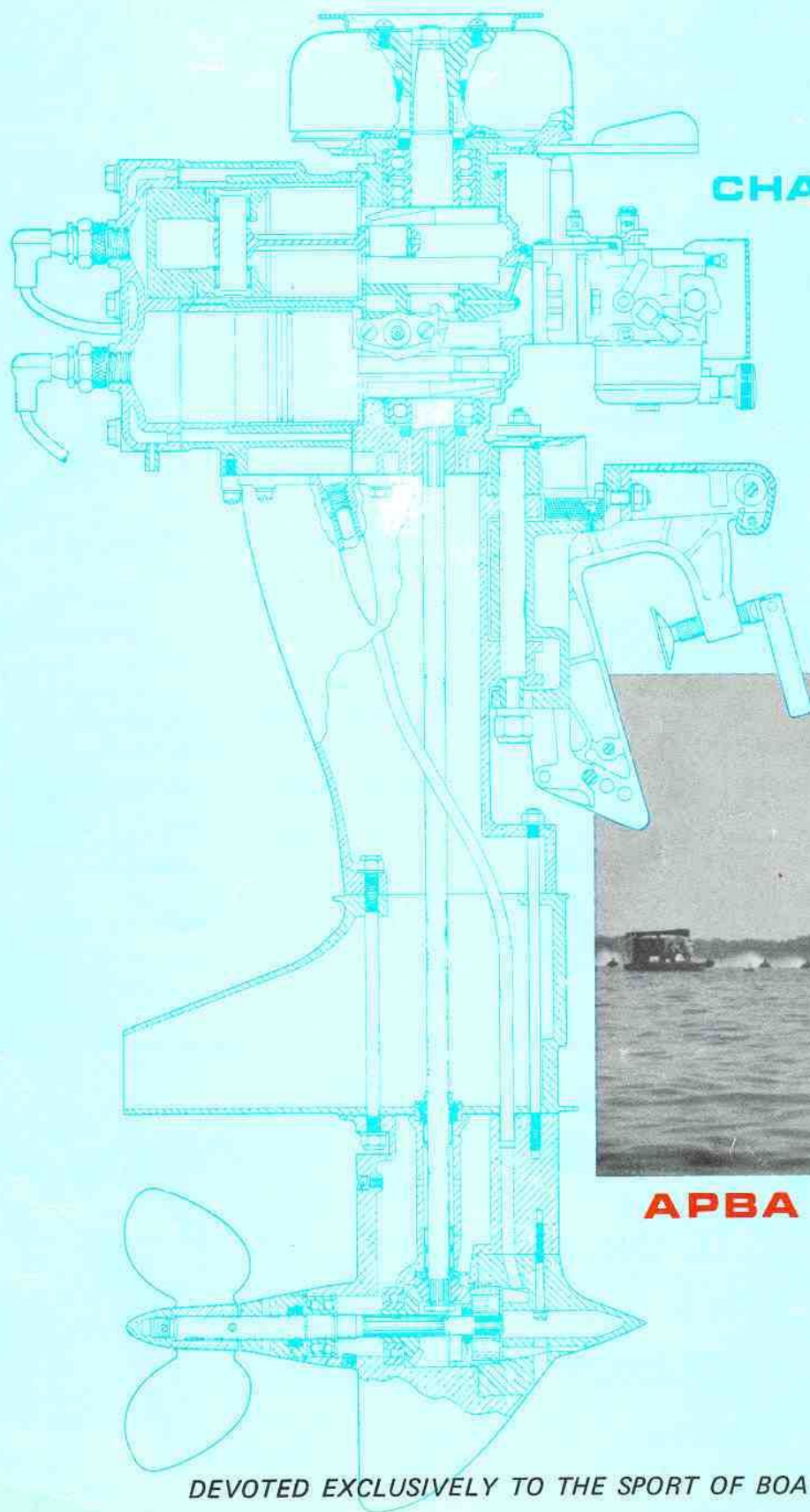


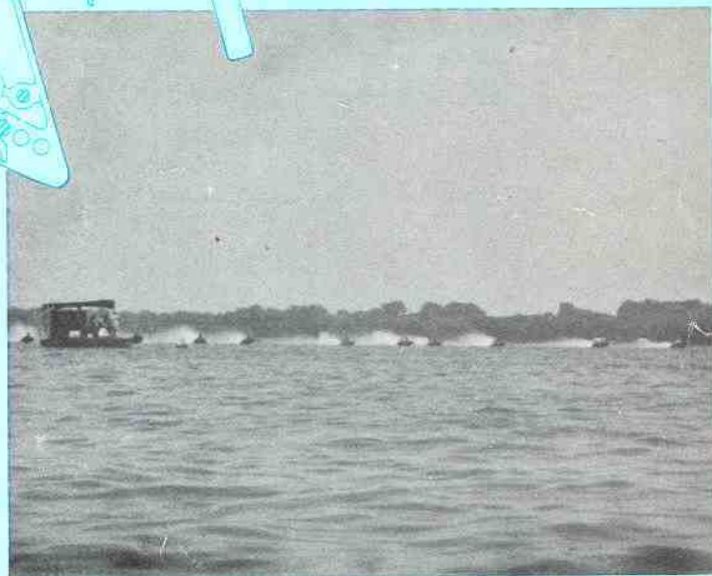
# HYDROPLANE

## QUARTERLY

AUTUMN/1970/75¢



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*facts  
and  
opinions  
by the  
editor*



Well, the racing season is over and we can reminisce about the Annual Championship Races. Now then, what about the Championships? Each one whether its the APBA Outboard Nationals, NOA World Championships, APBA Stock Nationals, or NOA North American Championships is the biggest race of the season for that particular division. But is an all-the-eggs-in-one-basket type of Championship fair? Granted there are true Champions who consistantly win the big one year after year. But on the other hand, there a lot of Championship calibre drivers who have never won.

Professional football (the Super Bowl) is another major sport that has one big day. But most other major contests use a series; for example, baseball's World Series and Hockey's Stanley Cup. Or to move into the rhelm of racing, the Can-Am and Trans-Am for sports cars. Here a series of races determines the Champion by a percentage of race finishes and a point system. It could be said that Boat Racing also has a point system for crowning National High-Point Champions. But a High-Point Championship is not an honest guideline to a drivers ability — it may only tell that the driver competed in a lot of events.

What would happen if we had a specific series to determine the Boat Racing Champions? First it would give our sport a greater selling point as it seems all sponsors want some sort of Championship race. And a Championship series would be tailor made to help promote races. Second it would help the good driver win a Championship and, of course, the superior driver would still win. Third it would help eliminate the fluke type win where a driver wins only because everyone else jumps the gun.

Here is how it could work. We could have a series of seven races located around the country that were sold as part of the Championship Series. The drivers best four place finishes at only these races would be tabulated for Championship points. If there was a tie his fifth, sixth, or seventh race would count to break the tie. At the end of the season the top series finishers would be the Boat Racing Champion of their class.

*Tim Chance*

Tim Chance  
Editor and Publisher

# letters

Mr. Chance:

In regard to your editorial in the spring issue regarding the quality of boat racing in the Midwest. I am in complete agreement with the short course, close to shore, full field proposal. As an A.P.B.A. Stocker, I see our race courses strung out each weekend for "the sake of safety". I also listen to the drivers who usually win lobby at the drivers meeting for reduced starting fields. The rule book allows twelve but we seldom see more than 8 to 10 depending on the course. This way the "Hot Dogs" can make an uncluttered run to the first turn (which is over the horizon) and have a lap parade rather than a boat race. The result is great for high point averages but from a spectator view is less than exciting.

