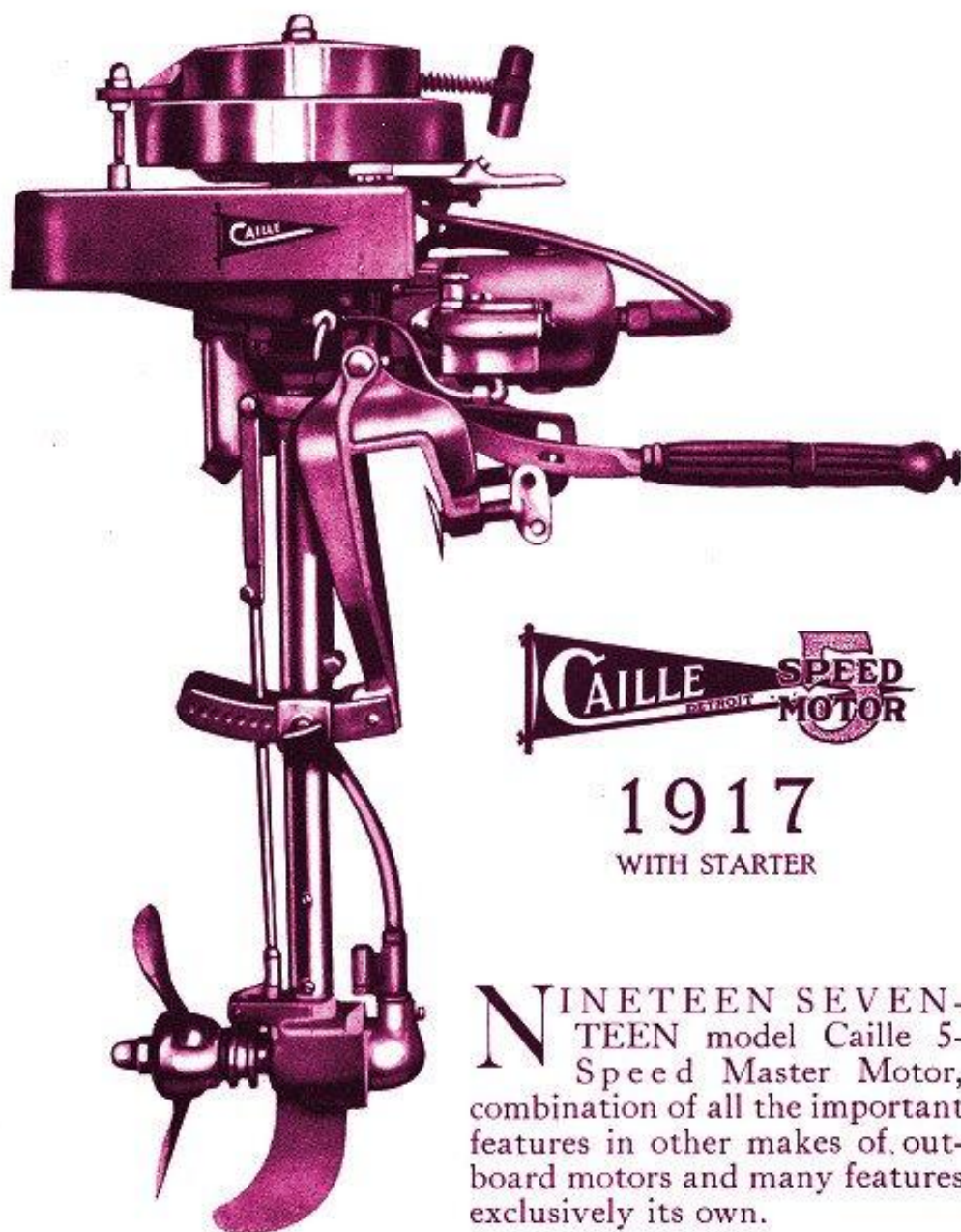


The ANTIQUE OUTBOARDER



Caille **5**
SPEED
MOTOR

1917

WITH STARTER

NINETEEN SEVEN-
TEEN model Caille 5-
Speed Master Motor,
combination of all the important
features in other makes of out-
board motors and many features
exclusively its own.

April

1978

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.

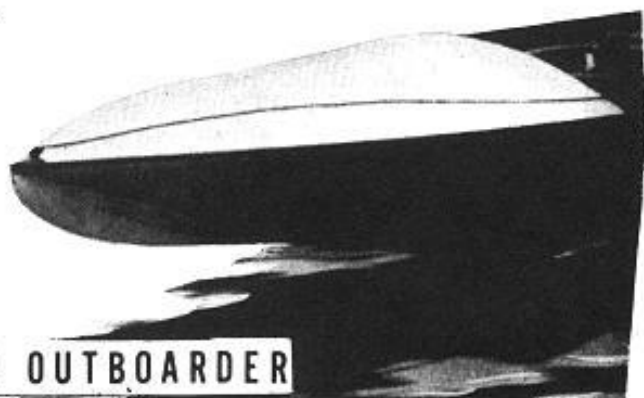
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Is it SCIENCE or Art?

THE ANTIQUE OUTBOARDER

By BRUNO BECKHARD



Bruno, a Florida Flyer, built at St. Petersburg and driven by a Class B Johnson engine, was successful in Winning Class C events at Palm Beach

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I SPENT the better part of a recent day trying to persuade the dean of one of our major technical schools that the outboard motor presented some wonderful opportunities for research work. In such company of course I had to be careful to present myself strictly as a layman—you have to be careful in a heavy sea—but I tried to convey some idea of the scientific possibilities involved in ignition, compression, transmission, lubrication, propulsion, streamlining, planing and what not. Taking it all in all I rather prided myself that I could do justice to the subject—and it came as a considerable shock to me when after expressing his interest in the field my good friend left me with the comment, "But unless I am much mistaken this whole matter of boats is not nearly so much a science as it is an art."

That set me thinking. It didn't seem so bad. Take it all in all I've been called a builder and an engineer and a designer and one thing or another with varying

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The Antique Outboarder

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California Baby, which came all the way from the West Coast to take part in the Regatta at Palm Beach in February




FROM THE PRESIDENT

I want to use this space this month to thank members that are sending in material for THE OUTBOARDER. We are anxious to see all this super material that we have received in print -- it will all be used in forthcoming issues.

Our daughter-in-law Lynda, Ron's wife, remarked upon reading the second issue we published that it seemed to be an Ellis issue - meaning that a good portion was written by Ron or me. That was because we had nothing else to print!

After several phone calls, letters, and pleas in THE OUTBOARDER and Newsletter, you responded almost beyond belief! We now have enough material to stay one issue ahead of the game. You'll never know how much easier that makes our job. A job that takes lots of time; the salary is nil. Another advantage of having plenty of material is that I can cut this page in half and use the space for more interesting articles!

NOW, DON'T LET UP! Keep it coming and those of you who are not contributing, send an article in. Your articles, etc. shared with other members make THE OUTBOARDER more interesting and helpful.



COME YE ALL to the THIRD NATIONAL MEET on August 11, 12, 13th, 1978. Plan to spend your vacation - there will be: Numerous activities, planned and otherwise, old friendships to renew and new members to meet, stories and tall tales, good stuff to swap or sell, oldies to display and run - perhaps win a trophy, who knows? You will be expected, but make your reservations early - it's getting later than you think!

★ ★ ★

We have several areas and even some states with more than enough members to form a chapter; it is not necessary to form a chapter or to even belong to one. Where enough members in an area are agreeable, it has its advantages. The actual formation is very simple - a few (two or more) members get together and discuss the matter, make a rough decision on the area that you would like to cover, example: a 100 mile radius from your home or a complete state, always remembering you need water and that members will travel only so far for a meet. Send a letter to members listed in the selected area (try not to overlap or infringe on another chapter's area) setting up a meeting date just to get together to talk about forming a chapter, run, and trade old engines. If enough interest develops, form a chapter by writing to 1st Vice-president, Jim Cason, giving him a listing of area, name, membership, etc. of chapter and ask for a charter. Also you need to elect two (2) officers minimum - president and sec/treasurer. Some chapters require a small amount of dues; others do not.

In the MAPS Chapter that I belong to, we have no dues, but auction off an old donated engine now and then to raise postage money. We have a winter meet usually in February; a spring and fall meet on the water. Now, if you don't think we have fun, just ask any member that comes to one of our meets.

You do not have to be a chapter member to attend a chapter meet, but being a member makes it more fun.

If you have any questions, please write.

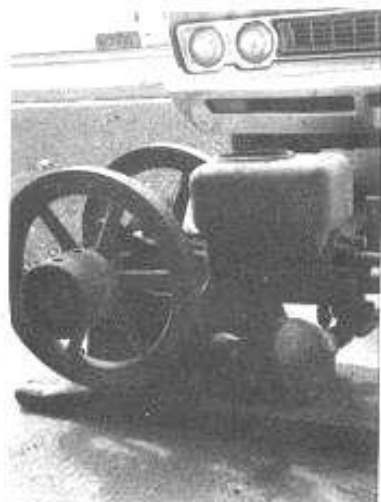
Walt Ellis

LETTERS TO THE EDITOR

From Dick Jones, Miami, Florida...

