

First Meeting Motor Boat

1

Wm. H. Ketchum
Chairman

Racing Association

J. Hootie
Secy.

At a meeting held on Jan 20th 1903 at this club house (Columbia Yacht) called by the chairman of the Regatta Committee of the Columbia Yacht Club. Wm. H. Ketchum. The following clubs sent representatives Atlantic, Bridgeport Brooklyn Indian Harbor Manhasset Bay Ossining Columbia.

It was the unanimous opinion of those present that a National Motor Boat Racing Association should be formed (and it was so moved and seconded)

The object of which is to promote the racing of power boats and it is hoped that the co-operation of many clubs will develop interest in the holding of inter-club races.

It was moved and seconded that the Association should be composed of the membership of yacht clubs through regularly appointed representatives.

Moved and seconded that a Committee on Constitution and Bylaws

be appointed, Chairman appointed
 F.B. Jones Indian Harbor Yacht Club
 W.F. McBee Columbia " "
 A.B. Cole Manhasset Bay " "
 Moved and seconded that a com-
 mittee on Rules and Time Allowance
 be appointed Chairman appointed
 N.J. Dillow Atlantic Yacht Club
 Chas E. Schuyler " " "
 F.B. Jones Indian Harbor " "
 Moved and seconded that a committee
 be appointed to communicate with
 all other yacht clubs not represented
 in view of getting their co-operation
 Chairman appointed W.H. Ketchum
 J.H. Wilcox J.H. Cole

On motion meeting was adjourned
 to meet again at Columbia Yacht Club
 House on Wednesday evening Feb 25th
 at 8 o'clock

Meeting of Feb 25th 1903

At a meeting at this club house
 held on Feb 25th the following
 clubs were represented.

Atlantic, American, Albany, New
 Brooklyn.

Columbia Casuarie.

Kempstead Harbor, Harlem,

Indian Harbor.

Lake George Association

Manhasset Bay, Newark,

Pavonia Casuarie, River Brightlee, Pine

Shattennus Springfield, Shearwater

Committee on constitution and bylaws

F.B. Jones W.F. McBee A.B. Cole handed

report which was adopted as read

Committee on Rules and time allow

N.J. Dillow Chas E. Schuyler F.B. Jones to

an report

It was moved and seconded that

name of this association be changed

from the American Motor Boat Assoc

to the American Power Boat Assoc

The balance of the report was adopted

a few minor changes

Meeting of Feb 25th 1903.

At a meeting at the club house held on Feb 25th the following clubs were represented.

Atlantic, American, Albany, Audubon, Brooklyn.

Columbia Canoe.

Trumpet Lead Harbor, Harlem,

Indian Harbor.

Lake George Association

Manhasset Bay, Newark,

Passaic Passaic River, Longleppore

Shattoune Springfield Sherwood.

Committee on Constitution and by laws

J.B Jones W.M. Bua A.B. Cole handed in

report which was adopted as read.

Committee on Rules and true allowances

M. J. Wilcox Chas. E. Schuyler J.B Jones handed in report

It was moved and seconded that the

name of this association be changed

to the American Mts. Boat Association

to the American River Boat Association

the balance of the report was adopted with a few minor changes.

It was moved and seconded that
a vote of thanks be given Mr. Gilbow
for his untiring efforts in getting out
this report.

It was moved and seconded that
a committee of five (5) be appointed
to nominate officers for this
association, Chairman appointed
Wesley Grossman, M. E. Brea, Cole Graef &
Stephenson.

The original committee was appointed
to continue the good work.
Motion to adjourn to third Wednesday
in March.

March 18th 1908.

Movers adopted as read.

Minutes of a meeting of the
American Power Boat Association held
at the Columbia Yacht Club March 18th 1903.
Meeting was called to order at 8.30 Pm.
W. H. Kerham in the chair.
{ The following clubs answered to their names }
{ as well call,

The members of the previous meeting
were read and their being no criticisms
they were approved.
That in order being reports of committees.
Mr. C. W. Graef in behalf of the
nomination committee, reported the
following nominations for officers and
executives' committee.

For President W. H. Ketchum, Secy. John McArthur
Treas. A. B. Cole. Messrs. H. G. Butler.

Ex. Com. C. B. Sherwood, F. S. Wood.

Frank B. Jones and Stephen Hainwright.

The meeting then began the consideration
of the Constitution, By Laws and Racing
Rules. It was moved and seconded

that Section 2 of the Constitution
should be amended to read. after
the word member, "and one
representative from each club, member
of the association, instead of
and four representatives, who shall
after general discussing the motion
was put and lost.
It was moved and seconded that
Section 4 Rule 3, of Racing Rules be
amended - electricity - to be calculated
at the rate of 700 Watts to equal
one horse power, instead of 900 Watts.
The motion was put and carried.
It was moved and seconded that
in the calculation of horse power
of ~~motors~~ explosive gasoline engines
the constant for four cycle be
changed from one thousand to 1200.
and for 2 cycle from 600 to 1000.
after much discussion on this
subject, the meeting adjourned for
ten minutes, to attend some
figuring on this rule -
The meeting was again called

that section six of the constitution should be amended to read, after the word measures, "and one representative from each club, member of the association, instead of and four representatives, who shall upon general discussing the motion was put and lost.

It was moved and seconded that section 4 Rule 3, of Racing Rules be amended - electrically - to be calculated as the case of 700 Watts to equal one horse power, instead of 900 Watts. The motion was put and carried.

It was moved and seconded that in the calculation of horse power of ~~motors~~ ^{sparkless} gasoline engines the constant for four cycle be changed from one thousand to 1200, and for 2 cycle from 600 to 1000.

After much discussion on this subject, the meeting adjourned for ten minutes, to attend some figuring on this rule - The meeting was again called to

But the previous motion
was amended to read, that the endowment
of the Georgia Gasoline engine shall be
to cycle 1000 and to cycle 900 -
This motion was put and carried.
It was moved that be amended that
section 2 Rule 22 be amended by
striking out the words, "under
penalty of disqualification" - this
was carried.

It was then moved that be amended that
the Resolution, By Laws and Range rules
be adopted as amended. This motion
was put and carried.

" It was then moved, that the motion
be carried.
It was moved, seconded and carried
that the next meeting be held please

at the Atlanta Yacht Club on
June 27-1908.

from
out

at the *tertius* *gaster* shell in
June 1913.

