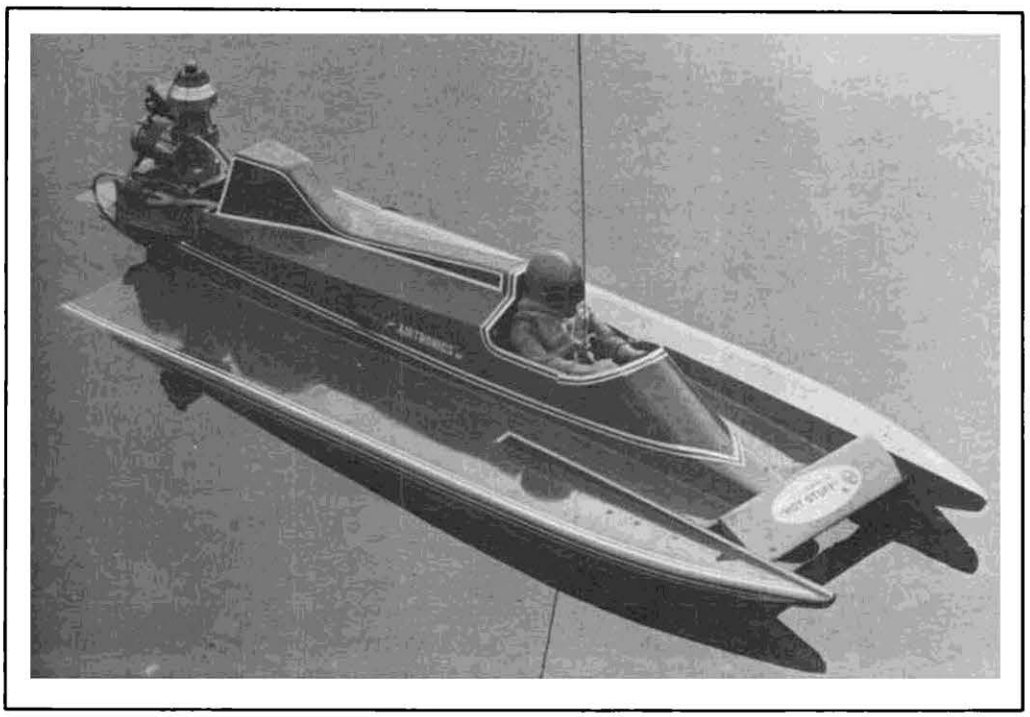
Jerry Dunlap's

Sprint 7.5



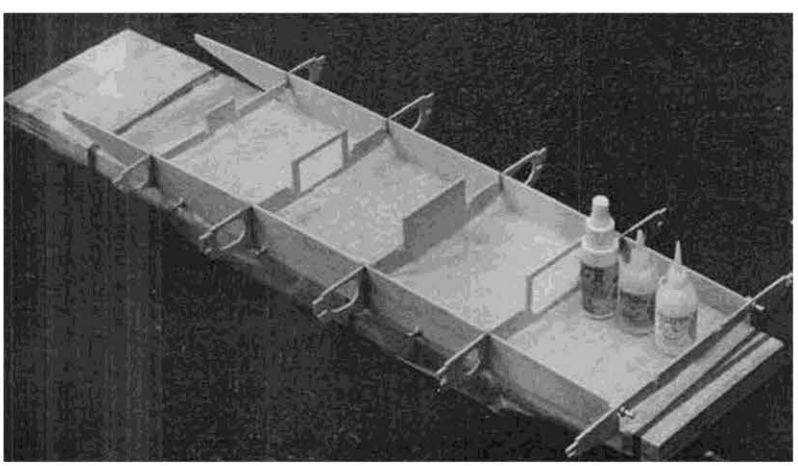
By JERRY DUNLAP . . . The *Sprint 7.5* is a build-it-yourself racer for those boaters who would like to get into outboard tunnel hull racing in the 7.5 cc class. It features all the latest "trick" design concepts for a truly outstanding machine that really handles well.

WHY THE SPRINT 7.5?

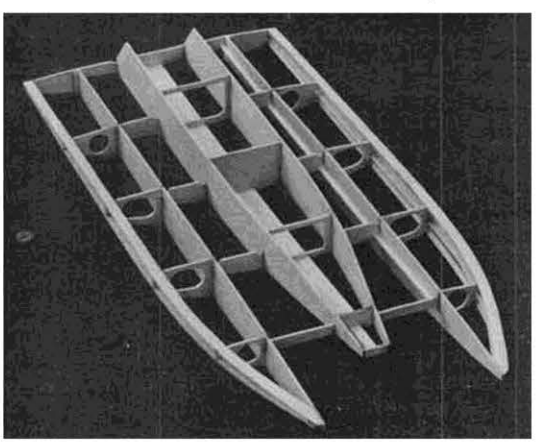
When I designed the Dumas *Hotshot 45* about three years ago, I based my dimensions on what I thought would be needed to accommodate the power of the K&B 7.5 Outboard. The prototype was built and painted prior to even receiving an engine to hang on the transom. When the 7.5 outboard was installed the results were most acceptable. The 35-1/2-inch length seemed adequate to handle the power of this engine. Because the boat was working very well, I wouldn't have considered doing anything in the way of design changes, unless something significant happened in the class.

