention.

Very truly yours
R. C. WEST TOOL & DIE CORP.
Raymond C. West
President

These very fine utility boats have been built by several manufacturers, but inquiry reveals that none are in stock. From all standpoints including economy you would be way ahead to have a local builder in your area build you a boat from a set of the original plans which are available from the designer:

*Dair N. Long
P. O. Box 385
Newport Beach, Calif.*

—Tech. Ed.

Dear Sir:

Some time ago I read an article in your book concerning an engine made by Bourke Research. I am very much interested in this motor and would appreciate it very much if you would send me their complete address.

Yours truly,
EDWARD SNYDER
34-05 28th Ave.
Astoria 3, L.I., N.Y.

*Bourke Research Laboratories
11031 S.W. 63rd Avenue
Portland 19, Oregon*

—Tech. Ed.

Dear Sirs:

I would like to know if I could put a V-8 85 HP motor in a PODH built out of plywood and all glassed to use as a ski boat.

Thanks,
H. G. MOTT
1768 Camino Sierre
Bakersfield, Calif.

Yes the PODH hull would handle the V-8 "85" with no strain for ski-tug purposes.

—Tech. Ed.

Dear Sirs:

I have recently started reading your magazine and have found that it is the only magazine that covers what I am looking for in boating. Through your magazine, a friend and I have become interested in

boat racing. There is not much racing in or around Reno so I hope that you can help us get started in the field.

We would like to build a boat of some type and race this summer on the West Coast. I have read about various types and classes in your magazine but I do not know what makes up these classes. If you could send us a complete list on the rules and regulations of all Run-about and Hydro classes it would be of great assistance. Also we would like to know if superchargers are allowed and if so in what class.

Your immediate reply will be greatly appreciated.

Yours sincerely,
EDWARD RUBY
1349 North Virginia
Reno, Nevada

The Year Book of the American Power Boat Ass'n. is the only text in existence that gives rules, specifications and regulations of all the classes in boat racing. This 300 page book is available from the APBA at \$1.50 per copy. Address 700 Canton Ave., Detroit 7, Michigan.

Superchargers are allowed in only two classes . . . 7 Litre Hydroplanes and Unlimited Hydroplanes.

—Tech. Ed.

Dear Sirs:

Please use my new mailing address. Your magazine is really tops. With all of those exciting shots any outboard racing addict can not help being without it. Yes sir! it really is. And we hope to expect more.

Sincerely yours
Victor H. M. Gutierrez
Box 35, APWO
Agana, Guam, M.I.

Gentlemen:

Enclosed find my check in the amount of \$3.50 for a one year subscription to Speed and Spray. Please start my subscription with the March issue.

Yours is the only racing magazine I know that covers racing all year long. I appreciate reading of racing events in the winter as well as the summer.

Hope you will have something on Henry Kaiser's and St. Oegger's mile trial.

Yours,
MARVIN HENRICH
14470 Harbor Isl.
Detroit 15, Michigan

Gentlemen:

I have heard that one of your early issues had plans of the Jersey Skiff, or "Speed Skiff" as it is called. These fast boats have been built at Red Bank, N. J. for a number of years. Please let me know

Gentlemen:

For over a year now I have been looking for a hull which would be suitable for a cabin cruiser. I want to build it myself. I have built 2 hulls, one Champion "B" in-board and one I designed myself.

The enclosed picture came from Speed & Spray, April 1953. Could you possibly identify this hull?

I know that this is a large request, however, I thought that someone on the staff could tell by seeing the picture after having been around so much activity of this kind.

I want to say that I am very pleased with "Speed & Spray." I had begun to wonder during the time you weren't publishing, but now I fully intend to renew my subscription.

Sincerely,
George H. Sudhoff
Broadview Hotel
Emporia, Kansas

We can't be certain of the make of this boat, but it looks very much like a "Prowler" built by the Forest Johnson Boat Works of Miami, Florida . . . However your best bet would be to address your inquiry to Sam Griffith, 8400 Biscayne Blvd., Miami, Florida. I believe he can identify the boat for you.

—Tech. Ed.

Editor:

After reading your magazines I know you can do us some good. Our problem is the right prop for our 14 ft. by 6 ft. in-board. Enclosed is a picture. The prop we are now running is a Johnson 11½ in. diameter by 14½ pitch. We have lots of power and little speed, top now being approx. 35 mph.

The engine is a Ford V-8 60 HP. It is equipped with Hi Compression Meyers heads, dual carb. manifold, semi hi lift cam, ported and relieved polished intake ports, and bored to 100 thds. over. Not having a tac we don't know the RPM but a conservative guess is, under 3500. It pulls a skier, sitting on a pier, off without getting him wet above the ankles, and both boat and skier are planing very good within 50 to 60 feet.

I will attempt to sketch the bottom for you.

Yours truly,
ERIC GOODRICH
233 Grove St.
Reno, Nevada

It would appear that you are trying to

swing too much wheel . . . For pulling skiers you would be better off with a three blade prop about 11x11, something similar to the Equipoise . . . You are going to have to wrap that 60 up to 4500 or 5000 in order to reach the best point on the power curve for ski tug use . . . The present prop you have is at least 1 inch too big in diameter and has way too much pitch. —Tech. Ed.

Speed & Spray,
1126 Santa Barbara Street,
Santa Barbara, California,

Dear Sir:

I wish to inform you of the change of my address as of February 25, 1956 it will be 405 Martin Grove, Toronto 18, Ontario.

I wish to extend my congratulations on your very informative boating magazine, I have been receiving this magazine for the past three months and I find that it covers every phase of boating. I am a race driver enthusiast myself, but feel sure anyone being interested in boating at other levels must find it very interesting too.

Keep up the good work.

Yours truly

R. G. Robinson
10 Kinsdale Blvd.,
New Toronto

RGR/DH

Dear Sirs:

I ran across Speed and Spray at the newsstand a few weeks back and think it is a very fine magazine. My father is sending you a check of \$3.50 for a year's subscription starting with the April issue.

I am extremely interested in the gold cup hydros. I watch them every year where I live on the River at New Martinsville.

I love to watch those big boys in action as they flare up their roostertails on the Ohio River. New Martinsville wants to say a heap of thanks for the nice article in the January issue about the Regatta.

Sincerely yours,
Samuel D. Winer
426 Ohio St.
New Martinsville, W. V.

Dear Sir:

I have enjoyed reading your magazine very much since subscribing several months ago. Please enroll Jr. Betts on your subscription list as he is an avid hydroplane fan.

Also would appreciate more articles, news and etc, regarding the big (unlimited class) boats. As you know, people here in Seattle are "hydro-happy" where the big ones are concerned.

Thank you very much.

Sincerely,
RICHARD W. BERLIN
Seattle, Washington

Dear Sir:

In reply to your letter asking about reducing the pitch to hold up the rpm's, my advice is to get your motor right first, then I think you will need a higher pitch. You state that your motor will turn 6,800 Rpm's until the boat gets on plane and then soon drops back to 5,200! Please do

not blame the prop for drop in Rpm's as soon as something gets hot enough to cause pre-ignition which in many cases is by long spark plugs which were made for low compression motors; you should use the shortest and coldest plug that will not foul up and cause a miss while running slow waiting for the start, some drivers use long plugs to warm and then change to shorts and have to keep circling at good speed to keep from fouling plugs before the start. Another common trouble is from narrow exhaust valve seats which in many cases are not wide enough in stock cars to begin with and then when the ports are bored out it narrows the seats unless they are milled deeper and larger valves are used. As the valve is only closed about 75% of the time and exposed to a blue flame about 25% of the time it takes a wide seat to radiate the heat off the valve head and onto the block, the higher the speed and compression used, the wider the seat has to be to prevent pre-ignition. Sometimes an extra rich mixture will prevent pre-ignition from hot valves or plugs, but it also cuts the power!

In 1931 I bought a new model car which was a real sprinter for about 1/2 mile only, then a lot of cars could catch up until I got larger valves and widened the exhaust seats about double width, then I could sprint 750 miles per day! This car had the cast iron seats but did not give any more valve trouble but the '32 model came out with the inserted exhaust seats. About a year ago the present owner of the '31 car phoned to find out where he could get new valves to fit as the stems were worn out and noisy! I had only run it 155,000 miles before he got it in '39!!

If you still want the lower pitch I will send it, enclosed find price list.

I have had so many similar letters to write that I am sending this copy to SPEED AND SPRAY, in hopes that others will read it and get the motors OK before blaqning the prop.

Best regards,

HOWARD I. JOHNSON
Propeller Engineering

Dear Sir:

Enclosed is \$3.50 for the next year's subscription of Speed and Spray. Its a wonderful book. I have the February and March issue and would like to start taking it from you. It is kind of hard to find it on the market so getting it from you would be easier. I am 10 years old and would like to get started in racing soon. Your book has done a great job in promoting racing to the public. Thank you very much.

LOYD CHRISTOPHER
747 Golden Gate Ave.

Pt. Richmond 3, California

Ed. Note: See April issue article on JU class.

Dear Sirs:

Enclosed is money order for \$4.50.

Please enter my subscription at once for your wonderful magazine which is the only one which really tells us what is going on in the racing circle.

C. D. Cavers
27 Gore St. E.
Perth, Ont.

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CLASS RACERS
and "Flying-Stern" models!

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to
21 ft.

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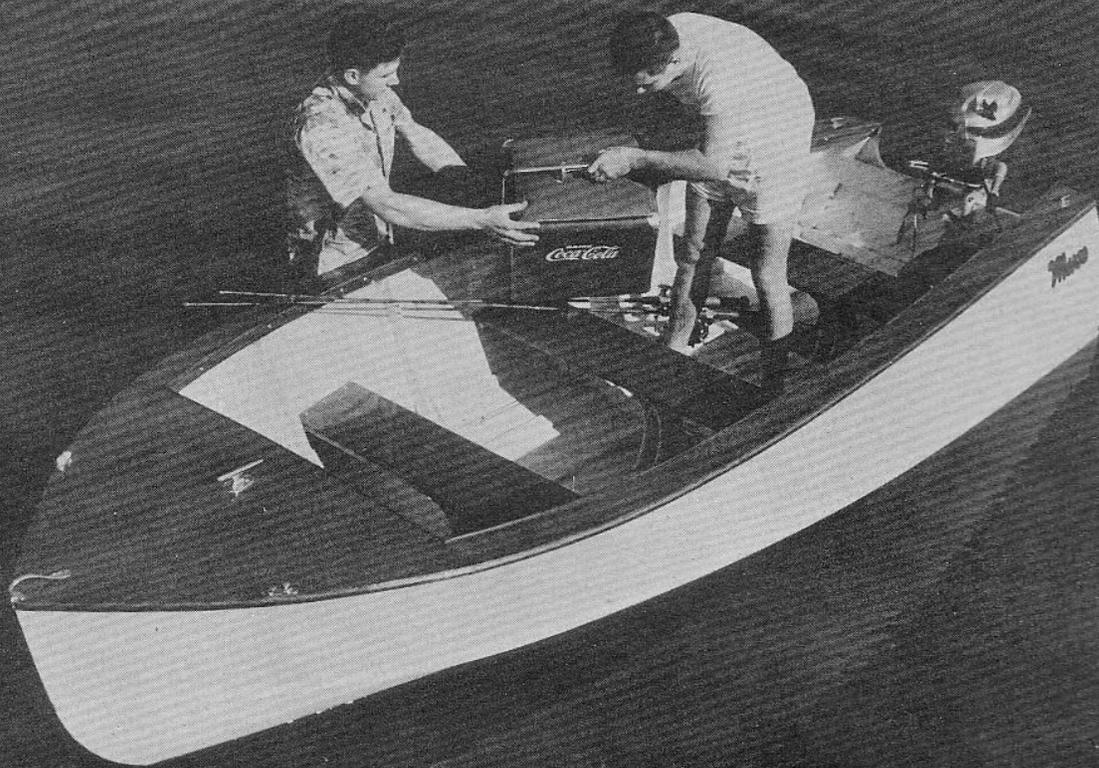
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THE KIT BOAT

What's Difficult About It?

Story and Photos by
KENT HITCHCOCK

AMERICA IS ON THE WATER . . . young and old have taken up outboarding, fast becoming a leader in the water sports world . . . Water Skiing, Fishing, Cruising, Picnicing, or just plain lazy Pleasure Boating—every member of the family has his or her pet reason for wanting to use the family boat today.

