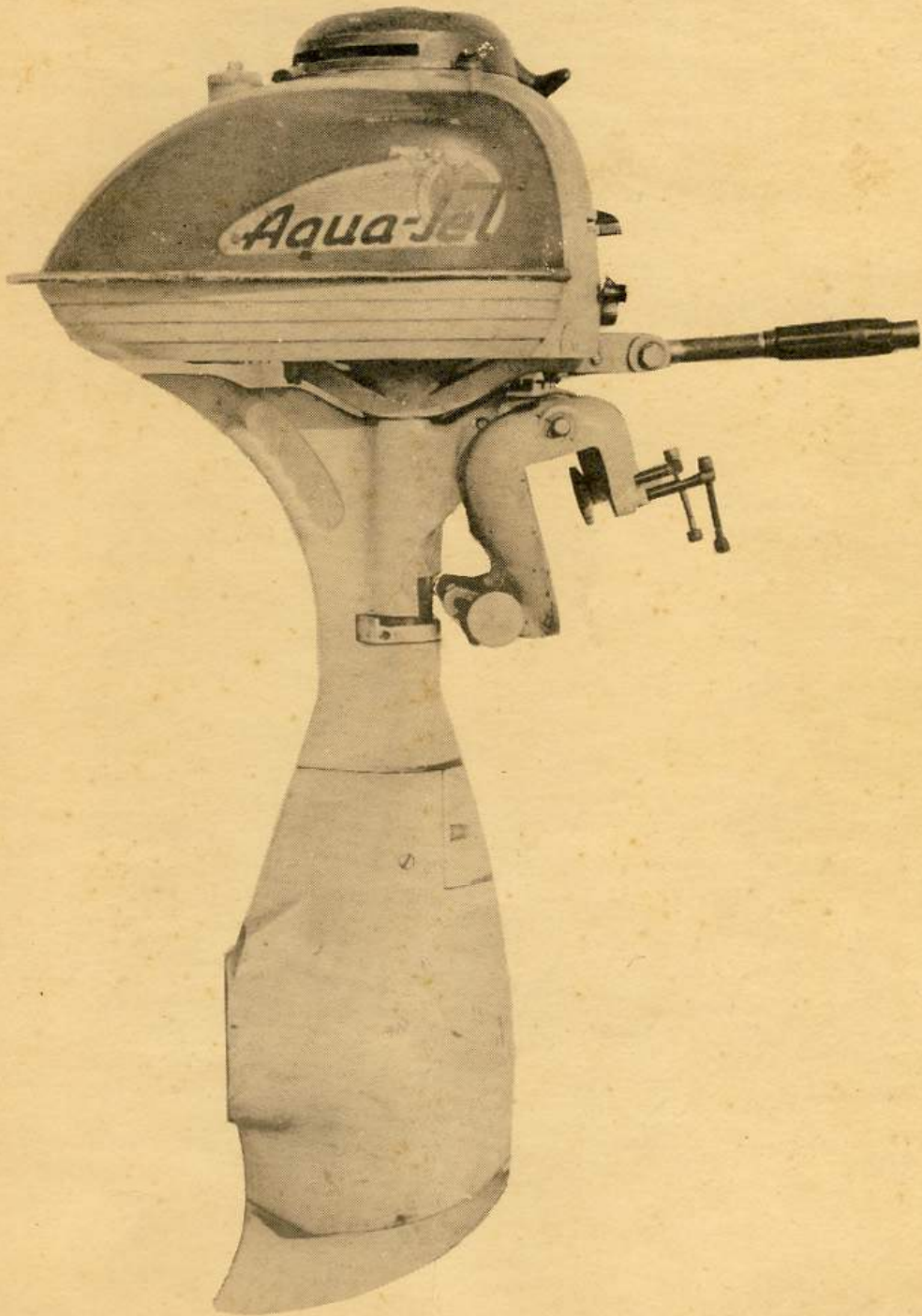


The ANTIQUE OUTBOARD



THE WAYMAN AQUAJET



VOLUME 2

NUMBER 2

APRIL 1967

The Antique Outboard Motor Club

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The Antique Outboarder

is an official publication of The Antique Outboard Motor Club. The first issue was printed in January of 1966, and succeeding issues are mailed in January, April, July, and October.

The Antique Outboard Motor Club was organized in October, 1965, and is beyond any doubt, non-profit. The Club is devoted to people all over the world who are interested in these fascinating engines, their restoration, and their preservation. Club headquarters: 1107 Pueblo Drive, Richardson, Texas. Richardson is a suburb of Dallas.

Club Officers; addresses and duties:

David R. Reinhartsen, President, 1107 Pueblo Drive, Richardson, Texas. Coordination of Club activities and preparation of The Antique Outboarder.

Christopher R. Owen, Vice-president and Test Editor, 1020 East Norris Hall, Grinnell College, Grinnell, Iowa. Maintains the antique Outboard motor registration file, and runs Lake Tests of antique motors.

John C. Harrison, Treasurer and Technical Advisor, 1000 NW. 54th St. Miami, Florida. Reviews financial reports, and gives advice on motor restoration.

Carole R. Reinhartsen, Secretary, 1107 Pueblo Drive, Richardson, Texas. Keeps financial records, etc.

Richard A. Hawie, Curator, 31 Hillside Drive, Easton, Connecticut. Helps in identification of rare motors, and prepares a column: Notes From The Curator.

W. J. Webb, Historian, 2560 North 97th Street, Wawatosa, Wisconsin. Worlds foremost authority on Outboard History. Author of a column: Of Historical Interest.

James L. Smith, Special Features Editor, 330 O'Connor Drive, Toronto, Ontario, Canada. Preparation of special articles on unusual motors.

Lorne Douglas, 73 Deer Lodge Place, Winnipeg 12, Manitoba, Canada;
Ray Machen, 624 Gardner Road, Weschester, Illinois. Membership coordinators. Distribution of club literature.

Hal Copeland, Public Relations Director, 1904 Tower Petroleum Building, Dallas, Texas. Public Relations.

Robert H. Zipps, Classified Editor, 24A St. Regis Street, East Hartford, Connecticut. Management of classified section.

Bud Cowdery, Racing Editor, 1403 1st Place, N.E., Birmingham, Alabama. Preparation of a column on the early days of outboard racing.

Anthea T. Aitken, Gossip Editor, 503 North Waterview, Richardson, Texas. Anthea tells us all what we all are doing.

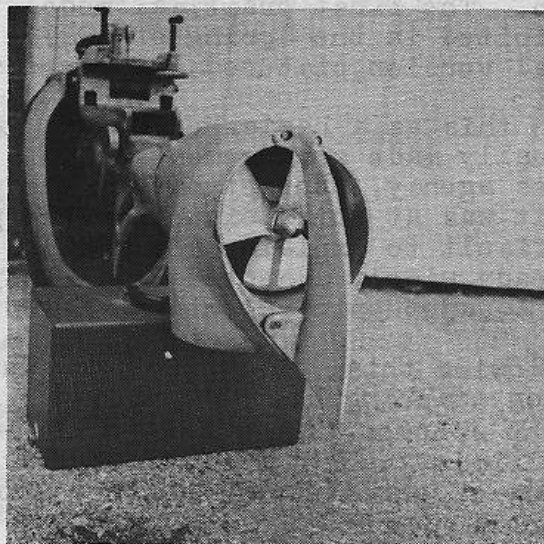
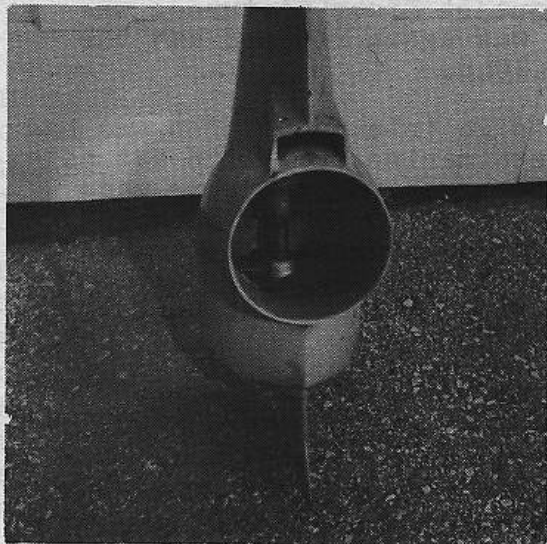
Marcus Wright, Parts Aquisition, 30 Crest Drive, Little Silver, New Jersey. Helps members find parts needed in their restoration projects.

The Wayman Aquajet

J. L. Smith

Throughout the period of the last war, the Toronto Engine Works was engaged in the production of essential products of a highly specialized nature for use by the armed forces. At the head of the firm, as owner and manager, was the late Charles P. Wayman, an Englishman possessed of a restless, resourceful and inventive mind. Apart from the problems encountered in his factory, other projects took shape in his thoughts from time to time. He dreamed of the idea of making his own outboard motor using a conventional type power head but a special lower unit to draw in great quantities of water, of which there was a limitless supply, and then to expell this water to the rear through a smaller opening. This would create thrust in a rather similar fashion to what one might observe while holding a garden hose with the water turned on full and the jet orifice cut down.

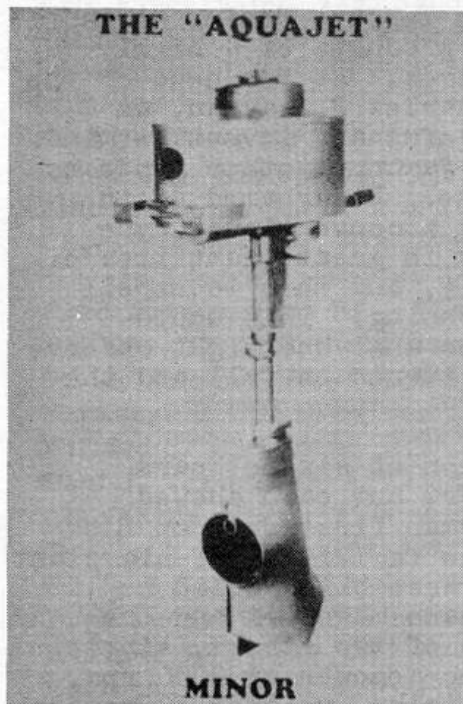
With great ingenuity he designed a succession of six outboard motors. The first was a rather humble effort but each showed improvement over its predecessor. Mr. Wayman first drew up his designs and blueprints and then utilized the facilities of his plant to fabricate the parts. The only complete assemblies which he ordered from outside sources were the Eisemann magnetos and the Tillotson carburetors. The powerheads were of two stroke, single cylinder construction and developed three horsepower at 3000 rpm. Water cooling was utilized and the entire engine weighed 50 pounds.



Of particular interest however, was the unique lower unit. Bulbous and unwieldy, of cast aluminum alloy, it housed a three bladed impeller, keyed directly to the driveshaft. A large opening faced downward and forward, a somewhat smaller opening directly rearward, and the water impeller was interposed between. The claim

was made that water discharge through this rear nozzle was at the rate of six tons a minute. The resulting thrust drove the boat at speeds ranging from 3 to 8 miles per hour depending on the type of boat and load.

With a lower unit of this type Mr. Wayman claimed many advantages; no reduction gears, no greasing required, no shearing of pins or damage to propeller from hitting obstructions, and easy steering using the jet.



Early experimentation was done through the late war years - 1945 1946. The first practical model, the 'Aqua-jet Minor' pictured, was exhibited in the Spring of 1947. This was again refined and the final version, pictured, appeared about 1948.

With this as a basis, Mr. Wayman hoped to go into production and had actually made arrangements with a Toronto marine dealer to act as a sales agency. Unfortunately the prototype was the only one made as it was at this point that the project stalled for reasons difficult to explain. In a field where conventional motors were already widely accepted and highly developed it was difficult for the Aqua-jet principle to be accepted as a practical alternative.

Following this, about 1952, Mr. Wayman did some further experimentation adapting his jet principle to a larger outboard motor, a 25 hp Johnson. The final result was bulky, very heavy, and inefficient. This marked the end of Mr. Wayman's venture in the field of outboarding, and not many years later he terminated regular operations of the Toronto Engine Works. The premises were sold to other and different interests. Mr. Wayman retired and lived a quiet life for some years, but after encountering deteriorating health, passed on in January of 1965.

Today in this jet age, his engines remain, material evidence of the inventor's dream to make jet outboarding a practical reality.

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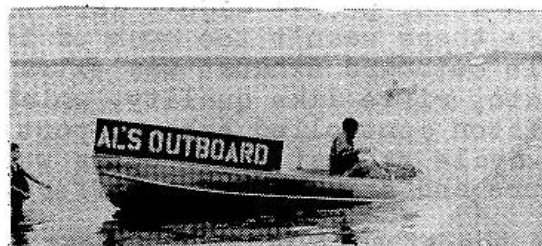
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75080

Come One! - Come All!