Well, wouldn't you know, last year something significant began happening in my area in the 7.5 tunnel class. A number of the guys began bolting the 7.5 Outboard on their 3.5 tunnels. Believe me, when I tell you, *that* can make for some very quick 7.5 tunnels. I even bolted a 7.5 on one of my 3.5 tunnels to see what would happen. What happened was I got a very quick boat with some unattractive handling problems. After this little excitement, I was convinced that the 7.5 outboard didn't need 35-1/2 inches of length. I was also convinced that a 3.5 tunnel was not really the best choice for winning races in the 7.5 tunnel class.

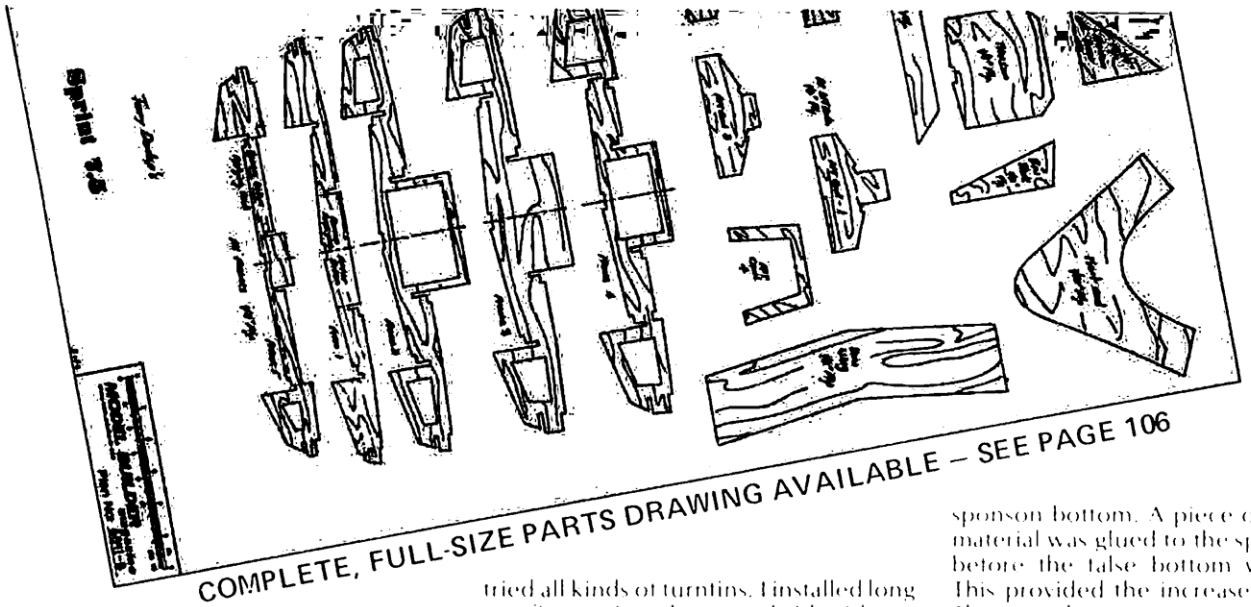
It is my belief that the main problem with these 7.5 Outboard powered



The author prefers to make hulls from building fixtures like this one where the sponson keels and hull frames are easily kept aligned.



The *Sprint 7.5* looks like this after you have completed the basic framework. The boat is then ready for the bottom sheeting.



COMPLETE, FULL-SIZE PARTS DRAWING AVAILABLE – SEE PAGE 106

tunnels is not their length but their width. I feel the 7.5 needs a little more width than most of the 3.5 tunnel designs offered.

In order to test out my theory, I took a *Hotshot* 45 wooden kit and made a couple of rather drastic changes. I shortened the length to 30 inches and thinned the center section and sponson profile. The standard width, however, was not changed.

The initial testing of the boat showed excellent straightaway speed, but an unacceptable sliding characteristic through the corners.

In an attempt to eliminate the sliding, I tried all kinds of turntins. I installed long turntins against the tunnel side. I hung an external turntin off the right side of the boat. I even tried a combination of a tunnel side turntin and external turntin. The boat would still slide when pushed hard through a corner. I thought the sponsons might be too wide. A little creative work with a band saw took care of two inches of sponson width. But the boat still slid out while going through a turn.

It was after one of the unsuccessful runs with the narrowed sponsons that I came home and looked carefully at the amount of sponson dihedral I had on this boat. I hadn't realized that in changing the kit I had somehow managed to decrease the amount of sponson dihedral. This deficiency was corrected quickly by simply applying a new bottom piece of 1/16 plywood over the existing sponson bottom. A piece of 1/8 square material was glued to the sponson edge before the false bottom was applied. This provided the increase in dihedral. The new bottom was extended 3/16" past the sponson wall to create the sponson edge.

This was the change that made the difference. The boat would now corner exceptionally well and the speed was still there. At a late season race, I managed to turn in a 1:40 clocking with the modified kit. That was for five laps on the NAMBA oval for a total of .9 of a mile. It wasn't a record, but it was six seconds quicker than I ever ran my 35-1/2-inch hull. The boat also won two races last fall. I was convinced that the concepts developed on the modified kit were of sufficient value to warrant spending some time at the drawing board.