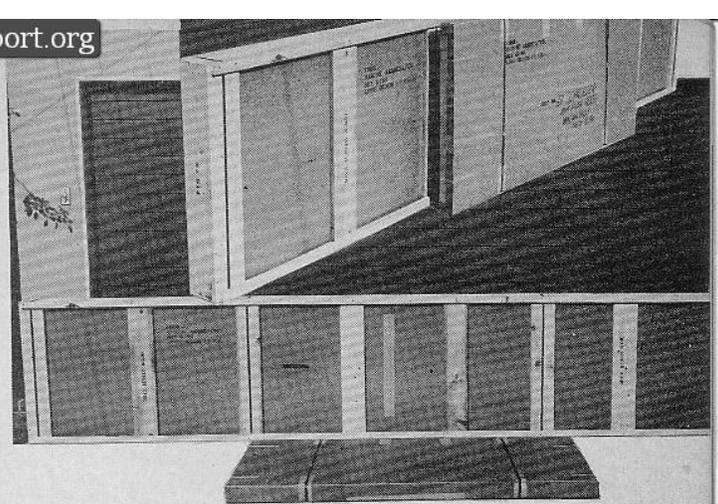
Some of the water minded take delivery on their own preference of a custom built or a stock boat . . . Others, either for financial reasons—or because they have the “do it yourself” urge build the kit boat . . . So much has been said about the kit boat—pro and con—that it appears to be the proper time to make a study of the design and construction of this type of boat . . .

One alleged authority will expound at length that the kit

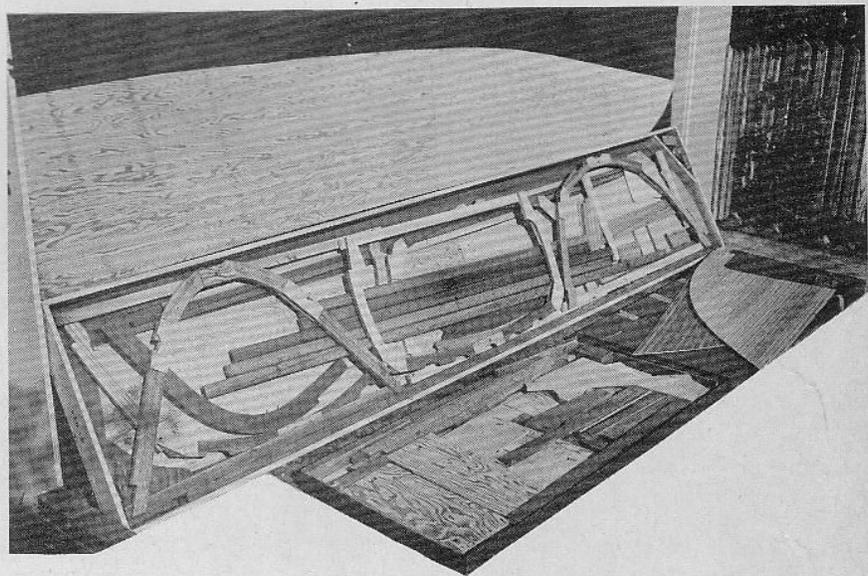
boat, by virtue of the fact that it is designed so that the amateur can build it with the minimum of work and difficulty, has to be a slab-sided affair—an ugly beast—with the minimum of performance engineering built into it . . . This is a ridiculous statement . . . There probably may be some slab sided kit boats, but there are also some with very pleasing lines—and it does not follow that the latter type are any more difficult to assemble than the box design . . .

Another character “who knows someone who built one” will insist that the precut parts never fit and that it takes an experienced woodworker or boatbuilder to produce anything resembling a finished job . . .

WOW! HERE IT IS . . . the kit boat that you ordered . . . and this is the way it arrived, shipping charges all prepaid . . . Sure doesn't look like there could be a complete 14 foot boat in that long skinny crate—but it's all in there . . . You ordered the deck kit too, and it is in the smaller package . . . Get out the tools and open it up—but, TAKE IT SLOW AND EASY . . . See that lettering on the crossbars? It says "OPEN OTHER SIDE." Unpack the crate and check off the contents against the enclosed packing slip—It's all there . . . Now turn the crate over and it becomes the jig that you will build your boat on. Each of the cross pieces is in the exact position to serve as the jig member for one of the frames . . . Pretty simple this—just follow directions and the speed of assembly will astound you . . .



Here is the way the crates looked when you got them open . . . You lifted out one side and one bottom panel and the deck covering so we could see the rest — everything cut to size . . . All of this for so few "potatoes" . . . You could have built the open FISHERMAN 14 complete for \$160 but you went the rest of the way with the deck kit too and this one will only stand you another \$30.00 plus of course the cost of your paint.



Most of the owners interviewed were very proud of their finished kit boats, which were of various designs and from sundry manufacturers. Those who had selected their design with care produced for the most part very good looking boats and performance-wise most were as good and sometimes better than their stock counterpart . . .

It was obviously impossible to make a personal study of the designs, construction problems, and the excellence and appearance of finished kit boats from even a fraction of the manufacturers in the U. S. so we simply picked a manufacturer at random—one near our offices so that we could study the whole operation . . . right from the pre-fab to the finished boat . . .

The models studied were designed and placed in kit form by Marine Associates of Long Beach, California who market their products under the trade name of MARCO Boats . . . Both of the partners who head this organization, Walter Loehnert and Bill Schicora, came out of inboard racing ranks where they had ample opportunity to study design and construction as well as sound engineering and performance . . . Loehnert, a Californian—and Schicora a transplanted New Yorker are both still active and running right up in the front ranks of the 48 hydro class . . .

We watched a first-time boat builder, assemble a complete 14 footer—right from the moment it was taken from the crate until shake down time . . . We were impressed with the step-by-step instructions and accompanying drawings . . . With each

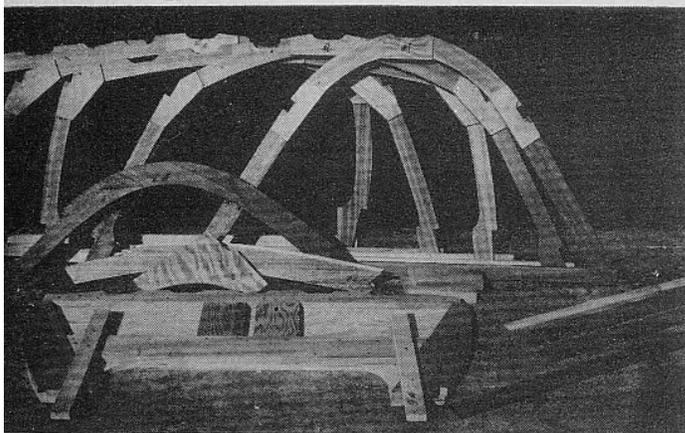
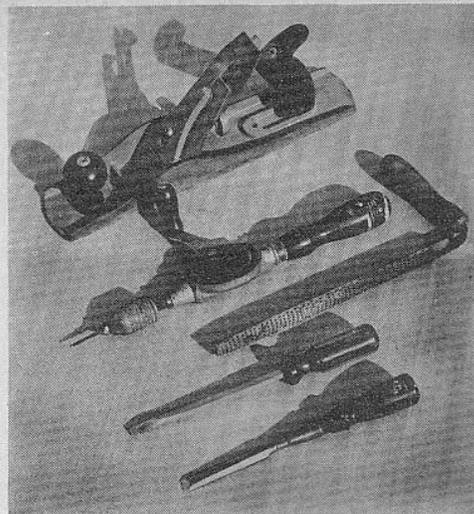
part numbered and each step layed out and described to the most minute detail, it seems inconceivable that even a youngster could fail to assemble one of these kit boats—and probably do a good job of it . . . Every part was already cut to fit and even the contents of the Glasticote kit worked right down to the last piece of material . . .

This particular firm offers three optional selections of deck and interior arrangements for the same hull—so we rounded up one of each and gave them a shake down . . . Performance either light or with maximum seating was excellent . . . The hulls turned beautifully and showed no tendency to come apart in the rough water tests . . . The owners reported to the man that they had experienced no difficulty at all in the assembly . . .

In checking over kit boat prices from a score of manufacturers all over the country, we found that the "do it yourself" builder with little skill can save himself a pile of dollars—a big piece of the outboard motor of his choice . . . We noted too that several of the manufacturers offer their product on a "one price basis," the same price including prepaid freight to any part of the U. S.

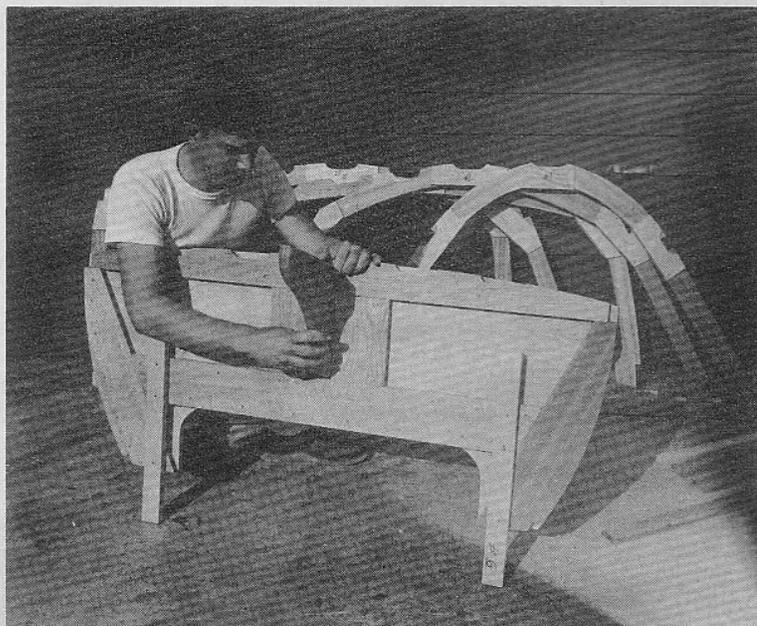
Will your family have an outboard runabout or an outboard cruiser for the coming boating season? Our study shows that there is nothing wrong with the majority of the kit boats offered for sale. Pick out your design with care—and proceed with confidence . . . We will see you on the water this summer . . .

Better sit down now and read the instructions over once before you start to work. There are 6 pages of complete step-by-step instructions for the basic hull and 4 illustrated drawings with every part also numbered step-by-step . . . First we will need some tools, but don't rush out and buy a tool chest . . . The illustration shows all you will need in addition of course to the family hammer, a half dozen twist drills and a countersink . . .



We have skipped a number of steps in our illustrations of this rapid fire assembly job on your kit boat and you are now installing the longitudinals. The frames are all in place on the jig. The keel, chine, and bilge battens — all of mahogany — are fastened in place. Each came beveled to match the transom angle and the top surfaces that will be open in the hull were all radiused. This will be a finished job of boat-building — Now you are fastening the sheer clamp. The only fitting you have had to do was a little work with the rasp in the pre-cut notches to assure that each part will lay in plane with the frames.

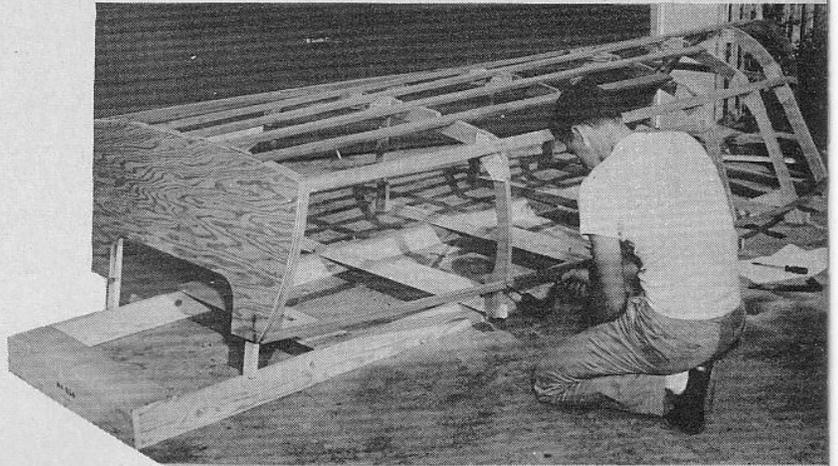
Fastening is a cinch with the directions in the instruction sheets. They even gave you the exact size of screw to use in each operation and the drill sizes for shank clearance and for the pilot holes. with detailed notes on counter sinking.





Now we are ready for Step No. 2 . . . Place frame No. 1 in place on the jig, likewise the stem and secure the two together in accordance with the instructions. The stem is 1 3/4 inch mahogany, sawed, scarfed and bolted. The frames are 3/4 mahogany, all notched, and gusseted at the joints with 1/4 inch plywood on both sides.

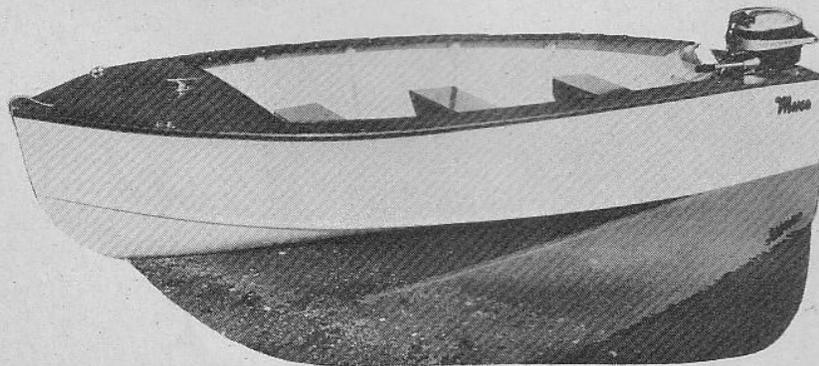
It's the frames, the transom and the stem that almost always give the "first time" amateur boat builder trouble — sometimes enough to discourage him from finishing the job at all. This particular kit is the money — all of these rough jobs were pre-fabricated when you opened up the kit. The transom is complete as are the frames and the stem — all glued and fastened on the builder's master jigs — all mitered out to fit in given positions.



