

# ANTIQUE OUTBOARD NEWS

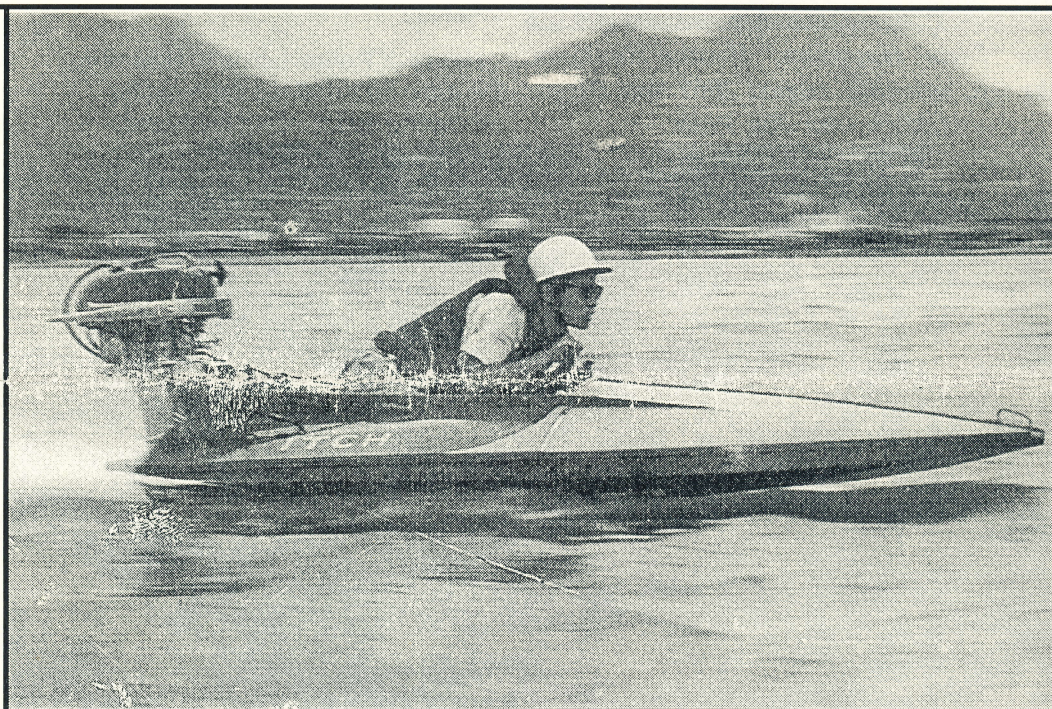
SOUTHERN CALIFORNIA CHAPTER, MAY, 2003, Volume 5, Issue 3

## Who Won The Henry J. Kaiser Outboard Racing Trophy? See Page 2 . .

**A**ntique outboard racing, as organized competitive events, dates back to the middle 1920's, when outboards were first made large enough to plane light flat bottom boats. The first motor credited for doing this was the 1926 Johnson model P-30, developing 6 h.p. at 2500 r.p.m. It established a phenomenal speed, for its day, of 16.15 m.p.h., a new world record for outboards!

There may have been informal races between displacement type rowboats before 1926, but the ability to make a boat plane opened up new possibilities for competition. Evinrude followed with the 8 h.p. Speeditwin Model T in 1927, and the 16 h.p. Model U Speeditwin in 1928. They also introduced the world's first 4 cylinder outboard, the 18 h.p. Elto Quad in 1928. (See ad on back page) Johnson, meanwhile, advanced its offering up to the 13 h.p. 30 cubic inch model P-40 in 1928, and also the 50 cubic inch TR-40 Giant Twin, rated at 25.75 h.p. At 50 cubic inches, the largest displacement two cylinder outboard manufactured

*Continued on Page 8*



***Itching to race? Here are some tips***  
***By Eric Gunderson, Northern California Chapter***

**R**unning a racing engine is probably the most exciting part of the Antique Outboard scene.

*Continued on Page 7*

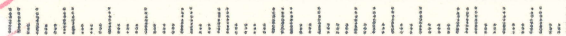
Antique Outboard News  
37230 Wildwood View Drive  
Yucaipa, California 92399

Frank Fowler(2-1-004)  
4918 Coldbrook  
Lakewood, CA 90713



**DRIVE CAREFULLY  
TO MEET US JUNE 14TH  
"NO MATTER THE PRICE, NO MATTER HOW NEW  
THE BEST SAFETY DEVICE  
IN THE CAR IS YOU"  
\*\*\*Burma Shave\*\*\***

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# Our Chapter Member, Weston Hook, Won That Race!

Continued from page 1



Our "Flyin' Hawaiian," Weston Hook, on the left, enjoying August 2002 San Diego Meet with Jim Pratt.

Stock outboard racing proved popular wherever there was water. On our front page, in 1950, is speed buff **Weston Hook** in Hawaii. The "Flyin' Hawaiian" concentrates on keeping his Mercury KG7H powered hull skimming towards the checkered flag.

**Did he win the race?** Indeed he did!

Here is what Weston had to say about this exciting event in his life: "I was fortunate enough to race boats for many, many years - got to play when I was young and not have to wait until I got older.

**Henry J. Kaiser** came to Hawaii in the early 50's and did the most for promoting and building the island.

He built the Hawaiian Village Hotel. He was a noted boat racing person - also racing on Lake Tahoe. While in Hawaii he brought an Unliminated Hydro Plane with the aspirations of setting the world record. But, he needed a driver, so he contacted the Hawaiian Powerboat Association.

