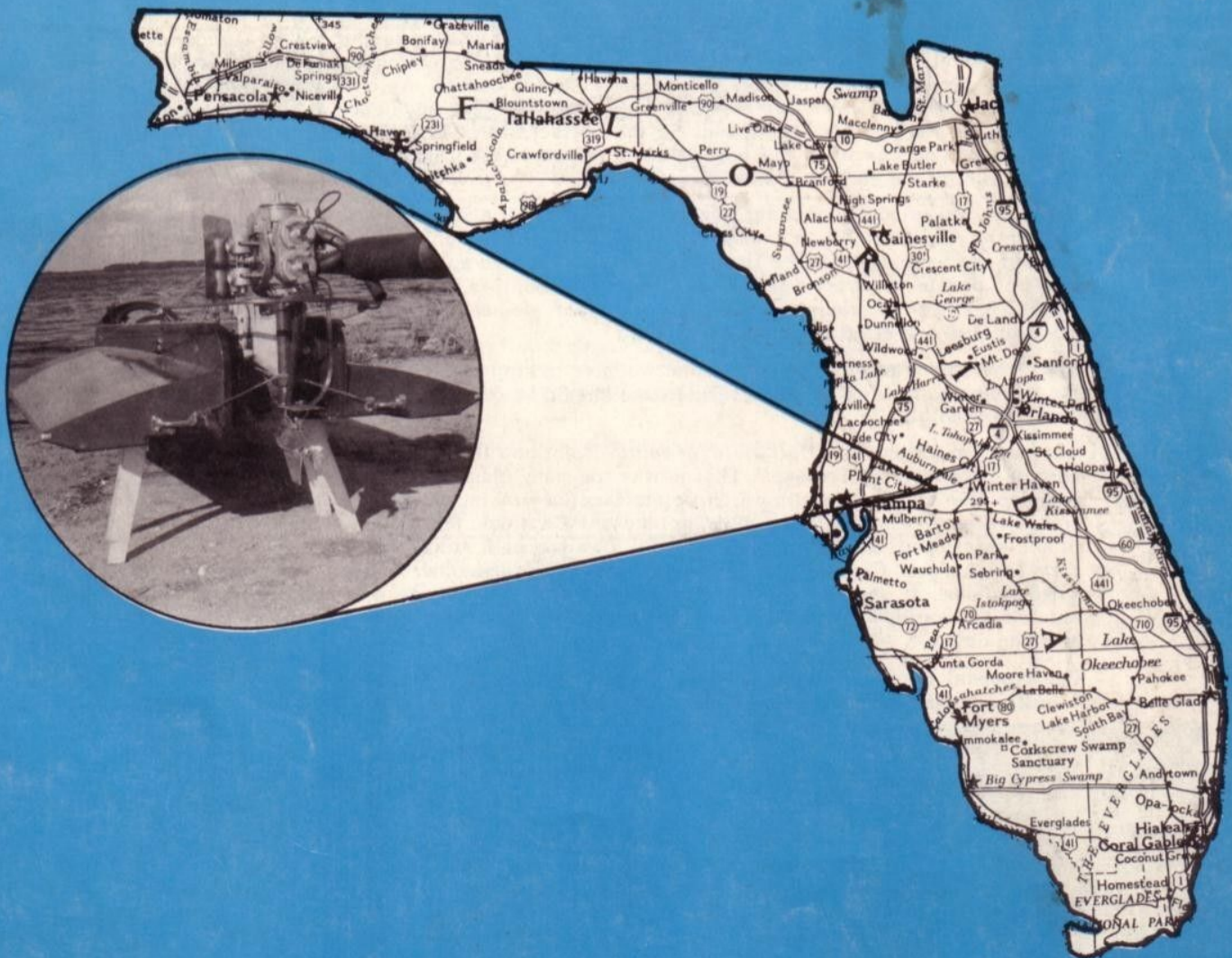


# HYDROPLANE

## QUARTERLY

SPRING/1970/75¢



DEVOTED EXCLUSIVELY TO THE SPORT OF BOAT RACING



facts  
and  
opinions  
by the  
editor



W

hat is the matter with boat racing? "Nothing" might be the answer. But is that true? We think a good boat race is the most exciting, spectacular event a person can watch, but how many good boat races are there every year? And what makes a good boat race? First is a full field of boats, maybe they all aren't in contention but at least there is an overwhelming number on the course. Second is a decent course. A long course that is so far from shore the spectator can't see anything doesn't do the sport much good. Also a little puddle of a race course can't allow high speed. So the perfect course is a compromise of the two. Third is spectators. You can have the best show in the world but if no one watches or cares about it, it loses a lot of the satisfaction of competing.

What can we as boat racers do? *Spectators.* What about spectators and how do we get them? The answer is publicity. As an example take baseball. We wouldn't witness one of those boring contests if we were offered free tickets, free beer, and a go-go girl show between innings. But millions of people do every year. Why? Because baseball is big business with big money spent on publicity. Since boat racing isn't a big money sport we need every driver, pit crew, etc. to devote all their time and effort to promote our sport.

