

Antique Outboard News

SOUTHERN CALIFORNIA CHAPTER, SEPTEMBER, 2003, Volume 5, Issue 5

Lake Castaic Makes Our Day!

By Lee Kinnel,
Chapter President

Have you been watching the news lately and hearing of the pending close of Lake Castaic? Unless some miracle happens it does look eminent.

With our scheduled meet at this lake coming up in just a few weeks we have been scrambling for a new meeting place in the North. Castaic has been one of our better areas with the large lake, great launch ramps, grassed areas and most of all a staff that is friendly to work with - they make our trips a totally pleasant experience.

Beset with problems brought on by the State of California's financial crisis, we have been told the lake would close September 7th.

Yesterday we received a most welcome call from Nancy Moore, the new manager of the lake, stating a reprieve - the lake would stay open until September 30th.

Based on this, we negotiated September 27 as our new meeting date! We are delighted as they are allowing us to have camping the nights of the 26th and 27th at our same beautiful, grassy meeting location just above the water at the west launch ramp area. If you will remember, we were able to camp here one time in the past and everybody was more than pleased with the location. They request - no tents on the grass.

Hopefully Lake Castaic authorities and the State of California will solve their future financial problems and keep the lake and the camping areas open. It would be extremely sad to think this September meet will be the last we can enjoy at the lake for a long, long time.

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Putting the "Icing on the Cake" of Collecting . . .

By Les Gunnarson

Loretta Turnbull: Queen of the Seas



I confess, I have the collector virus. I collect early outboard motors, mostly 1930's motorcycles and cars - mostly Porsche. One of my favorites is a 1955 Porsche Spyder, the model made famous by James Dean, movie actor.

I have owned this Spyder for over 25 years and had earlier learned that the car had been owned and raced in Hawaii by a Tetta Richert. What I just learned was that Tetta's actual first name was Loretta and that her maiden name was Turnbull. **Loretta Turnbull is a famous outboard racer** who grew up in the Southern California area. In 1931 she won the International Outboard Championship at Lake Garda, Italy. During this race a plug fouled, but she

Continued on Page 5

Antique Outboard News
37230 Wildwood View Drive
Yucaipa, California 92399

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



NEW CHILD,
THOMAS JOSEPH CABELUS
HAS ARRIVED (JODY)
WE ARE ANXIOUS TO SEE
HIM AT OCTOBER MEET
CONGRATULATIONS
TOM & AVA!

What do we do at our Meets? We Relax, Socialize, Make New Friends, Dine, Buy and Sell and Admire our Boats, Outboards and . . . We Enjoy Every Minute!



Paul and Marsha Brinkman relaxing with David Marotta, August, 2003, at Mission Bay. So nice to meet Marsha! We love and appreciate all our friends in the Southern California Chapter.

Greg MacDonald wrote & photographed the following:

Glasspar was California's most popular and enduring manufacturer of trailer boats in the 50's and 60's. Their line of boats started with a fine 10' tender/skiff and went to a large inboard pocket cruiser . . . all with a common characteristic: SEAWORTHINESS. One of the most remarkable boats of their product line was the G-3. It was one-third hydroplane, one-third family boat, and one-third ski boat! Bob Sacher arrived at Mission Bay with his beautiful example, a 1959 G-3, all original, recently purchased from the original owner! Also original is the monster 1959 Evinrude Starflite 50 hp. V-4 outboard whose weight and bulk approach that of the boat! A testament to Glasspar is the number of boats still in use, and with none of the characteristic aged fiberglass afflictions such as crazing and blistering. Take along plenty of gas, Bob; the old V-4's all had drinking problems!



Enjoy the picture of the rare Indian Silver Arrow Outboard on the back of this Newsletter. **Ralph Krans, a friend of Dave Buas**, stopped at a large museum in Minden Nebraska and took the picture for us. In fact, he took dozens of pictures - beautiful pictures - we have them on CD, and they are a joy to see. (You can purchase a copy, just call us and order one.) You'll be glad you did!

Just learned today that **Harry Martin** is in hot pursuit of an Indian Motor and some Hiawatha's.

He has hit "pay dirt" this last month and has picked up the following:

Original copies

of a 1961 Scott Service manual, 1957 and 1958 Scott Parts Manuals, CD for Elgin Service manuals various years, CD for Johnson Service Manuals, 1957 Hiawatha 3.6 hp. outboard, 1949 Hiawatha 5 hp. outboard, owner's manual for 1950, 4 hp. Firestone - original copy - sold for only .25 cents., gas tank, hose connector and bulb for 1956 Scott 16 hp. **Bill Nance** has a 1950 Scott 3.6 and a 1958 Evinrude 18 hp. electric start holding for Harry. **What a month, CONGRATULATIONS HARRY!**

ONLY ONE MORE TIME? JOIN US AT LAKE CASTAIC SEPTEMBER 27, 2003

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Superb dry camping (no showers) will be available the P.M. of September 26th until noon, Sunday the 28th. **Don't miss out** - remember, we will be staying close to the lake with a beautiful view. Fee for camping 2 nights - **FREE!** If you arrive late and the gates are closed, call Lee, 714-801-3284 and we will come let you in.