I was selected to drive in this race and won the Henry J. Kaiser trophy in a class of 12 boats.

I still have the boat and motor I raced with in college."

What is Weston Hook's secret to a winning, happy life? His reply, "**No matter what, always think positive!**"



*Is this Gerry Coats & Darryl Webber "flying" neck-n-neck for the finish line at the Eastern High Sierra Antique Outboard Race May, 2003?*

*Note, both are Merc powered.*

*What a race!  
Who Won?*

# Surprise! Look Where We're Meeting on June 14th . . . Newport Harbor Nautical Museum

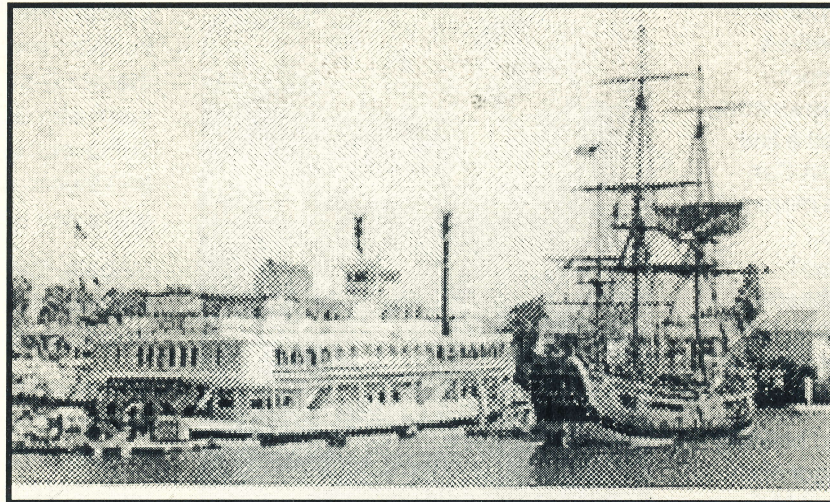
**T**his is the museum that **David Vaughan** has several of his perfectly restored antique outboards donated, and on display!

We hope that this new location proves enjoyable for all. It is our understanding that the museum itself does not open until 10:00 a.m., therefore we shouldn't have difficulty finding a parking space. However, it is a Saturday, and just to make sure I plan on arriving no later than 8:00 a.m.

The address of the Newport Harbor Nautical Museum is 151 East Coast Highway in Newport Beach. Both **David Vaughan and George Kent** are familiar with these surroundings and can answer any questions you may have that will not be answered on this page.

**Directions: From Pacific Coast Highway going North:** The museum is between Bayside Drive and Dover Drive. Turn **LEFT** onto Bayside Drive and then immediately **RIGHT** into the Yankee Tavern Parking lot. Continue straight past Mama Gina's Restaurant and you will see the museum at the end of the parking lot.

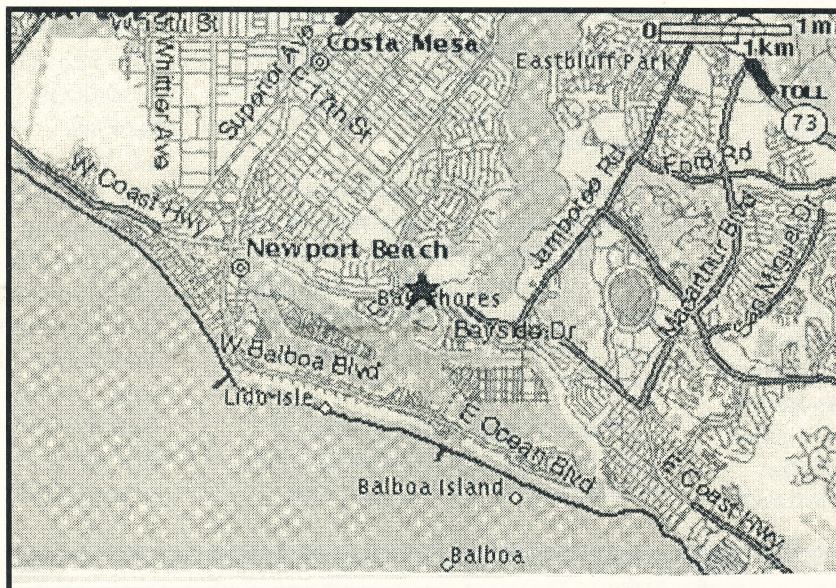
**From Pacific Coast Highway going South:** The museum is between Bayside Drive and Dover Drive. Once you cross the bridge over the Back Bay (you can see the Museum Riverboat on the Right) move into the right lane and turn **RIGHT** into the Balboa



Marina then **RIGHT** again and drive to the end of the parking lot.

**By Boat:** Enter Newport Harbor and sail past Linda Isle towards the Back Bay. Tie up to the Museum dock for Free during your museum visit. They have 10' draft at high tide. Note: Dock space may not be available if a Tall Ship is visiting. Call ahead for dock information to Marshall Steele (949) 675-8915.

**It is important that you BRING OUTBOARDS TO SHOW**, the museum may be counting on us to help boost attendance, and there will undoubtedly be lots of people with whom to talk and show



our beautiful motors. **Bring family and friends - It should be lots of fun!** In the meantime, check out their Web Page at [nhnm.org](http://nhnm.org).