I disagree with your proposal to limit classes. As I don't know you personally, I can only assume you have not participated in A.P.B.A. stock racing in Region 7 within the last fourteen years. I invite you to view our Nationals in Beloit, Wisconsin. My estimate is 600 plus boats which can only indicate A.P.B.A. Stock is alive and well on a National basis. On a local basis, we draw 75 to 100 boats to an average race and 120 to a good money race. I can speak for B Stock Runabout - A class you omitted from your proposed formulas - and say that in the 12 races I have attended so far this year we have had no less than 16 boats and at one race had 21. I can see where your nine formulas may have some validity when applied to your type of racing where there seems to be a close alliance between Semi Pro and Pro. But, within A.P.B.A. I think I could generalize and say that most stockers either don't know or hardly know any one who races alks and probably don't want to. Of the 11 A.P.B.A. stock classes Region 7 races have in effect implimented your general reduced class suggestion by not running J Stock Hydro or Runabout and "36" Class. This pleases me as I can personally see no use for the classes but I feel that things are different in Michigan where they run "36's" or in Region 3 where they are big on J's. I say, let them run them.

I think your "formula" proposal loses sight of the fact that boat racing is a rather esoteric sport. There never has been, and I don't think there ever will be any mass spectator interest. It is difficult for the average non-racer to relate our boats or motors to anything he knows about. All we can provide is a high speed spectacle enriched with an occasional flip or accident. The average spectator never becomes privy to the true nature of our sport. He doesn't know of the hours and dollars invested in the ten minute rides we take each weekend and can't fully appreciate the long standing driver rivalry which keeps most of the drivers on the race course rather than off doing any of the multitude of other leisure time activities.

In short, my thesis is that spectators are nice to have around but we should not bend our sport out of shape to cater to them. I agree with your short course, close to shore,

full field proposal from both a driver and spectator standpoint. But, it seems to me your formula proposal has nothing to do with spectator appeal except in the remote context of fuller fields. This may be your problem in N.O.A. but speaking for the Eastern Wisconsin group, we have more boats than we need. It seems that we have eliminations in most every class almost every weekend. I feel it is important that we continue to run A, B, C, D, Stock Runabout and Hydro for several reasons.

First, we are having highly successful races, so why spoil a good thing? Secondly, many of our drivers in classes omitted from your formula have been running these classes for ten plus years and are not about to stop because of some Ivory Tower thinking on your part. A third point is that boat racing is an amalgamation of friendships and personalities laced with a common interest which sort of moves forward like a living thing. To artificially and arbitrarily saddle boat racers in general and stock outboarders in particular with your formulas is great as an exercise in wishful thinking but is out of touch with reality.

If N.O.A. has a problem getting full fields I think you could solve it by running only the most popular existing classes and force out the odd balls. But, I think in doing so you would find you were losing not only boats but friends. I think the true nature of our sport is a driver/participant rather than a spectator pleasing activity. I cannot see where your formula proposal has any value to the driver except in the long run - and in the long run we are all dead. . .

Ed Muderlak  
Chicago, Illinois

I couldn't agree with you more as far as some of the local racing is concerned. However, I have raced with numerous clubs in all types of outboard racing - as a matter of fact my first race was in a BU many years ago. From my observations it is not which major body gives sanction or what type of fuel is burned but how well the local club is organized that spells success, mediocrity, or failure. And I still believe boat racing needs a nationwide unified effort to progress. That is, for every driver and every club working in the same direction for the betterment of the sport without petty rivalries and loyalties which can only hurt the sport in general - Ed.

Gentlemen:

I subscribed to Hydroplane Quarterly and only got one issue. What happened? Will you check and see where my last issue is, please? I think the magazine is great because it's all about boat racing but I think you should mail out all the copies to your subscribers! Will you send my back copies to my new address, as I have recently moved.

Dave Anderson  
Los Angeles, California

The reason you failed to receive the magazine is because of your change in address. The post office does not forward HYDROPLANE QUARTERLY. But to solve this problem we will be sending all copies by first class mail begining with this issue. - Ed.

**T**he 1970 American Power Boat Association Outboard alcohol burning Nationals were held in DePue, Illinois; during the first weekend of August as they have been for the past several years. One thing setting this Championship apart from its counterparts of previous years was the amount of boats entered. This was the biggest National Championship at DePue ever! Class A Hydro boasted the largest entry list with 49 registered drivers; right behind was Class B Hydro with a total of 48. All-in-all over 300 racing outfits lined the banks of Lake DePue. Plus there were thousands of spectators viewing the action.

All the qualifying races were scheduled for Friday. The days program was run with little delay, yet because of the large amount of registrants it was impossible to finish all of the heats. As a result some of the elimination races were rescheduled for Saturday morning. Dan Kirts, from Elkhart, Indiana was the last driver out testing that morning when he hit a roller, apparently from a pick-up boat; and tipped over while running wide open in his B Hydro. As he was towed into the pits the announcer was calling his name for the first qualifying heat of the day. The Kirts team immediately pulled the water filled Konig off their Byers Hydro, removed the spark plugs and started pouring fuel through the carburetors while other members of the crew made the boat race-ready again. Then the five minute gun echoed its explosion across the water. Quickly they set the engine on the hydro and pulled the starting cord. The engine roared into life and Dan Kirts set out to run in his heat of B Hydro; and run he did - in first place.

*Alky  
DePue,  
Illinois*

Don Kirts, dual winner at DePue

Then in the afternoon the first Championship heat was run. In this initial race for Class A Runabout, Jerry Simison from Fergus Falls, Minnesota took an early lead with his Quincy powered DeSilva and was not challenged for the entire race. Second was Kenny Bayer from Tulsa, Oklahoma with a Krier Kraft boat and a Quincy powerplant; and third was Jim Schoch, Quincy, Illinois from Quincy Welding, manufacturer of the Quincy engine, with his own Quincy on another DeSilva.

The next race up on this hot (100°) calm day was the second heat of A Runabout. Here again a full field of 12 boats answered the starters cannon. And again, Jerry Simison moved into an early lead, which proved he had a well set up outfit and deserved his 800 point Championship.

The next set of races was for the C-Service Runabout Class. In the 1st. heat Bob Murphy, from Spring-  
*Continued on page 8*

**APBA**

Partial View of pit area at '70 Alky Nationals



Four cylinder Merc at Stock Nationals

# Races

tended over the length of the straightaway. Some classes alone had nearly 100 boats vying for a spot in the finals (which is a pretty good regatta all by itself). In order to run all of the elimination heats it was necessary to start qualifying on Wednesday.

However, racing rigs were pulling into Beloit the week before in order to claim some pit space and test to try and squeeze another couple of miles-per-hour from their highly tuned racing outfits.

On Wednesday August 19, 1970 three classes were scheduled to make qualifying runs — A Stock Runabout, C Stock Hydro, and J Stock Runabout. However, J Runabout was

switched to the following day to allow additional time for the first days events. Then on Thursday five classes were run before a weekday crowd of a couple thousand people.

One set of elimination races was Class B Hydro where a driver had to run first to make the

finals, and yet if he wasn't one of the six fastest first places he wouldn't qualify.

But at days end an additional 19 drivers had joined the Divisional Champions and last years defending title holders for a place in the finals.

One of the cutest sights at Thursdays race was Tammy and Trudy Corl from Bremen, Indiana preparing to compete in the Class J Stock Runabout races. These two little girls would put most veteran drivers to shame with their poise and con-

*Continued on Page 15*

## Stock Beloit, Wisconsin

**P**abst Blue Ribbon Brewery, The Badger State Outboard Association, the Beloit Jaycees, and American Powerboat Association may seem to be a strange collection of names, but they all teamed together to present the 1970 APBA Stock Outboard Championship races in Beloit, Wisconsin. Beloit is a city of 35,000 population on the Illinois border in southern Wisconsin. Meandering through town is the Rock River on its way to the Mississippi. Right in downtown Beloit on the river is Rock park. In this beautiful park is where the Regatta was staged.

Between 500 and 600 racing boats lined the river banks with the pit area ex-

Stover Hire, outstanding stock driver at Beloit

**DE PUE**

Continued  
from  
page 6

field, Illinois, jumped out in front followed by Billy Seebold from St. Louis, Missouri. While in the second heat Bud Cowdery, of Danbury, Connecticut chased Murphy around the race course. This gave Murphy who also had well groomed equipment an 800 point Championship.