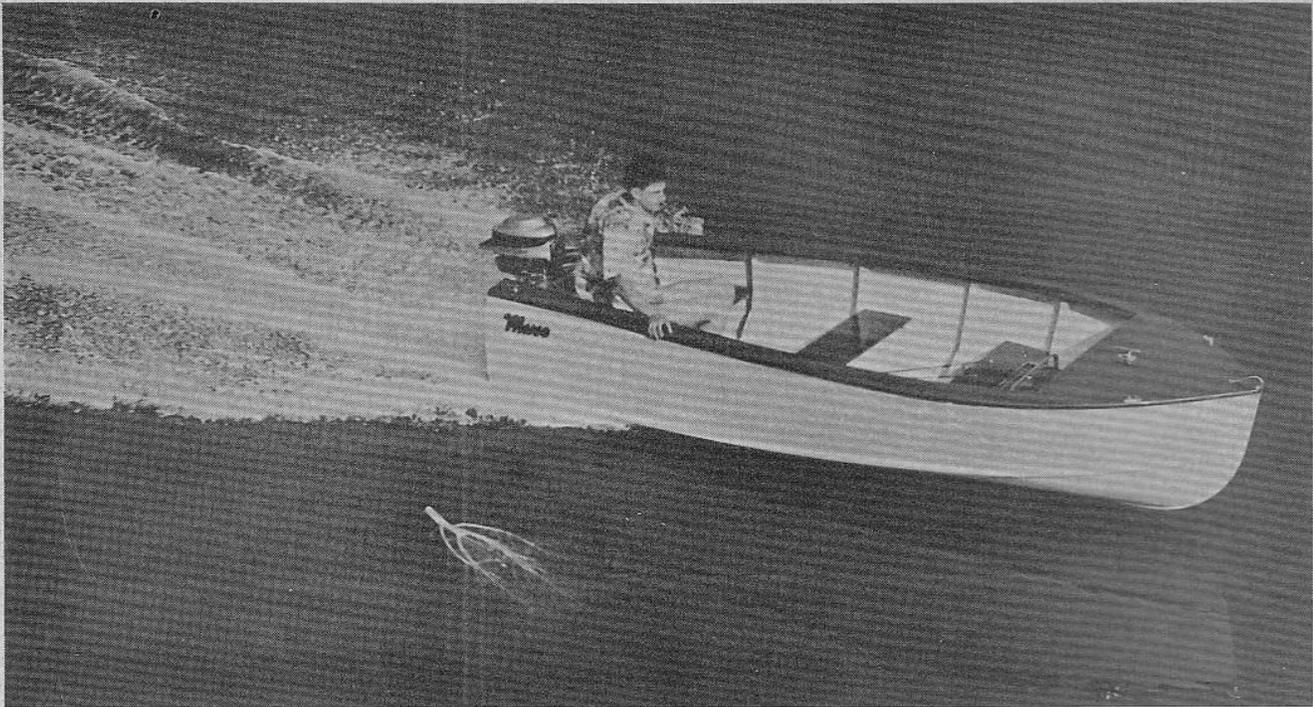
All ready to go to work . . . Here is Step No. 1 . . . The instruction sheet says to secure the transom knee to the already prefabricated transom . . . No way to get lost here . . . The knee slips right in between those two pads on the transom and is already notched and fitted to meet the rest of the transom members. That knee is 1 1/2 inch solid mahogany beautifully radiused on the exposed edges . . . The transom is 3/4 in. 5 ply marine plywood, padded internally with 3/4 mahogany, glued and fastened with Stronghold rust resistant marine nails.



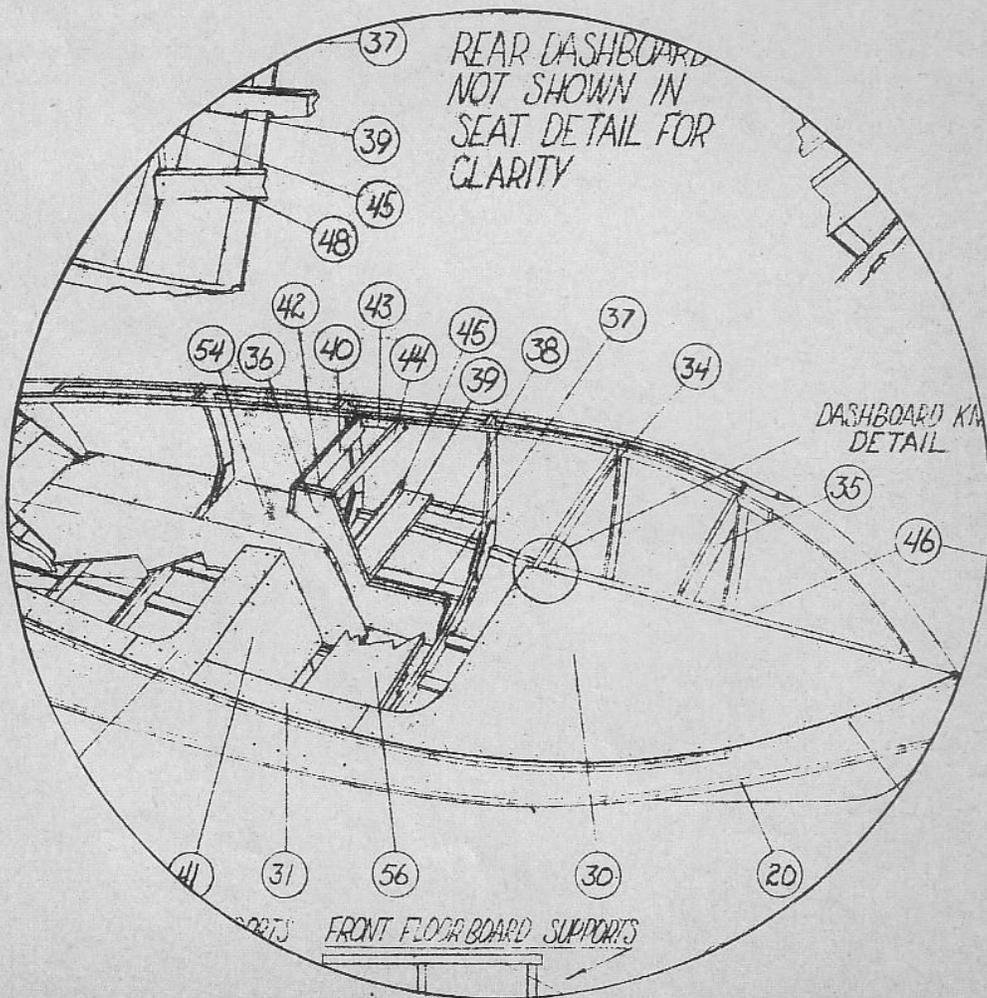
You have already found that your kit boat, although it cost you several hundred dollars less than a custom job is a thoroughly engineered design . . . It's a sweet running outfit . . . It is a swell ski-tug and handles beautifully in the smooth or the cobby going . . .



You could have finished up your hull, the very economical way with the wide open FISHERMAN design — three seats and a world of room.



That FISHERMAN is the counterpart of many custom finished outfits selling for a very fancy price . . . You only had some 35 hours on the basic hull and you could have finished up this model ready for paint in 50 hours . . . This one will really pack a load too . . .



record. The speed has been lost in the record books, but the boat looked remarkably like a modern boat, was a stepped hydro about 20 feet long and powered by a 6 cylinder 2 cycle Emerson engine. Commodore DuPont ordered a similar boat from Adolph Apel, who founded Ventnor Boat Works, originator of our present day three point hydro. The boat, named *Sea Rabbit* was 15 feet long, powered by a 6 cylinder 4 cycle engine hand built by John VanBlerk (father of Hall of Fame member Joe) and did an amazing 45 MPH in her trials. The die was cast—and power boat racing has endured the test of years in Cambridge.

The fabulous yacht club—so famous for it's social events, was a victim of World War I—and the depression. From 1919 until 1933 there was no organized racing on the Choptank. The revival took on a strange form—as they so often do—and was the outgrowth of an active group of Sea Scouts who raced sailboats—and had the courage to try a "water carnival." In time they attracted the attention of another DuPont—Frank—who decided that they needed a lift—and he provided \$20,000.00 for a clubhouse—and followed it up with many later gifts. The end result of these gifts is a beautiful clubhouse—shaped like the bridge of a luxury liner and sitting beside the largest yacht basin in the state.

Thru the years sail and power racing have prospered in Cambridge, and the wide and beautiful Choptank has figured in many entries in the record books. On one foggy cool morning several years ago a total of 8 important mile records were chalked up over the course—and such visitors as Doctor Lou Novotny came clear from California to establish competitive records over the 2½ mile oval course. The local drivers were active also—and five of them have become members of the exclusive Hall of Fame—but Cambridge is primarily noted as a "hospitality" regatta by the contestants. Only a few can win in any meet—but everyone always has a wonderful time at the parties and crab feasts and chicken barbecues which the club gives.

Cambridge is in one of the isolated parts of our country, and progress has been slow to reach it's shores. In colonial times the primary means of transportation was by boat—and when

you built a home it was on the water. This plan reversed itself, and the homes on the creeks and bays were very hard to hook into a road net. During recent years this has been corrected, and the Chesapeake Bay Bridge completed in 1952 and the Emerson C. Harrington Bridge over the Choptank River completed in 1936 have simplified communications. You are about 80 miles from your destination when you reach Baltimore or Washington, 120 from Richmond Va., and 135 miles plus a ferry ride from Norfolk.

Cambridge is a town of about 15,000 people, with all the earmarks of an overgrown village. The streets are wide and there are so many large old trees you feel as if you are in a forest. There are few accommodations for travelers, so you will stay in private homes, or in the motels and hotels in surrounding towns. The water is big—ranging in width from 2 miles in front of the Club to 5 miles in front of the pits. Two courses will be set up, to give some protection in case of a blow. The water can—and does get rough, and again it can be as nearly perfect as if it had been custom made—as evidenced by the record books.

If you own a rough water rig you should by all means find room on the trailer for it. Matter of fact if there had never been rough water at Cambridge there would never have been a bid to hold the Nationals there. During the running of the 1955 regatta the Saturday program was blown out—and the good natured sportsmanship of the 100 or so stock outboard drivers who elected to spend the night and race on Sunday changed a dyed in the wool "inboard" club into one that agreed to stand a loss of up to \$9,000.00 in order to run the biggest of all stock outboard shows in 1956!

The Cambridge Yacht Club wants to extend an invitation to every stock driver in the country to attend the Nationals. You should make your plans early, and write Mrs. June Newcomb, Executive Secretary, or Past Commodore W. L. Barrett Jr., for reservations and details. Senior Vice President E. M. "Red" Peatross and Stock V. P. Don Guerin have taken an interest in providing the best working crew in the country, both the Democrats and Republicans have promised smooth water—and the host club wagers that you will leave with words of praise for the old time "Hospitality Regatta."



HONOLULU MILE

Hawaii Kai Spins Out at 193 m.p.h.

Editors Note: This article was written by our Technical Editor, Kent Hitchcock, who was the conducting official representing the American Power Boat Association for this Time Trial.

FANTASTIC SPEED and then a terrific crash wound up the scheduled world record attempt of the new Kaiser owned Unlimited Hydro *Hawaii Kai*, all in a matter of less than 5 seconds . . . The boat was damaged beyond repair and driver Kenny St. Oegger is very lucky to be alive today . . . He escaped with a broken leg that demanded extensive surgery, some broken ribs and the usual collection of large and painful bruises.

Four and sixty-six hundredths seconds into the measured mile, the screaming Unlimited had traversed a well established 1350 feet. That figures out to 193 miles per hour average at that point AND HAWAII KAI was STILL ACCELERATING . . . No one would be bold enough to even estimate what the terminal speed might have been . . . Could St. Oegger keep the big three pointer on the water through two trips through the mile? That is a question that will have to remain unanswered until the new HAWAII KAI is finished. . . .

Honolulu's Keehi Lagoon is given over to a series of seaplane landing lanes where the big flying boats from all over the Pacific set down to load and unload and refuel . . . The longest of these lanes is just about three miles—hardly room for a serious attempt on the Unlimited record. Stan Sayres in his *Slo-Mo-Shun IV* used almost all of the 7½ miles available on Lake Washington when he set up the present record of 178.497 mph in 1952 . . . Keehi did permit a run-in and run-out from the 3 mile straightaway from intersecting lanes, but it was a hazardous business on either end. The approach from the West wound up in a 90 degree turn in a 1200 foot turning area that St. Oegger would have to make at 120 or better if he had any hopes of topping the record . . .