Plans for these events are incomplete as of this date. In order to make plans, the race organizers must know if they can count on you. Send the organizer of the race nearest you a postcard, telling him that you will come. Better yet, tell him that you will help with the arrangements. Whatever you do,



Don't miss the GREAT RACE -67

Of Historical Interest :

by W.J. Webb

We've had quite a bit about what passes for Ancient Outboard Motor History - so let's talk about something a little more up to date - Outboard Motor Research.

Just what is Research anyway? My Webster says it is the "careful, patient, systematic study and investigation in some field of knowledge, undertaken to establish facts or principles.."
Research Engineers break it down into two parts - 'basic' and 'applied' research.

Basic research does not have a specific commercial objective. In other words, the primary object of basic research is not to develop knowledge that will have dollars and cents sales value, but rather to contribute to the general fund of knowledge in some field.

Applied research is directed to the discovery of new scientific knowledge that will be of commercial value in products or processes.. and if any researcher disagrees with those definitions, I apologize. So we will talk about just one bit of applied research - the reduction of outboard motor noise.

It is hard to say just when the first outboard motor research was done. But Reece must have used the results of both basic and applied research when he drew up that first outboard device in 1866. Every designer since has both used and partaken in research, many times without realizing it. And, his efforts have contributed to the research of those who followed.

I doubt that much outboard motor research, as such, was done prior to 35 years ago, at least I don't believe that any of the manufacturers with whom I had contact, had a research department. Not much organized outboard research of any kind was undertaken until after World War II.

Waterman, Evinrude, Troupe and all of those who followed, generally used the Edison approach, tempered of course by such sound engineering principles as they knew. In other words, what is known in engineering circles as cut and try. Keep on building, testing and changing until you get what you want.

Back in 1910, people didn't care too much about noise, mostly because there wasn't too much of it. But from the very first, the 2-cycle outboard exhaust was extra annoying because of its sharp, staccato, rifle like quality, which was due to the rapid opening of the piston controlled exhaust port at the time of peak pressure. The 4-cycle exhaust valve opens well after the point of peak pressure and so produces a different type of bang.

Since the exhaust noise was most noticeable, most of the attempts to quiet the outboard centered on exhaust until after World War II. Mufflers with many types of baffling devices, came first. Underwater exhaust, originated in Europe, came next, and has continued under research right up to the present. In the twenties some

A Little Bit About Outboard

Motor Research

abortive attempts at accoustical tuning of mufflers were made, but never came to anything.

By the end of World War II all manufacturers were, more or less, concerned with outboard motor noise. Now I can be wrong, but I believe that 'Outboard Marine Corporation' was the first maker to attack the noise problem using a completely scientific research approach.

This is how they went about it:

1. Locate all sources of noise and, so far as is possible, determine the loudness of each on a measurable scale.
2. Plan to reduce all noises to some desired level. Reduce the loudest noise first.

That #1 - "Locate sound noises" - looks and sounds easy. Why, just start up the motor, listen, and write 'em down.

With the Outboard Marine research boys this meant thousands of hours with high speed sound tapes, played and replayed and compared hundreds of times. It meant the use of sound detection equipment of every sort, stethoscopes, electric probes, stroboscopic photos and studies, building all sorts of devices to shut out noise from this or that part of a running motor, all sorts of sound studies with this material or that, new design structures, and much more. Plenty of higher mathematics came into it also. Computers were used. Decibels and sones and similar engineer's talk went on by the hour.

Through the building of sound barriers and other noise separating devices, outboard motor noises were separated and identified for treatment as follows:

1. Exhaust noise.
2. Carburetor inlet (intake) noise.
3. Mechanical rattles - loose linkages, loose shrouds or hoods, etc.
4. Engine internal noise - reciprocating parts, explosion noise, port opening noise, etc.
5. Boat talk - boat is a sounding board for motor noise. Rattles from loose equipment such as gas cans, tackle boxes, seats, etc.

Treatment for the various noises usually followed all or part of this plan:

1. Reduction of noise by better or different design.
2. Decouple the source from any efficient sound radiating surface, or make the radiating surface less efficient.
3. Place a sound barrier or enclosure around the noise source or sources.

Research found that exhaust noise had been pretty well dealt with thru the use of underwater exhaust devices, particularly where the

exhaust is introduced into the propeller slip stream. Work on this continues. Most successful work has been done on tuned exhaust systems.

Carburetor inlet noise, when isolated, is nearly as annoying as unfettered exhaust. Carefully tuned air intake muffling systems, as well as overall powerhead shrouding have effectively reduced this noise.

Mechanical rattles were quite a problem. All linkages were tightly secured. Structural elements were stiffened here and there to avoid resonance. An electro-mechanical shaker was used to help locate trouble spots.

Any internal combustion reciprocating engine develops noise within itself just by running. Everytime the piston starts and stops, and this happens at every turn of the motor, every part connected with it will give off noise, great or small.

Intake and exhaust pulsations from inside the engine make themselves heard. A "rough" motor is noisier than a "smooth" one. Some of these noises can be reduced by design changes.

One of the most effective sound control devices is the shroud or cover. This may be in one, two, or more parts and is usually lined, at least in part with acoustic material such as a rigid chemical foam. Sometimes the shrouding will cover not only the powerhead, but a good part of the lower housing and exhaust manifold as well.

All openings through which sound can escape must either be closed or acoustically treated with sound absorbent material or employ a sound tuning design.

But, quiet as the motor may be made, the system of boat and motor will still be noisy, unless the motor is prevented from transmitting normal operating vibrations and noises that are still unmuffled to the sounding board of the boat. Almost every boat will act like a violin sounding board and will amplify any sound transmitted to it



The water is smooth, and the launching facilities are tops. The place? Pleasure Bay Marina owned by Jack VanDeman, and located in Long Branch, New Jersey. Marcus Wright is organizing a Great Race to be held there June 3, 1967. Get in touch with Marcus so that he will know you are coming.

from the motor. Motor vibrations coming from the powerhead, gear housing, and propeller can still make every loose item in the boat talk, unless those vibrations are prevented from entering the boat.

Rubber mountings for the motor were first used by Evinrude as a motor isolating medium back in 1930 although sound reduction was not the primary purpose.

The first system for isolating or decoupling the motor from the boat as developed by 'Outboard Marine Research' effectively and successfully employed springs. Rubber mounting devices were under development at the same time but did not supersede springs until somewhat later.

In all, from the time research was set to work on the project until the first really quiet Evinrude and Johnson rolled off the line, about six years elapsed. Sound reduction research still goes on. A number of very effective systems have been developed but cannot be employed because of considerations of weight, bulk, high cost, etc. After all, just about every one would love to have, say, a five horse outboard that would be completely silent, and it could be done, but just about no one would be willing to pay, say, \$1,500.00 for it, nor would they care to have it weigh a hundred pounds. So, they make 'em as quiet as they can within weight and price limits that the public will pay.

It all took time and money but it paid off in greater enjoyment of the waterways; not only for the boat owners but for the residents of lake and river shores. I shudder to think of what a 100 horsepower outboard, built the way we were building them 20 years ago, would sound like. The din would get powerful outboards ruled off the water, but quick.

Special Members

These members have contributed to the Clubs growth and activities through the purchase of a Special Membership. In recognition, and in appreciation, they are listed below.

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KIEKHAEPFER CORPORATION, Fond du Lac, Wisconsin.

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Evinrude Motors, Milwaukee, Wisconsin.

ASSOCIATE [\$25.]

the 1926 Evinrude Sportwin

J. W. Hunt

With a collection of over sixty motors it's only natural, I suppose, that there should be particular favorites. With me, one of my most special motors is the 1926 Evinrude Sportwin. There are several reasons why I have more than a casual interest in this model in general and this one engine in particular. In the first place, my early association with the Sportwin was a very pleasant one.

It all started when I was in my early teens---too young to have a regular summer job---that I used to swim almost daily at a popular spot called Spring Cove at Pleasant Pond. About every day a fellow, two or three years older than I, would come by boat for a swim with a couple of his chums. He was the druggist's son and we'll call him Guy Jones for purposes of identification here.

He had a nice new boat and I'm sure it was Maine-built, probably either a Skowhegan, Old Town, or White---which one I'm not quite certain. I do remember it was about thirteen feet long, round bottom, smooth strip construction with adequate beam and depth. It was finished in dark green on the outside and bright varnish for the interior. There were two small side seats at the stern. The power plant - you guessed it - was an Evinrude Sportwin, 1926.

After swimming for a while Guy used to take his buddies across the pond and up Cobbossee Stream to Thoroughfare Bridge just for the ride. One day sensing my interest and eagerness, which was not concealed or any attempt made to do so, he nodded for me to take the second side seat. Life was certainly full and wonderful that afternoon. For the rest of the summer when circumstances and schedules were right I was a regular on the little stern perch for the trip up to the bridge and back. I am ever grateful to Guy for not becoming provoked with a young kid who ordinarily was quite shy and retiring but much bolder when there was a "kicker" around.

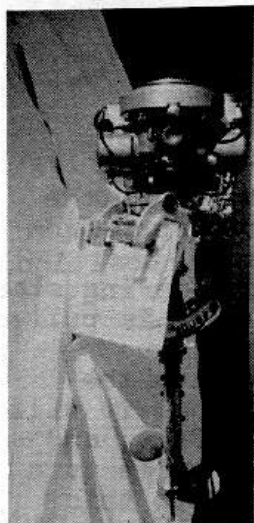
When I started to collect outboard motors about fifteen years ago, I made an effort to locate that little Evinrude but apparently it had changed hands several times and could not be found. However, it was my good fortune to find one exactly like it except it was in far from perfect condition. The carburetor was damaged and the motor needed general overhauling and cleaning up.

Being pressed for time and facilities to do the job myself, I gave the task to Chet Olcott the well known outboard racer of a few years back. He found a replacement carb, exactly like the original and did a fine bit of work putting this motor in presentable shape again. He finished the cylinders in a metallic blue, somewhat

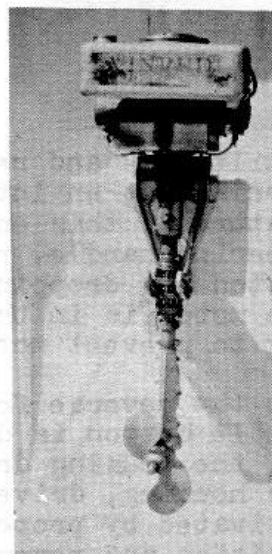
lighter than the original Evinrude dark blue and even more attractive, I thought. (I have since seen a few of these engines with cylinders refinished in natural metal or aluminum color - they just don't look like 1926 Sportwins.)

To my disappointment the motor failed to start after the overhaul. Upon inspection the fuel line was found to be clogged with stale gas residue. I often wondered about this - whether he ever tested the engine or whether he was just so confident in each component section restored, that he didn't think it necessary to do a test before returning it to me. After clearing the fuel line the motor started and ran perfectly with two very minor exceptions as will be noted later.

Now-a bit about the motor itself. You may recall that in 1926 the Johnson Twin was doing well - the Elto Light Twin was finding sales on the increase. In order to get as much of its share of the market as possible the Evinrude Company apparently felt that the addition of several extra features (little bonus items so to speak) would add sales appeal. (It is an interesting sidelight to recall that 'Ole Evinrude; as head of Elto, was competing with the company he originally formed and was in competition with motors bearing his own name.)



Front and rear views of the 1926 Evinrude Sportwin. Note the muffler opening, and the extra electrical equipment on the magneto plate. The lock is near the left stern clamp screw.

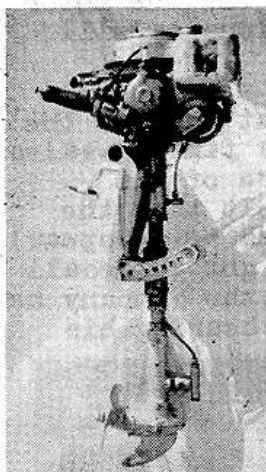


Let us consider a few of these features. On the starboard side of the stern bracket there is a cylinder lock recessed into bracket using a conventional type key which prevents turning of this thumb screw - either accidental loosening of motor from stern or to forestall unauthorized removal of power plant from the boat. The lock on my Sportwin is intact although I do not have a key that fits. The locks on many motors similar to this have been pried out apparently after the owner has misplaced the key and has been unable to unlock the thumbscrew to take the motor from the stern.

On the under side of the magneto plate on starboard side there is a jack for taking current for bow and stern running lights - the current coming from the magneto. On port side there is a jack to

plug in a hot shot battery if the magneto doesn't seem to be producing as hot a spark for starting as might be desired. Built into the under side of timer lever is a small light, with 'off - on' switch, to give illumination to the motor control area.

