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*facts
and
opinions
by the
editor*



Right off, I have to admit that this issue of the magazine is pretty skimpy. But there is a very important reason - a reason that will reflect in future issues. We have decided that in order to give complete coverage to our sport it would be better if we relocated to a more central location. We have chosen Saint Louis. However, in the meantime we are traveling from race-to-race, criss-crossing the continent, in an attempt to increase the scope of the magazine. And, it's rough to build one of these things without a "home base". But, I hope you all realize the reason for the reduction in size, and in-as-much as the Autumn issue will be a little shy on pages too; we are going to extend all subscriptions by an extra copy. Then with the Winter release we'll be back bigger and better than ever.

Now, to talk about something else. Most organized racing contests are produced as a public show. If you don't have any spectators, you won't get a sponsor to pay the expenses. Without a sponsor, the drivers have to support themselves by anteing up large entry fees. Sixteen years ago I thought boat racing was the most spectacular event that could be staged; and I still think so. But we need a greater degree of professionalism to impress the spectators. And one thing is in our appearance. Most boat racers look pretty cruddy! (Yours truly included). Dirty blue jeans, ratty swim suits, worn out tennis shoes, greasy coveralls and the like can only deteriorate our image in the public's eye.

At some of the regattas now, appearance awards are being presented. It may be cash, merchandise, or a trophy for the best dressed crew. We would like to do our part in creating incentive to strive toward superior appearance. What we have in mind is to publish a ballot along with the Autumn issue. Each of you will have an opportunity to vote for the best looking outfit in each division of racing (OPC, Stock, Am-Pro and Alky). Details will be published in the next issue, but look around for drivers with a nice looking boat, trailer, and a neat appearing crew. Prizes for the four divisions will be announced in the next issue.

In closing, we will tell you what is coming up in the future: Complete coverage of all year end Championships, a technical feature by John Van Epps on carburation, an in-depth analysis on the success of Marchetti Hydros, a detailed report on how to re-deck a hydro, a beautiful full color racing poster by Betty Pugh, and much more. . .

Tim Chance

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Editor and Publisher

Vol. 2 No. 3

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HYDROPLANE

QUARTERLY

featured



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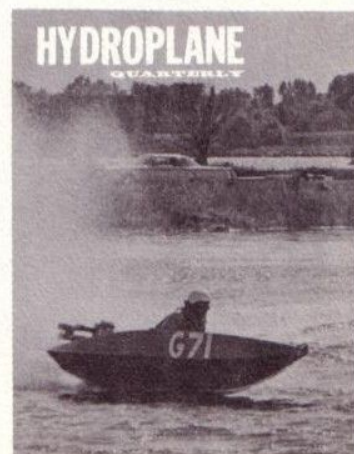
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OUTBOARD CLUB OF CHICAGO PHOTO

the cover

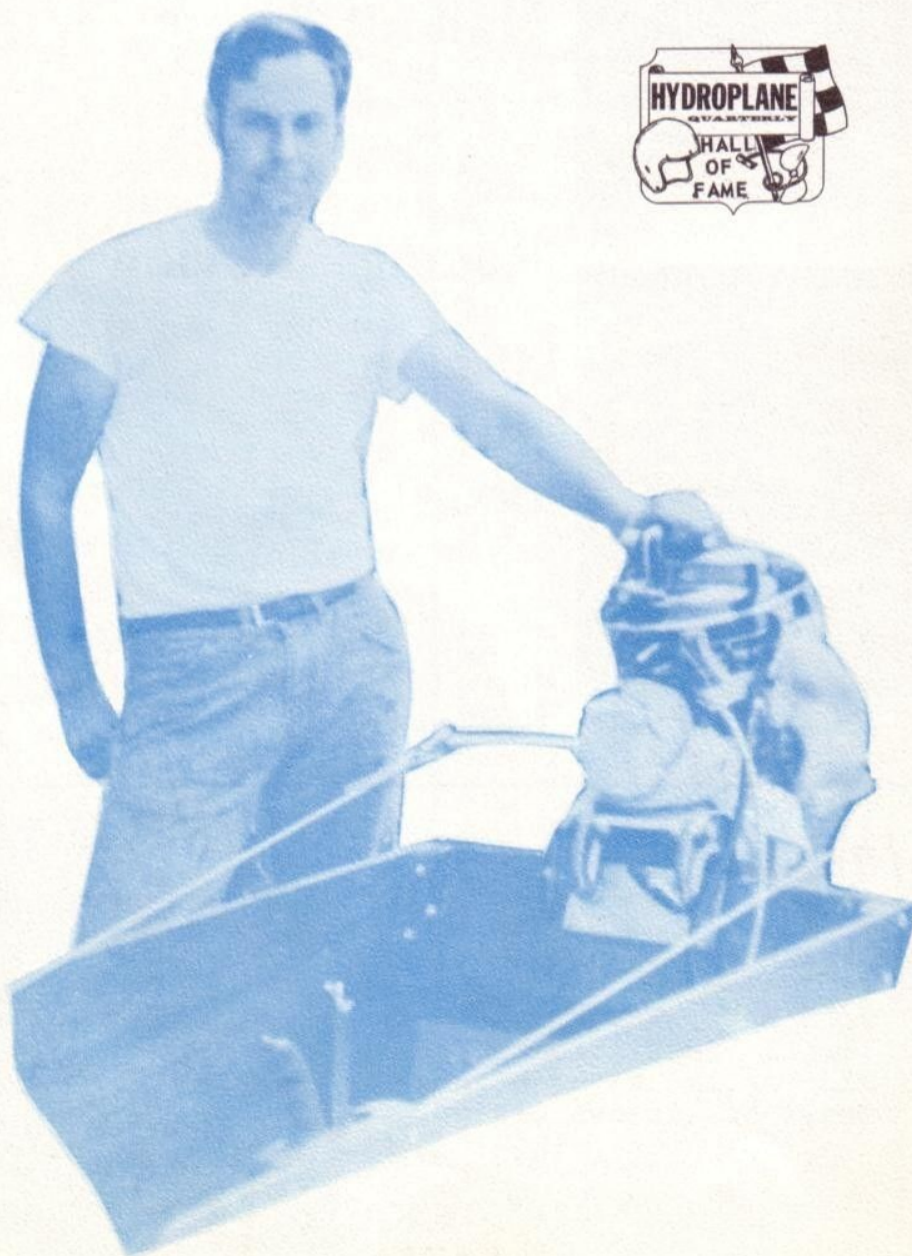
From several years ago -
Virgil Soderstrom shows
his skill with a run-
about of his own design.