Next on the agenda were the 40 cubic Class D Hydroplanes. In the first heat Dan Kirts stuck his Konig powered Byers out in front after navigating a nightmareish first turn. The story on the first

turn is that the entire field of 12 boats were a little late on the starting line and as a result they all came flying into the corner at about 100 mph, all at the same time. However, Dan Kirts did exit from the turn first with Billy Seebold second. The order of these two exceptional drivers was identical at the finish with Kirts enjoying about a 2-3 boat length lead over Seebold.

Then in the second heat all the boats appeared to be right on the money with the majority of the pack flying on through. First heat winner Dan Kirts was in the second row but managed to move up to second spot after the first turn. Fred Hauenstein from Sunnyvale, California, lead the field down the back straightaway. Then on the second lap Kirts slipped to the outside of Hauenstein's Bell Craft and moved into first place. By races end Kirts had built up a good lead with the Californian second and A-C Spark Plug's Jerry Waldman in third. Then came the announcement: Several boats jumped the gun, with two boats which could not be identified in the Poloroid starting photo. So the Referee ordered the heat rerun.

On the restart of D Hydro eight boats ran toward the clock in a near perfect, but slightly ragged line, with what appeared to be a group of gun jumpers in the front row. At the first turn it was Jerry Peterson, former World and National Champion from Waterloo, Iowa, out in front followed by Jerry Waldman; with Kirts in the middle and Seebold last. Shortly thereafter Waldman moved into first which dropped Peterson back to second. Then Kirts and Seebold came whistling on through to take over the top two spots. At the last corner it was Kirts on the outside with Seebold slipping in close to the bouys. As Kirts slid out wide



Stan Leavendusky – second generation boat racer

Seebold accelerated and ran straight toward the finish line. Meanwhile, Kirts kept his rpm and speed to its maximum and hauled around and down the shoreline to win by a few feet. Kirts double victory (triple if you count the cancelled heat) made him the third perfect 800 point winner of the day. It should be noted that Mel Kirts, father of Dan and Class A and C racer, Jerry, also ran in this class with an overall third place finish.

Scheduled next was the C Runabout class. Twelve boats started before the one minute gun but only eleven drivers approached the starting line as one unfortunate driver experienced engine trouble and returned to the pits. After the first turn it was veteran driver Homer Kincaid from Carbon Cliff, Illinois in first with a Konig with Jim Schoch in fourth. One driver who didn't make it past the corner was Paul Bogosian from Granite City, Illinois who did a spectacular up-side-downer while rounding the center pin. But as Pauly is becoming quite accomplished at this sort of thing as of late he merely swam back to his boat and awaited the finish of the race. Meanwhile in the second turn Kincaid still held down the first spot. Schoch had pushed his high winding Looper into second and slowly closed the gap on Kincaid. Finally on the final lap Schoch overtook Kincaid and slowly built up a lead. At the finish it was Schoch first with Kincaid in the runner-up spot.

Seven boats answered the call for the final heat. Homer Kincaid came up on the inside while Schoch was a few boat lengths behind. Out of the first turn it was Schoch in first with Defending Champion, Jerry Simison, in second. Simison had experienced some sort of trouble in the first heat and did not finish but was running well this time. But try as he might he could not overtake Schoch who had built up a 20-30 boat length lead by the completion of the race. So, here again we had another perfect 800 point winner, this time Jim Schoch with his famous V-5 DeSilva powered by, naturally, a Quincy Flathead.

C-Service Hydro. The boats approached the starting line with the usual droning and humming noise accompaniment. With one exception: Jerry Waldman, looking somewhat out of place, with his C-Service Mercury, amongst all the Speedi-twins. Waldman, holding his rpm up kept to the outside, but



Jim Schoch – C and D Runabout winner

*Continued on Page 14*



# Williams Mfg. Co.

BY KARL WILLIAMS

**A**n interview by Hydroplane Quarterly's Associate Editor, Karl Williams of David M. Williams (*Ed. Note: no relation*) of Williams Manufacturing Company. As a new magazine devoted exclusively to the sport of Boat Racing, we would like to extend a welcome to a new company also devoted exclusively to the sport.

Q. What manufacturing company is this?

A. *The Williams Manufacturing Company formed by David M. Williams on January 1, 1970.*

Q. What sort of equipment and supplies is this company going to supply to the racing fraternity?

A. *The same quality hardware as the world renown Keller equipment. You see, his hardware is Kellers, after Leonard Keller decided to retire he sold his business to David M. Williams.*

Q. Who is David M. Williams? Is he connected with boat racing like the rest of us?

A. *He most definitely is. It all started about three years ago when his oldest son, Kyle, joined a boating club formed by his teacher, Mike Raich, for boys with an interest in Boat Racing. From this start he bought his first boat and motor, an A Class Hydro, and they started to attend the races in their immediate area. His first year of racing wasn't too successful, but the entire family enjoyed a wonderful summer and became "hooked" on the sport.*

*The following year his other two sons, Paul and Tom joined in on the fun. Paul started racing an A Runabout and Tom a J Runabout. This time they traveled a little farther, took in a few more races, and enjoyed another wonderful summer.*

*This year Kyle raced A and B Hydro, Paul A Stock Runabout again, and Tom JSR and J Hydro.*

Q. OK so they are very involved with the sport of boat racing. Now, how did they meet Leonard Keller?

A. *At a race in June of 1969 they heard that Mr. Keller was thinking of retiring and selling his business. They talked with him and made an offer.*

Q. What happened next?

A. *Well, Mr. Keller had several other offers at this time, however, he accepted the Williams offer.*

Q. Why?

A. *Because he wanted to keep the business close enough to Seattle to keep an eye on it from time to time, and Bremerton is close enough for him to do this.*

Q. How does Mr. Williams feel about Mr. Keller watching over the company?

A. *Mr. Williams appreciates this fact very much. The reason being he is still learning and is thankful Leonard Keller is as near as the telephone.*

Q. Are they going to retain the Keller name?

A. *No. This year they are advertising under the name of Keller-Williams. After January 1, 1971 they will call the Company Williams Manufacturing Company.*

Now that you know the story behind this new company your confidence in the same quality product should be as high as ever before. After all, how many companies, that you do business with, have offered to outline their background for their prospective customers?



# the Champion Hot Rod for Am-Pro Racing

*Ed. Note: John Van Epps has recently joined the staff of Hydroplane Quarterly as Technical Editor. He is well qualified for the position with a background in the marine field, including a period of employment with Hubbell Racing Motors. His racing accomplishments include a World Championship in Class B Hydro plus consistent top finishing in the Am-Pro ranks. At the completion of this racing season he is retiring as an active driver, but will remain involved in the sport by performing specialized custom motor set-up work.*

BY JOHN VAN EPPS



Technical Editor, John Van Epps

**E**veryone who has raced for more than ten or twelve years can remember the day when there appeared on the back of B Stock Hydros and Runabouts, a little blue 47 pound package of power called the Champion Hot Rod. The little engine was built by the Champion Motors Company of Minneapolis, Minnesota and was the racing version of their 16 hp. fishing engine called 'the Sweet Sixteen'. Those of us who had been racing the Mercury for years and were familiar with the internal workings of the Merc were intrigued by the guts of the little Hot Rod with its large bore, short stroke, and the internal rotary valve system. At that time, the engine was way ahead of its time and proved to be a very potent, if not somewhat tempermental little engine.

The Champion Hot Rod dominated the stock circuit in Class B for 3 or 4 years until Mercury brought out the tuned exhaust conversion for the Mark 20H. As far as Stock Racing was concerned, the Hot Rod was dead! About this same time, Champion Motors closed the doors and this slid the Hot Rod into even deeper obscurity. Then the Champion Hot Rod parts supply and tooling was purchased, along with the sole manufacturing rights, by Mr. Lyle Swanson of Swanson Outboard Service, Minneapolis, Minnesota.