Preliminary plans called for days of testing to work out best combinations of gear-box ratio and propeller — but the weather failed to cooperate. Kona weather was called for in which event the lagoon at medium and low tides would have been a sheet of glass. No luck—no luck at all! The Trades blew consistently, just strong enough to keep the lagoon too rough for high speed testing. A few test runs in the better moments brought out serious vibration points in *Hawaii Kai* and some trouble in *Scooter II* as well . . . *Scooter II's* crew chief Bart Carter, driver Jack Reigas and the rest of the crew apparently cured the trouble . . . George Mokski, engine builder Howard Gidovlenko, driver Kenny St Oegger and the *Hawaii Kai* crew finally came up with the answer to their problems. The Kaiser "kids" Edgar Jr. and Henry Mead Kaiser, delegated to the rank of "Bilge Rats" on the two boats worked with the rest of the crews from dawn to dusk.

Still there was no time for testing—not the one important piece of testing that St Oegger needed . . . the right water to see just how fast he could make that 90 degree turn onto the straightaway, and whether he could make the run-out at terrific speed on the far or East end of the mile. At this end he had 4000 feet to decelerate and then must wheel the *Kai* between two permanent seaplane markers just 500 feet apart into another branch of the lagoon. Estimated speed at this point—who knows? Could St Oegger make the sloping right hand turn between those buoys at terrific speed and miss both of them . . . Race boats don't turn well to the right. . . .

This one was a real duel with the Grim Reaper . . . Coming back out of the lagoon at the West, Kenny would have to make a high speed left hand turn between those markers and then drift into a slide to straighten out for the run to the first timing post . . . IF he did get through this far in record time, he would have his choice of a right or left hand 90 degree to accelerate—either that or pile into a coral reef . . . It was a tough baby . . . the toughest the author has ever seen . . .

Hawaii Kai carries her water speed indicator pick up tube on the bottom of the rudder . . . The rudder was the original casting that came with the boat from builder Lester Staudacher of Bay Cities, Michigan . . . Before the trip to Hawaii, St Oegger was worried about this casting and ordered a steel forging for the Honolulu Mile . . . The new rudder was finished just hours before the equipment was shipped, but there was no time to install a water pick up . . . St Oegger was faced with a big problem . . . He needed the Keller to determine his speed as he made the turn into the straightaway, but he distrusted the old rudder casting . . . The boat was handling well with the old rudder and there was no time for the necessary testing—so the new forged steel rudder remained in it's shipping case . . .

Days of the constant Trade Winds and intermittent sunny showers went by . . . APBA Chief Timer Otto Crocker had his hands full. It was his job to have the timing ready to go on a second's notice . . . Rolling coral chunks on the bottom of Keehi Lagoon cut the underwater cable to shreds over night . . . Here was a new problem—lay the standby cable in a rush and then splice all the leaks in 6000 feet of wire. It was a night and day job for the Mainland Committee, with wonderful help from the armed service personnel at the Crash Boat Base where we had our headquarters . . . Time was running out—Edgar Kaiser and Kenny St Oegger flew across the island to Kaneohe Bay to investigate the possibility of a new course on the far side of the Island . . . The course would be longer, but it was very rough and might possibly have rollers inside the reef, even in the Kona weather if it ever arrived. . . .

The weather report from the airport every six hours was anything but encouraging . . . How long were we going to have to wait the weather out? No one knew . . . Saturday, March the 3rd—Chief Timer Otto Crocker took the night plane for the Mainland leaving the timing detail to yours truly and a crew of civilians and service personnel—now well trained in their duties with this equipment. The dawn to dusk routine was taking it's toll in energy—so this day we put the whole crew on a phone alert. It was quite an undertaking, but by sunset the details were all arranged—a few key personnel and the telephone operators in several organizations were all supplied with call lists . . . We checked it and re-checked the list—first by personnel and then by their functions—it HAD to be perfect. Bart Carter volunteered for the first go at the "dawn patrol"—the weather watcher's detail. His job would be to set the machinery in motion if the water was right . . . That night for the first time we relaxed—no 5 o'clock call in the morning . . . That's what we thought!

It was as black as a coal pit when my phone sounded off in the morning . . . It was Carter calling from the Navy Crash Boat

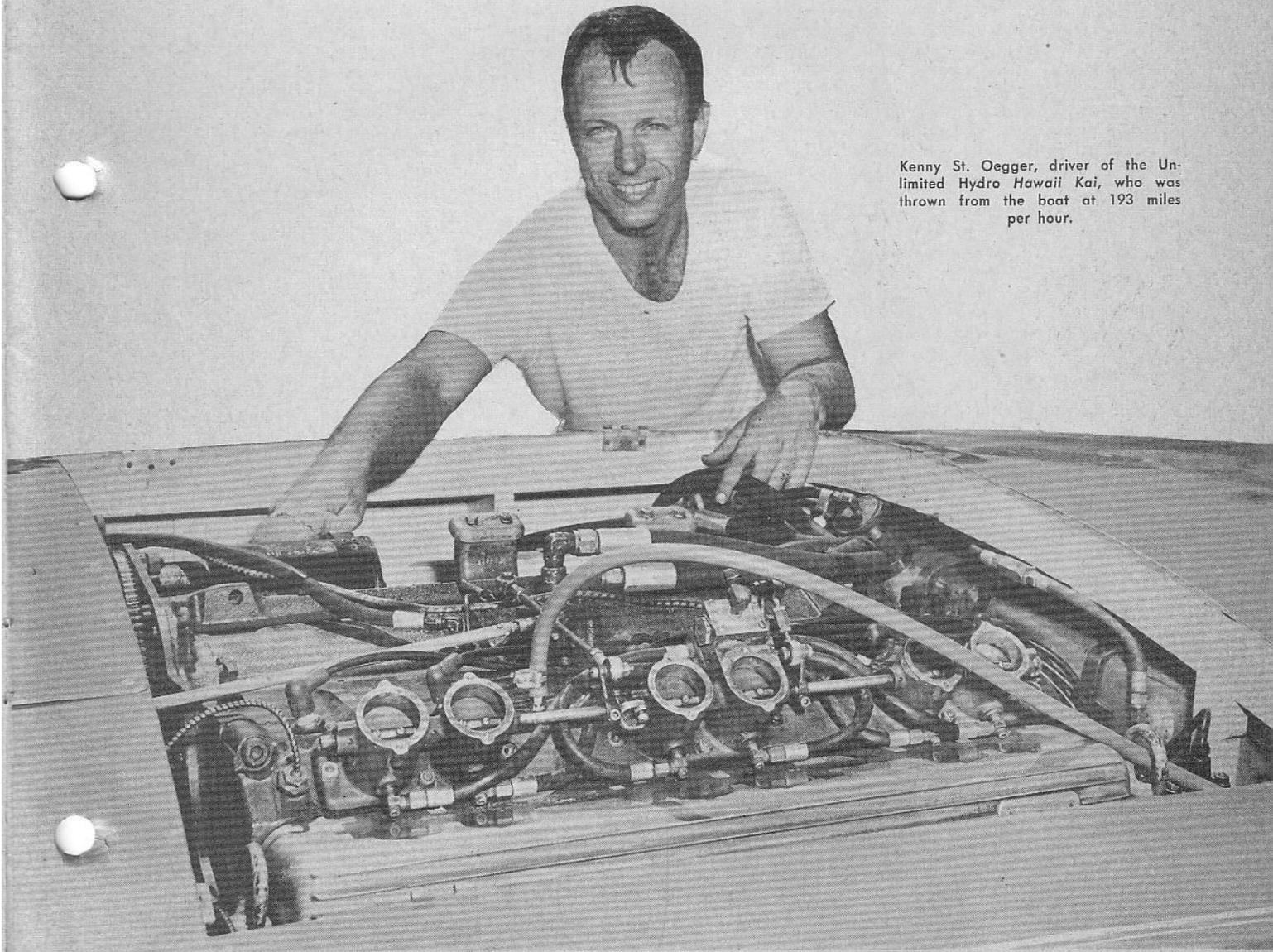
Station with electrifying news: "Kent—the Lagoon is a mill pond—no wind—let's get the show on the road." Lights flashed on in the thatched cottages and the cabins in beautiful Hawaiian Village where all the Mainland contingent were quartered. At the same time phones were ringing in many sections of the Island of Oahu—in homes and in the offices of the Army, the Navy, the Marine Corp and the Coast Guard . . . Soon they were all on the way—many of them with long miles to travel: Hawaiian Power Boat Assn's Regatta Committeemen—the volunteer patrol boat owners and crews—the course surgeon and ambulance—skin divers and radio operators—crash boat crews, the crane operator and the General Petroleum fueling gang . . . and of course the TV units, the radio and the press.

The pits were swarming and the crews readying the boats for launching . . . Now a last check up by General Chairman George Kishi—everyone and every piece of equipment present and accounted for . . . Referee Morlan Visel, former Gold Cup owner and driver who now makes his home in Honolulu, takes off by boat for the East timing station. His helpers are trained Navy personnel who will help him install and operate the scanning units and communication equipment on his isolated post—a wooden platform erected on the coral flat. Now to install the scanner and the timer at the West end and check the circuit out. I had wonderful help at the Master Timing Station: Loretta

Turnbull Richert, who made world history in outboard racing, and her husband Dr. Tom Richert—who now make their home in Honolulu were on the crew—which also included a Navy Radioman and plenty of volunteers from HPBA. . . .

Everything is hooked up—but something is wrong, for we have power flow indicated on the meters of the Master Timing Unit . . . Then from the Radioman "Visel says he is trying to raise you on the timing line phone" . . . I sent back instructions to recheck the position of the scanner and all connections—and we did the same on our equipment. It was no use, the timing line laid on the coral on the bottom of the lagoon and checked out the previous evening was chaffed through again . . . Call a small high speed patrol boat and have them lay our stand-by line—the one we put over 50 splices in the day before—and then pray that none of those splices will leak before we get the boats thru the trap . . . We set one record that day—the boat crew laid almost 6000 feet of timing line in just about nothing flat—it sizzled off of the reel . . .

A fast hook-up and when the connection was made—the whole circuit came alive. I clamped on the headset and Visel was already talking on the other end . . . We had just time for a check-out on the timer before we got the report that *Hawaii Kai* was in the water and heading for the approach channel . . . Tentative plans called for at least a pair of test runs at fairly



Kenny St. Oegger, driver of the Unlimited Hydro *Hawaii Kai*, who was thrown from the boat at 193 miles per hour.

good speed to determine just how fast St Oegger could make the turns into the approaches and the run-outs . . . When he was ready to make an official run, the picket boat in the approach channel would send up a flare. . . .

Visel was keeping me briefed over the phone. "Way down in the approach channel the roostertail is up—higher—and higher. Now he is starting the turn and he is really screaming. He is through the turn and coming like a bomb. Doesn't look like any test run to me. "Shall we time him?" There hadn't been any flare, but something told me to say YES—and I passed the word: "TAKE HIM—scanners in the East quadrant—timer ready." Visel resumed the call "BOAT COMING—a thousand feet—he's screaming—500 feet . . ." and then I heard the sharp snap as the hammers in the timer beside me dropped and I knew that the hands on the 100th second Minerva's were spinning around almost too fast for the eye to follow. Visel kept up the chatter that we use from one end of a record attempt to the other—this rapid fire description of the progress of the run serves a dual purpose . . . it calls for a constant recheck of procedures that assure no mistakes and it keeps the timers cool and absorbed in their job—no time to get nervous and jittery. This time Visel didn't have a chance to say much: "Still accelerating—terrific speed . . ." I reached down to re-cock the hammers on the twin timing units and was pushing them up into lock position when I caught the next words on the phone: "HE CRASHED!" . . . Instinctively I released the hammers—read one of the timers at 4.66 seconds and then tripped them and let them run again.

"Where is the driver," I wanted to know. Visel came back: "Kenny was thrown—he must be a hundred yards from the boat—he lit flat on his back and is floating that way, on his back. The boat sank in 40 seconds—just the bow is above water. The patrol boats are all headed for the boat—they don't see Kenny at all. Now divers are going overboard, they are looking for Kenny in the boat . . . One of the small patrol boats has spotted him now and will be there in a second or two. Now swimmers are in the water with him. I can't see whether he is moving or not. One of the crash boats is on the way over there now."

This is the moment in the life of a racing official which seems to last for an eternity . . . This is the moment when you die a thousand deaths . . . Is that friend of yours alive—is he seriously maimed or critically injured . . . Why don't we get a report . . . "Radioman, what do you hear?" . . . and THEN I learned that our radio with the perversity of all inanimate objects had failed at the crucial moment. Here I was on Ahua Point, linked to the rest of the operation only thru a slender underwater phone line—loaded with splices—any one of which might seep enough to break the circuit at any moment . . . and we still didn't have the answer to the question: "How did St Oegger make out?"

