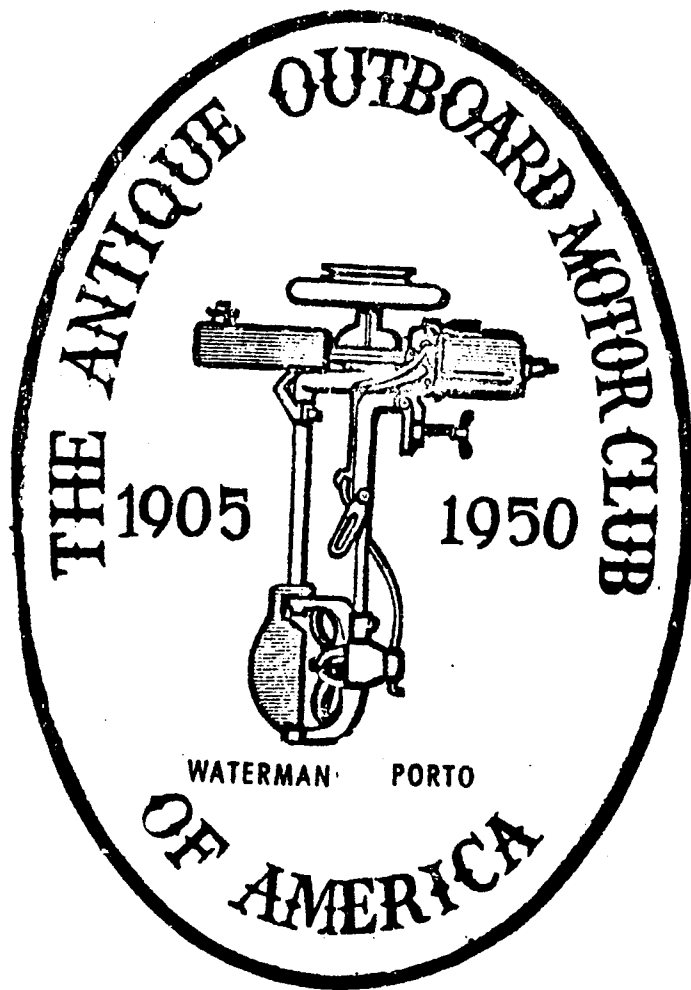


NEWSLETTER



Official Publication of
The Antique Outboard Motor Club of America

NEWSLETTER

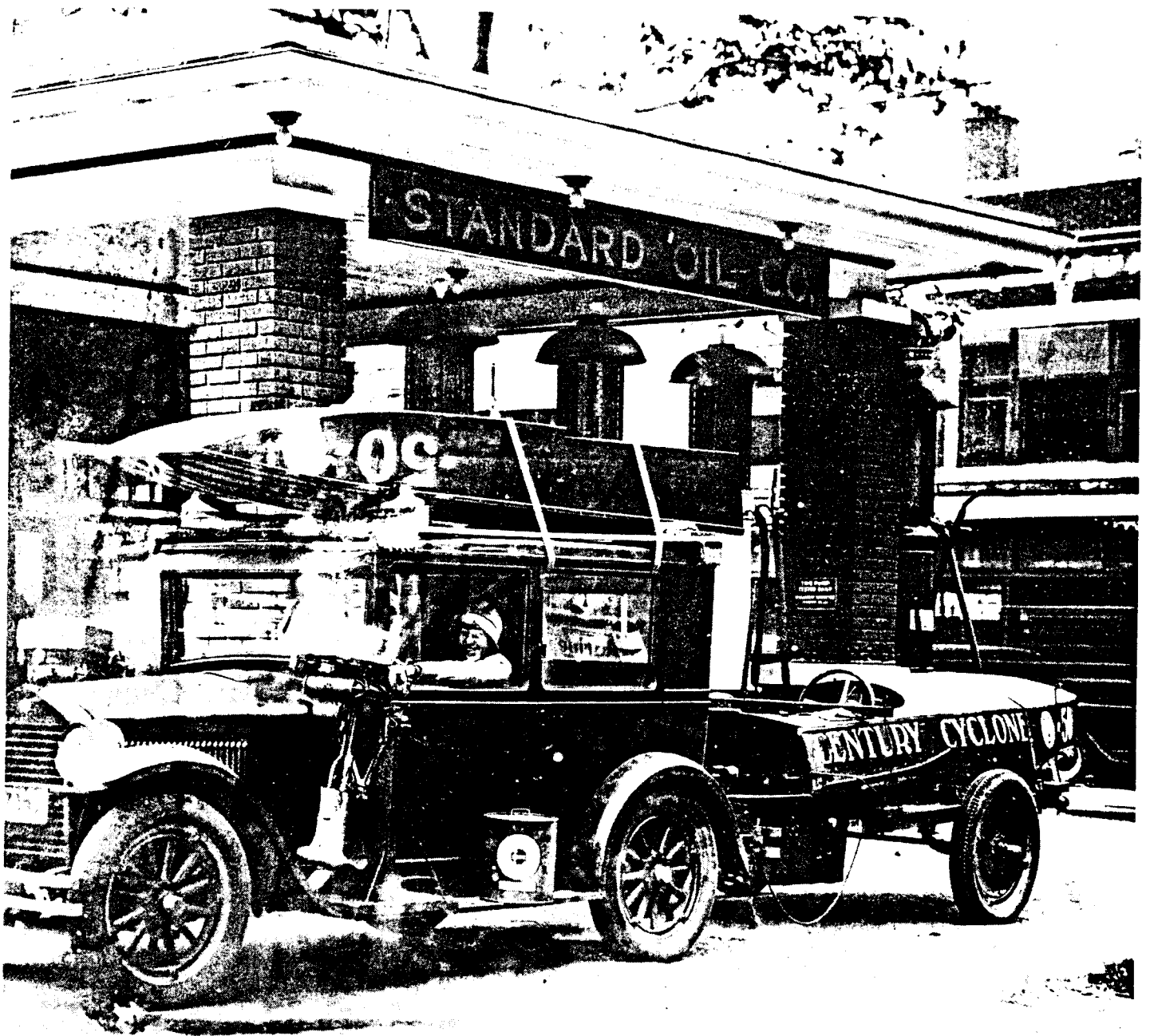
Office

1970 Atlantis Drive, Clearwater, Florida

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" OFF TO THE BIG RACES "

