

# HYDROPLANE

## QUARTERLY

AUTUMN/1973

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## COMPETITION KING



ALKY	STOCK	MODIFIED STOCK
A	SUPER C 25-SS	A
B		B
C		C
D		D
F		E
E Formula M		

### ● A HYDRO

TIM BUTTS APBA - UIM WORLD CHAMPION 1973  
TIM BUTTS APBA NATIONAL CHAMPION 1972  
TIM BUTTS APBA 2ND PLACE 1973 NATIONALS  
BALDWIN/BUTTS NOA COMPETITION RECORD HOLDER 1973

### ● B HYDRO

WAYNE BALDWIN APBA WORLD CHAMPION 1973  
RAY HARDY APBA NATIONAL CHAMPION 1973  
TIM BUTTS APBA DIVISIONAL CHAMPION 1972  
TIM BUTTS NOA COMPETITION RECORD HOLDER 1973  
DICK SCOPINICH APBA DIVISIONAL CHAMPION 1973

### ● C HYDRO

WAYNE BALDWIN APBA WORLD CHAMPION 1973  
ARMAND HEBERT APBA 2ND PLACE 1973 NATIONALS  
ARMAND HEBERT GRAND PRIX WINNER (5 OUT OF 6)  
AND VALLEYFIELD CHAMPION 1973

### ● D HYDRO

J. YALE/D. O'DEA APBA NATIONAL CHAMPION 1973  
J. YALE/D. O'DEA FLYING 1/4 MILE RECORD OF 110.6 (1973)  
WAYNE BALDWIN NOA COMPETITION RECORD 1972

### ● F HYDRO

WAYNE BALDWIN APBA - UIM WORLD CHAMPION 1973  
WAYNE BALDWIN APBA 5-MILE COMPETITION RECORD  
(85.673 MPH AT LAKE LAND)

### ● E FORMULA

DICK SCOPINICH APBA NATIONAL CHAMPION 1973

### ● SUPER C

J. YALE/D. O'DEA APBA NATIONAL CHAMPION 1973

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Jim Merten of Oshkosh, Wisconsin and his record setting Mercury powered hydroplane. Merten set a new UIM world speed record of 131.381 mph. See feature story on page 5.

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## facts and opinions by the editor



All facts this time....no opinions. We have tabulated the data from the HQ questionnaire and have some interesting results. See how you compare to the typical boat racer (at least our typical boat racer - the one who mails in questionnaires). The sampling printed on pages 12 and 13 reflect the answers from about 20 percent of the HQ subscribers. A breakdown by racing types is as follows: 52% alky, 44% stock and modified stock, and 4% outboard performance craft drivers.

Some drivers are really wierd. One dude was completely anti-alky, owned a stock outfit, thought alky should be eliminated, and was going to buy a DeSilva and a Konig. Wierd! Another driver spends \$100.00 per year, \$5.00 at a local race and \$15.00 at the Nationals. Don't we all wish we could get by that cheap. But on the other side of the coin are the big spenders, the ones who shell out \$150.00 at a backyard race and \$1500.00 at a Nationals; to the tune of \$6000.00 per year.

Most drivers started in the sport because they just happened upon a race and decided to start themselves. Running a close second are the drivers who come from a racing family, and are carrying on a second, even third or fourth generation tradition.

The most confusing question seemed to be about the overlap rule. We expected simple "good" or "bad" answers. But, there were almost as many answers as there were replys. A good number just skipped the question.

On the number of races attended, the answers ranged from a low of two, to a high of thirty. That's a lot of boat racing, 30 races. I know, I went to 25 one year and my knees didn't recover until the next spring.

One interesting reply was to the question if they brought their family to the races. The youngster who filled in the questionnaire answered, "no, they bring me".

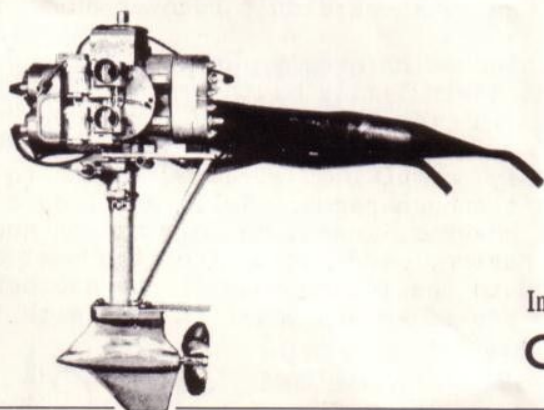
The only complaint with HQ seemed to be that there aren't enough pages. Well, we'll do our best. We could, however, use some information and photos on stock racing, and racing from the east and west coasts. And in the future we will run another questionnaire to see if we are still in tune with the racing scene.

