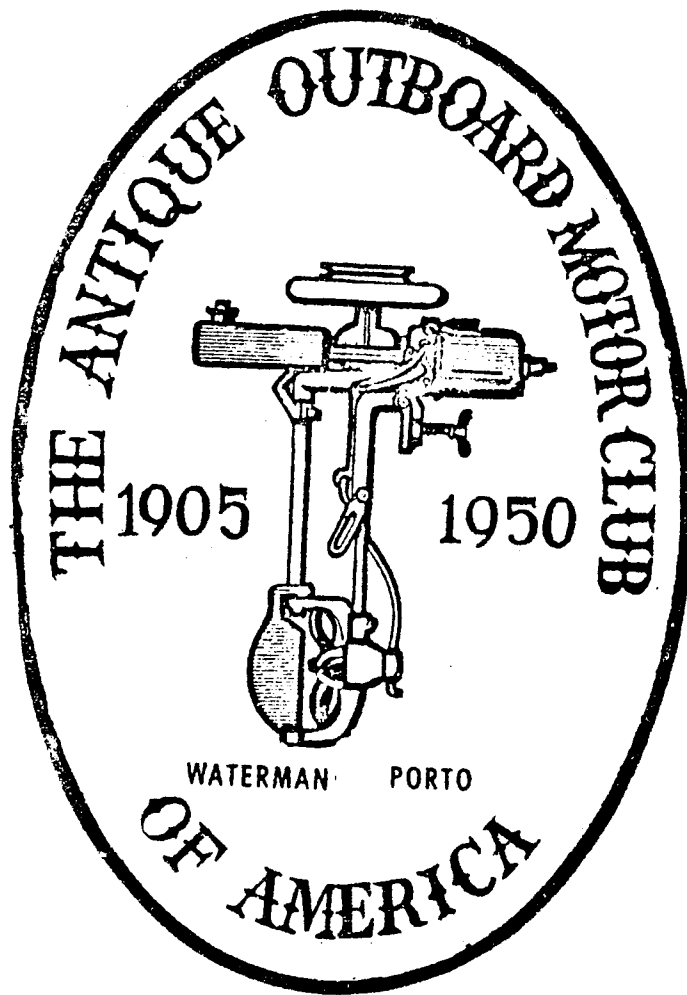
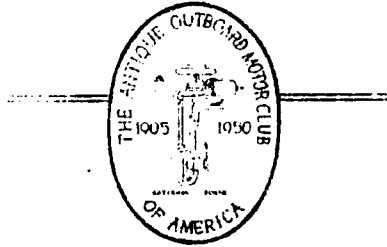


NEWSLETTER



Official Publication of
The Antique Outboard Motor Club of America



NEWSLETTER

Office

1970 Atlantis Drive, Clearwater, Florida

CONTENTS for SEPTEMBER, 1963

	Page
Club News	1
Evinrude on the Tigris	2
Sidney to Newcastle Run	3
Lady Evinrude	4
New Home for Ancient Outboards	5 & 6
Al Capone's Old Evinrude	7
Want Ads	8 & 9
Motors for Sale	10

Over Seas Stories furnished by:

Brandon F. Timm
International Editors Service
Outboard Marine International S.A.
Box 830
Nassau, Bahamas

MEMBERS HAVING NEW ADDRESSES

David R. Reinhartsen
308 G. Eagle Heights
Apartments
Madison, Wisconsin

Robert J. Rich
1658 S. W. 7th St.
Ocala, Florida

Joe Page Motor Service
200 Seminole Street
Clearwater, Florida

----- ANCHORAGE ALASKA -----

Mr. Paul Breeding, Evinrude Dealer, finally made the trip way up the river, bringing back the Old Wisconsin, left behind by gold miners and has been shipped to a Mr. Graves of Portland, Oregon.

Mr. Paul Breeding
1543 West 25th.
Anchorage, Alaska

----- EAU CLAIRE, WISCONSIN -----

Chris has recently acquired two "new" old Outboards to his fine collection. A 1929 Elto Speedster and a Johnson Sea Horse P. O. 10. 22 H. P.

