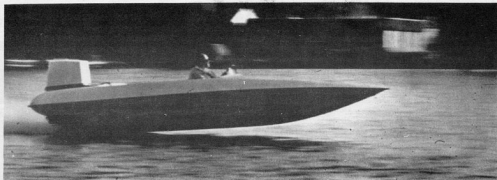


SWITZER DOES IT AGAIN

just in time for your water sports!



Testing. testing. testing...

1976 Switzer GL-20 (outboard) shown is an early prototype before final styling. (We make it run good before we make it look good.)

On a speed test run in November, 1975, the boat exceeded 80 m.p.h. with an OMC 200 h.p. outboard engine. With the same engine and five adults in the boat

(gross load 2,040 lbs.), the boat ran 73 m.p.h. All speeds were taken with a Keller calibrated speedometer.

Note the level ride and the small wetted surface. Note that the engine is not trimmed in or out.

Driver shown is Dave Switzer.

"WHEN THE WAVES ARE HIGH

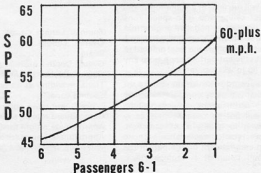
— WATCH THE



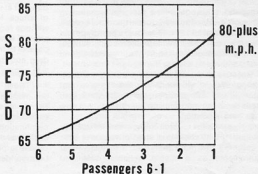
GL-20's GO BY"

THE FIRST TEST RESULTS ARE IN...

MerCruiser 188 h.p. Stern Drive



200 h.p. OMC Outboard



In performance. they're unfair to competition.

Which Switzer is for you... Outboard or Stern Drive?

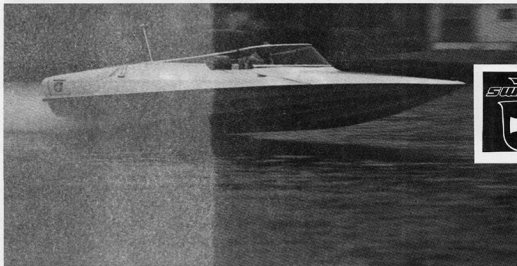
Here's where real fun begins.

Skiing...

Cruising...

Chasing...

Whatever.



Switzer GL-20 Stern Drive. This boat was tested in February, 1976, with a 188 h.p. MerCruiser. 60 m.p.h. imagine..... This represents a 20% improvement for that engine in convention hull designs. We think our GL-20 stern drive will take the reins off any engine.

The horsepower rating for stern drive and jet options is unlimited for this hull. Dave Switzer is shown driving the test boat.



Switzer GL-20 Outboard. Rated for 200 h.p. outboard. 80+ m.p.h.



We think the most important thing about this series is that it is an outstanding design by any number of standards. You may recall that we started talking about this boat over a year ago — sounding as though production were just around the corner.

In the winter of 1974-75 we built a prototype and tested it several times. While we learned a great deal from it, performance fell short of our standards and we decided not to market the design.

Because of the press of work during the boat-building season, we were not able to give that prototype our full attention for modification and further development until late fall of 1975. But now we have a boat!!!

It meets Coast Guard requirements for 200 h.p. outboard and 10 choices of stern drive power, plus jet options. But more than that, it meets Switzer requirements as a stable, reliable, safe and

maneuverable boat that also excels in performance.

Our boat will not have transom failure. It will be buoyant at rest. It will run level at an optimum angle of attack for water skiing and high-speed runs without requiring positive or negative engine trim angles. It will run free with the lower unit thrust-line parallel to the water. This offers the least amount of drag and the most efficient performance from any size engine in the 85 to 280 h.p. range.

There will certainly be other boats of comparable size that will carry comparable power ratings and other certifications. Some will be excellent, but it will not be because they carry certifications relating to quality of construction, design and performance characteristics. Those require a personal commitment on the part of the boat builder.

SPECIFICATIONS

Gunnell Length GL-20.....	20'
Overall Length	19'2"
Beam	92"
Overall Depth / excluding windshield	39"
Cockpit Depth / gunnel to floorboard (maximum)	30"
Transom width / at water line	81"
Seating capacity	6
Coast Guard rated / outboard	200 h.p.
Coast Guard rated / stern drive or jet	unlimited
Approximate weight for Outboard	800 lbs.
Approximate weight for stern drive
..... starts at 1,800 lbs. with 120 h.p. stern drive

The Switzer name has appeared on good boats for thirty years. We believe the Switzer GL-20 is the finest boat we have ever made.

Dave refined the design after each test run until the final test when we both were satisfied with it in every respect.

At Switzer we don't just make boats — our goal is to advance the state of the art. Our boats are built by a family of dedicated boatbuilders who continue to seek the ultimate in performance with safety. For more than 30 years the Switzer team has maintained a standard of performance, safety, quality and styling that has been envied and imitated.