*Tim Chance*  
Tim Chance  
Editor and Publisher



# Questions & Answers About - **Konig Racing Motors**

- Q. Don't you have to be a mechanical genius to run a Konig?  
A. No, Konig owners are regular people from all walks of life.
- Q. Don't you have to be a millionaire to own a Konig?  
A. No, a Konig is no more expensive to own and operate than any comparable racing engine.
- Q. Don't Konigs quit running all the time?  
A. No, simple prevenative maintenance (clean plugs, properly adjusted points, etc.) will keep your Konig running for a long, long time.
- Q. Aren't special nitro fuel blends costly?  
A. Probably but, Konigs run on a mixture of alcohol and castor oil - about 75¢/gallon.
- Q. Aren't alcohol burners restricted from many race sites because of ear shattering open exhaust?  
A. We don't know about that but we do know that Konigs use relatively quiet expansion chambers - much quieter than a stock 20H, for example.
- Q. What is Konigs "track record"?  
A. This past season Konig drivers won almost every National Championship, won local races too numerous to list, and set several competition and straightaway records - more than any other brand of racing outboard.



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# 136.381!

**J**im Merten of Oshkosh, Wisconsin, drove a single Mercury Twister II outboard powered hydroplane to a world outboard speed record of 136.381 mph, this past summer. This bettered the record set in 1966 by Gerry Walin of Edmonds, Washington. Walin streaked across the water at Parker, Arizona, with an Evinrude powered hydro, setting the mark at 131.051. Jim Merten added over 5 mph during his performance.

Merten established a Union of International Motorboating (UIM) class "CN" kilo record, now pending official certification by the international powerboat racing authority at Oostende, Belgium. The record is also pending recognition as a national high by the American Power Boat Association (APBA).

The run up and down a surveyed straight-away course east of Kaukauna, Wisconsin on the Fox River, was witnessed by Henri Thomas, UIM Secretary/General. In addition, a number of recognized powerboating officials participated in timing and authorizing the new record. Representing APBA was Jon Culver of Dayton, Ohio. The UIM observer for this country was Edward Nabb of Cambridge, Md. Region Seven Chairman Wil Pergande of New Berlin, Wisconsin, and chief timer Norm Schaub, Fond du Lac, Wisconsin, headed the recording team. The host racing club was the Wisconsin Powerboat Racing Association.

The record actually represents two separate runs up and down the surveyed course. The times are combined and averaged to produce the official speed. During the down river run, Merten hit a recorded high of 138.085 mph.

Merten, who is the Mercury Marine racing team manager, has considerable experience and variety in high-performance boats. Before he retired from active marathon racing in 1970, he firmly established himself as the driver

to beat in long distance competition.

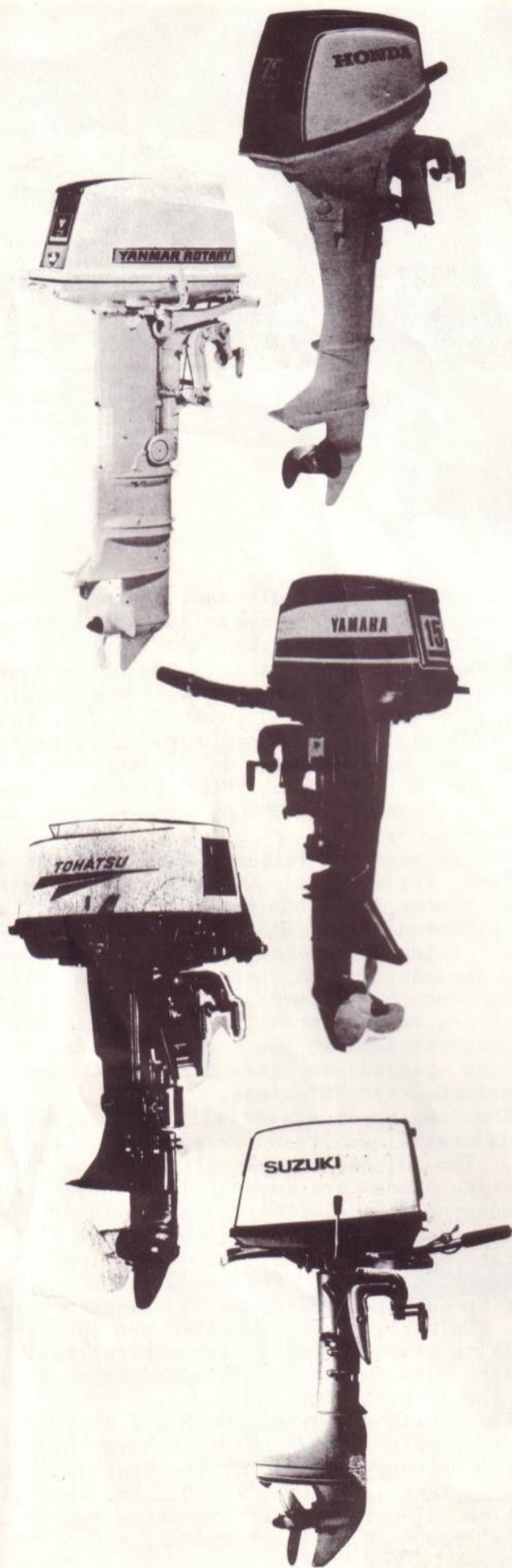
Among his more notable successes were: first outboard in the Parker nine-hour enduro (1968) and first overall in the three-hour marathon nationals (1969), Galveston Double 100's (1970) and Miami 225 (1970). Just before retiring from competitive driving to head up the Mercury team, he finished second to fellow Mercury driver Bill Sirois at the seventh Outboard world Championship near Lake Havasu City, Arizona.

