

# *The* **ANTIQUÉ OUTBOARDER**



Introduced in 1906

WATERMAN PORTO

**April**

**1977**

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 \$12.00 per year. Other membership information is available on request from Ted Bieber, 1437 Kingstree Lane, Houston, Texas 77058, U.S.A.

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**Here's the Book  
You Have Been Waiting For  
MoToR BoatinG's  
IDEAL SERIES—VOL. X**

## The Outboard Motor Boat Book

*Plans, Specifications and Building Instructions  
for Over 30 Craft of Various Types and Sizes  
Suitable for Powering with Outboard Motors*

**T**HIS is the book which everyone has been waiting for. The scope of the craft, plans, specifications and building instructions which are printed in this volume, is very broad. Everything is included from the smallest rowing dinghy suitable for a Class A Outboard Motor up to the fastest Class C racing hydroplanes. Plans of some of the outboard racing boats which have established world's records are included. All of the boats are easy for the amateur or novice to build. If you wish to use the boat on the seaboard or inland waters or on some lake or smaller body of water you will find a design which is suitable. If you are partial to sail and use the outboard as an auxiliary to get home with should the wind fail, you will find a number of designs of these boats, too. The plans and designs are particularly clear and easy to understand and no previous knowledge of boat building is necessary to turn out a successful boat. You should not fail to have a copy of this book.

A complete summary of the contents of Volume X follows:

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### THE OUTBOARD MOTOR BOAT BOOK

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*Send for circular describing all of MoToR BoatinG's books on motor boat building,  
operation and navigation.*

*The Antique Outboarder*

Volume 12—No. 2

April, 1977

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*Change of address should be forwarded two weeks in advance and zip code number should be included.*

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# The President's Page

Well, here we are well into 1977 and I still don't have the TR40 or Cross. Oh well, you lose a few and win a few. I did pick up a 1919 Koban and a 1931 Evinrude Electric Start. One from a stranger, and one from a member.

Several things have come to mind since the last issue, and at the risk of rambling on and on I'll go through some of them.

1. A recent unsigned article on restoring gas tanks was excellent with one exception. I feel that I must mention the exception to protect the club and its members from problems down the road. The article states to use 60 to 80 pounds of air to straighten larger dents, and I submit the following. A very old bulletin put out by Johnson Motors on this subject says roughly; Be sure the inside of the tank has been washed several times with chemicals or soap and let stand for several days with no cap. Then and only then, you may place the cap on the tank. Make a fitting using a brass valve stem to screw into the normal outlet; using a gauge and hand pump or air compressor place (2) two to (4) four pounds of air in the tank. Use a small torch to apply heat to the dents and in most cases they will straighten out. Regardless of the suggestion by the former writer to totally enclose the tank, the fact is that 60 to 80 lbs. of pressure may fill the air with pieces of aluminum. Otherwise, as stated above the article is excellent, and I wish to thank the writer.

2. S A S E - I have received about two dozen letters in the last three months complaining about members not sending a reply when a self-addressed, stamped envelope is enclosed with the inquiry. Now, come on members - at least put a piece of paper in the SASE saying; Sold - Gone - Don't have - Need better description or something. I can't really see any reason not to return a SASE, can you? If you don't return the SASE, the member writes to me and I have to answer his letter. Let's try harder to do better.

3. I've had a few complaints about misrepresentation of parts and engines. This goes on all the time in the antique car business, but should not or cannot go on in our hobby. We haven't any rules covering this item but I assure you that we can and will pass a rule that states three complaints against any one member will indicate guilt and cause his membership to be dropped and his one year dues refunded. It appears as though only one or two members are involved and we would be better off without them.

4. On the other hand, I've talked to several members who have purchased parts and engines by mail. In fact, I've done some of it myself and 99% of the members say that they were happy with the transaction. Again proof that one or two cause all the bad feelings. Be honest in your dealings, tell the condition of the motor or parts, and advise if crating charges will apply and how much. Check a truck line or UPS and give an approximate price for freight.

I said that I would ramble on and on -----so much for now.

*Walt Ellis*

## \* \* Notice \* \*

THE OUTBOARDER will no longer be published by Lyn Snell. Because of job pressure, she is unable to print and mail our magazine on time. For the time being Walt and Phyllis Ellis will edit and mail the magazine.

AOMC MEMBERS: This is your magazine and your letters, articles, drawings, pictures (sharp black and white are best), old magazines such as Rudder, Boating, etc., or anything of interest is urgently needed. All material should be sent to Walt Ellis, 3724 Briarcliff Road, Kansas City, Missouri 64116.



# \*\*\*\*\* LETTERS TO THE EDITOR \*\*\*\*\*

## KNUCKLE BUSTERS' SUGGESTIONS ...

We received a nice letter from Tom Luce in which the following suggestions were made: Make sure the correct dates (month and year) appear with all reproductions of old ads. List local Chapters and Special Interest Groups with name and address of group contact in each issue of THE OUTBOARDER.

The suggestions are great. We will comply with the first one when possible and at least for now list Chapters and Special Interest Groups in alternate issues, probably on the inside of the back cover with the decal ads.

You are right about original photographs not being of the best quality to print -- the printer tells us that sharp black and white pictures print best, with color they will do the best that they can.

## MOTOR ABUSE ----- NOT REALLY ...

The old ad on page 33 submitted by Riggs Smith is a must. This is out of a Caille advertisement memo from the factory to its dealers. You will note it is signed by a notary public. It seems to me that it surely speaks well for the old iron.

## A SEA SLED IN FLORIDA ...

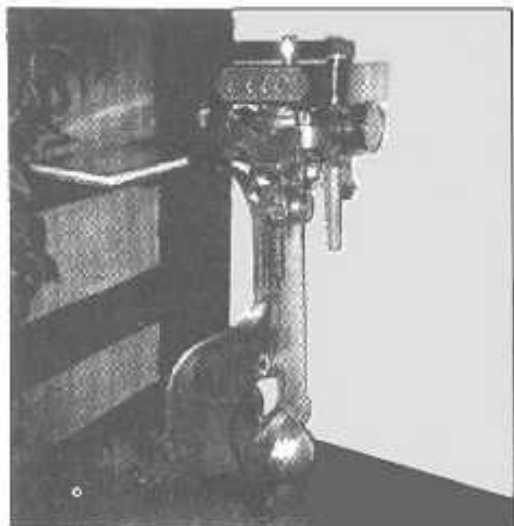
A recent letter from John Harrison of Miami fame, states "I got a real kick out of seeing old gray Dad on the front cover of the July 1976 issue of THE OUTBOARDER". He also sent this picture of his SEA SLED. He says that he thinks we will find it interesting. He writes, "It's a great running boat except it won't turn worth a d---, but one just has to be careful about that. It's the smoothest riding boat on the straight away I have and with four full size adults the P-50 picks it up and goes like gang busters".

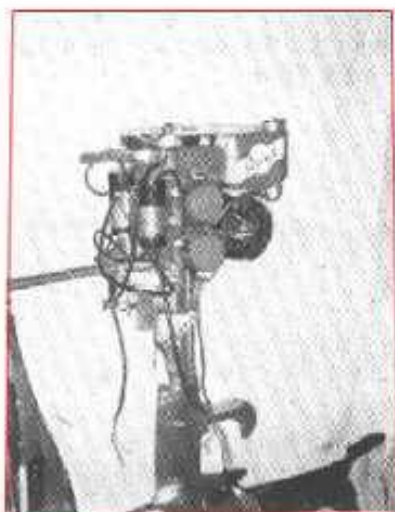


It's a beauty John, but do you have to refer to our generation as old gray Dads???

## FROM ROB EIRING TO BOB ERAUTIGAM ...

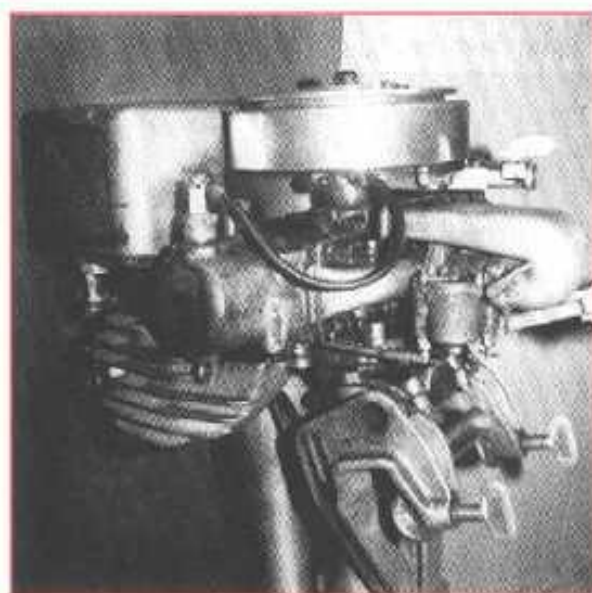
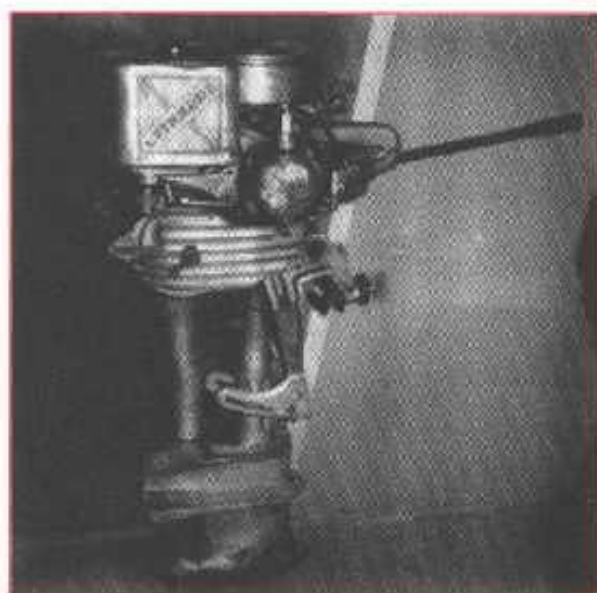
Many, many thanks for your prompt attention to my problem. The decals are beautiful and were the finishing touch on the motor. Your price is more than fair. I'll join the AOMC again with my change. Thanks again for the help.





