

VOLUME 6

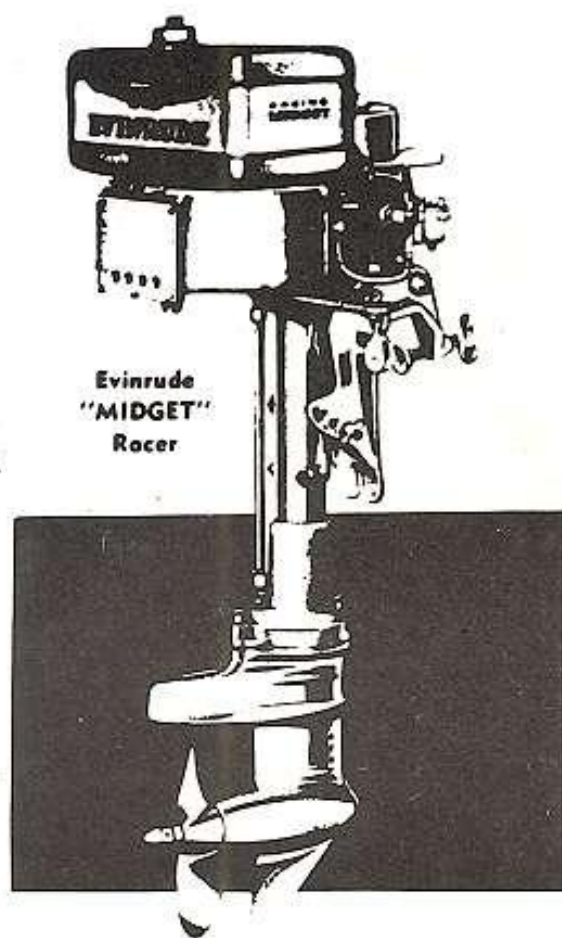
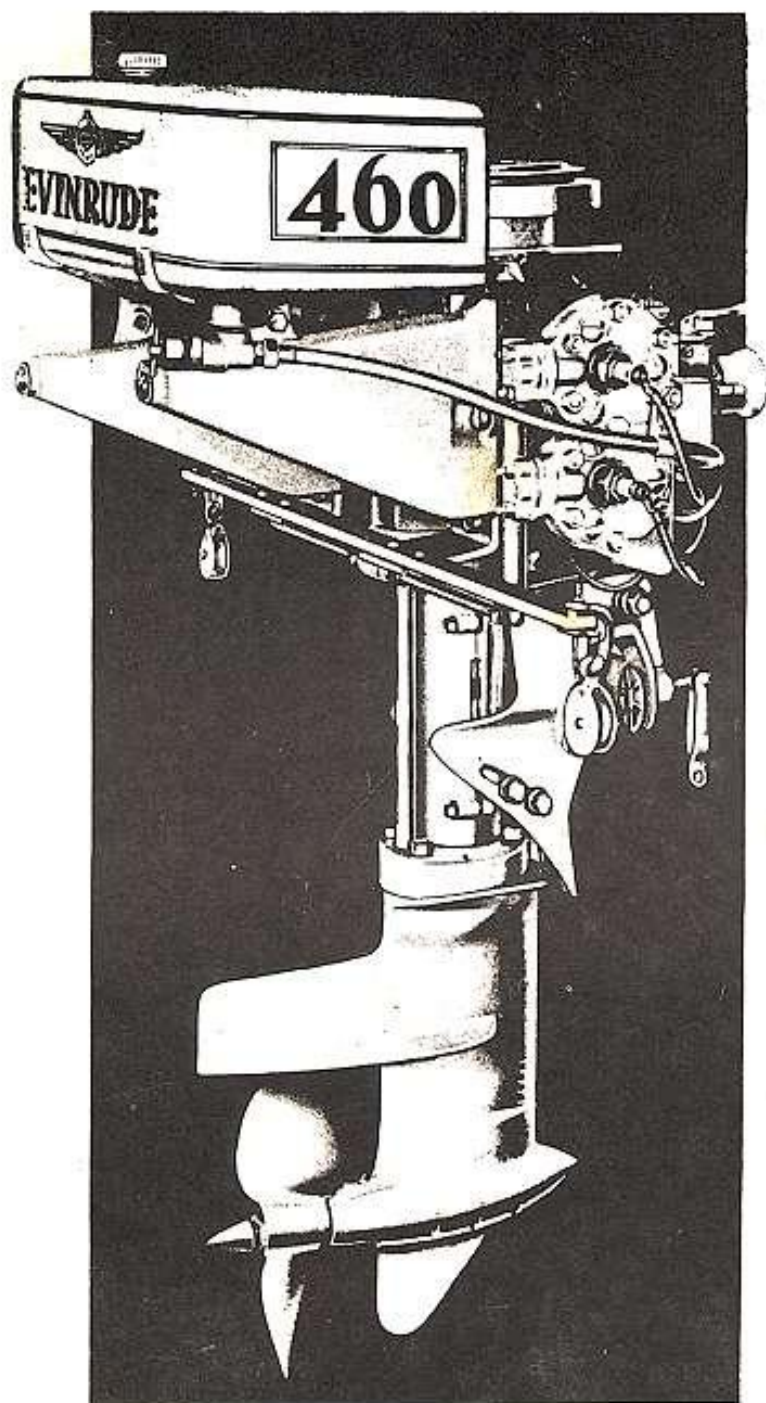
NUMBER 2

APRIL 1971



# THE ANTIQUE OUTBOARDER

The Pioneering Authority



**RACING  
REVIVAL!  
PAGE 34**

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 \$9.00 per year. Other membership information available on request. Address membership requests to A.O.M.C., Inc., 20505 NW 3rd Av., Miami, Florida 33169.

### Club Officers, addresses and duties:

<b>President</b>	David R. Reinhartsen .....	8819 Enfield, Northridge, Calif.
		Coordinator of A.O.M.C.I. activities.
<b>Vice President &amp; Editor</b>	Robert W. Brautigam .....	2316 W. 110th St., Bloomington, Minn. 55431
		Edits and mails <i>The Antique Outboarder</i>
<b>Treasurer</b>	John C. Harrison .....	1000 N.W. 54th Street, Miami, Florida 33127
		In charge of financial affairs.
<b>Secretary</b>	Carol R. Reinhartsen .....	8819 Enfield, Northridge, Calif.
		Keeps A.O.M.C.I. records.
<b>Parts Aquisition</b>	Marcus Wright III .....	30 Crest Dr., Little Silver, New Jersey 07739
		Helps members find parts for restoration.
		Gives technical advice on 1921 to 1929 Eltos.
<b>Membership Chairman</b>	Richard M. Jones .....	20505 N.W. 3rd Ave., Miami, Florida 33169
		Keeps A.O.M.C.I. membership records.
<b>Classified Editor</b>	Robert H. Zippis .....	24A St. Regis St., E. Hartford, Conn. 06108
		Management of the classified section of <i>The Antique Outboarder</i>
<b>Newsletter Editor</b>	William G. Motley II.....	20804 Hart St., Canoga Park, Calif. 91306
		Prepares the Newsletter
<b>Historian</b>	W. Jim Webb .....	2560 N. 97th St., Wauwatosa, Wisc. 53213
		Worlds foremost authority on outboard motor history. Author of a column, "Of Historical Interest", for <i>The Antique Outboarder</i> .
<b>Curator</b>	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> .
<b>Special Features</b>	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> .
<b>Racing Editor</b>	B.W. "Bud" Cowdery .....	3050 Ormond Dr., Winston-Salem, N.C. 27106
<b>Motor Registration</b>	Robert B. Hampton .....	54 Clinton Avenue, Eatontown, N.J. 07724
		Keeps registrations of antique outboards.

YANKEE CHAPTER- Peter Hunn, 124 Old Farms Road, Simsbury, Conn., 06070

KNUCKLE BUSTERS CHAPTER- H. Tom Luce, 760 Boulevard, Westfield, N.J. 07090

FLORIDA CHAPTER- John C. Harrison, 1000 N.W. 54th St. Miami, Fla. 33127

MIDWEST CHAPTER- William Rose, 714 Bluff St. Waukegan, Illinois, 60085

LOS ANGELES CHAPTER- D. Reinhartsen 8819 Enfield, Northridge, Cal 91324

SAN FRANCISCO CHAPTER- Bill Salisbury, 1105 Hunterston Pl. Cupertino California 95014

TWIN CITIES- Glenn Ollila, 9645 Pleasant Av. Bloomington, Mn. 55420

SEATTLE CHAPTER- Bill Kelly, 10201 114th Pl. NE Kirkland, Wash. 98033



# THE ANTIQUE OUTBOARDER CONTENTS



April, 1971

Club Briefs	Page	2	
Eltoing in The West Indies		3	
From The President		4	Cover:
Letters to The Editor		5	
Check List For Sharp Running		6	A pair of Evinrude racing machines
Special Interest Group News		7	
Of Historical Interest		11	The "F" Class
A Case of Blackmail		13	4-60
Notes From The Curator		14	The "M" Class
Hartford Boat Show 1971		19	Midget
Special Feature		20	
Twin Cities Chapter News		24	
Johnson Light Twin		26	
Service Clinic		29	
The Facts Are...		30	
4th Annual Connecticut Indoor Meet		33	
Racing		34	
Florida And Knuckle Busters News		36	
Midwest And Yankee Chapter News		37	
Trader's Cove		39	

## AOMCI EXECUTIVE COUNCIL

Dick Anderson	Bill Kelly	Bill Salisbury
Bob Brautigam	Tom Luce	Jim Smith
John Harrison	Bill Motley	Sam Vance
Dick A. Hawie	Glenn Ollila	W. Jim Webb
Peter Hunn	Don Peterson	Mark Wright
Dick Jones	Dave Reinhartsen	Bob Zipps
	Bill Rose	

*The Antique Outboarder*

Volume 6 • No. 2

April, 1971

Published quarterly by the Antique Outboard Motor Club, Inc.  
Publication offices - 2316 W. 110th St., Bloomington, Minnesota 55431

Single copies: \$2.00 except as included with Club membership. Subscriptions: Nonmembers - \$7.00 per year  
Change of address should be forwarded two weeks in advance and zip code numbers should be included.

©A.O.M.C., Inc., 1971 All rights reserved.

# The Antique Outboard Motor Club Inc



## CLUB BRIEFS

IMPORTANT   IMPORTANT   IMPORTANT   IMPORTANT   IMPORTANT   IMPORTANT   IMPORTANT

Members are urged to check your membership cards and renew your annual dues before receiving a notice. Your remittance early will save the Club time and money. All dues should be forwarded to Mr. Dick Jones, 20505 NW 3rd Av., Miami, Florida, 33169.

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 to it that your ad is properly processed and sent along to the magazine.

RICHARD C. MICHEL IS OUR CLUB CARTOONIST. LET DICK KNOW OF ANY PUNCH LINES OR IDEAS for a cartoon you may have. Dick's address is: 494 Windsor Road, River Edge, N.J., Zip code 07761.

THE ANTIQUE OUTBOARDER COULD USE A PICTURE OF YOUR MOST UNUSUAL OUTBOARD MOTOR, ALONG with a brief paragraph or two about its characteristics and how you aquired it. The idea is to assemble all the material into a story about unusual outboards for a later issue of the magazine.

THE ANTIQUE OUTBOARD MOTOR CLUB WAS PLEASED TO PRESENT ITS 1st Meritorious Service Honor to Mr. W. Jim Webb, on February 20, 1971. Jim has devoted his entire career to outboard motors, and since his retirement, has given freely of his time and money towards researching and writing his fine and useful book "The Pictorial History of Outboard Motors"; and towards furnishing a great deal of assistance to the AOMCI by supplying personal responses to the many, many Club member requests for information; and for his key role in helping to manage the administrative matters of the Club.

The award itself, pictured at the right, is made of a walnut plaque upon which is mounted a red, white and blue ribbon supporting a decorative brass disc inscribed with Jim's name. At the top of the plaque is a brass plate naming the Club and the award. Jim wrote later that his wife was just as thrilled over the award as he was. In the letter, he expressed his thanks to everyone.



THE STACK OF CLOTH SHOULDER PATCHES EMBROIDERED WITH THE CLUB EMBLEM IS COMPLETELY GONE and no longer can be supplied. However, a new supply of Club emblem decals is expected to be ready soon. The date and location of availability will be announced.

SPECIAL NOTICE: MEMBERS ARE REMINDED OF THE DUES INCREASE PREVIOUSLY REPORTED IN THE February, 1971 Newsletter. The new dues have been stabilized at nine dollars (\$9) per year. The February offer of a special 3 year membership at the rate of \$20 is hereby rescinded. Also, the price of back issues of the magazine has been raised to \$2.00.

MEMBERS ARE REMINDED OF THE IMPORTANCE OF FURNISHING THE CLUB NEWSLETTER c/o BILL MOTLEY, with the dates of Chapter doings and local meets, as well as a continuing supply of advertisements (via Bob Zipps). The regular mailing dates of the Newsletter offer an excellent vehicle for timely Club schedule information and motor/parts ads.

THE AOMCI PARTS SOURCES MANUAL HAS BEEN UPDATED, REPRINTED AND IS IN THE PROCESS OF BEING mailed to members under the sponsorship of Mark Wright.

TWO MORE SPECIAL INTEREST GROUPS NOW HAVE LEADERS. THE CLARKE TROLLER GROUP IS HEADED by Phil Kranz and P.S. Brooke Jr. heads up the small inboard group. These gentlemen were kind enough to volunteer their services. Give them your support!

JOHN HARRISON OF FLORIDA RECENTLY ACQUIRED A "BIG IRON" JOHNSON XR, IN CONTRAST TO TOM Luce's recent acquisition of a Clarke Troller. Tom says that compared to "big iron", he has "little aluminum".

ANYONE HAVING KNOWLEDGE OF, OR PICTURES OF A DIESEL OUTBOARD, PLEASE PROVIDE SAME TO Mark Wright (address inside front cover). He needs the data for a planned article.

WALTER WEIDMANN OF NEW YORK VISITED THE MIAMI CHAPTER GANG ON THE 3rd AND 4th OF MARCH. It's reported that Walt got away OK, by keeping one hand on his wallet; but also that he did suffer a bent ear from hearing so much about Johnsons. No "Caille Comrades" for Walt are known to be in the Miami area.

JIM WEBB'S BOOK HAS NOT BEEN AVAILABLE FROM RENAISSANCE EDITIONS CO. FOR SOME TIME..... The reason is that Renaissance sold out to Corinthian Editions about 2 years ago. At the time of the sale, Renaissance sold the entire inventory of Jim's book to Joe Reiner Outlet Book Company, 419 Park Av. South, New York. Since then, the book has been available at a variety of stores.

RECOMMENDED READING!!!! ON PAGE 24 OF THE MARCH 1971 "SPORTS AFIELD" MAGAZINE YOU'LL find a fine story called " New Life For Aging Outboards" written by Mr. Zack Taylor, Sports Afield Boating Editor, who credits the Club, and particularly Mr. Mark Wright.

.....

# *Eltoing* in the West Indies

by Mark Wright



J Elto ready for Speed Trials. Rudder is folded back (I think! Ed.).



Taking a break during trials along the Salt River, St. Croix. The Wrights with Melanie Taylor (front of boat) whose father is Zack Taylor, Boats Editor of Sports Afield and old friend of AOMCI.

Eleven hundred miles eastward of Miami and seventeen hundred miles southeast of New York City lie the U.S. Virgin Islands, consisting of St. Croix, St. John and St. Thomas. At least once a year, a J Elto can be heard speaking on St. Croix (pronounced croy) much to the amazement of all there, after they find out it is 44 years old.

The story began several years ago when the Wrights decided they liked the Island so much, they would vacation there on a regular basis. Soon, they realized a boat and motor would add to the enjoyment. Nicholas Wyeth produced a fine J Elto from Maine, formerly the property of a family friend, and soon

(Continued on page 18 )

\*\*\*\*\*

# From The President

April, 1971

One element of strength in the growth formula of any organization is its image in the public eye. By "image" I mean the Club's impression made and remembered by others- specifically those outside the Membership. I believe we all want a high class image for the Club, such as that enjoyed by fellows belonging to the antique automobile, aircraft and inboard boating organizations.

We all can think of a reason or two why these groups have been able to build a class image; but right up front has to be the fact of the Public's view that such hobbies are associated with excitement, glamour and wealth. Whether true or not, the Public's view is a powerful force that can make, or break, the strong image we wish to have.

How then, can we as antique outboarders achieve a favorable Public view? Well, there are a number of ways. The first that comes to mind is neatness. Let's make sure our personal appearance is tops for meets and other Club functions. Throw away those dirty coveralls and dress as though this Club is something special. You may even find it fun to dress in a costume of the Twenties or Thirties. Next, let's do the same for our equipment. By this I mean don't let a banged-up, grease dripping motor of ours go on public display - or a mechanically unsound motor get to a meet where people are watching. Pulling on a starter rope for 20 minutes, with no results, in front of a bored audience is bad publicity for the Club.

Just as important is the excitement and glamour angle. To a large extent, there's already excitement and glamour in the "mystery" of the revived past. All we have to do is capitalize on it a bit. Let's put as much shiny, clean brass and aluminum out front as we can. Avoid using a burdensome barge with no performance. No engine can possibly look good, or operator either, when the boat you have chosen is not properly sized, well equipped and sound - not to mention brightly finished.

Work on this idea too! Get the ladies involved more than ever. Many are good boat drivers while others may be pleased to help paint, come up with a costume or help out with the picnic lunch. Who knows, once interested, they may not watch the boating budget so close! Lastly, let's pick up our own attitudes. We can build more of our own pride in the Organization by the conservative reflection of our experience, ethics, accomplishments and knowledge to those outside the Club. By simply "trimming the ship" we can get a running start towards capturing that favorable Public Eye.