Chris took his Speeditwin out on the river for a trial run and says it's such fun to race. Having only a make-shift muffler, the exhaust was quite loud and received many odd reactions from the crowd on shore.

Doesn't someone have a muffler for this 1928 Evinrude Speeditwin 16 Motor No. 2U338?

Christopher Owen
Route #3
Eau Claire, Wisconsin

----- CHATHAM, MASS -----

We are proud to have Mr. Bill Wescott join us. Bill is now restoring a 1917 Evinrude 2 H. P.

We hope to obtain a photo after completion, to place in the Newsletter.

Mr. Bill Wescott
c/o Wescott Builders
8 Depot Street
Chatham, Mass.

----- OCALA, FLORIDA -----

In a recent phone call to Ocala, we had a very nice conversation with Mr. Robert Rich. He stated he was very glad to get his coil back from repair and should have his 1911 Evinrude ready soon.

Mr. Robert J. Rich
1658 S. W. 7th St.
Ocala, Florida

----- SEATTLE 55, WASHINGTON -----

We have recently received a letter from member Dudley Davidson, owner of Sanding Service and Supply, sending a complete listing of his proud collection. Included are some very rare ones such as Thor, Waterwitch, Neptune, Evinrudes and Eltos, also his collection consists of thirty early inboards from 1900 to 1942. The oldest being a 12 H.P. "Circa" steam compound manufactured in Colchester, England in 1893.

Many carburetors, Ford coils, misc. spark plugs are also included.

You may take your boat to Dudley for a real job of power sanding and view his collection.

Mr. Dudley Davidson
Sanding Service & Supply
4117 East 107th.
Seattle 55, Washington

\$25.00

A reproduction fee of \$25.00 will be paid for each acceptable old photograph illustrating the early use of Evinrude, Elto and Johnson engines, showing these faithful outboard motors in military, fishing, transport and other commercial uses.

All originals will be returned.

Photos should be sent to:
Brandon F. Timm
Public Relations Department
Outboard Marine International
S. A.

Box #830
Nassau, Bahamas

----- GIRARD, PENNSYLVANIA -----

Mr. David Swaney has recently written the Club, stating he has a collection of old motors numbering Twenty-two. A few however are not complete. Many parts are available for 1928 Elto Speedsters, 1934 Johnson 4.5 H.P. Twin, two 1939 Evinrude Sportfours 16.1 H.P., 1937 Speeditwin, minus lower unit.

Mr. David A. Swaney
220 Olin Avenue
Girard, Pennsylvania

EARLY OUTBOARDS SERVED WITH BRITISH ARMY ON TIGRIS RIVER

An early-model Evinrude outboard motor operated at his home on the Lake of Killarney in Ireland before World War I led to another Evinrude engine playing an important part in the Near East during the Great War.

The vital role of an Evinrude outboard in the Mesopotamia of 1915 was recalled by Captain W. J. Kingsmill, retired officer of the Royal Indian Army, who 47 years ago was the private entrusted with running an Evinrude on the Tigris River. Mr. Kingsmill recently wanted to see how the newest Evinrudes were made, and during the course of touring the Outboard Marine of Australia plant at Bankstown, New South Wales, told of his personal experiences with an early Evinrude in action against the Turkish Army.

Purchase of the Evinrude was suggested because the war in that area at that particular time was largely confined to rivers. Several motors were already in service, but their use had largely been restricted to the towing of barges. In December of 1915, however, the British principal force under General Townsend was surrounded at Kut by advancing Turkish forces and a relief expedition was sent to their aid. With this relief group was Private Kingsmill, with an 18-foot dinghy powered by the virtually-unknown outboard motor.

Following this action, which included sorties up the river under enemy fire and the carrying of dispatches, Private Kingsmill with his boat and motor were attached for duty to another group. The boat was called upon to transport all kinds of equipment, including rope, barbed wire, food supplies, plus demolition squads with full gear across the swiftly flowing river which in some parts was more than one-quarter mile wide.

