

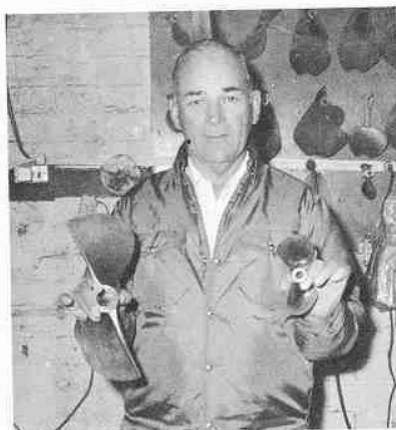
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the cover

A collection of boat racing photos, featuring several types of boats and a few different activities showing the vast scope of the sport of boat racing.

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facts and opinions by the editor



Accidents cause boat racers. There are some exceptions, of course, but a considerable number of drivers have just happened to stumble upon the sport. If a driver has a close friend or relative whom he can supervise and encourage, we can have an additional boat jockey. But what about the stranger who, by some fluke, becomes involved and often times quits almost as soon as he starts.

We hope this special issue of HQ will help make an impact on our pastime by adding some new faces - permanent faces. This issue has been in the planning stages for several years; so if this collection of articles does increase participation in boat racing, it won't be by accident.

It's up to the drivers of today to insure that there will be drivers tomorrow. We all must think boat racing is a pretty good way to spend our time and money; otherwise we would all be scattered into oblivion and there wouldn't be any boat racing. All we have to do is encourage others to spend their time and money the same way.

Is boat racing too expensive for all but the most fanatical competitor? We don't think so. People spend more and more on recreation and entertainment each year. As an example, look at the increasing sales of mini-bikes, campers, motorcycles, season tickets to professional sport events, snowmobiles, regular boats, etc. The list is endless. If a person wants to, they'll do it. But who wants to race boats? Who has even heard about boat racing? Who knows how to start?

We are positive that all our sport needs is some awareness by the potential race driver. A little guidance by those of us that race to those that don't. We hope this special issue of HQ will be the guide line. So, show your copy of HQ to an interested spectator, let him see in black-and-white what it takes to become a race driver, and then maybe he too will soon know the excitement and satisfaction that can only be found in the wonderful sport of boat racing.

Tim Chance

Tim Chance
Editor and Publisher

Who cares about boat racing?



Who cares about tech features?

HQ
VOL. 2
NO. 1

Who cares about the Nationals?

HQ VOL. 1 NO. 4

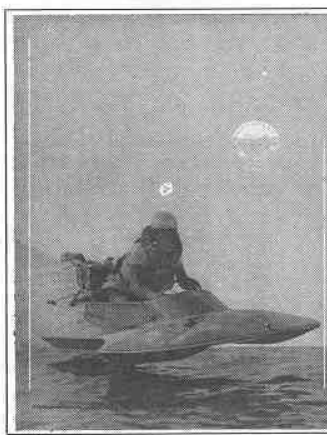
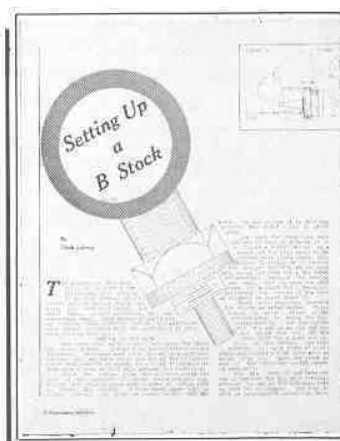


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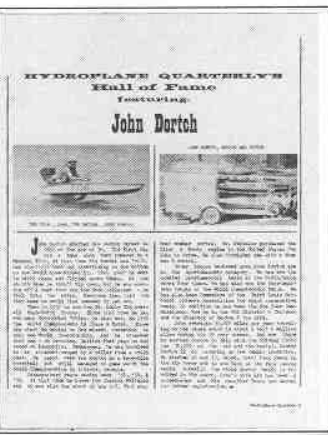
Who cares about setting-up racing engines?

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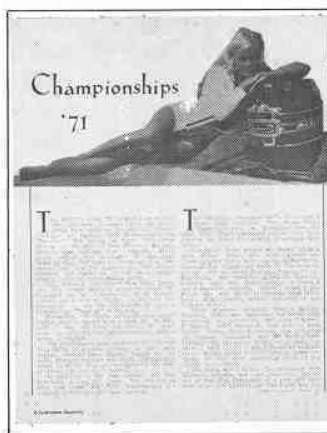


Who cares about drivers?

HQ VOL. 1 NO. 3



HQ
VOL. 3 NO. 1



Who cares about boat racing?

HQ
VOL. 2 NO. 4



Hydroplane Quarterly cares!



What is Boat Racing

What is boat racing? In its simplest definition, boat racing is a competitive event, a test of speed, a race held on water. But boat racing is more, so much more that it can't be defined in simple terms - if it can really be defined at all.