HYDROPLANE QUARTERLY'S Hall of Fame

featuring:

Stover Hire



This issue HYDROPLANE QUARTERLY salutes many-time National Champion, Stover Hire from Syracuse, Indiana.

Stovers reason for starting racing are the same as many other drivers - he owned a racing boat and used to play with it on local lakes. At Syracuse Lake near his home he met "Doc" Hirsch and started going to the races with him. He started in B Stock at that time and has continued in the class. About ten years ago "Doc" quit racing, but Stover has stayed on.

Some of the honors won by Stover Hire include National Championships in '63, '65, '66 and '67. Plus he captured the rank of National High-Point Champion in '63, '64, '65, '67 and '68.

When asked why he prefers Stock racing to other types of competition, he answers: "Competition." There are generally more boats at a Stock Regatta than at other types of racing. For about the same reason he has elected to drive runabouts rather than hydros. "It takes a little more ability to drive a runabout because you have to work your body weight around so much; and a hydro more less floats on air."

The future will find an addition to Stover Hire's racing stable - a 280 Inboard. However, he is still keeping his B Stock outfit and should continue to be a dominating factor in Stock Racing for many years.

Racing Review



The Outboard Club of Chicago kicked off their 1971 season with a race at Springfield, Illinois on Memorial day. The big winner of the weekend was Jim Schoch, service manager for Quincy Welding, manufacturers of the Quincy Flathead engine.

Other races scheduled by OCC are the APBA Eastern divisionals and Nationals, the Chicago Mayor's Cup Regatta, and a race in Keokuk, Iowa.

Drivers traveled from all parts of the USA and Canada to compete in the Port Rowan Regatta. However, the water was extremely rough and the thousands of Ontario spectators had to be shown a cautious game of follow-the-leader.

High-Point winner of the day at Port Rowan, Ernie Wilsson (from nearby Ingersoll, Ontario) is shown below with Regatta Queen, Brenda Hazlewood (from Port Rowan) and the HYDROPLANE QUARTERLY Hi-Point award. The event was staged June 20, 1971.

The annual National Outboard Association North/South Regatta for the Professional division was held in Burlington, North Carolina. The two winning "Generals" were Jerry

