

THE LUFKIN HOME BANNER

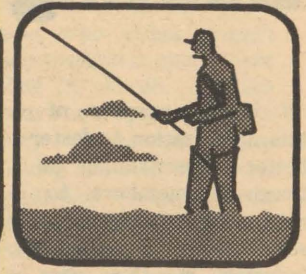
JANUARY 25, 1978



East Texas Boating
Trades Association



1st Annual Boat Show



American Angler, John Fox, is pictured with a prize catch of Black Bass and his famous "American Outdoorsman" boat.

Newly formed Boating Association to present its first annual Boat Show

The newly formed East Texas Boating Trades Association is holding its FIRST ANNUAL BOATING SHOW in the Civic Center the weekend of January 27, 28 and though it only the first one of the organization. Companies from outside the Lufkin Area are coming to display.

Boats of all descriptions, trailers, trolling motors, accessories, fishing equipment, ski rigs and fishing rigs from the small units to the large luxurious models will be on display. Mercury motors, Chrysler motors, Johnson motors, Mariner motors, Evinrude motors and accessories will all be shown.

Officers of the East Boating Trades Association are Jesse Ellis, Ellis Marine-President; Hosea Forrest, Chrysler Dealer- Vice-President; Glen McVay, American Angler Marine-Director; Bill Prince, Lufkin Auto Parts and Glastron Dealer-Director; Pete Ryan, Reliance Services and Mariner Outboard Dealer-Director; Bill Eberlan, Pacer Trailer Co.-Director and Dave Askey, E-Z Loader Trailers-Director.

Three types of members exist in the new association. First there is the regular member which consists of boat, trailer and accessory dealers in Angelina County and all bordering counties.

The second kind of member is the Associate Member which consists of full time employees of regular members or those actively engaged in servicing boats, motors or components. Another type of associate member is anyone that services or does business with a regular member.

Third is the Honorary Member as so designated by the regular members.

BIG MOUTH will be around many times during the day. No not your mother-in-law, but the famous movie about ole' bucket mouth. It will be shown many times during the day. Anybody who has ever caught a fish, ate a fish or seen a fish will enjoy this movie.

Do not miss the FIRST ANNUAL BOAT SHOW in the Lufkin Civic Center this weekend.

Inside Boat Show Section:

- Guide for novice bass fishermen
- Chrysler outboards
- East Texas Boating Trades Assoc. Code of Ethics
- Glastron boats with new hull design
- Cajun Stabil-A-Vee hull designs
- Mercury Motors to display at Boat Show
- Joe Hackney Reports
- Pier fishing hints
- Mariner Motors invade American fishing scene
- Hollis Heath's approach to boat building
- Salt water big-game fish
- Ranger Boats new to boating industry

B-2 The Lufkin Home Banner Wed., Jan. 25, 1978

Boating Trade Association adopts Code of Ethics

It is the purpose of this organization to foster better understanding between its members, to raise the standards of service within the boating industry in this area, and to create an interested and informed boating public, all to the end that each member shall realize from his efforts and investment that fair return which characterizes the American system of free enterprise.

Each member acknowledges a responsibility to himself, his employees, his competitors, his suppliers, and primarily to his customers.

Each member, by his assumption of membership, assumes the obligation faithfully to observe the precepts and rules of conduct set forth or which shall hereafter be set forth in this Code, and he shall not wilfully violate or by subterfuge seek to circumvent any portion of this Code. Any member

who does so violate or who shall seek to circumvent these precepts and rules of conduct shall suffer the loss of respect of his fellow members and may be required to forfeit his membership in the organization.

THE MEMBER

1. The member, whether he shall be the owner, manager, or executive officer, of his business, shall consider his business an honorable occupation affording him a distinct opportunity to serve his fellowmen.

2. He shall so conduct his business that his practices will command the respect of the community and add honor to the entire industry.

3. He shall inform himself of new and progressive ideas within the industry by reading and studying the leading publications and by periodic attendance at Regional and/or National.

4. He shall cooperate actively with others in aiding the advancement of the boating industry as a whole.

5. He shall engage in no practice wilfully calculated to violate the laws of the land, or which shall take unfair advantage of his customer, or which shall be or become prejudicial to the industry as a whole.

THE EMPLOYEE

1. The member shall educate and train his employees in the technical and practical aspect of the boating industry, and shall permit no service to be performed by any employee whose knowledge and skill is not commensurate with the task to be undertaken.

2. He shall pay to all employees a fair wage for a fair day's work, having due regard for general living conditions, appropriate recreational activities, probable sav-

ings, and the service rendered.

3. He shall scrupulously abide by all the laws, both state and national, governing wages and hours and the relationships of employee and employer.

4. He shall provide his employees physically and morally healthful surroundings, adequate sanitary conveniences, adequate safety devices and methods, and such labor-saving devices and techniques as can from time to time be economically introduced.

5. He shall so conduct himself and his business as to imbue each employee with a sense of pride and loyalty, both to the individual employer and to the boating industry as a whole.

THE COMPETITOR

1. The member shall recognize that the life blood of the American business system is fair and equitable competition,

and that this can be best attained through the establishment and maintenance of intimate, cordial and friendly relations between competitors.

2. He shall recognize in his competitors honorable men such as himself, engaged in the same industry for the common purpose of serving the public and attaining financial security, and thereby worthy of this respect and trust.

3. He shall seek to promote the welfare of the industry by the exchange of ideas with his competitors, and shall ever seek for ways to be helpful and cooperative while still preserving a high competitive spirit.

4. He shall abstain from making false or disparaging statements of circulating harmful rumors concerning another's business, personal, or financial standing.

5. He shall endeavor

to engage in such cooperative ventures as combined or institutional advertising and publicity campaigns so far as the conditions of his business will permit, and he shall assist the industry in combating unfair discrimination in every form.

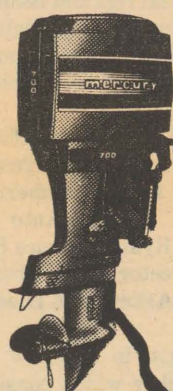
THE SUPPLIER

1. The member shall recognize that those from whom he buys are rendering his service, and through him, a service to the entire community.

2. He shall render every courtesy to salesmen and representatives desiring to sell a commodity or a service in which he is interested, and he shall so facilitate the conduct of his business with them as to avoid needlessly wasting the salesmen's time.

3. He shall observe truth

Cont. on B-13



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**AMERICAN ANGLER
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**MERCURY
OUTBOARDS**



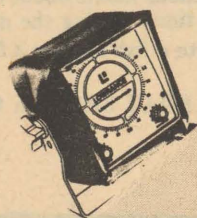
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- ★ CALYPSO JET BOATS
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- ★ EZ LOAD TRAILERS
- ★ RAM-GLIDE TROLLMOTORS
- ★ LOWRANCE DEPTHFINDERS
- ★ MERCURY OUTBOARDS
- ★ QUICKSILVER ACCESSORIES
- ★ MAHARAJAH SKIIS
- ★ CYPRESS GARDENS SKIIS



Novice bass fishermen should shop carefully for equipment

By Joe Hackney

I don't know how many times I have seen people invest in bass fishing gear for the first time only to find that they have bought something of inferior quality or something not suited to their needs. If this were the case of the merchant trying to see the consumer these items in preference to the quality ones, then it might be a little more understandable. But as a general rule the merchant would rather sell a quality piece of equipment rather than one that will not hold up for the consumer. Granted that it is hard to go into many sporting good departments today and find someone qualified to advise the beginner on how to select the tackle he or she needs. In a lot of cases the beginner could well advise the unqualified sales clerk better than the reverse. The best rule of thumb in the long run is to buy something you feel comfortable with and something that you can have confidence in, but following are listed a few bits of information on selection of bass fishing equipment.

First lets look at what most people place the most importance on, that being the reel. While it is an important and undeniably necessary part of the rig, it

should perhaps be least in consideration as to quality. The main thing here is to avoid reels of poor quality and find one that you can operate fairly easily. There are reels on the market which have chronic weaknesses and should be avoided. The biggest part of these are inexpensive reels, and despite their price, are by no means a bargain. One important question to ask the person from which you are purchasing the reel is what percentage of returns does he have on the reel and what were most of the problems. If he says that he never gets one back then look for another place to buy the reel where you can get honest information. For him to have never gotten any back he would have to have not sold very many or not carried the reel for any great length of time. If he is honest with you, you can learn of any problem that he might not have volunteered otherwise. Ask about its dependability against other specific models based on returns, and this information will give you an idea of dependability free of the personal preference of the salesperson. In considering the type of reel to use there are basically three

types of reels to choose from. Those are spinning, spin cast and bait casting. The spinning reel is becoming very popular among bass fishermen in the recent past. This type of reel requires a little practice to become proficient with, but offers the advantage of casting distance. Since the line falls free from the reel during the cast, not only do you get distance, you also can cast smaller lures. Once again, try to fix in your mind clearly just exactly what kind of use you want from your rig. If it is for a specific use, such as ultralite or for worming, keep it in mind as you look. If it is for all-around use, weight the merits of the reel against each type of fishing you would want to use it for. One thing that has received a lot of attention lately is the ratio of the retrieve on the reel. This means how many turns of line are taken onto the spool with a single turn of the handle. For years reels were placed at approximately a 3 to 1 ratio. That meant that, for every turn of the reel, you got three revolutions of the

spool or line onto the spool. Then came the so call 5 to 1 retrieve reels; I say so called because very few of these, if any, are actually 5 to 1 ratio. Most of these are in the range of 4.8 to 1. While that might sound like nit-picking, it does seem to me that they should be required to give the actual ratio rather than some rounded off version. Some of these actually test out to be less than 4.5 to 1. Still, all of these are definitely high speed reels and you can retrieve a lure faster with less effort. When these reels were first introduced a few years ago, nearly everyone went on a buying frenzy thinking that the ultimate answer in reels had been found and that the old slower reels were of no value. Those of us who fish a great deal found that there were some inherent drawbacks to the reel that came with the higher speed. First, and probably most important, is the fact that in order to gain speed you have to sacrifice power. While you gain about 40 per cent in speed you lose the same 40 per cent in

The Lufkin Home Banner Wed., Jan. 25, 1978 B-3
power. What does that mean in practical terms? It means that when you hook a bass that weighs about two pounds on the reel it takes the same effort to reel him in as it would to reel in a three and a half pound bass on a conventional reel. So taking this into consideration, if you want the reel for a specific purpose that requires power and makes no demands as to speed of retrieve, such as worm fishing, choose the conventional retrieve.

