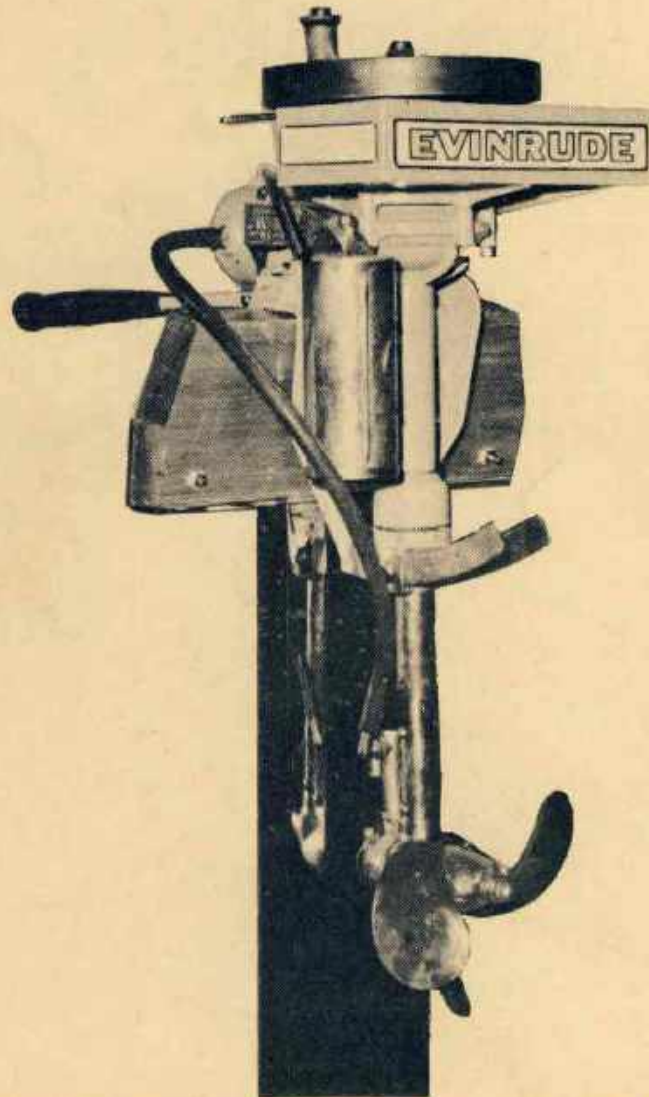


# The ANTIQUE OUTBOARDER



## The 1916 EVINRUDE



In this issue you are invited to go back through the pages of outboard history to 1916. Come with us now as Test Editor Chris Owen lugs his Model A Evinrude to his boat. Observe the clean lines and sturdy beauty as Chris spins the flywheel. Harken to the steady purr of the engine as the boat glides through the water. Watch the boat shake.

VOLUME 2

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# The Antique Outboard Motor Club

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# The Antique Outboarder

is an official publication of The Antique Outboard Motor Club. Publication began in January, 1966 and continues four times yearly; January, April, July, and October.

The Antique Outboard Motor Club was organized in October, 1965 and is beyond any doubt, non-profit. It is devoted to people all over the world who are interested in these fascinating engines, their restoration, and their preservation. The Club headquarters is located at 1107 Pueblo Drive, Richardson, Texas. Richardson is a suburb of Dallas.

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Anthea Aitken, Gossip Editor, 503 North Waterview, Richardson, Texas. Anthea tells us all what we all are doing.



# LAKE TEST:

## *The 1916 EVINRUDE Model A*

*C. R. Owen*

### Introduction:

Up till now the Lake Tests have been chiefly about motors of the 1928-1929 era. The outboard to be tested in this issue is as different from these motors as they are from present day outboard powerplants. The test might seem critical in parts, but it must be remembered that the put-put is being observed from today's viewpoint and that only in this way can the experience of running it be related

### Historical Description:

This is an outboard motor (or should I say a Detachable-Rowboat-Motor) in its purest, simplest, but not necessarily its sweetest form. Ole Evinrude designed the first one of these in 1907. The powerplant was then updated with minor details, until it finally was dropped from production in 1928. In its original form this ancestor of the modern outboard motor developed about one horsepower at about 900 rpm. By 1909, its first year of numbered production, a rating of 1.5 HP at 900 rpm was achieved. Then in 1913 the output was boosted to its zenith; a neck-snapping 2 HP at a screaming 900 rpm. The closing 1928 model had an identical rating. From the motor's initial state to its final state it varied between rudder and pivot-lower-unit steering, magneto and battery ignition, rope and knob starting as well as many other small variations; but the basic outboard was always the same. Theoretically, then by testing the 1916 model we can get a good idea of what it was like to drive Ole's original detachable-rowboat motor.

### Physical Description:

Simplicity is the watchword in the design of the 1916 Evinrude. This was so not only by choice but also by necessity. If one was to keep the motor light when using the materials of the day one had to keep it small and simple. The motor is a forward-oriented single. That is to say that the cylinder points toward your back when you drive it. The connecting rod and piston, both of which are sufficient for a Mack truck, are of bronze and cast iron respectively. The crankshaft is very unusual by today's standards in that it is not counter-weighted. This has a definite effect on the motor's operating

characteristics as we shall see. The crankshaft is mounted on two bronze bushings which are finned on the outside for strength and which form the top and bottom of the cast-iron crankcase. Lower main bearing lubrication is taken care of by excess oil from the fuel mixture which precipitates in the crankcase whereas upper main bearing lubrication is achieved by the primitive means of a grease cup. The carburetor is really only a fuel meter and has no float chamber. The single jet is opened by a spring-disc poppet valve which like the rest of the carb is of brass. As is proven during operation the absence of a float chamber is serious. The fuel pressure varies with the quantity of fuel in the tank. Consequently, so does the richness of the fuel-air mixture. The plated flywheel houses a magneto and oddly enough the breaker points are in full view on the timer lever. This is achieved by the use of a very long spindly rocker arm. The obvious advantage is accessibility. The manifold and muffler branch out of the right side of the cylinder. The manifold is water jacketed and supplied with an exhaust cutout. The purpose of the cutout is to assist in easy starting, not to increase performance. (When the cut-out is opened at full speed it hardly gets louder.) Interestingly, this motor does have a few aluminum parts. The magneto plate and the manifold both are of this material. The shaft housing is a large piece of brass pipe into which fits the cast brass lower unit. The piston water pump works off an eccentric on the propeller shaft and sticks clumsily out of