I understand that there is an upscale restaurant close by - We are providing sub sandwiches, drinks and salads for our usual nominal fee of \$5.00. **WE NEED YOUR CALL BY JUNE 9TH TO DETERMINE**

**HOW MANY SANDWICHES TO ORDER AND YOUR ATTENDANCE PLANS.** You have no idea how much work the *courtesy* of your call saves us. So, whether you will be joining us or not, please call:

**Northern Members Call:**  
**Dennis Byrne: 805-498-9621**

**Southern Members Call:**  
**Gerry Coats: 858-272-3642**

**Orange County Members Call**  
**George Kent: 949-589-0678**

**Riverside-San Bernardino Members** Call Steve Hurley: 909-337-2754  
or Lee Kinneel: 909-790-8168.

**\*Look through all your motors and parts** - have you lost interest in a few items? Bring them to sell - we need more items to sell and trade. **Don't forget your show motors!** Let's try to make this an event we'll want to repeat. I'm personally bringing five motors to show - **Craig Butcher** has 2 great new ones. **We are very anxious to see all of you again.** It's been a long time between meets.

# *"The Voice"*

## *of the Southern California Chapter by Lee Kinnel*

**M**ike McTaggart, Chula Vista, California writes: Having seen my name mentioned in the February Newsletter, I figured I had better drop you a line. Since the last August meet in San Diego, I have acquired three more old outboard motors; 1947- 5 hp. Johnson, 1951- 7 1/2 hp. Scott Atwater, 1956 - 7 1/2 hp. Johnson: Two of them need a lot of work, but the 7 1/2 Johnson is in great running shape.

In October of 2002 I started building a wooden boat from plans I got from Tiller Publishing of St. Michael M.D. The sides and bottom are of plywood and the frame and transom are made of oak. All of the fasteners are stainless steel screws and every joint is epoxyed and screwed together. The boat gets two coats of epoxy resin plus epoxy paint. It is similar in appearance to Greg MacDonald's Baby Flyer. It is 15' long and has a 50" beam. By next month it will be ready to launch.

**My wife, Jacquie**, and I have not been able to make any of the meets due to illness. We are planning on coming to this August meet in San Diego. I enjoy the Newsletter, great articles and good information. Keep up the good work.

**Reply: Mike: Please bring Jacquie and your new boat when you come to our August, San Diego meet. Thanks for your swell letter, we look forward to being with you both. (Picture of Mike shown above.)**

**Another great letter from new member, Ron Accornero:**

Dear Lee: Thank you for your nice card and remarks about my joining membership in the Southern California Chapter of the AOMC. It was kind of you to take the time to write! I called after reading the article about your chapter in the January 2003 issue of



*To refresh all our memories, this is a picture of Mike McTaggart, left, being welcomed into our Chapter by John Coultas, August 2002, at Mission Bay, San Diego Meet.*

**The Antique Outboarder** and Mrs. Kinnel sent me a copy of your February Newsletter.

My brother and I are new members of the old outboard hobby since we have both retired and have time to do such things. I still am deeply involved in the restoration of Model A Fords, and Glen is quite a collector of antique fishing tackle. Since we both have had fishing boats (now powered by the required four cycle outboards) for many years, the 'ol knuckle busters are very interesting!

Up here in Northern California we have two meets a year put on by the Nor-Cal Chapter of AOMC - through the fine efforts of **Bob and Priscilla Myers**. When your Newsletter arrived and I saw that Bob Myers was a member, that did it!

Other commitments will keep us busy for a while, but we are looking forward to your fall meet at Lake

Castaic with the free camping thrown in. We have some motors and parts that we want to sell and can bring them with us. I like the old Johnsons 10 hp. and under, and Glen likes the BIG four-bangers that take three men and a boy to lift on the transom!

Again, thanks for your card and we will stay in touch. Yours truly,  
**Ron Accornero**

Thanks to **Bud Barnett**, we have contacted his friend, **Ned Killian** who resides in Costa Mesa - had a nice outboard conversation with him and sent him a Newsletter. Hopefully, he will join our Chapter and experience the ultimate in FUN AND FRIENDSHIPS.

Do you have a friend interested in our group? If so, please contact me or Jackie and we will send a Newsletter right away. Word of mouth is one of the best ways for us to build our membership. Don't hesitate to tell your friends how much you enjoy our Southern California Chapter. They need not own an outboard, just seeking friendships and fun. Eventually, the Old Outboard Bug will bite them too!

**Dennis Evinrude, President, AOMCI National** very thoughtfully sent us a copy of "The Antique Outboarder Archive 1969 thru 1979" on CD. These issues are currently unavailable on back issues from the National. What a great treat this is for us! We took a headcount at our meet and 20 people wanted a copy. I have 15 currently copied. Please call me if you were not at the meet and wish a CD of the first ten years of Antique Outboarder Magazines. For the nominal fee of \$5.00 you can have a copy, (if I can sit and copy that long). **Dennis Evinrude, we thank you for this gift and for all you do on behalf of the AOMCI.**

# Traveling Through Time with David Woodworth



Each time we add a new member it is a real special time for us. Adding new member, **David Woodworth** was no exception.

We knew David was a very interesting gentleman, so I contacted him to interview for our Newsletter - to no avail. Although I left a message on his machine, I did not hear from him and couldn't figure out why. Well, now we know. David called me from New York to say he did indeed get our message and request. What was he doing? He is the National Spokesperson for the R.V. Industry and has been for 13 years. Much of his time is spent filming T.V. shows throughout the U.S. on "Camping Today and Yesteryear." One year, David was the main attractions on the Recreation Vehicle Industry Association's National RV History Tour. Trailering the antique behind a modern motorhome, he visited RV shows, talked to the media, and attended other events across the country, demonstrating the progress the industry has made in building safe and comfortable products. He enjoys this immensely - who wouldn't, as each year he receives a brand new motor home for his efforts. This year he earned a 32' diesel Winnebago Itaska complete with 2 slideouts! What fun he must have!