During these early years the Hot Rod also enjoyed great success in the alky division and was responsible for some impressive records. Additionally, several groups around the country had been running under the National Outboard Association's *Semi-Pro* division. This division allowed certain mild modifications to engines, tuned exhaust, and gasoline fuel only. Probably the largest club in this division was the Indiana Outboard Association, and it was here that the Hot Rod found a new home. With the modifications allowed, and the tuned exhaust pipes, the Hot Rod rapidly became the most popular Class B engine. There is now also an A Hot Rod, and it too has found wide

acceptance and popularity. Both engines are at the present time, much more dependable than they were in the begining.

A few years ago the rules of the "Semi-Pro" division were changed, to protect the inexpensive aspect of this type of racing, to read that only American engines would be allowed; and the name was changed to *American Professional*. A general word about *Am-Pro* racing would be in order. This type of racing is becoming increasingly popular by leaps-and-bounds. It is a good middle of the road approach for those who want to go a little faster and do a little more engine work than you can in the pure stock classes, and for those that do not appreciate the high costs or do not want the extreme speed of alky racing. The engines and parts are available at a reasonable price, engines are dependable, and rules are designed to protect and keep modifications within tolerable limits. Many modifications and parts change rulings are allowed for only the purpose of safety, dependability, and availability. These are the aspects of *Am-Pro* racing that make it so attractive and increasingly popular.

The Champion A and B Hot Rods as they are now supplied from Swanson Outboard, are very competitive and dependable, and do not require a great deal of additional internal work. As with any manufactured product, there are always areas that can be improved upon, and in the case of the Hot Rod, these should be undertaken with care and experience. Types and degrees of modifications are often a matter of choice as well as boat type, wheel, weights, and lengths of courses commonly encountered in various areas of the country. In any case, factory specs and tolerances must be maintained, and only parts supplied by or approved by the manufacturer are allowed. A review of the NOA rule book covering the *Am-Pro* division, and the Champion specification sheet in the back of the rule book will tell you what can and cannot be done, and how much you can do.

The Hot Rod, both A and B, is sensitive to carburation and will easily burn pistons if run lean. Three types of carburators are now approved for the Hot Rod. The Carter

Model N, type 2439S which was the original; the Tillotson KA7A; and the Tillotson Series CR and HR diaphragm type now commonly used on snowmobiles. The Tillotson CR and HR are available set up properly from Swanson Outboard, and offer some convenience the other types of carbs do not. There is no float to stick or get out of adjustment in them, and they have their own built in fuel pump. Parts are available from several sources such as small engine dealers, snowmobile dealers, go-cart shops, etc. The Carter Model N for the Hot Rod is now virtually obsolete, and has a troublesome float system. The Tillotson Model KA7A also has a potentially troublesome float, and has notably poor low speed throttle response. If either of these carbs are used, they should have floats

set slightly above level, be kept clean by using fuel filters, and be carefully adjusted on the high speed jet to prevent piston burning. The Mercury fuel pump is legal for use on the A and B Hot Rod, and is very reliable and works well with the float type carbs. The original Champion pressure system is usually nothing but trouble. Adaptor plates to mount the Merc pump to the Champ case can be hand made, or they are available from Swanson Outboard. The Tillotson HR and CR diaphragm carbs have their own built in fuel pump and requires only a pressure line from the case. The original Champion fitting with the check valve removed works well for this purpose.

Whatever the carburetor being used, a Hot Rod should **never** be leaned out to find a high speed setting. It is best to start rich and work leaner slowly until the engine clears well on acceleration, and the plugs read chocolate brown after a hard, long high speed run. Care taken will save a burned piston.

The Hot Rod, in spite of its piston burning tendencies, is not particularly sensitive to spark advance. Best method is trial and error to determine setting by advancing spark until no improvement in acceleration or speed is obtained. Any more than this is of no help, and can actually slow the engine down if carried to extreme. Once a setting is found, lock it and forget it. If you stay on the rich side when experimenting with advance, chances are you will do no harm.

The B engine with the 18 mm spark plug cylinder head, 1956 and later vintage, runs well with Champion K57R or K58R plugs. If you run the earlier model head with the 14 mm plugs mounted on an angle, Champion L87R with the thick copper washer, or A-C M41G will work well. These plugs are the choice for the A Hot Rod as well. There is a great disagreement and discussion to this day as to which head is the best. The earlier small plug head is padded on the intake side, while the later big plug head is padded on the exhaust side. The older head with its 14 mm spark plugs is also more compatible with other racing engines and offers an increased selection of heat ranges. This is an area that you can experiment with. Claims of better speed have been made for both.

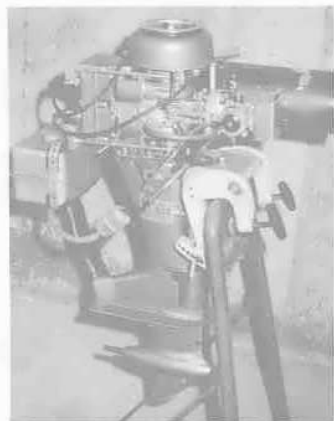
The Mercury Mark 20 or Mark 20H clamp and tilt brackets are legal for Champions, and can be easily adapted with a little work with a drill and file. Space does not permit detailed discussion of how to do this here, but one look at one that has been fitted with Merc brackets will show how to do it. The original Champion tilt bracket is very weak and they break easily. The Mercury bracket makes a much stronger unit. In any case, you should use a thrust socket on the boat transom. These are available from the factory and will take the load off of your clamp bracket assembly and will also provide easier setting of many more angles.

The B Champion has a 14:19 lower unit gear ratio, and requires approximately a 7 inch diameter by 14 inch pitch wheel, and the A about a 6½" dia. by 11" or 12"

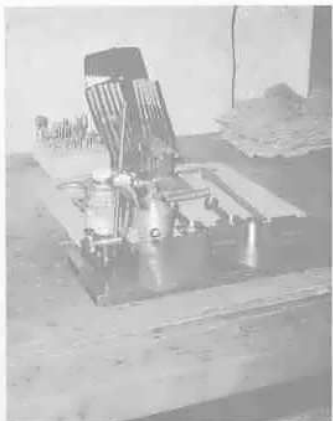
*Continued on Page 16*



Checking to see if a Hot Rod block is square and flat



Hot Rod with Tillotson carburetor



Van Epps work bench with Hot Rod tools



Hot Rod components ready for assembly



# HYDROPLANE QUARTERLY'S Hall of Fame featuring:

## Mike O'Brien

BY BILL MITCHELL



Mike O'Brien driving his hydro

A quiet non imposing sort of guy, usually seen in white Levis and some non descript advertising tee shirt is your first impression of Mike. He's not long on words nor big on volume, and seldom moves faster on land than step and fetch it. But once on the race course he has a definite purpose, beating everything else on the water (sometimes this includes the starting clock). He makes few mistakes and this along with a good stable of engines has helped keep him one of the most formidable drivers in todays racing world. By any standard, his equipment and the manner in which he uses it is impressive.

In the seven years he has raced since he was fourteen, he has amassed quite a distinguishing array of accomplishments and hardware. Although it took a whole year before he got his first win, it was the begining of an almost endless chain of wins. In 1966 he won a well deserved first in A Runabout at the Portsmouth, Ohio Nationals. This made him quite a celebrity as it was the only class run that year due to rough water. Then 1967 saw him winning high points in A Runabout and Hydro, and winning the Nationals in A Hydro. In 1968 he won A Runabout at the Nationals and High-Point in the same class.

Uncle Sam issued one of his famous calls in 1969, and he missed five races that summer. In spite of that he came within 200 points of winning 1-US. That year also saw an end to his string of National Championships, as he was guilty of a little more gun jumping.

At the 1970 Nationals in Eufaula, Alabama a broken thrust socket ended a strong bid for the A Hydro Crown. In B Hydro he was guilty of a little more gun jumping, but he managed to get his string going again with a reasounding win in B Runabout. This was quite a feat due to the fact that he showed up with a radically newly designed boat.

However the story of Mike would not be complete without including the rest of the O'Brien family, because they are the reason he races. Mike's career really began back in 1928 when his dad, Harry, piloted a 1928 Lockwood alky B on a step hydro around the lake. With a good setup and a tailwind it would do 38 mph. Looking at pictures of some of those crates, (a play on words as one of Harry's boats was made out of some Johnson motor boxes) you really wouldn't have wanted to go any faster.