*Race courses.* The solution is simple. We have to stop racing for ourselves and start racing for the spectator. We don't think a race course should be over  $\frac{3}{4}$  mile and should be as close to the shore as possible.

The most important is a *full field of boats*. Right now there are 37 different (with many similar but not quite identical) classes. That is way too many classes for a specialized sport to support. Now, to take a situation with which we are familiar - racing in the Mid-Central United States. If a person races in Eastern Wisconsin he races APBA stock. Minnesota is NOA alky. South Dakota is non-sanctioned similar to NOA Am-pro. Iowa has both stock and alky drivers. Missouri offers alky and Am-pro. Generally it is a mess, and we assume other sections of the country have the same problem. It seems quite silly to have so many people with a common interest remain segregated, especially considering the Interstate highway network which has shortened travel time between cities.

Our proposal is to completely reorganize the class structure of boat racing. Then we could have a unified racing effort throughout the Nation. The classes we suggest to modernize the sport of boat racing are as follows:

- Hydroplanes -
  - Formula 1 60 cid alcohol burning, any manufacturer and modification
  - Formula 2 25 cid alcohol burning, any manufacturer and modification
  - Formula 3 50 cid alky or gas, restricted manufacturer and modification
  - Formula 4 40 cid stock gasoline, restricted manufacturer
  - Formula 5 20 cid alky of gas, restricted manufacturer and modification
  - Formula 6 15 cid stock gasoline, restricted manufacturer
- Runabouts -
  - Formula 1 30 cid alcohol burning, any manufacturer and modification
  - Formula 2 30 cid alky or gas, restricted manufacturer and modification
  - Formula 3 30 cid stock gasoline, restricted manufacturer

Well, write and let us know what you think. . . .

Tim Chance

Tim Chance, Editor and Publisher



# HYDROPLANE

## QUARTERLY

VOLUME 1/NUMBER2/SPRING/1970

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#### HYDROPLANE QUARTERLY

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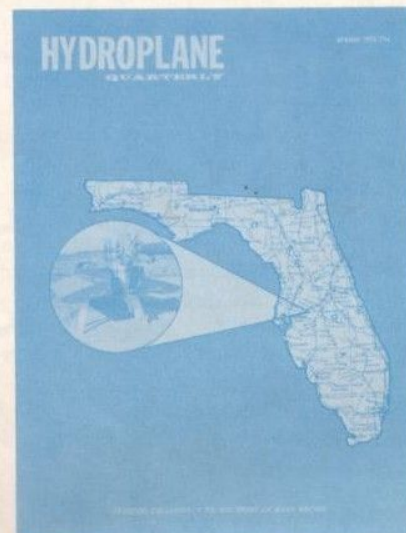
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*Ann Christ*  
*Karl Williams, Quebec*  
*Charles Tombras, Jr., Tennessee*  
*Donald D. Dennis, Indiana*  
*Bud Gardner, Missouri*

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#### THE COVER

The new Marchetti four point hydro was tested for the first time at the Lakeland, Florida Orange Cup Regatta.





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## NEXT ISSUE...

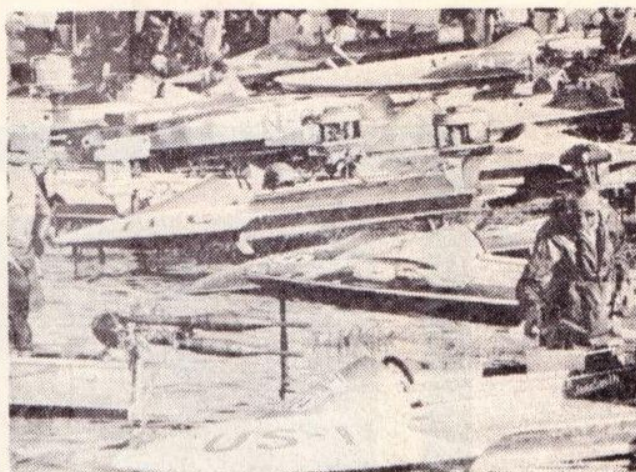
(PUBLICATION DATE JULY 6, 1970)

- \* Seebold Propellers
- \* Simon Marine





New Marchetti 4-Point Hydro



The pits at Lakeland

1970

## ORANGE CUP REGATTA LAKELAND, FLORIDA

BY TIM CHANCE

All Lakeland, Florida races have traditionally been the show place for the forthcoming season. This year was no different, with the question being, "What do you think of the new Marchetti tunnel boat?" Well perhaps I can answer that question. Saturday just as the days races were about to begin I was called over the PA system to the judges stand. There I met Pat Marchetti who asked if wanted to go find a lake and run the new boat.

