

*The* **ANTIQUÉ**  
**OUTBOARDER**



The Pioneering Authority



**April**

**1975**

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 is available on request from Jim Nixon, 4781 Fifth Avenue, Youngstown, Ohio 44505, U.S.A.

#### CLUB OFFICERS AND PUBLICATIONS STAFF

President	Robert W. Brautigam 2316 West 110 Street Bloomington, Minnesota 55431
First Vice President	Bob Zipp 182 Brentmoor Road East Hartford, Connecticut 06118
Second Vice President	Walter E. Ellis 3724 Briarcliff Road Kansas City, Missouri 64116
Vice President, Technical Services	Eric Gunderson 515 West Main Street Grass Valley, California 95945
Vice President, Publications	Ron Ellis Route 5 Jefferson City, Missouri 65101
Secretary	Milt Moos 369 Ottawa Avenue Westerville, Ohio 43081
Treasurer	John C. Harrison 1000 Northwest 54 Street Miami, Florida 33127
Membership Chairman	Jim Nixon 4781 Fifth Avenue Youngstown, Ohio 44505
Newsletter Editor	Ron Ellis Route 5 Jefferson City, Missouri 65101
Historian	W. Jim Webb 2560 North 97 Street Wauwatosa, Wisconsin 53213
Curator	Richard A. Hawie 31 Hillside Drive Easton, Connecticut 06612
Special Features	James L. Smith 330 O'Connor Drive Toronto 6, Ontario, Canada
Motor Registration	Donald Peterson 2884 Southeast Francis Portland, Oregon 97202



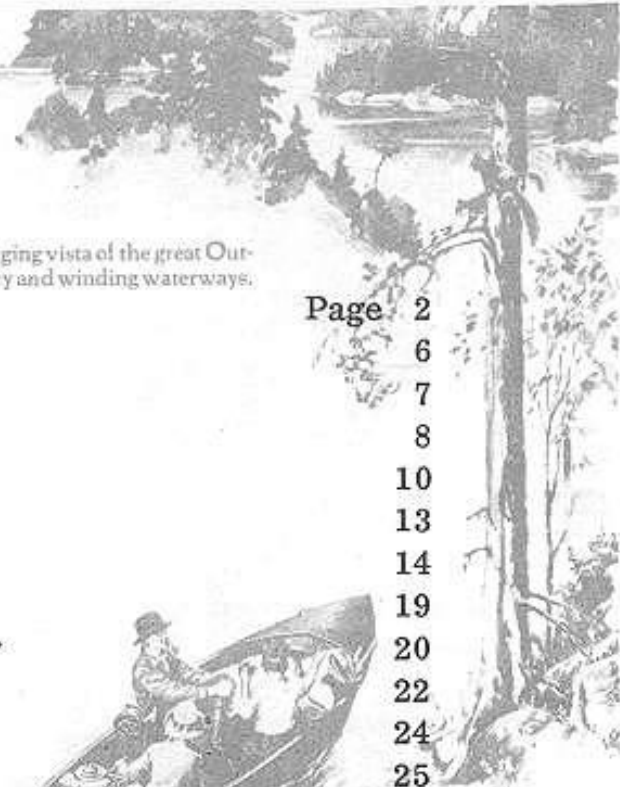
# THE ANTIQUE OUTBOARDER CONTENTS



*New*

"Mention the Geographic—It identifies you."  
July-1927

Water Trails  
open to you



WHERE nature is undisturbed... where the ever-changing vista of the great Out-of-doors leads through mile after mile of unsettled country and winding waterways.

Letters to the Editor	Page 2
Cover Photo Credits	6
Yankee Chapter News	7
Racers of the '50's	8
5th Connecticut Meet	10
1910 Ferro	13
Notes from the Curator	14
A Quiet Sunday Afternoon	19
Johnson: 1925 Aquaflyer Motor	20
Small Inboards Revisited	22
Delivered Right to the Door	24
Classic Runabout Available	25
Northwest Chapter News	26
Hartford Sturdy Twin	32
Mini Outboard	38
Mid-America Prop Spinners	40
Yes, Eric, I'm Ready	41
Membership Roster	42



With a Johnson motor astern of any good boat, you may cruise through chain after chain of charming water regions—fishing, hunting, camping.

This summer follow America's water trails with a Johnson. Four new 1927 models offer speeds of 8, 13, 22, and 29 m. p. h. respectively—setting a new standard of water-motoring performance.

Send 10c in stamps or coin for our "Guide to Waterway Travels"—50 charted water trips through the United States and Canada.

Johnson Motors sold by sport goods—hardware—marine supply dealers

JOHNSON MOTOR COMPANY

2238 Sample St., South Bend, Indiana

Export Division: 75 West Street  
New York, New York, U. S. A.

Canadian Distributor: Peterborough Canoe Co.  
Peterborough, Ont., Canada

Johnson National  
Demonstration  
Week  
June 27th—July 4th  
Water Motoring  
demonstrations, Free  
trials and rides! Races!  
Ask your dealer.

**Johnson**  
Outboard Motors

# LETTERS TO THE EDITOR

---

## A NOTE FROM MIKE KOLAT IN FLORIDA . . .

At this time I don't have any old motors here in Florida, although I have some 40 at my place in Wisconsin. I don't haul any down here; I am kept pretty busy here repairing outboards for the fishermen. I also do a lot of auto repair, so the old antiques have to wait until spring when I get back to Wisconsin.

Bob, did you fellows have a meet out your way this past summer? I didn't get to any this past year. I was quite busy at home, and I also help with the Kwahamot water ski shows. We had the State and Midwest Regional Championship skiers at Tomahawk. This coming August 20-24 we will host the National Championship of the American Water Ski Association, so looks like another busy summer. Hope we get some nice weather. Anyone is welcome to come and see some really fine water skiing. - So long, Mike Kolat

## THOUGHTS ON ASSOCIATE MEMBERSHIP . . .

May a new member -- fresh as wet paint -- stick his neck out?

My October issue of AO came today. Jim Nixon's letter drives at a crucial point in any organization that is based upon family participation, as does AOMCI, in my opinion.

Naturally, I'm not familiar with the constitutional setup, but most likely it is subject to change by proper parliamentary procedure.

May I offer that the regular member fee (\$9.00 currently, as I recall) apply to an individual adult at a single address, and that only one copy of AO be mailed to such address for such single basic fee; and that any additional adult at that address be entitled to full membership in the organization for the additional fee of \$1.00 per person. Such additional adult would have full membership privileges (voting, eligibility to hold office, etc.) Beyond that, I would offer a junior, or associate, membership, or whatever term might be applied, at 50 cents each, applying to each non-adult requesting same at such same address. All such non-adults would have voice and full competitive privileges at meetings, meets, rallies, etc.

An example might be a family consisting of mother, father, and three children. At the \$9.00 base rate, the total family tariff would be \$11.50.

Whether the Association, in its wisdom, would set the cutoff point between child and adult at 18 or 21 or somewhere in between is always a debatable issue. My personal feelings are that an 18-year-old person doesn't feel "with it" if considered other than an adult. To those that might argue that the Association might be taken over by "kids," I offer, from experience with other organizations, that although there is the legal possibility of such occurring, there is scarcely the practical possibility thereof, for the simple reason that at 18, most of that generation are placing their emphasis in other directions for a few years, and aren't generally heard from in organizational quantity until they reach 30 years or more.

For whatever it's worth . . . - Sincerely, Herb Clopper

A WORD FROM BILL LOVELACE . . .

Dear Bob: Your form letter of December 15 about my Evinrude Handitwin was much appreciated. Your helpful note was too.

I am writing to each of the three parts sources you listed. Meanwhile, I shall have the magneto checked for strength. I think the magnets have lost some of their zip.

I hope I can stop and chat with you if I am again in Minneapolis. We (my wife and I) were through there several years ago to see Mr. Virgil Dahlstrom of the Viking Camper Supply. I buy a lot of stuff from him in my camper building activity.

You won't believe this, but when we drove into Minneapolis we wandered around some (never been there before) and stopped to ask directions to Dahlstrom's store. While talking to a man about this, I looked up and there was his sign. In all of Minneapolis, we had parked across the street from his place!

Come by Gibsland next time you get down this way. I will cook you up a mess of catfish and turnip greens. There is nothing better, despite claims for 'possum and sweet yams.  
- Sincerely, William Lovelace

A REFERENCE LIBRARY SUGGESTION . . .

Dear Bob: Along with all the back issues of the "Outboarder," I have been trying to find a copy of Jim Webb's book. Through the use of the letter below, I received two from Evinrude.

I just thought that some of the other new members might not even be aware that the book exists, and a note in the "Outboarder" might help them get one (or two) also. I personally consider the book (and the "Outboarder") priceless. - Sincerely, Walt Verner

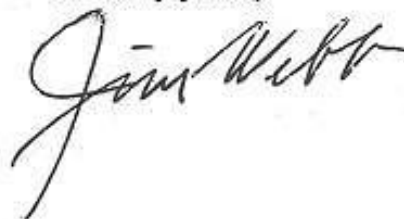
Dear Mr. Verner:

If you want one copy of my book "The Pictorial History of Outboard Motors," just make out a check for \$5.00 and mail it to Jim Jost, Public Relations Manager, Evinrude Motors, 4143 North 27 Street, Milwaukee, Wisconsin 53216 with the request for one book. If you want two books, make it \$10.00 and send along to Jim. The Evinrude PR department has all of the books that are left. The book is now out of print.

Thanks for the kind words about my literary efforts. I have a lot of fun digging up material and writing the stuff.

Back in the '20's, '30's, and until 1950 I used to call in New Orleans at least once a year. I used to see John Donovan of the Alker-Donovan Company, and after John ceased to be our distributor, I called on Andy and Frank Higgins. Great people, all of them. Arnaud's used to be my favorite place to eat. I think that I was last in New Orleans in 1962, the year before I retired. It has always been a favorite city.

Cordially yours,



## MORE PUBLICITY FOR ANTIQUE LOVERS . . .

Dear Bob, Before, during, and for some time after the AOMCI Meet at Collingswood, I was not in the best of health, and my wife Mary took over the job of advising you and Ron Ellis of the success of the Meet.

We had a good spread in the September APBA "Propeller" as per the enclosed quote:

"Late 'waker-uppers' Sunday morning were aroused by the funniest exhaust noises ever heard. Mort Daller and his wife, Mary, had coordinated an antique outboard motor and boat show with 'perculators' like 1913 Racine and Caille motors, 1914 Ferro, and big 4-60s, that covered four decades of outboard motors. They putted and popped in grand style for an hour or two while the spectators and racers alike ogled and scratched their heads.

"Just before noon the old-time racing machines took to the water and the Johnson PRs and the roaring 4-60s brought the kids tumbling over the banks to see what could be going on. Later Time-Life Books, Inc. had a photographer come in to shoot pictures of this almost forgotten part of marine history now preserved by the Antique Outboard Motor Club, Inc. based in Texas. This exhibit was a real treat and represented lots of time and effort by the Dallers."

Our regular Delaware Valley Outboard Racing Association Meeting is coming up on October 8 and I will try to get a tentative schedule for an AOMCI Meet next year. Interest in the antiques far exceeded our anticipations -- our TV coverage on Channels 10 and 3 of the Philadelphia stations was double that of the National Championship Marathon Stockers.

I was approached by the Eastern Marine Drivers Club (APBA) who put on the three-day stock races at Lock Haven, Pennsylvania on the Labor Day weekend and who wanted the antiquers to put on a display. However, no provision was made or any time available for running the antiques. The several AOMCI members whom I contacted were not interested unless they could run their motors, so this hastily dreamed up Meet never got off the ground.

However, I journeyed up to Lock Haven and ran my 1929 "BULLET" boat and my restored 1929 SR-45 on a demonstration circuit of the course just before the Saturday races. The local Jaycees, who sponsored the race, were very interested and intend to include an Antique Meet next year. I am supposed to receive word of details following their next Jaycee meeting. Lock Haven goes all out on Labor Day: street carnival, baby parade, big street parade, band concerts, and three days of boat racing with all classes each day. They put my outfit on a low bed trailer in the parade and I received a \$15 check as an award.

Lock Haven is easily reached from East and West as it is only 10 miles from Interstate 80. There are plenty of motels and an area was reserved for campers at the National Guard reservation. The only hitch is that the river bank is steep, but one of the requirements I gave the Jaycees is that they get permission for the AOMCI members to use the YMCA launching ramp, which is only a few hundred feet above the small public park (which I also staked out for the antiquers).

At the Collingswood Meet I signed up a new member, Byron Shannon, who is an old-time alky racer in class "C" and "F." Bytie brought his 4-60 out of retirement and added greatly to the noise. - Mort Daller

GOOD TO HEAR FROM YOU, MIKE . . .

Dear, Mr. Brautigam

I would like to know if you have

Some Johnson PO-15 spark plug covers.

And I would like to know where I  
could find a 1939 Evinrude Ranger,

I am eleven years old and I

Belong to your club. I love old  
outboard motors. Say, do you know

Gary Smith? Nice Guy isn't He?

He said He might give me an old  
Elto Ruddertwin. →

I have about ten motors,  
But No Eltos or Cailles etc...etc.

But I do have a 1946 Evinrude Speeditwin,  
a Johnson AT-34 and PO-15 '41 zephyr

A Lawson (have no Idea what ~~year~~<sup>year</sup> it is)  
and others

I would like to collect a whole bunch.

Nice writing to you!

Sincerely  
Mike Hanson  
Mike Hanson

ADMCI member

P.S. I'll write to you again.

### A NICE LETTER FROM LARRY . . .

My father as a young man had a knack of coaxing the then 1-cylinder, 25-cubic inch engines into functioning (year 1906). He stayed in the motor boat sales area until he became interested with his friend P. A. Tanner, who joined with the Johnson Bros. in South Bend, Indiana. Anyway, it was P. A. Tanner who persuaded W. L. Masters of Chicago, Illinois to sell those new light-weight 38-pound 2-cylinder water-cooled outboards called at that time the Water Bug. Among my collection of aged iron I have the first one of those units sold via dealer sale, Serial No. 507. I also have in my collection 1,000,507, a 9.7 HP my father was awarded in the year 1951, when Johnson produced its one millionth motor.

I have some 35 various makes and models. One day I hope to inventory all and offer them for sale.

The enclosed photo shows what was probably my first boat. (Editor's note: see photo on back cover of this issue). A 16-foot Evinrude cedar planked, oak ribbed, brass fastened round-bottom, it was very easy rowing. Remember in 1920 all boats usually had flat bottoms, and were pretty stiff to row.

Re your article on Caille motors in 1930, I used to race all the models, mainly Class B, 20 cubic inch, and C, 30 cubic inch, in the days when 7000 RPM was tops.

If I could help by corresponding or if someone needed any data on old Johnsons or Cailles, I would be glad to help out. I don't have any parts, but I have an Elto coil. New high-tension leads out the ends, and the dual wires come out and go up to the timer box. I also have a few gas tanks - PO, P-40, K-40, and some other old ones - at \$8.00 each. I'll dig up some old pictures if I can find them intact. I also have a boat shop for sale: phone me at 616, 882-5596. Had a stroke in '71 so that's like both rods letting go at once. - Regards, Larry Masters, Beulah, Michigan 49617 - a string jerker for 35 years

### COVER PHOTO CREDITS

Front Cover: The photo was taken during the 1972 Eastern Championships. The class is FRR runabout, requiring two men in the boat. I ran my Big Four as a joke and also to needle the others who were running in this class. My deck rider then was Dave Owen, who is now in college. Of all the races I have competed in, this one gave me the most fun, as we ended up taking third place after watching Mercurys, and even a Konig, die out trying to finish the race. Of course they were a lot faster than we were, but we did have the last laugh. This motor now belongs to Sam Vance and is known as the 462 he mentioned in the January, 1974 issue, page 5.

- John Enright (photo by Donald P. Bindrim)

Back Cover: Larry Masters' first boat (see above letter from Larry.)

Ad, page 1: Submitted by Hank Techentin, from 1927 National Geographic, Vol. LII, No. 1.



# THE Yankee Chapter NEWS

*Bob Zipps*

The oldest continuous event in the Club is the Connecticut Indoor Meet, and 1974 marked the seventh annual get-together. The turnout was the best ever, with 20 members and prospective members attending.

As this Club is an Educational Organization, the Meet featured a seminar on the materials and procedures of buffing by Bill Andrulitus. Bill is one of the top restorers in the Club, and he shared his secrets. In addition, I gave a seminar on removing stuck pistons from cylinders using grease pressure. I showed how this is done and how the parts are not damaged using the method. Finally, a film was shown, "A Report To Ole," which everyone enjoyed and found most interesting.

There was plenty of time for horse trading of parts and motors, and quite a bit of time was spent going from trunk to trunk. Lots of members picked up some really good motors and parts.

We had an auction and raised some money for the Yankee Chapter. The articles sold at the auction were donated by AOMCI members. The donations are as follows: Dick Fuchs donated a Model LS-38 Johnson and 3 safety chains; Phil Kranz donated an Evinrude poster, two new exhaust tubes for small Evinrude singles, and seven pieces of new miscellaneous literature; Dick Shaver and Bill Andrulitus donated a 1946 Evinrude Lightfour; Brad Snow donated a 1947 Evinrude Sportwin; Perry Stanley donated four props; Bob Zipps donated a new Mark 20 starter housing. We have Tom Luce to thank for being the auctioneer; at this job he's the greatest, there is no question about it.

