

# HYDROPLANE

## QUARTERLY



DEVOTED EXCLUSIVELY TO THE SPORT OF BOAT RACING



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# BOAT RACING

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**SUNDAY JUNE 20, 1971. 1:00 P.M.**



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ORGANIZED BY ALL-SPORTS RACING CLUB

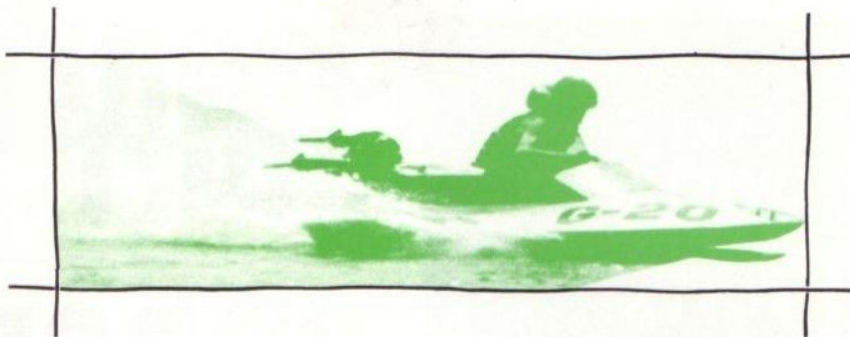
Rain or Shine

Commodore Karl Williams

Free Parking



*facts  
and  
opinions  
by the  
editor*



"Wonderful, I'll buy a new one!" shouted Rodney.

I shook my head. "Well if you want an A or B you can get a new Hot Rod otherwise you'll have to go to your local marina, dig through his junk pile, scrounge some parts, and build one."

"Junk pile?"

I shuddered. "Yes, they don't make them any more, you see, what they are is those old stock motors with modifications. . ."

"Junk pile? Junk pile" he said, "You're putting me on. OK, I'll run Alky. I'll buy that used motor over there."

"No! No!" I shouted, "You don't want that one, its obsolete, it has last years block."

"OK, then I'll take the one next to it".

"No! again no! Thats obsolete too, its got last month's valves".

Rodney meekly asked "How about the third one then?"

"No! No! No! A thousand times no! Its obsolete. Its got yesterday's rings!"

Fire flared in Rodney's eyes, his knuckles turned pure white. Slowly and distinctly he said: "I'll order a new one."

I looked away and murmured "Better not, its obsolete too, they're bringing out a new model."

"When?" Rodney quizzed me.

I replied. "The day after you get yours."

He started to edge toward the door.

"Wait, come back" I pleaded, "I haven't told you about the boats yet. . . ."

*Tim Chance*

Tim Chance  
Editor and Publisher

Rodney is my neighbor. A little while ago he stopped over and informed me that he wanted to race boats. Well, I jumped up in the air, clicked my heels a couple of times (its not that Rodney turns me on, its just that we need more boat racers) and with a stroke of brilliance said "Oh really". You see, Rodney's not the boat racer type (he usually doesn't do anything stupid), then added "What kind?"

Rodney drew his brows together and asked, "What do you mean, what kind?"

"Well" I replied, "do you want to run OPC, Stock, Am-Pro, or Alky?"

"Ohpecee, that sounds like a town in Ohio."

"No. No. O.P.C. That stands for Outboard Pleasure Craft. The class was designed for the 'Weekend Warrior' that wants to race his pleasure boat."

"Thats me" he grinned, "got a pleasure boat in my back yard - think I'll race it".

"You don't understand." I told him. "In OPC racing you need a special factory racing engine, and you'll race against factory racing teams."

"Oh! Well Stock, that's me, got a stock boat in my back yard - think I'll race it. That Ohpecee stuff sounds like factory racing. Stock, thats me."

"You still don't understand, stock racing is the OPC racing of a generation ago. The motors were designed and built in the '50's as stock racing motors."

"What? A generation ago? Hey, its not the '50's its the '70's. Like can you imagine a stock car racer running a '55 Hudson at Daytona? Ha! Sounds like Outmoded Outboard Racing to me. How 'bout Am-Pro. What's that mean, Amature Production? Thats me an amature with a production engine."

"No" I replied, "Am-Pro means American Professional."



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# HYDROPLANE

## QUARTERLY

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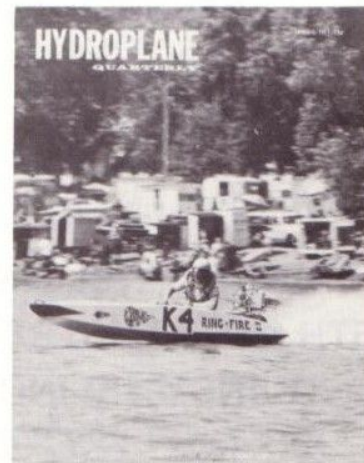
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### the cover

Again we have our current hall of Fame member featured on our cover. This time it's Billy Seebold, Jr.; driving the Konig powered DeSilva owned by Marshall Grant.