Seated behind the steering wheel, is Mrs. Gene Atwood, winner of the Vice - President's Trophy in 1928. Outboarding has come a long way, as you can see .

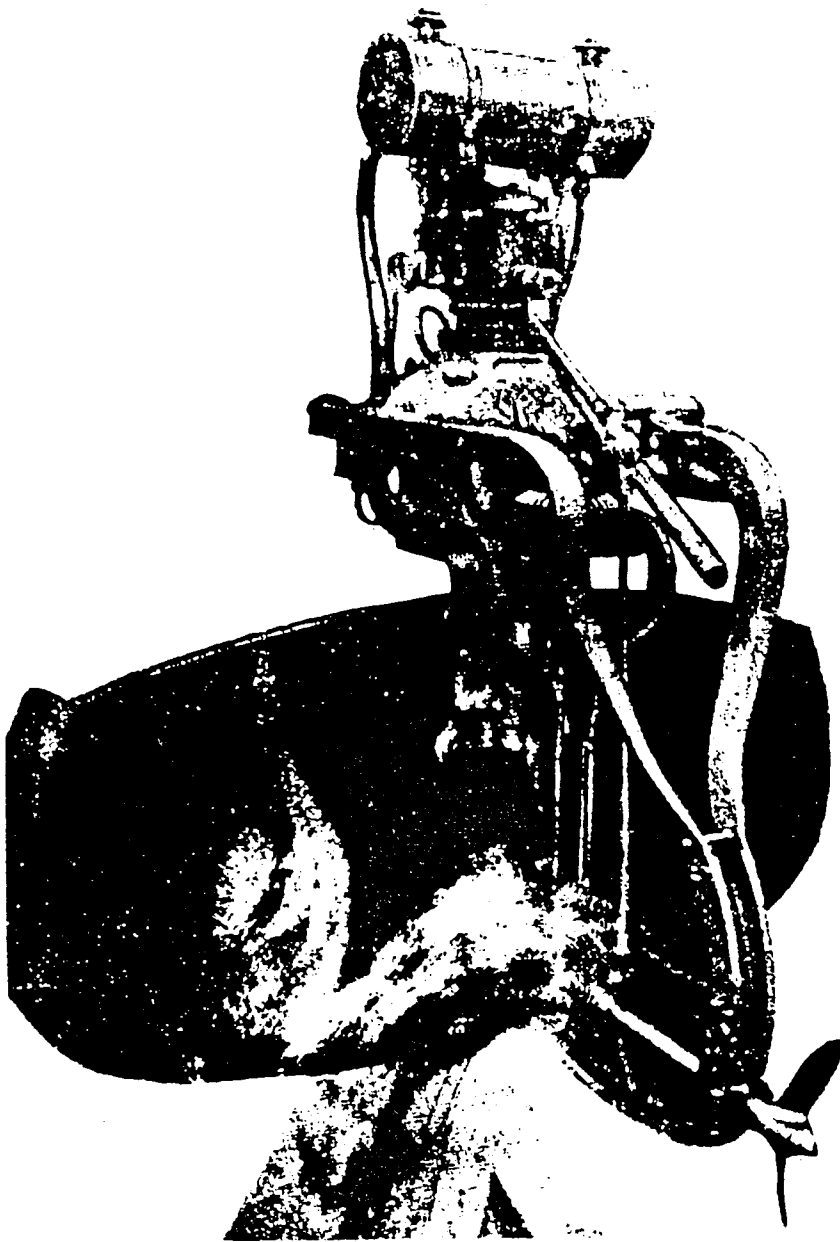


Photo at right shows the 1893 "Circa" steam outboard. It was of European origin having a single large cylinder, which was clamped to the back of a square-sterned falt bottom boat.

The boiler was stationary and in board. Only a few of these engines were ever produced.

Photo at lower right is the "TROVE" made in France in the year 1881 and also displayed at the Worlds Fair in Paris the same year.

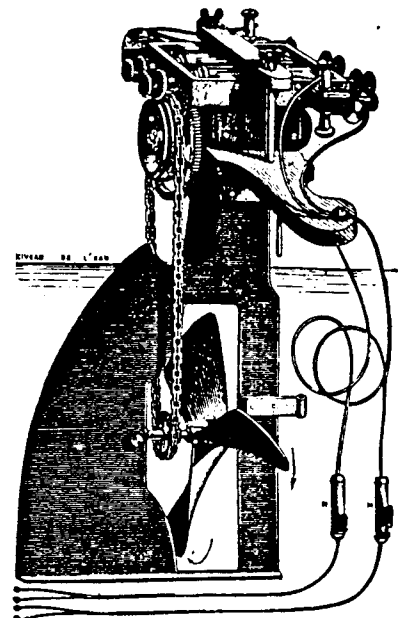


FIG. 2b.—TROUVÉ'S MOTOR AND SCREW.