PLAN NOW - IT'S PARTY TIME!

The actual meet will be held **Saturday, September 27th.** Don't miss this one; weather should be wonderful and the meet will be filled with motors, parts, good food, and your many outboard enthusiast friends.

You will be able to "build your own" sandwiches and I am trying to talk Jackie into making her fantastic potato salad and a cool, refreshing fruit salad. It should all taste mighty good.

A number of people have suggested that we make changes in the way our Chapter is run. This September meet will give you an opportunity to bring up any new ideas that you may have. Be sure to speak up.

We voted on the issue of local members also being National members at San Diego meet. This was a very important subject as the National provides insurance for each and every member of our Chapter at ALL meets. The members attending San Diego meet voted unanimously that **all local members must also join the National AOMCI.** If you are not presently a member of the National there is an application in this Newsletter on "green" page 11. Please join as quickly as possible. The National Newsletter is beautifully done and totally worth the extra yearly cost. You can see a copy of it at Lake Castaic - simply ask Lee to see one. (By the way, did you leave your National Outboard Magazine on a chair in San Diego? Lee has it saved.)

***Need New Ideas for Meeting Places; wet or dry, North, South and Orange County.**



Craig Butcher with daughters Venetta, left, and Corinne on the right. We have had the privilege of watching these girls grow up to be fine young women. They are both superb artists and are involved in caring for unwanted pets at a shelter. Craig has this uncanny nose for finding antique outboard motors. You sold the Martin 100, above to Jack Holtwick & an Evinrude Light 4 to Bob Sacher - what else is new that's old, Craig?

We now have a Chapter banner, thanks to the efforts of **George Kent** and all those who contributed to the pot. When we announced being short a few dollars, **Charlie Morse** stepped right up and more than made up the difference. Now, we'll look professional at shows and meets. The banner states who we are and encourages new members to join listing several phone numbers to call for AOMC information. Besides that, it is really nice looking and we are capable of easily changing verbiage for updates. **THE BANNER IS A WINNER! BIG THANKS to all who contributed time and dollars.**

Please help us complete our new library by making a list of all outboard literature you have on hand and willing to read or sell,

not loan out; instruction/parts manuals, brochures, motor specifications, history, etc., for a given make of outboard and year.

Craig Butcher will bring his computer and enter your list at the Castaic meet to help build our **NEW Chapter Reference Library.** This is reference only - he will not ask to copy or borrow any literature. Please don't forget your list. Questions? Call Craig; 909-849-3200.

Please plan to attend Sept. 27th - DO call Jackie to order lunch. She definitely needs an idea of how much potato salad to make; 909-790-8168, bring family & friends, motors and parts & plan to camp!

Most of all, Please BEE THERE! YOU COULD WIN ONE OF 4, \$25.00 DINNER, GIFT CERTIFICATES.

“The Voice”

of The Southern California Chapter by Lee Kinnel



I became concerned, hadn't heard from or seen **Tim Coleman** for quite a few meets, so I placed a call. My findings were quite interesting. Tim got married, "To the Queen of Babeland." **CONGRATULATIONS TIM AND NEW BRIDE.** He also spent some time mining at a sapphire mine - found a 6 ct. sapphire and is making a necklace for his new wife. They purchased 3 shaved ice machines and have been selling this product at concessions and street fairs. Sounds like a cool soft drink machine AOMC club members would enjoy too! Keep in touch Tim and see you in October.

I never thought it would happen, **Larry and Conney Cupernell** have moved from Catalina Island . . . to Northern California, a town called Trinidad. Sounds like a great new life. Larry writes as follows:

My wife and I will be running a small 4 unit hotel across the street from the ocean. It is located 70 miles south of the Oregon border and sits on 2 1/2

acres in the redwood forest.

Please stop by if your in the area. I'll be missing all the friends I made in the AOMC. My life has been enriched by all of the people I've had the privilege of spending time with from the Southern California Chapter.

Thanks One and All, Larry

Website: www.seacliffhotel.com

Another welcomed letter:

So sorry to have missed you all again this year. Health and business has just kept us from partaking in the club affairs. I still am able to come across a motor now and then but that's about it. We've both had our usual "old age" stuff, happening to us, but we're we're plodding on. In case I have never told you guys, we really enjoy the Outboard Newsletter. Can you do it weekly? (just kiddin) It is really special to receive it.

