

HYDROPLANE

QUARTERLY

SUMMER : 1970 : 75¢

Seebold Propellers
Simon Marine

DEVOTED EXCLUSIVELY TO THE SPORT OF BOAT RACING

1970

MORE POWER AND SPEED

YOU CAN BEAT THE NITRO BURNERS USING STRAIGHT ALKY

LOOK AT THE RECORDS

- STRAIGHTAWAY

- ▲ A HYDROPLANE — Brand H
- ▲ B HYDROPLANE — MERC
- ▲ C HYDROPLANE — MERC
- ▲ D HYDROPLANE — MERC
- ▲ F HYDROPLANE — MERC

- ▲ A RUNABOUT — MERC
- ▲ B RUNABOUT — Brand H
- ▲ C RUNABOUT — MERC
- ▲ D RUNABOUT — MERC
- ▲ F RUNABOUT — MERC

- COMPETITION

- ▲ A HYDROPLANE — Brand K
- ▲ B HYDROPLANE — MERC
- ▲ C HYDROPLANE — MERC
- ▲ D HYDROPLANE — MERC
- ▲ F HYDROPLANE — MERC

- ▲ A RUNABOUT — MERC
- ▲ B RUNABOUT — MERC
- ▲ C RUNABOUT — Brand K
- ▲ D RUNABOUT — MERC
- ▲ F RUNABOUT — MERC

- OUT OF 20 POSSIBLE RECORDS

- ▲ MERC HOLDS 16
- ▲ Brand K holds 2

- ▲ Brand H holds 2
- ▲ Brand A holds none



QUINCY WELDING
5TH & STATE STREETS
QUINCY, ILLINOIS

Telephone: (217) 223-2992

HYDROPLANE

QUARTERLY

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HYDROPLANE QUARTERLY

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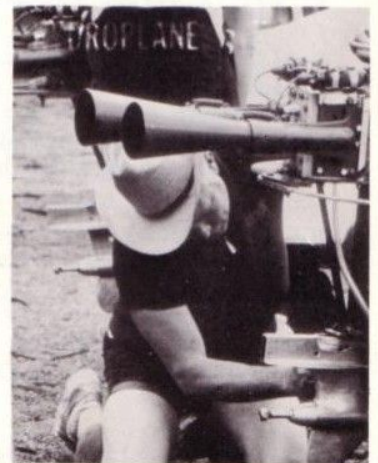
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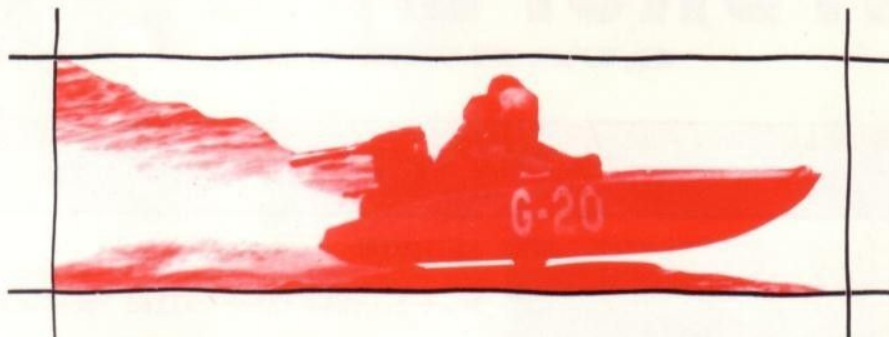
the cover

This issue our Hydroplane Quarterly Hall of Fame member, Johnny Dortch, is featured on the cover.

ART BESSLER PHOTO



*facts
and
opinions
by the
editor*



*W*hat is this thing called sportsmanship? We recently returned from a race at Memphis, Tennessee. Marshall Grant, who promoted this race had spent a great deal of time, money, and effort to stage this event. This fact should have been obvious to all. However, Marshall is also a boat owner and as a boat owner had his equipment there to win. He had one of the finest drivers in the country to campaign his equipment - Bill Seebold, Jr. Billy also came there to win. Yours truly also wanted to win, but the best we could do was take a second - the Grant/Seebold combo took first.

Yet there were a few drivers present who weren't content to be beaten by the equipment of Marshall Grant. And as a result of their inability to win were saying that the races were not fair. The reasoning they used seemed to be that Marshall Grant was presenting the race and Billy was winning with Marshall's equipment, so it isn't fair. I sincerely hope this kind of talk was only a result of the heat of battle and the drivers and owners who made comments are very ashamed of themselves for allowing comments of this nature to happen.