**SEA HORSE '25'**  
**DECALS**      **GIANT TWIN**  
**\$20**      John G. Harrison  
**SET**      1000 N. W. 54th Street  
                 Miami, Florida 33127

## REMEMBER

Richard M. Jones is handling all new & re-newed AOMCI Memberships and records. All applications, dues and address corrections should be sent to him at 20505 N.W. 3rd Avenue, Miami, Florida 33169  
PLEASE CHECK YOUR OWN MEMBERSHIP DUE DATE AND RENEW EARLY. SAVE THE CLUB \$\$

# LETTERS TO THE EDITOR

WANTS ANNUAL MEMBERSHIPS ON A FISCAL YEAR BASIS... Why not put our memberships on an annual basis, due in January each year, instead of the present system. We could save Dick Jones a lot of work, and the Club a lot of postage this way. All new members joining up until the first of October would be members for the current year and would get all back issues of the magazine for that year. Anyone joining after October 1 would have their membership effective for the following year.

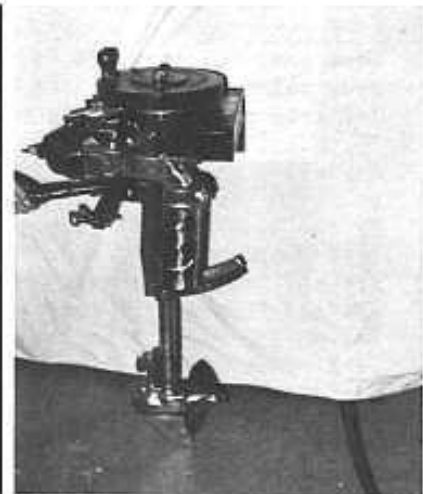
A self addressed reminder envelope would be enclosed with the January issue and all current members would pay at that time. I'm sure a way could be found to phase in such a system. I belong to other organizations that operate this way, and it seems to work well. I would also like to see our annual dues set at \$10.00. This would give the Club more money and we would be able to maintain the excellent quality of our publications despite rising costs, including new postal rates. Signed: Phil Kranz

TRADING IDEA!... Here's a trading idea I use with good results. I have been able to get about three or four Johnsons and Evinrudes of 3 to 5 HP that are runnable, or easy to repair, for \$3 to \$10 each. We clean these up and use them for trading stock on motors we really want. A Caille Red-Head actually cost me about \$7 in this manner. The man who had it said his son wanted to get it running for use on his fishing skiff. I fixed up a Johnson of 1941 vintage and traded him even-up. Everyone was happy! Try it! Signed: Ron Duckworth

1911 VINTAGE EVINRUDE... The picture at the right is of my 1911 Evinrude, apparently one of the oldest on record. The serial number on this motor is 8593X, as stamped on a brass plate which is soldered to the gas tank. I notice that the flywheel is the same as that shown on the 1914 model Evinrude appearing on the cover of the July, 1969 Antique Outboarder. The lower unit and crankcase are made of brass tubing and brass castings. I bought this motor from an old Johnson dealer in Omaha, Nebraska. He had bought it at a farm auction. As you may imagine, the motor was in pretty bad shape. That is, no propeller, muffler or exhaust manifold. I was really puzzled as to the exact model year of the motor, especially at the date of July 18, 1916, stamped on the serial number plate. I contacted Mr. Webb, who informed me that the X designation indicated the motor was factory rebuilt. He also said the practice then was to keep the original serial no. but add an X after it. He also said this specific serial number was probably built in 1911. Being rebuilt explains the later model flywheel magneto on this motor which was originally battery ignition. Signed: Jim Murphy, Jr.

SOME WATER MILES DUE ON THIS ONE... The photo at lower right is of a 1936 model 100 Johnson with my boy, Ron, holding it. I had just finished restoring it the day this picture was taken. This engine was acquired from Mr. Rhinesmith of LaPorte, Texas. He had purchased it new in 1936, and still had one extra prop, three extra spark plugs and one point wrench - all as yet unused.

My father, who is also an enthusiastic engine man and now a member of AOMCI (naturally), actually performed the transaction of paper-for-iron, as he was in Texas at the time, on business. He had the engine flown to Kansas City, where I picked it up in May of last year.



I now have several engines which, thanks to my father, have more air miles than water miles. I hope to use this engine on a canoe this summer and put some water miles on it for a change. Best of cranking to you, Ron Ellis.

HOUSEHOLD MOVE FOR AOMCI'er PROVES TO BE A BIG JOB!... This past Fall I moved from the Northern frontier near Marquette, Michigan, down to Shreveport, Louisiana. My wife was good enough to move 10 of my motors for me while I towed our travel trailer with our other car. I'm a Major in the Air Force and the Government will not ship my motors for me. However, because of my love for the old timers, I refuse to let the Government get me down.

I have approximately 25 motors spread out all over the country from Michigan to Shreveport to Maryland to Pennsylvania which is my home. I managed to take my favorite motors to Shreveport with me - they include a '28 Elto Quad, a '28 Elto Speedster and a Johnson PR-65 which I enjoy running very much. I really hope I can get to some of the Meets now that my new job allows more time. Sincerely, Harry (Dick) Frantz

## CHECK LIST FOR THE SHARP RUNNING ANTIQUE OUTBOARD MOTOR by Mark Wright

Most of us have a favorite service engine or two in our collection, that we like to run most often. Typically, it is a two cylinder, opposed model, in good condition. The engine, as is, starts easily, idles well, will run at top RPM nicely and is reliable to the extent it can be run all day long, day after day. The chances are this favorite engine can be made to run better than it will right now! Following are some points to check over:

### In Your Shop-

- 1) Does each rod cap, rod bolt, connecting rod, wrist pin and piston weigh within 1/2 gram of its opposite cousin? See pp 34, July, 1970 Outboarder.
- 2) Any stuck piston rings? Are you sure?
- 3) Are both pistons exhausting at precisely the same moment? See pp 34, July, 1970 Outboarder.
- 4) Are the lower unit gears meshing so they are not "bottoming" into each other, or set so far apart that they just "wipe" each other? Only a tiny and barely perceptible backlash of a few thousandths of an inch is desirable.

### Preparing For The Boat Test-

- 1) Have you carefully mixed the fuel in the proper oil/gasoline ratio using two cycle engine oil? See pp 33, October, 1970 Outboarder, and avoid the new, low lead gasolines.
- 2) Have you filed the leading, not trailing edges of the prop to razor sharpness?
- 3) Borrowed a vibrating reed or electric tachometer to take with you?

### On The Boat-

- 1) With wide open throttle, is the spark advance set at only the MINIMUM amount required for top attainable RPM?
- 2) Once 1) above is arrived at, have you leaned the carburetor needle 'til RPM drops and then enriched the needle until maximum RPM reappears? See pp 26, October, 1969, Outboarder.
- 3) When 1) and 2) above are done, check RPM with the tachometer. Does engine Rev up to its rated RPM, or a couple hundred revs higher? If yes, prop is OK. If RPM is too low, try lower pitch prop or send prop to Michigan Wheel Corp., Grand Rapids, Michigan, 49502, to reduce the pitch. Tell them how many RPM you need, describe boat and give engine particulars. See pp 25, October, 1969, Outboarder.
- 4) Once proved your engine is wearing the correct propeller for your boat, experiment with the heat range of the spark plugs so the proper ones get installed. See pp 14, July, 1969 Outboarder; also, pp 25, AOMC "Rebuilding Antique Outboard Ignition Systems".

Like everything else, you have to do some work to get ahead. In almost every case you will find the few hours to do the above will reward you with a considerably smoother and better running "favorite" engine, adding also to your mechanical skills with the attendant pride of accomplishment.

Be honest with me: Don't you really get a modest kick out of having another collector compliment you on how well your Antique runs? And how about the satisfaction of towing the fellow with the large engine with your smaller one? Get busy, man! The check list will show you how it's done!



# Special Interest Group News

Here's a list of the different Interest Groups intended to help focus on your needs for literature, information, parts and fellowship regarding your favorite motor or subject. Notice that not all of the Groups have leaders - volunteers are needed! Write to the Antique Outboarder magazine publishing office.

Giant Twin - Don Peterson  
Lockwood Chief - D. Reinhartsen  
Johnson PC - Bill Salisbury  
Johnson V Series - J. Harrison  
Johnson A Series - Bob Zipps  
Antique Boats and equipment

Mercury - Bill Kelly  
Unusual and rare motors  
Inboards - P.S. Brooke Jr.  
Racing engines and souping  
Watermans - Dick A. Hawie  
Research - Dick A. Hawie

Clarke - Phil Kranz  
History - W. J. Webb  
Eltos - Mark Wright  
Cailles - W. Weidmann  
Lockwood - R. Anderson  
Martin - Glen Ollila

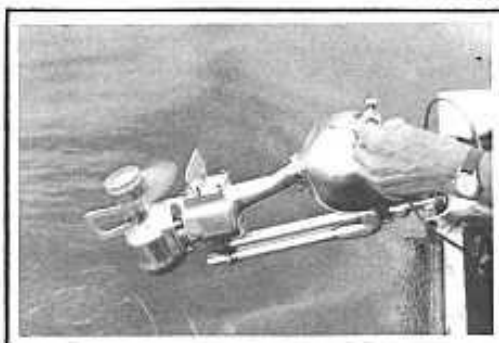


Photo above is Tom Luce's 1938, 1.2 HP, model T38 Clarke Troller in action. These motors are always started out of water and run at two speeds - off and on.

Clarke Troller News - Phil Kranz. In this issue, I would like to introduce a new special interest group devoted to the Clarke Troller, a small motor built from 1938 until 1941. Aside from Tom's engine at left, other photos of a Clarke appear on the cover and page 13 of the October, 1969, or the January, 1970 Antique Outboarder, page 37.

The purpose of this group is to identify, exchange and coordinate any information we can about the Clarke, and to develop a registry of who has what engine. Please, any of you who have a Clarke, or want a Clarke or are interested in the Clarke - write to me at: 4472 Bullock Road, Slingerlands, New York, 12159 and tell me about it. Include any specs and information that you can. What condition is your motor? How many do you have? Serial number? What parts do you need? What extra parts do you have? Do you have any literature? Do you

know of any former dealers? Any hints on repairing, restoring, running, finding or making parts? Do you need a sparkplug or condenser? I may be able to provide some. Does anyone know of a two cylinder Clarke? Supposedly some were made!

Drop a line to me now, while you're thinking about it. Help your Club and your Club can help you. Send along a picture if you want to. I presently have available a reprint of a 16 page Clarke Troller manual at a cost of \$1.00 postpaid. Get one now, even if you don't have your motor yet. Who knows? You might find one next week! Several members have motors already but the manuals are not easy to come by. More next issue!

Mercury Owner's Corner - Bill Kelly. First, an explanation why I, an OMC dealer, chose Mercury as a special interest group to head-up. I, as I'm certain many other members are, am a long time standing boat nut. As a kid, I was attracted to Mercs by the high speed "Quickie" or Quicksilver lower unit. I obtained a KG-7H for \$5.00 on an insurance "total" from a marina in Michigan. I rebuilt it (it had gone under, running, and had blown-up) and ran it on a A-B runabout. Later on, I got a KG-9, then a Mark 40, a KF-9 and a KG-9H. This last motor I ran in some of the Midwest Marathons, but with little success. Upon moving to Seattle, I have raced in all of the stock runabout classes, some hydro and A,B, and C "Alky" - all with Mercury engines. I've sold out all but a few now, and am working on a new OPC setup.

So, even though I'm an Evinrude dealer, I've had extensive experience on older Mercurys as an owner, driver and mechanic - and still have a soft spot in my heart for them. Motors that I have at present are: Thor/Sea King single, Sea King/K/KB-1 power head with Eisemann mag and gas tank like Thor, KE-7, KG-7, KG-4H, KG-9H, Mark 15 with Quicksilver, fully converted Mark 20H, Mark 75 (1957, 1st six-banger).

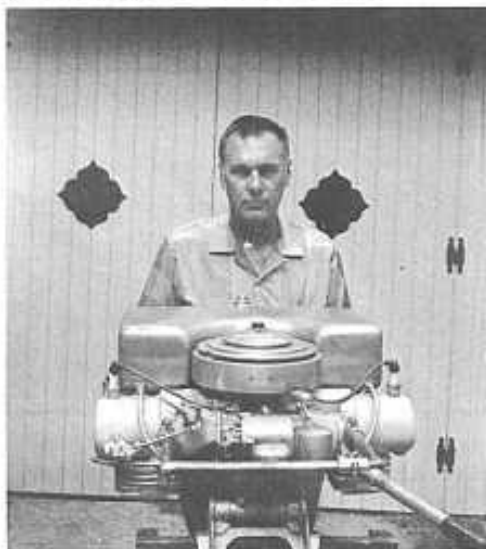
I'm open to questions and suggestions regarding interchange of parts, repairing, parts sources, problems encountered and experiences with Mercury motors. I cannot be all things to all people until I know who has what motors, parts, etc. Please write and tell me what you have and of your experiences with our "breed". See you next time!

Giant Twin News - Don Peterson. Haven't had too much time for Giant Twins in the past three months - I've been relocating and am finally settled, sore back and all, at: 2884 SE Francis, Portland, Oregon, 97202. By the way, for those of you who saw the cartoon about the Giant Twin in the last issue, the guy with his feet sticking up is John Harrison. We've gotten two new Giant Twin owners lately, to make a total of eleven in the group.

I'm planning to present a Giant Twin trophy to the first owner to submit a test report about the top performance of the Giant Twin. I'll elaborate more on this soon. Meanwhile, the rest of you AOMCI members gaze in awe at the beautiful Giants below!



This is John Harrison, with his feet on the ground, this time, and his Giant Twin. It's gorgeous, John!



Here's Clarence Sitton and his beautifully restored Giant. Note how wide the motor is!

#### Small Inboards Revisited - P.S. Brooke, Jr.

In this initial article it is the intention of the writer to bring to the mind of the reader the general situation existent in the domestic inboard marine engine field in the year 1903, limiting my remarks to examples of six horsepower and less. This year has been arbitrarily selected as a starting place inasmuch as an examination of various boating publications would indicate that this was the first year in which small gasoline inboard engines began to reach the market place in quantity. Since the development and manufacture of the marine engine paralleled the work of bringing the so-called horseless carriage into practical use, it is obvious that there were many engines being made prior to 1903. But no matter what year is chosen, there will usually arise evidence of prior activity.

One of the earliest actual manufacturers of marine engines was Henry Leland who was engaged in this activity prior to 1903. Leland built engines for a Mr. Charles Strelinger in Detroit in sizes ranging from 5 to 20 horsepower. Leland later achieved fame as the maker of the Cadillac automobile and after World War I built the Lincoln automobile.

In a 1903 issue of Rudder magazine, the Chas. A. Strelinger Co. of

Detroit, Michigan advertised 4-cycle inboard marine engines from 3 horsepower upwards. Other makes advertised in the pages of this pioneer publication included the two cylinder Toquet rated at three horsepower, manufactured in Saugatuck, Connecticut. A familiar name appears in the ads of this year, that of Cushman. This firm located in the town of Lincoln, Nebraska, offered a four horsepower auto or marine engine with a speed range of 200 to 2000 RPM. In recent years, Cushman has been prominent in the field of scooters and golf carts.

The Grant Ferris Co. of Troy, New York, offered what they termed "the handsomest and most powerful motor for its keft" in sizes from two to thirty HP and further advised the prospective mariner that "we build only the best motors that can be produced". A concern still in business today, Palmer Brothers of Cos Cob, Connecticut, offered both 2 and 4 cycle marine engines in a power range from 3 HP on up the scale. In addition to manufacturing engines, this firm stated that they would design and build all sizes of launches, yacht tenders and auxiliaries to meet special requirements.

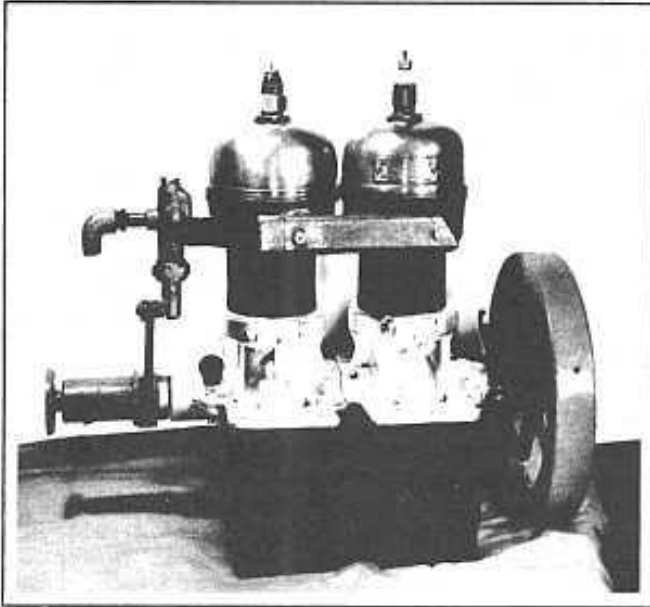
The Frank M. Watkins Manufacturing Co. of Cincinnati, Ohio, offered a line of engines from 1-1/2 to 25 HP in both 2 and 4 cycle types with reversible propeller or reverse gear, as desired by the customer. For ten cents the John Stuart Company of Wollaston, Massachusetts would send you their 1903 catalog depicting their line of 1 and 2 cylinder engines in various HP from 1 to 40. Hercules was another name that graced the list of manufacturers in 1903, offering a line of marine engines from 2-1/2 to 500 HP. These were all 4 cycle and were advertised as "not cheap", "but so much better than a cheap one". Thirty-three years of experience in engine manufacture was claimed by the Smalley Motor Company of Bay City, Michigan. This firm's advertising stated that a new plant was being erected to enable their output to be increased. At the same time, in Middletown, Connecticut, H.W. Hubbard was producing engines rated at three to thirty HP featuring positive crank-pin lubrication and large hand-holes in the crank chamber.