The *Sprint 7.5* is the result of my latest

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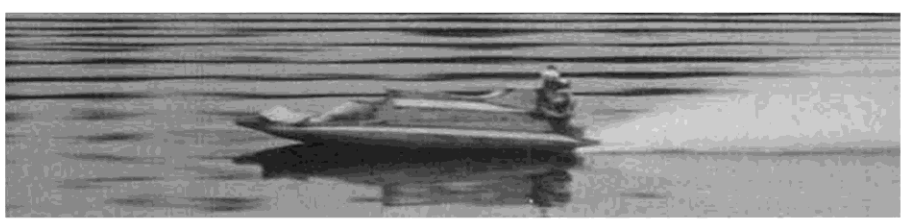
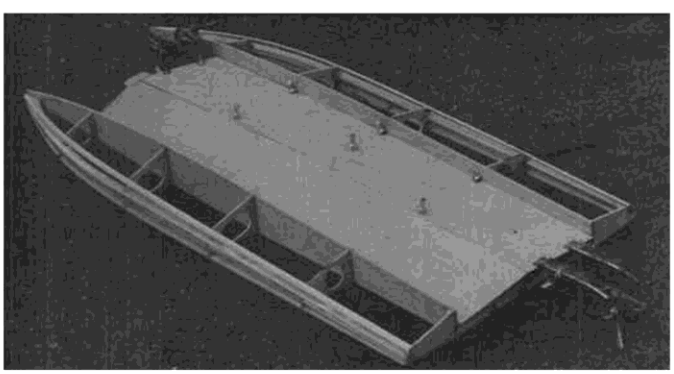


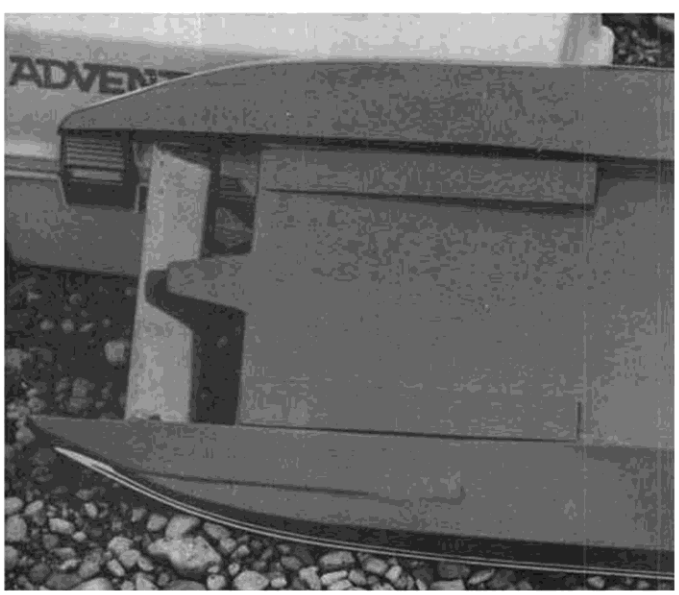
Sprint 7.5 built from plans. Racing attitude is excellent with the *Sprint 7.5*: flat and level.

ABOVE: Clamps and map tacks keep the deck sheeting against the framework while the glue sets. Front cowl deck is glued in place.

LOWER RIGHT: Sponson ramps help prevent the boat from hooking and spinning while cornering.



ABOVE: The bottom is sheeted in two sections. Clamps and map tacks hold the sections in place while the glue sets.



efforts with pencil, T-square, and very crude drafting equipment. The *Sprint 7.5* incorporates all of the latest "trick" features that I've seen in model tunnel boats. I cannot take credit for many of the features that make this design work well. Much of the credit must go to Rod Geraghty of Seattle for innovations he developed on his tunnel designs. If something is working well for someone else, I'm not too proud to use this feature. I have featured most of Rod's successful "tricks" in past columns. I know my own designs run better because of the developments Rod has made in model tunnel boats.

GETTING STARTED

A few comments about materials might be appropriate at this point. The use of aircraft grade plywood is highly recommended for construction. The use of 1/8-inch ply is suggested for the frames and 1/16 for the sheeting. It should be possible to build the *Sprint 7.5* using two sheets of 1/8 x 12 x 48, and three sheets of 1/16 x 12 x 48. All of the stringers on the boat are 1/8 x 1/4 spruce. A small piece of 1/32 is needed for the front cowl. If possible, try to find sections of the 1/8 plywood that are not bowed. This will make it easier to build a straight framework. Pieces calling for 1/4 ply can be made by doubling the 1/8.

For sticking everything together, pick up a two-ounce bottle of your favorite cyanoacrylate glue and a spray bottle of accelerator. The gap filling cyanoacrylates work best for model boat construction. You'll also need some epoxy glue. I like Hobby Poxy Formula II for attaching the deck and sealing the hull.

For cutting out the plywood pieces, you are going to need access to some type of a motorized jig saw. Without a doubt, the Dremel Moto-Shop saw is the greatest hobby tool I own. I cannot imagine myself building model boats without the aid of this fine tool. Another tool that I find very valuable when building plywood model boats is the Stanley Sureform rounded wood plane. This small plane does a fantastic job of trimming excessive 1/16 plywood used for sheeting a model boat.

A wooden building fixture is needed to hold the framework in place during initial construction. The building fixture should be 7-7/8 inches in width by 32 inches in length, and at least two inches in depth. I have a friend with a table saw who helps me make my building fixtures out of scrap pieces of plywood or particle board. Any type of wood can be used for making the building fixture. I draw lines across the building board where the frames will be placed.