You can't win by "bad-mouthing" the competition on the beach. You have to beat them on the race course; and the Grant/Seebold team is almost impossible to beat on the race course. That brings up another situation at the Memphis race. Some of these same people complained about restarts. With the reasoning that if Billy wasn't out in front there was a restart. This along with their other asinine remarks is a direct insult to the honesty of the officials; which were some of the most outstanding group of officials in the sport. But as I said I was racing there, I was in one of the heats in question - D Hydro. I know how we hit the starting line, and I would like to go on record as saying if a person was not on the judges stand trying to pick out boat numbers he should shut the hell up.

All I can say about people who will complain about one of the best run races in the country is that we can do with a lot less of them and a lot more of the true sportsman type drivers. Plus we need a lot more people like Marshall Grant and like the unbiased officials who presided over the race at Memphis.

Tim Chance

Tim Chance, Editor and Publisher



Seebold Props

Bill Seebold owns and operates Granite City Boat and Motor Co. But what is of interest to us is that he started racing boats in 1941; incidently with his wife Pauline as his riding mechanic. Back in those days he did all of his own motor work and he could only afford one propeller. If his propeller didn't work he had to make it work. That was the start of Seebold Props. Bill was quite a driver too, he won the 1956 National Championships with a Johnson PR in Class C Runabout. Then repeated the next year in Class C Hydro. He retired as a driver in 1957 when Bill, Jr. started racing.

He started seriously reworking propellers about ten years ago. And at that time felt he didn't care to build propellers for others, as they ran very well and didn't want to give the competition any edge. Then about three years ago he decided that if they ever quit racing he still wanted to keep his hand in the sport. Bill says, "If I see one of my wheels running first I feel I'd done something. It's really a thrill to watch". He says that building propellers is a hobby that he likes.

Now Bill builds Seebold Props for every type of boat racing imaginable, from little A Stock propellers to gigantic 7 Liter models. Last year in the outboard ranks alone his wheels won five Championships. In addition Bill reworked a prop for a 7 Liter Inboard Hydro Billy drives and gained speed from 130 mph to over 150 mph. Bill calls 'Long Gone' the 7 Liter "An over-sized D Hydro", he says "The only difference is instead of a 100 hp D Konig it uses an 1100 hp supercharged hemi". Along with the five Championships won with Seebold Props numerous local Championships have been won with Seebold equipped motors. For example your Hydroplane Quarterly Editor won three class championships plus high-point in the midwest area by exclusive use of Seebold wheels.

Last year Bill build 450 props. Most of his propellers are built from Michigan blanks. Each propeller is custom-crafted to the drivers own requirements. First he selects a proper size blank for the specific engine. Next he has to determine if it will be used on a runabout

(Continued on page 12)

Simon Marine

BY KARL WILLIAMS

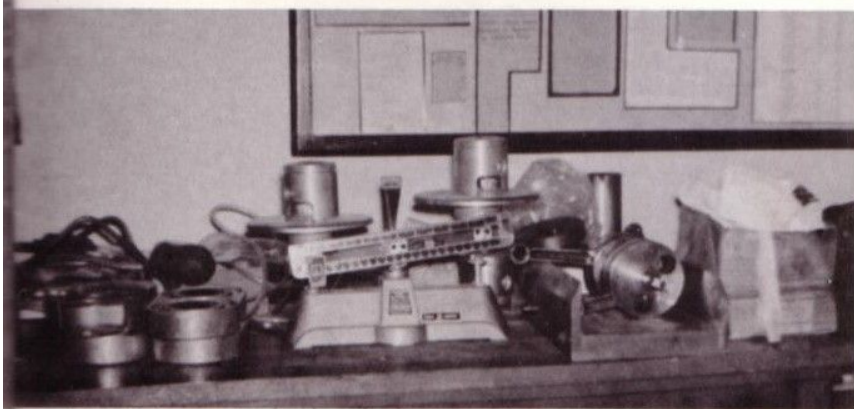


CHUCK SIMON WITH AN EARLY MODEL "B" HYDRO

The Simon brothers racing career began in 1951. They experienced five years of successful racing using American made Johnson KR's in class A and Mercury class B engines. During this time they kept up to date on European engine design. Then with the introduction of the Konig racing engine from West Germany the Simons made the change to Konig. I asked Chuck why they made such a quick decision since Konigs were so new to North America and little was known about the engine. He answered "the appearance of the engine was the only reason, it had exhaust stacks and two carburetors". He went on to explain that an engine is just an air pump, the faster you turn it the greater the volume pumped. Apply this to an engine, and the faster you turn it the more horsepower it produces. Now to turn an engine faster it must take in more fuel, fire the fuel mixture at the proper time, and then make it possible for the burned gas to escape to make room for the next fuel charge. This may sound simple, however, this simple solution to victory runs into many hours of hard work.

