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QUARTERLY

SUMMER 1973 75c



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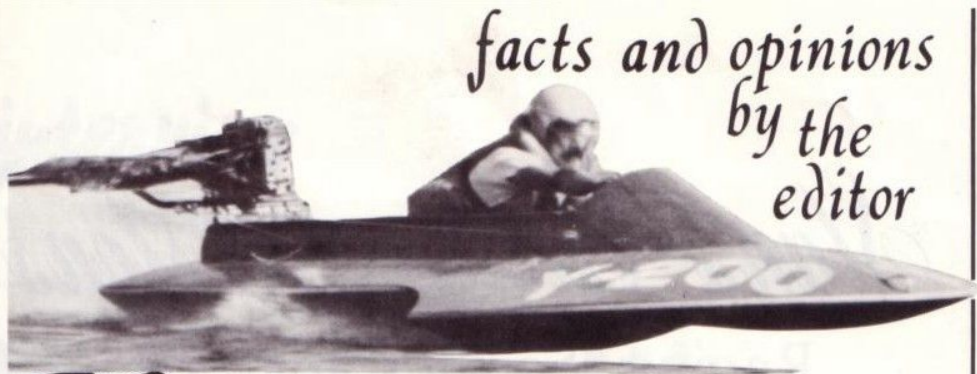
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up and run!

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facts and opinions
by the
editor

We get letters, the majority starting out "Dear Tim", which isn't too surprising as that's my name. Yet, several are addressed "Gentlemen". That makes me realize there are some subscribers who don't know who I am or that this magazine is a little shoestring operation, not part of a publishing empire.

To set the record straight, I have a normal Monday thru Friday job - just like a regular person. In my spare-time I work on my racing equipment (A, C, and D alky burners). I recently had a stock 20H and a couple of Am-P...Super St.... Modified Outbo.....? A couple of gasoline burning Mercury's with pipes and stuff. But found it too much to try and keep everything running. I've been to some OPC races, and saw an inboard on television once.

Then in my spare spare-time I work on my kids equipment (two M's and a J). Throw in a little boat building, and of course, some boat racing. Sandwiched in is Hydroplane Quarterly. I'll give you a short rundown on HQ production.

First I set a deadline. Then determine what's going in and how many pages. Now I either write or edit each article. Select and crop the photos. Extend deadline. Get out type-writer to type rough draft. No paper. Ask kids. All gone. Go buy paper. Come home. Set ream down. Kids swoop in. All gone.. Buy more. Type rough draft. Hand set headings. Promise to answer accumulated letters.

Final type articles on my antique composing machine. Get ready to paste-up pages. Fetch my X-Acto knife from a kids model set after lengthy search. Extend deadline. Tell family we can't go to zoo, have to work on magazine. Work on magazine. Proofread. Correct. Explain to family I can't move stuff on dining room table and there's nothing wrong with eating dinner in bedroom. Use similar explanation for mess strewn on living room floor. Finally, mail completed pages to Minneapolis to be made into negatives. Start planning next issue. Tell family we can't go to the movies, have to work on magazine. Work on magazine. When the negatives are shipped back, I work on them to make them ready to be made into printing plates. Tell family we can't go to the boat races, have to work on magazine. Go to the races.

Set new deadline. Promise to answer letters, asking why I didn't answer letters. Mail negatives back to Minneapolis. Meanwhile, my wife has been typing labels for the mailing. Get printed copies by UPS. Look them over. Find all mistakes I missed in proofreading. Sort by Zip Code. Mail.

It's quite a cumbersome process, inefficient, but it does produce HQ. In the future I'd like to increase the number of pages considerably. Go to a full color cover, include more photographs, use better type, in short make HQ more professional. But all that takes money and time. However, I think if subscriptions continue to grow at the present rate it will become a reality in a couple of years. Then HQ can be of even greater benefit to our sport.

Coming up soon is a collection of photos from Class C Champion, Harry Brinkman, depicting Modified Outboard racing; a "How to" article on construction of a JSH; some data on 25SS class; race coverage from the '73 season; complete tabulation of the HQ questionnaire; and more.....

Tim Chance

Tim Chance
Editor and Publisher

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a Hydro-G interview with Nick Marchetti

It's not often that an individual reaches the heights of becoming a legend in their own time. But Nick Marchetti is such a person, as his hydros have become the standard, the measuring stick, in boat racing. This interview reveals some of the reasons and determination behind Marchetti's phenomenal success.

Well Nick, what ever made you choose your occupation to be the racing boat building business?