In less than 10 minutes we were off with one new Marchetti 12'-10" 4-Point Hydroplane, a D Konig, Nick Marchetti, Pat Marchetti, Elmer Grade, Ann Christ of *Hydroplane Quarterly's* circulation department, and myself. The first two lakes we found were terribly rough. Finally we found a smooth sheltered area and started to set up. Unfortunately by the time we had rigged the boat and set up the engine the lake was full of whitecaps.

But being slightly mentally deficient (I race boats you know) I slipped on my lifejacket and helmet and Elmer cranked the engine. Now, I don't like to look at whitecaps let alone drive a new style (or any style) boat over them. Yet after a couple of laps around the lake I felt perfectly safe, and had the boat running well over 90 mph right over the top of them. There wasn't any tendency to kite, no wobble, nothing. The only problem seemed to be lack of sufficient fin area as I had a terrible time turning.

Next we tried another lake. This one was like a mirror. So I went out and fouled a sparkplug; and in our haste to go testing we neglected to bring any spares. Testing was then curtailed. Meanwhile back at the races. . .

The wind was raising havoc at Lake Hollingsworth which slowed down the drivers speed and eliminated any records in the 38th annual Orange Cup Regatta. The day produced an unusual 11 flips and 2 injuries; the first driver to be injured was Dave Whitford of New Paltz, New York who parted company with his 'A' Outboard Hydro and suffered multiple injuries to his arm and shoulder. In the

final race of the day Canadian James Monahan took an unexpected trip to Lakeland General Hospital when his 'D' Stock Hydro became airborne with Monahan receiving facial lacerations.

Veteran driver Clem Landis, Nebraska City, Nebraska gave the crowd a show when he was unloaded from his 10'-6" DeSilva in 'A' Racing Runabout right in front of the judges stand. He was uninjured as was Steve Eldredge from Palm Beach, Florida who also tipped over. Steve is the grandson of Marshal Eldredge, one of the most famous names in outboard racing history. Another driver receiving a dunking was Chuck Gurr, Odessa, Florida who flipped in the second heat of 'A' Outboard Hydro. After he had been thrown clear the boat hit and bounced over him, he remained uninjured as did Miamian Jeff Hutchins who came into problems in 'B' Stock Hydro.

Because of the numerous flips and resultant time delays the 'B' Racing Runabout and rerun of 'D' Stock Hydro had to be moved to Sunday.

Sunday found the postponed 'D' Stock Hydro kicking off the day which was just as windy as the day before. There wasn't any driver that could be considered to have dominated Saturdays races but Saturday night Billy Seebold flew into town to drive for Marshal Grant. Grant has raced himself in past years but now is content to own and maintain equipment. He appears to divide his time between playing bass for Johnny Cash and working on boat races and racing equipment. Incidentally he is promoting some races in the southern part of the country this summer — more information in a future issue. Anyhow, the Grant/Seebold combination entered most of the races on Sunday and won nearly all of them, including: 'B' Racing Runabout, 'C' Racing Runabout 'D' Racing Runabout, and 'F' Racing Runabout. In the 'F' Racing Runabout race which requires a driver and a riding mechanic, Johnny Dortch from Overland, Missouri went along for the ride. Johnny can explain Billys desire to win

Continued on page 10







## HYDROPLANE QUARTERLY'S Hall of Fame

featuring:

# WILLY KERSJES

BY KARL WILLIAMS

**W**illy Kersjes is Canada's "C" Racing Runabout Champion for 1969. He is also a successful businessman, successful sports car racer, successful boat racer, and one of the greatest guys you could ever meet. Willy came to Canada from Holland in 1957, and we are glad he did. In 1958 Willy married Tina Van Opdergen, a charming girl who also came from Veneroy Holland. Willy now makes his home in Aylmer Quebec, an energetic little town neighboring Canada's Capitol city, Ottawa. Willy operates a unique barber shop in Aylmer. His shop is decorated with trophies, plaques, and photographs which testify to his many successes in his favorite sport - boat racing.

Willy's racing career began in 1959 with Sportscraft. His Evinrude powered boat, the Flying Dutchman, brought him within the top three positions over a four year period in this division. In 1962 and 1963 he stepped aside from boat racing and tried his hand at sports car racing on ice. This type of racing took place mainly on the frozen lakes of Quebec and in the Ottawa area. He captured the regional championship for two consecutive years.

In the summer of 1967 when on his way to watch the annual boat races at Valleyfield, Quebec, Willy met veteran driver and former Canadian Champion, Walter LaSalle. Walter steered him on the right path, as Willy, the following day, bought a complete "C" Service outfit. With three racing events left in the year Willy worked his way from fifth to a third and fourth, and captured second overall at LaPrairie, Quebec in the race for the Canadian Nationals.