The first purchase of Konigs by the Simons consisted of four class A Konigs and a substantial stock of spare parts. This was the beginning which later on influenced them to become dealers under the name Simon Marine. Simon Marine today, as it has always been, is operated by Chuck and Lou Simon exclusively for the building, testing and improvement of racing two stroke engines.

Chuck hit the top in A Hydro in Canada several times; then in 1961 he acquired the APBA class B Outboard Hydro Championship. Then there came a three year period when the Simons withdrew from racing. However they continued to build and work on the majority of Konig engines raced in Eastern Canada. In 1965 Armand Hebert's Simon built Konigs captured the NOA B Runabout



TOP: CHUCK SIMON (LEFT) AT CANADIAN BOAT SHOW. LEFT: SIMON WORK BENCH. RIGHT: SIMON KONIG.

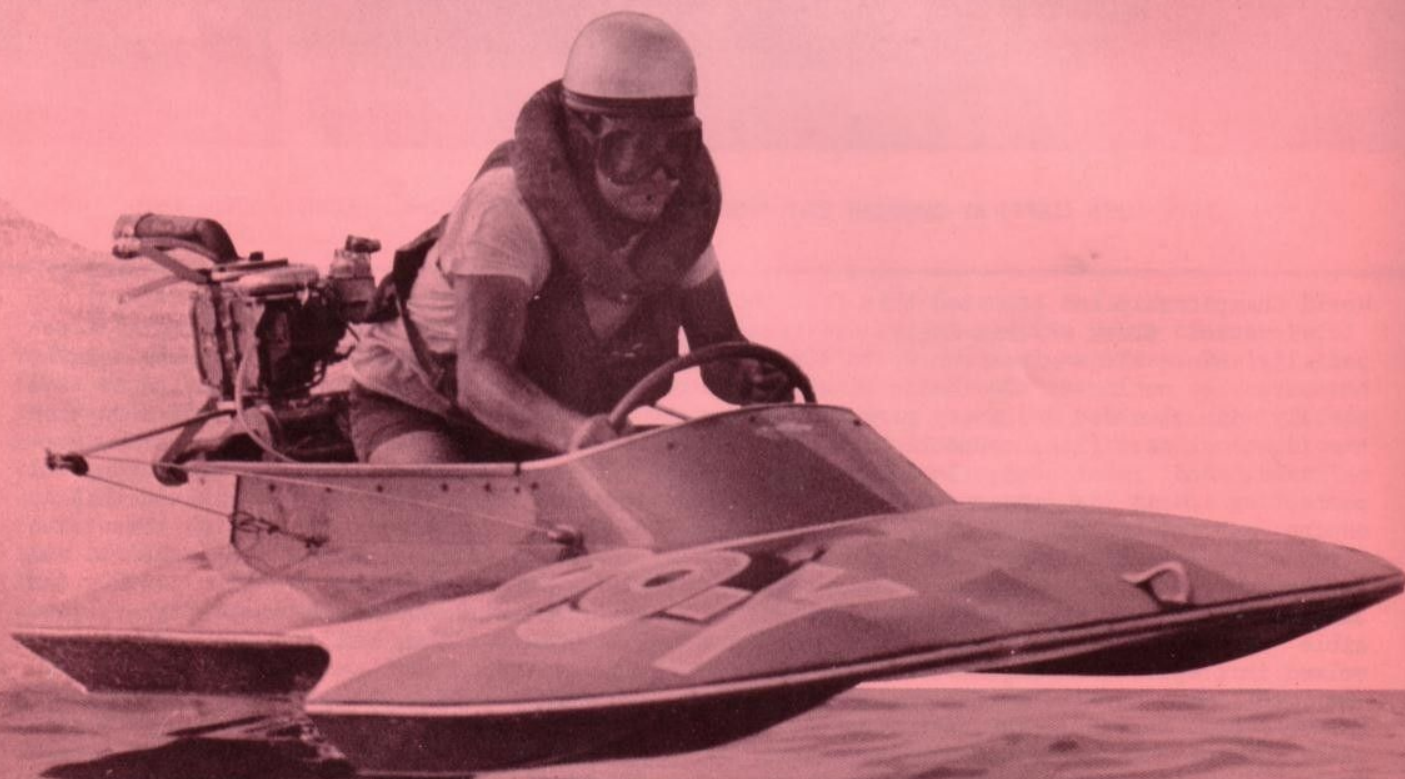
World Championship and repeated this feat two years later with Billy Seebold, Jr. driving.