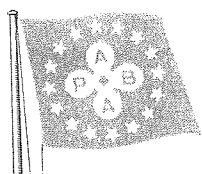
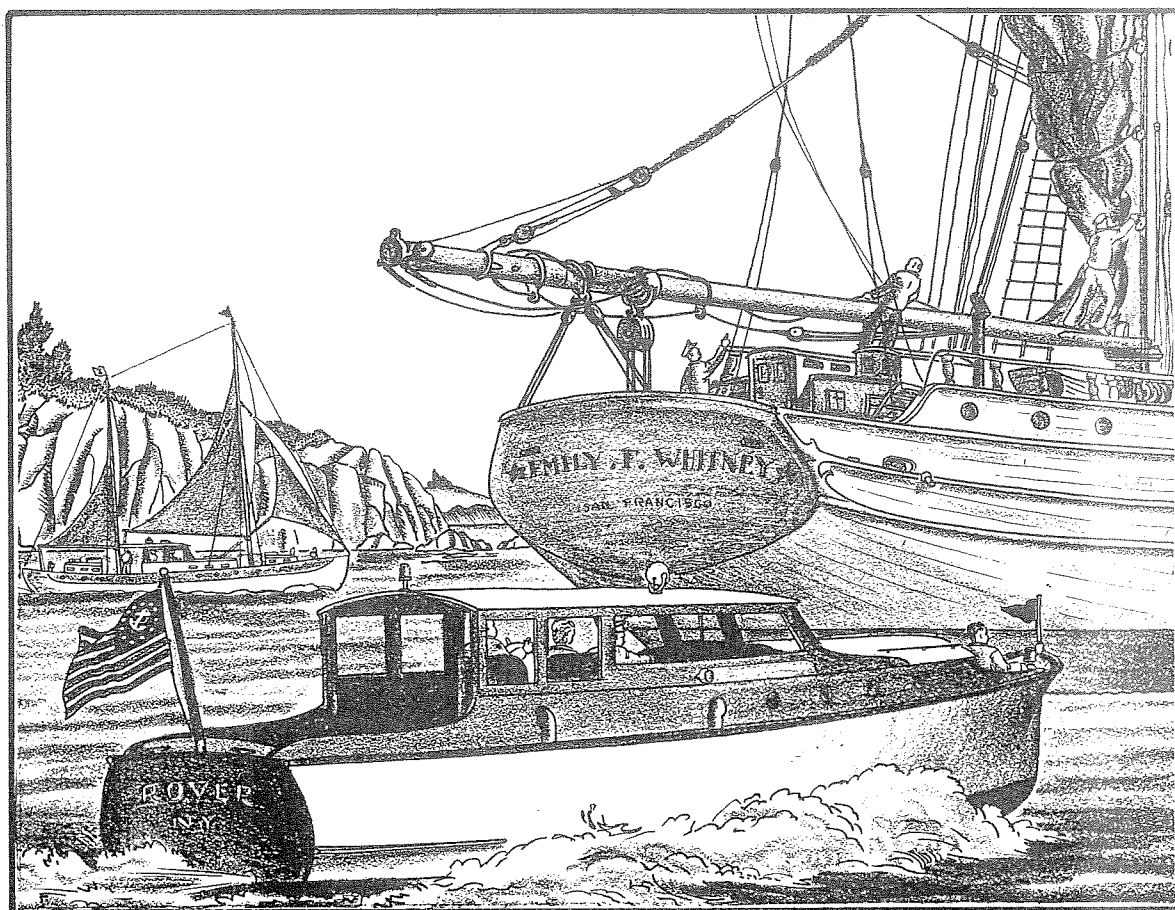
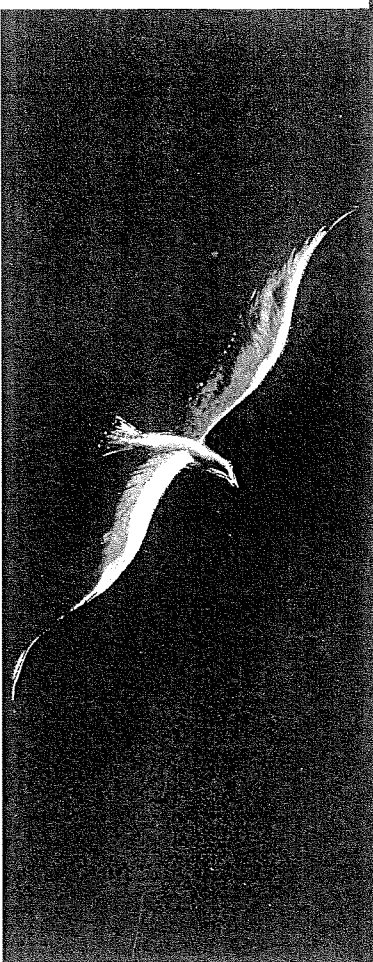
Household moves to Con. church around 8
 every ~~two~~, Rule & effect that there
 shall be a special disaffection from the
 Court's recommendation for adoption & assimilation
 into the new do. Council

Household moves that dropping of the new
 rule is not to be regarded as the failure &
 the cause.

JANUARY

1935

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AMERICAN POWER BOAT ASSOCIATION

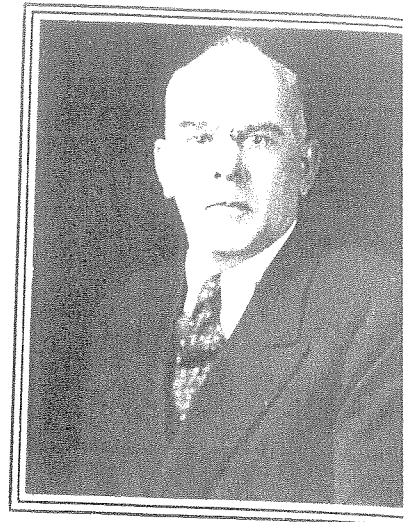
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Timer
L. Gordon Leech