OUTBOARD CLUB OF CHICAGO PHOTO  
BY SANDY BALL



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## Racing Review



### MPBA

The High-Point drivers for the 1970 season are:

A Hydro	Al Feddersen
	Belle Plaine, Iowa
B Hydro	Loren Kaus
	Roseville, Minnesota
C Hydro	Jeff Franck
	Minneapolis, Minnesota
D Hydro	Bruce Allman
	White Bear Lake, Minnesota
F Hydro	Bruce Allman
	White Bear Lake, Minnesota
A Runabout	Bill Ela
	Madison, Wisconsin
B Runabout	Al Feddersen
	Belle Plaine, Iowa
C Runabout	Jeff Franck
	Minneapolis, Minnesota
D Runabout	Jeff Franck
	Minneapolis, Minnesota
F Runabout	Bob Smith
	Minneapolis, Minnesota

Al Feddersen earned the honor of both High Point driver and highest points in a single class. Other Perpetual Trophy winners included: Dick Johans - Rookie of the Year, Ken Allman - Father of the Year, Dave Krey - Sportsmanship, John Daxton - Pitman of the Year.

The Midwest Power Boat Association will be racing under the banner of the American Power Boat Association for the 1971 season. For additional information contact: Bruce Allman, 12919 Co. Rd. D, White Bear Lake, Minnesota 55110.

### National

Scott Smith, Konig Importer, is offering a beautiful set of trophies to the High-Point drivers at a series of five races (see details opposite subscription form). A driver need not run a Konig motor, and awards will be presented for all alcohol burning classes scheduled at the five races. Points will be kept by Hydro-Q magazine.

### St. Louis ODA

The High-Point driver for the last season in the Saint Louis Outboard Drivers Association was Bob Lowrey. Lowrey competes in the Am-Pro ranks with boats of his own manufacturer.



**BOB LOWREY**

For 1971 the ODA is going to run all Am-Pro except for the inclusion of Class C-1 in the alky division with one heat per class scheduled. However, the two-cylinder and four-cylinder classes with the largest entry list will run two heats back-to-back. For more info, contact: Bud Garner, 426 Jehling, Saint Louis, Missouri 63135.

### Oklahoma

The OBRA is presenting a Championship Regatta at Grove Oklahoma. The two-day "Southwest Championship" will be held on August 7 & 8, 1971. Classes scheduled are: B, C, and D Am-Pro Runabout and Hydro. Also on the agenda are B and D Pro Runabout and Hydro. Prizes include a purse of \$1340.00 to be paid to the first three places of each heat, plus a First Place plaque for each class. For additional information, contact: Dr. Leonard Miller, Grove, Oklahoma.

More on page 14



# LAKELAND, FLA.

## *Orange Cup Regatta*

**L**akeland, Florida has perhaps the most overrated race course in the world. Depending on how you look at it, it's one big corner or one big straightaway - while in all reality it is one big circle. The majority of the drivers don't care for the 1-2/3 mile surveyed course as the emphasis is placed on sheer speed with driving skill held to a minimum. And, too the course is so large and the boats so far away, spectating is almost impossible. But, the Lake Hollingsworth course does serve its purpose - setting records.

This year the weatherman showed some compassion for the boat racers by conjuring up perfect weather on Saturday. Eighty degrees and absolutely no wind. However, the Sunday contest had to be postponed because of high winds.

The first race, in this the 39th annual running of the Orange Cup Regatta was for the Class B Racing Runabouts. Jerry Simison, from Fergus Falls, Minnesota beat the field of ten into the first corner with his four cylinder B Konig on a 12' DeSilva. After the first lap it was Simison with about a 12 boat length lead over John Dortch from St. Louis with a smaller DeSilva also powered by a B Konig. In third was Ralph Donald from Marietta Georgia with another DeSilva/Konig combo. At the finish line it was Simison in first place.

Next was the first of three elimination heats in Class A Hydro. A total of 36 drivers had registered which required running the 3 qualifying heats. Ralph Donald had one of the new A Konig blocks on his engine and in this, its first running, set a new competition speed record. In second place was Kurt Mischke from Berlin, Germany with another new Konig; while Jerry Waldman, Milwaukee, Wisconsin, finished third with a Quincy. In the second heat the drivers managed to give an exhibition on poor, strung out starting. At the finish it was John Yale, from Meridian, Conn. in first. Second was Dortch and Melvin Cooper (Albany, Georgia) finished third. The first flip of the day occurred in this heat as Dennis Birkholz, Neenah, Wisconsin, blew his hydro over backwards on the far side of the course. The third elimination heat was another wretched start with one boat out in front followed by the remainder bunched up a few seconds behind. This uneventful heat was won by Malcom Harden from Portsmouth, Virginia with Jess French, Flint, Michigan in second; and Jim Stone, Jacksonville, Florida in third.



## Orange Cup Regatta

C-Service Runabout had a pair of elimination heats. The first heat was won by Bud Cowdery from Winston-Salem, North Carolina. In second was Robert Bake, Springfield, Illinois. Disqualified for gun-jumping were Bill Fales, Northport, New York and Willy Kersjes, Aylmer, Quebec. The next heat had Bob Murphy, Springfield, Illinois, picking off the first spot in the first turn and leading throughout the race. In second was Jerry Waldman with a Mercury driving one of Jerry Simison's boats. Another interesting note was the fourth place finisher; Stan Leavendusky from Kansas City, Kansas. Stan hasn't driven in competition for at least the last eight years, having left the driving duties to Stan, Jr. However, his son couldn't make the race so Stan Sr. drove to a respectable fourth place.

Next up was the second heat of Class B Runabout. Ralph Donald took an early lead only to tip over on the far side of the lake which placed Simison in the winners circle again.

In the final heat of A Hydro, five gun-jumpers lead the field across the line, which left only four legal boats. Running 'way out in front was Jerry Waldman, but he was one of the over anxious starters and the actual winner was Phil Howard from Jacksonville, Illinois.