The 1968 racing season found Willy running within the top four positions with his first "C" Service rig for the first half of the season. Then came the race at Waddington, New York; which was a turning point in Willy's career. It

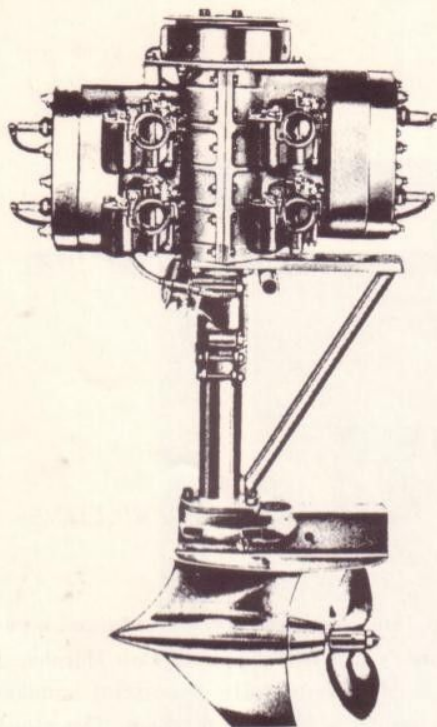
was his first flip, and the same day he obtained a newer runabout from former World Champion, Bob Murphy. His change in boats was exceptionally beneficial because it sent him to front position in races to come. The close of the 1968 season found Willy with the third place high-point award in class "C" Service Runabout.

In 1969 Willy expanded and the addition of a "C" Racing Runabout was to place him on top in his first year with this additional class. Willy does a fair share of his own work on his equipment, and his Evinrude PR won him 1969 High-Point Champion in Canada and his Evinrude "C" Service gained second in high-points behind Champion Fred Hagmann at LaPrairie. Also, the race for the Canadian Nationals gave Willy an overall third.

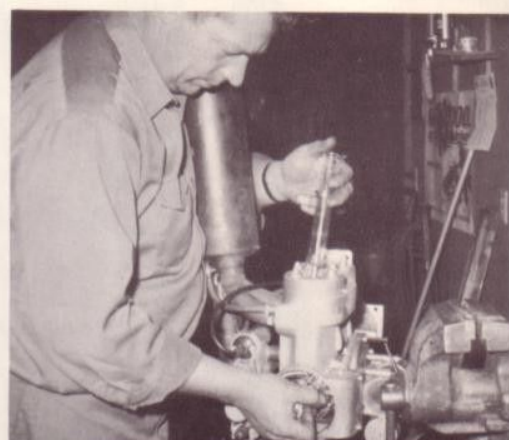
In the fall of 1969 Willy flew to Alexandria, Louisiana for the National Outboard Association World Championships. He pitted for Bud Cowdery as Bud won Championships in both "C-1" Runabout and "C-1" Hydro. Bud has expressed the extreme value of Willy's presence in assisting him at Alexandria. The 1970 season will find Willy once again expanding with the addition of "C" Hydro to his list along with his pet classes "C" Service Runabout and Hydro.

Willy has shown equal interest in the racing associations he has raced with for several years. He has been the "C" Service representative for Canada in 1967 and 1968. And in 1969 was elected to Vice Commodore of the Saint Lawrence Valley Boating and Racing Association. It should be noted that next season will be the second year Willy has tried his hand at promoting successful races, and he wishes to invite each and every one of you to try and attend races north of the border.





# Race Preparing the "C" Konig

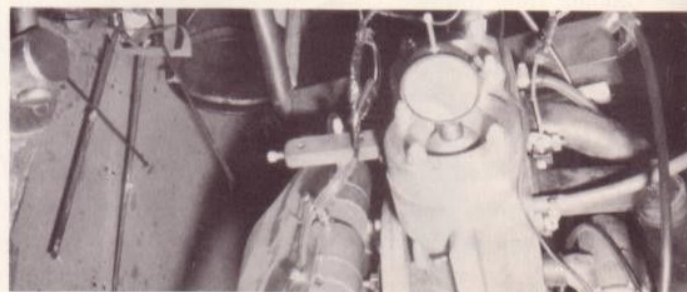


This is not an article on how to make a "C" Konig run fast. It is only to be used as a guideline on making a "C" Konig run - period. Konig racing motors are like any other mass produced machine. Some models are better than others, but basically the motor is of an excellent design assembled with proud German craftsmanship.

The motor outlined below was purchased from and set up by Soderstrom Marine Service, Inver Grove Heights, Minnesota. First after removing your new Konig from the shipping crate it is best to check all exterior nuts, bolts, and fittings for tightness. Next check the water system for leaks. A simple method is to blow smoke into the lower unit water pick-up. If smoke comes out the spark plug holes, you're in trouble. Also pull off the water hose between the two blocks and check each block for leaks. However, it is still possible to have an undetected leak that will only show up under pressure or temperature.

The motor is packed with the exhaust pipes set for shipping. Remove them both and look inside the cylinders to see if anything is out of order. Now replace them both to fit the muffler. The muffler is adjustable however most drivers set it to an optimum setting for their own particular driving style. Generally one inch past the weld on the pipe gives good all round performance. There are several other pipe and muffler arrangements but they are all designed to make the motor go faster and right now we are more concerned with the best performance from the standard factory set-up.

