

HYDROPLANE

QUARTERLY

SPRING/1972/\$1.00



featured
'71

Championships!



DEVOTED EXCLUSIVELY TO THE SPORT OF BOAT RACING

Price List for 1972

QUINCY FLAT TOP PISTONS		
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SEMI-FINISHED.....	8.00	
'L' RINGS FOR ALL QUINCY ENGINES.....	2.50	each
REGULAR IRON RINGS.....	1.15	each
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BALANCE CRANKSHAFT.....	10.00	
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SQUARE CRANKCASE WITH NEW TOP MAIN.....	30.00	
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*facts
and
opinions
by the
editor*



Hydroplane Quarterly celebrates the beginning of its third year of publication with this issue. And, in this issue you will notice a brand new section - the American Outboard Federation news. Your first question may be, what is the American Outboard Federation; and why is its newsletter included in Hydroplane Quarterly? Well, the AOF is the most recent entry into the national racing scene, and its newsletter is news. The next question may be, what will the addition of a racing association newsletter do to Hydroplane Quarterly? Improve it, we hope.

What effect will the inclusion of the AOF news have on coverage of APBA and NOA events? To answer that we can only say that by including the AOF news in Hydroplane Quarterly, we will not slight any other racing group. You can be sure that HQ will continue to give unbiased reporting on any and all newsworthy events regardless of which national organization gives sanction. We will try to give balanced features highlighting all types of racing.

The AOF section will deal exclusively with AOF news, but in the remainder of the magazine, the junior entry in the racing field will not be given preferential treatment. We will try to continue giving top-notch articles on our sport as we have for the past two years.

Something to think about.... The world is filled with a lot of do-gooders and there seems to be an excess in Washington DC these days. How long until someone searching for fame and fortune writes something with a title like "Unsafe When Mixed With Water", or something like that? And then goes on for page after page knocking us for participating in a dangerous sport (people must be protected from themselves, you know), for polluting the air and waters, for causing unnecessary noise, and what have you. There are people who would like to see automobile racing banned; and we are sure there are others who would like to see any and all types of motorized racing outlawed, including boat racing.

Recently, in a sports catalog, there was an editorial that advocated legislation making the two-cycle engines illegal. How many others want to rule our lives? Lets make sure it doesn't happen by making our sport the safest in the world. And make sure that we improve our environment, not destroy it.

Tim Chance

Tim Chance
Editor and Publisher

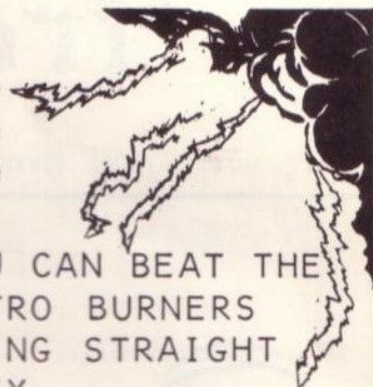
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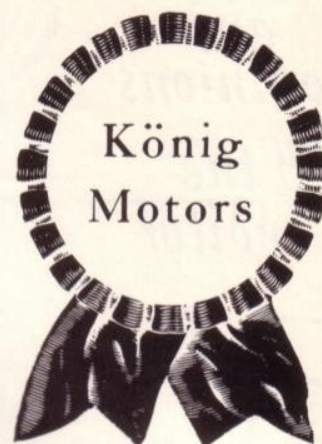
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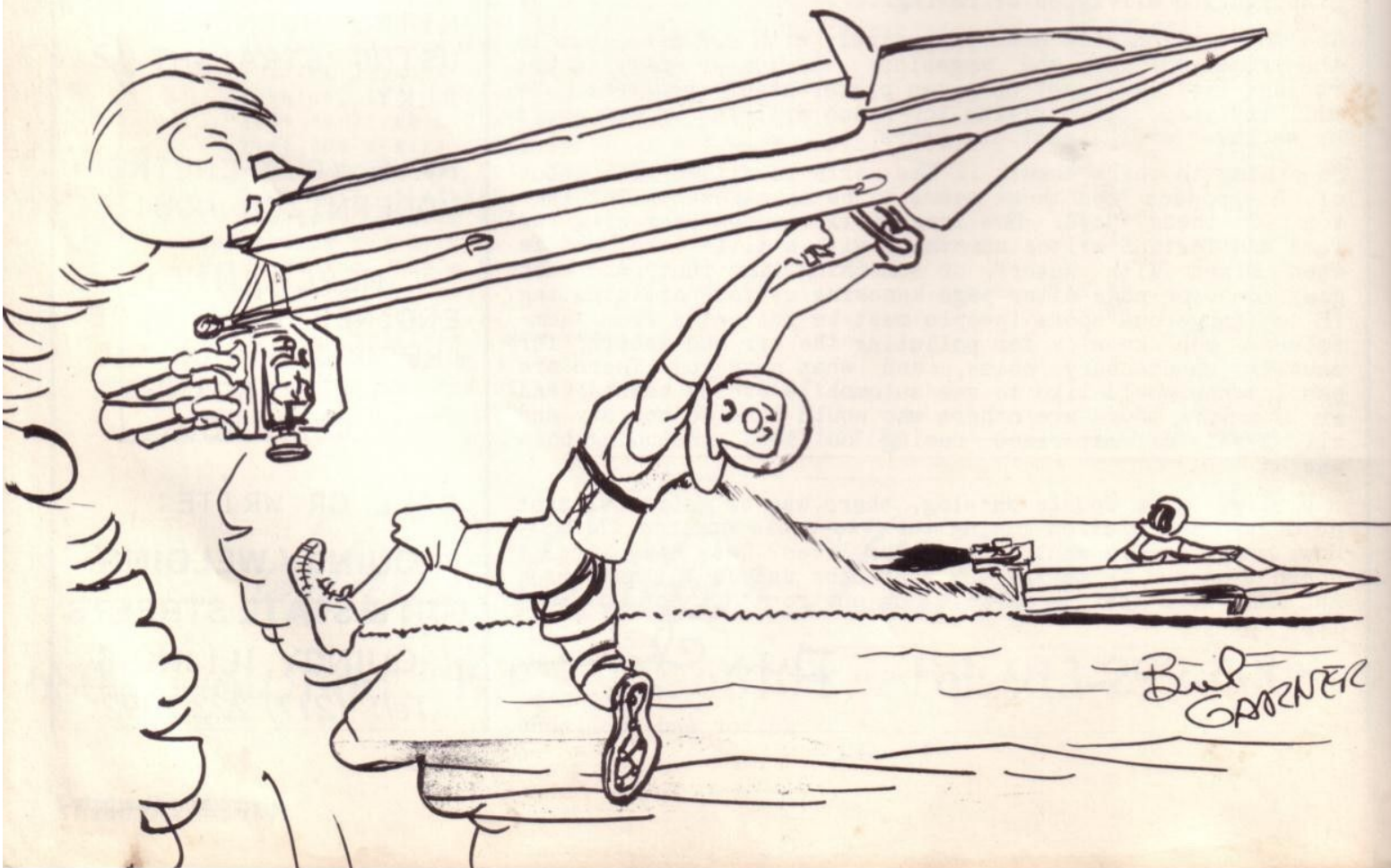
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BILLY SEEBOLD, SAINT LOUIS, MISSOURI
JERRY SIMISON, FERGUS FALLS, MINNESOTA
JERRY WALDMAN, BROWN DEER, WISCONSIN



