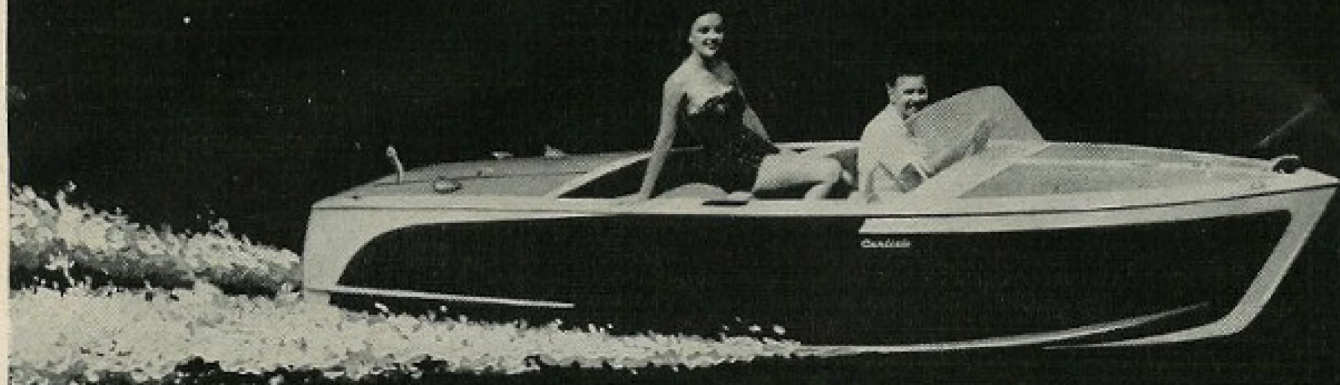


Lou Fageol's boat of the month



The **AQUA-QUEEN**

by

**Carlisle**  
OF YARDLEY, PA.

*The magnificent Aqua-Queen gives you speed, maneuverability and beauty in one trim, pleasure-packed nautical package.*

*You get economy of performance, too. The sleek Aqua-Queen averages only 1½ gallons an hour. Swift, light turns at the touch of a finger and speeds up to 33 m.p.h., with the Fageol 44 V-I-P, make this speedster the sportsman's dream.*

*The Aqua-Queen is ruggedly-constructed from the finest grade African mahogany... engineered for perfect balance and safety. You'll thrill at the modern, 2-toned exterior... and the fully upholstered interior puts the Aqua-Queen in the real luxury class.*

designed by Lou Fageol... 3 times Gold Cup winner as driver of Slo-mo-shun IV and V

**FAGEOL 44 V-I-P**  
vertical • inboard • power

The space-saving patented V-I-P gives the Aqua-Queen more usable area than boats of longer over-all length. Special V-I-P trimming feature and gyroscopic flywheel action assures safe operation under

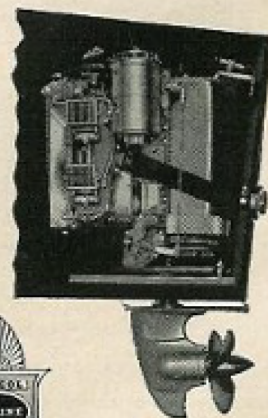
all conditions. Piloting with the Lou Fageol One Arm Bandit single lever control is easier than driving your car. The 4-cylinder, 4-cycle engine can't be beat for economy or performance.

AA-5126

**FAGEOL PRODUCTS COMPANY**

division of Twin Coach Company • Kent, Ohio

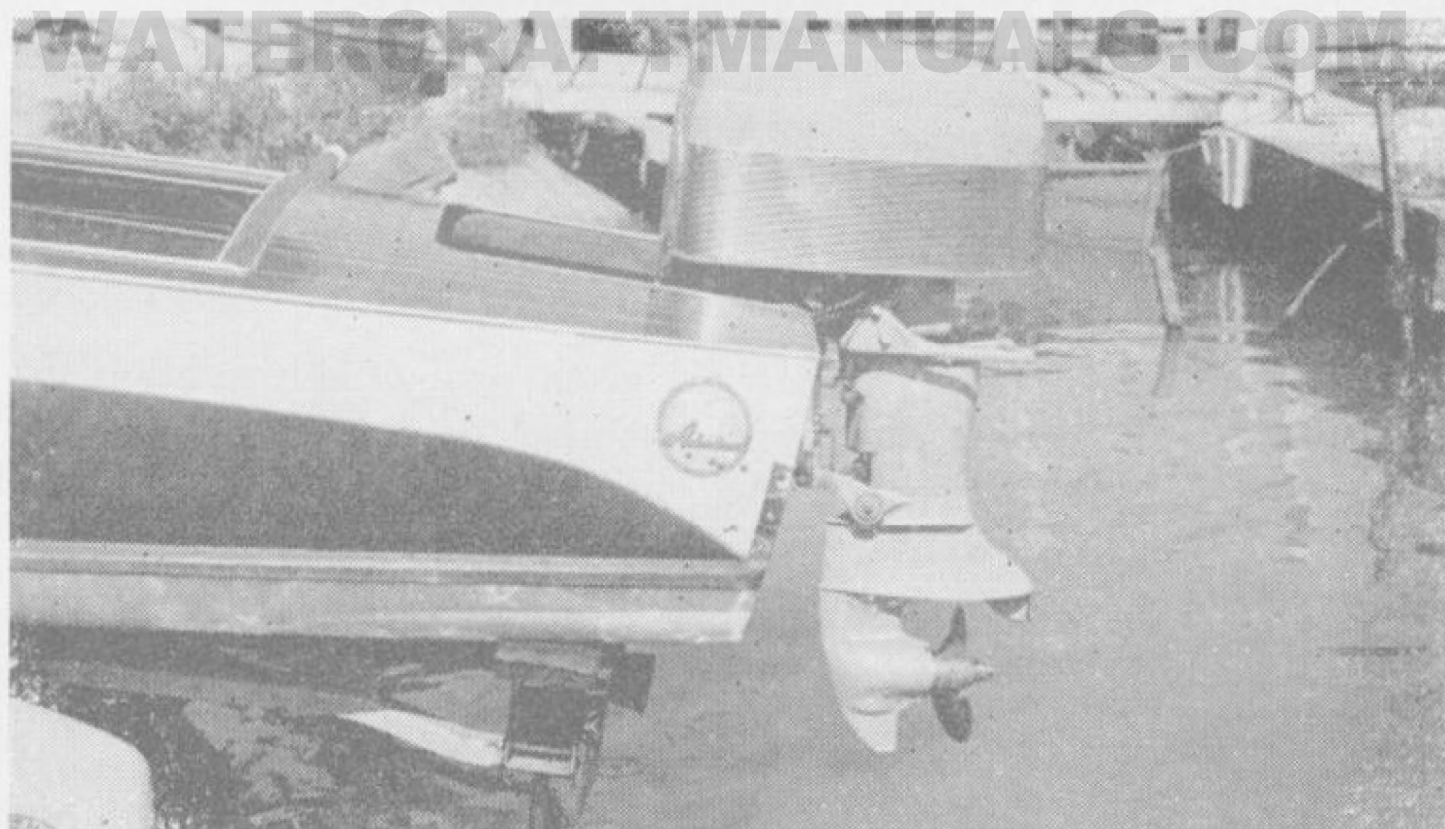
V-I-P is registered trademark.



## Fageol Increases Production Of New 35-HP Outboard Motors

FAGEOL PRODUCTS COMPANY, of Kent, Ohio, has announced that production of its 35 hp outboard engines is being increased, and that dealer stocks will soon be adequate to meet demands.

The outboards are 35-hp, 4 cylinder-in-line, 4-cycle units with bore and stroke of  $2\frac{1}{2}$  x  $2\frac{1}{4}$  in. and piston displacement of 44 cu. in. They have dual carburetion and are equipped with 6-volt electric starter-alternator and rectifier. Forward, neutral, and reverse gears, and the latest silencing features are standard on the motors. A speed range from  $\frac{1}{2}$  mph. to better than 30 mph. is possible, according to company engineers.