The  
**Collector's Gallery**  
Don Peterson

- |             |                |                 |
|-------------|----------------|-----------------|
| Upper left  | Don Peterson's | 1922 Elto       |
| Upper right | R Roderick's   | 1926 Elto       |
| Left        | Bill Kelly's   | 1928 Elto Quad  |
| Below       | Ray Rydell's   | 1929 Speeditwin |





### The ideal boat for an outboard motor

You can coast across the lake in a jiffy in this motor-driven "OLD TOWN." The stern of this canoe is squared off—especially made for an outboard motor. Made with or without spars.

New catalog gives prices and complete information about all models, including paddling and sailing canoes, square-stern canoes, dinghies, racing slip-crafts, baby buzz hydroplanes, etc. Write for free copy today. Old Town Canoe Co., 880 Middle Street, Old Town, Maine.

## "Old Town Canoes"

1928

## READY for EMERGENCIES KAPO KAN'T SINK

4 times more bouyant—  
10 times more comfortable  
—than cork!

**STYLE NO. 7C (Illustrated)**  
18" or 24" wide. Very comfortable.  
The most popular of all life jackets  
generally. Direct or double breast  
type. Color by guest size:  
24-30 Chest..... \$ 8.00  
32-34 Chest..... 8.50  
36-38 Chest..... 9.00  
40-42 Chest..... 10.00

**STYLE NO. 9**  
18" or 24" wide. Waterproof and water  
tight. One piece—best security belt adjust-  
able from 30 to 44 inches. Water tight  
seals. Interior adjustable straps, adjust-  
able. All other life jackets costlier  
and absolute durability. Direct or  
double breast type—\$12.00.



KAPO PRODUCTS CO. DEPT. M, 78 TRAVERSE STREET  
BOSTON, MASS.

Attention: Outboard Motor Dealers



**YOU'LL BE BACK  
FOR DINNER** *with an*

## ECLIPSE OUTBOARD!



**AIR-COOLED  
TWIN  
\$129.50**

**SILENT  
ELECTRIC  
\$38.50**

**YOU** get there . . . and get back . . . when your Eclipse Outboard takes you fishing! Bendix has pioneered motor car reliability in the outboard motor as well as air-cooling, 15,000-volt ignition, genuine Stromberg Carburetion and One Lever Synchronized Control!

This is the motor to reach your favorite fishing grounds and then—use a Silent Eclipse Electric—don't bother with oars—sneak along quietly where the big ones are—slide into small coves without a sound—you'll have the fisherman's ideal combination.

There are 4 Eclipse Outboards—New Twin \$129.50; Deluxe Single \$79.50; Standard Single \$71.50; Eclipse Electric (battery power) \$38.50. There's an Eclipse dealer near you to serve you.

Eclipse Electric is ideal for any fisherman. Make the longer, last trips with the powerful air-cooled gasoline motor, then click on the Silent Electric for trolling or casting.

### BENDIX PRODUCTS CORPORATION

(Marine Division)

435 BENDIX DRIVE, SOUTH BEND, INDIANA

## ECLIPSE

*Air-Cooled* OUTBOARD MOTORS *Electric*

**TO SAVE GASOLINE—  
KEEP YOUR  
SPARK PLUGS  
CLEAN**



**CHAMPION**  
Spark Plugs

## Makes Good beyond Your Hopes

1922 Because it is built on sound engineering principles all through.

**Play Safe in Buying a Row-Boat Motor**  
You can't afford to take any chances. No matter what style of motor you require, there is a



### Wisconsin Row-Boat Motor

that will suit you. For six years this standard **Wise** motor has been making good under all conditions—in the hands of thousands of users. And as a motor, it has a number of exclusive features that you should know about. Write for catalog TODAY.  
**WISCONSIN MACHINERY & MFG. CO.**  
19 Minor Street, Milwaukee, Wis.



safe!—WHEN THE CHILDREN TAKE THE BOAT



# EVEREADY COLUMBIA Dry Batteries

*—they last longer*

A CHILD can start an outboard motor having Eveready Columbia Dry Battery Ignition. An engine equipped with dry battery ignition needs no spinning, no secret knack, no special skill. One little pull on the starting handle, and off the engine buzzes. Simple. Reliable. Dependable. A sudden rain cannot short circuit such an ignition system, nor can the water splashed by happy children at play. Even a soggy bathing suit flung over the Eveready Columbia Hot Shot cannot dim the fire of its sparks. Safe! And happy children and confident parents get the most out of the easiest, simplest motor boating there is.

NATIONAL CARBON COMPANY, INC.  
New York **NCC** San Francisco

*Unit of Union Carbide and Carbon Corporation*



*When writing please mention MOTOR BOATING, 57th Street at Eighth Avenue, New York*



# A MARTIN STORY

M  
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The above motor collection belongs to one of our new members, Franklin Zadonick of Michigan. It all started in the early fifties when Franklin bought a Martin 60 for \$85.00. Somehow it got away from him, but then in November of '75 another old Martin 60 was found much the worse for the wear. After restoring it, Franklin got the bug, ( there is no known cure ). In the next eighteen months he collected over 60 Martins, 40 of which are restored. This picture shows one of each production model made except one. The ones on the floor are extras. The missing motor is the model 60 High Speed Racer. Someone must have one they don't need!! Let's help a gung ho member like this. His address is 4155 East Lake Road, Muskegon, Michigan. 49444.

**MARTIN "60"**  
7.2 H.P.  
43 pounds

**MARTIN "40"**  
4½ H.P.  
35½ pounds

**MARTIN "30"**  
2½ H.P.  
29½ pounds

**MAN A MARTIN** for thrilling top speed performance. MARTIN's exclusive patented, mechanically controlled poppet valves set a new standard of performance in outboard motors.

**MAN A MARTIN** for smooth, exhilarating top running speeds. MARTIN's special low resistance at slow speeds adds to sailing pleasure.

**MAN A MARTIN** for more family pleasure on the water. MARTIN has the features for all around easy handling by any member of the family.

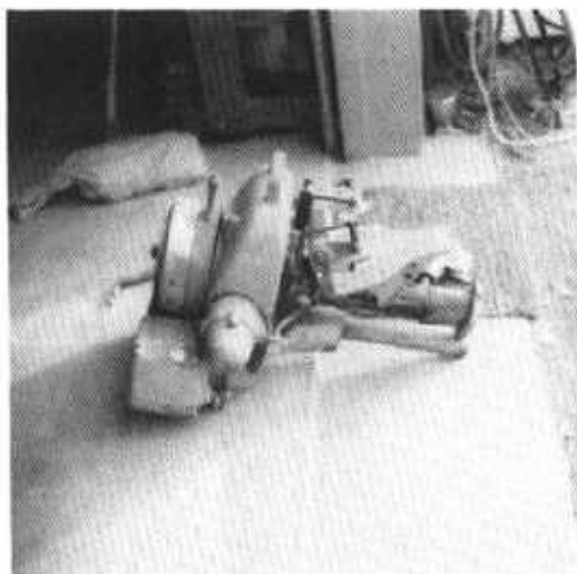
**For outboard motoring at its best . . .**

**MAN A Martin**

There's a choice of three great outboard motors, when you decide to MAN A MARTIN, and enjoy outboard motoring at its best. A MARTIN combines all the finest features you would expect in a great outboard PLUS exclusive features which have enabled it to set new performance records. Take a tip from America's keenest sportsmen, who say - "for tops in outboarding - . . . Man A Martin!"

**MARTIN MOTORS, Eau Claire, Wis.** - Division National Precision Cocker Company  
Canadian Sales by: **MARTIN MOTORS,**  
Wallahebia, Ontario, Division National Precision Cocker Company (Canada) Ltd.

# NEWS! FROM A MID-AMERICA PROP SPINNER



Hello Engine Fans,

Just a short note and a couple of photos to let you all know that there are a few pieces of old iron left in the "Show Me State".

We have two new members in our family as you can see from the photos. The easy one is one of those new fangled Speeditwins which was donated by a newly acquired friend. The foot was included and the only missing part was the tiller handle. Believe it or not, I received a telephone call from AOMC member Gene Current the same day I brought it home. Gene wanted to know if I needed any Speeditwin parts? Thanks for that tiller handle, Gene.

The second engine, perhaps a little harder to identify, is an Indian Silver Arrow. This was my first "real live look at one". She is really a honey and was acquired through the aid of Southwest Missouri's #1 Collector and Restorer of Antique Outboard Motors, Builder of Sport Aircraft and Fine Furniture, and Head Auctioneer for AOMC. Yep, you guess it, none other than Casey West of Springfield, Missouri.

Both of these engines were obtained in the same week, and as you can see I have plenty of work to do.

Will keep you posted on our progress.

