

HYDROPLANE

QUARTERLY

SPECIAL NO. 2/1973



DEVOTED EXCLUSIVELY TO THE SPORT OF BOAT RACING

BUTTS AEROWING

COMPETITION KING



ALKY	STOCK	MODIFIED STOCK
A	SUPER C	A
B	25-45	B
C		C
D		D
E		E
F		
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 LAKELAND)

● **E FORMULA**
DICK SCOPINICH APBA NATIONAL CHAMPION 1973

● **SUPER C**
J. YALE/D. O'DEA APBA NATIONAL CHAMPION 1973

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FINISHED.....	\$12.50
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MERC B AND D DEFLECTOR PISTONS	
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'L' RINGS FOR ALL QUINCY ENGINES.....	3.00 each
REGULAR IRON RINGS.....	1.25 each
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MERC SPACER PLATE 1/2" THICK, MACHINED FLAT, INCORPORATES	
MERC TILLER BAR.....	9.95
MERC CRANKING PULLEYS, FIT ALL "H" FLYWHEELS, HEAT	
TREATED ALUMINUM, ALL MACHINED.....	9.95
BLOCKS PORTED TO SPECS ON MILLING MACHINE	
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2 CYLINDER BLOCK.....	15.00
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EXTRUDED ALUMINUM, POSITIVELY CANNOT LEAK.....	24.50 each
MERC FLYWHEELS BORED TO LARGER TAPER.....	8.50
ALL STAINLESS STEEL STEERING BAR PULLEYS.....	4.50 each
MERC CRANKSHAFT TO KONIG UNIT DRIVESHAFT CONNECTORS.....	10.00
YOU FURNISH DRIVESHAFT END.....	8.00
KONIG UNIT TO MERC CRANKSHAFT CONNECTORS.....	3.50
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PORT CYLINDERS TO SPECS.....	55.00 pair
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KONIG V-D, V-C, AND A PISTONS	
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POWER KORE - 110 VOLTS ON YOUR CAR AT ALL TIMES.....	39.95
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GO WITH THE WINNER

Crescent

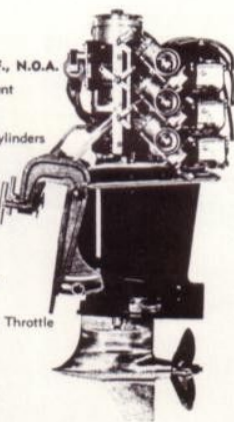
The continuous development work on the Crescent Class C motors has earned world-wide recognition as the leader in its field.

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, Grand 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.

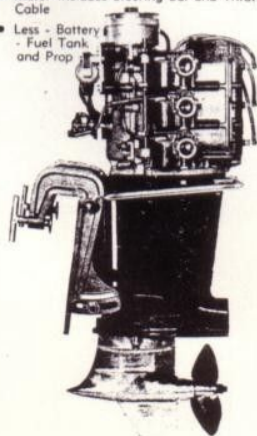
The C Stock and C Alky Motors both incorporate one piece connecting rods, and built up full circle crankshafts. Any part in the crankshaft can be replaced if needed. New style rod bearing retainers allow high RPM for long periods of time.

JOIN THE

Crescent
RACING TEAM

Dick O'Dea Racing Motors

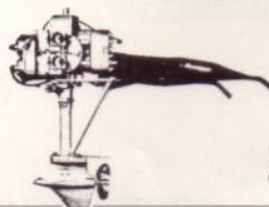
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2 Hydroplane Quarterly

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 preventative 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 Konig's "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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Hydroplane Quarterly
P.O. Box 26014
St. Louis, Mo. 63136
Volume 4 • Number 6

*facts
and
opinions
by the
editor*



*H*ow much can you say in an editorial for a calendar? Except, thanks for subscribing to Hydroplane Quarterly. We think boat racing is the best sport in the world, and all of you seem to think the same.

HQ has finally turned the corner and is now growing in scope; as we end our fourth year of publication. We had some skakey times getting HQ off the ground, but now we have finally arrived. Next year, in our four issues, we are going to increase coverage - over double the size of previous issues.

If any of you want more or less on any subject, please let us know and we'll try and make this magazine what you want it to be.

