

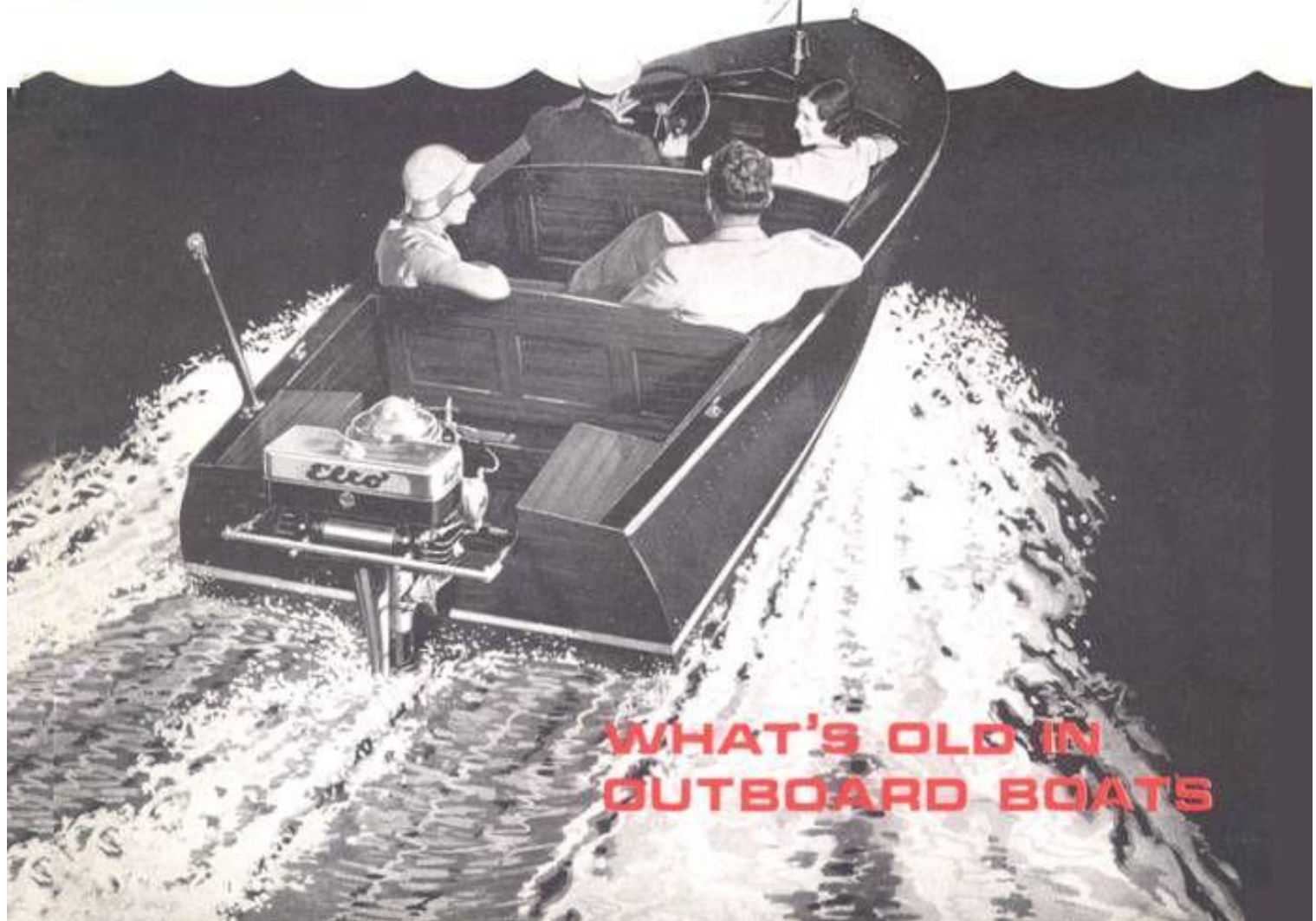
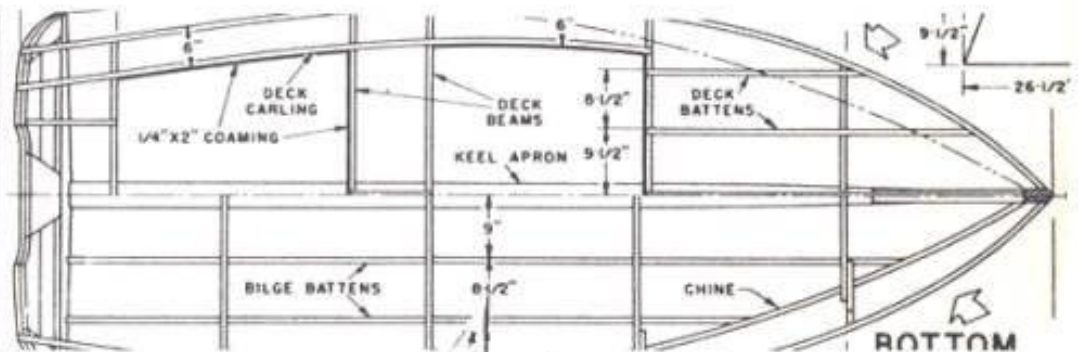
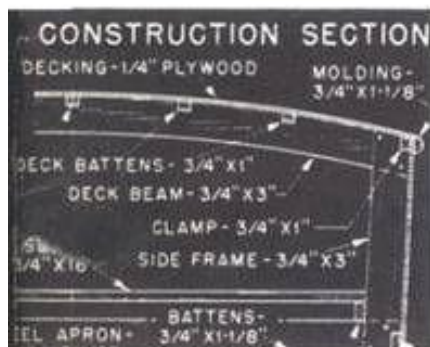
VOLUME 5

NUMBER 2

APRIL 1970

THE ANTIQUE OUTBOARDER

The Pioneering Authority



**WHAT'S OLD IN
OUTBOARD BOATS**

The Antique Outboard Motor Club Inc. is incorporated in the State of Texas as an Educational Institution. The Club is devoted to people all over the world who are interested in the search for, restoration and preservation of old time outboard motors. Regular membership dues are \$7.00 per year. Other membership information available on request. Address membership requests to A.O.M.C.I., Inc., 20505 NW 3rd Ave., Miami, Florida 33169.

Club Officers, addresses and duties:

President	David R. Reinhartsen	1107 Pueblo Drive, Richardson, Texas 75080	Coordinator of A.O.M.C.I. activities.
Vice President & Editor	Robert W. Brautigam	2316 W. 110th St., Bloomington, Minn. 55431	Edits and mails <i>The Antique Outboarder</i>
Treasurer	John C. Harrison	1000 N.W. 54th Street, Miami, Florida 33127	In charge of financial affairs.
Secretary	Carol R. Reinhartsen	1107 Pueblo Drive, Richardson, Texas 75080	Keeps A.O.M.C.I. records.
Parts Acquisition	Marcus Wright III	30 Crest Dr., Little Silver, New Jersey 07793	Helps members find parts for restoration. Gives technical advice on 1921 to 1928 Eltos.
Membership Chairman	Richard M. Jones	20505 N.W. 3rd Ave., Miami, Florida 33169	Keeps A.O.M.C.I. membership records.
Classified Editor & Newsletter Editor	Robert H. Zippy	24A St. Regis St., E. Hartford, Conn. 06108	Management of the classified section of <i>The Antique Outboarder</i> and preparation of the monthly <i>Newsletter</i> .
Historian	W. Jim Webb	2560 N. 97th St., Wauwatosa, Wis. 53213	Worlds foremost authority on outboard motor history. Author of a column, "Of Historical Interest", for <i>The Antique Outboarder</i> .
Curator	Richard A. Hawie	31 Hillside Dr., Easton, Connecticut 06612	Helps in identification of rare motors and authors a column, called "Notes From The Curator", for <i>The Antique Outboarder</i> .
Special Features	James L. Smith	330 O'Connor Dr., Toronto 6, Ontario, Can.	Author and Editor of a Special Features column for <i>The Antique Outboarder</i> .
Racing Editor	B.W. "Bud" Cowdery	15 Crestdale Rd., Danbury, Connecticut 06810	A column on the early days of outboard racing for <i>The Antique Outboarder</i> .
Test Editor	Christopher R. Owen	Route No. 3, Eau Claire, Wisconsin 54701	Runs lake tests of antique outboard motors.
Motor Registration	Robert B. Hampton	54 Clinton Avenue, Eatontown, N.J. 07724	Keeps registrations of antique outboards.
Membership Coordinator	Raymond Machen	624 Gardner Rd., Westchester, Illinois 60153	Distribution of A.O.M.C.I. literature.

Regional Activity Centers

YANKEE CHAPTER
Southern New England
South New England
Peter Humm
124 Old Farms Road
Simsbury, Conn 06070

KNUCKLE BUSTERS CHAPTER
New Jersey
H. Tom Luce
39 Constantine Place
Summit, New Jersey 07901

MIDWEST CHAPTER
Great Lakes
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714 Bluff Street
Waukegan, Illinois 60085

TWIN CITIES CHAPTER
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Ronald Johnson
3246 Cedar Avenue
Minneapolis, Minn 55407

FLORIDA
John Harrison
1000 NW 54th Street
Miami, Florida 33127

TEXAS
David Reinhartsen
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Richardson, Texas 75080

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1105 Hunterston Place
Cupertino, Calif 95014



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Planned for next issue: 4-60 Engines in race cars; More data on Caille; Early control systems; Balancing antique power heads; Small inboards; Regular features and other stories.

The Antique Outboarder

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April, 1970

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CLUB BRIEFS

IMPORTANT IMPORTANT IMPORTANT IMPORTANT IMPORTANT IMPORTANT IMPORTANT

Members are urged to check your membership cards and renew your annual dues before you get a notice. As you know, our book work, like all Club activities, is done on a volunteer basis. Your remittance early will save Dick Jones a lot of time and the Club the price of the stationery and a stamp. One of Dick's problems concerns members who delay sending in their dues until more than three months after the due date and just after the member's name has been removed from the permanent mailing list. This off-again, on-again book work makes a bigger ulcer for Dick. Although he'd never say anything personally, we can all make his (and his wife's too) job a whole lot easier by keeping on top of our own membership.

THE CLUB EXECUTIVE COUNCIL WISHES TO EXPRESS ITS THANKS AND APPRECIATION TO ALL MEMBERS for the fine response - both financial and moral - the Club received to the special mailings of the "Parts Sources Manual" and "Rebuilding Antique Outboard Ignition Systems". These publications have been so well received that others are planned for issue in the future. Any ideas for desired subjects will be welcome.

THE EXECUTIVE COUNCIL LIST RECENTLY PUBLISHED INADVERTANTLY OMITTED THE NAME OF MR BOB Zipps. Please be assured that Bob is on the Executive Council and will continue to contribute in a major way to the success of the Club. In fact, we couldn't get along very well without Bob's unselfish support to all Club activities.

ANY MEMBERS WHO HAVE SMALL SINGLE OR TWIN CYLINDER INBOARD ENGINES IN THEIR COLLECTIONS are urged to submit a black and white photo of the engine and as many specifications as are known to the Club Editorial office before June 10th.

MEMBERS ARE REQUESTED TO WRITE IN TO THE CLUB EDITORIAL OFFICE WITH THE NAMES OF ANTIQUE spark plugs in your possession. Mark Wright is starting off the list with: Auburn Ignition Mfg. Co.; J - D Conical Visible; E.G. Williams; Moto Pride; Amoco; Bowers; Blue Crown, Little Giant and Wright (no relation, I think-Ed.). Ray Machen of Chicago had the makings of a spark plug collection about two years ago. May we hear from you, Ray?

HOW ABOUT SOME OF YOU SPECIAL INTEREST GROUPS TURNING IN A LETTER OR ARTICLE FOR THE Antique Outboarder. There must be something about a Lockwood Chief or PO Johnson that's worth crowing over. Let's hear from you!

THE SMALL ENGINE REPAIR DEPARTMENT OF THE HIGHLAND PARK HIGH SCHOOL, BROADVIEW AT TILL-bury, Ottawa 13, Ontario is refurbishing a number of engines, old outboard of course, for the school open house to be held May 1, 1970. Any help from AOMCI members in the vicinity is welcome I'm sure and the show is sure to be worthwhile attending.

YOUR ATTENTION IS INVITED TO THE LIST OF NEW MEMBERS APPEARING ON THE INSIDE OF THE BACK cover. Extend a cordial welcome to the newcomers by writing or visiting.

PLEASE SEND ALL ADVERTISEMENTS AND REQUESTS FOR SAME TO BOB ZIPPS (ADDRESS INSIDE FRONT cover) Classified Editor, instead of mailing direct to the Outboarder office. Bob will see that your ad is properly processed and passed along to the magazine as requested.

MEMBERS ARE REMINDED TO REGISTER THEIR MOTORS WITH BOB HAMPTON, 54 CLINTON AVENUE, EATON-town, N.J. 07724. Include the engines you intend to keep in particular.

THE CLUB IS INTERESTED IN MORE MEMBERS AND A WIDER CIRCULATION OF THE ANTIQUE OUTBOARDER so don't overlook the possibility of giving a relative or friend a gift subscription to the magazine at Christmas time or for a birthday, etc. Let the Editor know too if you have any ideas for selling advertising space in the magazine. A better magazine could result. Subscription rates are shown on page 1 or inside the front cover.

LETTERS TO THE EDITOR

CONTRIBUTORS OF ARTICLES, PICTURES, LETTERS AND OTHER DATA FOR PUBLICATION IN THE CLUB magazine should send their material to R.W. Brautigam, 2316 W 110th St., Bloomington, Minnesota, 55431. Please indicate if photos are to be returned and include captions for each. All members are urged to submit any items for publication that you think are of interest to other readers.

THE REGULAR MAILING DATES FOR THE QUARTERLY ANTIQUA OUTBOARDER ARE THE FIRST OF JANUARY, April, July and October. All input from contributors should be received at least three weeks prior to mailing dates in order to be included.

Pet Gripe.....

I've been a member of the AOMC ever since it was formed. I also belonged to the predecessor organization, "The Antique Outboard Motor Club of America" when it was formed in 1962. Members of both organizations have done much original research into outboard history, along with such basic needs as service and sources of parts. During this time, a number of writers have written articles on outboard history for boating mags and others including TRUE magazine. Historical material not previously available was freely utilized from THE ANTIQUA OUTBOARDER past and present. However, not once did either organization receive one iota of credit in these articles! Our own dedicated historian, Jim Webb, has helped some of these writers, but he didn't receive any credit either. Yet, these same publications never hesitated to refer people to one of the organizations if they wanted information.

Our current magazine says "all rights reserved". Does this mean that there is copyright protection??? If not, I'd like to see our material copyrighted. Please excuse this blast, but I just can't see why AOMC members should come up with much original research material just for some professional writers to plagiarize.

Donald J. Heermans

Wants old emblem back.....

Since there has been a change in the Club emblem about two years ago, from the Waterman Porto type emblem to the Reece patent type emblem, I have often wanted to express my thoughts. However, I didn't want to offer criticism in itself even though I feel we have made a mistake in dropping the Waterman Emblem.

This organization is based on antique outboard motors and I feel it would be in our best interest to have an emblem that is more synonomous with antique outboarding than the one we now have. Our current emblem - the Reece Patent - was not a production model nor was it connected with any gasoline type engine. It's very possible that it is not even the first type of propulsion of this manner, as far as I can determine from Jim Webb's book or Jerry Heermans' library.

I understand why the Reece patent was selected for the Club emblem, being that it possibly was the first known screw propeller idea. Now, we want to grow as a club - I'm sure that's unanimous. If we had a club identity that a non-member could identify more readily, I'm certain it would help.

Many ideas are possible. What about the 1896 American. It was produced (25). How about the legendary Evinrude "A" or several other models. How about reactivating the Waterman emblem. In an event, the current club emblem in my opinion is not representative of this fine club. It is something I can live with - however, I feel we can do better.

Donald W. Peterson

Boat fuel fouls lakes, PCA says - may be curbed (The Minneapolis Star, February 17, 1970)

"Outboard motors discharge about 3.5-million gallons of unburned fuel into Minnesota lakes each summer according to a Pollution Control Agency (PCA) report Monday. In heavily used lakes, the pollution could result in fish tainting, water odor and some depletion of the water's life supporting system, said the report.

But the PCA's Chief of industrial wastes, George R. Koonce, said a special device could be installed on outboard motors to reduce the pollution. Koonce said the firm that makes one version of the device claims its product pays for itself in a few months through improved fuel economy. Koonce recommended a heavily used lake be studied to

determine the full extent of the problem. He said it may be desirable to establish a regulation requiring installation of an anti-pollution device.

The report said there were 350,000 outboard motors in use in Minnesota in 1968, and that anywhere from 10 to 33 percent of their fuel is discharged unburned into the water because of inefficient motors."

Twin Cities Chapter

Editor's note: As far as we can tell, PCA Chief George Koonce is no relation to AOMCI's own John Koonce. Although, John does seem to cater only to motors with above water exhaust.

The Antique Outboarder publishing office is interested in your views or answers to "Letters To The Editor". Don't hesitate to write in, today!

AOMCI SPECIAL INTEREST GROUPS

Here's a list of the different interest groups intended to help focus your needs for literature, information, parts and fellowship regarding your favorite motor or subject matter. Notice not all of the groups have leaders and volunteers would be appreciated. Write AOMCI President, David R. Reinhartsen, 1107 Pueblo, Richardson, Texas, 75080.

CATEGORIES

Golden Anniversary --
Motors 50 years or older
Odd Fellows --
Unusual Motors
Racing Engines --
Antique Boats and Equipment --
Small Inboards --
Extremely Rare Engines --
History -- W. J. Webb
Souping
Modern Classics --
Mercury Hurricanes, etc.

ACTIVITIES

Motor Hunting --
Old Literature --
Rebuilding for running --
Restoration for display --
Research -- Dick A. Hawie

MOTORS

Lockwood Chief -- Dave Reinhartsen
Johnson PO -- Bill Salisbury
Johnson V Series -- John Harrison
Eltos -- Marc Wright
Air Drive --
Watermans -- Dick A. Hawie
Cross engines --
Johnson A Series -- Bob Zipps
Thors --
Bendix --
Lockwood -- Dick Anderson
Champions --
Cailles -- W. Weidman

PARTS SOURCE - Ford A. Yates, PO Box 3374 Port Arthur, Texas, 77640, is in the outboard motor salvage business. Mr Yates has parts and pieces of some 400 motors, dating back to 1927. He offers his assistance to member inquiries.