Cutting the parts for the *Sprint 7.5* will be a fairly time consuming task. Let me offer a few suggestions dealing with cutting out the parts. As much as possible, use the factory edge when you need straight edges. This is especially important on the sponson keel. It is important that the bottom of the sponson be flat. Something else to remember is to leave a little of the line marking the part. You can then sand the part down to the line. However, if you attempt to cut exactly on the former line and cut under the line, it is difficult to build the part back to the correct shape.

There are a couple of methods which can be used for transferring the plans onto the plywood. One technique is to use something like 3M's tacking spray and stick the plans to the plywood and then cut the parts from the plans. The paper can then be scraped off the part. This works very well, but you end up with no plans to build another model. Although I know **Model Builder** would be more than happy to sell you another set of plans, there is a technique which will allow you to recycle your plans.

Your nearest office supply or art store should have some material called tag board. This particular type of paper is not as thick as poster board, and it can be cut easily with scissors. If you stick the plans to the tag board you can then create a set of templates that can be used numerous times.

BUILDING THE FRAMEWORK

Construction of the *Sprint 7.5* begins with the joining of the sponson keels, cockpit sides, and cross frames. On your building fixture, mark a line 3/8 of an inch below the top surface and running the length of the building fixture. Do this on both sides of the building fixture. This is a reference line for setting the sponson keels to the building fixture. Before beginning construction, cover the building fixture with clear plastic Saran Wrap or Cut-Rite waxpaper.

I like to use aluminum map tacks for all my pinning. The shank of the pin is not apt to bend, and it is possible to hit the head of the tack with a small hammer to drive the pin into the material.

Tack the sponson keels to the sides of the building fixture. The bottom of the sponson keel should align with the 3/8-inch reference line. Use the cross line for the first frame to align the two sponson keels so that they are perpendicular. The cross frames are now inserted into the notches in the sponson keels. Do not glue anything together yet. Next, the cockpit sides are positioned against the cross frames. Carefully check all the parts for proper alignment. When you are satisfied that all these parts are aligned properly, hit them with the super glue and accelerator. While the framework is still on the building fixture, attach the mid and top sheer pieces.

Remove the framework from the building fixture and place it on a flat surface. You should be able to place your finger on the transom and press the boat down flat and both sponson keels should touch the surface at the same time. If the framework is twisted, now is the time to attempt to remove the twist by gently, but firmly, applying pressure to the framework in the opposite direction of the warp. It is vitally important that the framework be straight. A warped hull is not going to perform as well.

With the framework removed from the building fixture, some of the stringers can be attached. The inside tunnel stringers can be glued to the frames and to the keel sponsons. The two pieces of 1/8 x 1/4 stringer material can be glued to form the tunnel keel. The bottom sponson sheet stringer can be glued to the frames and fitted to the front of the sponson keel. This stringer will need to be cut at an angle where it attaches to the front of the sponson keel.

Using a sanding block, sand the bottom edge of the 1/8 x 1/4 sponson sheer so that it is beveled even with the bottom of the sponson. Sand the sponson side mid sheer to accept the non-trip side piece. Use a straightedge laid lengthwise on the framework to check for any frames that might be too high. Any areas that are too high should be sanded to conform to the hull lines.

SHEETING THE FRAMEWORK

The bottom tunnel sheeting is applied first. Prefit each section prior to gluing. Check to make certain the sheeting is positioned tightly to the framework. I suggest coating half the tunnel bottom framework with a product like Hot Stuff Super 'T,' and then spraying the sheeting with an accelerator like Hot Shot. Carefully line up the bottom piece on the framework, and then just use hand pressure to apply the sheeting. If you're not that confident about your ability to correctly line up the sheeting, don't apply the Hot Shot until the sheeting is positioned on the framework.

The next parts of the hull to be sheeted are the sponson sides. Begin with the non-trip. Make certain the top edge of the non-trip conforms to the mid sheer line. Glue the non-trip in position against the bottom sheer and mid sheer.

Before gluing the sponson sides to the framework, it is a good idea to glue a strip of scrap stringer material along the top outer edge of the mid sheer. This stringer will provide a gluing surface for the butt joint of the sponson side and non-trip at the mid sheer. Cut these pieces to fit between the frames. The sponson sides are then glued in place.

Trim the excess sheeting along the top and bottom sponson sheers to conform with the angles of the next sheeting to be applied. The sponson bottoms are now glued to the framework. Remember that the sponson bottoms extend past the sponson keels 3/16 to 1/4 inch to create the sponson edges. Beginning at Frame 4, taper the sponson edge until it fairs into the sponson tip.

The hull should be sealed before the deck is applied. I use Hobby Poxy II, a heat gun, and Rocket City epoxy brushes to seal my hulls. When heat is applied to the Hobby Poxy II, the glue changes to the consistency of a paint. I drop a glob of epoxy in a compartment, hit it with the heat gun, and brush the epoxy around the compartment. This not only seals the wood, it also greatly strengthens the hulls.

The deck is the largest sheeting that will be applied. Because the sheeting is large, and proper alignment can take a little time and effort, I prefer to use epoxy to glue on the deck. However, we have to do a couple of things before attaching the deck. Glue the 1/8 plywood bow pieces in front of Frame 5. Cut down Frame 5 to where it is even with the bow pieces. This is shown on the plans. The 1/8 x 1/4 deck stringers can now be attached to the top of the deck framework. The front end of these stringers will need to be cut at an angle allowing them to fair into the bow pieces.

