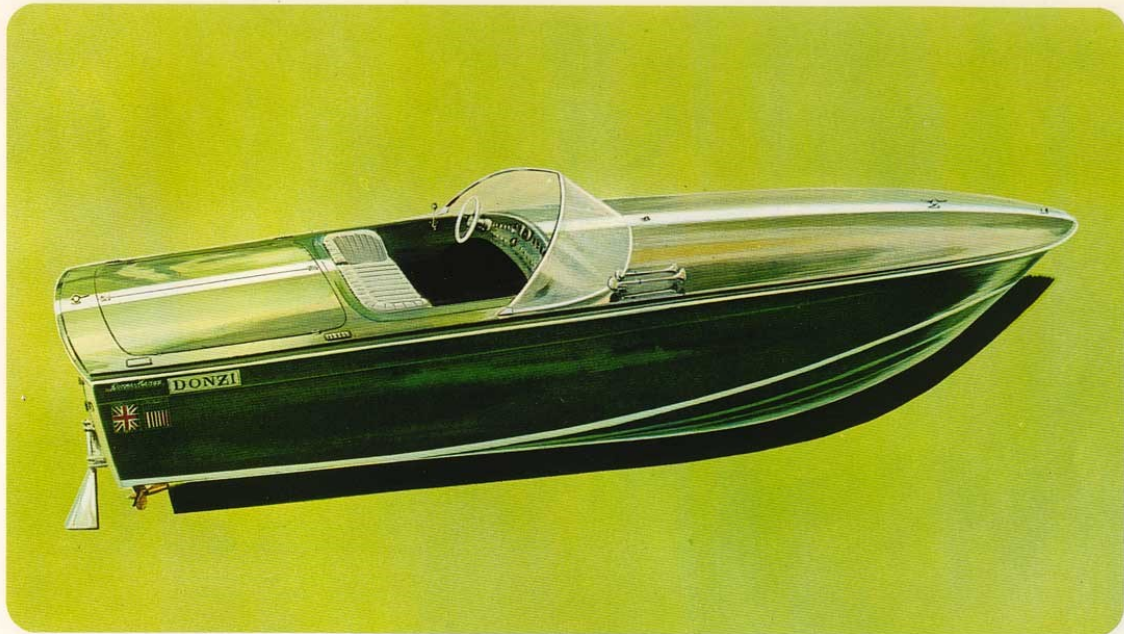


## **Production Changes on The 19 Foot Hornet**

**Starting in 1964 the 19 foot Hornet was one of the “Original 3” boats in Donzi Marine’s model lineup. The Hornet was produced from 1964 until 1976 and during that time underwent several production changes. The hull based on Don’s racing successes was advertised to reach speeds in excess of 60 mph and made from high impact fiberglass. There were 2 model Hornets the Bench Seat and the 2+3, in total 96 hulls were made .The following are some of the changes made to the model over its lifespan.**

**The early Hornets were setup as gentlemen’s racers with a single bench seat. The Hornet was also called the 7 litre in an effort to market it to a race crazy nation at the time. The country had fallen in love with Trans Am, Le mans, and stock car racing. The hornet was marketed as the race boat you take home and powered by Big Block Power from the Big 3 mated to a V-Drive it was fast for its day. In late 1968 for the 1969 model year they reworked the deck to incorporate the Donzi classic 2+3 seating with 2 buckets up front and a back bench seat.**



# 19

#### HORNET 7-LITRE

A red-hot sport-speed-ski boat, the Hornet is a refined version of the famous Donzi 19 ocean racers, which were hailed as "the most spectacular rough water boats ever built." Sleek as the finest sports cars and just as responsive, she will top 55 mph with standard power, and available power options will give her speeds in excess of 60 mph. Hull details, finish, cockpit, controls and underwater gear are Donzi Custom—the finest in the boating world. And her one-piece hull of laminated, high-impact fiberglass is tremendously strong and virtually maintenance-free.

**From the 1967 Catalog.**

**The first change was made to the 4 rear deck vents. On the early boats the vent was a flat louvre vent mounted on a raised rectangular pad. Boats with the raised vent pads are one of the first 32-33 hornets made. Sometime in late 1967 the raised vent pads were removed and the vents were the clamshell vent used on other Donzi models. The vent was mounted directly to the deck covering the hole in the deck.**



**The raised Deck Vents.**



## **The Clamshell Vents.**

**The next change was the dash. They used four methods to mount the gauges. On Daytona Turbo models the gauge cluster was cut directly into the dash. They also used three different dash plates on the Hornet models. The first was the same dash plate that early 16 SkiSporters had a 5 gauge cluster arched at the top. The second was a rectangular plate with the angled sides, housing 6 Gauges. The last was a rectangular plate with 6 gauges the two smaller gauges on the sides were set diagonally.**