Harry retired as an active driver in 1937 to officiate and promote boat racing. After WW-II he helped organize

a club which was to become the foundation of the Indiana Outboard Association, the present stronghold of Am-Pro racing. A short chat with Harry (virtually impossible) is worth a long drive just to hear him talk on the history and trivia of 40 plus years of boats, drivers, racing, props, and engines.

The real silent partner is Mike's mother, Ruby. She seldom misses a race, and while there keeps Harry and Mike fed and watered, along with observing virtually everything going on. If they are out of line she quietly gives them hell, and if they are in need of a pep talk she's the first one to give them that. She apparently is their total inspiration because as they put it "Mom is the one big reason we race".

There never has been a stranger at the O'Brien house. A trip there can end up under a car tinkering with an engine, in the basement swaping lies, or around the table eating Ruby's beans and drinking Harry's beer. You always leave with the impression that you have been there before, and will be welcome again. Today like the rest of us they are a little pooped from the long summer. But you can bet that in a short while Mike and Harry will be down in the basement working on ideas to keep Mike in front again next year.



Mike O'Brien / National Outboard Association Champion

Mike O'Brien at age 14





## DE PUE

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from  
page 8

Seebold grabbed the lead followed by Stan Leavendusky, from Kansas City, Kansas. In the second heat Waldman again produced one of his perfect starts, this time to hold first place for the first lap until he was overtaken by the C-Service Runabout Champion, Bob Murphy. Waldman held on to second followed by Seebold and Leavendusky. When the points were tabulated it was Bob Murphy gaining the National Championship in this class.

After a minute or two had expired all the boats qualified for the B Runabout race were out on the course. A whole mess of boats approached the starting line with the majority on the outside, former Champion, Dick Hoppenrath, from Bloomington, Minnesota chose the inside route. David Westbrook, from near Atlanta, Georgia, came shooting through the middle. Out of the first turn it was Westbrook in first followed by Hoppenrath with many-time Champion, Seebold quite a ways back. About  $\frac{3}{4}$  through the race Seebold had moved into second followed by Hoppenrath and Simison. Schoch who should have been a contender in this contest with a brand new 13' DeSilva was about a lap off the pace with engine trouble. Upon race completion the first place Westbrook, was disqualified for gun-jumping which awarded the victory to Seebold. In the second heat Westbrook started legal and stayed in first for the entire race after passing Kenny Bayer shortly after the first turn. Seebold had engine trouble and did not finish while Hoppenrath who had gained a runner-up spot in the first heat repeated with another second to win the Championship.

At the end of the day Jim Schoch summed up the afternoon by saying: "It's been a nice race today on Lake DePue with very few flips and a lot of fast boats",

On Sunday the race program started with Class F Hydro. Ten

### A Racing Runabout

1. Jerry Simison Fergus Falls, Minn.
2. Dave Mayer Orange, Calif.
3. Lee St. Clair Creve Coeur, Ill.

### B Racing Runabout

1. Dick Hoppenrath Bloomington, Minn.
2. Jerry Simison Fergus Falls, Minn.
3. David Westbrook Marietta, Ga.

### C Racing Runabout

1. Jim Schoch Quincy, Illinois
2. Homer Kincaid Carbon Cliff, Ill.
3. Jerry Simison Fergus Falls, Minn.

### C Service Runabout

1. Bob Murphy Springfield, Illinois
2. Bud Cowdery Danbury, Conn.
3. Bill Seebold St. Louis, Missouri

### D Racing Runabout

1. Jim Schoch Quincy, Illinois
2. Rich Fuchslin Dixon, California
3. Bill Seebold St. Louis, Missouri

### F Racing Runabout

1. William Fales/ Dick Scoponich Northport, N.Y.
2. Rich Fuchslin/ Marcel Meier Dixon, California
3. Marshal Lovey, Sr./ Marshal Lovey, Jr. Castro Valley, California

### A Outboard Hydro

1. Jerry Waldman Milwaukee, Wisc.
2. Kay Harrison Vermillion, Ohio
3. Bob Hering Sheboygan, Wisconsin

### B Outboard Hydro

1. Dan Kirts Elkhart, Indiana
2. Ralph Donald Marietta, Georgia
3. Chuck Simon St. Bruno, Quebec

### C Outboard Hydro

1. Jerry Wadlman Milwaukee, Wisc.
2. Richard Mercier Montreal, Quebec
3. Bob Hering Sheboygan, Wisconsin

### C Service Hydro

1. Bob Murphy Springfield, Illinois
2. Bill Seebold St. Louis, Missouri
3. Stan Leavendusky K.C., Kansas

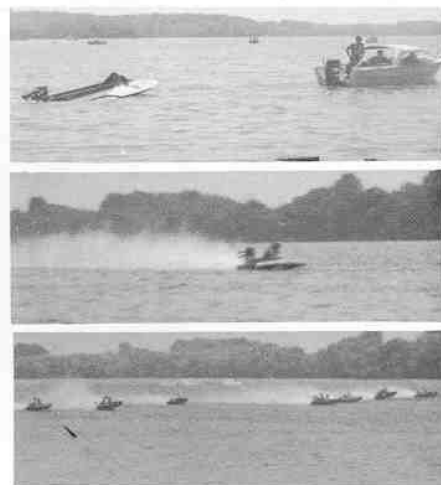
### D Outboard Hydro

1. Dan Kirts Elkhart, Indiana
2. Bill Seebold St. Louis, Missouri
3. Mel Kirts Bristol, Indiana

### F Outboard Hydro

1. Gary Sayles Furfield, California
2. Jerry Waldman Milwaukee, Wisc.
3. Bill Seebold St. Louis, Missouri

boats hit the starting line the first heat. Nine boats made it through the first lap as Dave Shaughency spilled in the second corner. By the end of the race it was a real collection of engines with Gary Sayles, Furfield, California, with a Mercury six-cylinder in first followed by Seebold with a Konig, and Mel Kirts piloting a 44" Quincy engine. In the next F Hydro contest Jerry Waldman did



Top: Dave Shaughency's "F" Hydro being towed back to the pits. Middle: Jerry Waldman - way out in front. Bottom: Two man "F" Runabout start.

his thing again and hung his Marchetti a few inches off the water and ran away and hid from everybody. Second was Sayles the first heat winner while Seebold ran third. The first and second place finishes netted Gary Sayles the Championship.

The initial A Hydro heat came to a sudden stop as one driver was thrown from his boat in the first turn of the second lap. The driverless craft continued on running at an idle in small circles until another driver maneuvered along side and flipped the ignition switch off. In the rerun of the race, Jerry Waldman duplicated his Class F performance and built up almost a full straight-away lead to place himself in the winners circle once again. The next heat found Bob Olsen, from Milan, Illinois out in front with a very good lead; only to quit in the last corner which placed Rochester New York's Jim Coutts in the top spot, while Bob Hering, from Sheboygan, Wisconsin, half of the Waldman/Hering racing team, ran second. In third was John Schubert, a resident of New Jersey, driving a Sid-Son Hydro. Waldman placed fourth which added to his first place finish netted him top honors for the class.

In heat one of Class D Runabout eleven entries crossed the starting line in a perfect row, except Jim



Schoch who was several boat lengths to the rear. Eleven of the large racing runabouts raced together for the first turn, except Jim Schoch who was several boat lengths to the rear. Eleven boats battled for first place, except Jim Schoch who was several boat lengths to the rear. But eleven boats were disqualified for jumping the gun, except Jim Schoch who was *legal* several boat lengths to the rear. Then in the second heat Schoch motored around the race course at a reduced rate of speed knowing that his first and an anything would win him the Championship.

Class C Hydro produced ten boats to compete in these Championships. In the first heat Richard Mercier from Montreal beat the field out of the first turn and steadily built up a lead over Jerry Waldman in second and Bob Hering in third. For the second heat Waldman started on the inside with Hering in his matching salmon colored outfit on the outside. The two of them exited from the corner in the top two spots with Mercier in third. The positions were identical at the finish which placed another Championship with Jerry Waldman.