Coat the top of the deck framework with epoxy, and apply a thin layer to the side of the deck sheeting that will be glued to the framework. Use masking tape, map tacks, and clamps to hold the deck sheeting in position while the glue sets. Lay the hull upside down while the glue sets. This will assist in keeping the epoxy on the frames and deck. After the epoxy has set, trim the excess sheeting.

INSTALLING THE TRANSOM MOTOR MOUNT

I have begun inserting the transom motor mount on my tunnel hulls. This is not a new idea. It does a couple of things that I believe are beneficial. It helps move the balance point forward (and this is usually something most tunnel boats need). It also brings the propeller closer to the back of the sponsons, and I think this improves handling.

Cut away Frame 1 as shown on the plans. The 1/4-inch transom motor mount is installed 2-1/2 inches from Frame 1. Glue the 1/4-inch transom braces in position against the cockpit sides. It's a good idea to glue a piece of 1/4-inch square material on the back side of the transom motor mount against the cockpit side and the mount. These braces are very important. Without them, a transom can be ripped out of the hull if you run over something.

THE FRONT COWL

The front cowl deck consists of two pieces of 1/8 plywood. These pieces cover the front cockpit deck between Frames 4 and 5. Glue front cowl Plate 1 and 2 in place. The 1/32 front cowl piece is installed next. Glue the front cowl former in position across the back edge of front cowl Plate 2. This is right over Frame 4. Glue a piece of scrap material 1/2 x 1 in front of the front cowl former and along the edge of the cockpit side. This will assist in gluing the front cowl piece in position. The back edges of the front cowl should extend 1/2 inch past the front cowl former. After the 1/32 front cowl is attached, the front cowl former can be cut.

Use clamps to position the 1/32 front cowl on the front cowl former. When the piece is properly situated, release one of the clamps slightly and glue the cowl to the cowl frame. Retighten the clamp and hit the glue joint with the accelerator. Repeat this on the other side of the cockpit. The cowl can then be glued to the front cowl plates. The front nose piece can be shaped from a small block of pine or spruce.

THE BACK COWL

Over the years, I've tried various methods of building back cowls for tunnel boats and various techniques for holding the cowl to the cockpit sides. The method of building and attaching the back cowl on the *Sprint 7.5* is closely associated.

Allen head bolts and blind nuts (4-40) are employed to keep the back cowl on the boat. On the plans, the locations for the blind nuts are shown. The blind nut used on the front of the cowl will need a piece of scrap 1/2-inch square plywood glued in back of the front cowl former. This will provide sufficient material for the blind nut to set itself. The blind nut holding the back of the cowl is positioned in the 1/8 cockpit side.

Notice that the side of the back cowl overlaps the cockpit side by 1/2 inch. Position the back cowl side piece against the cockpit side and drill the holes for the bolts and blind nuts. Install the blind nuts and then lay a section of Saran Wrap over the back of the cockpit where the back cowl will sit. Bolt the back cowl sides to the cockpit sides. With the sides held firmly in position by the mounting bolts, position the back cowl frames and glue them to the sides of the back cowl. The Saran Wrap will prevent the back cowl framework from sticking to the cockpit sides. Glue the 1/8 x 1/4 back cowl stringer to the frames. To allow the stringer to bend between Frames 2 and 4, make cuts every 1/2 inch into the stringer. The cuts should only go 1/8 inch into the stringer.

The back cowl top can be glued to the back cowl side and stringer. The back cowl fin is now glued in place. Use 1/8 balsa wood to sheet the top of the cowl fin. Lay the balsa wood cross grain when sheeting the cowl fin.

THE TUNNEL RAMPS, FRONT AIR DAMS, AND BOW WING

These items are "add-ons" after construction of the basic hull and cowls. I'm not all that convinced that the air dams make a big difference in the boat's performance. However, they do provide scale appearance and serve as part of the mount for the front wing. The tunnel ramps and bow wing definitely provide assistance in the handling characteristics of the *Sprint 7.5* and on most other tunnel boats I've installed them on.

The installation of these items is rather easy, and the locations are shown on the plans. The use of 4-40 bolts and blind nuts on the bow wing allows for adjustment. Build the tunnel ramps first, and then glue them to the hull. The ramps are spaced 1/4 inch out from the sponson keel.

THE RADIO COMPARTMENT

One-eighth plywood is used to make a top flange for the radio compartment. Use the pattern for the flange when making the radio compartment lid. Plexiglass of 1/8-inch thickness works well for making a lid. Before attaching the flange to the top of the radio compartment, drill the holes to mount the lid to the flange. Once again, 4-40 bolts and blind nuts can be used. Drill at least one hole in each corner and two holes equally spaced along the length of the lid. Bolts and blind nuts are preferable to screws because screws will tend to strip out after repeated opening and closing of the radio compartment lid.