Those who attended the Indoor Meet are:

Bill Andrulitus, West Hartford, Connecticut  
Roger Breunig, Meriden, Connecticut  
R. A. Chipley, Simsbury, Connecticut  
Carl Earn, West Hartford, Connecticut  
Dick Fuchs, Simsbury, Connecticut  
Hal Hague, Worcester, Massachusetts  
Bill Hodges, Cohoes, New York  
Phil Kranz, Slingerlands, New York  
Charles Loshe, Essington, Pennsylvania  
Ray Lucas, Fleetwood, Pennsylvania  
Charles O. Loshe, Essington, Pennsylvania

Tom Luce, Westfield, New Jersey  
Norman Mullings, Granby, Connecticut  
Len Norman, Auburn, Massachusetts  
Bill Pohlman, Bristol, Connecticut  
Dick Shaver, Newington, Connecticut  
Brad Snow, Middletown, Connecticut  
Perry Stanley, Wallingford, Connecticut  
Mark Wright, Little Silver, New Jersey  
Bob Zipps, East Hartford, Connecticut  
Russel Zurinsky, Essington, Pennsylvania



## Racers of the '50's

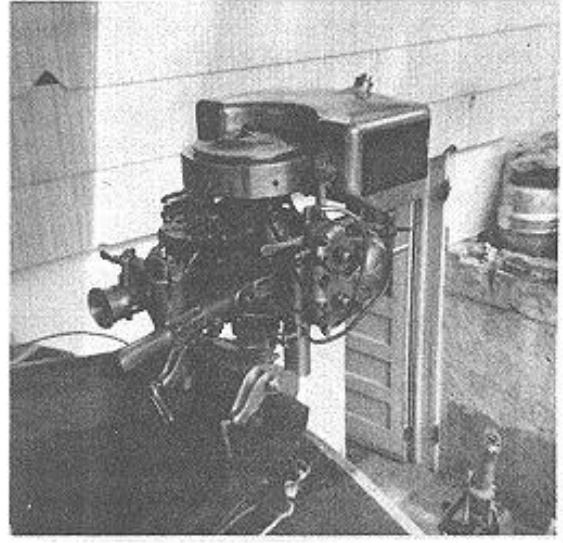
*by John J. Enright, Jr.*

The "BYE NOW," shown above, was a very famous Class F and E Modified runabout on the Eastern Coast during the 40's and 50's. It is presently powered by my modified Big Four and does close to 53 mph. The boat ran in the 1951 Albany to New York race and was just about unbeatable. The above photo shows "BYE NOW" running in a race off Long Island in the late 1940's in Class F runabout, powered by a hot "E" modified motor, better known to us as a Speedifour. Note the missing helmet on the deck rider; he probably lost it overboard, as Long Island is noted for its rough waters -- which, by the way, have produced some of the best drivers of all time.

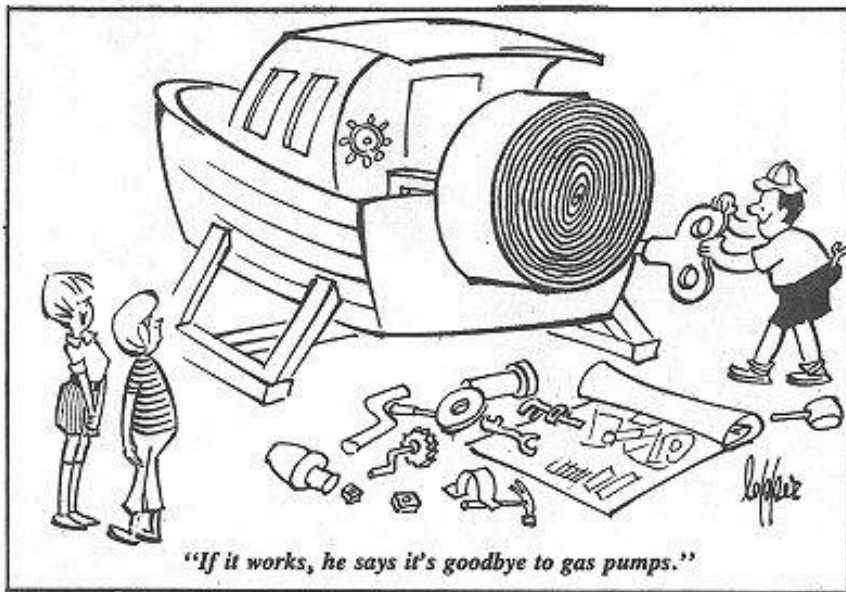
The boat with number 17 on it is a 13 1/2-foot C Class runabout built in the late 1940's and raced until the early 60's. I push it with one of my V-65's; the motor is stock except for the racing exhaust system and lower unit.

Both boats were built by Herb Voss of Long Island.





The lady in the above left photo is my loyal and devoted wife, who has been putting up with my nonsense for a long time (secretly she loves it).



contributed by Jim Nixon

# 5TH CONNECTICUT MEET

BY BOB ZIPPS

The Fifth Annual Connecticut Regatta was held September 7, 1974, on the Connecticut River at East Hartford.

When I showed up at the launching ramp that morning, it was raining cats and dogs. My wife Trish and I stood under a tree for over three hours without any let-up in the weather. Many members joined us under that tree sipping coffee and cocoa trying to keep warm. I had given up on the weather and decided to change to an indoor meet at my home, which was a few miles away. I made a big sign to tell late arrivals of the change to my home. I dragged a trash barrel and put it in the center on the ramp so no one would miss it, and it still poured -- and I mean poured. By that time there were quite a few members there.

Someone Upstairs must have been watching over me, because at 11:30 the rain suddenly stopped, although it looked like it was going to start at any second. I called a drivers meeting and called for a vote as to whether to stay for the outdoor meet or go over to my home for the indoor meet. Since this was going to be the last meet of the year, the vote was unanimous to stay and hold the outdoor meet. Well, I still can't believe it, but by 1:00 the sun was out. If someone had told me at 11:00 that the sun would be out by 1:00, I would have told them they were crazy.



*L to R: Len Norman, John Buonocore, Tom O'Rourke's son, and Tom O'Rourke. Motor is a P-50 Johnson.*



*L to R: Head Judge Peter Hunn, Sam "Elto" Vance, Roger Breunig. Motor is a 1953 Mercury Mark 20.*

We had a decent turnout, but nothing compared to what it would have been if the weather had been good. Sam Vance came with some beautiful motors, a 1933 Elto 460 Racer, a 1923 Elto Quad "Experimental," and what Sam is famous for, two 1928 Elto Quads on one boat -- and what a sight that is!



*Here's one of the greatest groups of people in the world –  
antique outboarders*

Bob Grubb brought an absolutely beautiful 1920 Amphion twin. One of the rarest motors at the meet was Phil Kranz's 3-cylinder Thor Pyramid "3".

The meet in Connecticut gives awards based strictly on restoration. This year the number of classes has been expanded to six. The results of the competition are: Big Iron Class: 1st) Sam Vance with a 1933 Elto 460, 2nd) Bill Andrulitus with a 1929 Caille; Little Kicker Class: 1st) Phil Kranz with a 1939 Thor Pyramid 3, 2nd) Chip Morris with a 1938 Evinrude Pal; Semi-Shrouded Class: 1st) John Buonocore with a 1936 Waterwitch, 2nd) Bob Grubb with a 1940 Sea King; Brass Motor Class: 1st) Bob Grubb with a 1920 Amphion twin, 2nd) Bill Andrulitus with a 1921 Lockwood Row Boat Motor; Antique Shrouded Motor: 1st) Bob Grubb with a 1950 Ten Horse Mercury, 2nd) Dick Shaber with a 1946 Champion 4.2 HP; Special Interest Motor Class: 1st) Roger Breunig with a 1954 Mercury Mark 20, 2nd) Brad Snow with a 1955 Mercury Mark 25.

**Organization and Credits:**

Meet Chairman: Bob Zipps  
 Registrar: Trish Zipps  
 Photographer: Steve Patterson

Judges: Peter Hunn, Head Judge  
 Dick Shaber  
 Carlton Richards

**Those attending the meet were:**

Bill Andrulitus, West Hartford, Connecticut  
 Roger Breunig, Meriden, Connecticut  
 John Buonocore, Westbury, New York  
 Bob Grubb, Pottstown, Pennsylvania  
 Peter Hunn, Simsbury, Connecticut  
 Phil Kranz, Slingerlands, New York  
 Chip Morris, Lakeside, Connecticut  
 Galloway Morris, Pennsylvania  
 Ray Nelson, Cleverdale, New York

Len Norman, Auburn, Massachusetts  
 Tom O'Rourke, Glastonbury, Connecticut  
 Carlton Richards, Worcester, Massachusetts  
 Dick Shaber, Newington, Connecticut  
 Brad Snow, Middletown, Connecticut  
 Perry Stanley, Wallingford, Connecticut  
 Sam Vance, Unadilla, New York  
 Bob Zipps, East Hartford, Connecticut



*Judge Dick Shaber examines 1949 Evinrude Speeditwin. John Buonocore and Doug Kissam look on.*



*L to R: Background, Galloway Morris, Ray Nelson; Foreground, Perry Stanley, Doug Kissam.*



*L to R: Award winners are: Chip Morris; Sam Vance, Dick Shaber, Roger Breunig, Bill Andrulitus, Bob Grubb, Brad Snow, Phil Kranz, and John Buonocore.*



*L to R: Phil Kranz and Bill Andrulitus with a rare Thor Pyramid 3. Alky start required.*



*Bob Grubb and Galloway Morris. Motor is an Amphion Twin.*

# 1910 Ferro

by George Harness

This little story had its beginnings about 1909. When my father came to Winnipeg, he attended business college, and met there a boy who would become his lifelong friend. When my father's friend went back home to help his father in their general store, he purchased a new 1910 model Mullins 16-foot galvanized steel boat, equipped with a 3 HP Ferro, single-cylinder, 2-cycle inboard engine.

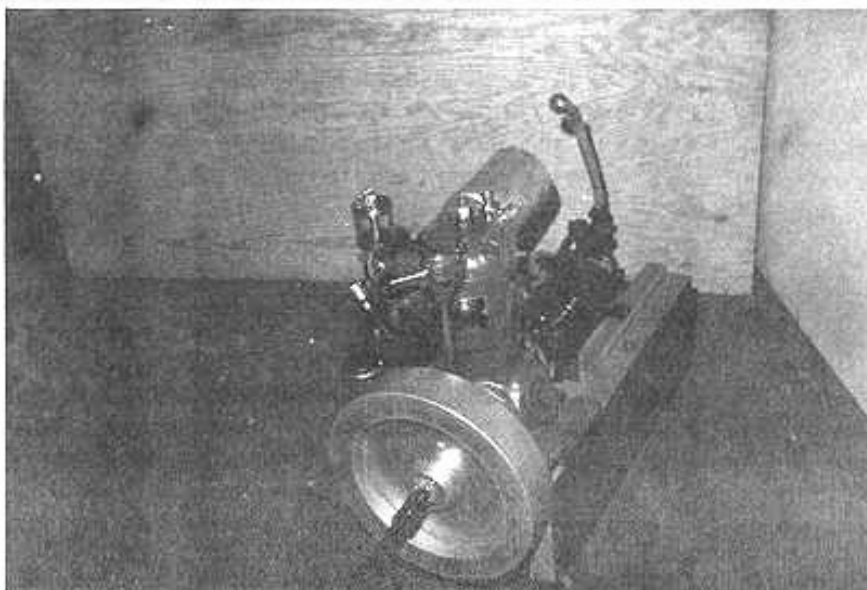
By 1956 the little engine was getting old and not too reliable, so my father sold his friend a new 5 HP Elto outboard to replace the Ferro.

At this time, I was promised the old Ferro, but, as happens with most good intentions, the owner never got around to sending it to me. This summer the Elto needed work, so I received the Elto for repairs, along with my long-promised Ferro.

It had been in a shed near the lake now for 18 years, so was very rusty. Since it was also covered in dirt and oil, I had no real problems dismantling it, except for the frozen piston. All the soaking, heating, etc. failed to loosen the stuck piston. I finally was able to press it down in a large press. Once it was broken loose, we held the crankshaft in a vise, and with a chain around the cylinder, and a car drive shaft for a lever, we could turn the cylinder around the shaft.

The piston, 3 3/8 inch diameter, is the same size as the 75 HP Evinrude outboard. By using a spacer and two Evinrude rings to a groove, I solved that problem. Some Chrysler product cars of the early '30's used this idea of two narrow rings per groove. The reverse gear is by Snow and Petrelli, "made in America," instead of using the words "made in U.S.A." as manufacturers do now.

I do not intend to use the Ferro, but will start it up next summer. I have displayed my outboards at several antique displays and car shows, and the little Ferro, with all its bronze carburetor, water pump, drip oiler, etc. will make another attractive display.



# RICHARD A. HAWIE

# NOTES FROM THE CURATOR

Spark plugs are one of the auxiliary collections that one can start in conjunction with an interest in antique outboard motors. They have the advantage of being small, clean, and quiet, which would appeal to apartment dwellers or those with small space to devote to a motor collection.

If you plan on running a restored motor, it's a good idea to get a new set of plugs and relegate the plugs that were in the motor to a display board. The 1970 Champion spark plug chart lists modern plugs for almost any motor that you can hope to find. Nothing is more heart-breaking than cranking over an old monster with a spark plug that's acting like a lightning rod in reverse.

We have a small display board that my son made. It's pegboard about two feet square, with a frame around it. Richy made the frame in school wood shop, but you can buy ready-made frames and small pieces of pegboard at the home building supply stores which are springing up to cater to the do-it-yourselfer.

We painted the metal part of the plugs a flat black, and wired them onto the board with florist's wire. Originally the plugs have a gun bluing type finish which is usually very rusty after 30 years. Not wanting to fool around rebluing the metal, we used flat black. It makes an interesting display. We don't have too many unusual plugs, but do have many of the plugs you will find used originally in old motors.

The Mosler Vesuvius "775" is the oldest one we have. It came in our "Walnut" motor. Mosler is the same company that makes safes now. The tube above the plug is of fibre and covers the porcelain insulator when in use. It's wired above for display purposes. I bet that on a wet day that tube caused more trouble than it was worth.

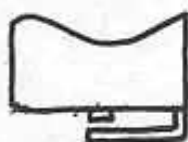
It's been six years since I did my last article on spark plugs, and I have a camera now, so I can picture some of the features that defy description -- and some of them do. There is not much new under the sun even in spark plugs, or in articles for that matter, because some of the following was in my effort of April, 1968, but without "pitchurs." Many of these weird plugs were not used in outboard motors, but they are either unusual or are being sold today as new ideas.

Superficially, spark plugs look pretty much the same; but if you study them a little, there are a lot of interesting differences in them. The Champion 5M and 6M are only one heat range apart, yet the plugs are entirely different. The 5M has a conventional electrode set-up, while the 6M has a side electrode which curves toward the center electrode. These two plugs were used on many of our oldtimers. (See figure on following page).





Below: Champion 5M and 6M plugs.



5M



6M

Today the manufacturers try to code the heat range of their plugs so that a higher number means a hotter plug. The letters indicate thread diameter, electrode type, and special characteristics. It's quite confusing at times trying to follow the plug numbering changes through the years. Champion, for instance, made a cold racing plug numbered J-10 which became J-3, then K-3, now J62-R. If you are able to get spark plug lists some years apart, you can spend a lot of time tracing the changes in plug designations.

It's hard to judge which of the old plugs was the weirdest, but the Anderson was a candidate. The insulation was glass, and it was claimed that you could see into the combustion chamber. The ground electrode was a loop.

The Reflex primer plug made by the Reflex Ignition Co., Cleveland, Ohio was one of many types of priming plugs which allowed you to prime a hard-starting engine. It had a cup on top of the plug and a hole drilled through the center electrode which allowed the fuel to drip down the electrode to the point of ignition. The ground electrode was a drawn cup with five holes in it. It formed a pre-combustion chamber which, it was claimed, kept soot and dirt from fouling the explosion.

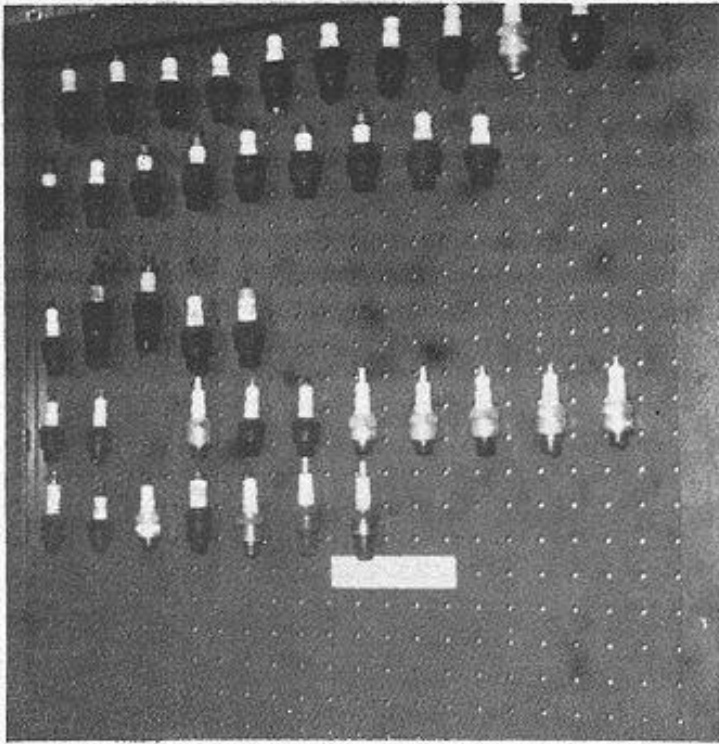
Champion made a priming plug with valve attached above the thread, and a passage drilled through the body of the thread which allowed fuel to drip into the combustion chamber. Spark plug sizes were much larger then than they are today, so there was a lot more metal to drill through and fasten onto.

The Star priming plug made by the Star Specialty Co. of York, Pennsylvania had a brass cup on top of the porcelain and a spring-loaded center electrode which acted as a valve. You put gasoline in the cup and then pushed the center electrode down so the gasoline would enter the combustion chamber. This must have been a one man job; for imagine the "thrill of victory" if someone started the engine as you were pushing the center electrode down!