It looks like your doing a great job and hope you all can keep it going so well. We still hope to see you all soon.

Best regards, Pete and Joan Petersen, Poway California

Pete: Write, or call and tell us what motors you have come up with. We'd like to hear about them. Thanks for the compliments and encouragement on behalf of the Newsletter. My marriage would cease if we printed weekly!

Another complimentary note we received was from **Bill Nance** saying,

"Please find enclosed my dues for the new year. I enjoy the Newsletter very much and have made some good contacts because of it."

"So long as we love, we serve; so long as we are loved by others, I would almost say that we are indispensable; and no man is useless while he has a friend."

Robert Louis Stevenson 1850-1894

Putting the "Icing on the Cake" . . . Finding Exciting Notoriety Linked to Your Antique Collection

Continued from page 1



Les Gunnarson pictured at our Lake Oso Meet December, 2001.

"My mother knew Amelia Earhart," her daughter said. "Amelia was queen of the skies, and my mother was the queen of the seas."



Champion Race driver, Loretta Turnbull Richert poses in the exact car that has been owned for 25 years by our Chapter Member, Les Gunnarson. Loretta was also a famous outboard racer - in 1931 she became the International Champion.

changed it and won the race. She was only 17 years old. Her boats were named the "Sunshine Kid" in recognition of the local citrus industry. Her father, later a judge, represented the citrus organization headquartered in Orange. I found a reference and picture of her in a 1930 Yachtsman Magazine for a race held locally at Lake Elsinore. She and her brothers won numerous other races. She also held the Class C speed record and won her class at the Olympics. (I didn't know that the 1930 Olympics included Outboard racing.) Her mechanic was a premed student who later became her husband. They moved to Hawaii where he set up his medical practice. She raced outboards for a short time. Our local chapter member, **Weston Hook**, also an outboard racer, knew her. According to Weston, she used a Johnson twin. She and her family then began to race cars leading to owning and racing the Porsche that I have. *Above is a picture of Loretta in my Spyder.*

Through it all she held to her love of the water. She dove for sea shells in Bora Bora, Palu, Tonga, Tahiti, along the Great Barrier Reef and in the Red Sea. A friend recalled diving with her when there were sharks around the boat. She said, "The odds of a shark biting a 67 year old are remote; I'm going in."

She was the only woman member of the Sports Car Club of Hawaii and continued to drive in local races in the 1950's, with her three children among her fans. "I like to go fast," she told an interviewer. "I think I will go fast until I die."

Loretta died in 2000 at the age of 88. I am truly impressed with the spirit of this remarkable lady.

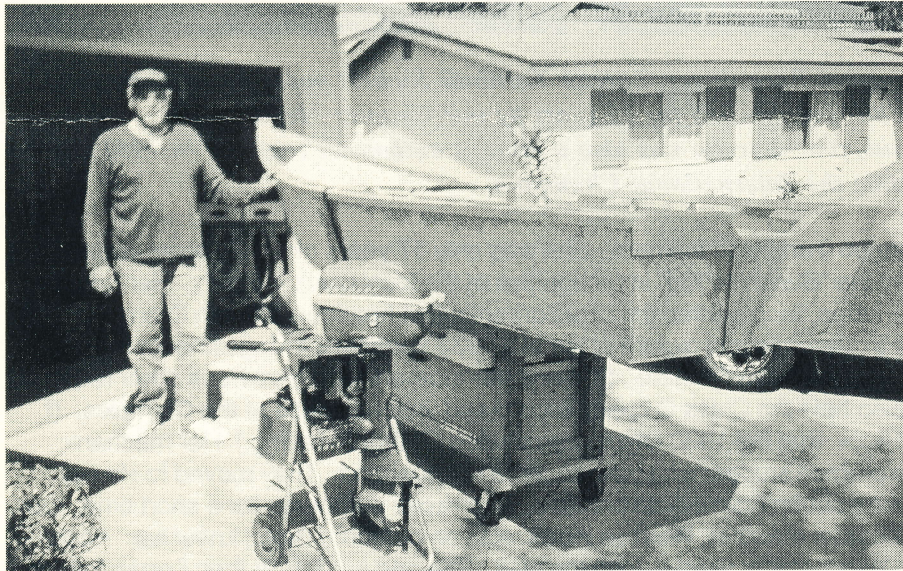
San Diego - Best Climate on Earth!