Morlan Visel continued to keep us briefed: "They have him on the boat now and are proceeding slowly toward the pits." What did that mean? Was it good news or was it bad? Nothing to do but sweat it out until we could get a report from the pits. More from Morlan "Here is what happened as I saw it. Into the trap a thousand feet, the boat shed something metallic into the air. I thought the prop had thrown a blade. Then everything was smothered in a vast spray of water as St Oegger was thrown out and the boat did a crazy spin that practically ripped it to pieces. They are towing the boat in and the patrol boats are gathering up all the debris . . . (and then finally news from the pits—GOOD NEWS) Kenny has a broken leg—a beautiful black eye and a gross of bruises. They can't tell about ribs or other injuries until they can X Ray. He is dazed but cheerful, and not in too much pain. He wants to know if we got his time." Oh what a relief!

All we could tell him was that he hadn't finished the run, but we would work out an estimate. Say that's right we do have the time—now all we need is the distance travelled. This was pretty simple for our course paralleled exactly the fixed seaplane markers located at 500 foot intervals. A couple of sights and we had it—1350 feet give or take 10—and that gave us 193.183 mph give or take 3 either way—for this would be just an estimate—but a pretty accurate one at that . . . I guess our unofficial estimate wasn't very far off because the Keller on *Hawaii Kai* was jammed at 190 when they lifted the boat onto the trailer. The wreckage must have pinched the tube someplace along the line as the boat came apart.

Word came from the pits to secure the timing—that *Scooter II* would not attempt a run . . . and then a bit later a reversal of that order—but now it was too late, for suddenly we lost power. The timing line had gone out again . . . Jack Rigas made a short trial run, and that was it—The Honolulu Mile Trials were over.

The rescue operation of removing St Oegger from the water I learned was a masterpiece. Patrol boat crews remembered their thorough briefing on this point. Swimmers went into the water just to protect the injured driver and be sure his face was free of the water. When the crash boat arrived, the rescue basket was submerged under the driver and he was gently hoisted aboard—insurance that no more damage would be done to broken bones or lung punctures from possible broken ribs. In some instances speed of rescue is called for—but you can also endanger an injured driver's recovery by hauling him over the rail of a boat like a sack of potatoes and then giving him a rough ride to shore . . . This one was handled perfectly for this type of injury.

When *Hawaii Kai* was removed from the water, the cause of the crash was immediately apparent. The rudder was missing, the rudder post was broken off right at the bottom of the transom support bearing. And so—it could be—that St Oegger's hunch about this casting was correct. That was the rudder that Morlan Visel saw in the air—the propeller was intact. The remaining stub of the rudder post was sent to a metallurgist for an opinion on the cause of fracture. The opinion was that there was no indication of metal fatigue and that the break was typical of an impact fracture, but in all of the gathered wreckage from the channel there wasn't a single item other than parts of the boat. Granted there *could* have been a small submerged object that wasn't found. Barney Navarro, present when St Oegger cracked up, remarked that possibly pressure alone had broken off the post . . . perhaps a steel casting won't stand the total of direct pressure plus the drag of the skin friction over the area of the blade at such speeds. This is a point that will be checked.

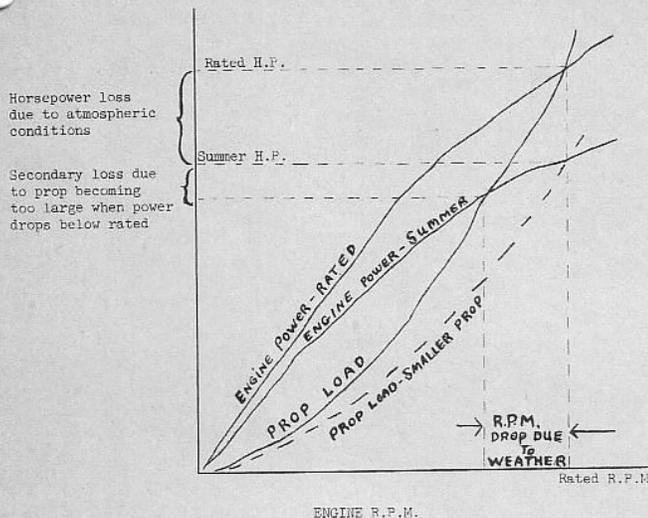
Hawaii Kai had no tail fin . . . She was just a beautiful streamlined hydroplane. At speeds such as these, a hydroplane becomes a projectile, and projectiles are kept on course with air fins. There are supporters to the theory that an air fin would have kept the *Kai* travelling in a reasonably straight line until St Oegger could get the speed cut down. Possible? It will take the aircraft engineers to tell us what the fin design should be and how much area would be necessary to counteract the prop-walking tendency of the hydro and keep it on a reasonably straight course. More room here for research.

St Oegger's version of the crash agrees with the observations of the observers. He says that the boat started to go off course—he tried to correct . . . no steering and that is all he remembers. Observers on the crash boats say that the boat was riding beautifully with no tendency to become airborne—suddenly it shot sharply to the right, dug and ripped off the sponson and threw the driver—then spun to the left all the way around. The left hand sponson was wrenched loose from the boat—holes ripped in the deck and bottom and right side . . . It did not flip.

And so ends the story of an unsuccessful attempt to raise the propeller driven water speed record of the world. St Oegger was certainly on his way to a new mark when disaster struck. As usual much has been learned, although of course it was learned the hard way. The Kaiser family are not disheartened. There will be a new *Hawaii Kai* just as soon as the building can be accomplished. Materials have already been ordered for the new hull. That terrific Avia Union Allison, built up for the *Kai* by Howard Gidovlenko, was salvaged. What horsepower—what undreamed of acceleration. The new boat should be something to reckon with. The hull will be built at St Oegger's General Fixture Company plant in Los Angeles . . . and Kenny St Oegger? He is doing well and will be around on crutches about the time this magazine gets on the news stands—champing at the bit to take another shot at the record.

Orchids to Hawaiian Power Boat Assn. and everyone concerned in the conduct of this mile trial at Honolulu . . . The organization work was superb—just letter perfect, and that is something that can seldom be said of the finest of regattas or mile trials. Did I forget to mention the hospitality, the wonderful people you meet, and that fascinating Island? Well, if you don't already know all about these things—better you go and see. You will be convinced, just as I was. . . .

TRADE NOTES



WEATHER VS. H.P.

Just as you tend to slow down a bit and take things easy in the summer's heat, so does your outboard motor—or your inboard motor, Charles Strang, Vice President in Charge of Engineering for the Kiekhaefer Corporation, Fond du Lac, Wisc., told the more than 700 distributors attending the annual Mercury Outboard Dealer Luncheon at the Concourse Plaza Hotel, Bronx, recently.

Summer conditions of high temperature, low barometric pressure and high humidity all combine to rob the engine of its power, he said. This, in turn, is reflected in decreased boat speeds—as much as two or three miles per hour in some cases. Nothing will regain this speed for the boatman, but the coming of cool, dry weather.

Because engineers have long known that the weather exerts a profound effect on internal combustion engines, all horsepower ratings refer to the power which an engine would produce at its rated speed in dry air at 60°F., and a barometric pressure of 29.92 inches of mercury.

In pointing out the practical consequences of weather effects, Mr. Strang said Engineers of the Kiekhaefer Corporation showed that an engine, running on a hot, humid summer day may encounter a loss of as much as 14 per cent of the horsepower it will exert on a dry, brisk spring or fall day. The horsepower which any internal combustion engine will produce depends on the temperature of the air, its barometric pressure and the water vapor or humidity in the air, he explained.

Accompanying this weather-inspired loss of power is a second and more subtle effect. Assuming that the boatman has equipped his engine with the proper propeller at fitting-out time in early spring, he will probably have chosen the propeller which allows his engine to turn at its rated r.p.m. at full throttle. With the coming of the summer weather and the consequent drop in available horsepower, this propeller will, in effect, become too large. Hence, the engine will operate at less than its rated r.p.m.

Due to the horsepower-speed characteristics of an engine, this will result in further loss of horsepower at the propeller with another decrease in boat speed.

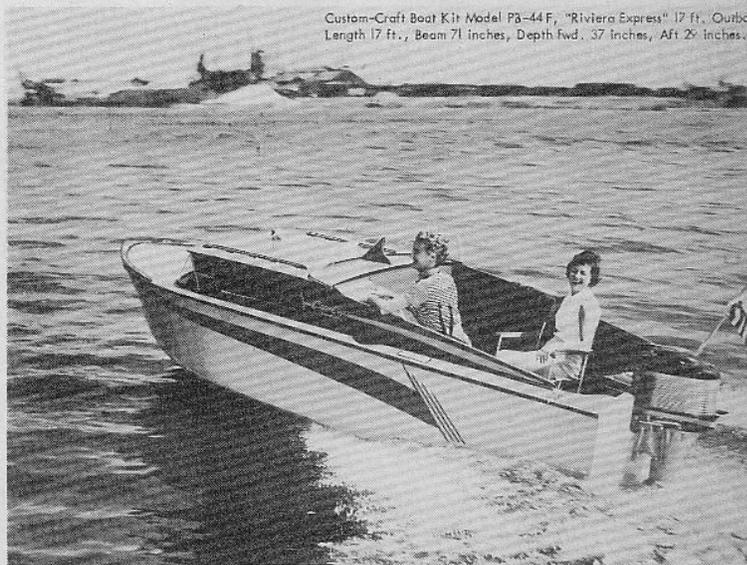
The performance-conscious boatman can recoup this secondary loss by switching to a smaller propeller which allows his engine again to run at rated r.p.m. This is a simple matter for the outboard owner, but presents the inboard man with a task of some magnitude.

So that outboarders can get the most out of their motors under all type weather conditions, the Kiekhaefer Corporation announces a full line of scientifically selected propeller sizes to accommodate any and all conditions, which the users of Mercury Motors might encounter.

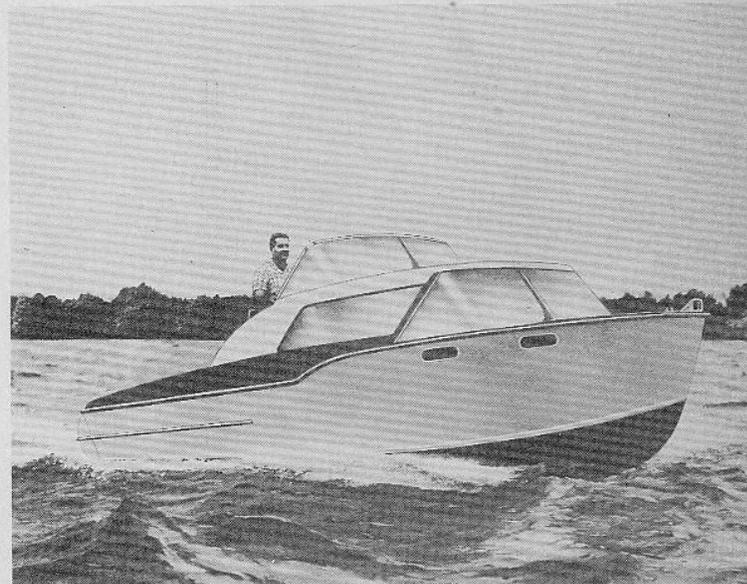
Mr. Strang presented selection tables designed to enable the owner or dealer to choose the correct propeller for each case with a minimum of trial and error. Data were also shown emphasizing the growing importance of proper matching of motor, propeller and boat with the trend toward higher horsepower engines.

Also emphasized was the need for care in keeping hull drag to a minimum if best performances were to be realized. Specifically recommended was a monthly "shave" for outboard hulls used in salt water; in other words, a removal of the sea weed and barnacles, which continuously accumulate on boats moored along the coasts.

(Continued on Page 31)



Custom-Craft Boat Kit Model Pa-44F, "Riviera Express" 17 ft. Outboard Length 17 ft., Beam 71 inches, Depth fwd. 37 inches, Aft 29 inches.



Custom-Craft Boat Kit Model V-22-SE, "Victory" 22 ft. Dinette Sedan Cruiser, outboard. Sleeps four. Length 22 ft. Beam 7 ft. 10 inches. Freeboard fwd. 45", Aft 35". Features new bulkhead style construction. Available as kit or as kit with formed-hull (hull only assembled at factory). CUSTOM-CRAFT, BUFFALO 7, NEW YORK

HARRY
LAUGHINGHOUSE



SKI SPEED

Water Ski Time Trials on the Salton Sea

WHAT IS THE WATER SKI RECORD—the fastest speed that has ever been recorded on skis? Seems like a simple question, but no one seems to have the answer. A thorough check of newspaper files ever since the inception of the sport would bring to light quite a few record claims, but none of them actually approved as an official record. Unofficial marks have been claimed by skiers towed by racing boats, airplanes, and even by automobiles towing from the banks of a canal.

First of all the water ski authority had no rules to govern the conduct of an all-out speed trial. If some individual actually does hold a speed record, properly timed over a surveyed distance, the only credit he ever received is from the press. Timing has usually been of the hit-and-miss variety—often a claim from the reading of a water speed indicator on a boat or the air speed indicator on a plane. Some years ago a skier was towed through a short trap by the 225 cubic inch hydroplane *Guess Who* at a speed in excess of 72 mph. Timing was by the American Power Boat Assn. approved Crocker Timer, but the APBA refused to put their stamp of approval on the record claim, because they had no machinery set up to recognize or conduct water ski mile trials. So . . . the answer to our original question is . . . that to this date there is no recognized record or records for water ski time trials . . . BUT very soon there will be.

