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Ontario Cruise Ahoy! Of the Outboards

By PAUL TANNER

RESIDENTS along the Lake Ontario shore east of Rochester thought a flight of jet planes was going over early last Sunday morning. It sounded like jets.

But those looking up at the sky didn't see anything. Then they thought to look out on the lake. There were their jets! It looked like the Marines going up the lake to make a landing on a Pacific island! Thirteen outboards spread out abreast in a line a half-mile from end to end, leaving a whirling wake behind them!

It was the third cruise of the season for Rochester's newest yacht club—Irondequoit Yacht Club of Bay Front, Irondequoit Bay. Squeezing under the bridge at the Sea Breeze outlet by taking off their stern running lights and then lying flat, the 13 outboards had left Rochester at 8 a.m. The going was smooth, and they averaged around 18 mph.

The run toodus took a little under two hours. There they put in atodus Yacht Club. Some went on to Fairhaven State Park for picnic lunches, others had dinner at Fairhaven Yacht Club. Finally, around 3 p.m. the outboard fleet started home. The lake was rougher now, cutting their speed to under 10 mph, but they pulled in to the Bay between 9 and 10 p.m.

The Irondequoit YC fleet is mostly 14 and 16 foot outboards. But all those going on the cruises have 25-horsepower motors. Cruise captain for the latest jaunt was Vice Commodore Herbert Fernekes, who had his wife, Ruth, and Judy along. At the other end of the line was Harold Lovell with his wife, Dorothy, in their Miss Behave, in which they had recently traileered their boat back from a cruise to Goose Bay past Alexandria Bay. In the center was Commodore Harold Rickner.

Only five boats went on the first trip, as far as Webster. The next, to Oak Orchard, brought out nine. The 13 is high so far. Next one probably will be over Labor Day weekend and should draw even more from the membership of 89 with more than 40 boats.

BEFORE THE WEEK is over, your average Rochesterian is going to be talking about 8-Meter yachts and spinnakers and port and starboard tacks as if he had them for lunch every day. That will be one effect of the renewal after 20 years of the famous Canada's Cup series here.

How do we know? Well, one of our most vivid memories of those days back in 1930, '32 and '34 is of all the "spinnaker" talk you heard on the street by people who never even saw a race. They got it every day for a week over the then fairly new medium of the radio, in addition to the black headlines in the city's three newspapers, and by golly, they knew when each Canada's Cup series was over all about those big balloon spinnakers.

Folks talked then about 8-Meter yachts, and they'll be talking this week about 8-Meter yachts. Just to be sure the land-lubber follower of the races really knows what he is talking about when he says "That 8-Meter yacht Iskareen did pretty well against that other 8-Meter, Venture II, didn't it?" we're going to quote a paragraph that Jack Castle kindly whipped up for the Canada's Cup bulletin to the press, radio, TV, etc.

"What is an 8-Meter yacht?" the paragraph starts out. And then it explains:

"It is an International rule boat with an overall length of nearly 50 feet and a waterline length of about 30 feet. It has a mast height of 55 feet and a sail area of about 825 square feet. When taking all the factors, such as sail area, waterline length, girth, mast height and many others into consideration, and applying them to a rather complicated mathematical formula, the result is 8 meters. Variations are not tolerated and a yacht not qualifying just make changes in one or more features to come within the formula."

Then, now we all know what an 8-Meter yacht is. Especially when we can see the "8" on its sail.

THE ROYAL CANADIAN Yacht Club's black motor launch Esperanza, affectionately known as "Pansy," this week will be missing her first regatta in which RCYC boats have figured in a long time.

"Pansy" was all ready to set out with our friend Max Croucher at the wheel and escort the Canadian Canada Cup challenger, Venture II, to Rochester last Sunday, when things started to break loose in the engine. The venerable motor had just decided to give up. A war surplus craft, it was the first time since 1948 the engine had kicked up.

A quick survey showed that it was pretty well beyond repair so a brand new engine was ordered, and the Esperanza already is getting its new power plant. But it probably will be at least three weeks before it is ready to resume its runs between Toronto and the yacht club island, to say nothing of venturing out on the lake.

Meanwhile Capt. Max is here with a substitute power boat, so everything is well under control.

ROCHESTER YACHT Club Stars and Rochester Canoe Club Thistles planning to go down to Cayuga Lake's Red Jacket Yacht Club for the Central New Yorks next Friday through Sunday should find plenty of competition just from the Seneca Yacht Club of Geneva if the Seneca fleets turn out as usual.

Because Seneca's Star fleet now is one of the largest in New York State, with no less than 10 boats sailing regularly in the club races, Richie Mulvey's Merry Widow with Allan Hennessy at crew is leading the fleet at the present time. Brother Bill and Johnny Mulvey's Wah Hoo Wah is third in the standings. The Mulveys are nephews of the RCYC's Vince Mulvey, owner of the yawl Blue Seas.

There are six Thistles at the club with five racing regularly. Former District Champion Dale Wilson is being pressed for honors in this fleet by Art Arms, former Rochesterian who started skipping a Thistle only late last summer. As for the Comets, they're being sailed now by graduates of the club's Junior Sailing Program, one of the first to be started by an area yacht club.

HALF-HITCHES—North East Divisional and Middle Atlantic outboard championships will be decided at a regatta set for next Sunday at East Hampton, Long Island. Sponsor is the New Jersey Outboard Association. On Sunday, Aug. 15, drivers will be racing at Black Lake between Edwardsville and Ogdensburg. That is the same weekend of the Al Egdres Memorial Regatta at the Buffalo Launch Club on the Niagara River east of Grand Island. This is strictly an inboard affair, and will feature national championships in Class E, Racing Runabout, 7 litre and D-E-F service runabouts.

Our 11 years ago tale last Sunday involving Alex Winton really happened only 10 years ago, in 1944. But Winton isn't the kind to protest an error of only a year, any more than he would think of protesting having to lay off an inch to miss another boat on the port tack. Acknowledging a note from the Canada's Cup Committee, for which he'll act as chief judge during this week's races, he wrote back to Rooney Castle: "Let's just conserve the newspaper space, and leave me out of it and give the publicity to the Canada's Cup contestants who rightfully deserve it."

Harry Greb's Mir, which stopped here late last fall on her way from Scandinavia, won her first Lake Ontario race the other weekend, the so-called Round-the-World for the Roswell Trophy from Toronto to Oakville and the Niagara River, and back, in a drifting 21 hours. Greb will be remembered for his skipping of the schooner Heron in most of the Rochester Races. Mir should be a real threat in next year's renewal of the long race around Lake Ontario.

Commodore J. Webb L. Sheehy of the 9th District Coast Guard Auxiliary has received a personal invitation from Mayor Claude VerDuin of Grand Haven, Mich., to attend the annual Coast Guard Festival there Aug. 6-8. This week, incidentally, Commodore Sheehy is aboard the U.S.C.G. icebreaker Mackinaw on its patrol up Lake Michigan of the 333-mile Chicago-Mackinac Race. Some 30 Auxiliaries are along on the training cruise. We hope to be back to see the final Canada's Cup race.