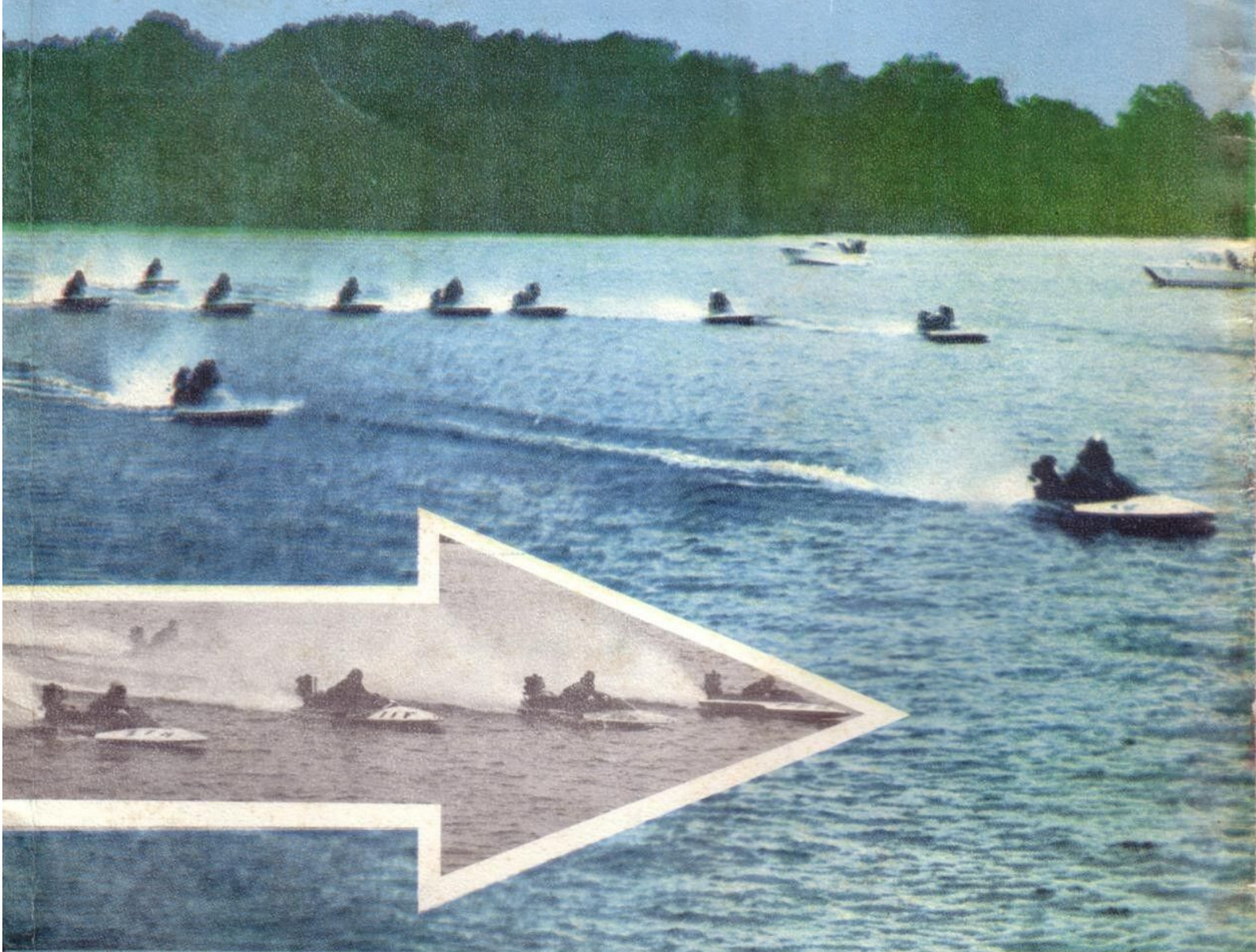


HYDROPLANE

QUARTERLY

WINTER/1970/75¢



DEVOTED EXCLUSIVELY TO THE SPORT OF BOAT RACING

facts
and
opinions
by the
editor



Welcome to **Hydroplane Quarterly**. It's kind of small, but then everything has to start somewhere. Most sports have their own magazine; this can be ours — exclusively ours, as it will be devoted only to our sport of Boat Racing. I have been planning this magazine for many years and I think our sport needs a magazine such as this. A long time ago I decided to become a boat racer when I bought a copy of *Speed and Spray* magazine at the local drug store. Next I faithfully purchased *Boat Sport* through to the point where it became *Aqua Sport* and disappeared. Next came *Outboard* magazine; then I read *the World of Boat Racing* until my friend Tony LaVelle ceased publication. And now we have another — **Hydroplane Quarterly**. I hope everyone likes it as I plan on putting it out for a long time.