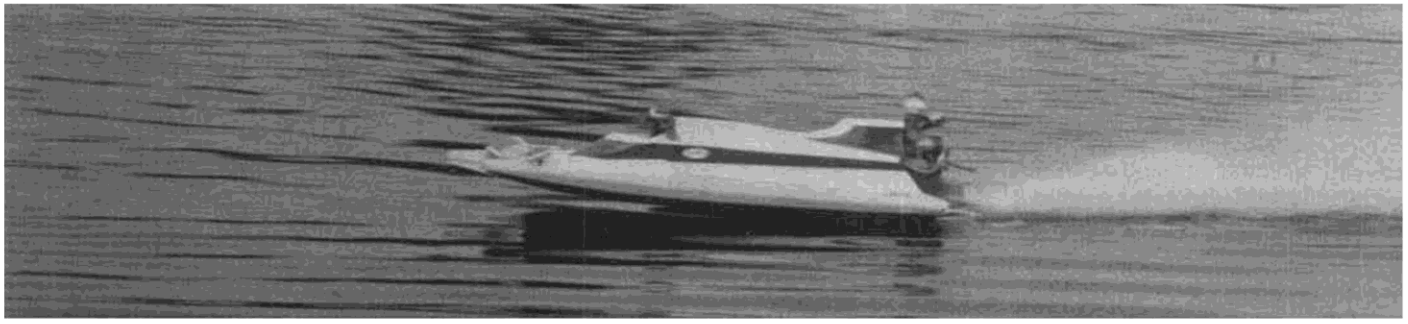
NEXT MONTH WE'LL. . .

This should get you started on the *Spring 7.5*. In my next column, I'll go into the areas of radio installation, motor rigging, finishing, painting, running, and trimming.

Jerry Dunlap, 119 Crestwood Dr. S.W., Tacoma, WA 98498. •

R/C POWER BOATS

By JERRY DUNLAP



The *Sprint 7.5* rides cleanly across the water. Photos by Jerry Dunlap.

Sprint 7.5

Jerry concludes his two-part construction article of a state of the art, outboard tunnel hull racer, the **Sprint 7.5**. See last month for Part One.

• Last month's column was devoted to the construction aspects of the *Sprint 7.5* Tunnel. This month you will find us examining the installation of the radio, motor, finishing the boat for painting, and running hints.

Those of you who compare the photos of the boat this month with the one shown last month will notice that there are some differences besides the paint scheme. This is because the boat used in last month's column was the prototype built from a Dumas *Hotshot 45* kit. The boat in this issue was built from the plans. Between last month and this month's issues, I was able to get the boat painted.

LET'S INSTALL THAT RADIO

Before starting with the radio installation, I'd like to mention selection of a rudder servo. I have no trouble turning the *Sprint 7.5* with a single servo. However, I do use a heavy duty servo to accomplish this task. I believe any of the full-size servos would be adequate.

There is plenty of room in the radio compartment to install servos, receiver, and battery pack without crowding the equipment. A simple servo mounting plate can be made from 1/8 plywood and Hot Stuffed to the sides of the radio compartment. I installed the servos prior to attaching the radio compartment lip. This makes it easier to position the servo mount. One of the photos gives a good idea of where the servos are located.

Over the years, I've used a variety of procedures to connect the servos to the outboard engine. I think my latest method is the simplest yet. Du-Bro 20-inch Flex-Cable is used for both the rudder control and throttle control. The plastic sleeve for the cable is run through the back of the radio compartment frame and Hot Stuffed in place. To connect the cables to the steering bar and throttle arm, Du-Bro E-Z Connectors are pressed into service. It's the quickest, easiest system I've come up with yet to install and connect control linkages. I definitely recommend the use of a push-pull steering system on the 7.5 outboard.

A Du-Bro Kwick Switch is used for mounting the on/off switch. There are a number of whip antenna units available for model boating application. I believe Kraft, Dumas, and Steve Muck R/C Boats have whip antenna assemblies. I have adopted the whip antenna method shown to me by the guys at Model Racing Products. This method uses the Du-Bro Kwick Switch, a 1/8-inch collet, and a piece of piano wire for the whip antenna. The small plastic ball is removed from the Kwick Switch rod and an antenna lead is soldered to the rod on the inside of the radio compartment. The collet is used to couple the whip antenna to the Kwick Switch rod. You end up with a combination on/off switch plus whip antenna.

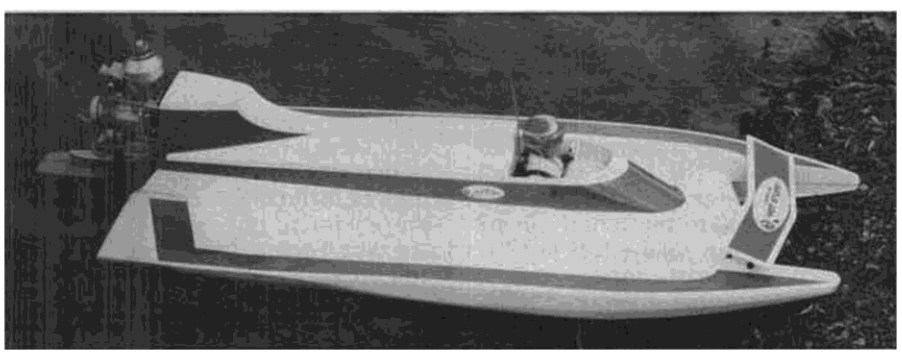
Wrap the receiver and battery pack in foam to insulate them from vibration. It's also a good idea to slip a sandwich baggie over these two items to help protect them from dampness if some water happens to enter the radio compartment. Push the battery pack as far forward in the radio compartment as possible. I placed four ounces of lead ahead of my battery pack for additional ballast.