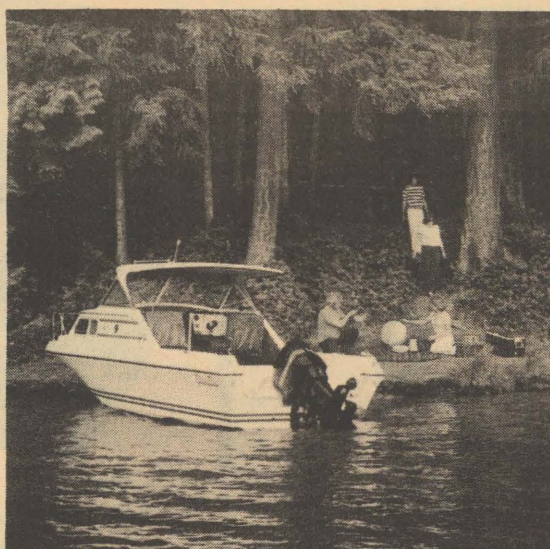
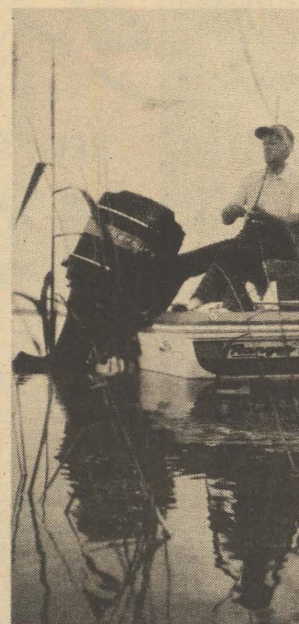
If, though, you are using the rig to fish spinner baits, the high speed reels allow you to buzz the baits along the surface without cranking at breakneck speed all day long. For general use, I still prefer the conventional reels, primarily because I have gotten use to the speed at which it retrieves and can gauge my crank bait speeds accurately, and consider it a necessity for deep water worming in heavy brush.

The other two types of reels are the spin cast the bait casting reels. Now while it is the "in thing" among bass fishermen to fish with the bait casting type of reel, it is not necessarily the best reel for a person to decide on. It requires the greatest amount of skill to use and

even the best of the pros occasionally find themselves picking away at a backlash. Show me a man who says he never backlashes and I'll show you a man who either doesn't fish or ought to spend more time in church. For the man who will be spending a very limited time bass fishing and does not have a great deal of experience in the past using a rod and reel, the logical choice is the spin cast reel. There are a number of spincast reels on the market today that have the durability to hold up to a lifetime of bass fishing. Spin cast reels, when they were first introduced, were often not of the best quality and consequently developed a bad reputation that still haunts it today. Couple that with the large number of cheap reels of this type built for price, not intended to last and pushed on the public through the boom of discount houses, and it is understandable that there are a good number of skeptics around today. Oddly enough, some of the best reels are in the middle price bracket, but you should have to pay at least \$10 for any reel that will hold up any time at all. Some of the better ones

Cont. on B-6

Mercury Motors commits to unmatched engineering excellence in outboards



MERCURY ATTITUDE is what it is called. That total commitment to unmatched engineering excellence. It all began with Carl Kiekhaefer in 1939. He bought an outboard motor plant with the expectation of setting up a machine shop. As chance would have it, a retail firm asked him to fix a batch of outboards which the previous owners had built. He rebuilt the motors and the retail firm's officers were so pleased they ordered several hundred more...The Mercury Story has begun.

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B-4 The Lufkin Home Banner Wed., Jan. 25, 1978

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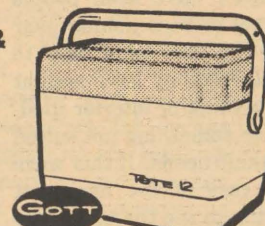
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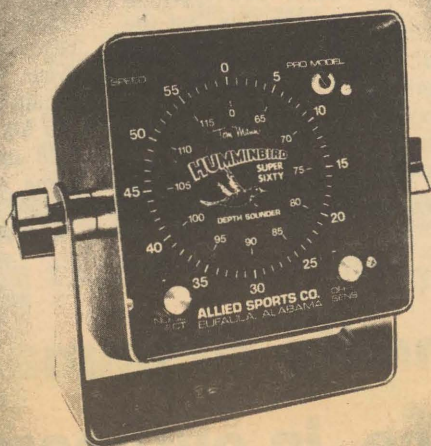
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SPEED STICKS

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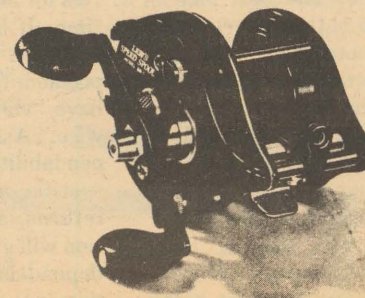
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132⁸⁸

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NEW MATERIAL

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PLANO CLEAR PLASTIC UTILITY Lure & Worm Boxes

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MIGHTY MITE 2 AMP Battery Trickle Charger

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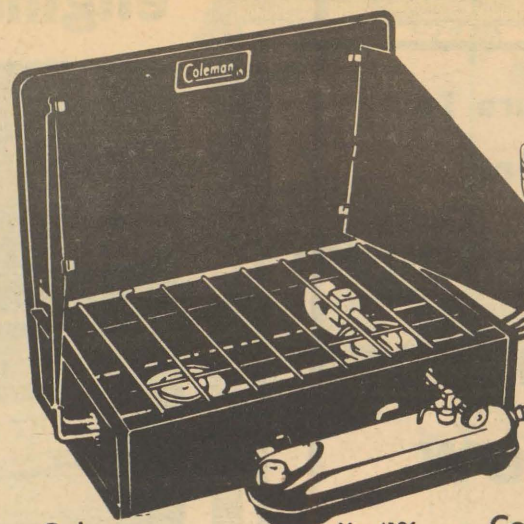
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JOHNSON Century Reel

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9⁸⁸

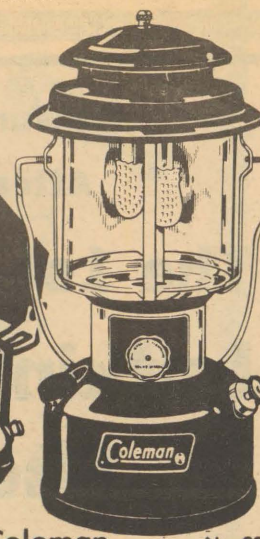


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- Both burners will burn on High for 2 hours

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Pier fishing is easiest type of fishing and most enjoyable

By Joe Hackney

One of the most enjoyable types of fishing that a person can engage in is fishing from one of Texas' many fishing piers jutting out from her shoreline into the Gulf of Mexico. While it may not be allowed you the ability to move around and hunt fish, it does let you fish in some areas that you couldn't fish even with a boat. The best part of it all is that it is so easy and enjoyable. Most of the big piers have bait and tackle there on the pier and most have food and beverages available. A person can literally hop in the car on the impulse to go and not have to worry about packing food or buying bait.

My favorite pier and probably one of the most modern and best piers on the gulf, is the Gulf Coast Pier in Galveston. This beautiful pier was built several years ago at a cost of over a million dollars and boasts two fishing levels on its pier and tee

head. It has two bait shops one at the entrance and one, some three-hundred yards away at the point where it drops off onto the tee head. It has a restaurant and even publishes its own newsletter for those who own year-round passes.

Since at any given time you can catch some fifty different types of fish from the structure it quite often provides a mixed stringer of fish. Even when the fishing is slow on the pier you usually can still catch a fair stringer of fish. But, when the fishing is good, it borders on the unbelievable. I have fished there during the summer when the speckled trout were running and watched as four or five people at a time would battle these feisty beauties until someone could net or gaff them. Quite often this sort of activity would continue for several hours at a time and would break out sporadically all day and night long.

In early fall when the bull reds start their annual run,

the fishing takes on a serious air as those fishing purists who pursue these mirating giants flock to the pier, often staying a night, and sleeping between runs. These fish run in big schools and the fish, which are primarily sow (female) red fish, usually weigh from thirty to forty pounds. It is not a uncommon sight to see several or these fish hooked up at the same time with the anglers walking up and down the pier playing the fish, occasionally stopping to maneuver past each other. This particular type of fishing does require a little heavier tackle that most of us fresh water fisherman own, but even the pier has good rental rigs at very reasonable prices.

Of course red fish and trout are the more sought after fish caught from the pier, but by no means comprise the majority of the fish taken from the pier.



Gulf Coast fishing pier, Galveston, Texas

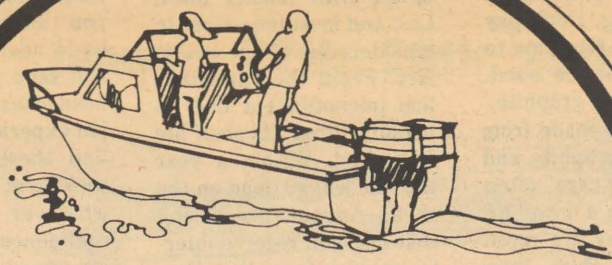
The biggest number of fish taken each year from the pier are whiting croaker, and sand trout. All of these fish are edible and in fact very delicious. It isn't uncommon at all to catch over a hundred of these fish on a outing. Then during the summer the Jack Crevalle or Jack fish moves in from his off shore hangouts and provides excitement of unparalleled measure for those often unsuspecting anglers that catch them. These fish usually weighing twenty pounds or better are a poor eating fish but are one of the strongest fighters in the gulf. Quite often during the summer months a person will be catching a variety of fish usually running from a pound to three when something will take his bait and on the small rods and reels it will proceed to strip line at such blinding speed that it will make the reel drag sing like it was a violine. This is the jack fish. I have seen them move in to the pier and break lines from one end to the other, with only a small percentage of the fishermen being able to win the battle with the blunt nosed fish.

While they are rarely caught, there have been several tarpon taken from the pier, with the bigger ones going over one hundred pounds. Once again, quite often the people hooking one of these are fishing with tackle designed for the smaller fish that they are catching and cannot handle the bigger tarpons. Then, as if that isn't enough, there are yearly runs of flounder, mackerel, gafftop catfish, and drum. Once again, during these runs the fishermen can catch large numbers of the fish with relative ease. Unlike freshwater fishing the one limit or size restrictions are on the red fish, which must be at least fourteen inches in length. There are no bag limits so a person may catch as many as he or she wants to. A good string of flounder might be fifteen to twenty fish while a good string of sand trout might be over one hundred fish.

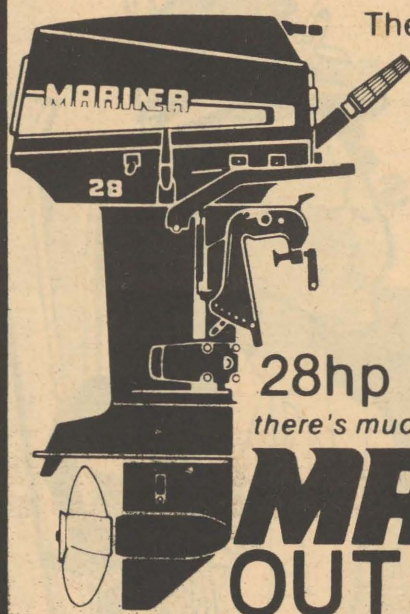
The biggest plus of all about this type of fishing hasn't been mentioned.

mentioned. That is the total relaxation you feel as you sit and watch your rod and reel while you breathe in the fresh cool breeze coming in off the gulf. You can just sit and enjoy the sun beathing down on your face and look off into the distance at the endless floor of the blue water meeting the sky in the horizon. There is no way to put a dollar value on relaxation and, for most people, this would be very enjoyable even if they never catch a fish. The truth of However, is that most people do and, to top it off all of this, they have larger well-equipped cleaning

tables with running water ther on the pier. The wide variety of ages and types of fisherman found on the pier on any given day stands as proof of the universal appeal this type of fishing has. Finally should you decide to go there, don't be surprised to see some grizzley character in a jump suit and a cowboy hat getting salt water on his bass fishing gear. I can only stay away so long and that call to the salt water brings me back. I think that is why the good Lord made all the different kinds of fish so we can always look forward to something different.



