



Inboard Gasoline Power Plants Are Lighter, More Powerful

Generally speaking, 1960 inboard gasoline marine power plants are lighter and more powerful, using higher octane leaded fuels and special water jet and outboard lower unit drives.

This was clearly indicated by the boats on display in January at the National Motor Boat Show in New York.

A number of companies have stepped up horsepower for recreational craft in 1960 with the introduction of more powerful V-8 engines and improved carburetion. Many new engines make extensive use of aluminum to give greater horsepower to weight ratios.

A number of the manufacturers are recommending use of either premium or regular ethyl gasoline rather than the non-leaded "white" fuels used in the past.

Offer More Power

Among companies offering greater V-8 power for the new boating season are Chrysler, Crusader, Dearborn, Gray, Palmer and Universal.

Turbocraft, a division of Indiana Gear Works, has launched a revolutionary new power package combining a standard Gray 109 horsepower marine engine with a three-stage turbine that forces a stream of water out through the transom with such force that it provides jet propulsion.

Water is taken in under the hull amidships and ejected out the stern making use of the "equal and opposite reaction" law of physics to give the boat forward motion. Steering is controlled by deflectors which change the direction of the stream of water ejected.

Inboard-Outboard Unit

The inboard four-cycle power plant with outboard lower drive unit that made its debut early last year, when Volvo exhibited a prototype, was exhibited by two companies at the 1960 show. After a year of testing, the Swedish Volvo company displayed its four cylinder 80 horsepower Aquamatic while the Maelstrom division of Mintrex Corp. featured six cylinder engines developing 90 and 135 horsepower with similar drive unit.

Both companies claim high speed outboard motor performance and maneuverability with inboard engine economy for their products. Both feature tilt-up lower units.

Most powerful of the new V-8's to be seen at the show was the Crusader 325 horsepower engine with 9 1/2 to 1 compression ration and twin four-barrel carburetion. The company, whose entire line is V-8, recommends use of 100 octane fuel. Palmer had two new V-8's at 200 and 300 horsepower built on International Harvester truck blocks, also with higher compression ratios and improved carburetion.

Universal and Dearborn introduced new 275 horsepower V-8's, the Norseman V-King and the heavy-duty "Big Boy," respectively. Built on a Lincoln block, the Universal "King" with 430 cubic inch piston displacement is intended for boatmen who want top speed.

Large Cruisers

Dearborn's "Big Boy" has the same piston displacement, but is designed for use in large cruisers and work boats and in no way can be considered a racing engine, the company states.

A new 225 horsepower V-8 Imperial with low weight to horsepower ratio has made its entry into the Chrysler line and features a waterproofed

electrical system, "oversquare" short stroke piston design, exhaust manifolds that are completely water-jacketed and equal water supply to each bank of cylinders provided by dual pocket water pump.

Graymarine showed its new 238 horsepower V-8 with four-barrel down-draft carburetion as well as V-8's rated at 135, 170, 188 and 225 horsepower. The company recommends for best performance the use of premium ethyl fuel in the 238 and 225 and either premium or regular ethyl in the others.

Six Cylinder Power

Boatmen looking for six cylinder power found a new six introduced by Dearborn—the first time this company has offered anything but V-8 engines. This new unit has 144 c.i. displacement with 85 horsepower and is suitable for small runabouts.

At the same time Barr introduced a new conversion kit for "marine-izing" Plymouth and Dodge automotive sixes. Gray, Universal, Chrysler, Palmer and Burmeister and Wain (Lathrop) all continue to offer a wide range of sixes for many varied uses.

Two and four cylinder engines for use as auxiliaries in sail boats or for powering small cruisers and runabouts were shown by Gray, Universal, Palmer, Arnott, Balantine and Burmeister and Wain.

Runabouts Built For Water Skiing Shown at New York Boat Show

Some of the inboard runabouts seen at the recent National Motor Boat Show in New York were several new craft designed especially for water skiing, a 13-foot glass utility and a new 16-foot fiber glass boat propelled by water jet power.

The Buehler Turbocraft, designed in New Zealand and built in the U.S. by a division of the Indiana Gear Works in Indianapolis, is a new 40 mph speedster propelled by a 109 hp marine engine that pumps water in an intake flush with the keel amidships and forces it through a three-stage axial-flow turbine and out through an opening in the transom.

The force of the water stream ejected into the air at the stern propels the craft according to the basic "equal and opposite reaction" law of physics. Steering is controlled by deflectors on either side of the transom opening which change the direction of the jet.

Long noted for its production of custom and stock inboard cruisers and sailboats, Luders introduced a 13-foot fiber glass inboard utility. Powered with a 45 hp Graymarine engine, she can attain speeds up to 30 mph and is designed for ship-to-shore tender duty, water skiing, fishing and general utility.

New Inboards

Century, Chris-Craft and Trojan showed new inboard speedsters for the water ski market. The 17-foot Century Sea Dart gives speeds to 40 mph with a 109 hp Gray engine and features a special monocoque hull design adapted from airplane wings. This coupled with a unique topside design, gives the Sea Dart the "most precise maneuverability available," according to the builder. A radical new 21-foot Continental runabout was unveiled by Chris-Craft for the first time at the show.

