

# THE SECOND EFFORT

*A 1989 Hydrostream HST with a 115-mph quarter-mile*

by Scott Benton

photography: Tom Gallo, Jr.



**B**ob Maskos explains, a hint of proud accomplishment in his young voice: "Five years ago we were spectators of performance boating. Now we're knee-deep in parts and know people all over the country. It's been a fast road." He chuckles, sounding very sure of himself. "Next year we want to hold the Delaware Valley Boat Racing Association's quarter-mile record."

## THE SECOND EFFORT

Johnson GT 300 on it so they could race around the Mullica River in south New Jersey, but they quickly decided they needed more speed. A jack plate and nose cone were installed. The boat finished out its first season running 104 mph.

The next season high-compression heads from Second Effort (now the OMC Performance Group) were bolted on. "A local dealer told us the heads would improve performance. We had to install a couple of setback wedges," Bob says, "and this hurt the boat's performance by adding weight. Also, because of the wedges, we put the stock power steering back in, which added an additional 451 pounds.

"We didn't get the added performance we were looking for, however. We were very disappointed. In fact, we thought about selling the boat and starting over."

But after giving it some more thought, Bob and his father decided to start over with the Hydrostream. Reducing weight was their first priority. The floors were torn out, etc. "We knew the motor was too big," Bob



A unique custom cowling accommodates the modified engine.

Bob and his father, Bob Sr., bought the Hydrostream new from a local dealer in their hometown of Sweetwater, New Jersey. "All it had was rick-and-pinion and the steering wheel,"

Bob says about the hull. "We picked it up for peanuts."

The boat was designed as a pleasure model and was heavy—nearly 900 pounds. The Muskoses put an '89





*"We knew the motor was too big, so we started searching for a new gearcase."*

says, "so we started searching for a new gearcase.

Les Calhoun of Mach Propellers had an old Second Effort Formula One gearcase with 0.90:1 gears. And the price was right. So we jettisoned the V-8, keeping the power head. This is when we ran into our first obstacle: The gearcase didn't fit the power head. And we had decided to build everything around the power head."

The Maskoses bought a racing center section and added a spacer plate—a big, hollow block of aluminum. Then they indexed the necessary holes and water passages and installed an adapter plate. The adapter plate measured 2½ inches, the center section measured five inches. Nine months elapsed before it was bolted to the power head, "just like bringing a baby to full term," Bob jokes.

The modifications made the engine's stock cowling obsolete. The Maskoses decided to make their own custom cowling. A mold was made, the fiberglass was laid on, and then it was painted. The result is the unique cowling and cap you see here.

At this point Bob and his father ran up against the second obstacle: The motor no longer fit on the boat. "This was the biggest headache of the entire project," Bob says. "It was ten inches too short."

Eight inches were cut off the transom to accommodate the newly designed engine. Then an additional 476 pounds were stripped from the boat.



# 82.1 MPH

*Tested by Mercury:  
Fastest Stock Production  
Powered single I/O*



## LAVEY CRAFT 20.8 TUNNEL

Other: 18' Bowrider  
Models: 20'8" Bowrider  
Available: 22'10" Bowrider/Closed Deck

POWERED BY



The Only Logical Choice  
For Dependable Performance

A speed of 82.1 MPH was achieved under  
ideal conditions with a professional driver.  
See speed guarantee in model.

### LAVEY CRAFT BOATS

2871 Regle Way # 103

Corona, CA 91719

(714) 273-9690

Avail. CO. (800)40-8885 Ontar. (905)34-2962

Protected Dealer Territories Available.

## THE SECOND EFFORT

The boat now weighed 575 pounds, though some weight was gained by the addition of a few strategically placed gaskets and stringers. A new back deck was installed, as was a center steering wheel and a dashboard.

But here again another obstacle was met: The Maskoses needed to design and build a custom clamp. One was built and installed. Also installed was hydraulic trim and tilt. "With the motor bolted on," Bob says, "our next step was to squeeze every last drop of horsepower out of it. To accomplish this, we called Ron Baker of Baker Marine Support [Antioch, Michigan]. He ported the engine as well as gave us a number of key pointers.

"We bolted up a Flexplate flywheel with a high-output ten-amp starter, modified power packs, big-bore carbs, Boyesen dual-stage reeds, a modified crankcase. Then the intake ports were raised, exhaust ports were opened, finger ports were added, pistons were ceramic- and silicone-coated, and OMC Performance Group 42cc high-compression heads were bolted on.

"When everything was finished," Bob says, excitement growing in his voice, "we started it up in the yard and were just happy it ran. After that we took it to the river—" He pauses for effect. "It took off like nothing I've ever been in." Horsepower was 375 at 2500 rpm.

A radar gun was drawn, and over a half-mile stretch the boat clocked 127 mph running a 24-inch prop. Bob says, "It was in no condition to drag race, but it had a hell of a top end."

That season the boat ran in Unlimited class and posted 9.95 to low 10s for the quarter-mile. "When we drag we run a 10'6" x 19" three-blade cleaver," Bob says. "For top end it's an 11'6" x 21" three-blade cleaver."

He adds modestly, "My father is the brains behind this boat; he's always been a 'gearhead.' But without Ron Baker of Baker Marine Support, Jerry Edmunds of OMC Performance Group and Randy Pierson of Avon Marine, we might not have achieved what we did."

## HOWARD CUSTOM BOATS

A TRADITION OF TRUE EXCELLENCE



NEW for 1992

20.5' OPEN BOW

22' OPEN BOW

15 MODELS TO  
NOW CHOOSE FROM  
2 BRAND NEW ONES.

- 22' SPORT TUNNEL
- 25' MAGNUM CRUISER

POWERED BY



Be the Only One of Your  
An Dependable Performance

OVER 30 YEARS EXPERIENCE IN BUILDING  
THE FINEST CUSTOM BOW BOATS

### HOWARD CUSTOM BOATS

16000-B MONTOYA ST.

IRVINGDALE, CA 91706

(818) 334-4494