First of all the water ski fraternity had to have procedures and rules that would standardize the conduct of a water ski time trial wherever it might be held. Only with universal rules and supervision by recognized officials could the skiers expect to have their records go unchallenged. Los Angeles Boat and Ski Club took the initiative to get the program started. Grant Piggott, a Past Commodore of that organization and a tireless worker for organized water skiing, is largely responsible for the

rules which appear to be fair and sound. L. A. Boat and Ski Club will conduct the first National Open Time Trials for Water Skiers on April 21st and 22nd. Desert Shores Resort on the Salton Sea in Southern California will host the fully sanctioned meet. Often called the "Submarine Speedway" because of its below sea level altitude, this famous course is known the world over because of the terrific number of inboard speedboat records set there each year.

Skiers have been busy lining up the hottest ski-tow rigs in the West to pull them through the trap and rumor has it that several of the numerous world record holders of the Southern California Speedboat Club—both hydros and runabouts have agreed to tow some of the hot-shot skiers of the Southland at this meet. Obviously the limit speed will depend on just how much the skier can stand for a number of the SCSC runabouts can top the 80 mph mark and the hydros get well over 100 mph with no strain. The Crocker Electric Mechanical Timer, approved by the APBA for time trials will be installed at Desert Shores for this event . . . included in the program will be a giant ski race for men and women—across the Salton Sea and back . . . This should be a record breaking event for the world of water skiing. Following are the official rules under which the trials will be conducted . . .

OFFICIAL RULES WATER SKI TIME TRIALS

1. The course shall be a straightaway of 5,280 feet in length (one statute mile).
2. The course shall be surveyed by a competent engineer and he shall provide a chart clearly indicating distances, ranges, marks, buoys, etc. to substantiate legality of course.
3. For Mile Trials, skiers may be timed with approved stop

watches by at least three competent timers, approved by any regional timing association, or an approved electrical device, designed to indicate time on a printed tape connected by an approved electrical means, between the starting and finishing line and may be operated by two or more competent timers approved by a recognized timing association. Visual systems of signaling such as flag waving and the use of flash bulbs will not be accepted.

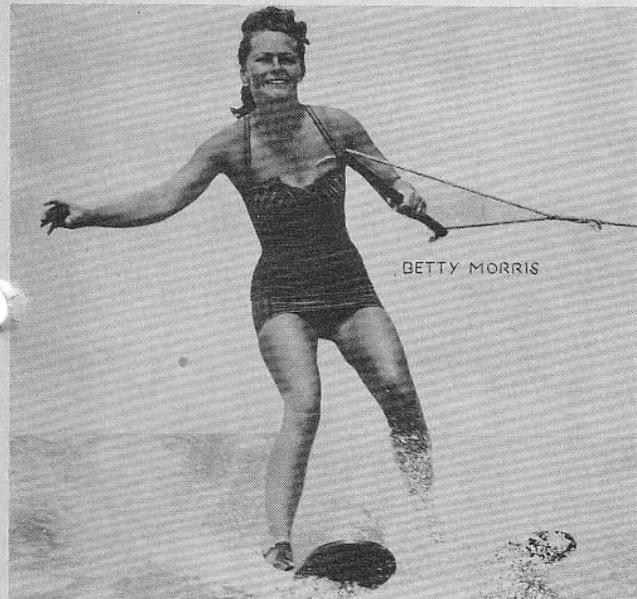
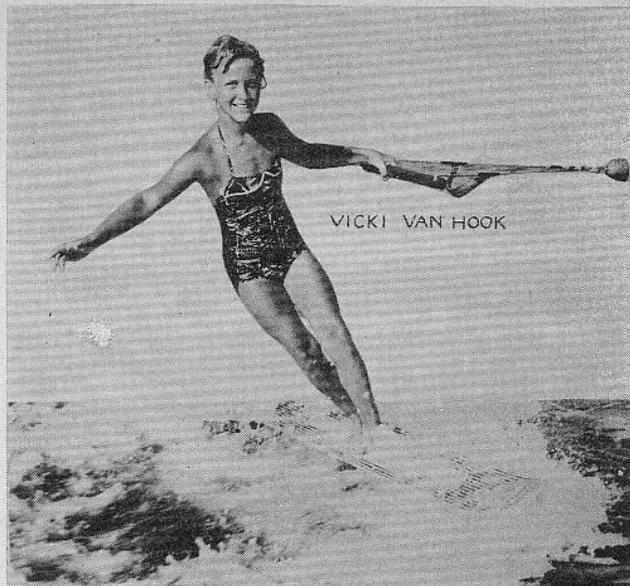
4. The test shall consist of two consecutive runs, one in each direction. The skiers shall be timed on each of these runs as provided above. The time will then be totaled and the speed will be computed by one-half of the total elapsed time for both runs. Fractions of .05 of a second or over will be considered as .1 second and fractions of .04 of a second or less shall be dropped.

5. Skiers time shall start with a gun from the judges. He will then have three minutes to enter the first trap and seven minutes to complete the two-way trip and return.

6. Skiers will enter traps, both ways, with a "flying start." Should he fall, his boat must continue and proceed to beach, and skier will be picked up by the nearest patrol boat.

7. All participants must register and draw their positions at the start of each day's schedule. Late entrants must take their positions as they enter.

8. Each skier may have two or more (TIME PERMITTING)



14. At any sanctioned time trials meet, there shall be at least three judges and two referees, appointed by either the American Water Ski Association (West Coast Division) or the Pacific Coast Speedboat and Water Ski Association.

15. No world records shall be recognized in a meet held by any individual unless it be open to all and the American Water Ski Association (West Coast Division) and the Pacific Coast Speedboat and Water Ski Association be notified 30 days in advance of the meet.

16. No world record shall be recognized unless the speed is at least one-half mile per hour better than the existing record.

17. No record shall be recognized unless made on a one-mile straight-away course and in accordance with these rules.

18. No records shall be awarded unless the meet is sanctioned by the American Water Ski Association (West Coast Division) or the Pacific Coast Speedboat and Water Ski Association.

19. The various officials shall file the results of events involving official records with the American Water Ski Association (West Coast Division) and the Pacific Coast Speedboat and Water Ski Association. These must include Surveyor's statement, Certificate of Accuracy of Timing Equipment, contestant's entry blank, and Scorer's and Timer's sheet. (PHOTOSTATIC COPIES OF SAME ACCEPTABLE)

restarts, but must go back in his position until all other entrants have had one start. The time will be computed from either complete two way runs that have been established within a seven minute period.

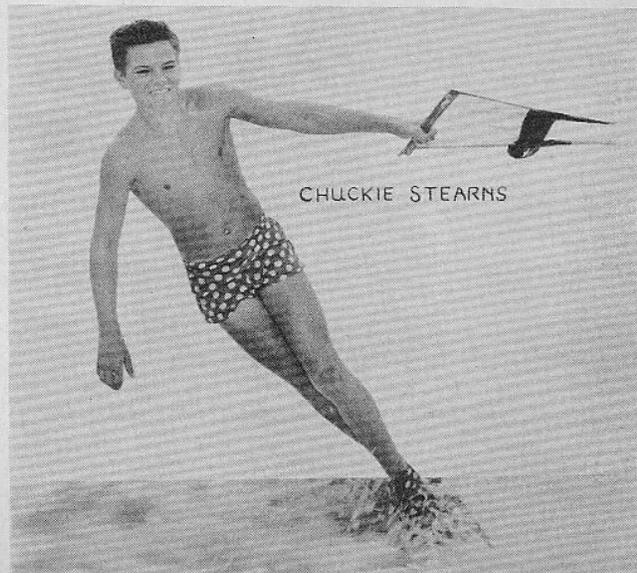
9. Skiers may ski behind any mode of power and may ski on one or two skis and may use any length ski line. Should a skier be towed by any type aircraft, he can at no time be airborne or be pulled by a ski line with over a ten degree lift.

10. If skier is called for his turn and is not available, he shall forfeit his entry fee or be permitted to ski when his position comes up for a restart.

11. All skiers, boat drivers, and observers must wear approved over-the-shoulder type life jackets (not rings, wings, or belts). It shall not be mandatory that boats have observers.

12. CLASSES: Optimist Boys, 12 years and under; Optimist Girls, 12 years and under; Junior Boys, 13 years through 16 years; Junior Girls, 13 years through 16 years; Senior Men, 17 years through 34 years; Senior Women, 17 years through 34 years; Veteran Men, 35 years and older; Veteran Women, 35 years and older.

13. Should there be a protest lodged regarding any participant's age, it shall be the duty of the referees and judges to verify proof of age.



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Warren, R. I.

NEWS

SAWYER MEDAL OUTBOARD HIGH POINT AWARD

Your National Office has just received word from Paul B. Sawyer, Jr., of Rochester, N.Y., that he will donate annually (commencing with the 1956 season) the Paul Sawyer Medal to be presented to the Amateur or Professional who scores the greatest number of points in any two Outboard Classes, from April 1st to October 1st, in regattas sanctioned by the American Power Boat Association. Drivers competing in more than two classes are ineligible. Note: The Paul Sawyer Medal replaces the Charles E. Rochester Medal.

★ ★

CLASS C OUTBOARD HYDROPLANE DRIVERS

Excerpts from letter of George W. Sutton, Jr., Chairman of APBA's International Affairs Committee to Doug Creech, of Charlotte, N. C., winner of 1955 John Ward Trophy.

"An opportunity has arisen for you to have an experience that you will remember with pleasure for the rest of your life. I have received for you an invitation to visit Monaco, with your boat, to be entertained as the Defending Champion of the John Ward Trophy during the races in April.

"The invitation also includes other drivers in the C Outboard Hydroplane Class. Please let me know of any who would be interested in making the trip.

"Nothing has been said about expenses except that the Monaco committee will be glad to provide lodging and

board while you are there.

"We shall have to get busy immediately to secure reservations for you and your boat on any steamer stopping at Monaco. This is a chance to have a wonderful time and to do something that will be of great value for the sport of motor boating and for the foreign prestige of the United States."

HIGH POINT TABULATION

Donald Guerin, Chairman Stock Outboard Racing has directed the National Office to score Stock Runabout and Stock Hydro drivers by Class, commencing with the 1956 season. For information of drivers and guidance of regatta sponsors, listed below is the method that will be utilized.

- 1) Must be at least three bonafide starters in a sanctioned scheduled race for a particular class.
- 2) Points are figured on a RACE basis through the 5th place as follows: 400- 1st; 300- 2nd; 225- 3rd; 169- 4th and 127- 5th. Bonus points for Divisionals and Nationals but no bonus points for free-for-alls.
- 3) Points awarded to driver.
- 4) Top amateur and professional in each class will receive US-1 and US-2 numbers respectively at season's end. No geographical section numbers will be awarded. Competition runs from January 1st through December 31st.

NEW CLASS

By vote of Stock Outboard owners the "36 Class" (Stock Runabout), which has been on a probationary basis for one year has been accepted as a full fledged class for 1956. The 1954 or earlier lower units cannot be used in combination with the 1955 or 1956 powerheads. Johnson and Evinrude motors, are eligible for competition in this Class.

CHANGE IN MERCURY MARK 20H

A bulletin from Charles D. Strang, Jr., Chairman of APBA's Stock Outboard Technical Committee covers change in Mercury Mark 20H for 1956 . . . the change being of such a nature that it cannot be covered by the specification sheet.

"All Mark 20H engines built after February 29, 1956 will have lower units equipped with a larger skeg. This change is necessary inasmuch as the steel die in which these units are cast has been changed to produce the long skeg unit for use on the Mark 30H and the die cannot be converted back to produce the short skeg model again for Mark 20H use.

"Consequently, the long skeg unit

will also become a standard replacement part for the older Mark 20H, as well as the standard production part for the 1956 model.

"Only the gearcase casting is involved, the rear cone and all internal parts remaining identical to those used in 1955."

The site for the Outboard National Championships has not been assigned as yet. The John Ward Trophy, emblematic of world supremacy in Class C Outboard Hydroplanes, is being returned to Europe at the request of Union for International Motorboating. Outboard Racing Commissioner, Jack Maypole in endeavoring to have the McDonald Trophy returned to competition for the 1956 Nationals.

★ ★

Attention: Mercury Motor Owners. The Outboard Racing Commission and Outboard Technical Committee have been polled with regard to the use of the Hubbell reed valve on Mercury motors. This part was not considered STOCK in the past and will not be considered STOCK for 1956.

★ ★

The Outboard Racing Commission and Outboard Technical Committee have approved the new Mark 30H Mercury with Quicksilver lower unit for use in Class C Hydro and Class C Racing Runabout. The Mark 30 Mercury with standard gearshift unit has been approved for Class C Service Hydro and Class C Service Runabout. Specification sheets on Class "C" Mercury are being prepared and will be available through the National Office.

★ ★

Specification sheets on Class "F" Mercury, including models KF-9, KF-9HD, KG-9, KG-9H and Mark 55H are being prepared and will be available through the National Office.