To some, boat racing is simply a test of speed and driving skill. But to many others it is a method to escape from the world for a weekend. To the innovator it is a means of proving theory and design. To some it is friendships and rivalries built through many seasons of racing.

Who is enticed into the sport - what kind of person - maybe the answer is hidden in the typical race driver. Typical race driver? Boat racers come from all walks of life, all economic brackets, all social levels. Doctors, lawyers, students, salesmen, engineers, carpenters, artists, teachers, rich, poor; each with their own reason for racing; each with a different reason.

One universal overtone to all drivers is to be able to flirt with danger and then beat danger at its own game. This isn't to mean that boat racing isn't dangerous - it is. But boat racing is relatively safe, considering that it is a high speed motorized sport.

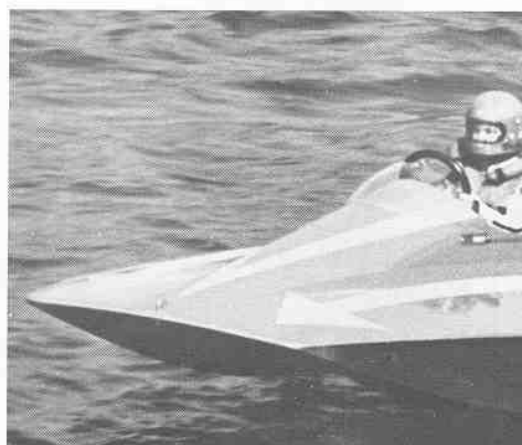
It isn't money that draws drivers into the sport. Prize money is nil, and numerous regattas are run each weekend of the summer

THE START IS A MAJOR PART OF BOAT RACING. HERE THE DRIVERS SKILLFULLY LINE UP AND ATTEMPT TO CROSS THE STARTING LINE EXACTLY ON TIME. NEXT COMES THE BREATHTAKING DASH TO THE FIRST TURN.

for trophies. At best a professional driver might make expenses, or spend fifty dollars to win a ten dollar cup.

The actual mechanics of racing are quite simple. Most regattas are scheduled for more than one class; with the days racing broken into several heats. Five minutes before the start of the heat, a cannon is fired (the five minute gun). The drivers in that event have four minutes to enter the race course and warm up their engines. After the four minutes have expired, another gun is sounded (the one minute gun). Now the drivers have one minute to line up for the start. At this time a giant clock on the judges stand is set in motion. When the clock reaches zero - the race is on. Then after five laps of hard, serious driving, the winner receives the checkered flag. After the course is cleared, the five minute gun sounds for the next heat.

So what is boat racing? It's traveling to different places, meeting people, camping out, working on boats and motors, your own tradition, your own way of life, and the excitement of competition on a Sunday afternoon.



TYPES, STYLES and CLASS

Racing is divided into several different categories. From the smallest stock class to the largest OPC variety, there is a place for almost everyone with a desire to compete. Outboard racing is broken down into four basic divisions: stock, modified stock, alcohol, and pleasure boat.

Hydroplanes, generally considered to be the typical racing boat, and racing runabouts are used in all but OPC racing. A hydroplane is a rather flat, wide hull; with a set of sponsons (steps) on each side of about midships. A Hydroplane will pick up out of the water and actually fly down the straight-away. Runabouts are not permitted to utilize aerodynamic styling as permitted in hydroplane classes, and as a result runabouts are somewhat slower class-for-class.

In the smaller classes, pleasure boat racing is pleasure boat racing. While in the larger classes OPC racing has strong factory involvement and special custom racing craft.

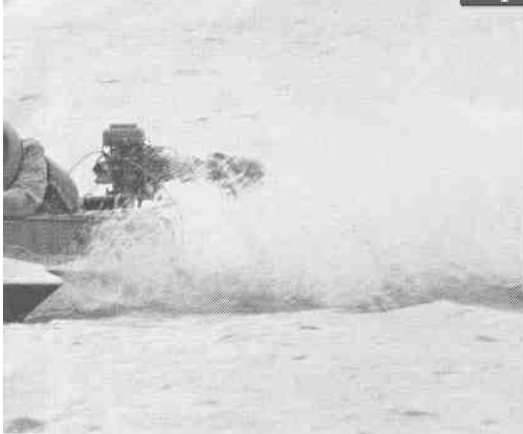
Stock outboard racing is the most popular form of boat racing. The American Power Boat Association has in the neighborhood of 1200 registered stock drivers. There are 15 different stock classes ranging from 7.5 cubic inch class J to 40 c.i. class D. Class J is a training ground for future race drivers with age limits of nine to sixteen years. A class J runabout has a top

speed of about 30 mph; while a J hydro will run six to eight mph faster. In contrast a D or Super C Hydro has potential of speeds over 80 mph.