## I'M GOING "EVINRUDING"

**T**HE lake is mine. The river too and every little inlet of the bay, because I "Evinrude" to where I want to go. I go alone if I wish or I fill the boat with friends. Eight miles an hour I glide through the waters and the propeller never *did* know a weed. My



with its merry little purr of two full horse power, will fit *any* row boat; mine or a rented one and it's so simple that I operate it myself.

Illustrated catalog sent upon request.  
**EVINRUDE MOTOR CO.,**  
252 F Street MILWAUKEE, WIS.

Members of National Association of Engine & Boat Manufacturers  
New York City Show Rooms, Hudson Terminal Building, 33 Church Street  
New York City; California Show Rooms, 423 Market St., San Francisco; Seattle Representatives, Woodhouse Gasoline Eng. Co., 62-64 Marion Street.



**IT WEIGHS BUT FIFTY POUNDS and IT CARRIES LIKE A SATCHEL.** Brother John takes it whenever he goes on fishing trips to the lakes, and he says that's why he gets fish. This motor doesn't crank you know; we simply give the fly wheel a swing and presto! We're "Evinruding" through the water.

EDITORS NOTE: The girl in the above advertisement may be balancing that motor on the stern, but I refuse to believe that she got it into the boat all by herself. Well---maybe so --- women were stronger around 1913.



the otherwise streamlined lower unit. At the speed attained, however streamlining is only a visual factor. A 3/4" thick flexible water hose extends from the water pump straight up beside the motor to the cylinder. The motor has no cavitation plate. This will be shown to be a needed improvement. Steering is accomplished by pivoting the lower unit and drive shaft but not the motor. There is a spring compensating device on the shaft which counteracts engine torque on the lower unit when the motor is in operation, however, when the motor is at rest the steering arm snaps to the right.

#### Appearance:

All in all the motor design looks quite clumsy by todays standards but when the gloss gray paint is shining and the brass is polished the motor looks quite like a piece jewelry. It is interesting to see the features which set the style for forty years in their original arrangement. The square gas tank, the vertical crankshaft the horizontal cylinder, the double-screw clamp, etc. all look primitive but they seem to be in the right places. This is an out-board motor, and once mounted on a boat it cannot be mistaken for anything else.

#### Operation:

The motor is heavy. Seventy-two pounds is a lot to throw around, especially for the modest power rating. Carrying is made easier by the removable tiller handle and the grip on the clamp. Once the motor is on the boat the gas filler is easily within reach on the front protrusion of the gas tank. The tank holds about a gallon and with this goes only 1/2 pint of oil because of the modest stress placed upon the internal components. Gas consumption is very low, making this an incredibly economical motor to run by the hour. I make no claims as to the distance economy. The gas turn-on valve is on the front of the gas tank and falls readily to hand. Once the gas valve is turned on, the spark lever is advanced to the full speed setting. The carburetor is then primed by lifting the spring-disc valve for a few seconds. The wooden flywheel knob is then taken

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#### NEW MEMBERSHIPS \* NEW RATES

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Associate Membership:	\$25. per year
Individual Membership:	\$7. per year, \$14. for 2 years.

If you'd like to know more about these new memberships and rates, consult the financial report in The Editors Corner.

firmly in hand and the engine is cranked through the compression stroke. (Unlike the previously tested Eltos which merely have to be bounced off the compression stroke.) The motor runs only over a very small needle valve range that will not tolerate very much variance. The reason for starting the motor at full speed is that if you slow it down very much it won't be running-900 rpm does not leave you with much room. When the motor chugs into life (and I mean "chugs", no scream, whine, drone or roar could possibly be associated) first you feel the spring tension on the tiller handle ease and then you notice that the boat is quietly shaking itself to pieces. The vibration is actually visible! That heavy uncounter-weighted piston sets up a healthy shaking. At the speed my boat was attaining my speedometer was useless. My honest guess would be that it was hitting about five miles per hour. I moved up front in order to improve the speed the way I do with my A-35 Johnson. When I did this the motor cavitated wildly. By wildly I mean it must have been hitting 1300 rpm. Thus the cavitation plate is sorely missed. Cruising is fun because it is a novelty. The motor is quiet and if it were not for the shaking the cruise would be quite relaxing. One thing this motor can't do is operate in close quarters. First because the turning radius is severely limited when the steering arm hits the side of the clamp after only a forty five degree angle turn. Second, if you hit an under water obstruction the motor cannot tilt because it is securely fastened to the tilt, angle adjustment by two hefty clamp screws. When the motor is slowed down a little you can hardly tell the difference by sound but the boat is going slower, (if you can imagine that.) If you slow it down a little more the motor stops. Hence, for all practical purposes full speed is the cruising speed, racing speed, and idle speed for this engine. I did get a big kick out of the esthetic appeal of this motor to bystanders and to myself. The charm of the motor despite the engine's obvious shortcomings makes it almost as much fun to drive (and show off) as any of the Quads or Speeditwins. This antique is well worth the "toil, blood, sweat and tears" of rebuilding, transporting and operating.