He hopes to some day establish a museum dedicated to the history of the recreational vehicle, from the earliest days to the present. Each vehicle would be displayed in a lifelike setting for an early rig with a rural campsite, real trees and a real stream running in the background.

And there's more . . . Of course there would be a big campground nearby, maybe 500 or 1000 sites with all the amenities restaurants, performing arts and movie theaters, you name it. And, on top of that , all the companies that produce anything having to do with RV's could have their products on display. You could go to one place and see everything there is on the market - it would be the center of the entire industry.

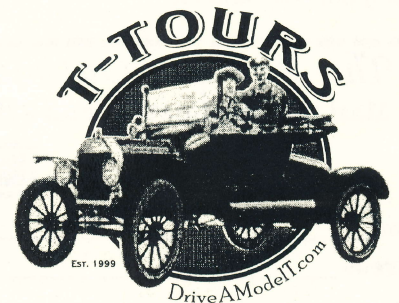
**In our conversation, David Woodworth also said he has at least 30 outboards; Clarke Troller, Dragonfly, Elto, Evinrudes, etc. He was seeking help in their restoration.** Just how these motors fit in with his antique motorhomes, I didn't ask as he was calling from out of town - we need to find out more - does he also have boats? Are they antique too? I didn't keep him on the phone long enough to find out. But, he will be at another meet, and we'll get a chance to talk again. He is pictured above at our most recent Lake Castaic Meet, sharing the motor he brought with **David Vaughan**. Guess what it is? . . . a much sought after, Caille.

It was a pleasure to have him at our meet and we welcome David as a new member, AOMCI.

If you think that's all, think again, David also has a huge stable of antique Model T cars. He has created a T-Touring business. People can participate on one of these tours and

travel through the red-woods, Yosemite, up Highway 1, on the most picturesque roads in America.

Tour Hearst Castle and the nearby coastal towns of Harmony, Cayucos, and Morro Bay. You may travel with a group or on your own schedule with complete instructions on how to drive a Model T. Picnic lunches are prepared in wicker baskets. For dinner, eat in the finest restaurants. Sound like fun? For your convenience, pictured below is part of his unique brochure with telephone numbers:



**T-TOURS**  
19800 Descanso Street  
Tehachapi, CA 93561  
Toll Free 1-866-4T-Tours  
1-866-488-6877  
[www.DriveAModelT.com](http://www.DriveAModelT.com)

S ometime back we started discussing the carburetor. We will now continue with the subject. We previously determined whether or not the carb was the reason your motor would not run, and now we will learn how to correct the problem.

The most important thing to keep in mind when attacking carburetor problems is that in most cases carburetors do not go bad, they just get dirty. Many outboard motors sit idle for long periods of time, often for years at a time. Any gas left in the system will turn to varnish and gum up the system. Another common problem is rust particles in the carb, caused by using a rusty gas tank.

"Step one is to go to your local marine dealer and purchase a carbure-

## *Laing's Outboard News April, 2003*

tor rebuilding kit. Then remove the carb from the motor, making a note of how the linkages are attached. Next, using a clean uncluttered workbench, take apart the carb starting with separating the bowl from the main body of the carburetor. You will most likely smell the stale gas, and see the residue in the bottom of the bowl. Since the high speed jet is usually located at the bottom of the bowl, you can see how this residue can easily affect the operation of the outboard. Remove the float and the inlet needle

and seat. Remove the high and low speed needles, as well as old packings and any plastic or rubber parts. You need to then soak the parts in carburetor cleaner. Don't use the stuff in the spray can or lacquer thinner. They will not dissolve the varnish. Go to the local auto parts store and purchase a gallon of the cleaner that is meant for immersing the carb. Follow the instructions on the can, as well as taking necessary safety precautions. After soaking the carb parts long enough to dissolve any residue, rinse the parts with solvent and blow out with compressed air. Then reassemble according to the instructions in the carburetor rebuilding kit. Install the carb on the motor.

Next issue we will talk about how to adjust the carburetor and linkages.

## **New Products**

### *From Lang's Outboards*

Last year we announced that Briggs & Stratton is producing a new 5 hp 4-cycle outboard motor. We recently had one in the shop to test run in our test tank, and I thought you would like to hear the results. In a word, I think the motor is great.

My first impression when I put it in the tank was how light and easy to handle it is. Weight is 56 lbs., and it has easy to use carrying handles. After squeezing the primer bulb, it started immediately with no smoke coming out the exhaust.

Idling was very good. It went down to an extremely low RPM with no stalling. Vibrations in the tiller handle were minimal at low speeds, but increased at higher speeds. After a period of time of high speed operation, the tiller vibrations may be annoying. The motor is somewhat louder than others because it is air cooled, but I thought it was not excessive, especially at low speeds.

It shifted smoothly, and has a rev limiter in neutral. After testing, we disconnected the gas line to see how long it would run with the gas in the carburetor, and it ran for five minutes.

I think this motor would be ideal for

a trolling motor, dingy motor or auxiliary motor.