Mercury outboard motors dominate stock outboard racing. Mercury began producing racing engines in the early '50s with standard production models offered with racing lower units. Class A, B, C, and D stock have been the home of stock racing Mercs for the past two decades. Briefly Champion Hot Rod B motors were the winning engine, but a Mercury B Conversion kit re-established the Oshkosh product's superiority. Class 36 was designed for 36 ci Johnsons and Evinrudes, but the old twins were replaced in the winning circle by Chrysler. Today a 36" Mercury is the top model. A new class is 25ss. Mercury builds a limited production 25ss model while OMC and Chryslers can be modified for competition. Another new class is Super C, which uses a factory-stock Swedish Crescent racing engine.

Most stock racing is closed-course (or, oval) racing. Another facet of stock runabout racing is marathon racing, where a great number of runabouts will set out on up to over 100 miles of racing. Marathon racing had great popularity at one time and still has a large following in Michigan.

In stock racing, since engine changes are held to a minimum, attention to detail is



ES of RACING EQUIPMENT

TOP LEFT: TERRY CHANCE, SON OF TIM CHANCE - PUBLISHER OF HQ, IN HIS FIRST TIME OUT IN HIS CLASS J STOCK HYDRO. J STOCK IS THE SMALLEST CLASS OF OUTBOARD RACING. TOP CENTER: A MODIFIED STOCK B HYDRO. MODIFIED RACING OFFERS GREATER FREEDOM THAN PURE STOCK RACING, BUT IS MORE RESTRICTIVE THAN ALKY RACING. TOP RIGHT: THE KID ON THE LEFT'S OLD MAN WITH A KONIG POWERED MARCHETTI D HYDRO. THE RECORD FOR D HYDRO IS 116.883 SET BY THE LATE JERRY WALDMAN WITH A QUINCY/MARCHETTI COMBO. BOTTOM LEFT: BILLY SEEBOLD, JR., CONSIDERED BY MANY TO BE THE MOST OUTSTANDING DRIVER OF ALL TIME, EXHIBITING HIS SKILL IN AN ALKY DESILVA RUNABOUT OWNED BY MARSHALL GRANT. BOTTOM CENTER: AN OPC MERCURY POWERED TUNNEL BOAT. OPC RACING HAS GAINED CONSIDERABLE POPULARITY IN RECENT YEARS. BOTTOM RIGHT: BOAT BUILDER, BOB RHODES FROM SEATTLE, DRIVING A D STOCK HYDRO. D STOCK IS A HIGHLY COMPETITIVE CLASS.

of utmost importance. And driving skill is an exacting science.

Modified outboard racing is very similar to stock racing, but with some very noticeable differences. At first glance the addition of tuned exhaust pipes is obvious. Lower unit housing adaptations are another point of variance. As in stock racing fuel is limited to gasoline and petroleum oil.

Mercury motors reign supreme in the four cylinder classes (C, D, and E) while in the two cylinder classes (A and B) the dominant powerplant is Swanson/Champion Hot Rods. Modified, also known as Super Stock, racing is concentrated in the south/central US, and is also extremely strong in Indiana.

This type of racing has made quite a transition during the past 15 years; from the National Outboard Association's Division III, to Semi-Pro, to American-Professional, to Modified Outboard or Super Stock; depending

on your local club's national affiliation.

Modified outboard racing is growing in popularity because of its low initial cost and simplified upkeep.

Alky racing is the oldest form of outboard racing in existence. Boats are the same as are used in the two stock divisions. However, engines are entirely different. Konig (Germany) and Quincy (US) are the two major engines campaigned in alky racing. Other makes are also utilized, for example, the class B British Anzani has set a record of over 100 mph. Alcohol, castor oil, and special racing additives are permissible in this type of racing. Although the engines raced in alky competition are designed and built for racing, almost any additional modifications are legal.

A unique class in alky racing is class C-Service, also known as C-1. C-Service engines are ancient (antique) Evinrudes that

Continued on page 14



How to Get Started in Boat Racing

First of all, before you make any decisions about boat racing, it's best to attend a few races. Even better than that, if you have a friend who races, offer to work as a member of his pit crew; that way you can get first hand knowledge about the sport. If you don't know anyone that races, when you go to a regatta there is usually someone who can use an extra set of eager hands - even if it's only to have you stand knee deep in water, holding a boat from becoming adrift, while the driver paces off his pre-race jitters on the shore.

If you are an absolute newcomer to the sport, and have no idea where races are held, write to the following national organizations:

American Power Boat Association
22811 Greater Mack
St. Clair Shores, Michigan
Canadian Boating Federation
67 Yonge Street
Toronto 1, Ontario
National Outboard Association
707 Market Street
Knoxville, Tennessee
American Outboard Federation
Box 549 Downtown Station
Oklahoma City, Oklahoma

Each of the four organizations sanction boat racing, and have local clubs and drivers as

THE PIT AREA IS THE BEST PLACE FOR A FUTURE DRIVER TO FIND OUT ABOUT THE SPORT OF BOAT RACING. THE PITS ARE WHERE IT ALL HAPPENS...

members. All boat racing of any consequence is run under the auspices of these clubs.