THE FUEL TANK

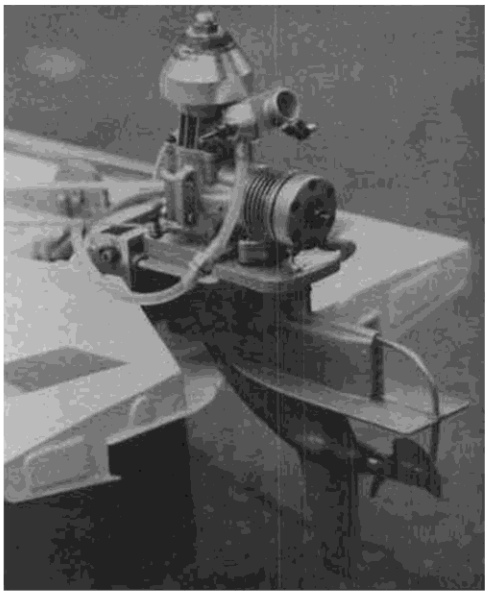
A minimum of 12 ounces is recommended for the 7.5 outboard. Rectangular type tanks seem easiest to mount as they have a flat bottom. Bend the fuel pickup tube into the back, left corner of the tank. Brass cup hooks mounted in wood and Hot Stuffed to the bottom of the tunnel floor will serve as holds for the rubber bands which will keep the tank in the boat. All that remains is connecting the fuel line and the pressure line.

INSTALLING THE ENGINE

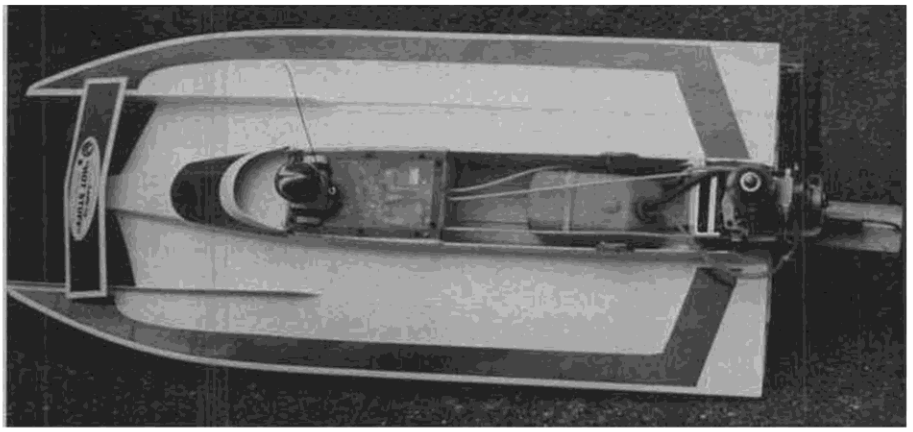
It is most important that an adjustable motor mount (like those available from Prather Products, 1660 Ravenna Ave., Wilmington, CA 90744-1398, or Teague's Model Marine, 8027 Genesta Ave., Van Nuys, CA 91406) be used when mounting



The bow wing of the *Sprint 7.5* figures prominently in this photo of author's beached model.

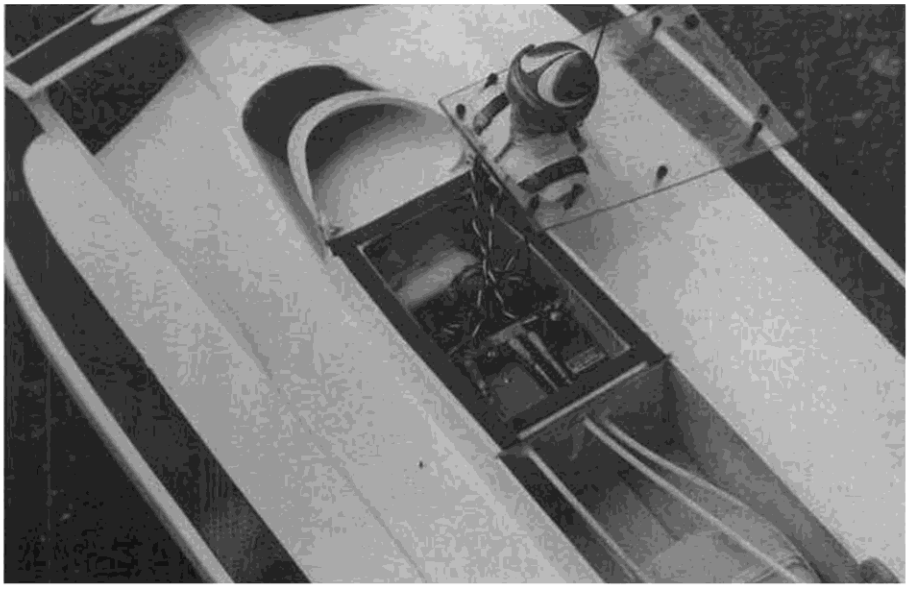


Transom shot shows motor inset, Teague mount, K&B 7.5 Outboard, and an Octura X-450 prop.