ADDITIONAL NEW MEMBERS - The below listed new members are in addition to those listed on the inside back cover of this issue. Their names do not appear on the 1970 membership list only because of late notice. Please take the time to add them yourself.

Charles Dallas 6005 178th St. S.W. Lynnwood, Wash., 98036	Douglas C. Evans 667 Shackamaxon Dr. Westfield, N.J., 07090	Donald C. Hansen Sr. 6410 Iona Road Indianapolis, Ind., 46203
Jerry Huck, Ed. Huck Marine Ltd 1000 Islands Rockport, Ontario, Canada	Harold Vanderwal 3513 186th St Lansing, Illinois 60438	Kenneth A. Goode RR 5 Brooksville, Ind., 47012

PARTS WANTED - Complete coil (one side) for Evinrude Speedifour Model 7031 and spark advance lever wanted by Bob Peterson, 796 Larpenteur Av. St. Paul, Minnesota, 55113.

PARTS WANTED - Don Peterson, 1050 6th N.W., Salem, Oregon, 97304 is working on a 1931 4-60 and needs a flywheel, coil and coil brackets. For lack of a coil, Don could use a picture or loan coil to copy. He would appreciate your help.

1970 Meet Schedule



Wipe off the dust - hang that old kicker on a boat and **MAKE IT TO A MEET IN '70**

Marcus S. Wright III

Over the past few years two types of meets have evolved. Indoor meets have been successful during colder months and are held usually at member's homes. Outdoor meets where members run their engines and compete for various prizes are popular summer activities. Both types of meets are very well attended by region members. Our experience in the East is that members regularly travel up to 500 miles to participate.

Those of you who have never participated in or organized a meet really should experience these affairs. Your hobby will advance as you will get to know others who can help with spare parts, give technical advice and offer suggestions. You will become acquainted with other interesting people and generate new friendships - and have fun.

A meet where you run engines has some very interesting benefits. You might even win a prize in the Mint Condition, Most Unusual or some other category. And, level with me: can you deny the thrill of seeing or running a 50 year old engine or the shriek of a hot antique racing mill or the sharp bark of a good 30 to 45 year old service motor? You could even win a prize in the Bang And Go Back events!

Indoor meets give you the opportunity to see other members' collections and study engines carefully. Answers to troublesome problems are often found at these meets too, because the members have more time to discuss your problem at length. The writer has yet to see the problem that someone did not have a constructive answer for. There is a wealth of talent among all those in attendance. These meets are such that technical and historical data can be easily exchanged. Again, it gives one the opportunity to become better acquainted with others. Basically, the meets provide excellent personal communication: the stuff the Club is made of. Through these meets one becomes able to get to know the other fellow to the point where it is easy to exchange parts, technical assistance, historical information, attend a motor and parts auction, compete and receive other benefits from becoming friends with others who enjoy this hobby.

Perhaps you have never attended a meet in your area simply because none has ever been held. Take the step and organize one. The Club will provide you with a circular telling you what to do based on the experience of others participating in past meets. On the other hand, perhaps you have been to meets, but would like to see more in your area. You can also help bring our hobby into the public eye by holding a meet. Running a meet takes some work of course, but the personal thrill and satisfaction of doing this will earn you the reward of making fun for other members and give you an interesting experience. Watch the Club Newsletter too for late information on meet schedules and location. If none appear to be in your area, go ahead and plan one for 1970!

JOIN The Antique Outboard Motor Club Inc.

MEMBERSHIP INFORMATION

Name _____ Date _____

Address _____ Telephone _____

City _____ State _____ Zip _____

Number of pre-1942 motors collected _____

Check the way(s) that you most enjoy Antique Outboarding

Collecting motors

Running motors

Restoring motors

Collecting information

Mail this application and \$7.00 to:

THE ANTIQUE OUTBOARD MOTOR CLUB
20505 N.W. 3rd Av. Miami, Florida 33169



OF HISTORICAL INTEREST

..... *W J Webb*

THE BOATS OF THE GOOD OLD DAYS!

Fifty-five years ago, few if any, boats were designed and built expressly for use with one of those devilishly noisy and not always too reliable outboard motors. After all, man had propelled himself with oar and sail for uncounted hundreds of years and was likely to keep on doing that for the foreseeable future. So the small boats were built with the oar uppermost in mind. But a few builders had begun to receive the message - Chris Thompson, Dan Kidney, Bill Lyman, the Toppans and the Cape Cod people - to name some of the leaders. They began to build boats that would safely support a 65 pound, 2-1/2 HP snorting monster with the operator sitting right at the transom so that he could be adequately quick with whatever adjustment was required to correct the unexpected cough or stutter, and there were enough of those.

There was little uniformity of design and less in performance. While a few of the masters like Thompson and Kidney were doing the job right, there were many more who were taking off in all directions and supplying boats that just didn't have what the outboard motor needed. The Evinrude management of the time recognized the need for some sort of a widely distributed standard to serve as a guide - and so secured the services of a skilled and experienced designer, Arnold Meyer by name, to help supply a line of boats that would permit outboard motors to deliver the performance their owners expected. Axel Bakke, a builder with a lifetime of experience, ran the boat shop.

Evinrude did not hope to corner the boat market. Then, as now, boats carried four times first class freight rates. They also knew that once the good performance of the Evinrude design had been recognized, the hundreds of small boat builders would copy the design, just as the same small builders were beginning to copy Thompson, Kidney, Toppan, et al. Four basic outboard designs were developed - a 16 foot flat bottom, a 16 foot round bottom, a light 14 foot skiff and a 12 foot dinghy. For the oar lovers, a double end 16 foot "Safety First" skiff was also offered.

Clear, straight grained cypress was used for planking, white oak or rock elm for ribs and white oak for keels, keelsons and transoms. The Evinrude boat factory opened for business in 1915 and closed in 1922, after seven years of a real performance - if not financial - success. Some of the boats were painted but most were left in natural finish. All were screw fastened throughout. The fact that Evinrude had an international distributing organization already built up for outboard motors helped spread the good performing boat designs much more rapidly than those of the earlier masters whose distribution was more on the local level because of the high freight rates.

The Evinrude boat plant did no better than break even. But its real success came from the fact that Evinrude boat designs were copied all over the world. Because of the improved performance enjoyed by the customer, the market for outboard motors was greatly widened. Evinrude got its share of that increased business.



THE "SEA PUP"

This 12-foot dinghy, equipped with a 1915 magneto model Evinrude, completed, with a perfect score, the New York-to-Boston endurance run, held under the auspices of Captain Day of THE RUDDER, open to all manufacturers of detachable rowboat motors.

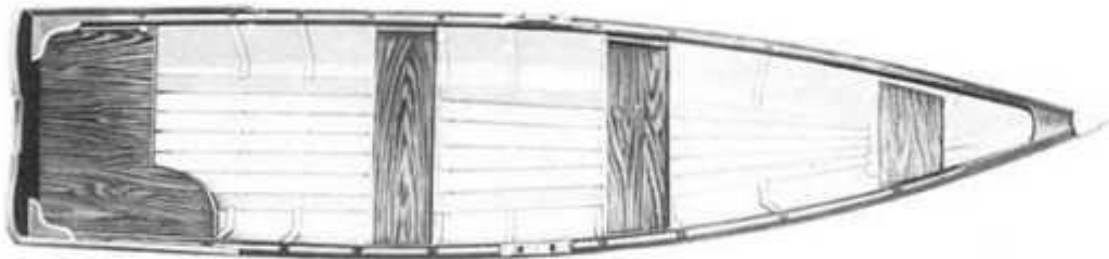
The distance of 268 miles was covered in 52 hours, without a miss of the motor, and the remarkably low gasoline consumption of 14 gallons.

This remarkable performance of the "Sea Pup" stands as a record for consistent and economical service under salt-water conditions.

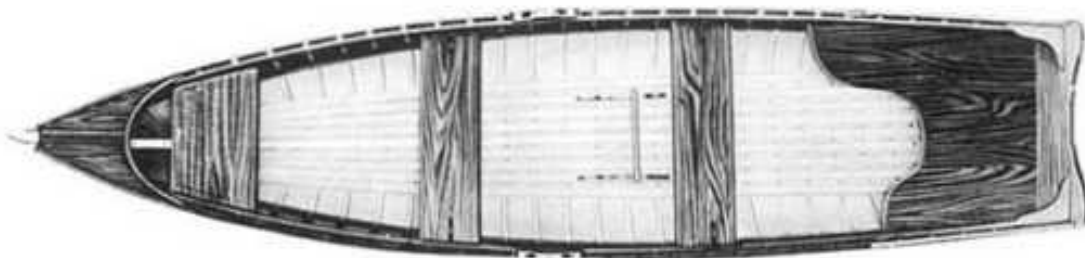
THEY HAD OUTBOARD MARATHONS IN 1915 TOO

And if you don't believe it, just look at this reproduction of an Evinrude ad which appeared in a late 1915 issue of THE RUDDER, then the leading boating magazine. The Sea Pup pilot is unknown, but the man in the middle was Hans Mikkelson, brother of Oluf, the Evinrude distributor in New York. The man in the bow was the late Pete Rawn who went to Oakland, California in the late 'teens and operated a highly successful Evinrude dealership on San Pablo Dr. Son Paul Rawn, AOMCI Member, is still carrying on there.

Typically, a distributor in, say San Francisco, would order a carload of boats. He would be able to find buyers who could afford the high freight costs, but at the same time he would also find a local builder who would duplicate the Evinrude boat for the same price, less the heavy freight cost. The round bottomed 16 footer listed for \$80.00 fully assembled, \$55.00 knocked down. The flat bottom listed assembled for \$40.00, \$26.50 knockdown. The skiffs listed for \$50.00



EVINRUDE FLAT BOTTOM BOAT

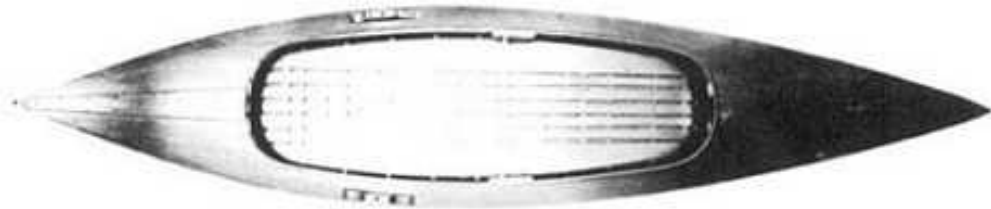


EVINRUDE ROUND BOTTOM BOAT

assembled, \$35.00 knocked down. The dinghy listed for \$60.00 assembled, \$45.00 knocked down. Boats were offered in knockdown form to try and get around freight charges. However, mostly assembled boats were sold. Aren't those prices real shockers? Yet they were on the high side for that day. These were really fine boats as is proved by the fact that some of them are still around.

Partly as a reward to certain distributors for doing a good job, and partly to save the heavy expense of shipping boats around the country to shows, Evinrude made up a number of three-foot models of the most popular boat, the round bottom 16 footer. These were exactly to scale

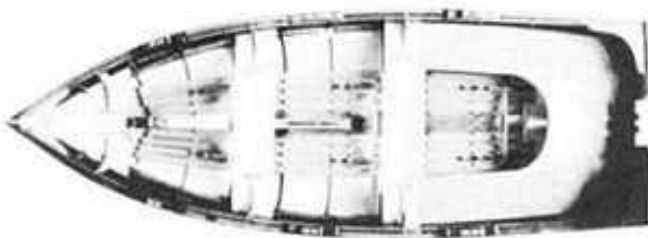
except for fastenings. Some of the screws didn't come quite that small. Evinrude found it saved money on the freight, but found that it cost more in labor to build the scale model than it did the full size boat. In the end, the model cost as much as the big boat.



Evinrude "Safety First" Skiff



EVINRUDE SQUARE STERN SKIFF




Evinrude Dinghy "Sea Pup"

W. J. Webb

Wagemaker's
WOLVERINE BOATS

BEAUTY — SPEED — ECONOMY
Here at the Wagemaker plant we build "Wolverine" Boats of the finest materials, plus superior craftsmanship by skilled workmen. Built to give you boating pleasure for years. Featuring new 1948 Molded Plywood Models in 12'-14'-16' lengths in Super De Luxe, De Luxe, Round Bottom Strip Boats, Car Top Canvas Boats, Dinghies, and many others. Over 60 Models in our line. Plan now to own a new "Wolverine". Write for free literature.

WAGEMAKER COMPANY
DEPT. 23 GRAND RAPIDS, MICHIGAN



RICHARD A. HAWIE

NOTES FROM THE CURATOR

The January issue of the *Antique Outboarder* has made my job a little easier, for the hardest part of writing for me is deciding what to write about. There were enough seeds of ideas in the last issue to plant a whole garden of articles, so a potpourri of additions and variations to the last issue will follow.

Ed Kant of the Midwest Chapter inquired about Evinrude boats. Evinrude Motor Co. made a 16-foot round-bottom with a 46" beam in 1915. The first picture is of this boat. It was even equipped with a sail! I haven't found much else on Evinrude boats yet, but it takes an awful lot of looking to develop much data. I have a picture in the back of my mind of another model Evinrude boat, but I haven't found it yet.

Caille made a real wild boat in 1915, too. It was a three-piece boat with bulkheads at each section. The three sections were watertight, and fishermen were advised that they could flood one section as a live fish box. The three sections nested into each other so that the shipping height was about 6' long for a 16' boat. Four men could portage the outboard motor and the three sections from lake to lake. The second picture is of this Caille weirdie. Reminds me a little of the Boston Whaler ad where the boat is cut in half by a guy with a chain saw. The more things change, the more they are the same.

Bob Zipp's article on Johnson Light Twins was very comprehensive. An interesting accessory for the Light Twins was a metal "suitcase" which the motor could be fitted in if you separated the powerhead from the lower unit. Removing four nuts accomplished the job. The metal case was 28" long, 15½" wide, and 8" deep, weighed 15 lbs., and sold for \$12.00 in 1923. It was obviously a sturdy, expensive (\$.73 a pound) item. Johnson claimed in 1923 that theirs was the only outboard motor that slides under a Pullman seat! The case was not only designed to fit under the Pullman seat, but also had space in one corner for fuel, and in the other for lunch and tackle box. The third picture is of Johnson's ad showing a porter sliding the case under the seat. Let's face it -- a 35-pound motor, a 15-pound case and 10 pounds for gas and lunch adds up to 60 pounds, not a light load for a one-hand carry, certainly not a child's job.

Fred Lucas has one of these Johnson Light Twins and case. It's the first one I have heard of; and I believe that the carrying case is quite rare though they were advertised from 1922-1925 in my magazines.

The fourth picture is of Fred's motor and case. The casting to the right of the powerhead is a trolling plate, I think. Fred was not aware that Johnson made this carrying case and was a little skeptical when the seller told him that the motor was sold in a case. The fact that the seller had the correct information about the motor is rarer than the motor and case. I find that the greatest purveyors of misinformation are owners of old outboard motors! Motors so badly frozen that you can't budge them with a 150-foot-pound torque wrench "can't be frozen 'cause Uncle Joe ran it last September with no trouble!" Motors that never saw the transom of a race boat are "trophy winners in the Albany-N. Y. Marathon," and 1934 Speeditwins are "the first Evinrude motors ever built; if you look closely you can see where Ole chiseled his hallmark!" Well, so it goes. This motor and case of Fred's is the real McCoy. If you are ever buying a Johnson Light Twin, look around the garage or cellar where the owner keeps it; you might find a carrying case under a bench or in a corner, probably full of everything but outboard motor.

Bill Kelly's article on the Flambeau brings up a good point -- that though this is not now considered an antique, it will be some day. It is so odd and rare that if you can find one, it would fit into a collection nicely. Though they lasted from 1946 to 1957, they were not a commercial success; and there aren't many of them around now.

They were introduced in the boating magazines in June of 1946. I found a twin cylinder motor, 2 $\frac{1}{4}$ x 2, 15.90 cubic inches, no horsepower given, in the 1946 listing in Rudder magazine. I think that this would correspond to the 10 HP motor of 1946 mentioned by Bill which has no bore and stroke listed. Ten HP from 15.9 cubic inches is about what could be expected in 1946.

I found the single and twin Flambeaus listed through 1956 in the annual motor listings. The specifications are the same as listed by Bill Kelly except for 1950. In 1950 the motors had a bore of 2 inches and stroke of 1 $\frac{9}{16}$ inches, and the horsepower ratings were 3 and 6 for the single and twin respectively. The model numbers were 105030 for the single and 105060 for the twin. In 1951 the bore was returned to 1 $\frac{15}{16}$ and the horsepower lowered to 2.5 and 5. The 5 HP twin was model 174050 while the 2.5 HP single was model 174520 until 1953 when it became model 125520. The Flambeaus were made by the Metalproducts Corp., 245 E. Keefe Ave., Milwaukee 12, Wisconsin. Perhaps some of the members in the Midwest can do a little detective work at the scene of the crime - so to speak.

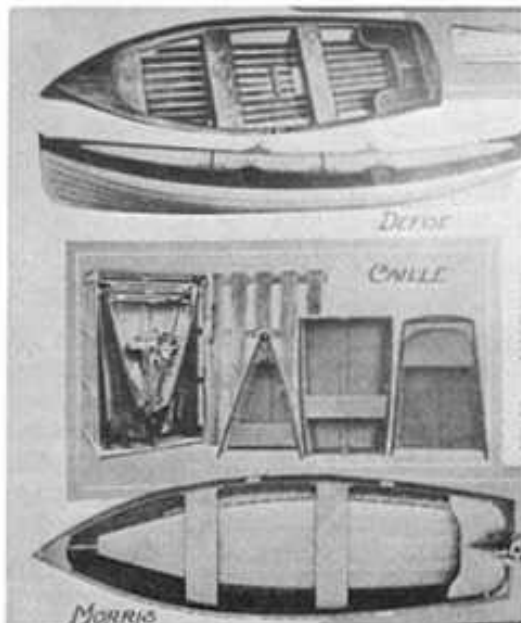
A Lockwood ad in March, 1928 Motor Boating mentions speed records set by the Ace and Chief on Nov. 14, 1927! The Ace and Chief are generally considered 1928 motors. The only explanation I can give is that sometimes the sales year does not coincide with the calendar year; it obviously does not in automobile sales. The Evinrude Service Manual lists the Ace and Chief as 1928 motors.



