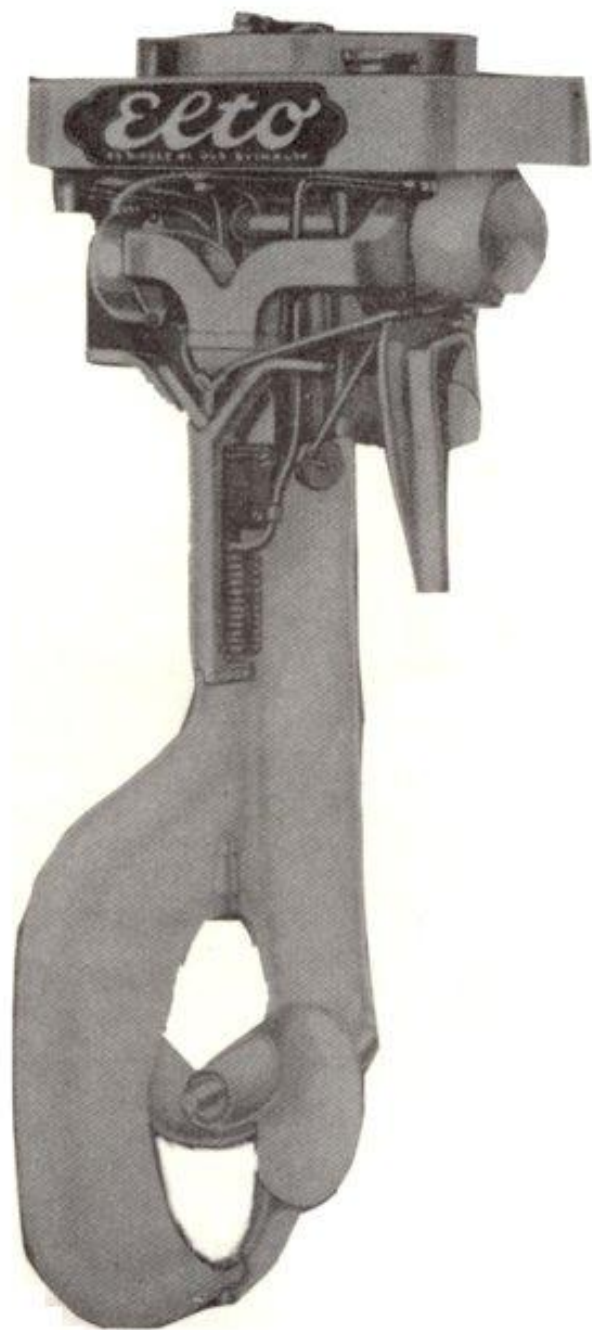
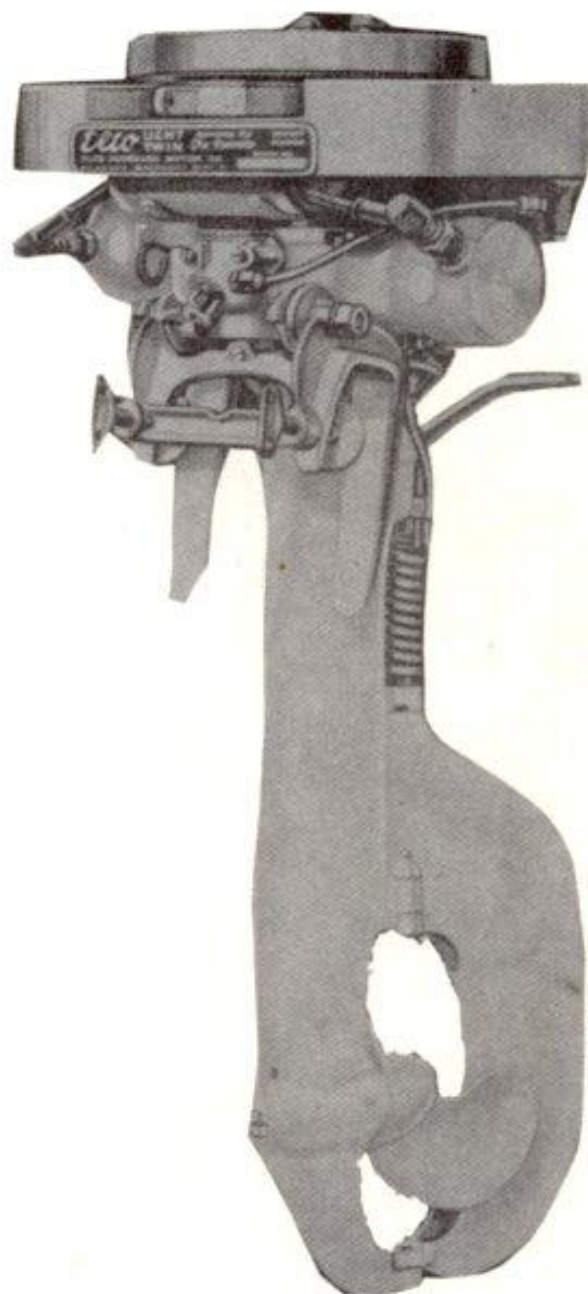


The **ANTIQUÉ OUTBOARDER**



April

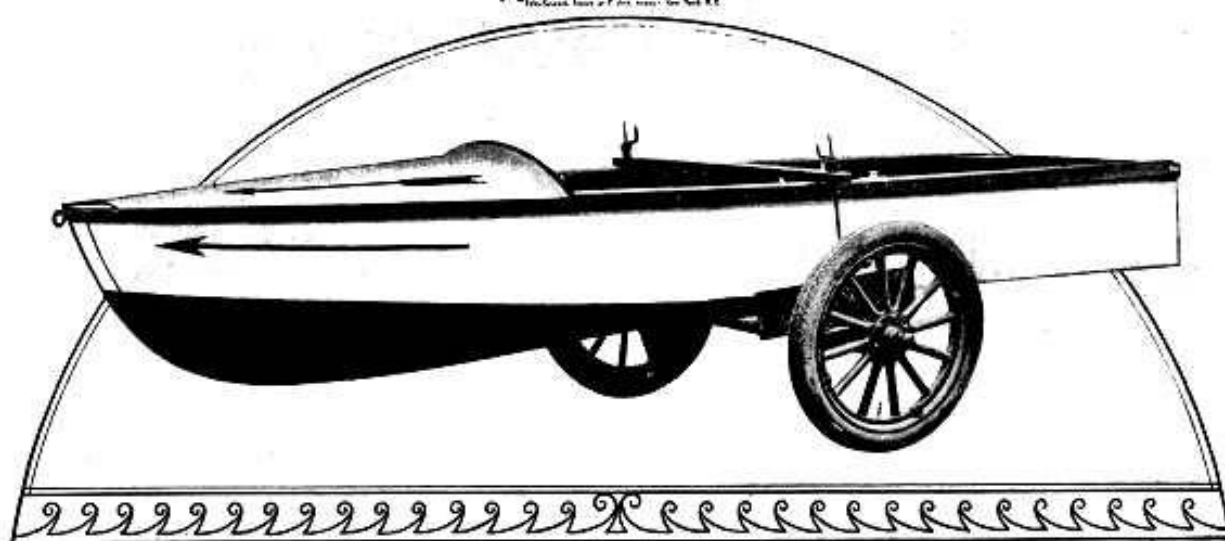


1979

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 Walter Verner, 4304 Harding Road, Nashville, Tennessee 67205, U.S.A.

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Front cover: 1926 Elto Light Twin

Back cover: Tom and Chuck Kozelsky getting the word from Dick Choyce on his beautiful, light-weight, solid rudder 1921 Elto Rudder Twin.

The Antique Outboarder

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MULLINS

MANUFACTURING CORPORATION

274 DEPOT STREET — SALEM, OHIO

FROM THE PRESIDENT

It is with great pleasure that I inform you we have the six hundred members we set as a goal about two years ago. The amount of dues received from six hundred members allows us to run our club in a proper manner, paying our bills on time and not looking for support from manufacturers or one or two club members to keep going. As I said at the Third National Meet, we will not have to raise dues this year, even though the cost of printing continues to increase almost monthly. (You will note from the last magazine the printing doesn't get better; the cost just goes up!)

"You responded so well to the goal of 600 members that I would like to set another goal for the membership. Our records show that we have dropped 145 members in the last two years, and nearly all of these were one-year-members - people who joined to see what we offered, or were talked into joining by a member. We needed these people at the time, but the cost of signing and dropping a one-year-member, plus the publications and mailings, makes it doubtful that he was a break-even factor to the club. So, for the next two years let's not worry about increasing our membership - if it goes up, fine; if it stays at 600, fine - but let's try and replace the members we lose yearly with members who really want to belong, members who will contribute and be an asset."

We not only regret that the January issue of THE OUTBOARDER was mailed so late, but also the printer's workmanship being of poor quality. This being the result of having to change printers because our regular printer found after three weeks he was unable to get the magazine out due to employee, holidays, and weather problems. To say the least, we were most unhappy with the results - that old proverb about not changing horses in the middle of the stream applies to THE OUTBOARDER and printers, right?

Because of health and other problems, Steve Mulhollen is no longer able to continue as the Editor of the AOMCI Newsletter. The club certainly appreciates the time and effort Steve has given to the newsletter for several years.

Urgent!

We need a volunteer Newsletter Editor

For more information contact me and I will furnish guide lines and all help necessary to a new editor.

Walt Ellis

THE ANTIQUE OUTBOARDER back issues available
\$2.00 @ includes postage are as listed:

	1970	1972	1973	1974	1975	1976	1977	1978	1979
January		X		X	X	X		X	X
April			X	X		X	X	X	
July	X	X	X	X		X	X	X	
October	X	X	X	X			X	X	

Also available:

1922-1964 Johnson Model Year Guide, 4 page set, \$1.00 set

1940-1969 Mercury Model Year Guide, 4 page set, \$1.00 set

1909-1959 Evinrude Model Year Guide, \$1.25 @ Price includes postage

Send requests to Walt Ellis

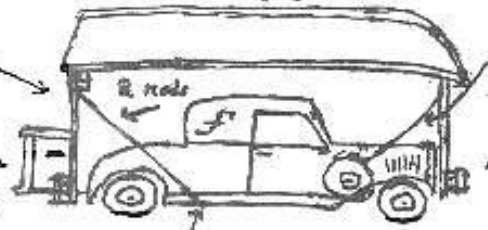
LETTERS TO THE EDITOR

From Bob Sandreczki, Rochester, New York...

Guess I got interested in old outboards due to my uncle letting me operate his Lockwood Fold-Light as a kid and later his 5 hp Johnson LT-10 when he took me camping or fishing. He had a varnished plywood box with chrome strips around the edge on the trunk rack of his 1931 Chevy convertible to hold the Lockwood Fold-Light, gas cans, etc. He also had a demountable wood and steel rod framework that fit over the flat bumpers of the car that he made, with the help of the local blacksmith, to carry his 12 foot strip plank boat. It drew quite a bit of attention as car top racks were not that prevalent then, particularly on convertibles.