From Coldwater, Michigan, The Regal Gasoline Engine Co. offered a single cylinder, four cycle engine claimed to be suitable for boats 16 to 25 feet in length. This firm survived up until the 1940's. Charles F. Stokes was an employee of Regal at one time, and has continued in the marine engine field as a supplier of new and used equipment. His ads appear in many current publications including "Yachting". The old Regal plant has been torn down and a bank now occupies the site of this former, pioneer producer.

In upper New York State at Auburn, Fay And Bowen was offering a line of engines rated at 1-1/2 to 25 HP, claiming that their products were a revelation to those who used others. This enterprising maker also offered launches for sale, powered of course, by their own product. The swan song of this concern was apparently just prior to WW II and one of their last efforts was an engine labeled the Fay and Bowen Rocket. Barker engines in sizes of 1 to 8 HP were offered for sale at prices from \$80 to \$220 FOB the factory at Norwalk, Connecticut. The prospective purchaser was advised that these engines "have more good points, fewer parts and require less attention in operation than any other". Quite a statement, but where is Barker today? Apparently another casualty in the long list of makers who fell by the wayside in the ensuing 68 years.

At one time, there were supposedly about 3000 gas engine manufacturers in the United States. This roster no doubt included every type of operation from the shade-tree mechanic struggling to get one motor model into working condition to satisfy himself, a prospective customer or an investor - to the serious producers who were on an assembly line basis, with a network of distributors. With the passing years, the list became longer and one ad copywriter was moved to exclaim in his message to the public that "the junkyards are full of last year's Engineers' mistakes-- don't experiment-- buy X brand-- the proven engine".

What did the seeker of the joys of the waterways get for his money in 1903 in the way of a small inboard? Probably a one or two cylinder example of the iron-monger's art with brass or bronze fittings and plenty of weight. The flywheel would vary in weight from 45 to 60 pounds. Ignition would be by coil and dry cells. Electric starting at this time was unknown. The real boatman did not need it anyway, as he could cause one of these primitive machines to spring into life by a spirited shove on the flywheel with his foot. The quality and the finish of the iron castings would vary from crude



A Frank M. Watkins Co. 2 cycle twin, 6 HP. Note eccentric water pump and flywheel actuated timer mechanism.

to excellent depending on the make and upon the price paid. All in all, these motors surely beat rowing.

Helpful publishers offered books to the dedicated boater, in 1903, to help him put to sea at minimum cost. Two selections are worthy of note--"How to build a 3 HP motor" at \$2.50, and "How to build a motor launch". So, even 68 years ago, the way was paved for the determined do-it-yourself type.

At this point in time, brand names that were to become prominent in boating circles such as Scripps, Kermath, Red Wing, Universal and Gray were yet to come. The industry was gaining momentum, however, and in March, 1905, The Boat and Engine Manufacturers' Association held its first exhibit in Madison Square Garden. In view of the tremendous strides made in the matter of internal combustion engines as applied to marine use since those days, we can be amused by the prediction of a writer of the period who flatly stated that no

one could expect a 30 foot speedboat to exceed 21 miles per hour because the weight per horsepower was very high and it was doubtful the weight could ever be reduced sufficiently to better this mark. More next time!

PO Interest Group - Bill Salisbury. Here I am in Alaska, at the Captain Cook Hotel, Vernon W. Hickel, President, in Anchorage. Would you believe that I just saw a modified dog sled powered by two inverted PO's? You see the darndest things in Alaska. (Ed. note: the Captain Cook has a real nice bar and if...well, you know..a guy could see a couple of upside down PO motors..I guess).

I have had several letters from PO owners lately. I would like to welcome Peter Economos who is one of our newest PO owners to join the group. He has a great deal of enthusiasm and in the true spirit of a PO owner, is trying to get the best performance from his engine. Good Luck, Peter! By the way, Dale Denning's PR-65 powered runabout is doing just about 60 MPH on gasoline now (7000 RPM)!

It seems that one of the problems plaguing PO owners is that of stripped-out flywheel and crankshaft keyways. I'm sure that there are many engines lying idle because of this problem. But there's a solution! First, determine how bad the damage is and if the tapers of the flywheel and crank can be cleaned up easily. If so, remove the crank and take it, and the flywheel, to a competent machinist. Have him grind a new, wider keyway where the old, double key arrangement was. Then, he can cut a matching key slot in the flywheel and the problem is solved. I have seen these re-keyed cranks with keys as wide as 3/8". My advice would be to use as narrow a key as possible, but wide enough to eliminate the damaged area. Also, forget the double key arrangement and use one, longer key.

Another thought to keep in mind is that you can cut a keyway 180 degrees away from the original key slot, but you must remember to do the same on the flywheel so that the timing relation of the flywheel-to-magneto remains the same. A good machinist can help you make any of these decisions. Crankshafts and flywheels are getting harder to get and this relatively simple repair should save many that may otherwise be thrown out.

While we are on the subject of crankshafts, let me remind you that bad journals can be reground slightly smaller and that oversized rollers can be installed, making the crank as good as new. The main bearing journals don't often get scored, but if they do, they can be chrome plated and ground back to standard size. (Continued on page 38)



# OF HISTORICAL INTEREST

..... *W J Webb*

---

## WHY HAVE SO MANY OUTBOARD MANUFACTURERS QUIT THE GAME?

A little while back, a young sounding man who may be one of today's "far out" thinkers, wrote me wondering why it was that of the many who had entered the outboard business, so few had been able to survive. Was it because, he asked, that one or two or three of the big companies were so strong financially that they could spend whatever it took to strangle all dangerous competition and thus monopolize the field? And wasn't that being unfair?

I'll tell you what I told him, but before I do that, let me say that I don't think the guy could be all bad because he was spurred on to write by the last paragraph of chapter five of my book, *The Pictorial History of Outboard Motors*.

First of all, I told him, truthfully, that in my fortyfive years in the Outboard Industry, I have never heard a single one of the Industry leaders, and I have known every one of them, utter a single word about crowding or pushing any competitor out of the picture. Neither have I ever heard any two or three or any other number talking about combining to "get" some absent competitor.

True enough, we fought each other for business, just like each of a field of runners will do his best to finish first, but that was all. (Personal comment: Some of today's best thinkers seem, at times, to be saying that the ideal situation would be for every race, every game, every business competition to end in a tie. But I don't think many Americans are buying that idea - yet.)

I went on to point out these things. As nearly as I can figure out, beginning with Frank Allen's Electric Oar back in 1895 and continuing to now, close to 140 different American firms have begun to build outboard motors for the market. Today there are about nineteen or twenty different American made outboards offered for sale. Of these, only four antedate World War II, Evinrude 1909, Johnson 1921, Muncie 1930, Thor-Mercury 1935.

That mortality rate seems alarming, but I doubt that it is any greater in the Outboard Industry than in any other. There are a number of reasons. Some of the new outboards were put out by firms successful in other lines of business and the outboard grass looked greener than it turned out to be. Such firms simply withdrew and continued successful operations elsewhere. Some of these brands disappeared through mergers of various sorts - Lockwood and Elto gave way to Evinrude in the Outboard Motors Corporation merger; Scott-Atwater sold to McCulloch Corporation; Chrysler took over the West Bend outboard operation; Thor was purchased by

Mercury - to name a few. A few just lost interest.

However, I think that most of those which didn't stick around could chalk the failure up to inadequate management, which beyond the three general categories mentioned below, includes complete integrity in every phase of dealing, an absorbing interest, and the ability to make correct decisions. Management has a part in each of these.

- Failure to develop a sound marketing plan which includes all phases of proper distribution, service, advertising and public relations.
- Inadequate financing - (Ole Evinrude came within a short shoestring of being one of these.) poor financial management is a part of this also. (Ole had excellent financial management, but almost didn't have enough money.)
- Inadequate engineering and production - some parts of which are costs, methods, quality, appearance, performance.

In one outstanding post World War II example, one new producer made a splendid start with an appealing product, but bowed himself out of the market because of failure to realize the absolute necessity of providing good service and standing behind the product. Had this concern stood back of its product, it would be a real factor today. This was certainly a management failure.

In another case the maker was completely honest, was genuinely interested, worked hard but had a genius for making the wrong decisions, especially in marketing.

In the Outboard Industry, as in any other, the companies which have lasted the longest have done the best job of giving the buying public the most and the best of what it wanted at the most economical price; in other words, the best dollars' worth. And if that isn't good management, I don't know what is.

And if anyone gets the idea that I am a member of the OLD ESTABLISHMENT, he is right!

— + —  
MRS. CAMERON B. WATERMAN

Mrs. Cameron B. Waterman, widow of one of the real giants of the Outboard Industry, passed away at her home in Grosse Pointe, Michigan, on December 24, 1970, at the age of 87. Mrs. Waterman, the former Lois Miller of Pittsburg, Pennsylvania, married Mr. Waterman shortly after he was graduated from Yale Law School in 1904.

The story of the hard and successful fight which Mr. Waterman waged in getting his Porto into production is well known. But not so well known is the fact that, even before their marriage, Mrs. Waterman was standing by, handing him tools, helping to hold this or that piece - or tool. She was very close to every step in the development of the Porto, which took place at their first home on Burns Av. in Detroit.

The Watermans and their children used to spend a month or more each summer cruising Lake Superior in Waterman's 65 footer, The Wasp. The cruise always began and was finished in Detroit. The Wasp was large enough to require a working crew of two, besides the Watermans. Waterman had his own license which qualified him to operate The Wasp on the Great Lakes. He came by his love of boating honestly, as his father, Mr. Cameron B. Waterman, had Master's Papers for sailing in the Great Lakes and had a steam yacht over 100 feet long.

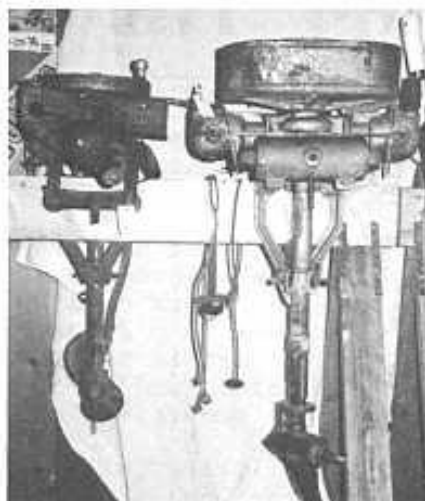
Mrs. Waterman was apparently just as interested in boating as was her husband, as on their cruises, she too stood her trick at the wheel when required. Even before her marriage, she had earned the nickname "Admiral" from Waterman's crewmates at Yale, where he was a Crew Captain.

I have always regarded Mrs. Waterman as one of the truly great ladies that I have met in my 70 years. I visited her at home in 1964 when I was gathering material for my Outboard History, and will always remember the gracious, old world courtesy and hospitality -so rare these days- with which I was received.

Mrs. Waterman is survived by two sons, Cameron and Reuben, and nine grandchildren.



Russ with Giant Twin



Evinrude LAT Big Twin



Russ and Evinrude Single

## A CASE OF BLACKMAIL .....by Ron Duckworth

About a year ago my son Russ, then 15 years old, and the writer - a tender 44, were exposed to the pastime of collecting "old Boat Anchors". The exposee was a newspaper advertising man who called on the firm where I make a precarious living selling automobiles. He, Gordon Ross by name, casually- and for the life of me I can't recall how it came up, mentioned that he collected antique outboard motors as a hobby. Being somewhat mechanically oriented, but not mechanically inclined, I professed an interest in seeing his collection of seven engines. (The boss no doubt still thinks I had a cup of coffee that day). In his basement, Gordon showed me some very nicely restored antiques, including two old Cailles with the "forth and back" propellers.

Through Gordon, I met Bill Kelly who still can't get over a guy with only seven engines and two of them Cailles. Gordon Ross has since moved to DeKalb, Illinois, with his firm - taking the Cailles and others, but leaving me with two older Sea Kings, in pieces. In the past year, Russ and I have managed to accumulate about 35 outboard motors of the antique variety, mostly the common Johnsons and Evinrudes. We did find some others such as a Lockwood Ace, a model LAT Evinrude Big Twin, a model A Champion single (serial 430) and an old Evinrude battery ignition single which we think is about 1912-13-14 vintage (Ed. note: flywheel is 1914 type).

We got the Lockwood Ace, minus lower unit, from an older Gentleman who also had an old stationary engine - and what he thought was an old, air-cooled Oldsmobile engine. We bought the old air-cooled from him, and it turned out to be from a 1905 Waltham-Orient Buckboard car. I tipped off a friend who collects old stationary engines, and he was able to buy the other engine from the old Gentleman. I have met several collectors of other types of old engines and don't mind giving them a tip on an old engine because I have found them an excellent source of leads on old outboards. Those guys seem to have the same glassy-eyed look as antique outboarders, and no doubt, have more back trouble.

About three months ago, I stopped by a garage that sells and deals in Government surplus vehicles and assorted and sundry items. The owner is a collector of old cars, and I had been meaning to ask him if he had any leads on old outboards. He told me he had an old Johnson that he bought with a lot of other goods and that he would sell it for \$25.00, but that it was missing a few parts including the cover (Cont. on pg. 32 )



RICHARD A. HAWIE

# NOTES FROM THE CURATOR

My motor identification average is going down again as member Bob Peterson of St. Paul, Minn., has tossed me a curve or knuckle ball - I don't know which.

A mystery motor should fall into one of three categories: (1) a standard motor manufactured by a recognized manufacturer, but not easily identifiable because I lack data on that particular model; (2) a standard motor which has been cross-bred, so to speak, by a previous owner or mechanic so that it has the tank of one model, the lower unit of another model, and the powerhead of a third model; (3) an experimental or preproduction model.

Before too many hearts beat a little faster in the hope that the old motor in the corner is a rare one-of-a-kind motor, I must admit that most of the mystery motors fall into the first two categories. In fact, Dick Jones' Champion motor which he wrote about some issues ago is the only verified "one-of-a-kind" motor that I know of.

Though I have a fairly large file, I obviously don't have photos of every model ever made; and when there is no name, model, or serial number on the motor, identification can become hard.

Bob's motor has one unusual distinguishing feature that I hope will help identify it - there are two ears cast on the exhaust side of the cylinder which appear to be for a steering handle. However, I have not been able to find a picture of a motor with this feature as yet. Anyone have a single, or twin even, with ears cast on the cylinder for a handle? As you can see from the picture, it is a single cylinder engine, pre-1930 most likely. (How's that for pinpointing its age?) Seriously though, as the comics say, the age depends partly on what is and what isn't original equipment on the motor. The gas tank is from a Spinaway and has home-made brackets so it probably isn't original. The carburetor is a Tillotson MS40AX model and is suspect too, for most of the single cylinder engines of this era were two-port engines and require a check valve carburetor. If the flywheel and magneto are original, the motor is probably from the 1920's for this looks like an Eisemann magneto of that time. An anxious Bob Peterson and your curious curator would appreciate some help on this one.

As time goes on individual members seem to be acquiring larger collections. As a collection grows you do get to a point where you refuse a motor because you have one of that model already albeit of a different year. Sometimes this is a hard decision because space becomes a factor as a collection grows, and two motors of the same model may seem redundant. If you are interested in mechanical features this can be a mistake, as a model can vary from year to year internally.



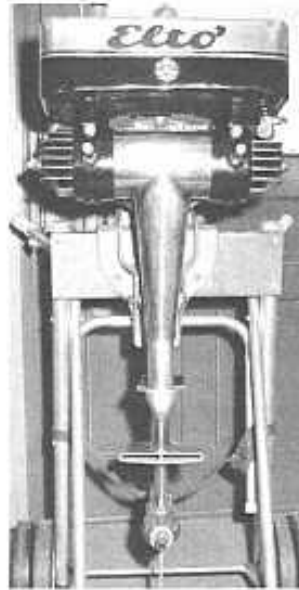
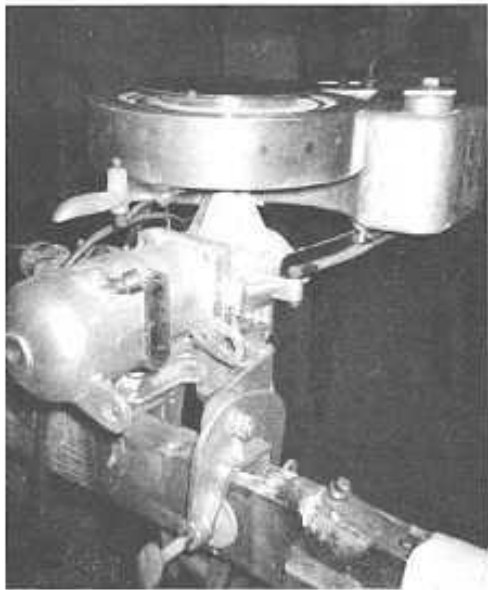


Photo at far left is Bob Peterson's mystery motor.

Left: All polished up, our Elto Super C is a handsome motor.

So let's wander into some variations on a theme, so to speak. The 30 cubic in. engine of our interest period was an important motor because it was large enough to push a 14 foot runabout, the popular size in those days, and was almost light enough to be portable. We sometimes forget that outboards were still believed to be detachable then, and folks didn't leave a motor

on the boat, when they weren't using it. The larger than 30 cubic inch motors - Quads etc., are so heavy that putting them on and off boats regularly was pleasing only to truss manufacturers.