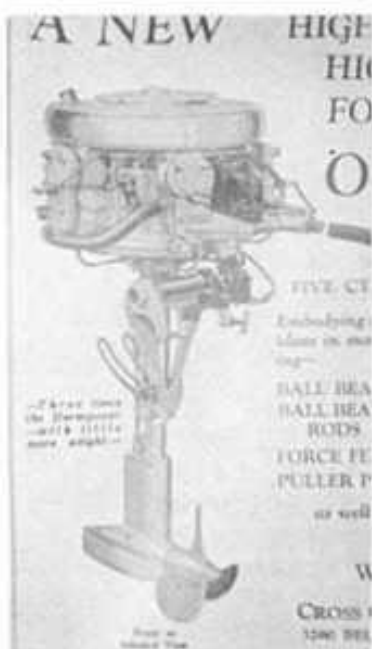
Left: No. 1, Evinrude boat with motor and sail

Right: No. 2, Caille 3-section boat

Lower left: No. 3, Johnson carrying case



No. 4, Fred Lucas' Johnson motor and case



Left: No. 5, 1928 Cross Radial

Right: No. 6, Cross boat show booth, 1929



I don't have any of the Cross motors yet, but since a few are being found by members I thought it would be worth-while to develop some data on them. The Cross Radial was introduced in 1928. The Feb., 1928 Motor Boating magazine mentions that the Cross Radial would appear in the summer. Not much data was given except that the propeller was to be a tractor drive.

The fifth picture is of the 1928 Radial. The tractor unit only appeared in the 1928 ads. The unit produced after 1928 was a standard pusher type.

In 1929 Cross showed two lower units. The sixth picture is obviously of their Boat Show booth. The motor in the foreground is fairly well streamlined, probably a racing unit. The motor in the background has a fatter lower unit, and the nose of the unit does not extend much beyond the leading edge of the upper housing.

Basically the same picture was shown in 1930 as 1929 with the racing lower unit being featured. The seventh picture is from a 1930 ad. The motor doesn't look different from the 1929. The victories claimed in the ad for the Radial were hollow as no other motor had a large enough displacement (74 cubic inches) to qualify as a Class G motor at that time. In fact, it was almost thirty years before motors larger than the Cross Radial were available. The "second generation" O. M. C. V-4 and Mercury 6-in-line were larger than the Cross Radial in displacement, but this was not till the late 1950's.

The Radial was not featured in Cross's ads after 1930 for in 1931 Cross introduced the "Sea Gull 29" two cylinder motor, and this motor was featured in their ads into 1933 which was as long as Cross made motors.

The Sea Gull was made in racing and service versions. Though the cylinders are opposite each other, it was an alternate firing twin since it was a four-cycle engine. The racing version had dual ignition, dual carburetors, abovewater exhaust and a streamlined lower unit. Picture #8 is of the racing Sea Gull. I wonder if it really did weigh only 75 lbs.! An Evinrude Speeditwin or Johnson P-50 of that time will go pretty close to 120 lbs. Do we have a racing Sea Gull owner with a scale in the Club?

The service Sea Gull had a single carb, standard ignition and underwater exhaust. This motor was featured in Cross ads in 1932. In fact, I can't find the racing Sea Gull listed or advertised except in 1931. The racing Sea Gull was rated 28 HP by the manufacturer, but it could not compete with the Johnson PR-55 and was considered a flop as a racing engine. Whoever said winning isn't everything never paid \$330.00 for a racing motor that left its driver wet and forlorn at the starting line.

Some corporate changes must have taken place in 1932 for the Cross ads were by the Cross Motor Sales Corp., 4478 Cass, Detroit, Mich. Prior to that Cross Gear & Engine Company, 3250 Bellevue Ave., Detroit was the advertiser. Except for the listing in Feb., 1933 Motor Boating, I can find no further mention of Cross.

In 1940 a new firm - the Detroit Outboard Motors Corp. - introduced the "Detroiter," a four-cycle twin having basically the same specifications as the service Sea Gull of 1932 except that the horsepower rating of 18 was taken at a reasonable 3750 RPM. The 1931 Sea Gull was 25 HP at 4500 RPM and then downrated to 20 HP at 4000 in 1932.

The last picture is of the "Detroiter." Except for the bulbous gas tank, it looks like the service Sea Gull. Jim Webb, who does so much of the research for us without any credit for it, was unable to uncover any evidence of a connection between "Cross" and "Detroit." However, as I look at the two pictures, it seems likely that either the Detroit designer had a stock of Sea Gull parts or he had spent sometime looking at Sea Gull pictures. Strangely enough the motor clamps and torque tube of both motors look like they came out of an Elto parts bin! Though we have no evidence to connect the Cross and the Detroit, since they are both four-cycle engines and bear a strong resemblance, it seemed wise to include them in the same article.



No. 7, 1930 Radial



No. 9, 1932 Sea Gull



No. 10, Detroiter

A CLASS "C"
Four Cycle—Two Cylinder
Outboard Motor
 RACING MODEL

WEIGHT—75 Pounds
 SAVES—80% on OIL and 40% on GAS
 (by actual test)

Left: No. 8, Racing Sea Gull

PHOTO CREDITS: "Notes From The Curator"

1. Evinrude boat - p 15, 9/15 Motor Boating
2. Caille boat - p 15, 9/15 Motor Boating
3. Johnson ad - p 96, 2/23 Motor Boating
4. Fred Lucas' Light Twin
5. 1st Cross Radial - p 157, 9/28 M'Boating
6. Cross Show Booth - p 203, 3/29 M'Boating
7. Cross Radial of 1930 - p 163, 9/30 Motor Boating
8. Racing Sea Gull - p 455, 2/31 M'Boating
9. Service Sea Gull - p 139, 5/32 M'Boating
10. "Detroiter 4-Cycle Twin" p 150, January, 1940 Motor Boating

COPIES OF PARTS LISTS AND PARTS BREAKDOWNS FOR ANY EVINRUDE OR ELTO MADE IN 1937, '38, '40 and '41 ARE AVAILABLE FROM:

Gary L. Smith 5708 Benjamin Av. Bremerton, Washington 98310. Charge will be made for postage and photo-copying only.

CROSS RADIAL SPECIFICATIONS:

MOTOR	Year	Bore	Stroke	Disp.	HP	RPM	Wt.	Carburetor	Magneto
Radial	1928			-NO DATA-					
Radial	1929	2½	3	73.63					
Radial	1930			-NO DATA-					
Radial	1931	2½	3	74	50	4200	160	Vacturi Winfield	Bosch
Radial	1932	2½	3	73	50	4000	150	Tillotson Schebler	Bosch
Radial	1933	2½	3	73	50	4000	150	Tillotson	Bosch
Sea Gull Racing 582R	1931	2 3/4	2½	29	28	6000	75	Schebler	Battery Dual
582	1931	2 3/4	2½	29	25	4500	90	Vacturi Schebler	Bosch Eisemann
Sea Gull	1932	2 3/4	2½	29	20 20	4000 4100	85 90	Schebler	Eisemann
Sea Gull	1933	2 3/4	2½	29	20	4000	85	Schebler	Eisemann
Detroitter	1940	2 3/4	2½	29.7	18	3750	105	Tillotson	Eisemann or Wico

Where there are two sets of data for the same year, the first is from Motor Boating and the second from Rudder.

1941

**America's
DE LUXE
OUTBOARDS**



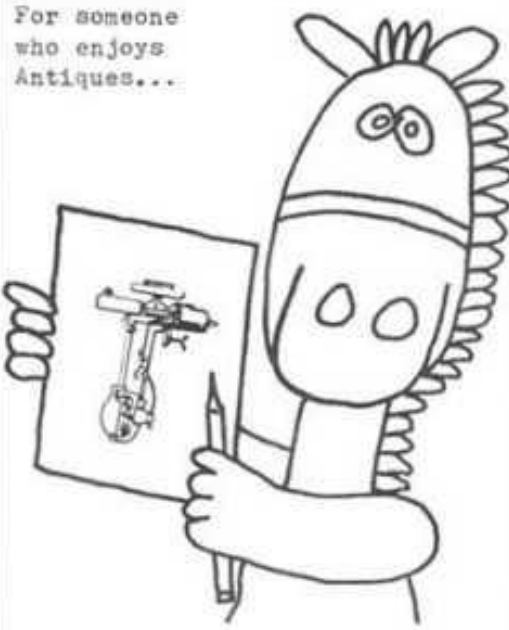
● SEA-HORSES use the 100% motors — for 100% fun! Perfected Alternate Firing Smoothness; Dual Carburetion; Reverse; Co-Pilot Steering; Ready-Pull Starter; beautiful new Slip-Stream design, new compactness and a dozen other big features! 10 great models, all noted for their DEPENDABILITY! Easy time payments; ask your Johnson dealer.

JOHNSON MOTORS
175 PEEKSHING ROAD
WAUKEGAN, ILLINOIS
Johnson Motors of Canada
Toronto, Ontario

Write for
NEW SEA-HORSE
HANDY CHART
FREE!

**JOHNSON
Sea-Horses**

For someone
who enjoys
Antiques...



An AUTHENTIC horse-drawn, old
Outboard Motor

6 GREAT
Elto
OUTBOARDS
FOR FISHERMEN



PRICED AS LOW AS
\$26.50

Priced with the lowest, but packed with the features fishermen want—exceptional starting ease . . . Co-Pilot steering . . . low trolling speed . . . trouble proof Centrifugal Pump Cooling . . . rugged construction with light weight, 6-models, in sizes most popular for fishing. Prices start at \$26.50 for the "Cub," world's lightest, handiest outboard—weighs only 8½ lbs. Elto "Pal," now only \$35.00. All prices F.O.B. factory—subject to change without notice.

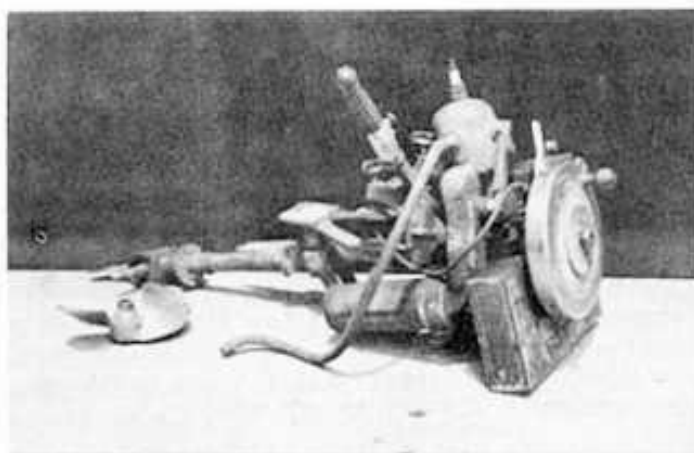
Catalog Free! 1941 catalog, together with Handy Boat and Motor Selector and Boat Guide of Landing Builders, free on request. Address EVINRUDE MOTORS
1714 N. 27th St., Milwaukee, Wis.



EDITORIAL STAFF

SERVICE CLINIC

So you're not a outboard mechanic. Here are easy to follow tips good for reconditioning any antique outboard motor....



"DO NOT TURN THY BACK ON FADED GRANDEUR....
APPROACH WITH STRONG HEART AND VICTORY WILL
FOLLOW" Anon.

PART 2 - Reconditioning and Assembly

POWERHEAD REPAIRS - As previously indicated mark all rods, pistons and bearing caps on an unfinished surface to assure proper reassembly. Should it become necessary to install replacement rings, make sure there is sufficient end-gap. Install the rings alone in the cylinder, one at a time, and measure the gap between the ends with a feeler gauge. See figure 4. In general, a 1½" bore requires .006 to .008 inch gap; a 2" bore .008 to .010 and a 2½" bore .010 to .013 inch gap. All other bores can be fitted sort of using the appropriate closest dimension.

Next remove the ring and check for vertical play in the piston groove in which the ring will be installed. .004 to .006 clearance is about right. Make sure the ring grooves are clean and not rough. A little carborundum paper treatment might be in order. See figure 5. A piece of broken ring makes a good groove scraper. If the rings need dressing down in thickness, use the following procedure: lay a sheet of fine emery cloth or 400 grit carborundum paper on a piece of thick glass plate, or mirror. Place the ring on the emery cloth or paper and using a wood block padded with felt or thin rubber, work the ring back and forth in a figure 8 pattern until the proper clearance is obtained. See figure 6. Be sure and clean all carborundum dust off before installing the rings.

Should you decide to substitute a new or used piston in your motor, be careful of the fit. A good rule of thumb is to make sure that there is about .0015 inch total clearance for each inch of piston diameter. In other words, a 2" piston would have .0030 total clearance. If you don't have this much, reboring or lapping may be in order. If you have more than this, look around for a different piston. Any ordinary machine shop can make the measurements for you, if you lack the proper tools.

If you've determined that the connecting rod bearings need a little tighter fit, use a technique like that set up for facing a piston ring. In other words, sand off a little of the bearing halves, taking care not to remove too much material so the bearing is too tight. When properly fitted, there must be no noticeable play between the bearing and rod, and yet no drag of any kind. When the rod is installed, it must fall freely of its own weight when allowed to drop. See figure 7. Before putting the powerhead back together check to make sure the piston pin(s) are securely held in place and that the snap rings, cotter key or bolt fasteners are in good order. A loose pin can seriously score a cylinder wall, sometimes beyond repair.

IGNITION - Cleaning of the magneto should be done so as to avoid soaking the coil. Be sure to avoid strong paint removers or solvents on the coil. These will sometimes dissolve insulation and sealers as well as eat up rubber grommets and permanently disfigure plastic or bakelite parts. If necessary, replace the high tension spark plug wires using regular outboard cable with rubber insulator caps on the spark plug ends, or other cable and terminals which can be obtained from any small engine repair shop. Use care

in soldering the new leads in place as excessive heat can damage the coil insulation. Be sure to use non-corrosive flux when soldering electrical wires - never acid core solder. If necessary, true up the ignition points on a oil stone and set at .018 - .020 inch clearance. Point setting is often done through a hole in the flywheel at time of final assembly. Be sure the cam is located so points are full open when adjusted. Lubrication of the points consists of a tiny drop of oil on the pivot pin and a small dab of hard grease on the cam.

With the new wires installed but the magneto produces no spark, possibly the condenser is defective. Perform this simple check using a 6 volt battery and 6 volt light bulb. Attach one lead from the battery to the condenser case. Place the light bulb in series between the condenser lead (or stud) and the other terminal of the battery. If the bulb lights, the condenser is no good. If a "same part" substitute condenser is not available use a replacement that will fit the mounting, after making sure its electrical value is approximately .15 MFD to .08 MFD.

A bad coil is next in line as a possible cause of magneto failure if you are satisfied the spark plug wires, points, leadwires, connections and condenser are OK. With the complete magneto stator plate in front of you, tape or otherwise fasten the high tension spark plug lead so its metal terminal is about 1/4" from the stator plate. The idea is to make a gap for the spark to jump and location is not important. Disconnect the grounded primary lead (a small wire usually coming from the end of the coil and fastened to the coil frame) and connect it to the positive terminal of a battery. The other battery terminal is connected with a wire to the stator plate. After the hookup is completed press momentarily on the points to quickly open and close them. A good spark should jump the gap from the metal spark plug terminal to the stator plate. Sandpaper all connection points clean before finally attaching wires.

If a different coil is needed, and available, take care when installing it not to hammer it into position. Apply gentle pressure to shift the coil frame. Perfect clearance between the coil frame and the rotating flywheel magnets is best obtained by machining the whole assembly in a lathe. However, lacking this equipment, make sure the magnets are circling the coil frame "paper-thin" close, but not touching at any point.

REASSEMBLY - Putting the engine back together is performed with the aid of your diagrams, tags, memory or experience. It's wise to use hospital cleanliness when assembling the motor, particularly the powerhead parts and gearcase. A light film of oil on pistons, bearings, etc., makes the parts go together easier. It's a good idea to replace all rusty or damaged fasteners. Most hardware or auto supply stores have a good selection of brass or plated screws and bolts. Avoid using ordinary stove bolts or farm implement style squarehead bolts.

A word about tightening screws and bolts. If you haven't had the experience of removing a broken bolt or repairing a cracked spring clip or whatever, by all means try and avoid it. Use plated lock washers wherever possible and use a little judgment when applying tightening pressure. Use small wrenches on small fasteners. A light pressure is good for 1/4" threads and under; medium pressure for 5/16" to 7/16" threads and use reason beyond that. Use medium pressure on spark plugs to avoid crushing the gasket, or stripping the threads, but by all means make sure the flywheel nut is good and tight. Check this nut often after running the engine.

Gaskets - Most old gaskets are useless and should be discarded. New gasket material is available at major hardware stores or auto supply houses. Exhaust manifold gaskets should be made from 1/32" thick asbestos material while all others can be made from Vellumoid or other similar paper/fibre gasket material. Normally all lower unit and carburetor gaskets are 1/64" thick. Cylinder head gaskets should be 1/32" asbestos but the cylinder block and intake manifold gaskets should be 1/32" Vellumoid. Try to match the thickness of the old gasket especially if it appears to be a factory original. Gaskets can be made using the old one as a pattern drawing around the part with a pencil and cutting out the gasket with a sharp knife or scissors. Avoid having the gasket project into the exhaust port area, the intake port area or partially obscure a water passage. Gasket shellac should normally not be used.

Lower Units - The lower unit should be assembled being careful to reinstall all thrust

washers exactly where they came from. Adjust end-play (if adjustable) so that gears run free and excessive (more than 1/64") end-play doesn't exist. Shaft thrust washers or housing gaskets (more or less) are usually used to adjust end-play if no adjustment screw set up is used. The lower unit should be filled with Lubriplate 105 grease or equivalent for non-shift motors.

Propeller - Before installing the propeller, use a hammer and wood block to pound out dents and align the edges as much as possible. Use a file to remove knicks and otherwise true up the edges. Extremely bad knicks, bends or cracks may require professional help. Make sure the shear pin is the right size and material. Nails, bolts and wooden matches should be used only for emergency repairs.

Water Tubes and Hoses - Most types of fittings, hoses and tubes used in the old days are still used today so replacement of damaged motor parts is not difficult. A torch type soldering outfit makes sweat-soldering a "we" type water tube together an easy job. Neoprene rubber fuel line hose is good for replacing water hoses. Select a size that requires a force fit. Quite likely, no hose clamps will be needed.

Finishing Touches - Buffed surfaces can be waxed with an automotive type silicone wax such as Simoniz Bodygard. New or otherwise good decals should have a coat of semi-gloss varnish applied for added protection.