## *specifications*

Original price	\$110.00
BHP @ rpm	2 @ 900
Engine	Single (forward pointing)
Bore X Stroke	2 5/8 X 2 1/2
Displacement	13.27 cu in
Induction	1 spring disc
Propeller	2 blade
Gear ratio	1:1
Advertised weight	72 pounds
Test weight	75 pounds
Best timed speed	5 mph (guessed)
Top rpm reached	900
Slowest speed	Estimated 3 mph.

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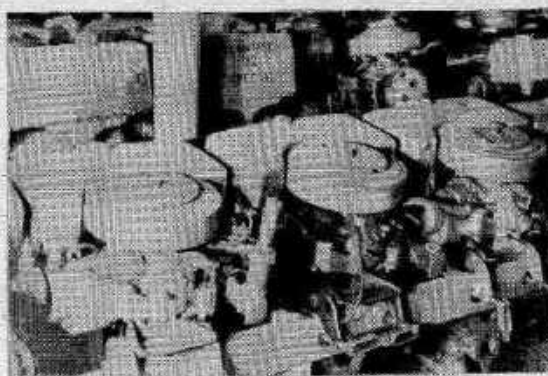
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390 Sherwood Lane  
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Your money must be received by Tom Zimmer by February 15<sup>th</sup>, 1967. You will receive your official sweatshirt in early March - just in time for the boating season. Don't forget to state the color, size, and sleeve length which you desire.



# Notes from the Curator

R. A. Hawie



## The 1928 Racing Year

I am writing this on December 5, and since I don't think our other writers (yes, let's face it, writers! Last December we were just enthusiasts, but we've had a year's experience now and we're in print; we're writers. I'm even thinking of growing a goatee and wearing a tam.) are any faster or slower with their articles than I am, I think that the January 1 mailing date for our newsletter will have to be adjusted. With Christmas coming I don't see how Dave will have the time to compose everything and have it printed.

As advertised in the last issue, I am going to branch into racing a little this month. Mr. Webb touched on it, and I understand that Bud Cowdery is going to write on it also. Instead of trying to cover too much I'm going to stick to 1928 since I just finished going through my magazines of that year. I'm sure Bud will be writing about the late thirties as I don't believe that he was racing in 1928. The only driver I know of still racing now who was active in 1928 is George Waller who came back to the "36" class this year after a few years "on the beach."

There was a radio comedian years ago who used the line, "Was you there, Charlie?" and like his straight man I must confess I wasn't. What I write was gleaned from magazines, but perhaps it will recall memories to some of our members "who were there" and they may fill in the gaps with their recollections.

As far as I can see the year 1928 was the first year that outboard racing was popular enough to be held as a regatta without inboards. You can get in an awful bind arguing "firsts", but before 1928 most outboard races were held in conjunction with or between heats of inboard regattas.

The first Albany-New York Marathon was held in 1928 on two weekends in April. It was run actually as a time trial. The boats were awarded places according to elapsed time. RUDDER felt that the race was important enough to hold publication of the May issue to get the first weekend's results printed! Today the National Cham-

pionships seldom get a paragraph in the boating magazines. The winner in Class C was Widegren driving a Fairchild Aero named Baby Olds with an Evinrude Speeditwin. There were two Widegrens driving in this era but RUDDER does not give anything but the last name, no initials. I don't have MOTOR BOATING for this month so I won't guess which one won. The Class B winner was J. E. Wilkinson driving a Herbst boat and Lockwood motor. "Wilkie", as he was called, was a well-known driver of the time, and his exploits are well chronicled in both RUDDER and MOTOR BOATING. The Class D winner was Thurber driving a Jackson hull and Elto Quad. I can't identify him any further than that.

The prizes were very good for today let alone 1928! Fastest time paid \$500; first to complete the course \$100; first each of the four days received \$100. This was certainly a fair day's pay in 1928. You would draw a pretty good field today if you offered these prizes.

I understand that the early date in April, which was continued into the 1950's, was selected to precede the starting of the Hudson River Day Line by one weekend. This is of course like taking coals to Newcastle, for even without the Dayliners the Hudson is a nightmare. It's funny to read the irate rantings of those opposed to Con Edison's planned pumped storage Hydroelectric plant because it will discharge hot water into the Hudson. A little hot water and soap might help it, for the Hudson is nothing but an open sewer for most of its length.

The Albany-New York Marathon became very important because of its early running date. It was the first big race of the season, and the winner's boat, motor, oil, gasoline and toothpaste were widely advertised in the magazines. I can name over 40 companies who made racing boats in 1928 alone. You can imagine what a boost a win in April was for one of them. From 1929 on, the race was run on a Handicap basis, and an over-all winner was named. The A.P.B.A. doesn't allow over-all winners or Free-for-alls in their present racing rules; you must have a winner for each class - sharing equal prizes, but not in 1928 or the following years, so a win was a big prize for boat company and driver.

Since I don't have first hand information, I won't try to wash anyone's dirty linen; but the impression given by the magazines of the day was that there was a great deal of unrest over the rules or lack of them. A.P.B.A. members will chuckle for that seems to be a complaint today, too. Suspicion that favored drivers were getting special or pepped-up motors seems to have been the main problem.

The A.P.B.A. and Mississippi Valley P.B.A. rules for 1928 were published in RUDDER's July, 1928, issue. Except for their brevity the 1928 rules are similar to the 1966 rules - in the main body at least. Stock motors were required; and there was an Amateur division and a Free-for-all division, although an Amateur driver could race in a Free-for-all class race without losing his amateur status.