The low pitched drone of the old C-Service engines was contrasted by the high whine of one Mercury in the final heat for these 'sentimental favorites'. The best Waldman could do with his Merc was second as Bob Murphy built up a several boat length lead to win his second race of the day.

A flying fast start kicked off the initial elimination heat in C Hydro. First across the starting and finish line was Jerry Waldman. The first legal finisher was John Yale piloting a Crescent powered hydro. Behind him was Deiter Konig driving, obviously, a Konig engine. The second heat of C Hydro found the drivers hitting the line in two waves. The first bunch came up slowly with a faster group arriving at about the same time. This caused a problem on the judges stand as it was impossible to pick out the gun-jumpers. So, the heat was rescheduled later in the day.

Next was the first of three elimination heats in A Stock Hydro. Only five boats started with two of them breaking out into the lead. At the finish it was Jeff Hutchins from Miami taking the checkered flag.

Then sandwiched into the A Stock heats was the re-run of the C Hydro contest. The winner of the cancelled heat was Billy Hulgán from Northport, Alabama. But, unfortunately he experienced engine trouble and was not able to make the recall. Eight boats crossed the starting line with Bud Finkl, Lake Forest, Illinois taking an early lead.



TIM BUTTS FROM DETROIT, MICHIGAN AT LAKE LAND WITH HIS BUTTS AEROWING HYDRO.

But on the first lap Billy Seebold, Jr. from St. Louis, Missouri moved into the lead. He steadily increased his margin until he had around a 30 - 40 boat length lead over Tommy Hooten from Wauchula, Florida. Both used Konig powered Marchetti hydros.

A Stock Hydro again. The little 15 cubic inch motors pushed Roy Miner, a Californian and Stan Wilson from Wisconsin to victory in the remaining two heats.

Billy Seebold set a record in the first heat of D Racing Runabout. He hit the clock in perfect fashion and didn't let up for the entire three laps. Second was Rex Hall, Jr. from Kansas City. The only other legal finisher was Jimmy Buchanan from Procter-ville, Ohio.

Billows of red smoke from a warning flare on the judges stand brought a halt to the final heat of C Hydro, at the completion of one lap. Apparently the problem of undetermined gun-jumpers caused the halt.

The next heat found a whole mess of A Stock Hydros crossing the starting line in perfect fashion. After the required three laps it was Lakeland's own Walter Schlipf leading the full field of twelve across the finish line.

Billy Seebold won the final heat of C Hydro with over an eight second lead over Deiter Konig. Picking off the third spot was Wayne Baldwin from Alice, Texas. All three were driving Konig powered Marchetti hydros.

Six of the big D Runabouts hit the starting line in a near perfect row. But half of them were slightly early which made only three legal finishers. The first boat at the finish was 'Ring of Fire' driven by Billy Seebold. However in second place and the first legal finisher was Rex Hall.

The last attempt at a race was C Stock Hydro. By this time it was early evening. When another red smoke bomb filled the air the remaining events were rescheduled for Sunday. As mentioned earlier the Sunday races never materialized because of poor weather.



# HYDROPLANE QUARTERLY'S Hall of Fame

featuring:

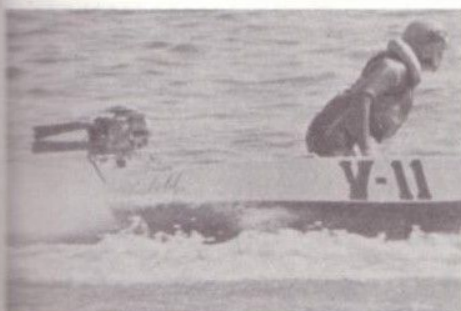
## Billy Seebold



OUTBOARD CLUB OF CHICAGO PHOTO  
BY SANDY BALL



OUTBOARD CLUB OF CHICAGO PHOTO  
BY SANDY BALL



TOP: DRIVING MARSHALL GRANT'S  
"RING OF FIRE JR." MIDDLE:  
COMPETING IN GRANT'S "MISS  
FOLSUM". BOTTOM: AT THE  
WORLD CHAMPIONSHIPS IN 1960.

Suppose you take an 11 year old kid and turn him loose in a boat race - his very first boat race. You can imagine what would happen. But if the 11 year old kid is named Bill Seebold Junior, he'll win that race.

Billy Seebold started his racing career with a victory and has continued winning. His string of first places include 34 World or National Titles. Twice he has won six Championships in a single year. The first