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Gulf Coast Tarpon weighing 138 pounds

B-6 The Lufkin Home Banner Wed., Jan. 25, 1978

Novice bass fishermen from B-3

are still under \$20. Some of the features to look for in a spin cast reel are star drag systems, adjustable gear fittings so as the gears wear the slack may be tightened, double pickups for the line preferably made of some material harder than metal, and durable materials used in construction of the housing. On the last thing mentioned, a great number of the high priced reels have housings that are more prone to breakage. Don't be afraid to buy reels housed in today's modern plastics, for they are most often stronger and more durable than the metal ones.

For the man who is thinking of going into bass fishing on somewhat of a serious basis, he should buy a bait casting reel of the free spool variety. Most of the reels today are free spool and that simply means that before you can cast you can disengage the spool from the drive portion of the reel and that, at most, you're turning only the spool and level wind. There are several bait casting reels on the market today that when placed into free spool also disengage the level wind also. The reels are quality pieces and are advertised as giving the user extra distance. The claim is valid but this reel is very difficult to use properly. The level wind on a reel serves a near perfect system of gently slowing a spool down and avoiding the dreaded backlash. For the beginner, this fast spooling reel will probably end up gathering dust in the closet from the frustration it will most surely bring him. Avoid it. Another consideration in this type of reel is the amount of line that it will hold. There is a natural tendency to buy the reel that holds the most line, but for bass fishing, most of the time, the expanded shallow and narrow spool is better. First, when the spool is filled with line it is lighter and easier to cast because it takes less force to set the spool in motion. Second, it functions better because it forces you to keep a fuller spool. This gives you a proper outside

diameter making casting easier and your drag more sensitive. Last, you just don't need all that line so why have to shell out the extra money every time you change your line.

Ball bearings receive a lot of attention but unless you put your reel through a tremendous amount of use, you don't need them. The people who preach the values of ball bearings the most are the factories who add about \$6 a bearing to the price of the reel for every 25 cent bearing they put in.

More important than the reel is the rod. Rods for bass fishing have come a long way since James Heddon made the first ones out of split bamboo around the turn of the century. The first rule of thumb on rods is avoid the bargain. Imitation quality is easily achieved in a rod and a rod costing the retailer \$5 can easily look as good as one costing the retailer \$200. Basically, today there are two types of rods available, those being tubular wound fiberglass and graphite. Now there are solid glass rods, but they are usually very cheap and should be avoided if for no other reason their weight. There are also composition graphite and fiberglass rods. I will explain those after discussing fiberglass rods.

In today's market, nearly all of the fiberglass rods will hold up assuming that you buy a name brand. There will occasionally be some breakage but it is not something that you will find to be prevalent in a certain brand. As a final step, on some of the more expensive fiberglass rods they will polish the exterior so as to make it smooth and more attractive for the potential consumer. They naturally have to charge more for this process, yet the finished product is definitely not as strong as those with the unpolished rough ridges. Unless you just want the prettier rod, save a little money. If you want an all-around fiberglass rod, choose one that has what is called a fast taper. This action is a rod gives you a lot of backbone in the first two-thirds of

the rod and then falls off fast into a very thin taper allowing you to cast even light lures and retain enough beef to worm fish with.

How many times have you seen a potential rod buyer go down the line picking up rods whipping them in the air like a sword. Often I am sure the beginner wonders what this tells the buyer. Well, if he's lucky, it will tell him nothing, if not, it will give him a total misconception about the action of the rod. Whipping that rod into the air tells him about as much and kicking the tires on a used car. The proper method is to first select the reel or, if you already have the reel, bring it with you to your sporting goods dealer. Place the reel on the rod under consideration and the tie a weight or bait of the weight you would normally be fishing with onto the tip of the rod. At some of the better tackle store they will often have some plastic weights that just clamp on the tip of a rod so it can be tested. As far as guides are an intelligent decision as to which rod you want. As far as the guides are concerned there is only one type to buy and that is the aluminum oxide guides. Now here is where some manufacturers milk the public again. They make a glasslike guide that resembles the others. Look closely and the Aluminum oxide guides will be almost mirror smooth and usually brown in color. These guides will never wear out and are so strong that you can literally wear a file out on it and not ever scratch it. The pistol grip handle has become very popular because of its comfort holding it. The only thing to look at here is weight and the exterior material. Some materials become slick when wet and those handles should be avoided.

Now comes the subject of graphite. There has probably never been any product come on the market with so much confusion surrounding it. There has been so many claims and disclaims about it that a person almost views with suspicion anything he hears about it. The truth of the matter is that there are some absolutely amazing benefits in the graphite rod. They are very light and extremely strong, but their biggest asset is in sensitivity. You can feel things with them that you can never feel with a conventional fiberglass rod. This is especially valuable to the jig and the worm fishermen. Now, if graphite were just graphite, then buying them would be simple, but there is where

the rub comes in. First of all the manufacturers of these rods initially gouged the public by charging exorbitant price claiming exorbitant cost and granted initial cost would probably have run more. Anyway, the fact that the composition graphite and fiberglass rod, forced them to do so. Now let me talk about something that I don't know anything about and I have my doubts whether anyone else really does. Every graphite manufacturer claims to have a pure, undiluted graphite rods. Some say there are 100 per cent, some claim 97 per cent and some won't say. One thing they all claim is that all of the others aren't pure graphite. The only thing that I know is that graphite has always to me been either pencil lead or that greasy power that you spray into locks. It would seem logical that if this is the material, something would have to bond it to gather. If so, wouldn't that prohibit it from being such a high percentage of graphite? I took that to the manufacturers and they claimed that all the graphite referred to the fiber used. So that means that the percentage listed on the label means next to nothing. Don't pay a great deal of attention to it. Do watch for the wording "composition graphite." These rods are made from a mixture of graphite and fiberglass and are often pawned off as a graphite rod. While they are more sensitive than glass, they don't touch graphite. Even

where the mixture is listed, it does not tell if it is by volume or weight. The only guidelines I will give on graphite and composite rods is to first buy a little lighter action than you do in glass. Last, you should have to pay no more than \$40 to \$50 for a graphite rod this year and composites will probably dip under \$30 before the year is out.

Last but not least, and in fact often the most important item, is the line. Let me give you just a few tips here. First it is a good idea for you to run your own knot strength and breakage test. A lot of the test listed especially on the small diameter lines are totally fraudulent. You also often find a line that has a great deal of straight pull strength yet cuts itself out easily when tied in a knot. Almost any knot will lower the breaking point, but on some lines the average knot will drop the test by half or more. Spend some time if you can at your tackle dealer's bulk line display and actually test a few of these yourself. Don't buy too big of a line. There is a natural tendency to do this, yet nearly every rig will function better with smaller lines. Last and most important in consideration of line is this fact. From the time that line (monofilament line) is manufactured, its shelf life is limited. Within a year the line will go dead on the shelf. Anyone purchasing that line will receive inferior service from that line. It is best to buy your line

from bulk spools at a dealer who sells a lot of line. One who doesn't, may have an entire roll full of bulk spools that are already dead before you buy it. You can detect the dead line by its stiff, dry feel and the fact that it rigidly conforms to the shape of the spool from which it came from even when buying smaller spools for the purpose of filling your own reel, open the box and inspect the ends and see if it is dead. When you do buy one of these spools and you have some left over, store it in a dark place where the temperature will not get too hot. The same applies to the line on your reel. Put the rod and reel in a dark closet where it will not get hot and you will notice a difference in the life you get out of your line not to mention the quality of service.

A great deal of the information here is a matter of my opinion based on a good number of years in the fishing tackle industry. But, as you know, differences in opinions is what makes horse races, or so they say. Also, considering the old adage that advice is worth what it cost you, this wouldn't be worth much. However, I promise you that if you follow the basic advice I've given it will save you a lot of the headaches that most people experience before they find those things out; if they do at all. At any rate, whatever you buy have confidence in it and, above all, use it.

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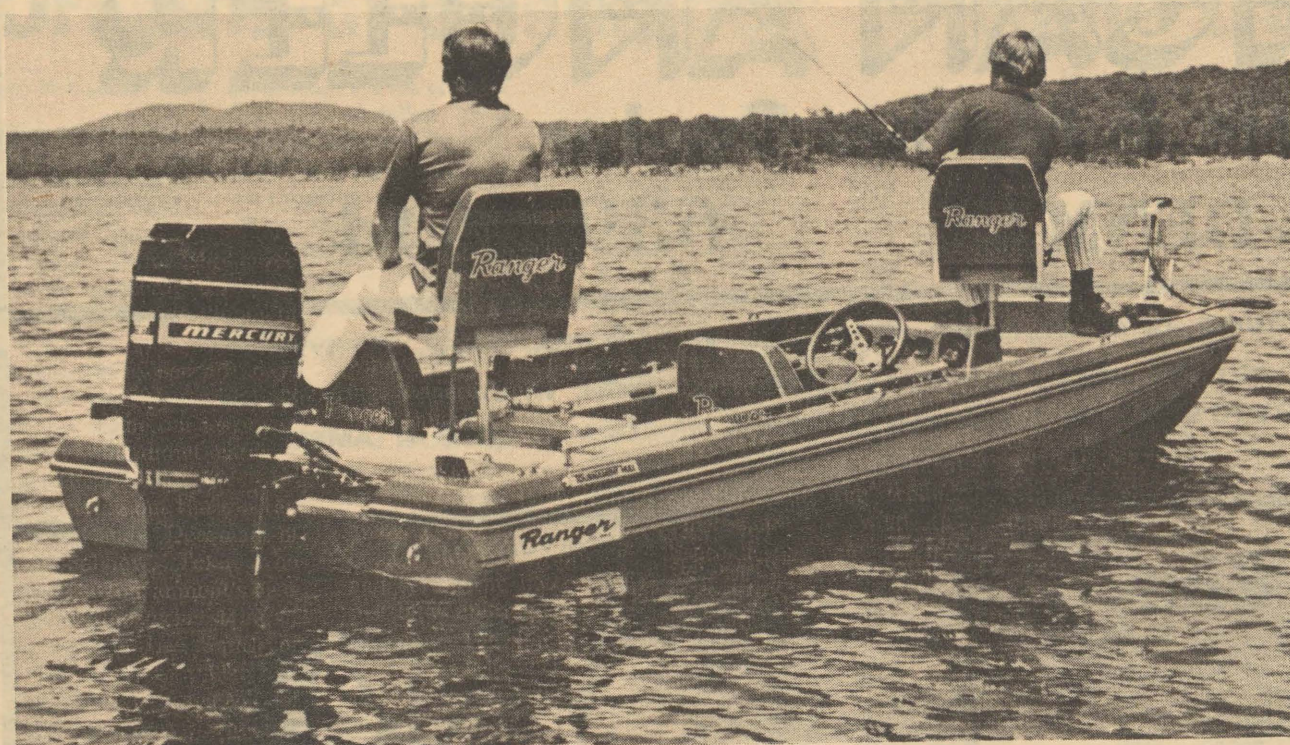
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Ranger boats relatively new to boating industry



Ranger boats, by Forrest Wood of Arkansas, built its first Ranger eight years ago. It all started in an abandoned farm implement building just outside the small town of Flippin in North Central Arkansas. It would seem natural for a great boat to be built in such a place which is within 200 miles of so many famous lakes such as a Bull Shoals, Beaver, Reelfoot, Eufaula, Lake of the Ozarks, Norfolk, Table Rock and others.