When I was a child, I used to go watch alky races in our town at the Anchor Yacht Club. Once a year they had an alky regatta and I always said that some day I was going to build these boats. They used to run one step hydros at that time. When I decided to build my first boat, they laughed at me, they joked about it, they called it the spaghetti boat, put together with tomato paste. They said the boats fell apart, and so forth. But I made up my mind and one time at a regatta I got on the sound system and told everyone 'Ok, have your party now but before I get done in this business I'm going to make that Marchetti name one of the biggest names in boat racing'. And that was my aim. Also, along the line I had other competitors sticking stickers on the Marchetti hydros saying they were lemons, they look pretty, you run two races and they fall apart. That's what made me get into the alky field - to prove to them that I can build a good strong, solid, hydro capable of handling the speed they run today.

How long ago was it that you saw your first race?

When I was eight years old - 44 years ago.

When did you first run in a boat race?

1948.

Was that a stock race?

Yes.

And, what was that, a runabout or a hydro race?

Runabout.

So then, you ran runabouts for a time. Did you ever race hydros?

Yeah, I ran A Stock Hydro.

When was it that you built your first racing boat?

1948.

1948? Then, did you race one of your own boats in your very first race?

Yes.

At what time did you start building boats for other drivers?

1959, 1960 full time. Pat started building in '63.

When did you start building alky boats?

About 1962.

Why do you think your boat has dominated alky racing for such an extended period of time?

That's a tough question. It's a good performing boat, I reckon.

How many boats do you build in a year, on the average?

Fifty to sixty.



".....THEY CALLED IT THE SPAGHETTI BOAT, PUT TOGETHER WITH TOMATO PASTE."



".....THE WAY I FEEL ABOUT THESE MARCHETTI HYDROS IS THAT SOMEONE ELSE MIGHT OWN IT BUT IT'S ALWAYS MINE."

Continued next page

a Hydro-G interview

Continued



"...NO SCREWS, NOT A SCREW IN THE BOAT, ALL ANCHORFAST MONELL NAILS."



"....WOULD RATHER BUILD 30 GOOD BOATS THAN 80 BAD ONES."



"...SOME PEOPLE..COPY..THEY MAY LOOK LIKE A MARCHETTI BUT THE PERFORMING CHARACTERISTIC ISN'T THERE."

How long does it take for you and pat to build a boat?

From scratch, it takes about a week and a half, two weeks. Complete, finished. Hardware. Depends on how we feel, and how much company we have too. Speaking of company, last night, this place was like an airport...people coming in and out...is it always like that?

Sometimes.

Have you ever had extra help? Had five at one time, got rid of 'em all. Dead wood. Would rather build 30 good boats then 80 bad ones.

When you come up with a new idea, like the tunnel boat, do you just sit bolt upright and say, "Eureka I have found it" or do you just look at boats run and try to develop them further?

On the tunnel boat, I designed that in 1949, but I just kept holding off until I felt it was time to come out with it.

What do you feel about rules eliminating boat weights. Would drivers be ordering ultra-light boats, and if they do, would you do it?

No. The weight proposition is fine, it saves time weighing in, you don't have to worry about it, it makes it easier on the officials. But in due time it won't make any difference, because when they go out there and start bouncing around like a cork, they'll want to be in a heavier boat. Then in a light boat, what you're saying is that you can't get the proper balance, by trying to save weight here and there?

No, you can get the proper balance, but you hit a wave and you're going to bounce, bounce around like a cork, while a heavier boat will, you know, plug right through without losing anything. And with the speed, after they start blowing over 2, 3 times

they'll start thinking about it. Plus a lighter boat isn't any faster anyhow, it might pick up a little in acceleration, but once they get aired-out, a heavier boat will outrun a light boat.

How long do you figure a boat should last before it's stressed and fatigued to the point where it's not safe to run anymore?

Depends on the owner. If they keep the boat clean and wipe their boat out after each race and stop the alcohol and gas and oil from deteriorating into the wood. That will stop from breaking glue joints. I feel I'm building them too good 'cause they're lasting too long. Bad for business, can't sell as many new boats. But, what you gonna do? I'll build them all right; but I don't want to build one wrong. Some people will have our boats, and drive them real hard, they'll last 4, 5, 6, years. Some they only last a year. I saw some boats after a week, looks like they're four years old. Which makes me sick in the stomach. What is needed in boat racing is a clean rig. If they ever decide to sell it and buy a new boat, they can get a better price for it. The way I feel about these Marchetti hydros is that someone else might own it, but it's always mine.