We still recall fondly our getting to know you good folks from the Midwest at the '76 National Meet. It's too bad we are all so many miles apart, because an annual national meet would be great fun and very good for the club.

I have enclosed a cartoon depicting a typical Saturday at John Harrison's barn. We do have many laughs down there, Walt, and certainly are never bored. I also enclosed some pictures you may want to use --- the pump and engine scene is a good example of what you get involved in when you know guys like Bob Brautigam and Harold Culp. Bob sold me the pump in Bloomington, Minnesota in '71 and Harold Culp sold me the Hercules in '72. It all works fine now, but I'm not sure what for.



Hercules 1 3/4 HP farm engine before restoration - Ye olde farm scene in Jones' back yard - R. M. Jones in E A L Inspector's uniform (plug for the firm) and Evinrude 1916 A Model



to the Editor continued -

Jean and Jane may not think these photos flattering, but I think it's important to show our gals are very much part of it all. One shows Grandma Jeannie Jones running a V 45, and the other photo shows Jane and John Harrison (almost) with P 50 pushing beautiful Sea Sled of John's at Lake Blue, Florida in 1976.

From Bob Rusnak, Sound Beach, New York...

I have been delinquent in restoring my antiques as the racing season took most of my time this summer. I do not race the antiques but I do race outboards so it should be of some interest to club members.

My big accomplishment, least expected by me or anyone else, was to win the 250 CC (A O H) Hydro 1977 National Championship this summer in Hinton, West Virginia. This is a story in itself and I have it ready for publishing in THE OUTBOARDER.

This summer I put together a 1947 Lightfour that runs very good. All I need is a decal, any suggestions? Also picked up a 1926 Elto Ruddertwin that is free, just dirty. I expect to get started on this around November. A Sportfour, given to me by John Enright, is finished except for fuel line and handle. I've finished restoring a little Neptune and was hoping to run it at a meet, but never made it to one. My PR 65 is just about finished with only 2 or 3 small parts missing - then to put some alky in her and see what happens.

I sold my SR Johnson (formerly Vic Scott's engine) to Doug Bindrim. This was the fastest B motor in its day - 57 MPH on a hydro with a Johnson unit.

This spring I will try to put together a 1948 Speeditwin and another PR 65. Then my next task, besides rebuilding for next year's racing season, will be to locate a 1936 2½ hp Sea King as this was my first outboard motor and I want one just to remind me of the good times I had with it. Anyone know where there is one complete?

From Jim Branagan, Vermilion, Ohio...

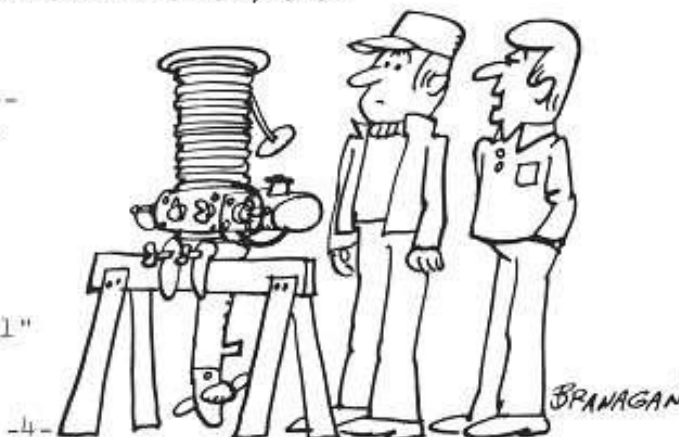
You're doing an excellent job with THE OUTBOARDER and I'm sure the members appreciate it.

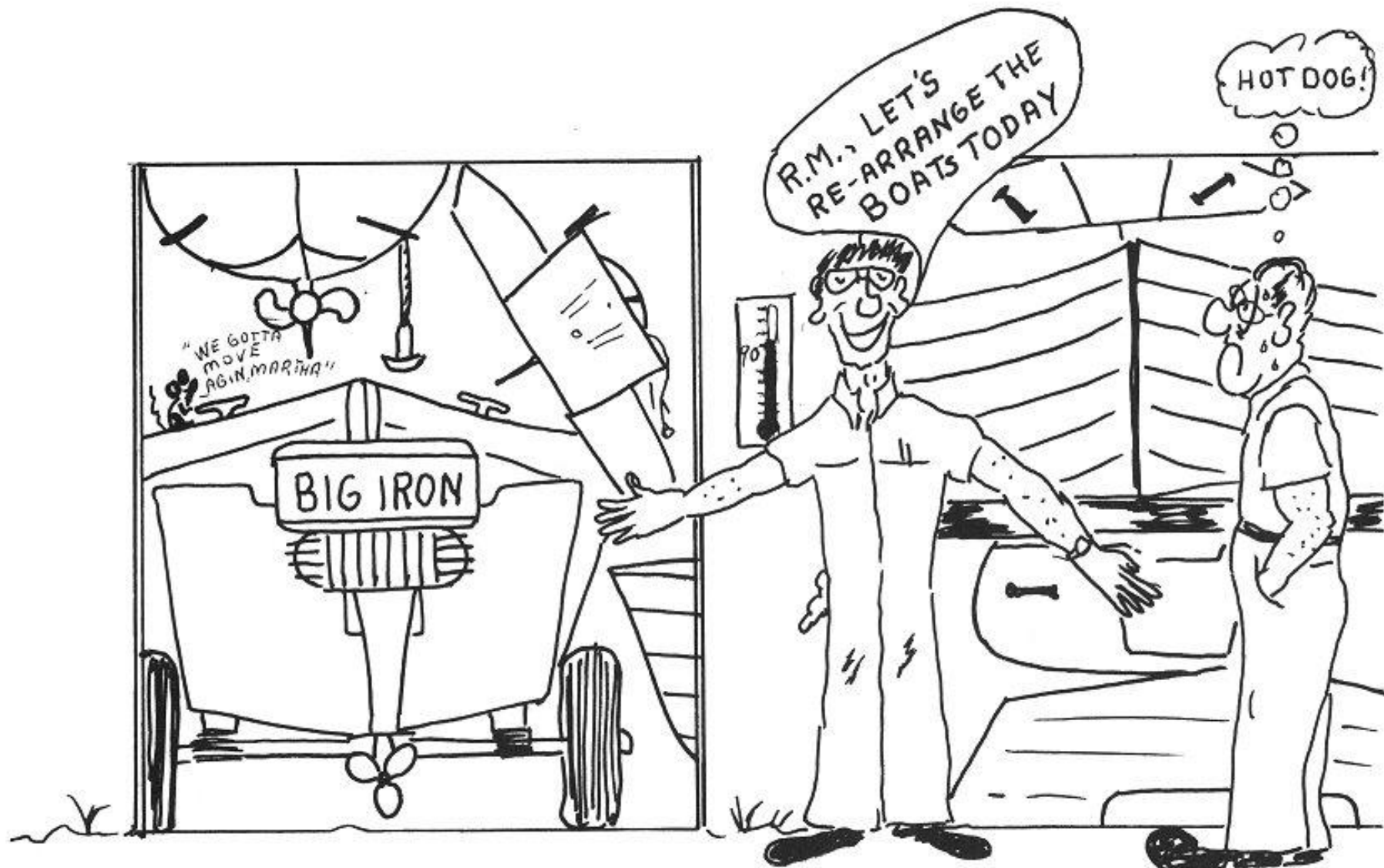
With my limited mechanical knowledge, I especially like the "how to" articles, and would like to hear from any member who has been successful at making head gaskets - where to obtain material, etc.

Editor...

Jim, your cartoons are great ---
just what THE OUTBOARDER needs.

➡
"Usually starts with
the first pull"





JOHN HARRISON

DICK JONES

to the Editor continued -

From Warner Turner, West Bend, Wisconsin...

I ran an ad in our local weekly paper for an Elto Quad and had all kinds of motors offered, buying several smaller ones.

I've enclosed a picture of a 1940 Johnson LT-10, 5 hp with a rewind starter on the left and the Johnson on the right is similiar, but is a 1937 model LT-37, 4.2 hp. Both motors were purchased for \$45.00. They run but need complete restoration as do many of my other treasures.



I've pulled my aluminum Mirror craft up for the winter, but the old Thompson won't come out until ice forms. I remember one year I took my last boat ride on December 12th 1973.

I'm trying to negotiate a deal on an Elto Quad owned by a M.D. who can't stand banging up his thumbs starting it --- truthfully I'd give him any motor I own plus cash for a '28 Quad.

From John Harrison, Miami, Florida...

I received a note from Jere Sairs stating that he had sold some parts and was contributing the proceeds to the club treasury. Now, this certainly shows a great club spirit, and the contribution is appreciated for our always short treasury.



This is a picture of the member with a great club spirit - Jere Sairs with four of his gems at Ed Kants in 1970.

Photo submitted by Warner Turner.