Final Adjustments - Most initial carburetor settings are about 1-1/2 turns open with fine tuning accomplished with the engine running. The tension of the spark advance lever should be sufficient to keep the magneto from moving, yet allow ease of manual adjustment. New spark plugs, if used, can be set at .025 if other specifications are not available. By all means avoid spinning the flywheel magneto without the high tension spark wires either in normal hookup or grounded. Serious coil damage may result if this practice is not followed. - end -



Figure 4 - Measuring ring gap.

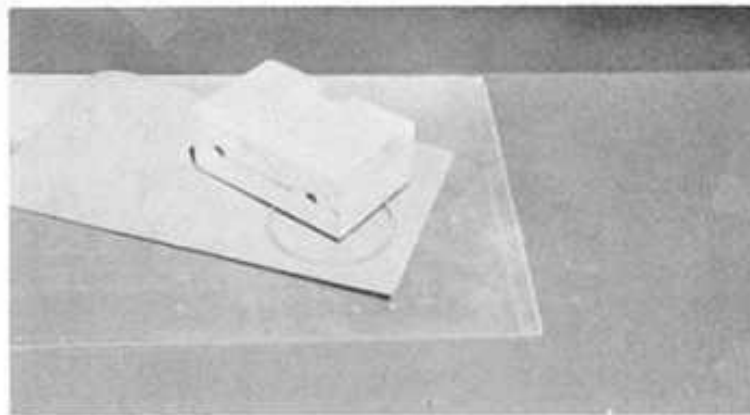


Figure 6 - Dressing a ring for side clearance.



Figure 5 - Measuring ring side clearance.

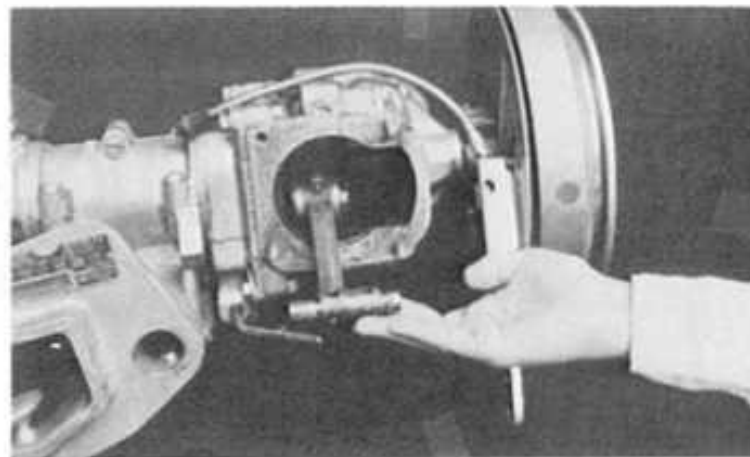


Figure 7 - Free fall required when fitting a connecting rod to a crankshaft throw.

THE ANTIQUE OUTBOARDER
Presents

THE
Collector's
GALLERY

FEATURING

Johnson
1931 MATCHED BOAT
AND MOTOR UNITS

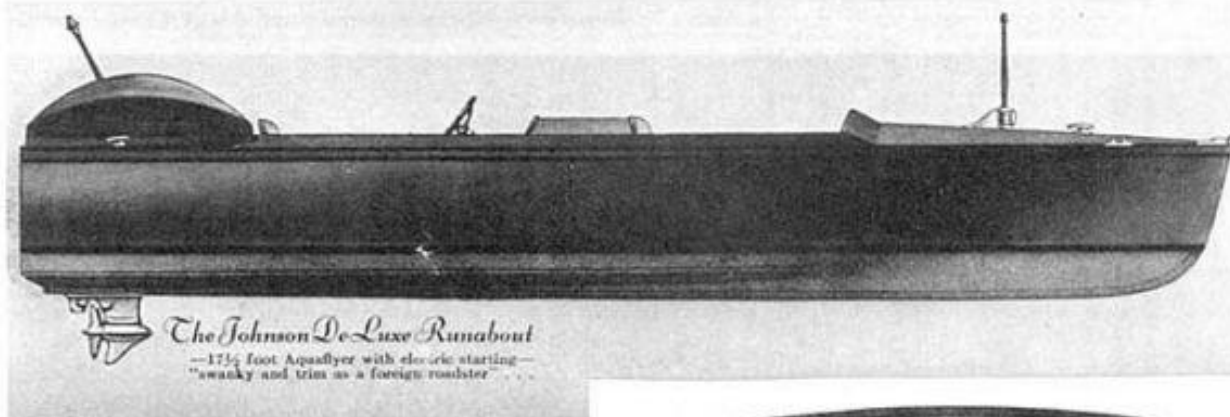
LENGTH—17 ft., 6 in. BEAM—60 in. DEPTH
AMIDSHIP—25 in.

TYPE—V-bottom. HULL WEIGHT—450 lbs.
CONSTRUCTION—Sealite, entirely copper and
brass fastened.

SEATS—Two. Double cockpit arrangement with
center deck, giving the boat an extremely
graceful and pleasing appearance.

UPHOLSTERY—Two upholstered backs and seat
cushions of life preserver type in green
Spanish grain leatherette with French
pleating. Both cockpits are fully lined to
match upholstery and floors are covered
with high-grade linoleum.

HARDWARE—Electric stern and running lights,
three deck cleats, one pair bow chocks, one
bow plate, all solid nickel silver. Stern protection band
around transom and stem protection band around bow.
Moulded black composition steering wheel, two mahogany
flag poles, one fifteen-gallon gasoline tank under center
deck with deck filler cap and shut-off valve. Complete
remote controls grouped on instrument panel at steering
wheel, operating motor starting switch, choke, spark,
throttle and electric lights. Electric storage battery and
one four-foot six-inch paddle.



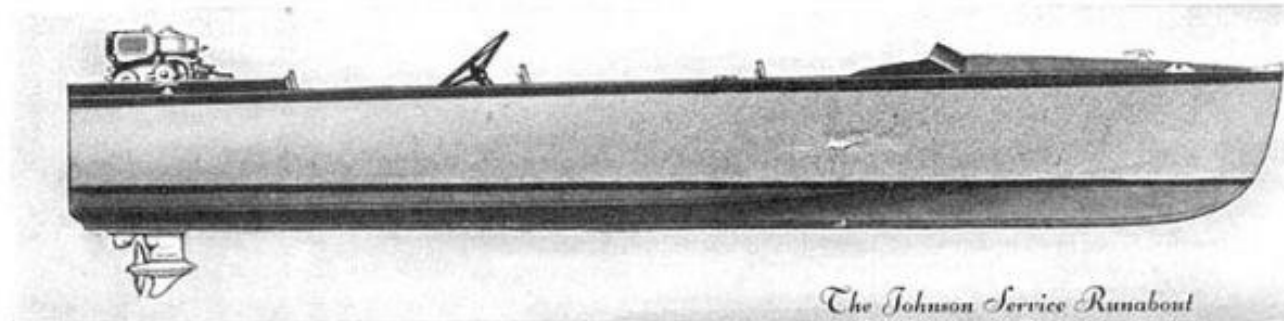
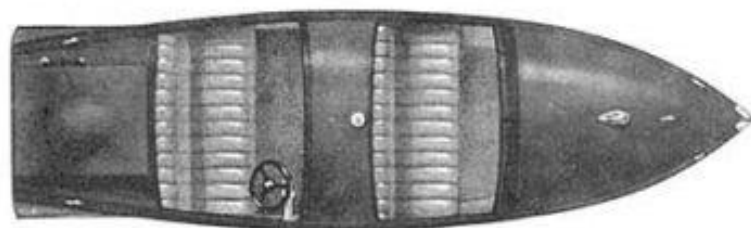
The Johnson De Luxe Runabout
—17½ foot Aquaflyer with electric starting—
"swanky and trim as a foreign runabout"

FINISH—Hull and deck deep orange; black water line; bottom
green. Interior lined with material to match upholstery.

MOTOR MOUNTING—In well in stern of boat completely en-
closed and concealed with hinged hatch cover, secured
with padlock when not in use.

MOTORS—Electric-starting Sea Horses "16" or "32."

TRAIL SPEED—Up to 25 m.p.h. with Sea Horse "32"; 19 m.p.h.
with "16."



The Johnson Service Runabout
—17½ foot boat, with electric or rope starting
—"lavishly roomy" . . . very fast.

LENGTH—17 ft., 6 in. BEAM—60 in. DEPTH AMIDSHIP—25 in.

TYPE—V-bottom. HULL WEIGHT—295 lbs.

CONSTRUCTION—Sealite, copper and brass fastened.

CROSS SEATS—Three with lazybacks.

UPHOLSTERY—Three cushions, life preserver type in green
Spanish grain leatherette.

HARDWARE—Three deck cleats, one pair bow chocks, one bow
plate, all solid nickel silver. Stern protection band around
transom and stem protection band around bow. Moulded



Sealite Construction—the su-
preme boat-building achieve-
ment—a feature of these
Johnson boats. . . .

35% stronger in tensile strength
than any comparable hull con-
struction! Johnson boats have an
additional outside hull of Sealite
. . . thus are virtually two boats in
one . . . doubly strong, leak-proof
and safer.

black composition steering wheel, with motor throttle re-
mote control attached. One four-foot six-inch paddle.
FINISH—Hull and decks, two-toned green; interior and sheer,
natural wood; water line red, bottom bronze.
MOTOR MOUNTING—In well in stern of boat, partially en-
closed.

MOTORS—Sea Horses "16," "24," "32."

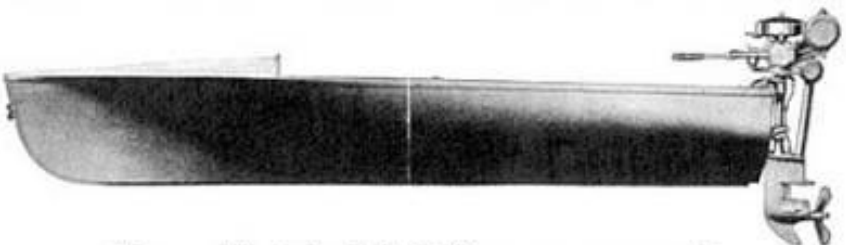
TRAIL SPEED—Up to 27 m.p.h. with Sea Horse "32"; 23
m.p.h. with "24"; 20 m.p.h. with "16."

2 SENSATIONAL NEW JOHNSON MOTORS—a new matched unit



Standard Twin Model OK55 8 h.p. Tilting propeller, underwater exhaust, shock absorber cone clutch, easy starting. \$135.

f.a.b. factory



Now a Matched Unit for every purse!

With the introduction of the two new Standard Twin Motors at sensationally low prices, Johnson Outboard Motoring is open to everyone. A complete Johnson Matched Unit at only \$244.00—the lowest price for which a Johnson motor and boat ever sold! Motor OA55 is a 3-horsepower motor, ideal for all family uses. Johnson quality in every respect. Motor OK55 is similar to OA55 but is somewhat heavier and develops 8 horsepower. The Johnson 14-ft. Sealite Boat carries six people comfortably. It may be bought separately for \$135.

All prices f.a.b. factory



Light Twin Model OA55 3 h.p. Tilting propeller, underwater exhaust, shock absorber cone clutch, easy starting. \$100. *f.a.b. factory.*

14-ft. Sealite Utility A Boat and Light Twin Motor \$244. The boat may be bought separately for \$135. All prices *f.a.b. factory.*

JOHNSON MATCHED UNITS

1931

Utility A with Model OA-55 motor.....	\$228.00
Utility A with Model OK-55 motor.....	264.00
Utility A with Model A-50 motor.....	207.00
Utility A with Model N-50 motor.....	287.00
Utility B with Model OK-55 motor.....	334.00
Utility B with Model N-50 motor.....	359.00
Utility B with Model S-45 motor.....	404.00
Service Runabout with Model S-45 motor.....	494.00
Service Runabout with Model SE-50 motor.....	554.00
Service Runabout with Model P-50 motor.....	534.00
Service Runabout with Model PE-50 motor.....	589.00
Service Runabout with Model V-45 motor.....	599.00
Service Runabout with Model VE-50 motor.....	624.00

Johnson Boat Models

Utility A 14'.....	\$119.00
Thistle B 15'.....	189.00
Service Runabout 17'6".....	279.00
DeLuxe Runabout 17'6" (complete with electric starting "32" Motor).....	649.00
Family Runabout 20' (complete with electric starting "32" Motor).....	798.00
Knockabout (limited number available).....	109.00

Standard Models

F.O.B. Factory

Model OA-55.....	\$109.00
Model OA-L-55, same as Model OA-55, except with 5 in. longer drive shaft.....	114.00
STANDARD TWIN	
Model OK-55.....	\$145.00
Model OK-L-55, same as Model OK-55, except with 5 in. longer drive shaft.....	150.00
Johnson Tilting Stern Drive.....	180.00

Motor and Stern Drive prices f.a.b. factory; 14' utility, 10', except Family Runabout and Knockabout, F.O.B. Motor, 10'.



Buddy Street's 1934 Pigeon Hull



Ball Kelly's 1929 Step-boat

THE 1000 ISLANDS ANTIQUE BOAT SHOW

By Phillip Kranz

"The Floating Smithsonian" has been suggested as an appropriate name for The 1000 Islands Antique Boat Show. The show is sponsored about mid-August each summer by The Chamber of Commerce of the Village of Clayton, New York, and The 1000 Islands Museum on the St. Lawrence River. This is believed to be the only organized large assembly of Antique Boats in the world.

Boats exhibited must be at least thirty years old, and many are from the turn of the century. Quite a few of these boats are still in general use. Most of the exhibitors dress in costumes the same as the period of their boat. Various trophies are given in several classes, from canoes to skiffs, launches to sailing craft and cruisers to steam craft. The boats are displayed at the large town dock most of the day, and during a boat parade on the river in late afternoon. There were approximately eighty boats entered last year.

There is also a display of antique outboards on the dock and yours truly has participated several times. In 1969 your author entered the first outboard craft in the boat parade, a 1932 Sea Sled powered by a 1923 Caille Liberty Drive. Tom Luce was along for ballast.

Like "Topsy", The 1000 Islands Boat Show was never born, it "just grew". It all started back in 1963 when Mr. and Mrs. Alan Youngs, summer residents of Clayton, bought an old, battered boat and commissioned it to be rebuilt and restored to its original condition. They were so delighted with the result that they arranged a celebration for their old "new" craft. The ensuing newspaper publicity created widespread interest in the idea of restoring old boats.

An organized show bringing together a large collection of antique watercraft was a natural outcome. And so, in August, 1964, the first show of antique boats held anywhere took place in Clayton. There were fifteen of them on hand. In 1965, the number grew to forty-one, with 3000 visitors to inspect them. It is estimated that last year more than 10,000 persons walked the Municipal Dock in the course of the day, to look over the boats on display. Interest has now mushroomed to the extent that antique boats as a hobby will soon rival antique cars, at least in the 1000 Islands area.

Among the boats on past display is the "Suwanee", a gold cup racer built to 1907 American Power Boat Association specifications for the 32 foot class. The boat is owned by Robert O. Cox of Ft. Lauderdale, Florida. Two other boats shown by Doug Howard Smith of Grindstone Island were the "Ripples", a 22 foot Gar Wood built in 1935, and the "Minnie", a 35 foot double-ender built in 1903 with cedar sides, varnished decks and a white-striped awning top. A third boat displayed was called "Cigarette", a steam launch built around 1900. "Pastimes", another exhibit, was a 35 foot fantail with canvas convertible top built in 1905 - one of four old boats owned by Miller Gaffney of Binghamton, New York.

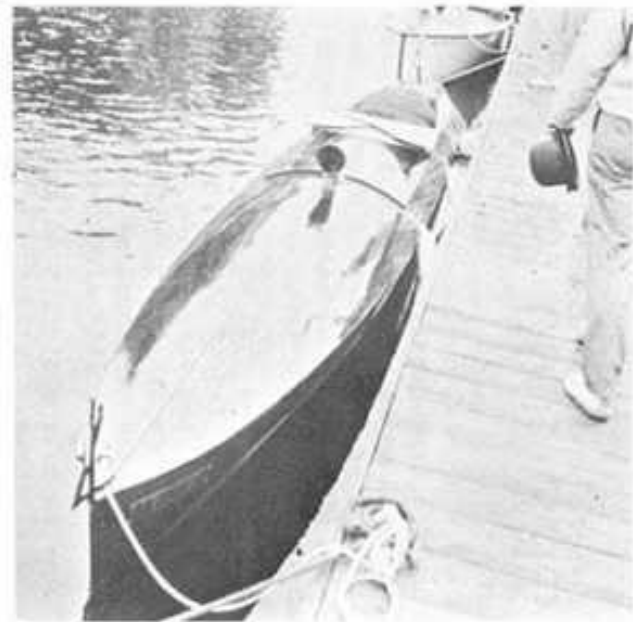
A St. Lawrence Skiff, of the design first seen on the River about 1875 and used by early fishing guides, was a fourteen foot, varnished, double-ender owned by Dr. Heineman of Picton Island. Other boats that have been displayed include early sailing craft, racing sculls, an Indian birch bark canoe and a dug-out canoe from South America. A recent article on this antique boat show appeared in the November, 1969 RUDDER Magazine. You may want to look it up.

A few of our Club members have visited the show in the past, including Mark Wright, Doc Craver, Jack Bryant and several of our Canadian members. Watch your Newsletter for the announcement of this year's show date. We would like to have a large contingent of Antique Outboarders show up this year with motors and boats to display and run. It is to be a two-day event this year and should prove to be most enjoyable and interesting.

Shown on the next page are a few of the boats on exhibit at the 1969 1000 Islands Antique Boat Show. Although these boats have inboard type engines, one can't deny the classic lines of the long, graceful hulls; the beauty of varnished wood decks; and the significance of attention to detail. Maybe a classic outboard boat is resting somewhere in your neighborhood - maybe a classic outboard boat would stimulate interest in antique outboard motors - maybe a antique boat parade would be fun - maybe -----.



24 1969 1000 ISLANDS ANTIQUE BOAT SHOW - 80 BOATS - 10,000 PEOPLE



AOMCI

SPECIAL

Feature

1917 FERRO

by Jim Smith

Circumstances surrounding the acquisition of a motor are often of interest to a collector and I will relate how my Ferro was obtained. In September, a friend who knew of my hobby told me of an "old motor" he had seen in a small town nearby to where he lived. This was about 100 miles North-East of Toronto. A specific description of the motor was impossible to get from him other than it had a flywheel on top and looked very old. He didn't even know the make but was very anxious for me to come out and look at it. Accordingly, needing little further persuasion, I drove out on the following Wednesday afternoon which turned out to be beautiful, sunny and mild. Arriving at Peterborough, my friend met me and came along, giving directions to the nearby town and to the motor.