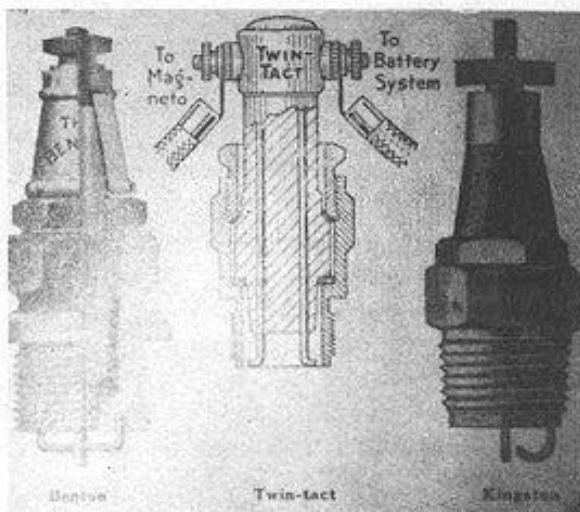
Many of the modern outboards using the new "super" ignitions mount the coils on the cylinder head just far enough from the spark plug so that the ignition wire can be flexible enough to be removed. The voltage in these systems is so high, 30 to 40 thousand volts, that the ignition wire is made as short as possible to reduce chance of electrical leakage.

Again there is nothing new. The Connecticut Telephone and Electric Co. of Meridan, Connecticut made a plug-coil which was an ignition coil mounted around the sparkplug. There was no secondary wire, so no leakage through the secondary wire. Whatever patents they may have had must have long since expired. I wonder why the plug-coil idea wouldn't work today, especially if the coil were molded to snap over the spark plug and terminal.

Fuel and oil in the old days were not as good as they are today, and carbon build-up and soot were problems in both 2- and 4-cycle engines. The Fan Flame Sparkplug Co. of Yonkers, New York had a weird remedy. They put a fan on the center electrode -- the theory being that the compression and expansion of the fuel charge would cause the fan to rotate and whirl away the carbon to other parts! The reported stated he was having the plug tried out in actual service, but I have not found a report of its success in later issues.



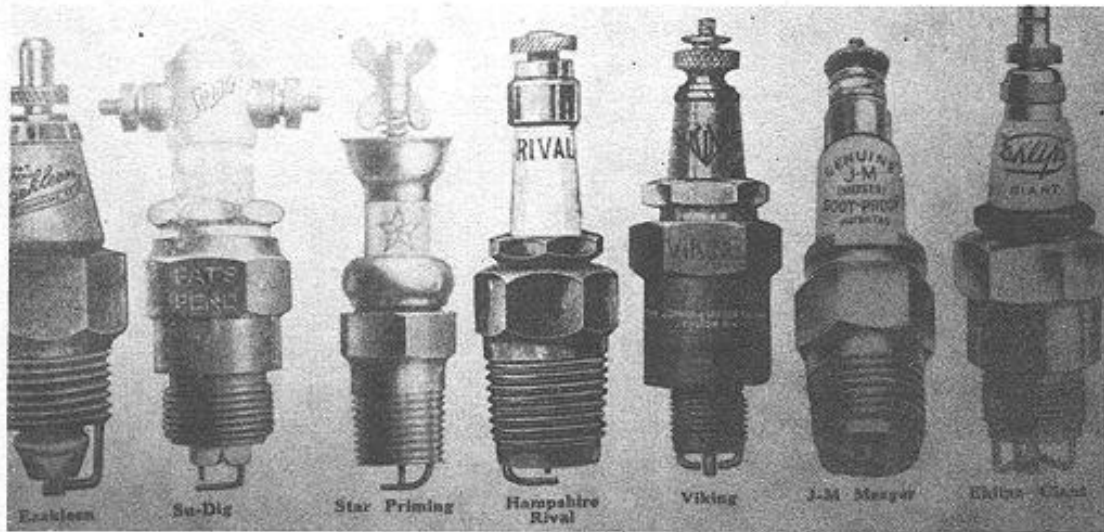
Left: Our display board.  
 Below left: Reflex Primer Plug.  
 Below right: Two Spot Sparkplug.



Twin-Tact.



Anderson Window Plug.



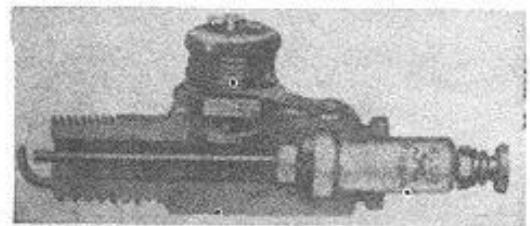
Several 1917 plugs, including Su-Dig and Star Priming.

Every once in a while there appears a real genius at work among inventors, where the rank and file may be better thinkers of the general, such an one is a man who put an electric fan on the firing pin of a spark plug to keep that plug from getting up with carbon and oil, and to blow it down in the Head of Terminal concourse, where a commutation was in progress, or theory of it is that the electric compression and explosion revolve the fan each cycle and whir the carbon to other parts, leaving the sparking spots clean. It looked so good on the face of it that I parted for a dollar and am having the plug tried out in actual use. If it does all that is claimed for the plug, it will be a big relief to the power-bosmen who have trouble with sooty engines, necessitating frequent change of plugs. The device is made by the Fan Flame Spark Plug Company of Yonkers, N. Y., and the New York demonstrating is being done by the Metropolitan Hardware Company. Aside from the fan it seems to be a well-made plug.

Spark-Plug Fan

Spark-Plug Always Clean

Fan Flame Sparkplug.



Blue Ribbon Sparkplug.



Champion Priming Plug.

The Spoon Point Sparkplug Co. of La Porte, Indiana attacked the carbon problem with spoon-shaped electrodes made of a white alloy claimed to be as effective and lasting as platinum. The manufacturer claimed also that the spoon points would not foul, carbonize, or corrode; and that they would shed oil, grease, and soot, and under all conditions deliver a hot fat spark. Some folks use a shovel; others a spoon.

The Hartford Machine Screw Co. of Hartford, Connecticut made the Master Calorite spark plug, a conventional-appearing plug which the manufacturer claimed was tested by heating it red hot and plunging it in cold water 26 times, then heating it white hot and plunging it 10 times into cold water with no ill effects. If your boat were to founder, these would be the plugs to use, as the cold sea water wouldn't damage them.

The "Blue Ribbon" spark plug, not further identified, had an adjustable auxiliary air valve built into the side of the steel shell. The air not only reduced gasoline consumption and cooled the electrode and shell, but also prevented carbon deposits or fouling by oil, it was claimed.

The Two Spot Manufacturing Co. of Canastota, New York used an insulated conductor between the ground electrode and center electrode. There were two gaps in the circuit and the spark had to jump both or neither. This was a 1908 spark plug, and even then it was known that a gap in the ignition circuit intensified the spark at the plug; so today's auxiliary gap and resistor type plugs are not new ideas.

In 1917 the Superior Motor Power Co. of 30 Irving Place, New York, City, made two interesting plugs. The Twin-Tact was actually two spark plugs in one body: there were two center electrodes, two ground electrodes, and two terminals. Each system was insulated from the other. These plugs were for engines with dual ignition systems. A battery system was fastened to one terminal and a magneto to the other. The Su-Dig (Lord knows where the name came from) is slightly different from the Twin-Tact. It has a second terminal which connects to the ground electrode. The ground electrode is insulated from the rest of the plug, not welded on the shell. The Su-Dig plug was designed to be used in series with a conventional plug for use in L-head and T-head engines, producing two simultaneous sparks in the cylinder. Many of the inboard engines of 1917 had cylinders of 14 inch bore! Flame front problems were not uncommon.

Spark plugs with multi-ground electrodes, though advertised as new power-producing innovations today, were common in 1917. The Stewart V-Ray made by Stewart-Warner Speedometer Co. of Chicago had four ground electrodes. Four was the most I've found so far; three ground electrodes were not uncommon, and nearly all manufacturers made one model spark plug with two ground electrodes.

Much of my data for this article came from the January, 1917 issue of "Motorboating," which has an article entitled "Sparkplugs for American Marine Motors." If you wanted one magazine to research, this would be a good one to use. Obviously not everyone has a collection of magazines; but if you do get to a large city library, this is the issue to ask for with regard to spark plug data.

## A Quiet Sunday Afternoon



In cleaning out my desk at the office the other day, I came across what I think is a good action shot taken in 1948 of a "Sunday Afternoon Rig and Ride" in north Biscayne Bay. The engine is an old VR-45 with a Vacturi carburetor conversion, and the boat is the great old 1940 model conventional Jacoby C Class hydroplane. I am still looking for one for my collection but have had no luck to date. As you see, the rig is complete with the stock muffler and all for Sunday afternoon riding. That old boat was the most stable and best rough water boat that I have driven and, as a matter of fact, that hull is what I did the great majority of my racing in. I never really learned the proper handling of a 3 point and, as a matter of fact, turned one over the first time I - tried - to drive it. I found out you just can't horse them around the way you could the old conventional. I had to learn the hard way, and did finally make the transition, but I never really liked them as well as the old conventional. Something about old dogs and new tricks, or something in that order.

John C. Harrison

# Johnson: 1925 AQUAFLYER MOTOR

by Bob Zippo  
photos by Dick Hawie



*Motor in the down position. Look at that rudder!  
Tiny skeg and three blade prop.*

The largest displacement 2-cylinder outboard motor ever made was the Johnson Giant Twin, right? The first big power outboard motor was the Johnson Model P-30, right? The fastest Man could travel by outboard in 1925 was with a Johnson Model P-30 going 16+ miles per hour, right?

If you agreed with any or all of the above questions, then you are in for as much of a surprise as I was, because all the above statements are false!

The 1925 Johnson Aquaflyer Motor had 49.7 cubic inch displacement versus 49.48 for the Giant Twin. The 1925 Aquaflyer had 15 HP versus 6 HP for the P-30. The 1925 Aquaflyer Motor had an advertised speed of 22 miles per hour.

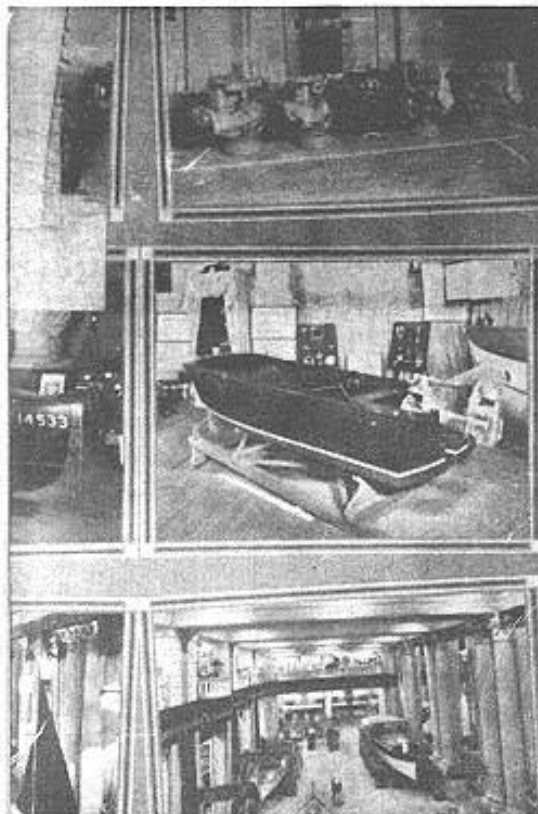
The motor came to light while I was doing some Johnson research. I couldn't believe it when I first came across the motor. It was on display at the New York Boat Show in January, 1925, and there are photos of an actual motor, so there is no question that one existed.

The following is taken from the January 25, 1925 issue of "Motor Boat."

"Mr. Johnson of the Johnson Motor Co. was highly enthusiastic over the new 15 HP 2-cylinder 2-cycle outboard motor. The unit has a 3 3/4 inch bore, 2 1/4 inch stroke, and operates at 2,300 rpm maximum, the weight being slightly under 100 pounds. Like the small units, it is declared to be balanced and free from vibration. It uses roller bearings throughout with the exception of the journals, and is equipped with the Johnson flywheel magneto and carburetor. A unique feature is further provided in an automatic priming device which throws a fixed amount of gasoline into the combustion chamber when the motor is starting, thereby affording quick results. The motor is of the tilting type, having a tension nut adjustment. Ease in starting is further provided by an auxiliary exhaust used to reduce the initial pressure. The motor has been developed in conjunction with a boat which is known as the Johnson

"Aquaflyer, and it is stated that with the above installation the boat can be driven 10 miles to the gallon of gas and can maintain a speed in excess of 20 miles per hour."

There it is -- now let's find one!



*Motor in tilted up position. Motor was made to match that one boat. What a motor!!!!*



contributed by Jim Nixon

# Small Inboards Revisited

By P. S. Brooke, Jr.

The Eleventh Annual Motor Boat Show opened in Madison Square Garden on January 30, 1915 despite the war in Europe. The editor of "Yachting" stated, "The fact that Europe will be closed to the thousands of Americans who annually spend their summers and their money abroad will undoubtedly see many Americans become boat owners and turn to the water for pleasure, and, barring the fact that there will probably be no international races, this season will probably see more boats afloat and more local activities than in many years."

Prominent among the exhibitors was Gray with both 2- and 4-cycle engines. In addition to the inboards, Gray displayed its "Gearless" outboard. The propeller on this engine was driven through a flexible shaft encased in a curved brass tube. The engine was rated at 2 1/2 horse power and had a 3-inch bore and 2 1/2-inch stroke. By this method all bevel gears were eliminated from the drive train. Apparently this novel idea did not work out too well in actual practice, for the engine was dropped and Gray concentrated on inboard marine engine production.

The Mianus Motor Works of Stamford, Connecticut had an exhibit of their 2-cycle engines rated at from 3 to 20 horse power developed at speeds of from 375 to 550 revolutions per minute. These heavy-duty engines utilized the make and break ignition system. After 17 years' experience in building 2-cycle engines, this firm placed on the market for the 1915 season a line of 4-cycle engines, but were careful to explain that they still believed in the 2-cycle principle.

The Watertown marine engine plant at Watertown, New York had been taken over by James P. Gillespie of New York, and the factory was to be moved to Paterson, New Jersey. With this change the company would be known as the Gillespie-Boynton Company, Inc. Five engines were shown, ranging from 1- to a new 4-cylinder en bloc type. These engines were designed for hard and rough usage in fishing boats, according to the new company owner.

The Frisbie Motor Company of Middletown, Connecticut was also an exhibitor with their line of valve-in-head 4-cycle engines rated at 3 to 75 horse power and ranging in size from 1 to 6 cylinders. Frisbie was making much of the fact that the New York Police Department had chosen one of their engines for use in its launch.

Among the heavy duty 2-cycle engines developing maximum horse power at 500 revolutions per minute or less were the Hubbard, rated at 1 1/2 horse power; the Palmer, rated at 2 horse power; the Bridgeport, with a rating of 2 1/2 horse power; and the Acadia, rated at 3 horse power. The acadia offered in 1915 is still available on the present market and appears to be in much the same configuration.

Other makes of heavy-duty 2-cycles offered in 1915 ranging in horse power from 3 to 6 were the Automatic, Imperial, Stanley, Ithaca, Smalley, Eagle, Mystic, Pequet, Vim, and Wood and Chute. Waterman, a pioneer in the outboard field, also offered a 2-cycle heavy-duty engine of 1 cylinder rated at 6 horse power.

Engines rated as medium-duty, i. e., those developing their power at speeds from 500 to 800 revolutions per minute, included Barker, Alexander & Cox, Brown-Collins, Eclipse, Gilmore, Lockwood Ash (LA), American Boy, American Detroit, Caille, Northwestern, Schneider, Strelinger, Toppan, Guarantee, Motorgo, Valveless, Cady, DeLong, Ferro, Greene, Kahlenberg, Knox, Mianus, Pilot, Red Wing, Rice, Sagamore, Erd, Fay & Bowen, and even one called Stork.



In 1915 any engine turning over 800 revolutions per minute was considered "high speed," and among these we find the following makes offered: Ontario, Belle Isle, Leary, Roberts, St. Lawrence, Watkins, Capital, Mohawk, Penrose, De Mooy, Rochester, Elbridge, and Pierce-Budd, all single-cylinder and 2-cycle.

One of the more interesting engines offered for boat propulsion was the Aerothrust, which developed 3 horse power at 2,000 revolutions per minute. As the trade name indicates, this engine was designed to be mounted on the rear deck and by means of a 2-blade airplane-type propeller would push the hull forward. It was a 2-cylinder opposed design with finned cooling jackets of the motorcycle type.

Some makes offered 2-cylinder 2-cycle "high speed" engines developing from 1 1/2 horse power, such as the Sieverkropp with a square bore and stroke of 2 x 2 inches, to a 6 horse power model offered by Watkins with a bore and stroke of 3 x 3 inches and attaining its advertised power at 900 revolutions per minute. One make, the Morristown, had 3 cylinders and put out 6 horse power at 900 revolutions per minute.

The heavy-duty 4-cycle engines for 1915 included such single-cylinder makes as Nieland, Atlas, Clay, Evansville, Frisco Standard, Grizzly Bear, Hettinger, Samson, Emery, Campbell, Carl, Holliday, Regal, Wolverine, and Yale.

Medium-duty 4-cycle engines in the single-cylinder design with power ratings up to and including 6 were offered by Anderson, Honest Injun, Missouri, Buffalo, Kuhner, Miller, Portage, Schaefer, Hall, Harris, Scripps, Westman, and Loew-Victor. Murray & Tregurtha offered a 2-cylinder engine developing 4 horse power at 550 revolutions per minute. It weighed 400 pounds and had a 3 1/2-inch bore and a 4-inch stroke.

In the high-speed bracket Strang offered three models of 2, 3, and 4 horse power respectively. Mercury also made a single-cylinder, 4-cycle model developing 6 horse power at 850 revolutions per minute and weighing 698 pounds -- the cast must have been pretty thick.

The Original Gas Engine Company of Lansing, Michigan put on the market for the 1915 season a device calculated to eliminate a bothersome task for the yachtsman with a craft of sufficient size to sport a tender. It was a "gasolene tender hoist" and was developed by Ransom E. Olds, founder of the Oldsmobile Division of General Motors but at this time president of the Reo Motor Car Company of Lansing, Michigan. The hoist consisted of a 1-cylinder, 3 horse power engine to be mounted on the deck and equipped with double drums so that both ends of the tender could be hoisted simultaneously.