Do you build a boat any different for a Loop engine than you do for a Konig, because the Loop is sitting up there with a higher center of gravity?

Same boat. Same boat for the Loop, and the same boat for the Konig. Doesn't make any difference, one exception might be in slight changes in the set-up. Otherwise it's the same thing.

What type of wood do you use in your boats?

Sitka spruce for framing and stringers; and African mahogany for bottoms and decks. I use Weldwood glue, no screws not a screw in the boat, all Anchorfast monell nails.

Continued on page 14.



NUTS and BOATS

by Bill Mitchell

A short time ago I was looking out the window and saw the last traces of winters droppings and realized that soon the tranquility of the land of ice and snow would be shattered by the noise of plywood and plexiglass obscene machines.

We've come through a year which saw the birth of a new association dedicated to the premise that all boat drivers are created equal (some just run a little faster). Seriously though, there has been a considerable amount of lobbying and subsequent ill feelings due to the enthusiastic and energetic efforts by many to improve the sport. This can be good or bad, depending on how these differences are settled in determining the growth effect on boat racing.

This column is a new addition to HQ and is dedicated primarily to what was known as Semi-Pro division in years gone by. With the events of the last few years, it will be dedicated to Am-Pro, Super Stock, Not Stock, Slightly Illegal, and Different. Subsequent articles will be a reflection of the grass-root opinions and feelings of drivers and others without regard to race, creed, sex, or national affiliation. This is one place you can communicate with your peers without fear of national office censorship. (I do reserve the right to filter your adjectives). Send information and ideas to:

Bill Mitchell
4793 Eastlawn Drive
Rockford, Illinois 61108

Although I know a lot of you and vice-versa, I should tell you a little bit about myself and my opinions. I've been around the Am-Pro circuit for about ten years and have developed an extreme fondness of it. I'm often misquoted and am highly opinionated, tempered with ability to listen to the other side. While I have nothing against the other divisions, (I've even been known to sit down and chat with a stock or alky driver, once I even had lunch with one. *Yeah and guess who picked up the tab - ed.*). I find the advantages to this division both in satisfaction and smaller expenditures to be worth looking into.

Personally I feel that National Associations are necessary evils who supply race

circulars and give the politically oriented a place to vent their inner emotions. It's a fact the national offices do not make racing, its the other way around, and the sport only goes as far as the little guy and local clubs push it. They are the ones who sell the local races who send in proposals, elect officers and make it possible for a national office to exist. The most important point to ponder is what it happening in your own local club. BS sessions around the campfire and in the basement or garage produce the ideas that are discussed at these lengthy two day national meetings. Basically that is the whole purpose of this column, to have a place to present your ideas to the rest of the boat racing world as seeds for growth and improvement of our sport.

Another important contribution you can make is to send any news, amusing incidents or anecdotes as they occur throughout the year. Also any better ideas that you are willing to share with us. That reminds me of spending an amusing hour at the American Plum Buyer's Associations' purist nationals several years ago, where I watched a novice timing his prop to get the leading edge to enter the water at the instant the points opened on #1 cylinder. Incidents like this have also occurred in the Naked Outdoor Amphibians and will happen among the American After Finders. You keep them rolling in, and we'll keep printing them.

We would also like to salute the dudes that merit special recognition such as displays of sportsmanship and public relations that keep us popular with the populace. Along these same lines, we are not above pointing out clubs or individuals who operate in a manner detrimental to the public image of racing.

Now that I've lamblasted them all, I think I'll send in my membership applications and see if I can get anyone to accept them -BM.

PARKER

THE ELEVENTH ANNUAL PARKER NINE-HOUR ENDURO WAS WON BY THE BERGHAUER BROTHERS FROM WISCONSIN, DENIS OF WAUWATOSA WAS THE STARTING AND FINISHING DRIVER ALTERNATING WITH DUANE OF ELM GROVE AS THEIR BOAT MADE SCHEDULED STOPS EVERY NINETY MINUTES. THE BROTHER'S SIXTEEN-FOOT BOAT, A MOLINARI "NARROW" TUNNEL HULL, WAS POWERED BY A NEW BREED MERCURY TWISTER II OUTBOARD TO AN OVERALL VICTORY OVER 73 OTHER ENTRIES AND TO A NEW COURSE RECORD OF 62 LAPS AND 806 MILES. AVERAGE SPEED FOR THE SINGLE ENGINE "S" BOAT WAS JUST UNDER 90 MPH, DUANE IS ALSO A NATIONAL RECORD HOLDER IN TWO APBA CLASS "U" CATEGORIES. HE AVERAGED 77.286 MPH IN THE 1972 OPC FIVE-MILE COMPETITION NATIONALS HELD AT MIAMI. AT TOANO, VIRGINIA, HE ESTABLISHED THE KILO STRAIGHTAWAY STANDARD OF 100.101 MPH.