REGION 2 CHARTS GIANT INDOOR RACING SHOW

REGION 2

Climaxing a fund drive for Inboard, Outboard, Modified and Stock Outboard High Point Trophies will be the first Region 2 All Racing Speedboat Show at the State Armory in Utica, N. Y. on Sunday, May 6th.

Drivers and owners in every active class of racing will haul to the largest indoor pit area in the history of racing

W. L. TENNEY WINS STAR ISLAND CUP



A breakdown of point standings in the Outboard Classes represented at the Florida Grapefruit regattas displays how close competition was for the coveted Star Island Trophy.

Bill Tenney, of Dayton, Ohio, emerges as the victor as a result of his winnings in the C Hydro Class, for a total of 2000 points. In addition, Tenny piled up 1975 points in B Hydro, for second spot, while Bud Wiget, of Concord, Calif. totalled 1950 in C Service Runabout and 1825 in F Hydro. Ralph Dowling, of Cleveland, Ohio finished in the fifth spot with 1775 in C Service Runabout.

Six regattas figured in the circuit . . . Miami - 1/22; Lake Alfred - 1/29; Lakeland - 2/4-5; Clearwater - 2/12; Punta Gorda - 2/18 and St. Petersburg - 2/19.

Tenny began his conquest at Miami with a 2nd in C Hydro; 1st at Lake Alfred; 2nd at Lakeland; 2nd at Punta Gorda; 1st at Clearwater and a 2nd at St. Petersburg. Wiget was in close pursuit in the C Service Runabout Class, with a 2nd at Miami; 1st at Lake Alfred; 1st at Lakeland; 3rd at Punta Gorda; 3rd at Clearwater and 1st at St. Petersburg.

That Outboard racing is growing in popularity was demonstrated by the goodly representation of drivers at the Florida events from California, Illinois, Indiana, Kansas, Michigan, Missouri, New York, North Carolina, Ohio, Texas and West Virginia.

Former winners of the Star Island Trophy include John Stanford, Lake Alfred, Fla., 1950; Byron King, Orlando, Fla., 1951 & 1952, Bill Tenney, 1953, Bob Cramer, Fort Pierce, Fla., 1954 and Bud Wiget, Concord, Calif., 1955.

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in the East. Proceeds from the exhibition will go to the Region Trophy Fund.

Region Chairman Bob Wanamaker has announced that the Utica Outboard Boating Club, Inc., will sponsor the event and serve as host club. Plans are being mapped to serve a hot dinner to visiting drivers and their crews prior to the opening of the show.

Scheduled for action at the show will be a combined Referee and Inspector's Clinic which will hold forums on rule changes, modifications and safety recommendations.

Dealers, Distributors, and Manufacturers who supply the racing members with equipment are invited to exhibit as guests of the Region. Those desiring to participate in this manner are urged to write Bob Wanamaker, 37 Hartford Terr., New Hartford, N. Y. for further details.

REGION 4

His many friends in APBA, particularly in Region 4, will be saddened to learn of the sudden death of Thomas R. Johnson, of Baltimore, Md., on February 23rd in a train accident between Baltimore and Washington, D.C. Tom was an active official in Region 4 and a member of APBA's Stock Outboard Racing Commission. During his career as an official he built up a solid reputation as a fine sportsman and was every way a great credit to our sport.

Mid-Winter Meeting, February 26, Toledo, Ohio

REGION 6

Roy Grenier resigned as Outboard Chairman. Chester McCune appointed Frank Rynes, of 1711 Rondo S.E., Grand Rapids, Mich., to take over this post. The alky boys are anxious to improve racing conditions for their group for 1956 and are to make suggestions for accomplishment towards this end.

The Larry Krueger Memorial Trophy will be awarded annually to the winner of A Stock Hydro Class in the Great Lakes Divisionals (Region 6 & 7), with the winner to receive a certificate for his performance.

Reference was made to Article IX, Page 40, of the 1955 Year Book and after discussion it was the consensus of members present that the Rule be enforced that ALL REFEREES AND MEASURERS must be APBA members inasmuch as they are appointed Officials.

* * *

The Capitol City Outboard Club, and the Lansing Everett Kiwanis Club will start off the 1956 season in Region 6 with the first closed course race at Lansing, Mich., on the Grand River. Plans are now being formulated to assure all midwest drivers a fine

regatta. Last year's race attracted 200 drivers and some 12,000 spectators. With an improved course and a two day regatta scheduled . . . May 12 for eliminations and May 13 for finals, the Committee is planning an outstanding event, with some \$700.00 in trophies to be awarded.

The 1955 winners included four from Ohio and two from Indiana. With two of the Capital City Club members, Dave McSherry as Michigan Amateur Hydro champion and Jerry Van Amber as Michigan BU Professional Champion, competition promises to be keen.

J. R. Chocola, Secretary

The good thoughts of the racing fraternity are with Chuck Hunter. In the 225 Cu. In. Hydro race at St. Petersburg, Florida on February 12th, Chuck was injured driving "Miss Columbus". After being hospitalized there for three weeks he is now at Grant Hospital, Columbus, Ohio.

A note from Mrs. Hunter reads: "We would like to thank everyone who helped us at the Southland Regatta, the many, many friends who sent cards, wires, flowers, etc. And especially those who donated blood. We are indeed grateful to J. E. Howard, of Largo, Florida who is undoubtedly responsible for saving Chuck's life. Chuck is improving day by day and we are hoping and praying that he will soon be completely recovered."

* * *

The Detroit Office staff was certainly pleased to have Tom Iwaoka, of Allen Park, Mich. drop in for a visit recently. Tom was one of our prominent Stock Outboard drivers, but because of an accident at Bellville, Mich. last fall will not be driving during the 1956 season. However, he plans to be in there helping with the officiating.

* * *

Another prominent Region 6 Stock Outboard enthusiast, Skip Forcier, is having a bout with illness. Skip is taking it easy for a few weeks because of a dislocated spine disc. He can be reached at 464 Manor, Grosse Pointe 36, Mich. Best wishes for a speedy recovery, Skip. Don't forget first Region 6 race is Lansing May 13.

* * *

A pleasant vacation to our Assistant Treasurer, R. H. Mitten who, with Mrs. Mitten left Detroit March 10th for a European vacation, including Scotland, Germany, Switzerland, Spain, Majorca and Denmark . . . returning to Detroit via Los Angeles, March 29th.

... IN THE ROOSTERTAIL ...

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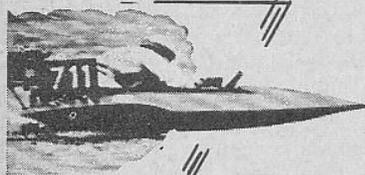
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Both boats meet 1956 A.P.B.A. specs. Plans are \$8.00 a set, postpaid. For further information write to:

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★ ★ ★ Carl Kiekhaefer, President, Kiekhaefer Corporation, Fond du Lac, Wisconsin, manufacturers of Mercury Outboard Motors, was elected Honorary Vice President of the American Power Boat Association, at a Council Meeting held at the Belmont Plaza Hotel, New York City this week. It was the first time that such an honor has been extended.

The APBA Council Meeting was the largest since its inception in 1904.

★ ★ ★ The third annual West Michigan 104-mile stock outboard marathon will attract a field of at least 200 daredevil outboard pilots when it is held July 14, on Grand River and Spring Lake, Mich., according to the Furniture City Boat and Sports Club, sponsor. Claimed by the sponsor as the third longest marathon in the United States and the longest east of the Mississippi River, the West Michigan event is expected to include competitors in AU, BU, CU, DU and "36" classes. The race is run in three laps, two of 42 miles each and a third of 20 miles.

★ ★ ★ The second annual American Power Boat Association Region Two Sports Night banquet and dance was held at the Buffalo Launch Club, Grand Island, N. Y., April 7, according to the sponsoring Niagara Frontier Boat Racing Association. Annual awards for outstanding contributions to motor boat racing in Region Two (New York State) were presented.

★ ★ ★ The eighth annual Milwaukee Sentinel-Winnebagoland 88-mile marathon for stock outboard utility rigs will be held Sunday, June 24, with the start and finish at Fond du Lac, Wis., according to Tom Johnson of the Milwaukee Sentinel. The long grind, considered to have the biggest entry fleet of any motor boat race in the country, will take the boats across Lake Winnebago, through lakes Butte de Morts, Poygan and Winnecone and the Fox and Wolf rivers to Fremont, Wis., and return. Entry blanks may be obtained from the Milwaukee Sentinel, Milwaukee 1, Wis.

★ ★ ★ Guy "Red" Wilson, holder of the E Racing Runabout straightaway record seems to be making a habit of "going on his head." Red was thrown from his *Sliper-E* at Salton Sea last fall and duplicated the event at Miami at their last inboard affair . . . This time the Red Head received for a pair of broken ribs . . . No damage to the boat — it just tosses Red out and finally submits to capture . . .

★ ★ ★ The Unlimited Hydroplane National Championships have been awarded to Seattle, Washington and will be run in conjunction with their annual Seafair Regatta . . . Seattle is posting \$24,000 prize money for the Unlimited event and \$1000 travel expense money for the defending champion . . .

★ ★ ★ Bill Tenney, the research engineer from Dayton, Ohio who makes a specialty

of setting up new Racing Outboard Records, amassed 2000 points in a single class during the 1956 APBA regatta circuit in Florida to win the Colonel Green Star Island Trophy . . . Tenney won the award in C Hydroplane and also cinched second place in the scoring with 1975 points in B Hydro.

★ ★ ★ Bill Hodgson from Toronto, Canada and his friend Art Asbury visited Southern California recently . . . Bill checked out his very fine handling 266 *Miss O'Keefe* at Long Beach Marine Stadium and was delighted with the performance, so he took off for Salton Sea to give the outfit a real test on some fast water . . . One too many ski boat wakes put Bill on his head . . . They salvaged the boat with holes in both sponsons and Bill got off with a pair of cracked vertebrae . . . They say the outfit came out of the water ten feet and came down flat—KER-BOOM . . . Clay Smith Engineering with the genius of Bobby Sykes waving the wand this time built the motor . . .

★ ★ ★ News from the Unlimited Hydro ranks . . . Chuck Thompson has worked over his *Short Circuit*, removed the air rudder and will be ready for the first race of the season . . . The Dossin's have not decided whether the formidable *Miss Pepsi* will return to competition this year . . . Marv Heinrich and Chet Bourne will have *Wha Hoppen Too* ready to roll . . . Jack Schafer has installed new Allison's in his *Such Crust III* . . . Bill Muncey will drive the Seattle owned *Miss Thriftway* during the 1956 season . . . Joe Taggart, who has been driving *Slo-Mo-Shun IV* for the past two years is building his own Unlimited. Danny Foster who piled up a terrific record with Guy Lombardo's *Tempo VI* during the past season has switched stables and will drive J. Gordon Thompson's *Miss Supertest* this year. Bill Braden however will drive the Canadian challenger in the Harmsworth Race . . . The Schoenith crew will race a three boat team this season, the *Gales IV, V and VI*. The latter is a new twin engined job. Lee Schoenith, Bill Cantrell and Roy Duby will do the driving . . . Frank Saile's new *Miss Wayne*, a twin engined outfit is ready to go . . . George Simon will have a brand new *Miss U. S.* ready for competition very soon . . . Rumor has it that a Detroit syndicate has purchased Guy Lombardo's *Tempo VI* . . . A Seattle syndicate has purchased the remains of *Slo-Mo-Shun V* from Stan Sayres and are rebuilding the formidable outfit. Veteran Outboard driver Lin Ivey will do the driving . . .

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TRADE NOTES

(Continued from Page 25)

NEW BOAT TEST FACILITIES PROVIDED WEST COAST BOAT BUILDERS—All west coast boat builders will now be offered an unprecedented service at Mercury Outboard's new boat test course. The announcement of this new facility, provided by Seaboard Equipment Co., Inc., Southwest Distributors for Mercury promises west coast boat builders the same performance reports enjoyed by eastern boat manufacturers at the Wisconsin and Florida Proving Grounds of the Kiekhaefer Corporation, manufacturers of Mercury Outboard Motors.

George Thompson of Mercury's Florida Proving Grounds heads the group which will join forces with Seaboard Equipment Co., Inc. personnel. The combined experience and qualifications of this group assures factual and carefully supervised tests for members of the boating industry.

The series of tests scheduled to begin in April, will follow the procedures established during hundreds of tests over the past 3 years. These tests have provided valuable information for all boat manufacturers, dealers and the boating public. Each test with an action photo has been published by the Kiekhaefer Corporation in their regular Boat House Bulletins and furnished to Mercury Outboard Dealers throughout the world with reprints available for public use and information.

Many boat builders have already made arrangements to take advantage of these tests. All builders and representatives are invited to request complete information by contacting Mr. Don Graves, Vice President of Seaboard Equipment Co., Inc., 16250 Coast Hiway, Surfside, Calif. Telephone HEmlock 4-2447 (Long Beach exchange)

DE SILVA BOATS, Culver City, Calif., are introducing a re-designed CU Stock Runabout, specially built for speed and power of the new Mercury Mark 30H.