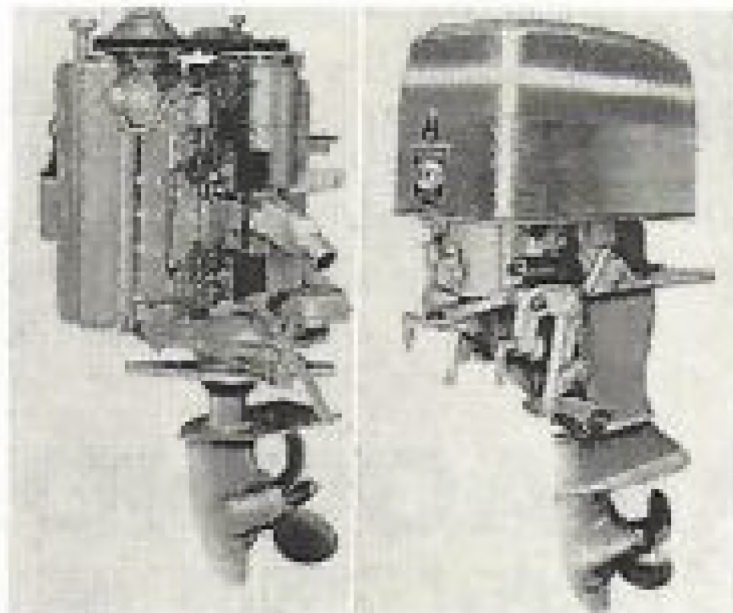


*The new Fageol "44" outboards are 4-cyl. motors rated at 35 hp. They turn 10 x 11 in. three-blade propellers.*

## Fageol Products

FAGEOL PRODUCTS CO. has just announced specifications for its 1958 Fageol 44 V-I-P engines. The Fageol Gold Cup 60 is another of the Kent, Ohio manufacturer's new power units.

The 40 hp Fageol 44 has a number of improvements, says the Ohio manufacturer. The four cylinder unit has a maximum of 5,200 rpm. It features a piston displacement of 44 cu. in. and has an 11:1 compression ratio. This represents an increase over last year's models. Combustion chambers and pistons have been redesigned, according to Fageol, to permit the engine to develop greater power.



*These are two of Fageol's 1958 power offerings . . . the Fageol 44 V-I-P, on the left, and the Fageol Gold Cup 60 outboard.*

The unit operates on a six volt system and features a Jabsco water pump. The 180 pound engine has a maximum torque of 40 foot pounds.

The 55 hp Gold Cup 60 is an outboard unit built by the Kent company. It is a four cylinder, four cycle unit with an 11:1 compression ratio. The motor has a torque of 60 foot pounds at 3,000 rpm and a cubic inch displacement of 60. The Gold Cup weighs 190 pounds. There's a V-I-P with corresponding specifications in most cases. It has the same torque, horsepower, cylinders and other features. It differs from the outboard version in weight—the V-I-P weighs ten pounds less. While the outboard has an under water exhaust, the V-I-P has a direct outlet.

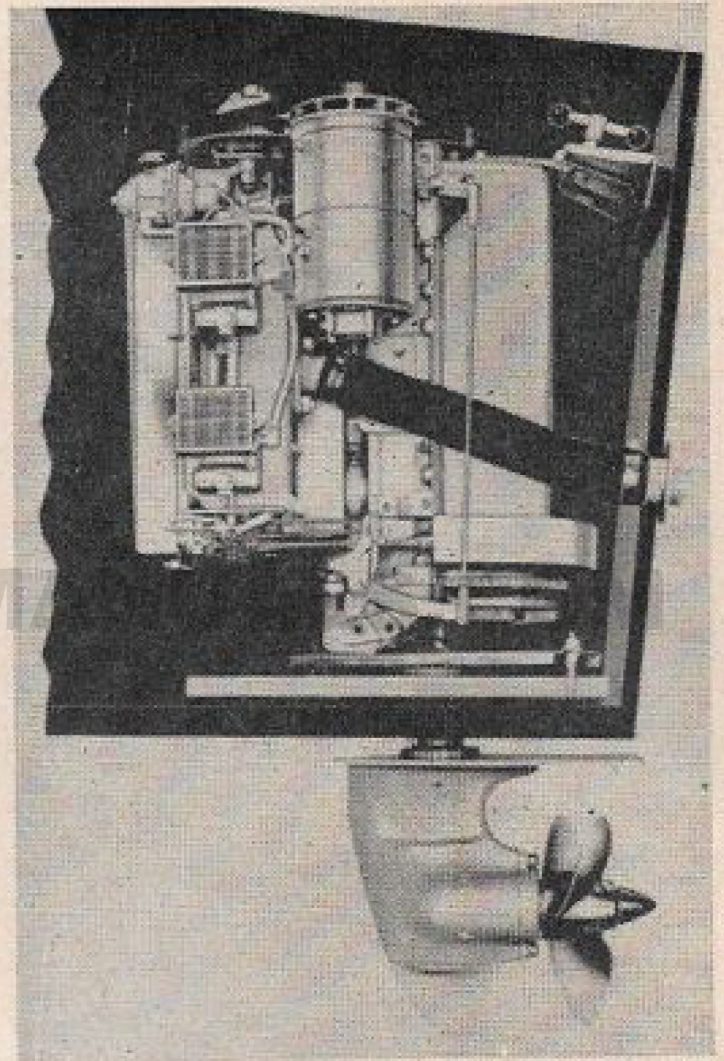
**For More Information Write No. 709 on "More Data Card"**

## Crofton Builds Fageols

The Fageol line of marine engines now is under production in San Diego, Calif., following purchase of the Fageol Marine Engine Co. of Kent, Ohio by William B. Crofton, San Diego boatbuilder and marine equipment distributor.

In an average installation the 44-cu. in. vertical inboard engine is mounted over a 4-in. hole in the keelson, approximately 10 in. forward of the transom. A special universal ball and sealing plate system secures the engine in place and permits free rotation of the entire propeller assembly. Through use of the vertical inboard power engine, the rudder, rudder control, strut, stuffing box and transmission necessary in other inboards are eliminated.

## Valco Expands



Cross section view showing installation of a Fageol V-I-P engine. Almost all types of outboard or inboard hulls can easily be adapted to accommodate the V-I-P.

# boatman of the month

## LOU FAGEOL

By **BILL WALLACE**

*Boating editor and correspondent*

**L**AST January 23 the North River Power Squadron of New York City was privileged at a dinner in the Downtown Athletic Club to hear a talk by Louis J. Fageol entitled "30 Years of Progress in Power Boating." Fageol established the point that "the performance available in today's marine hulls and engines can be traced to valuable experience gained in outboard and inboard racing."

He continued: "If a Gold Cup boat is to survive the punishing grind of 90 miles at speeds in excess of 100 miles per hour, the hull, engine, gearbox, fuel lubricants and all other parts must be highest quality. It is this search for the best that has resulted in many developments now available to the boating public."

This was not exactly an original thought, and Fageol overlooked competition's most notable contribution to pleasure boating of recent years—racing's gift which had put the speaker in a Seattle hospital for 23 days in the late summer of 1955. With time heavy on his hands, Fageol then designed from his bed the new V-I-P (vertical-inboard-power) marine engine now sold under his name, a powerplant destined to become a major milestone for boating, if its early acceptance is an accurate yardstick.

In fact more people may come to know the Fageol name through "the engine that stands on its head" than by association with the Fageol racing career.