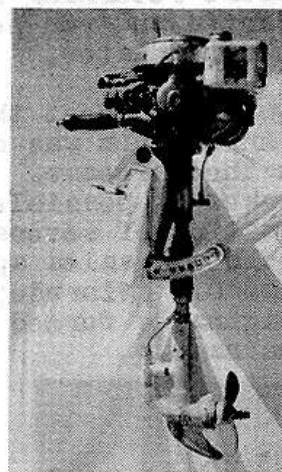
On the water fitting under each cylinder is an eye for attaching rope for remote steering if the operator so desires. Incidentally, the relatively small cylinders took a rather large spark plug as did most of the Evinrudes of this period. These plug openings are $\frac{3}{4}$ of an inch in diameter as contrasted to Johnson's of that era which had $\frac{5}{8}$ inch opening.



Forward

And

Reverse.



(The new outboards require gears, and levers, and cams, and all sorts of things to reverse.) Pretty good for 1926!

A tilt lock and reversing mechanism, without using full pivot turning, is an interesting, unusual, and somewhat complicated feature of this engine. By pushing the button at the end of the steering handle, raising the handle, removing thumb pressure from button and dropping the handle slightly (there is a stop position), the motor is in the non-tilt position. This is helpful during starting to prevent motor from tipping up as the starting cord is pulled.

Now the reverse feature gets a little more involved. When the handle button is depressed and the handle raised as far as it will go, the housing drops about an inch, tilt lock is in effect, and now housing, driveshaft, prop, are free to make a 180 degree turn activated by propeller torque. The housing etc., locks in this position and reverse direction is controlled by turning the complete motor to the right or left. To go forward again, depress button and lower handle to horizontal. This permits another 180 degree housing turn by prop torque. Housing now locks again and normal forward direction is in effect and tilt-up ready if needed in case an obstruction is hit, or if manual tip-up is desired.

I must say that with my particular motor the torque-induced reverse and then forward was a bit sluggish and delayed for a fraction of a second due probably to a minor misadjustment and slight binding. This was probably not true when properly adjusted or when motors were new. This slight delay was mildly disconcerting but I do not recall this being characteristic of the motor of my boyhood days.

a much quieter exhaust. These lighter motors of the twenties contained so many improvements however, that we have to be reconciled, I suppose, to the omission of one or two worthwhile features.

The muffler is of bright metal and there is a slot open toward the back where the two sections (right and left) join in the middle. This is quite an effective muffling device. The exhaust is discharged backward and downward which may be superior to side opening—less fumes reaching the operator.

Water discharge pipes show a vertical column of water behind and below each cylinder when water is circulating properly.

The Sportwin is rated at 2.5 HP. These motors are not equipped with an anticavitation plate which may reduce propeller efficiency somewhat. I have seen a motor of the same model on which the owner had fitted such a plate with apparent success.

All in all it is a fine little motor but somewhat heavier than the comparable Johnson model due to the non-tilt and reverse feature plus the other extras mentioned.

Footnote:

On September 8, 1966, after being away for twenty five years, I went back to Springcove and Pleasant Pond, Cobbossee Stream and Thoroughfare Bridge. Except for the fact that Super Highway Number 99 now crosses just above Thoroughfare Bridge all was quiet and peaceful just as it used to be. However, this time I didn't see or hear a little Evinrude with shiny muffler and blue cylinders.



How I Love to "Evinrude"

I LOVE to skim up the river in my motor driven rowboat. I glide along in and out of the little nooks and baylets with their over-hanging trees and feel that the best hours of the whole golden Summer are spent with my



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of the fly-wheel. Its propeller is weedless and when the day's fun is over, Brother John detaches it (in less than one minute) and brings it into the house. It carries like a satchel and when the summer is over we take the motor home with us. It goes wherever we go.

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To better understand this non-tilt feature, both for starting and reversing, take an ordinary coke bottle. Hold the bottle upright near the top in the right hand. Then place the thumb and first finger of left hand so as to encircle widest part of bottle to extent of about 200 degrees - just slightly more than half the circumference. Now, holding left hand still, raise bottle about $1\frac{1}{8}$ inches - the thumb and finger will be in a section of the bottle smaller in diameter and bottle can be moved out with ease. This illustrates the principle used on Sportwin for positive lock at one time and free tilt-up at another.

One will note that the water pump is in a vulnerable position in both forward and reverse since it is positioned on the forward edge of the housing with no protection - a contrast to the Johnson pump which is well protected by a guard bar.

The carburetor was made by Tillotson. It is automotive type with positive choke, float feed, and speed control lever. There is a "stop" position on this speed control not found, for instance, on the Johnson carb of the period. The dark gray metal seems to become brittle with age and many of these motors I have seen have substitute carbs. One minor difficulty I experienced when running my motor was a tendency to "pop" once or twice through carb. when reducing throttle if mixture was somewhat lean. There may be a screen baffle missing in my setup.

Further comments: The steering handle is quite short as compared to the Johnson. This handle was originally covered with a leather or leather-like grip. In restoring this engine I obtained a piece of nice brown leather, shaped and cemented it in place. This adds a rather rich touch to the appearance. In fact the whole motor is pleasing to look at especially when we remember it was made over forty years ago. (To retain perspective we have only to recall that Henry's best in 1926 was still the Model T.) It is well designed with nicely shaped flywheel, blue cylinders, and even the muffler is rather neat.

One of the weaknesses of this, and many of the contemporary motors of the period, was the hot manifolds and mufflers. One will note that many of the early Evinrude Singles, Cailles, etc., had been equipped with water cooled manifolds, mufflers and exhaust. This was important as a safety factor and, of course, a wet exhaust is



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FEB, 1913

PSST Buddy!

Wanna Buy An Old Outboard

G. Sherman

I have known AOMC V.P. Chris Owen for many years, and for as long as I can remember he has been fooling around with old motors - taking them apart, making them run and taking them apart again. Most of us looked on in tolerant silence, sure that he was more than just a little excentric.

Still, there was a fascination about those old motors. They certainly did run well. And Chris' were always just a bit shinier than you would expect. And they were noisy too. Of course, we were sure there was something mystical about the way they would only run for Chris.

As the years progressed, the size of Chris' motors grew, and the speeds multiplied along with it. And as the speeds multiplied so did the interest of many of us. A few run-ins with the local game warden over the noise made it even more attractive. In the end, of course, it was a girl who did me in.'

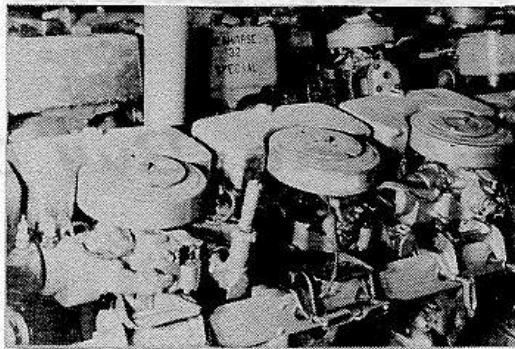
My first venture into "Antique Outboarding" was born of the need for fast economical transportation to see a certain young lady. Chris was the natural person to turn to. The motor we got me was not a true antique, but it sure looked old and impressive to me. It was an Evinrude 9.8 hp Lightfour, vintage 1946. My friends sure laughed when I hauled it in. I think I know how Orville Wright (not to mention Chris Owen) must have felt. I took it out the next night, and it ran - fifty yards. But somehow it felt like it was trying to run. In desperation I again turned to Chris. "We" took it apart and cleaned it up, regreased the lower unit and gapped the plugs. Then "we" took it out and got it to run. Chris and I were both surprised by the speed. Pretty soon "Gary's Bomb" was zooming around the lake at lightening speeds, (or so it seemed until Chris zipped by in his 16 hp Speeditwin.)

I got a lot of good useage out of that motor, until one night about 1:00 a.m. I was cruising along, when "bloop" and it was gone! There was the mounting bracket, snapped in two; and the safety chain slipped open; and NO MOTOR! (It seems that the culprit was a loose screw.)

The main trouble with antique outboarding is that it is habit forming. What started out as a simple piece of expedience is now an addiction. I can't walk by a junk yard or a marine store without looking in to check out the old motors. And, likely as not, I'll get into a conversation with the owner, who remembers when..., and then I'll take out my AOMC card, and the hobby is spread once more.

Notes from the Curator

R. a. hawie



It has been something of a problem to decide which motors to write about. Without going into a great deal of detail, I've tried to cover some of the basic facts you would need when trying to identify old motors which you would probably find--such as Johnson, Evinrude, Elto, Lockwood and Caille. It's possible, of course, to write a whole book on any of the aforementioned motors with their many and varied models, but the problem is that none of the members may be interested in the models covered.

Recently I've received several requests for information about the same motors. So that even though we will jog a little and jump ahead in time a little, there has been some interest shown in these motors according to the mail.

Surprisingly several people have turned up Caille Liberty Drive singles and twins. The Liberty Drive was just a straight shaft drive that extended from the transom on a shallow angle into the water. It had no right angle gear box. The Liberty Drive single was introduced in March, 1919 and was advertised in MOTOR BOATING on page 80 of that month. The last listing I have found for the single was in the Caille 1931 catalog. When the single was introduced it cost \$58.00. The bore was 2 5/8", stroke 2 1/2", 2 HP at 700 RPM and the 1931 Catalog listed the weight as 72 lbs. This is 12 pounds more than the 1924 listing by Don Heermans in the last newsletter, but some change may have been made in the motor. You will find discrepancies in the manufacturers' service manuals too! Unfortunately, when these lists were published, the authors could not foresee the problems they would cause by their typographical errors.

The Caille Liberty Drive twin was introduced in January, 1924 on page 161 of MOTOR BOATING. It had a Bosch magneto and Zenith carburetor. The bore was 2", stroke 2", weight 48 lbs., speed 1200 RPM and the horsepower varied depending on which listing you look at. I have seen it listed as 2, 2 3/4 and 4 HP in three different listings! My research indicates a fairly short life for the production of the Liberty Drive twin. I cannot find it in the 1929 motor listings which I have. At present I cannot identify the Caille Liberty Drives according to year.

The Indian Silver Arrow was sold by the Indian Motorcycle Co., Springfield, Mass. I find it listed in 1930 and 1931. It was a 10 HP motor at 4500 RPM, two cylinder, 2 1/2" bore, 2" stroke, 19.63 cubic inch displacement, weighed 68 lbs., had American Bosch mag-

neto and Tillotson carburetor. I have an Indian Silver Arrow which was one of the prizes at a regatta held at Greenwood Lake, N. J. The winner sold it to the man I bought it from. I have not had it apart yet, but it is quite clean and has not been run much. Very often merchandise was used as prizes in regattas, especially during the depression, and just as often the merchandise was turned into instant cash by the winner.

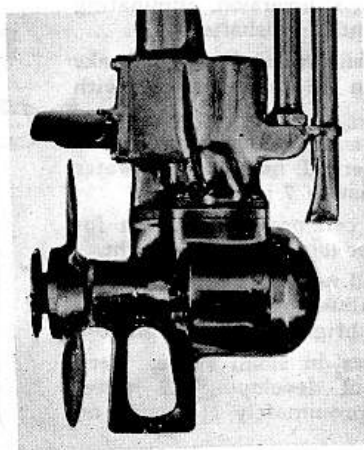
The Indian Silver Arrow was advertised quite extensively in the boating magazines during its short life. There is a reproduction of one of their ads on page 224 of Floyd Clymer's book, A Treasury of Motorcycles of the World.

The Silver Arrow looked very much like the Hartford Sturdy Twin of 1929 made by the Gray and Prior Machine Co. of Hartford which was not listed in 1930 when the Silver Arrow was introduced. It seems possible that Gray and Prior made the Silver Arrow for Indian who just marketed them through their motorcycle agencies. I have not had time to follow this up.

Despite the fact that I live about 70 miles from Hartford, in twelve years of collecting motors, I have never found or even heard of a Hartford Sturdy Twin still in existence! The Hartford is truly a rare motor.

The Clarke Troller was introduced by the Clarke Engineering Co., Detroit, Mich., in 1938. It was a single cylinder engine, $1\frac{1}{2}$ " bore, $1\frac{1}{2}$ " stroke, 2.65 cubic inch displacement, 1.2 HP at 4000 RPM and weighed $10\frac{1}{2}$ lbs. It was 21 inches in length over-all. The Troller was advertised in 1938 and 1939. I do not find it listed in 1940. The 1939 ad in January MOTOR BOATING mentioned a twin for 1939 and an adjustable pitch propeller for the 1939 single. I have never seen or heard of anyone having the Clarke twin nor have I ever heard of anyone having a single cylinder Troller with an adjustable pitch propeller.