Next is important to check the cc's. This is quite simple to do and can solve many potential problems. What we are talking about is the cubic volume of the combustion chamber in centimeters, when the piston is at top-dead-center. A "C" Konig should have around 10 cc's. To check this tip the motor so the cylinder head is parallel



Top Left: Setting point gap. Top Right: Virgil Soderstrom measuring cc's. Lower: Dial indicator set to check ignition and rotary valve timing.

to the floor, then run the piston to the exact top. Now use an accurate measuring device and fill the cylinder to the bottom thread of the spark plug hole with a light weight oil, alcohol mixture, or similar. Do this for each of the four cylinders.

Now remove the cranking plate and check the ignition timing and point gap. A "C" Konig should fire at .100" before top-dead-center with a point gap of .008-.012". A simple method of checking timing is to insert a dial indicator into the steel portion of an old spark plug and check the up and down motion of the piston. Attach a door bell buzzer and a six volt lantern battery to the points and rotate the motor backwards until the buzzer changes pitch. Read the distance the piston has traveled and this is the ignition timing setting. Next check all four cylinders in the same manner.

The rotary valve timing is checked using the same procedure. Rotate the flywheel until the valve closes (look in the carburetor opening to see). It should close at .590-.785" after top-dead-center. An early closing will give better

Continued on page 10





## The Last Frontier of Adventure

M.R.M.R.A.

BY D.E. SMITH

This is the Centennial year of the famous race between the steamboats Natchez and Robert E. Lee. This year, however, the race will not be between two majestic steamboats, but for 400 pleasure boats, who will challenge one another and challenge the Mighty Mississippi.

Well known TV Sportscaster, Les Carmichael, Public Relations Director for the Mississippi River Marathon Racing Association, has announced the river towns which will be official refuel stops for the forthcoming July 3rd-4th, 1970 race from New Orleans, La., to St. Louis, Mo.

The 1068 mile race will start July 3rd from New Orleans La.,. Heading upriver the cities set up for refueling and other race accommodations will be as follows: Baton Rouge, La., Natchez, Miss., Vicksburg, Miss., Greenville Miss., Memphis, Tenn., Caruthersville, Mo., Wickliffe, Kentucky, Cape Girardeau, Mo., Chester, Ill., and the finish line in St. Louis, Mo., where the \$5,000 cash prize, other merchandise prizes plus the new Challenge Cup will await the victor.

Greenville, Miss., has been selected as the only mandatory stop, also an overnight one, due to its perfect facilities for fuel, food, anchorage and overnight accommodations. Also, according to Dunn Wylie, Executive Vice President of the Greenville Chamber of Commerce, lap money will be given but no amount has, as yet, been specified.

The City of Greenville, known as "Midstream U.S.A." is located on Lake Ferguson, has a public launching area of almost a full concreted block, clean, navigable waters and one of the finest marinas, "The Marina", owned and operated by P.B. Griffin.

Roy Fulton, Greenville merchant, who has himself made this run several times, is the M.R.M.R.A. representative in this area and, according to Fulton, Greenville's participation in this race will be "something to make people really sit up and take notice."

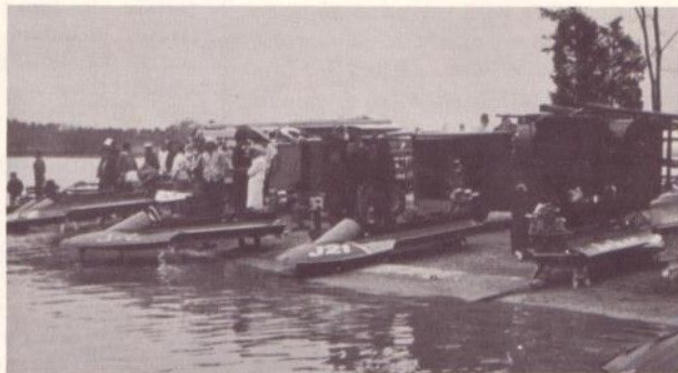
Fuel stops are set up to facilitate land crews in the all important job of refueling, feeding and taking care of their own boat entry. Refueling may be done anywhere along the river but the specific areas set up in each of the river towns will have been cleared by the towns and established with ease of race activities in mind.

The Marathon is in conjunction with the now famous Saint Louis Fourth of July River Front Celebration which, in 1968, saw over 700,000 on the St. Louis banks.

Race entries and rules may be obtained from M.R.M.R.A. race headquarters, P.O. Box 6733, St. Louis, Missouri, zip 63144. Number and position will be given according to the time the registration is received in the race headquarters. Boat entries will be limited to 400 due to the tremendous reception of the race from the general public and boating fraternity.