1931 Chevrolet Convertible with rumble seat.
12 foot strip plank boat

Two verticals plus
cross piece
1"x2.5 or 3" stock
Plywood box for
Fold-Light motor
gas cans, tools, etc



2 steel rods with eyes
on ends. One end went
under clamp or spare
tire.

Wood block, one bolt
above bumper, one
below.

Steel rod bolted through hole in
running board.

This rack didn't exactly add to the beauty of the car but worked well and wasn't too difficult to put on the car and remove. The plywood box looked quite nice and stayed on the car most of the time.

The Fold-Light didn't always start the way it was supposed to and I heard at an early age what you were supposed to say to a balky motor. However, I like my old motors too well to use that kind of language on them.

=====

From Warner Turner, West Bend, Wisconsin...



to the Editor continued -

I acquired the lot of motors shown from a young man about 60 miles north of Milwaukee. He had advertised in the Milwaukee Sentinel of his collection and wanted to get rid of the whole lot.

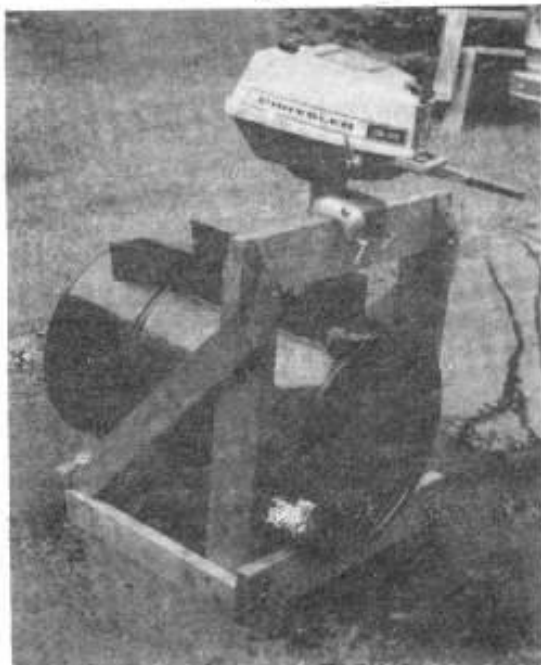
I ran the A-50 Johnson at Jim Cason's September meet and a sweeter motor of 1930 vintage I've never seen. It really puts out a honest four horsepower and when you throw the cut-out open it seems to give a little extra kick.

I think he must have spent at least 30 hours fabricating the Power Products sump pump conversion -- it actually works! All the details of this gem are not readily apparent from the snapshot. He used aluminum extensively. The exhaust pipe that doubles as a spark plug protector, adaptor plate and tubing are all aluminum. The bottom or intake side of the sump is neoprene die cast plastic, widely used in jet pumps, sumps, etc.

Carl Wellman, a club member, told me of a company in Illinois that manufactures a lower unit for lawn mower engines that converts to a similar adaptation, and I've written for more information on it.

=====

From Earl Bentley, Windsor, Connecticut...



◀ This is a picture of my test tank made from Ron Ellis' drawing in the July, 1977 ANTIQUE OUTBOARDER.



From Bill Dinkmeyer, Wood Dale, Illinois...

This (above right) is the 26 Century Kid I was working on the time you picked up that old Elto from me. It turned out real well ---- this year (1978) it will have a S - 45 for power.

=====

From Herbert G. Clopper, Boothbay Harbor, Maine...

The Neptune is apparently a sort of orphan engine - at least the name hasn't often appeared in print since my son and I became interested in old outboards and joined the organization and also picked up a Neptune a couple of years ago.

We'd like to know the Neptune story, but don't know where to turn.

to the Editor continued -

Might there be any opportunity to broadcast our desire via the pages in order to strike up a meaningful correspondence with knowledgeable "Neptuners"?

=====

From Peter T. Crowley, Melrose, Massachusetts...

Thank you for your time and keep up the good work! I enjoy the publications and read them cover to cover.

My antique participation is limited as I race stock outboards in the summers and usually have to miss most of the meets. I've made it into the top three nationally on points for the last three years - our engines in this ASR Class - the "antique" KG4H. Aside from owning five of these I have an "Elto" Speedster - 1930, all restored and in perfect shape, and a very run down SR-55 which needs cleaning, welding, and machining as well as 25% new parts!

=====

From Jim Cason, Silver Lake, Wisconsin...

Terry Kilcoyne of Minneapolis has purchased all my overstock and I don't have any extras -- nothing to sell by mail.

I offer my apologies to those whose letters went unanswered, and my thanks to those with whom I've done business the last few years. I intend to stay in the club but less active as I'm involved in selling new products, plus working at American Motors.

A little advise to members -- include a SASE with your letters and you stand a better chance of getting a reply. It seems like a common courtesy to me. I've received very few SASE.

=====

From Sam Vance, Unadilla, New York...

The only newsy thing I can think of is my rock episode on Friday, August 11th on the Grindstone Island cruise. The "Grindstone" was really working on my prop of the 460. My zip code of 13849 now appears on that piece of rock.

You know Walt, people are really wonderful! Saturday, the 12th, Bud Ridings, a club member and good friend from Rochester, New York, looked over the 460 and almost cried when he saw the prop. He sought me out from the busy activities of the day to tell me he had a 460 prop hanging in his boathouse and would be happy to send it to me. Wow! The beautiful 11 x 17 prop arrive yesterday. It also has the # 100668 stamped on it which could mean original equipment!! What great people we have in our club.

My next project is a 1928 Hi Speed Quad. It will be fitted with aluminum rods and pistons. I will never run it wide open for fear of blowing a rod. I also have a 1929 Quad electric start that needs restoring. It has an Owens Dyeneto starter with a 1930 Quad gas tank, an adapter plate to fit the starter on top of the crankcase, and also an underwater exhaust accessory. Jim Webb indicates they offered a factory update in 1930 and 1931. Another one is a 4219 Elto Handifour, only offered in 1937.

The 1923 Quad had leaky caps and they have been replaced...it now runs great!!

=====

From Rolly Stoker, Port Moody, B. C., Canada...

When are you planning to have your next meet? I am hoping to be able to take in one or two meets this coming summer, and would like the opportunity of meeting with you and some of the Mid-West members. I usu-

to the Editors continued -

ally manage to attend the meets in Northwest Washington put on by the Sperrings and Siebels. At the moment I seem to be the only AOMCI member from B. C., so I depend on our good friends in Washington to get together with, to swap parts, motors and yarns. The Washington people are a most friendly and pleasant group to meet. I always have a great day with them when they put on an "Antique Day"

=====

From Ron Ellis, Saudi Arabia...

Hello to all! No, I have not traded the 4-60 for sand and camels, but it is amazing what one will do to recruit new members and find old iron. So, the AOMCI now has a Saudi Arabia member and MAPS Chapter has extended its boundaries.

Do I hear any takers for the next AOMCI National to be held in the Arabian Gulf? I can guarantee warm weather and sunshine. At the present time I am located about 3 hours from the Gulf on one of the largest sand beaches in the world - "the desert" which stretches from the Red Sea to the Arabian Gulf.

Needless to say it is a real challenge looking for old iron here but, being the heart of man's earliest civilization, you can bet when I find one it will be an old one.

So, "the best of cranking", until the next caravan comes through!

=====

From Bill Salisbury, Toms River, New Jersey...

I've enclosed a picture of the shop supervisor sitting on top of his favorite engine (favorite this week - last week it was the Big Four). He puts his stamp of approval on most of the motors as he walks across the tanks. Some kitty!!

My family and I surely did enjoy seeing you and Phyl. Wish we lived closer together! We also enjoyed Mr. and Mrs. Conover very much. It must have seemed like the old days for him.

+++++

From Lam Connelly, Tampa, Florida...

I certainly would like to become a member of AOMCI - I have enjoyed the OUTBOARDERS that Warren Conover was kind enough to have sent me and look forward to future issues.

I presently have about 35 antiques, mostly Johnsons, but have had little time to restore them. Some are in running condition including a J-25 which I sold to a customer in Savannah, Georgia in 1925. The customer retired, moved to Florida, brought it in and gave it to me.

I was disappointed that I was not able to attend the Clayton meet, but Warren has given a colorful report and I'm sure he enjoyed it immensely.

The section by Richard Hawie in the October OUTBOARDER is particularly interesting as I knew many of the old race drivers he lists and Arvid Olson, the Johnson Service Manager, and I were the official inspectors at the races held in the World's Fair Lagoons in Chicago in 1935-36.

I think it would be a wonderful gesture to dedicate the January issue to Warren Conover. He is one of the most interesting men I know, and has a keen memory of the early history of Johnson motors.



to the Editor continued -

From John Harrison, Miami, Florida...

The October magazine came today and I have read it cover to cover and think it is absolutely excellent. Both the frontispiece and the rear picture really are food for an old nostalgiac like me. I can really remember the electric feeling of sitting in those hydros and I see the cushion on place on the wheel. It was kind of a contest to lean back, sitting backwards, and practice looking "cool". I might add that mostly the guys weren't that "cool" at all. They were pretty darn jumpy and "ready-to-go" as you are always. At least I was always wondering and hoping that my motor would start properly and be able to get out on the course, which it usually did. That's really great sport!

I was very interested in the picture from Bob Sandreczki with the V-50 with the two solenoids for pushing the compression release valves on the left hand cylinder. I have never seen this before. Obviously an effort not to run the battery down if you don't start instantly.

Ed Baird, a fine guy and a Pratt-Whitney engineer who lives in Stuart, Florida, called me the other night. He said he had an ancient P 30. This is the old 2-7/8" x 1-3/4" 6 hp engine built in 1925, I believe, that Warren Conover used to set the then World's speed record of 16 miles an hour. It needed a new cylinder and, wonder of wonders, I just happened to have one brand new starboard cylinder for a P30. Ed came down on Sunday, traded me a Caille A motor, also with a busted cylinder, so it was fun. John Shuttsenhofer came along with Ed and we made a deal on a P50 for John Shuttsenhofer, so it was a good trading day and a lot of fun. That's what the club is all about, it seems to me.

=====

From Richard Hawie, Easton, Connecticut...

I have recently come across two books that may be of interest to our club members. They are expensive and may not be important to buy, but should be noted for future research. Members having access to a large library may find them there. The first is a book about inboards runabouts - Chris Craft, Hacker, Century, Dee Wite, and Gar Wood, but strangely not Dodge boats. THE REAL RUNABOUTS is available from the author, Mr. Robert G. Speltz, 505 Albert Lea Street, Albert Lea, Minnesota 56007 for \$17.95. The club is listed in the appendix under "Clubs and Magazines of Interest".