Dick Jones, Harold Culp and three or four other members of the club came up to Lake Clay where Harold brought his 12' Sea Sled. Dick and I had my just restored first time in the water 13' Lyman, 13' 3-star Pigeon Torpedo and the hydroplane "Big Ben" which won the Round Manhattan Race in 1929 and 1930. We powered that rig, or I should say Dick pow-



to the Editor continued -

ered it, with his really excellent VR 45 and it is one great riding hydro-plane.



Photo left: R.M. Jones - Big Ben -
V 45
Below: John and "The Vamp" Pigeon;
Dick with P 40, Nov. 1977



I had my Caille Streak Model 46 racing engine up there, never having tested it before, and it really was not a complete restoration and I found out the hard way that the crank shaft of an off-set rod opposed 3-port twin goes in just as well backwards as forwards, so the engine was 180 degree out of time so it didn't get running at all. We had a P-40 Johnson which we ran on the Pigeon and ran well but that engine doesn't give the boat the performance of which it is capable.

I feel sure that there is a possibility that Jane and I will be able to make the August '78 meet in attendance only, just no help at all for a meet but nice for us.

From Duane Smith, Ames, Iowa...

I have collected a few more motors - VR 45, 2 ruddertwins, 1 solid rudder, 1 hollow rudder, a Wisconsin, 2 A Evinrudes, 28 Elto Quad, and around a dozen Evinrudes 1926 - 39 etc.

The VR 45 is just like new. I don't believe it has ever been raced. Is it very rare?

The Wisconsin has been painted all grey. Do you know what the Wisconsin should look like? Was the flywheel painted or nickel? I've never seen a Wisconsin before and don't know where to start on it.

One of the A Evinrude is short a flywheel and mag plate. Do you have an extra? If not, I'll probably sell it for parts.

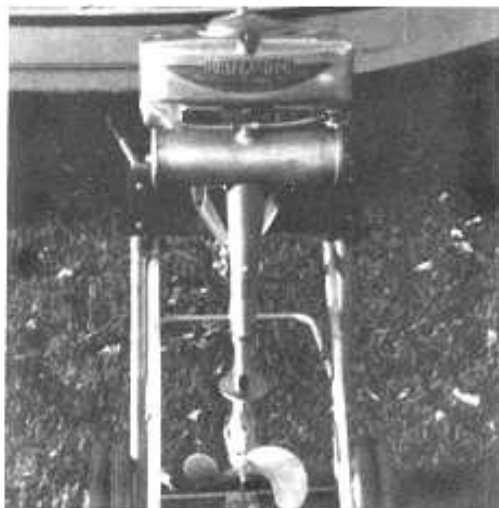
There are still a lot of old motors still out in the bush.

to the Editor continued -

From Dave Caldwell, Newark, Ohio...

This has been a slow summer for me and old outboards - one bright spot was that I was able to pick up a modern boat at a modest price. Now my wife and I will be able to stay out on the lakes and rivers overnight and avoid some of the weekend crowds. The only drawback is that now I will have to buy a modern engine. Have you noticed the prices of those things lately? Wow! After the summer was nearly over I got the chance to go up to Jim Cason's on August 21st and what a fine time I had! There was a great turn out of outstanding people and very nice engines. It was good to see old friends again and meet some very interesting new people --- Mr. Ross, Mr. Van Vleet and, of course, the great one, Mr. Jim Webb.

Because of the distance traveled, 435 miles, and being by myself, I took only 2 engines and my old Lyman. The engines were a late model Speeditwin (photo below left: 8 HP Johnson built Waterwitch and photo on the right, Johnson V 45 and Dave - both are of the same vintage!) and my Johnson



built Waterwitch (Model 550.75). I won 2 trophies: "Mint Condition Large Outboard" with the Speeditwin, and "Most Unusual" with the Waterwitch. I value the "Most Unusual" trophy more than any because the members voted the award, and to have won against a 1915 Caille with Ready Pull Starter, and a Japanese Shoda that ran, is most noteworthy. So right here I would like to say "Thank you" to Jim Cason, Jim Webb, and all the members at the August '77, Silver Lake, Wisconsin Meet.

Now for the embarrassing part - I decided to run the Waterwitch and the darn thing wouldn't start. After much cranking and checking, the rains came and forced me to admit failure and put my equipment back in the truck. Four days later I discovered the problem was with the operator, not the engine - carb setting.

The next day I started back to Ohio. I was driving along thinking about what a good time I had and after I got around Chicago, I decided to go south to Speedway, Indiana to see how things were with the Emmett Walls family. Emmett came home from work early so we had time to look at, and talk about old iron and boats to run them on. His latest is a 4-60 in beautiful condition and set up for alky. He also has a very nice class D racing runabout that he plans to start work on very soon. That engine on

to the Editor continued -

that boat is going to be a very classy, high performance combination not unlike that of John Harrison.

After a delicious dinner, Emmett, Van, Jay and I drove over to meet another AOMC member and current racing champ, Mr. Harry Brinkman - I hope he will soon be able to attend AOMC Meets and show his equipment. It is outstanding! Then after returning to the Walls, I said good bye, cranked up the old Chevy and pointed it toward Ohio. I hope I didn't overstay my welcome, but I surely enjoyed my stay.

For a week or so I worked on the V-45 so that all would be ready for Milt Moos' Meet on September 11th. On the lake for a check ride the V-45 started on the 3rd pull, ran well and didn't throw anything loose. It has taken me 22 years to find a V-45 and 4 of them to get one running.

At Delaware Lake, Ohio on Sunday, September 11th Milt Moos and I decided to take a ride to run the V-45 and to take some pictures. I gave Milt the camera, dumped the Lyman in the lake and started cranking. After about 10 minutes (it seemed like a hour) I was still cranking and finally realized that muscle wasn't going to do it. I put in a new set of plugs, gave a mighty heave on the rope and the old Johnson came to life so quick it almost threw me in the lake. Another lesson: Do not stand in spilled fuel while cranking a large engine! After I had the V-45 respectable, took some of the guys for a ride, we settled down to a very nice day of buying, selling and swapping.

I was able to pick up three more engines - a late P O 15, a S-45, and a K 75. Now, I'm not complaining, mind you, but I think I went from 6 yrs. to 8 yrs. behind on my restoration work in one day. All this provided Milt with a good laugh, because he remembered a NUT from Newark saying something about reducing the size of his collection.

Anyway, that's about what my summer amounted to - short, but very sweet. Maybe next year I'll be able to get to some more meets.

From Bob Davis, Mountain Home, Arkansas...

The wife, three kids and I drove to Dave Bachelder's home in Billerica, Massachusetts for an informal indoor meet where I met several of the Yankee Chapter members, swapped yarns and two motors.

I brought back an Indian and a near new Shoda, which according to Dave, was rescued from an old barn where it had resided since the war, covered with bat droppings but with a good cleaning, it was found to be in excellent condition with eighty percent of it's original paint intact. It was complete with an extra mag and two extra propellers still in their original canvas bags, also in very good shape. The props are different in pitch for different work loads.

After a very careful examination and the no. plates translated, the Shoda, was built in February 1944. It looks as though it had been bench tested, but that's all; the paint wasn't burned off the exhaust manifold.

I hope to have it in presentable, running condition by the spring MAPS Meet or perhaps the upcoming National Meet. Also, I am doing research on the Shoda and upon completion I hope to have a manuscript for publishing in THE OUTBOARDER.

THIRD AOMCI NATIONAL MEET PLANS

by Riggs Smith

Plans have been made for the Third National Meet to be held in Clayton, New York on the Shipyard Museum grounds the week-end of August 11, 12, 13, 1978. There are eight competitive judging events for antique outboard motors. Those classes are as follows:

1. Racing outboard motor, mint condition
2. Little kicker, unshrouded, mint condition, aluminum
3. Little kicker, shrouded, mint condition, aluminum
4. Brass outboard motor, mint condition
5. Electric outboard, mint condition
6. Big iron, unshrouded, mint condition, aluminum
7. Big iron, shrouded, mint condition, aluminum
8. Unrestored outboard motor, original, best running, appearance does not count

The Friday activities start with a cruise to Grindstone Island for a picnic. Members are encouraged to use their antique outboard motors. We will return to the museum grounds at Clayton after lunch for afternoon judging and demonstrations. Later on, in the evening, we will hold an auction with our mighty auctioneer, Tom Luce. The money that we raise will go to AOMCI. Anyone with parts or motors to donate to this cause, please bring them with you.

On Saturday there will be the usual flea market, judging, and a highlight of the day is a "Pioneer's" hour. Sam Vance is in charge of this session and hopes to have various outboard motor pioneers and descendants in groups for motor demonstrations and photo sessions. On Saturday evening there will be a banquet at a local restaurant. There will be speeches by various AOMCI and other personalities.

On Sunday there will be various activities such as Bang-and-go-Back, flea market, a parade in the afternoon past the museum grounds.

There will be various informal needlepoint and macrame sessions on the museum grounds during the week-end for those interested. If there is any interest in other areas of the creative arts, please let the committee know and every effort will be made to set it up. For the kids we are planning a scavenger hunt and other games on the museum grounds.