After you find out which organization sanctions races in your area, and you buy your equipment, you may join and receive a racing number. Some drivers join more than one club; and receive additional race notices and racing news. The rules and regulations of each organization are very similar.

Before you decide to race perhaps you can manage to talk a driver into letting you test drive one of his boats. A lot of would be drivers have bought their boat and motor and then sold it immediately. We know of one stock car driver who had absolutely no fear (in a race car), but was absolutely terrified his one and only trip in a racing boat. Some people just aren't cut out to race boats.

Another thing..... Don't expect to jump in and start winning right away. Boat racing isn't easy - it takes years to learn how to be a good driver. Almost every front runner has spent an extended apprenticeship in the back of the pack.

So remember, go to the races, spend time learning, and then, think about driving yourself.



Selecting Your Equipment

Now that you have decided to try competition, you have to make a choice. The most important thing to consider is: what type of racing interests you most; stock, modified, alky, or OPC. Second, and equally important is: what type of racing is strong in your area. You can see that even though your heart may be set on running a certain type of rig, it would be senseless, even stupid, to own it if there weren't any races within 1,000 miles.

But, if you are the type of person who doesn't mind spending several hours in your car with a boat trailer dragging behind to go to your kind of boat racing - then forget about our recommendation on the second point.

Size. Your size is something else you should consider. There are exceptions, of course, but it seems that the smaller the class; the smaller the driver. Other facts about yourself will play a strong role in your decision to purchase your outfit. Your age, physical condition, previous racing experience, how fast you want to go or what speed you are able to handle are all questions you will have to answer.

Another point to weigh is your mechanical ability. If you enjoy experimenting and testing your own ideas, and abhor restrictive rules, then, by all means choose a type of racing that allows you some freedom.

IF YOU WANT SOME GOOD, HOT, COMPETITION; THEN PICK A STRONG CLASS. THESE E HYDROS DOMONSTRATE SOLID BASIC BOAT RACING.

But, if you are the type of person who can't manage to change the spark plug on a lawnmower without realizing complete failure, pick a racing type that is simpler. Or, plan on spending a good deal of money to have a specialist do your engine work.

Money is an important aspect in racing. You can't buy first place, but you can buy the right to compete for it. If money is of no object, you are in an elite group. On the other hand, you may have to be very dollar conscious where racing is concerned. If this is the case, then don't go in over your head as nothing spoils the joy of racing more than a severe lack of money. It's much better to own a cheaper outfit and run it well than to have the best money can buy, and maintain it to the point that is pure junk.

All-in-all, the most common mistake of a new driver is hasty decisions. Think before you select your outfit. An uncountable number of racers have been disappointed because of a rash decision. It's far better to postpone your racing debut for awhile, than to be forced to live with a poor choice. Above all ask questions of the drivers - ask a lot of questions. Then make your selection.