Surveyor
T. M. Russell



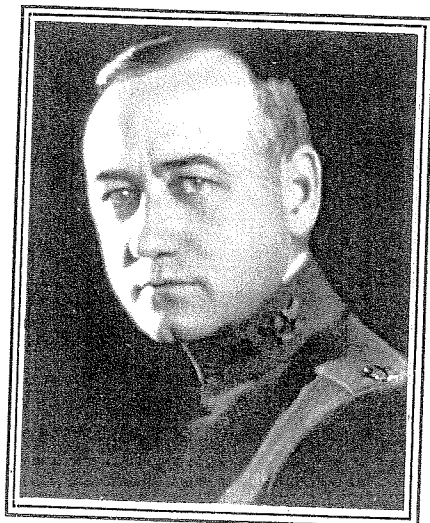
Measurer
James S. Y. Tyson

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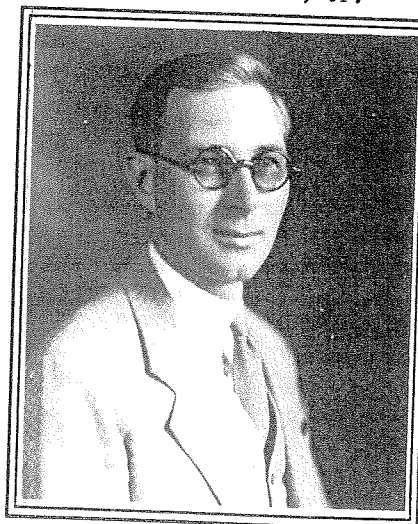
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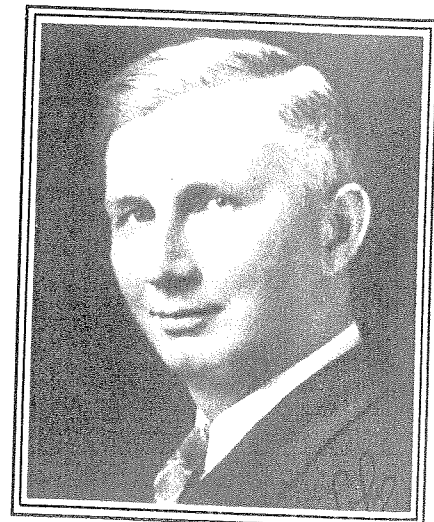
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THE PROPELLER

Published Monthly by

The

American Power Boat Association

424 Madison Avenue,

New York,

N. Y.

Wm. Edgar John, Editor

By George W. Sutton, Jr.
President,
American Power Boat Association

During the year now started, as in previous years, the American Power Boat Association will make much news. Its announcements of new racing rules, changes in old rules, the elections of officers, the appointments of committees and committee chairmen, its granting of sanctions for regattas, the admission of new clubs to membership in the organization, the re-arrangement of its widespread sections, and the reports of races and regattas successfully held are all matters of interest to the approximately 25,000 motor yachtsmen who make up its ranks.

Many of these activities will find their way into the metropolitan press. Other items, however, of keen interest to the members, must reach them in other ways. It is to form a comprehensive, accurate medium of dispensing A.P.B.A. news to A.P.B.A. members and others interested in motor boating that the new magazine "THE PROPELLER" is making its bow at this time.

This issue is largely devoted to telling what the A.P.B.A. is---and who it is. Subsequent issues will tell more of its activities as they actually take place. In other words, it will be a monthly magazine for those engaged in the various forms of the motor boat sport, of which racing is only one part, although a spectacular and intriguing part.

The A.P.B.A. has a long and honorable history, which will be told in these pages in months to come. Dating from 1903, it has been the national guiding hand and mind in the development of motor boat racing and in active

work in behalf of all who follow our winding waterways in motorized craft, whether for pleasure or more utilitarian purposes. The fact that almost 90% of the motor boat racing in the world is held in the United States is largely due to the wise and energetic work of the officers and members of the A.P.B.A. for more than three decades.

It is our hope that 1935 will be a year of great accomplishment in the motor boat world --- and toward fulfillment of that hope the officers, committee chairmen, committees and other members of the American Power Boat Association will continue upon a course of vigorous action.

We hope for a brilliant and varied program of motor boat racing throughout the United States and Canada, with many new people participating in this thrilling sport and with the veterans of 1934 and previous years gaining new enjoyment, operating under better and more clarified rules.

We hope for a most active season in international racing, here and abroad, to lend glamor to the entire motor boating picture and to promote more harmonious and more understanding competition relationships between the motor boat men --- and women --- of the 23 countries, including our own, embraced by that conscientious, hard working and progressive organization, the International Motor Yachting Union.

We desire to see a great increase in motor boat cruising and other recreational and utilitarian uses of motorized craft and in order to encourage a wider use of our millions of miles of beautiful protected waterways the American Power Boat Association will expend much time and effort toward the creation and enlargement of waterfront service and mooring facilities for all yachtsmen in all parts of the country, the placing of buoys and other aids to navigation and aggressively to combat the introduction of legislation detrimental to the enjoyment of our rivers, lakes and harbors by an increasing number of people. In these matters we shall co-operate fully with the National Association of Engine and Boat Manufacturers and other bodies which have already done such excellent work in influencing Federal, state and municipal authorities to provide adequate shorefront accommodations for the motor boat owner and protecting him from the misguided attentions of over-zealous politicians.

A particularly earnest hope of ours is to see, during the year, an infinitely closer working arrangement between the A.P.B.A. and the National Outboard Association, perhaps a

THE PROPELLER

merger of the two, so that any existing confusion over jurisdiction, duplication of effort and expense, and differences in rules may be eliminated for all time. I can see possibilities of one national ruling body which will have the income, the control over drivers, clubs and all other elements concerned with motor boat racing such as other national sport ruling bodies have in their respective sports which should have been the case for the past twenty-five years.

Since the motor boat industry and the motor boat sport depend upon each other for their very existence, we hope for at least the beginning of a more complete understanding and co-operation between them, with each doing its job in its own field unhampered by any attempt to dominate or encroach upon the province of the dictatorial interest in in-board racing, in the development of cruising and other forms of motor boating sport, toward the growth of which the A.P.B.A. is bending its energies, that the outboard engine manufacturers have taken for years in the organized sport of outboard racing.

Motor boating, among the first to suffer in a period of industrial uncertainty and among the last to recover, is casting off the pall of gloom and appears to be embarked upon its most active season since 1929. To take fullest advantage of the opportunities which will arise in abundance for growth and progress in the sport and industry alike, all organizations in the entire field must work together. And in expressing this opinion the word "work" stands out with particular significance.

In spite of the existence of an estimated 1,500,000 motor boats in the United States and Canada, motor boating is still far from being a major pastime of the American people. On its merits it deserves a place way up near the top of our recreational activities. It can only reach that desirable elevation if everybody in the sport and industry will work for the common good.

SCHEDULE OF FLORIDA RACING 1935

February 9-10 Jacksonville, Fla., sponsored by Junior Chamber of Commerce, J. W. Power, Executive Secretary.

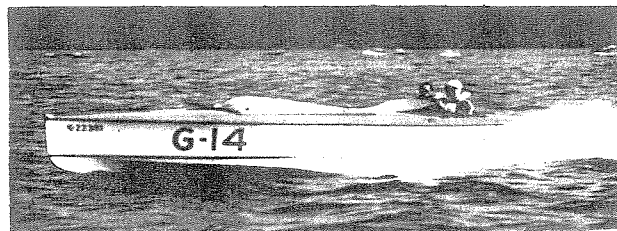
February 16-17 New Smyrna, Fla., sponsored by the Smyrna Yacht Club, N. A. Hotard, Race Chairman.

February 20-22 Palm Beach, Fla., sponsored by Palm Beach Yacht Club, Lynn S. Nichols, Race Chairman.

March 2-3 Clearwater, Fla., sponsored by Clearwater Yacht Club, Chas. F. Mason, Secretary.