We were so impressed, we decided to stock them for sale in our store and on our website. The price is \$729 including a 3 gallon tank and hose. That is half of what a new Mercury or Johnson costs. For anyone ordering one from out of town, or on our website, we will charge flat fee of \$35.00 for shipping and handling to any of the 48 states.

For more information call and I will send you a brochure, 1-800-463-9001, or go to the Briggs & Stratton website at: [www.briggspowerproducts.com](http://www.briggspowerproducts.com)

## *The Antique Outboard Motor Club, Inc., Southern California Chapter*

Mail this application and \$20.00 to Lee Kinne! @ 37230 Wildwood View Dr., Yucaipa, California 92399

### **MEMBERSHIP APPLICATION**

Name \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_  
Date \_\_\_\_\_ Telephone \_\_\_\_\_

#### **What do you receive for your 1 year membership in our Southern California Chapter?**

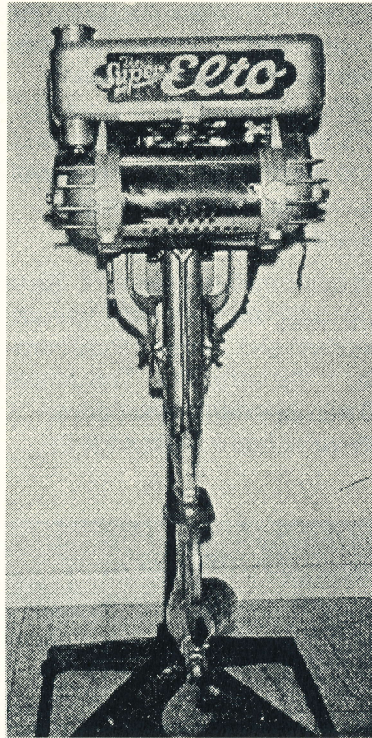
- 1. Our local Chapter Newsletter, rated one of the best in Nation. (Approximately 6 per year)**
- 2. Free classified ads in our Newsletter for both Wanted & For Sale items.**
- 3. Postal notification of all local dry and wet meets. (Approximately 6 per year)**
- 4. Members to help you find those difficult parts to locate and help you sell your unused items.**
- 5. A great group of outboard enthusiasts with whom to socialize and have fun!**
- 6. Questions? Call Lee at 909-790-8168**

# RACING

Continued From Page 1, Column 2

**R**acing engines can become very cantankerous if a few simple suggestions are not followed. The biggest troubles are fouled plugs and dirty fuel, and these are the most important things to keep an eye on if your engine is hard to start. In fact, there are many pitfalls in running a racer, some, just have to be learned by experience, but others can be avoided. So, here's what to look out for:

**Before you go to the lake:** If you are using a battery ignition engine, be sure the battery is fully charged. Motorcycle batteries work best and are good for a day of running without worry. Be careful to not overcharge because this can ruin a battery in short order. Mix your fuel fresh. Fuel that has been around a while can absorb water from the atmosphere, and it can evaporate from the tightest container. Be sure the tank and fuel system are clean and filter the fuel into the tank. Check to be sure that there is a good strong spark, and fire the engine to be sure that it will run before heading off to the lake. Fill the lower unit with that good old Texaco black outboard grease (\$950). Hypoid oil will let the engine run a little faster, but has a tendency to be washed out of the unit very quickly and water never was known for its lubricating qualities. Set the transom height so that the prop will run at least 3/4" in the water or deeper. It's best to start with the transom height as low as possible and the biggest prop available. This will hold the RPM down while you are getting used to running the boat, and hopefully keep the engine from overrevving. Attach the lower unit to the boat or steering bar. Hitting a log at 65 MPH can snap a drive tube and send the unit to the bottom and you looking for another. The vent in the gas cap should be at least 1/8" in diameter and you need a fuel shutoff valve preferably at the carb inlet to keep the engine from flooding when it isn't running. Be sure that there's a 1/16" hole in the bottom of the carb between the throttle butterfly and the engine to drain off excess liquid fuel. Plugs should



have a light brown chalky appearance or be new. Black plugs are fouled and won't fire.

**To the lake:** Try to coax a friend with a LT-38, PO, Speedifour, or similar water pumping engine to go to the lake with you in case the fire goes out at the wrong end of the lake. Racing engines don't pump water at less than 15 MPH and are useless for towing other racers. Before launching, again fire the engine on the trailer to be sure it will run and to warm the cylinders. Get all of your gear, helmet, life jacket, paddle, squirt can with gas, and knee pads if you need them, into the boat and launch away. Did you put in the drain plugs in the transom? If the boat is filling with water you probably forgot them.

**To start the engine:** Open the throttle and squirt gas deep into the heart of the engine. Leave throttle one half open, flood carb with the float pin until fuel just drips from the venturi tubes, point the spark advance lever straight forward, turn on the battery and pull like mad. If it doesn't fire, pull again. Reprime before the third pull. It will start this time. When

the engine starts open the throttle wide until the boat planes, keeping one eye on the tach and the other eye out for other boats that always seem to be right in front of you. Don't forget to advance the spark to the stop. Another starting method is to use a stand to hold the prop clear of the water until the engine starts, and then have someone push the boat off. If the engine doesn't seem to "grab" the water it is cavitating. To stop this lower the transom height, or try another prop. If the boat porpoises, this can be remedied by adding ballast (sand in a Duffel Bag works fine) securely in the bow. The propshaft should exactly parallel the bottom of the boat, and is best set with a level. Watch the RPM always. 6500 for alky and 5500 and low compression for gas. Use 1 1/2 pints of 30 or 40 weight outboard oil or more if you are using gas in a high RPM engine. Don't get too far from shore if you don't have someone to tow you in when you run out of fuel. When you finally do run out of fuel or perseverance, watch out for that wake following you. If you stop suddenly it will come right in the boat with you if you don't move forward.