<p>NATIONAL OUTBOARD ASSOCIATION 707 Market Street Knoxville, Tennessee</p>	<p>RACING BOATS MARCHETTI HYDROS 221 Haddon Ave Westmont, N.J. 08108 Tel: 609-GL6-8647 The Boat it Takes to Win</p>	<p>RACING BOATS FREDRICKSON BOATS 4936 South Oliver Wichita, Kansas 67210 Tel: 316-788-1844 Top-Quality OPC Boats</p>
<p>Crescent Stock & Racing Motors DICK O'DEA RACING MOTORS 247 Derrom Avenue Patterson, New Jersey 07504 Tel: 201-523-3911 Complete Racing Services</p>	<p>PROPELLERS JOE MASCARI 114 Railroad Street Huntington Station, New York Cary - the original hand forged steel prop</p>	<p>PLYWOOD HARBOR SALES COMPANY, INC. 1401 Russell Street Baltimore, Md. 21230 Tel: 301-727-0106 Headquarters for marine plywood</p>
<p>PROPELLERS RON HILL 12331 Chase Street Garden Grove, California 92645 New - Reworked - Traded</p>	<p>RACING BOATS LOWREY BOAT COMPANY 5934 Evergreen Berkley, Missouri 63134 Tel: 314-521-2667 Builders of the Lowrey 4-Point</p>	<p>RACING BOATS DESILVA BOATS P.O. Box 394 Sabbastopol, Calif. 95472 Tel: 707-823-5951 Championship Racing Boats</p>
<p>BOAT PLANS CLARK CRAFT - 16 Aqua Lane Tonawanda, New York 14150 Send \$1 for plan kit catalog or \$2 for catalog and boatbuilders guide</p>	<p>Merc-Quincy Racing Engines QUINCY WELDING & MARINE 5th. and State Streets Quincy, Illinois Tel: 217-223-2992 All Alky classes A - F</p>	<p>Propellers SEEBOLD PROPS 2402 Madison Granite City, Illinois Tel: 618-876-5601 Custom Crafted Racing Wheels</p>
<p>Propellers HOPKINS PROPELLER SERVICE P.O. Box 922 Covington, La. 70433 Tel: 504-892-3868 OPC-Inboard-Stock-Alky-Am, Pro</p>	<p>RACING BOATS STARON BOATS 6911 Belle Fontaine Road Dayton, Ohio 45424 Tel: 513-233-5382 Home of the record breakers</p>	<p>CUSTOM MOTOR WORK STAN'S CUSTOM PISTONS 6800 Donahoo Kansas City, Kansas 66104 Tel: 913-299-6008 Specialist in C-Service</p>
<p>KONIG RACING MOTORS OVERSEAS DEALERS 245 East Griffin Avenue Dallas, Georgia 30132 Tel: 404-445-3434 See your Konig dealer.</p>	<p>CYLINDER GRINDING at its very best for stock & alky motors ROBERT W. THORNTON 3318 Jones Bridge Road Chevy Chase, Md. 20015 Tel: 301-652-0348</p>	<p>RACING BOATS BOWSON BOAT CO. 1060 General Tinker Avenue Sarasota, Florida 33580 Tel: 813-355-7221 Stock and Alky - all classes</p>
<p>Life Jackets GENTEX CORPORATION Carbondale, Pa. 18407 Peace of mind for the most daring racing enthusiast!</p>	<p>AMERICAN OUTBOARD FEDERATION Box 549 Downtown Station Oklahoma City, Okla. 73101</p>	<p>BRITISH ANZANI RACING MOTORS AEROMARINE COMPANY BILL TENNEY Crystal Bay, Minn. 55323 World's fastest- A & B classes</p>
<p>PROPELLERS LEWIS PROP SERVICE TED LEWIS - 2618 ESSEX Shreveport, La. 71108 Specializing in racing props for Pro & Super Stock classes</p>	<p>Racing Specialities RAY NYDAHL Rt. 1, Box 252 Bristol, Wisconsin 53104 Tel: 414-857-7078</p>	<p>ELDRIDGE RACING UNITS MARSHALL ELDRIDGE, JR. 313 Masters Road Palm Springs, Florida 33460 Tel: 305-965-5689 Quality for over 30 years</p>
<p>Racing Boats BYERSCRAFT BOATS P.O. Box 88 Paw Paw, Michigan 49079 Tel: 616-624-6028 Alkie & Stock Hydros & Runabouts</p>	<p>BOAT SPEED INDICATORS KELLER MANUFACTURING 18340 Ashworth Ave. No. Seattle, Wa. 98133 All Speeds - All Classes FREE PRICE LIST</p>	<p>RACING BOATS BUTTS AEROWING 60 Maplefield Pleasant Ridge, Mich. 48069 A totally new aerodynamic approach to boat racing</p>
<p>Racing Products ALICE SPECIALITY CO. Box 691 Alice, Texas 78332 MX-237 The Master Oil</p>	<p>Harrison Racing Motors BIRMINGHAM METAL PRODUCTS, INC. Box 57 - Route 113 Birmingham, Ohio 44816 Custom Racing Parts</p>	<p>AMERICAN POWER BOAT ASSOC. 22811 Greater Mack St. Clair Shores, Mich. 48080</p>



Purchasing Your Outfit

When the time arrives to actually make your purchase you will have an additional decision to make. New or Used? Much can be said for both choices. The points in favor of used equipment are as follows: 1 cost, 2 availability, 3 it should have been tested and proven, 4 Sellers assistance 5 racing compatibility. Now examine each along with possible disadvantages. Cost-used equipment is cheaper, you can purchase a used rig for one third the cost of a new outfit. But remember, you get what you pay for in racing as well as anything else. Availability-often times you may want to start racing 'right now' and don't want to wait for delivery of a new boat and motor. But don't buy something you don't really want simply because it is for sale. Tested and proven-if you do pick up a used outfit it should have been de-bugged by the previous owner, and be ready to race. But here, maybe the reason it is being sold is that it's no good, or non-competitive. Sellers assistance- this is important as the person you bought your rig from can help you through your first season. Here again, be careful because if he's quitting, he may not be around to help. Compatibility- if you buy a used outfit (from within your area) you are assured of picking a class that runs in your area; then again it may not.

A NICE RUNNING OUTFIT - WORLD CHAMPION IN 1959 BUT OBSOLETE TODAY. DON'T MAKE A MISTAKE AND OBTAIN EQUIPMENT THAT IS TOO OLD TO RUN WITH CONTEMPORARY DESIGNS.

Above all, when buying used equipment, either see how it runs or find out from a reliable person as to how it runs. Don't take the word of the seller, as there's a little larceny in us all!