A page or two of "Silver Arrow" history is found in a history of the Indian Motorcycle Company, THE IRON REDSKIN by Harry Sucher published by Haynes Publications, 861 Lawrence Drive, Newbury Park, California 91320. The price is \$20.95. Unless you are an Indian devotee, the local library is the place to find this book.

=====

From John Toprahanian, San Diego, California...

Of late Jim Ross and I have been holding mini-meets in the shop here as Ray Rydell often does also.

The in-flight photo of Emmett and Jay Walls is a good part of one of my ex-460's, plus some of his. (October 1978 OUTBOARDER)

Re: Miget cars. Just this past season I built up two 460/P500's for a fellow in Dallas along with two king size 4-72 (special Collins/Wright 3" cylinders and heads) for a local friend. Pat Warren owned this equipment and his name is mentioned in the OMC brochure. Mel Hansen and Sam Hanks later drove for him. We took it to last June's Old Timers Race at Ascot. Hanks said, "This is the best thing around here and worth my trip just to see it." It is the only running outboard out here at the moment.

+++++++ ? ++++++



Lower unit with stream line foot.



Mrs. Jim Smith and Tiger Shark powerhead and fibreglass shroud

TIGER SHARK, WEST BEND'S BIG IRON

by James L. Smith,
Special Features Editor

The Beginning

In 1944, The West Bend Aluminum Company, which had been manufacturing top quality housewares since 1911, purchased the Kissel Automotive Industries plant in Hartford, Wisconsin and devoted full time to the war effort. After the war, the company blended past automotive engineering experience with highly trained internal combustion engineers to produce West Bend's first post-war outboard (a 1½ H.P. air cooled model) in 1946. In subsequent years many two cycle engines were produced and sold under various trade names. By 1948 some of these reached the overseas market. IN 1956 outboards bearing the West Bend trade-mark made their debut in the United States. Facilities then underwent considerable expansion and the West Bend engineers are able to claim a surprising list of "firsts" in the industry: fibreglass engine covers, the vacuum fuel system, a really compact design, the three phase super-alternator generator, the low-level reduction gear starter, the cushion mounted outboard motor, the "V-Reed" intake valves, the acoustical leg chamber, and other innovations.

The Motor

In 1960 West Bend's outboard division presented five models ranging from the small 2 H.P. Shrimp to the magnificent 40 H.P. Golden Shark. The next year, in 1961, West Bend joined the "Big League" with its Tiger Shark, a motor truly qualified to be described as big. With a four-in-line cylinder configuration, it stood 5' 2" tall and weighed 212 pounds! Designated Tiger Shark "800" it developed 80 H.P. at 4750 RPM and had a cubic inch displacement of 84.36. The list price of the 1962 Model 80162 pictured was \$1,195.00, which did not include the propeller or the gas tank. Beneath the towering and somewhat austere fibreglass protective cover was a powerplant which must have been awe inspiring to the 1961 viewer! Even by today's standards it is impressive to say the least! Presenting a very

"busy" appearance, this powerhead measured almost two feet in height. With its ignition switch, electric starting and single lever synchro-drive remote control, operation of the Shark approached automobile-like simplicity. Featuring forward, neutral and reverse selection, the motor was advertised to have "passing-gear" acceleration with top speed capabilities of 55 MPH. Two way hydraulic shock absorbers located at the mounting bracket protected underwater parts and minimized motor kick up in the event of a collision with a below surface obstacle. At the same time, a cut off switch momentarily stopped ignition and propeller overspeeding out of water. The powerhead was isolated with neoprene "cushion" mountings thereby reducing boat vibration. Within the engine, anti-friction roller bearings were installed to crankshaft journals, pinion and propeller shafts. All underwater parts including shafts, gearshift rods, screws and fasteners were stainless steel.

The Electrical System

In its advertising literature for 1961 West Bend claimed to have the most advanced 12 volt electrical plant in outboarding. This included direct battery ignition, separate coil, condenser and breaker parts for each cylinder and a constant current alternator generator - the first in outboarding. This special 3 phase alternator had a 20 amp. capacity (eliminating the old belt-driven generator) and had charging capability even at very low RPM. The alternator was compactly built around the crankshaft at the very top of the motor just below the rope start pulley. An automotive-type voltage regulator ensured a fully charged battery without the danger of overcharging and a thermal type circuit breaker protected the system by stopping power flow in the event of a short. The unique electrical system gave completely independent ignition for each of the four cylinders.

The Fuel System

Two Tillotson float feed model OM 14A carburetors were fitted, one for the top two cylinders and one for the bottom two. These carbs were synchronized with the ignition and with each other on throttle operation and were remotely controlled at the driver's position. Automatic chokes equipped with solenoid were also synchronized. One vacuum-type stage diaphragm fuel pump was provided and it was activated by two cylinders. High speed jets were fixed, but low speed needles could be individually adjusted. Separate fuel tanks with optional 6 or 12 U.S. gallon capacity (5 or 10 Imperial gallon) were available. A 50:1 gas-oil ratio was recommended.

The Cooling System

A circulating-type water pump was located in the lower motor leg. This pump acted as a displacement pump at low engine speeds and as a centrifugal pump at high speeds. A thermostat controlled the cooling to maintain a precise engine temperature at all times.

The Accessories

The lengthy and excellent list of accessories which were available for the Tiger Shark certainly deserves special mention. The motor was sold without a propeller in order that a correct selection could be made to match the boat. Four types of bronze and aluminum propellers were available, ranging from high speed (two blades 12 x 16), light loads, all purpose and heavy duty (3 blades 13 x 10). The sample motor has 3 all purpose bronze blades (12 1/8 x 14). Fuel caddies and fuel lines as described under fuel system were also sold as a "necessary" option. The very pleasing instrument panel provided with five openings could be fitted as follows: Large central opening for either tachometer or speedometer, and four small-

er openings for:

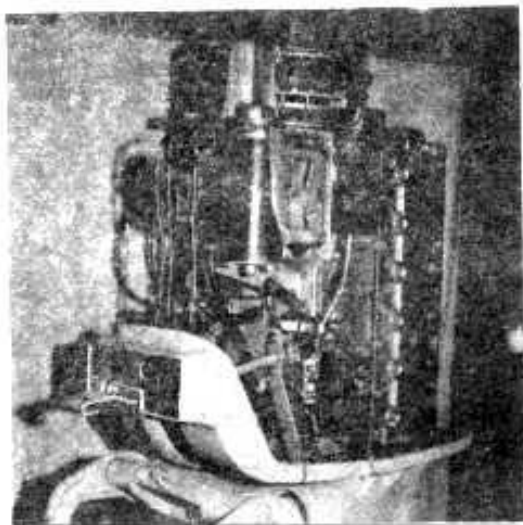
1. Ignition switch
2. Engine temperature (a light which flashed red if engine overheated).
3. Battery charging light (glowed when generator charging properly).
4. All-purpose convenience outlet to accept either cigarette lighter or other switch.

Numerous other options included the synchro-drive remote control box, gearshift cables and remote electric plug in cables with key switch and provisions for all instrument panel accessories.

The Ending

The first Tiger Shark introduced in 1961 had a price tag of \$1,215.00. This figure was reduced by \$20.00 the following season. For four more years, up to and including 1965 (Model 80572), the West Bend 80 was produced with very little change. During 1962 and 1963 it was sold under the brand name of Elgin. As fine an outboard motor as it was, and despite its innovations and up to date features, it could never be regarded as a big seller. Today relatively few are seen.

The West Bend outboard division was taken over after 1965 by the Chrysler Corporation. This marked the last appearance of the Tiger Shark "800". The 1966 line up of Chrysler outboards was headed by a large four cylinder in-line engine, which may have been based on the Tiger Shark. However, many changes were apparent, including an increased displacement to 96.55 cubic inches, 105 H.P., a weight of 240 pounds and a significantly different outward appearance. The superlative Tiger Shark deserved wider acceptance by the boating fraternity, but as a pioneer of its time in the big line class, it will always be held in high regard.



Shows starting motor, voltage regulator, selenium rectifier.



Alternator at top. Note separate coils and condensers.



DO YOUR PART --- HELP YOUR CLUB by notifying Walter Verner, Membership Chairman, of address change in advance and by paying your dues on time.



OF HISTORICAL INTEREST

..... *W J Webb*

The "Why" of Elto's F, A, B, C, and D

The early Elto numbers started out with the letter "F" for the reason that Mrs. Evinrude apparently felt that "F" indicated greater age and experience than an A or no letter at all. But, some of the Eltos got out without an "F". Also some of the "F" numbers were replaced with plain numbers when some of those early motors came back to the factory for repair, corrections or pump trouble. Those first plunger pumps, of which there were several types (operated by cam and spring or a connecting rod on cam on drive shaft) gave lots of trouble as did all plunger pumps in salt or dirty water. Anyway, the "F" had been dropped before the end of 1921.

Until 1924, all Eltos had plunger pumps with the flat blade rudder. Beginning in 1924, all Eltos had the Propello Pump. This was not really a pump -- the Propeller forced cooling water through cast channels in the rudder to the powerhead. This was an almost completely wear-proof cooling system, the first to be used on outboard motors. I say "almost completely wear-proof" because I have seen several Propello Pump cooled Eltos come in from Alaska and Missouri River waters with the water channels just eaten away by the volume of sandy water put through them. I remember that one of the boys who sent in his sand worn rudder thought he should have a free replacement. We thought the request unreasonable, but Mrs. Evinrude said we had advertised "wear-Proof" and even though the motor must have had many hundreds of hours of use, we should stand back of our word. So, we replaced the part free.

Also, I have seen many motor housings worn thin by running through these silty waters. Unless the boys kept the housings well greased, those silty waters really wore out gears, shafts and bushings. Finally, through the use of good seals, plus the fact that the many dams on the Missouri cleared the river of silt - the silt settled as soon as the water lost velocity when it entered a dammed up section. But that river silt really put a polish on metal parts run in it. Those silty waters were said to wear some painted boat bottoms clean.

In regard to plug-in-timer: The 1921 models started out with the battery wires plugged through the front of the timer. Before the end of 1921, Elto was running the battery wire through the bottom of the timer. All who wanted it could have a free timer case replacement with the hole through the bottom. The dealer or owner had to rewire if he wanted the later style timer case. We were supplying free timer case replacements for 1921 models up until the late 1920's.

The first 1922 Elto was serial number 1921. Very shortly after that

Elto began to put the letter "A" in front of the serial number. The letter "A" was used for all so-called standard shaft motors and the letter "B" was used on the 3 inch longer-than-standard motors. Letters "A" and "B" were used until 1924. The first Propello Pump motors carried "C" for short or standard shaft and "D" for so-called long shaft models.