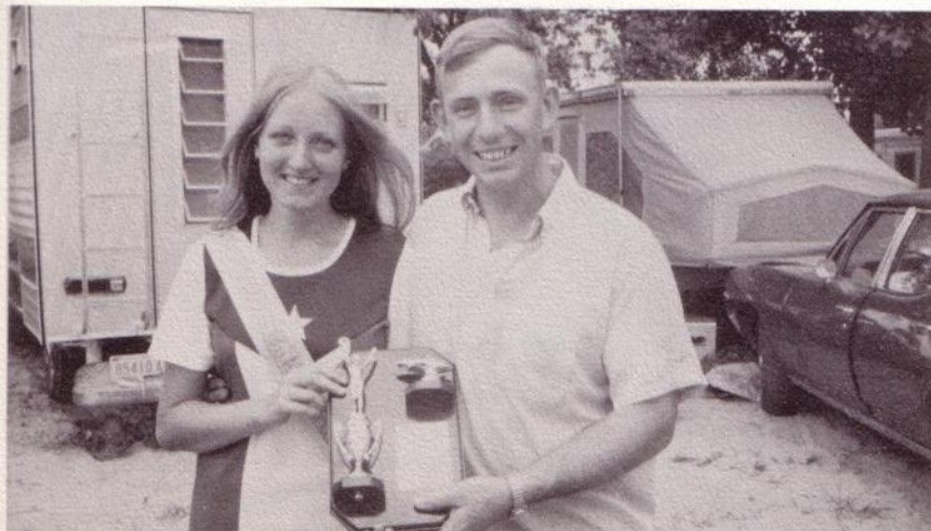
Simison, from Fergus Falls, Minnesota, repeating as the North's General Grant; and David Westbrook (U.S. Army) winning the title of General Lee for the South.

One serious accident marred the event, as Bill Fales, Northport, New York blew his six-cylinder Quincy Loop powered DeSilva over backwards in an attempt to break the F Runabout straightaway record. He was hospitalized, but was allowed to return to New York with his family and crew.

Jerry Waldman was successful in his straightaway effort, as he upped the class C record to near 100 mph with his Marchetti/Quincy combo.

The Midwest Power Boat Association ran their initial race of the season in St. James Minnesota on June 27. An excellent turnout of boats was greeted by enthusiastic Jaycees and by a very unfriendly weatherman. Drivers from a seven state area braved the whitecaps and produced near full-fields in several of the alcohol and gasoline classes.

Stock racing is in full swing in lower Michigan with a complete summer of marathon and closed course racing on the agenda.



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A FACTUAL REPORT
FROM THE
MERCURY
PROVING
GROUNDS

BULLETIN NO: BHB 71-26-5

TEST DATE: 2/12/71



BOAT BRAND NAME ... Scat-A-Boat
MODEL ... 1100 C

MOTOR ... Merc 200
TRANSOM HEIGHT ... 14-3/4" Boat, 15" Test

HULL CONFIGURATION



MFD. BY ... Allen-Hayosh Industries
1880 Fruit Rd.
Algonac, Mich. 48001

TILT PIN HOLE ... 2

PROPELLER ... A-48-49446A4
PITCH — NO. BLADES ... 11" Pitch, 2 Blades
MATERIAL ... Bronze

CENTERLINE LENGTH ... 11' 2"
BEAM ... 49"
NET HULL WEIGHT ... 220 lbs.
MATERIAL ... Fiberglass

RIDE-GUIDE CABLE LENGTH ... Not Adaptable
REMOTE CONTROL HARNESS LENGTH ... 10'
REMOTE CONTROL CABLE LENGTH ... 6' Throttle
6' Shift

MEASURED COURSE SPEED

LOAD A: 502 lbs. Gross (1 person) 34.6 mph
LOAD B: 652 lbs. Gross (2 persons) 33.3 mph

All tests are conducted over an accurately measured course and certified by a graduate engineer.

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letters

Dear Tim:
Just finished reading the Winter issue of your Hydroplane Quarterly Magazine. I was very impressed, keep up the good work.

Please extend my congratulations for a job well done to John Van Epps on his article "Ignition Systems". It was very well done. He is right that ignition is the biggest cause of our engine problems.

Jerry Waldman

Gentlemen:
I am involved personally in OPC racing, but have enjoyed your editorial comments on several occasions, many of which are good for all of us.

Jim L. Filson

Thank You. Plan on starting OPC coverage first issue next Year. - Ed.