Forrest Wood says he wanted to be exactly what he wanted. A boat he could be comfortable in for ten or twelve hours at a time. One that would provide a high degree of safety in rough water, easy to maneuver with an electric trolling motor, fast, dry and stable. The only way, he felt to fulfill his dream was to build it himself.

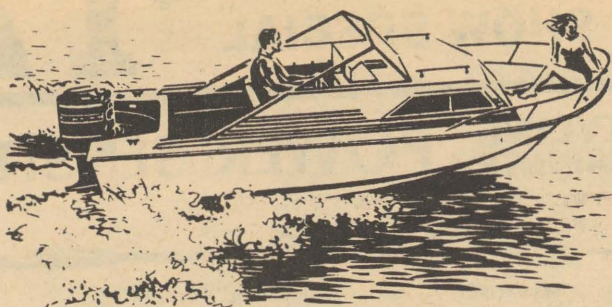
Ranger produced a limited number of boats the first few years and only three years ago began manufacturing high performance design boats. These models have been successful because they too provide the same desirable features that the original Ranger had.

In addition to quality construction you will find something that is so important....level flotation. The boat will float while you are waiting for help and in most cases will not get you wet.

Ranger is offering new models for 1978 to include an all new vee hull seventeen foot combination fishing/pleasure boat, two eighteen foot five inch combination boats-one is a stern drive and two sixteen foot light weight vee hull fishing models. Additional new models are being designed and will be available during the year. These new models are quality constructed fiberglass boats and meet all Federal requirements for level flotation which will be mandatory for boats built after August 1, 1978.

BOAT SHOW

At the Lufkin Civic Center
Friday, Saturday & Sunday
January 27th, 28th, 29th



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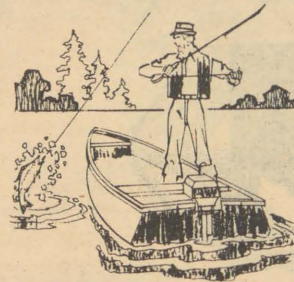


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Mariner has seen some of the world's toughest waters

The new Mariner is on display in this year's show. In some of the world's toughest waters, Mariner is setting a new standard for simple, dependable, long-lasting outboard power.

Now this motor is ready to take on American waters. In most places outside the U.S. people cannot afford the luxury of a motor designed just for a weekend fishing trip or an afternoon of water skiing. Outboards must work day after day for transporta-

tion, fishing or exploration. It's often hundreds of miles between factory-trained servicemen. So Mariner built a line of outboards just for this rugged type of use. Built them to run day after day.

Off the rugged East coast of Australia, four Mariner-powered boats traveled over 1900 miles from Sydney to Cooktown. During 12 grueling days, no engine repairs were needed.

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Mariner outboard powered an expedition more than 8000 miles down the Amazon, Parana and Orinoco rivers. The motor performed faithfully day after day.

Mariner drive shafts and prop shafts are made from the finest grade of stainless steel to resist corrosion. The same stainless steel used to meet the exacting requirements of the aerospace industry.

Mariner builds everything from a 2 h.p. motor to the rugged 115 h.p.



B-8 The Lufkin Home Banner Wed., Jan. 25, 1978

AMERICAN ANGLER

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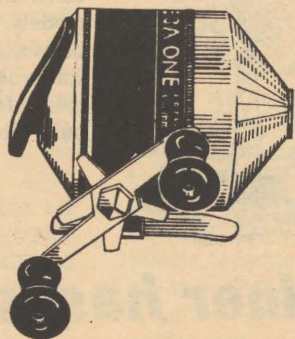
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Regular \$26.99

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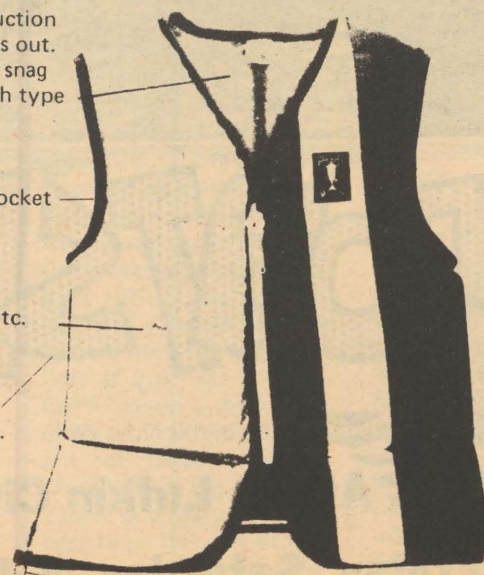
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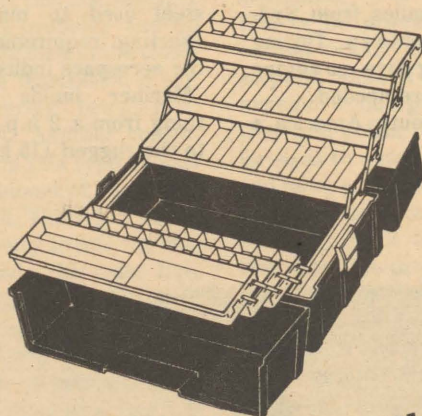
D-Ring for Kill Switch ... right side of vest.

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1976 ALL PURPOSE BOX

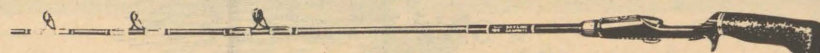
All new hip roof all purpose box
6 trays, 50 compartments
Size: 18½" x 11" x 9½"
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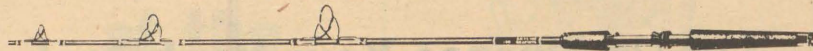
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The do-it-yourself approach

Dreams of a 'skipper' to come true

By Bruce McGallion

Hollis Heath of Central enjoyed crossing the Atlantic during his military service of World War I and since has enjoyed numerous deep water fishing trips but never seriously considered being skipper of his own boat.

It was not until 1966 that he became interested enough to test his ability as a sailor. Recreational trips to the beaches on the Texas Coast at that time revived his latent interest in the seas and on one occasion, after noting the muddy water along the shoreline, he remarked to his wife, "One of these days I'm gonna have me a boat that'll get me out to where the water is blue."

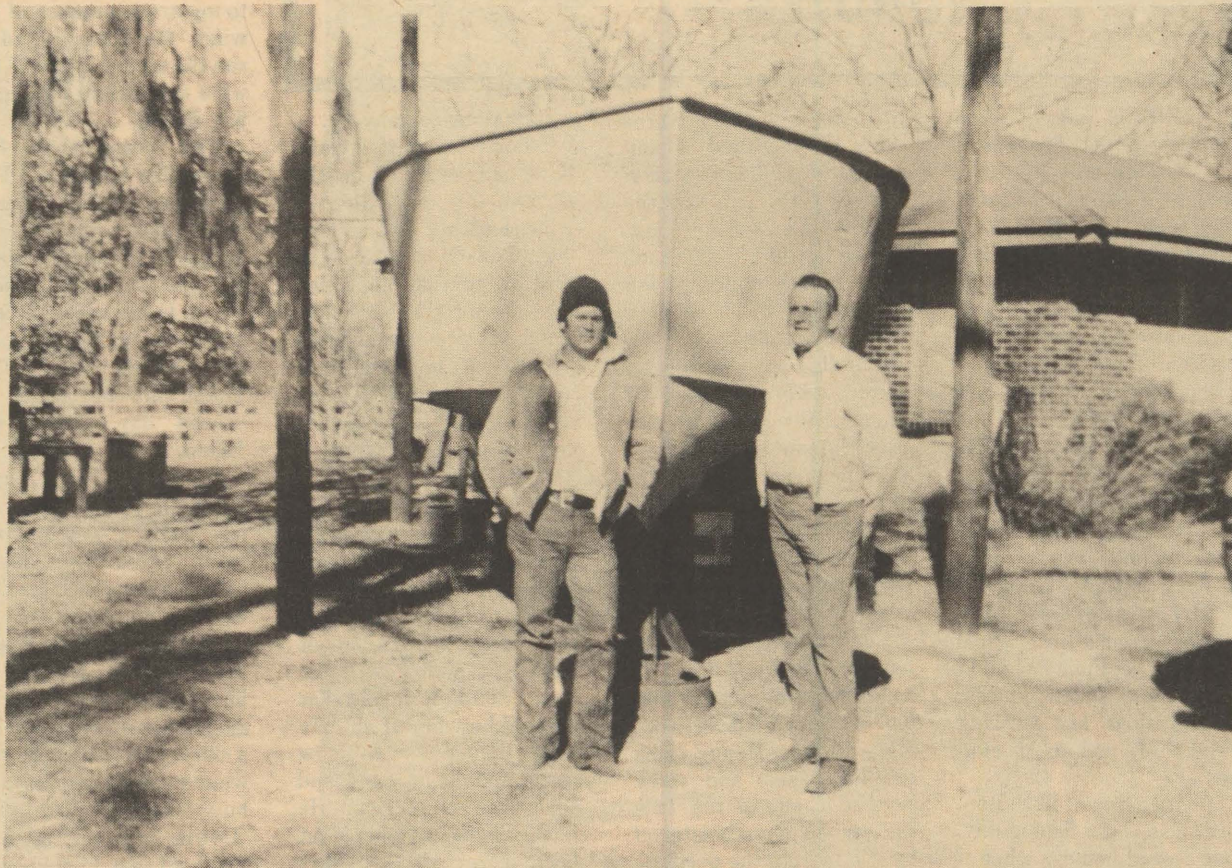
Since that time Hollis has rebuilt one boat and is now in the process of building another with the help of Mike Gibson of the Lufkin Fire Department. Starting with the hull of a boat damaged in a hurricane Hollis now has a hull 34 feet long by 10 feet wide sitting on a rack in his front yard. He added 6 feet

to the length of the original hull and installed twin propellor shafts. The original was designed for only one propellor.