THE WALNUT OUTBOARD PORTABLE MOTOR

This is an extremely interesting little motor, of the outboard portable type, designed for attachment to rowboats. It is made by The Walnut Machine & Brass Foundry Co, of ~~3166~~ 316 -326 Walnut St-Toledo, Ohio.

This motor can be put in place easily in two minutes, without the aid of tools & can be removed in an equally short time, without injury to the boat. An adjusting clamp is so constructed that the engine, when clamped to the transom of a boat, can be placed in a perpendicular position, thereby making it possible to fit the engine to the angle of the transom of any rowboat, with or without skeg. It holds the motor rigidly and does away with vibration. The cylinder is 2½ in. bore, 2½ in. stroke; it is very simple and consists of only three working parts, piston, connecting-rod and crank-shaft. Complete ready for operation, it weighs 40Lbs. The gasoline tank holds a trifle more than one qt. enough fuel for four hrs. running. The electrical equipment consist of four dry-cells and a vibrator coil, packed neatly in a box built for the purpose, which can be placed in the shipping case with the engine and carried or shipped as baggage when on an out-ing or vacation trip.

The engine is of two-cycle construction and develops 2hp. It is air-cooled and has no pump, novalves, springs or cams. All of the wearing parts are bushed with best quality bronze. No starting crank is necessary. The speed of an ordinary 16 foot rowboat, with one of these motors, is from five to seven miles an hour. The propeller wheel is 12 in. in diameter. The motor is reversible by the aid of the commutator, it is always ready and takes up no room. The outfit is shipped complete in every respect, so that it is ready to use at once.

A unique feature of the Walnut Outboard Motor is that no rudder is required as a tiller turns the wheel at any angle. Thus guiding the boat with accuracy.

" THE FIRST ALUMINUM PISTONS "

In the early twenties, Ben Atwood, being research engineer for Caille Motors, purchased an Evinrude from Ole Evinrude. Ben and Gene Atwood designed and hand made the first aluminum piston at their home in Lakeland, Florida. They were installed in the Evinrude and entered in the five year race against Ole Evinrude with Genevieve Atwood being the winner. Aluminum pistons were used after that in racing motors only!

GAINESVILLE, FLORIDA

can send out a bulletin.

Received word last week from Mr. J. Frank Johnston, that he has completed restoration on a Johnson P.50 and an Evinrude Mate, adding to his collection, which is probably the largest in the World. By the end of summer, he will have a partial list of extra parts and motors to restore. At that time we

* By having extra money in the Club account this time, a reconditioned lettergraph was purchased to send out bulletins to Members.

#

DON MILLS, ONTARIO

Mr. K. E. Jackson recently sent in photos and history of his 1914 Wisconsin Row Boat Motor. This engine was purchased new by his Father in 1914 before going to War. A special cradle was made and was stored in a trunk for 50 years, except for a couple of hours running in 1949. This engine is original except for the spark plug and water pump hose. This engine would be a show piece in any Marina, should anyone like to obtain this one, contact,

Mr. K. E. Jackson
253 Roywood Drive
Don Mills, Ont, Canada

MIAMI, FLORIDA

Mr. John Harrison has recently located the X Class engine, built by Marshall Eldridge, which held the World record of 78 plus set by Mr. Clint Ferguson in 1939. The engine is now in Milan, Italy. Here's hoping John gets that engine.

Mr. John C. Harrison
1000 N. W. 54th St.
Miami, Florida

BROOKLYN, NEW YORK

Mr. Peter Feldman, "Opera Singer" has started a collection of the old "Monsters" as he calls them. Having five already, his latest being a 1941 Johnson 9.8 K.S.I.

Mr. Peter Feldman
228 S. Third Street
Brooklyn, New York

ELYRIA, OHIO

The oldest Waterman we have on record, a 1907, owned by member Edmund Diederick. This one is in need of a few parts. Any suggestions would be greatly appreciated.

Mr. Edmund Diederick
R. D. # 3 Box 136
Elyria, Ohio 44038

TIGARD, OREGAN

Mr. Donald J. Heermans, once being a member of a Steam Launch Club, became very interested in steam driven craft. Don is now converting a 1 cyl Lauson and a Johnson H.D. lower unit with a M S. Powerhead to steam, along with designing his own light outboard. A most difficult and interesting project, I'd say.

We want to take this opportunity to thank you Don, for the use of very rare photos and valueable information.

Mr. Donald J. Heermans
13925 S. W. River Lane
Tigard 23, Oregon

COMMERCE CITY, COLORADO

Mr. M. J. Roach of Commerce City, recently stopped over in Clear - water enroute to Ft. Meyers. We had a most interesting talk on old outboards. He has a 1913 Liberty Twin in haw condition, and after returning back home, sent several photos.

Mr. M. J. Roach
6920 Dexter
Commerce City, Colorado

COUNCIL GROVE, KANSAS

We are proud to have Mr. and Mrs. Billy Crow with us. Hope we can help secure the necessary parts for Billy's Super Elto.

Mr. And Mrs. Billy Crow
Box # 224
Council Grove, Kansas

SEATTLE WASHINGTON

Mr. Ellez recently wrote the Club asking for additional information on his 1926 Elto Lightwin. The engine is now stored in the original box and he has the operators manuel.