from: Scott Smith

Overseas Dealers Dallas, Georgia



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featured



HAWKEYE - See Page 6

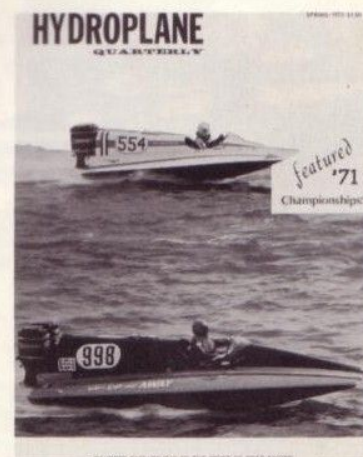


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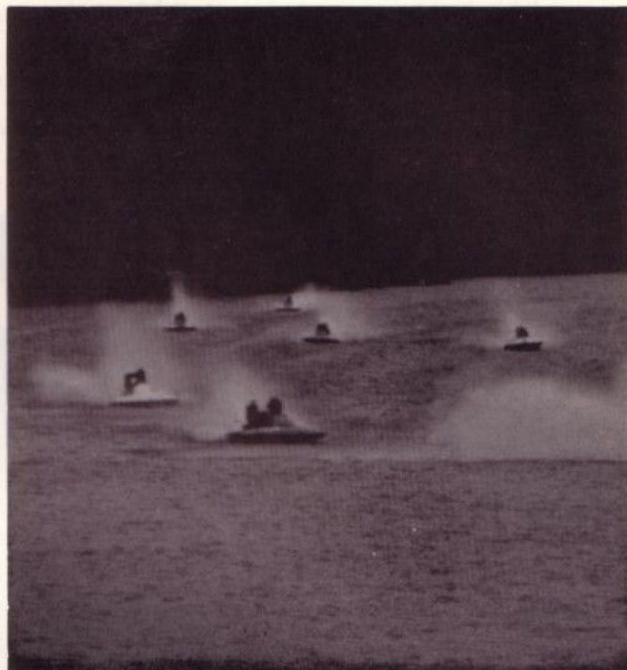
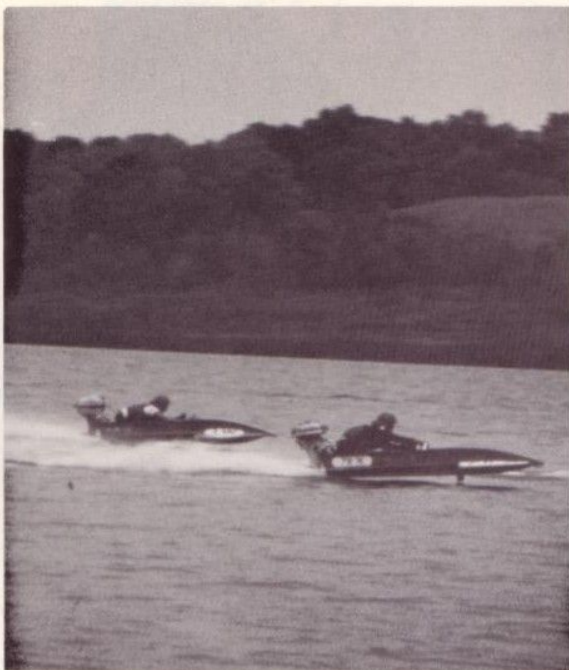
the cover

Bill Sirois, Ft. Lauderdale, Florida (998) and Renato Molinari, Como, Italy (554) sped past the judge's stand at 100 mph during the 1971 Lake Havasu City Outboard World Championship. Sirois won the overall Championship for the second straight year while setting a course record of 82.5 mph average around the four mile layout. Molinari took single engine honors and fourth place with a 77.5 mph effort during the eight hour race.



HAWKEYE STOCK OUTBOARD RACING ASSOCIATION





PHOTOS BY RAY THIELBAR LACON, ILLINOIS

Hawkeye Stock Outboard Racing Association was formed in 1967 by five or six alky drivers who lived in Eastern Iowa. They had watched outboard racing dwindle in their area and decided to do something about it. One of the problems with racing seemed to be the lack of new drivers; and they felt that Stock Outboard racing would interest more newcomers. It has! This season Hawkeye Stock gained 11 drivers who had never been in a racing boat before! One new driver is Miss Christy 'Sam' Fulkerson, 15 years old, who is showing the veterans the quick way around the course in A Hydro.

In 1967, when the club was formed, Joe Schultz from Cedar Rapids was the Commodore. Although he had never acted in this capacity before he felt the association would grow. In addition, their first referee had never refereed either. But, from their beginning with 11 members and three races, they grew to a dozen races in their second season. Today the club has 45 members and a full summer of racing. The club has working members; with a club meeting every other month, and a banquet every winter. Most of the races are run for a minimum purse with the emphasis on competition as the reason to race.

Besides a full slate of stock classes the club runs B alcohol burners in both runabout and hydro divisions. Schultz explains, 'After all the club was started by old alky drivers, and even though we feel stock racing is best for all round competition, alky has its place'. The class with the largest entry list at Hawkeye races is C Stock Hydro; with hydros holding the edge in most of the classes.

One unusual facet of Hawkeye is their Novice School. Every spring they give instructions on safety and maintenance, with running a competitive race their goal. This past year their students ranged in age from 16 to 43. Classroom techniques are used to teach racing nomenclature and terminology, and what to expect from racing. And there is actual driving time provided in a boat to familiarize the future driver with handling characteristics.

The future: Hawkeye Stock will continue to promote the closeness of competition that is realized in stock racing. They will also continue to run a fast moving show - with 20 heats of racing produced in a matter of a couple of hours. Whatever their secret of success, it works; as this summer this young club is going to be the host club for the American Power Boat Association Stock Nationals.

Championships

'71



The World's Class "U" competition record for Outboard Pleasure Craft was mutilated four times at the National Championships at Dayton, Ohio by Mercury's new "Twister". Bob Hering (*Ed Note: this issue Hering is our Hall of Fame Member*), Mercury factory team lead man from Oshkosh, Wisconsin capped the onslaught in the final Championship "U" heat by breaking his own record less than ten minutes old. His effort boosted the mark to 76.329 which tacked nearly 5 mph to the standing score.