Tim Chance

Tim Chance
Editor and Publisher

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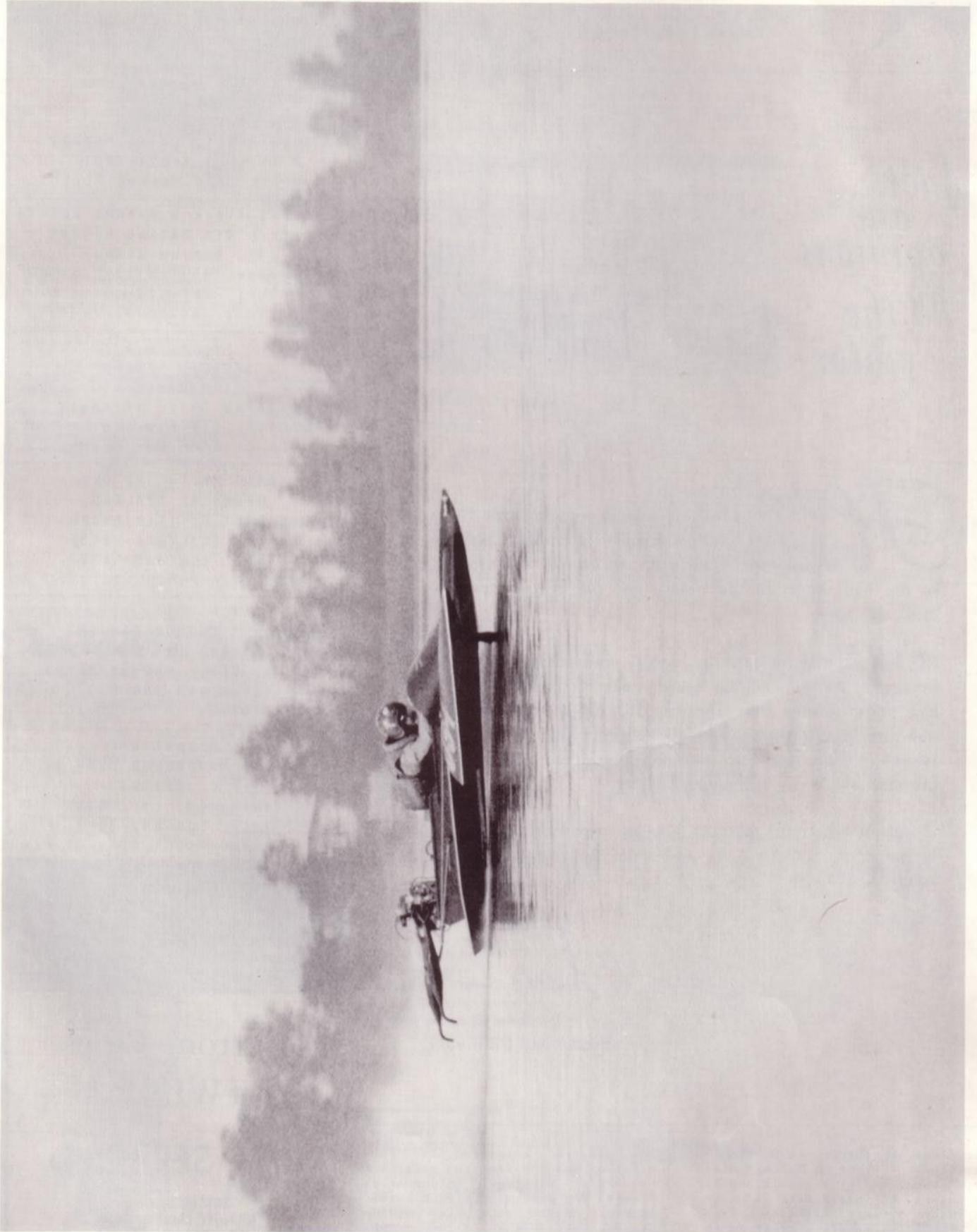
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JAN. '74