My faithful son tackled our Elto Super C model 605 as part of this 30 cubic inch theme. This model was made from 1931-33 according to the model/year guide. You will also notice a model 624 for 1932 rated 25 HP as is the 605, and a model 638 for 1933 rated 21.1 HP! The 21.1 HP was rated at 4000 RPM; the 25 HP at 4500 RPM. Why two model numbers for each year I don't know. Sometimes I raise more questions than answers.

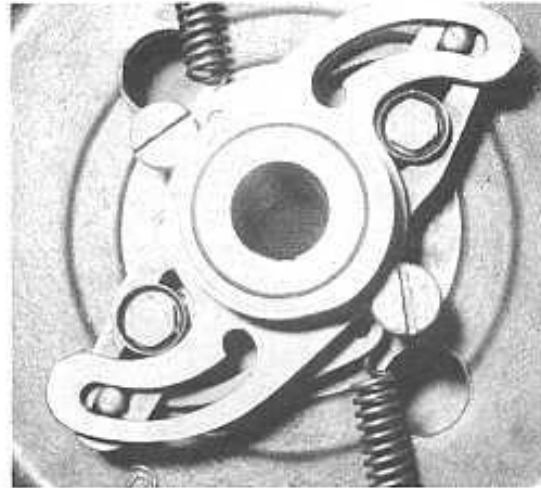
Let's stop at the word Super which can cause some confusion. Before the formation of Outboard Motors Corp. in 1929, the Elto motors had a nameplate on the gastank which stated "The Super Elto designed and built by Ole Evinrude..." Every Elto "Elto" motor I have seen has the nameplate; or if it has been lost, the depression in the gastank is visible. The O.M.C. "Eltos" did not have this nameplate, so if you have a Super Elto it should be a pre-merger model. In 1931 when the model 605 30 cubic inch twin was introduced, it was called the Elto Super "C". It might have been less confusing if they had used a different adjective - fantastic, perhaps. Well a Super Elto is any pre-merger Elto, and an Elto Super is a rotary valve model of 1931 or later. A Super "A" was introduced in 1932. I am giving some of my motor identification secrets away, but not all; for you will find that the 1931 and later Quads, Junior and Senior, had rotary valves too, but they weren't called Super Quads. If you had to carry them any distance they were called names, but Super Quad wasn't one of them.

When Elto introduced the model 605 Super C it was the first 30 cubic inch motor that they had ever produced. Evinrude had produced a 30 cubic inch motor in 1927, the famous Speeditwin, always a 30 cubic inch engine, but with variations from year to year and model to model. Would you believe four models of the Speeditwin in 1931? Evinrude revived the name Speeditwin in the early 1960's and this was a 35 cubic inch motor of 28 HP, but this is long after our interest period. Our Speeditwins are all 30 cubic inch. Johnson first produced a "30" cubic inch motor in 1928, the P40, but this

was an odd bore and stroke,  $2 \frac{11}{16} \times 2 \frac{5}{8}$ . The P50 of 1930 was the conventional  $2 \frac{3}{4} \times 2.52$  bore and stroke. Caille also produced a "30" in 1928, the model 42 "Admiral" of  $2 \frac{3}{4} \times 2 \frac{1}{2}$  bore and stroke. Some of the smaller model Caille motors were called "5-speed twins" and "Jr. 5-speed twins." Sometimes the gastank



The two optional spark plug locations can be seen here.



This is the unusual breaker point cam mechanism on our Super C.

decals get defaced, or the owner doesn't speak distinctly, so it's well to remember the possibility of confusion between Evinrude Speeditwin and Caille 5-speed twins. They aren't even comparable in size. Lockwood did not produce a motor over 20 cubic inches though they may have marketed some of the 4-60's in 1931; at least Motor Boating has a Lockwood 4-60 listed in their 1931 motor listings. Neither Muncie, Champion nor Waterwitch made a 30 cubic inch model.

Our Super C is motor number 6050208. It more closely resembles the Super C pictured in the 1933 ad than the Super C in the 1931 ad. Until I started research for this article, I had always thought it to be a 1931 model as the service manual I have lists the 605 as a 1931 motor only; I think the model/year guide which lists the 605 as 1931-33 is more recent and more accurately researched.

The Super C, regardless of year, had a crankshaft disc rotary valve. It was referred to in the Evinrude-Elto ads as a "gear-less rotary valve." I would think that the emphasis on gear-less was an ad man's way of stressing the difference from Johnson's P50 which had a gear-driven rotary valve.

The Super C had a conventional  $2 \frac{3}{4}$  bore and  $2 \frac{1}{2}$  stroke. If you calculate the displacement you find it is not exactly 30 cubic inches. It actually figures out 29.70 cubic inches, nominally 30 cubic inches. The Johnson P50 is  $2 \frac{3}{4} \times 2.52$  which figures out 29.92.

The Evinrude Speeditwin model 601 of 1931-33 appears to be the same powerhead as the Elto 605. The gear box appears to be different in 1931 and 32 but the same as the Elto Super C in 1933. I have five Speeditwins but unfortunately no model 601 so I am comparing my 605 with the Evinrude ads of 1931-32-33, not always the

best to compare motors, but the only way I have at present. If someone has a Speeditwin model 601, I would like to correspond with them.

Our Super C has two locations for spark plugs, in the center of the cylinder head and in the wall of the cylinder canted about 45 degrees from vertical toward the bow of the boat. This is not dual ignition, which was used in some of the racing models of this era. It is just a choice of spark plug location. If I remember my theory correctly the center of the cylinder head location is more efficient for high speed, but the side of the cylinder location is better for easier starting. Caille offered two spark plug locations on their model 30 racers, a center of the cylinder head location and vertical location in the cylinder wall. It is an unusual feature in any case, and the Super C and Evinrude Speeditwin 601 were the only O.M.C. motors to offer this feature as far as I know.

By 1934 the name Super "C" had been dropped, and both Evinrude and Elto offered Speeditwins, but with different model numbers. The 1934 Speeditwin did not have the dual location for the spark plug.



The utility series three-port Speeditwin Model 156. 1932 Motorboating-page 38.

The rotary valve is a pie-shaped cut in the lower crankshaft cheek. At the proper time it indexes with a pie-shaped hole cast in the bronze bottom crankcase bearing. The hole in the crankcase which lines up with this casting hole is very low on the crankcase, and the carburetor just barely clears the motor clamps.

The carburetor is nameless though it looks as though the guy who worked on the weird Lockwood Chief carb got his square thumb in this pie too. The cross-section of the carb throat is rectangular, though the movable part does have a little venturi effect when it is wide open. Besides a choke in the air horn, there is also a priming pump in the float



Evinrude's model 601 Speeditwin, the hex head spark plug hole plug can be seen.'31 Motorboating- pg 38.

chamber which pumps directly into the crankcase through a small copper tube!

The crankshaft bearings are bronze top and bottom, though the connecting rod bearings are caged steel roller bearings. The crankshaft taper and keyway are the weak point in these motors and ours was no exception. Signs of fatigue were evident at the keyway, and part of an old key was broken in the keyway.

It seems that we have had bad luck with our engines, for every large one that we have attempted to get in running restored order has had some major problem such as a bad crankshaft or scored pistons; even if we could get a new crankshaft, it would still have that bad design in the keyway. If you intend to run a restored Speeditwin or Super C the first thing to do is pull the flywheel and inspect the keyway and flywheel taper for cracks. It may save you some time and disappointment.

When we turned our flywheel over we got the biggest surprise of all for instead of a cam milled on the flywheel nob to accuate



# HARTFORD BOAT SHOW 1971

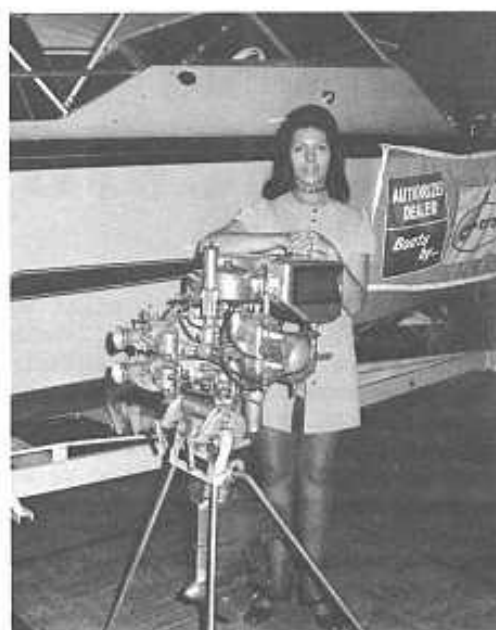
BY BOB ZIPPS

One of the greatest attention getters at the Hartford Boat Show was - you guessed it - an Antique Johnson Dual Carb VR-50. I am convinced that this is one medium that members should take advantage of to further the cause of our organization. Of the thousands of people I talked with, not one had heard of the Club. Believe me when I say this, the motor was a magnet. It drew people off of the aisle, and most just stood there as they had never seen an antique before. All asked questions, some had old memories sparked by the sight of the motor, some thought the motor was new and made for competition. Most were really impressed as the motor looks like a mean machine with the carbs nearly a foot away from the crankcase. Put one of your restored motors in with a dealer at the local show and you will see what I mean.



Above: MISS CONNECTICUT LET'S GO BOATING - 1971:

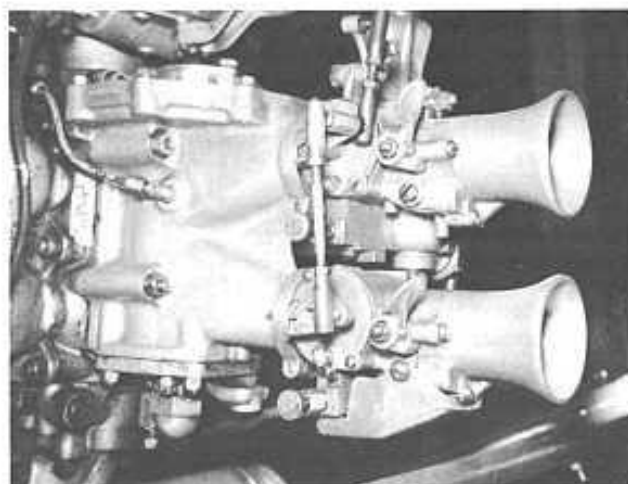
**DIANE TURETZKY**



When boating fans came to the Hartford Show they were met at the door by the Official Show Greeter, Miss ROSEMARY GULIANO.

Above left, Miss Turetzky models with a Sea Horse "32" decal from John Harrison

Of course, even a VR-50 takes a back seat to Miss Turetzky and Miss Guliano. A close-up of the dual carbs and rotary gear case is at left.



**EVINRUDE**  
 Detachable Rowboat and Canoe Motors are standard - Built-In Flywheel Magneto, Automatic Reverse. New method of balancing gives wonderfully even and vibrationless running.  
 Best for Canoe  
**EVINRUDE MOTOR COMPANY**  
 940 EVINRUDE BLVD. MILWAUKEE, WISCONSIN

# AOMCI SPECIAL *Feature*

## the CURREY BULMER Collection

PART 1

By Jim Smith

AOMCI Special Features Editor  
James L. Smith

Currey G. Bulmer of Toronto might well be called "Mr. Outboard" because of his lengthy association with the boat and motor industry. From his home, he started in the outboard motor rental business as early as 1928, using Lockwood and early Johnson motors. Later, in 1938, and with a Johnson franchise, he established a sales, rental and repair depot on Eglinton Avenue near Bathurst Street. The boat and motor business was flourishing by 1954 and new, larger quarters were obtained on North Bathurst Street. About three years prior to this, his interest in antique engines had been sparked by a customer bringing a Gray Gearless into the store. Over the next decade, while he was in the retail business, he acquired 26 various old models in the same way. During this time, the motors were placed on public display, annually, at the Sportsmens' Show in the Colliseum. At times, it seems, they attracted more attention than his new equipment being shown at a nearby booth. It also resulted in more motors for his collection being brought into his store by people hoping to sell or trade them as antiques.

In 1962, Mr. Bulmer contributed his collection to the Marine Museum which is operated by the Toronto Historical Board at the Exhibition Grounds, in a building formerly known as Stanley Barracks. This museum not only houses the outboard motors, but also many other exhibits nautical in nature and is open year 'round. Mr. Bulmer's retail business is still operated in his name although it has changed hands. Along with his son, Charles, he now operates an OMC parts distributorship on North Yonge Street.

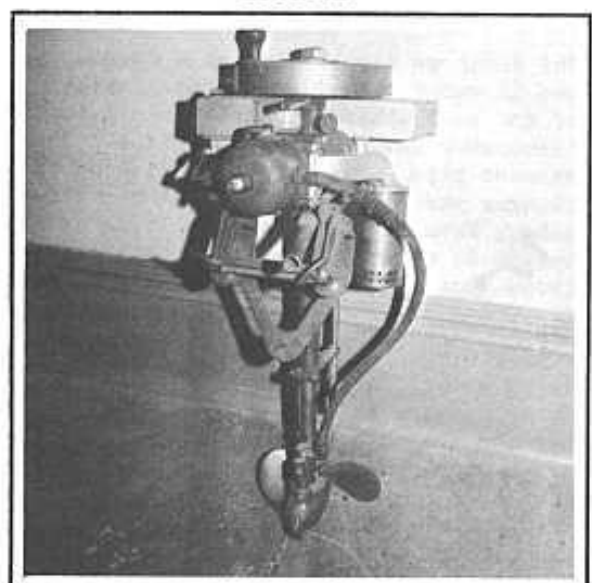
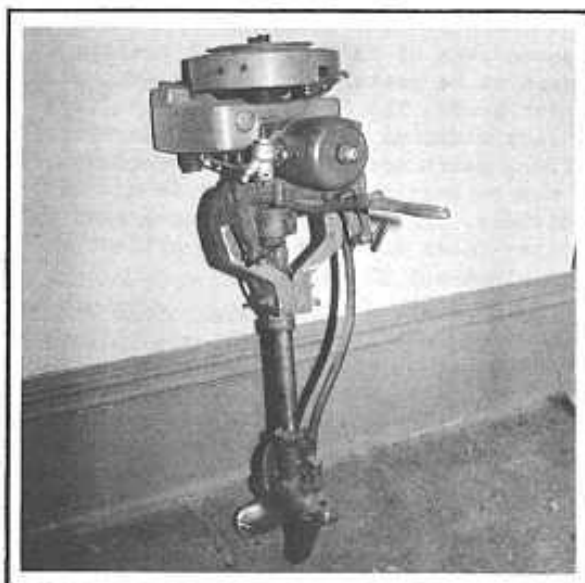
The Bulmer collection, housed in one room of the Marine Museum now contains all 26 motors. Unfortunately, the motors are exposed to the public, with little supervision, and as a result, are somewhat the worse for wear. Many have had filler caps, propellers, float bowl covers and even mufflers taken along with other removable parts. Nevertheless, many people, particularly of the younger generation, have had an opportunity to view motors of the past which they never knew existed. So far as Part 1 of this article is concerned, three motors in my collection having been described in earlier issues of the *Antique Outboarder*, have duplicates in the Bulmer collection and therefore, only brief mention will be made of them. These are the Ferro, Elto Cub and Giant Twin. The members of the Giant Twin Owners Association will be interested to know that there is a TR-40, serial 105605 having underwater exhaust. My Giant Twin has above water exhaust and is serial 91738.

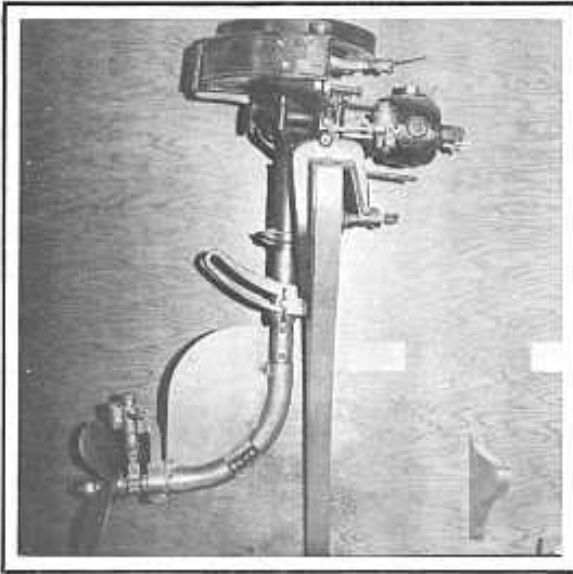


Two motors, shown below, have similar characteristics - the Lockwood-Ash, Circa 1921, 65 pounds, serial S-527 and the Wisconsin, about 60 pounds. Both have cast iron, forward facing cylinders; heavy, wide flywheels with crude magnetos; iron mounting brackets; and bronze lower units with bronze plunger pumps - operating off the propeller shafts - and mounted on the forward end of the driveshaft housing. Rubber tubes conduct the water to the cylinder. On the port side of the cylinder, a brass carburetor is mounted, being little more than a check valve metered by a needle valve. On the starboard side of the cylinder, the exhaust manifold is bolted, leading back to the canister type, vertical muffler. The Wisconsin manifold contains the cast-in letters and numerals reading "Wisconsin Rowboat Motor Pat. USA August 12, 1913". It has a square, sheet-iron tank, while the Lockwood-Ash has a heavy, cast aluminum fuel tank which is cleverly shaped to form the top half of the crankcase. The Wisconsin has the usual sectional crankcase. Both motors have stationary powerheads. The Lockwood-Ash is steered by rotating the whole lower unit, but with the Wisconsin, this remains stationary and a tiller bar moves a rudder by means of a gear and sector arrangement. The rudder is missing on the sample. These motors were 2 HP at 900 RPM, sold for 75-\$100.