Bill Seebold, ace driver from Saint Louis set the stage when he upped the Class "U" standard in an elimination heat. Seebold turned the course at 74.472. In the next elimination it was Tom Stickle who piloted a new Mercury "Twister" at 75.312.

Meanwhile, Hering's official tour wiped out Stickle's record with a mark of 75.885, and it was the next, and final, "U" event that he improved his own performance with a speed of 76.329.

"Twister" power also rocketed Ohio driver Bill Petty to a clean victory in the twin engine events late Sunday. Except for one heat, Mercury engines won every Championship event in which they are designed to be competitive (19 out of 24 heats).

In addition to the new record and the American title for Class "U", Bob Hering also took home the "UI" Championship for engines limited to 90 cubic inches.

The National Outboard Ass'n races could have been entitled "The Texas State Championships", as delegates from the Lone Star State dominated competition this year on the famed Alexandria, Louisiana race course.

High-Point Hydro winner was Wayne Baldwin from Alice, Texas, who also captured the Class A Hydro title with his Konig/Marchetti Combination. High-Point Runabout honors were picked off by Jerry Simison, Fergus Falls, Minnesota, who used Konig/DeSilva outfits. Simison also won Championships in Class A and B Runabout classes. Overall Grand High-Point was won by Billy Seebold from Saint Louis. Additionally, Seebold gathered in the C Hydro title.

Other winners included Charlie Bailey, Houston, Texas, who impressed the crowd with a string of victories, including D Hydro, F Hydro, and F Runabout. Dual winners were former Texan, Bruce Nicholson, now residing in Gretna, Louisiana and Bob Murphy from Springfield, Illinois. Nicholson claimed his pair of wins in the C and D Runabout classes while Murphy added both C-Service Championships to his ever increasing score of C-1 titles and records.

Dan Kirts won B Hydro. The speedster from Elkhart, Indiana, won last year too. And he won at the APBA Nationals this year and last year also. Our prediction: Dan Kirts and his

Continued on Page 16



American Outboard Federation NEWS

A Letter from the President

I have just had a lengthy discussion with R. Allen Smith Chairman of the technical committees of Pro and Super Stock divisions. All the rules in these two divisions seem to be worked out except for Class C-1. There is a possible change that will be determined by ballot of these drivers. The ballots have probably been returned for tabulation by press time. Allen stressed the point, not to overlook the importance of officials, and to do the necessary recruiting to have these people in our organization now. This is very vital to good boat racing so let's get all our referees and motor inspectors with us.

I have received a copy of the OPB rules and Dudley says the Stock rules are ready. This all means that we can get the printing started on the rule book very soon. Having it by the beginning of the racing season will certainly be an accomplishment for Dudley and the Committees that worked on the material. Thanks to you all!

Author McMeans

New AOF Stock Division

The AOF Board of Directors has confirmed the acceptance of a Stock Outboard Division of racing. This new division has, for many years, enjoyed the largest membership in another national organization and it will enable AOF to become the only national boat racing organization to offer all four outboard racing divisions - Professional (alky), Outboard Pleasure Boat, Super Stock, and Stock.

The Hawkeye Stock Outboard Club of Iowa is the first organization participating in this division to join AOF. Now that the ice is broken, we are hopeful that other

clubs, who are active in this division, will join us also.

The type of boats utilized in this division are the same hulls which are used in the Professional and Super Stock classes. The engines used must be strictly stock as they were produced by the factory. The rules of this division will appear in the forthcoming AOF rule book. In the meantime, for more information on this division, contact the Central Office.

LEWIS PROP SERVICE
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FOR PRO & SUPER STOCK CLASSES
TED LEWIS
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SHEREVEPORT, LA. 71108

SPEED TRIALS AND CLOSED COURSE

On June 10 and 11, the Kansas City Speedboat Association will hold mile trials for straightaway records in addition to a closed course racing program at Concordia, Missouri.

The straightaway runs will begin at noon on Saturday, June 10 and extend into Sunday morning June 11. Trials for records may be attempted in any class of any of the four AOF divisions (Stock, Super Stock, Alky, and Outboard Pleasure Boat). Entry fees of \$5.00 each will be charged to the participants. Drivers making record runs must register at the judges stand by noon on Saturday.

The closed course racing program will be held starting at noon on Sunday, June 11 includes these classes B, D, and E Super Stock Runabout and Hydro; and B, C, and D Pro (alcohol) Runabout and Hydro; and O-70, 90-100, U-1, and XT-1 Outboard Pleasure Boat.

Rule Book

The American Outboard Federation By Laws, General Rules, and Technical Rules have now all been approved and are presently being published in the AOF Rule Book. All members will receive a copy of this book. A target date of before March 1st. has been set for completion and mailing of our rule book.

What Has the AOF to Offer

1. A Good Organizational Structure. The AOF is a non-profit corporation whose structure is designed to serve the needs of boat racing today and yet allows flexibility to provide for tomorrows needs.

2. A Monthly Publication. A monthly news publication will be sent to all members. This publication will be edited by a professional and will provide local club news, technical articles, want ads, and many other subjects of interest to the boat racer.

3. A Good Insurance Program. For the cost of only \$15 per racing member, drivers will be insured for the season. Coverage of this insurance is \$2500.00 medical and \$2500.00 ADB, a tremendous coverage for such a small price. For the insurance to be in effect all drivers competing in the race must be members of AOF, and therefore, also insured, and the event sanctioned by AOF. One day membership and insurance can be obtained.

4. Championship Races. National Championship races will be held for each of the four divisions in the AOF. In addition to these races, lesser Championships will be sanctioned during the year.

5. High Point Championships. High Point Championships will be awarded for the drivers accumulating the most points in each class in each division during the year.

6. Promotion and Publicity. An active program for the promotion of boat racing at a national level and providing assistance in promoting races and racing in general at the local level is being implemented.

7. Good Rules. The AOF provides an excellent and workable set of rules for all divisions. Rapid interpretation and clarification of these rules is available, if needed.

8. Race and Special Notices. The AOF will send notices of all sanctioned races to all of its membership registered in the divisions concerned. Special notices of meetings, proposed rule changes, etc. will also be sent to those concerned.

9. Good Representation. Due to the organization structure of the AOF, every major area of the AOF will have a representative in its governing body. This assures you, the racing member, of having a voice in the governing of the Federation.

Sanctions

Applications for race sanctions have been mailed to all affiliated AOF clubs. If your club hasn't received any please let the Central Office know so these sanction forms can be mailed to you.