Motor weight, Horsepower, and Speed will be higher than the present 22 HP motors, and the new De Silva is designed to cope with these factors.

The Super C, famous for performance and record breaking (holder of all C Racing, C Service, and CU Stock One and Five Mile APBA Records) is the basic design from which the new CU was developed.

Production, underway at present, will be limited during the early season. Length is 13', 57" beam, weight will vary from 175 to 200 lbs. The hull is available in Fir or Mahogany Plywood planking; framing is mahogany.

INDEPENDENT MARINE PRODUCTS of Daly City, California announce that their new IMP 48 MAGNETO for 48 cubic inch hydros is now available. The price is considerably lower than other units offered for this class. According to the manufacturers this magneto delivered a perfect spark at 10,000 r.p.m. on test equipment and will continue to deliver at higher r.p.m.'s. They state that this mag has made an enviable reputation in competition this past season. IMP also handles

the O. J. 48 propellers which they state are in universal use on the 48's in Region II and which were used on the 1st and 2nd place boats in the 1955 Nationals at Salton Sea. These props are offered in 3 designs: "A" for best performance on short courses—"B" for the 1½ mile tracks and "C" a straightaway and 2½ mile course wheel. IMP points out that these props are in the competitive price field. . . .

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TARP SEAL INTRODUCES NEW SUPER MARINE SEALER—A new mastic neoprene super marine sealer has been developed by Tarp Seal Adhesives of 2555 Boston Road, New York 67, N.Y. Offering the boat builder many advantages over hard resin glues, this sealer adhesive does not require mixing and can be used at any temperature. The company states that after applying the neoprene sealer to a surface, it sets up in approximately twelve hours and forms a flexible, waterproof bond of enormous gripping power. This permits the boat builder to remove all clamps—giving him a free surface on which to drive in metal fastenings. An open can of this super marine sealer has a pot-life of two hours or more, which gives the boat builder plenty of time to use up the contents without being concerned about drying. Waste of time and spoilage of material is kept to a minimum, it is claimed. After it has dried which takes 12 hours, the sealer begins to cure, forming a flexible, waterproof seal, resistant to gasoline, oil, salt water, sunlight, atmospheric heat and cold. Fully cured in two weeks time, the sealer can be subjected to any test after the two week period. Claimed to be superior to anything now in use, this super marine sealer is available to boat builders in quart and gallon sizes.

BUILDING A BOAT???



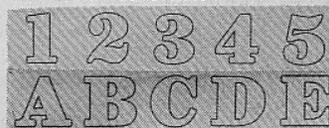
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TRADE NOTES

New "Dihedral" outboard water skis, with boat-shaped bottom to permit a fully-controlled, non-skid planing surface at all times, are now being produced by Kimball Manufacturing Corp. here, and readied for national distribution. Kimball thus makes its first entry into the field of wood skis, having previously featured only its well-known line of fiberglass ("K-Glas") construction.

The Dihedral skis were designed by Don Ibsen in 1939. (He was one of the world's first water-skiers and has been actively associated with the sport all his life.) Custom-made, the skis have been used in tournaments by professionals for many years. Now, Ibsen is making his design available to skiers everywhere through Kimball Manufacturing Corp. for volume production.

Among advantages claimed for the unique Dihedral design are the following: Cuts the water like a boat; "water-vane" characteristic keeps skis aligned during starts; provides easier deep-water starts, surfacing quickly with less drag on the motor; more stable and easier for beginners not only in starting but also because the skis continue to track better when under way.

The manufacturer further points out that Dihedral design assures grooved tracking on straight runs for smoother skiing even in rough water, and gives instant response on cut-outs—"advantages especially appreciated in competition or trick skiing." These performance characteristics are cited as particularly advantageous with outboards, but "equally as good with inboard power." Another ad-

vantage claimed for the Dihedral is a "dry riding ski," since water sprays to the back and sides, away from the skier.

The skis are manufactured of select Sitka aircraft spruce, with corrosion-resistant aluminum alloy components. Bindings, as on Kimball's "K-Glas" line, are of Neoprene rubber, with fully-adjustable automatic ratchet action, and are "scientifically installed in balanced position." A special laminated tip is designed to prevent its flattening out. The natural finish is protected by special clear, water-repellent silicone laquer.

Teamwork between Kimball and pioneer Don Ibsen, a national and regional director of the American Water Ski Association, is expected to add a new stimulus to the already-booming sport.

Retail price of the new skis, including Kimball Adjustable Bindings and the unique Dihedral design, will be competitive with regular wood skis, including provision for full trade discounts.

ALL NEW "BOATS TODAY" GOES TO PRESS! Proof that boating is in its greatest boom is reported by R. G. Klieforth, President, Universal Motor Company by the tremendous number of new pleasure and fishing boat designs which Universal received for use in the second volume of "Boats Today." Universal officials carefully reviewed literally hundreds of new boat designs, all new in the last year or two, in order to make this new book even more interesting than the first . . . a book so successful it sold over twenty thousand copies.

The new "Boats Today" carries nearly double the designs of the first volume

with a brand new section of small cruisers and runabouts designed specifically for Aqua-Pak V-Drive engines. All designs were carefully selected for widest interest and appeal to both sail and power boatmen and Universal promises that the reader is in for a real surprise with the ingenuity of new ideas and innovations in boat design and features which this new book will show.

With a total of over 150 complete boat designs, Volume II "Boats Today" now includes the works of America's most important Naval Architects—as well as those of Canada, England, Norway and many other parts of the world. As before, "Boats Today" states which designs are available in plan form and how they may be obtained. It also carries one of the most complete listings of Naval Architects ever compiled—nearly 500 names.

Because of a very large initial printing order, Volume II "Boats Today," even though larger and more interesting than ever, will still be offered by Universal for just one dollar per copy. When delivered by the printer, an announcement will be made by Universal Motor Company on the availability of this book.

REVIN' YOUR MOTOR?

(Continued from Page 3)

type motor in an outlaw class for several years in the Midwest and I think it is still called an outlaw class. A fellow can buy a motor and boat without mortgaging his house and have a good time every week. Why spoil it.

I hope I have not expressed my feelings in such a way as to offend you. I would be most happy to correspond with you and get down to the fine points in this matter.

Fred H. Brinkman
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FOR SALE—Midget outfit: trailer, two Jacoby hulls, three engines, extra parts. Italian steel propellers included. Frank Vandall, 103 Crescent Hills Road, Pittsburgh 35, Pa.

FOR SALE—One full race Evinrude 460 motor, \$300.00. One KG-9, balanced with Quick Silver unit, \$350.00. One 1954 DU runabout Switzer Craft, \$350.00. Edward Damasco, Rte. 3, Box 42-D, Merced, Calif.

WANTED—One complete bank of stop watches for regatta use. Send complete information re: make, age, condition, quantity, asking price, etc. Channel City Power Boat Assn. Box 1552, Santa Barbara, Calif.

FOR SALE—Stock C engine, "Evinrude speed-twin." Holds 1 mile straightaway record and 5 mile competition record. Won APBA National Championship in 1954 and 1955. Mechanically perfect. \$350 f.o.b. Props, \$10. each. Ron Loomis, 820 Moreno Rd., Santa Barbara, Calif.

FOR SALE—Fast marathon boat, BU Class. Exceptional rough water boat. Excellent construction. Very good condition. \$150 f.o.b. Ron Loomis, 820 Moreno Rd., Santa Barbara, Calif.

WIN WITH A RED HEAD! A detachable Head Cylinder Assembly for Modified Mercury "B" Motors (KG-7 and Mark 20H). Write for details. JONES-O'DEA, INC., P.O. Box 151, Claymont, Del.

WANTED—Allison engines. Please write giving Model number, Serial number, time on engine if any, price, etc., to Kawkawlin Wood Products, Lester Staudacher, 111 Grove St., Kawkawlin, Michigan.

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CLUB NEWS

The following club news was received from Bill Oswald of the Anchorage Outboard Club of Alaska:

For officers this season we have Mr. Ray Mikkelsen, as Commodore, Mr. Lewis Fitzgerald, as Vice Commodore, and Mrs. Alpha Berfield as Secretary-Treasurer and Bill Oswald as Publicity agency.

We race every other Sunday starting Memorial Day and continuing until Labor Day.

We feature the Memorial Day, July 4th and Labor Day as our main races, giving over-all High Point Trophy per each day, plus 1st, 2nd and 3rd place trophies per each above days, in each class. This season we will run the following classes: B-Hydro, B-Utility, C Service Hydro, D-Hydro, D-Utility and Free-for-all.

Late in July, club members will journey to Fairbanks, Alaska for the running of the 4th annual Fairbanks to Nenana marathon. The complete round trip will be around 150 miles. One interest of the town of Nenana is the annual guessing of the Nenana River spring break up of the ice, which gives some lucky Alaskan guessing the correct date it goes, a win of approximately \$100,000. We might point out that this marathon is the farthest north marathon in North America. One contrast is however, that during the summer months

the temperature rises in the high nineties in the Fairbanks area.

An exciting day for the members of the Contra Costa Water Ski Club was October 21, 1955, when the first meeting was held at the home of George and Jackie Neel in El Sobrante, Calif., by a group of friends who often went skiing together and decided to organize a water ski club.

Construction of a ski lodge at Clear Lake is our biggest project. To date we have purchased lakefront property in Honeymoon Cove, laid out the building, poured the foundation piers, and purchased a war surplus housing building which we are now wrecking in order to use the materials and fixtures in the new structure. We are financing this by various fund raising events such as our Barbecue which was held in a member's home at which we served seventy-five people despite the fact that the day turned out to be rainy and dismal. This was such a success that we plan to make it an annual affair. Future plans for the lodge site include a permanent slalom course and ski jump.

Among our other social events have been a New Years Eve Party, a trip to Don Sherwood's TV show, "San Francisco Tonight," and a visit to the San Francisco Boat Show.

Club membership is limited to twenty. Our meetings are held in members homes monthly during the winter; bi-monthly in summer. Paul Gutleben, President of the Golden Gate Water Ski Club and one of the board of directors for the AWSA attended our February meeting, showed movies, and talked about the organization of a new club.

A monthly trip to different places is planned for this summer. Other future plans include participation in the Rodeo Water Festival. Also a gala fashion show "Modes of Fun" is going to be held May 5, 1956 at El Nido Rancho in Lafayette. "The Three Nuts," a well known bay area combo is going to furnish the music and the resort fashions will be shown by guest models from local clubs. We are donating part of our proceeds to the Olympic Fund which we have adopted as our charity.

The officers of the club are: George and Jackie Neel, Co-Presidents, Dave and Joyce Biddinger, Co-Vice presidents, Jim and Molly Torvik, Co-Secretaries, George and Ruth Novacek, Co-Treasurers, Bob Dolan, Chairman of trip and program committee, Roy and Phylis Hosking, Co-Chairmen membership committee, and Carl and Pat Boivie, Co-chairmen Safety and Sportsmanship committee. Other members are Jim and Jack Wooster.

DR. PAUL DE LOE'S DIET FOR OVERWEIGHT BOAT RACERS

MONDAY:	Breakfast	Weak Tea
	Lunch	1 Bouillon cube in 1/2 cup diluted water
	Dinner	1 pigeon thigh 3 oz. prune juice (gargle only)
TUESDAY:	Breakfast	Scraped crumbs from burnt toast
	Lunch	1 doughnut hole (without sugar) and 1 glass dehydrated water
	Dinner	Pickling from upper dental plate (minced)
WEDNESDAY:	Breakfast	Boiled out stains of table cover
	Lunch	1/2 dozen poppy seeds
	Dinner	Bee's knees and mosquito knuckles sauteed with vinegar
THURSDAY:	Breakfast	Shredded egg shell skins
	Lunch	Bellybutton from a navel orange
	Dinner	3 eyes from Irish potatoes (diced)
FRIDAY:	Breakfast	2 lobster antennae
	Lunch	1 guppy fin
	Dinner	Jelly fish vertebrae a la bookbinder
SATURDAY:	Breakfast	4 chopped banana seeds
	Lunch	Broiled butterfly liver
	Dinner	Fillet of soft shell crab claw
SUNDAY:	Breakfast	Pickled hummingbird tongue
	Lunch	Prime ribs of tadpole
	Dinner	Tossed paprika and clover leaf (1) salad Aroma of empty custard pie plate

NOTE: All meals to be eaten under microscope to avoid extra portions.

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Sincerely,

Bob Hovermale
Jamestown, Ind.
(Boone County)

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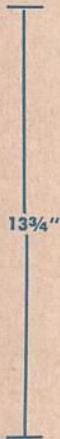
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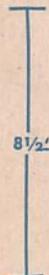
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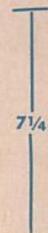
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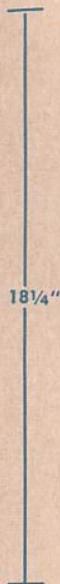
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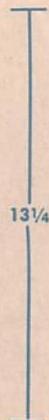
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