**Clean up:** remove the lower unit from the engine, shake out all the water if the grease has been washed out, and refill with grease. Clean the castor off with gas. It's easy to do before the castor hardens but a real job if you wait a few months. Remove the tank and carb and get all of the fuel out and rinse both with clean gas with all of the plugs out of the carb. Now, you're ready for the next time.

In the professional racing business the biggest reason for losing is either not starting or not finishing. Most of the boats in a given race are quite evenly matched and driving skill determines the winner. It's amazing to see the number of racers that fail to get their engines going before the one minute gun. They have only five minutes, so a quick start is a necessity. A correctly set up PR will start the first pull every time. That's a nice feeling.

# Outboard Racing - "The Love of the Sound, the Smell and the Excitement"

Continued From Page 1, Column 1

By Tom Goepfrich

The Antique Outboarder, July 1987

to this day. Johnson's first 4 cylinder outboard, the V-45, reached the market in 1929 at 26 h.p. and the racing version, the VR-45, boasted 32 h.p. Evinrude had moved its Elto High Speed Quad to 25 h.p. in 1929, and the speed of racing boats exceeded 40 m.p.h., a tremendous jump in only 3 short years.

The factories sponsored their own racing teams and employed professional drivers. They sensed that winning races in front of an audience was a good way to sell more outboards, and the thrills associated with speed on the water easily rubbed off on prospective buyers. By 1930 the Hi Speed Quad had advanced to 40 h.p. with the displacement of 60 cubic inches, the first "Class F" outboard. Johnson had a racing version of their 4 cylinder motor, the VR-55, rated at 36 h.p. at 55 r.p.m., but with only 40 cubic inch displacement. A limited edition 50 cubic inch engine, the XR-55, was brought out a year later to compete with the Evinrude/Elto 460, which was the name given to the racing Hi Speed Quad pictured at the right.

Evinrude had their 30 cubic inch Speeditwin model developed to a high degree, including a very streamlined lower unit on the service motor, which was introduced in 1931. The powerhead didn't have the horsepower capability of the Johnson P-50, and was no competition for the PR-60 racing motor, but the Speeditwin became very successful in "Service" class racing where it competed against other motors using their standard lower unit, which was not as good as the Evinrude.

Intercollegiate outboard racing in A,B,C and F classes was widespread

during the 30's with many major colleges and universities fielding racing teams with the racers supplying their own equipment. We have here then the basics for Class C outboard racing, as it existed from the early 1930's until the middle 1950's, and as we see again today, with the revival of the same motors in the antique outboard racing classes.

The basic motors used for C Service racing today are the same Evinrude Speeditwin and Johnson P-50 introduced in the early 30's. The Johnson P-50 with its external gear driven rotary valve has a slight edge in

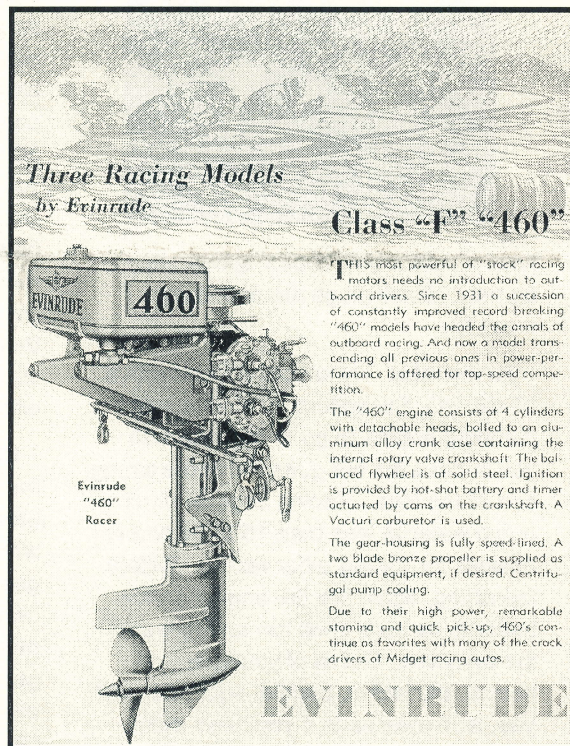
both engines competitive with each other in the "service racing" classes.

The Johnson PR-65 and the Evinrude Hex Head C run on equal terms. Both engines are actually the same internally. When Johnson and Evinrude merged in 1936 to form the company that is now Outboard Marine Corporation, it was decided to give Evinrude the Class C and F racing motors and Johnson the Class A and B racing motors. Since the Johnson PR-65 was "King of the Hill," Evinrude decided to make a few modifications to the basic design, which included redesigning the cylinders to a hexagonal shape with six studs securing the cylinder heads instead of four.

This provided greater rigidity and maintained cylinder roundness. The internal Components and the gear driven rotary valve remained the same. Many of the Evinrude Hex Head motors were supplied with battery ignition, instead of the Johnson Magneto, and in this form the engines still compete today in the antique "racing" classes.

Service Class motors essentially used component parts that were designed for recreational use, rather than racing. Minimum dimensions conforming to the original factory specifications for lower units are maintained. Pistons and rings of other than original manufacture are allowed, and compression ratios can be raised, but original cylinders, crankshafts and other internal components are used, rather than special racing parts.