Mr. B. L. Ellez
2343 19th Ave. So.
Seattle, Washington

CLOVIS NEW MEXICO

Lt. Robert Zipps recently wrote telling us of his outboards. Restoring old outboards is his number one pastime. He is now restoring a Model "A" Evinrude. Lt. Robert H. Zipps
3020 Sheridan Street
Clovis, New Mexico

#

CASTILE NEW YORK

Mr. Charles Bartlett, Jr. has recently completed restoration of two old timers. An Elto Model E 7 HP. and a 1936 Johnson Model IOO I.7 HP. Mr. Bartlett is one of our new members. So glad to have you with us Charles. Mr. Charles E. Bartlett, Jr.
82 North Main Street
Castile, New York

#

OTTUMWA IOWA

We are proud to have Mr. Ralph Kirkland as a member of the Club. At present, Mr. Kirkland has only new motors. Here's hoping he locates some oldies. Mr. Ralph Kirkland
440 Appanoose
Ottumwa, Iowa

#

PHILLIPSBURG NEW JERSEY

John is a new member in the Club and we are all proud to have you with us. John has a Ferro 7 HP. that he is wanting information on. If any one has information on this motor, please get in touch with him.

Mr. John Eukeyecko
326 Ann Street
Phillipsburg, New Jersey

#

DREXEL HILL PENNSYLVANIA

Mr. John Baker is very interested in the racing engines. John would like to borrow any information on old racing engines 1934 Vintage. The Racing Speeditwin and Racing 460. Would also like to purchase several old racers.

Mr. John Baker
1037 Blythe Avenue
Drexel Hill, Penn.

#

LA CONNER WASHINGTON

A recent inquiry arrived from Oscar Homre, telling of his collection of old timers and would be interested in hearing from others.

Mr. Oscar Homre
La Conner, Washington

#

FISHING ON THE SUN COAST
"Fresh Water" Fishing

The waters around Dunnellon are quite popular, where bass fishing is excellent, with many bass being taken daily above ten pounds. Back waters of the Withlacoochee and Rainbow rivers are also excellent. Limit bass catches are being made at Lake Okeechobee, Moore Haven, Clewiston and on the Kissimee River. Best lures are the popular fly rod poppers, spoons, black eels and plugs.

"Salt Water Fishing"

Snook fishing is excellent around the Collier county area southward into Ten Thousand Islands. Loads of Macheral are being taken in Charlotte County off Englewood Beach, using mostly small trolling spoons. Plenty of trout and red fish on the flats around the Whistler in Manatee County is now good for kings around the piers and bridges.

This story as told by Kit Owen, in his own words,

" THE OLD SOLDIER "

Because of it's incredible exhaust note, my 1928 Evinrude Speedi-twin was the lake's most wanted motor, or unwanted, as the game warden saw it. At the beginning of last summer it had open exhausts because I could not get a muffler. A friend of the family quite aptly put it, "It sounds like a B-17 winding up on the runway".

The first day on the lake I was having fun seeing just how fast the "Old Soldier" would go, when a white runnabout pulled up behind. In my usual way, I jumped to the conclusion that he wanted to race, so I poured on the coal. I was hundreds of yards away when I finally realized it was the patrol. When he pulled up, both of our faces were the color of apples, but for different but related reasons.

" Alright wise guy, where's the muffler? "

I explained that I couldn't get one because the motor was an Antique. He made it clear that I couldn't see it on the lake unless it had a muffler. I waited 'till I thought his rounds would take him to another lake, then I couldn't resist, so I took off once more. All I can say, is I pick the days, because no sooner had I started when a familiar boat circled me once more. I asked him this time if he had heard any complaints. He said two words: " Yeah Me! "

Well I've tamed it up since then with an under water exhaust, so now he just gives me dirty looks. Now it just sounds like a DC-3.

EAU CLAIRE, WISCONSIN

We are quite proud to have Kits brother Philip with us. Kit would like to obtain any data on the Riley Radial 75. 4 cycle 5 cyl. also information on the Flambeau. Kit and Phil have worked hard during the past weeks to get all of their engines ready for summer.

We wish to thank Kit for the wonderful story on "The Old Soldier"

Kit and Phil Owen
Route # 3
Eau Claire, Wisconsin

MADISON WISCONSIN

We wish to thank David Reinhartsen for the articles he has supplied for the News Letters. Hope they will be of interest and help to all. Dave is now completing the photos and history of his collection for the "Directory". Thanks again Dave, you are surely an asset to the club, a member we can all be very proud of.