Sanctions are only \$35.00 (regular sanction) and will enable your club to enjoy all of the sanction benefits such as insurance, race notices, national points, etc. Send your sanction applications in as soon as possible so your race dates will appear in the AOF publications.

Tech Feature

Resorcinol Resin is a room temperature adhesive that is used with clamps to produce a long lasting joint. The adhesive is furnished as a thick liquid with a separate powder catalyst, which are mixed together just prior to using. Not recommended to use this glue at a working temperature below 70 degrees. Resorcinol is ideal for use on boats as it produces an extremely strong water-proof joint. It must be carefully mixed, and produces somewhat of a dark color. Brands include: Cascophene and US Plywood Phenol Resorcinol Glue.

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PLEASE WRITE
OR CALL:

AMERICAN
OUTBOARD
FEDERATION
BOX 549
DOWNTOWN STATION
OKLAHOMA CITY,
OKLAHOMA 73101
TEL: 405-721-2755

AMERICAN OUTBOARD FEDERATION
APPLICATION FOR MEMBERSHIP AND BOAT NUMBER

The undersigned hereby applies for the classification of membership checked below
(PLEASE PRINT PLAINLY OR TYPE NAME AND ADDRESS)

TYPE OF MEMBERSHIP

RACING

☐

OFFICIAL AND NONRACING

☐

NAME _____

ADDRESS _____
Street City State Zip Code

CLUB AFFILIATION _____

DIV. _____ BOAT NUMBER REQUESTED _____

DATE OF BIRTH _____ RACING CLASS(ES) _____

NAME OF INSURANCE BENEFICIARY _____

RELEASE FROM LIABILITY

(To be signed by owner and/or driver of boat)

The undersigned owner or driver, by signing this application, and in consideration of the registration of the motor and assignment of racing numbers for the current year, does agree to assume all responsibility and liability for all acts or activities of said owner and of any and all his drivers, assistants and crew, and for any and all damage or injury that may be caused by any or all of them or by his boat, motor or other property or possessions. The said owner does hereby release the AMERICAN OUTBOARD FEDERATION and any organization sponsoring or assisting in promoting or conducting a regatta or race sponsored by the said Federation, together with their successors, assigns, officers, agents, assistants, representatives, employees, and spectators attending said race, from any and all liability claims, demands, and causes of action whatsoever which the owner may have or which may accrue in his favor against them or any or either of them in any way growing out of or resulting from said race or any part thereof, or in connection with any vessel, dock, float, barge, equipment or facility provided or used, whether or not same may be operated or controlled by them and whether arising while in preparation or practice previous to the race, while participating therein, or subsequent thereto; and the said owner assumes all risk of injury and damage to the person and property of himself, his driver and his assistants, whether caused by the negligence or otherwise, and said owner agrees that no other agreement whether oral or written shall in any way affect this release. Furthermore, said owner certifies to the truth of all statements made in this application, and agrees to abide by all rules and to accept as final all decisions of properly authorized race officials.

In witness whereof, the undersigned has hereunto set his hand and seal the day and year written below.

Dated _____

Signed _____ (L. S.)

Signed _____ (L. S.)

SPECIAL RELEASE FOR MINORS

(If the owner or driver is under 21 years of age the parents or guardians must execute in addition this following waiver:)

The undersigned parents and/or guardians, for and in consideration of the acceptance of this application for boat registration and assignment of racing number, and intending to be legally bound, do hereby agree to all provisions contained in the above release from liability and waive all rights and claims that might accrue through relationship to the above owner or owners or driver and do adopt same as if repeated herein.

Signed _____ (L. S.)

TO BE ELIGIBLE TO REGISTER BOATS AND TO PARTICIPATE IN RACES, EVERY DRIVER MUST BE RACING MEMBERS OF THE AMERICAN OUTBOARD FEDERATION

Club News

News of your club is welcomed for the monthly AOF Newsletter. If you haven't already, please designate someone in your organization to be responsible for reporting news each month to the Central Office, so your club can receive its share of print. As much of the news as possible, which you send us, will be used.

If you don't see any news on your club in the monthly publication, it will only be because of one reason - we didn't receive anything from you. So please get this information to us.

1972											
JANUARY				FEBRUARY				MARCH			
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							31				

AOF SANCTIONS...

JUNE

11 Concordia, Mo. Pro, SS, OPB
11 Madill, Okla. Pro, SS
18 Okla. City, Okla. OPB

JULY

4 Corsicana, Texas Pro
4 KC, Mo. Pro, SS, OPB
9 Parsons, Kan. Pro, SS
16 Vicksburg, Mississippi SS
16 Okla. City, Okla. OPB
23 Poplar Bluff, Mo. Pro, SS
29-30 Sioux City, Iowa Pro, SS, OPB

AUGUST

20 Okla. City, Okla. OPB

SEPTEMBER

4 Mansfield, Ark. Pro, SS
10 KC, Mo. Pro, SS, OPB
17 Okla. City, Okla. OPB
24 KC, Mo. Pro, SS, OPB

APRIL
30 Vicksburg, Mississippi SS
MAY
7 St. Louis, Mo. Pro, SS
21 KC, Mo. Pro, SS, OPB
21 Okla. City, Okla. OPB
28 Grove, Okla. Pro, SS

Classified

Classified advertisements not exceeding 100 words will be published free for American Outboard Federation members. Ads over 100 words will be charged at the rate of ten cents per word additional. Non-AOF members may advertise at the rate of ten cents per word.

FOR SALE: TWO-BOAT TRAILER WITH BOX - \$175.00. 13' DESILVA - \$200.00. C MERC COMPLETE - \$350.00. E MERC COMPLETE - \$450.00. CONTACT: Herman Olney, 2314 Briston, Overland, Missouri 63114. Telephone: 428-3361

FOR SALE: "A" FLAT HEAD QUINCY POWERHEAD. WINNER OF 2 WORLD CHAMPIONSHIPS AND 1 COMPETITION RECORD. WILL RUN 75 ON HYDRO. READY TO WIN RACES. CONTACT: Bobby Wilson, Box 1071, Graham, Texas.

FOR SALE: 10'-6" SID HYDRO, GOOD SHAPE COMPLETE WITH HARDWARE - \$200.00. CONTACT: Dave and Tom Gilroy, 5 Winding Brook Lane, Saint Louis, Mo. 63124. Telephone: WY 1-1250.