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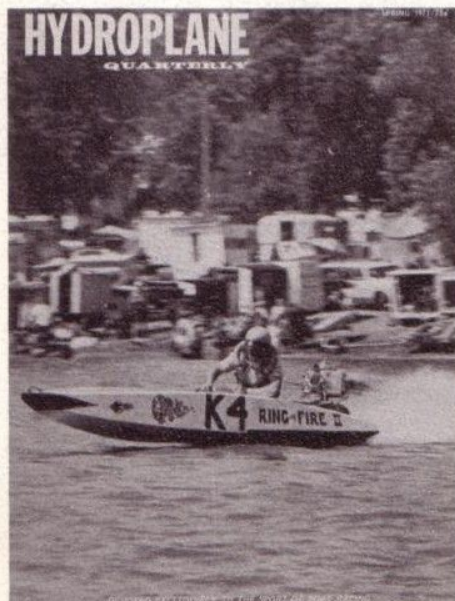
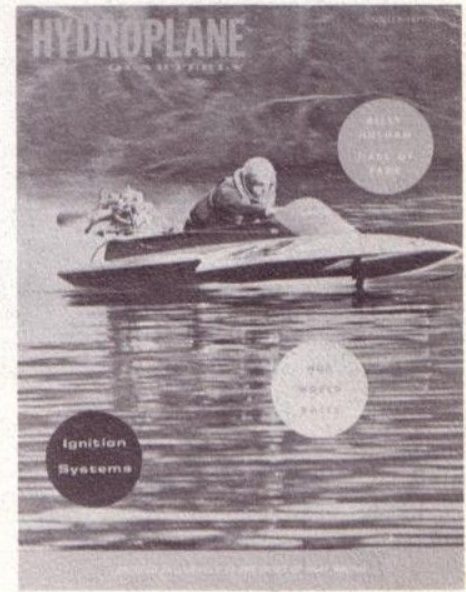
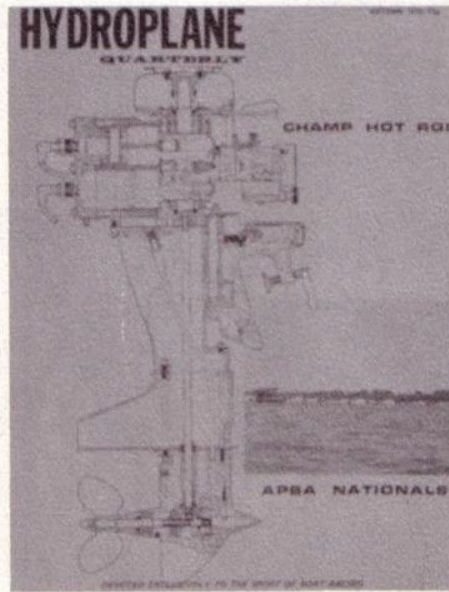
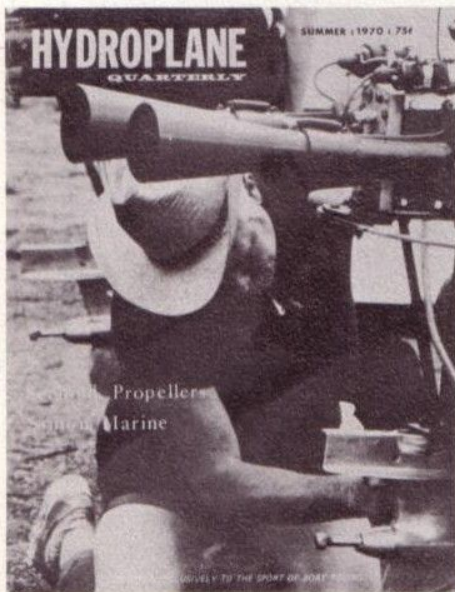
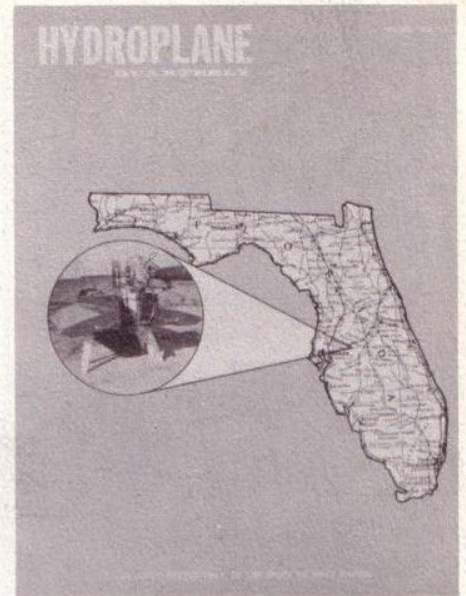
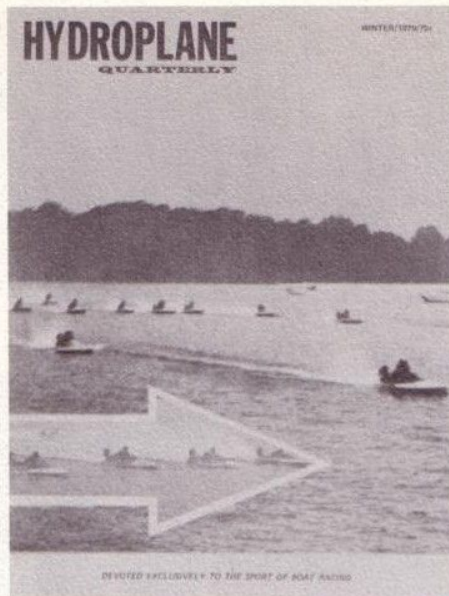
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