In an effort to hamper British movement on the river, the resourceful Turks made floating mines from dynamite-filled copper canisters. With the detonator arms submerged and the mines disguised to appear as floating debris, the canisters were set afloat upstream. The British Commander soon effected a counter-measure. With Private Kingsmill at the helm, the dinghy was used to gently nose them to the riverbank for disarming. Also, under enemy fire, ammunition and supply barges were towed by the Evinrude-powered boat into the stream to be carried by the current to safer moorings downstream.

On three occasions the boat overturned and the Evinrude was buried in mud. Previous experience in Ireland with Evinrudes enabled the soldier to dismantle the engine, clean it, and get it going again.

This particular outboard motor had the powerhead rigidly mounted to the boat transom, and construction was such that only the gear housing turned. Made of bronze, steel and iron - no aluminum - the engine weighed 72 pounds. Even at that early date, however, Evinrudes were constructed with weedless propellers and flywheel magnetos.

Commenting on his experiences, Capt. Kingsmill said: "When I consider the numerous and seemingly impossible jobs the Evinrude was called upon to perform, operating against a mighty current under extremely difficult weather conditions and using whatever fuel mixture was available, I realized that I had a motor that was really built."

Capt. Kingsmill's World War I experience with the Evinrude outboard recalls an article in the May 1961 edition of News and Notes, in which Lieutenant Commander G. Rawson (Royal Indian Marine Corps. Retd.), told of his acquaintance with Evinrudes.

Commander Rawson wrote, in part:

"Back in 1915 I was serving as transport officer on the Tigris River during the British Army advance on Baghdad. My principal concern was to move and keep moving a flotilla of large lighters known as Maheilas, which were laden with military stores and equipment. These craft were towed by ropes hauled by Arab workers along the river's banks, or sailed when northerly winds prevailed."

(Continued)

"Somewhat in despair with the situation, we cabled London requesting six Evinrudes for experimental use - to test their ability to propel our large, heavy barges. We received six 1914 models which proved to be invaluable. They towed our Maheilas laden with 100 tons of military equipment, drawing four feet of water and traveling at a speed of four knots.

It was a grand sight seeing this flotilla of six ancient Mesopotamian craft moving slowly upstream with their 600 tons of cargo towed by the gallant Evinrudes, struggling away, popping and banging like mad... and cheered on by the troops. All very different from the new streamlined models propelling pleasure craft today."

AUSTRALIAN BOATERS RECALL EPIC 1928 VOYAGE

A recent wave of interest among Australian outboard sports enthusiasts in the difficult Sydney-Newcastle run on the east coast of Australia has impressed the public with the daring of the drivers and the speed and reliability of the modern outboard motor.

Recently one outboard enthusiast made the difficult 62-mile journey in 3½ hours and later lowered the record to three hours. He was using a 60-horsepower motor on a 14-foot hull. Subsequently, another modern sportsman further reduced the record time to two hours, 20 minutes in a modern runabout powered by a 40-horsepower outboard. Further assaults are expected to set new marks for the hazardous run.

For oldtime Australian outboard boating enthusiasts, however, no performance will ever quite equal in glitter or dash the feat accomplished almost 34 years ago by Larry Larsen. Piloting a fragile 12-foot, six-inch hydroplane named "Lady Evinrude", Mr. Larsen raced seaward at dawn of December 13, 1928, to set a record that stood for more than three decades. Powering the "Lady Evinrude" was a 16-horsepower Evinrude Speeditwin engine.

Just three hours and 40 minutes later, Mr. Larsen roared into Newcastle harbor and outboard boating history. The docks were soon thronged with cheering people, most of whom had never seen an outboard motor.

He had survived an encounter with sharks, some drenching nose-dives into big waves, and 62 miles of unpredictable ocean with little more than jarred bones. And he had vividly demonstrated that an outboard motor was deserving of much more respect than it had previously been afforded.

Outboards were then a novelty in most of Australia, but soon thereafter were imported in ever-increasing number - in great part because of the manner in which Mr. Larsen's voyage had fired men's imaginations and proven the outboard engine to be both powerful and dependable. The outboard had come of age in Australia.