March 9-10 St. Petersburg, Fla., sponsored by St. Petersburg Yacht Club, J. Woodall Greene, Chairman.

Miami date to be announced later. Tentative plans being worked out by H. Paul Prigg, P.O. Box 4356, Miami, Florida.



TENTATIVE RACING SCHEDULE FOR 1935

May 12--Albany to New York Marathon, Classes for Outboards, Outboard Runabouts and 225 Hydroplanes.

May 18--Trenton to Philadelphia and return Marathon under the auspices of the Trenton Yacht Club.

June 29-30--Intercollegiate Outboard Regatta.

July 6-7--Geneva, N. Y.

July 13--Annual Cruiser Race of the N.Y.A.C., New Rochelle to Block Island.

July 19-20 Havre de Grace, Maryland.

July 27--Gold Cup Race, Lake George, N. Y.

August 1-3--Miles River, Maryland.

August 10-11--Herald Harbor, Maryland.

August 30-September 2--Detroit, Michigan.

August 31--Stone Harbor, New Jersey.

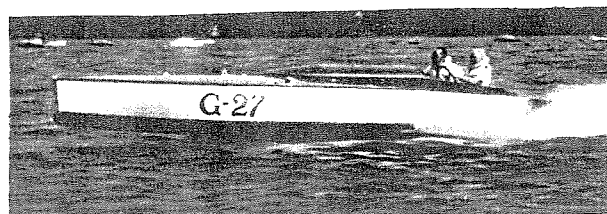
September 2--Ocean City, New Jersey.

September 5-7--Toronto Ont., Canada.

September 7-8--Middletown, Conn.

September 14-15--Philadelphia, Penna.

September--Presidents Cup Regatta, Washington D. C.



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The late Captain John Wanamaker, Jr.

CAPTAIN JOHN WANAMAKER JR. (By Everett B. Morris)

The death on November 29, 1934 of Captain John Wanamaker jr. removed from the rolls of the American Power Boat Association one of the outstanding figures in the world of speedboat racing.

Merchant prince, soldier, sailor and sportsman, Captain Wanamaker was the victim of a heart ailment at 45; his career ended just as it swung into full stride.

I met Captain Wanamaker for the first time nearly seventeen years ago in a muddy sink-hole of a camp that served as headquarters of the Northern Bombing Group of the United States Naval Air Forces in France. I was a petty officer in the intelligence division, a callow gob who was just beginning to use the razors that came in the Red Cross toilet kits. He was captain in The A.E.F., assigned as Army liaison officer with my outfit.

We had daily contacts for months. Always I found him democratic, pleasant and considerate of others, particularly those not as fortunately situated as himself.

Fifteen years passed before I met him again. It was in the dignified, comfortable office of the New York Wanamaker store from which he directed that great mercantile enterprise. I was a newspaperman seeking a story on a proposed exchange of motorboat racing drivers and visits between this country and

Italy. He was just beginning to make his influence felt in the sphere of international speedboat competition.

He was still the officer and gentleman I had known in the turbulent war days in France; still the good-humored, modest sportsman eager to do his share in a good cause, this one sponsored by his friend, George H. Townsend, at that time struggling to rehabilitate the prestige of the A.P.B.A. abroad.

After that we met often; at meetings, motorboat races and on judges' stands at big international events. I grew to know him better, and the more I saw of him the more I found to admire. It is one of life's inexplicabilities that men of his worth are so often snuffed out before their time.

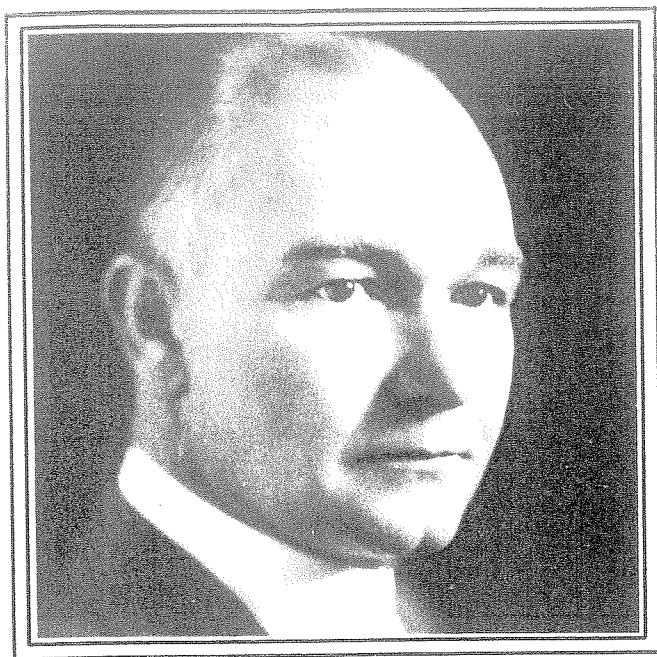
His sporting interests were as varied as they could be. Indoor games, the turf, automobiling, motorboating and deep sea fishing all claimed his attention. He was a member of the Racquet and Tennis Club of New York; the Turf and Field Club, the United Hunt Racing Association, Westchester Country Club, Royal Auto Club of England, rear commodore of the South Jersey Speedboat Association, vice commodore of the Delaware River Yacht Club, honorary vice commodore of the Motor Yacht Club of the Cote d'Azur, of France, a member of the Montauk, Palm Beach and Miami Beach Yacht Clubs and the Royal Motor Yacht Club of Great Britain.

He served the A.P.B.A. as honorary vice president and member of the international racing commission in 1934, received in January last year the Regatta Circuit Riders Club medal of merit and a few weeks before his death was elected treasurer of the A.P.B.A. and appointed to the international contest board.

To help the cause of American motorboating abroad, he and Commodore Townsend took the Wanamaker Gold Cup boat Louisa to Italy in 1933 and raced the Italian twelve-liters at Lake Garda where they finished second to Antonio Becchi's Lia. He helped to put over the Florida international last spring and his private signal flew from the cruising houseboat Nirvana and a flotilla of small fishing cruisers and runabouts.

This obituary will serve as this ex-gob's farewell salute to an officer and a gentleman --Captain John Wanamaker jr., chevalier of the Legion of Honor, soldier, sailor and prince of good fellows.

Picture on cover by courtesy of Motor Boating



1935 INTERNATIONAL RACING by George H. Townsend, Chairman International Contest Board

The outlook is brilliant for International Racing during the summer of 1935. A number of American drivers have expressed their intention of competing in a foreign circuit to take in races in Berlin, Hungary, Paris, Cannes and ending up with Venice about the middle of September.

