1979 POWERBOAT MAGAZINE PERFORMANCE TRIALS

# STARCRAFT • CAN AM TURBO CARRERA LONG

***"Overall directional control was predictable as the Turbo Carrera went where it was pointed."***

It used to be a relatively simple matter to own a really high performance jet day cruiser. Four hundred plus horsepower V-8 engines were in plentiful supply. One hundred octane gasoline flowed freely from gas pumps on nearly every street corner. Those were the days, but they exist no more. It's now 1979 and hot boaters must contend with such obstacles as low compression engines, no-lead gas and stricter sound regulations.

For those and other assorted reasons, it's getting more difficult to truly enjoy the excitement and thrill of driving a geniuine piece of performance machinery. Fortunately all hope is not lost however, at least not as long as a few manufacturers remain who are willing to use all the latest technology available in order to keep the performance spirit alive.

One such glimmer of encouragement appeared at our western Performance Trials in the form of the Starcraft • Can Am Turbo Carrera. Right from its coal black hull and red-orange-yellow accent color stripes, you could tell that this was a boat intended for those with an inclination for speed and a macho-type appearance.

The heart and soul of this Turbo Carrera hull is a 525 Series Ford V-8 engine from Hardin Marine using Performance First Marine equipment and mated to an "R" pump Jacuzzi Jet Drive. The 525 Series engine is actually the reliable and familiar 460 cubic inch Ford mill with the addition of a complete Performance First Marine turbo kit. The advantages of this Hardin/PFM joint venture are many. Besides having 525 horses available from a basically stock engine, which still possesses a reasonably untemperamental nature, there are such extra benefits as a 90 day guarantee and a national service program to back it up. For those who are interested in the mechanical particulars, the 525 Series will gladly accept pump gas, build turbo boost pressures to about seven pounds, uses water injection to avoid detonation, has a special pressure retard system and is fitted with a PFM valve train kit to insure safe operation up to the 5000 rpm level.

To complement the 525 Series Hardin/PFM engine, the Starcraft • Can Am installs a special "R" Jacuzzi Jet Drive. This pump is designed for high performance applications and is fitted with a stainless steel impeller, custom intake grate and receives a blueprint job to double-check all clearances. This particular model was not equipped however with an adjustable nozzle.

The combination of the turbocharged Ford 460 engine and the Jacuzzi pump proved quite potent as anticipated. Although water conditions were not ideal for maximum speed, the Starcraft • Can Am Turbo Carrera clicked off an easy 71 mph clocking without drawing a deep breath. We were also impressed with the overall throttle responsiveness of the package from idle all the way through wide-open. It was possible to tell when the boost from the turbos came in but this does not mean that the Carrera has a soft or lazy feel at low end as sometimes happens with improperly adjusted turbocharged engines.

The Starcraft • Can Am got on plane with relatively little rpm wind-up by the engine and jet drive. It was no problem to keep the 20 foot hull on a plane with less than 3000 rpm. Overall directional control was predictable as the Turbo Carrera went where it was pointed. However it would have scored somewhat higher in the slalom course test except for the fact that

there was a slight bind in the steering wheel movement to both the left and right. This was undoubtedly a mechanical malfunction in the steering unit itself and something which could be corrected with little difficulty. We feel quite comfortable in stating that the Turbo Carrera is certainly one of the better handling, more responsive jet hulls available, especially after a near twin to this boat won the 1978 "C" class at Rio Balsas River Marathon in Mexico. Any boat that can successfully negotiate five days of rapids, sandbars, rocks and ocean in the most primitive parts of Mexico has to be good.

Taking a close look at the construction of the Turbo Carrera reveals that it is a well built hull, substantial enough to withstand plenty of recreational use. We do admire the courage of Starcraft • Can Am in supplying us with a black hull to evaluate. As many of you may know, black is not a favorite color for most manufacturers since it shows flaws in workmanship much more readily than any other color. As expected, we could detect a few minor dips and wrinkles in the mold work but certainly nothing objectionable considering its overall rich black lustre.

The deck contour of the Turbo Carrera exhibits a fresh styling look. It's considerably more modern and sleek than found on traditional day cruiser hulls.

The interior of the Starcraft • Can Am is done in black to match the rest of the boat. There's no question that it's beautiful with black upholstery and black carpeting but oh what a chore to keep spotlessly clean, and watch out for a 'hot seat' on a warm sunny afternoon. The passenger accommodations are taken care of with a couple of wrap-around full buckets and a bench across the back. There are drink holders attached to the front side of each bucket seat plus additional beverage racks for the rear bench. The cabin area does not have bunk pads but it is instead covered with carpeting. There's not much that the cabin can be used for since headroom is extremely limited. Because of its high performance nature, Starcraft • Can Am equips its Turbo Carrera with a foot operated accelerator pedal. Changing the direction of the jet flow to actuate forward, neutral and reverse motion is accomplished with a side mounted single lever handle.

Maybe it's not as easy to own a true 'hot boat' as it once was, but there are still ways, even in the face of more government controls and restrictions. The Starcraft • Can Am Turbo Carrera proves that.

## HULL SPECIFICATIONS

| | |
|---|---|
| Make/model | Starcraft • Can Am Turbo Carrera |
| Hull configuration | Semi-vee |
| Length | 20'1" |
| Beam | 84" |
| Hull weight (without engine) | 850 pounds |
| Construction process | Hand lay-up |
| Passenger capacity | 5 persons |
| Retail price as tested (not including trailer) | $13,800.00 |

**STANDARD EQUIPMENT:** Seating for five passengers, stainless steel-brass and chrome or black anodized deck hardware, 100% nylon with latex backed carpeting, 38 gallon fuel tank with electric gauge selector, polished aluminum battery box (Sears Die Hard battery), all equipment Coast Guard approved.