RELEASE STORIES SENT IN BY:

Mr. Brandon F. Timm
International Editors Service
Outboard Marine International S. A.
Box # 830
Nassau, Bahamas



LADY EVINRUDE

NEW HOME FOR ANCIENT OUTBOARDS

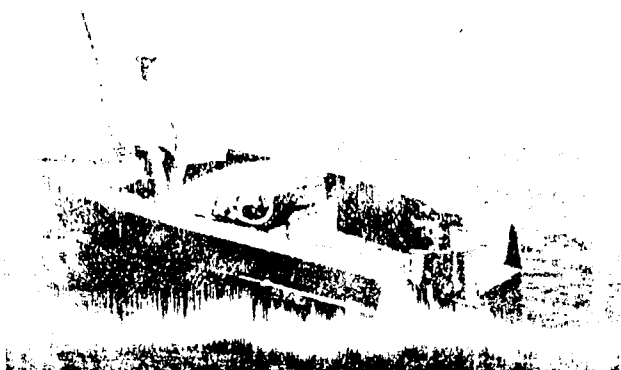
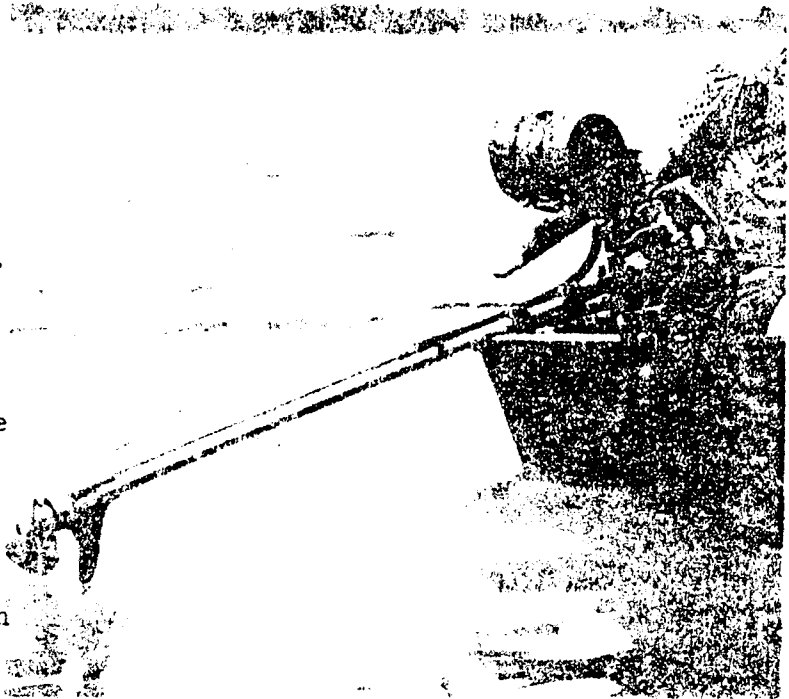
A scrap metal dealer came across an old relic of an outboard in 1945, knowing a friend that was a machinist and a boating enthusiast, took the outboard to him, which was Mr. Frank Johnston, this being a challenge, the motor was soon restored. This led to a new life for the almost forgotten outboards. Word soon got around to his many friends and old outboards began coming in. One man having an old motor since new just could not discard it, after purchasing a new outboard. The old motor was taken to Mr. Johnston because this man would give it a home.

Mr. Johnston said, "I always thought I could do a little bit of anything anybody else could do." Believe me, he sure can. He has built everything from lawnmowers to overhauling locomotives.

Many letters have been sent out during the past years to manufacturers, dealers and collectors to obtain the valuable information needed and to obtain rare motors and parts. Mr. Johnston has followed clues that led to old outboards stored in barns and garages.