None of the preceding information is "speculative". I think all of the facts are straight - the problem is that there isn't anyone around but Ralph Evinrude and myself who is really in a position to know.

For the record here is the line-up on serial numbers on the early Eltos:

1921	1000	to	1920	Flunger Pump thru 1923
1922	1921	to	A 6519	
1923	A 6520	to	A 12000	
1924	C 12001	to	C 20000	Propello Pump thru 1928
1925	C 20001	to	C 30000	
1926	G 30001	to	G 44900	
1927	J 45000	to	J 54800	
1928	J 54801	to	J 56589	

All of the above were battery ignition with an Atwater Kent timer.

The End

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	Racing - Eric Gunderson
Class "F" Owners - Dave Reinhartsen	Watermans - Dick A. Hawie
Johnson PO - Bill Salisbury	Research - Dick A. Hawie
Johnson V Series - John Harrison	Clarke - Phil Kranz
Johnson A Series - Bob Zipps	History - W. J. Webb
Antique Boats & Equip. -	Eltos - Sam Vance
Mercury - Bill Kelly	Cailles - Walter Weidmann
Unusual & Rare Motors -	Lockwood
Inboards - P. S. Brooke, Jr.	Martin - Frank Zadonick
	Detroitier - Wayne Schoepke

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, California 95945.

CHAPTER PRESIDENTS

Yankee Chapter	Dick Fuchs	New England
Knuckle Busters	Tom Luce	New Jersey Pennsylvaina
Mid-West Chapter		
Florida Chapter	John Harrison	Florida
Long Island Ancient	John Gustaffson	Long Island, N Y City
Outboard Mariners		
San Francisco Chapter	Eric Gunderson	California
Twin Cities Chapter	Bob Peterson	Minnesota
Mid-America Prop	Clarence Sitton	Missouri and others
Spinners		New York State except
New York State	Sam Vance	N Y City & Long Island
Texas Chapter	Ted Bieber	Texas
Central Ohio Chapter	Milt Moos	Ohio

-- Mercury --

courtesy of Public Relations Department,
Mercury Marine

MERCURY MARINE DESIGN SETS THE STANDARD FOR THE OUTBOARD INDUSTRY

Starting in 1939, Mercury Marine has pioneered numerous outboard design improvements and exclusive features. New standards in fuel economy, performance, safety, operation, silencing, styling and pollution control have resulted from applying sound engineering principles.

New designs are thoroughly analyzed and tested to assure reliability and safety. Large research and testing facilities maintained at Placida and Lake X, Florida and in Fond du Lac and Oshkosh, Wisconsin, prove and improve marine engine innovations.

More than 100 "firsts" have been introduced to the boating world over more than three decades. Many of these original concepts remain exclusive to Mercury outboard models.

MERCURY FIRSTS



Proof of Leadership in 1939 - 1950

MERCURY -- Performance and Power You Can Depend On

- 1939 ABRASION-RESISTANT RUBBER ROTOR WATER PUMP capable of pumping sand, silt and other water-suspended solids. (Every Merc)
ONE-PIECE STREAMLINED HOUSING to enclose driveshaft, cooling water line and exhaust muffling system. (Merc 45 - 1500)
UNDERWATER VACUUM EXHAUST SYSTEM utilizing propeller slipstream to stimulate exhaust flow. (Every Merc)
STREAMLINED ENGINE COWLS start the trend to cleaner, smoother and more attractive outboard motor styling. (Every Merc)
- 1940 ANTI-FRICTION NEEDLE BEARINGS replace plain bushing on wrist-pin end of connecting rod. (Every Merc)
AUTOMATIC "CO-PILOT" with adjustable friction damping to stabilize steering for safer "hands-off" operation. (Merc 40 - 500)
- 1941 INTERNAL REED VALVE INDUCTION SYSTEM eliminates disadvantages of external manifolding. (Merc 75 - 1500)
- 1946 LONG-LIFE, VARIABLE-VOLUME WATER PUMP with flexible-vane rubber impeller having output responsive to engine cooling requirements. (Every Merc)
PROPELLER HUB WITH RUBBER SLIP CLUTCH to help protect gears, shafts and bearings from underwater impact damage. (Every Merc)
- 1947 FORGED ALUMINUM PISTONS....lighter and stronger for reduced engine wear and improved heat dissipation. (Merc 200 - 1750)
ONE-PIECE, DIE-CAST ALUMINUM TWO-CYLINDER ENGINE BLOCK with integral water jacket, cylinder heads and manifold. (Merc 40, 75, 110, 200, andf 402)
SPLASH DEFLECTOR on driveshaft housing. (Every Merc)
ONE-PIECE LOWER UNIT GEAR HOUSING eliminates gasketed joints for better sealing and for permanent alignment of gears and bearings. (Every Merc)

ANTI-FRICTION BALL, ROLLER AND NEEDLE BEARINGS THROUGHOUT ENGINE AND POWER TRAIN....from top to prop. (Every Merc)

FOUR-CYLINDER, IN-LINE, TWO-CYCLE ENGINE....90-degree alternate firing produces four power impulses per revolution. (Merc 500 and 850)

SINGLE-LINE, NON-PRESSURIZED REMOTE FUEL SYSTEM eliminates hazard and mess of fuel leakage, characteristic of pressurized fuel systems. (Every Merc)

REMOTE THROTTLE AND SHIFT CONTROL SYSTEM with integrated synchronizing mechanism. (Merc 75 - 1750)

QUICKSILVER LOWER UNITS WITH SURFACING PROPELLERS for use on hydroplanes and stock utility racing hulls. (Twister Series, 25SS and 650-X)

FORGED ALUMINUM CLAMP BRACKETS heat-treated and virtually unbreakable. (Merc 200 - 1500)

WATERPROOF SPARK PLUG TERMINAL BOOTS (Sparkies). (Every Merc)



Restoring Old Outboards, An Ageless Hobby

Antique car buffs have been joined by a growing contingent of boaters who delight in finding and restoring older outboard motors. This mint condition Mercury "Super-Ten" of 1950 vintage is typical of the meticulous detailing demanded by enthusiastic collectors. The Antique Outboard

Motor Club of America has several hundred members who recondition early models for the sheer joy of owning and operating them. No doubt, the young lad in the new runabout will someday fondly recall the "faithful old 85" that he and Dad used on many fishing trips.

courtesy of Mercury Marine,
and submitted by Allen Le Baugh



**"WHEN WE GET OUT A LITTLE BIT FARTHER
I'LL SHOW YOU THAT POWER I'VE BEEN BRAGGING ABOUT."**

RICHARD A. HAWIE

NOTES FROM THE CURATOR

The Story of Mullins Boat Company

Recently I've done a little research on the Mullins Boat Company, and since I hate to waste hours of research I thought I'd write about it. Bob Zipps got me started on Mullins as he needed some background material on the company relative to a letter he had received from "Alcy Richardson" who had read the article about his collection in the Yankee Magazine. Then, a letter requesting information on Mullins appeared in Old Cars, an auto newspaper. I developed enough information to make a decent article; a lot more than I used in my letter to Old Cars, as they were interested in Mullins only as a builder of travel trailers.



Mullins made galvanized steel boats. It would seem that there should be many of them still around, but the only one I know of for sure is owned by a friend of member George Harness, and this one is an inboard. The late Ed Fredericks had a metal boat at one of the Hartford meets, but we weren't able to determine if it was a Mullins boat or not. There may be more Mullins' boats around; perhaps other members have some. If you see an old metal boat, take a second look - it might be a Mullins.

The W. H. Mullins Company of Salem, Ohio, started in 1894 according to their magazine ad of April, 1936. (The 1930 ads referred to the 36th anniversary fleet which would make 1894 their first fleet.) The first mention of Mullins I have found is in the January, 1907 issue of Rudder Magazine. There is an explanation of their method of construction and three pictures of a hull being built. In 1907, of course, this was an inboard boat. When you think about it for a minute, an article in the January, 1907 issue must have been written one or two months earlier, which would date the boat being built in late 1906. Waterman was still experimenting in 1906 and Evinrude's first production was still three years off. This was pre-outboard days!

The method of construction is interesting. It probably was used for the outboards, too. Steel dies were made from a plaster cast of the full hull shape and plates of No. 12 gauge galvanized sheet steel were formed in the dies, then riveted together. The seams were then soldered. Mullins guaranteed the hull against puncture and leaking. This No. 12 gauge could be any thickness from .081 to .125 - the article doesn't specify which of the many gauge standards was used. It was, in any case, a pretty thick piece of steel. The wooden framework was fitted into the finished steel hull -- just the opposite of wooden boat construction where a framework is built first and the planking or plywood sheeting is applied last.

Although a galvanized steel boat might not seem to possess any advantages today, when you think of the construction of boats contemporary with Mullins, not leaking, not requiring caulking, and not swelling sounds good. I remember the laborious job the fellow next door at the shore had caulk-

ing and painting his two dozen livery rowboats every spring. I never did figure out whether it was a "labor of love" or "love's labor lost", but we kids learned to give Mr. Soper a wide berth during caulking and bottom painting time.

Mullins claimed in 1914 to be the world's largest boat builder. They also made cedar canoes in 1914. In 1915 they claimed to have the largest boat factory in the world. In 1916 their ad claimed that they were the world's largest manufacturers of steel and wooden pleasure boats. Their catalog listed 40 models of steel and wooden boats and canoes. In January, 1917, they claimed there were more than 65,000 boats in use, and they still listed steel and wooden motorboats, rowboats and canoes. Their 1919 ad showed a twenty foot auto boat, a fourteen foot outboard special complete with two sets of oarlocks, an eighteen foot launch, and a cedar canvas-covered canoe.

Except for its steel construction the Mullins outboard boat didn't differ much from other outboard boats of the time. Because the outboard engines of that era were heavy, low speed units of only 2 or 3 hp, a displacement hull was all they could handle; and unfortunately for anyone regarding speed, power and length. It wasn't until the late 1920's before outboard engines of sufficient horsepower to plane a boat were made. Our beloved Johnson Waterbugs and Elto Rudder Twins, though they were lighter and smoother-running than the contemporary singles, were only rated 2½ to 4 hp -- not enough to plane a decent sized boat.

A corporate change occurred in 1920 for their ads listed the Mullins Body Corporation Boat Department as the company name. The location still was Salem, Ohio.

Mullins' ads from 1920 to 1927 generally pictured and featured their inboard models. In 1927 the "Sea Hawk" outboard model was introduced. It had a "corrugant" bottom. Their sketch shows four ribs or corrugations on the bottom, extending from the transom forward about three feet. Bob Zipps is working on an interesting first hand story involving the Sea Hawk model, so I'm not going into the Hawk any further.