I asked Chuck why his Konigs are faster than most, and why he rarely sticks a piston especially since his engines run up to 40% nitro. Naturally he did not go into complete detail, however, he outlined the basic Simon procedure for a full house job. 1) The engine is completely disassembled and every part is measured to achieve matched sets when there is more than one identical part (i.e. connecting rods). 2) After each internal part has been measured, magnafluxed, and rebalanced, the engine is semi-assembled. 3) Each tolerance between moving and connecting parts is remeasured throughout every degree of revolution (Chuck explained that an engine may be within a given tolerance at b.d.c., however as the engine rotates these same parts could and sometimes do bind. In these cases the faulty part must be located, measured and corrected). 4) The engine is then assembled completely ready for testing. During testing the correct propeller is selected for each engine to give the best acceleration, and highest possible speed. As I mentioned earlier this is only a brief outline, and much more work is involved in preparing an engine for competition.

The Simon's like all specialized racing engine builders spend extra time where needed to insure their customers the best possible service. In some cases, the satisfaction of the high quality work they turn out on their engines is their only reward. They use about 100 gallons of fuel before the racing season begins to determine the proper propeller and corresponding setup for each engine.

Lou Simon builds all the props for their engines and their customers engines as well. Lou follows a basic procedure to select the correct wheel for each application. He first calculates

(Continued on page 13)



HYDROPLANE QUARTERLY'S Hall of Fame

featuring:

John Dortch



THE YEAR...1954, THE DRIVER...JOHN DORTCH.

JOHN DORTCH, SENIOR AND JUNIOR



John Dortch started his racing career in 1951 at the age of 30. His first rig was a home made boat powered by a Mercury KG-4. At that time his number was Y-114. Had his Y-114 boat had advertising on the bottom no one would have missed it. That year he went to eight races and flipped seven times. At the eighth race he didn't tip over, but he was working off a boat dock and the dock collapsed - he fell into the water. Everyone then told him they knew he would find some way to get wet.

Then in 1952 he won the St. Louis ODA over-all High-Point Trophy. Since that time he has won many High-Point Titles. He also won, in 1956 the World Championship in Class A Hydro. Since his start in racing he has missed competing in only one World Championship. And he attended that one - on crutches. Earlier that year he had raced at Knoxville, Tennessee, he was involved in an accident caused by a roller from a crash boat. He spent over two months in a Knoxville hospital; but still managed to come watch the World Championships in Atlanta, Georgia.

John's best years racing were '57, '58, & '59. At that time he drove for Charlie Whitelaw and it was also the start of his 9-Y, 99-Y etc.

boat number series. Mr. Whitelaw purchased the first A Konig engine in the United States for John to drive. He also furnished him with a then new B Anzani.

Other honors bestowed upon John Dortch are in the sportsmanship category. He has won the coveted Sportsmanship Award at the North/South races four times. He has also won the Sportsmanship trophy at the World Championship twice. He has also been Commodore of the Saint Louis Outboard Drivers Association for eight consecutive years. In addition he has been the NOA Zone Commissioner. Now he is the NOA District 8 Chairman and the Director of Region 8 for APBA.

John averages 30,000 miles per year traveling to the races which is about a half a million miles during his 19 year career. And now there is another Dortch to help with the driving (both the 30,000 in the car and the boats). Johnny Dortch II is carrying on the family tradition. He started at age 15, raced, spent four years in the Air Force and is now back on the race course again. Actually the whole Dortch family is involved in the sport. John's wife Liz has been a scorekeeper and his daughter Tanya has served for driver registration. ■

Racing Review



The inaugural Indiana Outboard Association race of the 1970 season was held at Lake Windsor in Rockford, Illinois. An extremely short course showed the shoreline of spectators a day of real competition - no marathon type course here. In fact some of the high-winding Am-Pro hydroplanes and runabouts were running less than five feet from the shore on the front straightaway. The May 17 regatta began at 1:30 in the afternoon with the first heat of A Runabout. National High-Point Champion Joanne Ellis took an early lead with her Hot Rod powered Warren and was not challenged for the entire three laps. Second was Tom Moulder with third captured by Tim Mehling. Next on the agenda was Class B Hydro. The first driver out of the first turn was Steve Siebert driving a 20H followed by Hydroplane Quarterly Publisher, Tim Chance, with a Hot Rod. Inches behind was Mehling with another Hot Rod. The position at the finish was identical as was the second heat.

Then came the D Runabout races with the results of the two heats as follows: 1) John Barabe, 2) Edwen Suhs, 3) Larry Magers. Scheduled

next was the first heat of C Hydro. The first turn was a nightmare of spray and boats with IQA Commodore, Don Dennis, tipping over in the tight corner. His accident brought out the black flag and he was rushed to the ambulance ramp. Fortunately the accident only knocked the wind out of him and he just suffered minor bruises.