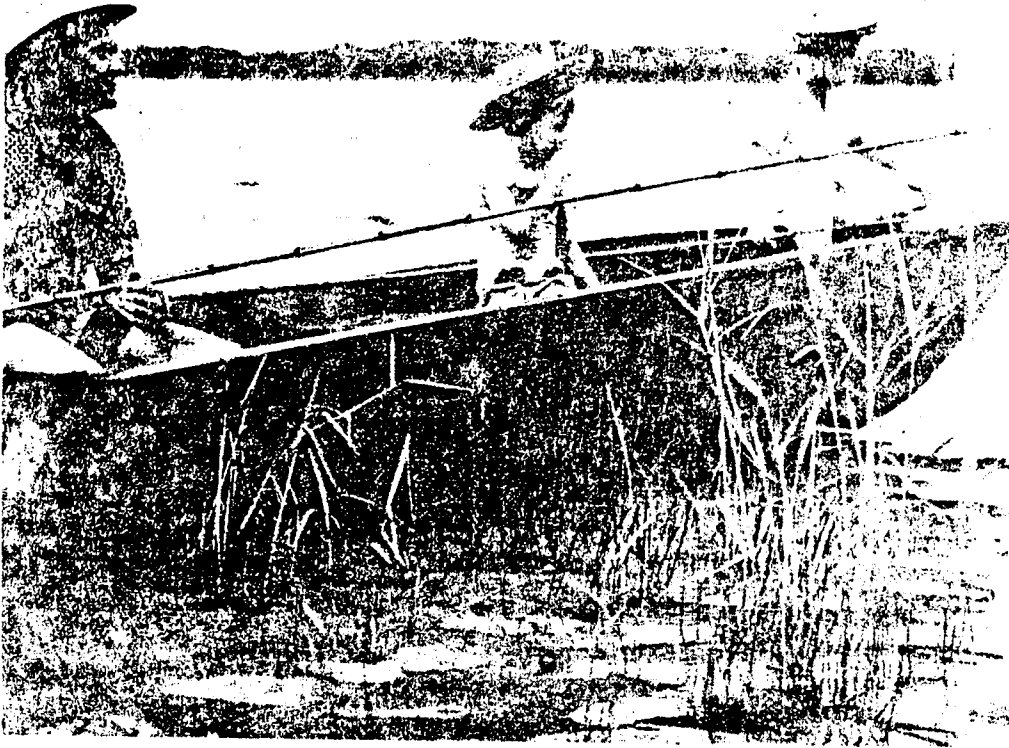
As these old outboards come in to Mr. Johnston, they are taken to his Foundry and a complete rebuilding job is set forth. When completely restored to a beautiful shiny outboard, it is taken to his home to be placed with the amazing collection of restored outboards in its new home.

Below is one of the hand made boats Mr. Johnston has built. Shown with a vintage Johnson, which attracts much attention.



Left- This is where you will find Mr. Johnston on weekends, at his cottage on the lake.

Here he is enjoying himself with his grandchildren in one of his hand built boats powered by a Caille Liberty Single.



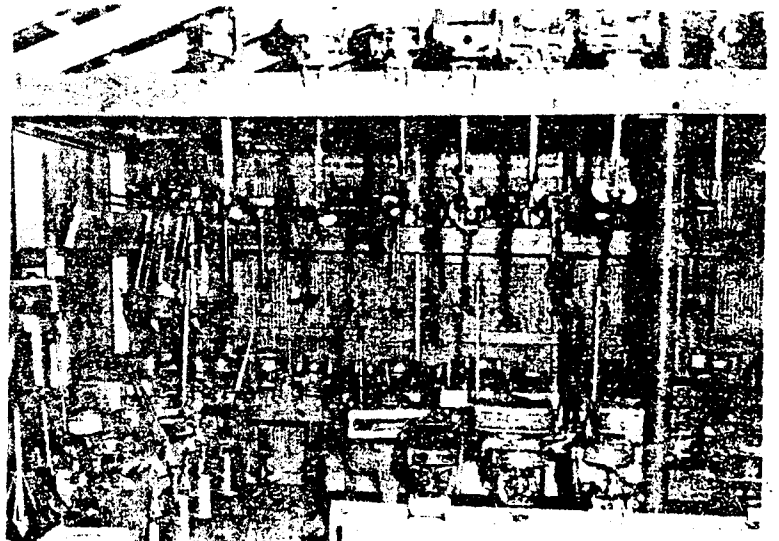
His collection of restored motors numbers 121 of 25 different label brands, with a countless number in his Foundry waiting to be restored.