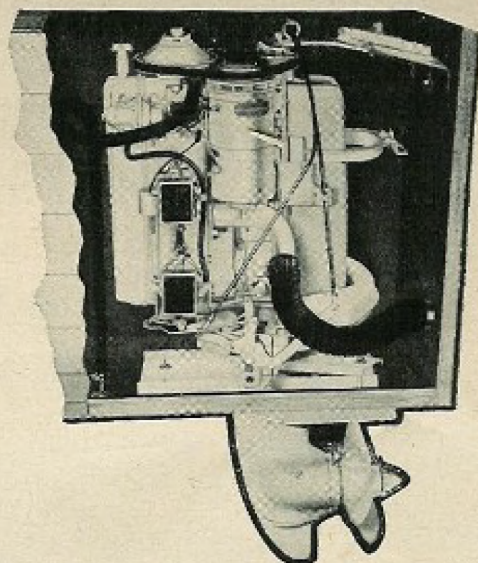
Those 23 days—he was released once but collapsed at the discharge desk—in the Seattle hospital neatly bridged both past and future for Fageol, today a 50-year-old corporation president from a little college town in Ohio called Kent. Fageol went into the hospital, seriously injured with two cracked vertebrae, a severe concussion, and multiple cuts and bruises, because he was a race boat driver who had cracked up at 140 miles per hour. And he went out a business executive with a promising idea. Fageol has played the corporate role ever since, and, like Rocky Marciano, he is never going to "unretire" back to the race boats.

The firm our Boatman-of-the-Month heads is a unique organization called the Twin Coach Company, now com-

In his home in Kent, Ohio, Louis J. Fageol stands in a room crowded with trophies of nearly 30 years of powerboat racing from outboards to unlimiteds.



Three-time winner of the Gold Cup,  
 this racing engineer is now  
 confidentially facing a new kind  
 of competition with his V-I-P,  
 the "engine that stands on its head"



Lou thought through plans for the V-I-P while recuperating from 140 m.p.h. flip in Slo-Mo V.

pleting a period of transition. The motto is "Transportation for skyways, highways and waterways."

Twin Coach makes wing and fuselage assemblies for military aircraft (the Boeing B-52 jet bomber, others by Grumman, Republic and North American) on a sub contract basis, a field that will represent about 55 per cent of the firm's estimated \$30 million sales in 1957.

The company is on the waterways with the Fageol 44 marine engines, introduced in 1955, and on the highways with the "Pony Express", a midget-sized panel truck designed for the U. S. Post Office. Also there is the Convertible, a combination bus-truck-ambulance popular with the Armed Forces.

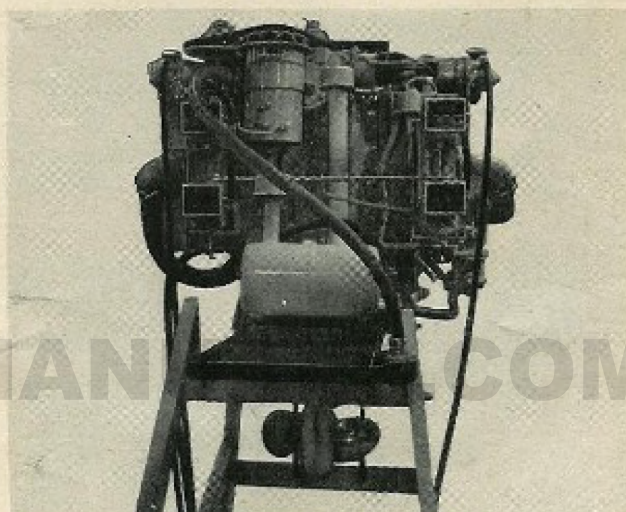
This bus is the last vestige of what was for 30 years the heart of the Twin Coach Company, manufacturer (from the ground up) of busses for urban use.

Frank R. Fageol, Lou's father and the present 75-year-old chairman of the board, founded the company and did well by it. Twin Coach busses transported millions of Americans over hundreds of city franchises for many years.

Bus manufacturing is no longer profitable, and Twin Coach sold its interests about the time it picked up its boating activities.

The marine division was a natural because Lou, who succeeded his father as president in 1945, had a lifetime of boating exposure behind him.

(continued on page 70)



First published photo (above) of the new V-I-P 88, this exclusive shot shows how Fageol has bolted two of his engines together to produce an 80 h.p. powerhouse of 280 lbs. that will go into production this summer, fit mounts of earlier models, cost \$1350.



In the "grand old lady," Seattle and Stanley Sayres' pride and joy Slo-Mo-Shun IV, Lou Fageol captured the Harmsworth Trophy in 1950, the Gold Cup with Joe Taggart in 1953. With Slo-Mo V he took '51 and '54 Gold Cups.

## LOU FAGEOL

(continued from page 29)

Fageol had recognized that there was a gap in the booming pleasure boat field—the need for a powerplant between the inboard and the outboard. Outboards were becoming more powerful, heavier, more expensive and less economical on fuel. The inboard trend too was up: more horsepower, higher prices and, with the exception of the Universal Motor Company's vee-drive models at 60 and 75 horsepower, no one was interested in giving the boatman what he might want.

This was a lightweight (180 pounds) inboard that could fit in present outboard runabout hulls 16 feet and up, of four-cylinder, four-cycle design offering considerably less fuel consumption than outboards of comparable horsepower, and equipped with an outboard-type lower unit eliminating the inboard's shaft, strut, propeller and rudder.

This is the Fageol V-I-P, \$818 f.o.b. Kent, Ohio. The motor was announced in August, 1956, about a year after Fageol's debut at the Seattle hospital; and in four months 4000 units were sold, for the marine inboard field a reception comparable to the advent of Elvis Presley.

This year will see manufacturers of some 50 outboard hulls offer the Fageol V-I-P as a choice of power.

The president is delighted but not satisfied, true to executive habit. The V-I-P has only 35 horsepower, although additional carburetion and supercharge options can take it to 45 hp. But the options are not too popular, and nine competing outboards are powered at 35 hp, and on up to Mercury's 60-horsepower, six-cylinder giant.

Fageol claims that tests show his motor will out perform outboards of higher power but he knows the public buys numbers, 35 hp., 45 hp., 60 hp., rather than performance claims. The president is well aware of the current horsepower race and in an industry forecast for 1957 he said, "I believe the trend in the small boat market will be toward increased hull capacity and size. Larger hulls will of course require engines of greater horsepower and better performance than those used in the past. By the end of 1957 many small boat owners will, I am sure, insist on and install engines up to 100 horsepower."

There are plans on the Fageol drawing boards for such higher horsepower motors. "We have a number of prototypes in mind along higher power lines," Fageol recently told the author, "but for obvious competitive reasons I don't want to be specific. We believe we can accomplish some truly amazing motors of low weight and high horsepower."

Secrecy aside, the industry speculation is that Fageol will make noteworthy advances in the small inboard field once the firm's marine division adequately establishes itself in production, sales and profit fields with the V-I-P.

The basic motor used by Fageol has an old history. It is a 44 cubic inch four-cylinder type designed in pre-war years and originally called the "Cobra" engine. Its first use was in the Crosley small-sized automobiles. During and after World War II the motor was popular with the services as a powerplant for big portable generators. General Tire bought the dies in 1952 and made a vee-drive marine application, widely advertised as the Aerojet. Fageol in turn bought the production rights and today manufactures it in three types, vee-drive inboard, the V-I-P and also as an outboard of 35 horsepower. The latter, too, is a vertically mounted version.

The present model is recognizable as the old Crosley although modified and improved in many aspects.

Lou Fageol has known the motor intimately for many years, as coincidentally he was a consultant engineer during its original conception in California in the late 1930's.

Fageol spent 15 formative years as a young engineer on the West Coast, and it was there that he began his lengthy racing career.

"My first outboard was an Evinrude racing job," he recently recalled. "I bought it on time. In California I was one of the early 'hop-up' fans, stepping up automobile and outboard engines."