There was no restriction as to weight, finish or dimensions of hulls. This was probably one reason for so many different boat companies and styles of boats. Everyone had a different idea. Hull rules, right or wrong, tend to freeze hulls at the minimum sizes specified, and you can't get many different-looking boats with six or seven dimensions specified.

Life jackets were required in 1928 as Mr. Webb mentioned in his article. There are pictures of drivers without life jackets in 1928, but the pictures look like publicity shots or pictures taken during testing; every picture I can remember which showed a race showed all drivers to be wearing life jackets.



Roy Pregeuzer at Middleton, Conn., October 12, 1930. The Century Hurricane is powered by an Elto Quad.

Numbers on both sides of the boat 12" high were required as today. I don't know how boat numbers were assigned in 1928. The letter-number system used today wasn't used until 1929. Most boats had numbers such as O8- and three digits, or O- or S-. Perhaps Mrs. Atwood or Mr. Webb can help us on this?

Steering wheels were advertised, but many of the boats pictured, especially early in the season, were steered by tiller handles.

The minimum age limit was set at 12 by the A.P.B.A.

There are many facts which we are so aware of that we do not think much about them. Except for age limit, no restriction as to drivers was made in 1928 or is made now. Outboard racing is the only sport that I can think of where women and men compete on even terms without discrimination. I believe that this has been so since outboard racing began. This was done without civil rights legislation or laying in the streets. Women in racing is an interesting story of its own. There were several dozen in the twenties and thirties, and they were all good. This is perhaps the nucleus of



another story at another time. I would be interested if anyone can think of another sport or contest where women compete on even terms or with no differentiation between men or women.

Marathons became popular in 1928. Since one of the basic reasons for the manufacturer's interest in racing was to prove his products, a long distance marathon became a natural proving ground.

Among the marathons, or perhaps apart from the other marathons, was a Boston to New York race! This was held June 16, 1928, with three boats finishing on June 17. Four boats finished the 250 mile marathon on June 16. All boats started at 4:30 a.m. with the winner, C. P. Stevens, driving a Sea Sled with Evinrude Speeditwin, reaching New York at 6:35 p.m.! The second boat was a Cute Craft Magnum, third a Sea Sled, fourth a Baby Whale, fifth a Lyman Sea Skiff with Lockwood B, sixth and seventh Pigeon 3 star hulls with Evinrude C and Elto B engines. The prize was \$1000.00 which probably explains why the drivers tried the race.

There were other marathons including a 96 mile Milwaukee to Chicago race won by Mary Richardson, a 15 year old girl, in a Mullins Sea Hawk; Around Staten Island won by D. Brewster in a Baby Olds with Evinrude C; Lake Winnepesaukee, N. H., 47 mile marathon won by Elbridge Robie in a Pigeon 3 star with Elto Hi Speed Quad; and Peoria to St. Louis Marathon 202½ miles won by Eldon Travis in a Hooton with Elto Hi Speed Quad.

From a historical view the closed course race on Lake Quinsigamond in Worcester, Mass., was important because it became an annual affair. For many years it was held on Memorial Day and the advertising value of an impressive win or speed record is easy to understand.

Speed records received much more attention then than now. It was well into 1928 before forty miles an hour was reached by a Class D Quad. I am sure that much discussion must have been held in the pits as to whether forty MPH was attainable by an outboard. There were so many records kept that it was possible for everyone to claim one. In competition, records were kept for nine course lengths -- from one mile to twenty-five miles. There were mile trials for one statute and one nautical mile. The mile trials required three round-trip runs through the timing traps; that amounted to six miles of running at record speed. I think that the 1928 method accounts for, what seems to us, low speeds, but the record was much closer to the true speeds of the boats than the method used today. Today's method gives a flash reading, and I know that it is much faster than the average racing boat can ever attain. The 1928 manufacturers were trying to build confidence and consumer acceptance of outboard boating. It was an advantage to use a time trial method which gave record speeds which were closer to the actual speed of the average customer's boat rather than a method which gave higher speeds - but speeds which were completely unapproachable by the average racing boat.

Both clock starts and pole boat starts were used in 1928. There were some differences from today in that time penalties were

assessed if a boat jumped the gun. Today the boat is disqualified if it jumps the gun, and clock starts are required by A.P.B.A. rules.

In local yacht club races, which usually weren't sanctioned, "Bang and Go Back" races were often held. By this method all boats, regardless of size and power, started together. The boats were supposed to go out as fast as they could and, at the firing of a cannon, come back as fast as they could go. This would automatically handicap the race since the slower boats would not be as far away from the start-finish line as the faster boats. Theoretically all boats would finish at the same time. This worked until some clown in a fast boat did not go out as fast as he could go, but came back in a faster time. Then the clever race committees fired a second cannon and had the boats reverse direction again. Carried to the extreme a race would be more like a naval battle with boats milling around and cannons firing.

The "Bang and Go Back" race would work for antique race meets. Since it would automatically handicap all boats, it would encourage the use of the smaller engines which might not be entered if some handicap system were not used. Even in a fun race it's not pleasant to be hopelessly outclassed.

The race boats themselves are interesting and while it is easier to find old motors since they are easier to store, occasionally an old boat can be found. Lakes which had yacht clubs are good places to look. Old boats if properly stored can survive since they were often built of mahogany or oak.

I have enough of an index now so that I can offer to help identify old boats if you can send at least two good pictures. Boats were usually pictured from amidships or 3/4 head-on in the ads and race pictures, so that a couple of pictures from those positions should be helpful.