Another corporate name change occurred in 1928: Mullins Manufacturing Corporation, Salem, Ohio. Mullins' ads in the January and May, 1930 issues of Motor Boating Magazine were in color, quite an expense in those depression days! The condensed specifications for the 1930 models were:

<u>MODEL</u>	<u>LENGTH FT.</u>	<u>BEAM INCHES</u>	<u>WEIGHT</u>
Penguin	14	48	230
Lark	14	52	270
Dolphin	15	56	425
Albatross	15	56	490
Flamingo	15	56	550
Roadster	15	57	370
Torpedo	13½	51	200
Tarpon	13½	51	225

The Penguin was a rowboat; the Tarpon was a Torpedo with front cockpit.

After 1930, Mullins' ads featured their inboard boats. Their inboard "Sea Eagle" model, 15½ feet long, powered by a 40 hp Lycoming engine was priced at \$795! Today the sales tax and registration fees would almost be that much!

In April, 1936, the boat division of Mullins Manufacturing Corporation separated from the parent corporation, moved to Oil City, Pennsylvania and changed its name to Mullins Boat Corporation.

The last ad I have found for Mullins was in January, 1938. So far I have not found Mullins' ads in either Rudder or Yatching, only Motor Boating; it surely complicates research! If I only had Rudder or Yatching, I couldn't do much in Mullins. I wish the story were more complete. I don't know how long Mullins remained in business nor why they moved to Oil City, Pennsylvania, or why they were in Salem, Ohio, either. Neither city is a boating center. There must have been some reason. I've been doing research on boating subjects for the last twenty years, and I've never found a company which moved as many times as Mullins. While they were in Salem, Ohio, their ads listed the following addresses:

- 1914 - 182 Franklin St.
- 1916 - 510 & 710 Franklin St.
- 1917 - 63 Franklin St.
- 1919 - 600 Franklin St.
- 1920 - 601 Franklin St.
- 1921 - 622 Depot St.
- 1922 - 644 Depot St.
- 1923 - 665 Depot St.
- 1924 - 820 Depot St.
- 1925 - 905 Depot St.
- 1926 - 800 Depot St.
- 1927 - 190 & 200 Depot St.
- 1928 - 277 Depot St.
- 1929 - 606 Depot St.
- 1930 - 100 & 301
New Garden St.
- 1931 - 10 Mill St.
- 1932 - 400 Mill St.
- 1933 - back to 10 Mill St.



Mullins was undoubtedly the champion address changer. Imagine the trouble the mailman had!

Upper picture: Some of Mullins' 1919 line.

Lower: Artist's rendition of the 1930 line. Clockwise from left: Roadster, Albatross, Flamingo and Dolphin.

Right: Models from Top: Torpedo, Tarpon and Lark. These were 1930 models, too.



Picture references:
Upper: Page 103, April 1919 Motor Boating.

Lower and right: Page 210, May, 1930 Motor Boating.



SEA WORTHINESS has always been an important factor in boats. And among outboards, it has become more important this year than ever before. This is because the bigger new motors that give tremendous horsepower must have *real boats* to hold them.

No one could ask better proof of Mullins seaworthiness and Mullins speed than the record established in the famous "Outboard Marathon" from Milwaukee to Chicago.

Out of half a hundred starters, six finished. "Lady Sparton", a 16 foot Mullins Seahawk, driven by 15 year old Mary Richardson, won by 28 minutes! Rough going was an actual *advantage* for Mullins! Life boat construction, built-in air chambers, and the now famous "corrugant bottom" are outstanding features of superiority.

By all means have us send you full details in our 1928 "Book of Boats".

MULLINS

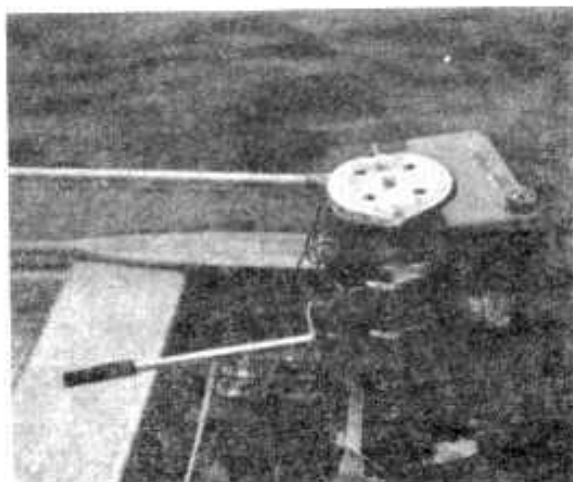
MANUFACTURING CORPORATION

277 DEPOT STREET

19

SALEM, OHIO

Motion Outboard Motor Boats Co., 37th St. at Eighth Ave., New York.



Left: Dick Choyce's fine '28 Quad, and right: Gene Yonker and Don Miller wiring up the Hotshot with Ron and Joe Guzzo supervising!!

➤ Meets ➤

Midwest Chapter Meet held August 27th, 1978 at the home of Warner and Dorothy Turner on Little Cedar Lake, Wisconsin.

by Warner Turner

We were extremely lucky as the weather had been very wet and soggy for several days previously and the same was forecast for the 27th. The day started out cloudy but about 10:30A.M. it cleared up nicely until 4 P.M. when we all got soaked. But, who cares! We sat around in the garage and swapped stories.

Those in attendance were Dick and Russ Choyce, and his young son. Ron and Joe Guzzo and Ron's young boy who promptly went fishing and caught several small pan fish from the neighbor's pier, which was later tested for safety by Ron. He promptly fell through one of the planks that my neighbor always avoided. I'm happy to report only minor damage to Ron's ego!

Mike Kolat and his wife brought a fine display of smaller motors, as did Chuck and Tom Kozelsky from McHenry, Illinois.

John Woodward and Don Miller were mainly observers. I guess some of us are getting smart and traveling light!

Jere and Bernie Sairs were also early arrivers and as usual, Jere had a beautifully restored Lockwood Chief that nearly out ran my 40 H.P. late model Evinrude Big Twin. I've never seen 14 H.P. go so fast! My one secret desire was to get a '28 Quad like Jere's and now, I'd also like a Lockwood Chief!

Lee Krueger had a '29 Speeditwin OK-60 Johnson and a '29 Elto Speedster recently acquired. I never cease to be amazed as to how these old Eltos have survived 45 - 50 years and still perform so well. I guess that's what makes this such an enjoyable hobby for me.

Gene and Will Yonker came up from Taylorville with Gene's fine '28 Quad. Gene gave me a ride and this fueled me up to get mine going. He was low on gas, but the old Quad kept running on the two lower cylinders. This motor really has a lot of charismatic qualities.

Carl Wellman's Caille Single performed well. However, Carl received a nasty hot muffler burn when he tilted it up, Dorothy gave him first aid and that took care of the second patient after Ron Guzzo's skinned shin.

I guess these old motors weren't meant for the timid!
John and Gert Van Vleet deserve at least an honorable mention for bringing Mr. Lucas' fine Cross Radial to the meet, besides my basket-case '28 Quad. John has what appears to be a bakery or milk truck converted to haul motors and after helping getting this Cross Radial unloaded, I highly recommend this means of transporting these giants.

Our women-folk prepared a fine picnic lunch and seemed to really get into the mood of the day as the sun poked out around noon.

The showers reappeared and our meet literally was a wet one, but most enjoyable.

Harpers Ferry Meet

by Mary Daller

If you did not attend the meet at Harpers Ferry, West Virginia on September 16, hosted by Don Callar, you really missed a good time. Harpers Ferry is a very historic old town remembered mainly by the John Brown incident just prior to the Civil War.

We left Claymont on Friday, September 15, and arrived at the Sportsmen Motor Lodge at 4:25 p.m. Marie and Bob Davis (Bob being a "retired stock outboard driver"), Linda, Rick and Jeffrey Newnam (our daughter, son-in-law, and grandson) joined us. At the same motel were John Gehrke (Knuckle Buster member) and his wife, Ann, from Allentown, Pennsylvania.

At 6 p.m. Don arrived to escort us all to dinner at The Village House, a unique restaurant in Shenandoah Junction, West Virginia.

Saturday was a beautiful day for the meet. The spot picked out by Don was a private park on the west bank of the Potomac River above a dam. The area was shady and cool with a large pavillion, tables and benches. A paved launching ramp and a generous number of floating docks made access to the water easy. The day was warm with a shining sun and a gentle breeze. We all hope we are invited back again.

Approximately 20 motors were on display and several members brought their own boats. For the others wishing to run their motors, Don provided "loaner" boats.

AOMCI members attending were: Tom Luce and family, Westfield, N.J.; Ann and John Gehrke, Allentown, Pa.; Marcus Wright and family from Little Silver, N.J.; George and Betty Loeb, Norfolk, Va.; Bill and Helga Hodges, Cohoes, N.Y.; Phil and Ruth Benedict, Annandale, Va.; Bob Grubb and family, Pottstown, Pa.; Ed and Elsie Gera, Baltimore, Md.; Jim Hilborn, New Castle, Pa.; Mrs. J. Ouchterloney and her daughter, Dobbs Ferry, N.Y. Don, Mort and I.

That evening we all had dinner at the Iron Horse Inn in Harpers Ferrys. The Inn is the oldest brick house in town and was once the home of the first Armory Superintendent.

After a very delicious meal, most of the members went on an after-dark tour of Harpers Ferry and were enlightened by the tour guide concerning legends and more recent ghostly appearances in the old houses, one of which was the building now housing the Iron Horse Inn. Even if you are not a believer in the supernatural, this tour may change a lot of minds and will make you really stop and wonder.

The only thing marring an otherwise perfect meet was the absence of Donna Callar who will be undergoing an operation on Tuesday. We all wish her a speedy recovery. She has best wishes from all of us.

Since writing the above, I have had a note from Donna Callar saying the operation was a success and she is now at home recuperating, well on the road to recovery.

Fall MAPS Meet held October 7th & 8th, 1978 at Taylorville, Illinois with Gene Yonker as sponsor.

by Beverly Walls

Attending AOMCI members and family were:

Walt and Phyllis Ellis	John Gould, Jr.
Allen and Margaret Le Baugh	Emmett, Bev, Van, & Jay Walls
John and Gert Van Vleet	Hank and Donna Hahn, Glenna Harris
Bob Davis and family	Gene and Jean Currant
Jere and Bernie Sairs	Ron and Joe Guzzo
Charles and Tom Kozelsky	Don Miller
Gene and Will Yonker	Clarence, Dolores Sitton and 2 grandsons

John Van Vleet brought a Johnson Motor Wheel bicycle, and after a slight tune-up Jay Walls put about 10 miles on it. John also brought to the meet Warren Conover's #5 Johnson prototype outboard that was made from the first 4 experimental outboards the Johnsons made.