To tell you a little about myself, I have been interested in Boat Racing since the age of ten. I had my first taste of competition at the age of 14 with a B-Utility powered by a KG-7 Mercury. In my first race I finished dead last. Then I progressed through a lot of equipment including, 20-H's, Hot Rods, Konigs, and Quincys; for boats I have had Swifts, Sid Crafts, Marchetties, DeSilvas, and a lot of home made stuff. Presently I have a 'B' Quincy Loop, a 'C' Konig, and half a 'D' Konig (*Hydroplane Quarterly* Technical Editor, Bob Smith owns the other half), plus a Sid, Marchetti, and DeSilva. So race-wise I think I am qualified to produce a magazine such as this. Additionally my profession for the last decade has been publishing so I hope I am covered on all angles.

But, I can't do it alone. I need the help of the whole racing fraternity. Either as a subscriber, advertiser, or reporter. I can't personally cover all of the racing events around the country, so anyone who can be of assistance please write and let me know. Thank You. . . .

Tim Chance

Tim Chance, Editor and Publisher

1970

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- ▲ 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
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- ▲ F HYDROPLANE – MERC

- ▲ A RUNABOUT – MERC
- ▲ B RUNABOUT – MERC
- ▲ C RUNABOUT – Brand K
- ▲ D RUNABOUT – MERC
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- OUT OF 20 POSSIBLE RECORDS

- ▲ MERC HOLDS 16
- ▲ Brand K holds 2

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



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QUINCY, ILLINOIS

Telephone: (217) 223-2992

HYDROPLANE

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VOLUME 1/NUMBER 1/ WINTER/1970

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HYDROPLANE QUARTERLY

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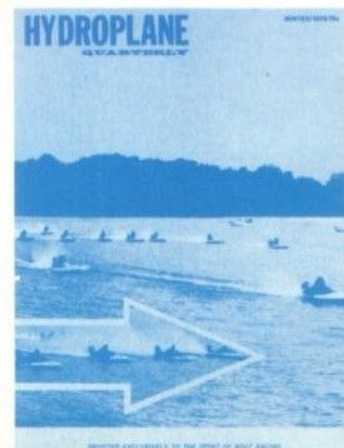
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THE COVER

A pair of photos from the National Outboard Association Am-Pro North American Championships at Eufaula, Alabama on August 16 - 18, 1969. Watch for Am-Pro and APBA Stock articles in future issues of Hydroplane Quarterly.



NOA Photos

WORLD CHAMPIONSHIPS



Mr. Referee. . . Carl Rylee conducts the drivers meeting at the '69 World Championships

NOA Photo

Alexandria, Louisiana - 1969



The start of a 'C' or 'D' Hydro elimination race

NOA Photo

Alexandria, Louisiana is a nice medium sized southern metropolitan area. It is also the location of Fort Belov Lake, home of the "Fastest Boat Race Course in the World". The week of October 7 - 12, 1969 Fort Belov Lake was a circus of activity as the Alexandria/Pineville Optimist Club presented the 1969 National Outboard Association Professional Division World Championship Races.

The course opened early in the week and 114 drivers from 20 states and Canada began testing. The equipment stretched for quite a distance up the beach as there were 370 boat registrations. Not a record entry list, but still a lot of racing equipment.

Carl Rylee and his efficient crew opened the series of qualifying races on Thursday, October 9. During the next two days 20 heats were run to cede the fastest drivers into the finals. B-Hydros were in the greatest abundance with 56 drivers vying for the Championship; while X-Hydro had only eleven. The water was perfect for qualifying and several unofficial records were set by the winners of the qualifying heats.

SATURDAY

The first class running for a Championship was C-1 Hydro with defending Champion Stan Levendusky, Jr. from Kansas City, Kansas getting into first place and holding it throughout the whole race.

Next was the first heat of F-Runabout. Eleven boats hit the starting line with last year's Champion, Ray Almos from Minneapolis, on the inside with his 13' DeSilva and 44 inch Merc Flathead. Bill Fales, Northport, New York, pushed his six-cylinder looper into an early lead. Second was Quincy Welder, Jim Schoch, with a forty-four. On the first lap Defending Champ Almos started moving through the pack only to become airborne, flip over backwards, and tear his boat apart. Luckily Almos was unhurt and the race continued. Then Fales dropped out which gave Schoch an easy victory along with a new competition record of 62.616 mph.



World Champion in A and B Runabout, Jerry Simison takes the checkered flag

The third heat of the day brought out the C-1 Hydros again. This time Levendusky didn't fare too well as he started dead last. He pushed hard and worked his way up to second but could not overtake Bud Cowdery from Danbury, Connecticut in a Sid-Son.

RESULT: World Champion - Bud Cowdery.