It is interesting to note that a directory of American Marine Engine Manufacturers published in 1915 lists scores of inboard producers, most of whom have long ago disappeared from the scene, and only 23 different makes of outboards. In this list of outboards, all but two, Koban and No-Ro, boast only one cylinder with horse power ranging from 1 1/4 to 4. In the ensuing 60 years the roster of producers has dwindled in both inboards and outboards to only a handful of each. Perhaps there is a lesson in all of this -- like "many are called, but few are chosen" or "the survival of the fittest."

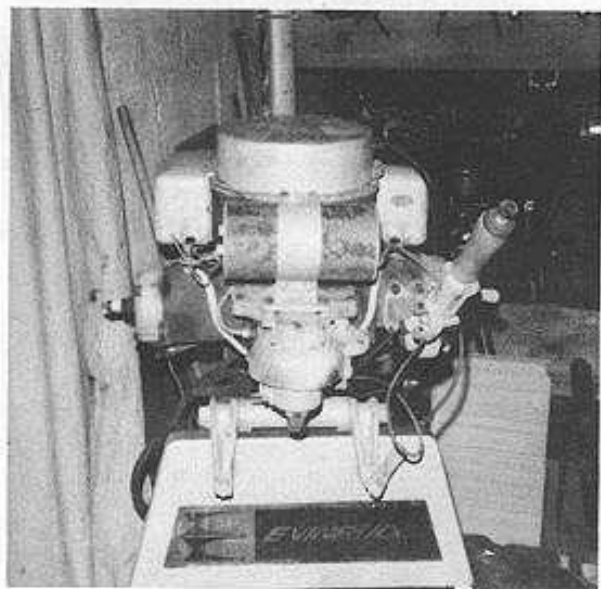
# Delivered Right to the Door

by John J. Enright, Jr.

The time was about 8:30 p. m. as I answered the phone. The voice on the other end asked me if I was interested in old junky outboard motors. I laughed and told him only if they were running, trying not to get excited. He had been given my number by a marina and said he had an old Johnson with a funny looking top, and was told by the marina that the motor was worth \$150. He told me he would drop by the following Saturday.

As you can figure, I spent the rest of the week trying to figure out what the devil it was. Saturday came and at 10:00 a. m. he arrived. We talked for about a half hour and he said, after talking about everything under the sun, "I guess you want to see the thing." I said, "Yeah, I guess so," the trunk of the car was opened and there it was.

He asked me what I would pay him for it as we lifted it out of the trunk onto the front lawn for a better look. I told him it wasn't worth more than \$35. He got in his car and drove off. There I was when the front door opened and my wife's face appeared with a look that could stop 100 running VR's. I turned and looked down at my new treasure and said to myself, boy, what a steal, that guy was a nut, not realizing my neighbor was standing on his front lawn and laughing at me. (I have often wondered who really is the nut.)



The motor turned out to be a 1930 Johnson PE-50, completely original and equipped with the Owen's DYNETO and Johnson starting coil from the factory. I am presently restoring the motor and all is in good shape. How's that for having one delivered to your door?



Buddy Dillinger with John's latest treasure.

#### CLASSIC RUNABOUT AVAILABLE



We started selling Chris Craft runabouts in 1938, so I read with great delight your article on runabouts in the August issue. We stocked \$3500 runabouts when our friends said we would never sell them at such a high price. But when the prospect sat behind the wheel and opened the throttle, he always found some way to buy it.

I have enclosed a picture of a 16 ft 1940 Chris Craft racing step hydroplane with a 131 hp, six cylinder Chris engine. The boat is still like new and is all original except for a new engine installed in 1959. It turns a two blade racing prop, 3800 rpm, 12x16. Although the boat will not outrun today's inboards with 300 hp motors, it will pass all the rest.

I have owned it for many years, having bought it years ago from a Chris foreman at the Algonac plant. I have now decided to sell it. If any fellow readers would like to buy it, please write to me. I have written all over the U.S. and couldn't find another one like it anywhere.

□FRANK TRACY WILLIAMS, *Williams Boat Service, Rte. 1, Landrum, S.C. 29356.*

*We're pleased that you enjoyed the runabout report, Mr. Williams, and wish you the best of luck in your search.*

# Northwest Chapter News

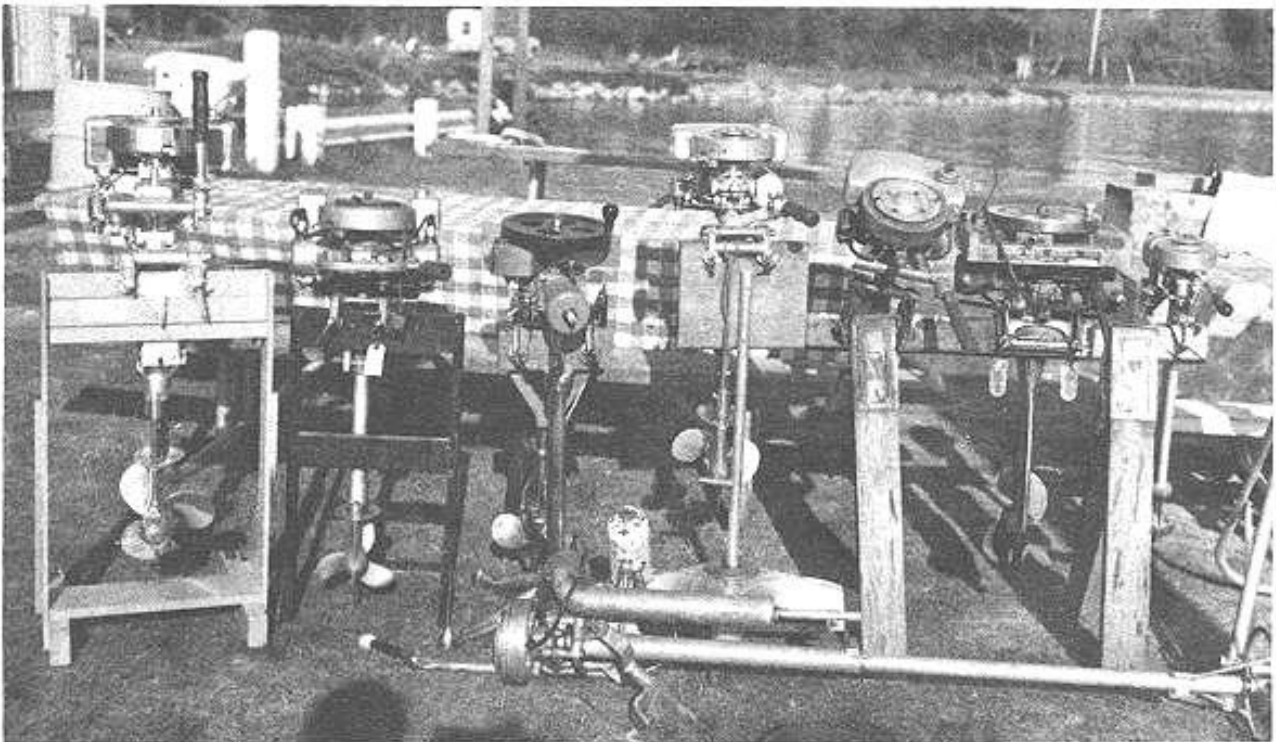
Ron Duckworth

September 29, 1974 was the date, and Lake Tapps, near Sumner, Washington was the site of the Northwest Chapter Antique Outboard Meet. Again the Sperrings, Bob and Marv and their wives, were the prime movers and hosts.

About 10:00 a. m. members began to arrive and unload at a county marine park. The facilities were ideal, with picnic tables and a couple of fine docks protected by a log boom. The day was sunny and warm with only a hint of a breeze.

As I sat down to put all the events of the day on paper, my wife Carmen and I began to remember what a fine day we had. Here we go . . .

Food, food, and more food! The event was billed as potluck. It's always amazing how a potluck always seems to work -- all that food and always in nearly perfect mix of salads, desserts and main dishes. No planned assignment of what to bring -- everyone just brought food.



Just some of the old iron at Lake Tapps. Twenty-six motors in all were brought by the thirteen members attending, as well as thirteen boats.

Then there was Phil Brooke, a very avid antique outboarder. Phil and son David drove over from Spokane with a house guest of David's, Fabio Schifani-Corfini from Trieste, Italy. David ran their 1928 Lockwood Ace and a Bendix SMD -- both performed superbly, and the Lockwood is one beautifully restored antique.

Everett Reynolds displayed a Johnson J-7.5, and along with Larry Linder helped all present with launchings, etc. Larry just completed a household move and was unable to bring any iron.

Bob Sperring put his Elto Speeditwin on his 13-foot D Stock Hydro, pulled it a few times and headed out through the log boom, only to have it quit. After being towed back to the dock he spent about a half hour cranking and trouble shooting, to no avail. To add insult to injury, brother Marv cruised by with his Model 210 Johnson to tell Bob that he just wanted him to hear what a motor sounds like when it's running.

Gary Blenheim brought his home-built 12-foot Punt, the most "used" boat of the day. It's a perfect hull to run the smaller service motors on, as it's very stable and safe for excessive rope pulling on a balky antique. Gary ran his beautiful 1927 Ruddertwin and a Johnson A-45, when he could get his boat! A good estimate is that Bill Kelly must have run about 3 gallons of fuel through his Evinrude Model 442 Sportwin on Gary's boat. That doesn't include the fuel used in his 1924 Elto "C" Ruddertwin. Bill's Sportwin just runs and runs.

My wife reminded me that I missed a few minutes of the activities when I ran out in the lake with my old 13-foot restored cedar hull and 15 HP Oliver to tow in new member Dave Manly. Dave brought an A-45 and a K-40 Johnson to run on his 10-foot Livingston hull. He had no more problems than others, but, being younger, he ventured further out than some of the older heads. If my memory serves me correctly, a good example would be Bill Seibel. Bill ran and ran his Atco Boat Impeller and twisted and twisted his Ropeller, and I don't remember ever seeing him outside of the log boom. Bill also displayed a beautiful 1914 Lockwood Ash that created a lot of comments from the few spectators that were in the area from time to time.



Phil Brooke's beautiful Lockwood Ace that really impressed everyone with its dependability.



Bill Seibel and his 1931 vintage "Ropeller."



Back row, L. to R.: Ada Sperring, Sid Westrum, Everett Reynolds, Mrs. Westrum, Phil Brooke, Doug Brooke, Fabio Schifani-Corfini, Dave and Larry Linder, Bill Kelly, Pat and Gary Blendheim, Dave Manly. Front row, L. to R.: Bill Smith, Mahlon Lamoureux, Ron and Carmen Duckworth, Marv Sperring, Bill and Cora Seibel, Mary Sperring. Not pictured: Bob Sperring, Mrs. Bill Smith, Kevin Sperring, Jeff, Sherry, and Terri Sperring.

Sid westrom got his share of comments with his mirror-like restoration of an A-70 Johnson. If I had known it looked that good under all the white paint I might not have sold it to him! It had been painted white to match a sailboat owned by its original and one owner.

My knees have a distinct memory of a fast, rough ride with Marv Sperring and his 1941 Evinrude Sportfour on an 11-foot runabout. Marv spent a fair amount of the day giving rides to any and all takers. That Sportfour really moved the boat. Marv calls it his "Freebie," as the motor was given to him, and it's super clean and dent free.

Then Bill Smith headed out in Lake Tapps in his 12-foot Mirrocraft runabout powered by his 1949 Elto Speedster. The boat got pretty wild at full throttle, so Bill headed in to get a helmet and life jacket. This didn't help the problem, so Bill enlisted his wife to ride up front to hold the nose down. Talk about faith and devotion! (He did, however, give her the helmet and life jacket to wear.)

No one who attended at Lake Tapps will forget Shaw Island's ingenious Mahlon Lamoureux. When Mahlon pulled up early in the day in his VW pickup there was a J-70 Johnson and a 1/2 HP Elto Cub just visible in what appeared to be a pile of plywood and something that could have been a cooker to produce urethane gas to propel the VW. As the day progressed, the pile of plywood turned out to be Mahlon's idea for a collapsible or folding boat. It's 11 feet long with a good wide beam and, believe it or not, it is not a flat bottom. Everywhere you look there's

a long piano hinge, even down the keel and where the sides join the bottom sections. The deck is hinged in the middle and the transom is hinged to fold flat. The amazing thing is that the boat has a normal pointed bow, and after being in the water most of the day only had about a quart of water in it, even with all the hinges under the water line! Mahlon says it was just an idea that will never make the market, as the labor costs would be too much.

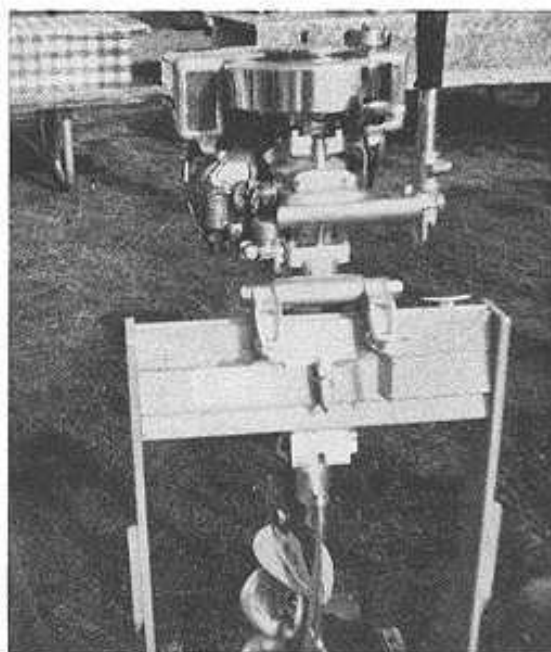
The Johnson and the Elto Cub ran fine and then Mahlon set up the "cooker," which turned out to be, of all things, a steam powered outboard, built on a Johnson Lower unit. (A KS series, I think.) Heat is furnished by a propane burner. Mahlon mounted it on his folding boat and began to build up steam. He really got it cooking, but was unable to build up pressure enough to run it. Inspection turned up a break in one of the lines, possibly caused by a jar during transportation. No one doubted that it would run, but Mahlon was accused of finding a new and novel way of disguising a moonshine still!

A memory most vivid in my wife's mind is a long cruise around Lake Tapps. Mary Sperring piloted their 19-foot Bayliner I/O, which was spacious enough to provide seating for all the wives and kids. They really enjoyed seeing all the beautiful homes on the many arms of the lake.

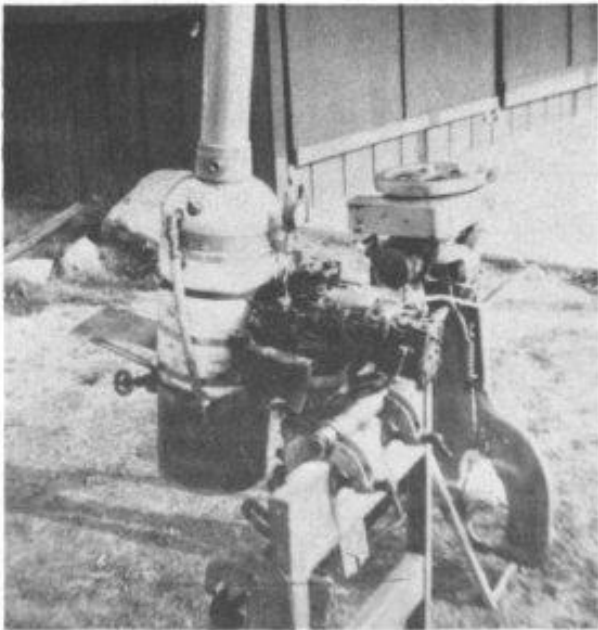
This hopefully covers all the highlights of a wonderful day. Each member went away with anticipation of the next meet. Next time we hope to see members from British Columbia, Oregon, and Idaho -- drop me a note with your address and I'll make sure you get advance notice. - Ron Duckworth, 315 Orange Street, Burlington, Washington 98233



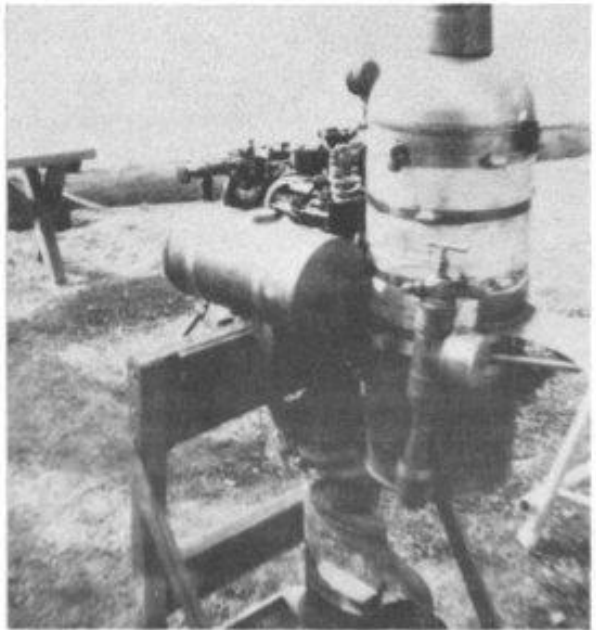
Gary Blendheim's Ruddertwin. It was beautifully restored and ran just as good as it looked.



Sid Westrum's Johnson A-70. The most beautifully restored motor at the meet, the picture just doesn't do it justice.



Mahlon Lamoureux's Shaw Island "Moonshine Still." You should see this to believe it! Mahlon used a Johnson lower unit to build a steam powered outboard. Propane is used to heat the boiler.



Close-up of the steam outboard. The tank on the left is the water tank. The view is from the left rear.



Firing up the steam powered outboard; that's Mahlon in the fireman's pit. The boat is also one to see -- it folds flat!