## RACING CLUB NEWS

### NATIONAL OUTBOARD ASSOCIATION



Burlington, North Carolina North/South Race Course

This year the NOA North/South Professional Division Championships are held in Burlington, North Carolina with the Sertoma Club as the sponsor. The races will be held on May 16 and 17, 1970. Classes scheduled are all NOA alky classes including C-1 and X. Elimination heats will begin at 10:00 am on Saturday with the finals on Sunday at 1:00 pm. World record mile speed trials will be held each day from 7:00-9:00 am. There is a \$2,000 purse.

### INDIANA OUTBOARD ASSOCIATION

The Indiana Outboard Association announces that the NOA American-Professional Division is the place to race in the 70's. Drivers from the Midwest are urged to come race in Northern Indiana. We have new *BIG WATER* race sites, and prize money from \$600 to \$1,000 per race event. On beautiful Hoosier lakes. We have *updated* and sensible *stock* engine rules that will enable you to *continue* to race even though the factory has *stopped* making parts for Mercs. The prize of a winning Am-Pro engine is no more than a comparable APBA setup. Good sound stock engine setup techniques are still the most important ingredient and, combined with proper porting and stacks, give our engines greatly improved acceleration and better handling qualities. If you want to continue to run Mercs on gas at reasonable engine prices, contact IOA President, Don Dennis, 3947 Esquire Place, Indianapolis, Indiana.

### SAINT LOUIS OUTBOARD DRIVERS ASSOCIATION

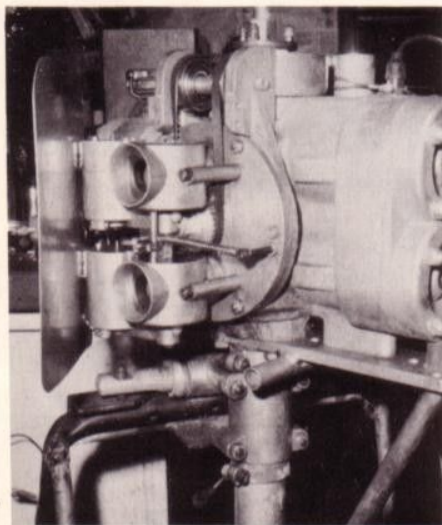
The Saint Louis Outboard Drivers Association Annual Banquet was held at the Ramada Inn in Saint Louis this spring. Walter Courtois presided over the ceremonies, which included the banquet, trophy presentation, a dance and a lot of bar-room boat racing. About 300 were in attendance.

Continued on page 11



"C" Konig continued from page 8  
acceleration and simplified starting while a higher setting offers greater top speed at the sacrifice of starting and acceleration.

It is nice to have a new motor and plan on running first but there is a lot of competition with the same idea. So a carburetor spray shield is mandatory. The Konig has holes drilled for this purpose. Install a sheet of aluminum similar to the one pictured; don't wait until you get hosed down - then it is too late.



Spray shield mounted on float bowls of "C" Konig.

This article is not intended to be all encompassing on how to set-up a "C" Konig but hopefully it has outlined some potential trouble spots. The above items were basically what we checked and then took the new motor to our test lake.

First we tried the engine on a 12'-4" Soderstrom Hydro. We used a Smith short course wheel and realized 80 mph, next with a Smith medium course prop we ran 87 mph.

Then we tried a 12' Marchetti with a Seebold 111 wheel and ran 79 mph with fantastic acceleration. Then we tried a Seebold 111SP and picked up to 86 mph with little loss in acceleration. The final attempt netted us 88 mph with a Seebold 112 and the motor jacked up a bit.

Apparently everything we did was right as this motor won nine "C" Hydro races in a row.

Lakeland continued from page 5  
as he says "I kept yelling at him to slow down but he just shook his head", additionally Billy won the 'D' and 'F' Outboard Hydro Races. He was also leading 'C' Outboard Hydro when he suffered engine failure on the last lap which gave Homer Kincaid, Carbon Cliff, Illinois the victory. One other race which broke Seebold's winning trend was 'B' Outboard Hydro where Jeff Hutchins broke into the lead with an Anzani engine. Hutchins steadily built his lead until he had practically a half a lap advantage on the field. Bill Tenney, Anzani Importer, just stood on the shore and smiled.

Lakeland is the APBA counterpart to NOA's Alexandria Race Course. Bothe are designed for setting and holding records. However the records this year are for accidents. (Ed note see *Hydroplane Quarterly*, Winter 1970 for the Alexandria story) 11 on Saturday and 20 more on Sunday. Three were quite spectacular. Armand Hebert from Ville Delery, Quebec, while driving 'D' Outboard for Dick O'Dea Hydro from Patterson, New Jersey, climbed a roostertail right on the starting line. He drove up at about a 30 degree angle until he was about six feet up in the air and then sailed straight up and over backwards. The result was one hydro with the decks blown off and one Armand with a knot on his elbow. But his desire to compete is such that a short time later he was asking around for a boat he could use in Class 'C'.