The first race he ever won was an outboard free-for-all at San Joaquin, Calif., May 26, 1928. Fageol can document his 73 future triumphs through the 1954 Gold Cup and he has many of the trophies in his comfortable home at Kent, Ohio.

There were many honors, major and minor, along the way: such long forgotten trophies as "Herman's Smart Shop prize" for an outboard race at Berkeley, Calif., in 1929. The same year Fageol moved up to inboard runabouts, and through the 1930's and '40's his series of boats, usually named *So-Long*, were consistent prize winners in California and on the East Coast.

But Fageol's greatest racing moments came when Lou was well into his forties, the first one at age 44 when he went behind the wheel of Stanley Sayres' *Slo-Mo-Shun IV*, September 2, 1950.

Sayres, an unknown automobile dealer from Seattle, a city with no powerboat reputation at all, startled, in fact shocked, the racing fraternity when he and his designer-driver Ted Jones, unleashed *Slo-Mo-Shun IV* on the unsuspecting Detroiters who had long dominated the Gold Cup world. In June, 1950, *Slo-Mo* broke the old world speed record (141 miles-per-hour) set by England's Sir Malcolm Campbell in 1939. With Sayres driving, *Slo-Mo* did 160.86.

In August *Slo-Mo* won the Gold Cup, Jones driving, and was picked to defend the ancient and honorable Harmsworth Trophy against a Canadian challenger. But Jones had broken his hand and could not drive. Two pilots were available for the asking, one being Fageol, who had a sound, if unspectacular, background in his own Gold Cupper, the underpowered *So-Long*.

The other was a driver with a dare-devil reputation.

Sayres, a neophyte in the big league of boat racing, asked an Eastern authority—"Which one do I take?" The reply, "What do you want most, someone who might win, yet crack up the boat, or someone who may win but is sure to bring the boat back intact?" Sayres' answer, "I want the boat back." Fageol was the selection; *Slo-Mo* won, setting a batch of records in the process, and came home intact.

In looking backwards, this Harmsworth victory, now largely forgotten, still means much to Fageol. If asked today for his greatest racing thrill, Lou will first refer to that race and mention the records.

Again, in reflection, it would seem that the authority to whom Sayres turned seriously underestimated his man when he presented Fageol as a conservative driver. But it was an easy mistake because the man exudes conservatism on shore.

Lou is mild of manner and bearing. He usually wears glasses and in appearance might resemble a junior high school science teacher who no doubt sings in a smalltown church choir. Behind the wheels of the *Slo-Mo-Shun*, with 1700 or 2600 horsepower at his command plus a wicked rooster-tail wake behind, Fageol was quite another man.

A fellow who saw all the Sayres-dominated Gold Cup action in the golden years, 1950-54, has described Fageol in this way: "Leadfoot Louie we called him. He was cold as ice and always knew what he was doing or about to do. Around the pits it was a by-word, 'Don't cross Fageol.' To the end of our days I don't think any of us will forget Lou going way down under the bridge at Seattle and then winding up on the way back, headed dead for the starting line. Heaven help anyone who got in his way."

Those famous starts are a vital part of the Fageol Gold Cup history which in capsule form went this way:

1951, the first Gold Cup at Seattle. Jones and Fageol were the Sayres drivers, the former in *Slo-Mo IV*, Lou in *V*, a boat completed only a few weeks before, after secret, guarded construction, and equipped with a higher-powered Rolls Royce aircraft engine. The others were using the by then conventional Allison.

Just before the start both Sayres boats disappeared under the distant bridge, wheeled about and laid a straight-on course for the starting line. Fageol crossed 1.5 seconds after the gun, and from then on it was no contest. *Slo-Mo V* won two straight heats; Fageol lapped everyone and established new heat and lap records. One lap was run in the then unheard of speed of 108 miles per hour.

The third heat was never finished because a Portland, Ore., boat, *Quicksilver*, ran out of control, cracked up horribly and killed her occupants, owner-driver Orth Mathiot and mechanic Tom Whittaker. The first two heats stood for the record, and this decision made small difference because no one was going to take Fageol that day.

1952. When Stan Sayres first won the Gold Cup in 1950, Mrs. Horace Dodge Sr. handed him the mug and said, "We're merely lending you this, young man." By '52 it had become a permanent loan, although Fageol was not a factor this time in Sayres' successful defense. Jones had left the Sayres team, and the *Slo-Mo* drivers were to be Fageol in *V*, Stanley Dollar Jr. in *IV*.

*Slo-Mo V* cracked its block while chasing Miss Pepsi in the first heat and was through. A circulatory failure in the cooling system was the fault, although one reporter suggested, "It is possible that Fageol's demoniac driving kept the water scoops in the air more than in the water."

*Slo-Mo IV* won in a race that saw no boat start and finish all three heats.

It was about this time that Fageol stood up at a Gold Cup contest board meeting and urged restrictions on the unlimited engine rule. He said, "I think the *Slo-Mo's* are going too fast with one engine. Suppose somebody builds a boat with two, four or 10 engines?" This was a paradox indeed.

1953, Seattle again with Fageol, now the senior driver of the Sayres stable, in *Slo-Mo V*, Joe Taggart in *IV*. Four days before the race *V* was on a high-speed test run, Fageol driving, and threw a propeller blade, a disaster that just missed seriously injuring the driver while crippling the boat. This was an ominous hint of events to come.

*Slo-Mo IV* won again and handily, Taggart driving two laps and Fageol the middle one. More records were set. The racing start from under the bridge was repeated, and imitators joined in.

1954. Although he may disagree, an analysis would indicate that this was the year of Lou Fageol's finest hours. Seattle was the scene once more with crowds estimated from 200,000 to 350,000 on hand. Lou had *Slo-Mo V*, and how she did go: 111.632 miles per hour to qualify. She won all three heats and racked up a perfect score of 2000 points. Taggart in *IV* helped by bird dogging the opposition.

Although no one suspected it at the time, the occasion was high-tide for Sayres, the *Slo-Mo's*, Seattle and Fageol.

1955. Events began in a repetitious manner with Seattle as Gold Cup crazy as ever. The Detroit contingent, however, had closed in upon the high standards of speed and organization established by Sayres half a decade before.

It happened that Joe and Lee Schoenith's *Gale V* from Detroit won the cup, and Fageol was not present to see the deed done.

Lou was at the wheel of *Slo-Mo V* again and, in a late afternoon qualifying run, the luck or God-given protection that all race driver's acknowledge ran out at last. Fageol was running at about 140 mph into a light northerly breeze which chopped up Lake Washington. The craft's sponsons began to lift slightly, as observers recall, and *Slo-Mo* went into the fatal rocking-chair action. Soon the right sponson lifted far above its mate throwing the boat into a steep list to port and the wind's influence crept under the multi-stepped hull. She was "kiting", as the trade knows it, or literally flying.

In a flash the hull lifted directly skyward clear of the water and it was time for Lou Fageol, 49-years-old, to leave her.

Fageol was already banged up from rough test rides, and

the story goes that Twin Coach directors had urged their president to skip the Gold Cup that year. They nearly lost him for good.

Fageol kicked out of his seat, *Slo-Mo's* transom kissed the water, bow skyward, and continued her perfect inside loop. She returned to the surface intact and resumed her course for a brief distance.

Fageol's course was direct to the hospital.

Just prior to this Gold Cup referee Mel Crook had put his firm foot down about those wild, woolly under-the-bridge starts which Fageol may or may not have invented. Crook, in his province, banned them for the interests of safety. Pressure was applied to have the ban lifted, and the referee resigned because, he later wrote, he was told two things might happen: (1) Fageol might ignore the ban, or (2) the Sayres boats would be withdrawn, a move, Crook surmised, that could cause the use of small arms fire in passionate Seattle.

When the race was run, no one went under the bridge for a start.

