



HYDROSTREAM VAMP

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Mention the words 'high performance outboard' and the name HydroStream immediately pops into mind. It's difficult to tell just how many speed and competition records this Minnesota-based boat building company has collected over the years, but the list would surely read like a page out of a New York City telephone book.

Besides creating a line of fast moving models, HydroStream has also gained an identity all its own due to the unique and futuristic styling of its hulls. When you see a HydroStream streaking across a lake at a distance, there's very little chance you would mistake it for some other make boat.

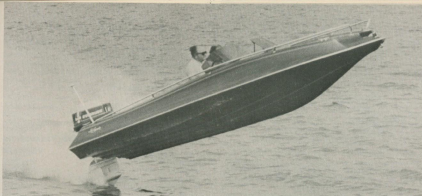
For our '79 evaluations HydroStream provided us with what must be considered a sports car model in the bowrider market. The HydroStream Vamp is a wild, way-out appearing open deck runabout which has excellent performance and practical utility. The Vamp is a modified deep-vee 16 footer which is rated to accept outboard engines up to 140 h.p. However from our impression, the Vamp doesn't necessarily need a 140 h.p. mill and would be adequately powered for general recreational use by an engine as small as an 85. With the 140 however, which in this case was a new Evinrude, the Vamp is an exciting package to drive.

HydroStream hulls all ride with a distinctive trim attitude, especially at full speed. In order to maximize performance, HydroStream boats utilize aerodynamic lift from their widely flared bow. This allows the hull to ride high out of the water, especially with the engine trimmed out, and achieve optimum top speed. The only caution which must be used with a trim attitude such as this is to avoid causing an excessively loose ride which leaves a driver with too little control.

The Vamp is unquestionably a quick and responsive hull. It topped out at a speed of 56 mph in only 12 seconds from a standing start. This was achieved with a rigging combination of engine height and propeller size which would have to be considered conservative. If you were interested in squeezing a few more miles per hour out of the package, but at the sacrifice of low end pulling power, raising the engine an inch or two and a larger pitch prop would certainly crack the 60 mph mark.

For a 16 foot hull, the Vamp gives its passengers a better ride than might be expected. Small wind chop is absolutely no problem as the Vamp skips over the tops with ease. It wouldn't be advisable however to venture far out on a large body of water which might become churned up with little





warning. The Vamp just isn't made or intended to handle large swells and rolling waves.

But for normal lake and river use the HydroStream Vamp is an all-round fine performer. It tracks with steady control and turns well to both the left and right. Only an extremely sharp turn above 40 mph will cause a slight amount of slide. As previously indicated, the hull is most susceptible to engine trim as you can bury the nose or fly the bow depending on where you position the drive unit.

Water skiers shouldn't have much to complain about with the Vamp except it definitely lacks some type of ski tow bar or cleat. The side mounted transom hooks can be used but they're not that convenient. The wake behind the Vamp is small and flat which is a plus for slalom skiers. It's possible however to pull the stern around a bit when a skier is performing some hard slalom cuts. This is not an uncommon characteristic for a small, lightweight outboard boat.

The engine model of this Evinrude is the 140S which means it comes equipped from the factory with power trim and tilt plus a stainless steel OMC SST propeller. The 140 is an excellent engine, the result of years of refinement of the Evinrude V-4 block. For general family boating it's hard to criticize the 140 since it has the power to handle most under 20 foot pleasure hulls plus affording good fuel consumption qualities. The only area where it could stand some further attention is in its low to intermediate speed range carburetor calibration. This troublesome transition zone between fast idle and slow plane showed an inconsistent fuel balance which caused engine rpm to oscillate. This situation can be

remedied with some careful carburetor tuning work.

For some reason, as soon as you step inside the HydroStream Vamp you get this uncontrollable urge to lie down. Probably it's because every seat in the Vamp is reclining, or will recline, at a moment's notice. The main cockpit area has a pair of back to back buckets which stretch out into a sun lounge. In front, in the bowrider section, are two body contoured couches which may look a bit strange but are really very comfortable. Movement within the cockpit is quite good with a walk-thru passage into the bow. The only other unusual feature of the Vamp is a sort of mini-staircase at the nose which allows for easy boarding and debarking from the bow.

Storage volume is certainly adequate for a 16 foot hull with compartments under the seat and along the gunnels where there are pocket racks. The overall detail finish work is above average, especially considering this entire package including engine retails for a reasonable \$6,600.00 less trailer. As always, HydroStream's dazzling metallflake gel coat costs no more and it truly gives each hull a special custom appearance.