In Class B Hydro Dan Kirts gained the limelight again by winning both heats with his Konig/Byers combo. Second was taken by Ralph Donald with another 4-cylinder Konig and Canadian Chuck Simon (*Note: see Hydroplane Quarterly, Summer 1970 for the Simon Marine story*) finished with an overall third with yet another 4-cylinder Konig.

The last set of races was for the Class F Runabout Championship. William Fales, Northport, New York, along with his deck rider, Dick Scoonich, pushed his six-cylinder Quincy Loop engine to victory as Rich Fuchslin gave Marcel Meier a ride in a six-cylinder Mercury for the runner-up position. And Marshal Lovey, Sr. and Jr. from Castro Valley California finished third.

The three full days were wound up that evening with an excellent banquet and trophy presentation at the nearby Holiday Inn.

Continued from page 7



"36" Stock Runabout, and A Stock Hydro attempting to gain a berth in the finals. By days end the qualifying spots were filled with the unqualified drivers reduced to the rank of spectator.

Saturday morning, the first day of the finals threatened rain, but by early afternoon the weather had cleared and the race program began as scheduled. Following is a brief outline of some of the Championship heats (with a listing of winners in the table at right).

The first heat of J Hydro found a full field of twelve boats answering the starters cannon. This class, for youngsters, has recently "come alive" with the introduction of a new J engine by Mercury; a 6 hp power-head on a small Quicksilver lower unit. At the first turn it was ten of the pint-sized boat racers battling for the lead with boat number 1-P out in front followed by 1-US.

The "36" Class showed what could be a preview for the years to come. In the first heat Jim Kamorowski stuck his Merc 350 out ahead of all the Chryslers; only to be disqualified for missing a bouy. In the second heat Kanorowski did it again, both ways, he won the race and was disqualified, for jumping the gun this time. This placed a Chrysler in the winners circle.

B Stock Hydro, the most popular class in *any* type of boat racing, presented the problem of the day. The wind had picked up quite a bit and two drivers lost control of their flighty craft. This made a restart necessary and reduced the starting field of 12 to 10. In the next try a pair of hydros blew over backwards. Another restart and only eight drivers could attempt to conquer the rough water for the third try. This time it was Jeff Hutchins from Miami, finishing with a very good lead but after all the trouble he was disqualified for gun-jumping.

fidence at the five-minute gun.

On Friday, the balance of the qualifying heats were presented with drivers in D

#### J Stock Runabout

1. Kim Roseberry York, Pa.
2. Tim Corl Bremen, Indiana
3. Kevin Braley Cadillac, Michigan

#### A Stock Runabout

1. Bruce Hansen Oshkosh, Wisconsin
2. Clark Maloof Quincy, Mass.
3. David Young Wauwautosa, Wisc.

#### B Stock Runabout

1. Gary Hedlund Wilmette, Illinois
2. Clark Maloof Quincy, Mass.
3. Jan Christ Edmonds, Washington

#### C Stock Runabout

1. Henry Menzies Butler, Wisconsin
2. Errol Caquelin Ft. Dodge, Iowa
3. Ed Suhs Makham, Illinois

#### 36 Stock Runabout

1. Bernard Whitney Enfield, Conn.
2. John Finn Muskegon, Michigan
3. Dan Schwazenbach L.A., Calif.

#### D Stock Runabout

1. Ron Hill Garden City, California
2. Stan Armstrong Norton, Mass.
3. Stover Hire Syarcuse, Indiana

#### J Stock Hydro

1. Mark Powell Eugene, Oregon
2. Dale Powell, Jr. Eugene, Oregon
3. Kim Roseberry York, Pa.

#### A Stock Hydro

1. Mike Miniea Fort Lauderdale, Fla.
2. Brian Berger Park Ridge, Illinois
3. Andy Hansen Oshkosh, Wisconsin

#### B Stock Hydro

1. Stu Wilson Elm Grove, Wisconsin
2. Mike Miniea Fort Lauderdale, Fla.
3. Jerry Lohrer Erie, Penn.

#### C Stock Hydro

1. John Yale Meriden, Conn.
2. Stan Armstrong Norton, Mass.
3. Gary Miskerik Milan, Michigan

#### D Stock Hydro

1. John Stone Spencerport, N.Y.
2. Stan Armstrong Norton, Mass.
3. Henry Menzies Butler, Wisconsin



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## CHAMP HOT ROD

Continued  
from  
page 11

pitch. These are, of course, ball park figures only. The Michigan Wheel style of blade is best suited to the Hot Rod power and lower unit design, and these are available in several sizes from Michigan Wheel as well as some of the prop specialists such as Smith and Seebold (*Ed note: see Hydroplane Quarterly, Vol. 1, No. 3, Summer, 1970, for the Seebold Prop story*) I have never found the Kamico or Oakland Johnson styles of wheels very successful, for a Hot Rod, but some drivers have made them run.

### A Brief Summary of Am-Pro Rules

Only engines manufactured in the United States and approved as stock are eligible.

Any type or make of spark plug, piston ring, propeller, fuel line and other miscellaneous parts are permitted if other stock parts are not modified from original specifications.

Spray shields and protective cowlings may be removed if basic specifications are not altered from original.

Motors may be updated using original manufacturers parts if for same class.

Tuned exhaust is permitted.

Mercury clamp brackets are legal on Champion Hot Rods.

Underwater parts may be polished but contours must not be changed.

Internal powerhead parts may be polished but specifications must not be changed.

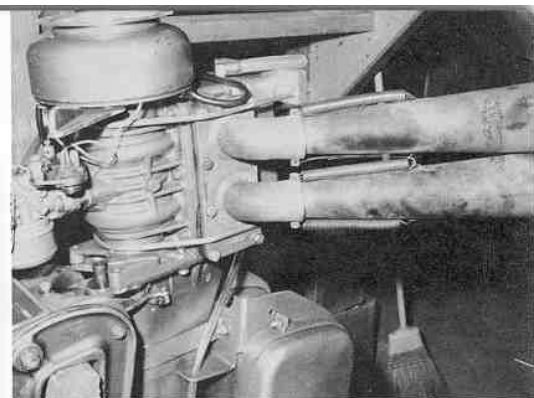
Flywheels may be balanced by adding weight but not removing material.

Intake and exhaust ports may be squared to dimensions on motor specification sheet.

Material may not be added except as provided by the rule book (i.e. padding cylinder heads, stuffing crankcases, etc.).

Fuel is gasoline only (automotive use) and motor oil sold for general automotive or outboard use.

For a complete listing of Am-Pro rules check the current issue of the National Outboard Association rule book.



Carter carbureted Hot Rod with Hubbell Pipes

Work on the inside of the engine is best spent on things that make for free operation and long life. These include straight rods, straight crankshafts, straight and square cylinders, proper ring and piston fit, sharp edges broken on all corners of rods and crank, proper center main clearance and crank shimming, and good clean assembly practices. These are all things that are good practice in any type of engine work, and will result in a long life and a strong engine.

Pipes and filler blocks are available from Swanson who supplies the Hubbell tuned exhaust system. Careful fitting of the filler block is necessary to prevent heat expansion from collapsing the cylinders. These pipes are the most popular as they are durable and work well. Many drivers also run various types of homemade systems. When installing a set of pipes on a new setup, be sure that water is bled off either from the stock hole at the top of the surface the pipes bolt to, or if you wish, from another hole drilled in the top of the block.

The B Hot Rod can be converted to an A with a kit available from the factory, which consists of a block, pistons, and cylinder head. The kit is easy to put together and is reasonably priced. The same carb can be used unless you have the Tillotson HR on the B. The CR type should be used on the A Hot Rod.

The little Hot Rod will always hold a special meaning to me, as I am sure it does with many drivers. It is a powerful and dependable engine that I hope will be around for many years to come. It is a thrill to drive one, and a challenge to work on one.