Among the many boats used in 1928 several are interesting, not because they were faster or better than the others, but because the companies are still in business. The Pigeon 3 star was built by the Pigeon Hollow Spar Co. of Boston. The boat was a Clinker-built runabout which could compete with the step hydroplanes - especially in marathons. The Pigeon Hollow Spar Co. is still in business but they make masts and flag poles today. Lyman Clinker-built sea skiffs of Sandusky, Ohio, are still popular boats. Fairchild no longer builds boats, but they are well-known for their cameras. The Fairchild Aero was an unusual-looking boat. They attempted to use aerodynamic theories and the boat looks like a stephydro with one half of a dirigible for a deck! Penn Yan Boat Co. is still active. The Penn Yan Cee Stepper was unusual for it had virtually an open motor well with "tails" extending the bottom beyond the transom where the motor hung. The Century Boat Co. which is one of the larger ones today was producing the Century Cyclone in 1928. Within a few years the Century Cyclone became one of the most popular racing boats used.

The names that owners gave their boats are fascinating. Names can be divided into several categories. One group was the "Miss"



group. Usually the hometown was used, such as Miss Rutherford, Miss Minneford, Miss Virginia Beach, Miss Pavonia, Miss Monmouth, Miss Petosky, Miss Winsted, Miss Westover and Miss Richmond. A problem arose when more than one boat came from the same town, which was solved by calling one "Baby." Examples are Baby Rutherford, Baby Minneford, and Baby Winterhaven. Baby was a popular group, perhaps because of Gar Woods' famous Baby Gars, and was used to tie in the boat manufacturer's name or some other sponsor such as Baby Olsenrug, Baby Whale or Wheeler Baby Playmate. Sometimes Baby was used to make the name a little "cuter" such as Baby Hi Jacker or Rubber Baby. "Herself" was used much like Baby to get the manufacturer's name on a second boat without confusion, such as Cute Craft Herself. Some names played on sounds such as Fierce Error which should come out Pierce Arrow if you slur it enough. Then there were the devil-may-care names such as Whoopee, Lotta Pep, Flaming Youth, Hey Hey (in a day when hey was real slang), Aw Gwan, Duck Soup, Gimme Gas, Just Foolin, My Gawd, Hell Bent and Good Booze.

Well, Hell Bent with Good Booze seems about as far as one can go. Next time we'll wander back to motors with what little I can find on decals which seems to be of interest to some of our more active restorers.

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These members have contributed to the Clubs growth and activities through the purchase of a Special Membership. In recognition, and in appreciation, they are listed below.

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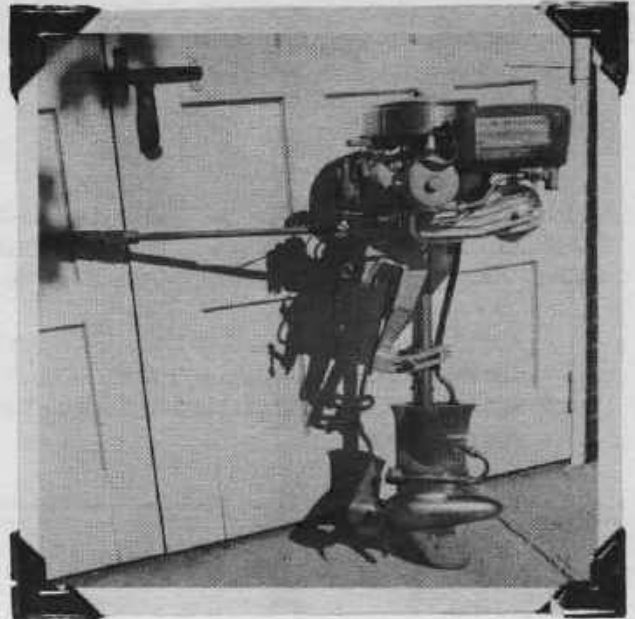
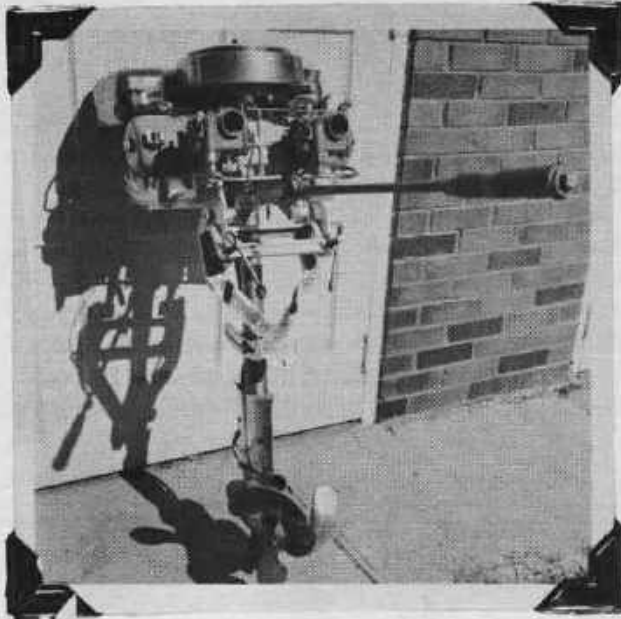
### ASSOCIATE (\$25.)



# The CAILLE STREAK

Model S-143 (1929-30)

J. L. Smith



Pictured is the fabulous Caille Streak Racer or Caille Red Head as it was more popularly known in racing circles because of its brightly painted red gas tank. A prominent competitor in C Class in the late Twenties and early Thirties, the Caille Red Head carried off many trophies and set many records for its class.

A full 100 pounds in weight, the machine was of opposed firing, solid end twin cylinder construction with a model MS21A Tillotson carburettor bolted directly to each cylinder. The carburettors had separate high speed needle adjustments but a common throttle linkage operating from a Bowden wire cable to a twist grip on the tiller bar. Typical of Caille the powerhead was fixed to the broad stern mounting bracket and could be tilted on it but steering was accomplished by rotating the entire driveshaft and unit with the tiller bar.