Jere Sairs ran a Lockwood Chief and was gone so long we went looking for him. Nothing was wrong, Jere was just enjoying himself.

John Gould ran an A-25, PO-15, and a 1934 Evinrude Light Twin Imperial.

Jay Walls ran a racing Speedifour on a Speedliner utility on Saturday. Sunday he put on the 460 Racer and was just getting ready to accelerate from about 50 M.P.H. when the burst of power twisted off the prop shaft and a genuine John Toprahanian 460 racing prop went to the bottom!

Gene Currant brought a rig powered by a beautiful running Speedifour. While Clarence Sitton brought "ole Blue" powered by his V-50, and also a small motor (PO-15) for his two grandsons to run.

Everyone was kept well fed by Will's mother, Wilma Lamb, her friend Juanita Radzimanowsky, and Gene's mother, Dorothy Yonker. They, along with Gene and Will, were presented Silver Cup Appreciation Awards from Captain Phil and crew by Hank Hahn. Captain Phil being Philip Green who passed away suddenly in September.

Jay Walls was the winner of Predicted Log Contest, with Van Walls winner of Bang and Go Back. Tom Kozelsky won Best Restored trophy for a Johnson A. Bob Davis, the Oldest Motor award for a 1913 German Hasse, Clarence Sitton, the Most Unusual award for a Caille Liberty Twin, while Al Le Baugh from Council Bluffs, Iowa received the Longest Distance Traveled award.

YANKEE CHAPTER AUCTION ON SEPTEMBER 9, 1978 AT CONNECTICUT RIVER MEET



Outboards by Sears & Roebuck

1914 1942

by Dick Perry

Chasing down a lead on two motors resulted in my purchasing an Evinrude A and the oldest Water Witch I had ever seen. As always, Dick Hawie was most helpful and after some correspondence the Water Witch was deemed a 1934 model, manufactured by Muncie. Further research proved this date accurate. Not having previously been aware that Muncie made motors for Sears & Roebuck, I became curious about the whole line.

The Chicago Sears' office answered my inquiry about the availability of old catalogs. They existed on microfilm and could be inspected, among other places, at the Boston Public Library. Living only 35 miles away, I took out a library card and at the first opportunity proceeded to spend two days staring at microfilm and making notes. For a quarter each, the library would make full-sized negative copies of any microfilmed page. Naturally I could not turn this down and had several made where major changes occurred. I'd like to pass on some of the information collected.

Outboards first appeared in the Sears & Roebuck Catalog in the Spring of 1914. The "Mototgo Row Boat Engine" sold for \$49.95 and was a battery ignition model with rudder steering. There were no engine specifications given. In the Fall, the same engine was sold along with a magneto ignition model priced at \$64.95. Engine specifications were: 2 H.P. @ 850 R.P.M., 2 5/8" bore X 2 1/2" stroke, 9 1/4 X 14 prop and a weight of 62 pounds.

The Spring and Fall 1915 catalogs listed only the battery ignition model at the reduced price of \$38.50. The horsepower was now given as 1 3/4 H.P.

The page showing outboards was missing from the Spring 1916 catalog, but the Fall catalog showed two models. The magneto ignition reappeared at a price of \$53.35, as compared to \$42.35 for the battery ignition model.

The Spring 1917 catalog listed the same two motors. The \$48.95 price tag was on the battery model and \$59.95 was the price for the magneto model. The Fall catalog showed these motors with no price change but hedged a bit on the horsepower. It was now given an 1 1/4 - commonly called 2 H.P. The battery ignition equipment was described as follows: "The battery consisting of 3 dry cells and a high grade spark coil put up in a wooden box with all wiring necessary to attach to engine." The magneto model weighed 62 pounds. The battery model (with battery) weighed 70 pounds.

The 1918 Spring and Fall catalogs listed only the battery ignition model at \$55.45. The magneto had been abandoned again.

No outboards appeared in the Spring 1919 catalog. A separate marine engine catalog was available on request. The two motors reappeared in the Fall catalog. The 2 H.P. battery ignition model, weighing 70 pounds, now sold for \$59.95, along with the magneto model weighing 62 pounds and priced at \$74.95.

The 1920 catalogs listed the same engines at \$78.00 and \$95.00.

In 1921 the prices dropped to \$73.50 and \$89.95.

There was no change in model or price in 1922. The "Motorgo Row Boat Engine" had now been available since 1914 with little change. The magneto model had been dropped on occasion but had soon reappeared.

The 1923 Spring catalog showed the first major design change. The rudder was deleted. A rope plate replaced the starting knob. The 2 5/8" bore and 2 1/2" stroke didn't change but the RPM range was listed as 850-1000. The engine weighed 65 lbs., had a 3 quart aluminum gas tank and developed 2 HP. This was available with magneto ignition only. The battery model "Motorgo" was gone. This new engine had a compensating spring "for side strain on steering handle", and was reversible. The price was \$79.95. Another \$2.40 would buy an underwater exhaust. For \$1.65 you could purchase a waterproof cover for the top of the engine. A safety clutch propeller and a tilting device were added features. This was truly an advanced model. In the Fall catalog the price was raised to \$85.75.

The same model sold for \$89.75 in both 1924 catalogs.

In 1925 the weight was reduced to 50 lbs. and the price lowered to \$85.00. A 9 x 10 weedless propeller was described. The horsepower was referred to as "commonly called 2 HP" @ 1000 RPM. An interesting note is that the Spring and Fall 1925 catalogs carried the Johnson A and C (canoe motor) @ \$138.00. Features described were: full reverse, 35 lbs. weight, 3 port operation, directly opposed cylinders, 2" x 1 1/2" bore and stroke, 2200 RPM and 5 pint polished sheet aluminum gas tank. This is the only time, in the period researched, that Sears and Roebuck sold any motor other than their house brand.

The years 1926 and 1927 saw no change in model and price, but in 1928 another model change occurred. It appears that at this point Caille replaced Lockwood as the supplier to Sears and Roebuck. Perhaps someone can enlighten me, as I'm not sure of this. The 2 HP single, which had undergone one major change, was deleted and replaced by a 2 cycle opposed twin. It had a 2" bore and stroke, developed 2 3/4 HP, weighed 42 lbs., cost \$118.00 and had an RPM range of 200-2000. Additional features were: Bosch high tension magneto, cord pull starter, Zenith carburetor, bronze water circulating pump, nickel bronze weedless propeller and 1 gallon aluminum gas tank. The reversing procedure was described as follows: "engine is reversed for backing by pressing stop button and shifting spark lever while fly wheel is in motion."

After many years of model repetition, changes were coming quickly. The price of this engine was dropped to \$99.95 in 1929 and it was joined by the Motorgo Sr. "A new outboard motor for fresh or salt water." It was a 10 HP class B engine with a 2 1/2" bore and 2" stroke. The weight was 65 lbs., cost \$136.95, had a rope starter and turned up a screaming 4800 RPM. The Fall catalog listed no boats or motors. Perhaps the events on Wall Street affected merchandising philosophy.

In 1930, however, the line boasted three models all of which were opposed twins. The specifications were as follows: Motorgo Jr. - 6 HP, @ 4500 RPM, 13.9 CID, 2 1/4" x 1 3/4" bore and stroke, 47 lbs. and \$114.95. Motorgo Sr. - 14 HP, @ 5000 RPM, 19.6 CID, 2 1/2" X 2" bore and stroke, 71 lbs., \$149.95. Motorgo Big Boy - 20 HP, @ 4000 RPM, 29.6 CID, 2 3/4" x 2 1/2" bore and stroke, 95 lbs. and \$185.00. Sears and Roebuck it seems was not unaffected by the horsepower race of the era.

1931 saw price decreases and weight increases in all three models. The Motorgo Jr. was reduced \$1.00 to \$113.95, but beefed up to 55 lbs. The

Motorgo SR. now featured offset cylinders, cost \$148.50. and weighed 75 lbs. The Motorgo Big Boy's price was \$182.95 and it put on 15 lbs. to now weigh 110. These weight variations might be helpful when dating a particular model.

The 1932 catalogs showed the addition of a fourth motor to the line. It was an opposed twin weighing 45 lbs. and developing 3 HP @ 2800 RPM with a 2" bore and 1½" stroke. It was of 3 port design like the other models and cost \$69.95. The Motorgo Jr. was still rated 6 HP @ 4500 RPM, but the 14 HP Motorgo Sr. was called such and rated 15 HP @ 5000 RPM. The Big Boy was still called 20 HP but rated 21 HP @ 4500 RPM. The prices dropped dramatically. The Sr. cost \$133.45 and the Big Boy \$157.75. The depression must have reduced the number of people, able to spend any of what money they had for leisure items. (I spent a good part of that year in a crib or crawling about so my recollection of the economic situation is not too vivid. My father told me later that my arrival cost him his last \$200.) These models incidently were the last of the Motorgo outboards.

The Spring 1933 catalog listed no boats or outboard motors. In the 1933 Fall catalog the first Water Witch motors appeared. Three models were available: a 2 HP single weighing 31 lbs. with 2" x 1½" bore and stroke turning up 3200RPM and costing \$49.95; a twin developing 5 HP at 3800 RPM priced at \$78/95, weighing 50 lbs; and a 16 HP twin which sold for \$124.50 and weighed 95 lbs. All were 3 port type and the two twins featured pressure-suction cooling.

The same three motors were advertised in the 1934 catalog but the prices were \$57.45, \$89.95 and \$139.95 respectively. The 5 HP and 16 HP twins now employed pump and siphon cooling. There were no other specification changes. (This cooling system change enabled me to positively date my Water Witch as 1934. It is the 5 HP model and a rather well made motor. The crank shaft is forged steel with upper and lower ball bearings. The bore is 2" and the stroke 2½". The drive shaft is nickel steel. These were the motors made by Muncie that started me on this project.)

In the Spring of 1935 the price of the single was lowered to \$49.95 and the twin incidentally was now rated 6 HP at 3400 RPM. At this point another twin appeared. It was an economy model selling for \$69.50 and developing 4 HP at 3000 RPM. It was lighter at 43 lbs., had the same 2" x 1½" bore and stroke, but the crank shaft bearings were bronze. The same 16 HP twin was available at the previous price. This model and the 6 HP twin were not sold in the Fall of 1935. Only the single and the 4 HP twin now priced at \$74.95 remained.

This was no coincidence, as in the spring of 1936 the engines made by Kissel made their appearance. These were the familiar twin tank streamlined Waterwitches. (The name was now written as one word.) At first there were two engines of this style: a 2½ HP single with a 2¼ x 1 7/8" bore and stroke turning up 2400 RPM and a 4 HP opposed twin. The single sold for \$39.95 and the twin was priced at \$59.50. The old style 16 HP twin was still available.