The next Championship race was the final heat of F Runabout. Bill Fales had made his necessary repairs and handily won the race. Rolland Pruett, Baytown, Texas took his second second of the day; while Schoch finished third. After the spray had settled and the noise had died down it was announced that Fales had run the course at 63.890 mph beating the record set by Schoch 20 minutes earlier.

RESULT: World Champion - Jim Schoch.

Milton Wiggins (Gadsden, Alabama) was the first driver to answer the call of the five-minute gun for A Hydro. Unfortunately there was a boat that overturned while milling for the start and the black flag canceled a perfect start. The drivers were then sent back to the pits to refuel. Both Al Feddersen, Belle Plaine, Iowa and Bob Olsen, Milan, Illinois were running with engine problems and received another chance to become competitive for the restart. Twelve boats responded for the next start with Defending Champion, Rich Krier, Winterset, Iowa leading the field across the line. The first turn set the stage, however, with teammates Jerry Waldman, Milwaukee, Wisconsin and Bob Hering, Sheboygan, Wisconsin exiting in first and second; both were driving Marchetti Hydros with Quincy engines for power. Waldman was the race winner.

Next on the agenda was the first heat of C Runabout. Thirteen boats ran all bunched up to the first turn. Then halfway down the back straightaway the runabout of N.E. Fitzgibbon (Lubbock, Texas) shot straight up in the air and twisted half backwards while Fitzgibbon flew out at a parallel line to the water. His flip brought out the black flag, pressed the ambulance into service and nullified the lead of fellow Texan, Bruce Nicholson. In the rerun 13 boats again approached the starting clock in perfect formation. Rex Hall, Jr., Kansas City, Missouri lead the pack out of the corner but last year's Champion, Billy Seebold, Jr., Saint Louis, Missouri smoked on by with his DeSilva/Konig to win the race.

TABLE OF WINNERS

Class	Name	Home	Points
A-H	BOB HERING	SHEBOYGAN, WISCONSIN	700
B-H	JERRY WALDMAN	MILWAUKEE, WISCONSIN	700
C-H	BILLY HULGAN	NORTHPORT, ALABAMA	800
C-1H	BUD COWDERY	DANBURY, CONNECTICUT	700
D-H	DAN KIRTS	ELKHART, INDIANA	600
F-H	JERRY PETERSON	CEDAR FALLS, IOWA	700
X-H	JERRY WALDMAN	MILWAUKEE, WISCONSIN	800
A-R	JERRY SIMISON	FERGUS FALLS, MINNESOTA	800
B-R	JERRY SIMISON	FERGUS FALLS, MINNESOTA	700
C-R	BRUCE NICHOLSON	PASADENA, TEXAS	700
C-1 R	BUD COWDERY	DANBURY, CONNECTICUT	800
D-R	BILLY SEEBOLD, JR.	SAINT LOUIS, MISSOURI	700
F-R	JIM SCHOCH	QUINCY, ILLINOIS	700

A full field of 14 boats came out for the second heat of A Hydro, with 12 of the 14 hitting the line wide open exactly as the clock hit zero. Unfortunately one of the two boats lagging behind was the winner of the first heat, Jerry Waldman, who was nursing his engine along on one cylinder. The other driver running on a single cylinder was last season's title holder, Rich Krier, driving a Merc-Q and Krier Hydro (built by Ken Krier, his father). The race this time was between Bob Hering and Bob Olsen with less than a boat length between them. At the finish line Hering's Quincy Marchetti combo emerged the victor over Olsen's Konig/Marchetti.

RESULT: World Champion - Bob Hering.

Bruce Nicholson lead the pack out of the corner in the second heat of C Runabout with Walter Courtois, Overland, Missouri second and Seebold third. Rex Hall, who finished third in the first heat spun out in the turn and did not finish. Seebold moved into second place on the second lap but could not overtake winner Nicholson.

RESULT: World Champion - Bruce Nicholson.