Another back flip happened right in the same spot. This time Ben Perry, Jacksonville, Florida blew over in his Class 'F' cabover. He didn't fare as well as he had to be taken to the hospital suffering from shock and numerous cuts and bruises.

The unique incident, however, was when Jimmy Buchanan from Procterville, Ohio; parted company from his 'D' Looper in the east turn. He was thrown clear but his throttle stuck half open and the boat continued on alone towards the east end of the lake. Then his unmanned craft made an abrupt left turn and followed the entire shoreline to the north side. Next it crossed the west end and finally ran ashore on the south side by the judges stand and pit area. All-in-all the driverless

## ORANGE CUP RESULTS

ASH	Jeff Hutchins	Florida
	Norman Langston	Florida
	Jimmy Toop	Florida
BSH	John Webster	Ontario
	Bill Giles	Mass.
	Sonny Bennington	Florida
CSH	Norman Langston	Florida
	Dennis Berghauer	Wisc.
	Bill Giles	Mass.
DSH	Dempsey Albritton	Florida
	Don Anderson	Wash.
	Norman Langston	Florida
AH	Bob Herring	Wisc.
	Jane Smith	Penna.
	Pat Mulvaney	Florida
BH	Jeff Hutchins	Florida
	Bob Herring	Wisc.
	Jerry Waldman	Wisc.
CH	Homer Kincaid	Illinois
	Charles Hosler	Florida
	Jimmy Aderholt	Alabama
DH	Billy Seebold	Missouri
	Wayne Baldwin	Texas
	Tom Hooten	Florida
FH	Billy Seebold	Missouri
	Ray Nydahl	Wisconsin
	Bobby Knot	Florida
AR	Ralph Donald	Georgia
	Johnny Dortch	Missouri
	Fred Miller	Kansas
BR	Billy Seebold	Missouri
	Don Nichols	Louisiana
	Ralph Donald	Georgia
CR	Billy Seebold	Missouri
	Pete Voss	New York
	Bob Anderson	New York
C-IR	Bob Murphy	Illinois
	Robert Tooghicirk	Florida
	Willy Kersjes	Quebec
DR	Billy Seebold	Missouri
	Don Nichols	Louisiana
	Milton Wiggins	Alabama
FR	Billy Seebold	Missouri
	Ralph Donald	Georgia
	Ray Conklin	Florida

hydro covered well over a mile.

Ed Harvey, Referee, noted there were 30 more entries for this regatta than have ever raced at Lakeland in the past. There were 256 boats registered with drivers from 15 states and several Canadian provinces. Plus Dieter Konig, who manufactures the Konig racing engine, traveled all the way from West Berlin, Germany to race at Lakeland. But misfortune struck as Konig flipped while leading the 'B' Outboard Hydro race. To sum up the event a person can only say - lots of boats, lots of wind, lots of sunshine and the best way to spend a winter weekend.



Racing Clubs continued from page 9



Billy Seebold accepts Hi-Point Award

### OKLAHOMA BOAT RACING ASSOCIATION

The Oklahoma Boat Racing Association had a very successful season in 1969. Jack Schafer was the High-Point Champion, winning four classes at years end. The OBRA is only in its third year since re-organization and has grown from seven members and no races to well over 100 members and a full summer of racing. For complete information contact:

Butch Webb  
732 So. 95th East Ave.  
Tulsa, Oklahoma 74112

### KNOXVILLE HYDROPLANE ASSOCIATION

The Am-Pro races sanctioned by the Knoxville Hydroplane Association as of publication date follow:

May 24 Scottsboro, Alabama  
June 6 & 7 Huntsville, Alabama  
(North/South Championship)

August 16 Rutledge, Tennessee

For additional information contact:

Charles P. Tombras, Jr.  
CTA Building  
Central at Main  
Knoxville, Tennessee 37902

## letters

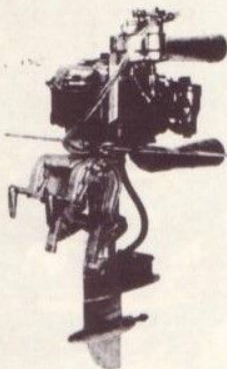
TO THE EDITOR: What has happened to the helpful boat racer? Are we all out for ourselves, because if so when we quit so does boat racing. How about a pure stock class in NOA for the new boat racer. If you have old used equipment sell it to a new man and help him set it up.

James Fitzgibbon

## RACING DIRECTORY

*Published as a service to the readers of Hydroplane Quarterly at no charge to the manufacturers or suppliers listed.*

### MOTORS



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KANSAS CITY, KANSAS 66104

## CLASSIFIED

Classified advertisements will be accepted each issue under three categories: For Sale, Trade, and Wanted. There will be a \$2.00 charge for the first 25 words and ten cents per word over 25 words.

FOR SALE: Four boat trailer with large box. Several 1/1 B Am-Pro props.