Your other choice is new equipment, which also presents problems. Number one problem is making it run. All new racing equipment needs to have little 'tricks' performed to make it operate properly. It can be extremely frustrating to sit out your first few races because you haven't learned these changes. Another potential danger is, as you're learning, you'll break it-which is also on the frustrating side. Or, you may become disillusioned because you don't run up to expectations. But, if you can afford to spend the time and money new equipment is the only way to go.

A third choice, and a common one, is to invest in a combination of new and used equipment. Do make sure, however, that they are well matched to each other.

As a final note we can only reiterate our advice in selecting your equipment and say, ask question - then make your purchase.

Stan's Custom Pistons

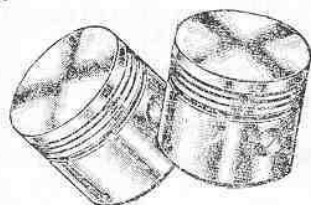
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H accessories are extremely important in boat racing. It can be said that your choice of accessories is just as im-

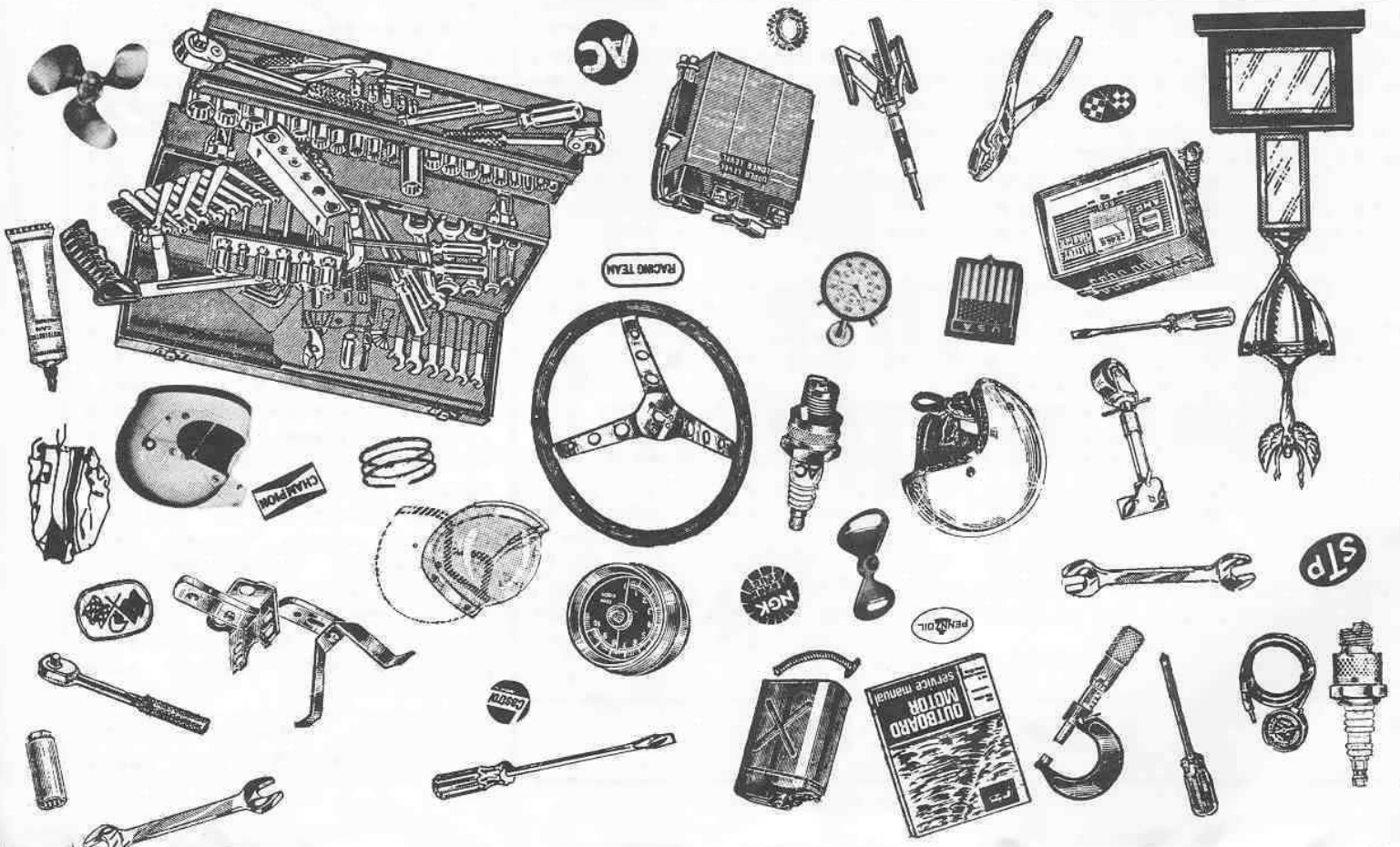
portant as your selection of boat and motor. Probably the most important add-on item is your propellers, as propellers make the difference between winning and losing. Any old prop won't do... Picking out a good wheel is an art and a science, slight, nearly undetectable differences in blade configuration can mean several miles per hour - can mean first or last place. The best thing to do is contact a propeller specialist and have him custom build a prop for you.