We are encouraging those who have boats to please bring them. We are planning to have about a dozen rented aluminum boats on the museum grounds for AOMCI members to use with their motors if they did not bring their own boats. We must also encourage those who have costumes of the period to please bring them and wear them.

We've placed our order for warm weather. The weatherman says it should be in the lower 70's, but cautions us that sweaters and rain gear might be in order.

There are many state parks in the 1000 Islands Region. There are also many private camp-grounds. For those who will be staying in motels, it might be advisable to contact: The Shipyard Museum, Reservation information, 750 Mary Street, Clayton, New York 13624.

There are many things to do in the area. There are numerous commercial boat tours leaving from Clayton every day to points of interest along the river. Some offer stops at Gananoque or Brockville, Ontario. Others stop at the famous Boldt Castle near Alexandria Bay, New York. Clayton is a small town of several thousand native population in a beautiful setting

in the heart of the Thousand Islands Region. The St. Lawrence Seaway passes directly in front of the town docks. The river at this point is about six miles wide and reaches depths of nearly two hundred feet. Of course, being 700 miles from the Atlantic Ocean, it's fresh water. The water is very clear; in some areas one can see the river bottom to depths of over ten feet.

There are many good restaurants in the area, as well as many night spots. There is fishing from the many town docks, from your own boat, or there are numerous professional fishing guides to choose from. The largest Muskies in the world come out of these waters!

Actually, the Thousand Islands Region is rich in history, too. Much of it dating back to the War of 1812. There is so much to see! I've spent most of my life exploring this area and yet I haven't seen all of it.

Many of you have heard or read about the past antique boat shows at Clayton. For those of you who are interested, we suggest that you stay over and enjoy the 14th Annual Shipyard Museum Boat Show and Parade. This gala event is to be held on the following week-end on the museum grounds on August 19 and 20th, 1978.

If you have any questions about the meet, please contact me. If writing about reservations, the response will be faster if you write or call:
The Shipyard Museum, Reservations information
750 Mary Street
Clayton, New York 13624
315 686-4101

You may contact me at my home about other information by writing or phoning:
Riggs Smith, Third AOMCI National Meet Chairman
346 Janice Street
Endicott, New York 13760
607 785-7912

HUNTER-TRADER-TRAPPER. 99



*The Only Motor
You Can Attach on Shore*

-11-

A Florida Wildcat in Missouri

From the above title you may think that you picked up your state conservation magazine rather than the old OUTBOARDER. Well, never fear, you do have the OUTBOARDER, but how would you feel if a local truck line called you and said: " We have a 168 pound caged animal for you. How do we get to your house?" After the initial shock I managed to inquire as to the point of departure of this animal. " Miami, Florida," you say, " Oh ho!" As you all know our AONC Treasurer and the Commander of the Confederate Navy, John Harrison, resides in Miami. After considering these facts, I told the truck line to bring that Florida Wildcat on out and we would tame her.

As you can see from the photo, the old Wildcat was well caged and turned out to be a Big Four Evinrude of World War II vintage. No restraints were necessary upon opening the cage as the old girl must have served at the south pole. She was "frozen solid".

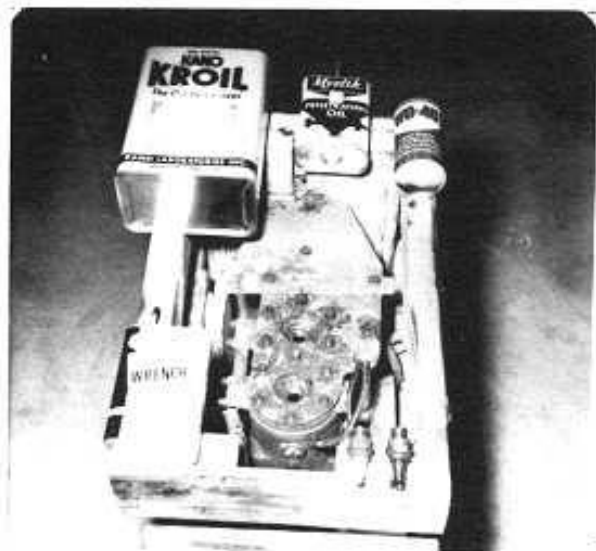
This Florida Wildcat is a joint project between John and myself on how to revive the frozen ones. Hopefully we can provide you with some helpful hints or maybe tell you what not to do. So, if the camera holds out and the Wildcat holds out and John and I hold up, we will try to tame this girl back to life.

The photo below is the first phase of thawing out, after a thorough exterior cleaning. After removing plugs use your favorite "snake oil" to soak the cylinder walls and pistons. If the exhaust port is open make a plate to close this opening. Of course, if you have a tub and enough snake oil, submerge the entire powerhead. Since we are dealing with a four banger in this case and I do not have a tub, only two cylinders can be soaked at a time. As you can see in the photo I have shown 4 different brands of penetrating fluid; all of which I have had some success with. Any advice on other types and brands of penetrating fluids would be appreciated. One additional hint from our Chief Auctioneer, Casey West of Springfield, Missouri is that during the soaking process a temperature change helps. Otherwise, outside on a cold day and back into a warmer room the next, or vice versa.

So, until next time, John, I, and the Florida Wildcat are happily soaking.

Best of Cranking,

Ron Ellis



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Kenai, AK 99611

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MAPS 1977 FALL MEET

The Mid-America Prop Spinners held their final meet of 1977 on Lake Taylorville, Illinois on October 8th and 9th. Although the weather was doubtful on the 7th, Mother Nature gave us a break both Saturday and Sunday.

Walt and Phyllis Ellis arrived early on the 7th in the rain to help gather up the boats and help set up for the meet.

Saturday turned out beautiful with only a slight wind. John and Gert Van Vleet arrived with ham, etc., and an old Koban. Phil Graen brought along enough old motors to fill the back of his station wagon, but had to make room for one more on the way home! Bob Ponceroli brought along his dad, sis, and enough hot dogs for us all. Hank and Donna Hahn brought along the kids, several cases of "Export" racing fuel, and a couple of old motors. Bob and Virginia Davis showed with more kids, including a small live wire named Sam! They also brought a Japanese outboard, the Shoda. The state of Wisconsin was represented by Jere and Bernie Sairs. Jere had a beautifully restored Speedster. It ran like a new one. Ray and Elaine Hatton arrived around noon, and they brought along a 1925 Johnson AB 25. Someone had really been polishing the brass on that engine! Clarence Sitton brought along his grandkids, his stands (which are always handy), Old Blue, and all the old Cailles they ever made! Clarence always manages to get more engines in his pickup than most people have in their entire collection. From McHenry, Illinois came Chuck Kozelsky, his son, Tom, and a friend. This was Chuck and Tom's first outing with the MAPS Chapter and we hope to have them back. The Emmett Walls family - Emmett, Bev, Jay, and Van - talked friend and fellow-member, Harry Brinkman, into coming over to our meet. All the way from Leavenworth, Kansas came Willis Talbot. Willis brought his home-built runabout, which is a real piece of craftsmanship. Mr. and Mrs. Gene Current finally got on the water this year and they ran his P O. Lynda and son, Ronald Ellis came up to enjoy the meet, and Ron came just to heckle Gene Yonker. Seems Ron bought a "new" (ugh) B.M.W. to make Gene's old B.M.W. look bad. Is that an outboard?! Somewhere in all this mess, Ron Harrison arrived - that was Sunday.

The Bang and Go Race had 2 new twists this year: a standing start, and the finish flag was held by a small boy, who could run with it. You guessed it! To win, you had to catch the boy with the flag. Bob and Virginia Davis' son, Sam, had the flag and can he ever run! What a sight, seeing Phil Graen's firstmate running along the beach trying to get the flag! Harry Brinkman made an extra special effort to get the flag by getting out of the boat before it was on dry land! He was wetter than some of the boats. Needless to say, all participants had a great time.

On Sunday the prizes and trophies were awarded. Ray Hatton's AB 25 Johnson took the Best Restored Trophy - it was really a beauty. John Van Vleet's 1915 Koban got the Most Unusual Award. Two trophies were awarded for the winners of the Bang and Go race: Phil Graen, first and the Harrison brothers were second. Harry Brinkman received special recognition for his valiant effort in recovering the flag. He was awarded the Hard Luck Trophy!

Walt and Phyllis received a plaque for their efforts in getting the AOMCI magazine back on it's feet, and on time! Willis Talbot took the honors for the Long Distance Award. The Predicted Log was won by Jay Walls. Two loving cups from outboard motor racing meets in 1928 were awarded. One went to Grandma Yonker, who served as chief cook and bottle washer for the two day meet. The other went to Will Yonker for her effort in helping make the meet possible.

We would like to thank the City of Taylorville Lake Department; all the boat providers; the grandmothers, who do all the real work; brother Paul for his muscle; Willis Talbot, who stayed to help clean up; and all of those who came to the meet to make it such a success.