Mr. David R. Reinhartsen
308 G Eagle Heights Apts.
Madison 5, Wisconsin

DEXTER MAINE

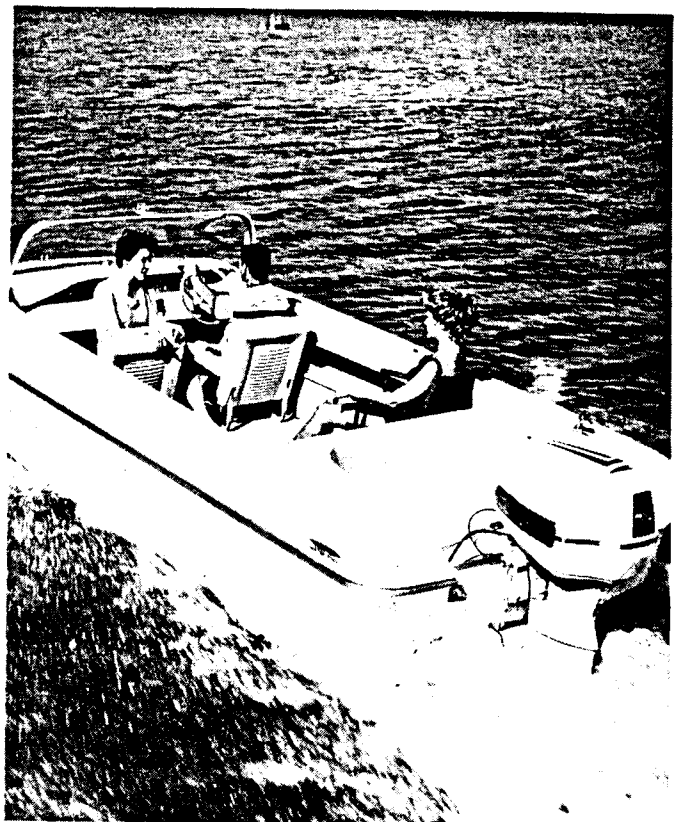
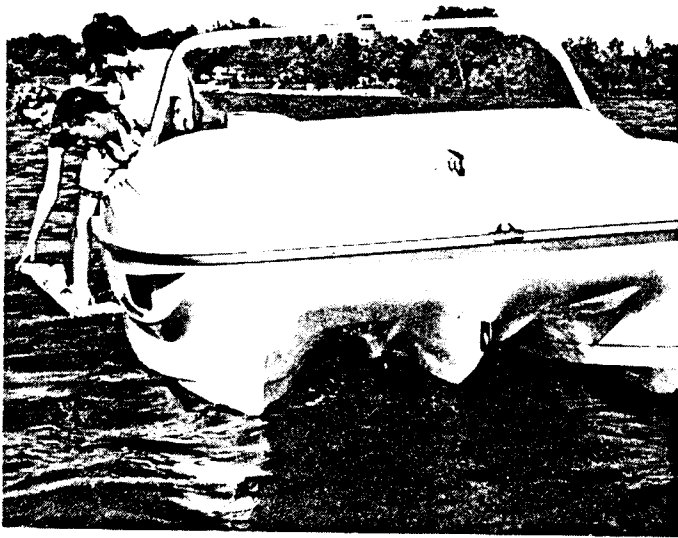
Mr. J. A. Briggs has a very old Waterman, around 1909 or 1910 in running condition and recently sent in a photo. The photos can be helpful in restoration, when a part is missing and would have to be machined. Mr. Briggs is one of our new members, very glad to have you with us.

Mr. John A. Briggs
R.F.D. # 3
Dexter, Maine

CLEARWATER, FLORIDA

We are expecting Monte Engel back within a week or so to get in some fresh water fishing. During recent months, we have fished several times together. So nice to have Mr. Engel as a member.

Mr. Monte Engel
Mandalay Shores Apt.4
Clearwater Beach, Fla.



" A BOAT IS A BOAT IS A BOAT "

The photos above are the New line of JOHNSON boats, featuring, Safety, no tip stability and most of all the New ride.

A SHORT HISTORY OF THE OUTBOARD MOTOR
THE DAY OLE THREW AWAY THE OARS # # #

Although they claim credit for the invention of the telephone and tractor, so far the Russians have said nothing about the outboard motor. They, like the rest of the world, are uncertain just how the whole thing got started.

Stories vary considerably and depending on how you want to look at it, the outboard may date back as far as 1864. At that time, a Frenchman named de Sanderel fashioned a steam powered multi-motor boat which was driven by no less than five propellers. Evidently, it wasn't too successful. Monsieur de Sanderel soon gave up the idea.

The next two decades saw several more attempts to build practical portable engines to propel boats. A host of Frenchmen, one or two Germans and a redoubtable Englishman all tried and failed.

The first real breakthrough came in 1892 when William Steinway of piano fame imported a gasoline outboard from Germany. It was the handiwork of Gottfried Daimler. Although it met with some success, fewer than 100 Daimler motors were produced and less than a dozen were known to have been used in this country.

In 1907, Cameron B. Waterman, a Detroit machinist, patented an outboard motor which enjoyed modest success. Two years later, Ole Evinrude, then a young pattern maker in Milwaukee, developed what has since come to be recognized as the world's first commercially successful outboard motor. How it came about is a story in itself.

According to an oft-told yarn, it all started at a picnic when a young lady named Bess Cary decided some cold ice cream would go well on that hot mid-summer day. Ole, being Bess's beau, agreed even though it meant rowing two miles to the nearest town. On the way back with the ice cream melting- Ole started thinking there must be a faster and easier way to propel a boat. A gasoline engine hitched to a propeller and stuck onto the end of a rowboat seemed to be the logical answer.

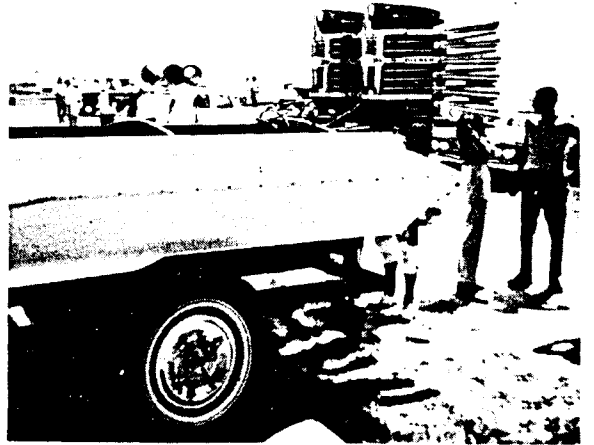
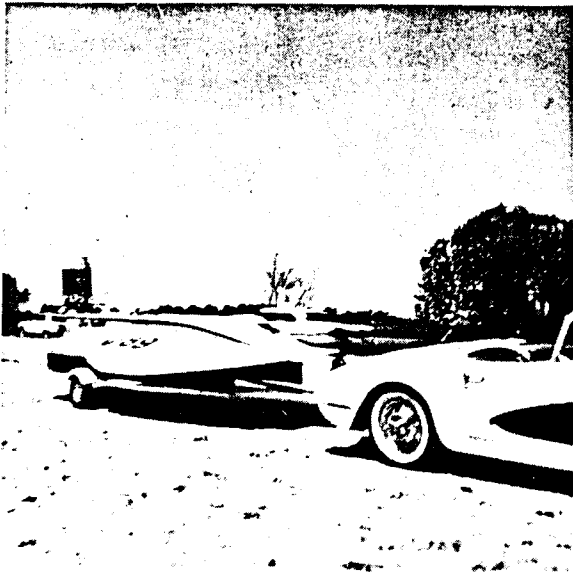
Building such a contraption was not as simple as it sounded. But in due time, Ole completed it and made ready for the moment of truth. He attached his "knuckle buster" to the transom of a rented rowboat and gave the flywheel a spin. It worked!

