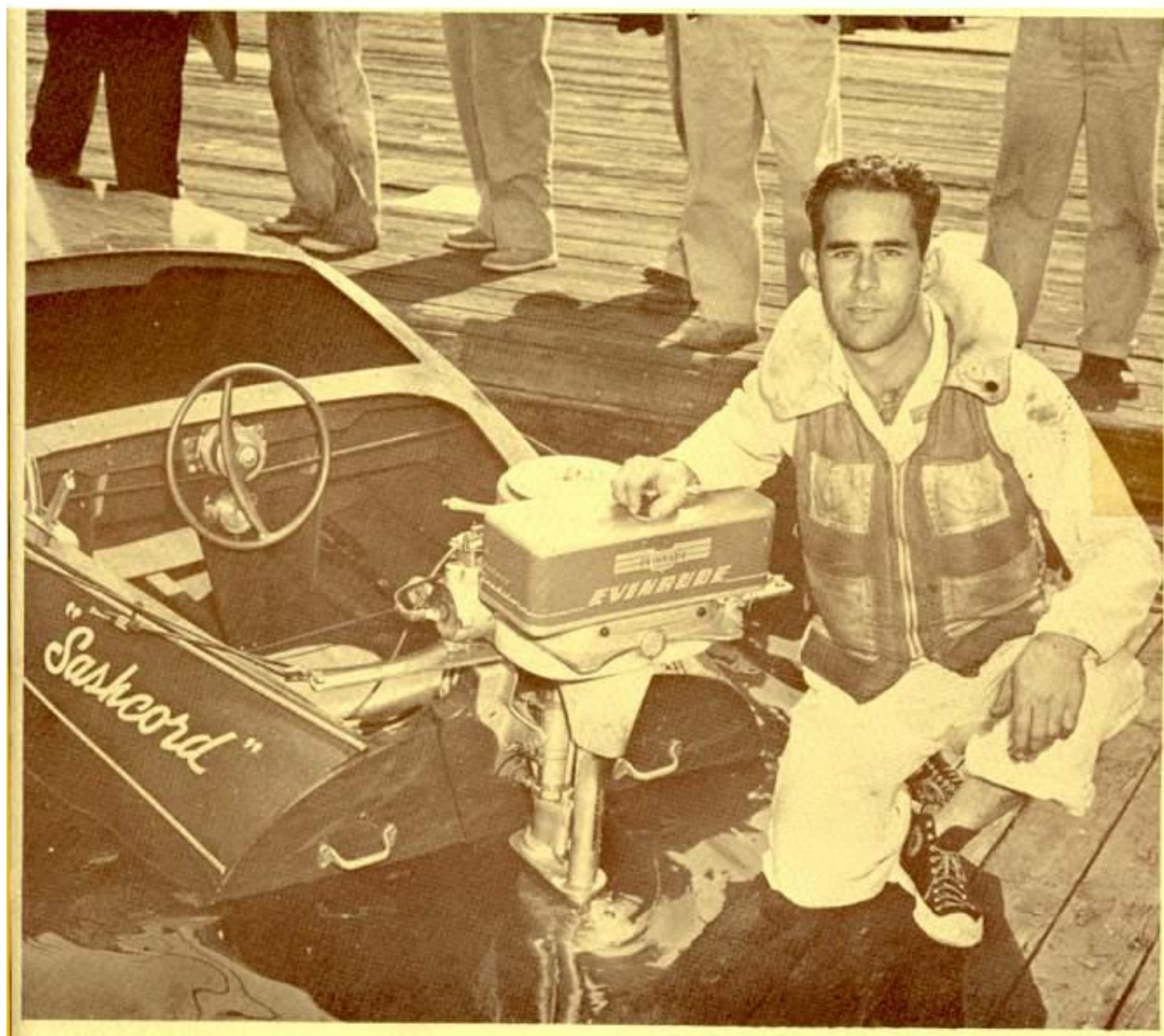


# *The* **ANTIQUÉ OUTBOARDER**

**The Pioneering Authority**



**April**

**1974**

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 from Jim Nixon, 4781 Fifth Avenue, Youngstown, Ohio 44505, U.S.A.

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## Front Cover:

John Toprahanian's first and only ride in a Class C, stock runabout earned him a new mile record of 41.442 mph at Oakland, California, September 21, 1952.

## Back Cover:

Clarence and Mrs. Sitton and grandson Kevin. Motor is V-45 Johnson; speed about 27 mph.



*The Antique Outboarder*

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# From The President

October, 1974

Inflation has become an old story to all of us. Skyrocketing prices have affected our personal and business lives, pushing and pulling us as we try to shape our budgets to fit requirements.

The Antique Outboarder was particularly hard hit this summer. Our publisher was forced to raise prices as his costs increased. Paper, never cheap, was suddenly in short supply and extremely expensive. Labor costs rose. In short -- we found ourselves unable to produce the magazine at a realistic price.

A new publisher has now been selected. Happily, we find that members can still receive The Antique Outboarder with no increase in membership dues.

Three serial issues have now been assembled, and the regular schedule will be resumed. Thanks for your patience during the delay.

## IMPORTANT MESSAGE

# LETTERS TO THE EDITOR

---

JOHN GOULD - MASTER OF THE GOLDEN PEN . . . .

AOMCI is indeed fortunate to have Mr. John Gould as its Membership Chairman. Anyone who has corresponded with John knows that he's one of the world's most colorful writers. A good example is his recent dues notice which is printed here just for fun:

HELP!!! SOS!!! MAY DAY!!! LAST CALL!!!! YOUR AOMCI DUES ARE PAST DUE!!!!

Now that the Sheik of Araby has turned on the oil, how about Sheikin' loose with NINE BUCKS to replenish the Club's Coffers for 1974-75?

I'll look forward to receiving your Generous Letter by return mail. Otherwise, I may have to ask Emir Sabah Al-Salim Al-Sabah of Kuwait to have one of his Cadillacs (with 10 wives inside) run over your foot! Praise Allah and send your dues! John Gould, Jr., Membership Chairman AOMCI

Dear Mr. Gould, Jr.: I am enclosing check for membership in the AOMCI. I have always been interested in outboards. In 1929, Oluf Mikkelsen was the Evinrude distributor at 115 E. 23 St., N.Y. His son, George, and I used to divide the trade-ins - Waterman, Koban, Caille, etc.

In 1929 I purchased the Bossert Pirate - Rocket Boat - that Malcolm and Dick Pope used at Lake Hopatcong, N.J. It had 18-6 pound rockets in a false transom set off by a single dry cell in sets of 6. When I bought it I put a solid transom over the holes and used a 1930 22 HP Evinrude Speeditwin which I bought from Oluf Mikkelsen for \$250. We got about 40 m.p.h. on the Bossert Step Hydro. I have the pictures of the tests which I think would be interesting in the AOMCI. Many thanks, Carl J. Harder. P.S. Dick Pope is the owner of Cypress Gardens in Florida.

A GOOD SUPPORTER - OF THE CLUB . . . . AND MERCURY ENGINES

I would like to say that I am in favor of any workable point systems for achievement. I think that any program like this will further participation in Club events and be beneficial to everyone. I don't think members and the Club as a whole should be persuaded to stand still because a few members "don't have time". I help operate a marine business that is open to the public 61 hours a week and I am working there that many and more. I have a home and family to which I devote considerable time and I still find time to restore motors, attend meets, and hold a meet.

I was very interested in the article by Bill Kelly in the January issue on Mercury engines. (They are my special interest.) I generally agreed with his comments and I also learned a couple of things. However, a couple of things, I feel, were missed. On the problem of coils breaking down when hot, a very important part of the solution was the installation of two external vent hoses to the magneto. The new coils are better but I have seen the old ones work okay in a magneto that was vented. As to rapid wear of point fiber and cams, lubrication is important and also breaker spring tension is very important. The points that Mercury sells have too much tension. They sell a spring tension gauge (#91-29406) to permit you to reset them correctly (34-37 oz.). Bob Grubb.

CLARENCE SITTON SCORES HEAVILY IN THE MOTOR DEPARTMENT . . . .

I'm running way behind on my restoration work but have done well collecting. Most recent is a Riley, 5 cyl. radial. Do you know anything about Rileys? Am in need of information.

Picked up 2 mint condition motors, a P.R. Johnson (by Hubbell) and a 1939 Speedifour. Also, a running model 48 Caille and 5 or 6 other non-running motors.

Must have 85 or 86 motors here now. Oldest one is 1915 Evinrude, also have 1917 Caille 5 speed but nothing older. Have a deal cooking on a 1909 Evinrude. All original and in running condition. Have been trying for a better price but will probably give in and buy it before someone beats me to it. Clarence Sitton, 2101 N. 4th St., St. Charles MO, 63301.

I'LL BET HERE'S A FAMILIAR NAME TO MANY . . .

Some years ago I belonged to the Club, when head quarters were in Texas. I have a number of oldies (about 35). My father, W. L. Masters, sold Johnson #1, No. 507 in 1922, then for 35 years was in the boat and motor business in Chicago, at 210 W. Chicago Ave., known as Masters Marine, Inc. I am now retired after living through diabetes, stroke, but still have my active collection. The Club used to issue a small magazine about antique boats and motors, etc. I also have a 1922 Evinrude boat, the first of the type designed to carry the 2 to 4 h.p. in the days of beginning of the big 4 h.p. race.

Please send me a bill for dues and data for becoming an active member. Lawrence Masters, Beulah, Mich., 49617.

CAN ANYONE HELP MR. COLWELL ? ? ? ?

An item in the last issue of the National Fisherman might be the basis for an article in the next issue and might lead into some favorable publicity for the Club. It seems that Wayne Colwell, Curator, National Historic Parks and Sites Branch for Canada, 2630 Sheffield Road, Ottawa, Ont., has been charged with the responsibility of refurbishing the former Artic patrol vessel R.C.M. Police St. Roch and needs a 5 h.p. T.M.D. Bendix Eclipse with which this ship was equipped in 1944. P. S. Brooke, Jr.

#### AOMCI New Members (continued from back cover)

Walter P. Davids  
13 Clover Dr.  
Webster, NY 14580

Fred J. Geberdt  
3593 Bayshore Rd. E.  
RR #1  
Owen Sound, Ont. CAN

Richard Paterson  
3591 Bayshore Rd. E.  
RR #1  
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Robert W. Cook  
1801 Market St.  
Shreveport, LA 71101

Walter D. Verner  
701 Pine St.  
New Orleans, LA 70118

Howard Simmering  
RR #1  
Welcome, MN 56181

Dr. George A. Adcock, Jr.  
313 Shearwater Dr.  
Ocean Springs, MS 39564

Ray Nelson  
ANTIQUÉ BOATING  
Box 199  
Cleverdale, NY 12820



# OF HISTORICAL INTEREST

..... *W J Webb*

## GATHER 'ROUND - YOU LOVERS OF JOHNSON MOTORS

Here is the true story of how Johnson Outboard Motors came to be, written by one of the men who was there before this giant of the Outboard Industry was conceived, who helped with the birth and who had an important part in bringing the squalling youngster into early and successful maturity - namely, Warren Mason Conover.

Warren Conover married one of the sisters of the Johnson brothers, was the father of Clay Conover who retired November 1, 1973 as Vice President and General Manager of Johnson (see January 1974 issue).

I wrote Warren, whom I had known since 1926, a competitor then, a few months ago asking for some "inside information" on the early happenings at Johnson, hoping to get the bones of a Johnson story covering some items not previously printed. Warren responded by supplying the whole ball of wax, a story that I will bet only a few of the oldest timers at Johnson really know about. So here it is as Warren remembers it:

### "EARLY JOHNSON ENGINEERING HISTORY"

(All were two cycle motors)

by Warren Mason Conover

The original Johnson Brothers consisted of Lewis, Harry, Julius and Clarence (ages in order named). I first got acquainted with Lew in 1903 for both he and Harry were in Terre Haute, Ind. high school with my two older brothers. At this time in 1903 Lew and Harry were making some white pine patterns for their first inboard motor, a large slow speed single cylinder engine turning about 350 r.p.m. and developing about 3 h.p., weighed at least 150 pounds. This was put in their 18 ft. rowboat, named "The Arrow" and pushed it very satisfactorily. Wanting more power, they built a much larger engine with brass waterjacket, single cylinder 5x5 in. at 500, it developed about 12 h.p. and really pushed that rowboat.

Soon after, about 1905, they came out with a single cylinder 3x3 in. turning 800 r.p.m. weighing but 65 pounds making 3 h.p., then a double cylinder 3x3 in. and 4 cylinder 3x3 in., then a 4x4 in. single-double and 4 cylinder. They were in the inboard marine business in rather a big way considering that the factory was their father's old barn. The power to run the little plant was the old original single cylinder marine engine that had been in the rowboat.

Julius designed and built a governor to operate a push rod that came up under the check valve on the old LUKENHEIMER mixing valve. It lifted the valve off the seat so the engine would miss an explosion or two to slow it to a steady speed. This worked out fine and supplied all the power for the shop through a line shaft up in the haymow of the barn.

Julius was the production force, he really did most all of the machine work. Harry did some of course, but Julius was the man who really was the work horse. He was the finest.

machinist I have ever known. Lew always was the one who would never get his hands dirty, the office work was his "dish". Of course, Lew did a lot of the drafting and pattern work. Harry was the dreamer of the family and a very fine critic of any new ideas and a great mechanic. Clarence was the kid brother. He was eight years old when I was thirteen and this was our first meeting, just after I met Lew the first time.

By the time Clarence was seventeen years old, he was well along in the motor business in 1912, when the brothers were making larger motors for Hydroplanes and air craft, flying boats, etc. Clarence did most of the testing and some experiemntal work. At this time Johnson Brothers were turning out a 4 cylinder "V" 60 h.p.-6 cylinder 90 h.p. 12 cylinder 180 h.p. all "Vee" Type-1250 r.p.m. water cooled 5" bore 5" stroke light weight 2 cycle engines. They constructed a light weight hydro plane "The Black Demon", powered with 2 of their 12 cylinder motors and I am sure this was the first boat that actually made 60 miles per hour in 1913 and 1914.

They also built the very first all metal monoplane to fly successfully in America in 1912. Lew did all the flying and when you consider that he had never taken any lessons in flying he simply took the plane out and ran it about the field until he felt the way it handled and finally took it up about 6 ft. above the ground and across the field and soon he was flying like an old hand and put on many public exhibitions at Fairs, Chataquas, etc., throughout the middle west. I saw his first flight and many others later on.

The plane was Harry's idea and they all had a turn in the plans and building, but this was Harry's baby. Clarence was the only mechanic that Lew would permit to do any serious work on the power plant. It had a top speed of 60 m.p.h., took off and landed at about 30 and was a great step ahead of any American plane at that date, possibly 20 years ahead of the times. A model of this plane is in the Smithsonian Institute and was built by Harry and Julius at Harry's home near Culver, Indiana, about 1916 or 1917. In 1913 a very bad tornado struck Terre Haute. It blew the Johnson plant completely away taking with it all the wooden patterns of the aviation engines and most all of the equipment so the Johnsons were put out of business. The Terre Haute Chamber of Commerce would not rebuild and no money could be raised so Clarence got the idea of building a very light weight small engine with opposed cylinders firing simultaneously, 2x1½ in. with off-set rods air cooled to drive a rowboat with an air propeller turning 2300 r.p.m., 2 h.p. but the push was not enough to be satisfactory - so he tried it for pushing a bicycle again not enough push (the propeller was dangerous). He then tried it with a chain drive-motor mounted just above the rear wheel.