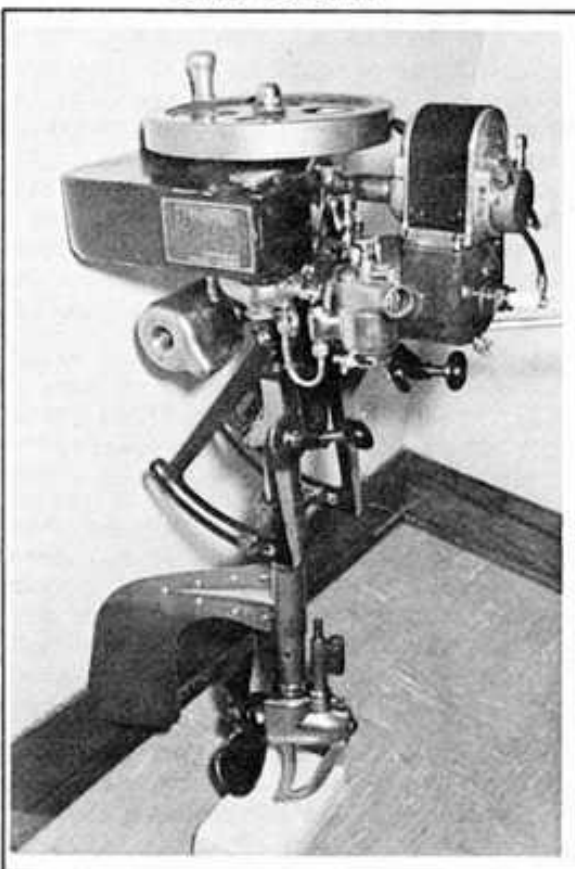
It was in a small marina surrounded by modern outboards and after a brief check the sight of a Ferro made me realize that the trip had been worth while. After a further check I saw that it was a partial basket case but evidently complete. The motor was seized up and the present owner had made unsuccessful attempts to free the piston which was rusted in the cylinder. The proprietor did not own this Ferro but allowed me to telephone the owner who not only agreed to sell the motor but made arrangements to come out to the marina after work arriving about 5:30 PM.

It was now 4:45 PM. While waiting, I spent the time looking over the other motors belonging to the proprietor. Spotting an Elto Cub, a deal was made for it since I intended this Cub for my friend and fellow member Ken Kirk. By 5:40 PM there was still no sign of the Ferro owner and I had inward uneasiness. By 5:55 PM my prize which at first seemed so close was beginning to appear painfully distant. Many thoughts went through my mind and it appeared to me that my man had changed his mind about selling.

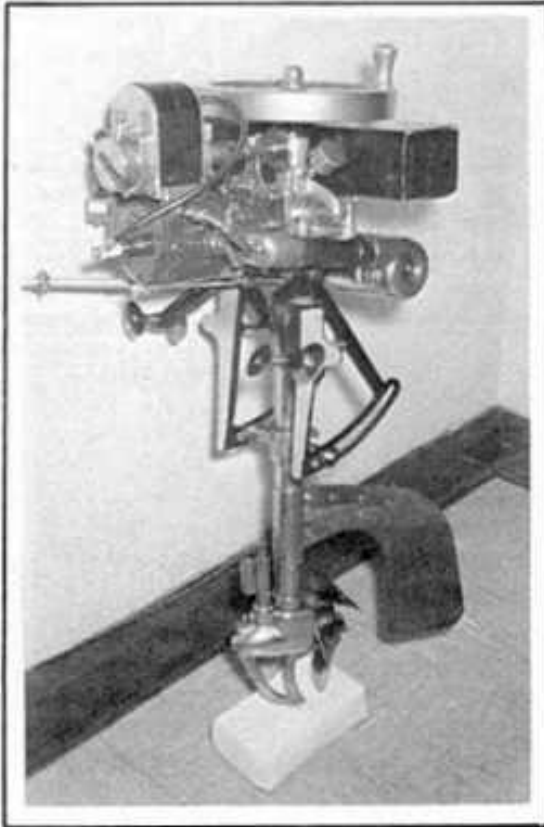
Suddenly with a crunch of gravel he was there, apologizing because he had to change a flat tire for his Boss after coming out from work. The business was complete in about six minutes. We look-



AOMCI Special Features Editor
James L. Smith



Here's a photo of Jim's beautiful Ferro. Note the carb and mag detail



ed at the motor, talked about it and since he had no price to mention, I offered him \$25.00 which he not only readily accepted but promptly carried the motor out while I handled the box of parts. Since that time, I have had the motor completely apart, freed-up and reassembled.

In general, the Ferro has the same characteristics as others of the 1917 period, namely a heavy cast iron cylinder facing forward, heavy iron flywheel with knucklebuster starting knob, above water exhaust and extensive use of brass and bronze in the construction. This results in a total weight of 64 pounds. Differing somewhat with others in regard to ignition, the Ferro has a Bosch magneto mounted on top of the cylinder and geared directly to the crankshaft. This magneto itself weighs seven pounds and looks as if it may have been borrowed from a marine inboard engine or aircraft. It has an advance/retard lever at the front end and on the whole presents a weird and awkward appearance as will be noted in the pictures.

The carburetor is rather more elaborate than that found on motors of similar vintage such as Evinrude, Caille and Lockwood-Ash. It is of solid bronze with some brass components and weighs two and one-third pounds. The air intake faces forward and is equipped with a spring loaded shutter for a choke. The oper-

ator, when starting the engine, must hold the choke closed with one hand while cranking the engine with the other. The carburetor has a jet, float feed and a small plunger pump attached to the reservoir bowl. When depressed, this plunger sprays a small amount of liquid fuel up the jet and into the upper vapourizing chamber of the carburetor. A needle valve is also attached to regulate the amount of gas to pass through the jet. A brass pipe which acts as an intake manifold is threaded and screws to the body of the carburetor. The other end of the pipe is flanged and bolted to the port side of the cylinder. Intake passages cast within the cylinder wall at this point, exit to the crankcase. A simple circular shutter valve in the intake manifold is connected to a lever to act as a throttle. A unique check valve system is incorporated within the carburetor by means of four brass balls. When the piston stroke is complete, they fall down again because of gravity and again cover the holes. In this way, they act as check valves.

The cylinder is equipped with a brass priming cup and a brass shut-off tap for draining the coolant. The piston is of cast iron and has two piston rings, each one-quarter inch wide. The bore is 2-11/16" and the stroke 2-5/8". The cylinder accepts a 18 mm spark plug which faces straight forward. After one or two good shocks, the wary operator learned to keep a respectable distance away from that spark plug.

The usual sheet iron gas tank is used and Ferro borrowed a feature from Evinrude in combining the filler cap with an oil measure. A nameplate is attached to the tank along with the wording "Ferro Machine And Foundry Co., Cleveland, Ohio, USA". Crankcase sections are of aluminum alloy. The upper one has a large brass grease cup for lubricating the top bearing. The muffler is brass and is mounted horizontally to the rear being connected to the cylinder by a rather long tubular sheet iron exhaust manifold. This manifold must have run very hot although it does contain a brass tube for the water coolant outlet.

The lower unit and propeller are entirely of bronze and brass alloy. The driveshaft housing has two telescoping components and is of iron, brass plated. To it is bolted the large rudder. The driveshaft, lower unit and rudder all turn by means of an iron tiller while the powerhead remains stationary. A plunger pump on the lower unit pumps water thru a rubber hose to the starboard side of the cylinder. This hose is not shown on the sample motor. The cast iron mounting bracket is of generous width, the pressure pads being ten inches apart. An adjustment for tilting angle is also provided.

(Special Feature cont.) The early one-lungers of this design were heavy and awkward to carry - noisy, cantankerous to start and vibrated badly. However, they were useful and stimulated interest in boating. When we consider the perfection and ease of operation of today's outboard, we know that purchasers of these early outboard motors must have been possessed with either an eternal spirit of optimism or grim determination - or perhaps a little of both.

MIDWEST CHAPTER NEWS

by Lynn Sallee

Our small but enthusiastic group which formed last fall has recently acquired two new members: Don Miller from Milwaukee, Wisconsin and Lorry Sallee (my hubby) from Winnetonka, Wisconsin. We'll be welcoming them into the chapter officially at our next meeting, May 2, at the Waukegan, Illinois Public Library. We hope to meet many other motor enthusiasts from the area at the meeting, too. Some meets and a weekend family outing are in the planning stages for this summer so we're sure you'll find plenty of activity and fun in the chapter.

Although we haven't had a meeting since the last issue of *The Antique Outboarder*, I have asked a few of our members to share their winter motor hunting experiences with you. Here are two of the letters I received:

From Jere Sairs, Milwaukee, Wisconsin-- There hasn't been too much activity around the Sairs household other than an occasional "Oh, no!" from my wife when I drag in another old motor. I just finished completely restoring a 1935 Evinrude Lightfour. I combined three motors to get one. It's fun to lay out all the parts and go "eeny, meeny, miny, mo". I am currently working on three Elto Speedsters at one time; a 1928, a 1929 service model and a 1929 High Speed model. Elto is still my favorite motor for some reason, I know not why.

From Ed Kant, Waupun, Wisconsin-- The past winter I have been very busy with my hobby of collecting antique outboard motors. I ran a few ads in newspapers from nearby towns and the response was terrific. I spent all my days off chasing down old motors. The prices vary widely and I realized after a while that I was paying too much. Now I set a price and if it is not accepted, I don't buy the motor, but catalog it for future reference. I also had 200 business cards printed and I leave them wherever I buy a motor or wherever I see a bulletin board.

I have a total of 32 motors now including 2 Wisconsin Row Boat Motors, 5 model A Evinrudes, 4 knucklebuster Eltos, a Caille Liberty single, 2 Evinrude Speeditwins, a Johnson A model (serial 1974), 2 Waterwitches, 2 Neptunes, a Flambeau, a Champion Viking, an Evinrude Speedifour and other odds and ends. I was surprised to find the condition of these clunkers very good. I've found only a couple with the pistons set.

Also bought an old dory type boat with the Evinrude name plate still attached and all brass hardware. I have a line on two more of these old Evinrude boats. They should look pretty good teamed up with some old motors at our meets. With all of my boats and motors would you believe I am running out of space? I'm planning to build a new storage building this summer so I'll have more room to work and expand my hobby. If any of you motor nuts are in my area, stop in and have a cup of coffee!

Well, that's about it for our chapter news. Just as a reminder to chapter members and other interested collectors from the Midwest, circle May 2 on your calendars for our next Chapter meeting.

Marcus Wright, 30 Crest Drive, Little Silver, New Jersey has offered a list of his own literature for the benefit of Club members who may need assistance. These documents are not for sale but don't hesitate to contact Mark for help. Originals of: Johnson Shop Manual 1921-1940, 1929 Elto catalog, Neptune OB 64 instructions and parts list, 1938 Evinrude racing Speeditwin Op's instructions and Johnson 1939-1940 model LT, AT & DT instructions. Mark has Xerox copies of: Waterman instructions, Caille Liberty Twin w/magneto instr. Elto J & K manual, '28 Elto catalog, '28 Speedster manual, Thor single instr. & Bendix single parts list. Also has original Op's instr. & P/L for 1938 twin Waterwitch.

RACING

by Bud Cowdery

REWORKING THE SPEEDITWIN FOR RACING



AOMCI Racing Editor Bud Cowdery in his racing togs

Starting with the regular old Evinrude Speeditwin and converting it to a modern C-service engine, we eliminate the following parts:

- a. Flywheel and magneto ignition
- b. Carburetor
- c. Muffler and pipe to lower unit
- d. Pistons

Original crankshafts are OK although recent factory replacements are more reliable and have fewer failures. There were at least three different connecting rods used over the years. We prefer the heaviest of these. The 4-60 rod and recent V-75 rods are also acceptable substitutes. There were also at least three different cylinders varying by the size of the intake by-pass. The largest are the best. In any event, the by-passes have to be opened up. Cylinders with the smaller by-pass can be used, however prior to enlarging the inside, additional metal must be welded on the outside so that enlarging will not break through the casting wall. Original crank-

cases are fine as well as a recent copy made by Ezzo. The original clamp bracket and tower housing can be used; however; it is necessary to shorten the tower housing for use on modern hydros and racing runabouts.

Now for the additions. A steel flywheel of 4 to 6 pounds is used with a cam ground on the lower neck. We use a spark timer lever which includes the points mounted inside an enclosed portion next to the flywheel. There is also another bracket added to the front of the engine which holds a coil, condenser and ignition switch. The coil is one taken from a PR Johnson, inserted and sealed within a plastic or bakelite cylinder. The carburetor is a vacturi with a 1-3/4" opening taken from a late model PR or as found on some other late model racing engines. The pistons are cast by turner (California) with a much thicker head and wrist pin journal than the original Speeditwin pistons. Two rings are used, both located very close to the top of the pistons.

In addition, the internal rotary valve opening is made larger and the top main bearing is modified to provide better lubrication. Also, the intake and exhaust ports are modified and all moving parts are polished and balanced. Extra material is added to both the front and rear of the lower unit to make both less pointed.

With these alterations, you now have a Speeditwin ready to race in C-service. The labor, minus parts, by a good machinist costs from \$400 to \$500. One can usually buy two or three original Speeditwins for \$15 to \$20 each and then has enough of the useable parts for one engine. The additional parts required average around \$100. The fastest half-dozen C-service engines in the country are worth between \$700 and \$1200. The average run of the mill engine can be purchased for around \$250. The difference lies in the quality of the parts and the workmanship. The latter usually shows up in the tolerances maintained throughout the engine.

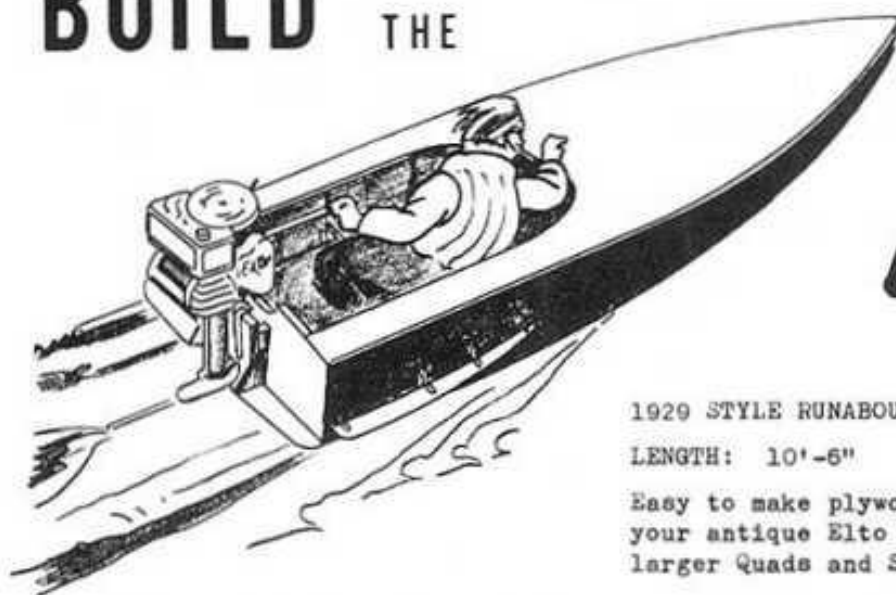


Boat length
Boat weight
Motor size
Speed

<u>Class C. Hydro</u>	<u>C-1 Runabout</u>
9 to 13 feet	Same
about 150 lbs.	-
Avg. 30 H.P.	Same
97 MPH	61 MPH

The above figures are intended to give you an idea of the size, weight and speed of the C class boats. Horsepower estimate is related to a fishing motor. Speed is the NOA record.