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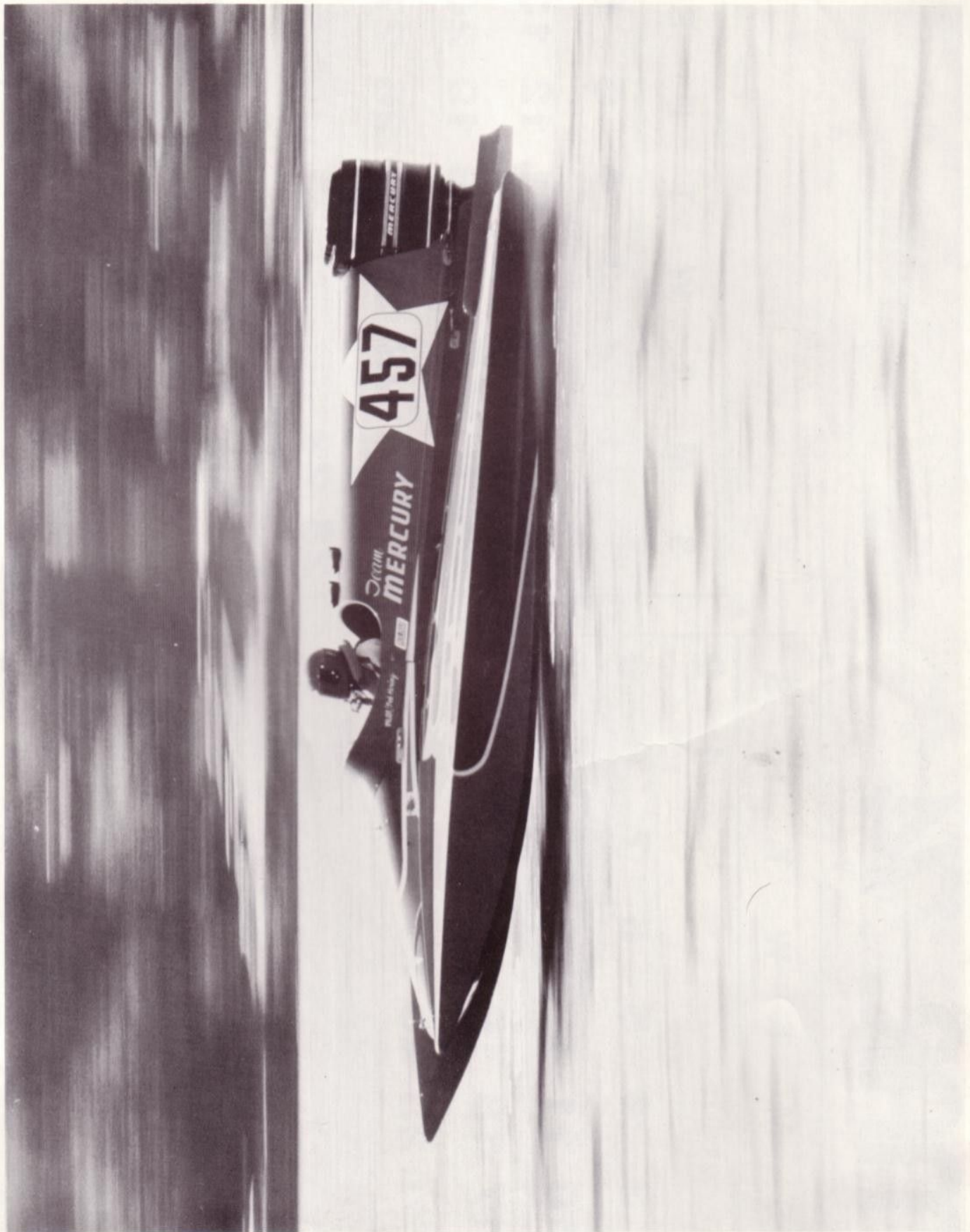
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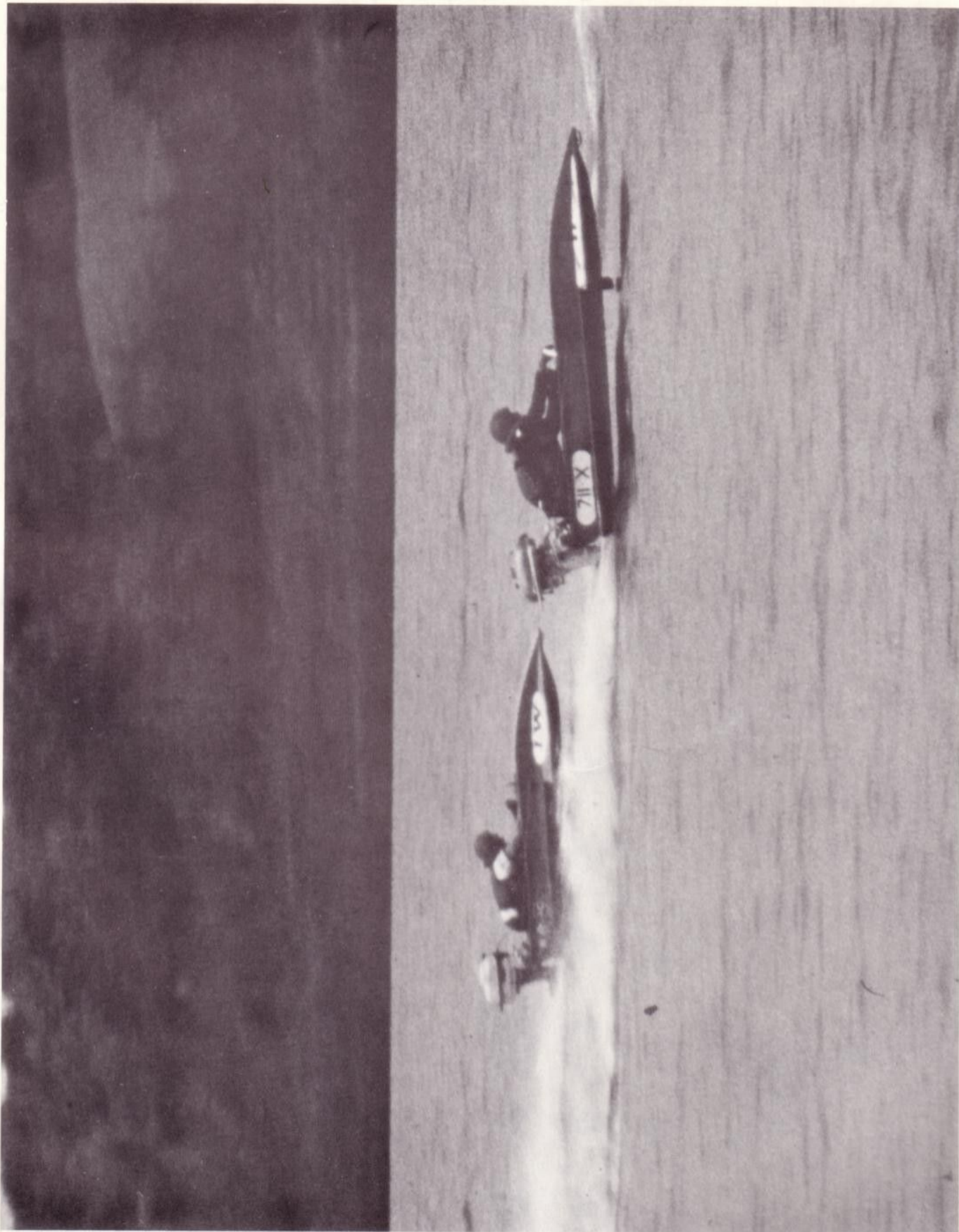