The 1935 International Contest Committee consists of the following:

Charles F. Chapman
Harry B. Greening
Robert Stranahan
George W. Sutton, Jr.
J. Lee Barrett
George H. Townsend

This board is endeavoring to arrange with the foreign clubs so that American drivers who compete abroad may be assured of an entire summer of fine racing in the outboard classes apparently class "C" and class "X" predominate abroad and great interest is aroused in these classes.

Through the courtesy of the Yachtsmen's Association of America, the International Motor Yachting Union has recently recognized the 225 cubic inch class as a four litre (244.09 Cu.In.) International class, and the enormous interest developed here and in England in this type of boat should go a long way toward getting some of the American drivers to

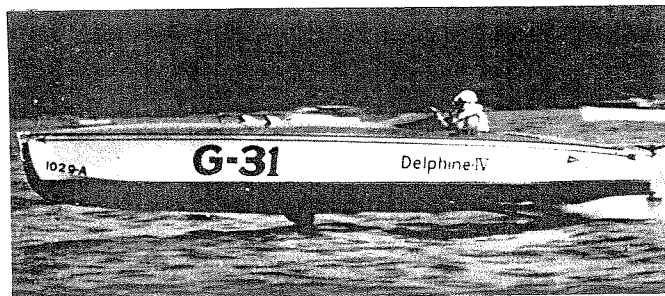
compete in the foreign racing. However, this class being so new, it is not possible yet to say which regattas will include it in their entry list.

Since the successful races in Florida in the winter of 1934, your Committee has had constant communication with foreign clubs and they are more than anxious to have America return the visit by competing in the races this summer and it is my earnest desire that a number of American entries will participate in the famous regattas abroad.

Now that the Gold Cup Contest Board has seen fit to open Gold Cup competition to foreigners, it seems likely that this coming season, or at latest 1936, will see a formidable entry list in this classic event from across the water.

Also the Detroit Labor Day Races are now being organized and it is highly probable that some very interesting foreign racers may come over to participate in this great event. As the Detroit plans are laid out at present there will be four international events in addition to a full three or four day program of outboard and inboard races for American drivers. The international contests tentatively scheduled will be a series of races for the Class X Outboard championship of the world, the First International Race for the W. D. Edenburn Memorial Trophy for 225 Cubic Inch (International 4-Litre) hydroplanes, a series for unlimited 12 Litre boats and one for unsupercharged 28 Litre craft - truly a magnificent program if it can be brought about.

The International Committee is deeply interested in fostering International competition whether our boats go abroad or foreign boats come here, and we hope that every American will give us sincere co-operation in successfully carrying out this program.



"Delphine IV,
driven by Hill Horn,
leaps clear out of
the water at full
speed.

A LIST OF DATES OF APPROVED INTERNATIONAL RACES FOLLOWS:

May 31st-June 2--Germany-Templiner See, Potsdam (all classes)
May 23-26--Italy-Gardone (All classes, Italy)
June 14-15-16--Hungary-Budapest (All classes)
June 1--Italy-Turin (All classes)
June 2--Italy-Pavia-Venice (All classes)
July 3-7--Sweden-Stockholm. Outboards. (All classes)
July 13-16--France-Herblay (All classes)
July 26-27--Great Britain (All classes)
July 7--Holland. Runabouts
August 26-30--Spain-Bilbao. Outboards
August 3-4--Austria-Worthersee (All classes)
August 15-22--France-Cannes. (All classes)
August 11--Sweden-near Stockholm. Outboards
August 23-31--France-Cannes. Cruisers
August 31--Italy-Genoa-St. Remo. Cruisers
September 14-17--Italy-Venice. (All classes)
September 1--Sweden-Djurgardsbrunn
September 26-29--Italy-Campione. (All classes)
October 1-15--Spain-Barcelona. (All classes)



At Washington, D. C.
Scene in White House
as President Roosevelt
presents the President's
Cup to George Reis, of
Lake George, N. Y.,
owner of El Legarto,
winner of the President's
Gold Cup Race.

"OFFICIAL AND PRESS HEADQUARTERS" By Frank C. True

Prizes for a regatta are purchased, the course has been accurately surveyed, arrangements for properly caring for drivers and spectators have been completed and nothing appears to have been left undone. Liberal advance publicity has been productive of a large entry list. A successful regatta appears assured.

Not always, but far too frequently, some one remembers at the last moment that newspaper stories should come after, as well as before, the regatta; that a starter, timers and other officials can hardly be dispensed with. An impromptu set-up of fragile card tables, camp chairs or empty barrels is thrown together and thereafter laughingly referred to as "official and press headquarters."

If the temperature happens to be 102 degrees and there is no covering available for the "official and press stand" it doesn't really matter much as long as results are tabulated and stories appear in newspapers the following day. What is the process through which regatta stories get in newspapers? Few yacht club officials know and some newspaper men themselves often wonder. At some regattas it is highly essential that a certain degree of magic be involved. Otherwise the task of informing the public what actually happened would be an impossibility.

If chairmen of regatta committees could listen in on the conversations of officials and newspaper men after some regattas they would become dubious of the successful status of the regatta in question. The facilities necessary for comfortable working quarters for officials and newspaper men involve, as a rule, less expenditure than any other major advance arrangement, yet this phase of racing is the most frequently neglected.

The list of clubs worthy of commendation in this respect is long. Those entitled to censure are few. In the latter cases, innocence, rather than indifference, always is the seat of the trouble. Working officials and newspaper men are, as a rule, easily satisfied. A bit of thought by regatta committees in this direction will work wonders in transforming "just another regatta" into a pleasant memory, a boon to the sport and a desire to attend future events at the clubs in question.

CURB THE LEGISLATIVE ACTIVITIES

By James W. Mulroy, Chairman
Legal and Legislative Committee

Power boat owners, whether they be race drivers, commercial operators or general recreationists, face a serious problem this year in attempting to curb the legislative activities of misguided zealots who feel that boats and motors are instruments of the devil.

Every two years the majority of the state legislative bodies in the country are in session and this year promises to be a banner one for those senators and representatives who have been lending their ears to the cranks and crackpots with pet bills to introduce. It is almost a certainty that a new wave of restrictive laws will be imposed on boat owners, unless the American Power Boat Association and other existing agencies take steps to head off such legislation.

It is, perhaps, unfortunate that so many boat owners feel that any given body of water is their own property and that once in a boat they are as unfettered as a bird with the privilege to raise general hell around bathing beaches, fishermen and canoeists. Of course, most such people are either the reckless sons of butter and egg men or owners of new equipment who have not yet learned that even on the water, the rights of others must be respected.