At present there are 49 beauties on display at Silver Springs at the Carriage Cavalcade.

When the door is opened to the 72 motors he has at his home, anyone would be held spellbound to this breath taking view. I can truly say, my eyes never saw such a beautiful sight. Each one is a masterpiece of its own.

How and where Mr. Johnston finds the time is beyond me, but aside from running a Foundry & Machine Co. rebuilding outboards and building any thing he wants, he also makes reproductions of figurines. He makes his own molds and all the painting. This is a beautiful collection he has, any one would be very proud to have in their home.

Below- Here is the breath taking view of the 72 beautiful outboards, completely restored and in running condition.



Left- This is a view of Mr. Johnston at his Foundry, where the engines are completely restored before they leave to go to their new home.

----- MUNCIE GEAR COMPANY - NOW IN CORDELLE, GEORGIA -----

This company was established in 1907 and made among other things, coal stokers. In 1930 the company started the manufacture of outboards. Its line contained four (4) high quality motors. A three portsingle, developing 2 H. P. The Junior Twin 4 B H. P., The Bull Bearing Twin 6 H. P. containing ball bearing crankshaft and removable heads. The Master Twin 16 H. P. with ball bearings and removable heads.

In 1940 line production was ceased. After the War, the 1.7 H. P. Mighty Mite was the only one in manufacture. This Company first started out in Muncie, Indiana.

Sent in by,

Christopher Owen - Eau Claire, Wisconsin

----- NASSAU N. P. BAHAMAS -----

The first recorded instance of the Military use of an outboard with armed forces anywhere, was with the British Army in Mesopotamia in 1915.

If anyone has an earlier date recorded with details of dates, location and any other information, please write to:

Mr. Brandon F. Timm
Public Relations Manager
Outboard Marine International S.A.
P. O. Box #830
Nassau N. P. Bahamas

"AL CAPONE'S OLD EVINRUDE"

Al's Evinrude arrived in Clearwater July 23, 1963 from Ellensburg, Washington. An 18 H.P. Evinrude was shipped to "Bull Dog", E. L. Jackson in exchange for the engine. It was left in his care in 1929 by Al Capone and as many collectors wanted to purchase it, the Attorney General in Washington said, make a trade so the Club would benefit.

A 1928 Fastwin Model H1921 12 H.P. at 4000 RPM. Sold new for \$170.00 gas tank capacity is 15 pints, weighing 69 pounds.

Mr. Jackson has written to some of the "Mob" back East for history on the Motor.

A display is now being made, 48 in. in diameter, using gold carpeting with blue background for motor. A display of 8x10 photos with brief history will accompany this display.

Next issue, "The Al Capone Story" with picture of display.



Above-

This pretty 1924 Johnson owned by:
Mr. Jim Sahr
Riverside, California



----- NOTICE -----

MEMBERS - In this issue, we are including a form (suggested by David Reinhartsen) to compile a directory for old Motors and when complete will number some Seventy Odd Outboards from 1896 to 1950.

Additional forms are available. Please fill in complete and return to the Club.

* C77 Carburetor Jet Needle Assy. for 1926 Evinrude 2½ H.P.

Mr. Bernard Scullen
4851 No. 57th Street
Milwaukee, Wisconsin

* Evinrude Sportwin, Model N., 1923-1928 needs, Gears, bearing and prop. shaft for lower unit.

Mr. Clifford Paul
3036 North Buffum St.
Milwaukee 12, Wisconsin

* Carburetor, for 1934 Evinrude Ranger, Model 4334.

Mr. Thomas H. Gale
1 Forrest Park Lane
Ithaca, New York

* Cylinder Head for 1940-41 Evinrude Model 4351. 1 3/4 x 1 3/8 B & S. 1.8 H.P.

Mr. William Cervenka
870 Church Street
Bohemia, L.I., New York

* Needed in Restoration. Fly Wheel cover plate for Johnson P. 40.

Gas Tank and Lower unit for Evinrude Sportfour 17 H.P.

Mr. John C. Harrison
1000 N. W. 54th Street
Miami 37, Florida

* Set of Decals for 1934 Elto Pal. Model 4266-10424.