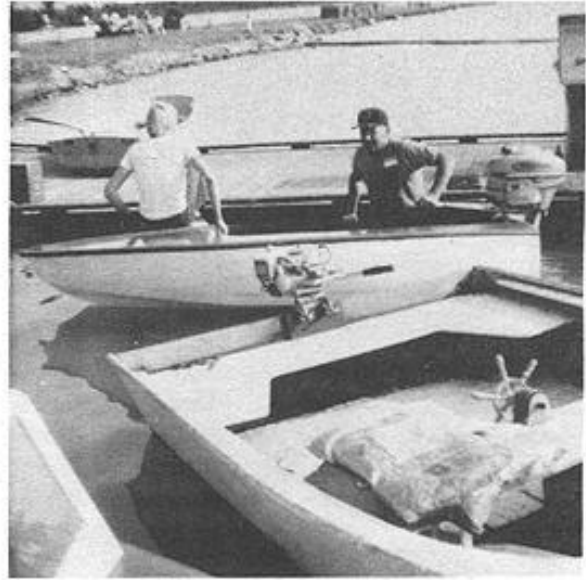


Marv Sperring's 1941 Sport Four with Brother Bob and Marv's son, Jeff. This outfit could really get out and move!

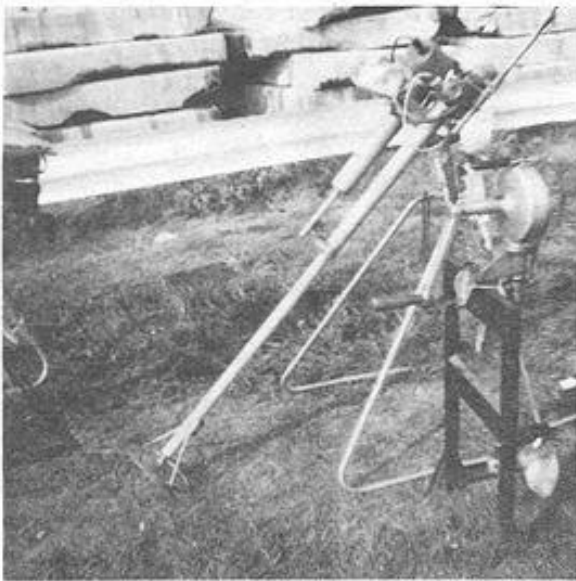




Ron Duckworth with his 13-foot boat and 15 HP Oliver Electric Start. The Oliver is like new and was found in a garage sale for \$15. Boat is about 30 to 40 years old, cedar planked, and was formerly an inboard.



In background are Bob Sperring and Marv Sperring's son, Jeff, with 1941 Sport Four, which is in excellent condition and was given to Marv. Boat in foreground is Mahlon Lamoureaux's home-built, 11-foot boat that folds completely flat.



On left is ATCO Boat Impeller (English.) On right is 1931 Ropeller. Both are owned by Bill Seibel. Vintage of Boat Impeller is not known for sure, but Bill says it's about 1 1/2 HP. Bill made some laps inside the log boom and it ran very well, with no apparent increase in RPM when the prop was lifted out of the water, which enabled the pram to turn on a dime! The engine is air cooled.

# HARTFORD STURDY TWIN

by Bill Andrulitis with Bob Zipps



Home of the Hartford Outboard Motor, the Gray & Prior Machine Co. This building, originally built in 1880, was used as a brass foundry until 1904, when Gray & Prior moved in.

facilities and made the move to 614 Windsor Street at the corner of Suffield in 1904, where they were to be headquartered for 70 years. In September of 1974 they were forced to move because of redevelopment to Granby Street in Bloomfield, Connecticut, a suburb of Hartford.

George Prior was an inventive genius. He designed and built his own motorcycle about the year 1900. In 1904 he built his own automobile using one of Gray & Prior's own 2-cylinder marine engines for power. Bill Jewell, a 70 year employee at Gray & Prior, vividly recalls going for rides with George on Sunday afternoons. He said they attracted quite a bit of attention because of the thundering exhaust of the lumbering engine. With the experience gained from this first car, he was to build two others. The first of these two had a 4-cylinder, 4-cycle engine which was a more conventional type auto powerplant of the period. The second of the two cars was built around 1910 and had a 6-cylinder, 4-cycle engine. George later invented a gage to indicate the amount of pitch of a variable pitch aircraft propeller. His vast experience in the machine shop enabled him to design and build the tooling and machinery to produce these inventions.

The Hartford Outboard Motor was made by the Gray and Prior Machine Company, Hartford, Connecticut. The one basic 20 cubic inch model was made from the winter of 1926 until the winter of 1929, when it was sold to the Indian Motorcycle Company.

The Gray and Prior Machine Company was organized in 1898. This partnership was formed by George Prior, who had worked for the Electric Vehicle Company and who was granted a patent for a universal joint; Robert Gray, who worked at the Hartford Rubber Works and put in \$5,000; and Mr. Reed, who supplied machinery to the new firm. Mr. Reed's association with the firm lasted only a few years.

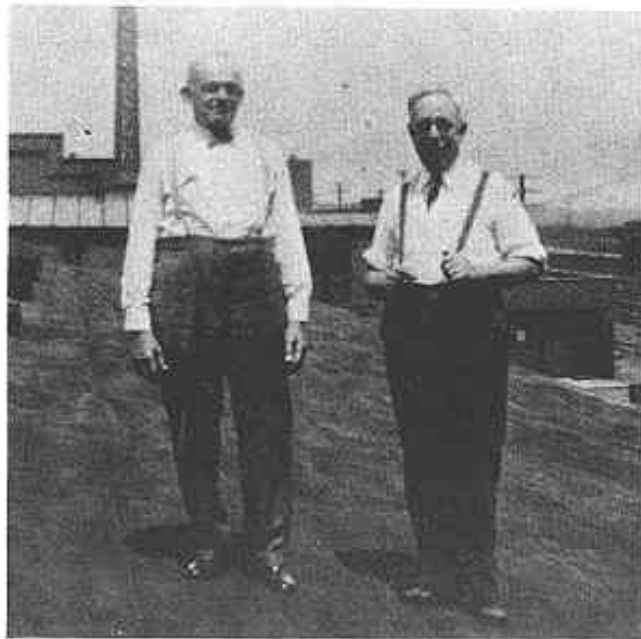
The company first made their universal joints on High Street in Hartford. With expanding production, the firm relocated to Asylum Street, where they stayed for an equally short time. When marine engine production really blossomed, they again outgrew their

The marine engines were first advertised in 1904. The first model was single-cylinder with a 4-inch bore and 4 1/2-inch stroke, 2-cycle, with make and break ignition. The Hartford Engines were of very high quality and commanded respect in the field. Over the years the line of engines increased to include a twin-cylinder and a 4-cylinder engine. The motors were of the 2-cycle type with the exception of the 4-cylinder engine, which was a 4-cycle.

In 1910 there were five models of marine inboard engines and two models of stationary engines. The single-cylinder models had 3 HP, 5 HP, and 7 HP. The 2-cylinder models had 6 HP and 10 HP. The stationary engines were single-cylinder only and had 3 HP and 5 HP. These stationary engines were attractively modified marine engines with two heavy, large-diameter flywheels, large iron base, and a fly-ball governor to maintain a steady speed. All of the Hartford Marine and Stationary engines used make and break ignition. The knowledge and experience gained in producing marine inboard engines gave the Gray & Prior Company a good foundation for building their outboard motors.

The Hartford Outboard Motor was designed by George Prior. He made all the patterns for the motor. The first motors were built in the winter of 1926 and marketed in early 1927. They were first advertised, to my knowledge, in the November, 1927 issue of "Motorboating." The serial number system used by Gray & Prior on their outboards allows their motors to be dated very easily. For instance, a motor with the serial number 02628 D was the 26th motor made in 1928. The last two digits of the serial number, 28, indicate the year 1928, and the 026 (the first three digits) indicate that it was the 26th motor made in 1928. Another example is the serial number 06429 E: this is the 64th motor made in 1929. It is not certain what the letter following the serial number indicates. Detailed records of the Hartford Outboard's production are still in existence. According to them, the number of motors produced was 311. There was one motor made in 1926. This was an experimental model that was called back. Twenty-three motors were made in 1927. One hundred ninety motors were made in 1928. Ninety-seven motors were made in 1929, which was the last year of production.

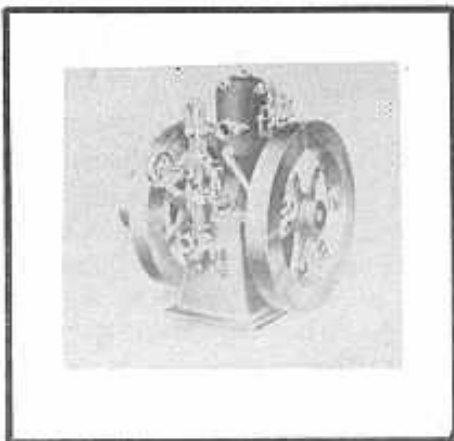
The motor specifications are as follows: bore 2 1/2 inches, stroke 2 inches, 2-cylinder horizontally opposed, displacement 19.63 cubic inches. All the motors were 3-port, 2-cycle. The early motors used cast iron cylinders with cast iron pistons. To increase motor speed to be more competitive in racing, the piston material was later changed to aluminum. The motor used two 3/16-inch wide rings per piston. In 1929, the Hartford Outboard introduced aluminum cylinders with steel sleeves, which was a first for the outboard industry. Bill Jewell said the first aluminum cylinders had the steel sleeves pressed into place, and this



Mr. Robert Gray (left) and Mr. George Prior standing on top of building shown on preceding page. Photo was taken approximately 1935.



A Hartford ad from January, 1928 issue of "Yachting," page 118. Note the influence on racing.



Hartford Stationary engine, taken from a 1910 Hartford brochure.

only for a very short time, as Gray & Prior changed to Bosch magnetos. With the Eisemann mags, the motor had a much larger diameter flywheel, a larger diameter neck on the crankcase for supporting the mag plate, and a larger diameter crankshaft taper.

There were two different size rope sheaves. The early sheaves are six inches in diameter, and later they were increased to eight inches in diameter, the same diameter as the flywheel. This was done, no doubt, to increase starting ease.

proved to be unsatisfactory because after a relatively short time the sleeves would work loose. To remedy the situation, a tapped hole using pipe thread went through both the aluminum cylinder water jacket and the steel sleeve. A brass plug was torqued into place and this plug extended beyond the steel sleeve into the cylinder. After the cylinder was bored out the brass plug was flush with the cylinder wall. After that loose sleeves were not a problem.

The Hartford Sturdy Twin featured substantially strong bronze connecting rods, forged and hardened steel crankshaft, and long bronze bushings pressed into the crankcase.

The first Hartford Sturdy Twins had a barrel valve carburetor of their own, Gray & Prior design and manufacture. To increase overall performance, a Tillotson Carburetor was used shortly after production began. The carb used is a Model MS-8A. The Sturdy Twins used two different gas tanks. Up to the middle of 1928, the motors had a heavy cast tank with the name "Hartford" cast right into the metal, using large 1 1/2-inch high letters. The letters were 1/16 inch deep into the metal. So if you find a Hartford with the name cast into the tank you know right off the bat you have an older Sturdy Twin. From the middle of 1928 on, the motors had essentially the same tank except the name "Hartford" was not cast into the tank, and a decal as shown in the photo of the Hartford Outboard was used instead. One development problem with the cast tank was that since it was a cast tank it had a plug on each side of the tank to seal the hole where the core supports were located. Leaks started around the plugs and in other areas because of the porosity of the casting. To solve this problem, a liquid was poured into the tanks that would find its way into the smallest pore. After the liquid hardened, leakage was not a problem.

The Sturdy Twins used two different magnetos. However, with the magneto change there was also a major powerhead change that was required because of a big difference in the size of the magnetos. The earliest Sturdy Twins had Eisemann Magnetos, but this was

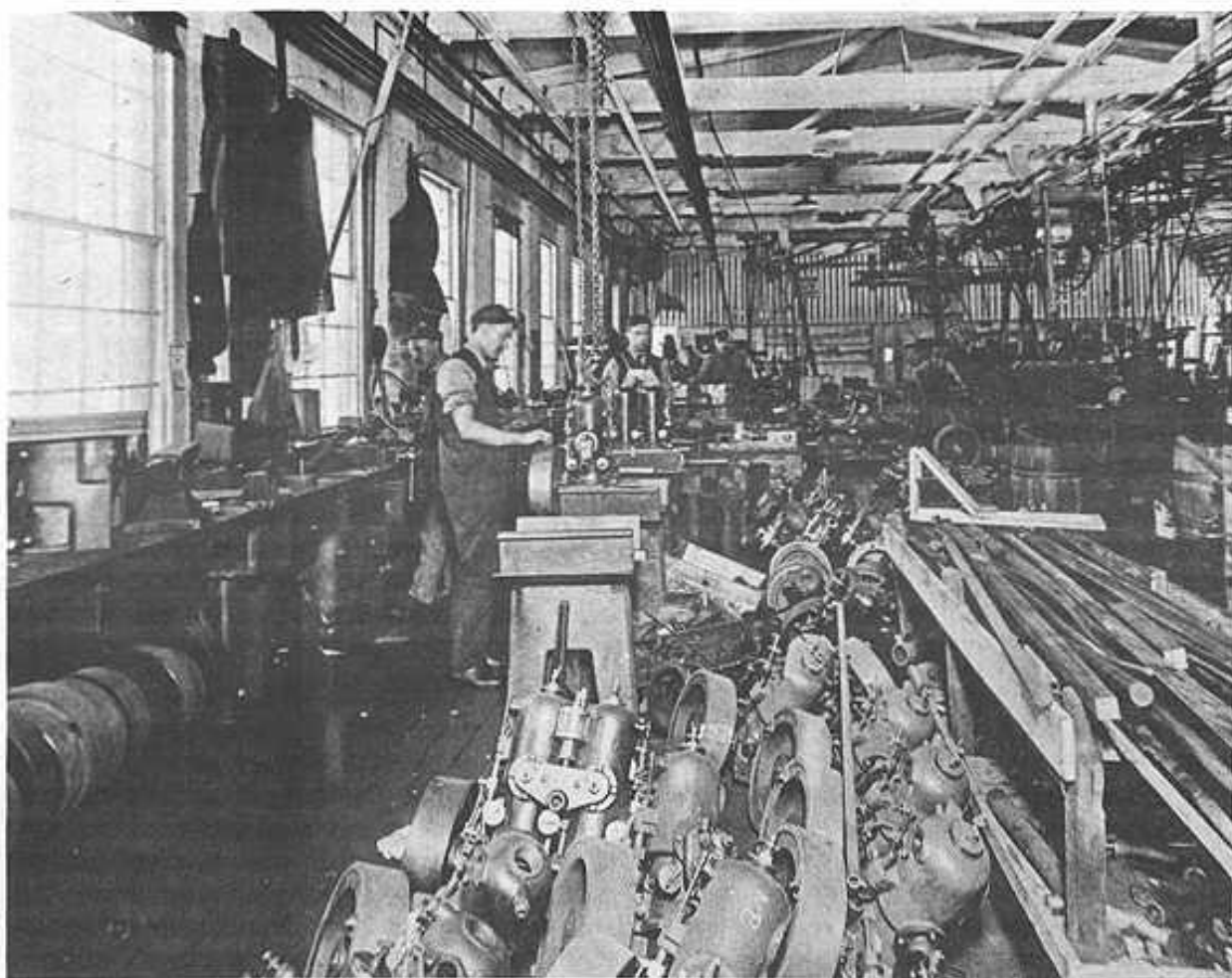
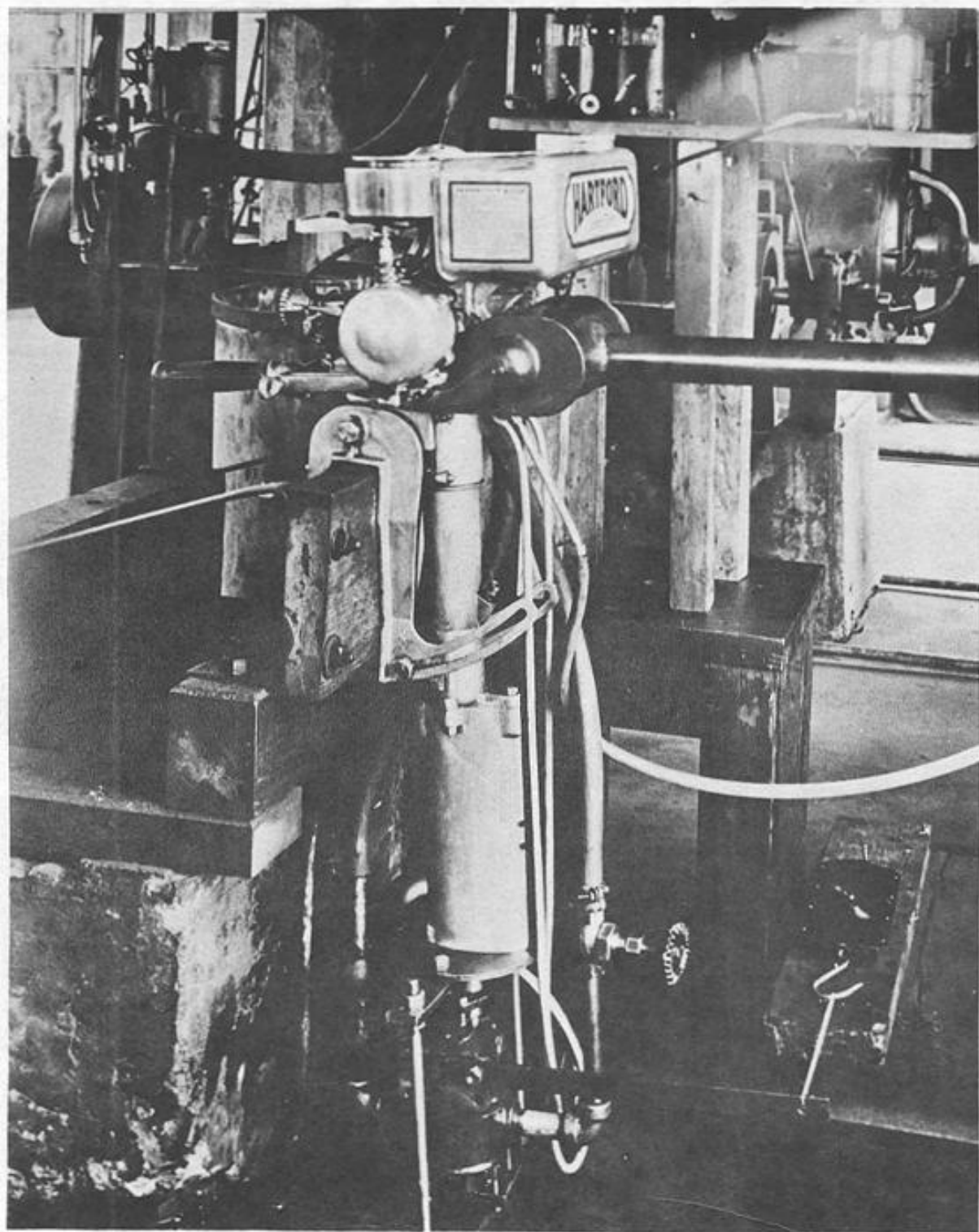


Photo above, taken in March of 1916, shows assembly area and small portion of machine shop area. At this time Gray & Prior was manufacturing inboard marine engines and stationary engines. In the foreground awaiting final assembly are single- and twin-cylinder "Hartfords."