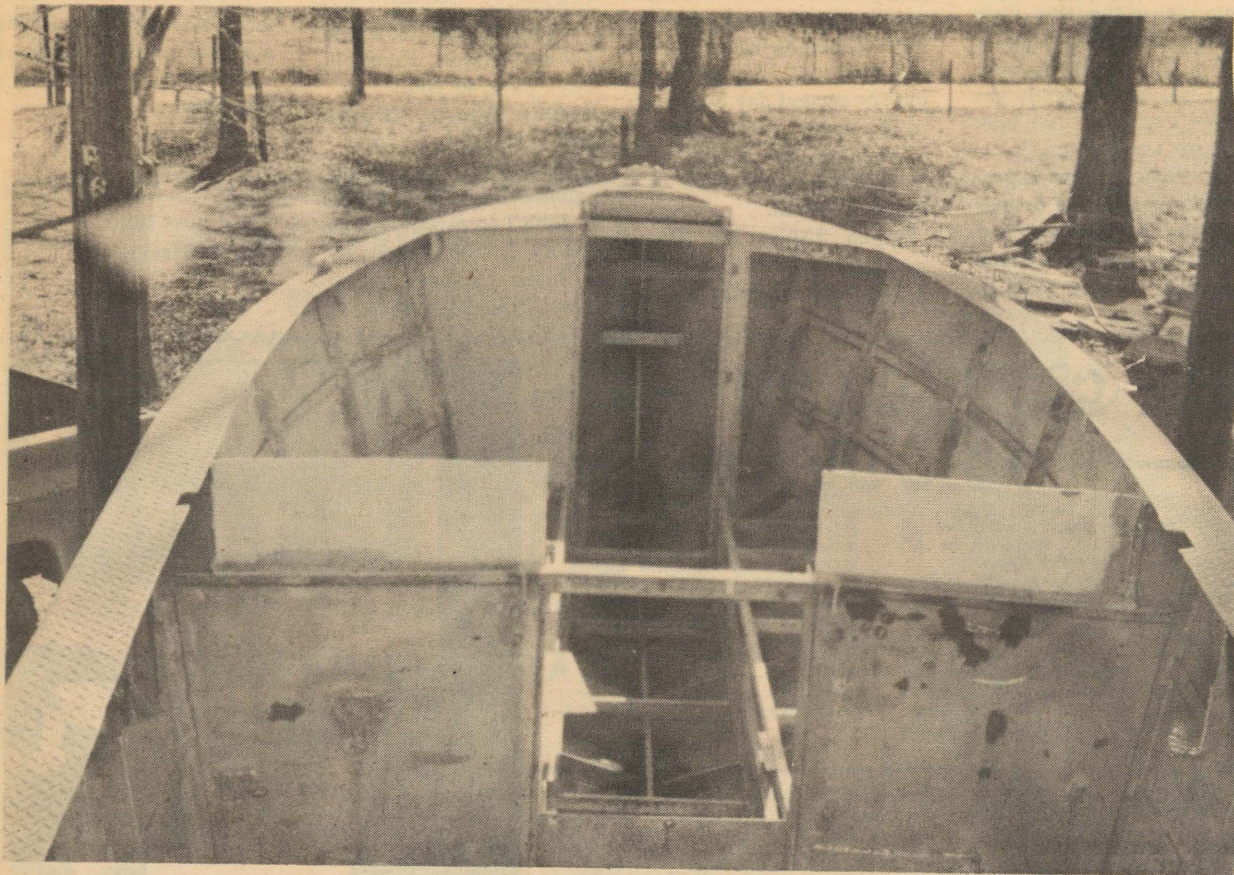
When the craft is complete, the propellers will be powered by twin Chrysler diesel engines of 105 horsepower each. Each engine will be independent of the other so that if one fails the other can be used to power the boat. Other self support features will be designed into the vessel also.

Styrofoam will be sprayed into the hull to make the craft virtually unsinkable. For this reason life rafts will not be required equipment on the boat. The hull is made from one quarter inch aluminum which Hollis says is becoming popular for the construction of small seacraft. "It's hard to find anyone around here who knows anything about boats," says Hollis, and as a result, "I've had to do it all on my own." He laughingly refers to himself as "designer and engineer" and to Mike as the "ship-fitter."

The do-it-yourself ap-



Proudly standing in front of their soon to be seaworthy boat is Mike Gibson and Hollis Heath of Central.



Inside the boat skeleton styrofoam will be sprayed to make the craft virtually unsinkable.

proach applies to Hollis' navigational skills also. When asked how he learned to navigate on open water he replied, "Mostly from possum hunting at night when I was a kid." According to Hollis most East Texans know more about navigation than they realize. On the sea or in the piney woods the principles are the same. A sense of direction is required and a knowledge of terrain and landmarks is essential.

Landmarks at sea consist of such things as water color and depth, water currents and the type of sea life in a particular area. Above surface aids to navigation are the sun, stars and wind direction. Though knowledgeable of such things Hollis doesn't rely totally on natural elements of the sea and heavens, he uses modern instruments also.

One such instrument is the Loran, a position find-

er. Once you find your position with it you can then use the compass to set your course says Hollis. These skills can be put to use when the boat is complete, for Hollis, as skipper, plans to charter it as a fishing and party boat.

One point in the Gulf he plans to tour is the Flower Garden area, the only coral reef in the Gulf of Mexico. Passengers for hire requires U.S. Coast Guard registration as a "documented vessel" says Hollis. Personal use only requires no registration, but Hollis will register his boat when it is completed and launched in May or June.

For launching, the craft will be hauled to the Gulf on a "low boy" trailer of the type commonly used for transporting heavy machinery.

At that time, though landlocked now, Hollis hopes to put out to sea a little more often.



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BAXTER LANE CO.
AMARILLO, TEXAS 79105

R-10 The Lufkin Home Banner Wed., Jan. 25, 1978

Joe Hackney Reports



ZWOLLE, LA. — Monty Lenard of Shreveport, La., fishing only his third major bass tournament, overcame heavy rains, wind, snow and sleet and a fishless day to win the American Angler's Louisiana National here on Toledo Bend Reservoir.

Lenard was in a tight race with Gary Pendergrass of Springfield, Mo., the final day, and only a limit of eight bass carried him to victory in the 'Mr. Mean' tournament.

The native Louisiana angler set a one-day tournament record the final day with his limit weighing 38 pounds, seven ounces, and pushed his winning total to 67 pounds, 15 ounces.

Pendergrass, like Lenard, also had a fishing day, but scored heavily when it counted and finished second with 65 pounds, four ounces, and that figure came only with 11 fish. Kenneth Dyess of New Orleans, the first day leader, also struck out on the second day and finished the tournament in third place with 52-12 on 11 bass. Fourth place went to the most consistent of the 126 contestants and that was Larry Nixon of Hemphill, Tex., who weighed in

51 pounds for the three days. He averaged 16 pounds per day. Jim Pippen of Bossier City, La., and the leader the second day, finished fifth with 42 pounds, nine ounces, even though he didn't catch a fish the last day.

Rounding out the top ten were Randy Dearman of Channelview, Tex., who used the tournament's bass 7-13, to anchor his string of 36-1; John Lee Smith of Shreveport, La., who had 35-5; Butch Carmack of Longview, Tex., who finished 10th with 24-6.

Everything that could happen, weather-wise, in a tournament just about did. Practice days were cold and wet. Heavy rains and ice, sleet, and snow slapped them in the face the second day, bolstered by winds from the north at 25-30 miles-per-hour. Light snow and colder temperatures, reaching a high of only 25, greeted the 91 who started the final day.

Lenard had to overcome a fishless day to win his first title on Toledo Bend in three attempts. He had posted 29 pounds, eight ounces opening day, but then took Pendergrass the second day to his hole. Pendergrass promptly put six bass in the boat for 31-13 while Lenard was

striking out completely.

I don't know if I could have caught a fish on the second day even if the wind had not been blowing, Lenard said, "The first thing that happened that morning was Pendergrass put two bass over six pounds in the boat right away, and from that time on, I couldn't keep my jig and eel on the bottom. It just blew my mind.

Keeping the jig on the bottom was the very secret to catching the fish, and Rick Clunn worked with me the final day, and I just can't say enough about him. If it hadn't been for him, I doubt seriously that I would be where I am. He kept telling me to slow down, to take my time, and that was the trick. He never fished anything but used water all day. He's just a super nice guy.

Lenard, Pendergrass, Dyess, Nixon, and Pippen, the top five, were all fishing identical patterns and all but one were in the same area of the lake. Only Nixon went to the lower end of the lake from Sammy Grill Marina while the others ran about an hour towards the north.

Most anglers were expecting the bass to be deeper than the top five reported catching them. Lenard was fishing no deeper than 12

feet while Pendergrass and Dyess were fishing water about 10 feet deep.

We were fishing Patterns also identical, Pendergrass said, comparing his tactics with those of Lendar. The only problem was the first day I couldn't get on to my areas because of the wind. He (Lendar) had to run the troller moter in the wind the second day and I just fished.

"We were fishing Patterns also identical," Pendergrass said, comparing his tactics with those of Lenard. "The only problem was the first day I couldn't get on to my areas because of the wind. He (Lenard) had to run the trolling motor in the wind the second day and I just fished.

"I would like to thank Dave Gliebe for helping me last year. I watched him catch three fish behind other anglers on Lake Gascon (Virginia) last year with his flippin' jig and it taught me a lesson. I used the lizard as a trailer. The jig did not have a bucktail, but a skirt. The fish seemed to want something with more bulk, like the lizard."

Dyess ran out of fish, that's all that happened to him at the end.

"I know that the bass were there," Dyess said, "But they apparently quit hitting for some reason." Dyess had set the one-day catch record on Wednesday with eight bass weighing 35-9, but then struck out the second day because of the wind.

Nixon ran into boat problems, but bounced back to finish in fourth.

Pippen, fishing his first major tournament, trailed Dyess the first day by a

matter of ounces with his 34-14 stringer, and took the lead the second day with only one bass, but it weighed 7-11. His final day was a bomb -out.

"As far as I know," Pippen began, "I didn't have a strike the last day. My fish must have moved because the weather conditions were almost perfect."

Defending Sonny Viola of Natchitoches, La., had a tough tournament and finished with only two bass. Veteran Wade Reed of here in Zwolle, had been skunked on this lake once before, but took it on the chin three straight days. Wes Fredieu, owner of Sammy Grill Marina, fought off the virus to fish for two days and then withdrew the final day. He didn't catch a fish, nor could he recall getting a sure strike. The water also forced Jimmy Houston of Tahlequah, Okla., to withdraw the second day when over an inch of snow and ice greeted the anglers. He too had been battling the virus-bug before the tournament begun.

The American Angler's next tournament is scheduled Feb. 5-10 at Waterwood on Lake Livingston.

- 1-Monty Lenard, Shreveport, La., 67-15, \$6,500.
- 2-Gary Pendergrass, Springfeild, Mo., 65-4, \$2,150
- 3-Kenneth Dyess, New Orleans, La., 52-12, \$1550.
- 4-Larry Nixon, Hemphill, Tex., 51-0, \$1,200.
- 5-Jim Pippen, Shreveport, La., 42-9, 1,125.
- 6-Randy Dearman, Channelview, Tex., 36-1, \$1,000
- 7-John Lee Smith, Shreveport, La., 35-5, 825
- 9-Butch Carmack, Longview, Tex., 24-9, \$775

- 10-Marvin Baker, Brad-dous Tex., 24-6, \$725
- 11-J.b. Warren, Knox-ville, Ark., 22-0, \$550
- 12-Jack Robertson, Mont-gomery, Tex., 20-13 \$550
- 14-Harold Allen Nacog-doches, Tex., 19-2, \$550
- 15-Rick Green, Arkadelph-ia, Ark., 18-4 \$550
- 16-Gary Kenndy, Spring-feild, Ark., 17-14, \$550
- 17-John Jackson, Sulpher, La., 17-7, \$550
- 18-John Dixon, Bache. Olka., 17-6, \$550
- 19-Ronald Tilton, Lake Charles La., 16-8, \$550
- 20-John Peters, Homer, La., 16-2, \$550
- 21-Doug Brown, Azle Tex. 16-L, \$400
- 22-Paul Crider, Browns-ville, Tenn., 15-15, \$400
- 23-Buck Dunlap, Amaril-lo, Tex., 15-14, \$400.
- 24-Tommy Martin, Hemphill, Tex., 15-11, \$400

Biggest bass-Randy Dearman, Channelview, Tex., 7-13, \$1,000.

Second biggest bass-Jim-my Pippen, Bossier City, La., 7-11, \$200.