Lockwood-Ash

Wisconsin





Gray Gearless



Kinuta

The Gray Gearless has similar characteristics as far as the powerhead is concerned. However, the sheet-iron gas tank is kidney shaped and has a flat, lay-down plate at the back. Ignition is battery supplied and breaker points are located on the spark advance lever. These early engines usually had a split crankcase, with the top and bottom halves containing the main bearings - the top being lubricated by means of a grease cup. Grease pressure could be renewed by screwing in the top of the grease cup. Starting was accomplished utilizing the familiar "knuckle busting" knob mounted on the flywheel.

The Gray Gearless is fitted with a heavy, curved driveshaft housing, cast of a brass-like material. Inside, a series of sturdy iron units are linked together in a somewhat similar fashion to a bicycle chain - but the pins are so arranged as to allow a universal movement. There is no gearcase and the propeller shaft carrying a large two bladed propeller is secured directly to the chain. A brass plunger pump operates from a part of the propeller shaft which protrudes from the curved housing. The pump is mounted on a collar through which the propeller shaft rotates, and is secured by a standard bolted directly to the driveshaft housing. A thin brass rudder is bolted into the arc of the curved housing. When the tiller is moved, the powerhead remains stationary and the lower unit rotates.

The Japanese Kinuta, serial K 800859, is an opposed twin of 65 pounds with between 15 and 20 cubic inch piston displacement. It appears to be patterned like the Evinrudes of the early thirties, but has detachable cylinder heads. The magneto and float feed carburetor have no make specified. There is a cast aluminum muffler with underwater exhaust pipe. The sample is missing the propeller, gears and part of the gearcase. A plunger pump operating off the propeller shaft was evidently used, but it is missing also. From the pump, a pipe leads upward and divides, bringing water to cool each cylinder. An unusual feature is that where these pipes enter the base of the cylinders, there is a clean out basin utilizing extra large clean-out plugs.

The Lockwood Ace as displayed is no stranger to many of the Club members. This one is serial 92A12546 indicating a year of manufacture, 1929. Making good use of aluminum, it was a speedy little motor, developing 7 HP with a weight of only 55 pounds. The sample motor appears to have a non-original muffler and exhaust pipe. The mounting bracket has the useful feature in that it has a built-in deflector to catch the drips from the carburetor. These are then drained over the stern instead of dropping into the boat.

The Eclipse motor in the Bulmer collection is an air cooled, single cylinder model. The cooling is assisted by a fan which forms part of the flywheel. Since the fan is on the horizontal, air moves vertically through a grid in the cover. By pressing a button





Lockwood Ace



Up: Bendix Eclipse

Down: Thor



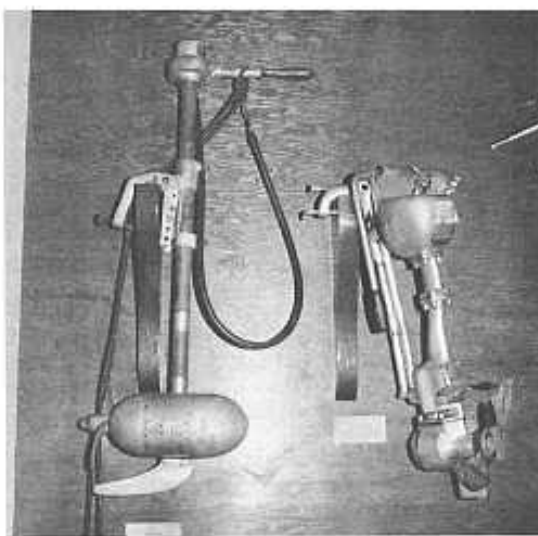
at the front, this cover can be moved up and backwards on its hinge. Inside, in addition to the fan, is the gas tank cover, finned cylinder, coil, condenser and carburetor. The ignition is battery supplied. Breaker points are located just below the flywheel and a forward pointing lever, outside the cover, can be rotated to synchronize spark and throttle. An on-off toggle is located on the tiller bar. With no pumps or tubing, the lower unit is surprisingly slender and streamlined. The extensive use of aluminum makes a motor which is light and easy to handle.

The Thor single, serial S 12402, has the stamped plate construction described in an earlier issue of the Outboarder. These engines date from the mid to late thirties.

The Silver Troll, a product of The Silver Creek Corp., Silver Creek, N.Y., is nothing more than a large underwater electric motor having a two blade propeller bolted to its shaft. A vertical pipe leads upward to the tiller and switch. The period of operation is limited to the amount of current in the battery - after which, the battery must be recharged. Of uncertain vintage, there is nothing to indicate the age of the sample motor. The mount has a single clamp, but there is provision for vertical adjustment by means of a collar and nut above the driveshaft housing. The operating switch has three positions - low, off and high. While having obvious limitations, this motor has some advantages too mainly quietness, simplicity and non-dependence on gasoline.

The final motor to be mentioned is the Clarke Troller- again a familiar motor to many of our members. The Bulmer Clarke has the serial number E3874A. Manufactured from 1937 to 1941, the tiny Clarke Troller featured a very effi-

Below: Silver Troll and Clarke Troller



ient cooling system. The cylinder is completely below water! The gas tank, controls and electrical components are, of course, above water. Ignition is by battery. There is a small, two blade, bronze propeller which has a notched plate for a rope mounted at the back. The starting is done in the air, after which the propeller is carefully lowered into the water. On some models, the propeller is adjustable for pitch. The motor is almost entirely of aluminum construction and develops about 1/2 HP.

The 14 motors remaining in the Bulmer collection, will be described by Ken Kirk, as Part II of this article in a future issue of the magazine.



## TWIN CITIES CHAPTER NEWS

By Ron Johnson, no  
relation to Johnson Motors

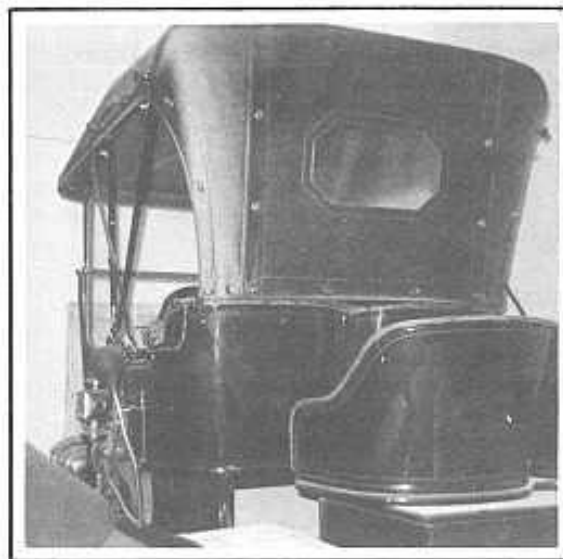
Dry land outboarding and rebuilding is at an all time high with the Twin Cities Chapter and to demonstrate, let's back up a little. Our Oct. '70 Indoor Meet was held at the home of Don Carlson. All but one of the boys showed up, plus we welcomed three new members - Paul Swanson, Roger Stene and Gene Theisen. Don had nine outboard motors on display for us to see - His Elto Cub, a 5-Speed Caille Single, a 1935 Champion, a OB-4 Neptune Twin, a Evinrude Rowboat Motor, models DS-38 and LT-38 Johnson (no relation to Ron) and a Thor Twin. Also on display at Don's home were several antique aircraft engines that he hopes to place on restored aircraft soon.

Later in the evening, Mr. Carlson escorted the group to his hangar at a local business aviation type airport named Flying Cloud Field. There, he put on a terrific display of his other hobbies. In the hangar, Don has a 1909 brass radiator Model T Ford, perfect in every detail. Alongside was a different kind of Cub, not Elto but vintage airplane! More antique aircraft engines were stored in the hangar. His next air ship restoration project is a 1928 bi-wing Gypsy Moth. Don is an excellent host; an informative and enjoyable time was had by all.

Glenn Ollila held our November Meeting, indoors. Now listen to this! Glenn became a member in March, 1970, without any motors. By November, he had 38 outboards in his basement. And Glenn has a number of beautiful motors, including a Ferro, two Evinrude



A De Havilland Gypsy engine, about '28



Beautiful coachwork on the 1909 Ford.

Rowboat Motors, a modified Big Four (more polish than imaginable) Evinrude, V-45 and VR Johnsons, a Caille Liberty Single, an Elto Servicetwin, an Elto Speedster - just to name a few. Glenn is also head of the Martin Special Interest Group and has a complete line of Martins from the Martin "20" to the racing "200", a real beauty. Glenn also has a Sid Craft 10' hydro and a early "Falls Flyer" boat.

After some coffee and knob-turning, the meeting turned to the business at hand. Glenn was elected president of the chapter, the group decided not to display our motors at a marine shop this year and it was unanimous that we move ahead and incorporate the Twin Cities Chapter. January 22nd, the Chapter meeting was at the author's house. To inspire a little outboard talk, I had displayed a 1935 Champion, 1933 OB-4 Motorgo, a 15 HP Motorgo, a PO-15 Johnson, a 1928 Fastwin, a 1934 Evinrude Speedifour, a 1930 OMC Foldlite and a 1927, 5.5 HP Lockwood. After a trip to the garage to look at rest of my "iron", we moved back into the house for the usual coffee and discussion of Club business. Plans were made for the games and races for our summer meets, including the idea of a point system for event winners, leading to a trophy award.

On March 6th, we gathered at Bob Brautigam's home. Bob has a bug for big motors and this past winter has built up three Big Four Evinrudes. Beautiful job, Bob. Bob's newest acquisitions are a Clarke Troller and a Ferro. This is the first Clarke Troller we have seen in this area. It's a quality motor and the machining and castings are beautiful. The design, however, is a little different than most, as you all know. Bob has well over a hundred motors, four old gas pumps, a boat trailer that race driver Bill Tenney started pulling in 1928 (Glenn Ollila said it was last used for a chicken coup), and miscellaneous gear from the past. He has also picked up an old "D" class runabout that with a little work, has great possibilities.

With the snow starting to melt, and the temperature up in the twenties, we thought a Spring meet sounded great. Bob B., Glenn O., and David Johnson will make the final plans for a May 1st date. We're off to an early start! That's all for now, happy motoring to all!



Glenn Ollila (left) and Gene Theisen smile at the birdie. Equipment shown includes a Big Four and Mrs. Ollila's washing machine.



Don Carlson with his Elto Cub. The photo was taken at the Chapter's last season exhibit at the store of a local marine dealer.

## 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  
20505 N.W. 3rd Av.  
Miami, Florida 33169

# JOHNSON LIGHT TWIN 1921 1927

## WATER - BUG

THE FUEL SYSTEM - PART I

BY BOB ZIPPS

Well, hopefully the Johnson Lightwin Owners Association article will be a regular contribution to the Antique Outboarder since Bill Motley has taken over the Newsletter for me, and also since my wife Tricia surprised me with a Polaroid Camera for Christmas.

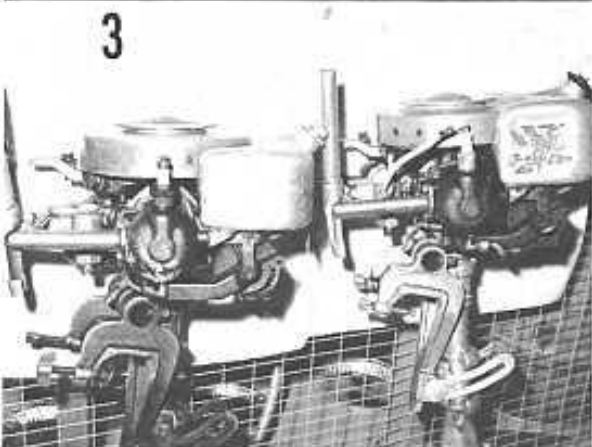
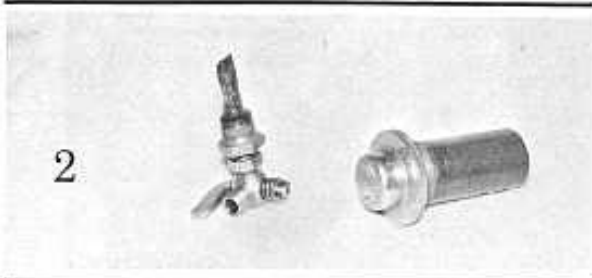
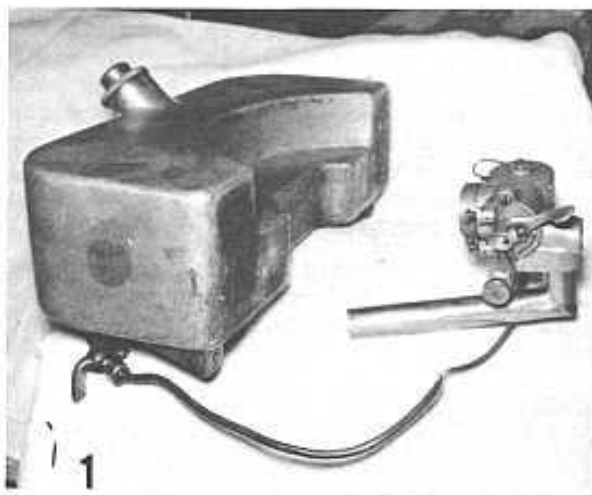
Since there are so many Lightwins still in service, it is impossible at this time to contact each owner individually with a newsletter as some other owner associations are doing. However, I will try to make my article personalized by helping members to find parts through this column. So let me know if you are restoring a Lightwin and are stuck for parts. Also, if you have a supply of spare parts that you would consider selling, let me know and it will be printed.

-----  
From Hank Bowman's Encyclopedia of Outboard Motoring, one reads that three things are required for an engine to function. They are: 1) Spark, 2) a combustible mixture of fuel and air, and 3) adequate compression. This month, the topic of this article will be the Fuel System of the Lightwin which supplies the combustible mixture of fuel and air.

The main components of the fuel system are: 1) the Filler Cap- Fig. 1 and 2, 2) the Gas tank- Fig 1, 3) the gas tank filter screen Fig 2, 4) the shut off valve- Fig 1 and 2, 5) the Fuel Line- Fig 1, 6) the carburetor filter screen, and 7) the Carburetor, Fig 1. Each must function properly or the motor will be deader than a mackerel or be harder to start than a New Years' Party without a clock.

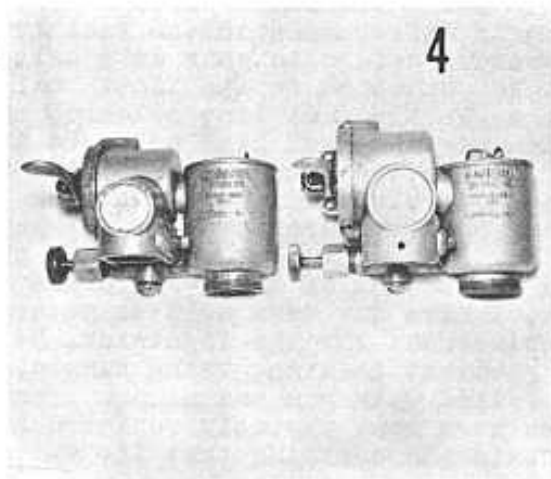
The arch enemies of the fuel system are gum, sludge, and varnish deposits. These obstructors must be completely removed for proper motor operation.

The first item is the gas cap, part #14-45 shown in Figure 2. All Lightwins use the same gas cap which is chrome plated brass. If you



lose a gas cap overboard, Johnson Models: A-35, K-35, P-35, K-40, P-40, A-45, P-45, OA-55, OK-55, OA-60, OK-60 and OB-70 use a gas cap #34-19 that is interchangeable. It looks identical except that the latter cap is made of aluminum. Many times you will buy a Lightwin with a mongrel gas cap. Discard it for the proper cap. Care must be taken to ensure that the small plunger inside the gas cap head is free. Gum and varnish can accumulate there and cause extreme emotional grief. Air must be able to pass through the head of the cap to displace the gasoline as it is being consumed by the motor. If not, the motor will run dry as soon as the fuel in the float bowl is used up, and if you are in a Bang and Go Back Race at the time, you have bought the farm.

Next is the gas tank, shown in Fig. 1. My Lightwin article in the Jan. 1970 issue showed that there were three different tanks used on the Lightwins and explained the differences between them. If you need a replacement tank, the A-35 tank can be used as a substitute on the Light Twin even though it is a larger capacity tank. Figure 3 shows the obvious difference between the tanks. The motor on the left has a lightwin tank and the flywheel is higher than the tank. The motor on the right has an A-35 tank and the tank is higher than the flywheel.



There is one precaution a writer must take when describing parts on these motors and giving their part numbers, and trying to tell exactly when changes were made. I am working from repair parts catalogs and since they were not printed when the motor was in production, they contain repair parts from subsequent models that may be different and have a different part number yet still may be used satisfactorily as a replacement part. The tank is a good example. According to the literature, the late A-25 and the A-35 used the same larger gas tank, part #14-417. The A-35 had this tank up till motor serial number 88932. I doubt that the model A-25 had this tank originally, because there was a horsepower change from 2 for the A-25 to 2.5 for the A-35 and this along with a larger carb for the A-35 would make sense for a larger tank. However, for replacement parts, the A-35 tank had to be used on the A-25.

The gas tank should be cleaned thoroughly to remove all gum and sludge. An excellent method of cleaning gas tanks is explained in the middle of page 42 of the Jan. 1970 issue of the Antique Outboarder. Gas tank restoration tips are on page 38 and page 39 of the April 1970 Issue of the Antique Outboarder.