A large 3-bladed bronze propeller fitted with a hardwood cone faced directly forward in the style known as the tractor. This pulled the motor through the water rather than pushed it. The owners claimed greater efficiency since the propeller always acted on solid undisturbed water. However no great imagination is needed to visualize possible havoc to the propeller in the event of meeting an obstruction.

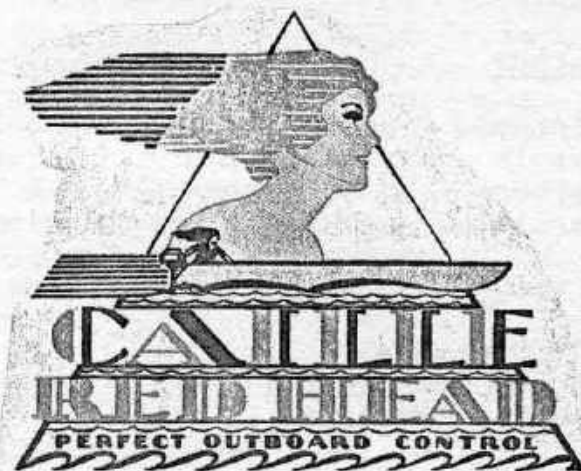
Cooling was accomplished by means of a water scoop and screen facing directly forward and mounted externally on the unit. Water was

then directed to the cylinders through twin copper tubes. Exhaust was above water being carried through air cooled manifolds to the perforated tubular shell muffler. The very capable ignition system was supplied and adapted by the American Bosch Magneto Corporation of Massachusetts. The port cylinder was provided with a priming cup and the starboard cylinder with an open and shut-off cock.

The picture shows the very long tiller bar, 25 inches in length. In the earlier days of outboard racing, the hulls used were of runabout design with straight line bottoms. Steering wheels were as yet not in common use. The drivers crouched down holding the long tiller bar in one hand and grasped the side of the boat with the other in an attempt to steady themselves. Adjusting needle valves during the race on dual carb engines could be a hazardous business and the smart drivers attempted to have these tuned as best as possible before the race. As time progressed and particularly with the coming of stepped bottom boats the tiller bar was dispensed with in favour of the steering wheel.

Fuel was strictly gasoline mixed with oil. The Decal on the tank of the Caille under Oiling Instructions reads in part: "With each gallon of gasoline mix one pint of the Outboard Special grade of Duplex Marine Engine oil or other genuinely high grade oil of similar characteristics. Duplex Outboard Special may be obtained from the dealer selling this engine, from marine supply dealers everywhere, or direct from the makers, the Enterprise Oil Company Ltd., Buffalo, N.Y. When motor is used for racing, the amount of oil should be increased approximately to one quart of Duplex Outboard Special to each gallon of gasoline."

Overall, the Caille Red Head gave the impression of being a sturdily built and dependable outboard motor. Unfortunately as the years of the Depression progressed, the Caille Motor Company of Detroit had not the resources to cope with the harsh financial demands imposed for the production and continued improvement of racing models. The Elto and Evinrude Racing Speeditwins forged ahead and particularly Johnson with its brilliant Model PR-65. By the mid Thirties Caille had disappeared from the racing scene but it deserves a might salute as a great name of the past in the development of outboarding.



# RACING THE ANTIQUES

*Bud Cowdery*

In the way of an introduction, I am a new member of the Club and have been asked to write a regular column on racing. The majority of my racing over the past 33 years has been with "antique" engines. I now campaign them exclusively, driving nothing but Class C-1 Evinrude Speeditwins on both hydro and runabout.

I am somewhat at a loss as to just what our readers would prefer. If we can have some expressions of opinion we will try to oblige. We can cover present regattas, championships and records involving antiques or concentrate on the era of 25 to 35 years ago. Perhaps some would like to know just what is done to a Speeditwin of the 1930's vintage to get it to push a 225 lb. driver in a hydro, overall weight of 600 lbs, at speeds in excess of 61 mph and 57 mph on a 13 ft. runabout.

As a starter, I am going back to a newspaper clipping of September 1934 on the Eastern Divisional Championships for all of the following report. This race was run on a fast  $1\frac{1}{4}$  mile surveyed course on the Connecticut River in Middletown, Conn. It should be remembered that in those days the amateurs and professionals ran in separate events, the number of entries were not limited and there were no elimination heats. We raced hydros only on the east coast. The amateurs were usually faster.

As of that date the hydro 5-mile competition records were as follows:

	<u>Amateur</u>		<u>Professional</u>	
Class A	Aaron Michaels	40.9 mph	Phil Raber	40.6 mph
Class B	Jack Maypole	46.6 mph	Chick Neal	44.6 mph
Class C	Marty Marton	49.3 mph	H.H. Kirk	49.2 mph
Class F	Lewis Carlisle	52.9 mph	Joe Banzie	52.8 mph

Among the officials for this regatta were:

Gar Wood, Chairman  
Emil Jacoby, Measurer  
T.M. Russell, Surveyor

Both heats of Class M, Amateur, were won by Sam Crooks at speeds of 26.24 mph and 26.71 mph. The final standing was Miss Mollie



Tyson, second; Ray Bowers, third; Joel Thorne, fourth; Miss Elsie Tyson, fifth. Crooks also won both heats of Class A Amateur setting a new record in the second heat at 41.13 mph. Other well-known drivers of that day placing in this event were: second, Tom Tyson; third, Clint Ferguson; fourth, Jack vanDeman; fifth, Bill Greenough; and sixth, Henry Shakeshaft Jr. Incidentally, the latter now provides my stiffest competition each winter in Florida in both C-1 hydro and runabout.