We are together as a group due to our mutual interest in antique and classic outboard motors, and in the process we have found many worthwhile friendships. In short, we have become a group of individuals from all walks of life who sincerely care about each other. We can stand next to each other without hardly a word spoken and still know the true meaning of friendship. It is great to be together every other month, renewing acquaintances. **Many San Diego AOMC residents made it to the meet including; Gerry Coats and son, Steven** who cooked tasty hot dogs, chili and potato salad for us with all the extra trimmings - boy were they organized! **Lunch was delicious and we more than**



MacDonald Photo

So nice to see Mike McTaggart and meet his wife, Jacquie at Mission Bay! Check out his nice collection of motors too.



Mike Mc Taggart is finishing a skiff construction project and hopes to have it floating for our October meet. From the picture you can see that he will have a number of choices for power, but he is leaning toward the red Johnson. The lines are similar to Greg Mac Donald's Baby Flyer except Mike's will be longer with less beam. Look for both skiffs in October, 03.

appreciate their fine efforts.
Dave Marotta and his wife postponed their extended vacation to make our meet, **Weston and Elona Hook** entered a classic car in a local show the same day as our meet, and managed not only to attend events - their car won

"Best of Show." **Greg MacDonald** was with us too, taking pictures and writing articles for our Newsletter. Thank goodness for his expert input. What would we do without Greg? **Bill Nance** thought our meet was on Sunday, so unfortunately we missed him. However, Bill and **Harry Martin**

made interesting outboard exchanges this month - lots of fun wheeling and dealing. For **Pete Przybylski** this was his first meet. He had to leave early, but brought pictures of his boat (page 7) and we had a great time getting acquainted. **Mike McTaggart, (2 pictures this page),** arrived with his sweet wife, **Jacquie**, four nice motors and pictures of the boat he is working on. What a treat! We always miss our very own "Border Bandet," **Dave Buas** when he is not present - he was on vacation and said he "just missed capturing another Caille" - better luck next time, Dave. Wish we could meet **Dale Boss and Bob Long** who are also San Diego residents and long time members - hope they can make the August, 2004 Mission Bay party.

With us, out of sight is not out of mind - where are you **Daren Goehring - Mercury mechanic fantastico?** We missed **Jim Pratt** and would like to see **Pete Peterson** too. **Peter and Bodie De Silva** enjoyed lunch with us and at our meeting, ten year old Bodie helped us draw tickets for door prizes. Peter sent a

Some of our BEST at Mission Bay, 2003

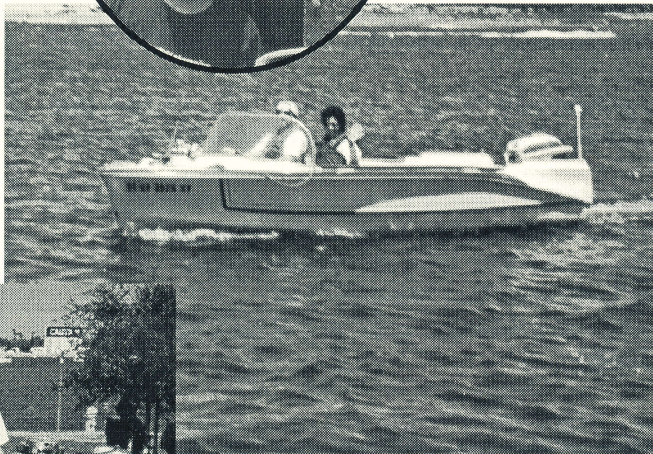


MacDonald Photo

note with his dues and told us that they had a swell time. I mentioned earlier in this paragraph *how much we as a group care about each other* . . . also in **Peter De Silva's** note he included a message that his wonderful wife, **Madelyn**, is quite ill. It is important that we all keep her in our thoughts and include her in our daily meditation. The family needs to know that we are thinking of them at this time. We send Madelyn our love and sincere best wishes for an especially speedy recovery. (Peter De Silva Family encircled above.)



We are pleased to welcome **THREE NEW AOMC Members**; **Pete Przybylski** from La Mesa, **Lonnie Cope** who resides in Torrance, California and **Ken & Joan Carr** of Costa Mesa.



Pictured below/left, next to our **New Club Sign**, is **Pete Przybylski**. He owns the vintage Thunderhawk, left. You may see it at our October, 2003 meet. **GO PETE GO!**

The New Sign is a great addition to our Chapter - Thanks to the creative talents of George Kent and Paul Brinkman - it is only exceeded by the perfect NEW BAN-NER, also a-la-George.



Thank you San Diego AOMC Members for hosting and inviting us to share a beautiful, sunny San Diego Day at Mission Bay.



MacDonald Photo

Our salesman, Greg MacDonald says, "This is the latest thing - a picnic Boat!" You would be the envy of the whole Chapter with this one."

Classifieds:

Need OMC Parts? Contact Craig Butcher of the Southern California Chapter. He made a buy-out from a local OMC dealer and has a ton of goodies. Call: 909-849-3200.