The 38 year old father of four boys is a life-long resident of Oshkosh and has been racing since 1952 when he first competed in stock outboardings' B Utility class. He currently holds three dual engine marathon hourly records in APBA competition. In preparation for his record-breaking run, Merten ended a 2-½ year hibernation by entering five mile heat races at Cottonwood, Minnesota where he placed an easy first in Outboard Performance Craft "S" class.

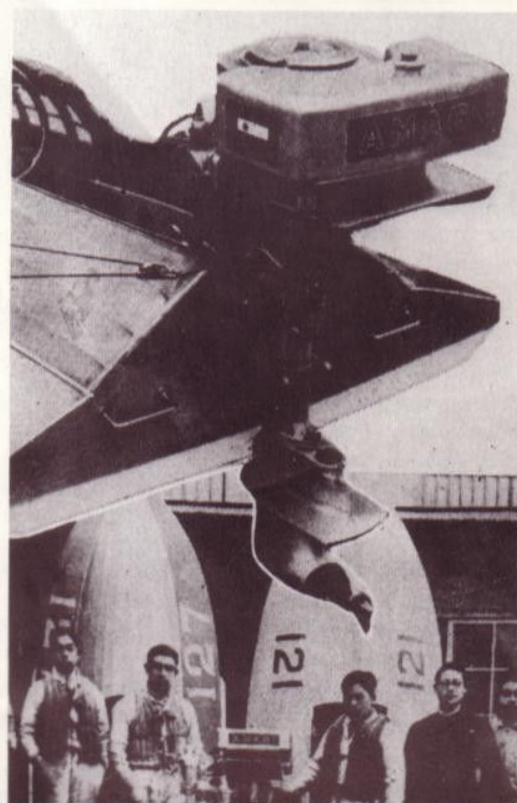
The engine is essentially a stock Mercury Twister II modified for a hydro installation. The block, crankshaft, pistons, and connecting rods are identical to those used by independent drivers competing in APBA's OPC "U" class. Having a 99.9 cubic-inch displacement and Thunderbolt CD ignition, the powerhead is mounted directly to a Quick-silver Speedmaster gearcase. A standard two-blade stainless steel propeller provided the propulsive thrust. Fuel is automotive regular gasoline with two-cycle oil added at an 18:1 ratio for lubrication.

The world's fastest outboard boat is a Twister - Craft three point cabover hydroplane. Constructed of wood, the boat is just under 17 feet in length, and has had special attention directed to the dimension and form of the sponsons, the afterplane, and of the transom.





RIGHT: T. HARADA  
DIRECTOR OF JAPAN  
MOTOR BOAT  
ASSOCIATION WITH  
KONIG MOTOR USED  
FOR EVALUATION.  
BELOW: 1935 MODEL  
AMAGI 'D'  
SUPERIMPOSED ON  
PHOTO OF THAT  
ERA.



DATA AND PHOTOS COMPILED FROM THE  
ANTIQUE OUTBOARD MOTOR CLUB, INC.  
NEWSLETTER 'ANTIQUE OUTBOARDER'  
2316 W. 110 ST. BLOOMINGTON, MINNESOTA 55431