A trailer is necessary to transport your rig unless you are running a small runabout or hydro which can be carried on top of your car. It should be noted that car-topping is quite inconvenient. And more than one driver has had a boat blow off the roof of his auto. Used trailers are available in the classified section of racing association newsletters and

Tools to adequately perform race-day re-

Something you will have to build is good sturdy saw horses to set your boat on. . . . Unless you run off you will need to set your rig up out of the water. Poorly constructed horses could choose to self-destruct while supporting your boat and motor, resulting in a broken boat, bent prop, or worse.

So, propeller, life jacket, helmet, a set of tools, trailer, horses, fuel tanks, dial indicator, starting rope, plugs, etc. Space does not permit a complete listing of all the paraphernalia necessary to race. The best we can do is suggest you have an experienced driver help you obtain the basics, and then add to it as you gain experience yourself.



TYPES, STYLES & CLASSES

Continued from page 7

have become a tradition in outboard racing.

Alky races are run in almost every section of the U.S. and Canada. Although in some areas driver concentration is not strong enough for scheduling of all classes and as a result races may be run as A/B, and C/D/F heats along with a program of stock races. As a result some of the drivers may run a combination of both stock and alky.

There are about a half a dozen major alky races scheduled each year that draw drivers from all sections of the country. Prize money is not the prime consideration - strong competition is.

Racing using large production engines is O.P.C. racing. This type of racing was designed as a general type of racing for family pleasure boats. But has become as specialized as the other types. Some of the smaller classes have retained the original purpose, but as a whole the larger classes are for the serious competitor.

Strong factory involvement finds Johnson/Evinrude and Mercury in head-on clashes at big money races. Chrysler also builds engines for OPC racing but does not have the total commitment of the other manufacturers.

Boats are conventional vee bottom runabouts in the slower divisions and special racing tunnel boats in the faster varieties. Driving is done from a sitting position in the front end of the boat.

Big-time OPC racing is a world-wide sport, with some of the same drivers competing in Berlin, Germany; Paris, France; Parker, Arizona; and the World Championships in Lake Havasu.

On a local basis, OPC racing is the same as the other older forms of outboard racing; where drivers compete for small purses for sport and pleasure.

Racing Terms

A BOAT RACING GLOSSARY

Airborne. A racing boat running free of the water.

Aired-out. Airborne, but in control.

Air trap. Rails running to rear to keep air under hydro.

Alky. Alcohol or alcohol related equipment.

AOF. American Outboard Federation.

APBA. American Power Boat Association.

Bouy. Race course marker.

Broach. Turn sideways - out of control.

CD. Capacitor discharge ignition system.

Cabover. Hydro design that is driven from far forward.

CBF. Canadian Boating Federation.

Chute. Portion of race course behind starting line.

Class. Boats and motors that are grouped for racing.

Clock. Large, 1 minute hand, used for starting races.

Closed course. Circle type race course.

Commode. Slang for B Mercury tuned exhaust lower unit.

Conventional. Old fashioned single step hydroplane.

Crank. To pull starting rope. Also crankshaft.

Cut-off. Illegal turn in front of another driver.

Divisionals. Divisional championship races.

Elimination. Race to qualify for final event.

Fin. Metal blade used to assist stability and turning.

Five-Minute gun. Warning cannon signaling five minutes to start of race.

Flag. Referee's signal flags. Also marker on bouy.

Flathead. Quincy engine.

Flip. To turn over a boat.

Four-Sixty. Old class F Evinrude. 60 c.i. four cylinders.

Four-Point. Type of hydro.

Fuel. Alcohol. Also any mixture burned in motors.

Gears. Usually refers to reduction gearing in lower unit.

Heat. A race.

Hydro. Hydroplane type racing boat.

Jacket. Life jacket.

Jumping the gun. Crossing the starting line ahead of the clock - disqualification.

KG Series. KG4, KG7, KG9, the first Mercury stock racers.

Kilo. Straightaway records.

Lap. Once around race course.

Looper. Quincy engine.

Mag. Magneto ignition.

Marathon. Long distance race.

Megaphone. Style of exhaust.

Nationals. National championships.

Nitro. Nitromethane; racing fuel additive.

NOA. National Outboard Assoc.

Old iron. Old Johnson and Evinrude racing engines.

One-Minute gun. Warning cannon signaling one minute to start of race.

OPC. Outboard Pleasure craft.

Overlap. Rule stating distance required to turn in front of another driver.

Pad. Boat cushion. Also parts to increase compression ratio in Mercury engine.

Pickle Fork. A type of hydro.