C. Mulford Scull of Ventnor N.J. captured two professional titles, Class A and C. In A hydro he was trailed by Fred Jacoby, John Yeager, Wilfred Roberts and Miss Maryland Cobb. Scull's speeds were 39.09 and 38.51, somewhat slower than the amateur division. Miss Cobb from Towson, Maryland was the only female professional driver. Your writer, after not having faired too well in 1933 as an amateur, turned pro in 1934 and finished seventh and tenth in this event.

The professional C hydro first heat was a thriller with Fred Jacoby out in front for two laps before taking a spectacular flip. C. Mulford Scull won both heats with a speed of 47 mph. Following him in the overall standing were Bub Stewart, Marshall Eldredge, Cab Waller, Ken MacKenzie.

Joel Thorne, with a first and second place finish, nosed out Lew Franco for the title in Class C Amateur. The latter, after winning the first heat, trailed both Thorne and Clint Ferguson in the second heat. Ferguson ended up with overall third; Lewis Carlisle, fourth, and James Mullen, fifth.

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# THE 1921

MANUFACTURER	MODEL	HP	CYC.	BORE	STROKE	NO. CYLS.	RPM	WEIGHT
Clarence J. Allen Milwaukee, Wis.	Outboard	3	2	2½	2½	2	900	80
Caille Perfection Motor Co., Detroit (Caille)	5 Speed	2	2	25/8	2½	1	700	85
	Neptune	2	2	2 5/8	2½	1	700	71
	Liberty Drive	2	2	2 5/8	2½	1	700	60
	Liberty Twin	2	2	2	2	2	1200	48
Elto Outboard Motor Company Milwaukee, Wis. (Elto Light Twin)	A	3	2	2¼	2	2	1400	50
	B	3	2	2¼	2	2	1400	52
Evinrude Motor Co. Milwaukee, Wis. (Evinrude)	A	2	2	2 5/8	2½	1	850	72
	AT	2	2	2 5/8	2½	1	850	80
	B	2	2	2 5/8	2½	1	850	70
	L	4	2	2 5/8	2½	2	1200	80
	LA	4	2	2 5/8	2½	2	1200	85
	N	2	2	2	2	2	2100	40
	E	2	2	2 5/8	2½	1	850	63
	H	3½	2	3¼	3	1	650	123
Johnson Motor Co. South Bend, Indiana (Johnson)	A & B	2	2	2	1½	2	2100	35
	C & D	2	2	2	1½	2	2100	35
Koban Mfg. Company Milwaukee, Wis. (Koban)	H	3	2	2 5/8	2 3/8	2	900	80
	H	3	2	2 5/8	2 3/8	2	900	80
Lockwood-Ash Motor Jackson, Michigan	Outboard	2	2	2 5/8	2½	1	700	65
Sears, Roebuck Co. Chicago & Phila. (Motorgo)	Outboard	2	2	2 5/8	2½	1	850	62
Spinaway Boat Motor Freeport, Illinois (Spinaway)	Sturdy	2.2	2	2 5/8	2 5/8	1	1000	46
	Superb	3.3	2	2¼	2	2	1400	46
Wisconsin Mach. Mfg. Milwaukee, Wis. (Wisconsin)	J-L	2	2	2 5/8	2½	1	750	55
	K-M	2	2	2 5/8	2½	1	750	55
	N	3½	2	3¼	3	1	750	100



# MODELS

D. J. Heermans.

IGNITION SYSTEM	CARB	REVERSE GEAR	LUBE SYSTEM	START	PRICE
Berling Mag.	Own	Engine Rev.	Oil in Gas	None	\$ 115.00
Mag. or Bat.	_____	_____	_____	_____	_____
Mag. or Bat.	_____	_____	_____	_____	_____
Mag. or Bat.	_____	_____	_____	_____	_____
					140.00
Atwater-Kent	Special	_____	Oil in Gas	_____	_____
Atwater-Kent	Special	_____	Oil in Gas	_____	_____
Evinrude Mag. in Flywheel	Own	Own Automatic	Oil in Gas	Evinrude	_____
"	Own	Reverse	"	_____	120.00
"	"	"	"	_____	110.00
"	"	"	"	_____	150.00
"	"	Evinrude	"	_____	160.00
"	Zenith	Automatic	"	_____	145.00
"	Own	"	"	_____	110.00
"	"	"	"	_____	160.00
Magneto	Own	Own	Oil in Gas	Cord	140.00
"	"	"	"	"	140.00
Magneto	Own	Rev. on Spark	Oil in Gas	None	125.00
Battery	"	"	"	"	115.00
Magneto	Mixing Valve		Oil in Gas		
Magneto	Mixer		Splash		
Bat. or Mag.	Own	_____	Oil in Gas	_____	75 - 85
Bat. or Mag.	Mix Valve	_____			115-125
Battery Magneto	Own	_____	Oil in Gas	_____	_____
"	"	_____	"	_____	_____
"	"	_____	"	_____	_____

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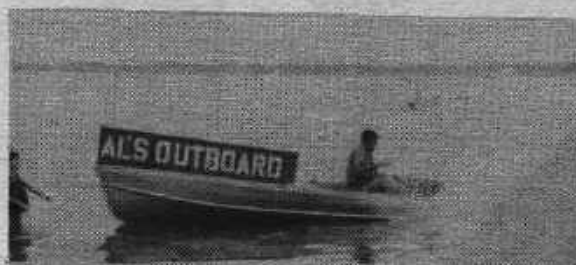
EAU CLAIRE, WISCONSIN - June 1, 1967  
(Approx.)