# Racing Review

## Canadian National Championships Laprairie, Quebec C-Service Runabout

- |                   |                   |
|-------------------|-------------------|
| 1. Dave Acres     | 1. Dave Acres     |
| 2. Karl Williams  | 2. Willy Kersjes  |
| 3. Les St. Pierre | 3. Les St. Pierre |

### Braden Inboard

- |                   |                   |
|-------------------|-------------------|
| 1. Rene Blanchet  | 1. Rene Blanchet  |
| 2. Marcel Laberge | 2. Marcel Laberge |
| 3. J.P. Lessard   | 3. J.P. Lessard   |

### 280 Inboard

- |                  |                  |
|------------------|------------------|
| 1. Fred Brouse   | 1. Fred Brouse   |
| 2. Jules Leboeuf | 2. Kew Kelwieg   |
| 3. Kew Klwieg    | 3. Jules Leboeuf |

### 360 Inboard

- |                    |                    |
|--------------------|--------------------|
| 1. Andre L'Heureux | 2. Marcel Laberge  |
| 2. Marcel Laberge  | 2. Andre L'Heureux |
| 3. Noel Mead       | 3. Noel Mead       |

### B Hydro

- |                |                  |
|----------------|------------------|
| 1. Fred Grover | 1. Doug Thompson |
| 2. Jim Bell    | 2. Fred Grover   |
| 3. Ed Deserre  | 3. Wayne Izzo    |

### A Hydro

- |                   |                   |
|-------------------|-------------------|
| 1. Jacques Vallee | 1. Neil LaRose    |
| 2. Neil LaRose    | 2. Bob Grover     |
| 3. Bob Grover     | 3. Jacques Vallee |

### C Hydro

- |                    |                     |
|--------------------|---------------------|
| 1. Andre Jolicoeur | 1. Andre Jolicoeur  |
| 2. Wayne LaRose    | 2. Wayne LaRose     |
| 3. Al Redmond, Sr. | 3. Claude Jolicoeur |

### 145 Inboard

- |                 |                 |
|-----------------|-----------------|
| 1. G. Brossoit  | 1. J.M. Faubert |
| 2. R. Haworth   | 2. R. Haworth   |
| 3. J.M. Faubert | 3. Jim Thompson |

## CHICAGO

The city of Chicago posted \$4,800.00 and the Outboard Club of Chicago ran a race at the mouth of the Chicago River. Five Hydroplane classes and two classes of Racing Runabouts were on the agenda. In addition to the prize money, which paid almost \$100 for a first place was the Mayor Daley High Point Trophy. The trophy was won by *Hydroplane Quarterly* Editor Tim Chance, who managed to accumulate the greatest amount of points for the event. Highlights of the day included: Bob Murphy of Springfield, Illinois, winning both heats of C-Service Hydro. Johnny Dortch from Overland, Missouri running first in his elimination heat of B Hydro only

to be eliminated for jumping the gun. Tim Chance from Rockford, Illinois running Rich Krier's (Ames, Iowa) brand new 13' B Runabout, Qualifying first, and knocking a hole in it and ending up in the water in the finals. And, with Rich Krier running Chance's D Konig in D Runabout and winning the final heat. In addition the Kirts Clan ran like crazy in most classes, with Danny taking three first places. Plus Mr. Boat Racing, Homer Kincaid from Carbon Cliff, Illinois, won one heat each of C Hydro and Runabout.

## Mayor's Cup - Chicago, Illinois

### A Hydro

- |                                 |     |
|---------------------------------|-----|
| Phil Howard, Jacksonville, Ill. | 2-1 |
| Jim Krier, Ollie, Iowa          | 1-3 |
| Henry Tietge, Walker, Iowa      | 1-4 |

### B Hydro

- |                                  |     |
|----------------------------------|-----|
| Ray Hardy, Des Plaines, Illinois | 2-1 |
| Dan Kirts, Elkhart, Indiana      | 1-2 |
| Phil Howard, Jacksonville, Ill.  | 1-4 |

### C Hydro

- |                                 |     |
|---------------------------------|-----|
| Marty Stahl, Menasha, Wisconsin | 2-1 |
| Tim Chance, Rockford, Illinois  | 1-3 |
| Ray Nydahl, Bristol, Wisconsin  | 3-2 |

### C-Service Hydro

- |                                   |     |
|-----------------------------------|-----|
| Bob Murphy, Springfield, Illinois | 1-1 |
| Lee Roy Taylor, Clinton, Illinois | 2-2 |
| Larry Lata, Schaumburg, Illinois  | 3-3 |

### D/F Hydro

- |                                  |     |
|----------------------------------|-----|
| Dan Kirts, Elkhart, Indiana      | 1-1 |
| Earl Granrath, West Allie, Wisc. | 2-2 |
| Dean Wilson, Lyon, Illinois      | 1-5 |

### A/B Runabout

- |                                 |     |
|---------------------------------|-----|
| Sam Hemp, Wauwatosa, Wisc.      | 1-2 |
| Rich Krier, Ames, Iowa          | 2-1 |
| John Dortch, Overland, Missouri | 3-3 |

### C/D Runabout

- |                                   |     |
|-----------------------------------|-----|
| Homer Kincaid, Carbon Cliff, Ill. | 1-2 |
| Rich Krier, Ames, Iowa            | 3-1 |
| Dean Wilson, Lyons, Illinois      | 4-3 |

## OSHKOSH

The Oshkosh, Wisconsin race had a unique award - The Governors Cup. This trophy had not been presented since 1959 and is on permanent display at the state capitol. The winner receives a small replica, as the original is over four feet tall with names engraved on it dating back to the 1930's. This year Danny Kirts, the speedster from Elkhart, Indiana, piloted his D Hydro around the Lake Winnebago race course, in first place, to add his name to the coveted list. Other winners at the race, which was sponsored by the Rotary Club included Phil Howard, Jacksonville, Illinois in both A and B Hydro; Marty Stahl from Appleton, Wisconsin in C Hydro; Bill Ela of Madison, Wisconsin in the A

Runabout class; with Ela's brother-in-law, Dennis Birkholz (Neenah, Wisconsin) in the Class B Runabout contest. Bruce Summers traveled up from Lake Villa, Illinois to capture the top spot in both C and D Runabout.

## MEMPHIS

The Lakeland International Regatta at Memphis, Tennessee was dominated by Bill Seebold, Jr. from St. Louis Missouri (see table below), who won in six classes and set three tentative records - CR at 65.596, FR at 65.614 and FH at 70.542 mph.

## Lakeland International

### Memphis, Tennessee

#### A Runabout

- |                  |                       |
|------------------|-----------------------|
| 1. Ralph Donald  | Marietta, Georgia     |
| 2. Lee St. Clair | Creve Coeur, Illinois |
| 3. Jerry Simison | Fergus Falls, Minn.   |

#### B Runabout

- |                  |                     |
|------------------|---------------------|
| 1. Bill Seebold  | St. Louis, Missouri |
| 2. Jerry Simison | Fergus Falls, Minn. |
| 3. John Dortch   | Overland, Missouri  |

#### C Runabout

- |                  |                     |
|------------------|---------------------|
| 1. Bill Seebold  | St. Louis, Missouri |
| 2. Rich Krier    | Ames, Iowa          |
| 3. Jerry Simison | Fergus Falls, Minn. |

#### C-1 Runabout

- |                    |                       |
|--------------------|-----------------------|
| 1. Bill Seebold    | St. Louis, Missouri   |
| 2. Bob Murphy      | Springfield, Illinois |
| 3. Stan Leavendusk | K.C., Kansas          |

#### D Runabout

- |                     |                     |
|---------------------|---------------------|
| 1. Jerry Simison    | Fergus Falls, Minn. |
| 2. Mel Wilcher, Jr. | Kansas City, Mo.    |
| 3. Paul Bogosian    | Granite City, Ill.  |

#### F Runabout

- |                 |                     |
|-----------------|---------------------|
| 1. Bill Seebold | St. Louis, Missouri |
| 2. R.J. Pruett  | Baytown, Texas      |
| 3. Don Nichols  | Lake Charles, La.   |