FOR SALE: 13' DESILVA RUNABOUT IN EXCELLENT CONDITION AND READY TO RACE. COMPLETE WITH TONNEAU COVER, UPHOLSTERY, AND HARDWARE - \$325.00. BOAT WITH TONNEAU COVER AND UPHOLSTERY, BUT WITHOUT HARDWARE - \$275.00. 11'-6" SID HYDRO IN TOP CONDITION READY TO RACE WITH ALL HARDWARE, TONNEAU COVER, UPHOLSTERY, AND SPEEDOMETER - \$400.00. MERC CHROME STEERING BARS - \$10.00 EACH. MERC "D" and "E" DOWN HOUSINGS - \$15.00 EACH. COURTOIS "D" and "E" DOWN HOUSINGS - \$40.00 EACH. 1 SET OF ADJUSTABLE 2 IN 1 HEADERS FOR "C", "D" OR "E" - \$45.00. 1 P50 JOHNSON C-1 ENGINE COMPLETE \$100.00. MANY P50 AND PR JOHNSON CYLINDERS, PISTONS, RODS, LOWER UNITS, CRANKSHAFTS, CRANKCASES, AND ETC. CONTACT: Dudley Malone, P.O. Box 549, Downtown Station, Oklahoma City, Okla. 73101. Tel: 405-721-2755.

FOR SALE: Latest MODEL "B" KONIG: BOUGHT NEW IN AUG. '71. NEVER BEEN RACED AND ONLY RUN TWICE. CONTACT: Deanie Montgomery, 2012 Fairfax, Corsicana, Texas.

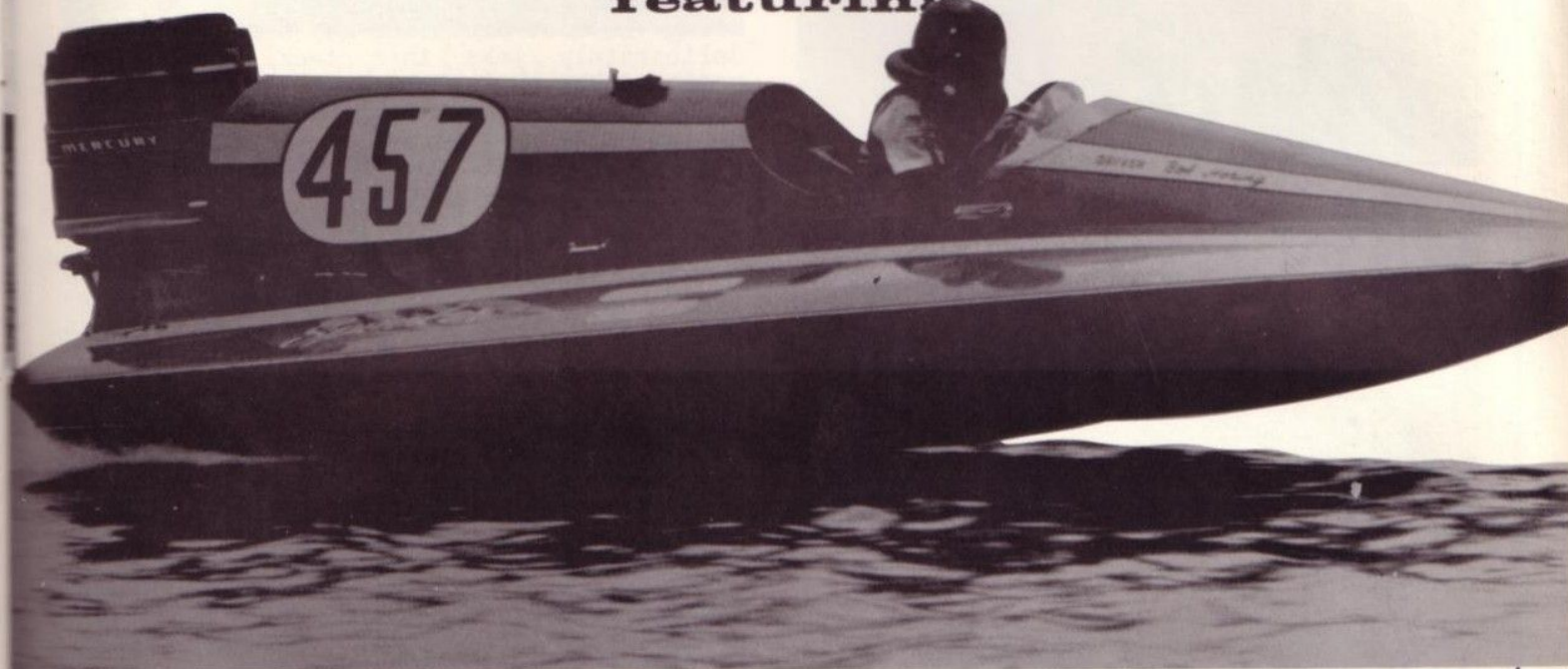
FOR SALE: 1969 QUINCY FB POWERHEAD - NEVER RACED SINCE UPDATED BY QUINCY - A-1, \$200.00. COMPLETE ENGINE - 16:21 GEARS, \$400.00. 1969 QUINCY FB POWERHEAD - NEVER STARTED SINCE BEING UPDATED (DISASSEMBLED), \$200.00. COMPLETE ENGINE WITH KONIG UNIT, \$400.00. 1969 QUINCY FA COMPLETE WITH KONIG UNIT - ALL A-1, \$400.00. MERC 16:21 UNIT, CLAMP BRACKETS, AND STEEL DRIVE SHAFT HOUSING, \$200.00. MERC 20-H, ALUMINUM HOUSING 1:1 GEARS, \$300.00. 1 STOCK EXCEPT FOR QUINCY PIPE NEW POWERHEAD AND 16:21 UNIT, \$500.00. 1 NOA AM-PRO RUN 8 OR 10 RACES SINCE REBUILT, 16:21, \$400.00. 1 NOA AM-PRO POWERHEAD MADE FROM REPAIRED PARTS, \$135.00. MERC KG-4 1:1 GEARS, \$250.00. MERC A ON 20-H CASE (RUN VERY LITTLE), \$350.00. 10'-6" DESILVA - 125 LBS 1955 27" BOTTOM - REFINISHED SPRING '71, \$200.00. 10'-3" LOWREY HYDRO - 125 LBS 1971 MODEL LIKE NEW, \$550.00. ALSO MANY PARTS INCLUDING: KONIG UNITS, MERC UNITS, CLAMP BRACKETS, MAGNETO PARTS, BATT. IGN. PARTS, F.B. BLOCK, PISTONS, CYL. HEADS, 20-H FLY WHEELS, RODS, CASES, REED BLOCKS, MARK 25 PARTS, 2 RECTANGULAR GAS TANKS, STEERING BARS, 1:1 MERC PROPS. CONTACT: Charley Holman, 617 Emerson Rd., Creve Coeur, Mo., Tel: 314-872-3375.

FOR SALE: 12' SUPER STOCK "C" RUNABOUT WITHOUT RIGGING. ONLY WEIGHS 106 LBS. CONTACT: Butch Webb, 732 So 95 E. Av., Tulsa, Oklahoma 74112.