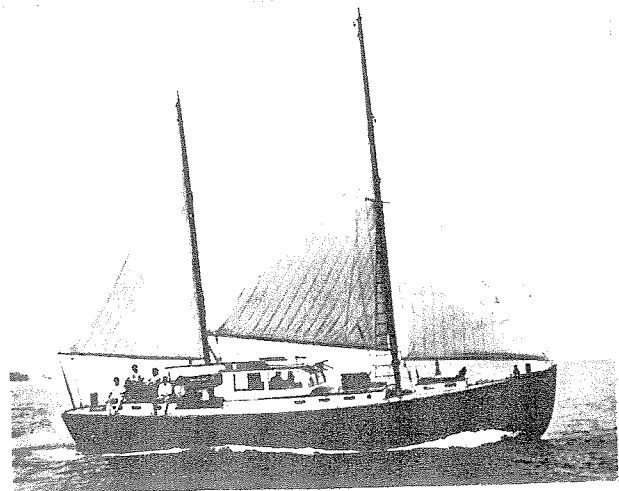
Already we know that more than twenty states have various forms of restrictive boating laws on their books. And, in some cases, the laws are so severe that they promise to definitely kill boating. Indiana is a case in point. In the Hoosier state, no one can operate a power boat at a greater speed than 10 M. P. H. at any time and, during the spawning season, no power boats can be operated at all on the waters of the state.

Due to the fact that so few boatmen realize the seriousness of the situation, George W. Sutton, Jr. President of the A. P. B. A. has appointed a Legal and Legislative Committee to head up the fight that must be made this year against all types of adverse legislation. This committee represents nearly all of the boating sections of the country and members of the A.P.B.A. will be doing a real service to boating and to themselves if they co-operate to the fullest degree with the committee.

It must be remembered that most adverse legislation arises from a total disregard of the rights of others. Noise made by outboards

or high powered inboards is irritating and often brings a sharp reaction. The serious problem, however, that we face is reckless driving and speed. Members of the Association should take it upon themselves to warn reckless drivers of the serious consequences that may follow their actions. Given a high speed hull, a high powered engine, a reckless youth with his girl friend acting as navigator and heaven help those who get in the way.

Whenever subversive legislation gets on the statute books, it takes about five times the effort to erase it than would have been required had the law been headed off in the first place. Therefore, whenever you hear of plans that are underway to introduce restrictive laws, please get in touch with one or more members of the Legal and Legislative Committee. The membership of the Committee at present include: James W. Mulroy, 201 N. Wells Street, Chicago, Chairman; Ivan B. Snell, P. O. Box 2, Coranado, California; William Clausen, Outboard Motors Corporation, Milwaukee, Wisconsin; Frederick von Nieda, Camden, New Jersey; T. T. Mesereau, Albany, New York; H. A. Sanders, Greenville, Maine; Nathan Young, 15th and Blue River, Kansas City, Missouri; C. A. Pound, Gainesville, Florida; Glenn A. Campbell, Rutland, Vermont; David Zimmerman, Chicago, Illinois; Senator Daniel F. Hickey, Stamford, Connecticut; W. N. Clifford, Reinhard Bros., Minneapolis, Minnesota; Arthur Duvic, 122 Chartres St., New Orleans, La.; Gates Harpel, Manistee, Michigan; C. B. Delhomme, 1115 Austin St., Houston, Texas; S. V. B. Miller, 79 Columbia St., Seattle, Washington; J. S. Y. Tyson, Chestnut Hill, Pa.; O. B. Hill, Madison, Indiana; Hamilton Tobin, Vinton, Iowa; or William Edgar John, 424 Madison Avenue, New York City.



Some of the Big Reasons

WHY YOUR CLUB
SHOULD BE A MEMBER
OF THE

American Power-Boat Association

DO YOU KNOW

That the American Power Boat Association exercises control over thirty-five very valuable trophies which are competed for in races in all parts of the United States? These trophies are for competition for boats in the displacement classes, cruiser classes, hydroplanes of varying piston displacements, express cruisers, outboards and numerous others. Competition for these trophies is for the purpose of developing superior types of boat and engines, and as a direct result of such competition, remarkable progress in boat and engine design has been accomplished.

DO YOU KNOW

That the American Power Boat Association is advocating a series of inland waterways along the coast and canals in the interior sections of the country which will greatly increase the cruising possibilities for motor boatmen? It also maintains a committee on Waterfront Improvements which assists local and Federal authorities in planning motor boat mooring and service facilities.

DO YOU KNOW

That the American Power Boat Association maintains a Committee on Aids to Navigation which has been able to have hundreds of buoys, lights, day marks and danger marks placed to aid and simplify motor boat navigation? This committee works without charges of any kind and its services are at the disposal of every club belonging to the American Power Boat Association for the asking.

DO YOU KNOW

That the American Power Boat Association has a Technical Committee of experts which will answer every question you wish to ask about your boat, its power plant, propeller, or any subject dealing with boating?

DO YOU KNOW

That the American Power Boat Association with the co-operation of the Society of Automotive Engineers is endeavoring to standardize all parts and materials which go into a boat's construction or the construction of any of its component parts?

DO YOU KNOW

That the American Power Boat Association maintains a Legal and Legislative Committee to watch State and Federal legislation and oppose any legislation which might be detrimental to motor boating and yachting in general?

DO YOU KNOW

That it was the American Power Boat Association which took the obnoxious features out of the first motor boat numbering bill and suggested a substitute bill which was passed by Congress and is a safeguard to every careful and honest motor boatman?

DO YOU KNOW

That every official of the American Power Boat Association and every committeeman performs his duties without remuneration and most of them pay their own expenses?

DO YOU KNOW

That the American Power Boat Association is in existence as the official representative of motor boating in America? The unselfish and able work which the organization is doing should appeal to your sense of appreciation and induce you to join. One hundred and fifty clubs with 25,000 members should prove to you that its value to you and the sport generally is not based on anything except solid worth and necessity.

DO YOU KNOW

That the American Power Boat Association controls all races where records are sought through its sanction, providing correct courses and timing in all sections and certifies, through its Racing Commission, all time records?

DO YOU KNOW

That the American Power Boat Association represents your interests at home and abroad and it is the uncompromising champion of clean sportsmanship and fights for it whenever assailed?

THE PROPELLER

CLASSES OF MEMBERSHIP

CLUBS

Any permanently organized club or association in North America having a regular membership of twenty-five or more, devoting its attention in whole or in part to the development of power boats or to the promotion of the sport of racing boats or yachts of that character, is eligible for representation in this Association.



CONTRIBUTING MEMBERS

Corporations, business concerns or individuals interested in motor boating, desiring to contribute to the support of this Association; to be known as Contributing Members.



SUSTAINING MEMBERS

Individuals, corporations or business concerns desiring to aid in sustaining this Association, to enable it to broaden its activities and to be of greatest possible benefit to all persons interested in motor boating, to be known as Sustaining Members.