Convinced he could build a better engine, Ole immediately set out to do just that. His second motor started easier and ran smoother. In fact, it worked so well that Ole loaned it to a friend who came back the next day with orders for ten more just like it.

Ole's first ten "production" motors were entirely hand made, weighed 62 pounds and sold for \$62. each. They led to other orders and before long he had made and sold 25 of his "coffee grinders." This term was coined by Bess who had by that time become Mrs. Ole Evinrude. It was she who penned the now famous newspaper ad which encouraged boatmen to "Throw Away the Oars." They did and a new industry was born.

Unlike the engines that immediately preceded and followed it, Evinrude's original "Detachable Rowboat Motor" utilized the basic engineering concepts found in today's modern outboards-the horizontal cylinder, the vertical crankshaft and drivershaft with the power direction changing gears in a submerged lower unit. This factor unquestionably accounted for it's success.

Today there are better than six million outboards motors in use throughout the country. Boating has come a long way since that day in 1909 when Ole threw away the oars.



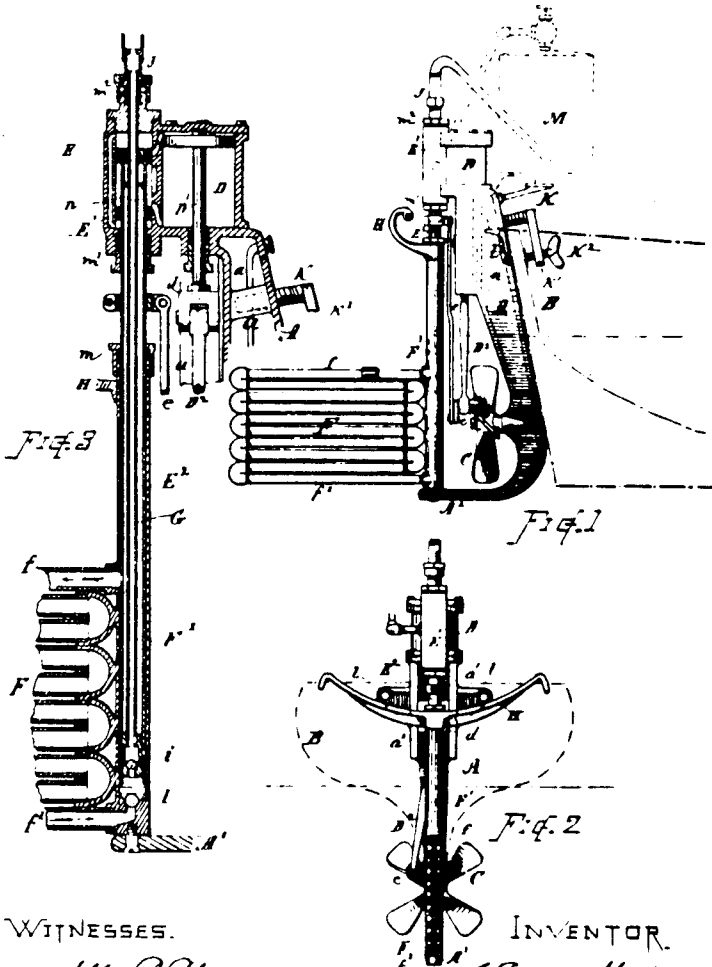
(No Model.)

S. E. HARTMAN.

MACHINERY FOR PROPELLING AND STEERING BOATS.

No. 366,662.

Patented July 19, 1887.



WITNESSES.