Best of cranking,

Ron Ellis



1914

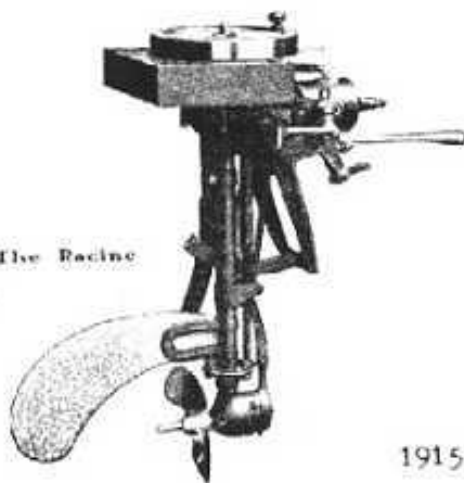
## 4 H. P. MOTOR

Call and see a Sweet Row-Boat Motor

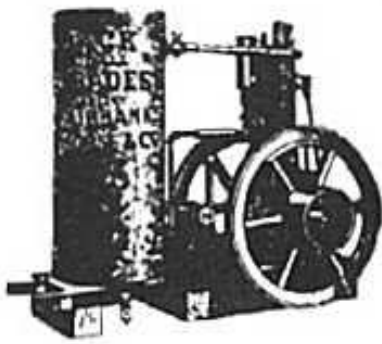
A. H. COX & CO.

300 FIRST AVE. SOUTH, SEATTLE, U.S.A.  
ED10611 1164

The Racine



1915



# MO-KANAG HALL

## BRANCH 19

### EDGE & T ASSN. INC.

Dear Fellow Members and Friends,

Well it's that time again and I hope all of you are more ready than I am. It's like the old saying, "the faster I go, the more behind I get".

#### SHOW DATES 1977

|             |   |
|-------------|---|
| May 12-14   | Pella, Ia. - Tulip Festival   |
| May 15      | Bonner Springs, Ks. - Branch 19 Gas Up                              |
| May 29      | Coon Rapids, Ia. - Central Hawkeye Swap Meet                        |
| June 4-5    | Denmark, Ia. - SE Ia. Antique Gas Engine & Hobby                    |
| June 11-12  | Murray, Ia. - Central Hawkeye Gas Up                                |
| June 17-19  | State Center, Ia. - Rose Festival                                   |
| June 25-26  | Van Wert, Ia. - Summer Festival                                     |
| June 26     | Sigourney, Ia. - Antique Car & Gas Engine Show                      |
| July 1-4    | Lamons, Mo. - Centennial Celebration                                |
| July 4      | Shawnee Mission Park, - Johnson Co. JC's - Call Ted Brookover       |
| July 8-10   | Paris, Mo. - Mark Twain Old Threshers Show                          |
| July 9-10   | Bonner Springs, Ks. - Ag. Hall Summer Show                          |
| July 16-17  | Centerville, Ia. - Elm Grove Threshers Show                         |
| July 16     | Urish, Mo. - Centennial Celebration Parade and bar-b-q- call        |
| July 23-24  | Waukeo, Ia. - Central Hawkeye Show                                  |
| July 23-24  | Meriden, Ks. - Engine Show - call Gary Bowen                        |
| July 30-31  | Des Moines, Ia. - Living History Grain Harvest                      |
| Aug. 5-7    | Elliott, Ia. - Eshelman's SW Ia. Antique Machinery & Threshing Show |
| Aug. 5-7    | McLouth, Ks. - Steam Engine Show                                    |
| Aug. 12-13  | Albert City, Ia. - Threshermans & Collectors Show                   |
| Aug. 13-14  | Tracey, Mo. - Platte Co. Steam and Gas Engine Show                  |
| Aug. 19-21  | Hamilton, Mo. - No. Mo. Steam Engine Show                           |
| Aug. 20-21  | Atlantic, Ia. - Antique Cast Iron Seat Convention                   |
| Aug. 26, 28 | Portland, Ind. - Gas Engine Show                                    |
| Sept. 1-5   | Mt. Pleasant, Ia. - Old Threshers Reunion                           |
| Sept. 3-5   | Colchester, Ill. - Gas Engine Show                                  |
| Sept. 10-11 | Boonville, Mo. - Engine Show  |
| Sept. 10-11 | Bonner Springs, Ks. - Ag. Hall Fall Show                            |
| Sept. 15-18 | Springfield, Mo. - National EDGE&T with Ozark Steam Engine Show     |
| Sept. 17-18 | Geneseo, Ill. - Engine and Tractor Show                             |
| Oct. 8-9    | Winterset, Ia. - Covered Bridge Festival                            |

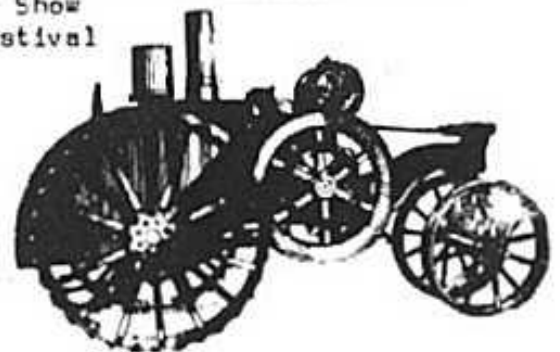
These show dates were contributed by Willis Talbot. Many of our AOMC Members like to attend the shows, and display their antique outboards.

Jim Courtney

Sincerely,

Harold Beach - Sec.-Treas.

*Harold Beach*





RICHARD A. HAWIE

# NOTES FROM THE CURATOR

It has been ten years since I did a book review column, and I have acquired several interesting books in that time that some members may not be aware of. Three mail order companies whom I have bought books from and who will send a catalog of their books are:

The International Marine Publishing Co., 21-F Elm St., Camden, Maine, 04843. They are a division of National Fisherman and publish a monthly book list.

Classic Motorbooks, P. O. Box 1, Osceola, Wisconsin, 54020. Theirs is a 115 page yearly catalog.

Schecter and Co., 181 Glen Ave., Sea Cliff, N. Y. 11579. They also have a yearly catalog.

If you're not a top notch outboard mechanic and would like a good book which explains some theory and practical aspects, "The Complete Guide to Outboard Motor Service and Repair" by Paul Dempsey, a Tab book, is probably for you. It's available from International Marine Publishing Co.

Service manuals are always of interest. Though there don't seem to be any covering the motors of the early years, manuals are available covering motors back to 1952. Abox Marine Publications Division, Intertec Publishing Corp., 1014 Wyandotte St., Kansas City, Mo. 64105 has several service manuals available. Volume I covers motors to 30 horsepower; Volume II covers motors over 30 horsepower. The fourth edition covers motors back to 1955. These manuals are very handy for they show which manufacturer made the Private label brand motors back to 1955. I wish we had a list of who built the private label brand motors from 1913 to 1950.

Chilton Book Co., 401 Walnut St., Philadelphia, Pa. 19106 has several repair and tune-up guides. I have the 1966-1972 book which covers motors over 30 horsepower made by Chrysler, Mercury, Johnson and Evinrude. It has quite extensive wiring diagrams of the various models. If you've had an electrical problem with these modern monsters, you'll appreciate a wiring diagram.

Cowles Book Co. in their Glenn Marine Series has separate manuals for Evinrude, Mercury and Johnson motors. I have the 1969 issues, and they cover motors back to 1952. Glenn italicizes special notes and I found this very handy when working on motors I am not too familiar with.

I have found the service manuals from all three companies handy. I'm glad I have them. If I could only have one, I think that the Abox is the one I'd choose.



"Two Stroke Power Units, Their Design and Application" by P. E. Irving, Hart Publishing Co., New York City, is an excellent book covering all types of two cycle engines, outboards, motorcycles, small industrial, and chain saw. Though there is one chapter on tuning for speed, this is not a hop-up book. Mr. Irving extensively covers the theories behind two stroke engine design, then reviews various engines which use these theories. There is a chapter on outboard motors, too.

"Two Stroke High Performance Engine Design and Tuning" by Cesare Bossaglia, available from Classic Motorbooks, specializes in racing two stroke engines. Mr. Bossaglia explains why racing motors are the way they are, and how to make them that way. There are many pictures including an interesting series of photos of pistons and why they burned. If you've ever stuck a piston, these pictures are almost worth the price of the book. Car, motorcycle and outboard racing engines are covered in this book.

Two Stroke Tuners Handbook by Gordon Jennings, published by H. P. Books, Box 5367, Tucson, Arizona, 85703 is also about tuning racing engines. It is a little more on the practical "how to do it" side, but also explains why racing two cycle engines are built as they are.

"Some Unusual Engines" by L. J. K. Setright, available from Classic Motorbooks, does not include outboards. If you are an engine enthusiast, you will be interested in the strange engines Mr. Setright writes about.

If you are at all interested in boat racing, as many of our members are, "Speed and Spray", the story of Stock Outboard Powerboat Racing, by Rusty Rae and Reid Blackburn will be of interest. It is available from Rusty Rae, 1513 Center Blvd., Springfield, Ohio, 45506. The book was going to be a pictorial history of the 1974 Stock Outboard National Championships in Dayton, Ohio; there is, in fact, a complete summary of the races. Rusty added chapters on the early history of boat racing and the differences between hydroplanes and runabouts, and the book is an excellent coverage of stock outboard racing. I highly recommend it, not only as the best book on boat racing I have seen, but as a history of boat racing in the 1970's. Most of the motors used in stock outboard racing were made before 1957, and they will soon be antiques. Imagine if you will what a prize a book on the 1930 National Outboard Championships would be if one existed. Antique outboarders thirty years from now will cherish this book. A word to the wise should be sufficient.

"Curious Boating Inventions" by Joachim Schult, available from International Marine Publishing Co., is a compilation of unusual inventions relating to boats and inboard and outboard engines. The inventions cover a range of topics.