Only two minor items which we didn't care for with the Vamp were its tinted windshield and lack of transom step for boarding. The twin wrap-around windshields were just too dark and reduced visibility more than necessary. And as for retrieving a fallen skier or swimmer, the absence of a boarding ladder or step really makes things difficult.

If your boating budget doesn't allow you blank check freedom but you still want performance and looks, consider the HydroStream Vamp. It's 16 feet of high speed fun.



HULL SPECIFICATIONS

Make/model	HydroStream Vamp
Hull configuration	Deep vee
Length	16'6"
Beam	84"
Hull weight (without engine)	800 pounds
Construction process	Hand and chop lay-up
Passenger capacity	4 persons
Retail price as tested (not including trailer)	\$6,595.00

STANDARD EQUIPMENT: Rotary Ride-Guide steering, low profile walk-thru windshield, aluminum grab rail, running lights, teak appointments, deck cleats, body contoured forward lounges, reclining back to back bucket seats, "Coco-LoCo" color scheme, glove box.

OPTIONAL EQUIPMENT: Dual rotary steering, convertible top, side and aft curtains, mooring cover.

Address of hull manufacturer:

HydroStream
2211 W. Co. Rd. D.
New Brighton, Minnesota 55112

ENGINE SPECIFICATIONS:

Make/model	Evinrude 140S
Cylinder type	V-4
Cubic inch displacement	99.6
Maximum h.p. at rpm	140 at 5000
Type of fuel required	Regular leaded (50:1 oil mix)
Special features	Tilt and trim and SST prop

PROPULSION SYSTEM

Drive	Evinrude Outboard
Propeller size/type	13 x 19 3-blade OMC SST II
Special features	None

TEST CONDITIONS

Water conditions	Light wind chop
Air temperature	79°
Wind velocity	4 mph
Barometric pressure	30.3
Humidity	70%
Test driver	Bob Nordskog
Test observer	Dick DeBartolo
Ski driver	Bob Brown
Ski observer	Stu Korsen
Skier	Rick McCormick
Weight of skier	150 pounds
Length of ski rope	75 feet

MEASURED PERFORMANCE DATA

Indicated top speed - calibrated speedometer	56.0
Indicated top speed - stock speedometer	57.5
Recorded top speed - radar speed gun	55.2
Measured top speed - measured 1/8 mile	55.6
Maximum RPM - calibrated tachometer	5900
Maximum RPM - stock tachometer	6100
Time to reach plane	2.3 sec.

Minimum plane speed	16 mph
Distance to stop from 35 mph	160 feet
Time to stop from 35 mph	6.2 sec.
Decibel reading (35 mph at 50 feet)	77 dB(A)

FUEL CONSUMPTION DATA

25 mph consumes	5.0 gph	=	miles per gallon
35 mph consumes	7.5 gph	=	miles per gallon
45 mph consumes	11.0 gph	=	miles per gallon
50 mph consumes	13.0 gph	=	miles per gallon

CONSTRUCTION-QUALITY-WORKMANSHIP EVALUATION

Quality of fiberglass lay-up	Very good
Mold detail and finish	Very good
Gel coat/paint finish	Excellent
Placement and quality of deck hardware	Good
Placement of instruments and controls	Very good
Steering system	Good
Throttle controls	Very good
Installation and neatness of electrical wiring	Fair
Overall engine installation	Good
Installation and location of fuel tanks	Very good
Upholstery (material quality - seat padding)	Good
Quality and installation of carpeting	Good
Storage volume	Good
Special comments	Unusual interior seating arrangement, very comfortable



PERFORMANCE EVALUATION

LOW SPEED

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

CRUISE SPEED

Tracking	Excellent
Throttle response	Very good
Slalom course at 20 mph	Good
Slalom course at 30 mph	Very good
Slalom course at 40 mph	Very good
Right turn	Very good
Left turn	Very good
Wake jump	Good
Visibility	Very good
Ride comfort	Good
Noise level (in the cockpit)	Very good

HIGH SPEED

Tracking	Very good
Throttle response	Very good
Right turn	Very good
Left turn	Very good
Visibility	Very good
Ride comfort	Good
Noise level (in the cockpit)	Good

WATER SKI EVALUATION

Low speed maneuverability	Excellent
Take-off power	Very good
Tracking consistency of hull	Fair
Throttle sensitivity	Good
Visibility at idle	Very good
Visibility coming on plane	Fair
Visibility at speed	Very good
Wake	Very good
Ease of boarding and debarking	Fair