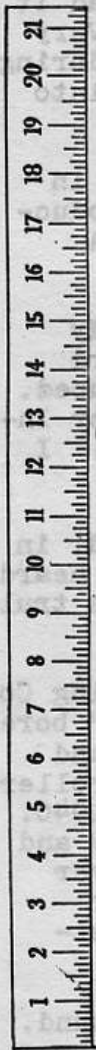
There are quite a few of the single cylinder Trollers around. They were so small and unique that the owners seem to have kept them.



Power head and
lower unit of
Clarke Troller

January, 1938
MOTOR BOATING
Magazine

Very simply, the propeller shaft was the crankshaft and the cylinder was just above the lower unit. It had no gears, no water pump (since the cylinder was already submerged), and no external flywheel. It used battery ignition and a tiny Champion spark plug



*Scrapping!
all tradition!*

Clarke Presents the
TROLLER
World's Lightest Practical
Outboard Motor

Only 21 inches Over All—Weights only 10½ lbs.

Entirely New in Principle

No Pumps — No Gears — No Water Jackets

Lightest, Cleanest, Simplest Practical Motor ever made available for fishermen, sportsmen, campers and canoeists.

Motor operates under water, thus cooled by direct submersion, eliminating all gears, waterpumps, waterjackets, waterpipes and driveshafts.

Carburetor and ignition mechanism inclosed within metal housing, make engine waterproof, rainproof and sprayproof. Can be carried freely with tank full of gasoline.

Center of gravity well below the waterline—actually contributing to stability of boat or canoe. Because motor is submerged, buoyancy of water cuts vertical weight when in operation to approximately 7 pounds.

Uses automobile type battery ignition—light dry cell provides current for ignition as well as for legally required light.

Clean to handle—will not soil hands or clothing—smooth, streamlined exterior of polished aluminum is always bright and immaculate.

Easy to carry, stores in small space. Very economical. Powerful, developing 1.2 horsepower. Operates approximately 1½ hours on a quart of fuel.

At the Shows
See this New Outboard Motor
at New York, Chicago and
Toronto Motorboat Shows.

New York
Jan. 7 to 15
Block P, Mezzanine Floor

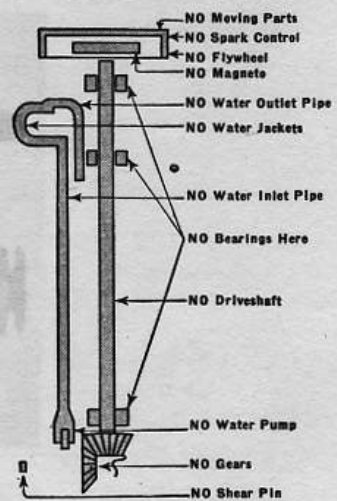
Chicago
Feb. 27, Mar. 6
Sections 447 and 448

Toronto, Canada
Feb. 5 to 12

CLARKE ENGINEERING CO.
9350 Grinnell Ave. Detroit, Mich.

D. R. CLARKE ENGINE CO., 225 Richmond St. W., Toronto, Canada

Parts Eliminated



like the ones the old model airplane gasoline engines used. To start the Troller, you tipped the motor up and locked it in tilt position, wrapped the starter rope around the rope sheave which was on the prop hub and pulled!

The Troller seems well built and engineered, but I imagine that its use was limited to canoes, kayaks and rowboats for trolling. There are many seemingly good ideas or products which don't survive in the market place for reasons related to the market, regardless of the idea itself. You won't sell many "better mouse traps" on an island infested with thousands of cats. Cat traps maybe -- not mouse traps.

Racing competition caused the manufacturers to build many unusual and rare motors. One of these is the Elto X motor. It was not an X configuration but was an oversize 4-60 built to international Class X specs. The A.P.B.A. Class F displacement limit is 60 cubic inches. The Class X displacement limit is 1000 cc. which is 61 cubic inches. In 1934 and 1935 some international regattas were held in Florida which were attended by drivers from Europe. These were run under Class X rules, and Elto apparently made some Class X engines for these races. They are listed as model 8001 in Evinrude service manuals but not much else is given. The pictures of the 1934 engine look like 4-60's externally. The class was not raced long; there was a lot of bad feeling in the 1935 races and international outboard racing ended along with Class X. During the depression years American racing could barely support Class F racing; Class X racing was pretty much out of the question.

With our Great Races coming up in several parts of the country, interest has been expressed in plans for the old boats. Some members want to build boats for the race; others just want an old-type boat to run an old-type motor on.

Plans are hard to find. I'm trying to find some full size plans which will fit our requirements. Presently I have a list of articles in old boating magazines of old racing boats. These articles have plans, but you must do your own full size drafting unless you can get a super photostat made. Actually, if you are going to build a boat, you'll have to be pretty good with your head and hands. The following articles have plans which may be of use to our boat-building members:

Big Stepper 12½' Step Hydro by L. J. Johnson-----
Page 36, July, 1928 MOTOR BOATING

12' Step Hydro by W. F. Crosby-----
Page 63, July, 1928 YACHTING

F Hydro by B. Crandall, 11' long, 5' beam-----
Page 62, June, 1934 MOTOR BOATING

"C" Hydro by Bruce Crandall, 10'3" long, 4'8" beam-----
Page 154, February, 1935 MOTOR BOATING

Utility Runabout by B. Crandall, 13' long, 4'2" beam-----
Page 54, January, 1935 MOTOR BOATING

C E F Runabout by B. Crandall, 13' long, 48" beam-----
Page 61, May, 1934 MOTOR BOATING

I realize not many members have libraries of old magazines, but some large city libraries do. Knowing exactly which issues you want should make it easier for you to find them.

I really haven't forgotten about decals; I've just been trying to avoid them. When I began to delve into decals, I became sorry that I had. Due to age the colors of the decals have faded and some old motors have newer decals than newer motors! So I don't think you can make arbitrary statements about decals but what follows is a cautious beginning into the realm of gas tank decals.

In trying to study gas tank decals there are three obstacles which make things difficult. (1) The physical layout of an out-board motor is such that the gas tank is exposed to bumps and scratches. Further, if the motor is stored on the floor, which often happens with old motors no longer in use, dampness attacks the decals. The decal is then gone completely or faded several shades different from the original color. (2) When motors are serviced in a wide-awake repair shop, the battered decal is often replaced with the latest decals in stock. (3) The manufacturers did not always use the same art style for all models. A model in the line for several years might be produced with the same decals, while a newly introduced model would have a new decal; so that two models sold in the same year would have different decals.

For some reason none of the decals on my Evinrude motors survived, though one Speeditwin has faded yellow gold panels.

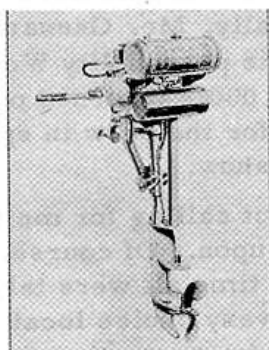
The background of Elto decals was blue or black. Black seems to have been used after 1929 when they merged with O.M.C. The letters were yellow. The word "Super" was printed and the word "Elto" was in script. The model was usually printed on the side of the tank decals. The serial number was on a nameplate on top of the gas tank. The wording of the nameplate varied but usually said "The Super Elto designed by Ole Evinrude" and gave patent dates. The decals on the side of the gas tank were a circle with a diagonal rectangle passing through the circle. I'm sure that there is a cattle brand name for this design, Lazy O style or some such, but never having been west of the Poconos I don't know what it is. After the first year or so of the O.M.C. merger, Elto changed its decal art, but that's another chapter.

Lockwood was better known as Lockwood Ash in their early years and the early tank decals had an "L A" usually in script. The pre-O.M.C. decals were brown panels with printed letters. The O.M.C. decals were black with printed letters. The letters were very high for their width and look quite archaic to the modern eye.

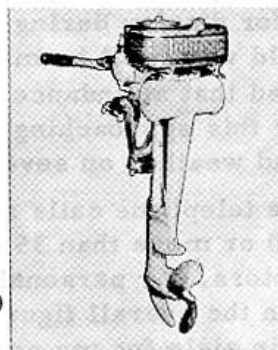
Caille used green panels with yellow or gold printed letters. The color is hard to determine today. The letters were also tall, but wider than the later Lockwood letters. The early tanks were unpainted -- just aluminum with decals. When Caille adopted the trade-mark "red head," about 1929 or 1930, they painted their gas tanks red and used gold letters for "Caille."

The Indian had a green panel with "Indian" in red script with a silver arrow horizontally through it with the head facing the port side. The name "Silver Arrow" was printed in silver under Indian.

Johnson used more styles of art work than any of the other manufacturers. They used a red-maroon panel usually with yellow-brown letters. "Johnson Outboard Motors" or "Johnson Sea Horse" followed by the model were both used. We are familiar with the modern Sea Horse trade-mark with the angular style sea horse. Their earlier art work had a long gold-colored serpent-like sea horse upon which was overlaid the printed words "Sea Horse" in black. A later version had two gold-colored sea horses, one on each end of the words "Sea Horse." These sea horses looked like gargoyles similar to the Socony trade-mark before they became Mobil. A very interesting version of the side panel decal had patent numbers, not only in English, but also in Japanese and Chinese! If the Chinese or Japanese letters are the only ones legible, this can cause some confusion and perhaps false hopes that you have a Japanese Johnson!



Model OA-55



Model OA-60

Most gas tanks also had side panels or front panels which gave oiling and starting instructions. These varied more than the name decals; and perhaps because they had such small lettering, they are seldom legible now.

On motors of the late twenties and early thirties you will sometimes find a small oval decal about $1\frac{1}{2}$ " x $\frac{3}{4}$ " on its axis. The oval was a brown or gold color and had a picture of an ark with the letters "N O A" on the ark. In a frame around the oval was the message "Join the National Outboard Association." This decal was the emblem of the N. O. A. which governed outboard racing in those days. The decal does not necessarily mean that the motor was a racing motor since the members put them on any of their motors.

In the third newsletter dated July, 1966, in discussing Elto Quads and Speedsters, I inadvertently left the impression that no Elto motors used underwater exhaust before 1930. I was referring to the Quads and Speedsters. The early service twins had a prop hub exhaust; yes, there really is nothing new. The later ones had an exhaust just forward of the rudder hinge; both locations were usually underwater at all times.

In the last newsletter the gremlins inverted an n and substituted an o for an a. Ray Pregoner should be driving the Century Hurricane at Middletown, Conn. in 1930. He won the Class F III National Championship for factory drivers and professionals.

Next time we'll look at Bendix and rely on the mail to suggest other topics.

If you are writing me for the first time, please indicate that you are a member; I try to give members more complete data on their motors than non-members.

Dear Dave:

Jan. 28, 1967 to Feb. 5, 1967

Glad to hear from you. Will go into some of the details mentioned a bit later but feel you want material on Detroit Show as soon as possible. As stated before, I am counting on Sportwin article appearing next issue since I have alerted quite a few to look for it. I assume you have room also for some Detroit info. You can revise and cut to fit your needs. Hope I can give you what you want with some to spare.

The story on the Greater Michigan Boat Show as it relates to me began when I read the Nov. '66 issue of Motor Boating. In the Mail Boat Section (Letters to the Editor) was a letter from Jack Grenard of Grenard and Leverenz Publication Consultants stating the theme of the 1967 Greater Michigan Boat Show was to be Boating: Yesterday and Today, and a request made for old outboards which might be used for display during the show. Incidentally, Mr. Grenard whom I later met could very well be mistaken for show biz personality Woody Allen. The letter stated that attendance should be about 100,000. It turned out to be somewhat over this approaching 104,000 - a record for the show in spite of some rather bad weather on several days during the show.

After some telephone calls and letters, a contract calling for me to show not less than 30 or more than 35 engines was agreed upon. Of course, transportation of motors, my personal expenses, plus my time all were taken into consideration in the overall figure. I was allotted a very choice location 25 ft x 60 ft on a main aisle for my engines with provision for protecting the motors to considerable extent from spectators and a steel cable passing through each motor to minimize chance of theft. As it turned out there were 52 motors as I wasn't sure which would prove most interesting.



The motors were taken from Wolfeboro, N.H. by Albee Transportation Co. of that town in a 8' x 18' truck on specially constructed racks or stands. When the motors were in place there would scarcely have been room for a keg of a dozen Maine lobsters. By special arrangement I did manage to take a case and a half of my favorite Cott Diet tonic (soda pop to you in other parts of the Country) which I was quite sure was not available in Detroit.