coming up,  
an invasion  
from Japan

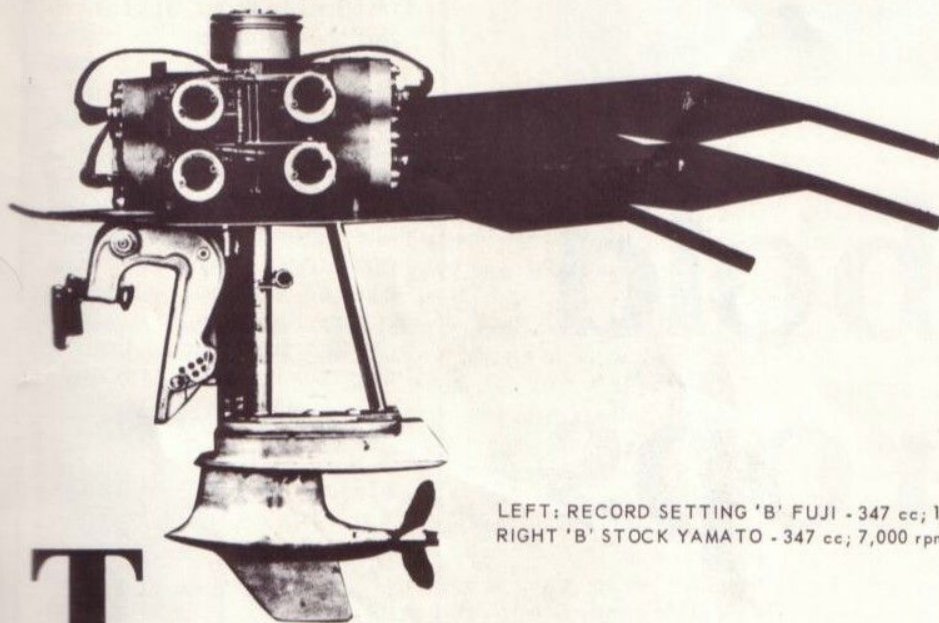




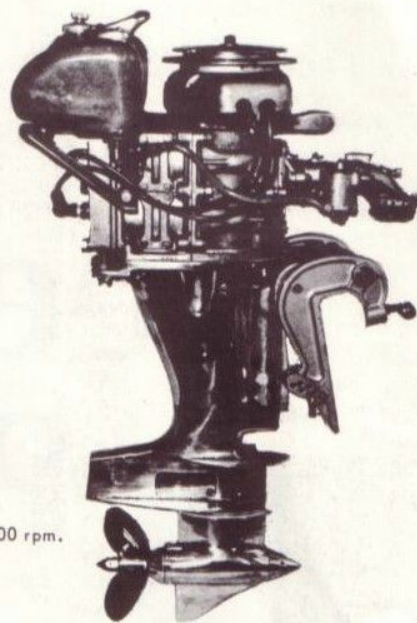
JAPANESE TEAM - CENTER BOATS FUJI POWERED;  
END BOATS YAMATO ENGINES.



FUJI POWERED 'B' HYDRO



LEFT: RECORD SETTING 'B' FUJI - 347 cc; 10,500 rpm.  
RIGHT 'B' STOCK YAMATO - 347 cc; 7,000 rpm.



**T**he sport of outboard racing was introduced to the country of Japan on July 26, 1932. The event was an outboard race held on the Sumida river in Tokyo. Six classes were scheduled for the four lap 800 meter course. Spectators numbered in the tens of thousands. The overall winner was Tasunayoshi Harada (see photo), Executive Director of the Japan Motor Boat Association. All of the motors used were imported.

Then on November 7, 1932, the first official mile trials were held in Tokyo. T. Harada set two records,

one with a Johnson, the other with an Evinrude. The racing activities continued to gain popularity in Japan, with the second race held in Tokyo drawing over 60,000 spectators. Motors used were Johnson, Evinrude, and Elto.

The first engine produced in Japan was the Amagi, which made its debut in November, 1933. This motor was a class B (350)cc, 2-cylinder, 2-stroke, with flywheel magneto and water cooling. Recorded speed was 30.899 mph.

In 1940 the Kinuta was introduced onto the Japanese racing scene. Several were

sold, but in 1941, the war caused discontinuance.

In 1952, boat racing was revived, with the Kinuta engine being used for power. 1953 found the B Yamato being introduced into Japanese racing. The Yamato closely resembled a B Mercury, and is still raced today, after going through several model changes.

Another manufacturer that started by building a similar B stock engine is Fuji. Today Fuji is building an alcohol burning B that has run 93.359 mph through the traps.



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## racing review

THE OUTBOARD PORTION OF THE NICOLET, QUEBEC REGATTA found Max Kapeller, from Ottawa, Ontario nailing down first place in C-Service runabout followed by racing fuel supplier, Karl Williams also from Ottawa. In third was another resident of Ontario; John Willan, North Augusta.

A top contended at any regatta, Armand Hebert, from Ville du Lery, Quebec, won the Outboard Grand Prix. Wayne LaRose, crossed the border from Ogdensburg, New York, to place second. Third place had Randy Diabo of Caughnawaga, Quebec taking the honor.

ARMAND  
HEBERT WAS  
THE BIG  
WINNER at  
Valley-  
field; he  
took the C  
hydro race  
and finished  
with two second



ARMAND  
HEBERT

places in the A and B hydro events. Chick LaRose was the winner in A hydro, while Nick Cerino from Milford, Connecticut captured the top spot in B hydro.

IN THE NEXT  
ISSUE OF  
HYDROPLANE QUARTERLY  
...COMPLETE DETAILED  
COVERAGE OF THE  
APBA AND AOF  
CHAMPIONSHIPS



## 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.*

### OUTBOARD CONTROVERSIAL ISSUES

The outboard divisionals of the past years have not been a representative race as the name implies and therefore, should not be used as a qualifying factor for national competition. The western half of the U.S. as divided is long on quality and short on quantity. I have many good racing friends on the west coast who advise me it is next to impossible to hold a regatta for alky classes only. He maintains that if everyone comes some classes will be too short to have a race.

The eastern divisionals are usually awarded to an area completely away from the center of the involved racers geographically and, in fact, this year the eastern divisionals were scheduled on the same date as the third largest outboard race of the calendar year. This large race which had commitments from most of our regions including Canada was the Waldman Memorial Challenge Championship. This race was scheduled in June, 1971, and reconfirmed to all officials who needed to be aware of the upcoming race in October, 1972, and again in January, 1973. Thus, a large number of outboarders in the eastern half had committed themselves to race in Hot Springs early in the year and after committing themselves had to either back out of their agreement; or pass up an opportunity to compete at the eastern divisionals. It is surprising that this race was awarded on the same date as the Hot Springs race, especially when other opportunities existed on having the race elsewhere, on another date.

If the outboard commission does not see fit to discontinue qualifications at divisionals, it is my opinion the racers themselves should vote out the rule involved. We have competed in divisionals where only two boats came out in F hydro. One qualified. This isn't right and should be changed.