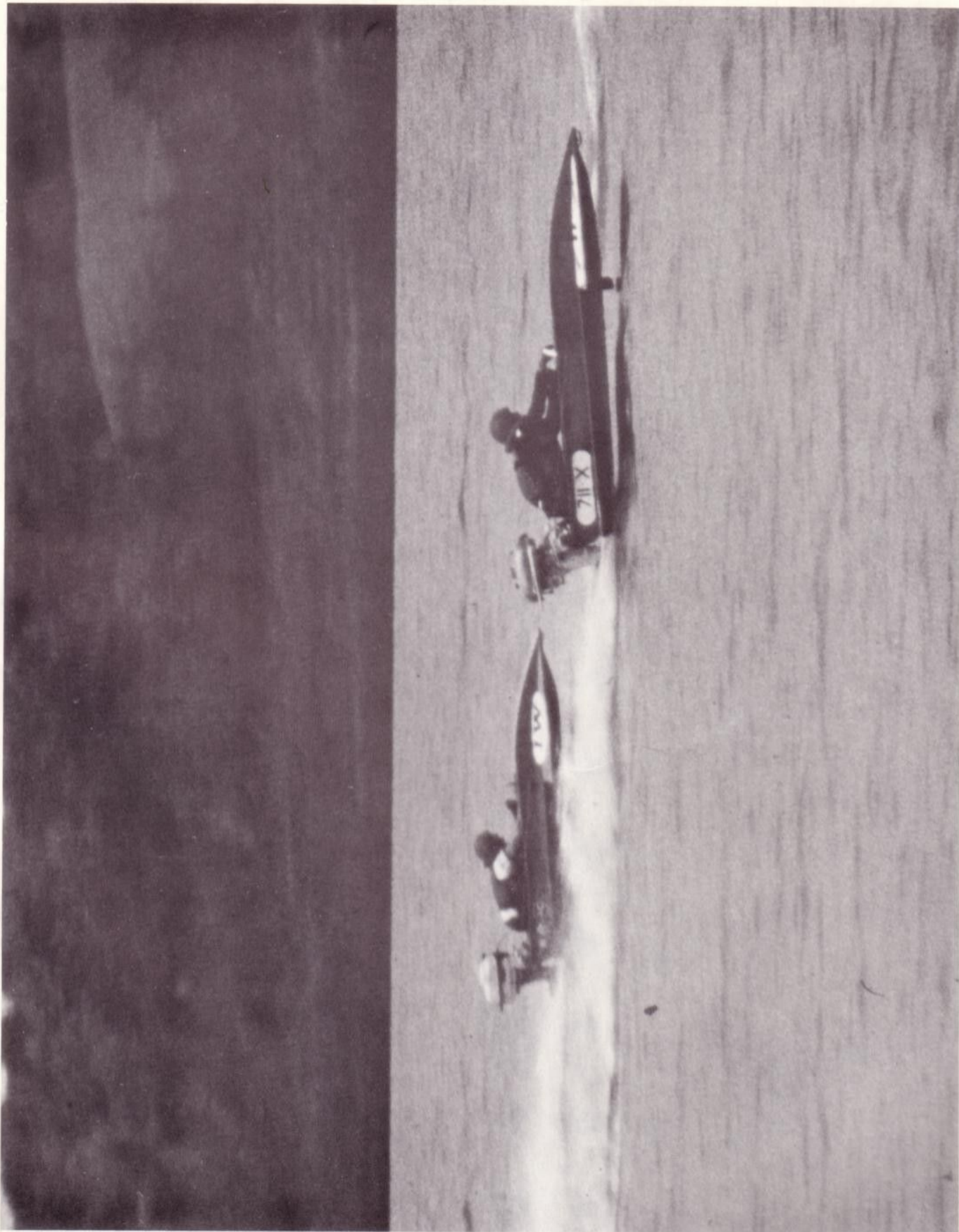
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Who cares about boat racing?