This was a success but there was one thing wrong, the small conventional National magneto would not stand up at 2300 r.p.m. which speed was unheard of at that date, 1915.

A man by the name of Dick Oglesby, who had graduated as an Electrical Engineer from Rose Polytechnic Institute at Terre Haute saw the difficulty with the magneto and said he had pattented a flywheel magneto and that it was being made in South Bend, Ind. by the Quick-Action Ignition Co., so he sent Clarence four of his magnetos and this corrected the trouble.

Johnsons then built 4 outfits and gave one of them to me in 1916 or 1917. I was, at that time, living on a small farm seven miles from Terre Haute. The winter of 1917 was a really cold and bad one, lots of very deep snow. One cold morning in Dec. 1917, Lew phoned me and asked if my motor wheel was in running condition as their motor wheels were - all 3 - "out of order". It was real luck that I had just finished going over my outfit with a fine tooth comb. It was really in perfect order so I rode the motor wheel the 7 miles through bad roads at 5 degrees below zero, met Lew Johnson and a Mr. H. E. Marshall from Chicago, Ill. They followed me with a yellow cab all over town and into the country as a demonstration of what the motor wheel would do. Mr. Marshall was an associate of Warren Ripple who, at the time, owned control of the Quick-Action Ignition Co.; so that is how we came to go to South Bend in 1918, to start in the motor wheel business. We built over 17,000 and about that time Henry Ford came out with a car for \$375.00 so all 2 wheeled vehicles, motor cycles, etc., just stopped selling. We had to find something else to build.



This is the time we had the idea of making this same bicycle motor into a water-cooled outboard. I was, for a short time, out of a job so I took a pair of cylinders home to see just what I could do to turn this little motor into a water-cooled inboard canoe motor. Lew saw this and said, "Why don't you get an old Evinrude lower-unit, make an adapter and you will have a nice outfit to fish with". I was not at all interested in outboards at this time. It was not so very many weeks later Lew came to our home one evening with a big roll of drawing paper and said, "Clear off that dining table, I got something here to share with you". I cleared the table and he unrolled the drawing of the very first Johnson Outboard Motor and it was not changed very much until after several thousand motors were built. We all had a hand in the changes that always come in anything new. This was in the spring of 1921 (Clay was 10 years old).

During the transition period from the motor wheel to the Outboard Motor, Pat Tanner and I spent lots of time getting all of the motor wheel parts completed and assembled units we had left, sold and moved out of the plant. (Webb note: Phillip Arthur Tanner, known to the Outboard Industry for all of his very useful life as Pat Tanner - he didn't like the Phillip Arthur - left Johnson to go to Lockwood Motors as Sales Manager about 1924. When Lockwood, Evinrude and Elto were merged to form Outboard Motors Corporation in 1929, Pat served OMC briefly as General Sales Manager. He joined Johnson in 1931 and headed Johnson's sales, service and advertising departments until his retirement in 1951. Pat was a fine engineer as well as a super sales manager.) This prevented me from doing a lot of work I had in mind on the building of the new Outboard, but I did turn over ideas to Harry and then when I finished with the motor wheel I did some experimental work at the plant with  $\frac{1}{2}$  cash pay -  $\frac{1}{2}$  Johnson Bros. Engineering Co. stock.

At this time I constructed a very light weight boat (40 lb.), "The Scooter" or "The Shingle", as it was called. It was 9 ft. long and 44 in. wide, 12 in. freeboard, no step made from  $\frac{1}{2}$  in. spruce. I could not for the life of me get the boat to plane as the propeller would cavitate so I put a short drive shaft through the bottom of the hull and I was in the "fast boat" business (14 m.p.h.). It really planed beautifully, but not with me and my 180 lb. Clay was then 11 years old so I put him in the boat and that was the first time I know of that any boat being planed by an outboard motor. The Company made working blue prints of this hull and later on, when larger motors came along, very quickly, all of the best real racing hulls were 44 in. across the bottom which was really an accident as I simply used standard dressed white spruce lumber 11 in. wide from the lumberyard for the bottom and dressed it down to  $\frac{1}{2}$  in. in thickness.

I finally went back to try to plane this hull with the regular outboard installation but it really did cavitate badly, so I made a plate of copper sheet about 6x8 in. and clamped it around the drive shaft casing just above the propeller and it worked perfectly. I then started cutting down on its size, for looks, and finally arrived at the proper size for the small twin which was the only model we were building in 1922. The first few Johnsons did not have anti-cavitation plates so we sold them as an accessory for some time. So, the anti-cavitation plate was born. We applied for a patent but found the same idea had been used 50 years earlier on tug boats on the east coast. Lew Johnson got the idea of casting the plate integral with the gear case and that did get us a very good patent as all of our competitors found out later.

We also had some trouble with the plunger pump in very fine sand and silty rivers such as the Missouri, also in Alaska. The plungers stuck and wore out, so I got the idea of a propeller pump (pressure vacuum) so I put a scoop on the underneath side of the anti-cavitation plate so that it just cleared the propeller and it worked at all speeds but if you were trolling and hooked a fish and stopped the motor the cooling water would not start circulating again unless the motor was "reved up" fast enough to again start the cooling water. Lew saw me working on it and said, "Say, Conover, why not put the discharge water pipe just ahead of the propeller and take advantage of the suction as well as the 'push'". I did just that and it worked under all conditions, so the PRESSURE VACUUM pumping system was born.

Harry and I worked a lot on carburetion. We made the first carburetor for the original motors so the same lever used for choke was, when raised "up", the throttle. It is still a better idea than any I know of being used now.

We also had an adjustable jet. The jet was curved and by turning the jet to the correct running position, at extremely slow speed and then locked or soldered in that position. The mixture would also be correct at maximum speeds. I still have some brass carburetor castings of this old experimental carb.

Harry and I worked out a new breaker for the old original magneto as our 2300 r.p.m. was too fast for the one Oglesby designed for 800 r.p.m. We also made all of the parts for the improved magneto by hand. Harry made the sketches and I cut out the parts.

In 1922 came the New York Motor Boat Show and we put on our first real exhibit. Pat Tanner sent Don King and me out there to set up the Show and we did a "bang-up job" (so they later said).

In 1922 I introduced the first Johnson Outboard to N.Y. and all of New England. During my travels out of Boston I met a very fine fellow by the name of Walter H. Moreton. He was Evinrude distributor for all of New England. He said to me in one of their dealer's stores (a man by the name of Peterson) in Nashua, N.H., "So you are the guy who is selling all my old Evinrude dealers this new Johnson Outboard Motor". A year later Walter Moreton became a Johnson distributor for New England. Walter Moreton and his Vice President, Tom Parker, were both fine men and good dealers. (Webb note: Walter Moreton and Tom Parker returned to the Evinrude fold in the early thirties.)

I also covered N.Y. City and sold the Winchester Stores, Abercrombie and Fitch, Von Lengerkie and Detmold and Carl Bush at Newark, N.J. as a beginner. I had introduced the motor wheel in this same territory during 1919-1921 which was a good break for the Outboard. I later went south and introduced the Outboard in most of the larger cities just before Jeff Griffin, Don King, George Moore came to the company.

When I finally returned home and Fred Cutler came to the company, he took over the New England territory out of Boston and I started the first service stations and organized the Service Department at South Bend and later started the Service School in Waukegan and hired Arvid Olson as my assistant. Arvid took over my job after I left the Company, Nov. 1st, 1935. Harry Johnson and I left at the same time and Harry's property, here on the Tippecanoe River, adjoins my place. It was here in Harry's garage that Julius and Harry built the model of the old Monoplane which is now in the Smithsonian Institution on display with famous models. They both were about 70 years of age when this wonderful model was designed and built from photographs and memory. The same metals were used in the construction as was used in the original plane - model is 1/10th scale while all others at Smithsonian are 1/16th size."

Addendum to Early Johnson Engineering History by Warren Mason Conover.

Julius and Clarence are the two survivors of the four original Johnson brothers. Julius was never active in the Johnson Motor Wheel or Outboard production. Before these products emerged, Julius responded to wifely pressure (as 99% of us do) and get a job in the tool room of the Terre Haute Glass factory. Within a couple of years he had advanced to factory superintendent. Later when Owens Illinois bought out Terre Haute Glass and moved the plant to Alton, Illinois, Julius was put in charge of the experimental department developing the automatic bottle machines. After about 35 years there, Julius retired and went to Florida, after the death of his wife. About two years ago, Julius, now 87 years old, moved to Las Vegas, Nevada where he is happily living with his son, Tom. Says Warren, "Julius always was and still is one of the finest men I have ever known and the best machinist I ever saw, and a real worker".

"Clarence Johnson continued to work in Johnson engineering until his retirement a few years ago. He was an excellent experimental engineer and designer.

Clarence lost his wife some two or three years ago and he plans on being married again (at 77). I suppose he will spend his remaining years in Florida as he bought into a big condominium near Palm Beach.

Clarence and I had many very fine hunting and fishing trips both in the Canadian woods and in the U.S., but this was after we were in the motor business in South Bend and Waukegan."

While Warren never did race Johnsons in competition, Webb has a very definite memory that in the spring of 1927, Johnson put out a sales bulletin in the form of a huge reproduction of a telegram which read to the effect that Warren Conover had set a new World's Straightaway record of 25.427 MPH with a Johnson Big Twin on a step plane, name forgotten. Such a speed was at the very limit of credibility in those days, and as competitors at the time, we hoped that Johnson was using kilometers instead of miles. But it was an honest mile per hour speed all right, as was proved many times that year.

(Webb note: Warren's mention of the old timers I used to meet and sell against on the road really stirs nostalgia. Jeff Griffin, a real cracker whose southern drawl made it impossible for any Yankee to sell against him in the South, was a real friend. In the dry days, Jeff got me more than one jug of fine corn. Don King, George Moore, Fred Cutler, all great guys and hard workers who felt guilty when they quit work Saturday noon and didn't drive to their first Monday call on Sunday afternoon. And most of you have heard of Arvid Olson, who retired only a few years ago.)

POP. MECH JULY 1940

**Only JOHNSON  
Has All Three!**



IT'S twice the fun to handle an outboard motor that reverses! It's twice the fun to run quietly—with a real, built-in underwater exhaust. It's twice the fun to give 'er the gun with smooth, Perfected Alternate Firing! These are the "big 3" of outboard motoring and only Johnson has all three!

**FREE HANDY CHART!**  
Write for the new Sea-Horse Handy Chart! Tells all about the 11 great models for 1940... two new Bantam Singles with 36% power increase... Eight Perfected Alternate Firing twins... sensational new Hi-Power Twin...  
Prices as low as **\$49.50**  
Available on easy budget payments. Ex. tax.

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Johnson Motors of Canada, Peterboro, Can.

**NOW A GENUINE  
EVINRUDE  
FOR ONLY \$29.95**



Price P.O. B. Factory

**EVINRUDE "MATE"**  
Weights only 10 pounds  
Costs only 2¢ an hr. to run

The lowest price... the biggest value... in Evinrude history! A smart and capable outboard offering all of Evinrude's famed features — Hooded Power — Co-Pilot steering — finger-tip controls — Underwater Silencing — trouble-proof Centrifugal Pump Cooling — extraordinary starting ease — a complete 1940 Evinrude for only \$29.95! Fits any boat... a great motor for fishermen... runs all day on a gallon of fuel!

**WRITE FOR 1940 CATALOG — FREE!**  
New catalog describes complete line of nine 1940 models, including sensational new 4-cylinder "Zephyr"—thrillingly smooth 4-cylinder performance with light weight and low cost. Also catalog of 1940 Elro models, with prices starting at \$26.50. Write today. Address, **EVINRUDE MOTORS**, 4523 North 27th Street, Milwaukee, Wisconsin.

POP MECH JULY 1940

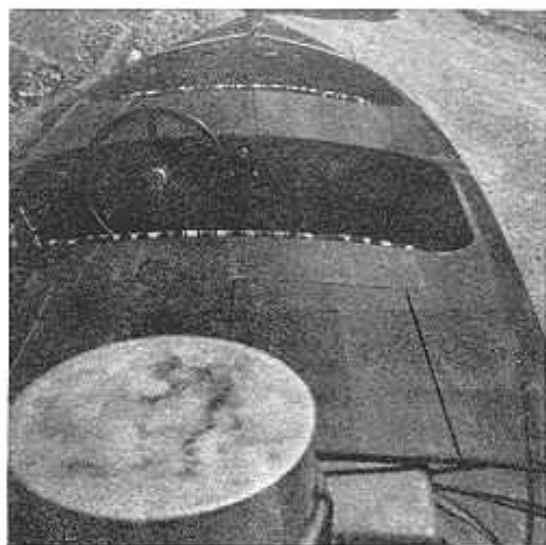
Popular Mechanics, July, 1940

## ENGINES FOR SALE ?

Parts Too? Use the Classified Ads Section of the AOMCI Newsletter.

# Vintage Redwing Outboard Boat

OWNED BY WALT ELLIS



Boat was acquired with electric start Johnson VE-50 engine.

RICHARD A. HAWIE

# NOTES FROM THE CURATOR

I think the Club is expanding in the racing field as I find more racing friends and acquaintances in the new member list each quarter. Though we shouldn't become racing oriented to the exclusion of other outboard fields, racing certainly "improved the breed" and is an important part of outboard history. So on to some racing history.

Research is my strong point so I'll share some tables and file card listings that I've developed through the years. If you've ever tried to prove to someone that the outboard "Nationals" were never held at the New York Worlds Fair of 1939-40, for instance, you will appreciate having a list of locations of the National Championships.

I start off with a dilemma or controversy for the contemporary magazines disagree as to which was the first national outboard championship. Motorboating calls the 1929 race at Peoria, Ill., the first national championship. Rudder and Yachting refer to the 1928 race at Wilmington, N. C., as the national "Outboard Motor Boat Regatta" and "National Outboard Championships" respectively. Rudder reports only fifty boats at the regatta (there were 51 starters in Class D alone at the 1929 Nationals!), and Yachting devoted only one picture and one two-inch paragraph on page 86 to the race. So I'm taking a researcher's prerogative and am starting my listing of national championships with the 1929 Peoria, Ill., race.

My mind is still boggling over those 51 Johnson VR-45s all starting in the same heat. It's hardly believable that 51 VR-45s could be started in the same year! Imagine the backfiring, the cursing, the hernias - a truss manufacturer's dream.

The following is a list of the outboard national championships and the magazines which have stories about them. My file of magazines is not complete. Look in the issue a month after the date of the race for magazines I have not listed. In those days magazine lead time wasn't the ridiculously long time it is today.