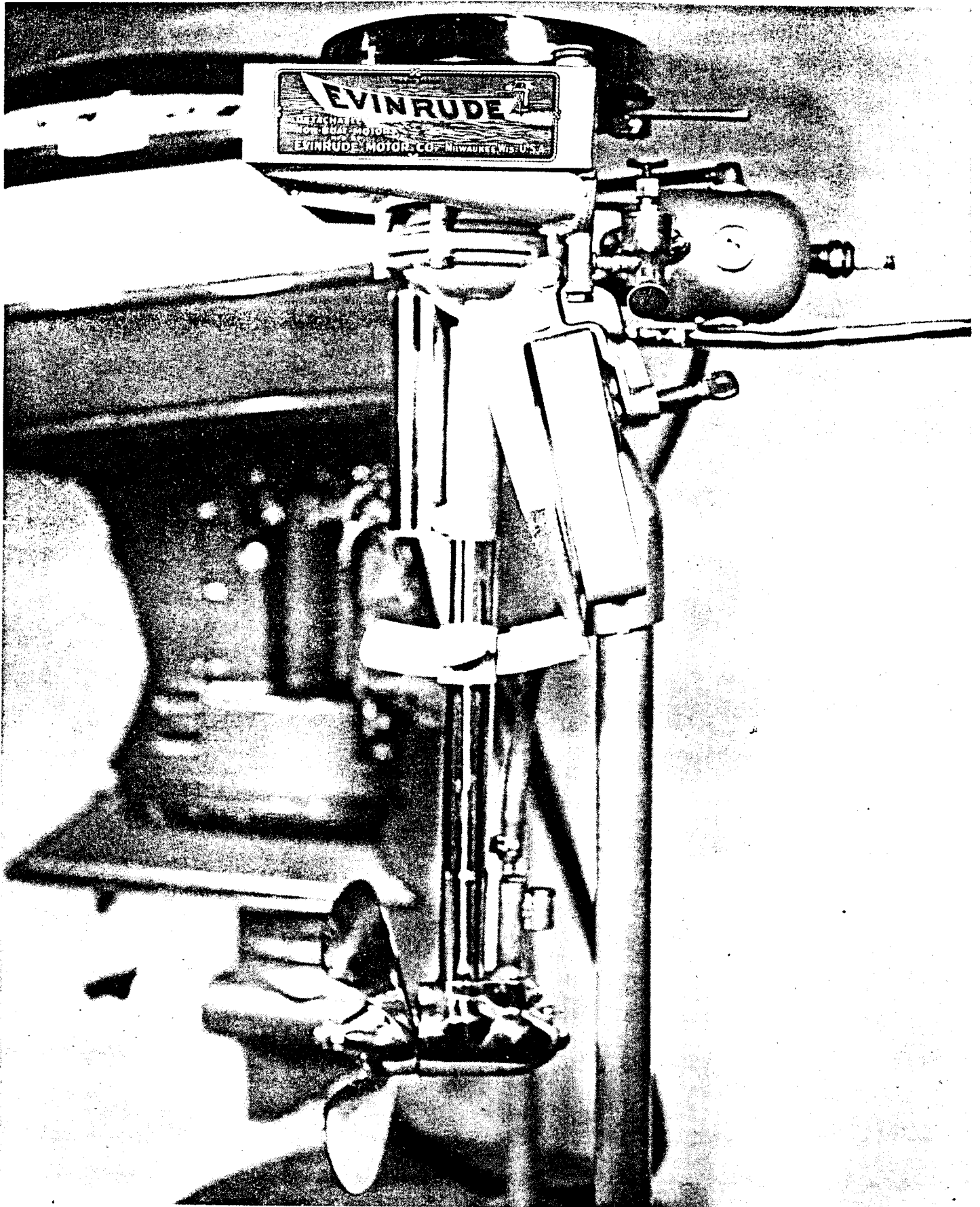
Wm. P. Blount
H. J. Fay

INVENTOR.

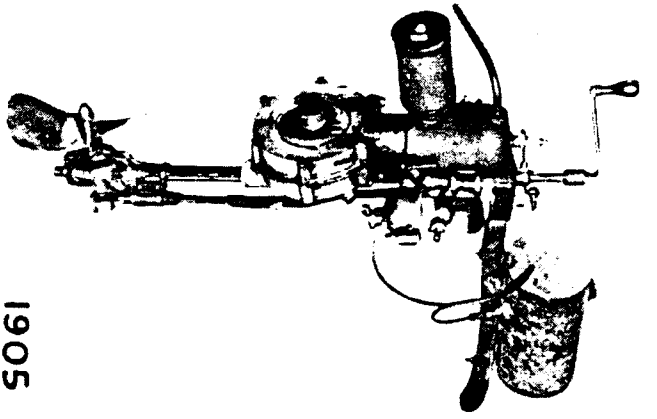
S. E. Hartman
By Charles H. Bentley

Almost 60 years of outboard progress starting in 1905, when Cameron B. Waterman invented the Waterman Porto. Above photos and at right shows the advancement through the years.

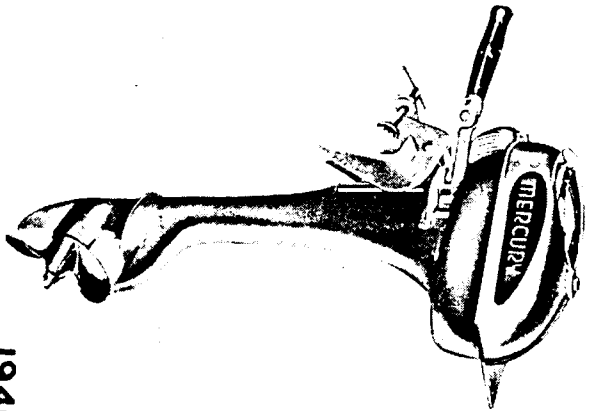
Photo at left is believed to be the first patent granted in the United States, although there is no record of any produced.



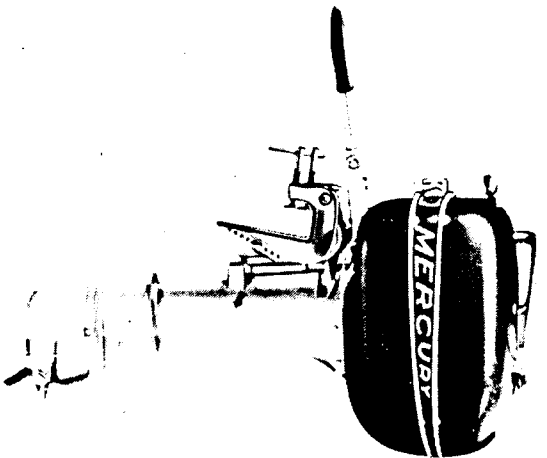
A famous forerunner of today's sleek and powerful outboard motors was the 1911 Evinrude "Single". Often referred to with varying degrees of effect-
ion as a "Knuckle buster," this model developed 1-1/2 horse power,
weighed 54 pounds and sold for \$75 in 1911. Contrasted with it's 53 year
old predecessor is Evinrude's new 90 horsepower model .