The gas tank filter screen part #14-46 is an effective part (Fig. 2) and is an absolute must for a thorough cleaning because 9 times out of 10 the mesh is completely clogged with gum and tar. Care must be taken in cleaning the screen so as not to damage it. Many times you will find that the screen is missing from its base because it was damaged in an earlier cleaning. If so, try to find a replacement, the A-35 tank uses them. If you can't find one make sure the interior of the tank is spotless or the fuel line will clog faster than you can say #%%/#%&/#.

Next is the shut off valve as shown in Figures 1 and 2. It is part #14-54. Johnson refers to this part as an "angle cock for gas tank". The A-35 and A-45 shut off valves may be used as a replacement as they are identical. The shut off valve should be disassembled completely and cleaned thoroughly. When reassembling, use a new brass cotter pin. Be sure the spring has enough pressure to keep the tapered valve in its seat. Never force the shut off valve if it won't operate. Take it apart and clean it.

Next is the fuel line shown in Figure 1, which connects the shut off valve on the gas tank to the bottom of the float bowl of the carburetor. The fuel line is made up of part #13-506 (now #306346) gland for gas line ( or better known as a ferrule), part #13-307 (now #306347) small nut for gas line, part #3-37 large hexagon nut for strainer, and last, the tube and large ferrule assembly. The complete fuel line is part #14-440. The small ferrule and the small nut are still available from: Parts Depot, Gale Products through your local Johnson Dealer. The large nut is still available through some but not all Johnson Parts Distributors. The main differences in the fuel lines is in the large ferrule (Johnson literature refers to this as a settling basin for strainer, part #3-200) that is connected to the float bowl base by the large hex nut. One design has the fuel line soldered into the bottom of the ferrule, a 2nd design has the fuel line soldered into the side of the ferrule and a 3rd is like the second except with a drain screw on the opposite side of the ferrule from where the fuel line enters. I have all three on my motors but I'm sure some are not supposed to be on the models that they are on. I suspect that the design where the fuel line enters straight into the bottom of the ferrule was the original but when changes were made, I have not been able to determine. The A-35 fuel line can be used as a replacement for the lightwins. Next to the gas tank, the fuel line takes the greatest beating, being bumped, manhandled when carrying the motor, and filled with gum and sludge from dried up fuel; therefore, the fuel lines were most probably replaced sometime during the long career of a lightwin and anything that it was used.

In revamping the fuel system, be sure to clean the filter screen, part #3-40, which is between the fuel line and the float bowl. Be sure there is no varnish deposits in the mesh. If your filter screen has holes in it or is missing, buy a new one as it is available through your Johnson Dealer. The gasket that goes with it is part #3-41 and this is also available brand new and should be replaced.

Last but not least is the carburetor. All Lightwins take a Model "O" carb, but here is the catch. Not all Model "O" carburetors are the same, as shown in Fig. 4. (CONTINUED NEXT ISSUE)

---

#### CONTINUATION OF TRADER'S COVE.....

Motors for sale or trade: Johnson MS-15 (may need water pump) \$15.00; Evinrude Fleetwin 1929, good condition, \$20.00. Motors Wanted: Johnson P series or T (Giant Twin), large horsepower Cailles, Evinrude Speeditwin (Early 22 HP model V) - Big Four - 4-60, Elto Quad 1929 or newer, Cross Radial: in general I am interested in any pre-1950 motor which is over 16 HP. I already have: Johnson PO, V, K series; Evinrude Speedifour & Speeditwin; 1928 Elto Quad and Caille model 46. Dave Reinhartsen, 8819 Enfield, Northridge, California 91324.

FOR SALE: Early Elto Servicetwin with rudder. 1923 model, motor A10461, 3 HP. Owner is Gregory Gunn c/o Coffman Marina, Box 640 Sedalia, Mo. 65301 Phone 816 826-3900. Photos of this engine are on file at The Antique Outboarder Editor's shop, 2316 W. 110th Street Bloomington, Minnesota, 55431.



# Service Clinic



## SAVE AND IMPROVE THOSE DECALS By Ron Duckworth

Before you give up on a sad and sorry tank decal, give this a try: Take a pint jar or can and head for your local sign shop. Most of them use a product called "Blue Sign-Strip", which is a pale blue liquid about the consistency of a medium thick syrup. They also use a similar product called "Grip-Flex", but my source prefers the Blue Sign-Strip. These products are used as spray masking to letter or design a sign on a flat sheet of plastic or metal. The material is sprayed on these surfaces, allowed to dry and then the letters or designs are cut out and the open areas are sprayed. What it amounts to is a very practical type of stencil with more precise letter and design outlines.

Follow these steps: (1) Remove or fill dents in tank according to past articles in the magazine. (2) Clean decal thoroughly with soap and water, then with alcohol. (3) Mask the decal with regular masking tape and finish your tank in the appropriate color. Remove the tape when dry. (4) Apply Sign-Strip to the decal, lapping over and covering the main tank color by one or two inches. Apply Sign-Strip with a brush, working with a horizontal surface where possible; this aids in getting a good coating without runs. I have found that a thin coat is hard to peel off later and too thick a coat tends to peel as it is cut. Let dry overnight. (5) With a sharp pointed model knife, cut around all letters or designs and around the outside edge of the decal. Carefully remove the Sign-Strip from the decal, leaving the Sign-Strip over all letters and over the tank color at the edges of the decal. It is wise at this point to lightly press down the Sign-Strip over the letters to make sure of a good seal. (6) Using paper and masking tape, mask the tank to protect it from overspray. Now, spray the decal the proper color after properly priming the areas where you have had to fill or sand to bare metal. I actually prime the entire area before finishing with the desired color. I use two coats of finish color. (7) When paint is dry, carefully remove the Sign-Strip from all letters, etc. If letters and designs are in fair condition, your tank will now look much better. (8) If your letters are faded, this process may be reversed and the letters refinished.

My first attempt with this process was on an Evinrude Speedifour tank with good original lettering. The problem was in the decal background, blue in this case, that became pretty well messed up in the areas where I had repaired dents. By using Sign-Strip I was able to restore this decal to a very beautiful, almost original appearance.

## SOME HANDY TIPS By Peter Economos

Here are some tips that have been useful to me; I hope you will find them of value, too.

Flywheel nuts always seem to be rusty, and after spending hours polishing a flywheel, a rusty nut right in the center of that beauty just won't do. To

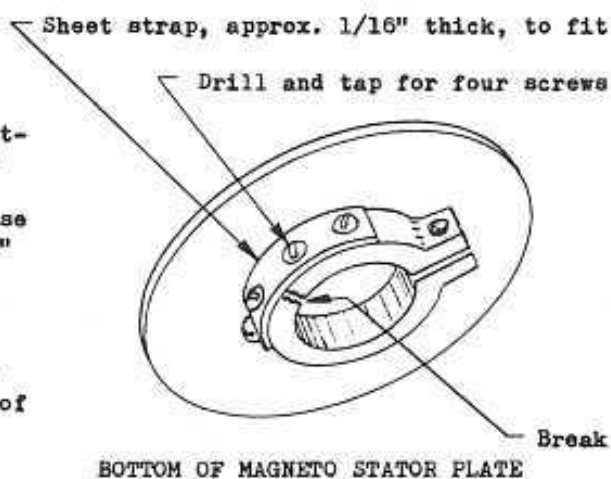
get all the rust off, and a fairly decent finish, try the spark plug cleaner at your local garage. It does the job in seconds. It also works well on other rusty bolts and small motor parts.

• To keep nuts, screws and bolts from loosening, perhaps on an irreplaceable part, try a little "Loc-Tite" (brand name) on the threads before assembling. This stuff really sticks, so don't be tempted to use it on anything that is frequently removed.

• For parts cleaning purposes, I purchased a four-gallon can of automotive carburetor parts cleaner. The bucket is large enough to handle a PO muffler and it strips paint, grease and carbon in no time at all. Although it is rather expensive (about \$20 for the bucket with basket), it saves a lot of time and effort. Be careful not to get it on your skin, and keep it away from children. It is available at all automotive parts wholesalers.

• I have run across several magneto stator plates with broken attaching/pivot clamps. To Heliarc weld at this point sometimes produces complications such as poor clampability from an imperfect weld, or from a heat-warped casting. This could produce a wobbly plate which in turn could destroy a coil or flywheel magnet; or at best, give a loose feel to the advance lever. A "quick fix" can be made as shown without welding.

The screw size can be varied with the size of the engine. Be sure that the screw ends are filed off so the ends do not protrude into the friction surface of the clamp



## THE FACTS ARE

■ ■ ■ ■ A collection of significant truths about the subjects of outboards, outboarding & motor-minded people. If you have information that you think would be of interest to our readers, send it in!

**IMPORTANT NEWS FOR ANTIQUE OUTBOARDERS! "NO-LEAD GASOLINE CAUSES ENGINE PROBLEMS", (Reprinted from "Marine Trade News" March 1, 1971.**

The pleasure boat owner concerned about air pollution had better find some other way of fighting it than by switching to non-lead gasoline, the Boating Industry Association has warned.

Donald I. Reed, BIA Director of Engineering, said tests by major marine engine manufacturers show no-lead fuels cause pre-ignition in two-cycle outboard motors and valve problems in four-cycle marine engines.

"The pre-ignition problem in two-cycle engines stems from the use of phosphorus to replace the lead in the gasoline. The phosphorus causes existing combustion



chamber lead deposits to become incandescent which causes the fuel to pre-ignite. Some high-powered outboards tested by the manufacturers were destroyed in only a very few hours running time," Reed pointed out.

Even two-cycle engines that are not so pre-ignition sensitive can be ruined by the lead-free gasolines which cause excessive piston scuffing and subsequent destruction. These deposits may be due to either the high amounts of phosphorus or the higher aromatic content of these fuels.

Reed said that large doses of phosphorus compounds were added to no-lead regulars in the fall and winter of 1970, when reports from the automotive industry pointed out the seriousness of automotive valve problems and indicated that phosphorus appeared to alleviate the situation. More recently, refiners have added the compounds in their premium grades of no-lead gasoline.

Although four-cycle marine engines are basically automotive types, manufacturer comparison testing indicates the phosphorus doesn't help solve valve problems in boats the way it may in cars, Reed said.

"So far, marine industry engineers agree that small amounts of lead are essential to reasonable valve life in existing four-cycle marine engines. The difference between automotive and marine use of these engines probably lies in the duty cycles of the two; automotive engines are not normally operated at continuous high output the way marine engines are," Reed noted.

He added that more recent testing also indicates that lead-free gasoline adversely affects the lubrication of two-cycle outboard motors.

"For the time being, we can only advise boat owners to avoid using lead-free fuel. Several major engine manufacturers, including the Outboard Marine Corp. and the Kiekhaefer-Mercury Div. of the Brunswick Corp., have already warned their dealers against the use of lead-free fuels. So far, we know of only one regional refiner that doesn't use phosphorus in place of lead, and that is in a special pre-mix outboard fuel," Reed concluded.

*~ in a reminiscent way ~*

Did you know that the Amphion outboard could boast of these achievements as early as 1928?

Was the 1st successful engine sold having a real built-in tilting feature (1913)--

Was the 1st successful outboard engine using Atwater-Kent Battery ignition (1915)--

Was the 1st successful engine having cylinders side-by-side and the crank pins at 180 degrees so as to get smoothness of operation equal to the 4 cylinder auto engine (1913)-

Was the 1st outboard that could be reversed and still employ the automatic tilt (1914)-

Was the 1st outboard having a hinged or loose steering handle (1914)--

Was the 1st outboard having provisions for it locking to the boat with a padlock through the clamping screws (1915)

Was the 1st engine taking advantage of high speeds in conjunction with a gear reduction to gain that much desired "trolling speed" (1917)--

Was the 1st outboard powerful enough to spin a 3-blade propeller of respectable diameter and pitch (1917)--

Was the 1st outboard having a drum fitted for the purpose of strap or rope start (1916)-

Was the 1st outboard coming equipped with a flag socket (1915)--

Was the 1st outboard on which a puller type propeller was tried out (1919)--

Was doing better than 15 MPH when an eminent authority stepped forward in a letter and told us it could not be done (1917)--

Was the 1st outboard to use "clutch release" to gain easy starting (1915)--

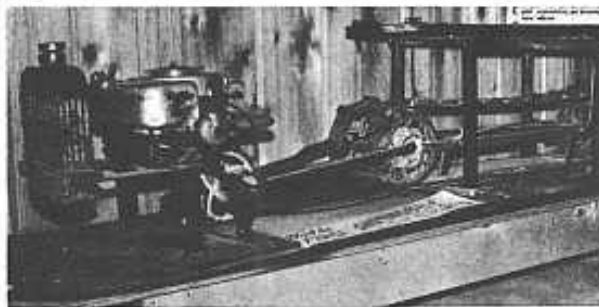
Was the 1st engine to be made to use ball bearings and not employ stuffing boxes for the crankcase (1926)--

These pioneer Amphion features were listed in a Model 5 motor brochure but were admitted to have been regarded as of little value in "trolling speed" days. Amphion also stated it had proof or truth for its assertions!

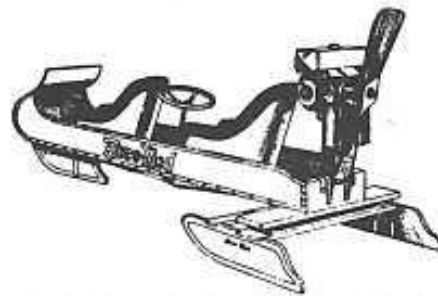
— Know what an "OMPS-Mobile" is? —

Should be nothing hard about that!

You guessed it! It's a Outboard Motor Powered Snow-Mobile .....



Snow vehicle built by Carl Eliason, 1925



Aero-sled with 5-hp engine shown in Motor Mechanics, 1917.



Among the early designs for motorized snow vehicles was an outboard rig made by a Sayner, Wisconsin store owner named Carl Eliason in 1925. The following account is excerpted from SNOW GOER Magazine, Jan and Feb, 1971

**Quote:** Eliason's looked exactly like a wooden toboggan with a bite chomped out the back two-thirds to fit a track. While Young had his engine in the back, Eliason had his in front—a 2½-hp Johnson outboard—cooled by a radiator adapted from a Model T.

Both Young and Eliason had steering skis under the curved-up front end. But Eliason's "propulsion system," instead of

being at the rear of the toboggan, was connected to full-length sideboards of the toboggan. This has been called by some as the world's first slide rail suspension system.

Eliason could see the commercial possibilities. The motor toboggan could help end the trudging and hardships of winter travel over ice and snow, especially for the trapper. A trapper could make more money with one by covering a far wider area than any other means, including skis, snowshoes or dog teams. The machine would mean much greater range of travel and new territories reached quickly and easily for the woodsman, hunter, and sportsman—anyone who needed transportation in the snowbelt.

Eliason was granted a patent on his motor toboggan in 1927, and he went on to build 40 machines in the next five years in the garage behind his store, selling them at \$360 each. He continued to take out patents on his machines until the early 1940's.

Patent information, of course, tells nothing of attempts to market inventions. However, by the year 1917, it appears at least one air-sled had become available commercially. Listed in the new products section of the January, 1917, issue of *Motor Mechanics* was a prop-driven sled called Aero-Sled, which carried a 5-hp Aerothrust motor. The editors saw it ideal for the man who had looked "for something which he can use to cover ground rapidly with . . . one who cannot hibernate like a bear, but wants to get out in the open and enjoy the thrills which come with rapid motion."

*Motor Mechanics* described the Aero-Sled as a "handsome affair" with curved dash, soft seats, regular auto steering, making it virtually an automobile on runners, capable of speeds up to 45 mph and even faster. And if that wasn't "sell" enough, they added that the engine-prop assembly was peculiarly well adapted for furnishing plenty of power for a good-sized boat.

(continued from page 13 )

on the flywheel. I went out to his home, dug through his storage shed and uncovered it. In the very dim light, I could see he was probably basing his price on weight alone, as it certainly was a big one. Having just read the October, 1970 issue of the magazine, I had a suspicion....told the man he could consider it sold, went home and called Don Peterson in Salem Oregon. As you can probably surmise by now - and Don verified it - Russ and I are the proud owners of a Giant Twin. We are missing the exhaust manifold which looks as if it has been cut off back of the cylinders, ala straight-pipe effect. Also missing is the carb air intake horn, flywheel cover and a control arm off the carb. Otherwise, it seems to be externally OK and we are looking forward to beginning restoration.

As we approach the end of our first year of collecting antique outboards, we look forward to each magazine issue for the technical and practical information (cont. pg 39 )

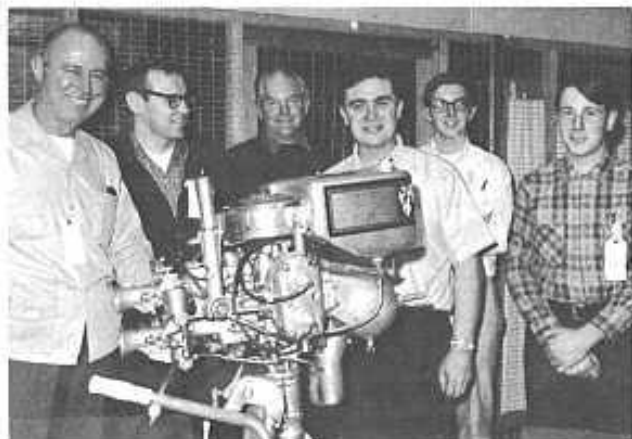
# 4TH ANNUAL CONNECTICUT INDOOR MEET

BY BOB ZIPPS

The Fourth Annual Connecticut Indoor meet was held at my home on Saturday, February 27th, 1971. As the members arrived, the talk was about what we all like best, Antique Outboard Motors. Phil Kranz showed us some literature that he had printed up on Cailles and the Evinrude 460, plus an old motor Blue Book. I'm a bug on manuals so I bought one of everything he had. Bill Lyman brought some very rare literature that we all examined. We then retreated to my basement and discussed my collection. I had to do a little rearranging so members would be able to walk around the motors and not trip over one another.