With the hatch removed, the "innards" of the *Sprint 7.5* can be seen: (R to L) K&B 7.5 outboard motor, Teague Adjustable Motor Mount, Du-Bro Flex Cable, Sullivan 12 oz fuel tank.

Dash of the prototype *Sprint 7.5* which was built from Dumas *Hotshot 45* kit.



The waterproof radio compartment lid is removed to reveal the R/C system installation. Note that there is adequate room for the miscellaneous gear without crowding.

the K&B Outboard on the *Sprint 7.5*. The last time I checked, an adjustable mount for the 7.5 outboard cost about $25. It is well worth the investment.

Since the plans were drawn and submitted, I have done more experimenting with engine height, and I now recommend installing the motor mount 1/2-inch higher on the transom than what is shown on the plans.

One nice thing about outboard motors is they are very easy to install. It's simply a matter of bolting the adjustable mount on the transom and then mounting the engine to the adjustable mount.

FINISHING THE SPRINT 7.5

The proper preparation of a wood hull for painting will take a little time. When properly prepared, however, a wood hull can have a beautiful finish.

Begin by filling all pinholes and cracks with automobile body putty. Sand the boat thoroughly with 100 to 150 grit paper before applying any paint. Even though it will add some additional weight, I recommend brushing on at least one coat of clear epoxy paint to serve as a sealer. This sealer coat can be thinned 25% to insure good penetration. Sand the boat again after the sealer coat and apply a coat of primer. My personal preference is K&S Super Poxy paints. If possible, *spray on* the primer and finish coats.

After the boat has been primered, check for pinholes and cracks that show up when the primer is applied. Automobile spot and glazing putty works very well for patching up such blemishes. Sand the entire boat again and apply another primer coat. After a light sanding, the hull is ready for application of final colors.

Paint schemes for tunnel hulls are limitless. Maybe the simple patterns I use on my hulls says something about the creative aspect of my personality. I'd much rather race than paint. That's rather evident when checking out my paint schemes. Although a fancy paint job has never insured a heat win, I'd be the first to admit that a well painted boat is pleasing to view as it skims across the water.

If more than one color is to be applied, apply the lightest shade first. Your darkest color should be the last one applied. A useful product for masking off lines if Flex-Mask, a 1/4-inch wide red plastic tape that can be easily contoured. I've found it at my local hobby shops. The use of two-inch wide masking tape will cover areas that are to be protected from over-spray.

The application of striping tapes, decals, lettering, and numbers will assist in adding "finishing touches" to the boat. One of the model boaters in my area recently applied Monokote checkered trim to the deck of the tunnel, and it looks really good. There are numerous possibilities available for finishing a model tunnel like the *Sprint 7.5*. The boat has a definite scale-like appearance that can only be enhanced by a thoughtful paint scheme.

RUNNING THE SPRINT

I am truly excited about the way this boat performs. I have only participated in three races with the *"Sprint"*, and it has won two 7.5 Tunnel events and tied for first in a 7.5 Open race. The one characteristic about this boat that seems very good is the cornering. Please understand, I'm talking about running

Continued on page 86

Sprint 7.5 . . . *Continued from page 47*

the boat on fairly smooth water. I have run the boat on rough water, and it will handle those conditions. However, it is a small boat, and it is best suited for competition on smooth water.

To achieve optimum performance from your *Sprint 7.5* it will be necessary to do extensive testing with different props and engine height settings. To date, I have found three props that work very well. They are the X-450 and X-452 from Octura Models, and the J.B. Products RI-27. When the water conditions are good, the engine can be run at the top of the mount. When water conditions get choppy, drop the engine down on the mount.

Adjustment of the engine towards and away from the transom will affect the ride attitude of the *Sprint 7.5.* For ultimate speed, a bow high attitude is fast. However, this type of ride is extremely unstable and the boat will not corner properly because the sponsons are not able to make proper contact with the water. Experimenting with "kick-in" or "kick-out" will allow the driver to determine the proper setting for different situations. Use a file to scribe a line on the top edge of the adjustable mount to mark where a good "baseline" setting exists. This reference line allows you to come back to a known point.

If the boat is being run on choppy water, there are a couple of things to be aware of when cornering. Because there is no turnfin on the *Sprint 7.5* it sometimes will slide out during a fast corner on choppy water. A good technique to use when cornering on choppy water is to slow the boat down entering the corner and then accelerate at the mid-corner buoy.

Care should also be taken when racing the *Sprint 7.5* against different class boats like Sport 40s or Deep Vees. These designs tend to leave troughs for wakes and can cause trouble for a tunnel boat crossing them. Such troughs are especially tricky when crossed in the corners. I enjoy racing my *Sprint 7.5* against Sport 40s and outriggers because sometimes I can sneak into the first turn and beat all of them out of the corner. However, if I get caught in traffic, it can be rather rough through the corners.

SO, GO GET 'EM

You've now been presented with sufficient information to construct what should prove to be a quick 7.5 tunnel. I would be most interested in hearing from anyone who builds a *Sprint 7.5* as I am interested in sharing his or her thoughts about the boat. As I mentioned earlier in this article, I'm most anxious to see how the *Sprint 7.5* will do in the races I plan to enter this upcoming season. If my preseason testing is any indication, the boat is going to be very competitive. Good luck and go *"Sprint"* 'em.

Jerry Dunlap, 119 Crestwood Dr. S.W., Tacoma, WA 98498. •