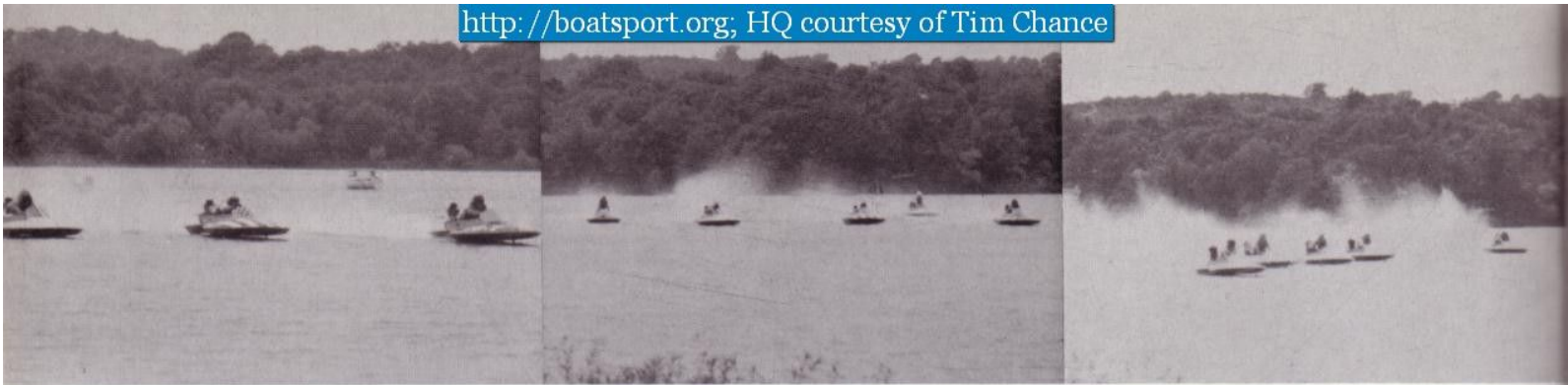
time it was split between APBA and NOA Championship races. Then this past year Billy took top honors in six classes at the annual NOA season finale.

In addition to Championship Regattas, Billy has won local races too numerous to list. He has raced every type of boat there is, including outboards, inboards, and pleasure craft. Out of all of them his favorites are: Class D Runabout and Hydro. Another accomplishment is in the field of Competition Records. Currently he holds four.

Billy is the son of Bill Seebold, Sr., also a multi-Champion, they raced together in the early '50's then Bill retired as a driver and Bill Jr. continued the family tradition. In the early days they attended around ten races per year.

Today Billy owns Bill's Marine in Saint Louis, Missouri and doesn't have the time to compete on such a large scale as in the past. However, he does run in the major races - driving for Marshall Grant (1/3 of the World famous Tennessee Three and newly elected President of the NOA).





RAY HUNDLEY, RICK MORRIS, AND WALT JOHNSON IN THEIR B AM-PRO HYDROS.

AN OKLAHOMA BOAT RACING ASSOCIATION START IN CLASS B AM-PRO HYDRO.

A GROUP OF D AM-PRO HYDROS HIT THE STARTING LINE AT AN OBRA REGATTA.



## Oklahoma Boat Racing Association

The Oklahoma Boat Racing Association puts together full fields in many of their classes, producing exciting racing which brings the spectators to their feet many times. Flips and extremely close racing provide added spice to the already action-packed events. The past year was very decisive for the OBRA. This was the fourth year of the new organization and new classes (B & D Am-Pro and B & D Alky, Runabout and Hydro). Is OBRA successful?

Yes! For the past three years, Dudley Malone has been the backbone of the OBRA. He has served as President officially for two years, and unofficially after that, scheduling races, getting new sponsors, and generally overseeing the organization. Many out-of-staters make appearances at every race. This is additional proof of the success of the OBRA.

This season should be a wonderful year with additional races and new racers which have already made contact with the club. The club has continued its competitive attitude and it appears that 1971 will be even more successful than the previous four years. Following are the highlights of the 1970 season:

CLAREMORE, OKLAHOMA - It was cold with the wind gusting to 40 mph. However, a quick

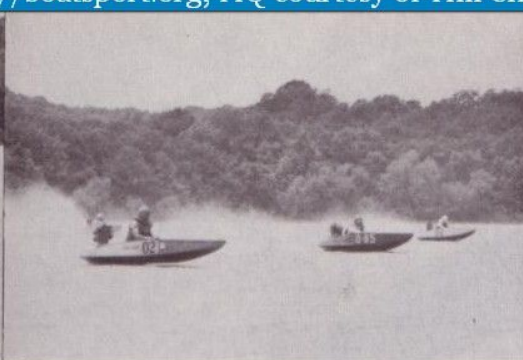
vote of the drivers was unanimous in proceeding with the race despite the whitecaps which covered the lake. The three-minute gun fired and a field of ten B Am-Pro Runabouts answered the call. After three laps it was Ron Strobel, Dallas, Texas, taking the checkered flag. Strobel duplicated his effort with a win in the second heat. Then the big D Am-Pro Runabouts took to the water with Stan Leavendusky, Kansas City, Kansas, crossing the finish line in first place. In second was David Smith from Oklahoma City. The second heat was reversed with Smith first and Leavendusky second. Several boats overturned in this heat due to the rough water and the hard driving. Other winners of the day included: Charlie Huff, Bartlesville, Oklahoma in B Pro Runabout and Hydro. Ray Hundley, Lake Dallas, Texas, in the other heat of B Pro Hydro. The two heats of B Am-Pro Hydro were won by Leo Voss, Jr. (Tulsa, Oklahoma), and Walt Johnson, Jr. (McAlester, Oklahoma). David "The Kid" Smith added two more first places in D Hydro and Ron Strobel picked up one more in B Pro Runabout.

WENTUMKA, OKLAHOMA - This race, sponsored by the Wentumka Jaycees, is held on Lake Wentumka, one of the most beautiful protective lakes with one of the greatest pit areas in the region. The weather was

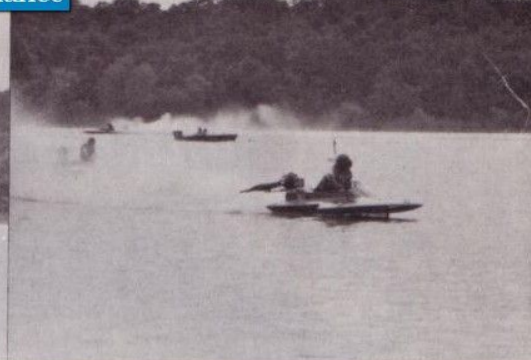




BOB PHARES, WALT JOHNSON, STAN WAKEFIELD AND STEVE WOLFE RUNNING IN B HYDRO.