Members got parts and did a little horse trading on motors at very reasonable prices I may add. Next came the movie "A report to Ole", which everyone enjoyed. Then a coil and condenser testing demonstration followed which proved to be very interesting and informative. Those members who brought questionable coils and condensers had them tested on the spot. The afternoon ended much to fast and talk was going on as to when the next indoor meet would be, and it can't come soon enough.

Fig. 1) L to R. Bill Lyman, Phil Kranz, Dick Keegan, Bob Zipps, Dick Keegan Jr., Tom Hinds. All around the VR-30 Johnson. Fig 2 with Steve Mizgala added at left rear with gang around part of the motors. Fig. 3 shows members with the literature.



1

33



2



3

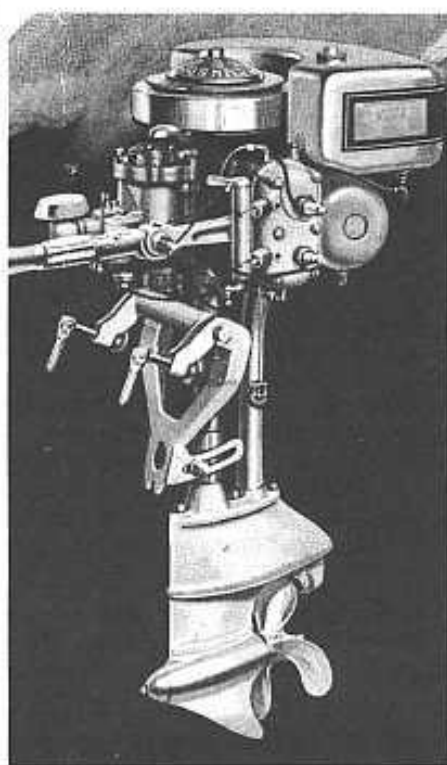
# RACING

Among the hitherto "peaceful put-put" ranks of AOMCI, a strong interest in racing revival has appeared, to be carried - who knows how far? I guess we'll all admit that the most exciting and colorful outboarding stories and experiences are somehow related to racing. The brightly painted boats, the spectators, the noise from the high RPM motors - the smell of exotic fuels - and the speed, all make for good yarn spinning. Some of the personalities too, have become favorites because of their exploits - many of which leave the ordinary boatman quite awe-stricken.

One such personality was Mr. Harry F. Vogts, now president of Surf, A Division of Madison Brass Works, Inc., Madison, Wisconsin. While he was racing, Harry was probably the most aggressive "F" class driver in the country. He seemed to know exactly when to back off on the throttle, right at the precise second, and just exactly how much in order to keep control. The rest of the time, he drove at the wide open, top end - no matter what. Harry was the driver type, not so much a mechanic, and had a flair for the dramatic. He liked polished, good-looking equipment and apparently trusted his mechanics to take care of details, completely.

On one occasion, for some reason Harry didn't show-up as usual before a race. The pit boys had gotten the boat all ready, the starter was about set, but still no Harry! Finally, just as the race was to get underway, Harry appeared, all spit and polish, stepped into the boat, pulled the starter cord once, and proceeded to win the race - without a lick of practice, testing or warm-up.

And another time during a full-bore practice session using a 4-60, Harry was dumped completely out of the boat on a sharp turn, after which the boat continued to circle at good speed. Harry knew the expensive 4-60 wouldn't take cooling water properly while in a continuous, tight turn, so he directed the rescue boat team which had picked him up, to chase the cir-



Above: The Johnson Sea Horse 32, model V-45. Left, from a '31 advertising brochure, "Only at the controls of the super powered Johnson Sea Horse can you fully realize the ecstasy of the speed of the swift, breath-taking flight over water. The (VR-55) Racing Model Sea Horse "32" has attained the fastest speed ever made by anyone in the history of outboard racing competition -- 47.67 miles per hour!"

cling racer. When the two boats were alongside Harry leaped from one to the other, straightend out the craft and gunned the motor which responded in a huge cloud of steam. In so doing, Harry saved the engine from certain destruction.

Probably the best testimonial to Harry's skill and courage occurred during what is thought to be his last major race. While driving in the C class race, he was flipped, struck on the head and was floating, unconscious when picked up. Harry didn't regain consciousness until the med-ics were loading him into an ambulance. After a struggle, he broke away from the hospital men and went right on to win the "F" event.

Performance-wise, the racing engine literally had no limit. But even appearance-wise, the engines were a different breed. Super streamlined lower units, many with dual carburetors, separate oiling systems and exhaust manifolds that were often just deflectors - all are distinctive motor features, highly appealing to today's collector of antique outboards. True, there aren't many of these engines left in original condition. Most were used up, blown up or modified to some unique configuration.

The pictures shown are intended to stimulate more appreciation for the truly fine race engines of the past. Send in your photos, stories and anecdotes for all to share! Ed.

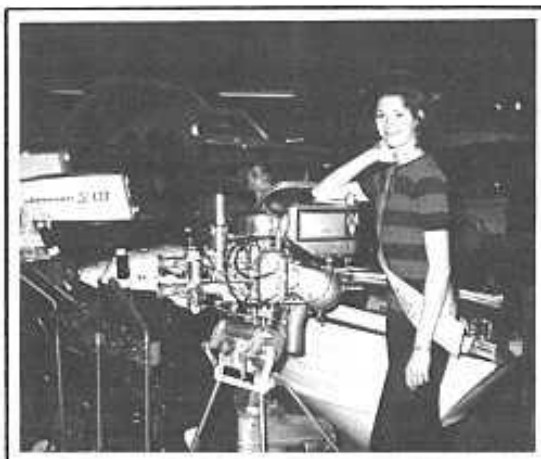
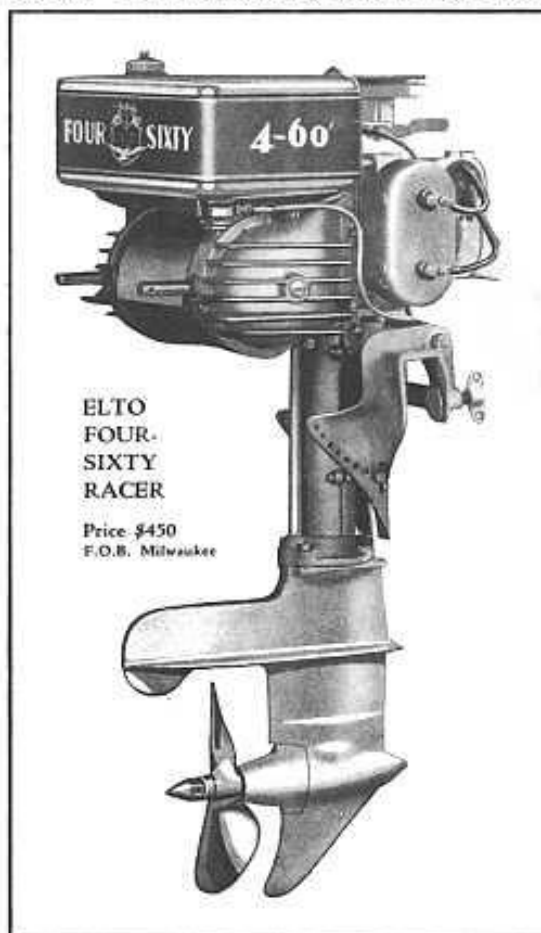
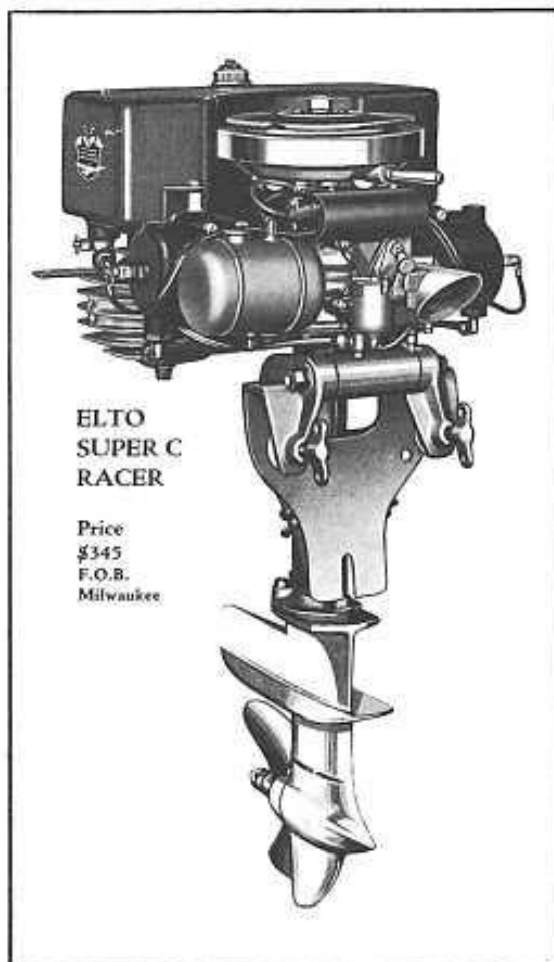


Photo by B. Zipps of his VR-50 with dual carbs. Beautiful girl, too!

Left and below: The Elto Racing Motors for 1931



# FLORIDA CHAPTER NEWS



By Dick Jones

Once again my picture has found its way into print along side that of an attractive and bikini clad young lady - this time into our Union paper. There was also an article on old outboards, similar to that which appeared in "Whisperjet" as reported in the last issue. I really hope to gather more interest in the Club via the article, but have not been able to tell my wife about the picture of the young lady, since after the last one she told me if I came home with any old motors like that, I would suffer serious problems with my lower unit. Anyway, even though it's beyond my control, you'll notice how they keep putting a girl's picture with mine. Just a beauty and the beast syndrome, but publishers know a good thing. I understand Jim Webb is doing an article on sex and outboard advertising. He may want to interview me, but he'll have to hurry because I may become too old to take yes for an answer.

Our new local Chapter man, Bill Sutton, has joined our Saturday conference meetings. He and I have known each other at Eastern Airlines for 15 years, and I'm real glad he has joined us. As for on-the-water activity, John Harrison and I had the Jacoby hydro out a couple of weeks ago, powered by the modified PO Hotrod. We sure had fun and John got the rig up to 47 MPH. In a nine foot shell, that does feel like over 90.

The local police showed up as we were loading the trailer and that ended the noise making without a muffler on our "Lake X". But, oh, that noise was fine to hear. Since then John has lined us up with a small, rock-pit type lake which is private and we can race around with no muffler, to our heart's content. I am building an Evinrude "M" class engine up now - 7-1/2 cubic inches - for my midget hydro which just matches - 7-1/2 feet long. John and I are recovering four decks at on time with airplane fabric followed by aircraft doping as a finish. A regular factory down here! By the way, I have some new, bright red hot-pants to wear when I try the Midget for the first time. So long for now from the Miami bunch.

## KNUCKLE BUSTERS NEWS

by Sam Vance

Saturday, February 13, 1971, was the day the Knuckle Busters had chosen to have the indoor meet at the home of Tom Luce. RAIN, RAIN and more RAIN, that was the name of the game. At least we were all in the house except for one or two trips to Tom's garage to view some of Tom's "herd".

The Vances, Sam and Matt, arrived about 10:00 AM, followed closely by Mort Daller with his wife, Mary, and Tony "Smiley" Caglione. Doug Evans arrived just ahead of Phil Kranz, his wife, Kay, and two sons who were on their way to North Carolina for a vacation and to visit with relatives. We missed our ignition expert, Mark Wright, who was called out of town at the last minute. We had a good opportunity to exchange views, and exchange too a few engines and parts.

Among the exhibits were Tony's 1918 Caille single, 5-Speed, all polished up like his Racine, of Meets past. Amongst Tom's great collection which covers almost the entire basement was a 1928 Elto Quad, completely restored. The flywheel and prop were polished to such a high lustre, the engine looked as if it was real eager to run. We can foresee a race between the two Quad owners, Tom and Sam Vance. Mort Daller brought a two cylinder Lauson and an Army lower unit for a Evinrude Lightfour (real long). Mort also brought a cigar box filled with hard to find parts such as bowl covers, throttle

# MIDWEST CHAPTER NEWS

by Lynn Sallee

Following are the minutes of our Fall Indoor Meet: The Midwest Chapter held its annual Fall Indoor Meet on November 7, 1970 at the Waukegan Public Library. Nine members were present. After an informal re-hash of the Summer Meet at Ed Kant's cottage in Winneconne, Wisconsin, we finally settled down to business.

Our main objective was to finalize our constitution and to accept it. New officers were nominated and elected: Bill Rose, President; Jere Sairs, Vice President; and Lynn Sallee, Secretary/Treasurer. Two committees were set up to handle our 1971 outdoor meets. Ed Kant of 201 Young, Waupun, Wisconsin will head up the northern committee and Gene Yonkers of 802 E. Esther, Taylorville, Illinois will head up the southern one.

After all our old and new business was taken care of, we celebrated the Midwest Chapter first anniversary. Bill Rose provided the birthday cake, tastefully decorated with a marine sparkplug made of frosting. Movies were shown also, of our last summer's meet on Lake Winneconne. Our next indoor meet will be held May 8th, 1971, at the Waukegan, Illinois Public Library, at 1:30 PM. This is an open invitation to anyone that is interested in coming. Hope to see you there!

## THE Yankee Chapter NEWS

by Peter Hunn



The Racing Chief and Caille 5-Speed



Here's the mysterious Johnson "B"..

The Yankee Chapter met October 27th, 1970 for a land-locked get together midst the fallen leaves of Autumn, in jacket weather. Attending were W.H. Lyman Sr., Phil Kranz, Walt Weidmann, Perry Stanley, Dick Keegan, Dick Keegan Jr., Ed Fredericks, Don Hinds, Bob Zippe and yours truly, Peter Hunn.

Among the engines on display were Perry Stanley's fine AB-25 Johnson, an A-35 Johnson, a rudder type Elto and some Waterwitch equipment. Of special note were a 1929 BR Lockwood Racing Chief (one of two or three known to exist) and a 1930's 5-Speed Caille.

Perhaps the most intriguing exhibit was a Johnson "B", heretofore unheard of, but determined by research to have been made for a unique Johnson Boat (Baby Buzz type maybe?). This motor has a special transom bracket, without the usual clamp pads, made for bolting down to a bracket, just like late model OMC motors. This engine appears to be about K-35 size, characteristics and vintage. Anybody know more about this model?

### DECALS

SELF STICK CLUB INSIGNIA

Approx. 3" X 5" Price \$.25 each

Order from Dick Jones 20505 NW 3rd Ave.

Miami, Fla. 33169

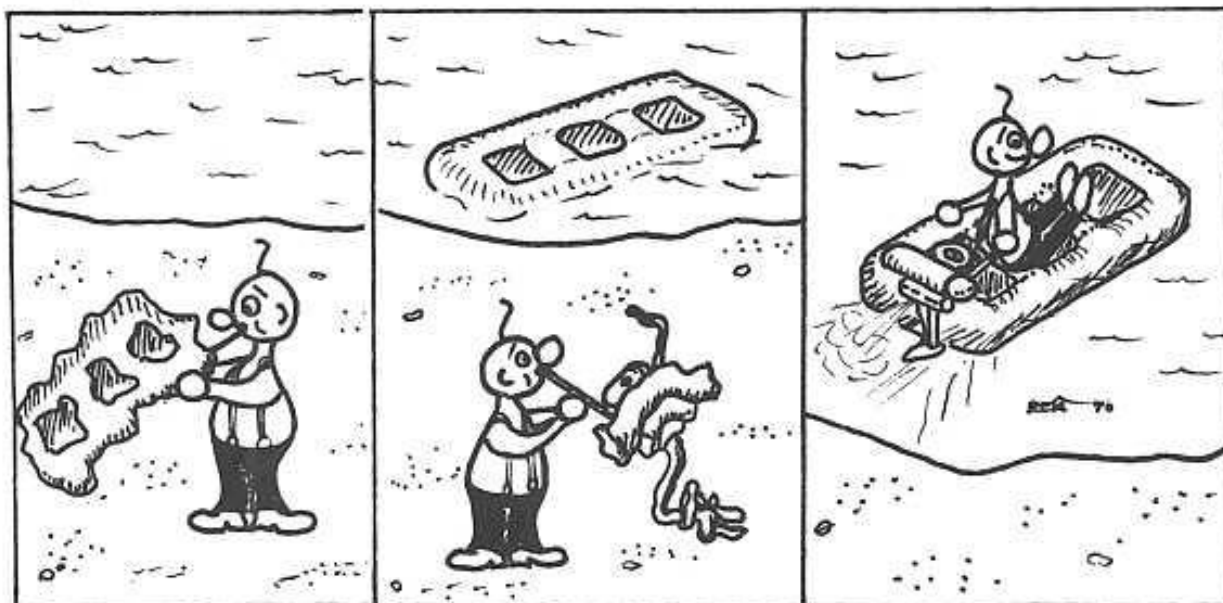
linkage pieces, etc. Sam Vance displayed a solitary motor, a Caille 8 HP model 15. The gas tank on this engine is bright red and the gold letters spelling out "Caille" are bordered in black. What a great little motor - and only 50 pounds!

Tom's wife, Jean, had made a delicious Hamburg Pie for lunch, and as we all sat around the table enjoying the meal, we listened to Mort and his wife tell us of happenings at races all over the East Coast. After lunch, Phil Kranz passed out some literature on the Clarke Troller and other motors, previewing some of the offerings he will make to the Club members.