- 1929 Oct. 12, 13 - Peoria, Ill.  
Motor Boating, Nov. 1929, p. 181  
Rudder, Dec. 1929, p. 120
- 1930 Oct. 11, 12, 13 - Middletown, Conn., Connecticut River  
Motor Boating, Nov. 1930, p. 146  
Rudder, Nov. 1930, p. 110  
Yachting, Nov. 1930, p. 78
- 1931 Oct. 10, 11, 12 - Oakland, Calif., Lake Merritt  
Rudder, Nov. 1931, p. 98  
Yachting, Dec. 1931, p. 24



- 1932 Oct. 7 to 12 - Bay City, Michigan, Saginaw River  
 Motor Boating, Nov. 1932, p. 17  
 Rudder, Dec. 1932, p. 18  
 Yachting, Dec. 1932, p. 58
- 1933 Oct. 7, 8 - Chicago, Ill., Century of Progress Lagoon  
 Motor Boating, Nov. 1933, p. 39  
 Rudder, Nov. 1933, p. 30  
 Yachting, Nov. 1933, p. 50
- 1934 Sept. 2, 3 - Philadelphia, Pa., Schuylkill River  
 Motor Boating, Oct. 1934, p. 31  
 Yachting, Oct. 1934, p. 57
- 1935 Sept. 21, 23 - Tulsa, Oklahoma, Lake Sequoyah  
 Motor Boating, Nov. 1935, p. 32  
 Rudder, Nov. 1935, p. 24  
 Yachting, Nov. 1935, p. 58
- 1936 Sept. 19-21 - Chicago, Ill., Worlds Fair Lagoon  
 Motor Boating, Nov. 1936, p. 32  
 Rudder, Nov. 1936, p. 38  
 Yachting, Nov. 1936, p. 50
- 1937 Richmond, Virginia  
 Rudder, Nov. 1937, p. 52
- 1938 Chattanooga, Tenn.  
 Rudder, Nov. 1938, p. 13
- 1939 Sept. 16-18 - Fort Worth, Texas, Eagle Mountain Lake  
 Rudder, Nov. 1939, p. 52  
 Rudder, Jan. 1940, p. 136
- 1940 Sept. 14-16 - Worcester, Mass., Lake Quinsigamond  
 Rudder, Jan. 1941, p. 156  
 Rudder, Oct. 1940, p. 72
- 1941 Austin, Texas  
 Rudder, Nov. 1941, p. 50

The year 1941 used to be our cut-off date for antique outboards so a lot of my data has been compiled for the years before 1941. I also have a list of all of the winners to 1946, but I think that it's too much like a phone book list. If anyone is really interested in a copy, let me know. The first few years of the "Nationals" are of interest because a wide variety of boats and motors were represented.

In 1929 no distinction was made as to the champions being an amateur or professional driver. Starting Jan. 1, 1930 the drivers were to be classified in one of three divisions: Division I drivers who had not started in fifteen races; Division II for drivers who had started in fifteen races; and Division III for drivers who were connected with the boating industry, or who raced for cash prizes after Jan. 1, 1930. Division I and II drivers were expected to use stock motors; Division III was unlimited as to motors or hulls. It almost seems that rule was written by some of our recent racing commissions!

By July of 1930 there was enough unrest to cause a change again. Division III was to be for drivers who wished to race for cash prizes with stock motors, and a new Division IV was to be for drivers connected with the industry. Records would not be recognized and non-stock motors could be raced in Division IV. Division I and II drivers could not compete against Division III and IV drivers; and separate speed records were kept for the first three divisions. National champions in 1930 were recognized for Division I and II combined (the novice and experienced amateur drivers) and for Division III drivers (the professionals using stock motors).

The year 1930 was noteworthy because it was the first time that all six classes A, B, C, D, E and F were active, and championships were held for all six classes. The 4-60 was introduced in 1930, activating the 60 cubic inch "F" Class. Incidentally, the Cross Radial was rated a Class "G" motor in the 1929 racing rules. My research has failed to come up with a race for Class G - neither a local race nor a national championship race.

The driver division problem was simplified in 1931 by dropping Divisions I and IV. Division II, amateurs racing stock engines, was called Division I after 1930; and Division III, professionals driving stock engines, was called Division II after 1930.

The last year that all six classes A through F were active was 1932 for in February, 1933, classes D and E were eliminated. Motors fitting into Class "D" were to be raced in Class C, and motors fitting into Class "E" were to be raced in Class F. This was almost a de facto rule; no new "D" or "E" engines had been built for two years, and the depression was forcing a retrenching so two of the big heavy expensive classes were dropped.

In January of 1932 the manufacturers racing pact was entered into. It was actually a non-racing pact; our language is imprecise. Johnson motors and O. M. C. (they were not merged then) entered into a pact to cease racing activities other than designing and building stock racing engines. I was five years old at the time; I can't shed any first hand light on the subject, but if you read what the manufacturers agreed not to do, it appears that they had been or were suspected of loaning hot equipment to favored drivers, subsidizing drivers, loaning parts and service help, having factory teams and generally making racing quite commercial.

The chart I've prepared is for hydroplane classes. Runabout classes did not appear at national championships until 1933-34 and were not as popular as the hydro classes.

National Champions 1929 at Peoria, Illinois:

<u>CLASS</u>	<u>NAME</u>	<u>MOTOR</u>	<u>HULL</u>
A	Doug Haskins, Boston	Lockwood	Porteus
B	H. G. Ferguson, Los Angeles	Johnson	Elsinore
C	Carl Koeffler, Wauwatosa, Wis.	Evinrude	Indian Lake
D	Dick Upsall, Bass Lake, Ind.	Johnson	Century
E	F. E. Ludolph, Chicago	Elto	Hooton

Looking over the 1929 summary sheet, the two Class A finishers drove Lockwood engines. Carl Mason finished seventh in Class B with a Lockwood; all the rest used Johnsons. In Class C all fifteen finishers used Evinrudes. In Class D all twenty finishers used Johnsons. The three finishers in Class E used Eltos.

Boat fanciers would have had a field day for there were about thirty builders represented including Porteus, Herbst, Elsinore, Century, Ramsey, Johnson, Troyer, Boyd-Martin, Arrow, Wilbur, Cate-Craft, Surflinger, Crandall, Indian Lake, Hafer, Robinson, Kramer, Bair & Edgerton, Ludington, Hooton, Thomson, Kelley, Amsler, Kinehort, Hawes, Fay & Bowen, Cunningham, Shell Lake, Penn Yan and Ludolph.

<u>CLASS</u>	<u>NAME</u>	<u>MOTOR</u>	<u>HULL</u>
1930 Middletown, Conn.			
A I & II	Fay Irey, Detroit	Caille	Indian
A III	Hilda Mueller, Bay City, Mich.	Caille	Century
B I & II	Elliot Spencer, Westbrook, Conn.	Johnson	Harrison & Wythe
B III	Bronson Lamb, Jacksonville, Fla.	Johnson	Indian
C I & II	Mulford Scull, Ventnor City, N. J.	Johnson	Homemade
C III	Travis Chestnut, Jacksonville, Fla.	Johnson	Herbst
D I & II	Walter Widegren, Glen Cove, N. Y.	Johnson	Flowers
D III	Willis Overton, Norwalk, Conn.	Johnson	Homemade
E I & II	Fred Mikkelson, Milwaukee	Elto	Century

<u>CLASS</u>	<u>NAME</u>	<u>MOTOR</u>	<u>HULL</u>
E III	Ken MacKenzie, New Haven, Conn.	Elto	Century
F I & II	James Ardiel, Toronto, Canada	Evinrude	Century
F III	R. Pregonzer, Antioch, Ill.	Elto	Century
1931 Oakland, Calif.			
A I	Harold Carter, Los Angeles	Johnson	Elsinore
B I	Jack Maypole, River Forest, Ill.	Johnson	Century
C I	Chuck Hall, Los Angeles	Johnson	Elsinore
D I	Jack Howson, Gilroy, Calif.	Johnson	Howson
E I	Jack Maypole		
F I	Mulford Scull	Evinrude	
A II	Hilda Mueller	Johnson	Century
B II	J. B. Maypole, River Forest, Ill.		
C II	Hub Meyers, Manistee, Mich.	Elto	Century
D II	Tom Estlick, Waukegan, Ill.		
E II	Tom Estlick	Johnson	Century
F II	Hub Meyers	O. M. C.	Century

The 1931 race data is not complete for I lack Motor Boating Magazine for 1931 and their coverage usually included a complete summary.

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1928





"THE DAD-BURNEST HANDY THING FOR FISHING I EVER SAW"

## The Fishing on the Other Side of the Lake

By H. K. NATHANAEL

WITH ILLUSTRATIONS FROM PHOTOGRAPHS



**I**N the very last issue of Outer's Book, I believe, a certain sturdy poet of the angle voiced the woe of many an honest fisherman when he said: "But never, never have you found a boat that doesn't leak." The fishing trips of a dozen seasons, spent mainly in boats hired at the resort liveries, too truly corroborate that statement. Yet this fact alone has in the end proved to be an unmixed blessing.

How? Because it led to the introduction of a brand new element into our outings—an element indeed, that until very recently we had been inclined to look upon with rather ill-concealed contempt.

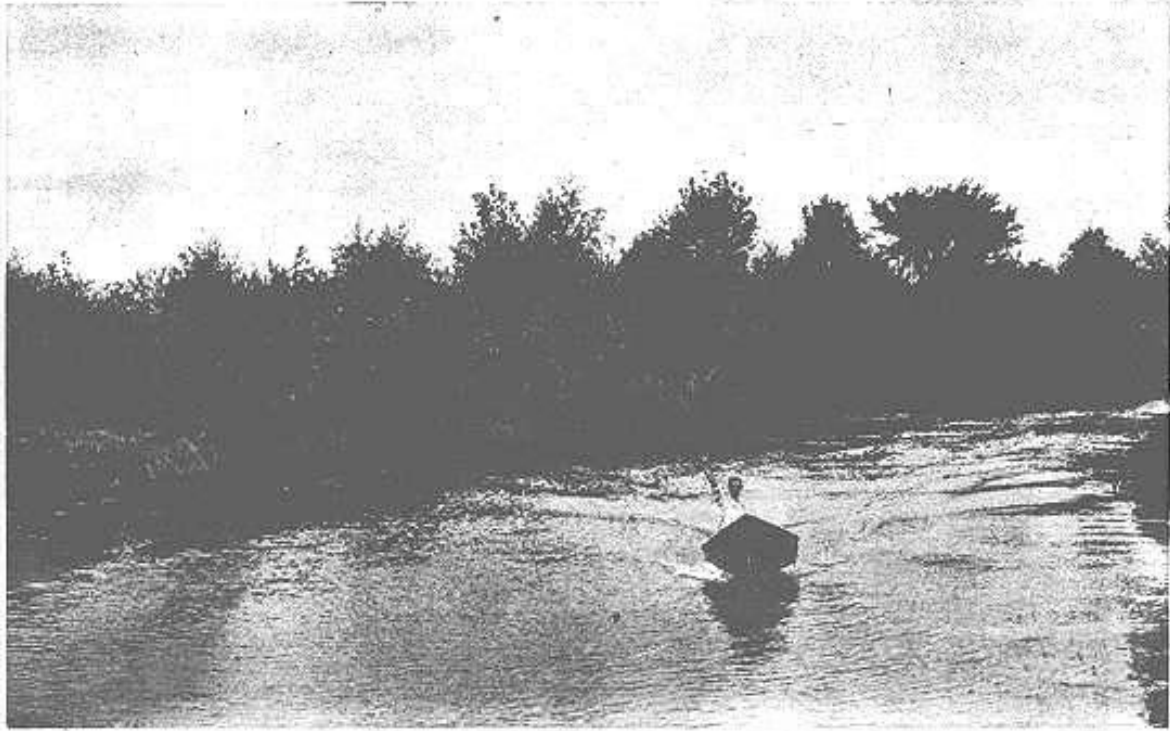
The trouble all started because Charles Harold is an original. Who ever heard of a fisherman who objected to getting his feet wet? Why, that's a regular part of the game.

Of course! But the fact remains that Charles Harold *did* object. Trip after trip, season after season he would complain, and grumble and objurgate every time we found an inch or two of water in the boat after a couple of hours' fishing. Other than this he is a clever angler and a mighty good partner; but neither time nor argument seemed to effect any change in this one vital fault.

Finally one day, standing ankle deep in the bilge water of a particularly leaky craft that had been wished upon us by a remorseless resort keeper, Charles Harold swore by the sanctified rod of the blessed Walton, that if he couldn't find or rent or buy a boat that wouldn't leak, he would build one.

And he did.

As soon as the lakes froze up he purchased a load or more of lumber, and about a ton of hardware, and started in. The worst of it was, that he shortly discovered his own cellar to be too small to accommodate the



"WAVED HIS HAND IN CHEERFUL FAREWELL AND WENT SCOOTING UP THE LAKE"  
—By Courtesy of Dr. A. S. Bleyer

work, and so promptly arranged with the lady-who-lets-me-go-fishing, to use ours.

Now remember, that up to this time the project had belonged entirely to Charles Harold; I held strictly aloof from it. But of course, when he started coming over to our house night after night and dodging into the cellar like a Jack-in-the-box, I had to follow him down once in a while and play host. The natural consequence was that in about a week's time I found myself impressed into service as First Assistant Mechanic and Vice Admiral of the Fleet. Every spare minute of my own time as well as that of Charles Harold, was spent in draughting, sawing, planing, hammering, sandpapering, caulking and finally painting that wonderful new boat-that-wouldn't-leak.

And it was a dandy when it finally rested complete on the blocks. But that happy state of affairs was not reached for a long time—not until just two weeks before Opening Day to be exact. You see this was to be not merely a fishing skiff, but a masterpiece. It was to ride and row equally well whether it carried one, two or three anglers. The oars had to balance perfectly. There was to be stowage space for lunch, rain coats and extra impedimenta, a live-well for the fish, a proper place for the ropes and anchors, a little shelf along just under the inwales and a dozen other miraculous features.

Well, there we were, with Opening Day so near that it fairly threatened, and a boat that had about as many chocks, cleats, hatches and other contraptions as a full rigged ship; when we discovered that we didn't know where we were going to put that boat. A fine predicament to be in, you say; and it sure was. But you see we had been so blessed busy *building* that boat, that we never gave a thought as to where we would keep it.

Now, Charles Harold and I don't happen to own any summer camps or cottages. Perhaps if we didn't insist on buying so much tackle every year, we might succeed in saving up enough to acquire a permanent headquarters. But somehow that never appealed very strongly to either of us. We are both possessed of a good deal of the gypsy instinct. Like to go to a different place each week end; to try even two or three lakes on one trip, if the fishing or the accommodations at the first one do not suit us.

Of course, now that we had such a wonderful boat, some of those wanderings would have to cease. But we knew we'd never be satisfied with any single lake for a whole season. So we decided that "Aunty" Webber's place on the Nemahbin chain was about the only resort for us. There are five lakes in that chain and we thought they



"CAME CHUGGING AROUND THE BEND, FRESH AND SMILING"

—By Courtesy of Dr. A. S. Bleyer

would furnish about enough fishing water to satisfy even us. It sounded logical, so we shipped the boat.