#### A Hydro

- |                   |                      |
|-------------------|----------------------|
| 1. Bob Hering     | Sheboygan, Wisconsin |
| 2. Jerry Waldman  | Milwaukee, Wisc.     |
| 3. Craig Lawrence | Dallas, Texas        |

#### B Hydro

- |                  |                     |
|------------------|---------------------|
| 1. Bill Seebold  | St. Louis, Missouri |
| 2. Ralph Donald  | Marietta, Georgia   |
| 3. Jerry Waldman | Milwaukee, Wisc.    |

#### C Hydro

- |                  |                     |
|------------------|---------------------|
| 1. Jerry Waldman | Milwaukee, Wisc.    |
| 2. Jerry Kirts   | Elkhart, Indiana    |
| 3. Bill Seebold  | St. Louis, Missouri |

#### C-1 Hydro

- |                 |                       |
|-----------------|-----------------------|
| 1. Bob Murphy   | Springfield, Illinois |
| 2. Bill Seebold | St. Louis, Missouri   |
| 3. Sid White    | Lettice, Texas        |

#### D Hydro

- |                  |                     |
|------------------|---------------------|
| 1. Bill Seebold  | St. Louis, Missouri |
| 2. Tim Chance    | Rockford, Illinois  |
| 3. Jerry Waldman | Milwaukee, Wisc.    |

#### F Hydro

- |                  |                     |
|------------------|---------------------|
| 1. Bill Seebold  | St. Louis, Missouri |
| 2. Buddy Ayler   | Baytown, Texas      |
| 3. Jerry Waldman | Milwaukee, Wisc.    |



## more facts and opinions

*This column is designed as a readers forum and the opinions expressed herein are those of the writer; and not necessarily those of Hydroplane Quarterly or its Publisher.*

### IT'S TIME FOR SOME CHANGES

I just returned from the National Championships for the NOA Am-Pro Division at Eufaula, Alabama. The manner in which these races were conducted deserves some comment and gives rise to some further discussion about the future of racing with the National Outboard Ass'n.

I am sure that I am not the only driver that has cause for concern, and although I speak for myself, I am equally sure that I share the feelings of the majority of the drivers that attended this regatta, and hope that others will come forward to express their opinions.

I have attended a number of National Championships, sanctioned by both national organizations, and this was without a doubt the most disorganized and poorly planned affair in memory. I would be hard pressed to even recall a more poorly run local club event, let alone a National Championship, in my 13 years of racing. Had I not been present to witness it myself, I would have not believed it possible.

Lake Eufaula is basically a good place for a race. The water is fairly well protected, provided pleasure craft are controlled, and the pit area and spectator vantage points are tolerable. The main objection is that Eufaula, Alabama is a very long way from almost anybody that races in the Am-Pro Division. In addition, it was very obvious that there was poor coordination and cooperation between the sponsors and the NOA in the preparation of this event. The 1969 Am-Pro Nationals were held here also and were equally as poor, but the National Office saw fit to contract this site again for 1970. I will attempt to list the major problems:

1. The officials were inexperienced and unsure of themselves and the rules. Hardly the type expected to officiate at a National event.

2. A local jurisdictional squabble resulted in too much pleasure boat activity in the vicinity of the course on Saturday, and the result was a course full of rollers during elimin-

ations. A great deal of driver complaints finally resolved the problem. This should have been resolved long before the races started.

3. Unless a spectator had a radio, he had no information about the races as there was no PA system, either in the spectator area or in the pits. Communications were very poor which resulted in very long delays between heats and classes.

4. Starts were poorly judged and there was a great deal of gun jumping by those willing to take the chance that they would be given the "benefit of the doubt", as expressed by the officials. Those drivers that chose to play it by the clock often found themselves last into the first turn with no one disqualified.

5. Patrol boats were few and poorly organized and obviously had not been adequately briefed.

These are the most obvious complaints and shortcomings that I personally observed and overheard among the drivers. There were others that were less serious, but none the less represented poor preparation and organization for a National Championship event.

The nature of this Championship merely fed fuel to the fire of dissatisfaction among what I believe to be a majority of Am-Pro drivers with the National organization. Rules are arbitrarily changed without ballot, and other rules are vague and ambiguous. I think it is time for all clubs and drivers interested in Am-Pro racing to get together and demand a better and more responsive National organization. This could just as well be a new organization or the APBA who has already made offers to establish a modified stock division. Whatever the case may be, it is time to get together and make our wishes known. I would urge all those that feel as I do to write the National Office and express your concern. If you do not, we will have more races like Eufaula in the future. Am-Pro, Modified Stock, or whatever you choose to call it, is growing in popularity every day, and I am hopeful that it goes down the road to good organization. —John Van Epps

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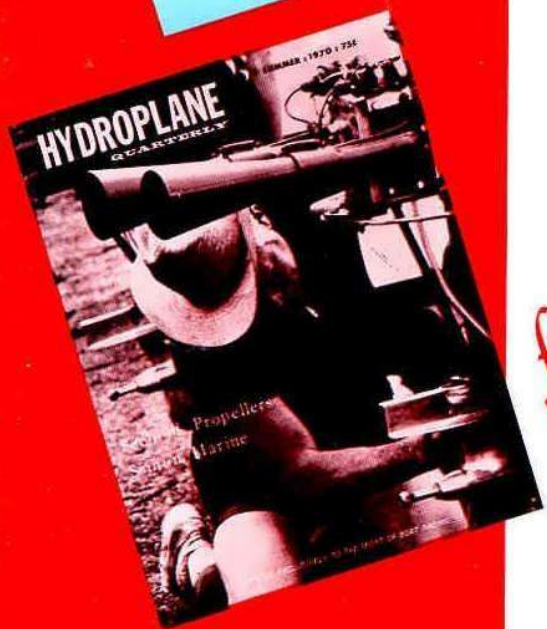
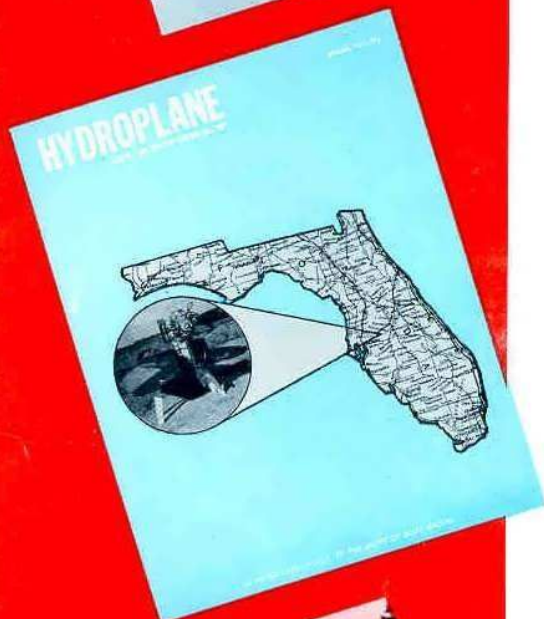
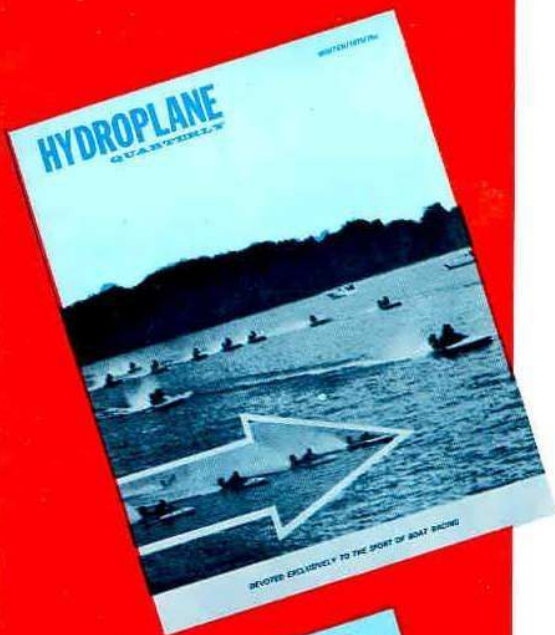
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