In the rerun of the heat Bill Smith beat the field to the checkered flag with Dennis, who had done a quick job of drying out his engine, second and Cliff Johnson third. The second heat found Bill Smith again exiting from the first turn first with Dennis second and Chance third. By the races end positions had switched with Chance first, Smith second, and Dennis third; only to find Cliff Johnson in first place as the three leaders had all jumped the gun. Class E Runabout was up next with the first heat finishing in this order: Burt Hoefs, Larry Magers, Norbert Specht. The second heat was canceled because not enough boats answered the starters cannon.

Class A Hydro. The two heats found Creig Gunder, Gerald Graneson, and Don Lauro running in the top three spots each time. Next came the problem class of the day - B Runabout. First during the 5-minute gun someone flattened a bouy in the first turn. So all the boats were sent back to the pits until repairs were made. Then the cannon was fired again for another try. But the over anxious drivers all jumped the gun. Result: first heat cancelled. Then the cannon was immediately fired for the second go-around. This time Bill Ellis, husband of Joanne Ellis (Class A Runabout winner), moved into an early but shaky lead as John Van Epps was in close pursuit. But gun-jumpites still prevailed and the entire field was disqualified.

The pair of D Hydro heats found John Barabe Bill Smith and Norbert Specht running in the top positions. Class C Runabout displayed a battle for first place between Edwen Suhs and National Champion Harry Brinkman with Tim Chance in third but in the second heat all the C drivers started ahead of the clock and the entire field was disqualified and the heat cancelled. The final race of the day was the E Hydro event with Bill Smith first and Burt Houfs and John Barabe finishing second and third. ■

The Saint Louis Outboard Drivers Association kicked off its 1970 racing season with their annual Creve Cour, Missouri Benefit Race. Forty-six drivers registered to make this years event the largest in recent ODA history. With both Am-Pro and Alky scheduled plus cooperation from the weatherman the day guaranteed a wonderful afternoon of boat racing. Race results are in table at the right. ■



INDIANA OUTBOARD ASSOCIATION ROCKFORD, ILLINOIS

A RUNABOUT

1. Joanne Ellis Springboro, Ohio
2. Tom Moulder Hickville, Ohio
3. Tim Mehling Hartford City, Ind.

C RUNABOUT

1. Edwin Suhs Marham, Ill.
2. Harry Brinkman Whiteland, Ind.
3. Tim Chance Rockford, Ill.

D RUNABOUT

1. John Barabe Hartford City, Ind.
2. Edwin Suhs Marham, Ill.
3. Larry Magers Hartford City, Ind.

E RUNABOUT

1. Burt Hoefs Abinden, Ill.
2. Larry Magers Hartford City, Ind.
3. Norbert Specht Louisville, Ky

A HYDRO

1. Craig Gunder Culver, Ind.
2. Gerald Graneson Flossmor, Ill.
3. Don Lauro Defiance, Ohio

B HYDRO

1. Steve Siebert Indianapolis, Ind.
2. Tim Chance Rockford, Ill.
3. Tim Mehling Hartford City, Ind.

C HYDRO

1. Cliff Johnson Muncie, Ind.
2. Norbert Specht Louisville, Ky
3. Don Dennis Indianapolis, Ind.

D HYDRO

1. John Barabe Hartford City, Ind.
2. Bill Smith Terre Haute, Ind.
3. Norbert Specht Louisville, Ky

E Hydro

1. Bill Smith Terre Haute, Ind.
2. Burt Hoefs Abinden, Ill.
3. John Barabe Hartford City, Ind.

CANADIAN BOATING FEDERATION GRENVILLE, QUEBEC

C SERVICE RUNABOUT

- FIRST HEAT- Karl Williams
Walter Lasalle
Peter Stracker
- SECOND HEAT- Karl Williams
Walter Lasalle
Peter Stracker

145 INBOARD

- FIRST HEAT- Germain Brossoit
Gaston Dechamps
Gordon O'Sullivan
- SECOND HEAT- Gaston Dechamps
Jim Thompson
Gordon O'Sullivan

280 INBOARD

- FIRST HEAT- Jules Leboeuf
Fred Brouse
Carson Thompson
- SECOND HEAT- Jules Leboeuf
Jean Noel Hebert
Germain Brossoit

360 INBOARD

- FIRST HEAT- Marcel Laberge
J.P. Lessard
- SECOND HEAT- J.P. Lessard
Marcel Laberge