The early morning flight from Boston to Detroit was a pleasant one. I was to be met at Detroit Airport by Geo. Phiffer a prominent TV, Radio, and Sports personality of the Michigan area. About three quarters of an hour elapsed before we got together at the airport. We went immediately to the studios of WJR Fischer Building where Geo. taped a show and at noon I appeared on the JP McCarthy radio show live for a few minutes, talking about my motors and the boat show, etc.

In the afternoon of Wed. Jan. 25, member Jack Ferguson, two other gentlemen, and myself selected the winning motors in the contest sponsored by the show. It was not an easy task. The oldest was a 1908 Waterman which had been nicely restored by Dominic Fachine of Detroit. This won the \$500 first prize. Age was the only criterion in selecting the winning motors. Fortunately, the oldest motors were in excellent condition (they had to be certified in running order) and were well polished, etc. My 1907 Waterman, while not eligible for the contest, had the distinction of being the oldest motor at the show.

On Thurs. evening the press preview with buffet dinner was held at the Armory. The prizes in contest were awarded at this time. It had been hoped that Mrs. Cameron B. Waterman and two sons would be able to attend but very bad weather plus other factors prevented this. I was disappointed in not having an opportunity to meet members of the Waterman family.

On Sat. afternoon, member Terry Hatch gave me a fine assist at the show for several hours. I had an opportunity to see his Detroit motor on which he has done an excellent job restoring. Many thanks to Terry for spreading the good word relative to the club.

Another very enthusiastic club member is Dudley Callender, Detroit, whom I saw several times during the show.

Due to favorable location, etc., I estimate that approximately 100,000 people saw my motors and at every opportunity I said a good word for the club.

While in Detroit, I picked up a 1916 2 cylinder, 4 cycle, Evinrude in excellent shape. This will make an interesting (I hope) report at a later date.

Also, picked up a Johnson P-30. The fellow who sold me this engine had me all primed that it was a Johnson Giant Twin. His description plus letter he said he had received from Johnson Motors seemed to point to it being a Giant. A swell fellow and very knowledgeable chap by the name of Dave McFadden agreed from description, etc., that it must be Giant. However, it turned out to be P-30 which was not much of a disappointment as I have wanted one of these for some time. This was the 6 H.P. motor (model) which on July 4, 1926 (Whittier) or July 4, 1925 (Bowman) on White Lake, Mich. set the amazing second of 16.68 mph beginning the "Speed rat race" which flourished mightily for the next few years. Can anyone fill in the exact information, which White Lake, type of boat etc. with authentic details relative to this 4th of July whing-ding? Would much appreciate same.

Met grandson of Mr. Caille at show. It is to be remembered that Waterman, Caille, Gray Yearless, Clark, Detroit, Cross all were made in Detroit but have long since fallen by the wayside. Would like to contact the fellow who had the old Evinrude catalogs for sale at the show. I could make a bit better offer for them than I did.

Saw my first Gierholtt engine at the show. This is a motor which was made at Marine City, Mich. for two or three years about 1914-1916. It is similar to

the Caille Liberty single which was marketed a few years later. The Gierholt had a closed end on tiller handle like a short Spading fork handle. The handle could be placed in another position and become a very convenient carrying handle. It is my feeling that these engines were not widely promoted and were sold mostly in an area close to point of manufacture.

While the response to the contest was a bit slow in getting underway, it turned out there were over 700 entries before the contest was concluded. My impression was that a great deal of interest was centered on the older motors and many people took them out from their hiding places with the idea of cleaning them up as a collectors item for themselves or to offer for sale to someone who might be looking for an engine of that type.

Shouldn't fail to mention that I purchased 1916 Evinrude from Ray Meconi - another of the many fine people I met in Detroit.

In my travels saw a Cross Radial in fine running condition. The owner has put in a lot of time on it so don't expect to buy it for peanuts but it was quite a sight to see.



The 52 engines gave quite a bit of variety to the outboard story - those creating special interest were the 1907 Waterman, 1917 Johnson Bicycle Motor, 1914 Caille 5 speed single, Elto Cub, 1926 Evinrude Sportwin plus the hand driven ones - Ropeller, Wooden frame chain drive, and yes the Man U-Trol (1962) to name a few.

Hydro-Fin outboard but not outboard motor is made on Mack Ave., Detroit. A flexible piece of metal operated from side to side gives sculling action. Picked up two of these. Looking forward to trying them when the ice leaves our lakes

Scheduled to load motors on Monday a.m., Feb. 6. Cold morning and large dersel van could not get started. Van arrived at 12 noon. I had to catch plane at 1 p.m. so left loading to driver, assistant, and show personnel. A superficial check seemed to indicate that motors reached home base in good order.

Fast flight from Detroit to Boston took only a bit over an hour getting me back to my home 2 hours earlier than originally planned.

Will send along 2 or 3 pictures (air mail) in a day or so which you can use if desired. Please return them when finished with them.

John Hunt

Anthea In Outboardland

A. T. Aitken



A bright spot in the past few months was the Southwest Boat Show held in Dallas. Dave had done a great job getting a display booth fixed up and we attracted many curious and reminising people. I had the pleasure of standing behind the motors for a couple of afternoons. The comments were many and varied, but my favorite was the story Dave tells about a man, rather unstable of gait and blurry of speech, who after peering intently at the motors, paused and then very carefully said, "These will never sell."

Many people asked in great amazement, "Are those for sale?" The next most common remark was, "I (or some relative or friend) had this very same motor." However, when we sought to pid the person down for particulars, they became very vague and the years further back. Two little boys about eight and nine years old passed by and did a double take, whereupon one little boy said, "Golly, these are what the motors looked like in the olden times."

Friend husband finally came up with his first remark on my project, to wit: "Now all the biscuits will taste of Varsol." Between you and me, he cant keep still forever, nor will he be able to resist getting his own motor.

Everyone check your membership cards and renew your memberships for the coming year before they run out. Not only will you risk missing an issue, but it makes for more paper work on the part of the staff. Sort of takes away from the tinkering time that could be spent on the motors.*

FROM THE MAIL BAG.....

John Ward proposes the age limit of the motors be set at 1945 for several reasons: There are many of that age around making it easier to collect them and may add more members to the club. According to John it was 1946 that saw many advances made in the development of motors. Also, John has a 1945 racing motor and he is interested in the racing aspects of the club.

Received a batch of parts books from John Renfroe.....Thanks.

Richard L. Anderson has made some early Evinrude gastank decals. If you are interested, contact him.

Two new members of the AOMC are Arthur and Richard Caille, great-grandsons of the original maker of the Caille Outboard. We hope they will send us information about the early days of the Caille Outboard.

*Editor's Note: Amen.

We received several interesting letters with pictures from Paul Strot of Portland, Oregon. This remarkable young man has a large collection of antique motors which he prizes so highly, he returned his father's gift of a new motor, saying he would rather run the antiques. His collection includes several old Watermans, one with a serial number of 22. Paul says he has one of the first Evinrudes. He also has two Gophers made by the Engineering Department of the University of Minnesota shortly after the turn of the century. The bulk of his motors are stacked like cordwood however, and he plans to rearrange and report on them at a later date. Many thanks to you Paul for your information, letters and pictures. Keep them coming and keep us posted on your new finds. It sounds like you must have some unusual sources to obtain such rare motors.

Member Paul Strot



Member Bill Smith



Hints and Homilies by Hannah

An old nylon stocking is just great for filtering dirt out of the solvent used for cleaning parts.

Martin Senour Universal Aluminum paint #7893, is one of the few aluminum paints available which does not dissolve in gasoline.

Many of the smaller motors can be started with a $\frac{1}{8}$ " electric drill if you build an adaptor which attaches to the engine flywheel.

Testors Cement Co., Rockford, Illinois make a series of enamels which are excellent for fuel tank restoration and touch up work. Bottles are 15¢ each, and hold $\frac{1}{4}$ oz. Be careful of the metallic colors though, they are gasoline soluble.

Shellac over gasoline soluble paint protects it.....until the shellac is scratched.

When putting rod bearings on a crankshaft, coat them with grease or heavy oil.....then they will stay put.

Rapid Electroplating Process, Inc., Chicago, Illinois, markets a small home electroplating outfit which enables you to do small jobs quickly and cheaply. Cost of the kit is \$1.50.

Anyone have any more of their pet problem-solvers? Share them with the other club members and you will be rewarded in return when some one comes up with the answer to the very problem that has been plaguing you. Send them to Hannah, the Heloise of the motor world.

the editor's CORNER

D R REINHARTSEN

The big news in this issue is the boat show - Detroit and Dallas. Detroit was the biggest with member extraordinary John Hunt's collection of 52 motors. As John put it; "The contract called for 35 motors, but since I couldn't decided which ones to bring, I brought them all." According to many comments which I have received, John's exhibit was the hit of the show. John's very interesting letter describing his experiences is included in the magazine.

John Ward, age 15, wrote stating that he hated to see the dues increase, for \$7.00 is hard to come by. John is so valuable to the club that we've changed the rules slightly to help him and other young members. The rules are as follows: They will receive \$1.00 off for each new membership they get, and for each article which they cause to appear in general circulation magazines or newspapers. This offer is not retroactive, but applies from now on to all members under 21 (students). If they get more than seven members or articles in a year they can apply the credit to next years dues. A copy of the article (for our scrapbook) must accompany their renewal.

Marcus Wright has done it again! This time, as a result of his doing, a very fine article about the club appeared in the Philadelphia Inquirer. Publicity like that helps the club, and the club members. It helps the club by getting more members - and more members means more for your money. It helps the members in another way too; for on seeing the article, many people will write to the club, saying that they have an old motor for sale.

The March 6th issue of Sports Illustrated has an article about the club on page 11. Publicity like that goes a long way, and we are indeed grateful.

As of March 1st, the club had \$489.12 in it's bank account. It will cost about \$240.00 to print and mail this magazine. Needless to say, we must watch expenses and get more funds.

Several of the members have sent in terrific articles for the forthcoming issues. If you send in an article, it will be easier for the printer to reproduce it if it is typed with an electric typewriter on clean white paper. A new carbon ribbon and a clean typeface are a must, and the body of the text should measure 7" wide by 10 $\frac{1}{4}$ " long on 8 $\frac{1}{2}$ x 11 paper. A title, some artwork or photographs are a must if you want to make it interesting and eye-catching. Send'em in - we'll print 'em.

These days, an unrestored model A Ford costs between \$75.00 and \$300.00 - that's about 5¢ to 19¢ per pound. At that rate, an unrestored antique outboard motor should cost between \$5.00 and \$25.00. Use that logic on the next person who wants to sell a motor for \$400.00

Chris Owen has asked me to mention his listing of over 1000 motors which are owned by the members. If you want to get in touch with

someone who has a motor like yours, whether it be to get information or parts - drop Chris a line. He'll be able to tell you who has a motor similar to yours. Chris is also determining how many of each motor have been collected. This information will assist members in determining just how rare their motor is.

Marcus Wright and I have been trying to get together for an awful long time. We finally arranged it in early January when I was in the East on business. Ken Hampton dropped in for a while and the three of us talked Antique Outboards for hours on end. By the way, Marcus had just picked up the rare A30 Indian Silver Arrow shown below.



Marcus says that his favorite motor is the 1934 Evinrude twin that he is pictured with. There's a lot of members who live near Marcus and Ken Hampton. If you want to see some beautiful restoration jobs, and meet two very fine people, call them up and make arrangements to get together.

Marcus has an uncanny knowledge of where to find parts. In order to take advantage of this unique knowledge, I have asked him to set up files and facilities that he may assist all members in their quest for parts. If you need parts, if you have parts that you don't need, or if you know where parts are, please let Marcus Wright know about it. Requests for parts go through Marcus to Bob Zipps who follows up with an ad in The Antique Outboarder.

My visit with Marcus came at a time when another visit was in progress - that of Chris Owen. Chris finally came to Texas for a session of January antique outboarding. Together Chris and I took two Johnson V-45's and a Johnson V-50 apart and made a good V-45 and a not so good V-45 out of them.

In case you haven't noticed your president and editor is gung-ho on two things - member get-togethers and antique outboard meets, or races. These two activities are very important for they lead to the things that the club now needs most - a close knit membership, and more members. Go to The Great Race - Meet other members.

The people who have authored these pages certainly deserve our thanks and appreciation for all the hard work that they have invested in the club and magazine. Please take a minute to express your appreciation to them with a postcard or a letter. I think they have done a real fine job - without them, the magazine could not be as nice as it is.

New Members:

These people have joined the club since the last Antique Outboarder was published and membership now stands at 218. If you live near these new members, phone them or write them - in some way get in touch. Go to see their collection or extend an invitation to see yours. We all have to get acquainted, and besides it will be a lot of fun to talk antique outboards, exchange information, and ideas. Get in touch right away.