Opening Day found us highly delighted. The boat behaved splendidly and was nearly all that we expected. Charles Harold started out by catching a bass on his second cast, and we stayed all day right on Upper Nemahbin where the resort was located. The sun shone, the gentle breeze was from exactly the right quarter, and the bass struck and fought with impartial vigor all day, until at sunset we retired with just two bass under the limit.

It was the kind of trip that you dream about long afterwards; everything just perfect. And we went around all week patting one another on the back and telling ourselves what great little old boat designers and fishermen and planners we were. There was nothing to it. The summer would be one long delirium of joy.

But the very next week-end we discovered a fly in our ointment. Upper Nemahbin proved fruitless, and a couple of hours in Lower Nemahbin gave us just one strike. So we rowed on down through the mile and a half of winding creek to Crooked Lake, where up to noon we annexed exactly three bass. As it was only a short half mile cross lots from where we were to the resort, although a long way round by water, we determined to walk back for dinner.

And then it happened. Back at the resort a couple of fellows with happy faces hailed us and asked "what luck?"

When we told them that we had only three, they said that they had experienced similar luck in the Upper Nemahbin, and so about nine-thirty they had walked over to Upper Nashotah about three-quarters of a mile away. The fish were striking nicely up there and in less than two hours they had taken eleven fine bass.

Of course we wanted to go up there in the afternoon. But there was our boat! You could walk from Crooked Lake where the boat was to Upper Nashotah in about forty minutes; but to bring the boat around meant a row of about seven or eight miles, which would have taken up most of the afternoon.

Well, we didn't attempt it. But all afternoon we sulked away in that beautiful brand new, couldn't-leak boat with all its modern conveniences, because we knew that the fellows were getting all kinds of fish on the upper end of the chain and we were having rotten luck.

And that was the way it seemed to go all summer. The resort was on the middle lake of the chain and as long as the fish were striking there it was allright. But every time we wandered away to one end of the chain, the report would be sure to come that the fish were biting over at the other

end. In the old days we didn't mind such news. Rather welcomed it, in fact, for we would row back a couple of miles at most, leave our boat and in a few minutes walk over to the particular lake where the fishing happened to be best that day.

But now we had a boat. Yes, indeed. Couldn't think of fishing from any other boat, of course. And yet it was no light task to pull even a double decked, triple expansion, leakless, light rowing, improved skiff five or six miles around to get to some lake that lay only a half mile away in a straight line.

We lost all pride in that boat although we stuck to it doggedly. But after the season was over Charles Harold confessed that he cherished a sneaking hope that some one would steal it, or buy it, or sink it. Anything so that he could return to the happy days of old when we used to get wet feet—and fish. And I felt about the same myself.

Early the next season a solution was pointed out to us but we were too hide bound to see it. A fellow showed up at the resort one day with a tackle box in one hand and a canvas bag in the other, which when opened up disclosed an engine. Yes sir, one of those portable things that we'd read about but didn't believe in. Besides, who ever heard of a genuine fisherman carrying a gasoline engine around as part of his kit?

We looked this obvious tenderfoot over with mild scorn. We weren't even interested when he walked cheerfully down to the pier, chose one of those despised resort tubs and hung his absurd contraption over the stern in about two minutes' time. We were sure that it would blow up, or fall off, or burst a tire, or at least develop one of those mysterious ailments that all gas engines are traditionally supposed to be prone to.

We lingered a moment over our own departure, thinking that perhaps we might help rescue a few of the pieces when the inevitable happened. But it didn't. Mr. Tenderfoot gave his machine a whirl, waved his hand in cheerful farewell and went scooting up the lake. We pretended to be taking no notice, but neither of us took our eyes off of him until his boat disappeared in the distance, rounding the bend to the Lower Nashotah thoroughfare.

Then we looked at one another and Charles Harold said: "Bet you my pet reel against a lead sinker that he doesn't get any bass." I didn't take the bet as I was too much of the same mind.

But again we were fooled. At just five minutes after twelve our Gasoline Fisherman as we had dubbed him, came chugging around the bend fresh and smiling, with a nice string of bass and the information that

the fish were taking hold strongly in the Upper Nashotah. We commenced to think more highly of his skill and intelligence, and when after dinner he offered to tow us up, we accepted with avidity. The little engine sputtered evenly under its double load, and in about twenty minutes we arrived at the fishing grounds, having covered a distance that usually consumed about an hour's rowing.

All afternoon and for several days thereafter we discussed the miracle; how this "hifalutin contraption" worked without any seeming care or attention of any kind.

In the end Charles Harold came triumphantly with the information that he had discovered our Gasoline Fisherman to be a high class engineer by profession. It was plain to be seen, we argued, that this man was especially fitted to handle gasoline engines and could get service out of them such as no one else could extract. So, in our haughty self conceit, we dismissed the subject.

Then came the call which sent me hurrying northward on a rather unexpected business trip. Of course I took some tackle along and Saturday afternoon I laid off and enquired about the nearby fishing. The town happened to be Eagle River and my informant told me I could hire a launch down at the bridge and go right out to Fred Morey's new hotel.

That evening at dusk, having put in several most satisfactory hours with the small mouth bass during the interim, I stood on the pier with Mr. Morey himself, planning a try at the muskies for the morrow. Down the thoroughfare leading into White Eagle Lake there came a subdued chugging, and in a few moments a rowboat, propelled by an outboard motor similar to the one I had seen such a few days before, but of a different make, rounded neatly up to the pier. Its lone passenger stepped out and I was surprised to see that he was only a tow-headed little lad of about twelve years of age.

"Mother wants to know if there is any mail for us and whether you can let us have fifty pounds of ice and some butter."

His wants were supplied and the little fellow stepped sturdily into the boat and chugged off in the gloom.

"Doctor's youngster," vouchsafed Mr. Morey. "His father has a cottage over on the far side of White Eagle."

"How far?" I asked.

"About four miles."

"And the kid runs his engine all that way alone and in the dark?" I persisted with surprise.



"ROUNDED NEATLY UP TO THE PIER"

"Sure. Why not?" said Morey. "He goes all over the chain with it. Usually has his little sister along. Nice children."

A few days later I fell in with a good chap up at Watersmeet who urged me to run out to his cottage on the Cisco Chain for a day.

"My launch is laid up," he said, "but we'll take along a portable motor that my brother has here and I'll guarantee you some real fishing."

Again the portable motor, I thought, but was unfortunately not able to take advantage of his kind invitation. I asked him, however, whether the thing wasn't rather troublesome at times, and he looked at me as though he didn't quite get my meaning.

"We'll," he said rather dubiously, "she weighs about fifty pounds and I wouldn't want to carry her more than a mile or two. But she's worth it. All you have to do is to pour in a little gasoline, and mighty little at that, give her a whirl and she's off. She's the dad-burndest handy thing for fishing I ever saw."

By the next Saturday I was at Three Lakes, and at dinner the hotel keeper introduced me to "Shorty" Fournier who runs a famous resort at Butternut Lake. It didn't take much urging to get me to join Shorty when he started on his twenty-mile drive back into the timber that afternoon.

"Team's coming to town again Monday morning," he said, "and you don't know what fishing is till you've tried Butternut."

So the next morning I was out trying Butternut. As far as I could see the fishing was thoroughly satisfactory, but my guide,

a strapping young fellow, grumbled and growled till I asked him what was the matter.

"Why, if that ding busted railroad company would only deliver my motor, I'd show you some real fishing. The big fellows are all lying on the reef way over at the head of the lake at this season. But you're only here for a day and it takes too long to row over." Again the best fishing was "at the other side of the lake" even in these superb waters.

"Ordered the thing six weeks ago," he continued, "but the freight car got lost or something, and now with the height of the season coming on I need that motor badly."

"Who is paying for it?" I asked.

"Why, I am," he responded with some surprise. "And I expect to make money on the deal too. You see these sports that come up here are always wanting to go off somewhere at a distance. They don't like to hire a launch for a full day, and I don't blame 'em for that. It will only cost a few cents to take 'em where they want to go with the little portable. We guides are hired by the day and I figure that the fellow who has one of those little motors is the one who will get the business. My partner had one over at Three Lakes last summer and it paid for itself before the season was half over."

When I got back to town at last I told Charles Harold about these things. How the old timers up north were using the little motors, how the guides were buying them as a business investment and how even little children could run them. Charles



BROTHER ANGLERS GRATEFULLY ACCEPT A LIFT

Harold said nothing but I could see he was doing a heap of thinking.

Late in July came my real vacation and with it an invitation from the famous Tomahawk Club to participate in their annual outing. That week in Tomahawk would furnish in itself the material for an entire book. Such good times as we had! One never to be forgotten afternoon I went out and in two hours' time caught with my own rod and reel *four bass that aggregated fifteen pounds* besides seven or eight smaller ones.

But next to that glorious two hours, one other incident stands out strongly in my memory. It is a picture so full of humor that I am sure every sportsman will appreciate it.

We were idling around the camp one afternoon when over the lake from town there came rushing a famous two thousand dollar speed launch which was owned by a wealthy resident of Tomahawk. The roar of the exhaust could be heard for miles. Straight for our landing the launch headed and she was certainly "going some."

Suddenly she stopped. At first we thought that the pilot might have run her on one of the mean underwater snags, so a couple of the boys ran for a row boat. It was soon apparent from the actions of the crew, however, that they were simply having engine trouble, so we just lay there and watched them. For about a half hour they toiled and sweated in vain; and then

apparently gave it up and sat down waiting for something to happen.

Rescue was in sight, however, although in a funny guise. Down the Somo and out into the lake there came slowly chugging a rough skiff with one of the inevitable out-board motors at the stern. The pilot was a gray-bearded old timer who made quite a comfortable living picking up stranded logs and towing them to the mill. He was even now dragging a rough raft of a dozen or more astern.

Slowly he approached the launch whose crew began hailing him frantically. Within a few yards he dropped his tow and went over to them. We could see the fellows in the speed boat arguing. Evidently they wanted him to leave his raft and tow them in. But the old man shook his head.

'No sirree, bob! Today was Sat'day an' he was goin' to git them lawgs to the mill tonight an' collect on 'em!'

In the end he had his way, of course. The crew of the launch were at his mercy. He brought them around to the rear of the raft and then heading the procession with his absurdly rough outfit, started off slowly but majestically down the lake. I shall never forget the crestfallen attitudes of the crew of that launch as their speed demon crept toward town, trailing behind a long string of logs with the tiny portable motor leading the way.

Well, vacation was over at last and I came back to town. All during the succeeding

week Charles Harold carried a most mysterious smile. When Saturday came, we went out to the lakes for our week-end as usual. We launched the boat-that-wouldn't-leak, stowed our gear and tackle aboard, and then Charles Harold darted back into the boat house. In a minute he came back carrying—of all things—a brand new portable motor. Without a word he attached it to our boat. Then he turned around and grinned.

"Charles Harold," said I sorrowfully, "am I not the partner of all your outings?"

"You are."

"Do I not share your good fortune and your bad, in fair weather and in foul?"

"You do."

"Do I not own the one-half of this boat and all that rightfully pertains thereto?"

"You do."

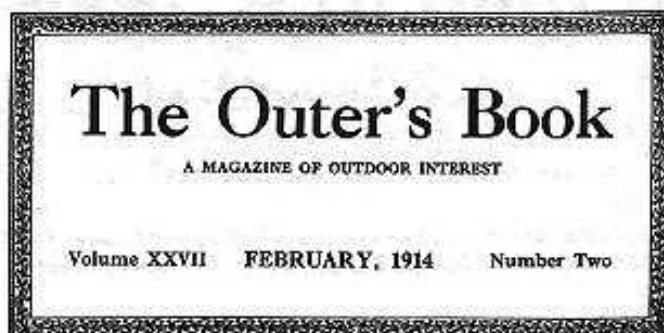
"Well then," and I put on my most majestic air, "how much is my rightful half interest in that there motor going to cost?"

He started to renig, but being mildly persuaded by the aid of a threatening oar finally allowed that 'he didn't want to sell out, but seeing as it was me—well I could buy half the fun for thirty-five dollars.'

Solemnly I wrote out a promise-to-pay on a paper napkin that the lady-who-lets-me-go-fishing had wrapped around one of our sandwiches.

Then we shook hands.

Reprinted from



Courtesy of Bob Grubb

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# Special Interest Groups

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 V.P. Technical Services, Sam Vance, RD 2, Unadilla, NY 13849.

Giant Twin - Don Peterson	Mercury - Bill Kelly	Clarke - Phil Kranz
Class "F" Owners - D. Reinhartsen	Unusual and rare motors	History - W. J. Webb
Johnson PO - Bill Salisbury	Inboards - P.S. Brooke Jr.	Eltos - Sam Vance
Johnson V Series - J. Harrison	Racing - Eric Gunderson	Cailles - W. Weidmann
Johnson A Series - Les Stevenson	Watermans - Dick A. Hawie	Lockwood - R. Anderson
Antique Boats and equipment	Research - Dick A. Hawie	Martin - Glen Ollila

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## Small Inboards Revisited

By P. S. Brooke, Jr.

None other than Franklin Delano Roosevelt opened the New York Boat Show on January 31, 1914. The weather conditions were adverse but once inside the patrons were in the midst of a Venetian scene depicting the glories of the "Pearl of the Adriatic". At this time Roosevelt was Assistant Secretary of the Navy under Woodrow Wilson and an ardent sailor in his leisure moments off the New England coast.

Joseph Van Blerck, active in marine engine circles as a designer and manufacturer opened his new factory in Monroe, Michigan in January of 1914. The plant was laid out according to the concepts of the time insofar as efficiency was concerned and featured wood block floors which were said to be superior to concrete, the latter thought to be productive of fine dust that could find itself into the innards of the engines under construction.

The Gray Motor Company of Detroit, Michigan announced its "Baby Grand" model especially designed for yacht tender work. It was a two cylinder, two cycle engine producing six horsepower. Featured were an aluminum base and aluminum gear covers all highly polished. The flywheel, carburetor and water pump were nickel plated and the remaining parts were enamelled in French Gray. The maker stated "Just as the piano manufacturer has combined all the quality and excellence of the grand concert piano in a smaller edition-the baby grand-so the Gray Engineers have endeavored to show motor perfection in a smaller unit".

A newcomer to the New York Boat Show was J. W. Lathrop of Mystic, Connecticut who exhibited a one cylinder engine rated at three horsepower, a one cylinder engine rated at five horsepower and another one cylinder model rated at six horsepower. All were of the two cycle, two port design and developed their rated power at five hundred r.p.m. Bores were substantial ranging from four to five and three sixteenths inches in diameter.

Waterman exhibited a two and one half horsepower single cylinder engine along with a twin cylinder model developing five horsepower. These engines were of the two cycle, three port design and were built with spun copper water jackets and aluminum bases. The bore and stroke was two and three quarters by three inches. By using this type of



construction the weight of the twin cylinder five horsepower model was kept down to sixty pounds. The writer has one of these twins and with all the brass and copper polished, it is a real dazzler.

The Mystic Motor Company of Mystic, Connecticut introduced a novel marine engine to the market in 1914. The claim of the makers were that their engine while designated as a two cycle had the functions of a four cycle. Two small pump cylinders with a volume equal to the main (single) cylinder equipped with check valves were supposed to prevent any loss of mixture during the exhaust phase. The engine had dimensions of four inches for the bore and five inches for the stroke and developed six horsepower at five hundred r.p.m.