Charlie Tombras, Jr.  
CTA Building  
Central at Main  
Knoxville, Tennessee 37902

FOR SALE: A Konig in top shape, geared foot and adjustable tuned stacks, fully cromed, \$275.00 with batteries. 360 degree motor stands will hold 2 or 4 cylinders \$7.00 ea. James Fitzgibbon  
2703 62nd  
Lubbock, Texas

FOR SALE: 11'-1" Custom Hydro Fine A & B Pro, C & D Am-Pro. No expenses spared in building. Keller hardware, cover and pad. Moving up to F.  
Albert K. Snell  
4414 West Dengar  
Midland, Texas 79701  
Tel: (915) 694-5980

FOR SALE: Konig gearcase. 1967 slide-in cap type, new gears 12:15 April '69. \$85.00.

Dave Datson  
2187 West River  
Grand Island, New York 14072  
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Outstanding propellers custom-crafted to your specifications by one of the Nation's top racing set-up men. Are reasonably priced for both hydros and runabouts.

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#### OKLAHOMA BOAT RACING ASSOCIATION



The OBRA will run under NOA 1969 rules this season rather than 1970 rules. Their schedule is as follows:

May 3	Claremore, Oklahoma
June 14	Madill, Oklahoma
June 28	McAlister, Oklahoma
July 12	Bartlesville, Oklahoma
July 26	Erfaula, Oklahoma
August 2	Grove, Oklahoma
September 7	Mansfield, Arkansas




They will run two heats, three laps, ½ mile course for classes B and D Pro and Am-Pro, both runabout and hydro.

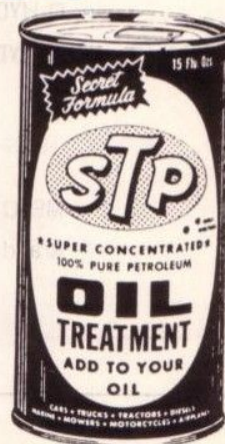


# Did you know?

- **7 out of 10 of the world's racing cars use an oil treatment or additive!**
- **8 out of 10 of these use  Oil Treatment!**
- **Millions and millions of motorists in passenger cars use  Oil Treatment!**

## What further proof do you need?

**If** these facts don't convince you, one can of  Oil Treatment will! So, the first time you need oil... every time you change oil... add  Oil Treatment to make your car run smoother, quieter, longer. Ask for  Oil Treatment at service stations everywhere! World's best seller.



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125 OAKTON, DES PLAINES, ILL.



# 1970

MORE POWER AND SPEED

YOU CAN BEAT THE NITRO BURNERS USING STRAIGHT ALKY

LOOK AT THE RECORDS

- STRAIGHTAWAY

- |                          |                        |
|--------------------------|------------------------|
| ▲ A HYDROPLANE – Brand H | ▲ A RUNABOUT – MERC    |
| ▲ B HYDROPLANE – MERC    | ▲ B RUNABOUT – Brand H |
| ▲ C HYDROPLANE – MERC    | ▲ C RUNABOUT – MERC    |
| ▲ D HYDROPLANE – MERC    | ▲ D RUNABOUT – MERC    |
| ▲ F HYDROPLANE – MERC    | ▲ F RUNABOUT – MERC    |

- COMPETITION

- |                          |                        |
|--------------------------|------------------------|
| ▲ A HYDROPLANE – Brand K | ▲ A RUNABOUT – MERC    |
| ▲ B HYDROPLANE – MERC    | ▲ B RUNABOUT – MERC    |
| ▲ C HYDROPLANE – MERC    | ▲ C RUNABOUT – Brand K |
| ▲ D HYDROPLANE – MERC    | ▲ D RUNABOUT – MERC    |
| ▲ F HYDROPLANE – MERC    | ▲ F RUNABOUT – MERC    |

- OUT OF 20 POSSIBLE RECORDS . . . . .

- |                   |                      |
|-------------------|----------------------|
| ▲ MERC HOLDS 16   | ▲ Brand H holds 2    |
| ▲ Brand K holds 2 | ▲ Brand A holds none |



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## Safe and Strong.... For Family and Fun



Here's how it differs! In most boats, flotation is provided by foam blocks and an air chamber in the lower part of the hull. Because most buoyancy is in the bottom, a boat filled with water tends to capsize. In Life/Guard, we use a new method of construction in which foaming plastic becomes an integral part of the hull. This flotation is placed higher on the sides, gunwales, and deck overcompensating for the natural buoyancy of the boat's bottom. This makes a Life/Guard boat virtually uncapsizable and unsinkable. Life/Guard deadens sound too and won't absorb water.

Life/Guard is another boating innovation from a company with a 55-year old tradition of innovation. The world's largest builder of fiberglass runabouts.

Larson Industries, Inc.

Nashville, Ga.

Little Falls, Minn.

Nashville, Tenn.



\*Patent applied for.



The first three photos show boat WITHOUT Life/Guard Construction.

Lower sequence shows boat with Life/Guard. Unbalanced and awash, it will not capsize.