D AM-PRO RUNABOUTS RUN DOWN THE STRAIGHTAWAY AT AN OBRA RACE.



KEN BAYER IN HIS OKLAHOMA BOAT RACING ASSOCIATION HI-POINT CLASS D PRO HYDRO.

excellent, and the lake extremely calm; which allowed all drivers to use their maximum speed. Over 70 boats were entered with drivers representing Texas, Arkansas, Missouri, Kansas, and Oklahoma. Rick Morris, Oklahoma City won the first two heats of the day - B Am-Pro Runabout. Next Clyde Bayer, Tulsa, captured both heats of D Am-Pro Runabout. The third set of races was for B Pro Runabout with yet another dual winner. This time Jim Phillips, Oklahoma City, stuck his O-16 runabout into the winners circle. Next Clyde Bayer hung his new Konig on the back of his O-3 runabout and picked off another pair of first places, this time in D Pro Runabout. B Am-Pro Hydro. Rick Morris again. Two first places. Next on the agenda was D Am-Pro Hydro with Kenny Bayer, son of Clyde Bayer, winning both heats. Walt Johnson, Jr. placed his new 4-cylinder B Konig out in front both heats of B Pro Hydro. The last race found Kenny Bayer out in front again with his Konig in D Pro Hydro.

MADILL, OKLAHOMA - This race was designated as the Texas/Oklahoma Championship. Ten thousand spectators cheered the Okies on to victory. Winners included: Rick Morris, David "The Kid" Smith, Clyde Bayer, Kenny Bayer, Jim Phillips, and Mickey McGuire from Hot Springs, Arkansas. David Smith was proclaimed High-Point winner and was given custody of the beautiful Texas/Oklahoma Championship plaque to be returned and defended this year.

MCALISTER, OKLAHOMA - In past years this site has been the home of World and National Championships. A more perfect course is hard to find. The race is sponsored by the French Club and overseen by OBRA member "Doc" Johnson. There were many Arkansas, Texas, and Missouri drivers on hand with Jim Pelezo from Tyler, Texas with a Champion Hot Rod taking the honors in B Am-Pro Hydro. Kenny Bayer showed the way home in his high flying Marchetti/Konig combination in the D Pro Hydro event. Don Kelly in Y-7 from Independence, Missouri won a heat of D Am-Pro Runabout and Charlie Huff lead all the B Pro Runabouts across the finish line. Clyde Bayer did his usual job of great driving in D Runabout and placed first in both heats. After the race, the Old Timers reunion was held with beer and sandwiches

### HI-POINT CHAMPIONS

B AM-PRO R'BOUT	RON STROBEL	DALLAS, TEXAS
B PRO RUNABOUT	JIM PHILLIPS	OKLAHOMA CITY
D AM-PRO R'BOUT	DAVID SMITH	OKLAHOMA CITY
D PRO RUNABOUT	DAVID SMITH	OKLAHOMA CITY
B AM-PRO HYDRO	RICK MORRIS	OKLAHOMA CITY
B PRO HYDRO	JIM PHILLIPS	OKLAHOMA CITY
D AM-PRO HYDRO	DUDLEY MALONE	OKLAHOMA CITY
D PRO HYDRO	KEN BAYER	TULSA, OKLAHOMA
HIGH-POINT	DAVID SMITH	OKLAHOMA CITY

for all drivers, families, and ex-drivers who are no longer racing but are still interested in the sport.

BARTLESVILLE, OKLAHOMA - The Bartlesville Exchange Club sponsors this annual event, which is very near the Kansas state line. N.E. Fitzgibbon of Lubbock, Texas pulled approximately 700 miles to make this race. In addition, several Arkansas, Missouri, and Kansas drivers attended. Kenny Bayer swept the D classes with eight first places. Jim Phillips began his campaign for a State Championship in the B Pro Runabout division by seizing a pair of firsts.

EUFULA, OKLAHOMA - Eufaula Cove is located four blocks from downtown Eufaula, and the high-winding engines can be heard on Main Street on race day. The spectator turnout is always fantastic in this boating town. B Am-Pro Runabout saw Steve Wolfe, Tulsa, Oklahoma; Jim Wilkins, Garland, Texas; and Rick Morris running side-by-side for all three laps with Wilkins winning the first heat and Wolfe taking the second. In D Am-Pro Runabout Kenny Bayer and his brother-in-law, Gary Conrad, also from Tulsa swapped first places in the two heats. Ron Strobell stuck his B Loop out in front in each heat of B Pro Runabout. And in the D Pro Runabout contest Kenny Bayer and David Smith traded first places in the two heats. In B Am-Pro Hydro Jimmy Pelezo and Rick Morris each chalked up a victory. Then it was Kenny Bayer again. He posted a pair of first places in D Am-Pro Hydro, and also in D Pro Hydro. All races were close and extremely competitive due to the short course

Continued on page 15



# Setting Up a B Stock

By  
Chick Ludwig

**T**he purpose of this article is to give a few guidelines for setting up an APBA B-Stock engine. Before you can have a strong engine, you need good parts. Any legal part, in good condition, will run reasonably well. Some series of parts may be better than others, but the difference is only minor compared with the importance of properly setting them up.