"The World Water Speed Record" by Leo Villa and Kevin Desmond, available from International Marine Publishing Co. also, is a history of the attempts to break the water speed record. It is, of course, about inboard racing boats, but I find it hard to completely isolate my interest in boating to just outboards. Growing up in the thirties, Gar Wood was one of my heroes. The Lionel Train Co. made a toy wind-up boat model of one of Gar's "Miss Americas". One of the kids in our neighborhood had one. Boy, wasn't he envied by the rest of us! If Gar was a hero of yours or if you are interested in inboard racing, this book may be for you, too.

Ever tried to date an item by a patent number on it? "Have A Number", a guide for dating collectible items through patent numbers, is available from Candy Land Antiques, P. O. Box 6633, St. Paul, Minnesota, 55106. This is a loose leaf book of 16 pages, and it lists the first patent issued each month from 1859 to 1975! If you have a patent number, you can date the item to the month it was issued. This is a handy book for any collector.

"The Mighty Midgets, the Illustrated History of Midget Auto Racing" by Jack C. Fox, available from Carl Hungness Publishing, Box 24308, Speedway, Indiana, 46224 has some pictures of outboard-powered midget race cars. My son even found a Johnson in one on page 57. The Elto 4-60 was the usual powerhead used. This is an expensive book, and you would probably have to have an interest in auto racing to justify purchasing it; but it is a great book on midgets and has the bonus of quite a few pictures of outboard midgets.

"The Illustrated History of the Indianapolis 500" also by Jack Fox is available from Carl Hungness, too. It has nothing to do with boating, but if you are an auto racing buff it's the best history of Indy I've seen; and my auto racing library is fairly large. I don't think there is a book on American auto racing that I don't have, except a couple of autobiographies.

For the few auto racing fans who have some of the Indy books a new one that I haven't seen publicized much is "The Indianapolis 500" by John and Barbara Devaney, a Rand McNally book. I found it in a local bookstore at Christmas time. It is a little different treatment of the race, more of the color and behind the scenes items. For instance, a 1933 shot of Ernie Triplett and Deacon Litz, linen helmets and all, paddling a canoe in the first turn! A creek that runs under the track flooded the infield and gave a PR man a great photo.

I have not mentioned prices of any of these books, for with inflation they probably have gone up since I bought them. The catalogs you can get will give the up-to-date prices. If you have a local bookstore that carries boating books, you may find these there; I've not had much luck. Boating, as big as it is, doesn't seem to generate much interest with bookstore managers.

SEPTEMBER, 1928



TEXAS Sporting Goods, an Elto high-speed Quad-powered Herbsi boat driven by R. S. Putnam which won the marathon race

Marathon

Quad  
Race

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# January

# 1977

# MEMBERSHIP ROSTER

# LARGEST OUTBOARD

Since I've belonged to AOMCI, I've heard many stories of the largest outboard in horsepower in the world. Many figures are passed around and no two people agree. So, I've decided to settle the argument forever. I must include newer engines than we recognize as antiques, but here goes ----

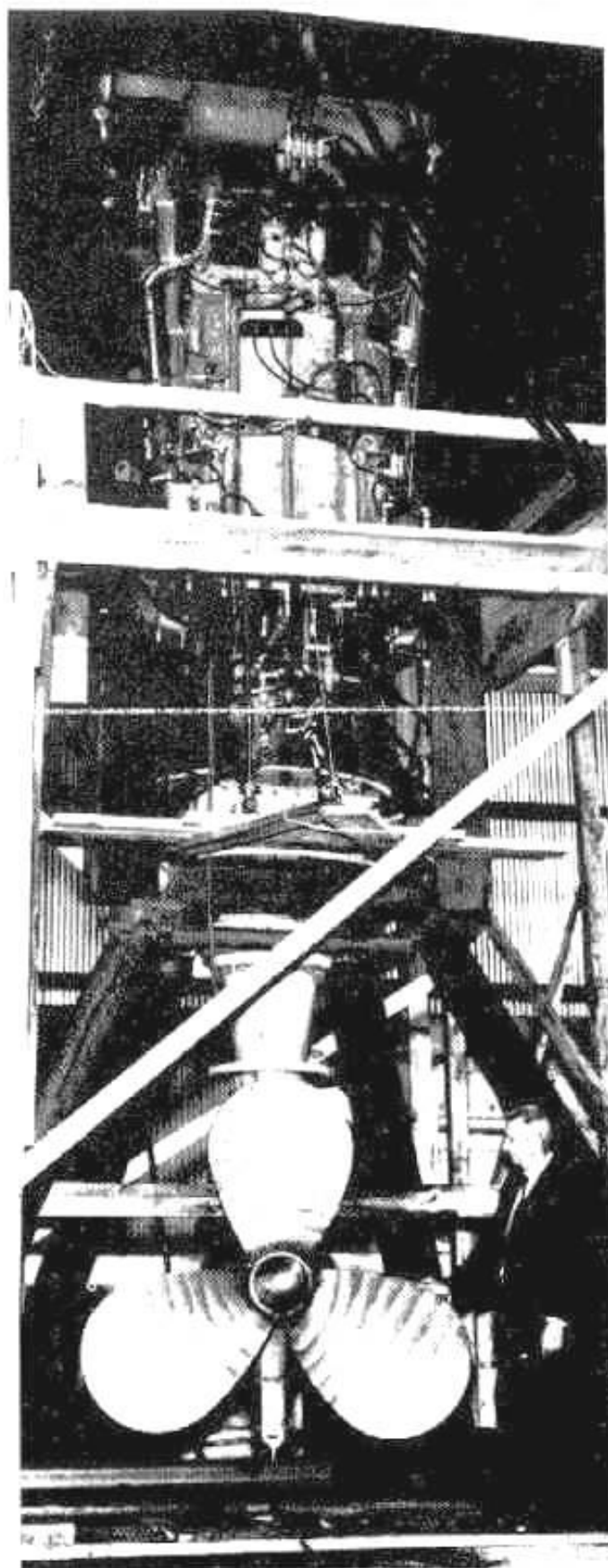
The outboard pictured is real. It was manufactured by a customer of mine. Several were made and sold. Its purpose was to locate rework barges over an offshore oil well or for any other application where one or more units could be mounted on a barge to move said barge sideways or any other direction. It could also be used as a bow thruster on the head end of a river tow.

The builder was Stewart & Stevenson Services of Houston, Texas, and the outboard is an example of their expertise and willingness to manufacture anything that can be powered by a diesel engine or turbine.

The unit can be raised or lowered hydraulically. The power head is a 16V71 Detroit Diesel - meaning 16 cylinders V type, 71 cubic inches per cylinder, and developed at the time it was made 540 HP. It is a horizontal engine but was modified by Stewart & Stevenson for vertical operation. It drives a VF7 Harbor Master marine drive with 6 - 1 ratio speed reduction and a 66" three bladed propeller. Remote control allows the entire unit to be raised, lowered, started, stopped, sped up or down and rotated thru 180 degrees all from the wheel house.

I believe that this will settle the largest outboard argument. However, if not, the engine today, refined and turbo-charged, delivers some 700 HP.

The picture courtesy of Stewart & Stevenson Services, Houston, Texas.



# A LABOR OF LOVE

I must apologize to our club members for tardy responses from Motors Registration. However, my time the past seven years has been devoted mainly to the research of Pacific Coast Motorboat Racing History.

In this research there were some direct benefits to THE ANTIQUE OUTBOARDER as I found a fountain of wealth in dusty volumes of aged boating magazines. Thus "The Collector's Gallery" sprang forth with features on Walnut, Burtray and others, and the "Scrapbook of Ads" revealed the pictures of the Amphion, Niagra, Wright, Sterlinger, Motorows, National and more. This itself was as much fun as researching my book.

I wasn't trying to top anybody, but share in what I had found. There are historians in the club that far exceed my knowledge of historical outboarding, and quite a few others too. But, I do my homework! Thus, this is the story of a little footnote of history that I found in my own backyard that drove me to labor hour after hour searching in libraries.

In 1970 I stumbled across material that revealed Portland, Oregon had been quite involved in motorboat racing prior to World War I. Being entirely ignorant of the subject I researched the Portland Public Library (the nation's finest in many fields) and found a story that had never been completely told. Indeed, Portland was not only involved in early coast racing, they started it all! I grew up on Puget Sound, and as a teenager I can remember the legendary Slo Mos rumbling up and down Lake Washington in Seattle. If someone would have related that racing started in Portland before Seattle, I would have questioned their sanity!

Portland, Oregon was truly the pioneer of unlimited powerboat racing (referred to as "free for all" in those days) and it was due to one talented, fascinating person, Johnny Wolff. The son of a German immigrant, Johnny began racing with his first motorboat "Hattie" in 1904. "Hattie" competed in the Annual Astoria Regatta that year and won the first officially sanctioned motorboat race ever held in the Pacific Northwest. Through the years, Johnny Wolff built longer, leaner, and higher-powered racers, and completely dominated the sport through 1912. His "Wolff II" OUTCLASSED everything in sight on Lake Washington, Seattle in 1910. On February 25, 1912, Johnny's "Oregon Wolf" streaked to a world's record over a 30 mile course out on the Willamette River in Bertland, surpassing the "Dixie IV's" Harmsworth Trophy Speed Record the year before. The speed for the Portland craft was 42.85 miles per hour.