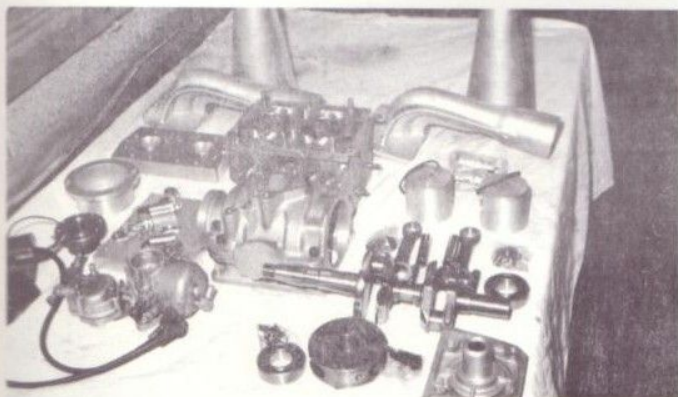
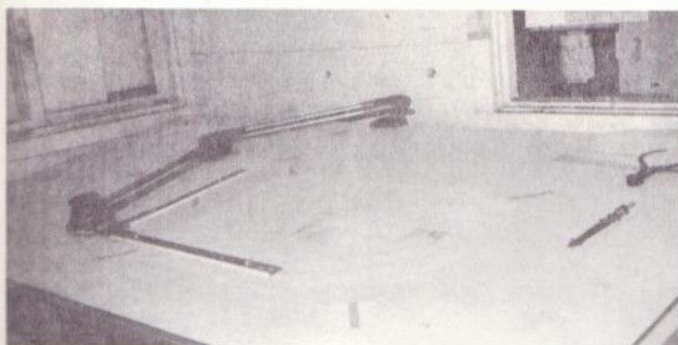
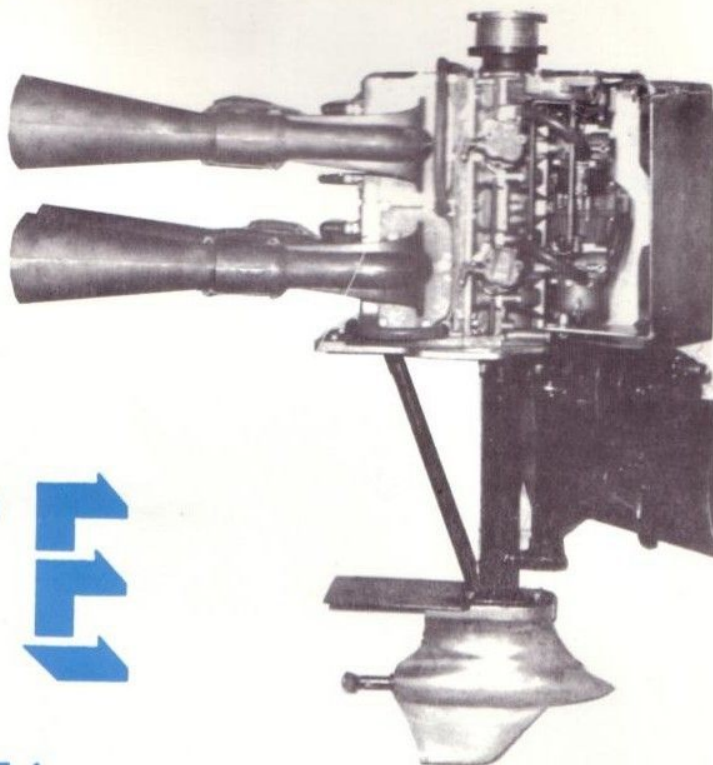
The first heat of B Hydro brought out the black flag again as there was a three boat pile-up in the first turn. Edward Eastham (Beaumont, Texas); Bob Hering, the A Hydro Champion; and Dick Hoppenrath, Bloomington, Minnesota were involved in the melee. Clayton Elmer, Corpus Christi, Texas the reigning Champion, stopped to offer assistance and also had to be towed in. Hering was injured the most severely and was kept in the