DENIS AND DUANE BERGHAUER OF WAUWATOSA AND ELM GROVE, WISCONSIN, DROVE A MOLINARI TUNNEL HULL POWERED BY AN ADVANCED MERCURY TWISTER II OUTBOARD TO A FIRST PLACE OVERALL VICTORY DURING THE ELEVENTH PARKER 9-HOUR ENDURO. They set a new course record of 62 laps and 806 miles covered during the nine consecutive hours of competition. With Denis starting and Duane alternating, the duo broke the former course standard of 60 laps and 780 miles by averaging nearly 90 miles-per-hour in a flawless effort, interrupted only by regular fuel stops every 90 minutes.

The starting gun was answered by the roar of 74 boats erupting from a dead-engine LeMans-type start. From a spectator's viewpoint, the Parker Enduro has to be the most

THE GRIN BELONGS TO DENIS BERGHAUER. HE JUST STEPPED OFF HIS BOAT AFTER WINNING THE ELEVENTH ANNUAL PARKER NINE-HOUR ENDURO.



exciting and varied marathon boat race going. A mixed bag of 37 outboard tunnel boats and 37 inboard powered combinations, including MerCruiser stern drives, jet drives, and flatbottom hulls with vee-drives, provided a unique opportunity for race fans to compare performance. The outboards clearly dominated action as they sprinted to the first twelve places overall. Only 34 entries were in the running at 5:00 pm when the finish shot was fired and the checkered flag dropped.

Billy Seebold, (former *Hydroplane Quarterly Hall of Famer*), from St. Louis went into the lead on the sixth lap with another Mercury Twister II powered Molinari and held on for more than five hours before the Berghauer's took over. Combined, the two Mercury entries lead the race for 57 laps. Johnny Danders, Litton, Colorado, winner of last year's race and James Beard from Guernsey Channel, England, teamed to finish second. Their boat, an Evinrude powered Cougar, also covered 62 laps, however, they trailed the winner by several minutes.

Four other drivers with Mercury Twister power finished in the top ten. Gary Peacock

and Chick Gagen, both of Miami, Florida, were fifth as they equalled last year's 60 lap total. Seventh place went to Bob Holloway and co-driver Jack Horner. Ohioans Bill Petty and Brian Bryan finished ninth while Reggie Fountain, holder of three APBA national titles, and George Thornton came in tenth overall with a Glastron-Molinari 21 foot tunnel powered by twin Mercury Twister I outboards.

Seperate awards were also made for individual performances in various categories. The Berghauer's won unrestricted 'S' for single engine tunnel. Fountain and Thornton took the unrestricted 'T' award for twin engine tunnel. In the Inboard Tunnel Racing Association 'KT' class competition, first place went to Ricky DeMontrend, second to Bob Nordskog and third to Bill Olney, all from the Los Angeles area. Their boats are similar to outboard tunnel hulls, but derive their power from highly tuned inboard engines and are propelled by MerCruiser stern drives mounted on the transom.

The total purse for the first major marathon of the current season was \$11,900 and the estimated attendance was 30,000 on both the Arizona and California shores of the Colorado River below Parker Dam.

PARKER'S TOP TEN

1. Denis Berghauer/Duane Berghauer
Mercury/Molinari.....62 laps
2. Johnny Sanders/James Beard
Johnson/Corgar.....62 laps
3. John Schubert/Bill Muncey
Evinrude/Scotti Craft.....61 laps
4. John Gibbs/Rick Bigham
Johnson/Sidson.....60 laps
5. Gary Peacock/Chick Gagen
Mercury/Molinari.....60 laps
6. Fred Hauenstein/James Hauenstein
Evinrude/Schulz.....59 laps
7. Bob Holloway/Jack Horner
Mercury/Molinari.....58 laps
8. Pat Murphy/Dan Anderson
Evinrude/Marathon.....57 laps
9. Bill Petty/Brian Bryan
Mercury/Molinari.....57 laps
10. Reggie Fountain/George Thornton
2 Mercurys/Glastron-Molinari..56 laps

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.

more facts and opinions

by "Baldy" Baldwin

"...many petty things that do not

Outboarders in District 15, have for quite some time, been concerned about the direction outboard racing has been going.