For Sale: Evinrude Motor for Bike. Call Rudy 909-625-5035

Wanted: I Buy Mercurys - Call Ralph 760-735-8702.

For Sale: 115 hp. Merc. 1984 W/control & gauges, 50 hp. Merc., 1972 LIKE NEW. Call Bob: 805-498-9313

Wanted: Hood for Firestone Viscount 12 hp. (Westbend built) Believe early 60's motor found bottom of Lake Erie. Call Pete: 619-303-5395 or 619-463-6232

For Sale: Evinrude 18 Electric Start - needs some parts. Would like to trade for green Johnson 5 hp. Call Bill: 619-482-1050 or nancebng@aol.com

For Sale: Brad Menet, is selling a beautiful 1954 coldmolded "Inland 13" boat powered by a big 1957, 30 hp. Evinrude. Call 949-646-7748

For Sale: 3 Elto Rudder Twins - all different models, and a 1 1/2 hp. Evinrude (1940's) Call Dennis: 805-498-9621

Needed S-45 Johnson Parts - Tiller throttle handle and carb elbow w/cover and thumb levers. Will take whole carb, if necessary. Call John 805-388-2825

For Sale: My 14 foot Chris Craft Runabout is for sale - with 35 hp. motor. Contact Jeff Hixon at 805-642-7151

HELP! Bob Sacher needs a 4-6 cylinder early Mercury motor, Call: 949-722-8823

For Sale: 1956 & 1957 Evinrude 7 1/2 hp. Fleetwings Restored. 1949 Johnson 10 hp. Restored. 1952 Johnson 10 hp. and gas tank very good original condition. Call Lee: 909-790-8168.

For Sale: Dawecraft C-Hydro Plane New hardware, Call John 480-464-5870

Wanted - Martin 200, Scott Atwater 5, 7 1/2 - gold and green. Please call Lee at: 909-790-8311

Johnson QD10 w/pressure tank
original-low hours

Johnson TNL-27 runs good
mechanically restored
needs paint & decals

Miscellaneous TD-20 parts:
flywheel, mounting plate,
magneto assembly, stern
brackets, shroud, steering
handle

Johnson

Original Repair Parts Catalogs:
MS-38-39-10, MD-38-39-10,
TN-27, TN-28, HD-25, HD-26, QD
QD-10, QD-12, & 13, RD-10 & 11
RD-12 & 13, SD-20; Model 300,
S-45 to S-70, RD & RDL-14;
A-75.

ALL ABOVE FOR SALE

Call Ron Accornero 510-521-4846

E-Mail: ronacco@earthlink.net

**I have 100 motors
FOR SALE!**

**William Alvey
808 So. 5th
Coos Bay, Oregon**

**Phone:
541-267-7940**

Buy (\$5.00) your CD disks of the
Outboarder Magazine from 1969 to
1979 and **ALL** manuals for Martin
Outboards (\$5.00) - available at the
next meet, or simply call Lee to
mail you a copy - add \$1.75 postage.

The Wreck of the "Got Damp"

Photos and Story by Greg MacDonald

Back in the mid-fifties, fellow member, **Garry Lawson**, purchased an 8' hydro named appropriately, the "Got Damp." Just how appropriate was the name, we were soon to find out.

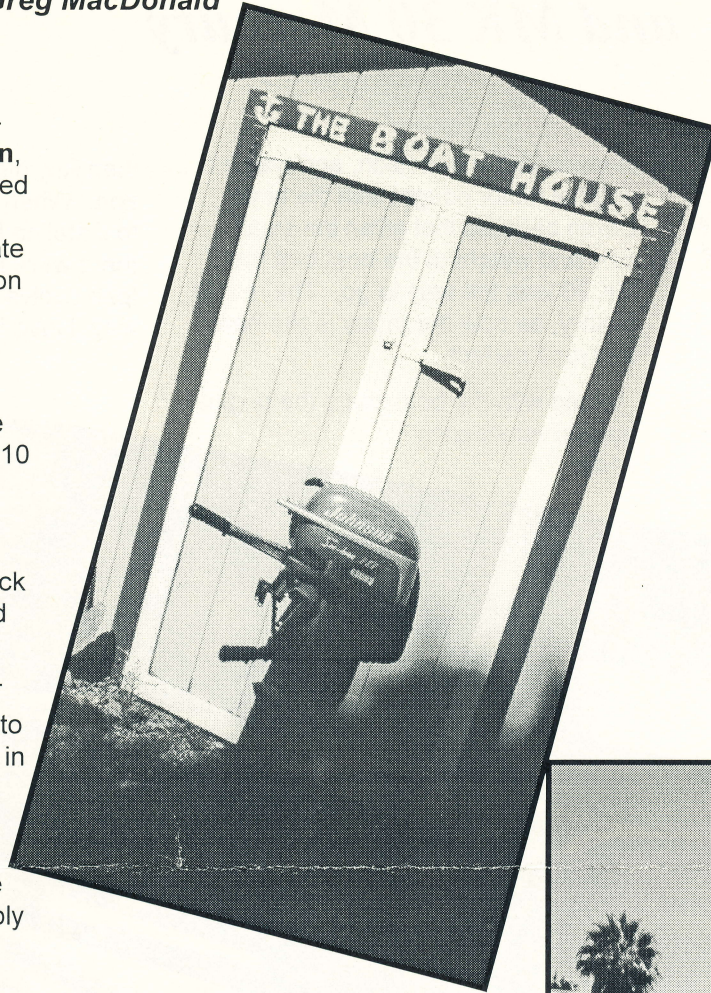
Although she was a little beauty, she had no engine. Gerry rectified that when he found a nice 1953 Johnson 10 hp complete with gas tank and controls. The controls were from a conventional runabout with no trigger/quick release feature. Who would need something like that anyway? More on that later.