Mr. Bob Etheridge
535-549 Ottawa Ave. N.W.
Grand Rapids 2, Michigan

"ANCHORAGE ALASKA"

Parts needed to complete restoration of 1913 Evinrude are as follows: Carburetor, Fuel Tank and cylinder. Won't you help this Old Timer run again?

Shaw Tool Rental
705 - So. Bragaw
Anchorage, Alaska

Needed for Evinrude Zepher, Serial No. 4362-10022M. 5.5 H.P. Impeller and bakelite plate on propeller shaft for water pump. Part #101933 & 101934.

Mr. H. Stevenson
P. O. Box #1202
Central Valley, California

* Set of Ign. Points, new or used for Evinrude Sportwin #4156-0352.

Mr. Joseph Povich
302 No. Main Street
Zeigler, Illinois

* Ign. Points & Condenser for 1911 Motor - Go, 5½ H.P. Serial #195-26004.

Mr. Ansel L. Preble
RD. #2
Guelford, Maine

* Crankcase housing, for 1938 Evinrude Sportsman 2.0. H.P. Model #4285-02378.

Mr. O. Bourdeau
RD. #2
Swaggertown Road
Scotia, New York

* Carburetor, for Evinrude Model #4416.

Mr. Marvin Goodwin
Route #1
Grove Hill, Alabama

* Fly Wheel, for 1936 Evinrude Ace 1.4 H.P.

Mr. Delphia Kosmiski
624 West 16 Street
Grand Island, Nebraska

* Needed in Restoration.
Lower unit, exhaust manifold and steering handle for 1911 Evinrude Model B. Serial #12946.

Mr. Bill Smith
Point Defiance Outboard
Sales & Service, Inc.
Point Defiance
Tacoma, Washington

* Coil for Evinrude Model N. 4093-2526

Mr. Joe Stuart
Box # 95
Horatio, Arkansas

* Wanted for 1938 - 1939 Evinrude 5½ H.P. Fisherman. Coil Spring at bottom of carburetor.

Mr. Fred Bracht
1153 South 9th Street
So. Plainfield, New Jersey

* WANTED * (By the Club)
Any information pertaining to the Sweet Row Boat Engine. 1903 Vintage.

* Set of Ign. points for Evinrude Elto, Model #4285-00061.

Pennington Motor Co.
109 N. Main Street
Lockney, Texas

* Wanted for 1945 Zephyr 92. Model # 4178-0511, Points, Condensers & coils.

Clarence Boeck
Belleville, Wisconsin

* Carburetor repair kit for Evinrude Model # 4407-11479

Boles Sales & Service
Rt. # 1
Howe, Indiana

* Waterpump assembly for 1935 Evinrude Sportsman 1½ H.P. Model 4091-41584.

James M. D'Amato
902 Magnolia Lane
Madison 13, Wisconsin

* Needed for Evinrude Zepher Serial No. 4362-10022 M. 5.5 H.P. Impeller and Bakelite plate on propeller shaft for Water pump. Part #101933 & 101934.

Mr. H. Stevenson
P. O. Box #1202
Central Valley, California

* Needed to complete restoration of 1915 Evinrude 39A. Coil and Breaker assembly.

Mr. Paul Breeding
Cook Inlet Marina
1543 West 25th
Anchorage, Alaska

* Carburetor for 1932 Evinrude Lightwin Model #426-05446.

Mr. George Korner
232 Hagan Place
Secaucus, New Jersey

* Carburetor for Evinrude Ranger Model #4265-05854.

Carlton Fletcher
587 Rock Cliff Dr.
Martinsburg, West Virginia
(25401)

* Propeller for Evinrude Pal Model #4203-02322, 9 H.P.