BUILD THE



Club BULLET

1929 STYLE RUNABOUT TAKES UP TO 25 H.P. OUTBOARDS

LENGTH: 10'-6" BEAM: 4'-8" DEPTH: 18"

Easy to make plywood construction just right for your antique Elto Speedster, Lockwood Ace or the larger Quads and Speeditwins. Speeds over 30 MPH

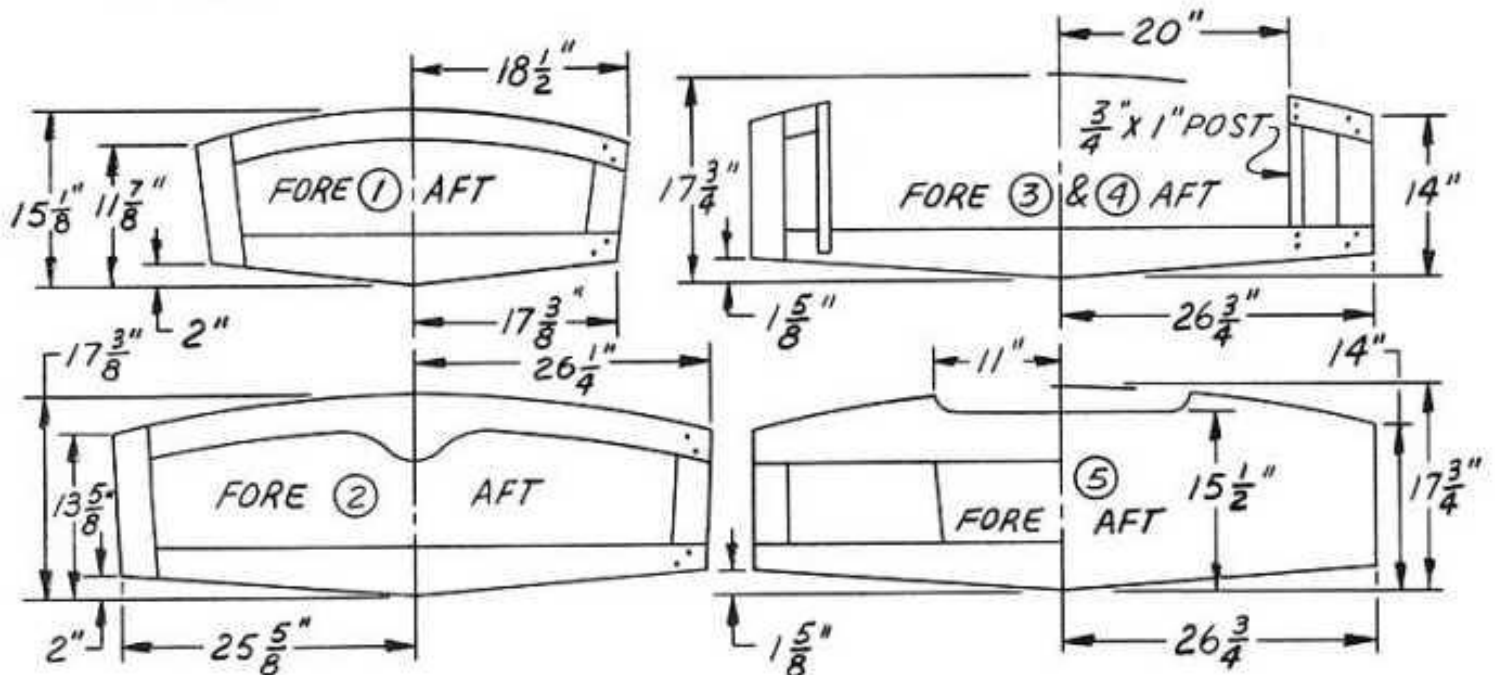
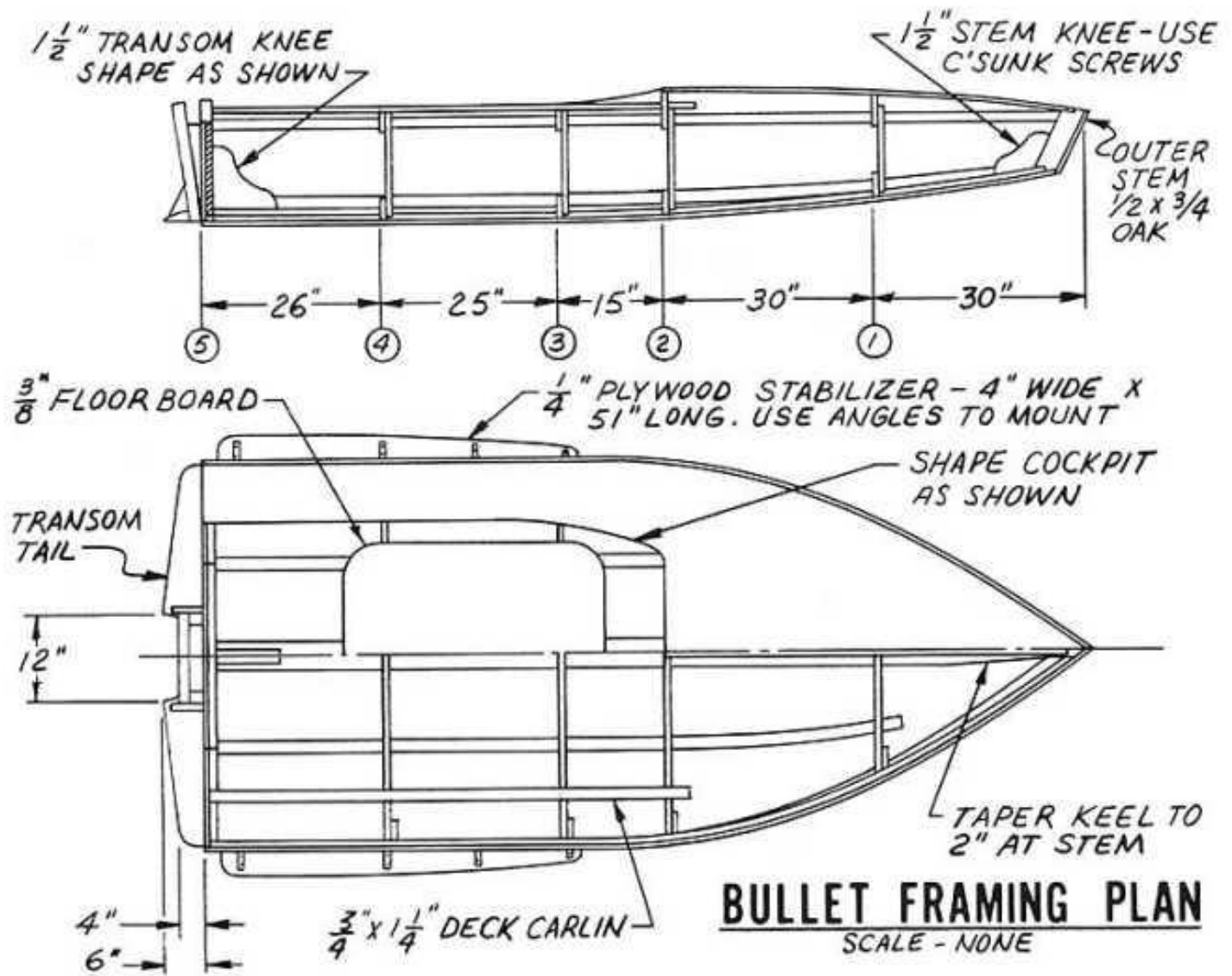
To build Bullet, first assemble the materials and draw full size paper patterns of all frames. Cut all frames to shape and fasten together over the patterns using 1-1/4" #8 screws and Weldwood glue. Temporary cross members should be screw fastened between the tops of the frame sides to keep the frame in shape. The transom frame is assembled on 1/2" thick waterproof plywood cut to size and fastened all around with 1" #8 screws about 2" apart and staggered to avoid splitting the wood. Use Weldwood or Resorcinol glue on all contacting surfaces.

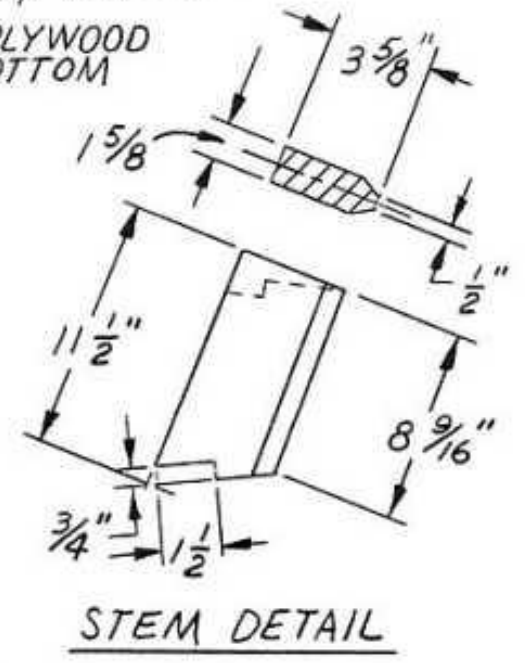
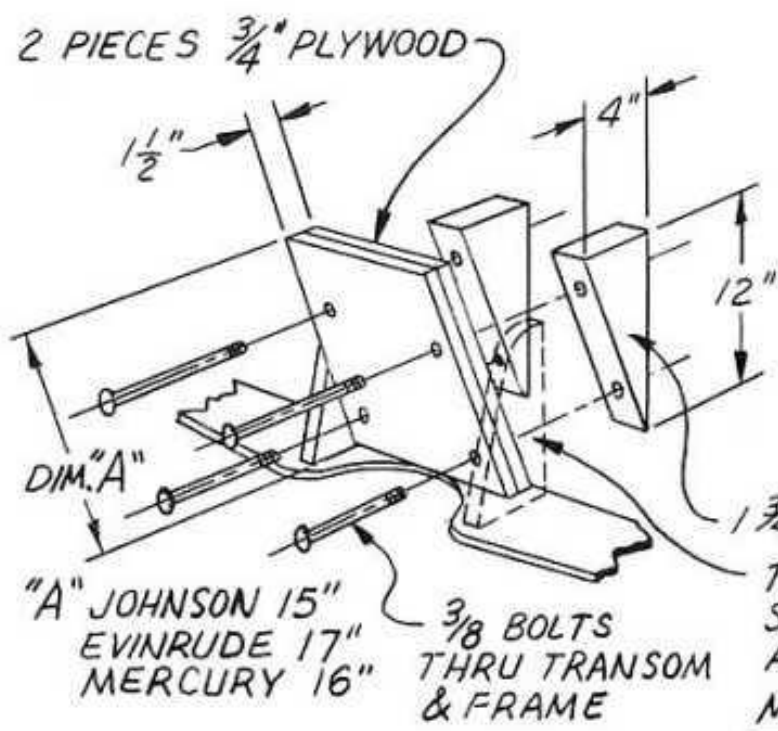
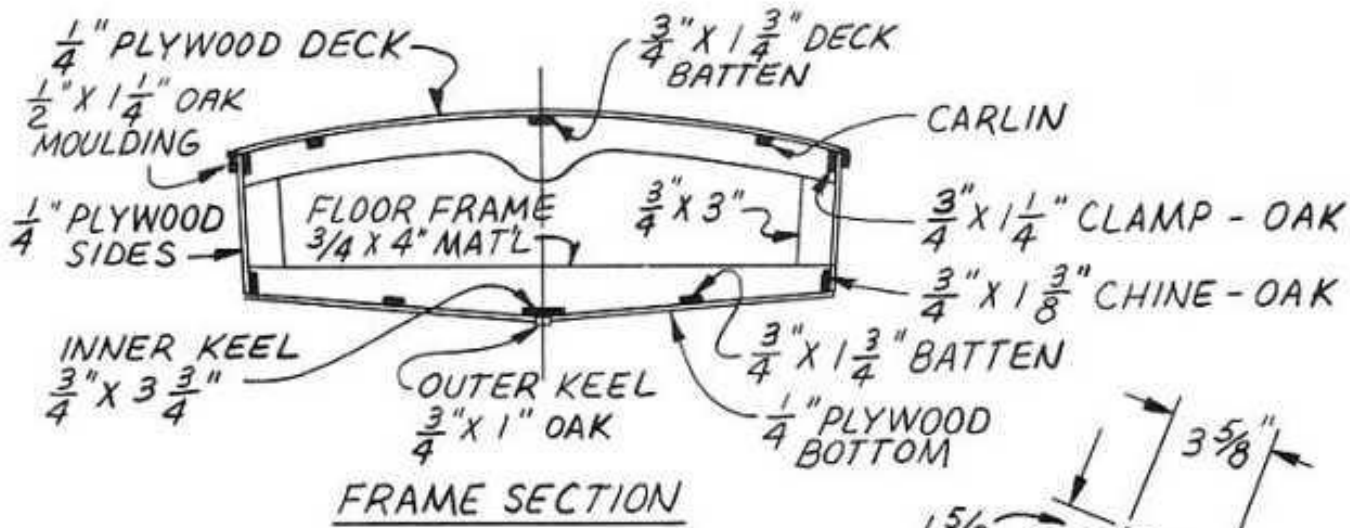
Saw the stem to shape from 1-5/8" thick mahogany or oak stock leaving a little excess length on top to allow for trimming later. The stem can be notched for the keel and rough-bevelled prior to assembly. Now is the time for cutting chine, keel and clamp notches in all frames including the transom frame only. Construct the form from a 10' 2" X 10" plank as shown, notch for frames and mount atop any convenient legs at the proper working height. Next mount all frames, transom and stem on the form using temporary cleats and braces to align, until the 3/4" X 3-3/4" keel can be put in place using glue and two 2" #8 screws to each joint. Taper the keel as shown to meet the stem.

Next, spring the chines in place, fastening both sides simultaneously to prevent warping the hull out of shape. Working forward, fasten the chines with glue and one 2" #8 screw in each notch. Trim chine notches to final shape as the work proceeds and finally the forward ends are bevelled and fastened to the stem. The clamps are next fastened to their notches and the stem using glue and one 2" #8 screw at each joint. Care should be taken to insure proper hull alignment and use the "good eye" to check for smooth curves in chine and clamp.

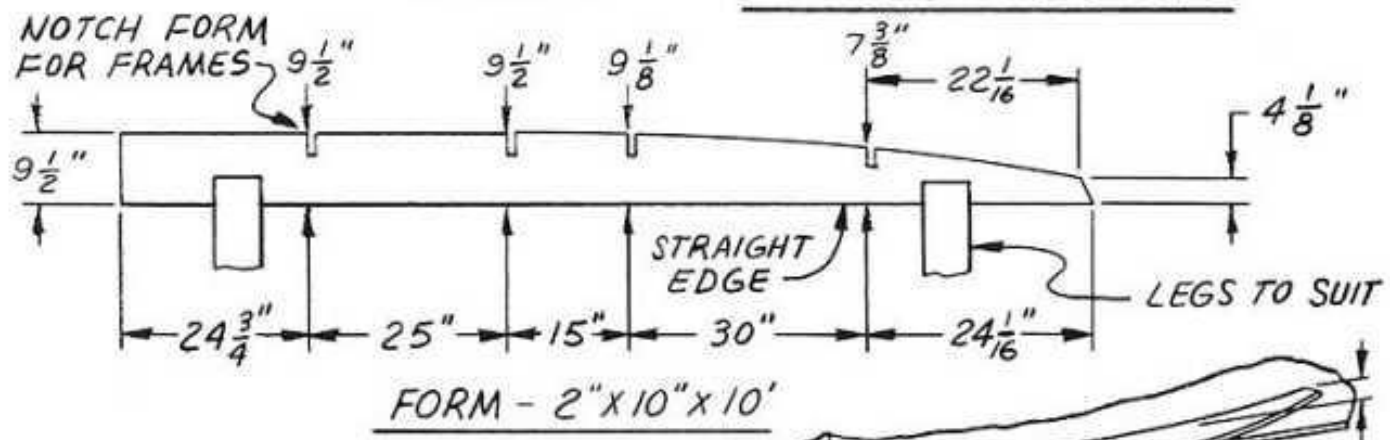
Finish the framework by trimming and fairing so that all plywood will lie flat and evenly. Use a batten as a guide during trimming. Next, install the two bilge battens midway between keel and chine, one on each side, using glue and one 2" #8 screw to each notch. Last, install the outer keel using glue and 1-1/2" #8 screws about 8" apart.

Ready for planking now, install the side planks first. Use paper patterns if desired or cut to shape after bending the sheet around the side and marking the chine and clamp lines with a pencil. Leave a tiny bit extra for trimming. After coating all mating surfaces with resorcinol type glue, clamp the side in place and fasten with 1" #8 screws or 1" annular groove boat nails spaced about 2" apart. The bottom is planked next after marking and cutting to rough shape. If you wish, use old fashioned aviation glue on all bottom joints, lay cloth strips along the chine, transom and keel, recoat with glue and apply planking with screws about 2" apart. Nails can be used if desired. If the old way sounds like a lot of mess, use resorcinol glue instead. Be sure and allow the bottom plywood to extend over the transom by more than 6" so that the transom tails can be shaped as shown while final trimming of the planking is done.

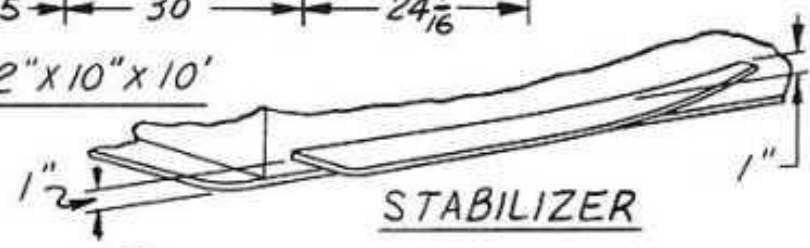




TAIL PIECE KNEE - $\frac{3}{4}$ " THICK
 SCREW FASTEN TO TAIL
 AND BLOCKS
MOTOR BOARD DETAIL



CLUB BULLET DETAIL



The exposed edges of the plywood at the stem are covered with a 1/2"X3/4" oak strip fastened with glue and screws. Do not round off the chine corners except ever so little to prevent slivering of the wood. Turn the hull over with the aid of a friend or two, remove the temporary frame ties and the building form. Fasten all deck beams and cockpit supports with Weldwood and 1-1/2" #8 screws. Use a thin wood strip to act as a guide for drawing the curve of the deck beams, and get a little fancy if you want with the dash-board beam as shown in the frame section. Notch the 3/4"X1-3/4" deck batten and 3/4"X 1-1/4" deck carlins in place and trim framing to receive decking. Install stem and transom knees as shown using glue and long screws. Now is a good time to clean and vacuum the inside of the hull and paint or varnish as you choose. Light gray is OK.

Attach decking using glue and 1" #6 screws placed 3" apart. Trim evenly along sides and attach the oak moldings to cover the exposed deck edge. Shape the cockpit sides as shown allowing for a gradually increasing curve at the dash. The floorboard is a piece of 3/8" or 1/2" plywood about 30" square and rounded at the corners. It's a darn good idea too to plan on some kind of grab rail or handle to hold onto when at high speed. Construct the motorboard using two pieces of 3/4" plywood glued and screw-fastened together and bolted to the boat, 3/8" plated bolts, through 1-3/4" thick oak spacers. The tail knees should be installed so as to not interfere with changing the motorboard itself, if a different size is desired.

Although this entire boat can be planked and decked with 1/4" exterior fir plywood, a more professional appearance can be achieved using mahogany marine plywood, at least for the decking. Fill all screw heads with Duratite or similar filler and finish with three coats of marine paint or varnish. A suggested color scheme is gloss tan on sides and bottom, varnished natural oak sheer moldings and varnished mahogany deck with blue or red striping of your choice. The word "Bullet" could be made from decal letters and varnished over for protection.

The stabilizers are constructed of 1/4" plywood and fastened as shown about 1" above the bottom using small brass angles. The forward 16" or so of the stabilizer should be gently curved upward to about an inch at the most, at the front. These stabilizers are sometimes useful with the larger motors. This may be a smaller, wilder boat than you've driven before so get used to her before making full throttle turns or making jack-rabbit starts. Install a simple seat, steering wheel and some kind of throttle if you want, but these were not real common in 1929. If you try your hand at building Bullet, drop us a line, along with a photo.

Here's enough of a bill of materials to get you started:

3 gross 1" #8 screws		1 Pint size can Water-proof Weldwood glue.
1 gross 1-1/4" #8 screws	Note: All screws should	
1 gross 1-1/2" #8 screws	be zinc or cad plated to	
1 gross 2" #8 screws	resist corrosion.	1 quart more or less of
2 gross 1" #6 screws		resorcinol type glue.