We would take the hydro to Newport's back bay where, in those days, there was no speed limit. The first thing we found out that when slowing down, it would have to be gradual. If you'd simply throttle down, a miniature tidal wave would crest over the transom and swamp the boat.

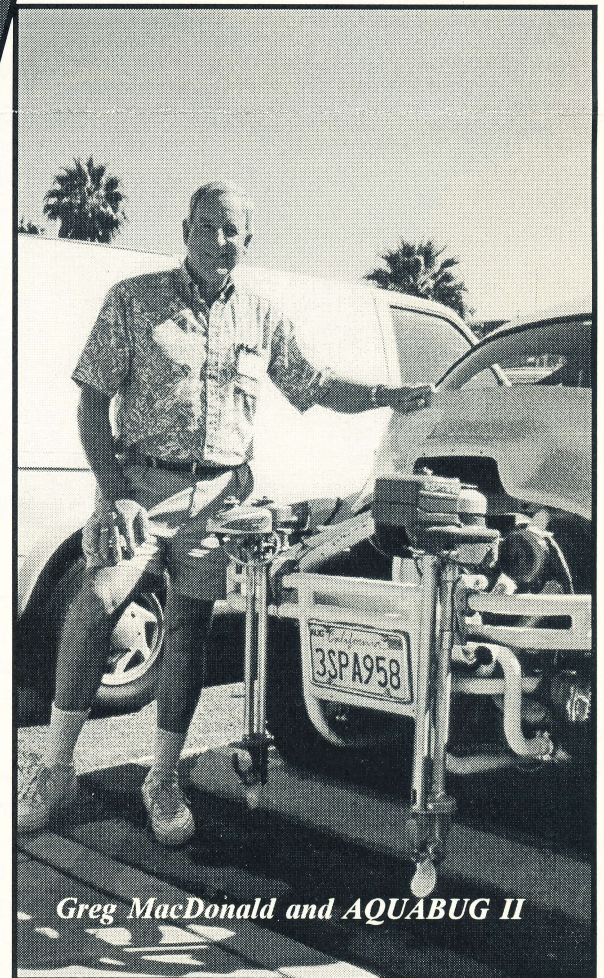
The next thing we found out that it would have been nice to have the quick-release throttle after all. On a busy Sunday morning I was skimming along at full throttle when a ski boat cut in front of me. I hit the wake and went flying in the air, tumbling back over a fully revved engine with the propeller just missing my head. Without the weight of a skipper on board, the boat landed beautifully and took off at a record rate of speed. Treading water, I watched as the Got Damp headed for a family cruiser as if it were a German torpedo. A direct hit in the bow! But, it wasn't over yet, as the Got Damp decided to do a public beach assault at full throttle. Continuing to tread water I watched in horror and disbelief as the hydro sped flat-out for shore in the distance. It was a miracle that it didn't take out any

bathers, but skimmed onto and up the beach where it grounded with the engine still wide open!

The rest is history; maybe Garry can fill in from here. I do know that the engine is a real survivor. I don't know how long it sat on the beach at full throttle with no cooling, but forty-five years later it still runs great, and is enjoying a less active retirement in my boat house, (picture above). Extent of repairs over the years: two coils and a new hose for the remote gas tank. I have been boating for all these years, sailing and cruising up and down our coast and points



beyond. There has never been a trip where I haven't learned something important, but the Got Damp still takes the cake for a boating lesson learned.