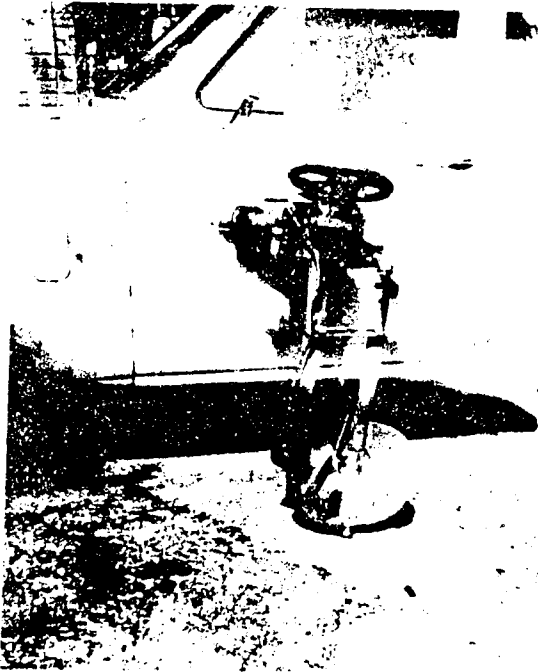
William Fry
652 Forsythe St.
Toledo, Ohio 43605

* Wanted for 1940 Evinrude Sportsman 2 H.P. Model #4348-02554. Screw cap for the gas filter.

Dartrey Lewis
Lexington Apt.
455 - West State Street
Trenton 8, New Jersey

R.50 - Johnson - only raced ten times. Has been in storage. Worked over for high speed with balanced crank. Chrome barrels etc. Needs a muffler.

Mr. Cam Fisher
120 W. 64th Street
Cincinnati 16, Ohio



Above - WATERMAN - B 3 H.P. Model C14X
Mfg. before 1912, Serial #114501. Last
run 30 years ago. Needs minor repair on
spark control, needs fuel tank.

Marine Inboard 4 cylinder Falcon 46,
needs distributor. Mfg. by U.S. Marine
Corp. Oschkosh, Wisconsin.

Mr. Ray Metcalfe
Cassville, Wisconsin
Ph. 3-1911

1914 Wisconsin Model M. Factory condition.
Mr. Delmar Barmann
Corsica, So. Dakota

1921 Evinrude. Perfect condition.
Mr. Donald E. Howard
99 So. 36, Street
Newark, Ohio

1914 Evinrude Model B25526. Very good
condition.

Mr. Harvey J. Peters
Hadlock, Washington

1935 Evinrude Fisherman. Very good
condition. \$20.00

Mr. Cyrus J. Stow
Box 113
Sorrento, Florida

3. Water Witch, excellent condition.
Price not available.
Contact - Christopher Owen
Route # 3, Eau Claire, Wisconsin

----- MOTORS FOR SALE -----

* Evinrude 1915 - Model B.56363. This
one has had loving care through the years.
All original and New in appearance. You
will be proud to own this one.

Mr. Harvey H. Lehman
912 Garfield
Watertown, Wisconsin

* 1913 Evinrude - Model B.15698
Mr. W. L. Johnson
1812 Bonnie View Drive
Royal Oak, Michigan

* 1914 Evinrude - Model B.18608. Purchas-
ed new, June 1914. Make offer.

Mr. J. Clifford Hill
4367 State Drive
West Palm Beach, Florida

* 1911 Evinrude.

Mr. Walter T. Swinford
6704 Dora Street
Toledo 17, Ohio

Mr. Jack Pierson
Favrot & Pierson
3501 Toulouse St.
New Orleans 19, La.

Has Motor will trade. A 1939 Evinrude Cub
 $\frac{1}{2}$ H.P. in very good condition. Wishes to
trade for any domestic brand still in
manufacture, $2\frac{1}{2}$ to 5 H.P.

* Sale 1911 Evinrude. Fully restored.

Mr. D. C. Bailey
128 N. E. Marine Drive
Portland 11, Oregon

* 1916 Caille. Some restoration needed.

Mr. Fred A. Kronenberger
Route 1, Box #1
Prairie View, Illinois

* 1916 Evinrude A.89540.

Vagabond Cruises Inc.
Foot of East 16 Street
Dubuque, Iowa

After a survey of all the "goodies" a-
round Eau Claire, Chris has listed some of
the better ones.

1. 55 hp. World War Two Assault Motor.
Good condition \$75.00
2. Approx. 12 hp. Sea King 1930's running
condition \$29.95