Mid-1928 and prior Sturdy Twins used a small cylindrical brass muffler can, with corresponding exhaust manifolds. The later motors used a larger oval shaped brass muffler with different exhaust manifolds to adapt to the different shape. Starting in 1929, the Sturdy Twins were equipped with underwater exhaust. The underwater exhaust merely consisted of a tube brazed onto the muffler can and extending down to the water. It was supported on the bottom of the motor by a brace bolted to the anti-cavitation plate.

Originally, Gray & Prior intended the motors to be equipped with a centrifugal water pump mounted on the front of the gearcase and driven directly off of the prop shaft. The motors were made that way into 1928, but they were unsatisfactory. I have not been able to verify this completely, but all the motors that were equipped with the centrifugal pump were recalled and modified. The modifications consisted of welding a water pickup to the rear of the gearcase just above the propeller. The motor would then pick up water in the same manner as a Model A-35 Johnson. A lead plug was put on the front of the gearcase to take the place of the pump, which was removed. The lead plug also provided stream lining to reduce underwater drag.



Only photo of a Hartford Outboard in the company files. It was taken at the Massachusetts Institute of Technology laboratory in 1929. Robert Gray, Jr. (son of the co-founder) was attending MIT and was using a Hartford Outboard in a dynamometer test. The above motor has aluminum cylinders with steel liners that Hartford pioneered.

The motors that were equipped with water pumps had a clamp-on anti-cavitation plate. In 1929 when the switch was made away from using a water pump, the anti-cavitation plate was made integral with the lower unit.

Late in 1929, Gray & Prior sold all the tooling and patterns for the Hartford Sturdy Twin to the Indian Motor Cycle Company of Springfield, Massachusetts for \$15,000. Gray & Prior is still very much in business today, making high-quality universal joints for industry, a highly-developed product of an invention that started them in business almost 80 years ago.

As of this writing there are five Hartford Sturdy Twins known to be still in existence. George Prior, Jr. has the oldest motor, and it has no serial number. Bob Zipps has serial number 02628 D, Bill Andrulitis has serial number 010428 G, Bill Lyman has serial number 06429 E, and Dick Shaber has serial number 08929 C.

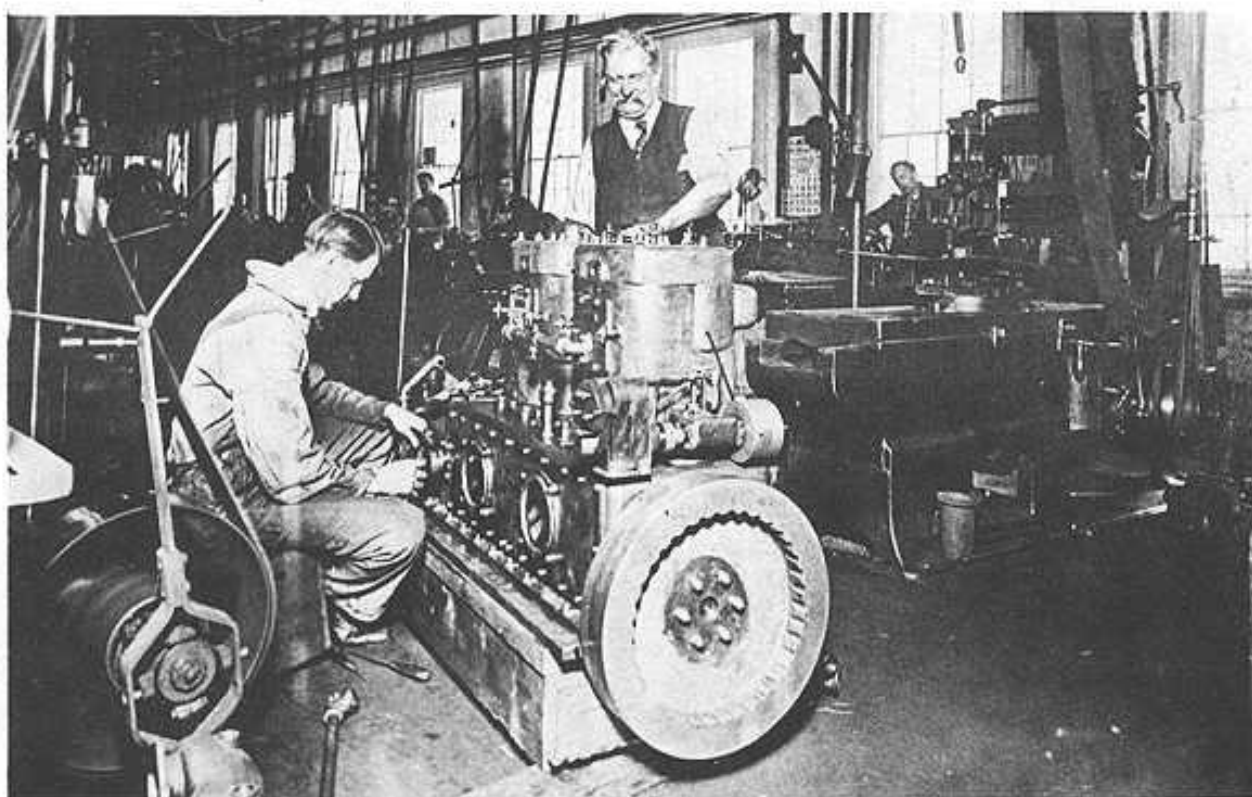


Photo above shows mechanics assembling the largest engine model made by Gray & Prior. The engine is a 4-cylinder Model D-4. It is a 4-cycle engine with a 4 1/2-inch bore and 8-inch stroke resulting in 508.94 cubic inches and pounding out 36 HP at 700 RPM. The engine weighs 1800 pounds. Note glass inspection ports on side of crankcase. The mechanic on the left is Bill Jewell, who joined Gray & Prior in 1904 and after 70 years is still a member of the Gray & Prior team. Mr. Jewell's detailed knowledge of early Gray & Prior history was indispensable in the writing of this article.

---

This article could not have been written without the information provided by: Robert Gray, Jr., son of the founder of the company; Robert Gray III, grandson of the founder; George Prior, Jr., son of the founder; and Bill Jewell, an employee of Gray & Prior since 1904. Their assistance is greatly appreciated.

# Mini Outboard

by Phil Kranz

It may be of interest to those of you who are new at the resurrection, restoration, and running of old, odd, and unusual outboard motors to know of one motor in particular, a mini outboard built by the Clarke Engineering Co. of Detroit, Michigan, about 1938 to 1940. It is known as the Clarke Troller, stands 21 inches high, weighs 10 1/2 pounds, is a 1-cylinder, 2-cycle, puts out 1.3 HP, and sold for \$34.50 new. A long shaft model was available with a 6 inch manifold extension. Supposedly they also built a 2-cylinder model, but I do not know of any in existence. (Sure would like to locate one.) However, I do know of at least two dozen of the singles.

The motor incorporated several unusual engineering features. The powerhead operated completely under water, and there are no bevel gears, as the crankshaft is also the propeller shaft. Some models had a propeller on which the pitch of the vanes could be changed. The rope starter sheave is also on the propeller end of the crankshaft, with the motor tilted out of the water for starting. There is no magneto, so a hot shot battery is used to provide electric current to the coil. The spark plug is a very tiny Champion V1 with 3/8 inch diameter threads.

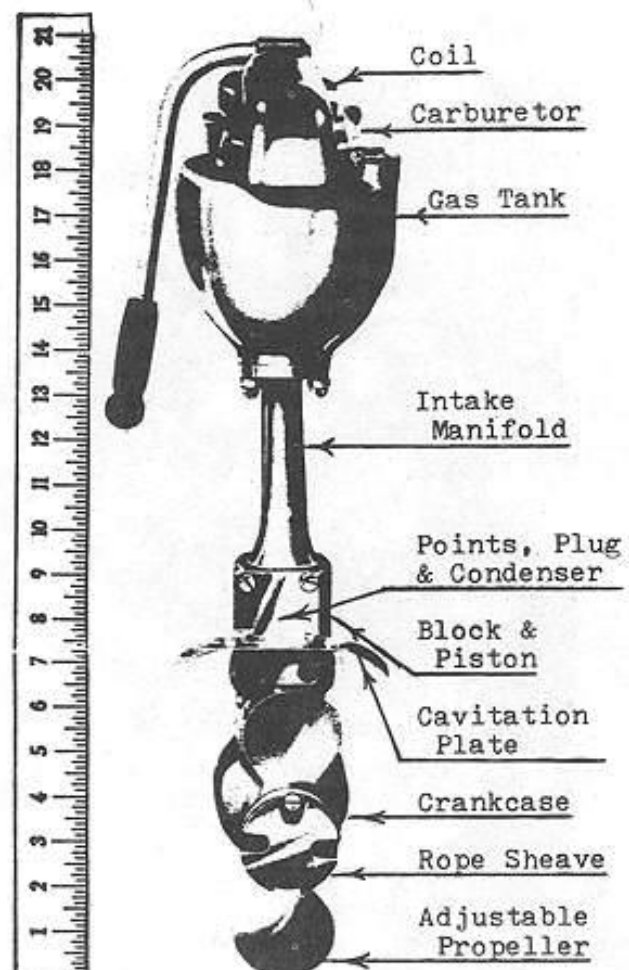
The Clarke Troller is made largely from polished aluminum castings, and is a little jewel to behold. Probably not much good as an outboard motor, but sure interesting to look at.

## CLARKE TROLLER

CLARKE ENGINEERING CO.

9350 Grinnell Ave.

Detroit, Mich.



1.3 H. P.    \$34.50 new

## THE CLARKE TROLLER

Weight—Less than 10½ pounds

Length—21 inches

Compact and Easy To Handle





A 30 year old Clarke Troller in the hands of a 1 year old mechanic.



*"Special boat for me because I don't know whether I'm coming or going"*

**YACHTING**

**MID-  
AMERICA**



**PROP**



**M.A.P.S.**

Ron Ellis

The Winter MAPS Meet was held on schedule at Clarence Sitton's. Clarence had the Riley radial moved into his "engine room" and it was a major attraction. Walter Verner was up from New Orleans and believe me, the AOMC is fortunate to have Walt as a member -- he is really a prop spinning rope stretcher. Gene and Will Yonker arrived with Gene sporting a neatly embroidered MAPS Chapter/Elto shirt. Walt and Phyllis Ellis were the early birds in anticipation of hauling off the goodies before everyone else arrived. Walt had just returned from Scotland where he had been looking for old iron, supposedly while on the job. My mate and I arrived in time to hear the first can of racing fuel pop open. I met Walter Verner for the first time, and we immediately cranked up and were on the water. Ron and Diana Harrison were next on the scene, and we all had a chance to congratulate them on their latest addition to their boating family (it's a boy.) Wayburn Niemeyer and his wife arrived after lunch and everyone was brought up to date on their adventures for the past year. We had a slide show, but missed seeing Casey West do his acrobatic hotdog maneuvers. Casey and Katy had the flu bug and we certainly missed them. After being served supper by head chef Delores Sitton, we all headed for port. Thanks to Delores and Clarence for providing a happy harbor for the MAPS Chapter. By the way, we are still receiving letters of complaint about unanswered mail, even when stamped, addressed envelopes are included with the letters of request for parts, information, etc.

## PO 37

There's quite a story behind the engine shown in this photo, but I'll try to make it short. My father, W. E. Ellis, found this iron (unrestored, of course) in Texas in 1971. He was in Houston for open heart surgery. Upon his insistence I flew to Texas and had the motor packed up and shipped home. Talk about an admirer of old iron -- he takes first place.

Well, the old gal sat in the shop in her saltwater-corroded condition until 1974. Clarence Sitton really promoted her restoration, by constantly showing our Speeditwin the wake and backside of his PO! So, this is the result. Yes, it needs the rear tank decal -- any leads, anybody?



## *Yes, Eric, I'm Ready*

John J. Enright, Jr.

Seeing the pictures in the July issue of John T. racing F class reminded me of my racing activities during the past three years. Most everything is the same except the motors and the way the deck rider crawls out on the deck during the race. This is not the practice any more, mostly due to the increased speeds of today's boats, which run through the turns at full throttle and do not require the weight of the deck rider up front to keep the boat from losing plane while accelerating out of the turn.



One of the straightaways during the 1974 Eastern Championship. All the boats in this shot are running with two men, though some are hidden behind the drivers. My boat is on the far left of the photo. This is still a popular class today, and by all standards the most fun, as John Toprahanian will agree.



Another scene from the 1974 Eastern Championship. Note that when coming out of a turn, the boat does not lose plane due to the increased speeds and design of today's runabouts. Note to Eric Gunderson regarding his last letter to me: "YES, Eric, I'm ready -- are you?" The motor I am running is a Volvo Penta 550 which I modified. It is the only one being raced in the U. S. as of this date.

# MEMBERSHIP ROSTER

## January, 1975

Dr. Robert Thurstone  
1401 Toney Drive S. E.  
Huntsville, AL 35802

Charles A. Jacobs  
1026 Nelchina St.  
Anchorage, AK 99501

Hedley V. Parsons  
Route 3, Redoubt Blvd.  
Kenai, AK 99611

Daily Fellars  
1749 W. Grant St.  
Phoenix, AZ 85007

Joseph S. Wischler  
3731 Apache Way  
Scottsdale, AZ 85251

Robert L. Anaclerio  
Box 168  
Tahoma, CA 95733

Richard L. Anderson  
20143 Donway  
Walnut, CA 91789

Joseph L. Carver  
P. O. Box 2157  
Costa Mesa, CA 92626

Michael K. Cope  
1778 Findley Dr.  
Milpitas, CA 95035

Gene Crook  
20394 San Miguel  
Castro Valley, CA 94546

Bob Elder  
1728 St. Peters Dr.  
Fallbrook, CA 92028

A. W. Finkl  
11101 Lime Tree Dr.  
Lemon Heights  
Santa Ana, CA 92700

Jesse Franklin  
Box 44  
Grenada, CA 96038

Eric Gunderson  
515 West Main St.  
Grass Valley, CA 95945

Robert L. Hackl  
15709 Dermody Ave.  
San Lorenzo, CA 94580

Harry L. Holden  
2268 Thomas Ave.  
San Diego, CA 92109

Randolph Hubbell  
2511 N. Rosemead  
South El Monte, CA 91733

Lawrence L. Huntington  
2715 Washington St.  
Alameda, CA 94501

Jay B. Jans  
1927 Ruthie Way  
San Diego, CA 92139

Robert Jevariam  
366 Franconia  
San Francisco, CA 94110

J. J. Johnson  
13024 Heflin Drive  
La Mirada, CA 90638

Howard W. Jong  
2101 Pebble Court  
Monterey Park, CA 91754

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

Edward Loomis  
173 San Benito Ave.  
San Bruno, CA 94066

Steve Matisek  
130 Windsor Court  
San Bruno, CA 94066

William G. Motley II  
20804 Hart St.  
Canoga Park, CA 91306

Ralph Poole, Editor  
Trailer Boats Magazine  
P. O. Box 6697  
Burbank, CA 91506