Continued on page 10



Jerry Peterson, World Class F Champion

5TH & STATE



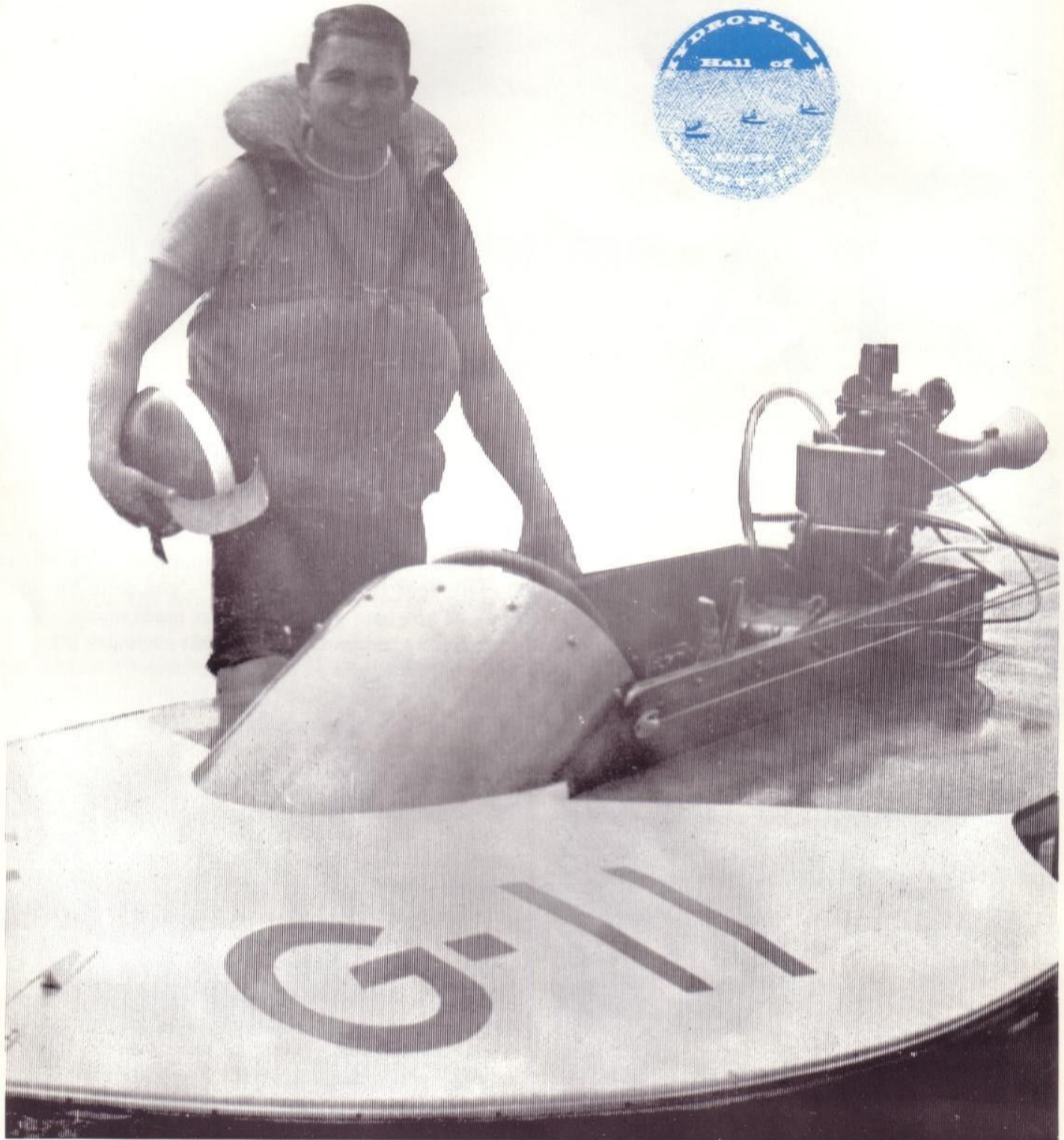
TOP: The Quincy Welding design room, where the original drawings are made and the new ideas tried out on paper.

BOTTOM: A very expensive jig-saw puzzle. Shown are most of the parts necessary to assemble a 2-cylinder Flat-Head engine.

If you need a kick-stand welded on a bicycle — you go to 5th and State. If you want a windshield replaced on your 16 foot fiberglass runabout — you go to 5th and State. If you have a chain saw that needs repair — you go to 5th and State. Or, if you want a hot alky burning racing engine — you go to 5th and State. 5th and State, Quincy, Illinois, home of Quincy Welding, manufacturer of the world famous Merc/Quincy outboard racing engine.

O.F. Christner, owner of Quincy Welding, began racing in 1946. Chris explains: "Just started boat racing - with a four-horse Muncie - didn't out run anybody, but did out run a guy that had a canoe. That was the begining, after that it was just a little bit bigger motor, a little bit faster, until we run them as fast as possible today." And fast is the word as the Merc/Quincy engine designed by O.F. Christner holds more speed records than any other make. A personal record held by Chris was finishing second in Class 'A' Runabout in the 1962 World Championships, while his ace driver, Jim Schoch, only managed a sixth. However, it should be noted that Schoch has won many Championships while driving

Continued on page 12



HYDROPLANE QUARTERLY'S Hall of Fame featuring: DALE KAUS



Kaus History - Left: Pushing a runabout through a corner. Below: With an Anzani/Swift combo.



WHEN A KAUS GOES RACING, THE WHOLE KAUS CLAN GOES RACING. First there's the Great-grandpa, he's called Gramps. Then there's the Grandpa, he's called Dad. The Dad is called Dale. And the Uncle is called Loren. But Emmett is called Uncle Em. Add a couple of wives and some kids plus various and sundry animals (Dale kept a steer in his backyard for awhile and Loren, in his younger days was asked to move from an apartment for harbouring dangerous animals - he had a cat). Now throw in some motorcycles and a couple of racing boats and motors. Sound confusing? It isn't. The Kaus Racing Team ranks with the Seebold, Harrison, Levendusky, Stippich, Olsen, and other exceptional family racing teams.

Dale began racing in 1955 for Cliff Johannsen, who is also from Austin, Minnesota. That year, his first, Dale won the Midwest Power Boat Association High-Point Championship in 'A' Hydro. Then he continued to dominate area-wide 'A' Hydro races with High-Point Championships for the next four years. Former racing great, Bill Tenney, took note of Dale and asked him to drive an Anzani in the '59 World Championships in McAlester, Oklahoma. Dale did and won 'B' Hydro. The next year he drove for Tenney again; and again he won a World Championship, this time in 'B' Runabout.