Unfortunately, everyone thought the other guy was bringing a camera - no one did - and so we have no pictures this time. We will just have to wait until Spring when we can take pictures of these fine engines in the water. We closed the meet with a little horse trading and the folks began leaving about six PM. And wouldn't you know, when we left, it was still raining! See you next issue.

(Continued from page 10 ). Chrome plating of the rod journals won't work, however, as the chrome will not stand up against roller bearings. Granted, the work can get expensive, but you can keep your engine running.

The main cause of damaged keyways is loose flywheels. Gentlemen, keep those flywheels tightend properly! I shouldn't forget addressing the ladies too - I know of one who runs a PO sometimes. There may be more. Please don't hesitate to write me if you are having problems with your PO (or other engines). I've got an excellent technical advisory committee and maybe we can help you out. Happy broken starter ropes! So long--



(continued from page 32 )

necessary for a couple of novices to make any thing at all out of these old gems. When we joined, we got the standard letter informing us that each member should contribute to make a better magazine and we felt this was only right. Right, that is, until the thought suddenly dawned on us that how could our meager, and I do mean meager, knowledge of outboard motors - of any year - possibly do the magazine any good. Promptly, the idea of being a contributor was forgotten.

Then, one day, a brief note appeared in the magazine that a limited number of back issues of the magazine were available, and so a letter was dispatched to Dave Reinhartsen about a back issue or two he might have available. Back came a couple of past issues with an even shorter letter than mine, stating that he had received such a "nice letter" that he would like an article for the magazine - and as bait, he offered the rest of an unknown quantity of back issues....Nothing more than a Case of Blackmail!



# 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.

### MOTORS SEEN:

ELTO: Mod 4091; Stan Beidelman; 4209 Sepulveda; Torrance, California  
 EVINRUDE: 1929; Fastwin; Charles Spears; 2047 Garfield; Ferndale, Mich.  
 JOHNSON: No other info; O. Hart; 4459 Crump Rd.; Germantown, Tenn.  
 JOHNSON: Mod A-35; Frank Decker; 8751 Skyline Dr.; Hinsdale, Illinois  
 JOHNSON: Mod OA-55; Blaire Clements; 32 Jane St.; Caledonia, New York  
 NEPTUNE: Mod 10A10; Curt Kelly; Box 122; Curtis, Michigan  
 Motors for sale; 1907 Waterman, 1913 Evinrude, 1915 Ferro, 1915-20 Amphion Twin, 1922 Elto, 1924-27 Caille Liberty Twin, 1926 Elto, 1928 Amphion, 1928 Elto Quad, 1928 Johnson A-35, 1929 Caille Motorgo Commodore, 1929 Elto Lightweight, 1930 Elto Senior Speedster, 1930 Indian, 1930 Lockwood Chief, 1934 Evinrude Fleetwin, 1935-38 Thor, 1936 Neptune OB-64A, 1938-40 Bendix SMD, 1938 Evinrude Speeditwin Racer, 1938 Waterwitch Twin, 1939 Clark Troller, 1939 Elto Pal, 1940 Johnson LT-10, 1949 Mercury KF-5, Elto ignition parts. Minimum sale: one pre 1931 engine with one post 1931 engine. Write for price and condition. Will Ship. Mark Wright, 30 Crest Drive, Little Silver, New Jersey 07739

### MOTORS SEEN:

ELTO: Ser 62266; Speedster; William Schwartz; Box 692; Ruskin, Florida 33570  
 EVINRUDE: Mod 6039; Harry Madson; 1305 Iowa St.; Alamogordo, New Mexico  
 JOHNSON: Mod SD-10; D. Woolley; Rt 1 Indian River Dr.; Sebastian, Florida  
 JOHNSON: Mod A-50; Virgil Thomas; Rt #1; Calvert City, Kentucky 42029  
 LOCKWOOD: No other info; Gust Millkie; Rt 2, Box 335; Mayville, Wisconsin 53050  
 Has Several Motors: John Pipoly; 2760 E. Ridgewood; Seven Hills, Ohio

### MOTORS SEEN:

EVINRUDE: Mod 9035; Alvin Siemens; 204 N. 10th; Yakima, Washington  
 EVINRUDE: Row Boat Motor; Jack Homlette; 110 W. Wisconsin Ave; Neenah, Wis.  
 Johnson: Mod A-25; D. Woolley; Rt 1 Indian River Dr.; Sebastian, Florida  
 JOHNSON: Mod J-75; Orrin Hotzler; Box 4; St. James, Minnesota 56081  
 MARTIN: "100"; Mark Bellevue, Washington  
 JOHNSON: Mod A-50; 1930-32; Alt twin; 4 HP; complete; runs; new rods, rings and bearings installed; Virgil Thomas; Rt 1; Calvert City, Kentucky--PAID ADVER.  
 Parts Wanted: One con rod for Johnson 9 HP Mod KS-15. Number on rod 27B320, Number on cap 27A321, Also want advance and timing mechanism for 11 HP Elto twin Ser 9050476; David Uihlein, 6820 N. 43rd St.; Milwaukee, Wisconsin 53209

FOR SALE: 1922 Model A Evinrude single in good shape and easily made runnable. Contact Mr. W.C. Parker, Vienna, Missouri 65582.

GEARCASE WANTED: Need gearcase p/n 194646 for Elto Pal 1937 Model 4203. Write Richard L. Olson Box 114 Amery, Wisconsin 54001.

FOR SALE: 1939 Evinrude Sportfour, 16.2 HP. Appears to have no broken parts and seems operable. Write Mr. Charles R. Woolsey P.O. Box 804, Hampton Bays, N.Y. 11946

FOR SALE: Elto rudder twin, Serial C 23341. Good condition, not damaged and ran well when last used, several years ago. Make offer to Mr. Clarence F. Mitchel, 3859 Kay Circle, Salt Lake City, Utah, 84106. Phone: 277-1205.

FOR SALE: Reprinted antique outboard literature. Get your copies now, while available. There are some imperfections in these reprints due to the reproduction process used or the condition of the originals I worked with. The information is there, some of the pictures are not to good. All postpaid! Instruction Manual for all Evinrude Rowboat Motors, 38 pp \$2; Caille single cylinder Liberty Drive instructions, 6 pp, \$1; Clarke Troller instruction manual, 16 pp, \$1; Koban instruction book, 10 pp, \$1; Evinrude 4-60 racing engine instructions, 8 pp, \$1; Caille catalog of 1931 models, 27 pp, \$1; Outboard trade-in guide, identify motors 1936 to 1950, 44 pp, \$1; Order individually, or I will send all 7 for only \$6.00 ---ALSO FOR SALE: Used parts from the following motors or will trade! Lockwood Model T; Lockwood Chief; Caille Pennant; Neptune Mighty Mite; Neptune early twin; Lauson Sport King single; Chris Craft Commander; Martin, new/used; Johnson MS-38; Johnson A-35; Johnson OA-55, LT-10, LT-39; Evinrude Sportsman, Zephyr, Rowboat motor; and Elto Ace. ----WANTED TO BUY, following parts, new or used - will buy parts motors: Skeg for Elto Pal; Skeg, fan and rope sheave for Bendix SM; gas tank, any condition, carb and lower unit for Waterman Porto; side and top cover for Flambeau single; flywheel and magneto for Wisconsin; Tank, carb and transom bracket for Sweet; Lower unit and transom bracket for Lockwood 72T; Anything for Aerothrust or Clarke Troller, coil, pions and other parts for Lockwood Rowboat motor...Will trade on these too! Write Phil Kranz, 4472 Bullock Road, Slingerlands, New York, 12159.

FOR SALE: Decals available for Evinrude and Elto motors! Original! Still excellent! Quantities of some very limited - order now! For Elto: Cub, 2 pieces-sides of tank '39 p/n 171556 with oiling, \$15; Cub, 1 piece side of tank '40-'41, p/n 200032 plus oiling instructions p/n 171557, \$10/set; Pal, complete new tank and decal, \$17.50; Ace, new tank and decal, \$17.50; Ace tank decal, \$10; Handitwin, tank decal plus operating and oiling instructions (these two will work for other motors also) p/n's 171473 & 171465 & 171466 \$10 for set, or \$5 for operating and oiling instructions only; Evinrude Lightwin p/n 171530 & 171529 operating and oiling instructions, \$5/set (no tank decals for Lightwin but could use decal from Ace; Fleetwin tank decal p/n 171545 plus operation & oiling p/n 171546, \$10/set; Sportfour - round tank type p/n 200291, \$10; Evinrude tank decal, OMC type size: 3-5/8"x4-1/4" p/n 171366, \$7.50; Same, size 4"x7" p/n 171367, \$10. These have black border- silver shield-red letters- gold background--will work for most any "square tanker" but need spraying with clear lacquer before using. For the following motors use p/n 171366 or 171367 for back of tank, PLUS: Sturditwin end of tank p/n 170682 and p/n 170538 operating instructions, \$15.00 set; Fastwin, end of tank, p/n 170685 and p/n 170540 operating instructions, \$15.00 set; OLD, 1927-34 Speeditwin, Speedifour, 4-60, etc. end of tank (silver background, blue "Evinrude", red lightning bolt), \$7.00 each. Later large tank decals, p/n 171365, \$15. JOHNSON TANK DECALS p/n 25-227, 25-244, set 300702, 300703, \$10; Johnson oiling instructions p/n 25-214, 21-595, \$2@. NOTE: Include 10% over price to cover postage and handling. Bill Kelly, 10201 - 114th PL NE, Kirkland, Washington, 98033.

## JOIN NOW

### 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

- |  |   |
|--|---|
| <input type="checkbox"/> Collecting motors | <input type="checkbox"/> Running motors         |
| <input type="checkbox"/> Restoring motors  | <input type="checkbox"/> Collecting Information |

Mail this application and \$9.00 to

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

# AOMCI NEW MEMBERS

Sean Malone  
416 Normandy Lane  
Newport News, Va. 23606

Gene Theisen  
2045 Jade Lane, Cedar Crest  
St. Paul, Minnesota 55118

Library, Nat'l Museum  
of Science & Technology  
Ottawa 4, Ontario, Canada

Walter Ellis  
3724 Briar Cliff Road  
Kansas City, Mo. 64116

Kenneth Sliger  
8735 Murietta Av  
Panorama City, Cal. 91402

Edward Loomis  
173 San Benito Av.  
San Bruno, Calif. 94066

William R. Sutton  
225 N.W. 144th St.  
Miami, Florida 33168

Robert Thurston  
20 East 1st St  
Duluth, Minnesota 55802

Giles T. Van Brunt  
9 E. 127th Terrace  
Kansas City, Mo 64145

W.T. Holton  
3525 Blue Rdg. Cuto  
Kansas City, Mo. 64133

Neil Tasker  
8 Lorraine Av. St. Vital  
Winnipeg 8, Manitoba, Can.

E.J. Hasenbein  
3356 Mountainside Road  
Birmingham, Ala. 35243

Richard D. Cameron  
19763 Merritt Dr.  
Cupertino, Cal. 95014

Richard H. Kretchmar  
P.O. Box 217  
Ione, Cal. 95640

T.H. Carpenter  
Box 343  
Crossville, Ill. 62827

Jack Reid  
Reid Marine sales and Service  
RR 1, Clinton, Ind. 47842

Robert D. Surgeon  
62992 Miami Road  
South Bend, Ind. 46614

Clifton W. Quinby Jr.  
Rte 1, Box 96  
Dunkirk, Maryland 20754

Thomas A. Eaton  
10 Hamilton St. Apt. C9  
Norristown, Pa. 19401

Dale T. Kostka  
"Cool Acres" 522 Clearwater Dr.  
No. Aurora, Ill. 60542

George E. Vansant  
2404 Milltown Road  
Heritage Ct. Apts. Apt. 7-C  
Wilmington, Delaware 19808

Ernest R. Whitcomb  
8405 S.W. 144th St  
Miami, Florida 33158

Keith C. Nordling  
Route 2 Box 5B  
Geneseo, Illinois 61254

James F. Hirshfeld  
2530 Iroquois  
Detroit, Michigan 48214

Jos. Desloge Jr.  
Rte 2, Box 625  
Florissant, Mo. 63031

A. Benson  
1074 Clyde Rd.  
Baldwin, New York 11510

Burt D. Hawks  
2645 Oneida St  
Utica, New York 13501

Charles A. Beringer  
201 Clemmer Av  
Akron, Ohio 44313

Gene P. Cahall  
2466 Orange Av.  
Dayton, Ohio 45439

Melvin Sevin  
1135 S. St. Marys St.  
San Antonio, Texas 78210

Tom Albertine  
15418 12th Av N.E.  
Seattle, Washington 98155

Richard Jevarian  
303 Montcalm  
San Francisco, Cal 94110

A cordial welcome is extended to all newcomers. Other members are encouraged to make contact either by writing or visiting. Let's show these new members how to really participate in the Club activities such as Meets, Chapters and Special Interest Groups.



## DECALS

1911-1928 MODELS A & B EVINRUDE  
Four piece tank Decal Set \$4.50  
Order from R. Brautigam 2316 W 110th St  
Bloomington, Minn 55431

## DECALS for JOHNSON

Price: \$8.00

Made from factory  
Blueprints

Models

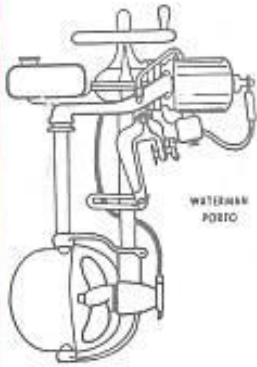
V-45,65,70; VR-45,50 & VE-50

John C. Harrison

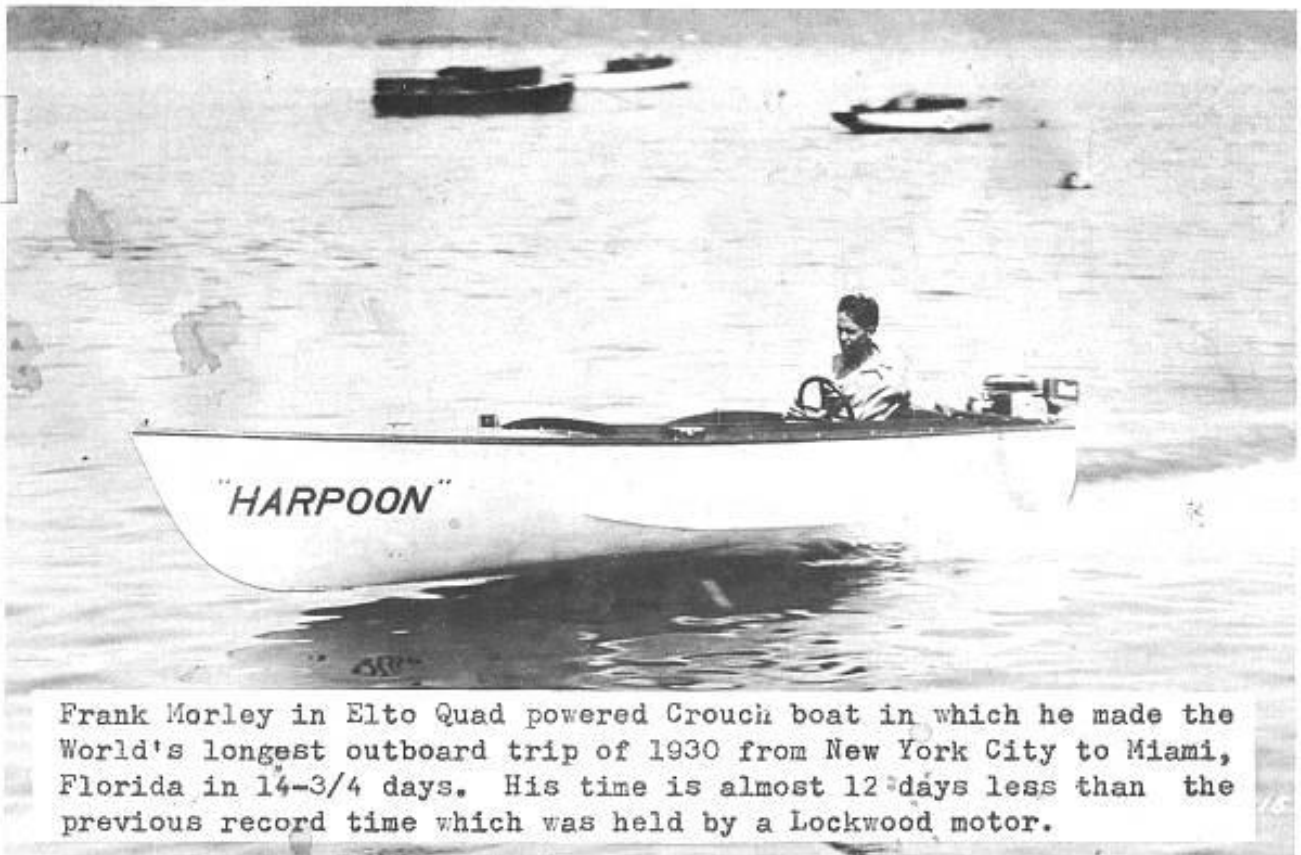
1000 N. W. 54th Street

Miami, Florida 33127

# The Antique Outboard Motor Club Inc.



Publishing Office: 2316 West 110th St., Bloomington, Minnesota 55431



Frank Morley in Elto Quad powered Crouch boat in which he made the World's longest outboard trip of 1930 from New York City to Miami, Florida in 14-3/4 days. His time is almost 12 days less than the previous record time which was held by a Lockwood motor.

# AOMCI 6<sup>TH</sup> YEAR