This 16 HP engine was not shown in the Fall 1936 catalog but reappeared for the last time in the spring of 1937. The two Kissel made models completed the line.

In 1938 four models were available: the 2½ HP single priced at \$41.95, the 4 HP twin at \$66.95 and two new models. One was 3/4 HP single with the streamlined twin tank appearance. The bore and stroke were 1 7/16" x 1 9/32". It weighed 19 lbs., turned up 3200 RPM and featured a lead-coat-

ed steel gas tank of 3 pint capacity. (Incidentally, I bought one of these for my collection from Phil Kranz at Bob Zipps' 1977 Yankee Chapter indoor meet.) The other new model was a square-tanked opposed twin developing 8.5 HP at 3000 RPM. It weighed 70 lbs. and sold for \$129.95. I have no idea who made this model for Sears and Roebuck. It was not in the line long, appearing for the last time in the Spring 1939 catalog.

Changes were coming more frequently at this point. The Kissel-made twin was now rated at 4 3/4 HP and sold for \$67.95. The 2 1/2 HP single was still available at \$43.95. The 3/4 HP single which was introduced in 1938 underwent a drastic change of style in 1939. It had a new wrap-around tank and was available in a choice of air-or-water-cooled models in the Spring but in air-cooled only in the Fall. The price for both models was \$23.95. By the Fall of 1939 the twin was rated at 5 HP.

More changes were in store for 1940. The 3/4 HP engine was available in two models: a standard (rope start) and deluxe (automatic rewind). Both were air-cooled and sold for \$23.95 and \$28.95. The previous 2 1/2 HP model now rated at 2 3/4 HP was referred to as the "low-priced special" at \$38.50. There was a 3 1/2 HP single with automatic rewind that sold for \$47.95, and at the top of the line a 5 3/4 HP twin with automatic rewind at \$68.95.

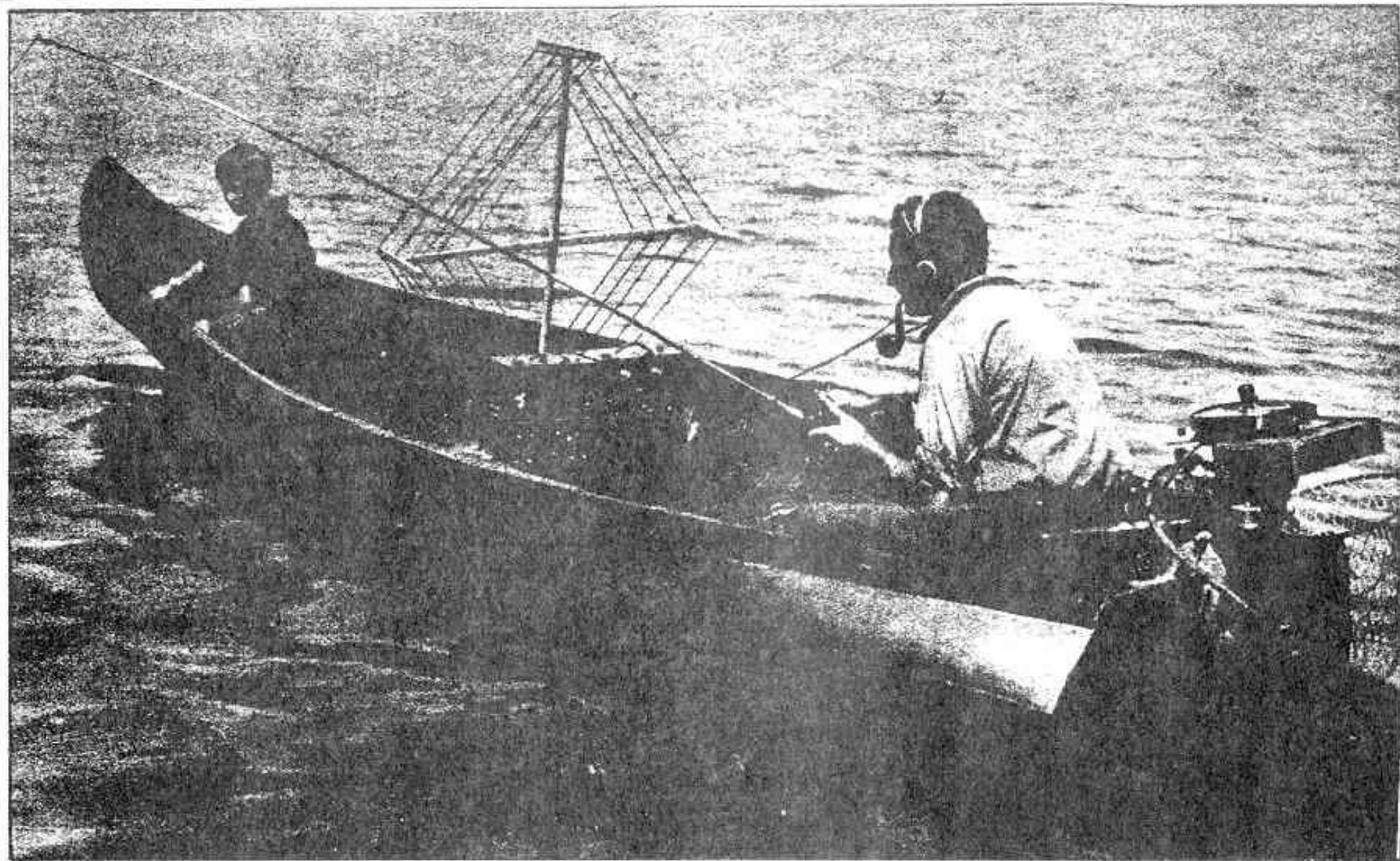
In the Spring of 1941 the air-cooled single was rated 1 HP at 4000 RPM, weighed 20 1/2 lbs., was available in rope start only and cost \$24.95. The rope start, water-cooled single was upped to 3 HP at 3600 RPM and now priced at \$39.95. The deluxe 3 1/2 HP single with automatic rewind sold for \$53.45 and the 5 3/4 HP deluxe for \$73.95. A new model made a brief appearance, a 10 HP alternate firing twin turning up 4000 RPM weighing 70 lbs. and selling for \$119.95. It was of the modified twin tank appearance and fully shrouded with many modern features, such as automatic rewind, sliding vane water pump and slip clutch propeller drive arrangement. The underwater parts were "Alrok" coated to resist corrosion. It was rubber mounted to reduce vibration, and even featured such gadgetry as magneto lighting coils with plug-in outlet for powering spot light. This motor was not depicted in the two subsequent catalogs, Fall 1941 and Spring 1942. I wonder how many exist today. The four other motors did appear in the 1941 Fall catalog with no design changes and slight price increases.

Only two motors were offered in the 1942 Spring catalog. These were no doubt left over 1 HP air-cooled singles and 3 HP "special" rope start singles. They sold for \$28.50 and \$45.95. World War II put an end to the Waterwitch line as no motors were advertised by Sears and Roebuck until the Fall 1946 catalog when the West Bend manufactured Elgin line started.

I have photocopied pages of the Elgin line from 1946 through 1951, but feel that I've rambled on enough at this point. At any rate, these motors are quite recent and relatively familiar. Should anyone desire additional details from my research on these models or any others back to 1914, I would be happy to help. My information however is pretty much limited to what I could glean from the catalogs.

THE ANTIQUE OUTBOARDER belately gives credit to Mercury Marine for the cartoon used in the January 1978 magazine. This was brought to our attention by Phil King, Granville, Massachusetts, who advised the cartoon arrived in the regular monthly dealer package from Mercury Marine in the 1950's

Radio in Some of Its Lighter Out-of-Door Phases



Up-to-date fisherman on the Belgrade Lakes in Maine waiting for the fish to bite and calming his impatience at the wariness of his quarry by listening in on the radio.

The Mariella Hull

From John Harrison, Miami, Florida.....

I'm sending you a copy of the translation of a letter to me from Count Carlo Casalini about my latest boat project, the Mariella hull. I feel sure that it is in fact very touchy, particularly in any kind of rough weather. Casalini says it is but he drove it a lot, and he was driving it in competition. I certainly will not be - it's one thing to run competition and something else to run in a nice straight line and slow down for the corners! The boat is now about finished and, with any kind of luck, I hope to run the boat toward the end of the month.

Milano, July 27, 1978

Dear Mr. Harrison

I appreciated very much your kindness in sending me your letter in the original English draft and in Italian and I am also grateful to you and your excellent translator.

I will gladly answer all the questions you asked me and I hope that you will find my answers as clear as your questions were.

Internal structure of the Passarin Hydroplane.

Your supposition, that the wings were supported by two main spars, of which one would be the continuation of the "transom" (I take it that the definition of transom is what I call the "Specchio di poppa") while the second goes through the hull, behind the driver's seat, is what seems to be the most logic one.

In the original Passarin hull, instead, the wings were fastened to the frame on the side of the central part of the hull only, in which some frame thickening was made to allow some little bolts, which came out of the corresponding housing in the wings frame, to go through.

The interior of the central part of the hull was free from any spar crossing. Therefore the hydroplane was composed of three units fastened to each other by little bolts.

On the upper surface of each wing there was a circular opening, with relative lid, about 120 mm, in diameter, wide enough to allow an arm to be inserted in order to make sure there would not be any water leaking in and that the little bolts were well tightened.

This system of building is certainly criticizable but one must keep in mind that Passarin planned this boat for engines up to 550 c.c. which produced about 35 HP and that at that time, when the driver had managed to start the engine, almost always after very numerous and exhausting jerks, any transverse obstacle that would not allow easy access to the driver's seat, was considered dangerous.

When, in 1932, it was used in competition with a 55 HP 1000 c.c. Laros, because the wings were weakly fastened, because the boat would turn over easily and because of the narrow bottom of the central part, which was affected by the torque created by the propeller, almost all the racers gave up the Mariella for use in competition. In 1933 I was the only one to drive her in competition and the reason why my boat never overturned is probably because I installed a Soriano on her with counter-rotating props and this eliminated the torque.

At high speed the wings of the Mariella would lift from the water but because of the narrowness of the central hull, they had to stabilize it continually leaning alternatively once on the right and then on the left; this roll would cause rebounds on the steering wheel because of the

braking action caused by the impact of one or the other wing on the water
Details on the single shaft Soriano engine in my possession.

The engine is completely assembled, in one piece only and is mounted on a motor stand; its general condition is good, so that I sometime enjoy starting it for the pleasure of listening again to its voice. To do this I put a little funnel in the carburator and then I pour down a glass of gasoline, enough to make the engine run for about twenty seconds.

The mixture for the Soriano engine, as Mr. Ricardo Soriano himself prescribed to me in 1933 is as follows:

Composition for 50 litres.