13th ANNUAL SHIPYARD MUSEUM AOMCI MEET

by Riggs Smith

In the Thousand Islands region of upstate New York this past summer one could often smell new varnish being applied to old wooden boats. On other occasions one could hear the sounds of old motors, either inboard or outboard types, being "fired" up. Another time one might observe summer residents or visitors out on the beautiful St. Lawrence River testing out their antique launches, skiffs, sailing skills, etc. Most of these people were getting ready for the 13th Annual Shipyard Museum AOMCI Boat Show and Parade.

A recent issue of MOTOR BOATING AND SAILING MAGAZINE called this show the "granddaddy" of all of the formal antique boat shows. The first formal organized displaying of antique-type boats all began in Clayton in 1964. Every year the show not only grows in numbers of entries, but has branched out to include all types of antique boats, such as: cruisers, all types of powered runabouts, canoes, rowing skiffs, powered skiffs, sailing types of boats and skiffs, and many others - especially including antique outboard type boats. There is a large area designated now for the flea market. For about the last six years there have been over one hundred boats entered.

This year's boat show was by far the best. Although the weather started out somewhat cool early in the weekend, it improved as the weekend of August 20th and 21st went on.

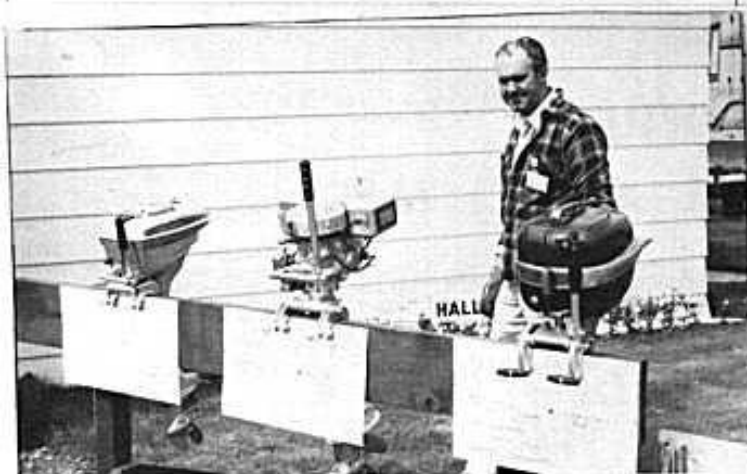
There are many "special interest" groups that surround this type of event, one of which is the "outboard" group. All of the groups will get together either before or during the weekend festivities, and enjoy their own company. The Outboarders met at Riggs and Nan Smith's summer cottage at Fishers Landing, New York (only 5 miles from Clayton) on Friday afternoon, August 19th for an informal cook-out. It was fun being together again. AOMCI members at this gathering were: From New Jersey - Tom and Jean Luce and family, Bill and Gail Salisburg and family, Tom Glock and family. From Connecticut - Dick Fuchs. From Delaware - Mort and Mary Daller. From Massachusetts - Bill and Nancy Andrulitis. From New York - the host and hostess, Riggs and Nan Smith.

Bright (we use the term loosely) and early on Saturday morning the museum grounds opened. Soon everyone had registered and set up their displays. We understand that some drove all night to make it to the meet; that's dedication! Those who made it at this time were: From Florida - Bob Cox. From New York - Phil Kranz and family, Al Adams and family. From Massachusetts - Dick Perry and family. From New Jersey - Sal Lentine.

By mid morning all of the displays were set up, the flea market was in operation and quite a number of Old Iron was traded before this writer figured out what was going on! The judges were present; they did their stand judging and then asked for the boats to be launched and observed the "Boat and Motor" category.

Dr. Jim Smith, Mr. Armond Hauser, and Mr. William McKeown, were, by the choice of the judges themselves, selected to judge the outboards. These fine gentlemen are to be commended for their super effort. It is not easy to be a "judge" at a meet such as this one. There are so many. These fine gentlemen are to be commended for their super effort.

By Sunday night all of the categories had been reviewed by the judges, the parade was over, and the results of the judging was announced at the awards banquet. The awards for the outboards were as pictured on preceding page. Last row: Left to right, Our judges... Dr. Jim Smith, Mr. Armond Hauser, and Mr. William McKeown. Center, Tom Luce with 1913 and 1918 Evinrude, and 1919 Koban - winner of "Most Unusual Operable Outboard". Right, Scott Smith, youngest contestant, with his 1936 Johnson.



DICK PERRY CAME ALL THE WAY FROM HALIFAX, MASS. JUST TO WIN "BEST RESTORED OPERABLE OUTBOARD MOTOR" CATAGORY WITH HIS (314) 1930 JOHNSON 8 HP (C). HE ALSO BROUGHT A BEAUTIFUL MERC AND CHAMPION.



PHIL KRANZ WAS THE SHOWS TWO TIME WINNER IS SHOWN HERE WITH HIS WINNING WATERMAN, 1907, ON PHIL'S RIGHT, AND HIS VERY INTERESTING 1915 AMPHION. THE WATERMAN WON THE "OLDEST OPERABLE OUTBOARD MOTOR" CATAGORY.



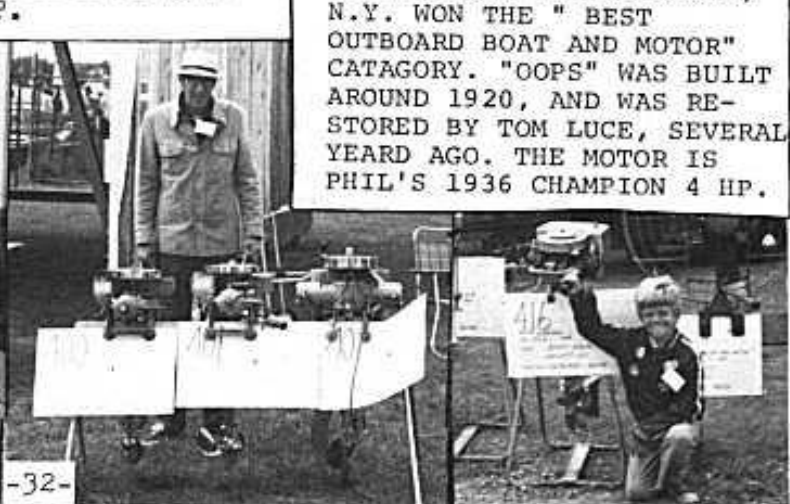
JEFF COLE (L), A SUMMER RESIDENT OF MURRAY ISLE CHATS WITH BILL SALISBURY, FROM TOMS RIVER, NJ. JEFF SHOWS US HIS VERY NICE 1937 2 1/2 HP WATERWITCH. BILL SHOWS US HIS WINNING JOHNSON SEAHORSE 32, WHICH WON THE "BEST RESTORED ALUMINUM OUTBOARD MOTOR"



SAL LENTINE CAME ALL THE WAY FROM FLEMINGTON JUST TO WIN "THE BEST RESTORED BRASS OUTBOARD" WITH THIS VERY UNUSUAL 1912 SWEET, FOUR HP.



THE "OOPS", OWNED BY PHIL KRANZ, FROM SLINGERLANDS, N.Y. WON THE "BEST OUTBOARD BOAT AND MOTOR" CATAGORY. "OOPS" WAS BUILT AROUND 1920, AND WAS RESTORED BY TOM LUCE, SEVERAL YEAR AGO. THE MOTOR IS PHIL'S 1936 CHAMPION 4 HP.



Silver Lake, Washington Meet August 1977

This enjoyable, informal, low-keyed meet was organized by Bill and Cora Seibel of Seattle, Washington. Photos contributed by Mahlon Lamoureux.



Above: Ron Duckworth showed and sold the largest antique - 1928 Johnson Giant Twin racing motor.

Above left: Youngest member, 14 year old Mike Hanson, Gary Blendheim, and Bill Seibel.

Below right: 1931, 1 cylinder Neptune.

Below left: Mahlon Lamoureux in home-built "Hingy" fastened together with piano hinges, and powered by meet's most unusual home-built "Hamilton" outboard, takes Bill Seibel for a joy ride.





Above left: The display of antique outboard motors at the Silver Lake, Washington August Meet; and above right, Sidney Westrom with his Beautifully restored, 3 horse, 1927 Caille



Below left: Mahlon gasses up the show's tiniest antique outboard motor, a $\frac{1}{2}$ horse Elto Pal.

Below right: Bob Speering wears an Antique Outboard Motor Club shirt to the Silver Lake Meet.



Northwest Fall Meet

by Marv Speering
photos by Herb Riebe

On September 25, 1977, Mary, myself, Bob and Ada Speering hosted the fall meet at Bob's and Ada's vacation cabin on Lake Tapps, near Sumner, Washington.

The Northwest had been plagued by rain for several days when a call from Herb Riebe indicated that he would drive up from Walnut Creek, California (east of San Francisco) for the gala festivities of our annual meet, and hopefully bring a bit of California sun along with his beautifully restored Big Four. That, indeed he did. Although Herb did explain that when he left his home in Walnut Creek, it rained nearly all the way!

We had a fine showing of many outfits and motors either on display or running with the Speeditwin's having their problems as my '41' burned a piston and Pat Weber (pictured below right) had many sudden stops. While Herb Riebe with his beautifully restored Big Four explains the fine arts of arm stretching (pictured below left).