## SETTING UP THE CASE

The first step is to inspect and clean the parts you have chosen. Always hone the cylinders before assembly. The hone must touch the walls completely. Belling out at ports or at the top of the cylinders means they need to be bored. Do not try to straighten them with a hone as this only worsens the condition.

Clean the carbon from the cylinder heads and tops of the pistons if these parts are not new. Scrape the ring grooves with a piece of broken ring to remove the carbon. A wire wheel works well on piston crowns. Be sure to remove carbon from the

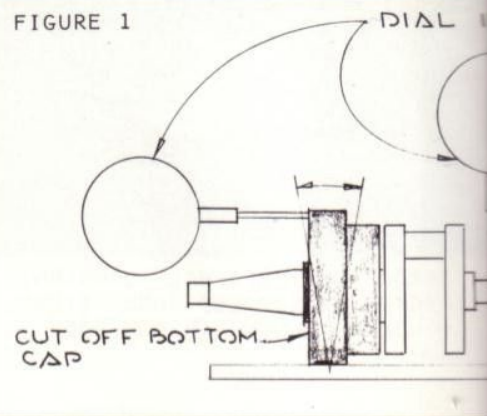
ports. Do not scrape it as this may scratch the metal - use a stiff brush.

Be sure the crank case back surface is true by working it in a figure - eight motion on a piece of 150 grit emery cloth backed with plate glass. Only surface it enough so it touches the entire surface, as too much will bring the case below the legal tolerances. Replace the bearing and seal, and be sure the reed cage is a tight fit. Remember, polishing the inside of the case is illegal, so don't touch it.

Check your crankcase journals for scores or water marks. There should be none! Check it for straightness by using the following method. Cut the bottom off the end of an old end cap and slide the top of the crank into it; a good end cap goes on the bottom. Set this assembly up on a piece of plate glass and locate a dial indicator as shown (Fig. 1). Turn the crank to see if the indicator needle moves. It shouldn't.

Put the crank in the case and tap it against the top main bearing. Measure to see if the journals line up with the cylinders. See Fig. 2. Shim as necessary to accomplish this.

FIGURE 1





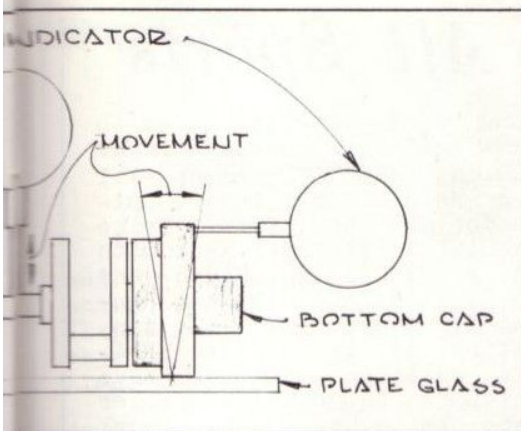
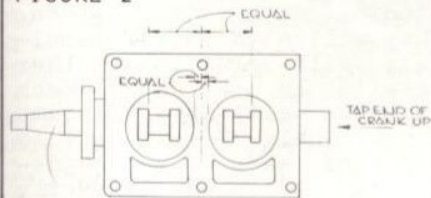


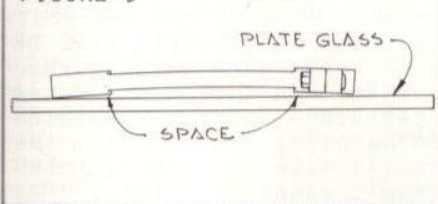
FIGURE 2



Next put on the end cap and bolt down. Don't forget the gasket. Use your dial indicator to read the end play. It should be from 0.003 to 0.012. Shim under the bottom main bearing as needed.

Next is the reed cage. If the surface is not scored, assemble. If it is, remove the pins and lap as you did the case. Replace reeds with new ones and bolt down the reed stops. Use Loc-Tite on the screws. Set the stops at 11/64" by bending them up or down as required. Assemble the reed cage assembly to the crank using new needle bearings. Loc-Tite the screws that hold the halves together.

FIGURE 3



Wrap the crank and reed cage assembly in aluminum foil and put it in the freezer. Wrap the crankcase in foil and put it in the oven at 175 degrees. Leave them for 15 minutes, then remove and hurry! Align the cage and

slide it in. It will go in easily if you don't wait too long.

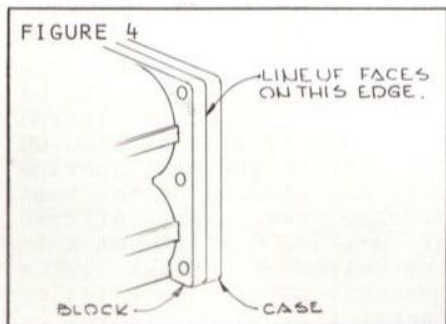
Be sure the reed cage locating bolt hole lines up in the case and put the bolt in the hole using a new tab washer, and Loc-Tite. Torque to prevent stripping. Bolt on the end cap and you've got it.

#### INSTALLING RODS, PISTONS, AND BLOCK

Check the rods and wrist pins for scores. Put on the rod end cap and lay the rods on your plate glass. If there is a space under the rod, it is bent and no good! If possible, weigh several rods to find two that are close to the same weight - the same goes for pistons.