BRADEN INBOARD

- FIRST HEAT- Marcel Laberge
Fred Brouse
Jules Leboeuf

OKLAHOMA ROAT RACING ASSOC. WETUMKA, OKLAHOMA

B AM PRO RUNABOUT

1. Rick Morris Oklahoma City
2. Steve Wolfe Tulsa, Okla.
3. Ron Strobel Dallas, Texas

D AM PRO RUNABOUT

1. Clyde Bayer Tulsa, Okla.
2. Ronald Jones Lubbock, Texas
3. Butch Webb Tulsa, Okla.

B PRO RUNABOUT

1. Jim Phillips Oklahoma City
2. Ron Strobel Dallas, Texas
3. Ray Hurdley Dallas, Texas

D PRO RUNABOUT

1. Clyde Bayer Tulsa, Okla.
2. Al Davis Irving, Texas
3. Dudley Malone Oklahoma City

B AM PRO HYDRO

1. Rick Morris Oklahoma City
2. Walt Johnson Jr. McAlester
3. Brandt Hunt Hot Springs, Ark.

D AM PRO HYDRO

1. Ken Bayer Tulsa, Okla.
2. David Smith Oklahoma City
3. Dudley Malone Oklahoma City

B PRO HYDRO

1. Walt Johnson Jr. McAlester
2. Jim Phillips Oklahoma City
3. Larry Conner Krebs

D PRO HYDRO

1. Ken Bayer Tulsa, Okla.
2. Dudley Malone Oklahoma City
3. David Smith Oklahoma City

CANADIAN BOATING FEDERATION LAC ETCHEMIN, QUEBEC

A HYDRO

- FIRST HEAT- Jacques Vallee
Michel Favreau
- SECOND HEAT- "Chic" Larose
Michel Favreau

B HYDRO

- FIRST HEAT- Chuck Simon
Benot Fafard
- Second Heat- Wayne Izzo
Chuck Simon
Wayne Izzo
Benot Fafard

C HYDRO

- FIRST HEAT- Richard Mercier
Wayne Larose
Andre Joliceur
- SECOND HEAT- Richard Mercier
Andre Joliceur
Michel Marotte

145 INBOARD

- FIRST HEAT- Gaston Dechamps
Jim Thompson
J.M. Faubert
- SECOND HEAT- Gaston Dechamps
Gordon O'Sullivan
J.M. Faubert

280 INBOARD

- FIRST HEAT- Fred Brouse
Jules Leboeuf
J.P. Perreault
- SECOND HEAT- Fred Brouse
Noel Hebert
Claude Boyette