In Switzer designs, form follows function. There are no design or styling gimmicks on our boats. Every feature is included because it serves a

purpose. The transoms have a curved back angle molded in to handle the torque of today's higher horsepower engines, both outboard and stern drive. The sleek air scoops ventilate the engine compartment. Our handsome hardware is recessed or flows into complementary lines. The swim deck is molded as an integral part of the deck for greater beauty and strength. The swim deck enhances the appearance of the boats, to be sure, but the practical performance functional quality of this accessory has made it our most requested option.

If you want a boat for skiing, cruising, chasing — or if you just want to be the hottest boat on the water, the Switzer GL-20, fitted with the right motor and propeller for your particular interest, will meet your needs. It is a family boat with the spirit of a competitor.

SWITZER the one all others look up to...

SWITZER GL-20's

MAKE ANY ENGINE RUN BETTER

PERFORMANCE ENGINEERED

Switzer dealers know our boats live up to expected performance standards. We know how to take the complaints out of the boat business and we have some very real design innovations in our Switzer GL-20's.

The boat is extremely buoyant at rest even with the largest outboard engines because of the wide beam aft.

We have "step tricked" the 23" high transom, yet allowing for a standard 20" long shaft engine to be used with either aluminum ski prop or custom stainless high speed prop. There is NO CAVITATION on takeoff. This is an all-around boat capable of performing well with engines from 85 h.p. on up through 280 h.p.

The rear end of the hull is designed with swept back corners that give added flotation at rest and a reversed transom curvature that is stronger than flat to accommodate new engines in the 350-400 lb. range. We have also provided for ease of installation.

Transom failure has been a major factor with the new large outboard boats in tests. Our GL-20's have met that challenge with absolutely no transom problems. Our transom construction was used in tests at Mercury with their 1750 and by O.M.C./Propeller Engineering Division for over 50 hours with their 200 h.p. motor. There were no transom problems whatsoever.

Any boat can meet the Coast Guard length and width formula for horsepower ratings, but experience is needed to engineer the skin and framing required to meet the thrust, stress and weight demands of today's engines. Switzer Craft has the experience as well as the personal commitment to do the job right.

Our soft ride is the result of an extremely deep V hull that tapers from a 30° V... with variable strakes of planing surfaces at different offsets — each designed to carry the boat on a level planing attitude from the initial takeoff to flat out speed with minimum wetted surface. (See photos)

The impact surface of this hull is behind the cockpit area rather than in the mid-section. Putting the point of contact aft of the passenger area results in a magic carpet ride.

STYLING

Many people buy on looks alone! We think looks are important too, but we believe form must follow function, and we have tried to exemplify this principle in our design. Our GL-20 features a long, sleek and racy look plus the usual Switzer quality and attention to detail.

COMFORT AND CONVENIENCE

We know that interior alone closes many sales, but we also know that plush seats in hard-riding boats are no

bargain; but we have it all — the beautiful interior and the soft ride.

So often sporty boats have sporty windshields that you look over and not through. Our windshield is a functional part of the styling and the rider sits nestled in the deep cockpit to look through the windshield. There is excellent visibility to the water over the downward sloping forward deck, plus real wind and bug protection.

Side storage will be carpeted and plush, but more important, will be roomy to accommodate those expensive personalized skis and other gear.

We think the cockpit is very roomy overall and its depth will give that feeling of safety that we all like — especially for the children.

Our seating can be customized like a pro ski boat with the rider's bucket seat reversible.

Ample space under the dash in all our seating options allows generous clearance for belly and leg room behind and under the wheel.

We have developed an all-new ski masthead for the ski tow bar. The new head permits faster line connections. Furthermore, it permits the use of multiple lines to swivel a full 360° for those 180° tricks.

DEALER ADVANTAGES

Many a sale is lost because the varied interests of a family cannot be met with one boat. Mother may want the safety of a deep cockpit, the kids want to ski, and maybe Dad on occasion wants to just let it all hang out. The GL-20 does it all.

A dealer can put the Switzer GL-20 on display to show the newest in outboard motors — yet, if the package price is too high, he can change engine and trailer sizes on short notice. No need to invest in a big California-type ski or jet with fixed power that doesn't allow room to maneuver a sale.

This boat will appeal to the high-performance crowd and the outboard ski buff, but it will also meet the needs of the family stern drive pleasure boater because of its easy handling, safety, stability, storage space and cockpit depth.

Another thing — we have designed a dash that will make visibility of instrumentation easy for the driver.

Finally, all too frequently, after a sale has been finalized in the showroom, the next voice heard is from the rigging room complaining about what a dog this or that boat is to rig and get customer-ready. We have tried to make dealer installation easier than ever. Our engine, throttle and instrumentation surface make final installation possible at minimum labor cost. The boat will be standard with a built-in gas tank and fuel gauge all wired and ready to go.

Original Design and Engineering
David M. Switzer

Personalized Sales and Service
Robert L. Switzer

If you have any questions, see your Switzer dealer, or write or call
Switzer-Craft, 7109 Pingree Rd., Crystal Lake, IL 60014 815/459-2460

**Gives the most return
...for your investment.**