The past few years I have evaluated outboard racing hulls as per length and weight for a specified safety factor. I have found the manufacturers are building their various designs and lengths for their rec-

ommended classes better than they could be regulated. I find them to be proud of their accomplishments and records justly so.

APBA is the only known association still holding to minimum weights in outboard or pro divisional. Minimum weights can be tolerated until they defeat their purpose and become a danger. In classes D and F hydro this is the case.

Engines have been designed which weigh as little as 100 lbs. complete with all accessories. With the hydros available for these classes the average D/F boat weighs less than 200 lbs., therefore, if your driver doesn't weigh 250 lbs., lead must be added. This completely unbalances the boats and motors which are designed to be and are the fastest outboards in the world. Thus, unbalancing a hull in the fastest classes does not make sense, especially when they are weighed so infrequently, and usually on scales that are unsafe. In the past two years, I have seen three scales break; narrowly avoiding an accident of serious consequences. It is well known fact that weight alone does not make a boat safe. Safety is having a compatible rig set up to run with a minimum chance of the driver losing full control.

In fact our safety record exists in pro racing because our hulls are normally light and separate from the driver rather than beating him to death in case of a flip.

I further find spectators leave the racing events while races are delayed by weighing.

Records are kept if one type hull or an individual repeatedly have accidents, then ban the hull or driver whichever is responsible.

We must keep our sponsors happy to promote good races.

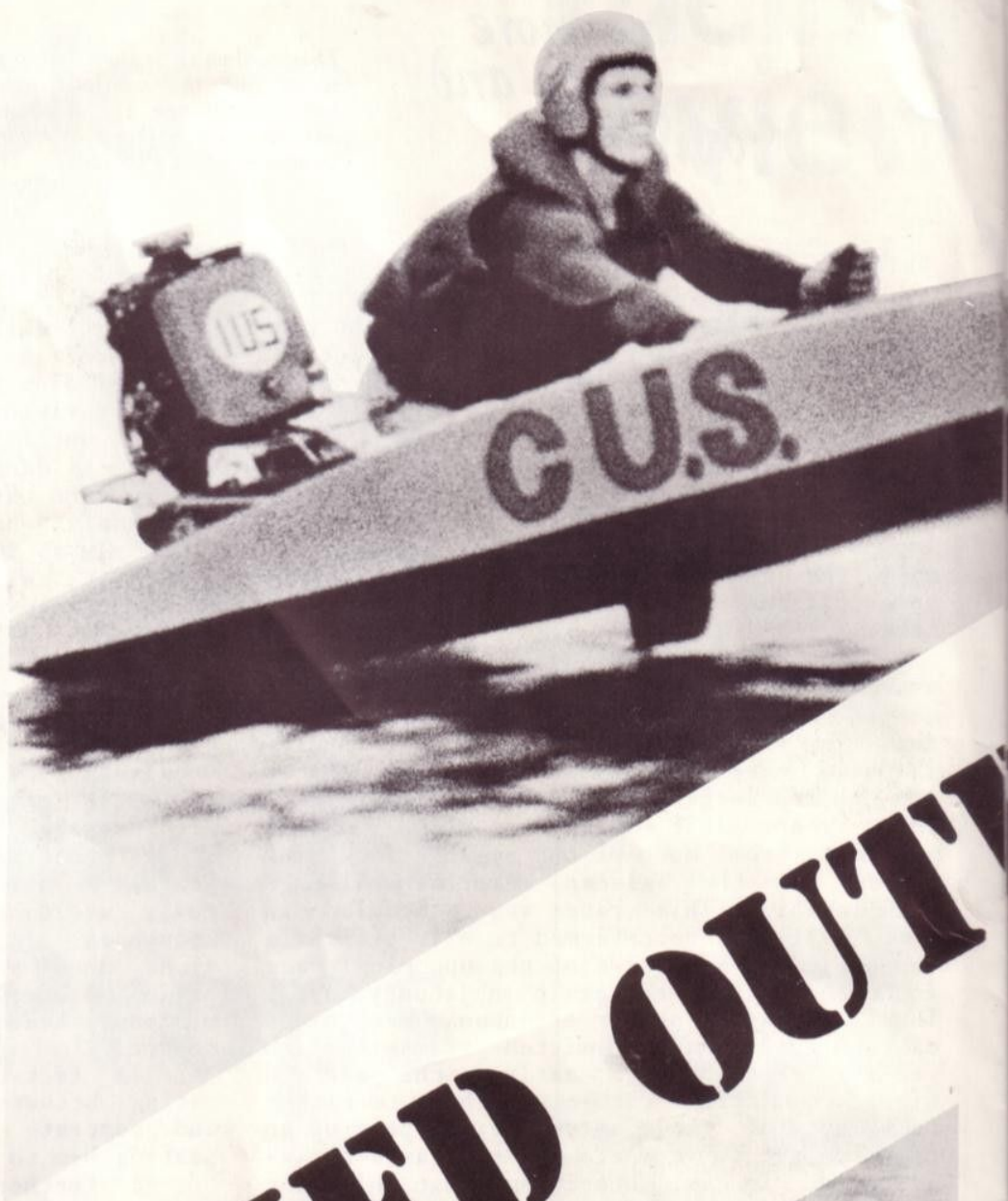
Everyone is now racing with hulls all year, accident free, yet when the nationals arrive, why must we suddenly put in weight? Some bleeding hearts maintain weights are equalizers. To this I say: few A runabouts drivers can compete successfully with our Beaumont hero who is two axle handles