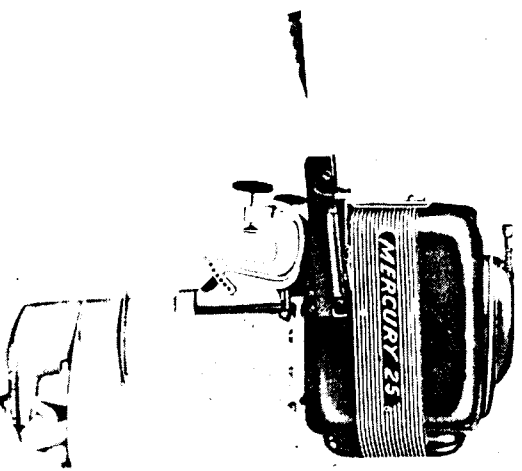
1905



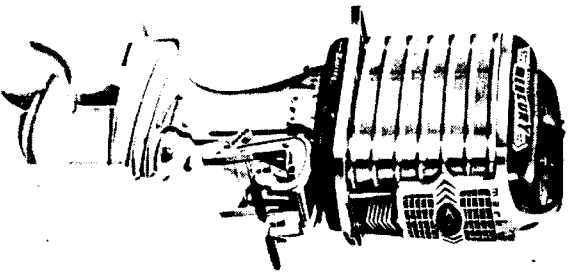
1940



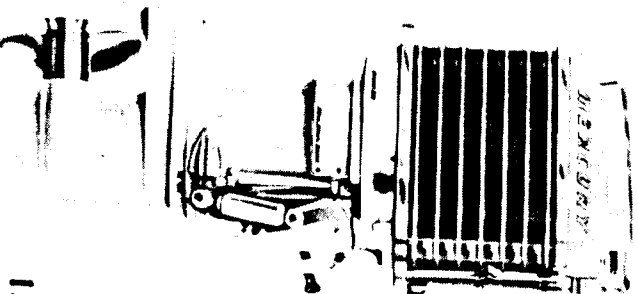
1947



1949



1956



1961

**** PARTS NEEDED ****

Flywheel for 2½ H.P. Waterwitch
Therodore S. Owens
R. D. #
Monaca, Pennsylvania

Carb. for 1928 Evinrude Speeditwin
Model U. 16 H.P.
Herman R. Kayser
705 II6th S. E.
Bellevue, Washington

Fuel tank and spark plug for 1918
Evinrude Model A.
Jess Brothers
Route I Box #-293
Battle Ground, Washington 98604

Wanted for 1931 Evinrude 4020IOOI
Carb. float, primary valve at
bottom of carb.
Alan McCarthy
820 Phila. Ave
Silver Springs, Md.

Wanted for Elto Super C racing
engine. 2 detachable heads that
are contoured to fit the head of
the pistons and 2 head gaskets
for same.
Walter Weidman
Voorheesville , New York

Magneto for Evinrude Cub. 4264.
04970. J.J. Houston
II22 38th Ave.
Meridian, Miss.

Propeller shear pin and prop nut,
for a 1923-1928 Evinrude Sportwin
Model N.
James A. Sybers
North Senior High School
2700 Mercury Avenue
Eau Claire, Wisconsin

Wanted- Johnson T.R.40 Giant Twin
or any parts for same. Shop manuel
or any information on 5cyl. radial
Riley outboard.
John C. Harrison
1000 N. W. 54th. St.
Miami 37, Florida

Curved bracket that holds drive
shaft housing away from boat on a
P.35 Johnson, (Johnson calls this
a quadrant for stern bracket).
Starboard Cyl for 1929 Elto Light-
weight.-----
TRADE -- 1928 Elto Speedster or a
1934 Johnson K70 for a pre 1930
Elto, Evinrude, Caille, Lockwood
or Neptune.
David R. Reinhartsen
308 G Eagle Heights Apt.
Madison 5, Wisconsin

Wanted for 5 H.P. Evinrude (I)
connecting rod. I95687 (2) piston
rings and piston. IO2323
Spencer Boardman
II4 Reservoir Rd.
Norris, Tennessee

1931 Evinrude "Big Four" needs
several parts. Anyone having parts
for this motor, contact,
Dean Vargason
Elkader, Iowa

Coil for Evinrude Elto-Model 4I46-
04739. I.5 H.P. 1936
Detachable cyl. for 2 cyl. Evin.
part no IOI828
L. M. Webb
Webbs Marine Sales
817 Edwards Street
Hattiesburg, Mississippi

Evinrude 1930-1934 Model I56-I282
22H.P. needs several parts. If anyone
one has parts for this one contact,
Harvey Dougherty
II3 Five Pines Road
Irwin, Pennsylvania

Wanted for Super Elto 77303H coils
points and breaker plate.
Billy G. Crow
Box # 224
Council Grove, Kansas

Piston rings for 1923-28 Evinrude
Sportwin 2½ H.P.
Leland Simkins
1616 Pauline Ave. Rockford, Illinois

Wanted for The Oldest Waterman on
file (1907). Steering handle, fuel
tank and crank. Any one have any
suggestions?
Edmund Diederick
R.D. # 3 Box I36
Elyria, Ohio