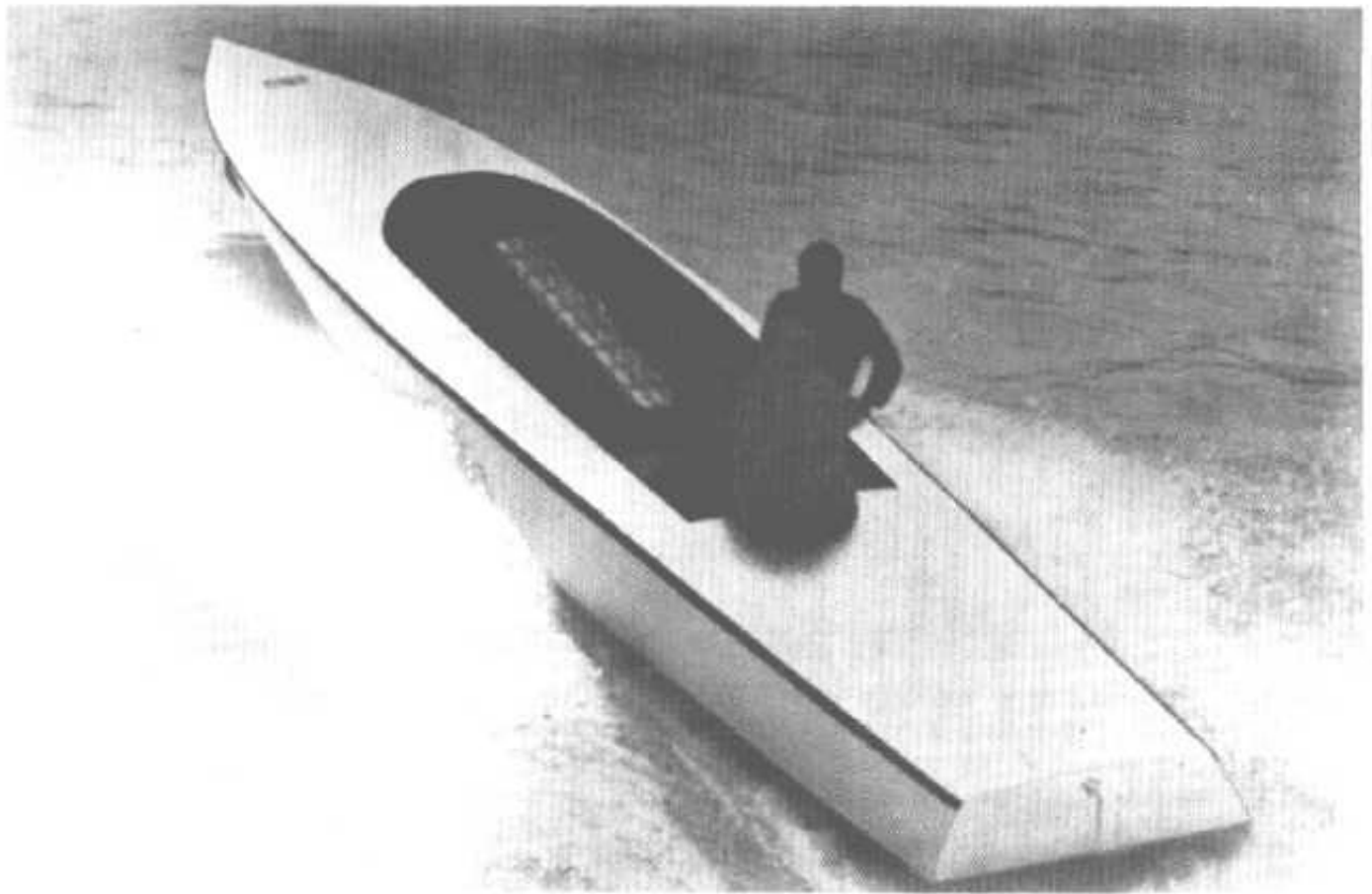
Johnny Wolff's racing career rose and declined with a huge 9 cylinder Smalley M9c engine used in the "Oregon Wolf" and other craft. This 250 horsepower Behemoth weighed 1,365 pounds. Nine Shebler carburetors fed the port side, while three Holley carburetors fed the exhaust side of this 2 cycle powerplant. Three magnetos sparked each set of three cylinders. There was really no throttle on the engine, and to slow it down for turns a series of switches controlling the magnetos were used. The engine was considered light for its day, as the cylinders were aluminum with cast iron liners.

Finally, in 1976 my story was ready for the publisher's critical eye. I can now appreciate Jim Webb's grand and glorious efforts to research his classic The Pictorial History of Outboard Motors. Hopefully my book will be out on the market this December, and I hope you fellas will buy it. The book is not a cold statistic-filled shell, but a living story - of a time when long, sleek, majestic racing boats roamed the waters.

by Don Peterson



Photographs, courtesy of SEA MAGAZINE  
(copy permission requested and granted)



THE OREGON WOLF

1911 PACIFIC COAST CHAMPION  
1912 PACIFIC COAST CHAMPION  
1912 WORLD RECORD HOLDER, 30 MILE COURSE



THE LEGENDARY 9 CYLINDER SMALLLEY ENGINE SHOWN IN A LATER CRAFT, THE OREGON WOLF IV



To break the monotony of a severely cold January, I invited AOMC members in Indiana to my home on February 19th for a little get together -- to swap stories, get acquainted with each other, and also to discuss forming a Hoosier chapter if there was enough interest. Attending, pictured from left to right, were Don Hansen, Jack Reed, John Gould, Harry Brinkman, Jay Walls and Emmett Walls.



John Gould had some literature on new wood strip boats that are just like the old ones and reasonably priced. Anyone interested can contact John, who is pictured below with his newly restored PC-15. He surely is proud of that engine.

We are planning on getting together at Harry Brinkman's for more discussion, and also to get a good look at his racing engines. Maybe we can figure out how he makes his engines run so fast.

Emmett Walls  
Speedway, Indiana

13 Models

**PIONEER**  
NON-SINKABLE  
BOATS

Always ready to save—  
PIONEER Boats save you  
swimming, sun, water, ground, safety and overhead boating!  
AMERICA'S MOST ENJOYABLE VALUE! NO WORK, NO WASTE, NO  
WATER! Packaged 125 years by leading canoe, camp,  
and tourist. Said product by FINE CRAFTSMEN.

30  
Sizes

1950

PIONEER MFG. CO., 411 Perry St., Nilesbury, Mo.

# CAILLE MOTOR CO.

BUILDERS OF

OUTBOARD MOTORS

CABLE ADDRESS:  
'PERMOTOR' DETROIT

CODES USED  
BENTLEY-A.D.C.-WESTERN UNION

6210-50 SECOND BOULEVARD  
DETROIT, MICH. U.S.A.

## CAILLE PERFORMANCE ASTONISHES ENGINEERS,

and

Withstands abuse that seems impossible in  
Engineering Practice

CAILLE 4½ H. P. MASTER MOTOR No. 50056 was built September 15th, 1927 and was put to the following test:

Run on Dynamometer under load at 4600 R. P. M.'s 3½ hours.

Run on Dynamometer without any load, attaining tremendous speed ½ hour.

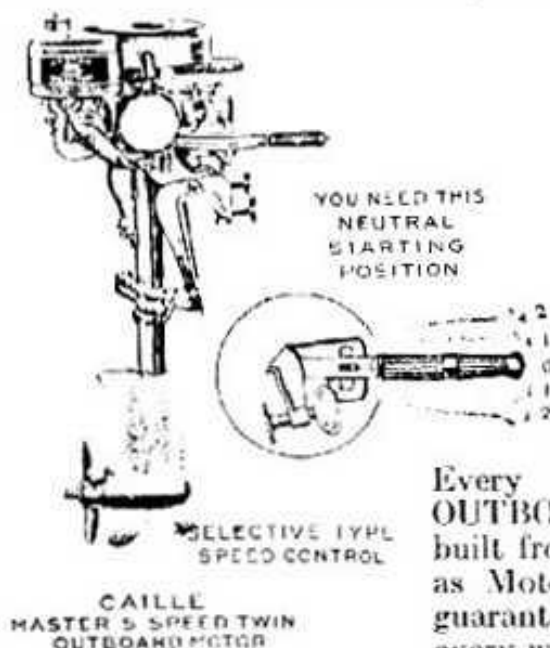
Run without any water circulating through cylinders at 4000 R. P. M.'s for 3½ hours.

Run without water or oil, at 4000 R. P. M.'s (using clear gasoline) 15 minutes. Motor was allowed to cool and then put on tank with regular propeller and run 2½ hours.

Run in endurance race on Detroit River on Saturday, September 25th, 37 miles. Race was called off by Officials at end of this time because of the extremely rough water.

Of 13 entries, and different make motors, the CAILLE MASTER was one of the three outfits that survived this test.

Motor was then taken apart and all parts checked up. The bearings were found perfect, there was no distortion in connecting rods or crank shaft. Motor developed a higher H. P. at expiration of this test than when originally assembled.