FOR SALE: ONE MERC 20H "B" SUPER STOCK ENGINE COMPLETE WITH LOWER UNIT AND PIPES. GUARANTEED TO BE COMPETITIVE. ALSO MANY MISCELLANEOUS MERC PARTS. CONTACT: Richard Morris, 1537 S.W. 59th., Oklahoma City, Oklahoma, or call 405-672-2251

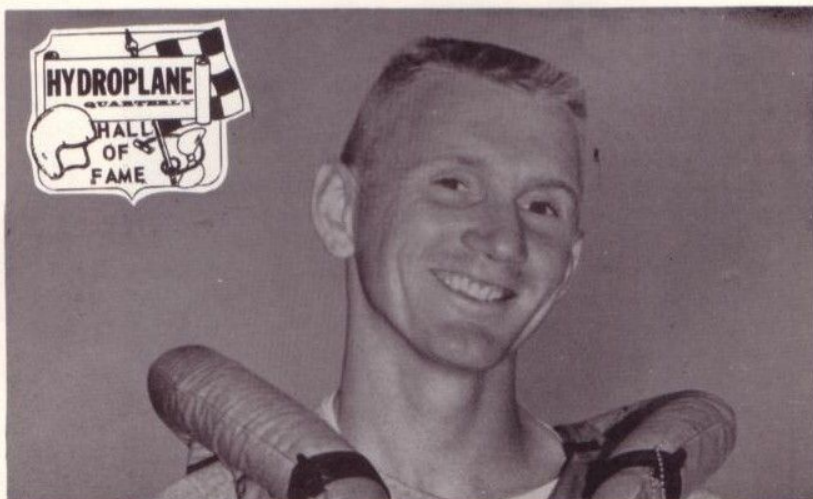
FOR SALE: ALL OF THE BELOW WILL BE SOLD SEPARATELY OR AS A RIG READY TO RUN. I CAN SELL AN AH OR AR READY TO RUN IN COMPETITION AND FINISH WELL. THIS EQUIPMENT IS IN GOOD CONDITION AND WOULD BE EXCELLENT FOR SOMEONE WANTING TO START IN RACING. 1 - A-B MARCHETTI HYDRO NO. 8-H, 10' LONG, 32" BETWEEN THE SPONSORS. WOULD MAKE AN EXCELLENT B HYDRO, \$225.00. 1 - A-B WARREN RUNABOUT NO. H-69, 10'-6" WITH 24" BOTTOM. THIS BOAT IS ONE OF THE ORIGINAL WARREN'S AND HAS NO GLASS ANYWHERE - IS A FRONT RUNNER, \$300.00. 1 - A HOTROD, HAS NEW SLEVES AND PISTONS LAST SEASON WITH 6 RACES ON THEM. RUNS GOOD, WITH PROP, \$275.00. 1 - TWO BOAT TRAILER. HAS 4 ENGINE MOTOR BOX WITH PLENTY OF ROOM FOR FUEL CANS AND TOOLS. GOOD AXLE AND SPRING SET UP. HAS 12" TIRES WITH SPARE. THIS TRAILER HAS BEEN THE ONLY ONE I'VE OWNED AND IT IS A GOOD ONE, \$150.00. CALL AFTER 5:00PM 317-348-4397 OR CONTACT: Tim Mehling, 606 North Walnut Hartford City, Indiana 47348

HYDROPLANE QUARTERLY'S Hall of Fame featuring



thirty-Seven year old, Bob Hering, quiet and unassuming on shore, is something else when in the cockpit of a 100 mile - per - hour outboard pleasure craft.... a harmless sounding handle for one of boat racing's fastest water wagons. A veteran of 21 years in raceboats, Hering has raced stock outboard, alky burners, and more recently, OPC. He was the first single engine boat to finish and fourth overall at the 1970 World Outboard Championships at Lake Havasu, Arizona and was runnerup as co-driver with Italy's famed Renato Molinari in the highly regarded Berlin OPC race last year. The father of four children, Bob was hospitalized for six weeks in 1966 after a high speed crash. Two titles earned at Dayton, Ohio, in the 1971 National OPC Championships make it seven times he has held various U.S. Crowns.

bob hering



Redeck Your Hydro

By BILL MITCHELL

READY FOR REDECKING

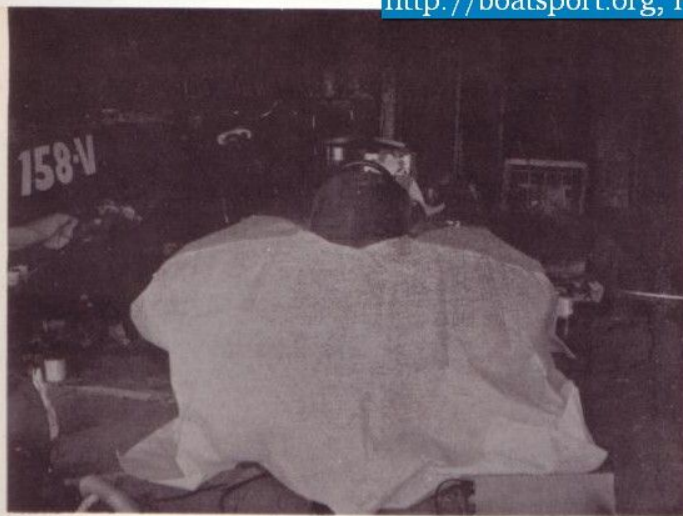


An old boat racer once described racing boats as a hole in the water surrounded by wood, fiberglass, or metal into which you pour money. Sometimes after saying a friendly howdy do in a tight turn with your next door neighbor you take a trip to ye old wood mender and find there is a lot of truth in this adage. Generally if you have considerably more left than the bow handle you can save yourself a blowout in the wallet with a lot of effort and a little common sense or vice versa. Not being the most ambitious guy around I didn't deliberately take this tack, but found it easier than prying the wife's foot off the checkbook. That she tells me was part of the wedding contract; I make it, she spends it.

Covering all phases in one article would be a monumental task. I would also leave you with as little detail as some of the handyman magazines where they give overhaul details for the Queen Mary in a two page article. Instead we are going to start with recovering the nose of a hydro, and in subsequent articles cover replacing of wood panels and repair and splicing of frames and stringers. Before you decide that you're no carpenter, and run off to this month's centerfold (a nude Marchetti), let me say that I'm no carpenter either. I make my living with my head, and driving nails that way could present a problem.