Later we had a potluck dinner - the wives of our chapter make the best dishes anyone ever tasted. Girls, you are indeed very much appreciated, and thanks to all of you from all of us. After lunch there was more running, of course, with some horse trading and story telling.

A very fine time was had by all of the group - picture below bottom row, left to right: Big Al with Ada Speering, Bill Seibel, Cora Seibel and Mary Speering; and back row, Mahlon Lamoureux, Bob Speering, Charlotte Lamoureux, Gary Blendheim, Georgia Strot, Larry Linder, Pat Blendheim, Paul Strot, Mike Hanson, Sid Westrom, Tom Albertine, Lee Hanson, Warren Westom, Bill Kelly, Dick Weber, Pat Weber, Marv Speering, Dudley Davidson, Clyde Fowler, Herb Riebe, and Harry Holden.



C MODIFIED RACING SERVICE

4 Cylinder motor, Gas burners, NOT ALKY, Modifications:

The following comments and instructions are meant to help the Stock Outboard motor mechanic modify his 4 cylinder Merc for gas modified competition and keep him from making errors which may result in the ruination of a good assembly. There are certain exceptions to every rule and the following is of a general nature.

Before doing anything to the stock parts, sit down and spend some time reading the Modified engine rules carefully. Take note that these rules are entitled "PERMISSIBLE MODIFICATIONS AND RESTRICTIONS". They tell you what you CAN and CAN'T do to a STOCK Motor.

Rule 1, among others, tells you that any type or make nut, bolt, screw, washer, spark plug, piston ring, propeller, ring pin, fuel line, fuel line fittings, SPACER PLATE ASSEMBLY may be used provided that the other parts are not altered from their original specifications to accommodate their use. Other rules allow the use of any make or material fabricated motor driveshaft housing and gives specifications that must be adhered to. Heavy duty brass reed cages from Quincy may be used provided that the port openings lie BETWEEN the stock specs. This means that the width of the reed port opening must be 5/8 inch plus or minus .015 in. and the length of the opening must measure somewhere between one inch and one and 7/32 in. plus or minus .015 in. Instructions for measuring are contained within the rule itself. This means that if you wish you may lengthen the one inch opening on a small opening cage to make it more like the bigger cage. This IS NOT recommended generally as any material removed from the tip end of the hole will result in no power gain for the engine and if you remove much material from the back end you will run into the oil groove in the cage surface and ruin it. Rounding port edges, enlarging big cages port openings IS NOT recommended. Intake manifold area and passages may be enlarged and polished but stay away from the reed ports themselves. Note that the Quincy cages are .023 in. thicker than the factory cages and the grinding off of the tops of the reed stop tips is mandatory for crankshaft clearance. It is also suggested that the reed tips be trimmed .015 to keep them away from the crank throws when using Quincy cages. Shortening the tips more than .030 in. when using Stock cages will begin to give you a power loss. A bevel on the crank throws is recommended to give you more reed clearance and MAY give better breathing if the stacks are right. FACTORY STOCK REPLACEMENT PISTONS MUST BE USED IN THE C, D, AND E. On the C & D the specs in the Modified specifications sheet MUST be adhered to when modifying within the rules described in the rule book. Oil holes and grooves are not permitted and all three rings must be present. Material may be removed within specs but none may be added. For the E engine piston there are no specifications but you must start with a stock piston and only removal of material is permitted. You may not weld or otherwise add material. The wrist pin location may not be altered. Rings may be left off and small OIL holes may be drilled. Ports may not be cut thru piston walls.

Balancing of all moving parts is recommended for high RPM performance. Counter Balancing within Modified rules structure is neither permissible nor possible.

When installing Mercury 16:21 gears for C class use a special gear pin that is larger and stronger than the factory stock part. The C will shear the stock pin under stress and spin the gear on the prop shaft. The 25SS

lower unit is permitted for C class with a coupler set up for a two piece drive shaft to match the C splines. The D & E motors use the Mercury D foot ONLY with 1:1 gears. The E lower unit may be altered by REMOVING material and there are no measurement specifications on the housing. Material may be removed from any C, D or E water pump impeller and or housing; although this is not a recommended procedure since the Modified engine needs a lot of water to cool the block and stacks etc. C & D gear housings may be polished within the specs on the Modified specification sheets but unit CONTOUR may NOT be changed. The skeg may be cut down or polished to any size or thickness.

Squaring of ports in motor block is permitted as long as they still measure within the specs for that engine. This means that you must be careful not to cut even one corner down too far and go beyond the spec tolerances, which are plus or minus .010 in. for the C & D motors. The exception for this is the "C" engine C1 measurement tolerance which is plus .010 and MINUS .020 in. The "E" motor ports have NO SPECIFICATIONS and may be enlarged at will. Completely squaring out the corners of the ports is NOT recommended however due to excessive heat build up in these areas. Motors with sharp square ports will break piston rings much easier than comparable engines with small radius left in each corner. Generally with the Quincy pipes one may open the exhaust ports (within tolerance where applicable) and leave the intake ports A1 stock. For Bayer pipes the same applies for the exhaust ports and the intake ports may also be opened up somewhat. REMEMBER STAY WITHIN SPEC TOLERANCES. Polishing in these areas may be accomplished but is not necessary. Keep in mind that the addition of material is illegal except where SPECIFICALLY APPROVED within these rules. If you try something borderline this is probably the rule you will be disqualified on. When in doubt ask the tech committee before you get to the inspection tent.

Installation of the exhaust assembly is more critical than you might suppose. When installing the Quincy system and the Bayer system DRY, the following applies. Cut down the bottom of the filler block until the top face lies below flush from the motor block stack plate mounting surface. When installing the filler block with epoxy, place it so that it sets up about .008 in. below flush to allow for expansion of the filler block under heat. This keeps you from crushing a cylinder out of shape. The Bayer system recommends a WET filler block installation, with a diagram showing how to get water on both sides of the filler block. When following this procedure set the filler block in with Bayers epoxy, mill off the face of the filler block flush with the motor block, and then go back with MORE epoxy and "bathtub" in both sides of the filler block with more epoxy. Make a continuous epoxy surface throughout each of the two areas and bring it clear up the walls all around. Finish off with enough epoxy to make a blunt edge which will come against the stack plate surface when it is installed. This will seal the whole thing off and water will not leak into the stacks. If you DO NOT start with an oil free, dry, clean motor block and take extreme care to do the job right then you will eventually get a small leak into one cylinders exhaust port area. This will result in wetting one cylinder during low speed operation and the possible filling of a bottom cylinder with water after the engine is shut off. Bayer recommends the water be used for their system and everything comes to set it up that way. If you desire to install the system dry then you must use three T fittings and two 90 deg. 3/8 in. i.d. fittings to make a water transfer tube along the back side of the stack plate. This means you must bore and tap 1/8 in. pipe threads thru the stack plate over the 5 water jacket holes in the motor block. You must also re-locate the 4 water exit holes that spray exit water onto the stacks elbows so that they exit from the normal water jacket area on the motor block instead of from the filler block water jacket area. In any case, on older blocks,

the $\frac{1}{4}$ in. water exit hole must be plugged for a dry operation. If you are going to install the stacks wet then you must have a hole there to get water into the left filler block water jacket.

For class D the pleasure Mark 55 block may be used. You may enlarge the intake manifold and relocate the carb mounting studs to accommodate the KA series carb. You may either leave all the ports within Mark 55E pleasure specifications tolerances or have all of them bored to lie within Mark 55H specs tolerances. I have found that the 55 pleasure block with big carbs will perform as well as a comparable 55H motor block. Minimum c.c.s in the pleasure block may not be lowered.

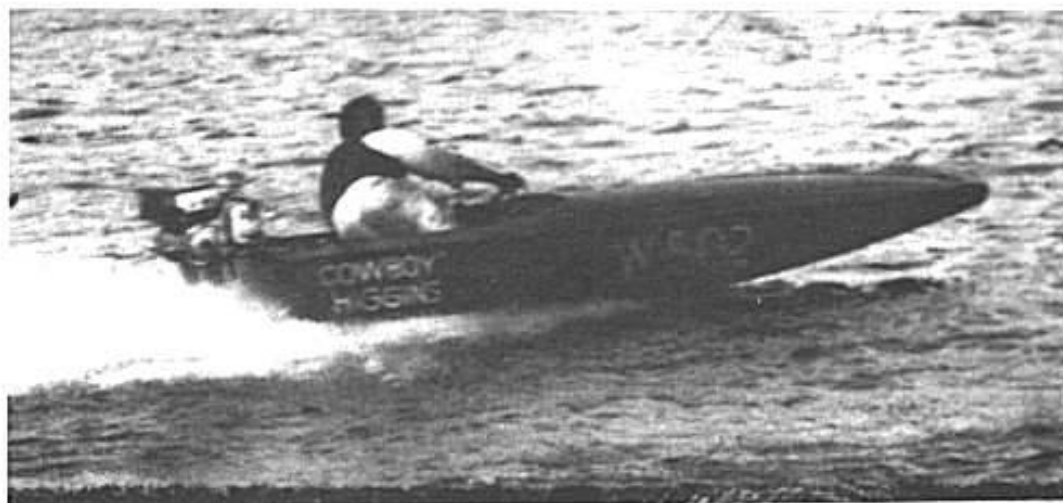
All carbs on 4 cylinder motors must run with standard components and floats, etc. Specifications and tolerances on the venturi and throat must be complied with. However, jets and nozzles may be drilled out for better performance when necessary. I have found that it is not usually necessary to do this.