Excerpts from Article of Association

Annual dues shall be paid to the Treasurer of the Association as follows:

- (a) Each Club shall pay to the Treasurer of the Association annual dues of Ten Dollars (\$10.00) for each representative to which the Club is entitled.

Each Club shall appoint one representative for each hundred or fraction of one hundred members, provided, however, that no Club shall be entitled to more than three representatives.

- (c) Contributing Members shall pay dues of Fifty Dollars (\$50.00) per annum.

- (d) Sustaining Members shall pay dues of One Hundred Dollars (\$100.00) per annum.

Annual dues shall be due and payable in advance on January first of each year to the Treasurer of the Association by all members.

DO YOU KNOW

That the American Power Boat Association publishes a Year Book, which contains the only information available for rules, racing and conduct of regattas in existence, and gives it to its clubs without charge?

AMERICAN POWER BOAT ASSOCIATION MEMBERSHIP APPLICATION

EXECUTIVE SECRETARY,

424 Madison Ave.,

New York City.

19

Dear Sir:

The undersigned hereby makes application for a membership in the American Power Boat Association.

CLUB MEMBERSHIP

Legal Name of Club

P. O. Address of Club House

Number of Members Date of Meeting at Which Officers Are Elected

Commodore P. O. Address

Treasurer P. O. Address

Secretary P. O. Address

CONTRIBUTING OR SUSTAINING MEMBERSHIP

(Organization or Individual)

Name

Street City

Yacht Club Affiliations

Application Filed By (Title)

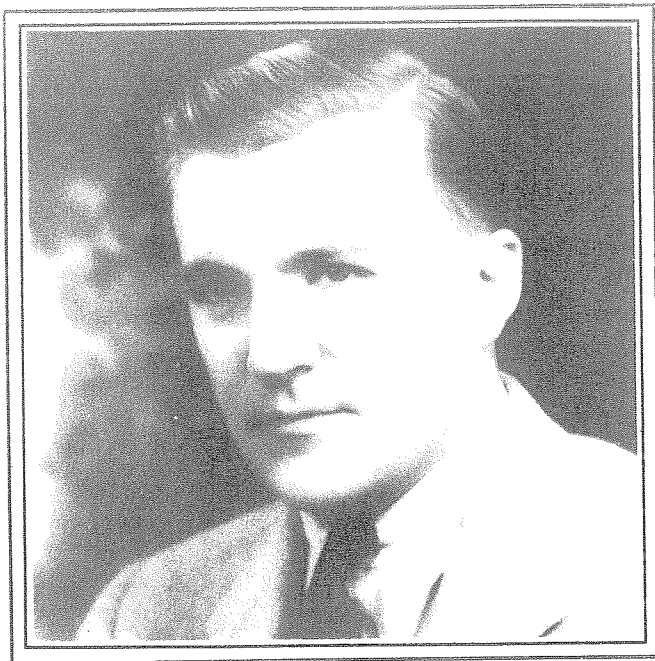
Each new Local Section shall be entitled to receive for the first year only, from the Treasurer of the Association one-half the amount of dues paid by the Clubs belonging to such section.

Members in arrears for dues at the date of the annual meeting shall not be entitled to representation thereat, nor at any meeting of the Association, or of a Local Section, until such dues are paid and unless such dues are paid before the first of October, the membership of such delinquents shall terminate and may be restored only by vote of the Council of the Association.

Members who join the Contributing or Sustaining classes will be entitled to a credit on their advertising account in the Year Book, or other publications of the Association, to an amount equal to the amount of the dues paid, for the year in which space has been taken in said publication. The names of all Subscribing, Contributing and Sustaining Members shall be printed in all of the publications of the Association whenever possible, unless a member specially requests that his name be omitted.

DO YOU KNOW

That the American Power Boat Association publishes a monthly magazine, "THE PROPELLER" which contains the latest news of the Association's activities?



THE FUTURE OF GOLD CUP RACING

By Walter Leveau, Chairman
Gold Cup Technical Committee

The first Gold Cup race was held in 1904 by the Columbia Yacht Club, and this race was won by "Standard", setting a pace of 23.6 M.P.H. for the best heat.

Twenty years later, "El Legarto" won the coveted trophy hanging up a mark of 60.8 M.P.H. for the fastest heat.

It is a great difference in speed, and the boats and engines have shown great improvement. The development in the last couple of years, however, has been restricted by the rules governing the hulls and engines. In 1936 this will be remedied by the lifting of all restrictions on the hull size and weight, the engines will also be changed from 625 cu. in. displacement to 732 cu. in.

These changes will put our Gold Cup boats on par with the International 12 litre boats, and as another change in the rules permits foreign entries in this classic race (provided the challenge is filed through an American Yacht Club), it should develop into a very exciting and colorful race.

The Gold Cup boats of 1936 will be more useful as far as racing is concerned, as they can be entered not only in the Gold Cup and President's Cup Race, but they will also have a fair chance in International 12 litre racing.

Also, in the races for the Virginia Gold Cup, the Hearst Trophy, the National Sweepstakes Trophy and the Governor Lehman Trophy.

The point system has been abolished and the race will be won on the fastest elapsed time for the entire race. This will eliminate the usual third heat parade, where the winner of the first two heats could loaf in third place in the last heat and still win the race.

In 1935 the hull restrictions are still in force, but 625 cu. in. motors are permitted to use superchargers and the use of 732 cu. in. motors is permitted with no superchargers. This change alone will no doubt raise the speed records. In 1936, however, we look forward to the beginning of some real development in hull-design.

The Italian 12 litre boats show really skillful hull design and their motors seem to work without trouble. These boats are only 20 feet long as compared with our present 25 ft. boats and their weight in racing trim is around 2000 pounds, compared to our 3200-3600 pounds. The speed of the 12 litre boats is over 85 M.P.H.

It will be a great impetus to our American designers and boat builders to build and design some new boats which have to be fast, safe, light and strong. There is no reason to believe that American boat and engine designers cannot compare favorably with those of any other country, therefore I am looking forward to see speeds of between 85 and 90 M.P.H. in 1936.

This high speed in a small boat will perhaps eliminate some timid drivers, but practically every Gold Cup driver of today is very skillful and has plenty of nerve. They have all been schooled in driving boats of every description and have many years of experience.

The main thing is to prove to the world that America can build boats and engines second to none.