**Daytona Turbo boat with Gauges cut directly into the dash.**



**The Early 16 5 gauge cluster style dash plate.**



**The first of the 6 gauge cluster plates, the smaller gauges are parallel.**



**The 6 gauge cluster with the smaller gauges set diagonally.**

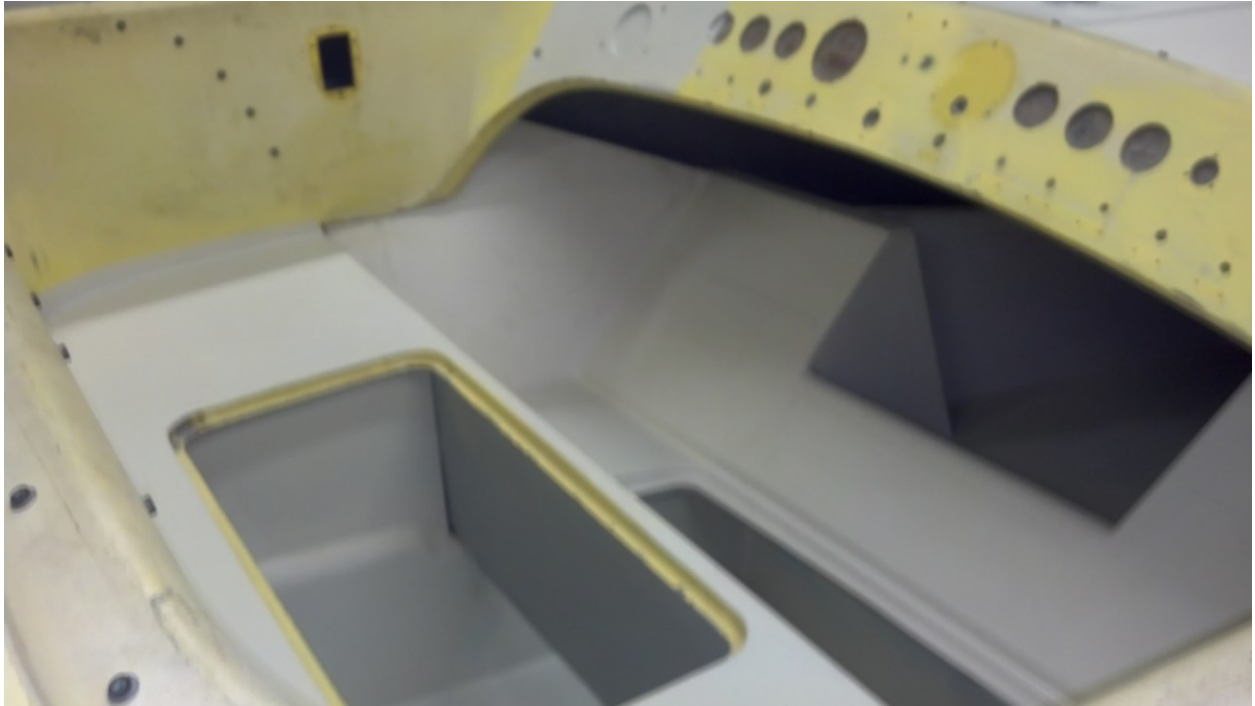
**The next change was made to the cockpit. The lower lip of the dash on the boats produced prior to late 1968 swept back to the seat base. On boats produced after late 68 the lower lip on the dash swept down to the floor. This change was for the 1969 model year, which is also the year the Hornet 2+3 was introduced. From 1969 to 1971 Donzi made both models the Bench Seat and the 2+3. After 1971 just the 2+3 was made until 1976 when Hornet production stopped and the 20 foot Hornet II was introduced.**



**The Bench Seat Hornet was unique in construction compared to its smaller siblings the 16 and 18. In the 16 and 18 the floor was part of the deck mould , on the Bench Seat the floor was part of the forward ski locker. The locker was installed in the hull and the deck was installed on top of it.**



**The 10 foot floor ski locker on the Bench Seat Hornet with the floor storage locker opening at the bottom.**



**The dash lip on the pre 1969 Bench Seat. The bottom lip sweeps back to the seat base underneath the shifter cut out. The side wall of the locker by the foot well is also diagonal.**



**Another shot of the dash lip on a pre-1969 boat.**



**The dash lip on a 1969 boat sweeps down to the floor and the sidewall by the foot well is not diagonal.**



**Finally the major production change in the 19 foot Hornet was the 2+3 seating.**

**It should also be noted until 1968 all Hornets were v drive due to the high horsepower . The outdrives of the time could not handle high horsepower well. In 1968 with the introduction of the Volvo Penta AQ250 outdrive which was much stronger than any other drive, the first I/O hornets are seen. By the early 1970s the I/O takes over and the v drive goes away.**