**OPTIONAL EQUIPMENT:** Turbocharged Ford or Chevrolet Hardin Marine engine, "R" pump (blue print/modified intake), polished aluminum fixed cavitation plate, Ellis trailer with 8 inch deep dish wire wheels and 70 series radial tires.

**Address of hull manufacturer:**

Starcraft
2703 College Avenue
Goshen, IN 46526

## ENGINE SPECIFICATIONS:

| | |
|---|---|
| Make/model | PFM/Hardin Marine 525 Series Ford |
| Cylinder type | V-8 |
| Cubic inch displacement | 460 |
| Maximum h.p. at rpm. | 525 at 5000 |
| Type of fuel required | Premium ethyl |
| Special features | Water injection, pressure retard system, restricted to 7 pounds boost, PMF valve train kit. |

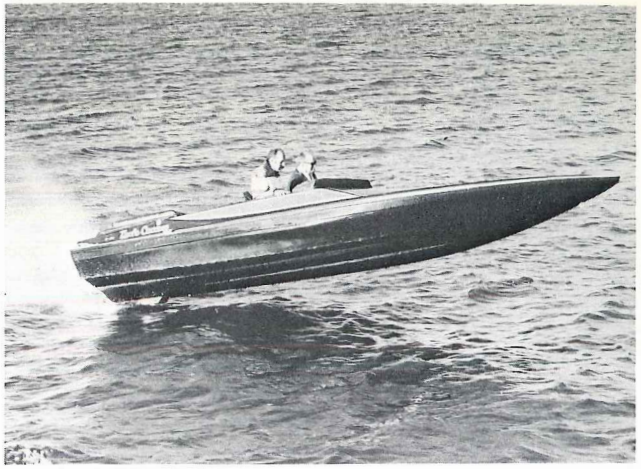
## PROPULSION SYSTEM

| | |
|---|---|
| Drive | Jacuzzi Jet Drive "R" Pump |
| Impeller size/type | "A" stainless steel |
| Special features | Blueprinted and "R" intake |

## TEST CONDITIONS

| | |
|---|---|
| Water conditions | Light wind chop |
| Air temperature | 76° |
| Wind velocity | 7 mph |
| Barometric pressure | 29.8 |
| Humidity | 55% |
| Test driver | Bob Nordskog |
| Test observer | Dick DeBartolo |
| Ski driver | Bob Brown |
| Ski observer | Stu Korsen |
| Skier | Mike Suyderhoud |
| Weight of skier | 185 pounds |
| Length of ski rope | 75 feet |

## MEASURED PERFORMANCE DATA



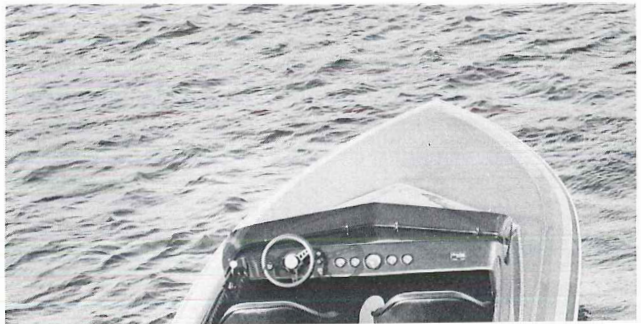
## CONSTRUCTION-QUALITY-WORKMANSHIP EVALUATION

| | |
|---|---|
| Quality of fiberglass lay-up | Good |
| Mold detail and finish | Very good |
| Gel coat/paint finish | Very good |
| Placement and quality of deck hardware | Good |
| Placement of instruments and controls | Very good |
| Steering system | Fair |
| Throttle controls | Very good |
| Installation and neatness of electrical wiring | Very good |
| Overall engine installation | Very good |
| Installation and location of fuel tanks | Very good |
| Upholstery (material quality - seat padding) | Good |
| Quality and installation of carpeting | Very good |
| Storage volume | Good |
| Special comments | Exciting use of accent paint trim. |

## PERFORMANCE EVALUATION

### LOW SPEED

| | |
|---|---|
| Tracking | Good |
| Throttle response | Very good |
| Shifting of passenger weight | Very good |
| Docking maneuverability | Good |
| Visibility | Excellent |
| Passenger comfort | Good |
| Ease of boarding and debarking | Very good |
| Noise level (in the cockpit) | Good |



# STARCRAFT Can-Am

SERIES

2001

| | |
|---|---|
| Length: | 20'1" |
| Beam: | 84" |
| Fuel: | 38 gal. |
| Seating: | 5 |
| Drives: | Jet-Outboard-I/O |

Starcraft proudly introduces its new California built Can-Am series. The race proven designs have participated in all forms of racing from offshore and river to endurance and 1/4 mile. Can-Am's developer. MIKE STEVENS is known for his eight consecutive National event wins (S.D.B.A. and N.D.B.A.) topped with driver of world's fastest propeller driven boat (206.92 mph. N.D.B.A.).

When you are looking for quality and integrity its Starcraft — performance and styling Can-Am. Let your next boat be a STARCRAFT — CAN-AM.

TURBO-CARRERA

# STARCRAFT Can-Am

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