In 1956 the scene was Detroit, and Sayres by then had sold *Slo-Mo V* to a Seattle syndicate. He still had "the old lady", as everyone knew *Slo-Mo IV*, but not for long. On a qualifying run the *IV* capsized and was virtually destroyed, seriously injuring her driver, Taggart.

Sayres died suddenly of a heart attack within a month of the Gold Cup. *Slo-Mo-Shun IV*, a battered hulk, is one of his estate's lesser assets in Seattle. Fageol is an executive; *Slo-Mo V* is in other hands. An era, and what an era, had ended. Racing had never known the equal of the Sayres team, and, although he left his desk for Seattle but once a year, appearing a few weeks before race day, Fageol was a major contributor.

While Sayres was the easy-going organizer, he knew it took courageous drivers to make the most of the *Slo-Mo's*. The record shows he had a real tiger in Fageol, never the mild mannered science teacher.

Incidents: Gold Cup, 1951, third heat, Fageol "outmaneuvered and almost ran over" Wild Bill Cantrell in *Hornet* at the starting, quoting from a magazine report.

Gold Cup, 1952, Chuck Thompson driving Miss Pepsi "anticipated another wide turn by Fageol but instead caught *Slo-Mo's* tremendous rooster tail as Lou put her in tight to the buoys. The force of the rooster tail bashed in part of Pepsi's cowling." From an on the scene report.

We do not mean to imply that Fageol was illegal or even less than a sportsman. Of the latter quality he has always had it in quantity. Ask Joe Van Blerck. At the Red Bank, N. J., Sweepstakes one year Van Blerck tore up a gear box and needed a new one in the worst way for his *Ajjo*. So Fageol wired his company, had a gear box flown to New York where Lou's personal plane picked it up and delivered it to Van Blerck, a competitor, at Red Bank. But in a tough, competitive field, Fageol in his late forties was equally tough, competitive and confident. An admitted critic recently said, "He was almost as good as he thought he was, which is very good."

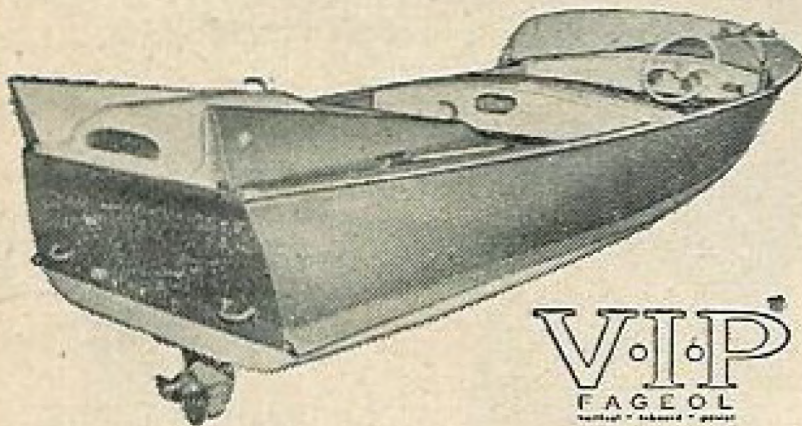
Today Lou has a deep pride in the golden Gold Cup days and frank emotion for the boat world. As a self educated industrial designer, he developed busses, trucks, bus engines. "That was work; this is fun," he told an interviewer at this year's New York motor boat show. "This is fun" was stated with a wave of the hand at the handsome Fageol exhibit of marine engines.

There was an interruption of the interviewer as a stranger entered the booth. "Say Lou, you probably don't remember me. I raced against you at Red Bank in 1940." We suspect Fageol did not remember but his greeting was warm with a smile, a handshake and a good, long 10 minutes of old race boat talk. "How do you like my motors?" Fageol asked, with his hands upon a V-I-P. The stranger replied, "If they're yours, Lou, they must be okay," and the company president had once again crossed from his past into his future.

—BILL WALLACE



# NEW! Grumman Inboard Runabout

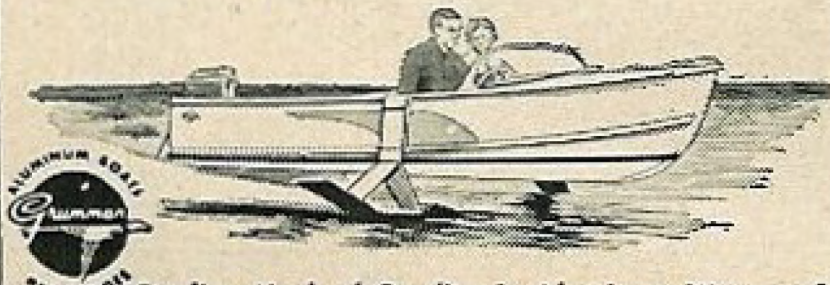


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FAGEOL  
Vertical Inboard Motor

Outstanding for performance, economy, and convenience! Custom Deluxe Runabout powered by a Fageol vertical inboard motor, with fin-tail advanced "sport car" styling and economical operation.

*FREE! Write for the new GRUMMAN Catalog. 24 pages, colorfully illustrated.*

Also NEW—the GRUMMAN hydrofoil boat called "Sea Wings". An entirely *different* boat ride! You cruise swiftly, smoothly ABOVE the water to cut down the effects of water drag, choppy waves, and spray.



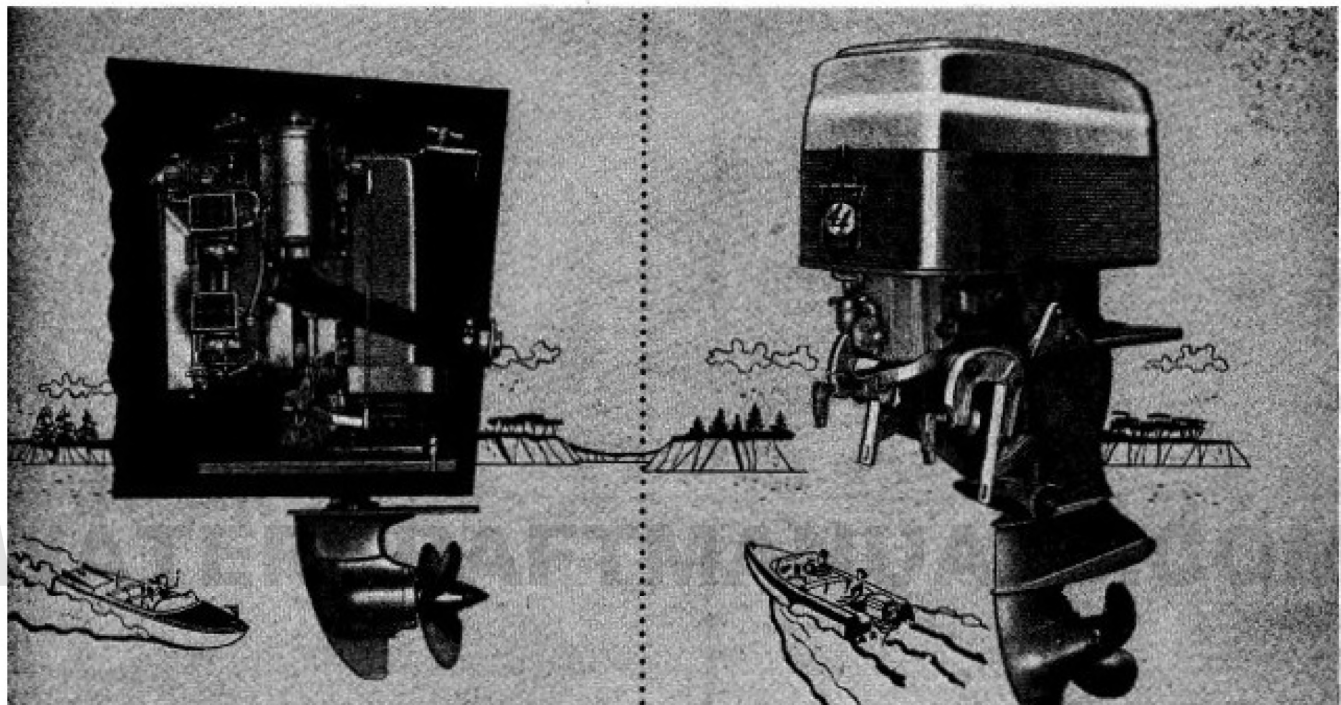
*Sterling Mark of Quality in Aluminum Watercraft*  
**GRUMMAN BOATS, Inc.**  
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Cash in now on Lou Fageol's sensational

# FAGEOL 44

## MARINE ENGINES

best designed • best made • best performing • best advertised



**FAGEOL 44 V-I-P**  
vertical • inboard • power

Sensation of the shows . . . offered as standard equipment by 32 leading boat builders, the Fageol 44 V-I-P gives you an unprecedented opportunity for big profits.