Assemble the pistons to the rods using new needle bearings. Bolt the rods to the crank with new nuts and Loc-Tite. Use grease to hold needles in place. Torque the nuts to 180 inch pounds. Install new rings.

FIGURE 4



Coat the cylinders with grease to ease the job of putting in the pistons. Hose clamps make good ring compressors! Slide the pistons into the block. (Sounds easy doesn't it?) Be sure not to forget that darn gasket, again. Line up the block so it isn't twisted (see Fig.4). Bolt down the block and add the accessories.

There are other more involved tricks to get a few more rpm. But following this guide and an APBA spec sheet will give you a good, dependable, strong engine capable of winning races. An A-Stock engine is set up the same way but some balancing and polishing is permitted on pre-1954 engines. See the current rule book for legal guidelines.

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For Sale: New Konig 4 Cyl. crank and rods \$125.00; C Stock Merc \$350.00; B Stock Merc \$325.00; D Stock Merc \$475.00. 1970 Konig A latest reed valve engine, high H.P. at factory dyno test, ran six times \$550.00. Will trade. Jim Coutts  
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Tel: 314-428-9918

## Racing Review

### NOA



NORTH/SOUTH RACE SITE

The National Outboard Association North/South Regatta will again be held in Burlington, North Carolina. The date is June 12 and 13. A purse of \$2500.00 is offered with an additional \$100.00 per day to the best Sportsman, and \$100.00 to the best dressed crew. Also offered is a \$250.00 wrist watch to the driver who breaks by the greatest margin, an existing competition speed record, or if no records are broken the driver that runs closest to the record on the one mile course. There is no entry fee for the closed course competition. Although a fee of \$5.00 will be charged for drivers wishing to attempt straightaway speed trials at dawn each morning. Also on the agenda is a free drivers dinner party. The race is the 21st annual running of the North/South with the previous events tied at ten apiece for the Yankees and Rebels. Last year Billy Hulkan won the title of General Lee; while Jerry Simison was crowned General Grant. The race is sponsored by the Sertoma Club of Burlington with the proceeds designated for the Childrens Speech and Hearing Clinic.

## All Sports

One of the largest races on the North American Continent during the '71 season will be held at Port Rowan, Ontario on June 20th. Prize money is \$160 per heat with A, B, C, Racing Hydro and C-Service and C Racing Runabout scheduled. The sanction is by CBF and AFBA. In addition to the above average purse, other prizes are in store. KLG spark plug company will pay each class winner \$100.00 for winning with their plugs. They will also supply finalists with plugs. Another benefit is \$25.00 to each Champion using Karl Williams Racing Fuels. See Ad in this magazine and write for details. Hydroplane Quarterly is donating a plaque for the over-all High-Point driver. Other contingency awards are scheduled.

Social highlights, are a dinner, dance and a Miss Regatta Pageant.

There are several motels that are available in the area. Or, if you wish you may, by contacting All-Sports reserve a cabin trailer. Of course, the usual camping facilities are also available. An outstanding breakfast is offered both days in the pit area at nominal cost.

The race course will be a surveyed one-mile course. Testing in the smooth water sheltered cove is permitted on Saturday. On race day the course will be well patrolled with trained officials.

This Regatta should be a must for every driver that runs alcohol burning equipment. For complete information, contact: All-Sports Racing Club, 33 - Third Concession Road, Tillsonburg, Ontario. Or, telephone the club at: 519-842-2190.



JOAN WALKER  
MISS REGATTA  
CANDIDATE



## O.B.R.A.

Continued From Page 11

and the spectators loved the action which included many flips and many wins which were not determined until the final corner.

GROVE OKLAHOMA - This race was held on the Grand Lake of the Cherokees, and was so successful that the OBRA has been invited back for two races this coming season. David Smith dominated the program with wins in D Am-Pro Runabout (2), D Pro Runabout (2), D Am-Pro Hydro (1), and D Pro Hydro (2). In the D Am-Pro race not won by Smith Dudley Malone, Oklahoma City, beat the field to the checkered flag. Rick Morris picked up a pair of firsts in B Am-Pro Hydro and won one heat of B Am-Pro Runabout. The other B heat was won by Ron Strobel. Top spot in the B Pro Runabout events was taken by Jim Phillips.

MANSFIELD, ARKANSAS - If a "Hollywood Movie" finale were planned it couldn't surpass this, the last race of the season. The action began in the B Am-Pro Runabout race with Jimmy Pelezo and Jim Wilkins winning with Ron Strobel beating out Rick Morris for the State Championship which was to be determined by the outcome of this race. Kenny Bayer posted wins in almost all of the D races, being pushed by David Smith and Dudley Malone. Jim Phillips was the winner of his State Championship as a result of finishing ahead of Walt Johnson. The B Pro Hydro race had to be restarted three times due to flips, crashes, and spinouts. This is a wonderful spot for racing and Spur Lake also offers fine camping grounds.

For information on the 1971 racing season contact: Oklahoma Boat Racing Association, P.O. Box 549 Downtown Station, Oklahoma City, Oklahoma 73101.