Another maker apparently was attracted to the market for finely finished marine engines for yacht tender use and joined Scripps, Sterling and Gray in putting one on the line - Winton. Winton is usually associated with large oil burning yacht engines, but in this instance introduced a seven and one half horsepower model for yacht tender work.

The December issue of "MotorBoat" for 1914 carried a sixteen page ad by the Caille Perfection Motor Company of 1420 Caille Street, Detroit, Michigan touting the virtues of their wares. One claim was that they were not mere "assemblers but manufacturers" and had invested more than one half million in plant facilities to produce inboard and "portable boat motors". This was probably the largest single ad ever placed in a marine publication by a manufacturer up to this time and perhaps for all time as the writer is unaware of any other advertisement of greater extent. It is interesting to note that the "portable boat motor" or what later became commonly known as the "outboard" marketed under the name "Neptune". This engine was made in two sizes - two horsepower and three and one half horsepower. The power plants offered for small boats were still predominately inboard but the "outboards" were emerging under the names of Caille, Evinrude, Waterman, Gray, Ferro and Blakely.

The advertising columns of "MotorBoat" during this period were replete with lists of engines for sale and were indicative of the fact that certain makers had apparently overproduced and others had failed in business. An ad by H. H. Brautigam, Receiver, The Royal Engine Company, 105 Kossuth Street, Bridgeport, Connecticut offered fourteen "factory rebuilt second hand engines" in sizes from two and one half horsepower to fifteen horsepower priced from thirty five dollars to two hundred five dollars. Makes offered included Royal, Palmer, Sagamore, Toquet and Truscott. New unused Royal engines were also offered at discounts.

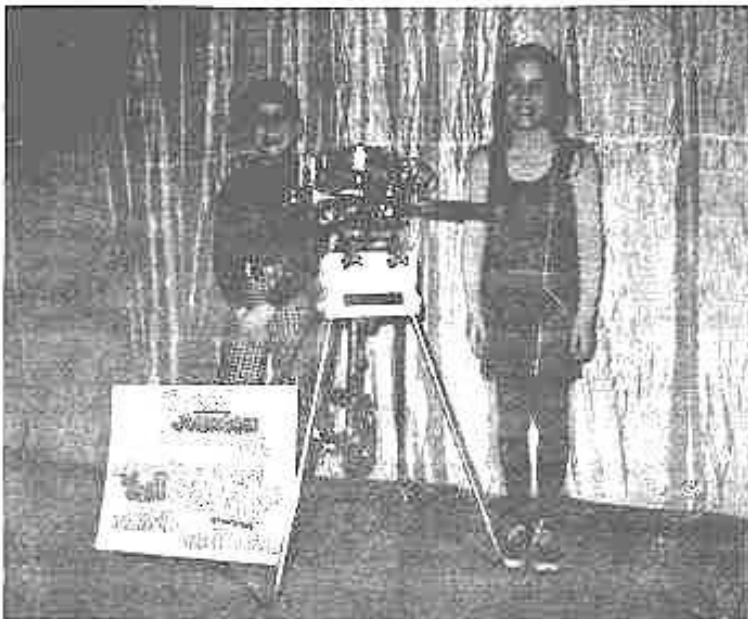
The Bridgeport Motor Co., Inc. of Bridgeport, Connecticut also offered a bargain list of engines containing some thirty different models all alleged to have been overhauled and repainted. Prices ranged from forty dollars on up. Brands offered included Essex, Mianus, Oldsmobile, Lozier, Cushman, Barber, Knox and Bridgeport.

The W. H. Mullins Company of Salem, Ohio builders of the well known line of metal boats offered a list of launch fittings at less than manufacturers cost in order to get rid of all material not applicable to new models being put into production.

Gray-Aldrich Company, Inc. of Boston, Massachusetts also offered a list of rebuilt marine engines which included some rather obscure makes such as Mead, Cooley, Howard, Hitchcock, Brigham, Winkley, and Goodwin. Another advertisement stated that the advertiser had obtained the unsold products of a prominent (but unnamed) marine engine company from the prior year and would sell them at prices that were "right". This particular section of "MotorBoat" thus offered the "bargain hunter" and the hopeful purveyor of "slightly used" and discontinued models a common meeting ground.

Once in awhile a really unusual item was offered in these columns-like the Antoinette Aero Motor. The ad claimed that the unit was practically unused and that its regular price was \$4,000.00. It was offered at only \$400.00! I wonder who the lucky purchaser was.

# **YANKEE CHAPTER NEWS**



One of the highlights of the winter months was the display of the Antique Outboards at the Hartford Boat Show. In the photo at left is my Johnson lightwin that was used in the movie the Great Gatsby. The motor had to be totally reresored as it was covered with salt from the waters around Newport, Rhode Island. The motor is a 1925 Johnson model AB-25 with a 1922 cast tank. In the photo are my children Christine and Dave. Bill Andrulitus had a motor on display at the Hartford Show with a local power boat racing association. His motor was an absolutely beautiful Caille class "B"

Flash Racer. It is identical to the one shown on the "coming events" calendar that came with the January issue of the Antique Outboarder. In the display this classic racer was right at home with the modern racing iron. As was expected the motors were show stoppers. It was impossible for most people to just walk by these motors. If you want to see what I mean, make arrangements with a dealer to show a motor.

Right now plans are being finalized for the 7th Annual Indoor Meet, the Club's longest running event. We are going to show the Antique Outboarder's favorite film "A Report To Ole". Bill Andrulitus is going to conduct a seminar on Motor Restoration with emphasis on Buffing and steps leading up to Buffing. Bill is one of the Club's top restorers and we will all learn a lot from him. In addition, a demonstration will be given on freeing stuck pistons without breaking any of the parts. Plus the Yankee Chapter will have a short business meeting to discuss the September Meet.

The Yankee Chapter covers a lot of territory. All of New England, plus all of New York State except for Long Island. Let me hear what you are doing! Make plans now to attend the September Meet. We definitely need your support. This Chapter has a good concentration of members, and we can make a good showing at the September Meet. If you have any ideas or thoughts on the subject let me know.

Last night I was reading my copy of the 1955 Outboard Boating Handbook, great book!

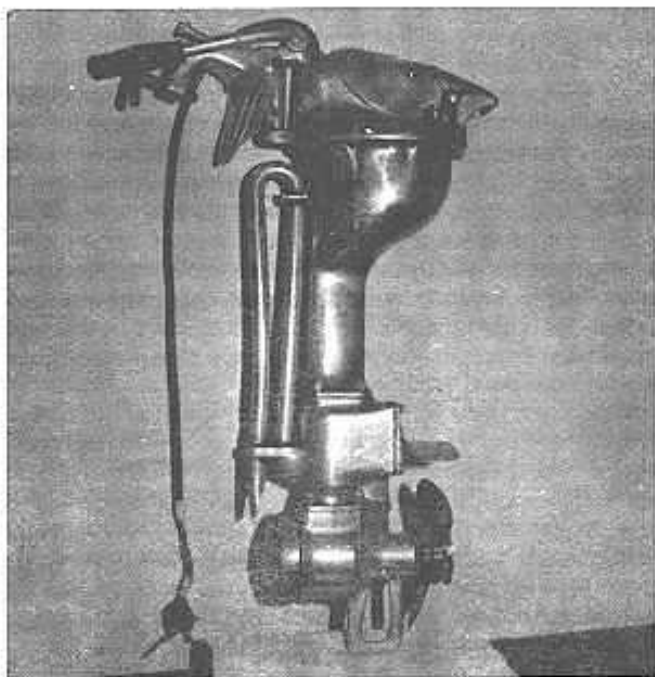
# The CLARKE Troller

By J. L. Smith

The story is told of D. R. Clarke, during the mid-thirties trying to keep a cantankerous outboard motor going and in despair deciding to make one of his own. The thought would be ludicrous, of course, except for the fact that Clarke was an inventive genius with a stubborn yet very agile mind particularly in engineering matters. This man was a Canadian and grew up with an intellectual background. His father, who died in the twenties, was a lieutenant-governor in Canada. Young Clarke inherited brilliance yet certainly was no slave to convention as a brief study of the design and workings of his new outboard motor will show. Immediately he set to work, sketching, devising, calculating and discarding former ideas in favor of better. It must be remembered that he was an individualist and was alone responsible for the novel ideas pertaining to this outboard. He had in mind specifically a lightweight trolling motor.

The resulting motor which evolved by 1937 retailed for about \$34.50 in USA but slightly higher in Canada and was supplied in a canvas bag with two handles and a plywood bottom and conveniently carried in the fashion of a suitcase. In the bag was room also for the aluminum canoe bracket and a pouch at the side of the interior held a spare spark plug and socket wrench, manuals, etc. Other tools provided with the motor include a special propeller hub puller, a flat wrench and a screwdriver which threaded to the spark plug socket wrench to act as a handle. A guage was supplied for setting breaker and plug points.

The motor was primarily constructed of four polished aluminum castings and these were made in USA with assembly of the motor carried out simultaneously in Detroit and downtown Toronto. It required no cooling passages or water pumps as the cylinder was below the water line at all times except during starting procedures. The propeller shaft, crankshaft and flywheel were incorporated as one unit. After tilting the motor out of the water and locking the tilting pin provided, the motor was rope started in air by means of winding a cord around a slotted starting plate bolted to the prop hub.



Then when assured that the motor was turning properly the operator carefully lowered the unit into the water and proceeded on his way. Surprisingly the two bronze propeller blades were completely adjustable for pitch. Each blade could be loosened by means of releasing an Allen screw and hand set to the desired pitch. Connecting rod, piston and cylinder were also of aluminum and the piston had two iron rings. With a bore of  $1\frac{1}{2}$ " and a stroke of  $1\frac{1}{2}$ " resulting power would be approximately 1.2 h.p.

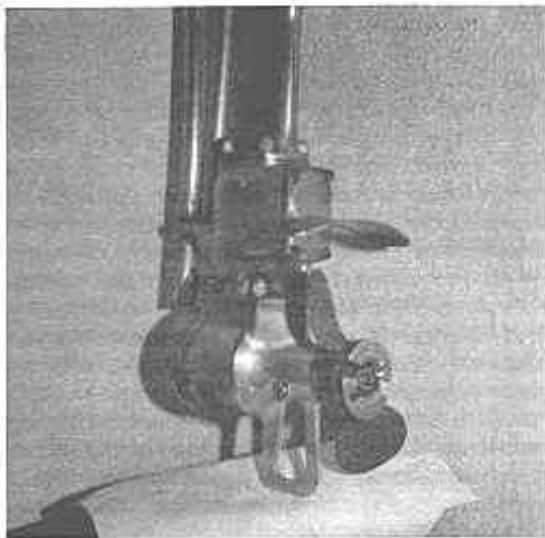
The use of aluminum seems to have reached its peak in the construction being used in every possible location resulting in a final weight not exceeding 11 pounds.

In general only four main castings are used, each bolted together in sequence. Number one casting is basically a combined lower unit and crankcase. A close study of the workings within this section shows the crankpin projecting forward from

the flywheel with the crankshaft to the rear operating on two ball bearings. A greasing plug is provided centrally. The flywheel is solid and measures 2 7/8" in diameter with a thickness of 7/16". A knurled plate provides access to the rear prop shaft seal. A large hollow aluminum cover or nose threads onto the front end of the unit. When this is removed connecting rod and crankpin are visible. The skeg forms an integral part of this casting.

The next casting has a cylinder cut vertically within it and it also houses the small Champion VI spark plug, points and condenser. These are accessible by removing four bolts securing the timer cover to the rear of the casting. An anticavitation plate of generous size forms part of this timer plate. The points are gapped to .020" and operated in a simple manner by a push rod activated by an eccentric on the crankshaft. A sturdy spring ensures return of the push rod after each point opening occurs. Unfortunately a poor grade of spring steel was selected for mounting the points. This resulted in frequent periods of unserviceability when the points had either to be adjusted or replaced. The spark plug has 3/8" diameter threads and its points are set to .015". This casting provides exhaust and intake ports for two cycle operation. Exhaust gases pass through a hollow portion of the casting and thence through an inverted U shaped piece of aluminum tubing with final exit underwater. This is designed to prevent water from entering the cylinder by way of the exhaust ports. On the side of this casting, our sample motor bears the stamping Made In USA TSP 22934.

Number three casting, the largest, is a member which provides continuity and connection between the underwater portions and the top or above water parts of the engine. It also forms the gas tank which has a capacity of one Imperial quart, good for about two hours trolling..its body contains two hollow vertical passages, one for the purpose of carrying gasoline vapours to the cylinder, the other for electrical wires.



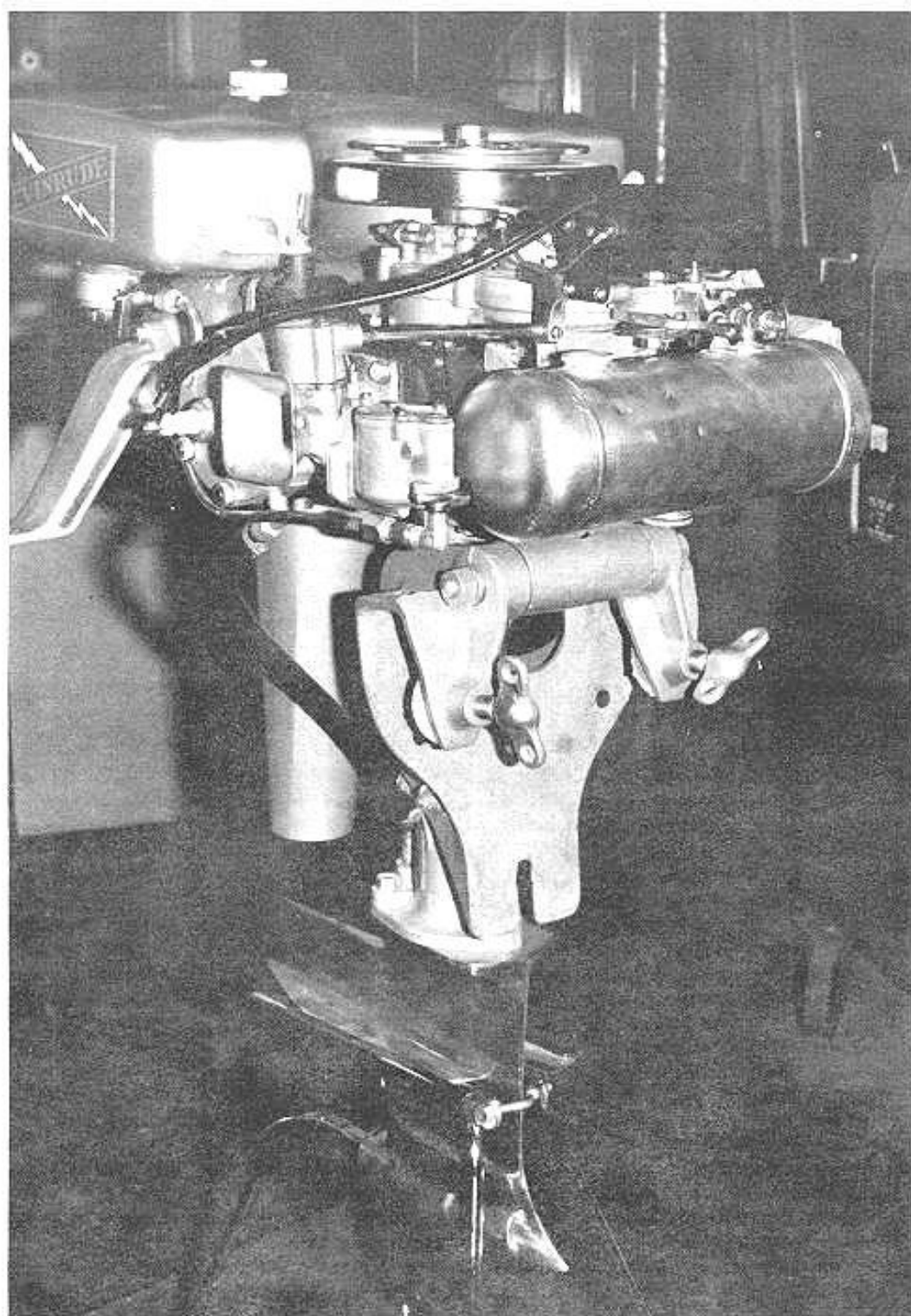
Number four casting, the uppermost, is of considerable interest. Besides providing a 'lid' for the gas tank, its top portion mounts the coil-a product of Delco Remy, and the uniquely designed gasoline mixing device. This could probably not be correctly described as a carburetor for Mr. Clarke has cleverly designed a fuel metering device which at the same time allows for the correct proportion of air to the mix. Located on the starboard side of the device is the spring loaded choke valve and a throttle which operates as little more than an adjustable plug over the venturi. There is no float mechanism. On the port side a needle valve meters the fuel being sucked up from the gas tank through a metal gauze tipped brass tube. With down draft suction occurring only while motor is in operation, the nuisance of leakage and dripping common in