S/Sgt Clifford C. Armstrong - 812 West 5th Street - Del Rio, Texas
David Barrett - Batavia Marine & Sporting Supplies - 411 W. Main St.
Batavia, New York - 14020
Neal W. Boddeker - Niota, Illinois 62358
Russell E. Brock - 11 Ridge Avenue - Dayton, Ohio - 45405
E. G. Boulton - Box 83 - Miami, Manitoba - Canada
Aurthur & Richard Caille - 855 South Claremont - Dearborn, Michigan
Keith Davis - Box 343 - Chatham, Illinois - 62629
Hilton A. Erskine - 301 East 5th Street - Superior, Wisconsin
Louis C. Evans - 418 Mississippi - Silver Springs, Maryland - 20910
Lester Flaskamp - 7316 Kennedy Blvd. - North Bergen, New Jersey
Kenneth Fleischman - 1717 Lipper Avenue - Higginsville, Missouri
Alvah B. Goldsmith - Box 1092 Old Shipyard Lane - Southold, N. Y.
Charles L. Gurney - 230 Bryant Street - Buffalo, New York - 14222
W. E. Hakala - 437 Bessie Avenue - Sudbury Ontario, Canada
Kenneth R. Hampton - 54 Clinton Avenue - Eatontown, New Jersey
Eric Kindervater - 1353 Sandy Lane - Clearwater, Florida
Exchange & Gift Division - The Library of Congress - Washington, D.C.
Paul J. Liston, Sr. - 3331 A 92nd Street South - Tacoma, Wash.
Alan Little - Box 152 - Sinton, Texas
Clifford C. Long - 1377 West Willow Street - Long Beach, California
W. Lawrence Masters - 9054 Parkside Drive - DesPlaines, Illinois
Robert F. McFarland - 333 South Front Street - Wormleysburg, Pa.
Charles J. Mueller - 520 North Elm Street - Mt. Prospect, Illinois
C. K. Pease - 4164 Ewell Road - Virginia Beach, Virginia - 23455
Donald G. Pensel - RD #1 - Lake George, New York - 12845
E. R. Pisto - 1611 South Portsmouth Avenue - Westchester, Illinois
James W. Schonfeldt - 7507 Denrock Avenue - Los Angeles - California
Paul Strot - 1429 SE 150th Avenue - Portland, Oregon - 97233
Robert Summers - 8681 Ashton - Detroit, Michigan - 48228
J. T. Warley - Sportsraft Marine - 414 South Tatar - Pasadena,
Texas - 77502
Gregg Whitsett - 202 East 32nd - Joplin, Missouri - 64801
Gerald Wittmeier - #83, 17th Apt. 1 - Toronto, Ontario, Canada
W. A. Woolbert - 715 Wyoming Avenue - Kingston, Pennsylvania 18704
Maizie Rogers Worchester - 2801 Belpre Road - Silver Spring, Md.

NEW ADDRESS

Franklin A. Morgan - USS Daniel Boone SSBN 629 (B) - c/o F. P. O. -
San Francisco, California

John G. Jeffrey - 23 Kitlope Street, Kitimat, B. C. Canada

TRADER'S COVE

R. H. ZIPPS

Everyone wants to get as much as possible for his dollar; to have his investment, no matter how modest, pay dividends. One of the dividends we get from our hobby is that piece of machinery which we bring "back to life" after many hours of restoration.

Another dividend comes from your Club Dues. Take advantage of your membership in The AOMC. Ask for help from the staff. Further your knowledge, pass it on to others. Time spent in libraries, old boat shops, pawn shops, at country auctions and talking to old-timers pays dividend of knowing what you're buying.

'Trader's Cove' will be glad to assist in acquiring or selling any requested articles or items. It would be especially helpful if a reasonable price was put on items to be advertised in this section. That way we can stabilize this price situation.

Robert H. Zipps, 24 'A' St. Regis Street, East Hartford, Conn.

JUST A REMINDER -

TRY TO ATTEND THE 'GREAT RACE' IN YOUR AREA
YOUR ATTENDANCE WILL LEAD TO ITS SUCCESS

FOR sale:

CAILLE- Model 75, single, runs
Albert R. Pugh, 6 Ewald Drive,
Rochester, New York 14625

CHAMPION-Mod D2C, Ser 1508,
runs, Twin, 4.4 HP. Harold M.
La Shure, 68 Merritt Place,
New Hartford, New York

CHAMPION-1938?, Mod D1D, Ser
2564, Single, runs. Herbert Genz
256 N. Blaine Ave. Bradley, Ill.

CLARKE- 1950?, Ser TS 22670,
needs coil, has adjustable
prop, Mel Havens, 18 Highway
La Salle Ontario, Canada \$50

CAILLE- Basket Case, Liberty
twin, needs carburation &
ignition parts, \$15, Marcus
Wright, 30 Crest Drive, Little
Silver, New Jersey

ELTO- Twin, 1927, John Wright
423 Peusdale St., Philadelphia
Pennsylvania

Elto- 1923, Ser A8849, twin
doesn't run, low compression
Roger Church, 1510 Front St.
Garner Iowa.

Elto- 1924, Ser C14341, twin,
runs, good condition, still in
use, Peter Harrall 645 Johnson
St. Kingston, Ontario, Canada

Elto- Super, Ser 76465-5 or S
Quad, Mrs. Kaye Tomer, MD 27
RT 52, Newburgh, New York

Elto- Super Light Twin, runs
has rudder, Ser K50809, George
Leahy, Yantic Lane, RFD 2.
Norwich, Connecticut

Elto- Super Light Twin, ran in
'64, Ser G35782, good condition
Lawrence D. Overman, 4311
Michigan St., St. Louis, Missouri

Elto-Super Light Twin, runs
Ser G37127, has rudder, good
condition, William Carothers
Rt 4, Box 103, Edgerton,
Wisconsin

TRADER'S COVE

MOTORS FOR SALE

ELTO- 1921, Ser 4564, twin,
has rudder, good condition,
Carl D. Miller, 526 N. Wayne
Van Wert, Ohio

Elto-1922, Ser 4909, twin,
runs, has rudder, Harvey Elston
5149 Lincoln Ave. Los Angeles,
California 90042

ELTO- Two Motors, Super
lightwin, Ser 46472 & 46533,
one motor is in factory carton
T.M. Devine, 215 S Jackson,
Pierre, South Dakota.

ELTO- Super, Mod G, Ser 35782.
Lawrence Overman, 4311
Michigan, St. Louis, Missouri
(The above ad appears twice,
sorry, I am a victim of my
own system but its my fault
for I violated one of own basic
ground rules. I guess I had
better try harder)

(While we are off on a
tangent, I would like to
reiterate my request for
everyone to attend the Great
Races in their area. Your added
help may assure its success.)

ELTO- Light Twin, 1926, Ser
G31439, runs, Francois Ricard,
54 Mission Ave, St. Albert,
Alberta, Canada

Elto-Super Light Twin, needs
electrical wiring otherwise
good condition, has rudder,
Ser G37213, M/Jgt. Maurice
Williams, 5529 D Tibbets St.
Otis AFB, Massachusetts.

Elto- Super Light Twin, very
good cond, Ser J46717, 1926?
runs, Oscar Lyon, Route 5,
Longview, Texas

Elto- Super Light Twin, good
condition, Ser G33654, runs,
Robert Atkins, Rt 5, Stillwater
Minnesota 55082

Elto- Sportsman, Mod 4146, Ser
03852, runs, needs throttle
lever, single, William H.
Jarrad, 612 N. Church, Roanoke
Illinois

Elto- Model K, Ser 49814, ran
in '63, Twin, Mrs. George E.
Howard, 2751 NE 48th St.
Pompano Beach, Florida 33064
\$50 with owners manual.

Elto-twin, 1929 Ser, 834523,
runs, William Schmiesing, 13
5th St. SE, Madelia, Minnesota

Elto- single, 1930, Ser 05655,
Mod 4551, runs, good condition
William Runkel, 6700 Washburn
Ave S, Minneapolis, Minnesota

Elto- Ace, Single, Mod 4256,
Ser 03789, runs, broken skeg,
Original wood shipping box,
Philip Tennessen, 5934 N Sunny
Point Rd. Milwaukee, Wisconsin

ELTO- Lightwin, Ser 48408
Francis Lester, 512 2nd St E,
Tracy, Minnesota

ELTO- Twin, Ser N9758, lower
unit reverse, good condition.
P.G. Hianziker, 455 Warwick
Ave, West Englewood, N.J.

ELTO- Lightwin, 1922, Howard
d. Fish, 1245 New Road, North
Tonawanda, New York

EVINRUDE- 1914, Mod B, Ser
25188, single, runs, complete
has reverse, Eileen Sensen, Rt
4, Anoka, Minnesota 55303

EVINRUDE- 1914?, Mod D, Ser
65041, single, Curt Larson, 508
Superior Ave, Tomah, Wisconsin

EVINRUDE- 1914?, Mod BX, Ser
29119, single, ran 4 years ago,
C.B. Weisflog, 4477 S. 63rd St.
Milwaukee, Wisconsin

EVINRUDE-INBOARD-About 1915
2 cylinders, 2 cycle, in line,
water cooled, missing gear box &
a field from one side of the
magneto. No Mod or Ser Numbers
L.D. Hubbard, RFD, Friday
Harbor, Washington

TRADER'S COVE

EVINRUDE- Pat. Date 1915, single, ran 2 years ago, Row Boat Motor Luther Smith, Box 505, Mulkeytown, Ill.

EVINRUDE- 1916, Mod A, Ser 90279 Single, runs, Elmer French, 45 Phillips Road, Lynnfield, Mass.

EVINRUDE- 1917?, Mod AX, Ser 95718, Single, needs gas line & grease plug screw for lower unit H. George Schurmann, 211 Madero Drive, Thiensville, Wisconsin

EVINRUDE- 1916, Mod B, Ser 59497, single, ran 12 yrs ago, Edward St. John, 3814 Lawndale Ave, Flint, Mich.

EVINRUDE- Single, Mod B, Ser 59032, ran 16 years ago, Paul Clark, RD 2, Box 46-1 Kingston, New York

EVINRUDE- Single, Mod A, Ser 94465, ran in '64, small spring missing, Edward Braun 420 10th St, Breckenridge, Minnesota

EVINRUDE- Twin, Mod NS, Ser 11543, cracked cylinder, Allan Meade, 4805 Muscatel Ave. Rosemead, California.

EVINRUDE- Single, Mod A, Ser 114983, doesn't run, 1921, Edward Konopasek, 1104 Bayview Dr. Fox River Grove, Illinois

EVINRUDE- Single, Mod A, Ser 119529, Ran 5 years ago, 1922 J.D. Schroeder, 3844 Garfield Ave. Minneapolis, Minn.

EVINRUDE- Fastwin, 1929, 14 HP, runs, James A. Fisher 2901 May St. Ext. ,Pittsburg Pennsylvania

EVINRUDE- Lightwin, 4 HP, Ser 4023539, runs, Wayne Sword 502 Hale Lake Blvd., Grand Rapids, Minnesota

MOTORS FOR SALE

EVINRUDE- 1931, Twin, Mod 401 Ser 60031, runs, good cond, Paul Kelble, 216 Dallas St. Payne, Ohio

EVINRUDE- Single, Mod 4264, Ser 00641, runs, B.F. Khone Jr. 906 S. A St., Rogers, Arkansas

EVINRUDE- Speeditwin, 22.5 HP, Mod 6039, Ser 01091, Arthur Lofgren, 3 Charles St. wellsboro, Pennsylvania

EVINRUDE- Four Cylinder, Mod 4387, Ser 00484, New, Never run, Navy Surplus Motor, Robert Wysack, 227 Goddard Rd. Wyandotte, Michigan

EVINRUDE- Single, 1915, for sale by club, \$15, Chris Owen 1107 Pueblo Drive, Richardson Texas

EVINRUDE- Four Cylinder, 7 1/2 HP, Pistons Frozen, good for parts, Larry J. Sanderson, 750 N. Main St., Chelsea, Michigan

EVINRUDE- 36 HP, 1946, wants to sell with boat, \$ 350. W.P. Jones, 1425 Witte Rd. Houston Texas.

EVINRUDE- 1920, runs, Ben Stockman, Box 95, Kootenai, Idaho

EVINRUDE- 2 basket cases, 4 cylinder, 50 HP, WW II vintage, Robert G. Follwar Rt. 11, Box 2027, Houston, Texas

EVINRUDE- 4 cylinder, 9.7 HP Earl Walsh, 102 Wake Drive, Richardson, Texas

EVINRUDE- four cylinder, Eight Spark Plugs, racing motor. (Ed. Imagine the edge you would have at The Great Race this Summer with this motor on your transom) Edward Lorey, 910 W 30th St. Austin, Texas.