Pipes. Tuned exhaust.

Pits. Drivers area at races.

Prop. Propeller.

Prop walk. Running only on propeller, tends to drift boat sideways.

Regatta. Boat race.

Regionals. Regional championship races.

Rostertail. Firehose velocity spray from propeller.

Runabout. Racing boat with flat, round, or vee bottom.

Skeg. Stabilizing fin on bottom of lower unit.

Speeditwin. C Service engine.

Sponson. Hydro bottom steps.

Stacks. Tuned exhaust pipes.

Step up. To race a smaller engine in a larger class.

Stock. A factory production unmodified racing engine.

Tach. Tachometer; RPM meter.

Three-Point. Hydroplane of standard design.

Transom. Rear of boat.

Tuned exhaust. Custom high-speed exhaust pipe system.

Tunnel. OPC racing boat type.

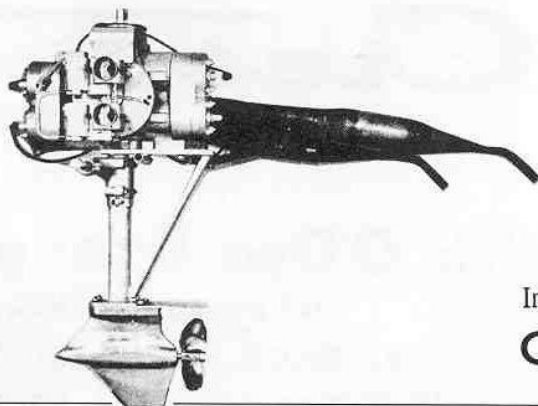
Unit. Lower unit.

Utility. Stock runabout.

Wheel. Propeller.

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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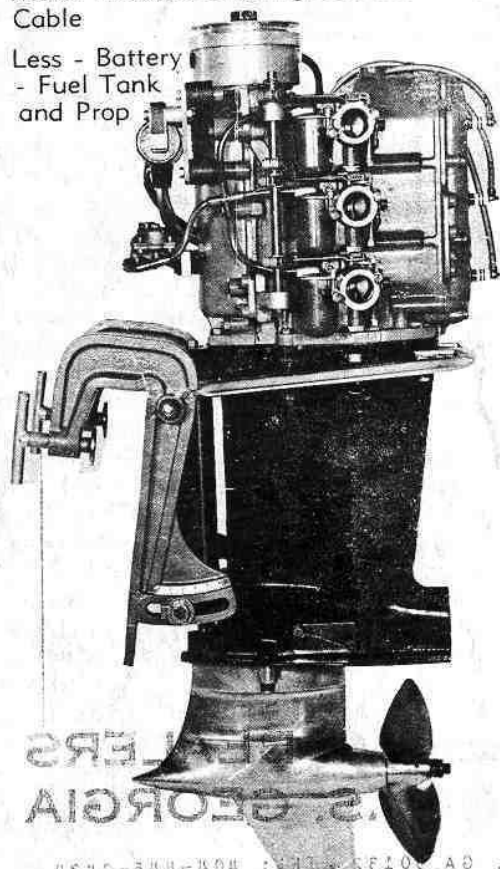
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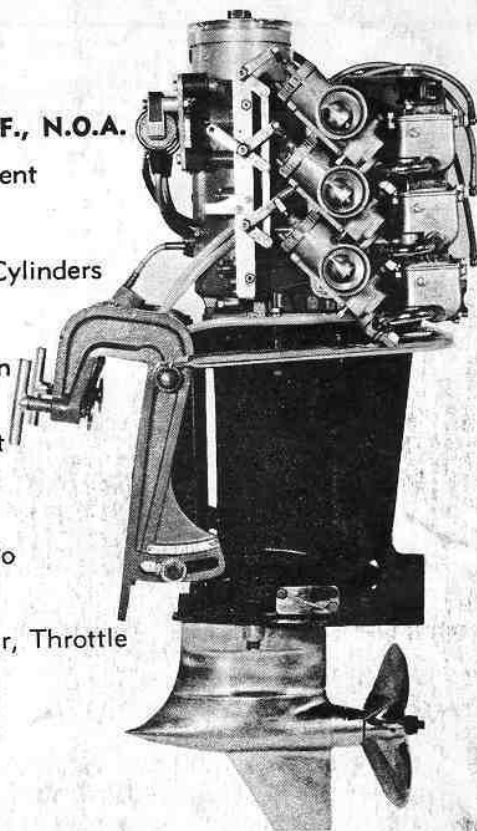
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- Three Fixed Jet Bing Carburetors
- Fully Tuned Closed Exhaust
- 12V Battery Ignition
- 13:14 Reduction Gear Ratio
- Dual Fuel Pumps
- Full Circle Counterweighted Crankshaft
- L Ring Racing Pistons
- Motor Includes Steering Bar and Throttle Cable
- Less - Battery - Fuel Tank and Prop



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