gravity feeds is eliminated. Power for ignition is supplied by a six volt battery which ensures a good spark for starting and helps reduce overall weight. Some operators interposed a toggle switch in the wire to the battery. This would allow the wires to be connected at all times without a possible power drain. Two bolts secure the light aluminum shield over the coil and metering device. This shield also bears the script "Clarke Troller Eng. Co. Detroit, Mich. Pat. Pend.". An all aluminum mounting bracket with single clamp attaches to the front of this casting and allows for swivel steering. The tiller is a simple curved aluminum tube.

By 1941 assembly of the Clarke Troller came to a stop at both Detroit and Toronto. During the remaining war years certain sub-contracts for war needs were obtained utilizing the facilities of the engine plant, but from that time, manufacture of the revolutionary Clarke Troller was never again resumed.

The search for a Clarke Troller held many tense and frustrating moments, particularly at the last. I had been on the watch for one over a long period of time when, on a day in May 1962, a friend casually asked if I knew of a small unusual motor called a Clarke Troller. I took more than casual interest in the conversation when he said that he had an acquaintance who owned one complete with carrying case. Receiving permission from my friend to use his name as reference I phoned the Clarke owner the same day and learned with relief that he would sell. This gentleman as it happened lived only ten minutes drive from my home and promptly at 6:45 p.m., I was at his door. After exchanging appropriate civilities and inspecting the motor I enquired for the price he had in mind, but alas for me things were not to be quite that easy. Skillfully avoiding the issue of price he directed the conversation to stories of past experiences, changes in his neighbourhood, illnesses, people he knew, current topics, etc. Each time a suitable lull occurred, I steered our thoughts back to the motor and his price but it was not to be. Again he would drift back to irrelevant matters. Only the two of us were in the house and I did not dare prejudice my chances of getting the motor by acting impolitely.

In this manner the time passed, one hour and then two hours. No refreshment had been offered and the conversation was dragging but still no mention of price. Finally by 9:35 p.m. wearied and summoning new courage I told him that I would really have to think of going and if he would state his price I would decide and let him know right then and there. At this point I had been convinced that he really was not interested in selling and I just about collapsed with relief when he said, "What do you think of \$50.00?" The cheque was in my hand and written in two minutes and within the next five minutes I was on my way home with the precious motor. What looked like a routine follow up had ended as a kind of endurance test but successfully, and with the lesson that anything worthwhile may not always come with ease.



Front view of Evinrude's 1930 opposed-twin Speedy-Bee racing engine, designed by Finn T. Irgens, now retired as a Vice President and Chief Engineer for OMC. Irgens incorporated his patented dual rotary-valve system on the Speedy-Bee, which improved compression and over-all performance by a more accurately controlled and timed fuel-air mixture volume to the cylinders. The Speedy-Bee was of 19.9 cubic inch displacement, and developed more than 25 horsepower in the 5000-5500 rpm range. Note the air-tight oil tank mounted on the Speedy-Bee's front. (Evinrude Motors Photo)

# **EVINRUDE**

**PUBLIC RELATIONS DEPARTMENT**

4143 NORTH 27TH ST. P.O. BOX 663, MILWAUKEE, WIS. 53201

**FINN T  
and the**

## **"Speedy Bee"**

### FINN T. AND THE "SPEEDY-BEE"

Reflections On Performance From Evinrude's Master Engineer Irgens Of Ole's Days

by Terry Mahoney

Although it appeared nothing more than a usual Board of Directors meeting for Outboard Marine Corporation, the setting in the conference room of Evinrude Motors of Milwaukee was in a most unusual state.

As the directors filed into the room, their eyes were affixed to an odd looking sight which greeted them at the far end of the long conference table. The object of interest was somewhat bulky looking, a little over waist-height level, and completely shrouded in a white bed sheet. At first glance it was reminiscent of a ghost-prop in an Abbott and Costello comedy-setting.

And it was a "ghost" of sorts; at least what lay beneath the sheet was of undying memories. And there was really only one of the ten directors present who had no inkling of what the shrouded object was. His name was Mr. Finn T. Irgens, a retired Vice President of OMC but still active board member, and a legend in engineering for Evinrude, who worked shoulder to shoulder with the company's pioneer-founder Ole Evinrude. It was for Irgens that the unveiling surprise would be directed.

Charles Strang, OMC Group Vice President of Marine Products, led the ceremonies. His statements were brief: "Irgy, this mysterious object is only a token of this corporation's appreciation for you, as a unique individual, and as a giant in engineering for Evinrude. We'd like it to be a permanent, lasting record of your achievements".

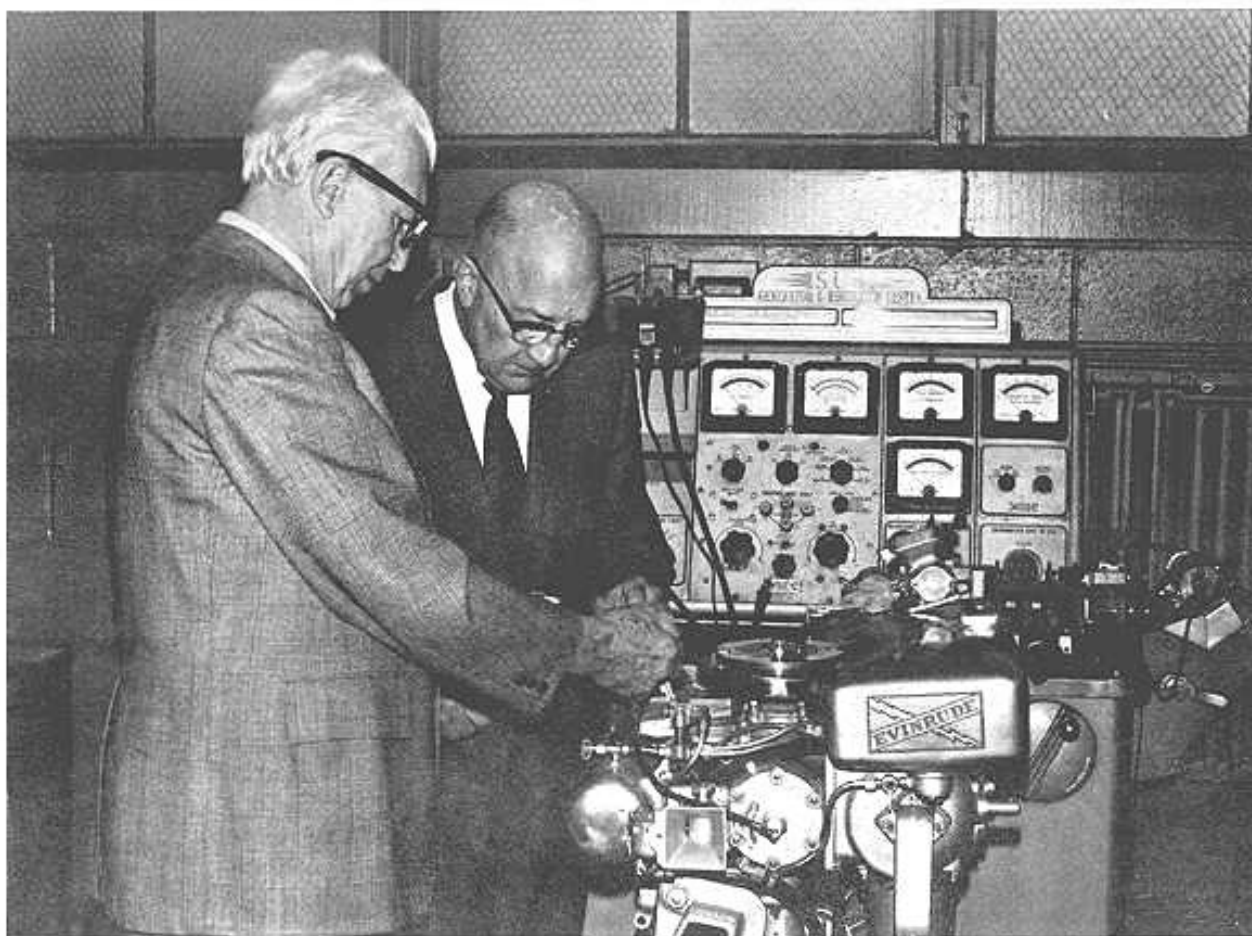
What was covered, was now exposed --- the 1930 vintage all-out racing outboard --- Evinrude's opposed twin-popper Speedy-Bee. This was "Irgy's Baby" from start to finish, and probably one of the most advanced outboards of its time ever to power and Indian Lake hull.

It wasn't until a few weeks following the meeting, when Irgens and his long time friend and associate Jim Webb, stopped in at Evinrude for further refined restoration of the Speedy-Bee, that the outboard's full story was retold. The interview began with a background on Irgen's start with OMC and Evinrude with Webb lending further insight.

In 1929, a plan to consolidate Elto Motors with Evinrude Motors, and another outboard manufacturer Lockwood Motor Company of Jackson, Michigan materialized; the latter company, under the leadership of Arthur L. Lockwood, was gaining in popularity with outboarders, but was having capital problems.

Irgens was the chief engineer for Lockwood and it was through his refinements of engines that brought the company to the attention of Evinrude's president, Stephen Briggs and Elto's president, Ole Evinrude. When the merger took place in '29, Irgens was installed as chief engineer for the new Outboard Motors Corporation, working with Ole Evinrude in the shop on North 27th Street, Milwaukee.

But 1929 was significant in another industry sense, if members will recall Club historian Jim Webb's "Big Iron" article in the March and June, 1973 issues of A.O. Remember that outboard racing in that era was the "ad" man's joy in publicizing the industry. Competition in sales, and on the watery circuit was at the boiling level throughout.



Finn Irgens and Club historian Jim Webb discuss the Speedy-Bee's throttle advance system during a visit to Evinrude's Service Repair Department for further refined restoration of the racing outboard. Approximately only 30 Speedy-Bees were produced by Evinrude in 1930, each being individually machined, assembled, and tested. (Evinrude Motors Photo)



Printed horsepower and speed claims seemed to be "one-upped on the other guy" with every ad mat placement in a national magazine. A year prior to '29, the big five in outboard makers, Evinrude, Elto, Caille, Johnson and Lockwood, formed the National Outboard Association to bring some semblance of sanity to the "chaos surrounding outboarding". Then came the NOA Horsepower Agreement, initiated by the late Jim Mulroy, NOA's Exec. Sec., and backed by the Pittsburg Testing Laboratories, a neutral agency certifying rated horsepower under industry agreement with results advertised as NOA Certified Brake Horsepower.

So when Irgens took his post at OMC, he never really left the kettle, so to speak; the name of the game was performance, true performance, and Irgens' opening salvo was the Speedy-Bee.

"The Speedy-Bee was actually Evinrude's answer to competitors in Class B racing", Irgens recalls. "Evinrude was already well into the higher up displacements of F and C Classes, etc., but with the Speedy-Bee's advent we began to close the gap in mid-displacement class racing."

A brainchild of '29, the first Speedy-Bee was produced in 1930 by Evinrude and designated as Model 176, U.S. patent #1936841 and #2032578. Piston displacement was 19.9 cubic inches with a 2 3/8 in. bore and 2" stroke.

As for the Speedy-Bee's horsepower development, Jim Webb recollects: "In those days none of the racing motors were given an NOA horsepower certification as were the regular production service motors, modified for racing", he said. "But from the results achieved by the Speedy-Bee, the motor had to be developing more than 25 horsepower in the 5000-5500 rpm range."

Webb added that with today's fuels, oils and spark plugs, the Speedy-Bee could be within easy reach of 30 or more horsepower. "However, this is just idle speculation", Webb amplified. "Since the Speedy-Bee will probably never be run again."

The Speedy-Bee was loaded with industry innovations that Irgens incorporated. First, Irgens patented the dual rotary valve induction system employed in the Speedy-Bee, early in 1930.

"It had become standard practice in two-cycle engine construction of that day, to limit crankcase capacity as much as possible by filling the crankcase almost completely with the cranks and associated parts", said Irgens. "By this means, volumetric efficiency had been improved due to the increased crankcase compression, but there was a corresponding decrease in the efficiency of combustion resulting from the high velocity at which the compressed gases had been transferred to the combustion chamber."

Irgens' two rotary valves were driven in opposite directions by bevel gears from a vertical timer shaft. In turn, the timer shaft was driven at crankshaft speed by a steel spur gear on the crankshaft. The timer shaft also drove the breaker mechanism of a battery ignition system. (By that time, magnetos were all on top of the crankcase.)

"In general then", Irgens said, "the rotary valves improved the Speedy-Bee's crankcase compression and over all performance by providing a more controlled fuel-air mixture at the cylinders."

To insure minimum compressible air volume in the Speedy-Bee's crankcase, a "built-up" crankshaft was used. Again, Jim Webb describes: "The two crankpins were integral with the center crank cheek. The connecting rods with the roller bearing were slipped onto the pins and the pins were pressed into the respective upper and lower crank cheeks. In order to insure a positive drive between the crankpins and the cheeks, the pins were hollow and hardened plugs were forced into the pins to augment the pressure of the fit."

Thus, he added, the crankshaft end of the connecting rods could be "nestled" in between the cheeks, leaving just enough room between the cheeks for the slender part of the rod to pass to the piston.