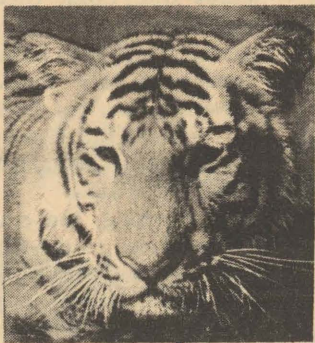
Third biggest bass-Bud Bruce, Tulsa, Okla., 7-8, \$150

Includes \$2,500 cash 1978 Skeeter Wrangler and Roadmaster Trailer.

The freezing snow and rain during the past week has prohibited the largest segment of our fishing public from going out on the water; however, a few of the die-hard white perch fisherman are still catching good strings of white perch under the bridges and in the river.

Until next time.
Joe E. Hackney

UNLEASH A CHRYSLER '78 OUTBOARD



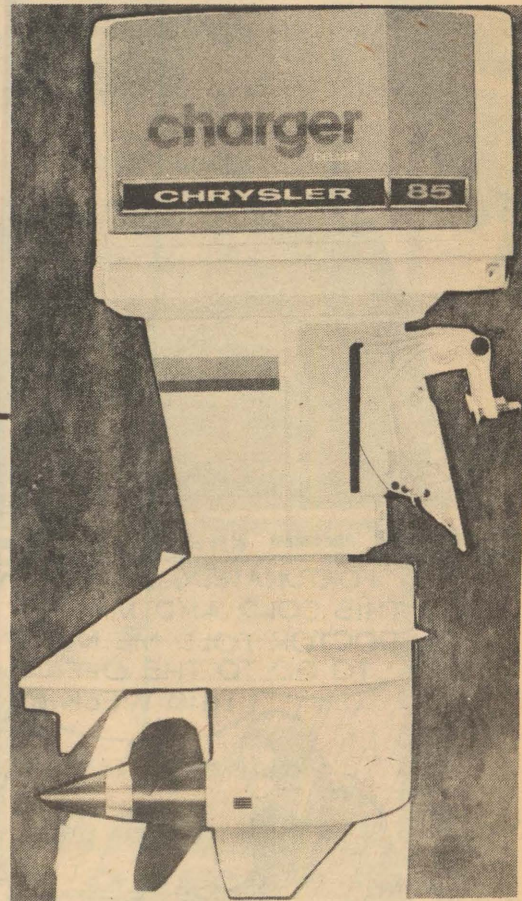
A new breed of outboards, born to leap to life on command! The finest selection we've ever built, from 4 to 140 hp. All backed by more than half a century of marine power engineering and experience. First thing you'll notice about these stealthy new Chryslers is their colorful, new, eye-grabbing tiger-stripe styling--big, bold lettering and modern, racy hood striping--that says "action" whether you're a

fisherman, skier, cruiser or all-around boater. But Chrysler '78's have earned their stripes:

Every horsepower from 6 up offers models with sure-fire Magnapower C-D ignition, exclusive 6-gal. low-profile Tote Tank with built-in fuel gauge and quick-disconnect hose, and no-shearpin drive. Every under-water metal part is built with special alloys to fight corrosion better. Every engine is built with precision

anti-friction bearings. Every engine is subjected to rigid quality control inspection standards. Every engine is water-tank tested for reliability. Every engine horsepower is certified by the Boating Industry Association (BIA).

So unleash a '78 Chrysler outboard. Bred for power, for performance, for fuel economy, for dependability... for cat-like action!



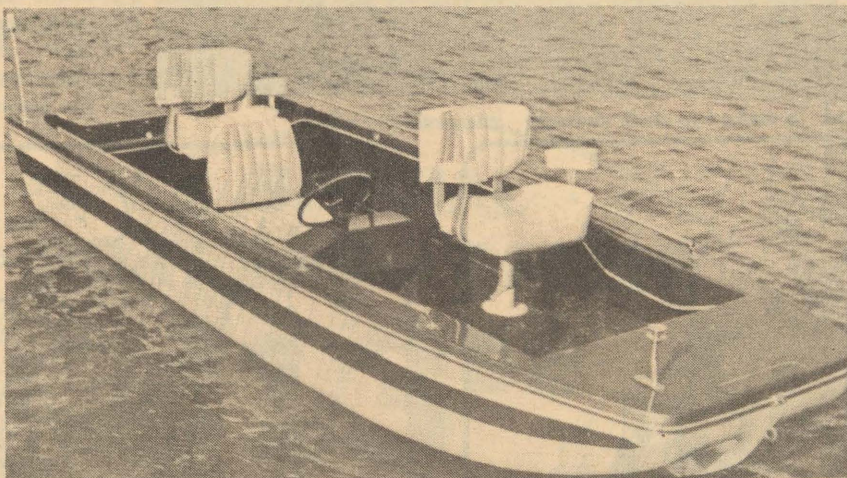
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The Lufkin Home Banner Wed., Jan. 25, 1978 B-11



Marvin Baker, 1977 All-Pro Champ.



Photo finish---picture results of the 'Big Fish Off' between the 'Banker,' Otto Smith and 'No Limit James.' If 'No Limit' on the right, appears to be in a hurry it's probably to return the fish he borrowed for the picture. After counting the fish on his stringer, I through someone with the Parks & Wildlife Dept. might want his address. He can usually be found out at the American Angler. Actually most of those fish belong to 'Little Ott', Otto's son.

J.E.H.

Plan now to attend
the
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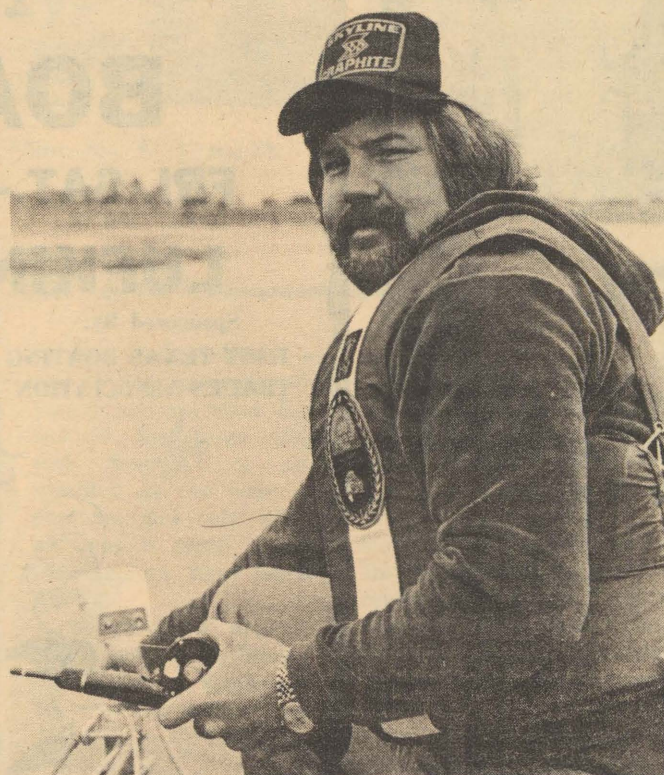
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LUFKIN CIVIC CENTER

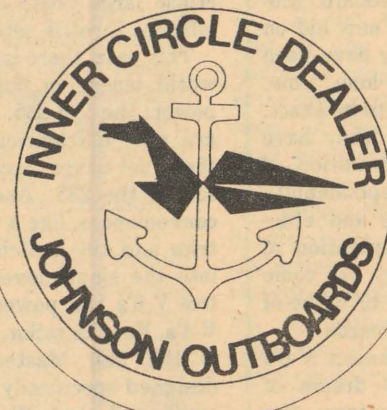
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LOOK FOR US AT THE EAST TEXAS
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B-12 The Lufkin Home Banner Wed., Jan. 25, 1978

Cajun 'Stabil-A-Vee' among new hull designs for '78

In its new Stabil-A-Vee series, Cajun has matched different "V" hull contours with horsepower and boat size to simultaneously achieve performance and stability. This unique concept recognizes the differing requirements of each type model, and maximizes the combination of critical factors, namely, speed, safety, handling and comfort, as related to boat length, width capacity and horsepower rating.

The Stabil-A-Vee series includes the DV, VP, and VK hulls. The "V" contour differs significantly for each hull, but in each instance the emphasis has clearly been placed on total performance. The Cajun hulls can therefore easily be distinguished from the hulls of other manufacturers where the emphasis is related solely to a "V" shaped bow with a transom section being formed with one of the conventional pads.

Additionally, Cajun's unique matched hull concept has avoided the perfor-

mance problems associated with, as well as the cumbersome nature and appearance of, the "flaired transom" or "wedge" shaped hulls.

Cajun's DV hull, upper center, is used on the Mach V and Mach VI models and was specially designed to carry larger horsepower motors, (Coast Guard rating of 150) although its performance is completely satisfactory with horsepower as low as 85. Note the enlarged central "V" contour leading from the central front to the true "V" transom section. This is a real "V" bottom in every sense of the word. However, the design avoids the instability characteristic of a real "V" by utilizing sharp side sponsons leading down from enlarged lift scoops. The DV hull is 17' 22" in length, has a beam of 83" and a center depth of 29". The DV is wide enough and long enough to take truly rough water. The full "V" contour adapts it to smooth rides on rough water with

high horsepower and the novel sponson-air scoop design provides superior bow lift and insures maximum stability.

For mid-range horsepower, overall performance, ease of handling, and convenience in size, Cajun has included its VK hull in its Stabil-A-Vee series. The VK hull, upper left, was a unique concept introduced by Cajun on its tremendously popular Mach III and Mach IV models last year. This hull is 17' 6" in length and has a beam of 76", thus permitting its maneuverability in comparatively tight spots. While the hull has the general appearance of pad construction, it overcomes the disadvantages of the pad. The hull slopes from the so-called "dead rise" to the transom giving a front to back shallow "V" contour to the running surface, thus enabling the boat to plane without the bow having to rise abruptly and "drop over." Additionally, the VK hull introduced the deep "V" keel.

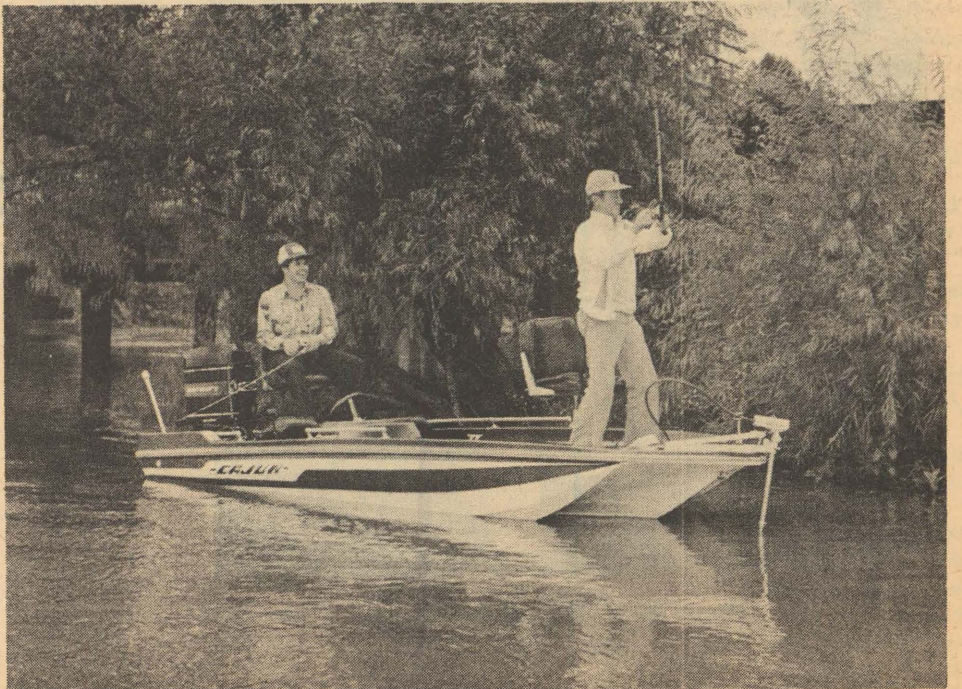
This keel enables the boat to handle rough water and prevents the hull from walking or getting "squirrelly" at higher speeds.