Then in 1962 the Kaus' split away from Johannsen and purchased a couple of Champion Hot Rods. They campaigned these engines on the local circuits with Loren driving runabout and Dale racing the hydro. Even though the engines were outmoded by Konig, Anzani, and Quincy/Merc models the Kaus boys consistently

won races and Midwest Championships. As a matter of fact, Dale was the last driver in the area to race an alky burning 'B' Hot Rod and won more races that year than any other driver in any class.

In '66 the Kaus Team started running Quincy engines. Now that Dale had a competitive engine, he really came on strong, and won Midwest High-Point in Class 'B' Hydro for three years in a row. This past season, however, the chain was broken — by one mechanical failure and one instance of gun-jumping, which dropped Dale to second place at years end. But, now Loren had come through with Midwest Championships in 'A' and 'B' Runabout. Next year Dale is going to race 'A' Hydro and Runabout while brother Loren concentrates on 'B' Class. As Dale says, "Bucket butt is too heavy for 'A' so I'll have to race that class".

It should be noted that the Kaus Team is very economy minded and race with the idea that the prize money should pay for a good share of their expenses. As a result they don't believe in the game of constantly updating and purchasing new engines and boats. They ran and won with Hot Rods long after everyone else had given them up; and now run and win with Merc-Q engines that don't make the bi-yearly pilgrimage back to Quincy. Their boat collection consists of an 11' 6" Sid-Craft (purchased used for use as a rough water 'A'-'B' boat), a 10' 8" Marchetti (bought used to replace a small Sid), and a Pabst Runabout which they obtained brand new. All-in-all it is Dale's superior ability to set-up a boat which spells his success in boat racing; and the proof is in two World Championships and scores of local Championships. □

Championships (continued from page 6) NOA Photo



World Championship Inspection Area

hospital a day for observation. Hoppenrath suffered a deep cut in his hand but returned to the race site later in the afternoon. The wind conditions that were considered to have caused the numerous accidents of the day ended the activities until Sunday morning.

SUNDAY

The postponed Saturday heats began at 9:00 am with the first heat of B Hydro which drew seven over anxious drivers that were caught jumping-the-gun. The three legal finishers were Billy Seebold, Jerry Waldman, and Dan Kirts from Elkhart, Indiana.

The next race was the D Runabout class which saw World Champion Billy Seebold, beat Jerry Simison, Fergus Falls, Minnesota to the finish line. Both were driving DeSilva/Konig outfits. Third was Jim Schoch with a Quincy powered DeSilva.

Waldman and Seebold beat the field to the first turn in the second B Hydro race and ran absolutely side-by-side for the entire race. The eventual winner was Waldman by six or seven boat lengths. The only mishap in this event was when Phil Howard, Jacksonville, Illinois blew his Soderstrom Hydro over on the back straightaway.

RESULT: World Champion -
Jerry Waldman.

The second appearance of the D Runabouts found Charlie Bailey, Houston, Texas setting the pace with Seebold second and Simison third. But as Bailey was not a contender in the first heat Seebold's second was nearly as good as a first place finish.

RESULT: World Champion -
Billy Seebold, Jr.

Perennial Champion Armand Hebert, Ville Delery, Quebec was the first of 13 boats across the starting line in the initial

heat of C Hydro; but Billy Hulan, Northport, Alabama showed everyone how-to-do-it and ran away with the race. Seebold closed in a little on the second lap but couldn't catch Hulan's high-flying Konig/Marchetti.

Thirteen drivers responded to the five-minute gun for A Runabout. Louis Williams, Beaumont, Texas led the field across the line but Jerry Simison and Jim Schoch lead out of the corner with Williams third. All three were driving Quincy engines.

Scheduled next was the final C Hydro race with ten boats answering the starters cannon. This time Wally Roman from Minneapolis, Minnesota hit the starting line exactly as the clock hit zero. But, the winner of the first heat, Billy Hulan, moved into the lead during the first lap and steadily increased his lead over second place Jimmy Aderholdt (Jacksonville, Alabama). Both leaders were driving Marchetti/Konig's as was third place Billy Seebold. Fourth place broke this monopoly with Jim Schoch piloting a Quincy/Schulze combo.

RESULT: World Champion -
Billy Hulan.

Up next was the second A Runabout contest. Again 13 boats milled for the start. This time Louis Williams pushed Simison for three laps. A rule violation caused disqualification for Schoch, who had finished second in the first heat.

RESULT: World Champion -
Jerry Simison.

The next event found the big F Hydros on the course, at least most of them were big F Hydros. The first place finisher, Jim Schoch, was driving a D. Pit crewman Gene East explains, "It was suppose to be an F, but it turned out to be a D." Needless to say Schoch was disqualified upon inspection, with the winners spot going to Indianapolis, Indiana's Evan Noyes.

