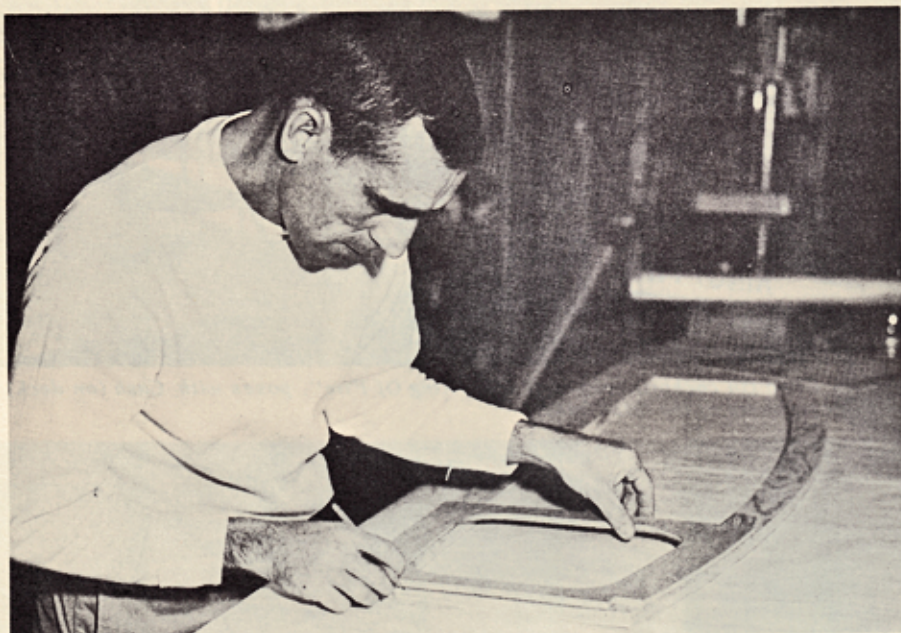
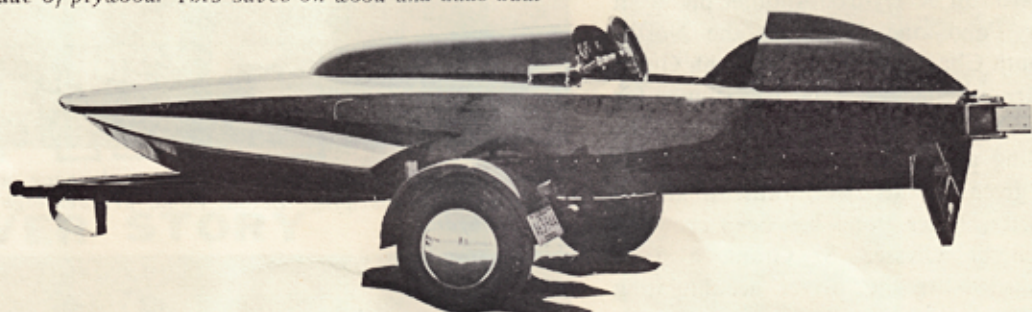


BUILD YOUR OWN 280 HYDRO

designed by
Walt Milosevich



Boat builder Walter Milosevich carefully lays out each individual frame that will go into the construction of a 280 over full size drawings, assuring uniformity. The frames are made of Sitka Spruce, backed with plywood gussets (shown above). The deck arch of the frame (arched section) is made of plywood. This saves on wood and adds additional strength.



We have had more requests for this month's plan than any other and rightfully so, as the 280 class is by far the most popular due to its low cost factor. For the most part the Chevrolet 265 cu. in. engine is used. But, do as you see fit. This particular hull was set up and thoroughly tested with a Ford. We found it gave tremendous acceleration due to its low rpm range, where its torque is highest, but lacked a good 5 mph on the longer straight-aways (courses of 1½ miles or longer). Thus the Chevy makes for a better 280 mill.

Remember—The 280 class is strictly stock! DON'T touch your engine until you have a complete set of tech specs from the A.P.B.A. All parts used on the engine must be listed by the manufacturer as stock replacement. No polishing of ports, manifolds etc. allowed. Balancing is o.k. But, you may not deviate from the original tolerances. I have seen cases where an entire field of 12 280's have been disqualified due to

what the drivers felt were insignificant rule infractions - nevertheless the rules are there. This may sound like it's going overboard, but it is one of the reasons why the class is as popular as it is. The owner doesn't have to spend lots of dough to win a race.

The plans included this month are for the basic hull construction and we haven't gone into much detail concerning hardware etc. However, let me warn you - Don't cut corners by trying to weld up your own rudders etc. Remember, this boat will give a ride at nearly 100 mph. Get good hardware and running gear. Designer & builder Walter Milosevich can supply all necessary equipment such as fin, steering assembly, rudder, quadrants, stuffing, boxes, shafts, etc. For the present concern yourself with getting the hull started. If you have had little experience in the limited inboard field, don't try this on your own, without help from someone with experience. We realize we have many readers itching

to get started in racing, but please start right. It would be impossible to try and tell the beginner all there is to know about racing. Experience is still the best teacher. So, if you're green and don't know anyone presently running, drop us a line. We will try and line you up with someone in your area that can be of assistance. Clubs are always anxious to have new blood and are more than willing to lend the rookie a hand. We want you to get started on the right foot. If we have too many inquiries concerning finishing touches, we will have a follow-up article in two or three month's. Oh yes, Milosevich does have full size rib drawings and plans available for around \$35. They would be of the most benefit to the builder. His address is 233 Ninth Ave. S., South Saint Paul, Minnesota. Engine cover, cowling with built in dash, and tailpiece is also available. He is also the source of good 5 ply plywood.

- The Editor