In 1967 we scarcely had enough in some classes to hold a championship race. By changing a few rules and our methods of race management to assure the sponsor a two and a half to three hour good entertaining show, We have had a steady growth rate since, and are now in a healthy condition.

The Lone Star Boat Racing Association is one of the old racing organizations, dating all the way back to 1933, when it was originally formed. The rules and regulations of this association, as contained in their rule book, are very similar to the American Power Boat Associations' set of standards.

Therefore, with this in mind, and with a thought toward the betterment of boat racing, Lone Star voted to join the American Power Boat Association at the LSBRA annual meeting in 1972.

Some of the unique things about LSBRA is that they

elect their referee to serve one year as well as all the other officials. Therefore, it is understood why our drivers have few "public gripes". They may not be happy about all decisions, however, they know he will be their referee until he decided to retire. We don't elect him unless he is fair, efficient, and dependable. Our referees' and officials are the most respected individuals in District 15's outboard racing.

LSBRA owns a fine set of scales, trailer mounted with a gin pole and electric hoist to raise and lower boats effectively. Yet, we decided the time and efforts, transporting the scales, weighing, etc. could be used for a better purpose, so in 1970 we voted to discontinue boat weights. To this date all concerned are happy we did and the old taboo about ultra light boats has not materialized.

I was present with many others in Tennessee when the late Jerry Waldman, much to my surprise, requested the deletion of weights in NOA prior to this, Jerry and myself had many pro and con

discussions on the subject. and I always felt like I had lost. Therefore, I carried all my trumps to Tennessee and was prepared for battle, Jerry got the floor first and made my speech almost exactly with more refinements, of course. When he asked me if I had anything to say, I said, "Yes, AMEN."

If you wish to run for money, sponsors must be given more consideration, with the thought toward good shows, which are not so long as to become boring.

On race schedules where outboard's slowest boats run 4 heats back-to-back, all are weighed, and they argue about as to who-did-what-to-who, usually after about one to one and a half hours have elapsed. At this time the sponsor becomes unhappy because he can see hundreds of cars leaving bumper - to - bumper. Sponsors must know that they are getting a good buy, not a good-by.

I have personally discussed the weight problem with some of our safety commissioners who believe lead is the most dangerous thing you can put in a boat.

There was a group appoint-

affect the ability of the racer to win or lose."

ed to study outboard boat specifications at the national meeting this year. This group was to be all of our current boat manufacturers. The idea being each manufacturer might send in specifications for their hulls in all classes with safety in mind for approval, of course. I realize this will take some time, however, if a chairman was appointed, he has done nothing. The several manufacturers I called and talked to personally, knew nothing about such a detail. I therefore think that if a chairman was appointed, he should either move it, or resign as chairman. I would personally like to head such a committee. I will guarantee you an informed public and see that all manufacturers are informed of action that is taken.

Outboarders have persisted on governing many petty things that do not affect the ability of the racer to win or lose. Arguing points for these rules are usually headed up with the "financing poor" driver in mind. I personally know several students who work and are paying their college fees and manage to

race and have my first time to hear them discuss new equipment being an unbearable hardship, and they are winners.

The only new products in the last few years to actually increase speeds were exhaust system modifications which were adaptable to older motors, and the new Konig A block, which is adaptable to old cases. The new Konig block has actually stimulated racing. People are buying this new motor and returning to racing because they like the cost and speed ratio.

I am happy to gear Quincy will have some highly competitive motors soon. This is a necessity and should be appreciated by all. These motors will probably stimulate racing more than somewhat.

It is my opinion the new A-B Konig lower unit should be ok'd by the racing commission immediately. Do you know a source of a unit, which is equally good, with prompt delivery, and comparable in price? Why should racers be forced to build this unit up with plastic materials which have to be removed and replaced every time it is taken apart. I personally have en-

ough A-B cases to last several years, and do not propose to buy any and do not believe their smaller diameter would benefit me on a competition course.

These issues must be discussed so the drivers can carry their messages to the various commissions. Let's hope they are listening.

Since last year many clubs have joined APBA. I am proud to have had a part in carrying out this merger and bringing all outboarders under one national organization, however, the racers themselves must vote on all issues and understand them, or I fear petty differences may arise again. I suggest you study your rule book for the procedures of government in APBA, and all of our outboard commission's functions. Do they have enough power? Do they have too much power? Possibly our Safety Commission does not have enough power. My address is Box 169 16 B Star Route Sandia, Texas 78332. For those who would like to give me an argument; or write to Hydroplane Quarterly Magazine, and rebutals will be printed as space permits.