The reasons for recovering are many, but some of the more common are: A well wisher stumbles and steps through it; you tried to drive a five foot wide boat through a four foot wide slot; you nosed in; or you dropped your cooler on and in it after the races. Sometimes the old cloth begins to sag and you just want to improve appearances. That's another old adage "If it don't go - make it look good". Once this decision is out of the way your first step is to remove the old and make way for the new. First remove the rubbing strip, the metal trim that acts as a bumper, and hang it up out of harms way. If you lay it in the middle of the driveway you have a 50:50 chance of wife running over it. After this is done you peel off the old fabric, exposing the innards. Take a knife blade and remove all the old staples. This done, the boat should be scrubbed thoroughly, inside and out with a strong household cleaner. Inspect the area that is hidden under the fabric for checking and the beginning of dry rot. These, like getting married, are the beginning of real trouble.

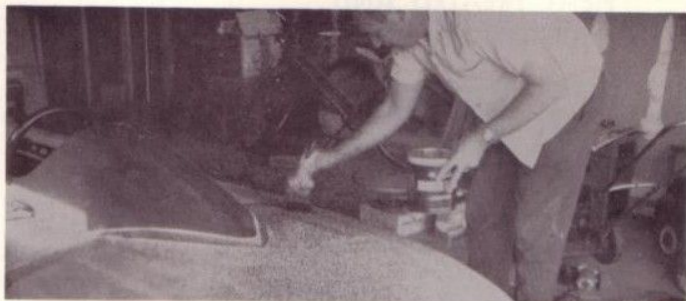
Let the boat dry while you mow the grass or something. Once the boat is dry, sand all trouble spots and areas which the fabric covers, the tops of ribs, deck, and cowling. The internal area should then be



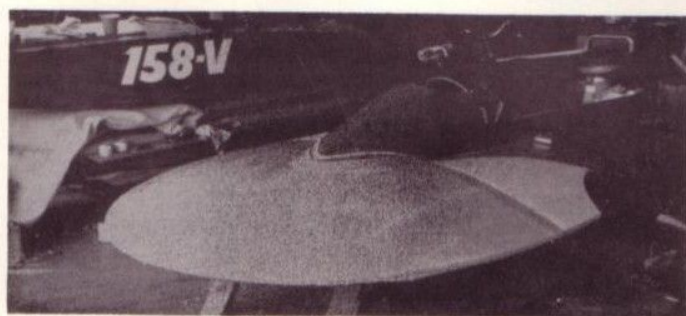
CECONITE SPREAD OVER NOSE



READY FOR IRONING



APPLYING DOPE



FINISHED

given one to two coats of Poly-Poxy varnish. This greatly extends the life of the wood. Boats given this treatment have been checked after ten years and the wood still looks new.

The boat is now ready for cloth, and the materials are: A piece of Ceconite 101 (about a foot larger than the area to cover), a pint of super seam cement, a gallon of non-shrinking butyrate dope, a staple gun, a straight edge, a razor blade, and your wife's iron.

Liberally apply the cement to the deck and cowl areas where the cloth is to bond. Spread it over a larger area than you intend to cover. Smooth the cloth over the nose (of the boat) and press it down on the glue. Allow the glue to dry for about an hour before proceeding. The areas that are glued down must be smoothed because they will not change after the glue has dried.

Take the straight edge and the razor blade and trim the areas on the decking and cowlings. The cuts are to be made across the areas that have glue under them. The unwanted cloth is peeled off by pulling vertical to the surface of the deck. This gives a very neat edge which is totally glued down and can later be feathered in with sandpaper. Using this method makes using staples in the deck unnecessary. Some makes of boats (e.g. Sid) do not have the decking around the base of the cowling. On these boats the fabric must be stapled at the base of the cowling.

For best results the glue should be allowed to set overnight. So take some time off and reintroduce yourself to your family. The next day or so spread cement around the outer edge of the nose. Pull the cloth firmly towards the front of the nose and staple in the area covered by the rubbing strip. Proceed around the edges pulling the cloth and stapling it down. Use some care in keeping the wrinkles to a minimum. This finished take a warm iron and pass it over the cloth. Start with the lowest setting, but do not go over wool setting. The cloth will shrink and the sags and wrinkles will disappear. As you

press, tap the cloth with your finger until it begins to sound like a drum. Doing the job in several passes is better than one. If the tautness remains after the cloth cools completely, this phase of the job is done.

To seal the fabric, seven or eight coats of non-shrinking butyrate dope are recommended. The coats are thin and even, this may not fill the grain, but this can be done later with paint. Each coat of dope should be done in a well ventilated area or you should take out a lot of insurance. If you had to staple the area around the cowling, an extra strip of cloth should be glued over this area. When sanding, feather edge the edges on the deck and the extra strip over the staples and cowling.

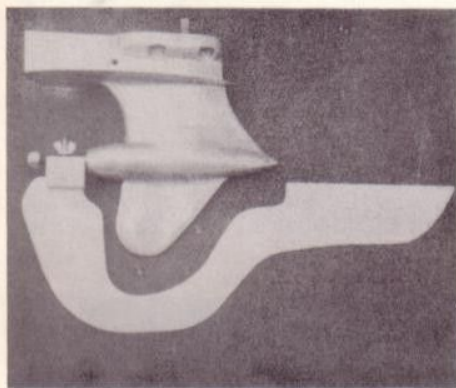
Using this method you will find it hard to discover where the cloth ends and the wood begins once the nose is painted. The best types of paint to use are those which are recommended for aircraft fabric. These can be purchased at most airports. Apply the paint in thin smooth coats, lightly sanding between coats.

Now that you have finished, step back, admire the job, and then take the money you saved and buy your wife something she needs, like a new prop.

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Championships

71 Continued from page 8

Konig powered Byers Hydro will be a reckoning factor for quite a while.

Numerous records were set with Billy Seebold besting the field in B Hydro, C Hydro and F Runabout. Wayne Baldwin set the pace in A Hydro; while Bob Olsen from Milan, Illinois upped the A Runabout mark. Bruce Nicholson rewrote the D Runabout standard, and Stan Leavendusky, Jr. proved that there is life left in the old Speeditwin as he took home the speed honors in the C-1 Hydro class. All of the above were competition records. Then came straightaway record attempts. One hundred sixteen point 883, that's 116.883 mph in a D Hydro. And guess who? Jerry Waldman with his AC Fire Ringed looper. Other drivers besting the existing speeds were Jerry Simison in A and B Runabout; and Ted Thompson from Sarasota, Florida who claimed the A Hydro record with his brand new Bowson Hydro.

Am-Pro
by Mike Crawford

Powerful engines screaming and rooster tails flying on the Ohio River was the order of the day at the American Professional Championship races, September 5th. and 6th. at Portsmouth, Ohio. The races were sanctioned by the NOA, were sponsored by the Ohio Valley Boating club, and were held in conjunction with the Ninth Annual River Days Festival sponsored by the Portsmouth Area Chamber of Commerce. With a colorful parade; bands strutting; a Queen Contest; a battle of bands; the appearance by Television star, Jerry Van Dyke; and a midway jammed with people; the festival reached a fever pitch for the Championship races.