Finn Irgens, Jim Webb, and Manager Paul Petrasko and mechanic Jerry Janecek from Evinrude's Service Repair Department, as the Speedy-Bee's coil is removed. The Speedy-Bee was actually restored through the efforts of Jim Webb and the Service Repair Department, and was presented to Irgens by the OMC Board of Directors as a "permanent record of his achievements." (Evinrude Motors Photo)

"This construction assured maximum volumetric efficiency", he explained. "But had the disadvantage of not being repairable. If a rod or crank pin was damaged, there was nothing to do but throw the whole crank and rod assembly away and get a new one. However, because of the use of the best available materials and adequate lubrication, there is no record of anyone ever having broken or damaged a shaft or rod."

Due to the Speedy-Bee's high rpm, a solid steel flywheel was used on the crankshaft and instead of a high-tension magneto, battery ignition was employed assuring a hotter, more accurately timed, spark at all times.

"Oil was mixed with the gasoline in the gas tank as a safety measure only", Irgens remarked. "And in addition, an air-tight oil tank was placed at the Speedy-Bee's front. A tube, equipped with a ball-check valve led from the crankcase to the top of the oil tank, enabling the oil to be pressurized by the crankcase. From the tank, oil was led through a shut-off valve and passed through a double sight feed glass to the upper and lower crankcase bearings and rods."

Carburetion stemmed from two float-feed carbs on each side of the powerhead and in line with the rotary valves. Mixture was regulated by a needle valve adjustment and the flow was controlled by barrel valves. The "b.v.'s" were interconnected by means of a central throttle and choke lever.

A forward directed scoop on the gear housing took care of the Speedy-Bee's water cooling, while the muffler was also water cooled.

"The Speedy-Bee certainly wasn't a product of usual production", explained Irgens. "It was really babied; each unit receiving individual attention in machining, assembling and testing." He added that it was definitely a limited production motor, possibly 30 in total were produced, but none after the summer of 1930. Price tag was \$400.00 --- by depression standards --- quite a sum.

As for performance results, the Speedy-Bee's first outing took place in Bay City, Mich., during a one-mile straightaway time trial, followed by a five mile closed course race on the Saginaw River. Elected driver was Carl Koeffler, of Elm Grove, Wis. As he tells the story:

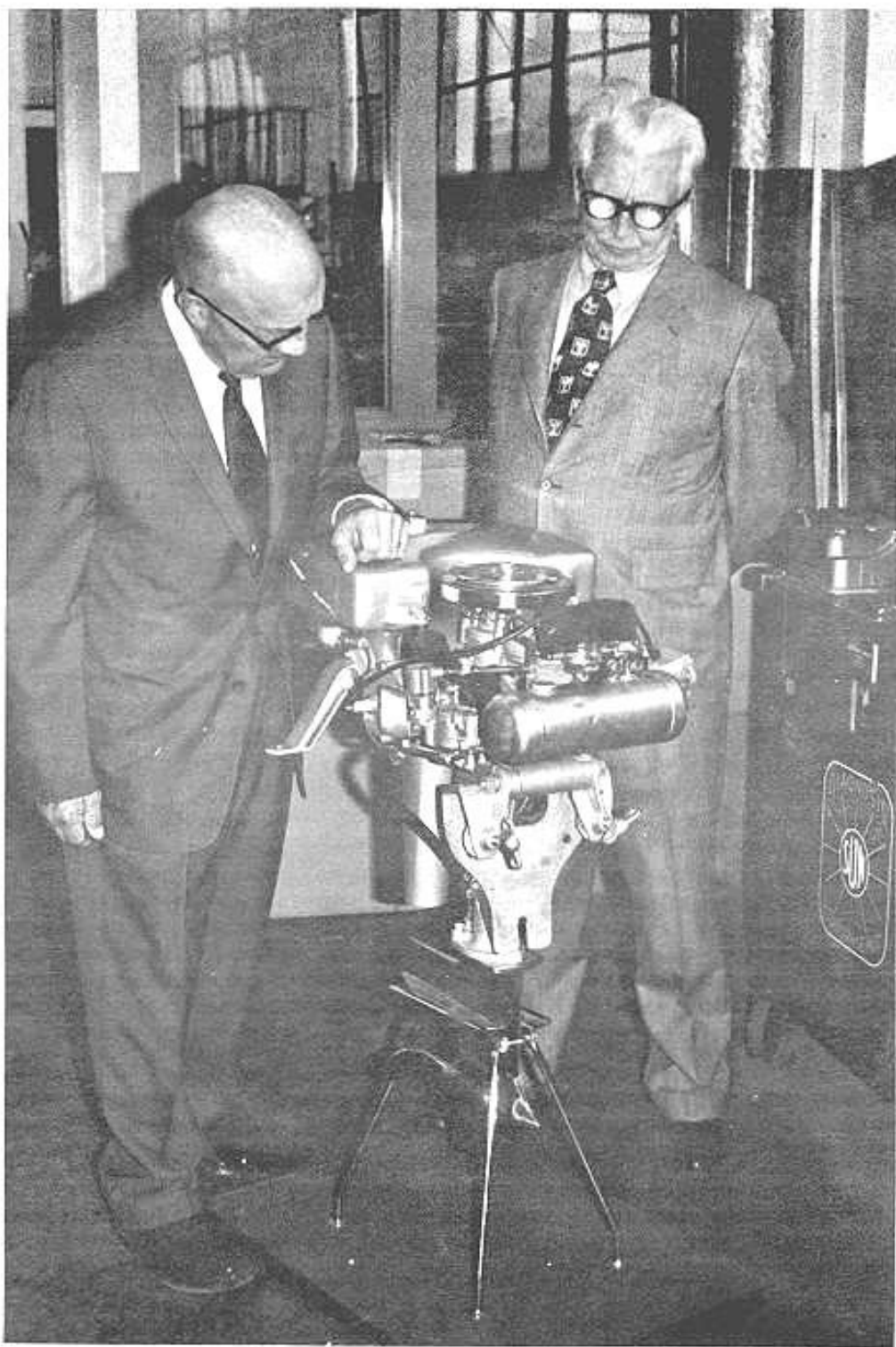
"I was always prejudiced towards Evinrude-Elto", Koeffler states. "In my outboard racing, it was always an Evinrude or Elto, preferably behind an Indian Lake hull. Besides that, I was on friendly terms with Irgy, the late Bill Clausen, who was then Vice President and Sales Manager for Evinrude, and Hugo Biersack, now retired, but at the time, the Advertising Manager and a Vice President. Hugo was also in charge of racing activities. When the Speedy-Bee was ready for the course, Hugo and Bill asked me if I would pilot it at Bay City."

Koeffler remembers that the Speedy-Bee was mounted on an Indian Lake 12-footer, a "great rough water hull" at Bay City. "For the opening one mile time trials, I set a record in excess of 40 mph. I can't remember exactly, but it was tops at that time. I also went on to win the five mile race, while setting a new class record in that event."

He related a somewhat comical footnote about the latter event "I was heading into the final turn of the race, and believe me I was way ahead of the field. Suddenly, the Speedy-Bee conked out. I was so far ahead of the field, in fact, that I had enough time to re-start the engine with a rope pulley, and go on to win the race and set a record."

A sidelight to Koeffler's career was that he once was a "barn-stormer" for the American Legion, stunt-flying bi-planes for promotional air circuses.

Now in its present condition, Irgens' "permanent record of achievement" is a restorer's joy, although plenty of the usual blood, sweat, tears and money were behind the Speedy-Bee's retainment. Through the efforts of Jim Webb and Evinrude's Service



Club historian Jim Webb and Finn Irgens, with "Irgy's Baby" -- the 1930 Irgens-designed Evinrude Speedy-Bee racing engine. In its day, the Speedy-Bee was Evinrude's answer to Class B competition. (Evinrude Motors Photo)

Repair Department, evolved the immaculately restored engine. But the job isn't quite over yet.

"We're still looking for an ignition coil", says Webb. "If any Club members know of the whereabouts of such an item, I'd sure like to hear from them."

Webb also adds this epilog to Irgen's career: "Racing achievements are spectacular, but Irgy's service motor achievements brought Evinrude a lot more money than his fine racing engineering", he states. "Take for instance the 1935 Evinrude Sportsman, the first outboard to employ a reed valve intake."

And the list could go on, since Irgens has accumulated enough patents to fill an encyclopedia, and they're not all in the marine field, either! One might say, that versatility is Irgens' trademark.

In the meantime, though, his Speedy-Bee has a permanent display space in Irgens' rec room at his residence in Milwaukee. It takes its place among a couple of other restored "records of achievements" like the '35 Sportsman and an Evinrude 4-60. Remember them? They were really something.....



Rear quarter view of the Speedy-Bee depicts its water cooled exhaust, racing lower unit, and side draft carb. Gas tank held two and a half quarts, with oil being mixed in for "emergency purposes" only. A specially mounted air-tight oil tank on the outboard's front handled lubrication. (Evinrude Motors Photo)

# OUTBOARD FEVER

By Skip Hight

WHAT IS IT? ITS SYMPTOMS? IS IT CONTAGIOUS? HOW LONG DOES IT LAST? WHAT IS THE TREATMENT? IS IT FATAL?

These questions I will try to answer, as I will refer to my own suffering and you may draw your own conclusions.

I was exposed to this dreadful disease at an early age. My father operated a garage and general repair shop and sometime just after World War I, a customer brought in a rowboat motor with a broken flywheel and wanted Dad to weld it. Dad refused because he was afraid this would be a hazard, and if it broke again while running, someone would get hurt. This motor was left for some time in the back of the garage. Some time later, a young man working for Dad and learning the business took it upon himself to weld this flywheel. Dad was gone, but I helped him clamp and hold the wheel, while welding it. He ground and balanced it and put it on the motor, and we ran it in a water tank. This must have been a good weld because it was used for years and never did break.

In the middle twenties, Outboard Racing became quite popular, on a river about six miles from my home and I tried not to miss one. I knew some of the contestants as they lived along the river and I had met them while fishing. Now one of the fellows I fished with was much older, but had a new outboard motor that he never could get started. I had no trouble starting this motor, so he would always take me along to start and run the motor. (This was another exposure to the fever.)

Now the racing was very competitive and contestants would come for miles. I think a Johnson factory representative ran there once.

The two competitors I thought the greatest were a Johnson dealer and the driver, Clyde (Stub) Strayer, with a Penn Yan boat. It was red with PENN YAN - BABY painted on the sides. The other was a home-built sea sled, painted a dull gray, with POLLYWOG on the side. This was driven by Bernard (Irish) Snyder and powered with an Evinrude.

Most of those fellows have moved away or passed on, but Clyde Strayer still lives about five miles from me and I see and talk to him often. He cannot remember the model Johnson he ran, only that it was a 12 h.p. He wrote to the factory and they told him they did not make a 12 h.p. until 1929, a P45. He and his wife both recall running in Indiana in 1928.

Now this is about the time the first symptoms of outboard fever began to show up in me. About 1930, I began building boats, trading and buying motors. I had Caille, Lockwood, Evinrude and Johnson. I began to attend some local amateur races. I did very well. One reason was because of Dad's shop and I had access to his tools.

I wanted to get into more competition because I had an SR45 that I thought tops and was here.

By this time A.P.B.A. and N.O.A. were known and I wrote for rules and membership with race dates. I picked a good national race and attended.

Boy! What a crowd! Must have been a hundred entries and they ran anything that looked like a boat. This was the first time I had ever heard of or seen a K.R. Johnson. Also they ran several S.R. with large valve and did they run. My SR45 was one of the best running motors there, but also one of the slowest.

I can't tell much about the race, but it was a good education and I finished with my rebuilt Century step hull.

It was a great experience and I could not have met a better class of people. They would offer their help, then they would work together to get everybody started. They would loan tools and parts and give helpful information.

Back in those years, no money was available and you had to do your own work or trade labor and parts. For the next few weeks I received lots of mail asking all about racing. Some wanted to know what to do to motors. Many helpful ideas came from people I had met at this race.

This was, no doubt, one of the highest degrees my outboard fever had reached. By this time, I had my own shop in the back corner of Dad's garage. It was here I did my own work and many individuals that had this fever would come over and we would swap ideas and knowledge. We would, also, study all the rules because I never believed in breaking any rule unless it was for safety or to extend the life of a motor.

Experience is a good teacher and we accomplished a lot. With the light of a kerosene lamp) a few hand tools, files, and emery paper, we would work into the late hours.

I had a pair of Miners Scales, two glass rods and a level that we used to balance with. I had picked up a Johnson K.R. and had spent considerable time on it. The K.R. was a temperamental motor. It would run good one time and would not start the next. I had my starting problems pretty well licked, then we would go for power. They were getting about twenty h.p. out of the twelve h.p. motor.

I never did race the S45 again but kept taking more off to get more out of it until it disintegrated. I had taken half interest in an Evinrude C and stuck with it about a year, then I picked up SR55 and saved enough money to go to Detroit and contacted Dean Draper to chrome and grind my cylinders and set them up.

Mr. Draper was very helpful and gave me good advice. I can remember I helped him by cleaning up some motors that had been shipped to him while he was working on my cylinders.

My motors always ran good and I never had a starting problem. I don't believe I ever missed a heat by not starting, but I have thrown a few rods, broken lower units, stuck pistons, been disqualified, but always got started.

My first A boat was built by Don Flowers. It was good, but just a little tricky in rough water. I began to do considerable traveling and meeting more and more people with "Outboard Fever".

Dick Neal, from Kansas City, was building a good hull and was a top notch driver. I met him and later bought and ran several of his boats. I got one good hull from Garwood Jr. Fred Jacoby contributed a very good competitive boat and George Mickey built a few. Later Fillinger built a good three point that many have been patterned over.

I was married in 1940 on a Monday, Sept. 2. I couldn't get married on Sunday because of a race, and that was more important than a wedding.

My wife wasn't much for the water, but she loved to travel and always helped me pack and unpack. She was good in helping me take care of my equipment. She could varnish and rub out the bottom of my Hydros better than I could. While speaking of finish on bottom of boats, I will tell of an experience. Everybody had told me graphite would reduce friction on the water, so I varnished the bottom and before it completely set up, I covered it with black powdered graphite. When this dried, I rubbed it out. It was very slick, but it always would come off. Everything that touched it was black including your hands and clothes and I had quite a time getting it off and refinished.

My wife would pick the races and soon became acquainted with the wives and girlfriends of other drivers. I see she had begun to contract this fever so it must be contagious.

She was a perfect hostess, and our home became the stopping point for drivers in transit. They would stop for a social Hello! or maybe a quick repair or swap some parts, but she always knew the right time for a cup of coffee, and everybody called her "Marty", same as I

We raced in Ohio, Michigan, Indiana; and also Ill., Wisc., Penn., Ky., Tenn. became good



Left: Ready to leave for the race, July, 1940. This trailer would carry four boats and five motors, plus fuel, tools, and parts.

Below left: Early racing days. Note glass oilers on Lockwood racer. You opened these after you got started; but if you forgot to close them before you got in and stopped, you were really fouled out. The other motor is an SR-45.