Greg MacDonald and AQUABUG II

A Brief History of my 1956 Yellow Jacket and MK 30 Mercury

By Bill Nance, Bonita, CA

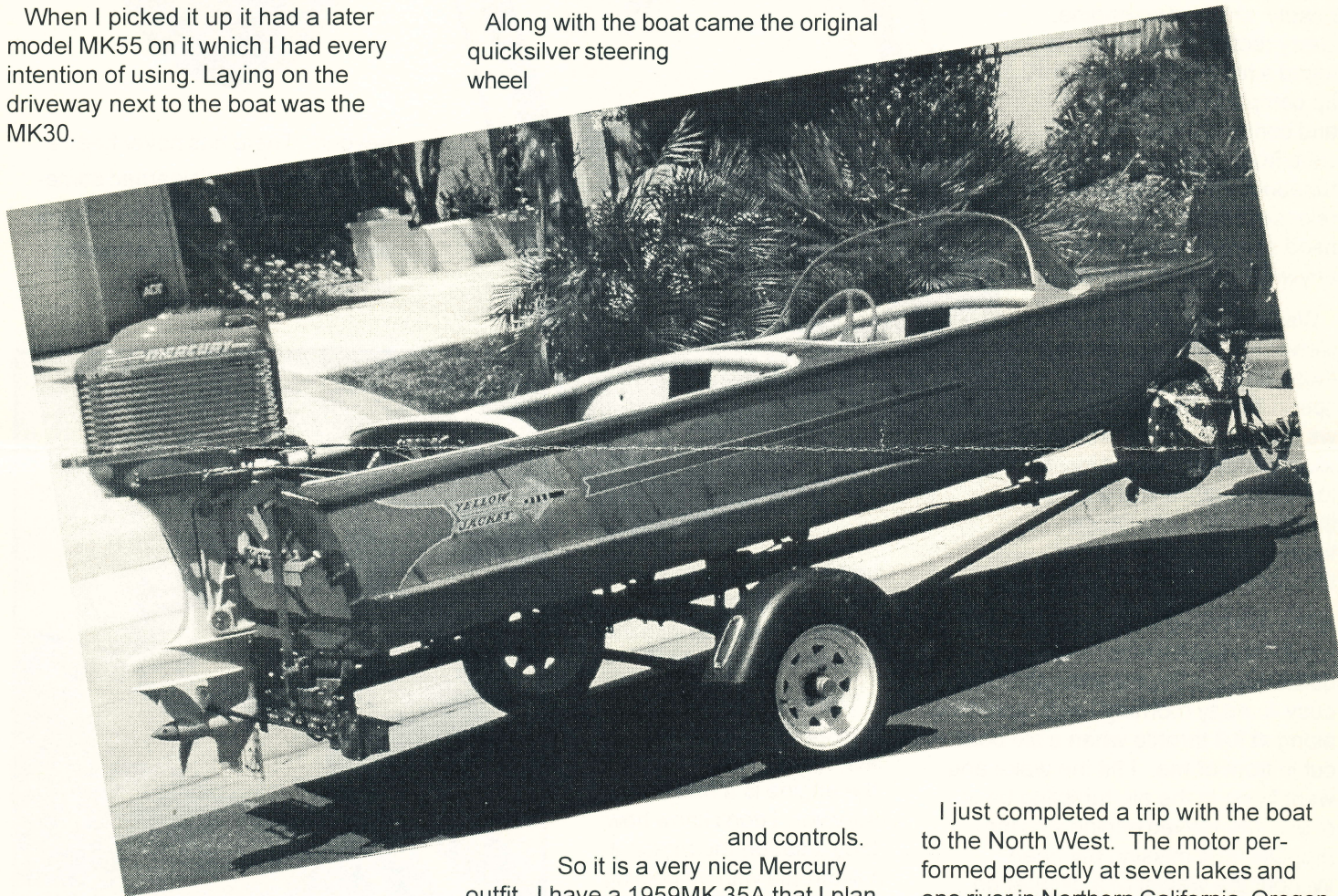
I purchased the boat from the original owners in Long Beach, California. It spent its entire life in and around the Long Beach area. As a result of this the boat was in very good condition. The motor, however, was a different story.

When I picked it up it had a later model MK55 on it which I had every intention of using. Laying on the driveway next to the boat was the MK30.

in much better condition, and was the original motor bought with the boat. Daren believed that given the small size and weight of the boat that the MK 30 was the way to go. The rest is history, as now the motor is like new and runs perfect.

Along with the boat came the original quicksilver steering wheel

then Roy disappeared over the horizon. When the little Yellow Jacket got to Catalina Island the only two boats there were Roy's and mine. Not bad for a twelve foot wooden boat. Anyway, I love it and it is a great toy.



I wasn't even going to take it, but the owner said it would be difficult to discard, so I threw it in the back of the truck and brought it home.