The VP hull, at 15' 8" represents a remarkable Cajun break through. It is used on the Mach I and Mach II models. The VP hull, for the first time, gives load carrying ability to a high performance boat in the 15-16 foot range. With this new design, Cajun has retained all the speed characteristics of the pad boat, but readily ad-

apted the boat to a better ride on rough water and an amazing ability to carry a load in the rear. Skiers can be pulled with remarkable ease.

As a general rule, maximum speed can be obtained with a boat by running it on a flat surface with as little hull in the water as possible. From the standpoint of speed alone, the so-called "pad boat" is hard to beat, and for the experienced driver interested in speed as the major criteria, Cajun now produces the

Ultra. However, for total performance, namely, speed, ease of handling, safety and convenience, the Stabil-A-Vee Series offers the optimum advantages because it truly matches the hulls to the models and does not compromise one hull in various lengths at a sacrifice to total performance. In short, the Stabil-A-Vee Series is a series of different "V" hulls, and each one maximizes overall operation for the particular size and model.



Cajun Boats for '78

Johnson has built a solid tradition of quality motors



Johnson introduces the V-6's

Johnson Outboard Motors is not the new kid on the block. They have been around for a long time. Fifty-six years to be exact. In those years they have built a solid tradition of quality and dependability of performance and efficiency. The culmination of their technology has come together in the 1978 line of Sea-Horse outboards.

The new Johnson V-6's make fact the dream of blue water boaters; the comfort and security of larger boats, combined with the convenience and performance of strong outboard power. And they

cruise large boats at fuel efficient throttle settings.

This year, there is a new world leader in outboard power; the V-6 235. There are new efficiencies, like the Fuel-Saver carburetor on the 235. And new conveniences, like a power trim and tilt switch built into the single lever control V-6's and power trim V-4's. For the sailor, there is the Sail Master 9.9, designed specifically as an auxiliary kicker. We don't think there has ever been a more complete line of outboard motors than Johnson '78.

At Johnson everything

is tested before it is offered to the boater. A new cover latch, a new ignition system, and an entirely new outboard - big or little, they test them all at the test stations in Stuart and Naples, Florida, and at the Tech Center in Waukegan.

The motors are tested to their limits to make sure the boater has the maximum guarantee for top-notch performance. Running the boats over submerged logs, racing them round the world using each moving part thousands of times. See the Johnson today and see the motor of the future.

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At First Annual Boat Show

Chrysler to unleash new breed of outboard

Chrysler '78 will be showing a new breed of outboards, born to leap to life on command. The finest selection we've ever built from 4 to 140 h.p. All backed by more than half a century of marine power engineering and experience. First you will notice is their colorful, new, eyegrabbing tiger

stripe styling--big, bold lettering and modern, racy hood striping. "Action" is the key word to fishermen, skiers, cruisers and any boater. Chrysler '78 has earned its stripe.

Every model from 6 h.p. up offers models with sure-fire Magnapower C-D ignition, exclusive 6 gallon low-profile Tote Tank with built-in fuel gauge and quick disconnect hose

and no-shearpin drive. Every underwater metal part is built with special alloys to fight corrosion better. Every engine is built with precision anti-friction bearings. Every engine is subjected to rigid quality control inspection standards. The engines are water-Tank tested for reliability.

Unleash a '78 Chrysler outboard today.



Chryslers '78 line of motors will be one display at the Boat Show, Jan. 27, 28 and 29.

Glastron boasts largest staff of designers, engineers and technicians

Glastron boasts the largest staff of designers, engineers and technicians, over 90, in the boating industry. These professionals test and test and retest again. Every new Glastron model is first lake tested and then offshore tested in the Gulf of Mexico. Tested for performance and endurance.

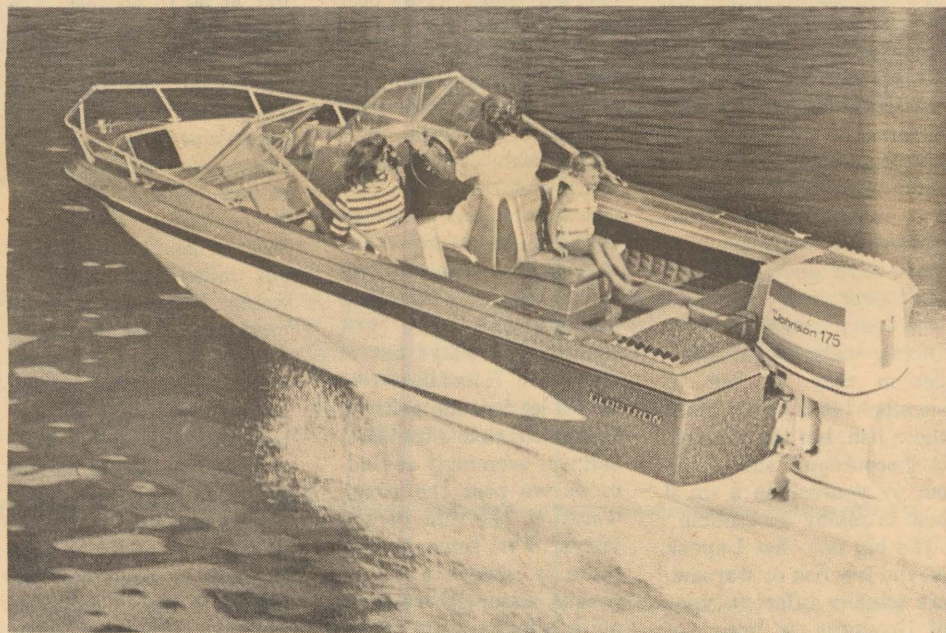
The new SSV hull is the kind of revolutionary idea that gives medium size runabouts the smooth, fast ride of the deep vee hull, but with more stability.

The SSV design positions wide chines to act as sponsons providing stability while the boat is at rest. Under power the chines help support the deep vee section of the hull for flat, precise turning. They also provide the lift that gets the SSV up on plane faster. It is stable, fast, soft riding and maneuverable.

In an age of automation the hull and deck is laid up by hand. All wooden stringers are encapsulated in fiberglass and protect o-

ther wood parts from dry rot or water damage by preserving them with Woodlife. All Glastron's get the special NPG gel coat. It costs more than ordinary get coats, but there is no more durable or beautiful finish on any boat.

Copper is used for all fuel lines. Cleats and trim are all marine hardware and all upholstery is 32 oz. heavy vinyl. Each boat up to 24 feet contains fuel resistant foam flotation more than the law requires.



Code of ethics from B-12

and honesty in all his leading statements in order interviews with salesmen to secure lower prices. and shall make no mis-

4. He shall endeavor to pay all bills for commodities or services when due, and he shall take only such discounts as are specified at the time of purchase and only when payment is made within the discount time limits specified.

5. He shall not attempt to make an arbitrary adjustment or settlement not according with written or verbal agreements made.

6. He nor any of his employees shall accept any gratuity, omission or unethical indirect profit for their personal gain in connection with purchases they make.

THE CUSTOMER

1. The member shall recognize that it is his purpose not only to sell merchandise and services to those who come buy but to seek the good will

and confidence of the individual customer in order that there might be create an interested and informed boating public.

2. He shall recognize that the public regards him as an authority in his field, and he shall be courteous and information and advice.

3. He shall recognize and he shall recognize that ment is not a one-time buyer, and he shall earnestly endeavor to make his relationship with the buyer a continuing one calculation to encourage the purchase of more and better equipment in the course of time.

4. He shall make no representation concerning the preformance of his equipment unless such representation can be proved to the reasonable satisfaction of his customer and he shall recognize that his inability to prove his

representaions to the boat- ing industry.

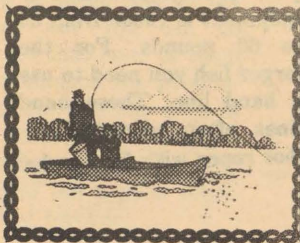
5. He shall submit his sales quataiton in such a manner and with such clarity as to leave no room for confusion or misunderstanding in the mind of the customer, stating clearly the make, modle, size, or other indentification of the equipment quoted on, and specifying the quantity, kind, type, and size of accessories if any, to be furnished.

6. He shall submit repair or serve quations as accurately as possible, stating whether the figure is an estimate or a firm quotation, and he shall clarly state the work to be done and enumerate the parts to be furnished. If, upon more complete examination, it is found that additional parts or labor is required he shall so inform the customer before pro-

ceeding. Likewise, if the service requested by the customer is not, in his opion, feasible or adequate he shall be made known to the customer at the time of the transaction.

7. If the merchandise sold or the service rendered is subject to guarantee the terms and conditions of the guarantee shall be made known to the customer at the time of the transition.

8. He shall not discriminate against a customer or a class of customers by offering or withholding discounts or by the use of preferential terms.





**See You At The
Annual East
Texas Boat Show**

B-14 The Lufkin Home Banner Wed., Jan. 25, 1978

Where bigger is better

Fishermen turn to salt water for big-game fish

By Joe Hackney

In a world where bigger is better, fishing always seems to turn to the salt-water for its big fish. Most of the real big fish fishing comes under the heading of big game fishing and like its counterpart, big game hunting, it is usually fairly expensive and requires special equipment to enjoy it properly. This time of the year, however, provides anglers in this part of the world with the opportunity to catch big fish without the big investment in equipment.

Every January and February, I always make it a point to make several trips down to the coast to fish for snapper and jew fish. The snapper at that time of year run larger with large schools of sow snapper coming in out of deep water to within 20 to 30 miles of shore.

At this point I can almost hear someone saying that that kind of fishing is bound to be expensive, but I promise you that, all things considered, it may well be the biggest bargain in fishing today. There are a number of party boats running up and down the coast where a day's outing cost from \$20 to \$30 with all of your fishing tackle and bait being furnished. As if that is not enough, a good number of these boat offer meals with that and most have deck hands to boat your fish, help you with your rigging, etc. During calm weather a person may go out in smaller boats and catch these fish, but the practice is discouraged and going out by yourself in a small boat is asking for trouble.

The big fish that I speak of, the jew fish or warsaw, are actually different types of Groupers, a breed of deep water fish which closely resemble a fresh water black bass. These fish like to hang around structures like coil platforms or underwater wrecks and run up to around six or seven hundred pounds. One of the hard things for a fresh water fisherman to understand about this type of fishing is that you hardly have to do anything to get the fish to bite. Though these giants resemble bass in shape they resemble perch in their willingness to take a bait that is offered them. Often a real big fish will take your bait several times in a row and despite all your efforts on the surface, gently swim into an oil rig and cut your line again and again. The most fun size to catch on your average saltwater equipment is those from 30 to 60 pounds. For the larger fish you need to use a hand line. These hand lines often resemble anchor ropes with fish hooks

that look like gaff hooks. These lines are often baited with live fish that weigh two to three pounds. The red snapper is one of the major parts of the jew fish's diet and consequently is one of the best baits to use to catch him with. Even if you go out on one of the party boats, most of them allow you to bring one of these hand lines and use it if you want. Several of them will provide them themselves upon request.