Paul Rawn  
2024 San Pablo Ave.  
Oakland, CA 94612

Herbert Riebe  
108 Montecito Crescent  
Walnut Creek, CA 94596

Raymond A. Rydell  
P. O. Box 1545  
Avalon, CA 90704

Leonard W. Seeley  
P. O. Box 5156  
China Lake, CA 93555

Kenneth Sliger  
14122 Lanark St.  
Panorama City, CA 91402

David L. Stanfield  
Route 1, 4591 Elder Road  
Brawley, CA 92227

Bud E. Tervo  
291 Chesham Ave.  
San Carlos, CA 94070

John Toprahanian  
2618 Landis  
San Diego, CA 92104

Howard Young  
10892 Garden Grove Blvd.  
Garden Grove, CA 92643

Arthur Glowka  
60 Round Hill Drive  
Stamford, CT 06903

William Andrulitis  
40 Gillette St.  
West Hartford, CT 06119

Nick Birbarie  
23 Lanphier Road  
Branford, CT 06405

Skipper Birbarie  
43 Stannard Ave.  
Branford, CT 06405

Roger D. Breunig  
332 Elmwood Dr.  
Meriden, CT 06450

Cortland E. Colver  
Bella Vista, Harrisons Land,  
Quaker Hill, CT 06375

Richard Fuchs  
17 Deerfield Lane  
Simsbury, CT 06070

Richard A. Hawie  
31 Hillside Drive  
Easton, CT 06612

Richard Cameron Hawie  
31 Hillside Drive  
Easton, CT 06612

Peter Hunn  
111 Old Farms Road  
West Simsbury, CT 06092

Joseph Marchetti  
30 Wilbur Ave.  
Meriden, CT 06450

Chip Morris  
P. O. Box 91  
Lakeside, CT 06758

Herman R. Schaber  
31 Coles Ave.  
Newington, CT 06111

Bradford Snow  
Middle St.  
Middletown, CT 06457

Perry A. Stanley  
104 High St.  
Wallingford, CT 06492

John Vechione  
127 Madison St.  
Waterbury, CT 06706

Robert H. Zipps  
182 Brentmoor Rd.  
East Hartford, CT 06118

Exchange and Gift Division  
The Library of Congress  
Washington, DC 20540

Edward B. Riggs  
2443 "P" St., N. W.  
Washington, DC 20007

E. Morton Daller  
7801 Gov. Printz Blvd.  
Claymont, DE 19703

Robert D. Tate  
1042 East Second Ave.  
Dover, DE 19901

Hilton A. Wright  
1900 Kirkwood Hwy.  
Elsmere, DE 19805

Mrs. Genevieve Atwood  
1417 Oakhill Dr.  
Lakeland, FL 33801

Edward O. Baird, Jr.  
137 South Spruce Ridge Trail  
Stuart, FL 33494

Maxwell L. Boales  
120 Kent Dr.  
Ormond Beach, FL 32074

George Coleman  
1029 North Ocean Blvd.  
Palm Beach, FL 33480

Elwin H. Coutant  
512 South California Ave.  
Stuart, FL 33494

Robert O. Cox  
1300 Southeast Eleventh Ct.  
Ft. Lauderdale, FL 33316

Harold F. Culp  
P. O. Box 858  
Orange City, FL 32763

Charles L. Damon  
2015 East Rampart St.  
Tampa, FL 33604

Bedford Davie  
P. O. Box 892  
Palm Beach, FL 33480

Louis C. Evans  
10949 91 Ave.  
Seminole, FL 33542

Ralph Evinrude  
P. O. Box 96  
Jensen Beach, FL 33457

Claude Foss  
298 Indian River Dr.  
Palm Bay, FL 32901

Michael L. Gresh  
P. O. Box 10173  
St. Petersburg, FL 33733

Richard Hall  
2002 Kiser Drive  
Valrico, FL 33594

Charles W. Hansen  
2108 Broward Road  
Jacksonville, FL 32218

Herman Hansen  
3400 Lannie Road  
Jacksonville, FL 32218

Carl J. Harder  
Ala. Mobile Home Park  
Melbourne Beach, FL 32951

John C. Harrison  
1000 N. W. 54 St.  
Miami, FL 33127

J. F. Johnston  
P. O. Box 1054  
Gainesville, FL 32601

Richard M. Jones  
20505 N. W. Third Ave.  
Miami, FL 33169

Mike J. Kolat  
R. F. D. 1  
Bonita Springs, FL 33923

Andy Kossik  
P. O. Box 625  
Zephyrhills, FL 33599

A. E. Messick  
3400 West 23 St.  
Panama City, FL 32401

John J. Owens  
235 Tennessee Ave.  
St. Cloud, FL 32769

Alan C. Phillips  
2300 East Winter Park Road  
Winter Park, FL 32789

John C. Renfroe  
P. O. Box 4037  
St. Andrews Sta.  
Panama City, FL 32401

John E. Schubert  
209 Lagoon Road  
Winter Haven, FL 33880

John Schutzenhoffer  
River Terrace Lane  
Jupiter, FL 33458

Conrad Trautner  
1636 Roy Drive  
West Palm Beach, FL 33406

Jimmy McMillan  
533 Timmons St.  
St. Simons Island, GA 31522

Dr. Walter W. Otto  
8816 Ferguson Ave.  
Savannah, GA 31406

Curtis Stevens  
201 Longview Road  
St. Simon's Island, GA 31522

Charles M. Green  
1115 Mitchell St.  
Boise, ID 83702

John T. Morgan  
6602 Ustick Road  
Boise, ID 83704

Vernon R. Ahlstrand  
1300 Cedarcrest Lane  
Deerfield, IL 60015

Preston C. Beard  
704 Kent Road  
Kenilworth, IL 60043

Neal W. Boddeker  
Niota, IL 62358

James B. Briggs  
Outboard Marine Corp.  
100 Pershing Road  
Waukegan, IL 60086

T. H. Carpenter  
Box 343  
Crossville, IL 62827

Richard I. Choyce  
661 Sixth Ave.  
Des Plaines, IL 60016

E. N. Current  
419 Sunset Blvd.  
Oglesby, IL 61348

Keith Davis  
714 East Locust St.  
Chatham, IL 62629

Robert Davis  
D & H Machine Company  
542 West Colfax  
Palatine, IL 60067

H. W. Dinkmeyer  
4N 671 Wood Dale Road  
Wood Dale, IL 60191

Pete Economos  
9280 Senate Drive  
Des Plaines, IL 60016

Louis W. Eppel  
345 East Crescent Knoll  
Libertyville, IL 60048

Richard Ernat  
1226 Calhoun St.  
Peru, IL 61354

David Faegre  
627 Rochdale  
Lombard, IL 60148

Charles W. Finkl  
2652 Sheridan Road  
Evanston, IL 60201

Richard A. Gaiser  
4804 Oak Lane  
Zion, IL 60099

L. Getschow  
431 North Dearborn St.  
Chicago, IL 60610

Philip G. Graen  
901 East Jefferson St.  
Bloomington, IL 61701

Ronald Guzzo  
7729 West Devon Ave.  
Chicago, IL 60631

Raymond Hatton  
P. O. Box 78  
Lake Villa, IL 60046

John L. Herberg  
1452 North Shore Drive  
Moline, IL 61265

Stanley L. Herberg  
1856 30 St.  
Moline, IL 61265

Donald N. Holmberg  
728 Blaine St.  
Batavia, IL 60510

Herbert D. House  
3111 Edgewood Dr.  
Wonder Lake, IL 60097

Marvin M. Howell  
906 Winthrop Ave.  
Joliet, IL 60435

Robert E. Jacobs  
Ottawa Marine Service  
LaSalle St. & Illinois River  
Ottawa, IL 61350

Charles G. Kozelsky  
923 North River Road  
McHenry, IL 60050

Henry C. Lyczak  
220 Linden Road  
Northbrook, IL 60062

Charles J. Mueller  
520 North Elm St.  
Mt. Prospect, IL 60056

Donald R. Murin  
301 Hamilton St.  
Lockport, IL 60441

James E. Murphy, Jr.  
1410 Douglas  
Flossmoor, IL 60422

Russell F. Nelson  
465 Elm Place  
Princeton, IL 61356

Robert M. O'Connell  
405 Northgate Road  
Lindenhurst, IL 60046

Ron A. Pedderson, PR Mgr.  
Johnson Motors  
Waukegan, IL 60085

Michael R. Schmidt  
1253 Sunset Ridge Road  
Northbrook, IL 60062

Jim Schoch  
3130 Lewis Drive  
Quincy, IL 62301

George E. Spaeth, Adv. Supv.  
Johnson Motors  
Lake Front  
Waukegan, IL 60085

C. D. Strang  
1576 Tara Lane  
Lake Forest, IL 60045

Frank A. Thompson  
5249 North Moody Ave.  
Chicago, IL 60630

Karl J. Windberg  
335 North Pioneer  
Waukegan, IL 60085

Duane Wolf  
1615 Wilson Court  
Zion, IL 60099

Philip K. Wrigley  
410 North Michigan Ave.  
Chicago, IL 60611

Gene Yonker  
802 East Esther St.  
Taylorville, IL 62568

James F. Andrews  
3704 Avondale Drive  
Fort Wayne, IN 46806

Neil R. Butt  
P. O. Box 2682  
Fort Wayne, IN 46801

Jack Campbell  
Culver Boat Company  
600 South Shore Drive  
Culver, IN 46511

Warren M. Conover  
Route 1, Box 108  
Culver, IN 46511

John D. Gould, Jr.  
J. D. Gould Company  
4707 Massachusetts Ave.  
Indianapolis, IN 46218

Donald C. Hansen, Sr.  
6401 Iona Road  
Indianapolis, IN 46203

Byron G. Jaqua  
6725 Grandview Drive  
Indianapolis, IN 46260

Paul D. Johnston  
315 West High St.  
Lawrenceburg, IN 47025

Fred Lucas  
P. O. Box 461  
Winchester, IN 47394

John F. Marshall  
R. R. 3, Box 729  
Walkerton, IN 46574

Robert D. Purdy  
4960 Connecticut St.  
Gary, IN 46409

Jack Reed  
820 South Fourth St.  
Clinton, IN 47842

Richard Rookstool  
P. O. Box 661  
Syracuse, IN 46567

Emmett A. Walls  
5343 West 20 St.  
Speedway, IN 46224

David A. Jones  
1811 14 St., Box 367  
Boone, IA 50036

Randy Kreutner  
Maples Resort, R. R. 1  
Delhi, IA 52223

Robert J. Martin  
Rural Route 2  
Burlington, IA 52601

Duane Smith  
535 South Duff St.  
Ames, IA 50010

Paul W. Koch, Jr.  
420 North Pershing St.  
Wichita, KS 67208

Stanley Leavendusky  
6800 Donahoe  
Kansas City, KS 66104

John M. Parsons  
13000 East 95 S., Route 1  
Derby, KS 67037

Willis L. Talbot  
2300 Ottawa  
Leavenworth, KS 66048

Tracy W. Coleman  
250 Merravay  
Florence, KY 41042

Orville B. Coomer, Jr.  
3912 Massie Ave.  
Louisville, KY 40207

William L. Horst  
9 Linden Ave.  
Ft. Thomas, KY 41075

Jimmy B. Lewis  
2825 Lexington Road  
Louisville, KY 40206

George E. Bent  
4214 Taft Park  
Metairie, LA 70002

Robert W. Cook  
1801 Market St.  
Shreveport, LA 71101

Harry R. Frantz  
122 Suzanne Drive  
Shreveport, LA 71105

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

William C. Cook  
Pine Crest Apts., No. 8  
Gault Road  
West Wareham, MA 02576

Fred Porrett  
3 Seaward Lane  
South Dartmouth, MA 02748

Herbert C. Clopper  
P. O. Box 507  
Boothbay Harbor, ME 04538

Francis C. Holman  
Clarks Cove Road  
Walpole, ME 04573

John W. Hunt, DMD  
239 Main St.  
Sanford, ME 04073

Burt Packard, Jr.  
Packard's Camp  
Sebec Lake, ME 04482

Joseph Siegars  
4 Water St.  
Richmond, ME 04357

Edward P. Gera  
328 LEEANNE ROAD  
BALTIMORE, MD 21221

Clifton W. Quinby, Jr.  
Route 1, Box 94  
Dunkirk, MD 20754

Mark Ritchie  
Route 6, Box 85  
Edgewater, MD 21037

Robert W. Thornton  
3318 Jones Br. Road  
Chevy Chase, MD 20015

Homer Bartram  
9 Reed St.  
Lexington, MA 02173

Peter Crowley  
14 East St.  
Melrose, MA 02176

Harold W. Hague  
2 Woodford St.  
Worcester, MA 01604

Donald E. Hinds  
329 Walnut St.  
Stoughton, MA 02072

Richard W. Keegan  
222 Grafton St.  
Shrewsbury, MA 01545

William H. Lyman  
393 Hadley St.  
South Hadley, MA 01075

Douglas G. J. McKay  
3 Woodside St.  
Salem, MA 01970

Leonard E. Norman  
2 Montclair Drive  
Auburn, MA 01501

Carlton C. Richards  
41 Carlisle St.  
Worcester, MA 01602

Carl Benson Spivey  
1090 Drift Road  
Westport, MA 02790

Alan G. Tober  
19 Wendover Road  
Longmeadow, MA 01106

Arthur A. Caille  
855 South Claremont  
Dearborn, MI 48124

Robert Hausding  
6988 Ready 20  
Warren, MI 48091

Leslie R. Henry  
Greenfield Village & Henry  
Ford Museum, Oakwood Blvd.  
Dearborn, MI 48121

Donn L. Howe  
1010 Lindell Ave.  
Petoskey, MI 49770

Roy G. Lampman  
5588 East Main St.  
Kalamazoo, MI 49001

W. Lawrence Masters  
7456 Crystal Drive  
Beulah, MI 49617

Ralph K. Merrill, Jr.  
Box 170  
Fremont, MI 49412

Thomas B. Roberts, Jr.  
5190 Scenic Drive  
Whitehall, MI 49461

Michael Rogowski  
4832 Lonyo Road  
Detroit, MI 48210

Robert E. Spencer  
2638 Proctor St.  
Flint, MI 48504

Arthur Spindler  
468 Touraine  
Grosse Pointe, MI 48236

Loren Staley  
2663 Marathon Road  
Lapeer, MI 48446

John T. Streeter, Jr.  
803 Le Blanc  
Lincoln Park, MI 48146

J. Daniel Techentin  
4111 Grand Prairie Road  
Kalamazoo, MI 49007

Robert H. Watkins  
R. R. 1, Box 372  
Roscommon, MI 48653

Robert W. Brautigam  
2316 West 110 St.  
Minneapolis, MN 55431

C. Donald Carlson  
340 East Minnehaha Pkwy.  
Minneapolis, MN 55419

George Daniel  
R. R. 1  
Oakland, MN 56076

Oliver N. Iverson  
7227 West Fish Lake Road  
Osseo, MN 55369

Richard H. Johnson  
141 Southeast Birch St.  
New London, MN 56273

Ronald Johnson  
3946 Cedar Ave. S.  
Minneapolis, MN 55407

Robert O. Knutson  
P. O. Box 243  
Austin, MN 55912

James Mosier  
Box 46 Riverton Rt.  
Ironton, MN 56455

Allen O. Ollila  
4133 Longfellow Ave. S.  
Minneapolis, MN 55407

Glenn W. Ollila  
2401 West Brookview Drive  
Burnsville, MN 55337

Oswald Bros. Auto & Outboard  
317 Scanlon Road  
Cloquet, MN 55720

Leonard G. Pangburn  
8485 Cottagewood Terr.  
Minneapolis, MN 55432

Robert J. Peterson  
1534 Laurel Ave.  
St. Paul, MN 55104



Howard Simmering  
R. R. 1  
Welcome, MN 56181

L. W. Stevenson, Jr.  
4713 Dunberry Le.  
Minneapolis, MN 55435

Bill Tenney  
Crystal Bay, MN 55323

Gene Theisen  
4925 29 Ave. S.  
Minneapolis, MN 55417

Gary Dee Tischart  
Box 171  
Baudette, MN 56023

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

C. F. Bonnett  
Lucedale, MS 39542

Louie Huhn  
Route 3  
Tylertown, MS 39667

Charles R. Clippard  
1550 Whitener  
Cape Girardeau, MO 63701

Joseph Desloge, Jr.  
2711 Shaklford  
Florissant, MO 63031

Walter Ellis  
3724 Briarcliff Road  
Kansas City, MO 64116

W. R. Ellis  
R. R. 5  
Jefferson City, MO 65101

Clarence Sitton  
2101 North Fourth St.  
St. Charles, MO 63301

Richard Temares  
3906 North 22 St.  
St. Louis, MO 63107

Giles T. Van Brunt  
9 East 127 Terr.  
Kansas City, MO 64145

Theodore M. West  
1226 East Cambridge  
Springfield, MO 65804

Gregg Whitsett  
202 East 32nd  
Joplin, MO 64801

Harold F. Stevens  
509 First Ave. W.  
Kalispell, MT 59901

Dick Hornung  
Route 8  
Lincoln, NE 68506

Bernard Lanigan  
76 Allison St.  
Concord, NH 03301

Norman P. Anderson  
Box 357  
Harvey Cedars, NJ 08008

Albert T. Bauer  
335 Kings Highway East  
Haddonfield, NJ 08033

Anthony Caglione  
140 Elm St.  
Dover, NJ 07801

Dr. Lloyd C. Craver  
321 Maxim Drive  
Hopatcong, NJ 07843

Robert S. Davis  
R. R. 1, Box 223-D  
7 Compass Road  
Waretown, NJ 08758

Ernest H. King  
Box 111, Lake Road  
Lake Hopatcong, NJ 07849

George Korner  
3360 Windsor Ave.  
Toms River, NJ 08753

Sal Lentine  
3 Lentine Dr., R. D. 5  
Flemington, NJ 08822

H. Thomas Luce  
760 Boulevard  
Westfield, NJ 07090

Richard C. Michel  
494 Windsor Road  
River Edge, NJ 07661

H. Drayton Mook  
P. O. Box 629  
Landing, NJ 07850

Roderick Phinney  
618 Doris Place  
Ridgewood, NJ 07450

William T. Salisbury  
71 Cardinal Drive  
Toms River, NJ 08753

Byron Shannon  
271 West Merchant St.  
Audobon, NJ 08106

Frederick C. Squier, Jr.  
274 Upper Mountain Ave.  
Upper Montclair, NJ 07043

Marcus S. Wright III  
30 Crest Drive  
Little Silver, NJ 07739

John A. Anderson  
R. D. 1  
Ashville, NY 14710

Antique Boat Auxiliary  
Thousand Islands Museum  
Clayton, NY 13624

William L. Bartlett  
R. F. D. 1  
Ogdensburg, NY 13669

Arthur M. Bean  
382 Chestnut St.  
Oneonta, NY 13820

Douglas Bindrim  
30 West Islip Road  
West Islip, NY 11795

A. Benson  
120 Hampton Blvd.  
Massapequa, NY 11758

Donn Booth  
21 Otter Creek Place  
Cortland, NY 13045

Charles E. Boyd  
Boyd's Outboard Motors  
5369 West Mudmill Road  
Brewerton, NY 13029