TRADER'S COVE

MOTORS FOR SALE

EVINRUDE- Sportwin, 3.3 HP
Mod 4421, Ser 03178, runs,
Harold E. Kelper, RR 2,
Punta Gorda, Florida

EVINRUDE- Lightwin, 4 HP,
1931, Mod 402, Eric Valcour,
228 Jones Rd. Box 18,
Fruitland, Ontario, Canada

EVINRUDE- Row Boat Motor,
muffler missing, Joseph
Soares, 1130 Brown St.
Martinez, California.

EVINRUDE- Mod 500, Ser
259502, Single, Dr. M.L.
Merry, Milo, Maine

JOHNSON- Mod A-25, runs,
James Robnett, 319 Cedar
St. Pocahontas, Arkansas

JOHNSON- Mod A-25, Ser 33970
Fred Beal, RR 2, State Center
Iowa

JOHNSON- Mod A-25, good cond,
Albert Bopp, 201 Custer Ave.
Evanston, Illinois

JOHNSON- Mod JC-25, (Ed. There
are not too many canoe motors
like this on the market,
sounds good.) Single, Vernon
Foster, 216 Dorchester St.
St. Louis 35, Missouri

JOHNSON- Mod J-15, Ser 23216
runs, New Condition, Never
used, still in original
factory carton. Dennis Kowatch
1891 S.W. 40th Ave. Fort
Lauderdale, Florida

JOHNSON- Mod K-35, Ser 56270,
1927, 6 HP, George Schwartz
252 E. Division St.
Villa Park, Illinois

JOHNSON- Mod k-50, Ser 7101243-
2, Twin, 1930, runs, M.E.
Deatherage, 1515 Grant St.
Wichita Falls, Texas

JOHNSON- Mod A-50,
Clifford Armstrong Jr. 812
W 5th St. Del Rio, Texas
Has broken cylinder flange.

JOHNSON- 1936, Mod A-80, Ser
232825, runs good condition
John C. Babler, 124 Urban St.
Monticello, Wisconsin

GRAY- Mod GG 762, single,
powerhead and mounting clamp
similar in appearance to Mod
A Evinrude, has knuckle
buster, from description prop
is driven by flexible shaft
which extends from a vertical
drive shaft to a horizontal
prop shaft. (A very unusual
motor and would be a fine
addition to anyone's collection)
C.L. Murr Rt 1, Box 525,
Red Bluff, California

MONTGOMERY-WARD- Mod 14-K1-8821,
Ser 5388, 1930?, Single, runs,
W.J. Lee, 52 Laurel Road,
Stamford, Connecticut

MUNCIE GEAR CO.- 1938, Mod 1-A38
Ser E 3047, Twin, runs, good
cond, 4 HP, Anthony Semario,
5515 W Hirsch, Chicago, Illinois

MUNCIE GEAR CO.- 1937, Neptune,
Mod 0B17C, Ser E 71292, Twin,
16 HP, runs, needs coil, \$75.
Andrew A. Finn, 189 Lehigh St.
Wilkes Barre, Pennsylvania

OMC- Special Speedster, 1933?
Ser 9050492, Twin, runs, needs
steering handle, & carb float
chamber cover, \$50, George
Wicks, 1027 Midway Drive
Benidji, Minnesota

OMC- 1930, Twin, Ser 1620062
needs coils, Hugh A. Brown,
444 Fairlawn Ave, Toronto,
Ontario, Canada

OMC- 1932, 1 1/2 HP, Single
Ser 101786, Horace Burnett
3719 Reveille, Houston, Texas

TRADER'S COVE
PARTS WANTED

LOCKWOOD- Chief 1928 or 1929, connecting rod, crankshaft, crankcase, both cylinders, JOHNSON- Mod S-45, Starboard Cylinder, Carb air intake, crankshaft roller bearing. David Reinhartsen, 1107 Pueblo Drive, Richardson, Texas

JOHNSON- Mod KA-38, #27-240 muffler, #28-98 stern bracket complete, #25-13 Steering Rail, plus steering handle assembly, #27-303 Barrel valve, # 72-875 coil. EVINRUDE- Mod A, single, carburetor. JOHNSON- Mod K-40 #150-140 & 150-141 Cylinders P&S, Robert B. Hampton, 54 Clinton Ave., Eatontown, N.J.

JOHNSON- Mod P-40, Port Cylinder JOHNSON- Mod A-60, # 13-50 (two) antibackfiring screen, # 25-2 muffler, # 26-2 connecting rod, # 25-3 crankcase with center bearing.

JOHNSON- Mod KA-37, # 28-25 Thrust Socket NEPTUNE- Mod OBl-6C, Single, Connecting Rod

ELTO- 2.5 inch bore Super G, Stern Clamping Bracket, Cylinders P & S.

INDIAN SILVER ARROW- Starter rope pulley

CAILLE- Liberty Twin, Zenith carburetor, muffler Marcus Wright, 30 Crest Drive, Little Silver, New Jersey

JOHNSON- Mod A-50 Cylinder. Clifford Armstrong Jr. 812 W 5th St., Del Rio, Texas

EVINRUDE- 1934, # 132100 Drive Shaft, # 132101 Prop Shaft Gear Born Fuel and Marine Co. 622 Broadway, Sheboygan Falls, Wis.

JOHNSON- Seahorse, 1938, Carb. Paul Liston, 6331A 92nd St. S, Tacoma, Washington

EVINRUDE- Speedifour # 191181 late type ignition coils. EVINRUDE- 1929 Fastwin, muffler & exhaust tube. David Reinhartsen, 1107 Pueblo Drive Richardson, Texas

TRADER'S COVE
PARTS WANTED

JOHNSON- Mod S-45, Release charger valve, Cover plate- Rotary valve. David Reinhartsen, 1107 Pueblo Drive, Richardson, Texas

ELTO- Quad #71209, 2 Operable coils, also plans or info on step hydros of the late twenties, Rob Eiring, 2436 SW 149th St., Seattle, Wash.

JOHNSON- Mod DT-37, Ser 280247 Intake Manifold. C.K. Pease 4164 Ewell Rd., Virginia Beach, Virginia (Contact H&S Distributors, Waukegan, Ill. They may have one. Ed)

CUNARD- muffler, piston, 1915 Charles L. Ridall Jr., 14 Crockett St. Rowayton, Conn.

LOCKWOOD- 1929 Ace, Carb. ELTO- 1923 Lightwin, 2 old style clamping pads. Paul H. Daykin, 331 Washington St., Geneva, New York

JOHNSON- KR-55, Lower Unit with clamp bracket. John Harrison, 1000 NW 54th St., Miami, Florida

JOHNSON- J-65, coil John C. Renfro Box 716 Dothan, Alabama

TRADER'S COVE
PARTS FOR SALE

EVINRUDE- misc. pre-WW II parts for sale by Evinrude Dealer. Zaloudek Implement Co. 219 W Randolph, Enid Oklahoma

JOHNSON- Mod P-40 Parts. Julian Stankowski, 41 George st., South River, New Jersey

EVINRUDE- 50 HP Big Four Parts. OMC- 4-60 parts. OMC- Class "C" parts Robert W. Thornton, 3318 Jones Bridge Rd., Chevy Chase, Maryland

TRADER'S COVE
MOTORS SEEN

ELTO- 0.94 HP, 1937, Pal.
Raymond Adkins, RR 3, Dexter,
Minnesota.

JOHNSON- Mod A-25, Sakatah
Marine, Waterville, Minn.

JOHNSON- Mod SR, Sam Monroe,
333 State St. Waycross, Georgia.

JOHNSON- P-50 Power head
\$60. Old Town Canoe Co., Old
Town, Maine

ELTO- Quad. Has automobile
coils???? M. Close, c/o Gulf
Station, Highway 24 & 75,
Mc Kinney, Texas

EVINRUDE- 7032 Speedirour,
motor frozen, good for parts.
Carver Boat Works, Point
Pleasant, New Jersey

JOHNSON- Mod PO-15, David
Grudin, 435 Spring Street,
Red Bank, New Jersey

ELTO- 1928, 18 HP quad. M.L.
Hefner, 1020 S. Main St.,
Wichita, Kansas

TRADER'S COVE
LITERATURE WANTED

Pre 1915 boating magazines.
Charles Ridall Jr. 14 Crockett
St., Rowayton, Connecticut

Model A Evinrude Literature,
Catalog & parts book. J.T.
Warley, Sportsraft Marine,
414 S Tatar, Pasadena, Texas

Catalogs, manuals, ads, or
outboards and bicycle motors.
John Hunt, 239 Main St.,
Sanford, Maine

Old Boating Magazines. Donn
Booth, 1107 Pueblo Drive,
Richardson, Texas

Service Manual for 1/2 HP
Evinrude Mate. Will accept direct
copy. Richard Schlipf, 5530
N Berkeley Blva. Milwaukee,
Wisconsin.

TRADER'S COVE
MOTORS WANTED

ELTO QUAD- Marcus Wright, 50
Crest Drive, Little Silver
New Jersey. (Sounds like Marcus
wants to give the boys down his
way a little competition at
the Great Race that he is
holding in his area. Good luck.)

Elto Cub- Waterman Porto of
1914 vintage- Evinrude all
Electric- Bicycle Motors. John
Hunt, 239 Main St., Sanford,
Maine.

JOHNSON- Mod P50 & PR65,
W.F. Niemeyer, RR1, Box 126,
Marthasville, Missouri

JOHNSON Giant Mod TR-40-
Lockwood Ace- Elto Quad
early model- JOHNSON single
Mod J-25 must be in fine
condition. Motorgo. John
Hunt, 239 Main St., Sanford,
Maine.

JOHNSON- Mod A-50, Clifford
Armstrong Jr. 812 W 5th St.,
Del Rio, Texas

TRADER'S COVE
MISC MOTORS FOR SALE

Collection of 100 motors for
sale. Will sell separate or
as a collection. Howard
Langdon, Haddam Dock Rd.,
Haddam, Connecticut

Misc. motors. Chuck Stoker,
63 Wilson Ave., San Jose, Cal.

Super Elto quad, Super Elto
Twin, Elto Light twin, Mod A
Evinrude, mod A Johnson \$200
for all. Keith Musselman,
8919 Chappel, Chicago, Ill.

TRADER'S COVE
HELP!!!!!!!!!!!!

Wanted, restoration pictures
in color for a Mod B
Evinrude, Single. William
Smith, Point Defiance,
Outboard Sales Service
Tacoma, Washington

1967

MEMBERSHIP LIST

Isadore Ackerman, c/o Port Monmouth Marine, 166 Highway 36, Port Monmouth, N. J.
John M. Acs, 1631 Charleston Ct., Melrose Park, Ill.
Anthea Aitken, 503 N. Waterview, Richardson, Texas 75080
Daryl W. Allman, 7128 Mayfield Ave., Maderia 43, Ohio
Richard L. Anderson, 657 24th Pl., Hermosa Beach, Calif. 90572
James F. Andrews, 3704 Avondale Dr., Ft. Wayne, Ind. 46806
S/Sgt. Clifford C. Armstrong, 812 W. 5th St., Del Rio, Texas
Mrs. "Gene" Atwood, 1417 Oakhill Dr., Lakeland, Fla.
Charles F. Baker, 26 Tuxedo Pl., Buffalo, N. Y. 14207
David Barrett, Batavia Marine & Sporting Supplies, 411 W. Main St., Batavia, N. Y. 14020
Philip C. Benedict, 4903 Manitoba Dr. #202, Alexandria, Va. 22312
John Bertanzel, 26 Sylvia St., Glen Head, N. Y. 15545
Harry H. Bickel, R#1, Box 388, Pottstown, Pa. 19464
David L. Blair, 4565 Westview Dr., LaMesa, Calif.
John G. Blanton, Route 2, Box 138, Lake Wales, Fla. 33853
Neal W. Boddeker, Niota, Ill. 62358
Andy Bolog, 10480 Platt Rd., Milan, Mich. 48160
Donn Booth, 21 Otter Creek Pl., Cortland, N. Y. 13045
Robert W. Brautigam, 2316 W. 110th St., Minneapolis, Minn. 55431
James B. Briggs, Outboard Marine Corp., 100 Pershing Rd., Waukegan, Ill. 60086
Russell E. Brock, 11 Ridge Ave., Dayton, Ohio 45405
E. G. Boulton, Box 83, Miami, Manitoba Canada
Glen Brawn, 273 Upton St., Grafton, Mass. 01519
Hugh A. Brown, 444 Fairlawn Ave., Toronto 12, Ontario Canada
E. R. Burge, Sr., Box 895, 909 W. Sealy, Alvin, Texas 77511
John R. Burke, 1360 Amherst St., Buffalo, N. Y. 14216
Anthony Caglione, 140 Elm St., Dover, N. J. 07801
Aurthur & Richard Caille, 855 S. Claremont, Dearborn, Mich. 48124
D. F. Callender, 9301 Pierson, Detroit 28, Mich. 48228
Donald C. Carlson, 340 E. Minnehaha Pkwy., Minneapolis, Minn. 55409
E. P. Carter, 3200 Park St., Palatka, Fla. 32077
John A. Carter, 8857 S. Main St., Eden, N. Y. 14057
Joseph L. Carver, P. O. Box 2157, Costa Mesa, Calif. 92626
Carl M. Christiansen, 3114 Lowell St., Eureka, Calif. 95501
William A. Coda, Kingsville, Ontario Canada
L. T. Comstock, 10923 Santa Monica Blvd., Los Angeles, Calif. 90025
Frank Cooke, 59 Summer St., North Brookfield, Mass.
Hal Copeland, 1904 Tower Petroleum Bldg., Dallas, Texas 75201
Tom Costello, 302 Cameron Rd., Tauranga, New Zealand
Bud Cowdery, 1403 1st Pl., N. E., Birmingham, Ala. 35215
Robert Osborne Cox, 1900 S. E. 15th St., Ft. Lauderdale, Fla.
Jerry Crowther, 30 Woodland St., Huntington, Long Island, N. Y. 11743
E. Morton Daller, 7801 Gov. Printz Blvd., Claymont, Delaware