Continued on Page 14



"A PICTORIAL ESSAY"

# MODIFIED OUTR

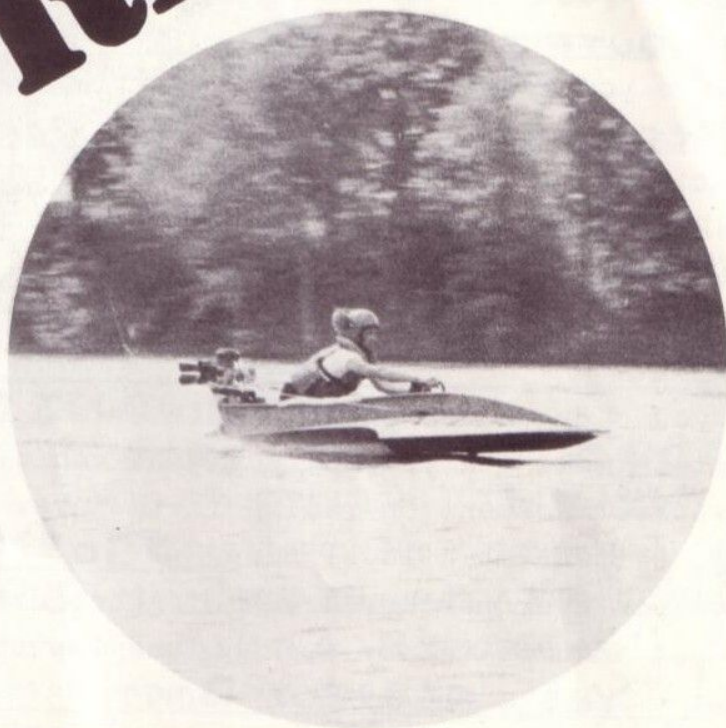




HARRY BRINKMAN, PERENNIAL MODIFIED OUTBOARD CHAMPION, DRIVING HIS NATIONAL CHAMPIONSHIP OUTFIT.

# BOARD RACING

LEFT: FOUR-CYLINDER MODIFIED OUTBOARD. TOP RIGHT: MODIFIED OUTBOARD "B" HYDRO. BOTTOM RIGHT: TOM MOULDER, MODIFIED OUTBOARD VP, WITH CLASS "A" RUNABOUT.





# questionnaire results

Age 30

Address NORTH / NORTH-EAST

Occupation MANAGERIAL Married or single MARRIED

Any Children 2 Do you bring your family to races YES

Total number of people you usually bring to races 4

How did you get started racing SAW A RACE, LIKED IT - BOUGHT

AN OUTFIT

Why do you race, and why your particular class FOR THE COMPETITION

PARTICULAR CLASS - SAME REASON.

What class did you start racing in "A" ALKY HYDRO

Have you ever been injured racing, how NO

Do you have other hobbies, what NONE

Have you won or do you hold any championships or records NO

Do you camp out or stay in motels, why BOTH - COST, COMFORT

What is make and year of your tow vehicle FAIRLY NEW G.M.

Estimated \$ spent on racing in the average year \$1,000<sup>00</sup> PLUS

Avg. \$ spent at a local race \$50<sup>00</sup> at a national race \$200<sup>00</sup>

Have you ever purchased anything because of a magazine ad YES

Do you anticipate any new equipment purchases in the next year, and if so,

what YES, A NEW BOAT

Would you like to see larger purses YES smaller purses NO

Your opinion of entry fees NECESSARY paid officials NECESSARY

What is your National club APBA local club VARIOUS

Your opinion of the structure of the national racing organizations APBA

HAS TOO MUCH INTERNAL POLITICS, SHOULD BE MORE RACE ORIENTED.

SHOULD NOT BE SOCIAL CLUB. NOA IS DONE. NO OPINION ON AOF.

Your opinion of the structure of local racing organizations LOUSY, MANY

PROBLEMS, BUT TO BE EXPECTED FROM A HOBBY GROUP.

What do you think is the best local racing club OUTBOARD CLUB OF CHICAGO

Who do you consider the best race driver BILLY SEEBOLD

What is your favorite race site and why ALEXANDRIA, LOUISIANA

CLOSE 2<sup>nd</sup> HINTON W. VIRGINIA - BOTH GOOD PITS, GOOD WATER

Do you or don't you race out of your own geographical areas, why YES -

TO GO RACING.



What is a reasonable distance to attend a local race 350 national ANY

What makes for a successful race 1. GOOD RACE COURSE 2. GOOD DRIVERS

3. GOOD PURSE 4. GOOD OFFICIALS 5. LOTS OF SPECTATORS

What is the future of Alky, Stock, Super Stock, Am-Pro, OPC and Inboard racing IN ONE LINE ??