PIERRE BEAUCHEMIN



by Karl Williams

Canada's most acclaimed referee

The referee at any boat race is the man with the most difficult job of all the officials. He must make the decisions to uphold the rules of the race and maintain the respect of the drivers, spectators, and the sponsor.

The job is sometimes without thanks. As in every phase of life we recognize certain people that stand out as exceptions. Such a man is Pierre Beauchemin. Pierre got his start into racing around 1947 following his uncles: Calixte and Gaston Fecteau (Montreal outboard dealers that raced outboards). And even at the age of seven (in 1939) Pierre can recall a race at Berthier where his uncle raced, and people threw eggs at cruisers that caused waves on the course.

For a few years Pierre occupied himself as spectator or helper. Then he spent five years in the Air Force as a radio technician. After this he returned to promote races, along with his retired uncle, Gaston. In 1956 and 1957 he raced C Hydro with an old Evinrude 30. He was competing in rough water against PR's. Although Pierre never finished first in his racing career, he is the only person I have known to admit finishing last in several races without offering several excuses.

Pierre then began officiating at the races. He can recall being a one man operation on the judges stand. Pierre, at that particular race, filled the jobs of timer, flag man, clock man, scorer, referee, and he also set up and removed the bouys. Then the time of change came over Quebec... Chuck Simon was the man that lead Quebec to the highest paying per-race area it is today. Organization was the key to the success of this area. One

of the top men in this new force was Pierre Beauchemin.

Pierre has been a referee since 1962 under C3F, and has been Chairman of zone 3 since 1964. One year later Pierre began another step towards bettering boat racing - he became an APBA referee. It was in this time period that the CBF/APBA joint sanction agreement came into existence. This was another asset that strengthened Quebec as North America's strongest racing area. Pierre's six years at this position has gained him recognition as one of the most respected referee's in Canada.

Pierre feels a zone should not have the same men in charge too long. He feels it leaves many good men out of action and that many novel ideas are lost. Pierre has also been convinced for years that publicity is the only thing that will really help boat racing. This man follows a line of reconciliation. Reconciliation of racers wishes and promoters' plans. Reconciliation of good fun, strong racing, and respect of the rules. Reconciliation of races for everyone and a good fast moving show.

Another effort was in helping a friend build and run a 360 inboard to get the class started. But he found you cannot mix officiating and racing. It complicates decisions. At present Pierre is with Bell Canada as an engineering supervisor. He is in charge of handling Hydro-Quebec communications.

Summer weekends are spent talking to race sponsors, and refereeing at the majority of Quebec races. This man has made a great contribution to the sport of boat racing. His contributions to boat racing will always kept him in the spotlight of our great sport.

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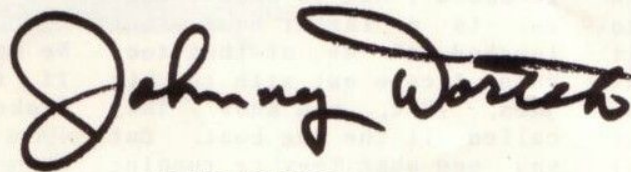
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interview

CONTINUED FROM PAGE 6

What made you decide to go exclusively to nails?

Well, I remember reading about Slo-Mo-Shun doing 178 mph built with monell nails. I figured if it's good enough for that it's good enough for these hydros.

When you first came in and really started building hydros, most boats then had a 45 degree angle on the chine and yours is about what? 32%.

What made you decide to go to a shallower chine?

Well, we started at 45, but it wasn't the answer, makes the boat hook too much, makes sudden stops and slows you up too much on the turns as far as I'm concerned. But after all everyone has their own opinion, but I felt 32% came out the best. Which we kept dropping. We went below that and came back to it.

When you build a boat, how do you determine the distance from the transom to the sponson, and from the sponson forward?

Well, we figure out from the horsepower, speed, certain amount of cubic inch air pressure in which to equalize the balance of the boat. And then we have to go to certain degrees on the top deck to keep the boat level. To keep it on an even keel. We came up with a good method on how to work the airtrap to keep it down or make it ride light, or flatter to the water, or higher, it all depends on how the driver likes it. If he likes one to ride light then we know how much airtrap to put on it. If they want it flatter to the water, we know how much airtrap to put on it. But still, some people will copy only our bottom but not the top and it won't ride right.

What do you think of guys that copy your boats?