1967 MEMBERSHIP LIST Continued

Charles L. Damon, Caneadea, N.Y. 14717
 Keith Davis, Box 343, Chatham, Ill. 62629
 Paul H. Daykin, 331 Washington St., Geneva, N.Y. 14456
 Glenn Davis, 2140-Weron Lane, Cincinnati, Ohio 45225
 Jack E. Dickson, 4812 Rodney Rd., Richmond, Va. 23230
 Edmund Diederick, R.D.#3, Box 136, Elyria, Ohio 44038
 G. Dixon, 5674 Chester St., Vancouver 15, B.C. Canada
 Lorne Douglas, 73 Deer Lodge Pl., Winnipeg 12, Manitoba Canada
 Thomas B. Ebbets, 2323 Washington Ave., Seaford, N.Y. 11783
 Robert G. Eiring, 2436 S. W. 149th, Seattle, Washington 98166
 John Eiring, Eagle Lake, Eagle, Wisconsin, Wakesha County
 Hilton A. Erskine, 301 E. 5th St., Superior, Wisc.
 Louis C. Evans, 418 Mississippi, Silver Spring, Md. 20910
 Robert P. Flagler, 1149 Tenth St., Sarasota, Fla.
 Lester Flaskamp, 7316 Kennedy Blvd., North Bergen, N.J. 07047
 Kenneth Fleischman, 1717 Lipper Ave., Higginsville, Mo.
 Harvey L. Frey, Rt 2, Box 252, Middlefield, Ohio 44062
 H. A. Garland, 23 Lake St., Sherborn, Mass.
 Harold E. Gilbert, Box 131, Crystal Bay, Minn.
 Alvah B. Goldsmith, Jr., Box 1092, Old Shipyard Ln., Southold, N.Y. 11971
 Edward J. Gordon, 132 Winslow Ave., Norwood, Mass. 02062
 Joseph L. Gordon, M.D., Wheeler, Ind. 46393
 Philip G. Graen, 901 E. Jefferson St., Bloomington, Ill.
 Calvin Greenleaf, 673 Main St., Wakefield, Mass.
 Charles L. Gurney, 230 Bryant St., Buffalo, N.Y. 14222
 W. E. (Bill) Hakala, 437 Bessie Ave., Sudbury, Ontario, Canada
 Kenneth R. Hampton, 54 Clinton Ave., Eatontown, N.J. 07724
 Robert B. Hampton, 54 Clinton Ave., Eatontown, N.J. 07724
 Ed Hanson, Evinrude Motors, 4143 27th St., Milwaukee, Wisc. 53216
 John Hansen, 350 Paderwski Ave., Perth Amboy, N.J. 08861
 Michale C. Hardick, P.O. Box 1383, Oceanside, Calif.
 Burke D. Hardy, 526 W. 58th St., Los Angeles, Calif. 90037
 George Harness, 461 Notre Dame Ave., Winnipeg 2, Manitoba Canada
 Norman W. Harris, Borglum Rd., Wilton, Connecticut 06897
 John C. Harrison, 1000 N.W. 54th St., Miami, Fla. 33127
 Terry Hatch, 308-11th Ave., Juniata, Altoona, Pa. 16601
 Richard A. Hawie, 31 Hillside Dr., Easton, Connecticut 06425
 Richard Cameron Hawie, 31 Hillside Dr., Easton, Connecticut 06425
 Donald J. Heermans, 13925 S.W. River Ln., Tigard, Oregon 97223
 Charles E. Henderson, 1307 La Valliere, Victoria, Texas
 R. W. Hendrickson, Box 812, Elkader, Iowa 52043
 Dean Higginbotham, Box 282, Rome City, Indiana
 Newton Hnos, F. Riestra 547-A, Guadalajara, Jal Mexico
 Odie L. Hockenberry, 12336 Burl Ave., Hawthorne, Calif. 90251
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 F. Leslie Horner, P. O. Box 623, Holyoke, Mass. 01040
 Jefferey D. Hunt, 239 Main St., Sanford, Maine
 John W. Hunt, DMD, 239 Main St., Sanford, Maine
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 Long Island, N.Y. 11691
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 Richard M. Jones, 20505 N.W. 3rd. Ave., Miami, Fla. 33169
 William S. Jones, Ely Lake, Eveleth, Minn.
 Howard W. Jong, 2101 Pebble Ct., Monterey Park, Calif. 91754
 Rolf Jorstad, 93 Greenlawn Crescent, St Vital 8, Manitoba Canada
 Eric Kindervater, 1353 Sandy Lane, Clearwater, Fla.
 Jack G. Kinn, 650 E. Wisconsin Ave., Oconomowoc, Wisc. 53066
 David Kitz, Lakeland Boating Magazine, 416 Longshore Dr., Ann Arbor, Mich.
 48107
 Paul W. Koch, Jr., 341 N. Chautauqua St., Wichita, Kansas 67214
 Richard D. Komin, 18771 Thorpe Rd., Chargrin Falls, Ohio 44022
 Phillip Kranz, RD 2, Box 116, Altamont, N.Y.
 Charles Kuhnappel, 476 Deer Park Ave., Babylon Long Island, N.Y. 11702
 Howard Langdon, Haddam Dock Rd., Haddam, Conn. 06438
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 George H. Loeb, 3701-3705 Parker Ave., Norfolk, Va., 23508
 Clifford G. Long 1377 W. Willow St., Long Beach, Calif. 90810
 Fred Lucas, RR#1, Winchester, Ind. 47394
 William H. Lyman, 393 Hadley St., South Hadley, Mass.
 Raymond Machen, 624 Gardner Rd., Westchester, Ill. 60153
 Mrs. Harold L. Mahan, 303 Larkspur Rd., S.E., Washington, D.C. 20023
 Dr. V. M. Manchester, 39 Pine St., Auburn, Maine 04210
 Harold Frank Marsh, c/o University Marine Ltd., Silverdale Rd., Hayes,
 Middlesex England
 W. Lawrence Masters, 9054 Parkside Dr., Des Plaines, Ill.
 Robert F. McFarland, 333 S. Front St., Wormleysburg, Pa. 17043
 Jimie D. McGinnis, Route 4, Slaughter Rd., Madison, Ala.
 Ralph K. Merrill, Jr., Box 71, Fremont, Michigan 44412
 Kenneth J. Mesker, 3648 S. Maple Ave., Berwyn, Ill.
 J. Micheline, Airmarine, Inc., 6945 Stony Island Ave., Chicago, Ill 60649
 J. Frank Miles, 16 Elm Drive, Newton, Connecticut
 Lt. Col. G. L. Mobley, 305 E. Dakin Ave., Apt. 2, Kissimmee, Fla. 32741
 Tom Montiegel, Evinrude Motors, Milwaukee, Wisc.
 Franklin A. Morgan, 500 Warburton Ave., Yonkers, N.Y. 10701
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 Charles J. Mueller, 520 N. Elm St., Mt. Prospect, Ill. 60056
 Kieth Musselman, 8919 Chappel, Chicago, Ill.
 Darwin E. Myers, Jr., 4614 Main St., Buffalo, N.Y. 14226
 W. F. Niemeyer, RR#1, Box 126, Marthasville, Mo.
 A. R. Olson, 1846 Lincoln St., N.E., Minneapolis, Minn. 55418
 Edward R. Olson, Olsen Marine Co., 76 Ferry Blvd., Stratford, Conn. 06497
 Charles F. Orr, P. O. Box 54, Winter Haven, Fla. 33881
 Chris Owen, 1020 E. Norris Hall, Grinnell College, Grinnell, Iowa
 Ralph W. Owen, 28 Newton St., Eau Claire, Wisc.

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Burt Packard, Jr., Packard's Camps, Sebec Lake, Maine
 Norman Pearson, 22537 Law Ave., Dearborn, Mich.
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 Donald G. Pensel, RD #1 Lake George, N.Y. 12845
 Mrs. Theo. M. Peterson, Patuxent Marine, Inc., 4602 Annapolis Blvd.,
 Bladensburg, Md. 20710
 Chester Petrowsky, Federal St., Belchertown, Mass. 01007
 Ken Pehovic, 22806 Carleton, Southfield, Mich. 48075
 Robert W. Pollard, 52 Wilson Dr., Brampton, Ontario Canada
 Gene Powell, 496 Oakwood Rd., Huntington Long Island, N.Y. 11743
 Harlan C. Pringle, 5621 Minnetonka Blvd., Minneapolis, Minn.
 E. R. Pristo, 1611 S. Portsmouth Ave., Westchester, Ill.
 Robert D. Purdy, 1820 Rhonda St., Portage, Ind.
 P. Redina, 3524 W. 198th St., Homewood, Ill.
 Curt Reed, 511 Woodside Ave., Berwyn, Pennsylvania
 David R. Reinhartsen, 1107 Pueblo Dr., Richardson, Texas 78050
 John C. Renfroe, P. O. Box 716, Dothan, Alabama
 Lyle F. Renouf, 9714 S. Millard, Evergreen Park, Ill.
 Robert C. Rheinfels, 1039 Hannah Ave., Forest Park, Ill. 60130
 Charles L. Ridall, Jr., 14 Crockett St., Rowayton, Conn. 06853
 Robert L. Ridings, 20 Shire Oaks Dr., Pittsford, N.Y. 14534
 Richard E. Riegel, Jr., 4810 Lancaster Pike, Wilmington, Delaware 19807
 Edward B. Riggs, 2010 R. Street N.W., Washington, D.C. 20009
 G. A. Roach, 69 Sutherland Trailer Ct., Saskatoon, Saskatchewan Canada
 Michael Rogowski, 4832 Lonyo Rd., Detroit, Michigan 48210
 Marlen F. Rosene, 430 Shaw St., Rockford, Ill.
 William T. Rowley, Beekman Rd., Hopewell, Jct. N.Y.
 Paul E. Saeger, 5056 Meese Rd. N.E., Louisville, Ohio
 Jere M. Sairs, 4817 N. Woodruff, Milwaukee, Wisc. 53217
 Arthur G. Saltford, Rosewood Drive, RD#6, Wappingers Falls, N.Y. 12590
 Don Saunders, P. O. Box 313, Marysville, Washington 98270
 Frank Scalpone, Kiekhaefer Corp., 660 Hickory St., Fon Du Lac, Wisconsin
 54935
 William Scholfield, 1441 East River Road, Minneapolis, Minn.
 James W. Schonfeldt, 7507 Denrock Ave., Los Angeles, Calif. 90045
 Herbert Schuelke, Herbert Schuelke Co., 144 E. Second St. Kaukauna, Wisc.
 Henry W. Seibel, 3207 Harley Ave., West, Seattle, Washington 98199
 Gary Sherman, 2804 W. Rascher, Chicago, Ill. 60625
 Frank M. Shimer, 420 Shore Rd., Bellmore, N.Y. 11710
 Scott D. Shumaker, 37704 Jordan Dr., Willoughby, Ohio 44094
 Harold L. Simpson, 4503 Parkview Pl., St. Louis, Mo. 63110
 Clarence Sitton, 2101 N. 4th St., St. Charles, Mo. 63301
 James L. Smith, 330 O'Connor Dr., Toronto 6, Ontario
 William J. Smith, Point Defiance Outboard Sales & Service, Point Defiance,
 Tacoma, Washington 98407
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