You may run standard Mercury throttle/ignition hookup or lock the magneto into full advance position and run with full butterfly throttle control only. 4 Cyl Merc will usually run best at .320 in. B.T.D.C. timing, but they will run fastest around the race course at about .385 in. and if the right (cold enough) spark plugs are used you need not fear burning pistons etc. Depending upon plug range, porting and stack tube length, some Modified engines will run up to .475 in. B.T.D.C. max timing. Experiment with a cylinder head temp guage to find the optimum timing.

The C engine should be run with at least 14 oz. of oil per gal. premium fuel, the D & E should get at least 12 oz. per gal. The best petroleum base oil is the Merc or OMC and some synthetic base oils like Full Bore are okay.

Broken rings from improper porting techniques or too high timing are the likely trouble spots to look for after breaking in your Modified. Take care and GOOD LUCK!

by Harry R. Brinkman



"JUST MOVING ON"
Cowboy Higgins 1930 4-60 Racer

Slowly but surely, and in between numerous trips and other projects, the old Indian (AOMCI magazine, April '77) is coming back to life. This old warrior underwent numerous cleaning and buffing episodes to remove a tenacious coating of unknown preservative, otherwise known as a mess.

As you can see in photo #1, the foot is on and she is about ready for powerhead work. Here is where your AOMCI friends come to your aid with Jim Ross providing ring blanks and John VanVleet producing a set of new rings.

This is a very interesting engine with several different features. The foot is unusual with a hooked skeg, and rather drastic exhaust opening. Cooling is pressure only through intake above the prop. The transom mount is two pieces held together by a downtube and brass plate in the rear. Look closely at the cylinder barrels in the parts pan. These have steel liners pressed into aluminum barrels which also slip into the crankcase. The rods are heavy bronze and the pistons take 2½" by 3/16" pinned rings.



Photo #1

Photo #2 is a little further along with the powerhead balanced, and the carb and muffler on. Helpful hint here: Make sure the water intake fittings are in barrels before attaching the muffler unless you want to take it off and put it on again.

OK, so there is an odd ball, non outboard in the photo. I just could not resist as it was in competition with the Indian and somehow came out ahead. Yep, it is a "new" Maytag and my firstmate uses it every week: We are modern here in Mo.

Best of Cranking,

Ron Ellis

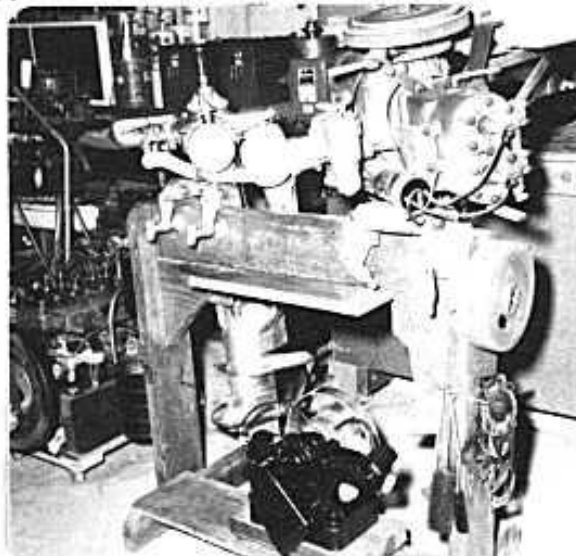


Photo #2

(Ed. note: Right above the Maytag appears to be a screaming 4 - 60 racer.)

Front cover picture from 1917 Caille Catalog submitted by Jim Nixon.

Back cover photo: First National Meet, Antioch, Illinois, Phyllis Ellis, son Ron, and Glen Ollila.

Bob Rusnak ★ NATIONAL WINNER ★



by Bob Rusnak

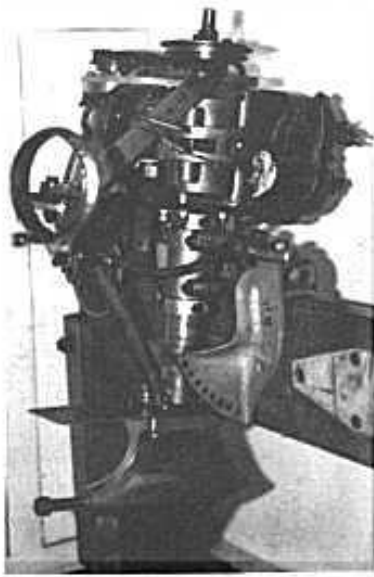
Besides restoring antique outboards for a hobby, I also race outboards. The following is a short story of my experiences at the 1977 Pro Nationals in Hinton, West Virginia. As I look over the names of club members, I see many outboard racers, and many of the racing greats, so I feel that this will be of some interest to the club.

Winning the Pro Nationals was something I'd thought about but could never accept the fact that it would happen. Three years ago I attended my first nationals. I did manage to qualify and wound up with a 6th place finish in the finals. If I'm not mistaken, I think 6 boats did not finish. This year my family and I, dog and cat included, headed for West Virginia one week before the races. My main goal at that time was just to qualify in 250 CC Hydro (AOH).

The course was set up on Monday, 4 days before the first elimination heat. I needed test time so we started Tuesday morning bright and early. I tried every prop I owned and numerous set-ups and managed to brake about 80% of my equipment between test runs. Finally the Konig powerhead came unglued. We replaced the powerhead with a new one, also the broken exhaust pipes, bracket and torque tube. The next day of testing proved to be a disaster as the new powerhead just didn't have the power; it was a good 5 m.p.h. slower. With everything looking so bad I just went back to the camper that night and with Colman lanterns, flashlights, etc., repaired the old powerhead. At 6:00 A.M. the following morning, we bolted the powerhead on the lower unit and hoped it would hold up.

There were to be four elimination heats in 250 CC Hydro, the first two and two fastest third place boats would qualify. The time and effort paid off, as the Konig-Butts Hydro combo took a second, enough to get into the finals.

There were two days before I would race again so I figured I would do a little testing as I did need a little more speed. Qualifying second was close and now the competition would be much harder. One more day of testing and I was back to my original set up!



250 CC Konig

####

speed, handling, and the ability to drive. It was his race.

I left my set up alone as I felt that a fifth place would not do me any good for a top final placement. I was very annoyed at myself because I got another bad start in the second heat. I figured it was all over when I noticed the race was stopped. On the starting line were two boats turned over. What happened was that Skip's torque tube broke just above the lower unit causing the boat to broach sideways, only to be hit by Mal Harden's boat. Skip made a fast trip to the hospital for some stitches but was okay and back in the pits an hour later. This put the first and second place boats out of the second heat. We had some time as the damaged boats were towed in and the course cleared of wood.

When the five minute gun fired I waited about two minutes before going on the course. A bad vibration in the engine made me come back in to find one blade missing from the prop. There was only one minute left before the one minute gun fired and I watched my crew, the Big Daddy Racing Team, and the Happy Valley Racing Team go to work. I heard some one yell "GO", and the engine came to life fifteen seconds before the one minute gun fired. I now had the prop I ran in the elimination heat.

I had a better start this time (only took four times to get it right), and there were only two boats in front of me coming out of the second turn. At this point all I felt was that the better I could finish, the more prize money to help offset the travel expenses.

I don't remember too much about that second heat except that the prop got me through the turns and out of the turns much faster. The acceleration helped and my E.T. was by far less than the top end prop. I did win the second heat and over all first by two points.

Jeff Hutchens had a third and second for 300 + 225 = 525 points. My fifth and first for 127 + 400 = 527 points was enough for the National Championship.

Hinton was a long course. The trick seemed to be to set up for top end as with the 5 bouy turns, you could run flat out most of the time. I tried a prop that would give me about 2 m.p.h. on top end but ran a little sluggish through the turns. I was now at the point where I could do no more to get the boat going any better. I just had to make a decision as to what prop to run. I remember Doug Bindrim, AOMCI member and two time F.R.R. National Champion, saying that top end was not the answer; set up for acceleration.

I went against my better judgment and went for top end. What happened was that in the first heat I had a terrible start and just couldn't find any good water to race in. I couldn't get through the corners fast enough to make up ground on the leaders. The larger prop worked well in smooth water while testing, but in the rough water in the back of the field it was no good. It would pick the back of the boat up causing prop walking. The best I could do was a fifth place finish. Skip Birbarie, also an AOMCI member, won - as I figured he would, with Mal Harden second, Jeff Hutchens third, and John Yale fourth. Skip really had his act together:



It took me about two hours to realize what had actually happened; even now after months it still doesn't seem possible!