What is right or wrong with racing today NOT ENOUGH PUBLICITY, SMALL PURSES, TOO MANY CLASSES

What is your opinion of sportsmanship in racing EXCELLENT

Your opinion of the overlap rule THE WHAT ??

How many races do you attend in the average year 15

What classes do you run 1. BOH 2. COH 3. DOH 4. DSH 5. CSH

What is your favorite class of racing BOH 2nd favorite A/C/DOH

What are your least favorite classes of racing C SERVICE

What classes should be expanded ALL eliminated C SERVICE

and why BASICLY IS A LOCAL CLUB PROBLEM

What is your favorite type of racing ALKY least OPC

What is a true racing boat (Hydro, R'bout, Tunnel, etc.) HYDRO

Your opinion on motor freezes, weight restrictions, boat dimensions, etc., MOST DISLIKE WEIGHT ABOUT 50:50 ON REST - VIOLENTLY FOR OR AGAINST

What about wings, airfoils, and spoilers SHOULD BE LEGAL

Your feelings on noisy vs. quiet exhaust systems NOISY

Name brand of products you use: Fuel ANY oil ANY tools MISC.

spark plugs CHAMPION props SEEBOLD motors MERC boats SID

other (specify) NONE

Do you do your own motor work SOME build your own boats NO

Your choice for HQ Hall of Fame VARIOUS - MOSTLY FROM OWN AREA

The best article in HQ TECH & RACE COVERAGE worst NONE

What would you like to see more of in HQ PAGES

less of NOTHING

Why did you subscribe to HQ IT'S ABOUT BOAT RACING

Other boating magazines you subscribe to and your opinion of them NONE

LOW OPINION

Your opinion of HQ GOOD, SHOULD BE BIGGER - MORE COVERAGE



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## MORE FACTS AND OPINIONS Continued from page 9

broad. Weights should not be used as an equalizer in the alky division, because they are not. They are definately an unsafe factor.

Should each district schedule a race whereby the winners donated part of their winnings toward a purse for a race, yet to be scheduled in the future.

This to be scheduled race would have to be centrally located and international in scope. A fit name would be the "International Outboard Championships". Kansas and Missouri would be an ideal location for such a race. The north, south, east, and west distances would be approximately the same from our furthest points of travel.

The minimum money from each district would be \$500. Thus, with each district participating, we would have \$10,000 as a begining purse.

It is a well known fact that sports which have big purses receive most of their money from individuals, companies, driectly involved in that patticular sport, unless they have enough audience and spectators to interest television.

In our case we have a few motor manufacturers, some boat builders, the spark plug companies, a few lubricant manufacturers, in which to put the bite on. They are limited to their donations because of the scarsity of racing participants. Communities as a whole are reluctant to give over \$5,000 for such an event. However, with the above plan plus money from other sources, we could have a \$20,000 purse.

Region Outboard Chairmen will be polled for assistance on this project.  
E.E. "Baldy" Baldwin  
Alice, Texas

### AN OPEN LETTER TO THE AOF RACING COMMISSION.

Dear Sirs:

I am writing in response to your ruling on the illegality of the new Lowrey run-

about geing used in the super stock division of the American Outboard Federation.

I have had occasion to see correspondence on the pros and cons of this boat and note that the primary opinion expressed about it prior to the vote was that it "violates the spirit of the runabout rule". If this rule is read the only part that could be violated would be part two, as to a tunnel effect to assist planing. To the best of my knowledge, no tests were ever performed with a competitive boat of conventional design to either prove or disprove this.

To me this smacks of pre-judice before the fact and it is just such arbitrary rulings by other associations' that lead to driver dissatisfaction and the forming of the American Outboard Federation.

Not being a super stock driver I will not presume to speak for that division, but I do know that in the larger classes such as C and D in the alky division, driver apprehension at the handling of the boats at the speeds they are capable of running has increased almost as fast as the number of boat registrations has decreased. If this boat is even 1/10 better handling and it was not even given the chance to prove that, then this type of ruling can do our sport no good.

Boat racing is in a difficult state of affairs at this time and a step forward in boat design to improve handling and safety is sorely needed no matter who the manufacturer or the organization. Rulings such as this one by the racing commission can only in my opinion further polarize the members of our sport.

Rulings must and should be made but not on emotion and a desire for our sport to remain twenty years behind the times.  
Bill Van Steenwyk  
Kansas City, Missouri



# Stan's Custom Pistons

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KONIG UNIT TO MERC CRANKSHAFT CONNECTORS.....	3.50
C-SERVICE EVINRUDE PARTS AND SERVICES	
GRIND CYLINDERS.....	12.00 each
PORT CYLINDERS TO SPECS.....	55.00 pair
BALANCE CRANKSHAFT.....	10.00
INSTALL JOHNSON 75 RODS (LABOR).....	25.00 pair
FURNISH, FIT PISTONS AND RINGS.....	35.00 pair
SEMI-FINISHED C-SERVICE PISTONS.....	10.00 each
TIME AND REWORK ROTOR VALVE TO FIT CASE.....	35.00
SQUARE CRANKCASE WITH NEW TOP MAIN BALL AND ROLLER.....	65.00
MAKE STEEL FLYWHEEL, CUT CAM, BALANCE.....	40.00
NEW COIL, DOUBLE OUTLET.....	30.00
MACHINE SHOP LABOR.....	8.00 hour
KONIG V-D, V-C, AND A PISTONS	
FINISHED.....	18.00
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POWER KORE - 110 VOLTS ON YOUR CAR AT ALL TIMES.....	39.95
NUMEROUS RACING PARTS - NEW AND USED	
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MIDDLE WEST DEALER FOR DESILVA BOATS	