The engines are run with open exhaust and methanol with castor oil lubricant is used for fuel, giving exhaust products their characteristic smell. Short driveshaft housings are used to allow the powerhead to be mounted lower on the boat, keeping down the center of gravity. Tanks are mounted on the motor with the fuel



**Jeff Hixon has the exact 460 pictured above - did you see his awesome motor at one of our Puddingstone meets?**

horsepower over the Speeditwin, but the slender contours of the Evinrude Speeditwin service lower unit offset its horsepower disadvantage to make

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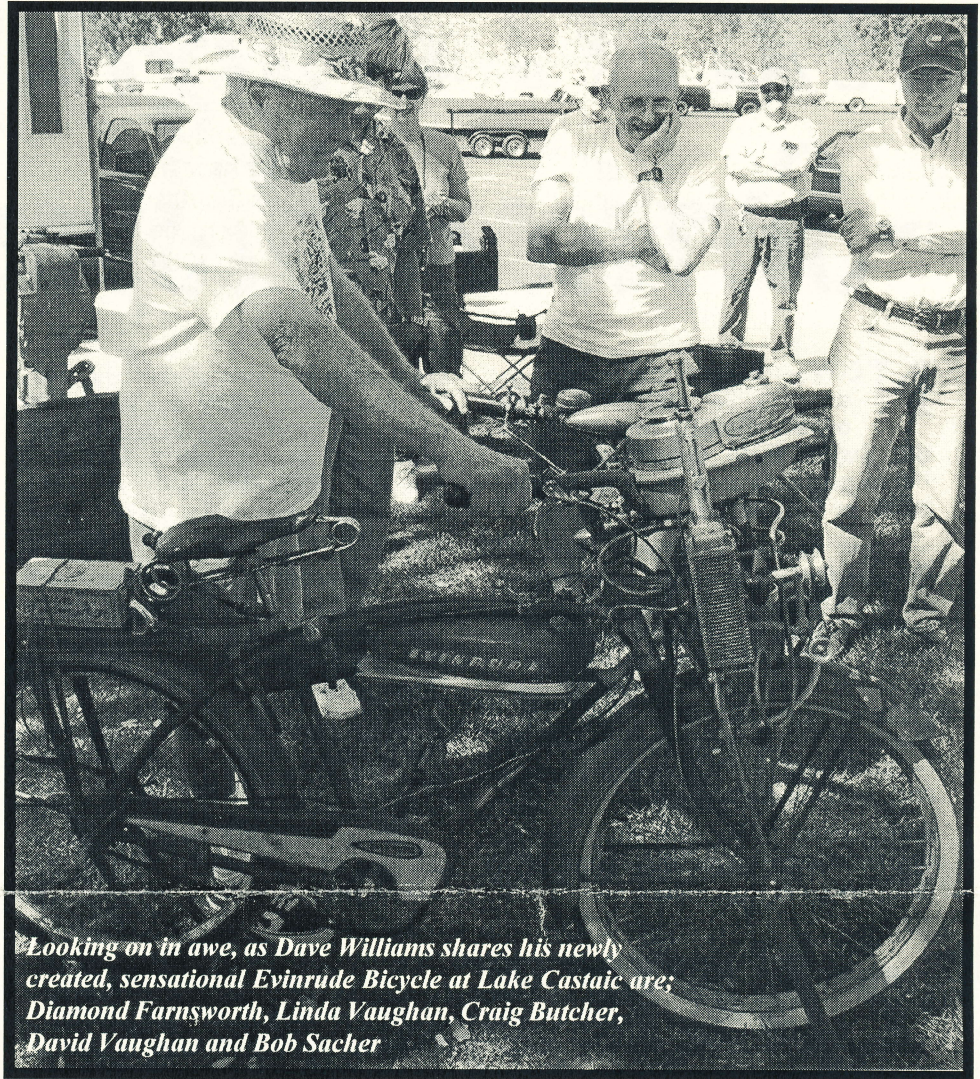
## *“Did you Ever see an Evinrude Bicycle? I Can’t Believe The Whole Thing”...*

This is what the expression on **David Vaughan’s** face reflects, as he sets his eyes on **Dave William’s** actual Evinrude Bicycle. That’s right - an Evinrude Bicycle!

What you are seeing is a beautiful spoof that could have been. “It not only looks just like it should if it had been mass manufactured, it is made with all the authentic old parts - which makes it even more funny and unique” says, Vaughan.

Dave Williams fills us in, “I guess the bike came about just because I really like to make things, anything! I was originally going to pass it off as an Evinrude factory prototype and put everyone on, but I probably wouldn’t be very good at that. I could have sold it for some serious money at an antique bike show, but I told the fella the truth, that it wasn’t an original prototype. It was a fun project to do because of collecting up all of the correct 1930’s parts at swap meets.

Someday I’d like to build another bike, maybe a 2 or 4 cylinder Evinrude. That would be fun! I did write to Dennis Evinrude, so we’ll see what happens there.”



*Looking on in awe, as Dave Williams shares his newly created, sensational Evinrude Bicycle at Lake Castaic are; Diamond Farnsworth, Linda Vaughan, Craig Butcher, David Vaughan and Bob Sacher*

## *“The Love of the Sound”*

*Continued From Page 8*

supplied by gravity feed to the Vacturi A500 carburetor, which is standard on all Class C Service Racing motors. Many of the Speeditwins are battery ignition with a few Evinrude magnetos thrown in. All the P-50 Johnsons run the original magneto ignition.