Note: All framing lumber should be white oak or Philippine mahogany

Framing and misc.	4 pieces 3/4" X 3-3/4" X 12'	Carlins	2 pieces 3/4" X 1-1/4" X 6'
Deck beams	1 piece 3/4" X 8" X 7'	Moldings	2 pieces 1/2" X 1-1/4" X 12'
Form	1 piece 1-5/8" X 10" X 10'	Stem	1 piece 1-5/8" X 12"
Inner keel	1 piece 3/4" X 3-3/4" X 10'-6"	Knees	2 pieces 3/4" plywood
Outer keel	1 piece 3/4" X 1" X 10'-6" Oak		glued together.
Chines	2 pieces 3/4" X 1-3/8" X 12'	Tail Knees	Scrap lumber
Clamps	2 pieces 3/4" X 1-1/4" X 12'	Motor board	- 1 piece 3/4" plywood
Battens	3 pieces 3/4" X 1-3/4" X 8'-6"		12" X 36"

Plywood - Sides and bottom, 2 pieces 1/4" X 4' X 12'; Deck, 2 pieces 1/4" X 3' X 8'; Transom and floorboard, 1 piece 18" X 96" X 1/2" thick.

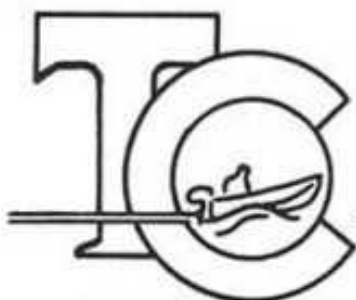
PLEASE REMEMBER



Check your date of membership renewal and forward your dues before a notice has to be sent; you'll save the Club time & money

Send to..

Mr Richard M. Jones
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Miami, Florida 33169



TWIN CITIES CHAPTER NEWS

MINNESOTA

By Ronald Johnson

Our January 9th meeting was at Robert Peterson's house. To start the evening off right, John Koonce showed his movie of our Prior Lake Meet held last fall. His wife, Nancy, did a good job of photography. Initial plans were made for the coming local events which included a display at the Inland Marine Corp. in March and two summer outings.

The highlight of the Chapter meeting was the visit to Bob's workshop. Bob has added some nice units to his collection. A P-80 Johnson which at the Prior Lake meet edged out my PO-15. A 1924 Big Twin Evinrude that he had just restored was the center attraction. The "Big Twin" is 4 HP, 110 pounds light, has alot of brass and has a reverse. I'm not much for Neptune, but Bob has a Neptune Master model OB15A, 16 HP, that has caught my eye.

Bob's interest in outboards and boats started at a very young age. His first boat was a 12 foot Taft runabout kit which he built with the help of his Dad. For power, Bob had a KD Johnson which was running a little slower than a 15 HP Evinrude and a 10 HP Mercury operated by his friends. Well, Bob was working overtime to get a little more speed out of his rig. One day an airplane landed on the lake and Bob got an idea. A short time later, Bob had that KD showing his competitors the way across the lake. Yes, you guessed it, that was the last, but victorious run for Bob's KD. As Bob says, that airplane gas was too much for those old Johnson rods.

Our February meeting was held at the home of Robert Brautigam. It's a real treat for us, Bob has the largest and most complete collection in this area. The only real club business we discussed was our coming display at Inland Marine for the 14th and 15th of March. Bob had set up a display of his Lockwoods in his basement recreation room. His oldest Lockwood is a 1915 Motorgo (built by Lockwood); then a Lockwood-Ash, 1921, 2 HP, a 1924 Lockwood Twin - 3 HP, a 1926 Lockwood Twin - 3.85 HP, a 1927 Lockwood, a 1928 Lockwood Ace and a 1930 Lockwood model B Chief. The Lockwood Company built real quality into their motors. Bob usually has 40 outboards in his recreation room, about which his wife Janet says @&*&#%#! (she doesn't miss the use of her rec room, much).

March 14-15 we displayed 29 antique outboards at Inland Marine, (some of our winter's work). The Sales Manager, Mr Don Storholm put us in the best spot in the store. On Saturday, the 14th, there was a visiting Evinrude factory representative, Mr Wayne Larson, who showed a movie about some of Evinrude's racing accomplishments both in Europe and the United States. Engines used were the new 145 HP model, mostly on tunnel hull boats.

Don Carlson took honors with the smallest motor, a 1938, 1/2 HP Elto Cub weighing 8-1/2 pounds. Bob Brautigam had the largest, a 1929, 25 HP Elto Super Quad. Bob Peterson had the oldest, a 1914 Evinrude B and Dave Johnson the shiniest, a 1931 model A-50 Johnson.

The display was a great success - a lot of new leads, and the introduction of new member Glenn Ollila. The following are motors on display:

Bob Brautigam - 1929 25 HP Elto Super Quad, 1932 18 HP Elto Junior Quad, 1938 22 HP Elto Speeditwin, 1924 Caille 2.75 HP Liberty Twin, 1932 Caille 4 HP model 79, 1915 2 HP Evinrude, 1932 4 HP Evinrude Sportwin, 1932 5.8 HP Elto Service A, 1947 Evinrude 9.8 HP Light-four, 1924 3 HP Lockwood Twin, 1926 3.85 HP Lockwood, 1928 Lockwood Ace 7 HP, 1915 2 HP Motorgo, 1930 2HP Gopher, 1939 1.2 HP Neptune, 1938 1.1 HP MS-38 Johnson and a 1940 5 HP AT-10 Johnson. Ron Johnson - 1929 14 HP Fastwin Evinrude and a 1940 17.6 HP Sportfour Evinrude. Dave Johnson - 1924 3 HP Elto and a 1931 4 HP A-50 Johnson. Bill Slice - 1929 7 HP Elto Speedster and a 1936 Neptune 2 HP model OB-1. Don Carlson - a 1938 1/2 HP Cub. John Koonce - 1937 3.2 DIC Champion and a 1937 3/4 HP Waterwitch. Bob Peterson - 1914 Evinrude single, 1924 Evinrude Big Twin 4 HP and a 1937 2-1/2 HP Waterwitch.

Special note to Mr. J. F. Marshall - I misplaced your letter with the parts and model numbers of your Motorgo. I bought a Motorgo last October like the one described in your



Bob Peterson and his 1914 Evinrude in the front display window of The Inland Marine store, Bloomington.



Inland Marine's Sales Manager Don Storholm and TC Chapter President Ron Johnson (guess which one)



Chapter members Dave Johnson and Bill Slice. Evinrude Big Twin and 1970 9-1/2 Evinrude in front.



John Koonce and Bob Brautigam with Chapter sign - our way of doing a little advertising for the Club



Don Carlson and his 10 pound, 1/2 HP Elto Cub. Looks like he's using one finger but there's a secret wire



4 to 22 HP Evinrude/Elto Big Iron, including a '24 Big Twin, '29 Fas-twin, '40 Sportfour, 18 & 22 Eltos

letter, which looks a lot like the 1931 Caille Utility model 27, 15 HP on page 26 of the January, 1970 Outboarder. Caille built three models for Sears: the Junior, 10 or 12 HP, the Senior, 15 HP and the 20 HP Big Boy. Don Carlson owned a Big Boy in the early '30s and still has the instruction book and parts/price lists for Motorgo, printed in 1931.

200,000 MILES 200 MOTORS



Too many motors, I guess, anyway a blowout. I'm working on the tire, My Brother is watching, and my Dad is taking the picture.

By Paul Strot

Our 1965 Mercury now has 245,000 miles to it's credit and it has carried or pulled all the outboards we have collected thus far. It is now called the "Outboard Car" because it carries so many scars resulting from the loading, unloading and carrying of outboard motors. The upholstery has been ripped in places due to interfering spark plugs, the dash has innumerable scratches as we piled the outboards high, the trunk lid has cone-shaped rises from slamming the lid down amidst a pile of outboards and the carpeting is oil-soaked and blackened as a result of not draining the tanks. My Dad had planned on buying a new car in 1970 but now he says " I can't conceive of loading any more outboards in a new car so let's drive it another 100,000 miles if you insist on more motors."

It goes without saying that my Dad takes a keen interest in the finding of outboards or he wouldn't have put forth such a great effort in appropriating them. His wild chases haven't put a damper on his enthusiasm. The man who said "it was a Johnson alright, but I had never seen anything like it before because the flywheel was on the side and the cylinder pointed straight up." The man who said " it must be an old Evinrude because it had the gasoline tank on the steering arm." The man who described a 1903 outboard that cooled by a tank above the cylinder and the man on the shores of Lake Mille Lacs in Minnesota who told of seeing a steam outboard in Montana.

Three days we searched for the Johnson with no results. The old Evinrude with the gasoline tank on the steering arm we found and captured. Of course, it turned out to be a Waterman. A two day search and the 1903 outboard with the cooling tank was found out to be a 1917 Evinrude. Evidently the pump had failed to function and the owner had tapped the cylinder, inserted a pipe, and to this attached a tank for cooling. As for the steam outboard - it had been described in detail by this man as having a boiler the size of a milk can, and brass couplings to fasten it to the boat. He said he had seen it at a motel he had stopped at with his family in Three Forks, Montana.

And so, on to Three Forks and the three motels the town boasted. There was no such outboard in town, and so thinking the man had got his Forks mixed, we tried Big Fork about one-hundred miles to the North. In Big Fork, we were still unable to find it and so we put in a long distance call to the man in Minnesota. He explained that he was mistaken in giving us the location as Three Forks and that the proper location was Big Fork. Again we made a search without results and called back to Minnesota a second time. This time the man's wife answered the phone and exclaimed that her husband was wrong and that they had really seen the motor at Flathead Lake and at a museum.

There was no point in searching further because one of the questions my Dad asked of the man in Minnesota, at the outset, was "you sure you aren't talking about the steam outboard at the White Museum in Montana"? The man's answer had been in the negative. After that chase, I asked my Dad what his reaction was to all the miles, the expense and the time involved. His answer, "I enjoyed every minute of it".

THE Yankee Chapter NEWS

by Peter Hunn

As I awoke that morning, my eye glanced at my calendar and it read Saturday, February 21st. This was not an ordinary Saturday as are many others because this was the day of an antique outboard indoor meet. The meet was being held at the home of our Classified Editor, Bob Zipps. It was to start at one o'clock that afternoon but because I misjudged my travel time, I arrived early and was greeted by the Zipps family.

Now to get down to the meet itself, I shall tell you about two unlucky things that happened even before the meet had started. Bob had ordered a film from Evinrude called "A Report To Ole", but it was lost in the mail so the projector went unused. If you don't think that was enough, Bob was to give us a demonstration on the use of ignition testers but his had become broken and the Company repairing it had not yet returned it. How's that for luck? Well, a lost film and a broken ignition tester is not nearly enough to stop some Antiquers from having a great time.

As more members arrived, the talk grew and as all of us know, motor talk equals fun no matter what is subtracted from it. Dick Hawie brought his Outboard Bible, a notebook he has put together containing much antique outboard information. Bob Zipps showed us his many old Johnson manuals and we all enjoyed that. I met many new people and I enjoyed hearing from all of them about their motor experiences.

In due time we retreated to Bob's treasure house. This is known as a basement to non-members. We saw many motors that Bob had in his collection. Among these are Elto High Speed Speedsters, A Johnson VR-50 with two carbs and my favorite, a Lockwood Racing Chief. While I'm speaking of motors (I always speak of motors) I should mention that Phil Kranz, a New York member, brought his little Lockwood Row Boat Motor. This motor, as well as the others that different members had brought with them, drew much attention.

At the point when ice was forming on us while seeing motors that were outside in the cars, we headed back in the house in order to finish off some coffee and doughnuts. At around five o'clock, we decided that it was time for us to be heading back to our territories, so one by one we headed for home. While on my way home, I got lost in the City of Hartford in a nice traffic jam. As I sat, sandwiched between a bus and cars with their horns blaring, I thought of the meet and how I wished it could start all over again. I'm sure that everyone who attended, enjoyed the meet as much as I did and is anxiously awaiting our next one coming up in May.



The happy, smiling Yanke L-R, front, Pete Hunn, Dick Keegan Jr., back, Rod Clarke, Doug McKay, Phil Kranz, Dick Hawie, Jim Bowan and Jim Cousins.



We look serious but are having a good time. L-R, Jim Bowan, Emil Cravec, Dick Keegan Sr., Dick Keegan Jr., and Jim Cousins. Note the Racing Chief.

Not pictured but also attending the meet were Bob Zipps and Richard A. Hawie.

KNUCKLE BUSTERS NEWS

by Knuckle Head

The Cagliones' warm hospitality teamed up with beautiful weather to bring eight AOMC members, an AOMC friend, a prospective member and an AOMC wife together for the second meeting of the Knuckle Busters Chapter at Dover, N.J. on February 28th. Attending were Tony and Emily Caglione, Mort Daller and his wife, Doud Evans, Lester Flaskamp, Phil Kranz, Tom Luce, Chuck Reilly, Buddy Streat, Mark Wright and Bob Zipps.

Tony showed off his fine collection of about twenty outboards highlighted by the famous Racine and a beautifully restored 1913 Evinrude. He offered to present his timely lecture: "How to set up your Racine outboard for optimum performance, and how to make a turn to port with the Racine by using an oar". Mark Wright brought ignition testing equipment to the meeting and several members brought ignition problems. Mark applied the tester along with his know-how to the problems and Tony ended up with a wastebasket full of faulty condensers.

The afternoon was gone in a flash. Members did stop banging ears long enough to devour Emily's delicious sandwiches, cake and coffee. As the meeting was about to come to a close, a flurry of selling and trading took place. These meetings have turned out to be a good time to trade outboards as well as stories and knowledge.

The next informal meeting of the Knuckle Busters is planned for Saturday, April 25th at 10:30 AM at the Woodport Boat Basin on Lake Hopatcong, New Jersey. Anyone and everyone is invited. Bring this winter's work and tune-ups for their spring wring-out. The management of Woodport Boat Basin is interested in, and friendly toward Antique Outboarders. They have row boats to rent and can issue the required \$1.50 N.J. operator's licenses. Woodport is at the very North end of Lake Hopatcong and shows up where Route 15 touches the Lake.

**JANUARY
10-18**

**SEATTLE NATIONAL
BOAT SHOW**

*By
Bill Kelly*

The 1970 Seattle Boat Show was a smashing success! Leads -- the second day a gentleman left his name and address, he has a 1907 Waterman!!! Captain Charley Clancey, comic star of the TV adventure-comedy "Here Come the Brides" spent most of his time in the AOMCI booth. It was so crowded, the booth had to be widened 20 feet so people could walk through. Motors on display were:

1940 Speedifour	1939 Elto Cub	1947 KE-7 Merc	1936 200 Johnson
1919 B Evinrude	1937 Elto Pal	1922 A Johnson	1936 300 Johnson
*1916 AA 4 Cycle Evinrude	1940 Clarke Troller	1926 P-35 Johnson	1928 Quad, Speedster and step boat
*1914 Ferro	* 1920 Gierholt	1929 S-45 Johnson	
1946 Flambeau	* 1914 Koban	1930 SR-50 Johnson	* Belongs to Bill Seibel
1940 HS-10 Johnson	* 1914 Motorgo	1931 OK-55 Johnson	
1930 Lockwood Foldlight	1928 Lockwood Chief	1934 V-70 Johnson	

All but two motors were restored. A point of interest - we found out that Bill Seibel's Clarke Troller is long shaft! There is a small section inserted between the cylinder "gooseneck" and gas tank, making the motor about five inches longer -- the exhaust tubes are correspondingly longer.

New members! at least half a dozen enthusiastic individuals who, up to now, figured they were the only ones nutty enough to hoard up old outboards showed an interest in joining the club. Editor's note: The other motors in the show belonged to Bill Kelly.

Dick Jones of Miami used to live and do his outboard-motoring in Minnesota. The cold weather finally got to him I guess, so he left. While he was here, Dick used to beat the short boating season by putting his hydro out on the ice. When the ice melted, he was all set to go, provided he drove fast enough to the lake before it froze-up again.

Gas Tank Restoration

By
Bill Salisbury

Dented up tanks seem to go hand in hand with old outboards and I am sure that most of us are faced with the problem of what to do with them. Wishing that the dents weren't there so far has not made them disappear, so I devised a method of removing them and refinishing the tanks. The result is a nearly new appearance. First, remove all paint from tank exterior with paint remover and then scrub it well with soap pads.

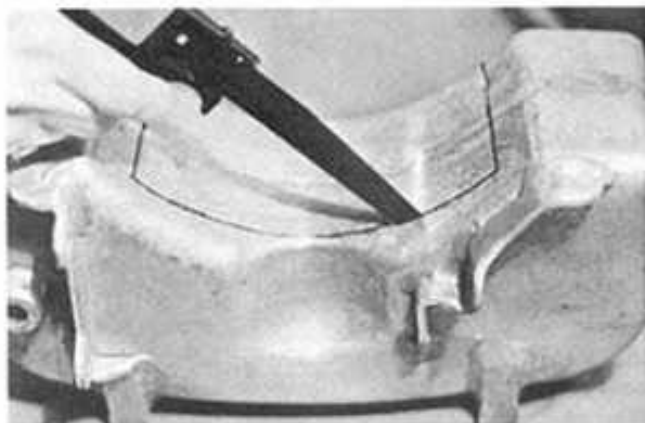
Next you must decide on which surface of the tank you wish to make your cut. That, of course, is largely influenced by the location of the dents. If possible, make your cut on the bottom of the tank or in the flywheel cavity. This area will not show when tank is installed on engine. Draw an outline of your desired cut with pencil or marking pen.

Now, using a center punch, mark along each edge of proposed cut, about five punch marks close enough together so that when tank is drilled with a 1/16" drill, the slight web left between the holes may be knocked out with a small chisel or an old screw driver (used only for hammering on)! Now a key-hole hack saw may be inserted through the 1/16" holes and cuts made along the outline you have drawn on the tank. It is best to drill the holes and start the cut away from the corners and then saw towards the corners.