20 litres Alcohol	2 litres Ether
19 litres Benzol	0.500 cm 3 Castrol Oil XL

The mixtures which are used today in engines with compressor would turn out to be much better.

At the present time small diameter jets are installed in the carburator, in order to be able to use plain gasoline obtainable at filling stations since the only reason for this is to let the engine run at idle for just a few seconds.

Further answers.

The finishing of the Mariella hull, as you can see in the picture of my I-X-6 (the letter I means of Italian nationality - the letter X means 1000 c.c. unlimited class and the number 6 is the competition number I was assigned by the F.I.M. for the whole year) is a version I designed, and covered only the superstructures.

The color was all white, with two wooden ornaments painted red; they started from the side walls of the windshield which were made of aluminum with fins, the windshield was made of plexiglas. The pillow and the seat were made of red _____ ?

Mariella is the name of Antonio Passarin's daughter. Antonio Passarin died almost 30 years ago.

I do not know if the Giro' brothers are the owners of the O.S.S.A. Engineering Works, who at the present time manufacture some of the best motorcycles for motorcross.

I met them in 1931 when they were in business as O.S.S.A. (Orpheo Synchronic S.A.) Sound Motion Picture Equipment.

In 1932 they got from Ricardo Soriano the license for the manufacture of the 6 cylinder single shaft engine and gave Ricardo some motion picture equipment with which he meant to shoot some documentaries in Africa.

In 1937 they told me they would manufacture motorcycles and asked me to introduce them to the Italian Companies "Gilera" and "Guzzi".

During the Spanish Civil War they fled to Seville. The Communists took over their business in Barcelona and at the end of the war the Giro's were not able to locate their Soriano engines.

My correspondence with them was interrupted in 1940.

I regret not being able to give you any recent information about the Soriano de Ivanrey Family. I met Ricardo's daughter, married to the Spanish nobleman Gonzalo de la Gandra, who himself raced in the meetings at Bayonne and Bilbao in 1933. I found out he got killed by the Communists.

I recall Bedford Davies and Fred Jacoby who raced on Seine River on July 4, 1936 (not 1935) in the Spreckel Trophy. Bedford Davies came in second.

I do not know if a 4 cylinder Draper is still in Europe; I raced a lot

after the war with the 500 c.c. racing outboards and I had among my opponents one Draper but that was a double cylinder 500 c.c.

The Laros engine was manufactured by the biggest Italian outboard engine manufacturing company which was established in Milan in 1928. The production of this engine, very much appreciated all over Europe, included models of 175-250-500-1000 c.c. for touring and racing, of which several hundred were sold. 2500 and 3000 c.c. outboards were also manufactured for industrial vessels and were bought by the U.S.S.R.

In 1931 the 1000 c.c. Laros with the Mariella captured for Italy the over all world speed record for outboards which was held by the U.S.A.

The company ceased production of the outboards during the war. The engines were used in competitions by those people who owned them for as long as they could be kept in efficient condition with the parts that were left. They disappeared when the new American production Evinrude-Johnson and Mercury arrived.

With the exception of the engine built by Mr. Joe Werly, I know all the class X engines that you own very well and I congratulate you for your precious collection.

Sincerely

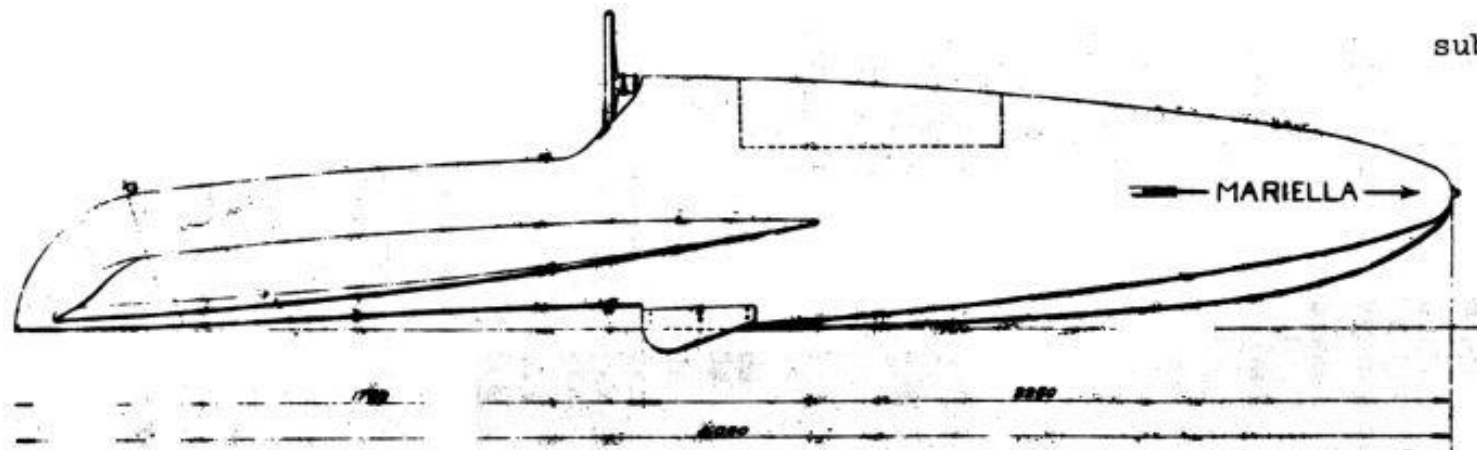
Carlo Casalini

P.S. Thanks for your congratulations for my career, while I am sorry to learn how you have been hurt in your body. Yet the news, that at least on calm waters and with wide spaces, you are still able to run, lets me think you have an advantage over me. I am not allowed to race in any way because the Italian Law does not grant a race driver license to those who are over 60, even though their physical proves they are all right. My only possibility would be to give up my Italian Citizenship but I am afraid that since I am 67 all the paperwork necessary would not leave me enough time to utilize my remaining physical fitness.

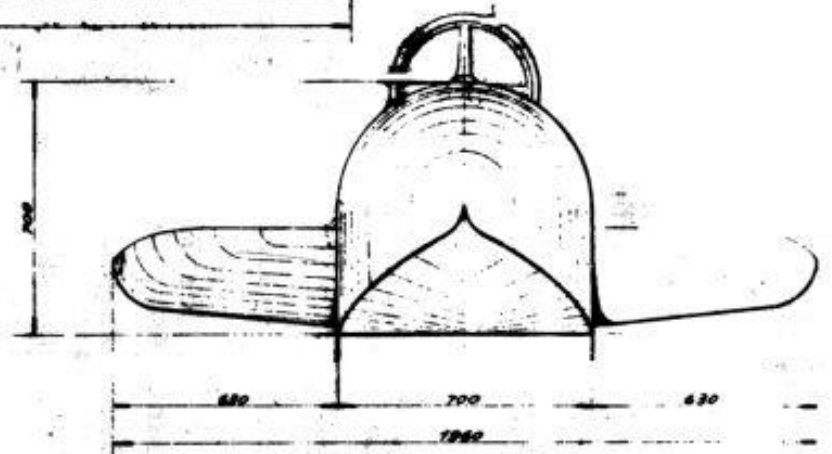
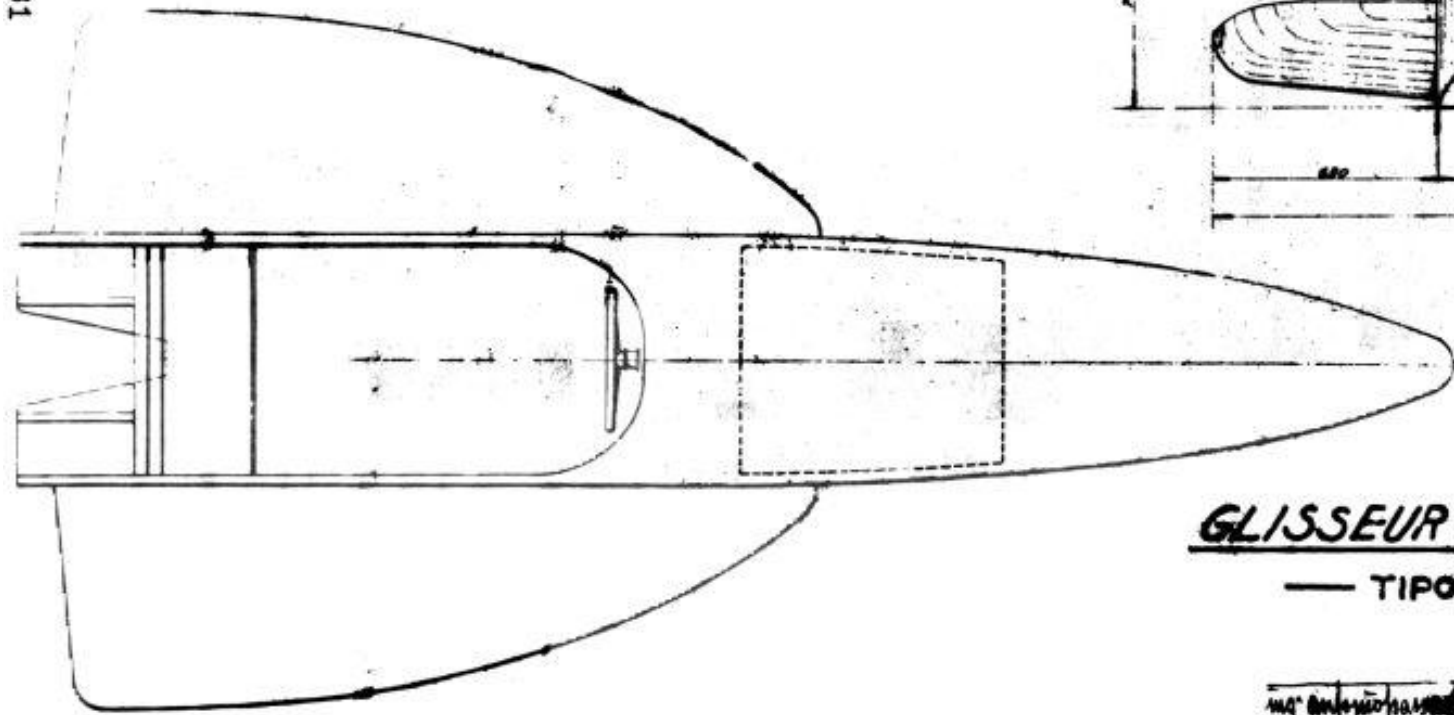
BELOW: CARLO CASALINI'S "MARIELLA" IN ACTION. PHOTO FROM MARCH 1934 RUDDER MAGAZINE. ENGINE - 1000 cc SPEED - 90 Km/hr.



submitted by John Harrison



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GLISSEUR BREVETTO "PASSARIN..

— TIPO "MARIELLA" —

ING. GIULIO PASSARIN

MILANO 184-30-XTD

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