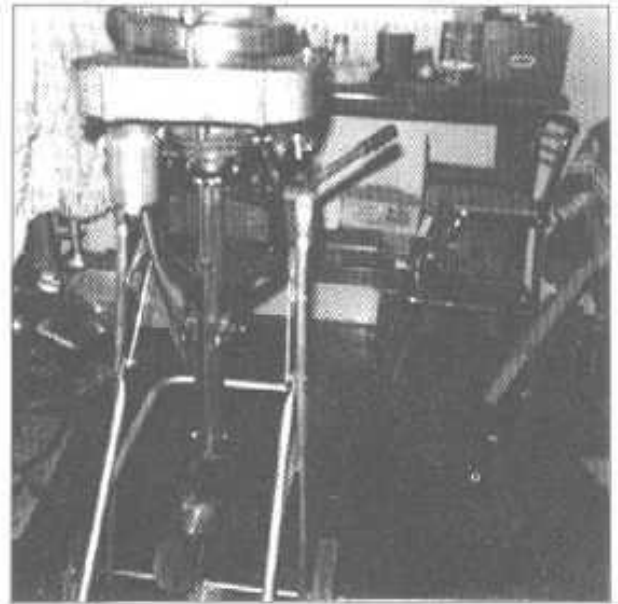
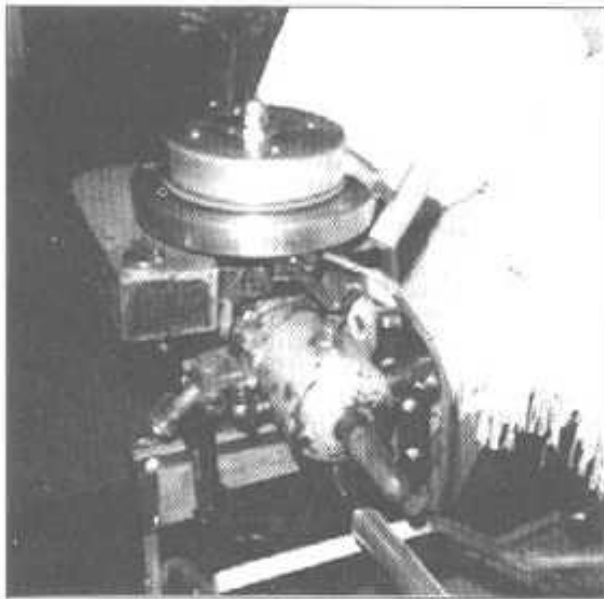


Theo. L. Smith, General Manager and Leroy Holmes, Engineer of Caille Motor Company appeared before me this 28th day of September and declared the above tests were made under their supervision and made oath the facts set forth are true and correct.

S. Kaplan, Notary Public.

Every CAILLE MASTER OUTBOARD MOTOR is now built from the same material as Motor No. 50056 and is guaranteed to be equal in every way.

DURABILITY PLUS IS BUILT INTO EVERY CAILLE OUTBOARD MOTOR.



\*\*\*\*\* **Something Special** \*\*\*\*\* by Ron Guzzo

Last summer while recovering from knee surgery ( that's another antique outboard story ) I was sitting in the kitchen one Saturday morning when the phone rang. It was my mother. It seems that a friend of my brother was at a basement sale and saw an old outboard. He did not know my telephone number so he called my brother. My mother took the information and called me. I, in turn, called him back at the basement sale. He told me the name of the motor was spelled " C..A..I..L..L..E ". It was a single cylinder and it would turn over. Also the prop adjusted and there was a lot of brass. He told me the price and I asked that if he had the money with him, would he pick it up for me. He said he would.

As I was still on crutches at the time, my dad and brother went over to his house that afternoon to pick it up. When they arrived back at my house with it I could hardly believe my eyes. There it was, a Caille 5 Speed Single, but low and behold, a recoil start was sitting on top of it! I knew Caille had patented the recoil start in 1915 but had never seen one. Now I was the happy owner of one.

It wasn't until fall that I was able to start working on it. Both side decals are on it, and in near perfect shape. I coated the decals with clear urethane to protect them. I cleaned all the crud out of the tank, and then coated the inside with sloshing sealer. I took off the carb, which by the way is a Lukenheimer, and cleaned it up. From the powerhead down is all brass, which I highly polished. I replaced the rubber hose from the water pump to the powerhead, and made a new tiller handle for it.

After inspecting the innards it seems that the motor was seldom used. It looked new inside. All the rings were free, and there was no detectable ridge on the cylinder wall. I then proceeded to put it all back together.

Being anxious to see how it would run I put about  $\frac{1}{2}$  cup of mix in the tank. I put a few drops in the priming cup and rocked her a couple of times. On the fifth pull it fired up and sounded great. I must admit I was one happy fellow.

Our Midwest Chapter held an indoor meet at Jack Kinn's Marine in November. I brought the Caille and when Jim Webb saw it, he called it between 1915 - 17. The serial number is 36470; if anyone has a clue on this I would appreciate hearing from them. This is the second Caille in my collection, the other being a 1925 Caille 5 Speed Pennant Twin. Now I am looking for a Liberty Single and a Liberty Twin to complement my Caille collection. Any leads would be appreciated. After I run the single on my boat, I'll send a follow up story on how it performs.



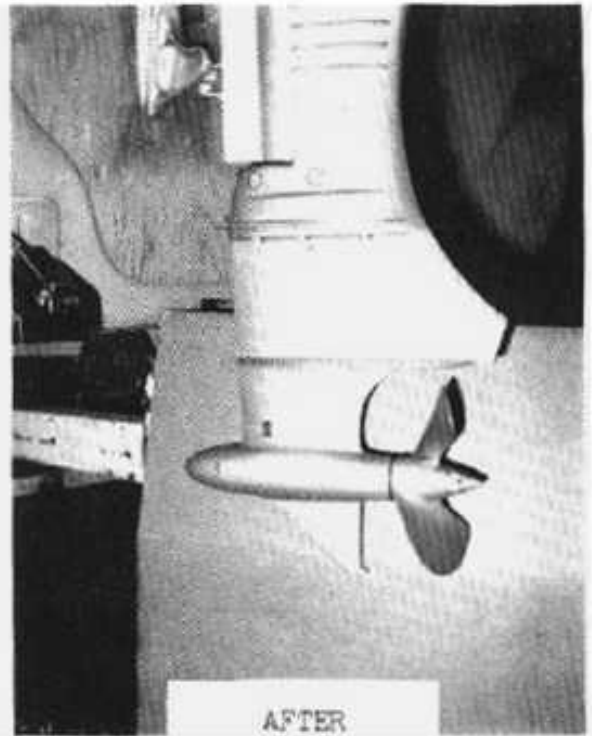
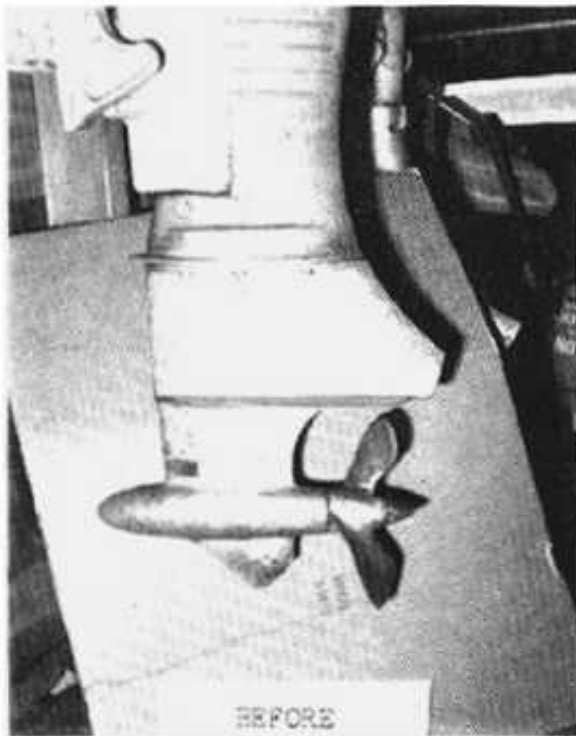
# LUMIWELD PROCESS

By Frank Zdonick

I think club members will be glad to hear about the Lumiweld process for welding aluminum. Almost anyone can now fabricate and repair aluminum and aluminum alloys.

The rod is bare metal and uses no flux. Its working temperature is 730°F., about 400°F. under the melting point of aluminum. Its tensile strength is greater than the base aluminum; around 40,000 pounds per square inch. Its hardness is similar to mild steel.

I have repaired cylinder heads with stripped spark plug holes, cracked crank cases, broken stator plates, pistons, leaking gas tanks, broken props and damaged lower units. In the photos "Before" and "After" on this Martin 200, I repaired a stripped spark plug hole, the broken skeg and the badly damaged prop. I have since put many hours on this engine with no problems.



Use is very simple unless there is a large casting. A good hot propane torch will supply enough heat. Preheating large parts in a hot kitchen oven will help. Of course if you have an oxyacetylene outfit, heat is then no problem.

Parts to be welded must be clean - grinding or sanding shiny works best. Veeing broken or cracked areas gives more contact, thus more strength.

Work should be positioned flat. Heat the aluminum (not the rod) just until the hot aluminum will melt the rod. Then back off with the heat or you will melt the aluminum.

Tin or coat the weld surfaces by rubbing the rod as it melts and flows.

Using the cool end of the rod, a stainless steel rod, or a brush, scratch away any oxide remaining under the molten bead.