I thought I would give you an idea of what a typical days fishing is like when you are fishing at the right time of the year for these two very popular fish.

I will recount a trip that I made out of Baytown a couple of years ago. I would point out here that this trip was by no stretch of the imagination unusual, even though it netted me the biggest jew fish of my fishing career. It was January and that time of year does the same thing to the man I was going fishing with that the fall of the year does to a hunter. It's snapper fishing at its best and this man was just as hooked on that kind of fishing as many of us are on bass fishing. Most trips of this sort, whether it is on a private or party boat begins before sunrise. This trip was no exception and as the sun came up we had already navigated our way down the Houston Ship Channel and were just clearing the jettys out of Galveston. It had been cold as we loaded our gear on the 28 foot twin diesel boat and was seemingly as colder as we past the rough water at the end of the jettys. For some reason there is always a bit of rough water there and quite often a little wind. There are certain sights in life that can never be captured in a picture and a sunrise out on the ocean is certainly one. It stands as an ageless reminder that there is a master builder who built it knowing the pleasure it would give man.

The best fishing lies from 60 to 100 miles offshore so I had time to enjoy one of my favorite activities, sleep. When we finally arrived at our first place to fish, we were about 90 miles offshore. The weather here was markedly different to that back in Trinity Bay out of Baytown. The temperature here was a comfortable one which allowed me to fish in just a long sleeve flannel shirt. The water had calmed to the point that it resembled a giant mirror. As you looked down into the clear blue water you would occasionally see various kinds of fish swim by.



No folks, it's not trick photography. Joe Hackney, left, and Ray Branch, right are pictured with a Jewfish they caught. Total poundage on the Jewfish was 250 pounds.

In these waters you can often, on a calm day, see fish at 30 to 40 feet. The water here was about 110 feet. The water around us was about 100 feet deep. The bottom here for some unexplained reason was strewn with rocks as large or larger than automobiles. If you looked on the horizon you could see nothing but miles and miles of water. Not a single landmark could be seen and that in itself is a sight worth seeing. I'm sure that many people will wonder how you can pilot a boat over 100 miles out in the ocean without any landmarks and find a particular spot that might be only 50 yards in diameter. The answer to that question is that there is a locating device aboard most of these boats that can, believe it or not, tell you where you are within 50 feet anywhere you are. Once you find a structure the first time you take a reading on the device and you always come back to that place by running until you reach the same coordinate you recorded.

Meanwhile back at the boat, I am baiting the three hooks that I fish with when I am fishing for snapper. I was using an extra stiff six foot Master tournament rod and a Garcia 9000 reel equipped with Gudebrod Teflon coated braided dacron line testing at about 90 pounds. I don't know why a man can wait calmly for three or so hours during the trip out there and go into panicked excitement trying to get his hooks baited and into the water in less than ten seconds. The actual rigging that is used will vary from fisherman to fisherman.

The rigging that I was using consisted of three hooks about three feet apart on 120 pound test steel on leader material. The hooks themselves were very unusual looking in that they were bent into almost a circle. These hooks are called a variety

of names including tuna or Japanese circle hooks. Among snapper fishermen, needless to say, they are called snapper hooks. For a crowning touch you add a lead weight weighing from 10 ounces to a pound.

I let the line make its long dissent to the bottom. As

soon as it hit the bottom I quickly threw the reel in gear and cranked the baits up a couple of feet. Snapper fishing may be a lot of things but slow is not one of them. If a bait sits to the count of ten, it's a pretty

Cont.on B-15

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The Lufkin Home Banner Wed., Jan. 25, 1978 B-15

Evinrude boasts stern drive by OMC for 1978



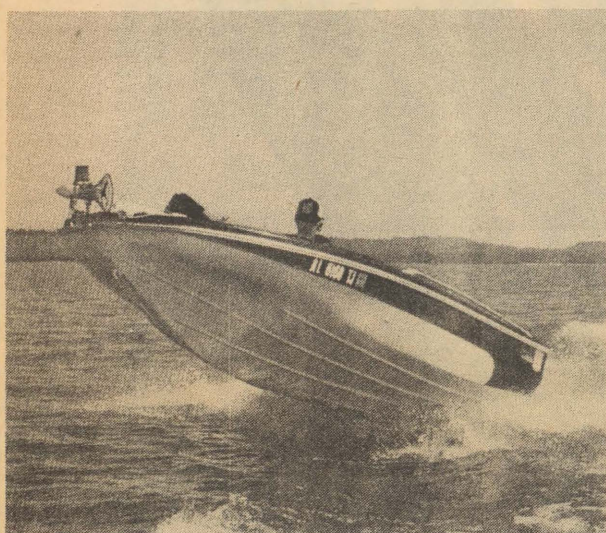
Evinrude boasts its stern drives by OMC. Evinrude research, engineering and test facilities take a back seat to none. The engineering that introduced the 90 degree V-6 outboards, loop charging and pulse tuning, fuel recycling, pressure-back piston rings, Power Step Carburetion and Firepower II electronic ignition is the same engineering that developed the cushion mounted stern drive engine, torque free steering, memory power trim and full 75 degree tilting and 90 degree turning.

Wherever you go you cannot do better than Evinrude.

Evinrude began Sixty-nine years ago when Mr. Evinrude built the first commercially successful outboard motor. In the custom of the day, he placed his name on it; a proud craftsman's personal guarantee of integrity and quality.

Today the plant could build Ole Evinrude's first year's output in a few hours. The scale and methods of production are different, but the tradition has not changed.

Skeeter offers sponsonless vee-bottom boats



Here's one of the new sponsonless high performance bass boats, and . . .



here's a sponson model. See the difference?

Skeeter is flying "high-n-dry" and the sponsonless vee is the reason. Today's sponsonless vees blend key features of past and current bass boats with an ocean-proven, rough-water hull.

From this evolution has emerged a bass boat unequalled in freshwater fishability and safety. It is called the sponsonless vee and in addition to a new look in the bow area, the boat combines virtually all the refinements incorporated in bass buggies over the past several years. Whether these sponsonless vees are, as their manufacturers claim, the "ultimate" in bass boats remains to be seen. But all indications are that this type of hull has a promising future. It already has proven exceptionally seaworthy in large saltwater boats; numerous bass fishing pros are using and praising these rigs; and after numerous tests many are convinced this design is the current trend setter.

Visually, the most obvious difference between a sponsonless vee and a conventional high performance bass boat begins at the bow. Instead of the traditional tri-hull design, the bow starts as a pronounced deep vee which progressively tapers from about amidships to a shallow vee at the transom.

Currently, Skeeter and Hydrasports are the only major manufacturers building sponsonless vee bass boats.

Big-game fish from B-14

good sign that there aren't any there. Almost before I got my hand off the handle, I felt the familiar tug-tug understood by fishermen everywhere. I snapped my wrist in an attempt to set the hook. This fish is the best bait stealer in the world. With three baits there are still plenty of times when they manage to get all three of them without you getting any of them. When you miss a fish here you face the drudgery of having to reel that heavy rigging some 100 feet plus and going through the whole thing again.

Quickly I began throwing snapper on the deck that would weigh from five to ten pounds and a few sows that would go 20 or so. I heard the sound of a line breaking under stress and turned to see my partner who was fishing with an electric reel frown and let go a few choice unprintable words ending with the words jew fish. Asking a true snapper fisherman to fish for jew fish would be like asking a bass fisherman how he would like to

put a doughball on and catch a few carp. Myself, well that's a different story. Immediately my heart began to pound and visions of those giants lazily swimming around down there drove me to the edge of hysteria. He said something about moving but after some begging on my part he finally agreed to stay. In a minute I hung on and held him in a standoff at about 15 feet off of the bottom. It's at times like this that you realize just how powerful these fish are. We stayed like this for about five minutes. Me with rod bowed occasionally lowering it to crank up some of the line that had slipped off the reel from the drag. I had experienced this a number of times and knew that the fish was probably in the 40 to 60 pound range, but as you sit there with every muscle in your arms and shoulders hurting, you begin to conjure up pictures of bigger and bigger fish. I knew it wasn't too beg because when they get over 100 pounds they are strong enough to swim in under a

rock with your line and easily cut it. Finally, he gave up and minutes later we sank a gaff into one weighing about 60 pounds. This is a good size fish for eating. It is big enough to cut good steaks off of and small enough to keep the meat from being stringy. These fish are very good eating and often command very good prices when sold to seafood houses. We iced the fish, my partner caught one weighing about 50 pounds and then the catching came to a halt. No, the fishing didn't slow down, but the catching did. Every time we let a line down a fish would take and slowly amble to the bottom and under a rock, cutting our line. I managed to catch a snapper weighing about two pounds and drug out a new handline that I had made up the night before. It was made out of about one-quarter inch rope with a huge hook mounted a steel cable. The fish, after being hooked just behind the dorsal fin, was lowered to the bottom. Within seconds I found a firm, undeniable tug pull-

ing line out of my hand. I gave him just a second to swallow the bait and doubled line around my hand. That was my first mistake and I was to find that out withing a second of the time that I jerked hard on the line setting the hook. The fish, scared by the force of the hook being imbeded into his throat, bolted for the safety of the rocks some ten feet below him. The next few seconds seemed like an eternity. It suddenly dawned on me that I had been jerked to the back of the boat. I automatically tightened my grip to insure that I held on to the line. Suddenly it dawned on me that I had run out of places to go and could not give any more ground. As I clung to the rail of the boat and leaned as far forward as I possible could, I desperately tried to rid myself of the rope coiled around my gloved hand. Before I could, what little slack I had gained disappeared and an image of myself being pulled from the boat into the cold water and disappearing out of sight in the clear

blue darkness appeared in my brain. Suddenly nothing mattered but self-preservation and I held to the rail and ignored the pain in my shoulder and side. He actually began to move the boat and doing so it gave me some relief. I yelled for a knife, but before my partner could respond, the fish made his first and last mistake. He turned his head toward the surface. I knew from past experience with catching them on rod and reel that when the fish had his head up and if you could keep him that way they were easy to bring. I quickly planted my feet and began to bring in line hand over hand. I was taking a jolting every time the fish threw his head to the side trying to get it headed for the bottom, but I would not give him enough line for him to do so. For the first few seconds of the fight to have seemed so long, the next minute or so of the contest seemed only to be a few seconds. The next thing I recall there was a fish laying on its side by the boat. I could see that the

fish was something around six feet long. My partner set a gaff hook into the fish and we tried to hoist the fish aboard. It was useless. I was too tired from the fight to lift enough to help get the fish out. There was no choice, I simply had to sit and rest a few minutes in order to get the fish into the boat. Once inside he proceeded to make an attempt to throw everything else out. Finally the flouncing subsided and we moved out of the jew fish to areas that had primarily snapper.

Just before dark we arrived back at the dock and managed to drag the fish up the hill to my truck. We loaded him and took him to the marina and weighed him. He tipped the scales at just over 250 pounds.

Now there may be many more of these fish in my future but you can be assured that none of them will command the prominence that this one does in my memories. Catching a good fish only last a few minutes but a good memory last forever.

B-16 The Lufkin Home Banner Wed., Jan. 25, 1978

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