Andrew C. Bradt  
839 Sixth Ave.  
Troy, NY 12182

David L. Braman  
931 Stella Ireland Road  
Binghamton, NY 13905

John Buonocore  
7 Lotus Lane  
Westbury, NY 11590

Captain Peter Carbone  
56 MacDougal St.  
New York, NY 10012

Richard C. Carvell  
16 Laurel Ave.  
Cornwall, NY 12518

Mario Ciuffo  
358 Purdy Ave.  
Staten Island, NY 10314

Walter P. Davids  
15 Clover Drive  
Webster, NY 14580

James H. Daykin  
331 Washington St.  
Geneva, NY 14456

Stanley Dubois  
430 East 72 St.  
New York, NY 10021

John J. Enright, Jr.  
10 Worcester Drive  
Eaton's Neck  
Northport, NY 11768

Charles L. Gurney  
230 Bryant St.  
Buffalo, NY 14222

John A. Gustaffsen  
878 County Line Road  
Amityville, NY 11701

William D. Hodges  
1112 Loudon Road  
Cohoes, NY 12047

Alton M. Hotchkiss  
96 North Main St.  
Cortland, NY 13045

Richard Janowski  
1996 Latta Road  
Rochester, NY 14612

John Jesse  
148 Lincoln Ave.  
Dunkirk, NY 14048

Richard W. Kelley  
291 West Lake Road  
Branchport, NY 14418

Walter H. Kelley, Jr.  
289 West Lake Road  
Branchport, NY 14418

Phillip Kranz  
4472 Bullock Road  
Slingerlands, NY 12159

Charles Kuhnappfel  
476 Deer Park Ave.  
Babylon, NY 11702

John W. Legacy  
Main St.  
Hammond, NY 13646

Willard S. Linkroum  
R. D. 3, Box 62  
Windsor, NY 13865

Vincent Loss  
60 Pond Lane  
Levittown, NY 11756

Bob Lyon  
Box M  
East Setauket, NY 11733

William M. McKeever  
112 Baker St.  
Webster, NY 14580

Steve Mizgala  
5 Queensway  
Newburgh, NY 12550

Gary D. Mower  
5 Lincoln Drive  
Poughkeepsie, NY 12601

Ray Nelson, Editor  
Antique Boating  
Box 199  
Cleverdale, NY 12820

New York Public Library  
Box 2233, Grand Central Sta.  
New York, NY 10017

Mrs. J. Ouchterloney  
29 Belden Ave.  
Dubbs Ferry, NY 10522

Merton J. Perry  
P. O. Box 27  
Union Hill, NY 14563

Gene Powell  
496 Oakwood Road  
Huntington, NY 11743

Harold Rastetter  
78-30 83D St. Glendale  
New York, NY 11227

William D. Richardson  
640 Park Ave.  
Huntington, NY 11743

Robert L. Ridings  
15 Oak Manor Crescent  
Pittsford, NY 14534

Robert Sandreczki  
189 Glenbrook Road  
Rochester, NY 14616

Fran Secor  
Box 264, Southside  
Otego, NY 13825

Frank Shimer  
420 Shore Road  
Bellmore, NY 11710

Alfred C. Smith  
R. F. D. 1  
Wurtsboro, NY 12790

Arthur E. Stelter  
495 City Island Ave.  
Bronx, NY 10464

John Sudlow  
R. R. 4  
Syracuse, NY 146567

Sam Vance  
Box 33C, R. D. 2  
Unadilla, NY 13849

Walter L. Weidman  
R. D. 2  
Voorheesville, NY 12186

Donald Wilson  
30 Claflin Blvd.  
Franklin Square, NY 11010

Albert O. Wingate  
91 Frey St.  
Rochester, NY 14612

Nicholas Wyeth  
27 Perry St.  
New York, NY 10014

E. Davis Hartley  
3401 Amherst Road  
Rocky Mount, NC 27801

Dr. Edward P. Ryan  
105 Lakewood Drive  
Greenville, NC 27834

James H. Turner  
930 Pamlico Drive  
Cary, NC 27511

L'Cpl. Steven H. Wetherbee  
Ord. Maint. Bn., 2nd FSR  
Camp LeJeune, NC 28542

James P. Branagan  
4972 North View Court  
Vermilion, OH 44089

David M. Caldwell  
Route 2, Box 221  
Newark, OH 43055

Edmund Diederick  
37179 Butternut Ridge  
Elyria, OH 44035

Howard Diederick  
37179 Butternut Ridge  
Elyria, OH 44035

John L. Erion  
7855 Raintree Road  
Centreville, OH 45459

Raymond P. Fisher  
R. R. 1, Box 138  
Galion, OH 44833

Farrell E. Halligan  
7102 Laverne Ave.  
Parma, OH 44129

Lowell Hetzner  
7162 State Route 203  
Prospect, OH 43342

Skip Hight  
Neapolis, OH 43547

Jim Johnson  
3611 Blocker Drive  
Dayton, OH 45420

Verne Jones  
113 LaSalle St.  
Mansfield, OH 44906

Bruce H. Kennedy  
154 Fairway Drive  
Columbus, OH 43214

Milton H. Moos  
369 Ottawa Ave.  
Westerville, OH 43081

James Nixon  
4781 Fifth Ave.  
Youngstown, OH 44505

Mark Nixon  
4781 Fifth Ave.  
Youngstown, OH 44505  
(Associate Member)

Charles Pelton  
3332 Falbo Ave.  
Lorain, OH 44052

Paul E. Saeger  
10054 Georgetown Road N. E.  
Louisville, OH 44641

Leon E. Schierbaum  
2169 Julia Ave.  
Avon, OH 44011

Gary Smith  
Route 4, Box 315  
Thornville, OH 43076

Lamar Ferguson  
9743 Southeast Tenino Ct.  
Portland, OR 97266

Emil Hentschele  
3324 Northeast 65 Ave.  
Portland, OR 97213

Donald Peterson  
2884 Southeast Francis  
Portland, OR 97202

Donald L. Pillar  
P. O. Box 276  
Clatskanie, OR 97016

Paul Strot  
1611 Northeast 126 Ave.  
Portland, OR 97230

Donald R. Zehr  
Route 4, Box 581  
Roseburg, OR 97470

James F. Altman  
1815 Fourth Ave.  
New Kensington, PA 15068

Harry H. Bickel  
Route 1, Box 388  
Pottstown, PA 19464

John W. Gehrke  
222 North 20 St.  
Allentown, PA 18104

Robert W. Grubb  
1368 Meadowbrook Road  
Pottstown, PA 19464

A. J. Kerr  
5956 Baum Square  
Pittsburgh, PA 15206

Robert W. Leamy  
1520 Richard Drive  
West Chester, PA 19380

Charles J. Loshe  
214 Jansen Ave.  
Essington, PA 19029

Raymond E. Lucas, Jr.  
421 Spring St.  
Fleetwood, PA 19522

Galloway C. Morris, Jr.  
55 Buckwaltes Road  
Phoenixville, PA 19460

William Pollock  
443 Highland Road  
Pottstown, PA 19464

Riggs Smith  
Cruser St.  
Montrose, PA 18801

W. A. Woolbert  
West Vanghn - Railroad  
Kingston, PA 18704

Ivan G. Yahn  
129 North Park St.  
New Wilmington, PA 16142

Ralph W. Yost  
R. D. 3 - Linfield  
Pottstown, PA 19464

David M. Bono  
2 North Drive  
Westerly, RI 02891

Robert M. Burdell III  
1343 West Relyea Ave.  
Charleston, SC 29412

J. Allen Miles  
427 Oakmont Lane  
Charleston, SC 29407

Lt. Col. Bud Cowdery  
8436 Cross Timbers Circle  
Hixson, TN 37343

Dr. Donald W. Ellis  
462 Stonewall  
Memphis, TN 38112

Laurence C. Irick  
3132 Haggard Road  
Knoxville, TN 37917

T. E. Bieber  
1431 Kingstree Lane  
Houston, TX 77058

Everett L. Booe, Jr.  
1337 Escondido St.  
Kenedy, TX 78119

David R. Reinhartsen  
7417 Whispering Pines  
Dallas, TX 75240

William Rust  
817 Ohio  
Wichita Falls, TX 76301

Gordon R. Stanley  
Box 1118  
Rockport, TX 78382

Joseph P. White  
5305 Lewis Drive  
Port Arthur, TX 77640

Ford A. Yates  
P. O. Box 3374  
Port Arthur, TX 77640

George T. Hansen, Jr.  
2058 Pheasant Way  
Salt Lake City, UT 84121

Philip C. Benedict  
4816 Dodson Drive  
Annandale, VA 22003

Earl E. Biermann  
General Delivery  
Dahlgren, VA 22448

Dr. Donald E. Callar  
Box 3006  
Alexandria, VA 22302

Richard E. Evans  
Route 2, Box 105  
Hot Springs, VA 24445

Dr. Sidney H. Feldman  
1235 Jefferson Davis Blvd.  
Fredericksburg, VA 22401

George H. Loeb  
7037 Sulurban Arch  
Norfolk, VA 23505

Edwin W. Rappold  
130 Country Club Drive  
Williamsburg, VA 23185

Charles M. Streat  
817 Forest Ave.  
Richmond, VA 23229

Verne Whiting  
East Haven, VT 05837

Tom Albertine  
19253 Burke Ave. N.  
Seattle, WA 98133

Gary Blendheim  
4003 Southwest 107  
Seattle, WA 98146

P. S. Brooke, Jr.  
830 East 35 Ave.  
Spokane, WA 99203

Dudley Davidson  
4117 Northeast 107 St.  
Seattle, WA 98125

Ronald Duckworth  
315 Orange  
Burlington, WA 98233

Mike Hanson  
10538A Highway 3  
Bremerton, WA 98310

Jeffrey Hendrix  
1117 Eighth St.  
Longview, WA 98623

Bud Hey  
Route 5, Box 5024  
Bainbridge Island, WA 98110

Hilbert M. Jeffreys  
829 Eleventh  
Clarkston, WA 99403

Robert Johnson  
5401 82 Ave. W.  
Tacoma, WA 98467

Mahlon P. Lamoureux, Jr.  
Box 367  
Shaw Island, WA 98286

Larry W. Linder  
2726 Alpine Drive S. E.  
Auburn, WA 98002

Dave Robert Manly  
429 Tenth Ave. W.  
Kirkland, WA 98033

Ted Morehouse  
1412 Elizabeth Place  
Winslow, WA 98110

Everett W. Reynolds  
2309 East 18 St.  
Bremerton, WA 98310

Frank Schwartz  
10515 Cronins Drive S. W.  
Tacoma, WA 98449

Henry W. Seibel  
3207 West Harley St.  
Seattle, WA 98199

Mervin Sperring  
Route 3, Box 1066  
Sumner, WA 98390

Robert Sperring  
24408 Southeast 424 St.  
Enumclaw, WA 98022

S. A. Westrom  
Route 3, Box 618-B  
Olympia, WA 98506

Hugo Biersach  
1782 Rocky Point Road  
Pewaukee, WI 53072

James M. Cason  
P. O. Box 602  
Silver Lake, WI 53170

James A. Giese  
3333 Church St.  
Stevens Point, WI 54481

Finn T. Irgens  
2424 North Harding Blvd.  
Wauwatosa, WI 53226

Tom Johnson  
2825 Mayfair Road  
Milwaukee, WI 53222

James H. Jost, P. R. Mgr.  
Evinrude Motors  
4143 North 27 St.  
P. O. Box 663  
Milwaukee, WI 53216

Ed Kant  
201 Young St.  
Waupun, WI 53963

E. C. Kiekhaefer, Pres.  
Kiekhaefer Aeromarine Mtrs.  
P. O. Box 1458  
Fond Du Lac, WI 54935

Jack Kinn  
Kinn Motors Marine  
650 East Wisconsin Ave.  
Oconomowoc, WI 53066

Joe Kinsey  
218 Curry Lane, Box 394  
Windsor, WI 53598

Dick Klawitter  
Mercury Marine  
1939 Pioneer Road  
Fond Du Lac, WI 54935

Mike J. Kolat  
R. F. D. 3  
Tomahawk, WI 54487

Charles W. Manthey  
5206 Shawano  
Madison, WI 53705

Robert E. Meyer  
1209 Beechwood Ave.  
Waukesha, WI 53186

Don Miller  
6641 North 75 St., Apt. 3  
Milwaukee, WI 53223

Tom Montiegel  
Evinrude Motors  
Milwaukee, WI 53216

R. E. Pfutzenreuter  
4425 Jay Drive  
Madison, WI 53704

James B. Ross  
N. 57 W. 34623 Faber Road  
Oconomowoc, WI 53066

Jere M. Sairs  
4817 North Woodruff  
Milwaukee, WI 53217

Frank A. Schlachter  
1615 Cleveland Ave.  
Racine, WI 53405

Philip Steiner  
1225 Everett Road, Rt. 3  
Eagle River, WI 54521

Kenneth Stofflet  
11322 W. National Ave.  
West Allis, WI 53227

Warner Turner  
5102 Wickert Drive  
West Bend, WI 53095

David V. Uihlein  
6820 North 43 St.  
Milwaukee, WI 53209

Arnold J. Violet  
102 North Chicago Ave.  
South Milwaukee, WI 53172

William Von Seht  
Route 2  
Viroqua, WI 54665

Warren L. Wagner  
2080 Shopiere Road  
Beloit, WI 53511

W. J. Webb  
2560 North 97 St.  
Wauwatosa, WI 53226

George A. Winter  
1121 Summit St.  
Spooner, WI 54801

F. D. McCleskey  
521 South Clark St.  
Powell, WY 82435

Neil Jewell  
Outboard Marine Australia  
Pty. Ltd.  
84 Canturbury Road  
Bankstown N.S.W. 2200  
Australia

E. Walton-Ball  
P. O. Box 404  
Don Mills, Ont., M3C2T2  
Canada

Rody Charron  
116 Clara St.  
Thorold South, Ont. L2V 1K1  
Canada

William A. Coda  
Box 929  
Kingsville, Ont., Nor IHO  
Canada

William Cullen  
R. R. 5  
Tilbury, Ont. NOP 2L0  
Canada

Fred J. Geberdt  
3593 Bayshore Rd. East - RR  
Owen Sound, Ont., Canada

George Harness  
574 Clifton St.  
Winnipeg, Man. R3G 2X4  
Canada

Bert Havill  
364 Manning Ave.  
Verdun, Quebec, Canada

Highland Park High School  
710 Broadview Ave.  
Ottawa, Ont. K2A2M2  
Canada

J. R. Leger  
600 Walmer Road  
Saskatoon, Sask. S7L OE2  
Canada

Rolf Jorstad  
5 Carnaby Place  
Winnipeg, Man. R2J 3B9  
Canada

William C. Keegan  
448 Stockton St.  
London, Ont. N6C3B7  
Canada

Harold A. Kelly  
109 Deer Park Circle  
London, Ont. M6H 3B9  
Canada

Kenneth D. Kirk  
Kirk - Kove  
Arden, Ont., Canada

D. S. McGarry  
92 Price Ave.  
Welland, Ont. L3C 3Y2  
Canada

National Museum of Science  
Tech. Library  
Ottawa, Ont. K1A 0M8  
Canada

Richard Paterson  
3591 Bayshore Rd. E., RR 1  
Owen Sound, Ont., Canada

John W. Porter  
P. O. Box 247  
Odessa, Ont., Canada

James L. Smith  
330 O'Connor  
Toronto, Ont. M4J 2V3  
Canada

Paul Smith  
6 Lynhurst Pk. Dr.  
St. Thomas, Ont., Canada

R. W. Stoker  
2141 East Hastings St.  
Vancouver 8, B. C.  
Canada

J. R. Whitbeck  
R. R. 1  
Sicamous, B. C. V0E 2V0  
Canada

E. P. Wood  
360 Marquette Ave.  
Sept. Iles., Que., Canada

Bernard Voisin  
Villa "Reve d' Azur"  
Chemin Prive de la Darse  
60 230 - Villefrance-Sur

Outboard Marine  
International S. A.  
P. O. Box 886  
Hong Kong, Hong Kong

Tom Costello  
P. O. Box 2005  
Tauranga, New Zealand

**Welcome  
New  
Members!**

# DECALS

A decal adds that finishing touch to any restoration project. All are made close to original specification, in full color.

For Evinrude Single, 1911 to 1928.	\$ <u>4.95 set</u>	Order from: Robert Brautigam 2316 West 110 Street Bloomington, MN 55431
For Elto rear tank, any through 1928. Water applied type.	\$ <u>3.95 each</u>	
For Johnson Sea Horse "16" or "24," fits early P and S models.	\$ <u>7.00 each</u>	Order from: Eric Gunderson 57B Mt. Hamilton Road San Jose, CA 95114
For Evinrude 4-60.	\$ <u>8.00 each</u>	
For Johnson "Sea-Horse 32," fits Models V-45, 65, 70; VR's and VE's. For Johnson "Sea-Horse 25," fits all Giant Twins. For Evinrude, fits Speedifour or Big Four (specify). Like originals, pressure-sensitive vinyl.	\$ <u>10.00 each</u>	Order from: John C. Harrison 1000 Northwest 54 Street Miami, FL 33127
Metal nameplates for front of gas tank. Fits all Elto Ruddertwins. Authentic!	\$ <u>5.95 each</u>	
For Johnson "Light Twin" 1921-1927 plus A-35. Includes "To start" and "Oiling" decals. Exact duplicates of original Light Twin decals. Water applied type.	\$ <u>5.00 set</u>	Order from: Bob Zipps 182 Brentmoor Road East Hartford, CT 06118
For Johnson "K" models, patterned after P/N 27-227. Complete with starting and oiling instructions. Fits OK-55 and OK-60 too! Water applied type.	\$ <u>5.00 each</u>	
For Johnson alternate firing A models, patterned after P/N 25-244. Also fits K-35, K-40, K-45, KR-40, A-35, A-45, OA-65. Vinyl type, self stick.	\$ <u>6.00 each</u>	Order from: Charles W. Hansen 2108 Broward Road Jacksonville, FL 32218
For Evinrude Scout, 1937, and others with similar tear-drop tank. Complete with operating and oiling instructions.	\$ <u>6.00 each</u>	

# The Antique Outboard Motor Club Inc.



Publishing Office: 2316 West 110 Street, Bloomington, Minnesota 55431



# AOMCI 10<sup>TH</sup> YEAR