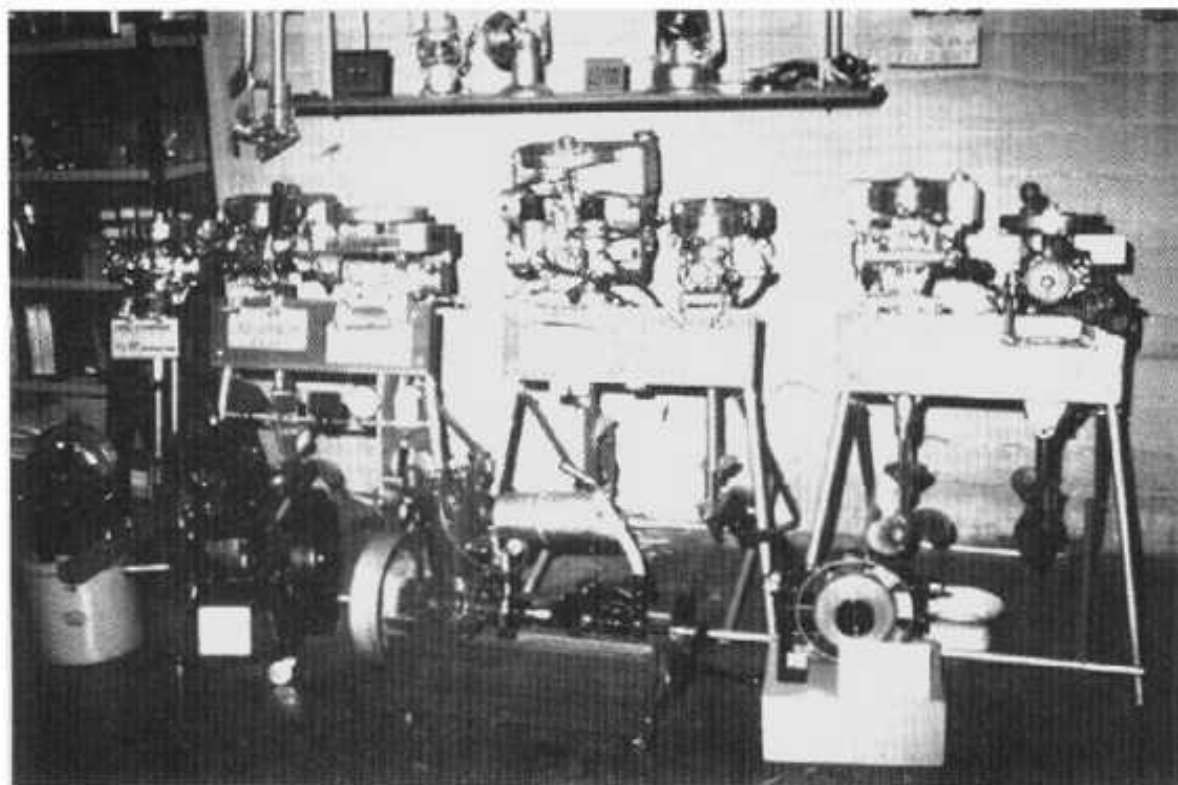
Then build a large bead or fillet with the rod as required.

Let the work cool slowly with no jiggling. Weld may be finished by grinding, filing, polishing, or painting.

Butt welds often need a back up of a sheet of steel or copper to keep the molten rod from dripping through. This also works well on repairing chipped or broken props. The Lumiweld will not stick to steel or copper.

Complete instructions are packed with the Lumiweld rod. The only place I have found the Lumiweld rod is direct from:

ALUMISMITHS, INC.  
2105 School Drive  
Rolling Meadows  
Illinois 60008



Collection of George Harness

Winnipeg, Manitoba, Canada

FROM LEFT TO RIGHT: 1936 Evinrude Servicerwin, 1927 Johnson A, 1927 Elto Ruddertwin, 1928 Elto Quad, 1935 Champion A, 1935 A75 Johnson, and a 1922 Evinrude A.  
FOREGROUND: 1927 Maytag washing machine gas engine, 1912 Cushman grain binder engine, 1910 Ferro 1 cylinder marine engine, and a 1932 Maytag twin cylinder washing machine engine.  
Just visible above the 1927 Johnson is a 1936 Thor, and assorted old lamps.

## ANTIQUE OUTBOARD MOTOR COLLECTING

OR

### HOW I CAME INTO THE HOBBY

By George Harness

It all began about 1952 when I was an Elto outboard dealer. Many people had never heard of an Elto, and they thought that it must be some new make on the scene.

In order to convince the public that it was NOT new, I advertised in the local papers for an old Elto. No Success. I asked everyone I knew, and those I didn't know, if they knew of the existence of an old Elto. I soon hit the "jack pot". I came upon a man who said he still had his father's old Elto in the basement! It turned out to be a 1927 Model J Ruddertwin which he sold to me for \$10.00. Now I could display it beside the new Elto motors, and the public was not skeptical about the name Elto.

When a customer saw my old Elto, he told me about an old Evinrude Single. This was a 1922 Model A. Missing was the magneto coil, but it runs well with a battery ignition. A \$5.00 Evinrude!

My third acquisition was the gift of a 1927 Johnson A35 Twin, with a missing flywheel. This was soon found from our member John Renfroe at Dothan, Alabama.

My next find came from a visit to Minneapolis. In a dark corner of a basement laid a small old engine. The discoverer of this motor said he had a friend in Winnipeg, Canada who collected old engines, so it was given to me rather than to the junk man. This is my 1935 Model A single cylinder Champion.

In the 1960's when the folding Evinrude 3 H.P. was introduced, I wanted to show the buying public that a folding motor was nothing new. After much inquiring once more, I was able to find my 1930 OMC Foldlight. So anxious was I to get this motor for displaying along with the new Evinrude, I offered \$25.00 for it, and it became mine.

In 1968 I heard about "a big old Elto" that was used occasionally at a summer home. I offered \$25.00 for this one, but the owner only said he might sell it someday. A year later, a 1928 Elto Quad was mine! At that time I did not realize these motors were quite rare. I have just started to restore this one. It attracts much attention, mainly because of its appearance with the large coils on the front.

About four years ago another friend, upon seeing my collection, mentioned that he had an old Evinrude Twin in eastern Canada that he would bring to me. This was a gift of a 1935 Servicetwin, with all brass gearcase, exhaust tube and driveshaft housing. He believes this was built for salt water use.

Last winter I was given two large boxes of parts. When sorted out and restored I had a 1935 A75 Johnson Twin and a 1936 Thor Single!

So you see, fellow members, these motors are really out there "where you find them". Because most motors are so small, they can be carried into basements, sheds and barns easily, and do not take up much space like old cars, etc. There must be still many available, just collecting dust and rust!

Here again is proof that we need jacket crests. When a stranger sees that you are interested in collecting old outboards, you never know what you may find.

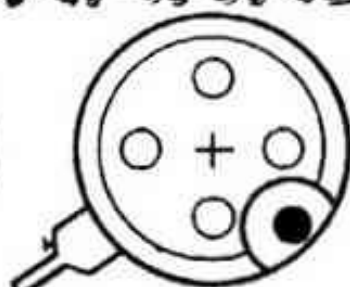
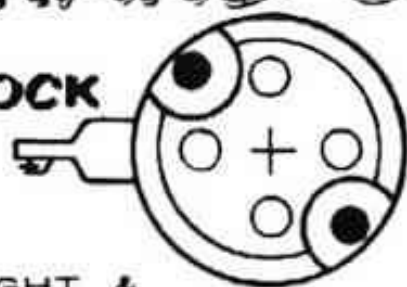
I also belong to the Antique Automobile Club of America, and while waiting at a parts counter one day, a stranger saw my crest and we became lifelong friends. He has since given me two old stationary engines. In this hobby, as in any other business endeavor, it still pays to advertise!

# RUNNING HAND CRANKED ELTOS

9:00 O'CLOCK

by

MARCUS WRIGHT &  
DAVE REINHARTSEN



7:30 O'CLOCK



REVERSE

Elto outboards are the easiest starting hand cranked outboards ever built. In their day they were advertised to "Start with a Quarter Turn" and this they indeed will do. As they start so differently from any other outboard many a good man has given up entirely or was frustrated because he could always start the engine - - - but only in reverse!

This article is intended to get those unstarted Eltos running again with the boat going forward! These engines are so reliable, one deserves to be in every collector's stable. Most Eltos found turning freely on discovery will run well as is with a little servicing.

Two cylinder battery ignition Eltos from 1921 to the early 30's have a cranking knob on the flywheel. Either 6 or 7-1/2 volt Hot Shot batteries work well and last a season. Elto ignition systems draw 0.5 amp per coil at 3500 RPM. This means a Hot Shot battery will last about 70 hours under continuous usage, and about 200 hours under intermittent usage. A "lantern battery" will last about 10 and 25 hours under the same conditions.

## LUBRICATING INSTRUCTIONS

| Model                       | Motor/Model No.        | Pints of oil per gallon of gasoline |
|-----------------------------|------------------------|-------------------------------------|
| 1921-1925 Service Twin      | 1000-29999             | 1/4                                 |
| 1926-1930 Service Twin      | 30000-59999, 358 & 359 | 1/3                                 |
| 1928-1929 Service Speedster | 60000-69999            | 3/4                                 |
|                             | 80000-89999            | 3/4                                 |
| 1929 III Speed Speedster    | Stamped "H"            | 1 1/2                               |
| 1928 Quad                   | 70000-74999            | 1                                   |
| 1929 Quad                   | 75000-79999            | 1                                   |
| 1930 Speedster              | 300-340-348            | 3/4                                 |
| 1931 Special Speedster      | 905                    | 1                                   |
| 1930-1933 Senior Speedster  | 310 to 313, 360 & 361  | 3/4                                 |

All fuel should be thoroughly mixed in a clean, separate can. Fill the gearcase with LUBRIPLATE #105 or equivalent grease often. Timer points are set at 0.009" to 0.010".

Eltos with a 2-1/4" bore, 3 HP, 1921-25, serials 1000 up, models A, B, C, D, use Champion C-7 or D-16 spark plugs best. The 2-1/2" bore, 4 HP, 1926-31, G, H, J, K, 358 & 359 models run best with Champion 5M or D-9-J plugs. The various 7, 9 and



11 HP 1928 and later Speedster series with 2-1/2" bore, 2" stroke perform best with Champion 5MJ or D-9J plugs. Larger and later Senior Speedsters models 310 thru 313 use Champion 6MJ or K-15-J plugs as do the little Foldlight engines. Most Eltos require 0.032" plug gaps. Perfectionists will note often one cylinder can sometimes use a plug one step hotter or colder due to that cylinder having slightly more or less compression from machining differences.