In the “Racing” classes the motors use slender racing lower units, which gives them much greater speed potential, and the heavier crankshafts, larger bearings and stronger connecting rods allow the motors to be turned at higher r.p.m., thereby developing more horsepower, even though they are of the same piston displacement as Service motors. Intake and exhaust ports are larger, enhancing

the breathing capability of the engine, and special racing components and greater modifications to the powerhead are allowed. The result is that the PR-65 and Hex Head C develop close to 50 h.p. from their 30 cubic inch displacement, while the Service motors put out 35 to 40 h.p.

Speeds for these old motors are still respectable by today’s Standards. The racing runabouts in the Service classes will exceed 50 m.p.h., while in the PR Runabout class the speeds will be up over 60. These are 13 foot monoplane hulls (without steps or sponsons) weighing more than 500 pounds for boat, motor and driver. In the hydroplane classes the Service motors achieve speeds of 55 to 60 m.p.h. with the speeds for the PR

Hydroplanes approaching 70 m.p.h.

Competition is close, since most of the boats are evenly matched. This makes for some very exciting racing.

The mounting height of the engines on the boats are limited, so that they can not be raised so high as to make the boats unstable or difficult to control. Propellers are of the original two blade racing type, and the latter day two and three blade “Cleaver” style propellers made to run surfacing with half the prop out of the water, are not allowed.

As long as the love of the sound, the smell and the excitement of these old motors still exists in the hearts and minds of enough people, the fun will continue.

# NEW! 2 Mighty Quads

## — Service and Hi-Speed Models

**N**OW — with America's top-most 1928 outboard records officially credited to the Super Elto Quad—with 41.748 m.p.h. attained in time trials, 39.48 in competition

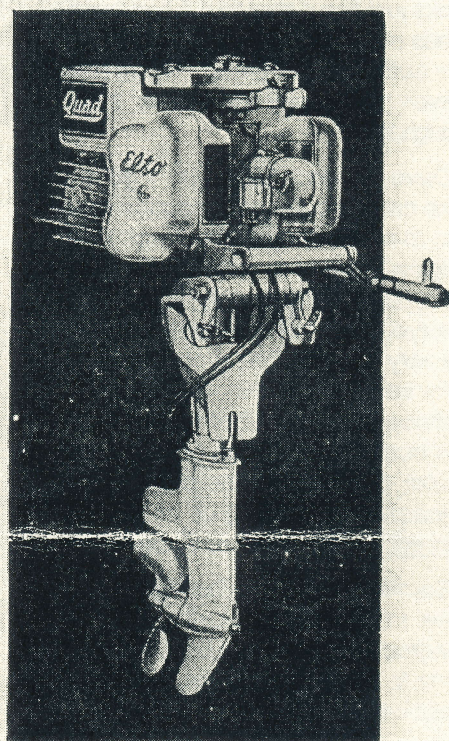
— now comes a new Hi-Speed Quad—faster, finer in every way — a glorious successor to the world's first 4-cylinder outboard. Much faster, far more powerful — with 25% greater piston displacement — hundreds more revolutions — greater compression — new principles of port design and gas acceleration!

And speed — speed that opens entirely new possibilities to the outboard racing world.

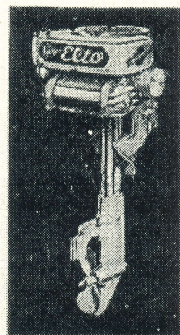
Here also is a new Service Quad, correspondingly advanced in power, in strikingly beautiful appearance, in capability and mechanical fineness. A new 2-to-1 reduction gear ratio gives a further increase in power.

The Service Quad shares with the Hi-Speed Quad in entirely new developments in carburetion, in cooling, in muffling and in control.

Now, powered with the Service Quad, even large runabouts can have real speed, and abler outboard cruisers, complete with berths, galley and every comfort can have the power to be swift, seaworthy, practical.



## 2 NEW Speedsters



**Service Speedster**  
Two Cylinders — Bore, 2 1/2" — stroke, 2". Weight 64 lbs. Rudder steering optional at small extra cost.

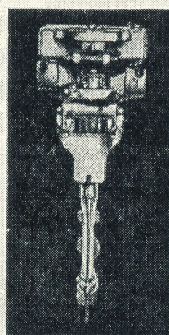
The new Service Speedster is built for the man who wants speed — real speed — and husky power — in a motor that will stand up to any amount of work, play or punishment!

It is a top favorite on boats such as sea skiffs, sea sleds, runabouts.

An important new feature—full rudder steering — is an optional choice at small extra cost.

The new Hi-Speed Speedster is built for fastest competition in the popular B Class.

New engineering principles, new refinements, establish its performance in the very fore front of its class.



**Hi-Speed Speedster**  
Two Cylinders, B Class — Bore, 2 1/2" — stroke, 2". Piston Displacement 19.6 cu. in. Weight, 62 lbs.

### Hi-Speed Quad and Service Quad

Four Cylinders — Bore, 2 3/4" — stroke, 2 3/32". Piston Displacement, 49.74 cu. in. (E class). Weight, 97 lbs.

#### New Features

New centrifugal pump cooling system. New controls. Throttle and ignition cut-out on end of tiller.

As special equipment the new Elto remote control, with wheel, can be secured for installation anywhere in boat. New connection device for use with reserve fuel supply system.

Power head and ignition parts protected by polished aluminum casings of streamline design.

This ad shared by David Vaughan.

# Elto

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