A giant step back in time came with the next heat — C-1 Runabout. But Cowdery showed his "old iron" runs as good if not better than it has for the past 20 - 30 years with a first place. Second was Bobby Bolton, Texarkana, Texas and third went to neighbor Lyndol Reid, Texarkana, Arkansas. In fourth was Ernie LaRose from Bridgeton, Missouri.

The Quincy Welders apparently never did find their F engine as Jim Schoch did not start the second heat of F Hydro. And when first heat winner Evan Noyes developed engine trouble the first heat's second place finisher, Jerry Peterson from Cedar Falls, Iowa moved into the lead.

RESULT: World Champion -
Jerry Peterson.

The second heat of C-1 Runabout was a duplicate of the first with the same



Dale Kaus, Hydroplane Quarterly Hall of Fame member leaves the pits in "A" Hydro at the World Championships, left Ross Gibson, right Bill Collins

drivers finishing in the same top four spots.

RESULT: World Champion -
Bud Cowdery.

Class D Hydro — 1st Heat. Bob McFarland, Granite City, Illinois came in on the five minute gun but restarted before one minute which allowed a full field of 14 boats. The pack came up slow and then accelerated with so many roostertails it was impossible to see any boats until the back straightaway where Charlie Bailey had taken the lead; with C Hydro winner Billy Hulan, in second. Dan Kirts, driving Quincy's Schulze Hydro then moved into second and finished in that position.

When there were two minutes left on the clock Jim Schoch returned to the pits and did not get restarted to join the remaining 12 B Runabouts for the start. Jerry Simison, driving his Quincy engine on the injured Dick Hoppenrath's 12' DeSilva looked like a sure winner as he lead the pack out of the first turn. However, Billy Seebold, then moved into first with the 13' DeSilva and 4-pipe Konig owned by Marshal Grant (bass player for Johnny Cash). Seebold continued to build up his lead only to have the race given to Simison as Seebold had been disqualified.

The final D Hydro race was another victory for Seebold with Kirts again in second. Marty Stahl from Menasha, Wisconsin drove his Soderstrom/Konig to a third place finish as Defending Champion, Jerry Peterson, watched from the infield.
RESULT: World Champion -
Dan Kirts.

Louis Williams built up a good lead over Jerry Simison to win the second heat of B Runabout. Potential record setter, Billy Seebold, experienced trouble and ended up being towed in from the far end of the lake.

RESULT: World Champion -
Jerry Simison.

The final Championship races of the day were two heats of X Hydro. The first

heat drew five starters with Jerry Waldman finishing first, followed by Jerry Peterson, Charlie Redmond (Savannah, Georgia), and Ray Nydahl from Bristol, Wisconsin. All were driving six-cylinder deflector Mercury motors, except Peterson who used a Flathead six.



Jerry Waldman

The second heat was a carbon copy of the first with one slight difference. Joe Cesteros had hauled his outfit all the way from Menlo Park, California for this race with Armand Hebert slated as the driver. In the first heat his rig caught on fire and in the second it smeared a couple of pistons.

RESULT: World Champion - Jerry Waldman.

SYNOPSIS

One hundred and fourteen drivers registered from 20 states and Canada. Fifty six Class B Hydros topped the entry list of 370. There were a total of 56 heats; 30 for qualifying and 26 finals. Jerry Simison, Jerry Waldman, and Bud Cowdery each won two Championships. Billy Seebold, Jr. captured the Grand Champion title with a score of 3191 points. Jerry Simison gained the Champion Runabout award with 2261 points. 1995 points netted Jerry Waldman the Champion Hydro Driver trophy. And Stanley Levendusky won Sportsmanship honors. Bill Fales set the only competition record and the straightaway speed trials were canceled because of the poor weather conditions.

The World Championship Races are scheduled for Alexandria for the next seven years and all drivers and race fans should make an effort to attend the "BEST and Fastest Boat Race Course in the World". □

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REGULAR FEATURES

LETTERS TO THE EDITOR

This column will be the readers column where the Boat Racing public can sound-off on any subject pertaining to Boat Racing, agree or disagree with any article printed in Hydroplane Quarterly, or just write in to see their name in print. □

CLASSIFIED

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. □

RACE RESULTS AND COMING EVENTS

This column will be for racing clubs, and racing sponsors, to list their race winners and announce races they have scheduled. □

SOLVING TECHNICAL PROBLEMS

Solving Technical Problems will be written by experts in their field. For example, an Electrical Engineer may explain the in's-and-out's of high performance ignition systems — their advantages or disadvantages and how to make them work in a racing application. Or, an outstanding driver may show how to set up a boat and gain added speed. Or, it may be an article on something as simple as constructing a carburetor spray shield. Hopefully it will help each driver in making his equipment faster and more reliable. □