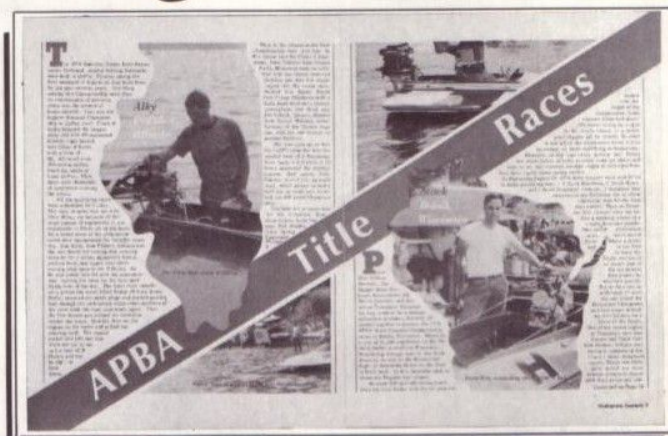


Who cares about tech features?

HQ VOL. 2 NO. 1

Who cares about the Nationals?

HQ VOL. 1 NO. 4

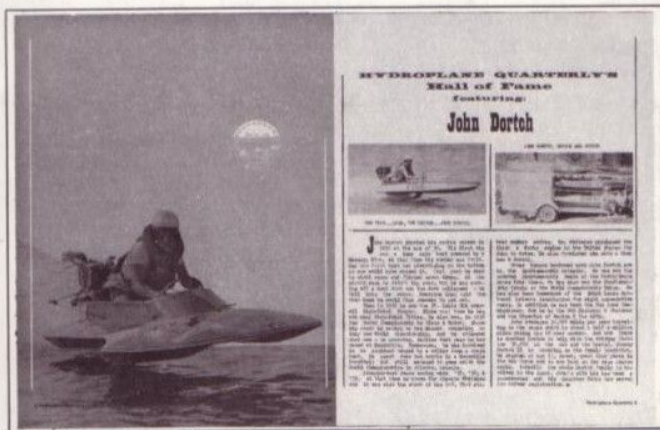


HQ VOL. 2 NO. 1



Who cares about setting-up racing engines?

HQ VOL. 2 NO. 2



Who cares about drivers?

HQ VOL. 1 NO. 3



Who cares about boat racing?

HQ VOL. 2 NO. 4



Hydroplane Quarterly cares!

NOV. DEC. '74 '74

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