The Gold Cup Technical Committee, of which the writer is Chairman, consists of two more members. Mr. George F. Crouch, who is one of America's foremost boat designers and Mr. Roland Chilton, who is consulting engineer of the Wright Aeronautical Corporation. Our job is to help the Gold Cup boat-owners by advice and suggestions as to future changes in hulls and engines. With the cooperation of the owners of Gold Cup boats, we are going to compile data consisting of all technical information on every boat, and keep careful record of the speeds made. In this manner, each year a check-up can be made to see what progress, if any, has been made. By comparing

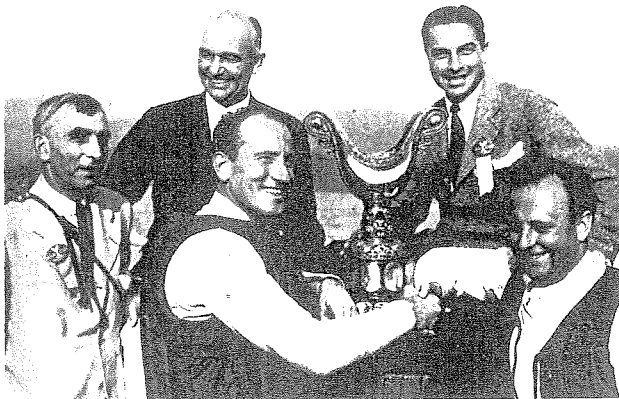
data we can ascertain what were the contributing factors in the development, and so from year to year we should see improvement in both boats and engines and increased speeds.

This information will be available to the Gold Cup Contest Board and should be a great help in decisions concerning changes in the rules.

Experiments made should also be recorded, whether successful or not, so as to eliminate costly mistakes being made twice. If everyone will cooperate with the Gold Cup Technical Committee, I am sure we can save the contestants a great deal of money and time.

The future of Gold Cup racing depends on the development of good, safe boats and reliable engines, coupled with a decrease in cost. This will insure a large entry list with a minimum of accidents, and will help to promote boating, which is the primary function of the American Power Boat Association. The motor-boat races in general can be considered as proving grounds, where boat and engine designers learn to improve their products. However, no improvement can be made without information as to the cause of structural failure in hulls and engines.

The American boating public is greatly indebted to the men who spend a great deal of money and time developing reliable boats and engines; it is through their efforts everyone can enjoy boating today with safety and pleasure and at low cost.



A happy group when George Reis was awarded the Gold Cup. Dr. E. B. Jenks, George Townsend, C. Everett Bacon, Dick Bowers, and George A. Reis

1935

S·A·E

MOTOR BOAT SUPPER

IN COOPERATION WITH THE

AMERICAN POWER BOAT

ASSOCIATION

and the

NATIONAL ASSOCIATION OF ENGINE

AND BOAT MANUFACTURERS

Tuesday, January 22nd

... 10 P.M. ...

HOTEL LEXINGTON

48th Street and Lexington Avenue
New York City

•
Dancing in the . . . SILVER GRILL

TO THE MUSIC OF
LITTLE JACK LITTLE
AND HIS ORCHESTRA

•
Addresses by

WILLIAM B. STOUT

President, SOCIETY OF AUTOMOTIVE ENGINEERS

GEORGE W. SUTTON, JR.

President, AMERICAN POWERBOAT ASSOCIATION

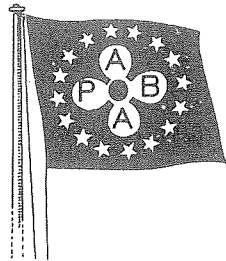
HENRY R. SUTPHEN

President, NATIONAL ASSOC. OF ENGINE AND BOAT M'FRS

•
SPECIAL ENTERTAINMENT

\$3.00 Per Person

AMERICAN POWER-BOAT ASSOCIATION



YEAR BOOK
1935

A. P. B. A. YEAR BOOK,

The 1935 issue of the American Power Boat Association's Year Book contains several features which we hope will make it more interesting and valuable to all motor boat sportsmen and others concerned with the great sport of motorboating.

In addition to the articles, by-laws, roster of the Association's officers, council and committees, racing rules and useful calculation tables, we have included for the first time, records of all competitions for the American Power Boat Association's perpetual trophies, raced for under its rules, as well as summaries of results in the world's great motor boat race, The British International (Harmsworth) Trophy Race.

ARE YOU A MEMBER OF THE AMERICAN POWER BOAT ASSOCIATION?

YOU ARE

A motor boat enthusiast, and why not? It is the pleasantest, most congenial, most restful, and sometimes the most thrilling sport in existence. You know this and that's why you are in the sport. But do you know the huge amount of work done for the sport without pay by the officers, committees and the racing Commission of the American Power Boat Association. For years these men have given generously of their time, brains and money to keep your sport alive and growing. This work has increased to such an extent that these men must have help and be relieved of some of the burdensome details they are called upon to handle. This can only be accomplished with your help.

It has been necessary to employ an experienced, efficient Executive Secretary and a clerical secretary to assist the officers and committees in handling the voluminous amount of detail work required to administer the Association's affairs. The Executive Secretary's office has been efficiently organized on an up-to-date business-like basis and will be a big factor in the growth and advancement of the motor boat sport in the future. It is of the utmost importance that we give this office our whole-hearted support. Will you sign enclosed membership application and return it to us with your check for \$2.00? If this reaches us before February 1, you will receive a handsome American Power Boat Association lapel button without charge.

Every month you will also receive a copy of this magazine giving you up-to-the-minute news of the sport and the Association's activities.

You will become a member of an organization which is the most important factor in assisting the sport, in which you are so vitally interested.

Subscription for A. P. B. A. Year Book

Enclosed please find \$_____.

Payment for () copy-ies at 50 cents per copy of the 1935 American Power Boat Association's Year Book.

Mail to:

Name _____

Address _____

City _____ State _____

SEND TO Wm. EDGAR JOHN, 424 MADISON AVENUE, NEW YORK CITY



GAS CONSUMPTION CUT 34%



with SINCLAIR MARINE OILS and SINCLAIR GASOLINE

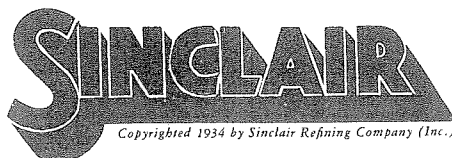
Skipper Bill Peters of the "Snooks", Miami, used to burn 35 gallons of gas a day on his chartered cruises. Then he switched to Sinclair Gasoline and Sinclair Marine Motor Oil—and cruising the same distance, his daily consumption dropped to 23 gallons!

Sinclair Opaline and Sinclair Pennsylvania Marine Motor Oils make fine companion products for Sinclair Gasoline. Both these oils

are entirely free from petroleum jelly. Sinclair removes this sluggish, non-lubricating substance from its motor oils by chilling the oil down to as low as 60° F. below zero. Every drop of Sinclair Marine Oils is 100% lubricant.

You will find Sinclair Gasoline and Sinclair Marine Motor Oil in practically every motor-boating center. Give them a trial.

Tune in Monday evenings 44 NBC Stations — SINCLAIR MINSTRELS



OPALINE MARINE MOTOR OIL



PENNSYLVANIA MARINE MOTOR OIL