A record number of boats were entered in the race in quest of the \$5,000, prize

Am-Pro Champions - Portsmouth, Ohio

AH DAN LAURO,	AUBURN, IND.
BH WESLEY TAYLOR	BATON ROUGE, LA.
CH BOB LOWREY	ST. LOUIS, MO.
DH BOB LOWREY	ST. LOUIS, MO.
EH BOB LOWREY	ST. LOUIS, MO.
AR TOM MOULDRR	HICKSVILLE, OHIO
BR MIKE OBRIEN	INDIANAPOLIS, IND.
CR BOB LOWREY	ST. LOUIS, MO.
DR DICK AVELINE	LAFAYETTE, IND.
ER DAVE HULL	VICKSBURG, MISS.

money. A total of 270 boats were registered and eliminations lasted until nearly dark Saturday before the field was trimmed to the 140 finalists.

Racing officials were concerned that the race would be hampered because of rainy weather but the sun broke through for qualifications on Saturday and remained bright for the rest of the races. Sunday's early crowd of spectators were smaller than expected but by late afternoon several thousand fans lined the banks of the Ohio River on both the Ohio and Kentucky sides to watch the event. The fans were treated to a near perfect performance by man and machine, with no serious accidents.

On Monday the fans were thrilled by flips and accidents. In the final race of the day, E Hydro, came the most excitement. With black clouds and a strong wind coming up the valley, it took three tries to complete the first heat because of accidents. In one try Tom Berry of Kansas City received cuts and bruises when his hydro became airborne. Another driver seeing that Berry was in trouble, went back, dove into the water and brought Berry to the surface. Only 5 of the 14 E's managed to survive through both heats.

Bob Lowrey went home with a trailer full of trophies and cash in his pocket, winning 4 of the 10 classes. He was presented the Governor's Cup for scoring 7,300 points in the two days of racing.

Norbert Specht of Louisville, Kentucky was presented with the Hard Luck Trophy as he lost three boats and failed to finish a heat.

questionnaire

Name _____ Age _____

Address _____

Occupation _____ Married or single _____

Any Children _____ Do you bring your family to races _____

Total number of people you usually bring to races _____

How did you get started racing _____

Why do you race, and why your particular class _____

What class did you start racing in _____

Have you ever been injured racing, how _____

Do you have other hobbies, what _____

Have you won or do you hold any championships or records _____

Do you camp out or stay in motels, why _____

What is make and year of your tow vehicle _____

Estimated \$ spent on racing in the average year _____

Avg. \$ spent at a local race _____ at a national race _____

Have you ever purchased anything because of a magazine ad _____

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

Would you like to see larger purses _____ smaller purses _____

Your opinion of entry fees _____ paid officials _____

What is your National club _____ local club _____

Your opinion of the structure of the national racing organizations _____

Your opinion of the structure of local racing organizations _____

What do you think is the best local racing club _____

Who do you consider the best race driver _____

What is your favorite race site and why _____

Do you or don't you race out of your own geographical area, why _____

What is a reasonable distance to attend a local race _____ national _____

What makes for a successful race _____

What is the future of Alky, Stock, Super Stock, Am-Pro, OPC and Inboard racing _____

What is right or wrong with racing today _____

What is your opinion of sportsmanship in racing _____

Your opinion of the overlap rule _____

How many races do you attend in the average year _____

What classes do you run _____

What is your favorite class of racing _____ 2nd favorite _____

What are your least favorite classes of racing _____

What classes should be expanded _____ eliminated _____

and why _____

What is your favorite type of racing _____ least _____

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

Your opinion on motor freezes, weight restrictions, boat dimensions, etc, _____

What about wings, airfoils, and spoilers _____

Your feelings on noisy vs. quiet exhaust systems _____

Name brand of products you use: Fuel _____ oil _____ tools _____

spark plugs _____ props _____ motors _____ boats _____

other (specify) _____

Do you do your own motor work _____ build your own boats _____

Your choice for HQ Hall of Fame _____

The best article in HQ _____ worst _____

What would you like to see more of in HQ _____

less of _____

Why did you subscribe to HQ _____

Other boating magazines you subscribe to and your opinion of them _____

Your opinion of HQ _____

Please mail to: Hydroplane Quarterly P.O. Box 26014 Saint Louis, Missouri 63136

more facts and opinions

This column is designed as a readers forum and the opinions expressed herein are those of the writer; and not necessarily those of Hydroplane Quarterly or its Publisher.

SOME THOUGHTS ON IMPROVING OUR SPORT...

There is much concern over our situation in our sport of boat racing. We should operate as a corporation with clubs owning a private race site. This could be a reality if enough drivers, owners, and just plain men would try.

I have looked at a farm with a creek and good bottom land. Have studied all grades and landscapes as to what is necessary to make a race-lake. Also this could be used for a landfill to offset the purchase price. The lake could be used for other water sports, and the grounds could be used for general camping, and the like. Revenues received from other activities could improve the area and promote racing.

We could save boat racing, for as things now stand we do not have any permanent place to put our sport before the public. All the major sports have a park or stadium as their home. What then, if we are going to survive, are we go do? I'm in favor of going to a corporate form and establish a site. I have the ideas, who will listen. Lets think about this.

Duward L Boyd, Bristol, Tennessee

Much has been said in recent years about the proliferation of racing classes in every category of boat racing. This expansion has resulted partly from the manufacture of larger and larger motors. Starting with J Stock and running through the largest OPC classes one can count over 14 displacement sizes. While alky classes have not added new classes they have been built of another, seldom recognized, fault: a lack of class individuality. To the ininitiated spectator all classes appear the same. Both of the above mentioned problems stem from the same source, the small 10 cubic inch, or less increment used as the criteria for each class size. In mathematical terms the solution calls for a proportional increment instead of a cumulative increment. Here is a suggestion for new class designation using a multiple of two: Class A, 7.5 c.i.; B, 15 c.i.; C, 30 c.i.; D, 60 c.i.; F, over 60 c.i.

Perhaps other drivers may find some merit in these ideas or may be stimulated into giving some thoughts to other methods to improve our sport's spectator appeal, and continued well-being. Therefore, fire away at this proposal and maybe something useful come out of the debate.

Bill Weaver, Williamsburg, Va.

Championship team racing. Four team Captains (East, West North, South) will select a team of 3 drivers in each class to compete in a top professional series. Captains have accepted and teams are being formed. Competition will be on a team basis with drivers winning points and purse for their geograpgical squad. Top drivers and fast equipment will be sure to place boat racing as a real professional sport.

E.C. Baldwin, Alice, Texas

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