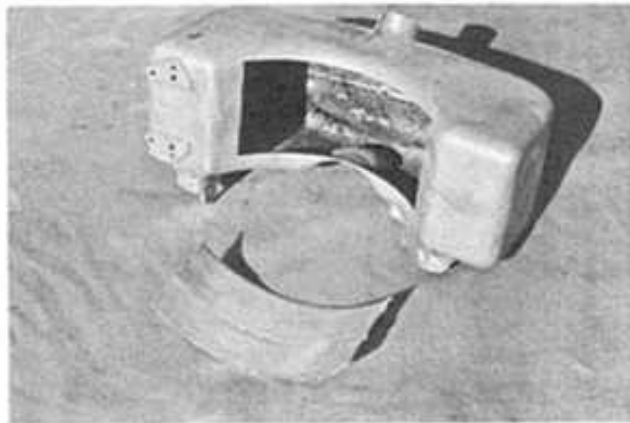
Once the piece is removed from the tank, give it a thorough scrubbing inside with soap pads. It is absolutely necessary to eliminate any residual fumes before any welding is done. In fact, most welders are very hesitant to even look at the job unless they have been assured of the lack of any fumes. Scrubbing also shines the inner surface which facilitates finding the small dents when looking inside the tank. Now you are ready to begin the laborious task of knocking out the dents. My special tools consist of several different lengths of my wife's broom handle and several short pieces of dowel of smaller diameters down to about 1/4". A small block of wood 2" X 2" X 1" is helpful for larger dents on flat surfaces such as the sides or back.

When you think you have satisfactorily removed all the dents, sand the tank #280 or 320 wet or dry paper and finally with #600 and then polish on a buffing wheel. This will no doubt show up a few more dents and scratches. Just keep working on it until you are satisfied. Now take the tank to a good Heli-arc welder, convince him that it won't blow up in his face, and persuade him to weld it back together for you. This usually costs about five dollars.

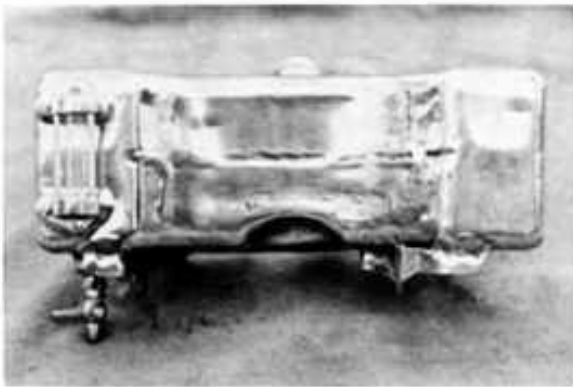
Filing down the welds takes some time but if carefully done, they can be contoured, sanded and polished so that you cannot see where the cut was made. This is especially important on a surface that is plainly visible. I would like to call your attention here, that it is advantageous to place your cut on the radius of one of the tank edges if this cut area is to be visible with engine assembled. It is much easier to contour a weld there than to contour one on a flat surface.



Use of the key-hole hack saw to cut out an access hole.



Cut out section removed, and tank ready for scrubbing inside.



Contoured and buffed weld job - nearly invisible.

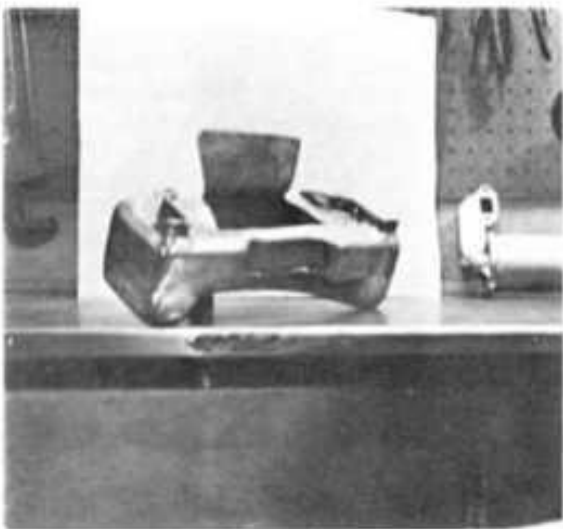


Attractive, completed repair job with decal letters.

This particular tank, you will notice, was equipped with a gas gauge. The sight tube was replaced with a new piece of acrylic tubing which is impervious to gasoline and breakage. To prevent the gas from leaking in the sight tube mount, I used neoprene plumbing washers. The decal on this tank was manufactured by painting a red band on the tank. The letters are gold decals outlined in black and the black band around the perimeter of the red is 1/4" pressure sensitive tape. A coat of varnish over the finished decal will prevent lifting of the letters or the border tape by inadvertant spillage of gasoline.

Note: Do not drop finished tank on garage floor. This causes grief and undesirable vocabulary.

JIM ALTMAN STRAIGHTENS AN ALUMINUM GAS TANK



Nothing adds more to a good restoration job than a nice, straight and shiny gasoline tank on your outboard motor. To straighten the tank, cut out a place in the bottom of the tank (see picture). This gives you plenty of room to get inside and hammer out the kinks. After completion of the straightening, bend this part back in shape and Heli-arc weld. The belt line where the tank was welded at the factory is the hardest part to get straight. However, this is no problem. Mask off the exact size of the tank decal and fill this part in with Epoxy Resin. Then, sand to a flat, smooth finish using a wood block to hold your sandpaper so you'll get no low places. This will give you a nice base for a tank decal when you find one. Until then, you can purchase nice decal letters at the five-and-dime store for about 35¢. Sand & buff rest of tank to a mirror finish.

TRADER'S COVE

by R. H. ZIPPS

GENERAL REQUIREMENTS APPLICABLE TO CLASSIFIED ADVERTISING

1. a) Members - Complete AOMCI Form 101 or include: Make, Year, Model, Serial Number, Number of cylinders, runs or not, condition of compression and spark, list parts missing, overall condition, features, prices, state if member.
b) Non-members must complete AOMCI Form 101. Obtain forms from writer.
2. Advertising rates: Members - free except parts and literature for sale type ads. Should be neatly typewritten. Non-members \$1.00 per 3 line, 1 column ad. Other non-member advertising space is available at \$5.00 per quarter page, \$10.00 per half page, \$20.00 per full page of camera-ready repro ad copy.
3. Closing Dates: All ads must be received not later than the 1st of the month preceding the date of issue.
4. Transactions based on good faith: Deliberate misrepresentation, or violation of the code of business ethics and good sportsmanship, will constitute grounds for refusal of advertising, and may result in disbarment from this club.
5. Warning to purchasers: The AOMCI will accept no responsibility for any unsatisfactory transaction involving articles which either have or have not been described in accordance with the provisions of paragraph one.

PARTS AVAILABLE FOR SALE OR TRADE - Please include postage: Lockwood Chief parts, ignition plate, flywheel, crank and case, one rod, piston, lower unit, driveshaft and casing; Lockwood Ace parts, gas tank, ignition plate, flywheel, crank and case, rods, pistons, complete lower unit with propeller and one salvageable cylinder. Evinrude & Elto: Speeditwin, two gas tanks, late crankcase, lower unit parts and some crankshafts, early mag and carburetor; Speedifour, Rods, crank, case, magnetos and flywheels; Sportfour, new Michigan prop - \$10; Evinrude R Fastwin, basic powerhead, gas tank, ignition, clamps and D.S. assembly. Mercury: have three Super 10's (KG-7), one may be the second unit off the production line - Serial 405002, all in complete running order, \$15 each; Mercury KB-3, lower unit needs work; Perfect 20H cowls - \$15/set, Mk 15 cowls, new, \$20/set;

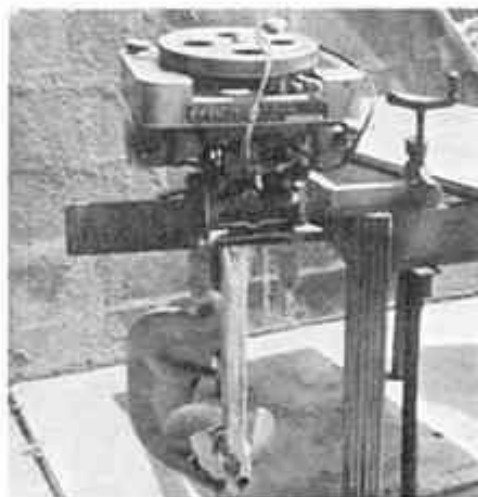
Johnson: S-45 parts including crank and rods; PO-XX parts including crank and rods, also new case - \$10, used case - \$5; P50/75 crank, reground with new rollers - \$30, new timing gear; Model A-35 lower unit, crank and rods & pistons; A-50 cylinders, nearly new - \$15; J-25/70 cylinder, nearly new - \$15; Model A and J rings, \$1 per set of 7 (new); Duplex outboard oil, 30 or 40 weight in original cans, no dents or rust, \$1.00/quart PPD. (I've decided to keep spark plugs, sorry). Don't miss out on the oil, it's really neat - only 30¢ more a quart than contemporary brews. Also have gaskets for many Johnson and Evinrudes, including exhaust gaskets for manifold. MOTORS WANTED - Any motor built before 1915 except Evinrude singles - Caille 22 HP "C" class Red Head - Van Blerck Ensign - 4 cycle Cross Twin - Koban with one piece block and case - 1930/32 "4-60" 60 cubic inch OMC stock or stock racer - Johnson PR 60 or later, stock, like my SR, pg 30, January '70 Antique Outboarder - Indian - TR Johnson - 1929 Elto Quad - Electric Starting, any HP or make. PARTS WANTED - Wanted to borrow for casting pattern, 1934 Evinrude "Lightwin Imperial" front cowl; Early, circa 1915 Caille/Motorgo crankshaft and coupling, magneto coil, muffler and manifold; Want to borrow or buy - 1930 Elto Quad timer case. Thank you, members for your response to my last ad. Bill Kelly 10201 114th Place N.E. Kirkland, Washington, 98033.

PARTS FOR SALE OR TRADE - Johnson, any part for LT models; any part for LS and MS models except cylinders, cranks and gearcases; KD15 carb bodies and rear prop shaft bushings; KD15 needle valves 65 cents each. Champion, Magneto plate, lower unit transom clamp for single cylinder model; carburetor for twin, \$4, good shape. Muncie, transom clamp, rope sheave and tower housing for 4 HP twin; Elto, Rudder twin minus cyl, flywheel, pistons, coil and timer: gas tank doesn't have a dent; new parts, Evinrude Zepher conn. rod \$2/ mag cut-out springs 25 cents/ prop shaft \$3/ set of gears \$6.50/ throttle springs 35 cents /inlet (float) needle and seat \$1/ assorted carb gaskets 10¢-25¢ each. Johnson LT, LS & MS models, breaker points 85¢ per set/ prop shafts \$2.50/ gears \$5/ conn rod \$2/ new rope sheaves for models 100, 200 and 210. PARTS WANTED for 1928 Elto Quad - 4 cylinders, one piston, set of radial finned exhaust manifolds, 2 cranking knobs, one timer, 2 transom clamp thumb screws, one flywheel with good nickel finish, one crankshaft and 1 prop nut. WILL TRADE FOR QUAD PARTS Evinrude 4-60 pistons & rings and flywheel/ 1939 Elto Cub † HP (missing steering handle, exhaust manifold and exhaust tube). Contact Gary L. Smith, 5708 Benjamin Avenue, Bremerton, Washington, 98310.

MOTORS FOR SALE- PAID ADS

ELTO: Mod C; Ser 23243; 1925; 3.0 HP; opposed twin; has rudder; battery ignition; does not run; good compres; complete; good overall cond; see photo at right; Leonard Howell; 40 E. Indian; Norristown, Pa. 19401

JOHNSON: Mod KA-10; Ser 368605; 1940; 9.8 HP; alternate twin; runs; compres excellent; motor used very little; no dents; complete; decals original; Lester Peters; 550 East A Street; Dixon, California 95620



MOTORS SEEN

CALLE: early model; H. Murrill; 8097 N. Lake; Loomis, Calif. 95630

ELTO: Mod G; Ken Gray; 6521 North Wildwood; Westland, Mi. 48185

ELTO: Ser G12490; A. Lamar; 497A Sue Ave.; Baltimore, Maryland

ELTO: Ser 91363; Erling Wade; Box 54; Big Fork; Montana

EVINRUDE: Row Boat Motor; C. Wick; 6003 S Puget Snd; Tacoma, Wash 98409

EVINRUDE: H. Kircher; 676 N. Alleghany Ave; Lindenhurst, New York

EVINRUDE: Mod 4212; E. Siemens; 202 W Francis; Saint Joseph, Missouri

EVINRUDE: Row Boat Motor; P. Geary; Box 123; Gilchrist, Texas 77617

EVINRUDE: Ser F1732; H. Sielert; 459 N.E. Sterling; Roseburg, Or. 97470

EVINRUDE: Speeditwin; B. Brown; Box 143 Mt. Nebo Rd.; North Bend, Ohio

EVINRUDE: David Grade; 766 North 3rd Ave.; Cedarburg, Wis.

JOHNSON: Mod PR-40; L.J. Kerne; 3117 Calhoun St.; New Orleans, La. 70125

JOHNSON: Edward L. Lowery; 214 E Leoser; Tahlequah, Okla. 74464

MOTORS SEEN

ELTO: Mod C; Ser 23401; M. Hanson; RR 1 Box 274; Shawano, Wisc. 54166

ELTO: Ser G35112; J.W. LaReaux; 2560 23rd; Sacramento, Calif.

ELTO: Folding; Earl Hofele; 3850 Hillmont; Dayton, Ohio

ELTO: Ser G22364; Oscar Niece; 837 Vista Ave; Page, Arizona

EVINRUDE: Ser N6356; J. McDermid; Box 65; Conrad, Mont. 59425

EVINRUDE: Mod A; James Perkins; 2602 Cllo; Flint, Mich. 48504

EVINRUDE: Inboard Twin; V. Thomas; 1805 Ellis; Iowa Falls, Iowa 50128

EVINRUDE: A. Schrubbe; 5372 North Lovers Lane; Milwaukee, Wisc. 53225

EVINRUDE: Mod 4313; N. Wagner; 2549 N Buffum; Milwaukee, Wisc. 53212

EVINRUDE: Alky 460; J.L. Griffith; 640 N Winnequah; Madison, Wisc.

EVINRUDE: Row Boat Motor; J. Hill; Box 415; Guilford, Maine

JOHNSON: Mod TDL; Lloyd Collins; P.O. Box 235; Avila Beach, Calif.

JOHNSON: Roger Edwards; P.O. Box 353; Gillett, Arkansas

MOTORS SEEN

ELTO: Ser 424-0773; Ken Hogue; 6054 Kane Court; Dayton, Ohio 45431

ELTO: no other info; E. Staats; 4523 Sherwood; Downers Grove, Ill.

ELTO: Ser G33241; Mrs. E. Smith; 620 Sexton St.; Struthers, Ohio

ELTO: Scout; M. Wescott; 4244 Cabrillo Way; Sacramento, Calif.

EVINRUDE: Mod 4359; C. Nielson; Box 664; Hayward, Calif. 94543

EVINRUDE: Mod 4383; W. Drake; 256 Mandeville; St. James 12, Manitoba Can.

EVINRUDE: Mod 4348; R. Auldridge; 2579 Old Napa Rd.; Sonoma, Calif. 95476

EVINRUDE: Mod A; Ser 91926; E. Young; Box 1391; Huron, South Dakota 57350

EVINRUDE: Mod A; Norbert Pohl; 1342 N Main St.; Delphos, Ohio

EVINRUDE: William Larson; 714 High Ave. South; Renton, Washington 98055

JOHNSON: Jesse Cockell; Rt. 1 Box 531; Toledo, Oregon 97391

JOHNSON: Mod DT; A.P. Sommers; 1809 Highland; Salina, Kansas 67401

JOHNSON: V-45; Mrs. John A. Hackl; Three Lakes, Wisconsin 54562

Vern Ahlstrand, 310 Sunset Court, Northbrook, Illinois 60062 needs a transom clamp lock (mounts in clamp bracket) for his Evinrude Imperial Lightwin. Can anyone help?

MOTORS SEEN

JOHNSON: Mod PO-15; D. Flodic; Box 4708; Bainbridge Isl, Washington
 JOHNSON: Mod A-35; Mrs. R. Gorecki; 209 E Melenady; Ludington, Michigan
 JOHNSON: Harold Grant; 1733 West 49th Street; Los Angeles, Calif.
 JOHNSON: Mod J; E.H. Dumont; 17913 Windward; Cleveland, Ohio
 JOHNSON: Mod 110; H.L. Swift; 114 Everett; Middleboro, Mass.
 JOHNSON: Mod 100; H. Comer; 67 Saxon Ave.; Springfield, Pa. 19064
 CHAMPION: Ray Francis; 12010 Anderson; Sugar Creek, Missouri 64034
 S&A KING: Paul Seibert; 434 Oak Street; Ludlow, Kentucky 41016
 WATERMAN: H. Murrill; 8097 North Lake Circle; Loomis, Calif. 95650

MOTORS SEEN

JOHNSON: Mod A-35; R. Fluri; 238 Maple St.; Freeland, Penna.
 JOHNSON: Mod LS-37; H. Lash; 8018 Mobilair Dr.; Orlando, Florida
 JOHNSON: Mods S45, A25, 210; Jack Pasqua; Box 12; Geneva, New York
 JOHNSON: Mod A; C. Davis; 29201 Sunnydale; Livonia, Mich.
 JOHNSON: Jack Patching; Star Rt 4 Box 464; Randl, Washington
 KOBAN: H. Kitchin, Jr.; 1303 Claremont Ave.; Richmond, Virginia
 EVINRUDE: Mod 4148; C. DeWolfe; Main Street; Williamstown, New York
 WATERWITCH: Mod 571-21; A. Nelson; 4768 Haase; Fair Oaks, Calif. 95628
 MISC: W.S. Taylor, Sr.; RFD #1 Mason Mills; Greenville, New Hampshire
 Ontario, Canada

MOTORS SEEN

JOHNSON: Mod J; H. Fyhr; 4574 Wood Street; Willoughby, Ohio 44094
 JOHNSON: Many misc; E. Turk; P.O. Box 1388; Lake Havasu City, Arizona 86403
 JOHNSON: Mos OK-15; Orville Forseth; Sexsmith, Alta. Canada
 JOHNSON: Mod KF-45; Evert Rice; P.O. Box 295; Summit City, Calif.
 JOHNSON: Mod A; J. Thorpe; 3113 West Applenton Drive; Granger, Utah
 JOHNSON: Many misc; A.C. Reese; 200 Main; Phoenix, Oregon
 CHAMPION: Ser 20146; J. Zientek; 2134 Castro; Martinez, California
 WATERWITCH: Mod MB-10; G. McCarthy; 6155 North 17th; Phoenix, Arizona
 CLARK: Harvey Sherrard; RR #1; Goulais River, Ontario, Canada

Member Fred Emerson of 627 Illinois Avenue, Elgin, Illinois 60120 is trying to complete a restoration job and needs a MS4A or MS45D Tillotson Carburetor. Can anyone help?????

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