If you're a Fageol dealer, just give it "full speed ahead" and you'll enjoy your best sales year.

If you're not selling Fageols, but want to cash in on 1957's biggest profit opportunity, write us today! We have a few choice spots available for qualified marine dealers.

**FAGEOL 44**  
**ECONOMY OUTBOARD**

All over America, outboarding enthusiasts are experiencing new thrills with the 4-cylinder, 4-cycle Fageol 44. It cuts fuel costs in half . . . increases cruising range . . . gives dazzling speed, power, acceleration. No mixing of oil and gas.



### Lou Fageol's boat of the month ads boost sales!

Extensively advertised in boating, outdoor and hobby magazines . . . on radio and TV . . . backed by modern, attractive sales aids of every type, Fageol 44s really sell themselves. They will make 1957 a great sales year for every progressive dealer.

**FAGEOL PRODUCTS COMPANY**

division of Twin Coach Company • Kent, Ohio



AA-5172

V-I-P is registered trademark

## Fageol "44"

Outboard boating enthusiasts are taking to the new Fageol "44" outboard motor, introduced to the trade only a year ago, in such numbers that factory production is being kept in full swing to supply the heavy demand. This fact is evidenced by the steadily increasing number of these outboards being seen on America's waterways today, says Fageol Products Co. of Kent, Ohio.

This year's Fageol "44" features a new streamlined hood and a number of mechanical changes which the manufacturer says will improve both performance and economy. The motor is a 35 hp, four cylinder in-line, four-cycle outboard which weighs 190 lbs. Fuel savings with the use of this model is claimed to be 50% greater, the company reports.

An outstanding feature of this outboard is the patented "One Arm Bandit" remote control. This feature makes possible the shifting of gears and accelerating (both in forward and reverse) by the simple use of a single lever which the manufacturer says makes piloting a boat easier than driving a car.

The motor operates with a maximum of 5500 rpm. Its 2½" x 2¼" bore and stroke provide a piston displacement of 44 cu. in. It is equipped with dual carburetion with the ignition sparked by a 6-volt distributor which is directly coupled to the camshaft. A 6-volt electric starter provides instant starting of the "44". Oilite, needle and tapered roller bearings are located at strategic points in the lower unit.

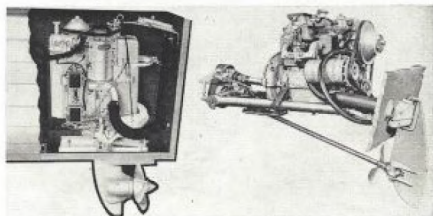
Rubber mounts and underwater exhaust with water circulating through the exhaust provides excellent silencing of the motor, it is claimed. Beveled gears provide a ratio of 1:63 to 1, making possible a speed range of ½ mph to over 30 mph. The motor turns a 10" x 11" propeller. The height above the transom is 20-5/8" while the depth below the shaft is 29¼".

For More Information Write No. 876 on "More Data Card"

## Fageol V-I-P And Vee-Drive

Two inboard versions of the famous Fageol "44" inboard engine are included in the line of power units produced by the Fageol Products Co. of Kent, Ohio for 1957. These versions are V-I-P (vertical inboard power) unit, an inboard version of the highly successful Fageol "44" outboard motor and the "44" Vee-Drive power unit.

The V-I-P utilizes a special patented inboard engine mounting designed by the head of the firm, Lou Fageol. This engine is said to represent one of the most sensational engine developments in recent years. This 35 hp V-I-P, reports the manufacturer, will deliver the same performance of many 60 hp engines of conventional design.



Left is new V-I-P inboard engine by Fageol. At right is same engine installed as V-drive power unit.

One of the most outstanding features of the V-I-P is its high power-to-weight ratio, say Fageol designers, with the engine possessing maximum efficiency in the application of power transmitted from engine to propeller. This drive is transmitted through a dog-type clutch to beveled gears. This eliminates the clutch, transmission and shaft log, the company relates. Trimming can be accomplished in just a few seconds because the direction of thrust can be altered to suit the load and planing of the craft.

Another feature of the V-I-P is that it can be positioned at the stern, thus creating more usable boat space and making an ideal power unit for smaller hulls, states Fageol. Designers also point out that the gyroscopic action of the flywheel, which is positioned near the bottom of the boat at the Keelson, acts as a stabilizing force for greater safety. To be introduced during the latter part of 1957 is a 45 hp supercharged version of this engine.

The '57 Fageol "44" Vee-Drive is being offered in standard 30 hp, 35 hp dual carburetion units and 45 hp supercharged models. Weighing only 160 lbs., this engine can be mounted in either single or twin installations. The same basic Fageol "44" engine is used in both the V-I-P and the Vee-Drive units. It is a four-cylinder in line, four-cycle designed engine with a 2½" x 2¼" bore and stroke, developing a compression ratio of 9 to 1.

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you get more in a 44

# FAGEOL 44

## ECONOMY OUTBOARD

CUTS FUEL COSTS IN HALF!  
INCREASES CRUISING RANGE!  
"ONE ARM BANDIT" CONTROL!

**35**  
Sensational Horsepower

All over America, outboard enthusiasts are experiencing new thrills with their Fageol "44's".  
Faster acceleration . . . more power . . . dazzling speed . . . amazing economy . . . these are only a few of many features!

The Fageol Outboard utilizes all of the tested features of the famous "44" engines, also widely used in Fageol inboard vee-drive and V-I-P models. It is a 4-cylinder in-line, 4-cycle engine whose fuel economy alone will soon pay for itself.

"ONE ARM BANDIT" With the patented Fageol remote single lever control, you pilot your boat easier than you drive your car. A single lever shifts and accelerates—forward and reverse. (In photo above, engine starting lever is in foreground.)

See your Fageol dealer today. Ask for Bulletin LI-3748.

**FAGEOL PRODUCTS COMPANY**  
division of Twin Coach Company  
KENT, OHIO AA-4075

## Mounting Responsibilities Of "Lou" Fageol Causes Retirement From Boat Racing Hobby

THE BUSY LIFE which L. J. (Lou) Fageol leads today has made it necessary for him to retire from several activities which he enjoyed to the fullest. One of these activities which earned him fame (and many trophies as well) was motorboat racing. This activity dates back to 1928 and it would be almost impossible to list in full the achievements "Lou" has made in his motorboating since that time.



L. J. Fageol

Today Fageol stands out as one of the leaders in the marine industry as well as in other fields. This leadership involves the presidency of the Twin Coach Company, a parent company which controls subsidiary companies producing automotive, marine, and industrial engines, major aircraft sub-assemblies, special purpose vehicles and small pleasure boats and trailers.

These related companies involve plants in Kent, O., Buffalo, N. Y. and Warsaw, Ind. Fageol also holds the office of president of Twin Coach of Canada, Ltd. in Toronto and Fageol Products of Kent, O. In addition to all of this, he finds time to serve as the director of several other companies besides time to work as an automotive and marine engine design engineer.