## RACING DIRECTORY

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# All New Safety Helmets



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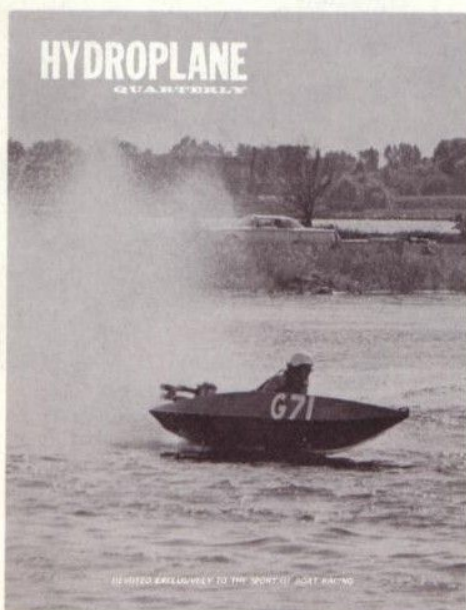
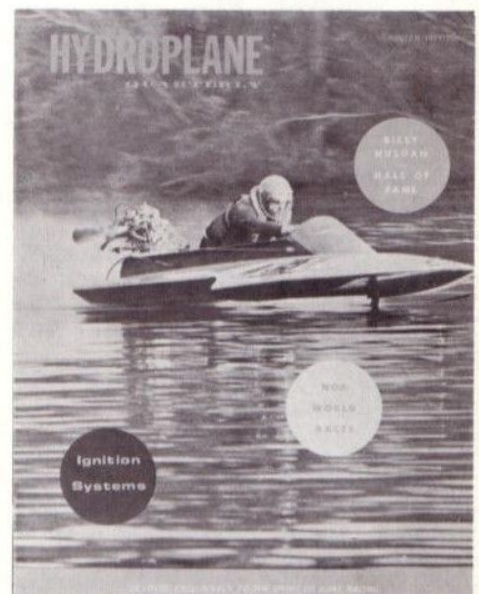
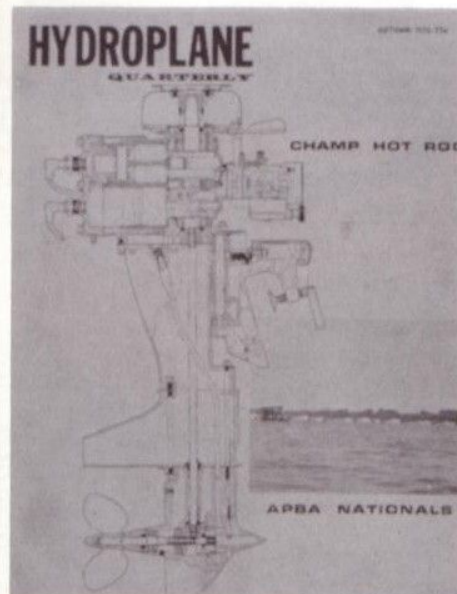
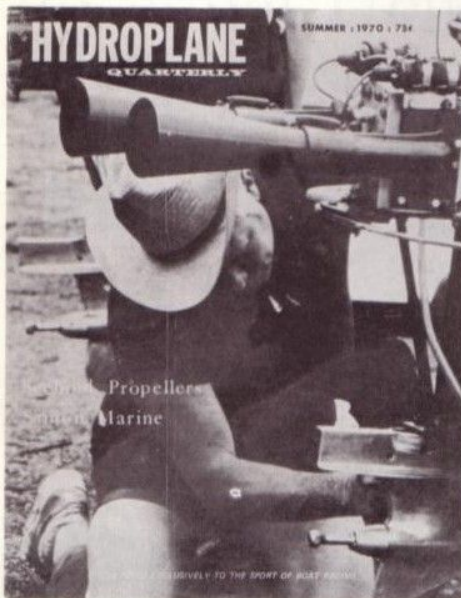
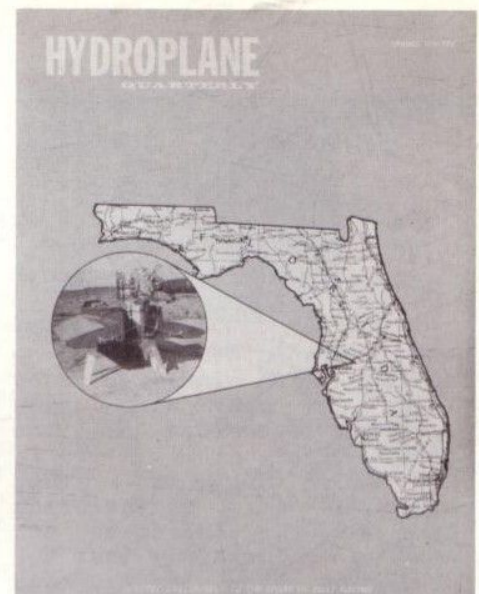
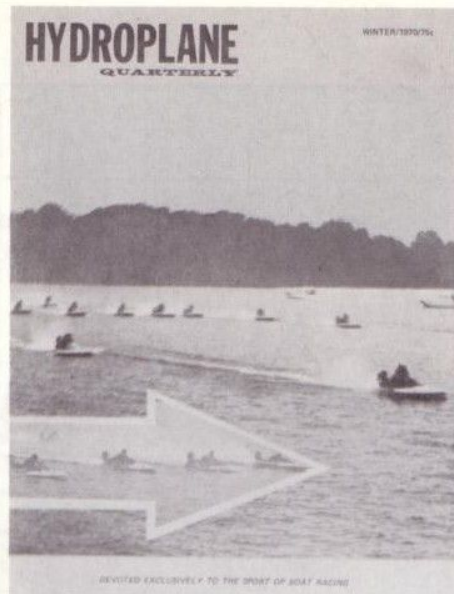
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YOU SAID WE WERE GOING TO RUNABOUT.



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