Below right: Blue Water Lake, Indiana, September 11, 1939. This is an Evinrude Racing "C."





racing states after the T.V.A. dams were built.

Sometime two or three of us would team up and travel to some distant races on the east coast or west or sometimes south. We were always welcome and did very well.

One of the best running KR motors at this time was Frank Vincent's (Sweet Pea). Later, I think, he sold it to an Ohio boy, Tom Dewitt, and I got his Fillinger hull. Mr. Vincent was a good motor man and enjoyed helping you set up a boat and motor. He passed a few pointers to me that I appreciated. So down through the years, my fever did not decline.

Traveling to races was quite a chore, as most drivers, mechanics and officials all worked for a living and the weekend races on Sundays had to be traveled mostly by night. We would always meet up with other drivers and have our coffee stops the same. Sometimes you could travel Saturday and get a room Saturday night and get some rest. But most contestants were pulling into the race area pits at all hours, the night before the race. I can remember one contestant who would always arrive early and put up a small tent for he and his family. I never thought he would get very much sleep as cars and trailers were coming in and out all night long. In the early morning, he would cook breakfast on a camp stove and always had a large pot of coffee to offer others.

World War II came on and many left racing. Some never to return and others lost their fever and never saw an outboard again. The war changed outboard racing and I thought I would make a change. I began building a new home and Marty and I kept very busy. On weekends, a fellow from Virginia that was going to school in Michigan, would travel with us. He had his A shipped to me and we carried it on the trailer and I kept the motors running fairly well. That fall, when he returned home, he bought my complete outfit; boats, motors, a trailer that would carry four boats and five motors with room for parts, tools and fuel.

I thought my outboard fever had broke as I bid him good-bye wishing him and his wife the best of luck and that he would do as good or better than I had.

He left and when I returned to the house there was Marty in tears and she began to sob, "You know I didn't want you to sell out".

This was a surprise to me and I assured her we would still do some racing. That winter I dug out some of my old parts, did some trading and came up with a fair K.R. I bought a new Fillinger and made a car top carrier.

We took in a few races and kept our relationship with other drivers.

There was, also, a new class of outboard enthusiasts and a racing class had been started called stock racing. This also was in auto racing as I had been affiliated with midget racing and stock car. This new type racing began to take over the old pro classes by 1950.

A Mercury dealer gave me a new motor; I balanced it and fit it up and entered a stock race.

At this first race, I heard more arguments and grievances than I had ever heard in all my racing years.

Stock racing was to be less expensive as you could use this as a family boat and motor or fishing motor or use it in racing. This sounded good, but I saw more money spent on stock racing outfits than some old drivers had spent on their complete outfit, but money was more plentiful to this new generation.

Now my fever began to break again. I didn't compete in stock long, but ran the K.R. until 1953 and I think I drove my last race in Tenn. I put the K.R. away and never even cleaned it up. Later, I sold the boat.

This ended my racing career although I belonged to several clubs and helped organize several. I have been a member of AOMA for some time and I saw it have a few ups and downs but every time it comes back it's stronger, as you can see what it is today.

I never miss reading every article and look forward to getting it in the mail.

# The Century Whirlwind



## A Better Outboard Racing Runabout

When Rudy Vallee wanted the thrills of a fast outboard he finally selected the Century Whirlwind . . . and he got more than he asked for. He found it the finest racing outboard he ever owned. He was able to do things with it that gave him the keenest pleasure.

It is so the world over. Wherever there is racing you will find Century Whirlwinds and you'll find them well up in the front in every race. Many owners like it for fast pleasure driving . . . for quick

trips to town . . . for giving visiting guests an extra thrill.

The Century Whirlwind is built to take all the strain and hard knocks of competitive racing and all kinds of water. It is a boat that will give you that extra pleasure and satisfaction.

See it . . . test it for yourself . . . know, as others know, that here is the racing runabout you always wanted.

### GENERAL CONSTRUCTION SPECIFICATIONS

LENGTH—13 ft. 6 in.

BEAM (width)—52 in.

Constructed of Philippine mahogany, Century processed to impregnate against moisture absorption. Finished natural with spar varnish. Bottom specially treated to insure extra smoothness and finished with anti-fouling green racing paint. Decking, airplane linen and  $\frac{1}{4}$  in. Philippine mahogany.

Salt water fastenings and fittings throughout.

### CONSTRUCTION SPECIFICATIONS

KEEL— $1\frac{1}{2}$  in. x  $2\frac{1}{2}$  in.; frames,  $\frac{1}{2}$  in. x  $3\frac{1}{2}$  in.; chines,  $\frac{3}{4}$  in. x  $1\frac{1}{2}$  in.; battens,  $\frac{1}{2}$  in. x  $1\frac{1}{4}$  in.; planking,  $\frac{3}{8}$  in.; transom,  $\frac{1}{2}$  in. x  $13\frac{1}{2}$  in.; heavy transom knee.

Special lettering and racing numbers will be painted to order at 10c per letter or numeral.

### EQUIPMENT

Special Century bow plate, metal stem band; two stern cleats. Special Ross steerer, complete with remote throttle control, phosphor bronze tiller cable . . . 1,000 pound test . . . brass swivel pulleys and flush pulleys. Kopok-filled seat cushions, aluminum racing fin.

### WHIRLWIND C

WEIGHT—225 lbs., required minimum.

SHIPPING WEIGHT—375 lbs., crated.

MOTORS—C—Speed 46 M.P.H. PLUS.

### WHIRLWIND F

WEIGHT—275 lbs., required minimum.

SHIPPING WEIGHT—425 lbs., crated.

MOTORS—F—Speed 48 M.P.H. PLUS.



The illustration at the side shows Rudy Vallee and his Century Whirlwind

I have met some of the writers. Jim Webb doesn't remember me but I was an Evinrude dealer for 25 years.

When the 1972 National Meet was planned, with Johnson Motors, I didn't get too excited about it. With some encouragement by cards and letters from Milt Moos, I did go to an Ohio Meet at Delaware, Ohio. Then about a week before the first National Meet, July 1972, I got a few long distance phone calls from people I had not heard from in twenty years. I also had noticed names in the membership roster and I wrote to some and found that we had been associated in racing many years ago.

About three days before the National event in Antioch, I got out my old K.R. and what a sight; it had never been touched since 1953. It was covered with dust and a hard combination of castor oil and old evaporated racing fuel. With good solvents, tools, and late hours it was cleaned up and put in good running condition. I also found I had an S45 and it didn't take long to assemble and try this one. Both ran, and with a little polish and touch up they were in fair condition.

I thought that Marty would like to attend this so we talked it over the day before the event (for about fifteen minutes). We decided we could not make it on Friday, the opening, but would leave Saturday morning.

We loaded the motors in the trunk of the old family Buick, 1956 model with 26,000 miles and all original, even the tires. The only thing I know of replaced is the battery and exhaust system.

We left Saturday morning in the rain, but got to Waukegan before noon, but could not find AOMC meeting or show. I stopped at several service stations and everyone sent me in a different direction. I was ready to head back toward home, but Marty said give it another try. I stopped at the next station and a station-wagon was getting gas and the lady driver came to the rescue. She asked, "Are you looking for the AOMC show?". I think she could tell because Marty and I looked a little antique in the 1956 Buick.

She said, "Follow me, it's about 18 miles". She was a very good driver. It was no trouble to follow her and we drove right into the parking lot at the Marina. There we found out this wonderful person was Mrs. Brautigam.

I registered and displayed my motors and a few old pictures. Everybody was willing to give you a hand and ask questions. I began to feel the fever returning after talking to Bill Tenney whom I had not seen since 1945 and Bob Thorten that I possibly saw in the 50's and he offered to let me run one of his outfits. It began to bring back many memories of the old hospitality that once existed.

It's good to see that AOMA is promoting this and with the officers that I met they are the right type of people.

I am not in the best of health but I still do some motor repair and this has kept me up to date. Now I plan to restore some of the oldies I may have.

When I started this, I wanted to keep it short so I left out lots of experiences and details. I started to name all the people I had met with this fever, but gave up as I was surprised at the number of people that have it.

I have decided that my case of outboard fever is incurable, but there are a lot of remedies for relief and satisfaction, also a pleasure to know that you have company. You will never see a sign on the door saying "No Visitors", or "Quiet, Patient Asleep".

When God made man and gave him a woman (Adam and Eve) and Eve persuaded Adam to eat of the forbidden fruit, their eyes were open, and look what all has happened.

Now when Bess wanted ice cream that wasn't melted, look what Ole did and what has happened from a one cylinder rowboat motor. Think it over and join A.O.M.C.I.

# CENTRAL OHIO september meet



Lowell Hetzner under way with his Bendix.



The Kentuckians, Bill Horst and O. B. Coomer, look over O. B.'s display.



Contrary to what he might tell you, Jim Nixon was not threatened with dunking if he hid the P-30 from view.



The Diedericks, Howard and Ed, and Lowell Hetzner discuss a couple of Lowell's motors.

Following the pattern set in 1971 and 1972, the 1973 Central Ohio Meet was again held on the third Sunday of September, the 16th, at the Delaware State Park just north of Delaware, Ohio. Eleven club members, most with their families, attended the meet which as in previous years was an informal event. Early bird on the scene was Ray Fisher who had his motor display set up when O. B. Coomer and I arrived on the scene at 9 a.m. Aside from his teenager Caille and Johnson A, A-35 and A-45 motors, Ray also had on display his collection of antique spark plugs which included priming and reversible types dating from the turn of the century.

The AOMCI was doubly blessed in 1973 with the addition of two eager new members, Dave Caldwell and Jim Nixon, both of whom came to attend their first meet. Dave, a staunch Johnson collector, brought his A-50, S-45, P-50 and "OK-75" motors, and his 1950 model Lyman Boat. Dave's OK-75 was a wee bit unusual insofar as it had a Waterwitch I.D. plate and near-perfect decal on the tank, but it was a Johnson-built OK-75 with a Sears model number of 550.75. Jim Nixon brought a 1929 Caille-built Motorgo and a 1939 Kissel-built Waterwitch to add to the Sears-Roebuck motors at the meet; and he also brought a bronzy model B version of the A model Johnson.

Bruce "TR-40" Kennedy (he's still searching), another avid Johnson fan, brought J-25, A-80 and KA-37 motors along with his thundering Caille model 79 (he continually loses the exhaust pipe). Paul Saeger, though plagued with neck problems and neatly trussed up with a neck brace, came to the meet with his Evinrude model F and Wizard motors. Lowell Hetzner showed up with a mixed selection of Bendix SMD, Caille Liberty Single and Johnson K-65 motors. Lowell, an Evinrude dealer and crackerjack repair specialist, was impressed into service to demonstrate to us Johnson "experts" how to remove a stubborn crankshaft from a K model Johnson crankcase. Ed Diederick and his son, Howard, displayed a 1916 Motorgo, a Johnson MS-39, a Mercury-built Wizard WD-3, a Martin 40 and the basic parts of a teenage Caille inboard. Ed also brought a trailer which was loaded with trading motors and parts and he left the meet considerably lighter. O. B. Coomer also brought a trailer of trading parts and motors, however, after the meet was over he appeared to have a load that was heavier than what he brought! O. B.'s display motors consisted of a Johnson A-65, a Johnson J and an Elto C. A beautiful 5-inch-high cast bronze model of a PO-15 was a part of O. B.'s display; he had made the pattern himself.

Bill Horst completed the list of attending members and he showed an Elto C, a Neptune AA 38 and an odd single-firing, twin-cylinder motor which bore a decal proclaiming it to be a "Flimsey", built by the Flimsey Motor Co. of Mousie, Ky. Although this motor looked suspiciously like a Neptune 11A3, Bill swore up and down that this was a genuine Flimsey. We Ohioans were glad that Kentuckians O. B. Coomer and Bill Horst were able to get their passports renewed in time for the meet; we would have truly missed them! My contribution to the lineup of motors at the meet were a Johnson OK-60, a Johnson P-30 and a 1934 Lockwood Chief-Sea King made for Montgomery Ward by Evinrude out of leftover parts.

We enjoyed the company of two guests at the meet, Dick Griffith, a friend of Lowell Hetzner, and Bill Cannon, who came with Bruce Kennedy. We hope to convince both of these fine gentlemen to join the club.

Some of you who've read this far may have been struck by the preponderance of Johnson products at this meet. Out of 36 display motors at the meet, 19 of them, or 53 percent, were Johnsons. Only 3 motors were of Evinrude-Elto manufacture. The old Johnson motors are definitely predominant in the Ohio area, but I've heard from members in other parts of the country who tell me that the reverse is true. So much for statistics, on with the meet!

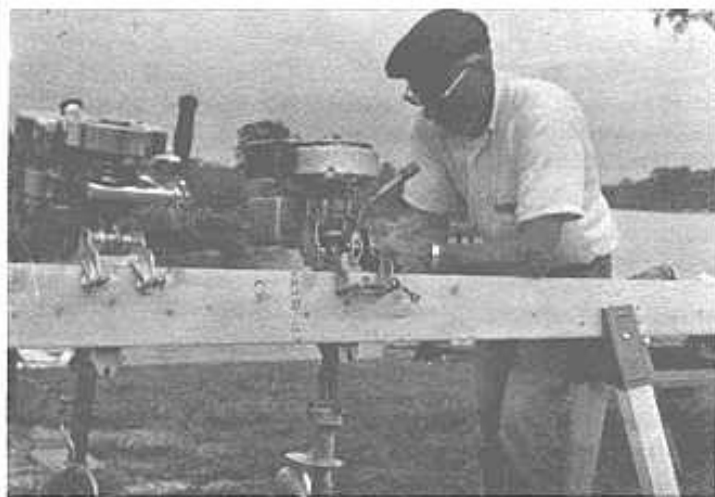
Or, almost off with the meet! I discovered my wife, who has developed the ridiculous

notion that I spend more time with motors than with her, in the parking lot preaching anti-outboardism among the other wives! Her efforts, however, met with little enthusiasm and the boating activity started. Dave Caldwell was first to launch his boat and soon was treating everyone to rides powered by his P-50. Paul Saeger put his antique Century boat into the water and the rest of us headed for the rental boats which were provided for our free use by Friend of The AOMCI, marina concessionaire Dock Robinson. We truly appreciate Dock's generosity. As this was an informal meet there were no organized events, but we all enjoyed running our motors for the benefit of our friends, our family, and definitely ourselves!

A large portion of the day's activities centered around that fine old custom of parts swapping, and much enjoyment was had by all in participating in this and the other out-boarding activities. Everyone is looking forward to another annual session of AOMCI group therapy next year!



Ray Fisher, visitor Dick Griffith, and Paul Saeger checking out an A-35.



Bruce Kennedy makes an adjustment to his Caille Model 79.

# AOMCI NEW MEMBERS

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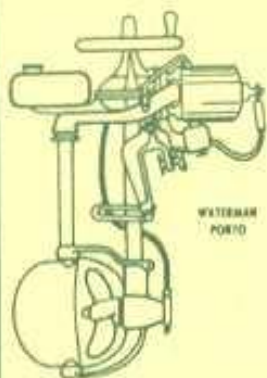
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continued on page 4

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# AOMCI 9<sup>TH</sup> YEAR