Trojan showed its new 17-foot Ski Bee with V-8 power ranging from 135 to 170 hp.

Builder of "Thoroughbred" inboard runabouts of African mahogany construction, Century also showed the 1960 version of its luxurious \$9,100 Coronado, with landau top and maximum power of 325 hp for speeds to 52 mph. Call-

ed "the ultimate in inboard runabouts," the Coronado has an adjustable front seat for greater comfort and visibility for the helmsman. Other Century inboard runabouts featured were the 19-foot Arabian, the 19 and 16-foot Resorters and the 22-foot lapstrake Raven utility with small cuddy cabin forward.

Lyman, well-known Ohio builder, showed two runabouts and the 18-foot Islander utility. The runabouts were 19 and 23-foot models. All were clinker-built. The runabouts may be fitted with private heads. The Islander seats eight with controls amidship. Ancarrow exhibited its six-foot inboard runabout "Fleet of the Future" spotlighting the 20-foot Consul, powered by twin V-8 engines totalling 470 hp. Called by the builder "the fastest pleasure runabout offered to the boating public," the Consul is capable of speeds upward of 70 mph.

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Lions Auxiliary To Have Booth

Members of the Crater Lions auxiliary will aid their husbands in their own fund raising project connected with the third annual Sportsfair.

The project will be a food booth at the Sportsfair at the Medford Armory March 26 and 27.

Proceeds will be contributed to the State Blind Institute in Salem every summer, and the Walter Dry Fund, which trains teachers of the blind.

Chairman for the Sportsfair food committee is Oweta Richardson, with Jean DeArmond, Norma Larson and Bede Mattson serving with her.

Those taking part in the booth during the Sportsfair will be Fredene Doty, Marie Dwyer, Pat Eastwood, Lee Eisenstein, Pearl Ferris, Bette Lu Foster, Inez Friel, Mary Ann Gressett, Dale Hawkins, Minnie Ingram, Everette Irving, Ione McFarlane, Jean Potuck, Phyllis Perston, Bert Safley, Loretta Shoop, Preston Wheaton and Pat Wilson.

The Crater Lions auxiliary plays a vital part in this event to help raise funds for the club's charities.



Mercury Outboard Engineers Give Spring Cleaning Hints

It is time to take the cover off outboard motors and make sure they are ready for service.

If you went through the proper winterizing steps last fall, the motor is ready for operation with little preparation, according to Mercury outboard engineers. But if you were content to remove the motor from the boat last October and forget it for six months, a little attention now will pay big dividends in getting a season's trouble-free operation.

Here are spring tune-up steps in preventive maintenance:

Clean Unit

First remove the cowl and clean the entire unit thoroughly, including all accessible powerhead parts; then remove the spark plugs and rotate the crankshaft by vigorously operating the starter to remove oil deposits that form during idle periods in the cylinders and crankcase.

Another important step is the inspection of spark plug leads for damage or deterioration, particularly where insulation comes in contact with metal parts. Be sure to reconnect each to its proper spark plug. Check all gas fittings and fuel lines for damage or loose connections. Apply a drop of motor oil to the control linkage joints, levers, bushings and all exposed moving parts beneath the cowl.

Renew spark plugs, or, if recently replaced, check gaps and set to the manufacturer's specifications. Clean the fuel filters, inspect the starter rope for damage or deterioration.

Grease Fitting

A grease fitting, located under the swivel bracket, is often missed or forgotten. A

Boat Cover More Than Pays Itself

A boat cover, whether made of canvas or plastic, more than pays for itself.

Some covers are made to protect only the cockpit while others cover the entire upper surface.

Covers should not be so loose that they can flap nor too tight so that they prevent circulation of air.

A cover is used to shade interiors from hot sun and to keep out dirt and moisture. It also is a deterrent to prowlers, both human and animal.

good-quality marine grease should be applied to this fitting. Lubricate the gearshift cam with a brush. Special attention is required for the lower unit and its various parts.

After removing the air vent screw, the grease filler plug should be opened and a marine gear lubricant should be inserted in the filler plug hole until it starts to emit from the air vent screw hole, indicating that the gear housing is filled. Before replacing the air vent screw and the grease filler plug, make sure the gasket under the screw head is in place, otherwise water may leak past the threads into the gear housing.

Remove the propeller and inspect it. Trim nicks and burrs with a file; however, when performing this operation be careful not to remove more metal than is absolutely necessary. In addition, inspect for cracks, damage or a bent condition. Before the propeller is reinstalled, lubricate the propeller shaft with water-proof grease.

Remote Controls

If remote controls are used, check the parts and operation. The majority of today's outboard motors are sold with remote fuel tanks, which

also require periodic inspection. Check the entire tank and its fittings for loose, damaged or missing parts. Inspect for leakage around all parts on integral tanks as well as on remote tanks. Also check the fuel line and the twist connector for damage.

Carburetor cleaning, mag-

MAIL TRIBUNE, Medford, Or.
Friday, March 25, 1960 7

neto inspection and breaker point adjustments to the manufacturer's specifications will add many more trouble-free hours of boating pleasure.

Owners of outboards equipped with electric starters should have the battery checked and recharged before using. If the finish of the engine is damaged or corroded excessively, clean the damaged or corroded areas and apply matching paint.

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