In all probability, "Lou" will stand out in the memories of many boating enthusiasts as the owner and driver of the now-famous Sto-Mo-Shun racers which dominated the field of unlimited boat racing for several years. To name but a few of his outstanding "wins" would include the Detroit Silver Cup Competition in 1948, the Gold Cup in Seattle, Wash. in 1951, the 1953 Gold Cup Classic and the President's Cup in 1953 which was presented personally by President Eisenhower.

## Fageol Products Co. Of Ohio Announces Boat Builders Now Using V-I-P Engines

THIRTY LEADING BOAT builders are now offering Fageol V-I-P (vertical inboard-power) engines as standard equipment, according to L. J. (Lou) Fageol, president, Fageol Products Company, Kent, Ohio.

The list of users includes American Boats, Warsaw, Ind.; Bell Boy Boats, Bellingham, Wash.; Carlisle Marine, Yardley, Pa.; Century Boat Co., Manistee, Mich. and Commodore Boat Co., New Bern, N. C., and Crosby Aeromarine, Grabill, Ind.; Cruisers, Inc., Oconto, Wis.; Custom Craft, Buffalo, N. Y.; DuCraft Boat Co., Port Orange, Fla.; Elgin, Chicago, Ill.; Famous Craft, Goshen, Ind.; Grumman Boats, Inc., Marathon, N. Y.; Martin Boats, Cynthians, Ky.; Mastercraft, Milan, Mich.; McNeil Boat Co., Atlanta, Ga., and Milo Craft Boat Co., Chicago, Ill.; Norman Company, Fort Smith, Ark.; Owens Yacht Company, Inc., Baltimore, Md.; Pembo Boats, Rockport, Me. and PM Boats, Phoenixville, Pa.; also, Polar Kraft Mfg. Co., Memphis, Tenn.; Revel Craft, Arnold, Md.; St. Cloud Marine Mfg. Co., St. Cloud, Fla.; Scottie Craft, Miami, Fla.; Shelcraft, Chester, Pa.; Switzer Craft, Crystal Lake, Ill.; Tollycraft Corp., Kelso, Wash.; Topper Boat Co., Baltimore, Md.; Whitehouse Reinforced Plastics, Ft. Worth, Tex. and Yellow Jacket Boat Co., Denison, Tex.

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JUNE, 1957

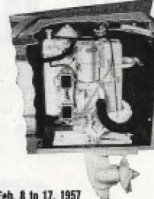
# 1957 American V.I.P.\* for style, economy, performance

Pop's Showing Off!  
and you too will be proud to show off the new V.I.P.

**AMERICAN STYLING** Smart, sleek, modern in every respect... the American V.I.P. is a 16-foot walk-thru deck runabout with that "sissy pee" look. From the tips of the spray cutting chopper bow to her rishish stern fin, here is an entirely new concept in luxury and performance afloat. Here is the look of luxury and custom quality at a low stock model price. Seats 6 on a colorful two-tone Naugahyde upholstery.

**UNBELIEVABLE ECONOMY** From the very beginning American costs you less. Less to buy, less to own, less to run. Retail prices start at \$1995.00 complete with the 35 H.P. engine. Windshield, steering rig, lights, accessories, etc. included. And the new Fageol 4-cylinder vertically mounted engine offers high torque inboard performance at lowest operating cost. Save up to 50% on fuel... increases your cruising range.

**DAZZLING PERFORMANCE** The American V.I.P. offers the ride of your life. This new concept of inboard power and outboard maneuverability provides many unique advantages. Unbelievable "turnability" with the engine mounted in the bottom of the hull which acts as a gyroscopic stabilizer to provide a safer, smoother ride at all speeds. See one, ride in one... and you'll own one... the all-new custom quality American V.I.P.



## Fabulous Fageol \*VERTICAL INBOARD POWER in 35 or 45 H.P.

Advanced design features, plus 9:1 compression gives the Fageol V.I.P. engine the highest power to weight ratio ever! Efficient, dependable, economical. A 4-cylinder in line engine powers the outboard propeller unit which completely eliminates need for rudder.

... provides real power steering!

**NORTH AMERICAN MARINE**  
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Warsaw, Indiana, U.S.A.

See the V.I.P. at Booth #915 Chicago National Boat Show, Feb. 8 to 17, 1957

# MARINE ENGINE BARGAIN

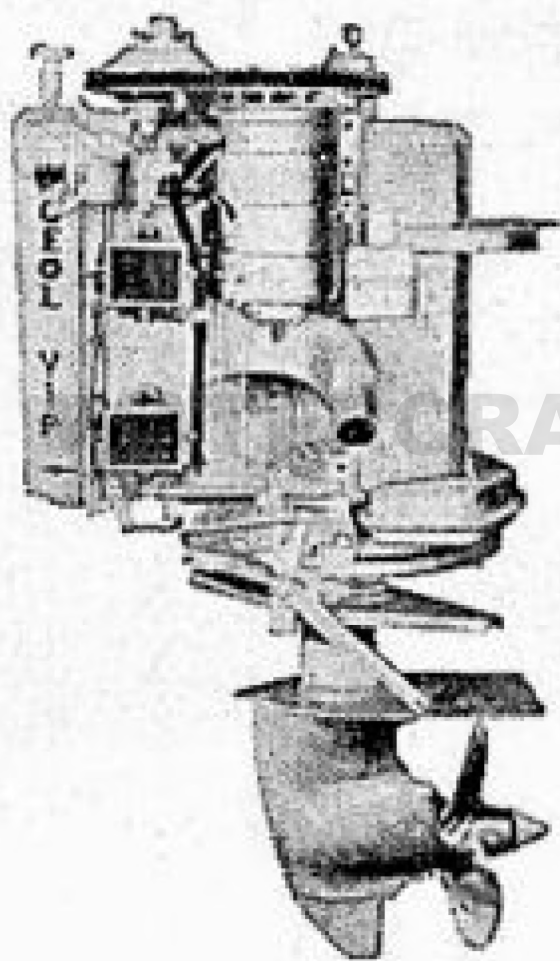
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Famous Fageol Vertical Inboard 40 H.P. engines. NEW, READY TO RUN. Original factory packed. Complete with mounting hardware, 35 amp. generator, reverse-reduction gear box, propeller. PARTS ALWAYS AVAILABLE at Crofton Co., manufacturers of Crosley. Aerojet and Fageol replacement parts.

ONLY **\$333** F.O.B. SAN DIEGO

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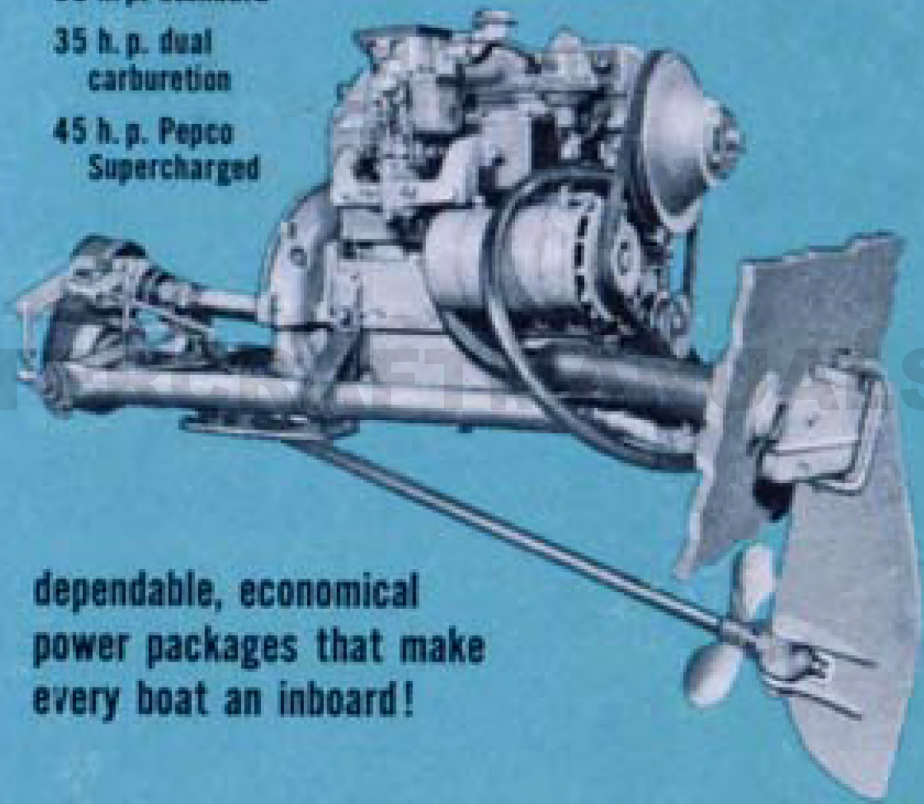
8th & HARBOR DRIVE  
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**FAGEOL** *44*  
 marine  
 engines