If your Elto is to start promptly, fuel and ignition systems must be clean. The coil and battery are normal if a 3/8" to 1/2" spark is obtained. Clean the fuel tank, strainer screen, fuel line and blow out all carburetor orifices with compressed air. Nine out of ten hard starting Eltos have a filthy carburetor or fuel strainer.

Start your Elto the first time out of the water on a stand so you get the feel. Run it only about 10 seconds so you don't overheat those precious cylinders! The heat and vibration of running will loosen up almost all rust and scale; therefore it is a good idea to disconnect the water lines and fittings and blow the water jackets out with compressed air after initial running. When you later run the engine on your boat, correct cooling should be assured. Look into those water jackets with a flashlight. If you can't get all scale out, the water jacket expansion plugs can be removed. These are standard, and new ones can be obtained at an auto parts store.

Connect the battery, fuel up and open gas tank vents and fuel shut-offs. Set Service Twin mixing-valve type carburetors at about 1-1/2 turn. Speedsters should be set 2 - 2 1/2 turns open. Some models have a carburetor needle valve adjusting handle. Turn toward the starboard cylinder when starting. Turn toward port cylinder when warmed up to best running position. Keep this in mind: moving the needle valve lever to the extreme right and rocking the flywheel gives motor gas, while with the lever to the left, rocking the flywheel gives motor air. If motor apparently is flooded, rock air into it. If starved, rock gas into it. Other carburetors with floats are set 1-1/2 to 2 turns for cold starting.

Forward starting position for timer handles is 7 o'clock for 3 and 4 HP slow speed models and 8:30 o'clock for faster revving models such as the Speedsters or Quads.

STARTING ELTO TWINS--Wear a glove, or tape the knuckles of your starting hand. To prime, rock the flywheel back and forth several times using choke if equipped or holding up a carburetor crankcase valve with your finger if not choke equipped. An alternate method of priming is to rock the flywheel back and forth while pressing the stop button on the timer. For engines with an exhaust out-out under the Starboard cylinder, open for starting. Using the flywheel knob, rapidly bump the flywheel left (counter-clockwise) against compression, letting go of the knob simultaneously.

If the engine fires, the flywheel knob will jerk out of your hand turning clockwise, and be carried past the next compression stroke. If it doesn't fire, it will merely get additional priming. As soon as the engine starts, immediately advance the timer handle to 5:30 o'clock (6:30 in higher speed models) to prevent stalling. Set carburetor needle leaner as engine warms. If the engine started backwards, you had the timer advanced too far. Try again at 5 to 10 degrees less advance. Sometimes it is easier to start early 3 HP models setting timer at 5 o'clock and pulling flywheel very quickly through compression, or clockwise.

On the boat, Eltos take up to 5 minutes for full warm up and final carburetor cruise setting. For trolling find the best needle setting to give even running but keep enough RPMs so cooling water runs in a steady stream. At high speed, set the needle by turning in until the RPM just barely begins to drop, then open  $1/8$  to  $1/4$  turn. Restart warm engines without priming or choking.

Eltos are reversible. Higher speed (3500 plus RPM) models reverse when running forward by moving timer to 6 o'clock, pressing stop button until engine nearly stops running - then release the button. Speed control in reverse is by moving timer handle opposite from forward running; fast becomes slow, slow becomes fast. To achieve forward running again, set timer at 8:30 o'clock and use the rest of the procedure above. Practice this and it will come very easily to you later for close-quarter maneuvering! For slow speed engines (1350-1700 RPM) the timer positions are 5 o'clock to reverse and 7 o'clock for forward, same procedure. Tilt bolts should be adjusted tight for reversing.

While familiarizing yourself with your Elto, you may find a position of timer advance beyond which no more RPM will be gained. This is particularly true of Eltos rated at 3500 or more RPM. Never run beyond this point - the engine is telling you it cannot handle any more advance in spark timing. Perhaps you are driving a heavy or heavily loaded boat. Try the engine on an aluminum boat sometime. You will be surprised how much faster it will turn.

**STARTING ELTO QUADS** -- Basically the Quad is two Speedsters, one on top of the other with a bearing between crankcases and a crankshaft with four throws. By the way, most Speedster and Quad parts are interchangeable. When you restore your Quad, make sure the center main bearing is in good shape; otherwise the engine will be extremely difficult to start. The Quad is alternate firing; that is, the upper and lower banks of cylinders fire alternately. You may also have a lot of trouble when you rebuild your Quad because you have connected the wrong coil leads to the wrong set of points. Set it up in the following manner: With the timer set in the 8 o'clock position, the point leads should be connected such that the wrong bank of cylinders fires at approximately TDC when the engine is turned over very slowly. It is set up this way because of an extremely long time lag in the timer assembly. This is discussed further in the July, 1966 issue of The Antique Outboarder.

Starting is accomplished in much the same manner as Speedsters or Service Twins. However, two flywheel knobs are used and two sets of knuckles should be taped to prevent the inevitable and painful removal of epidermis. Priming is accomplished in the same manner described previously; however, you will find that it is easier to start your Quad if you prime both sets of cylinders before attempting to start operation. This is done by priming one set first, then rotating the flywheel  $180^\circ$  and priming the other set. Ignition should be cut off during priming. Open the carburetor needle valves an extra  $1/2$  turn for starting, then rock the flywheel against compression, letting go of the knobs as previously described.

Once the engine is running, it will take a good 5 minutes to warm up during which time the carburetors should be adjusted. Adjust the carburetors alternately for best running. The usual setting is  $1-1/2$  to  $1-3/4$  turns open or in the case of needle levers, just to the right of center. Reversing is accomplished as in Elto twins except in the case of the Quad, it is extremely tricky and takes quite a bit more practice.

Notice that the Quad fuel tank outlet is placed in such a position that unless the engine is level, the top carburetor can be higher than the fuel level in the tank. Thus, when the tank is low on fuel, the top cylinders will likely be starved for gas. This and the astounding fuel consumption of the Quad makes for a few more pit stops than you plan. Performance-wise, the Quad is a dream. It will power a 12 foot aluminum boat to about 28 miles an hour. It will, with some difficulty, pull a water skier. Quads are relatively rare and are one of the most classic and reliable antique engines which you can own.

## 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.<br>For Elto rear tank, any through 1928.<br>Water applied type.  | \$4.95 set<br>\$3.95 each  | Robert Brautigam<br>2316 West 110 Street<br>Bloomington, Minn. 55431 |
| For Johnson Sea Horse "16" or "24",<br>fits early P and S models.<br>For Evinrude 4-60.   | \$7.00 each<br>\$8.00 each | Eric Gunderson<br>515 West Main<br>Grass Valley, Calif. 95945        |
| For Johnson "Sea-Horse 32", fits Models<br>V-65, 70; VR's and VE's. For Johnson<br>"Sea-Horse 25", fits all Giant Twins.<br>Like originals, pressure-sensitive vinyl. | \$10.00 each               | John C. Harrison<br>1000 Northwest 54 Street<br>Miami, Florida 33127 |
| Metal nameplates for front of gas tank.<br>Fits all Elto Ruddertwins.<br>Authentic!   | \$5.95 each                | George Loeb<br>7037 Suburban Avenue<br>Norfolk, Virginia 23505       |
| For Johnson "Light Twin" 1921-1927 plus<br>A-35. Includes "To start" and "Oiling" decals.<br>Exact duplicates of original Light Twin<br>decals. Water-applied type.   | \$5.00 set                 | Bob Zipps<br>182 Brentmoor Road<br>East Hartford, Conn. 06118        |
| For Johnson "K" models, patterned after<br>P/N27-227. Complete with starting and oiling<br>instructions. Fits OK-55 and OK-60 tool<br>Water applied type.             | \$5.00 each                | Charles W. Hansen<br>2108 Broward Road<br>Jacksonville, Fla. 32218   |
| For Johnson alternate firing A models,<br>patterned after P/N 25-244. Also fits<br>K-35, K-40, K-45, KR-40, A-35, A-45, OA-65.<br>Vinyl type, self stick.             | \$6.00 each                | Charles W. Hansen<br>2108 Broward Road<br>Jacksonville, Fla. 32218   |
| For Evinrude Scout, 1937, and others with<br>similar tear-drop tank. Complete with<br>operating and oiling instructions.  | \$6.00 each                | Bob Grubb<br>1368 Meadowbrook Road<br>Pottstown, Penn. 19464         |
| For Huson motors. State whether Single<br>or Twin. Give model number if possible.   | \$5.00 set                 | E. Walton Ball<br>1940 Ellesmere Road<br>Scarborough, Ont. M1H2V7    |

## Special Interest Groups

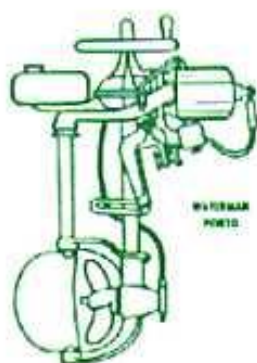
Here's a list of the different Interest Groups intended to help focus on your needs for literature, information, parts and fellowship regarding your favorite motor or subject.

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

Notice that not all of the groups have leaders - volunteers are needed! Write to the V.P. of Technical Services: Eric Gunderson, 515 W. Main, Grass Valley, Calif. 95945.



# The Antique Outboard Motor Club Inc.



Publishing Office: 3724 Briarcliff Road, Kansas City, Missouri 64116



Riggs Smith with some of his old iron.

# AOMCI 11<sup>TH</sup> YEAR