When I analyzed everything later in the day I came up with the following results: I would not have won if I didn't change powerheads. If nothing broke while testing, and broke during the race I wouldn't have won. If Skip's torque tube did not break I wouldn't have won. If Mal Harden did not hit Skip's boat and if I had gotten a better start, I might have been the one to hit Skip. I wouldn't have won if I didn't break a prop and had to change. The best way I could describe this win is: LUCK!! I wonder if any other racers have had this type of experience - I'm sure they have.

THE CELEBRITY SAW HORSE

by Tom Luce

This autumn of mostly cold, wet weather will not be remembered for being a good boating season on the East Coast. As it turned out, my last venture with antique outboard motors this year was October 5th.



That's James Coburn on lower left.

DAIN CURSE, by Lashiell Hammett.

I had the good fortune of renting the Elto Speedster and two Caille 5 speed outboard motors to CBS for this production. As the prop man was about to haul these motors away in late September, I suggested my "technical" services were available for a day at the location if he felt this would make the operation go more smoothly. A week later I was summoned. I juggled the work schedule; loaded the car with an additional motor (just to make sure), extra fuel and tools; and went to Shelter Island, Long Island, New York for what turned out to be two and a half days.

It was raining when I arrived Monday afternoon. It was clear but cold on Tuesday, the day the outboard was to be run. But it didn't happen --- Tuesday's and Wednesday's shooting schedules had been switched! Did I dare stay another day? Should I run the risk of losing a good client if I did stay? I thought this over for several seconds, and decided to stay.

It was a day I'll never forget. Right on the beach there was a fierce gun battle during which one man had his hat shot off and during which another, obviously a scoundrel, was killed. A genuine, tattered damsel in distress was rescued by none other than James Coburn.

How did James Coburn reach this inaccessible beach in order to perform these heroics? With a row boat powered by a 1928 7-horsepower Elto Super Speedster, of course.

It took us most of the morning and two gallons of fuel to do it. It also involved at least fifty people and several truckloads of movie production equipment. It was a day's work in the filming of CBS's upcoming 6-hour movie, THE

Late Tuesday afternoon I was allowed visiting privileges with the boat involved. It was ideal from the director's point of view. It was an old wooden boat, large enough to hold four actors, the cameraman, the director and the antique outboard motor technician hidden below the gunwales in the bow. It was not at all suitable from the Speedster's point of view. Not only was the transom a full five inches too deep, but there was a thick, heavy keel in addition. I went to sleep Tuesday night wondering just how long the Speedster would run before it committed suicide by overheating.

The weather Wednesday was perfect for boating. The day started at 8:00 A.M. with a discussion between the director and myself over the relative merits of two boats at the location. I suggested the use of a smaller row boat

which would allow the outboard's prop to bite more water than air. WE quickly compromised. We used the director's choice.

Although occasionally slightly abused, the Elto Speedster did a premier performance with very little coaching or coaxing -- not a temperamental actor at all. The heavily loaded boat even sat low enough in the water so that periodic spurts of cooling water were provided the engine whenever we went over a wave .

The 1928 Elto Speedster has earned my respect and gratitude for being a good, solid, well designed, reliable outboard motor, and for being my ticket to behind the scenes movie action at Shelter Island.

The Speedster now has an honored place on the Celebrity Saw Horse next to my 1921 2-horsepower Johnson Water-bug, the motor seen running at the beginning of THE GREAT GATSBY. Who knows, maybe Farrah Fawcett Majors will be going outboarding in the 1920's sometime in the future. I'd better contact an agent.



Don't Use the Plastic Bag Method

by Riggs Smith

We observed a very nicely restored inboard engine at an antique boat show at Clayton, New York in past years. The old motor was of the large fly-wheel, 2 cylinder type and was exposed in the bilge, without benefit of a box over the engine hatch. During the evening, the careful owner placed a modern garbage bag over the engine to keep out moisture from the warm summer night. The next morning he tried to start the engine. No luck! No spark! On checking the plastic bag he found that the inside was quite wet. Condensation had occurred and dampened his spirits and his magneto. The heat of the sunlight during the day helped dry out the ignition system and he eventually got started and made the parade of boats in the afternoon. To this day, I won't cover my motors with anything more than a light weight canvas, so it can breathe and still keep out the night air moisture and rain.

INTRODUCTION TO OUTBOARDING

by Emmett A. Walls

In 1966 I bought a small fishing motor but could not determine what make it was. I wrote to the AOMCI about it, became interested and joined the club. The motor turned out to be a Waterwitch. My collection now numbers about 50 motors, including my favorite, an Evinrude Speedifour. Having never lived close to water or operated outboards until I was a grown man, my knowledge of old motors was quite limited. The AOMCI has been a big help. The following is an account of my introduction to outboarding.

The year was 1947. We were three seventeen year old boys who had grown up during the Depression and the Second World War. There were no lakes close to where we lived and we had never operated an outboard boat. This was to be our big vacation at the lake, so we rented a 12 foot, flat-bottom aluminum boat and a Martin 60 outboard motor.

I was the experienced one because I had a friend who was an outboard mechanic! On our first ride the other two asked about how fast the boat would run. I told them that the present speed was slow and that the boat would go much faster with only one person in it. (My friend, the mechanic, had told me so.) Their reaction to this was: put us out at the dock and show us.

The speed was even better than I had hoped for and after a few circles and figure 8's, I decided to make a high speed run past the dock. I adjusted the spark and mixture for maximum possible R.P.M., leaned forward and tucked in for the least wind resistance. The sound of that old Martin 60 built to a satisfying howl and I was really moving. As I approached the dock I suddenly decided to make a square turn, set up straight and flipped the steering tiller 90 degrees to the line of travel. This resulted in the transom clamps shattering like a piece of glass and that old Martin 60 leaped out of the water and sailed through the air (with throttle wide open) for a good fifty feet before disappearing into the lake. In the following silence I could hear people laughing on the shore.

We were three scared kids, and imagined all kinds of punishment for losing someone else's motor. We spent a frantic three days from dawn to dark trying to get that motor out of twenty feet of water. At dawn on the fourth day we succeeded and decided to take it apart, clean it, put it back together with new transom clamps, and not say anything about it. We tore it down and found that every moving part was broken at least twice. (It appears that water won't compress!) We were beyond hope now, so we put the mangled and broken parts in a basket, returned it to the dealer from whom we had rented it, and confessed our sins.

After the dealer recovered enough so that he could talk, we received a few hints about who our ancestors might have been, but what hurt our feelings the most was when he told us that if we had left the motor in the lake and told him about it, his insurance would have paid for a new motor. He would now have to repair the broken motor, which we had just spent our big vacation frantically trying to save for him.

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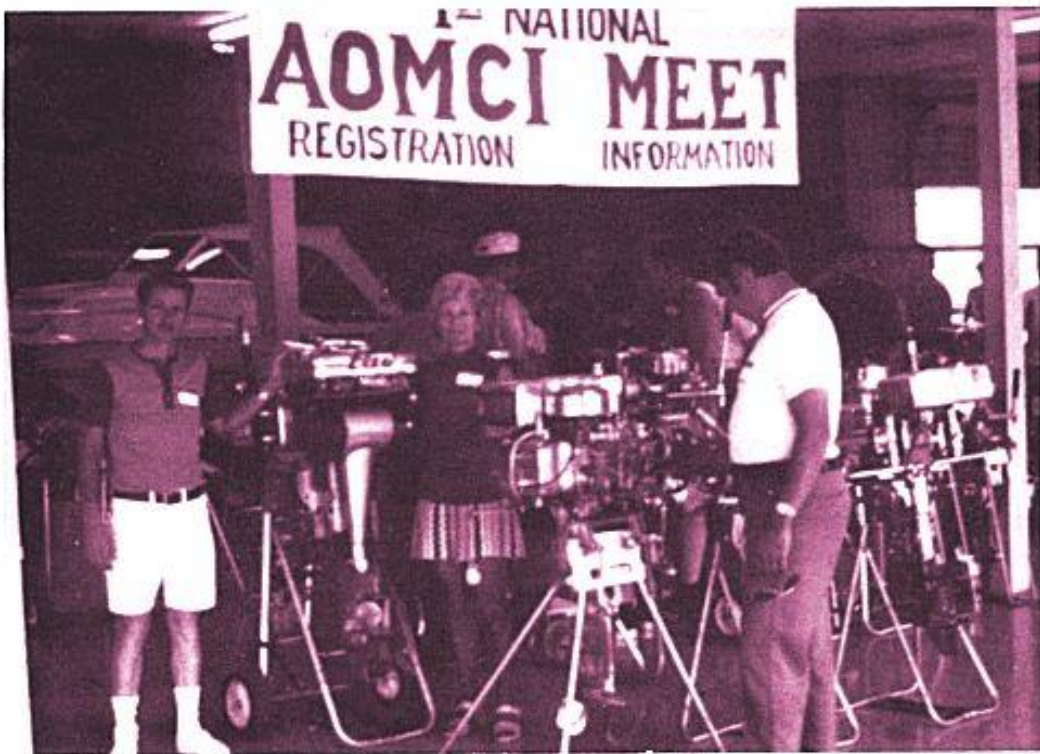
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