ASK & ANSWER

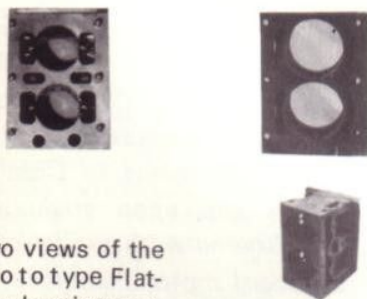
This column may be incorporated into Solving Technical Problems at times as it will be specific answers to specific questions sent in by readers. The questions will be answered as completely as possible with the items of the greatest interest featured each issue. This section will be edited by the Hydroplane Quarterly Technical Editor, Bob Smith. (Ed. Note: Smith is well qualified for this position as he has just finished as '69 Area High-Point in Class F Runabout and upon graduating from college he worked a year for an outboard motor manufacturer as a Factory Representative in their Service Repair Department). □

5th & State (continued from page 7)

engines designed and built by O.F. Christner; and is considered to be one of the best boat racers in the country.

One of the first rigs driven by Chris was a 7½ horsepower Mercury that was steered by a tiller handle. It ran 32 mph. Today the same size (15 cubic-inch) Merc/Quincy produces 50 hp and runs in the 80 - 90 mph bracket. These Merc/Quincy motors were a process of evolution with Chris working on his own Mercurys and building a reputation for speed and dependability until he eventually had established a thriving business out of his hobby. There were some other engines in that era too. Champion Hot Rods won their share of races, Randolph Hubbell built a couple of models, and Martin offered their Martin 200 Silver Streak. But all-in-all Quincy modified Mercurys dominated the racing scene.

Then, in the late '50's Chris was in trouble. Germany had invaded the United States. Rather, German built Konigs had invaded the U.S. outboard racing circuits; and the Quincy modified Mercury seemed doomed for oblivion. But then in the early '60's the Merc/Quincy Flat Head (Looper) was introduced. The Class 'B' prototype was a crude two-cylinder casting with the water jacket and ports welded in. The engine was created by hand cutting with files and drills. But the handwriting was on the wall as on its initial test run it ran 3 mph faster than their best deflector type 'B'. Little-by-little Quincy added tools, machines, and equipment until they now build engines on a semi-assembly line basis. At this date there are three 4-cylinder, one 6-cylinder, and two 2-cylinder models. With a new 2-cylinder in the design stage (*Ed note: The 'B', which uses an all-new crank and valve design plus a new style crankcase, block, and exhaust system may be in production by publication date of this magazine.*) In addition a race car manufacturer is interested in the Merc/Quincy six-cylinder.



Two views of the prototype Flat-Head engine compared to the current two-cylinder model. Note how much larger the transfer passages are today.

RACING DIRECTORY

Published as a service to the readers of Hydroplane Quarterly at no charge to the manufacturers or suppliers listed.

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Seven different men work on the Quincy engine with each one performing a different task. First the engine is designed in the Quincy Engineering Department, and the patterns are made. Next the castings are manufactured at the Quincy (city) foundry. Then the blocks are rough cut to square the cylinders and they are bored, sleeved, and ported; water jackets are completed and they are checked for leaks. Now comes the final bore and assembly with the rest of the components. Then to the Dyno Room. The dynamometer used by Quincy Welding is a water absorption system originally designed to test motorcycle engines. The room has six inches of insulation, but the noise is unbelievable. Not noise, because when an engine is running you wear sound deadening ear covers, but a vibration that shakes your whole body. A precise formula is used to compute horsepower on the Quincy engine with torque, rpm, temperature, humidity, and barometric pressure all taken into consideration and used to record accurate readings. Gene East of Quincy Welding sums up the Quincy process of advancement with: "We are always looking for something better, it seems like every time we get a motor running real fine Mr. K over in Germany comes out with a new model and we have to go back to the drawing board." And apparently the way the game of horsepower leapfrog is going in boat racing today, Quincy has sent Konig back to the drawing board a time or two too.

The Quincy Dyno



Quincy Welding is not all Merc/Quincy engines though. They also work on C-Service engines, Am-Pro engines, and pleasure boat racing engines (they recently worked on a six-cylinder Mercury for pleasure boat racing in Puerto Rico; and also have a Looper running down there). They modify 15 - 20 Mercurys per year for an Indian tribe in Washington that races the 22 c.i.d. models on dug-out canoes. And, of course, they have a Mercury dealership for the townsfolk of Quincy. Another aspect of Quincy Welding is specialized propeller work. They have about 50 of their own custom designed pitch blocks and heat Michigan propeller blanks to a bright red, then forge them to the block with a rawhide mallet, then grind, final pitch and polish. Plus they function as the town welders of Quincy. If past performance is any criteria, then as long as there is boat racing, there will be Merc/Quincy racing engines. □

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* RACE PREPARING THE "C" KONIG

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