C HYDRO OPEN DUFOR CUP

- ONE HEAT- Wayne Larose
Karl Williams
Chuck Simon

INBOARD OPEN

- ONE HEAT- Jules Leboeuf
Noel Hebert
J.P. Perreault

ST. LOUIS OUTBOARD DRIVERS ASSOC. CREVE COURE, MISSOURI

A RUNABOUT

1. John Dortch II Overland, Mo.
2. Jim Loy St. Louis, Mo.
3. Pat Loftquist Des Moines, Iowa

B RUNABOUT

1. Mike Loftquist Florrisant, Mo.
2. Dick Pond Keokuk, Iowa
3. Tom Gilroy St. Louis, Mo.

C RUNABOUT

1. Mel Wilcher Kansas City, Mo.
2. Clyde McDonald C. G'rdeau, Mo.
3. Herman Olney St. Louis, Mo.

C-1 RUNABOUT

1. Ernie LaRose St. Louis, Mo.
2. Charles Lowrey St. Louis, Mo.
3. John Carey St. Louis, Mo.

D RUNABOUT

1. Paul Bogosian Granite City, Ill.
2. Ken Nicholas St. Louis, Mo.

B RUNABOUT AM-PRO

1. Charles Holman St. Louis, Mo.
2. John Herreid Alton, Ill.
3. Mike Loftquist Florrisant, Mo.

D RUNABOUT AM-PRO

1. Bob Lowrey St. Louis, Mo.
2. Stan Leavendusky K.C., Kansas
3. Clyde McDonald C. G'rdeau, Mo.

E RUNABOUT AM-PRO

1. Bob Lowrey St. Louis, Mo.
2. Herman Olney St. Louis, Mo.
3. Wayne Thomas N. Little Rock Ark

A HYDRO

1. Phil Howard Jacksonville, Ill.
2. Mike Loftquist Florrisant, Mo.

B HYDRO

1. Phil Howard Jacksonville, Ill.
2. Dick Pond Keokuk, Iowa
3. Rich Krier Ames, Iowa

C HYDRO

1. Ken Nicholas St. Louis, Mo.
2. Bill Smith Terre Haute, Ind.
3. Herman Olney St. Louis, Mo.

C-1 HYDRO

1. John Carey St. Louis, Mo.

D HYDRO

1. Mel Wilcher Kansas City, Mo.
2. Bob Lowrey St. Louis, Mo.
3. Art Kampen St. Louis, Mo.

B HYDRO AM-PRO

1. Bob Reel Green Castle, Ind.
2. Pat Loftquist Des Moines, Iowa
3. Mike Loftquist Florrisant, Mo.

D HYDRO AM-PRO

1. Bill Smith Terre Haute, Ind.
2. Tom Berry Kansas City, Kansas

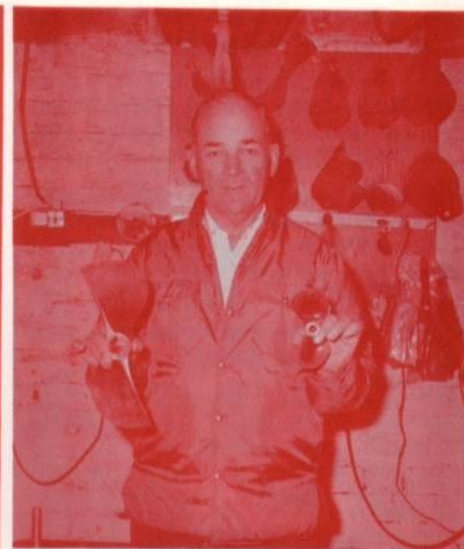
E HYDRO AM-PRO

1. Ken Nicholas St. Louis, Mo.
2. Herman Olney St. Louis, Mo.
3. Art Kampen St. Louis, Mo.

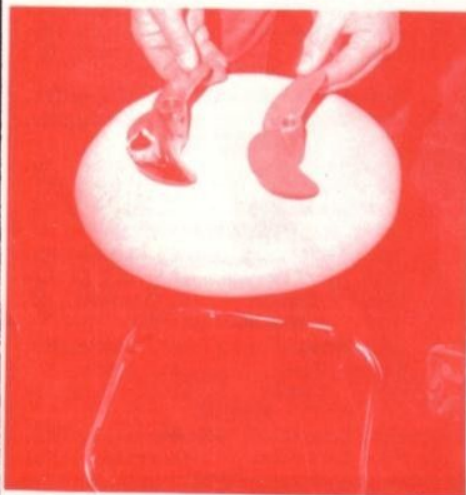
SEEBOLD (continued from page 5)



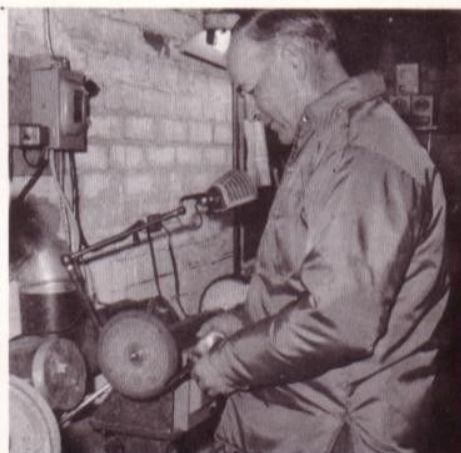
FORMING THE PROPELLER ON A PITCH BLOCK



BILL SEEBOLD SHOWS
SIZE COMPARISON OF
7-LITER WHEEL AND
"A" STOCK MODEL



START RIGHT, FINISH LEFT



FINAL POLISH



FINISHED SEEBOLD WHEEL

or for a hydro, as each style of boat uses a different blade design. He also must know how much total weight will be involved as this also determines the propeller size - Bill explains: "A little fellow can run a bigger wheel than a 200 pounder." Then he has to know what type of race course the propeller will be used on as a short accelerating course needs a different propeller than a long top-speed type raceway.

After all the factors have been determined Bill starts work

to build the propeller. Each wheel is hand built with Bill doing all the work himself. He has about seven different stages he must complete before the prop is finished. The first step is to rough form the blank on a pitch block. Depending on the hardness of the metal the prop either formed directly or heated and formed. Next the blades are thinned. Then repitched, shaped, etc., until the final polish on his buffing machine. Last the front side is cut back to give a perfect water splitting edge.

His wheels throw very few blades because Bill reduces the

total blade area as much as is possible. He feels the greater the blade area the greater the strain at the base which will cause a fracture.

Bill would like to manufacture custom propellers 'from scratch' as he truly enjoys prop work. As it is he sometimes spends 10 - 12 hours per day during the racing season in his prop shop. ■

SIMON MARINE (continued from page 7)

how fast an engine should run in miles-per-hour. This is determined mathematically using the engine horsepower, rpm, and gear ratio. By using these factors he can determine approximately the necessary propeller size. He then makes 10-12 props each with slightly different pitches, but more stress is placed on variations in blade area. The props are all tested using different setups and a record is kept on each propeller for each setup. The best three props are retained with the remainder returned to the shop to undergo necessary changes which are made in accordance with the recorder test results.