I wish 'em a lot of luck. But there's always that little

something, they may look like a Marchetti, but the performing characteristic isn't there.

What made you decide to go to an all wood deck?

Stronger boat. Turns better, stops twisting. With a canvas deck they just twist; and you lose, especially on the turns. More stable. Still some drivers feel that the canvas deck is better, but I feel that they're all wet. I can prove it to 'em.

Would you build a fabric deck for someone, if they ordered one special?

No! No more fabric decks. That's out of the picture.

What is the most popular class you build?

I build a lot of 11-4's, 12-2's 12-8's in the alky classes. In stocks, we're moving a lot of D's and C's. When you pick a boat size say, 11-4, what makes you pick 11-4 rather than 11-3 or 11-5?

Why? Horsepower, aerodynamic balance, airfoil, and such.

An 11-4 stock boat and an 11-4 alky boat are completely different boats?

Yeah, different designed bottoms, and top. Basically the measurements are the same but the airfoil on the alkys and the stocks are different. That's for lift at different speeds?

More lift, more lift for the stocks, less lift for the alkys.

The size of your average B boat is 11-4, what was the size of your first B boat?

10-8. No, 10-4, then I went to 10-8, now I'm up to 11-4, and even some 11-8's. We used to build an 11-4 for 2-cylinder C alky, it was a lot of boat, but as they progressed in speed I had to make changes, to a larger boat, they laughed at me at that too. When I came out with the big ones, 12-2, you know. They called it the tug boat. But you see what they're running today, and still running out of boat. I try to suggest to the drivers that a safe and sound boat in the D should be a 12-8. Most of 'em will try to push a 12-2, but it's a

little ticklish. But I would prefer a 12-8 for a D, and a 12-2 for a C would be a perfect boat.

Are you building some over 13' too?

Yeah, we build a 13-8 for F class for a six loop.

How about the tunnel boat?

Well, the tunnel boat is right back from where I first started on my conventional hydros. Same problem, they're laughing, joking, they call it the killer, and so forth, but I promise them that within the next few years, that's what they're gonna be running

How about your runabout?

Well, I just build a few of 'em, but we feel it's a good boat. It hasn't been proven yet, but it's just as good as any other runabout on the market today.

Do you have any trouble shipping boats?

No problem. Even by air we don't have a problem, if the driver is willing to pay the freight charge. By air, truck is ok. We ship by international Forwarding, that's railroad, piggy back, which is good.

Do many people drive here and pick up their boat?

Oh yeah, a lot of 'em, they come here as far as from Louisiana to pick 'em up, Florida, Canada, Wisconsin, Illinois, all over.

Have you ever shipped any over to Europe, or...

South Africa. Shipped a couple to South Africa.

When did you first win a Championship? Not you personally, but one of your boats?

Eddie Wall, in A Stock, in Seattle, Washington, won the Nationals, in the early '60s.

How about straightaway and competition records?

We held them all at one time. If there is any record to be broken, we can get it.

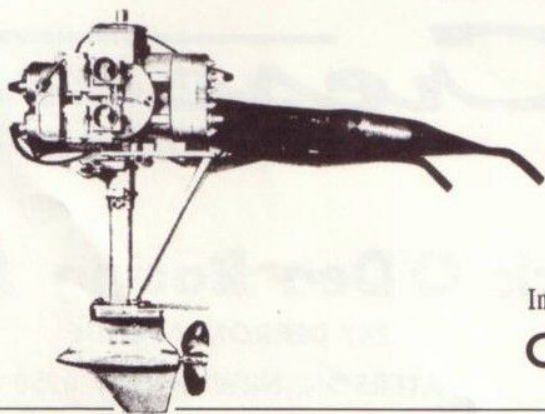
Have you ever won every alky Championship in a year?

Well, 90%, about 90% are won by Marchetti's. And thanks to a lot of good drivers in 'em which helps me a lot. It makes me awfully proud.

And proud you should be.

Questions & Answers About - **Konig Racing Motors**

- Q. Don't you have to be a mechanical genius to run a Konig?
A. No, Konig owners are regular people from all walks of life.
- Q. Don't you have to be a millionaire to own a Konig?
A. No, a Konig is no more expensive to own and operate than any comparable racing engine.
- Q. Don't Konigs quit running all the time?
A. No, simple prevenative maintenance (clean plugs, properly adjusted points, etc.) will keep your Konig running for a long, long time.
- Q. Aren't special nitro fuel blends costly?
A. Probably but, Konigs run on a mixture of alcohol and castor oil - about 75¢/gallon.
- Q. Aren't alcohol burners restricted from many race sites because of ear shattering open exhaust?
A. We don't know about that but we do know that Konigs use relatively quiet expansion chambers - much quieter than a stock 20H, for example.
- Q. What is Konigs "track record"?
A. This past season Konig drivers won almost every National Championship, won local races too numerous to list, and set several competition and straightaway records - more than any other brand of racing outboard.