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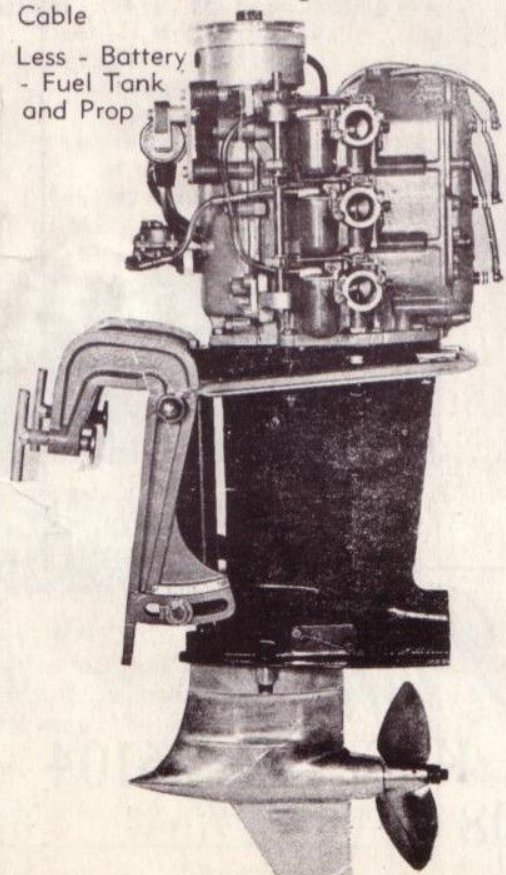
## GO WITH THE WINNER

# *Crescent*

The continuous development work on the Crescent Class C motors has earned world-wide recognition as the leader in its field.

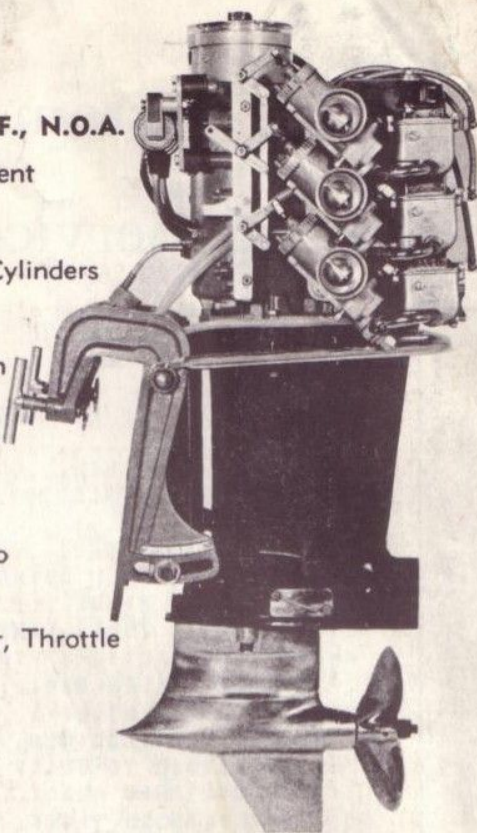
### CRESCENT C STOCK APPROVED BY APBA FOR C SUPER STOCK

- 29.9 Cubic Inch Displacement
- Engine Weight 81 Lbs.
- Chrome Plated Aluminum Cylinders
- Loop Scavenge Design
- Three Fixed Jet Bing Carburetors
- Fully Tuned Closed Exhaust
- 12V Battery Ignition
- 13:14 Reduction Gear Ratio
- Dual Fuel Pumps
- Full Circle Counterweighted Crankshaft
- L Ring Racing Pistons
- Motor Includes Steering Bar and Throttle Cable
- Less - Battery - Fuel Tank and Prop



### CRESCENT C ALKY APPROVED BY A.P.B.A., C.B.F., N.O.A.

- 29.9 Cubic Inch Displacement
- Engine Weight 81 Lbs. .
- Chrome Plated Aluminum Cylinders
- Loop Scavenge Design
- Three Fixed Jet Amal, Gran Prix Carburetors
- Fully Tuned Closed Exhaust
- 12V Ignition or Electronic Ignition Optional
- 13:14 Reduction Gear Ratio
- Full Pressure Fuel System
- Motor Includes Steering Bar, Throttle Cable, and Pressure Valve
- Less - Battery - Fuel Tank and Propeller



The C Alky Motor has won major races throughout the U.S., Canada and Europe.

The new C Stock Motor is the most powerful production engine in its class. The motor currently holds the U.I.M. C Stock world record at 94 plus miles per hour.

The C Stock and C Alky Motors both incorporate one piece connecting rods, and built up full circle crankshafts. Any part in the crankshaft can be replaced if needed. New style rod bearing retainers allow high RPM for long periods of time.

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