- 30 h. p. standard
- 35 h. p. dual carburetion
- 45 h. p. Peppo Supercharged



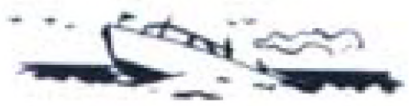
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 power packages that make  
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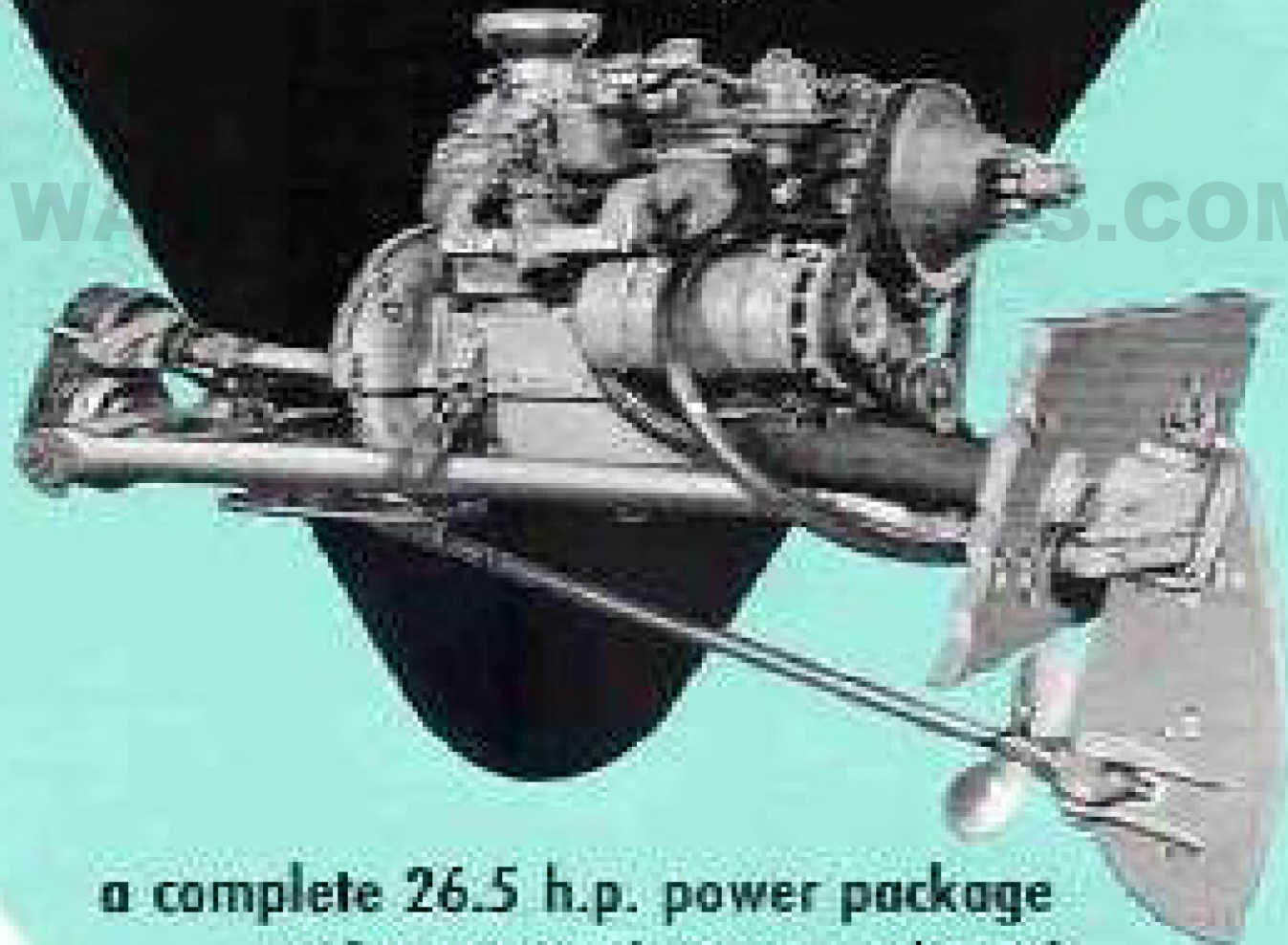
*you get more in a 44*

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the new  
**FAGEOL**  
marine  
engine

formerly the *Aerojet*



a complete 26.5 h.p. power package  
... makes every boat an inboard!

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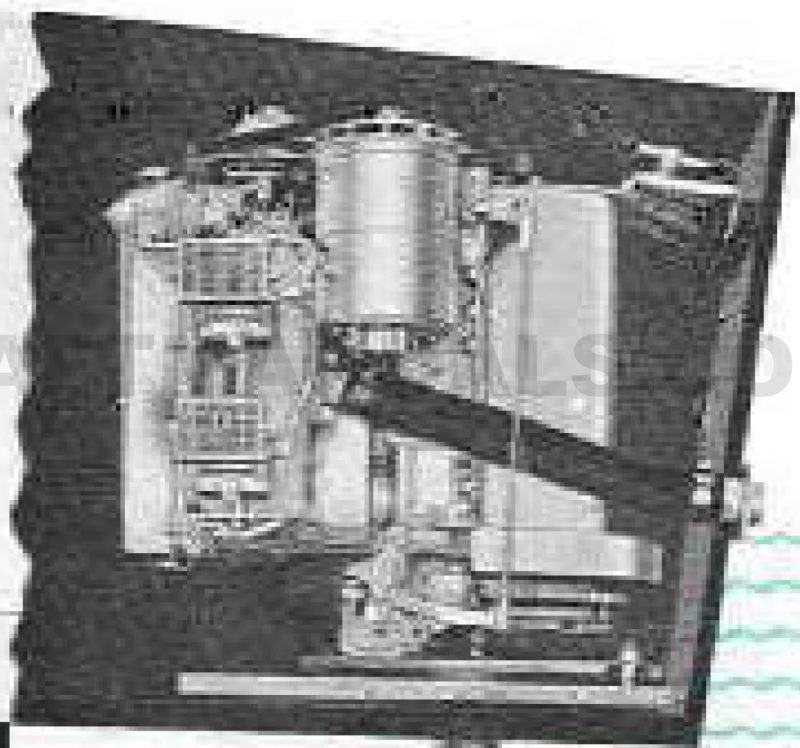
FAGEOL

44

V+I+P

VERTICAL • INBOARD • POWER

... this new application of the proven Fageol 44 inboard engine gives you every advantage of inboard power ... plus outboard portability and maneuverability.



35 h.p. Dual  
Carburetion

45 h.p.  
Supercharged



*you get more in a 44*

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Division of TWIN COACH COMPANY - Kent, Ohio

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All Purpose  
For All Seasons

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