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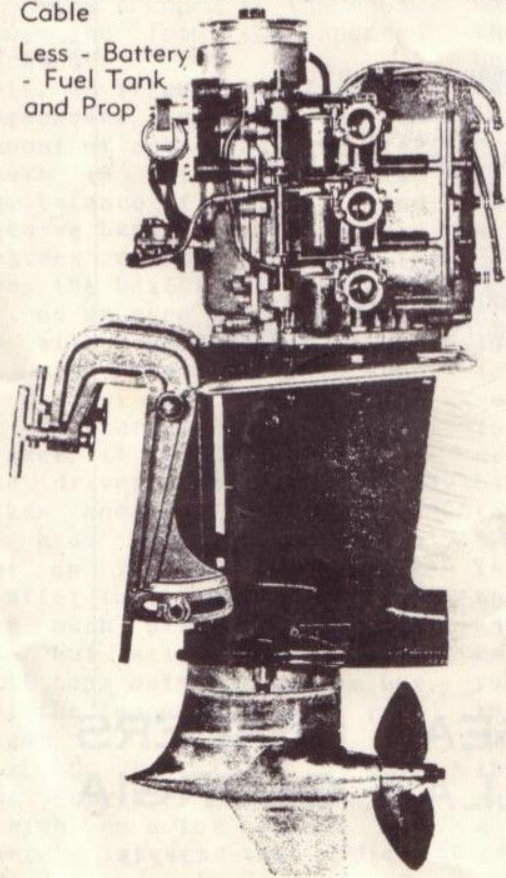
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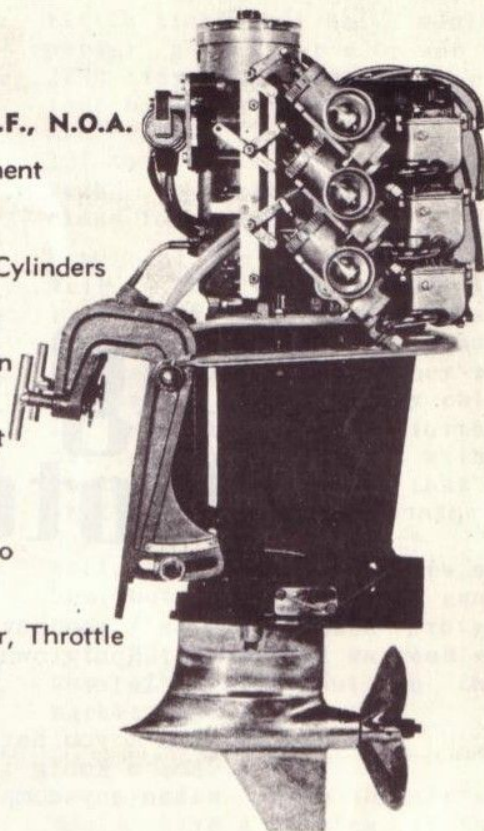
CRESCENT C STOCK APPROVED BY APBA FOR C SUPER STOCK

- 29.9 Cubic Inch Displacement
- Engine Weight 81 Lbs.
- Chrome Plated Aluminum Cylinders
- Loop Scavenge Design
- Three Fixed Jet Bing Carburetors
- Fully Tuned Closed Exhaust
- 12V Battery Ignition
- 13:14 Reduction Gear Ratio
- Dual Fuel Pumps
- Full Circle Counterweighted Crankshaft
- L Ring Racing Pistons
- Motor Includes Steering Bar and Throttle Cable
- Less - Battery - Fuel Tank and Prop



CRESCENT C ALKY APPROVED BY A.P.B.A., C.B.F., N.O.A.

- 29.9 Cubic Inch Displacement
- Engine Weight 81 Lbs.
- Chrome Plated Aluminum Cylinders
- Loop Scavenge Design
- Three Fixed Jet Amal, Gran Prix Carburetors
- Fully Tuned Closed Exhaust
- 12V Ignition or Electronic Ignition Optional
- 13:14 Reduction Gear Ratio
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The C Alky Motor has won major races throughout the U.S., Canada and Europe.

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