In addition to propellers Lou Simon makes all the exhaust systems for their engines. He has spent many hours developing and testing different exhaust

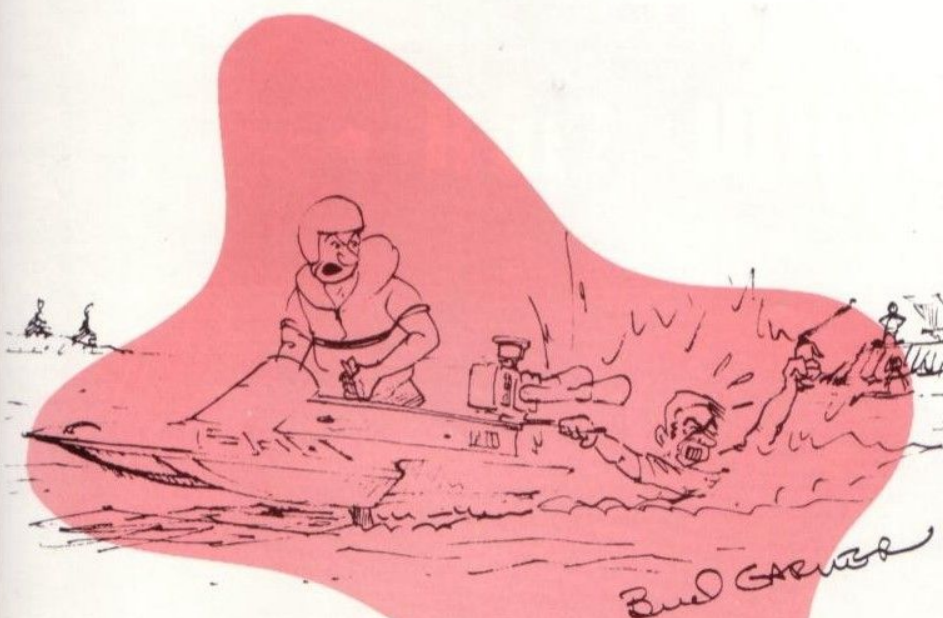
systems for Konigs. Lou set up a 2-cylinder B Konig with a Simon exhaust system and promptly won a B Hydro race against the reigning B Hydro World Champion. The Simons have also fabricated most of their own equipment to work on Konigs and are, in addition, one of the largest stocked Konig dealers in North America.

The Eastern region of Canada has the stiffest competition and is the highest paying per race in North America. One of the men responsible for these conditions is Chuck Simon. In the earlier years of his racing career Chuck limited the classes to A, B, and C Hydro and C-Service Runabout. By adopting these limitations there was a full field of boats in every class and the prize money was always large, paying to fifth at all of the races. When Chuck approached a sponsor he found it was much easier to sell a race when he

knew that he could tell the prospective sponsor that there would be 10 to 12 boats in each class.

Chuck did not stop at this point; he offered the race sponsor suggestions for promoting the race and pointed out the extent of the financial gains possible for the sponsor of a successful race. This proved to work extremely well as it generally meant increased prize money at races in the following years. It has taken Chuck several years to build this area to what it is today.

Although Chuck does not hold office today he is often called upon by those that do for his opinion and in some cases his personal appearance. Since this area has a full race schedule for the 1970 season Chuck and Lou Simon would like to extend an invitation for everyone to attend the Quebec races this year. ■



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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 (not including one name, address and phone number which is free) and ten cents per word additional for advertisements over 25 words. Plus an additional charge of \$5.00 per photo. Poloroids are accepted and pictures cannot be returned unless accompanied by a self addressed stamped envelope. Ad's will be printed in the first issue possible after receipt of ad copy and check or money order. Manufacturers and dealers are invited to write for our commercial price list. □

letters

TO THE EDITOR:

I think your thought about reorganizing the class structure in the outboard hydroplane racing as outlined on the inside front cover of the spring issue has a lot of merit. I would support it. Unfortunately, it will never come about until some club is provided with the incentive to run these classes. If enough clubs ran these classes then perhaps A.P.B.A. or N.O.A. or both would recognize it.

Cordially,

Charles P. Tombras, Jr.

President, Knoxville Hydroplane Association
Chairman, District 14 of N.O.A.

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TO THE EDITOR:

.....my proposal has 9 classes.....

HYDROS	CUBIC IN.		
A*	Alky 15	No Restrictions	80-85 mph
B	Alky 20	No Restrictions	80-90 mph
C	Alky 30	No Restrictions	85-93 mph
X	Alky 40 to 60	No Restrictions	90-100

B	Stock 20	Gas - Factory Stock	50-60 mph
D	Stock 40	Gas - Factory Stock	60-70 mph

RUNABOUTS

B	Alky 20	No Restrictions	60-75 mph
X	Alky 30 to 60	No Restrictions	75-85 mph

X* Stock 30 to 60 Gas-Factory Stock ?

I have some doubt of the need for the two starred classes.

Sincerely,
Jimmy Aderholdt

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- * Williams Mfg. Co.