I met Bob Eddy at the Newport Beach meet and I was drooling over his Merc when he told me about Daren (Merc guy) Goehring. I contacted Daren and took both motors to his home. As it turned out the MK30 was

and controls.

So it is a very nice Mercury outfit. I have a 1959MK 35A that I plan to have built for salt water use. That way I can enjoy the boat a little more given all the salt water here in San Diego.

One kind of a neat story about the boat is that it was in a race from Long Beach to Catalina Island. The owner told me that his strategy was to follow Roy Rogers who was in a special Yellow Jacket with a MK 75. Well, he did follow for about five minutes and

I just completed a trip with the boat to the North West. The motor performed perfectly at seven lakes and one river in Northern California, Oregon and Washington. As luck would have it, the Seattle OMC was having a meet at Cresant Lake on the weekend that I was there. Nice people and a lot of nice motors.

For correspondence my E-Mail is:
nancebng@aol.com

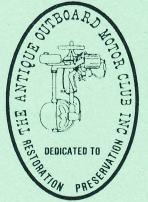
P.S. My boat is the boat pictured on page 144 of the Bob Speltz book, The Real Runabouts IV.

Membership Opportunity

Belonging to the **National Antique Outboard Motor Club, Inc.**, entitles you to receive "The Antique Outboarder" magazine. What a tremendous resource! I always look forward to receiving each and every issue. I'm never disappointed as it is always full of letters, photos, and articles on my favorite subject, Antique Outboard Motors. This information is submitted by enthusiastic, unpaid member-contributors who want to share their intense interest with other members. This is what makes our magazine great! On August 2, 2003, we held a meeting of the Southern California Chapter and it was voted unanimously that each member must belong to the National Organization when seeking membership in our local Chapter. The National covers all of us with insurance for each and every meet. For your convenience, below is a National Application for you to fill out and mail in.

Clip Here

The Antique Outboard Motor Club, Inc. National Organization



About The Club

Outboard motors have been manufactured for more than 80 years. Therefore, it is no surprise that a number of people should become interested in collecting antique outboards. The interest became so widespread that by 1960, antique outboard collectors began to correspond with one another. In October 1965, five collectors planned and organized "The Antique Outboard Motor Club." In January of 1966, the first issue of THE ANTIQUE OUTBOARDER was printed. Thirty copies were mailed to members. By January of 1983, membership had increased to approximately 1,000 people in the United States, Canada, Mexico, England and New Zealand. Our growth continues.

JOIN NOW - Receive Quarterly Antique Outboarder, Magazine Monthly Newsletter!
Mail this application and \$50 (dues are for two years) payable to:

ANTIQUE OUTBOARD MOTOR CLUB, INC.
P.O BOX 69 • SUSSEX, WI 53089 U.S.A.

MEMBERSHIP APPLICATION

The Antique Outboard Motor Club, Inc.

Name _____
Address _____
City _____ State _____ Zip _____
Date _____ Telephone _____
Number Pre-1950 motors collected _____ Number post-1950 motors collected _____
Main interest (brand) _____ Please allow 4-6 weeks for processing.

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

Mail this application and \$20.00 to Lee Kinnel @ 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. (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

Seeing the success of Elto and Johnson, the Springfield, Massachusetts, based Indian Motorcycle Company thought it might like to branch into the outboard business. Its opportunity came when the nearby Gray and Prior people decided to part with their inventory of Sturdy Twin outboard stock and related tooling and patterns.

This was in economically troubled late 1929, but Indian went ahead with a few Sturdy Twin modifications, turning the old predominantly aluminum Hartford into a shiny new 1930 Indian Silver Arrow. Most striking was the large, beautifully cast muffler assembly. It sported the famed Indian logo and was tastefully ribbed almost down to the water line. The Silver Arrow's throttle twist grip was borrowed from the firm's motorcycle parts bin.

Today, the few remaining Indians certainly gin visual attention at vintage outboard meets, but most don't seem to run too well. Probably due to the fact the Indian was rushed into production and marketed only briefly, the little bugs never really got worked out of its design.

The failing early-Thirties economy, along with Indian's logical commitment to concentrate on cycles, caused the firm to bow out of outboarding in 1931. Similar to the premature passing of a pop personality, the Indian Silver Arrow's short life and royal lineage quickly made it a minor legend.

Peter Hunn wrote the above description. This picture was taken by **Ralph Krans** in *Minden Nebraska Pioneer Village Museum*. It boasts the largest private collection of Americana anywhere! **Gerry Coats** was very thoughtful in passing the photo on to us.

Does my memory serve me right? Doesn't Chapter Member **Richard Wendt** possess one of these rare beauties?