Chris R. Owen  
Box 819 - Grinnell College  
Grinnell, Iowa

LONG BRANCH, NEW JERSEY - May or  
June, 1967

Marcus Wright  
30 Crest Drive  
Little Silver, New Jersey

Plans for these events aren't complete yet, for in order to make plans we must know if we can count on you. Send the organizer of the race nearest you a postcard, telling him that you might come. Better yet - tell him that you will help with the arrangements. Whatever you do,



dont miss  
the GREAT RACE -67



# the editor's CORNER

d R REINHARTSEN

As you have noticed by this time, the format of The Antique Outboarder has changed. Why? This format is less expensive to produce, takes less effort on the part of your editor and is certainly a more professional looking magazine; or is too professional? I would like to receive your comments on it, for it is for you the member, that the magazine is prepared.

A year ago, many of you received your first copy of The Antique Outboarder, volume 1, number 1. In a years time, the magazine has grown from an amateur publication of 22 pages to a semi-amateur publication of around 30 pages. One hundred copies of volume 1, number 1 were printed - they are gone - for the club has grown from five members to over 200 members in less than a years time. That's a pretty good record, and, those of us who have been boosting it are very proud of the growth. We would like to see that growth continue, and we need your help to do it. Tell your friends about us. Give boat and motor shops our literature, and tell the Boating Editor of your local paper about us. The club is great (and unusual) news, and newspapers are always glad to print stories about individual members who subscribe to their paper. Check with them to see if they are interested.

Speaking of articles, we are in the need of articles, and ideas for articles for The Antique Outboarder. Send in a story about yourself or your motors; we'll print it at the first opportunity. Would you like to see an article on a specific motor? Jim Smith is terrific at that. History? I'd like to say that Jim Webb is the world's foremost authority on outboard history, but Jim wouldn't admit to it. Motor repair? John Harrison is an expert. Motor collection and identification? Dick Hawie with his collection of over a hundred motors can tell you plenty. Boat racing? Bud Cowdery was there! Let us know what you would like to see in your magazine - we'll do our best to oblige.

Darn it! We want to hear from you. We want to know what you think of the club, what you think of The Antique Outboarder, how you think it can be improved, and a lot of other things. Are we doing a good job, or a poor one? Would you prefer a simpler magazine - a monthly publication? Tell us!

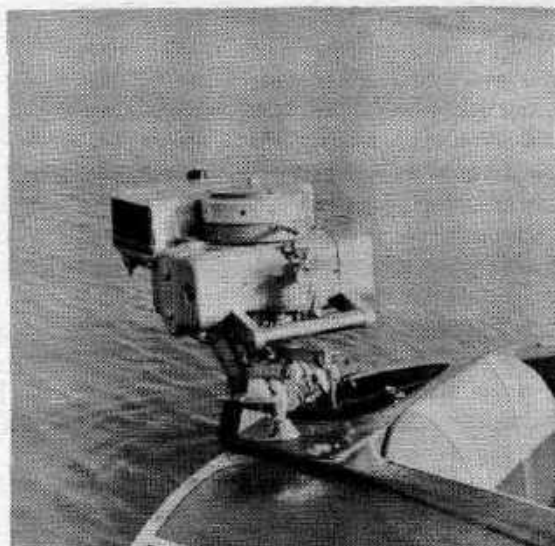
We have another new staff member, Anthea Aitken. Anthea was one of the spectators at the world's first Antique Outboard Motor Race, and became so enthused about the hobby that she had to join. She has started a gossip column which will be a regular feature of our magazine, telling members what other members are doing. Advice to

the motorlorn will be an added attraction in future issues.

Chris Owen has suggested that we start a page of pictures of members and their boats and motors. I think that's a swell idea and am all for it. How about sending in a black and white picture of yourself and your rig for the next issue? The picture page is a swell way to get to know each other and will add some life to these dull pages.

I keep forgetting to mention that whenever a name appears in the magazine without address, you will be able to find the address in the list of members, which is supplemented in each issue. Each April we will publish a complete member list. Please go through it, and see which members are living in your area. Then call them, or write them - in some way get in touch. They are all awfully nice people.

This cranky old #3%000 is my latest and best restoration job. It took about a month and a half to restore, and two months to get the "bugs" out. The problem? - IGNITION. Now that it's running reliably, this 1938 Evinrude will propel my 1958 Aristocraft Torpedo to speeds of 27 to 29 mph. That's pretty good for 33hp. and a \$25. investment.



I have received a large number of requests for back copies of volume 1, number 1. There simply aren't any more available. If enough people request them, say 100 members, the cost would be about \$2.00 per copy. If anyone is interested at that price and that quantity, let me know and I'll get more printed up.

Special memberships are another new facet of the club. In order to increase our revenue we are accepting new motor advertising, (\$100.00 per full page for four issues) and are issuing Special Memberships at \$100.00 for a Sponsoring Member, \$50.00 for a Contributing Member and \$25.00 for an Associate Member per year. Thus far, the Kiekhaefer Corporation has purchased a Sponsoring Membership and Evinrude Motors has purchased a Contributing Membership. We are very grateful to these companies for their help and encouragement.

Finances: As of December 2nd, 1966, we had \$327.51 in the club account. This issue will cost about \$200.00 to print and mail. It's pretty obvious that we can't get by on \$5.00 per year per member,



even with Special Memberships and advertising. Therefore, the Club is going to have to raise its dues to \$7.00 per year per member. It is with great reluctance that we make this change, for many of our members are teens who don't have that kind of money. Yet it has to be done, for otherwise, the club will fail for lack of money - not a happy situation. So, beginning January 1, 1967, the rate for one years membership is \$7.00 per year. This rate change is not retroactive. It will enable us to give you more for your money, and that, we believe, is a good reason for the change.

I have two projects going that will net some money and new members. There may be another Antique Outboard Exhibit this spring - that might get some money for us, and I hope to collaborate on an article about the club for one of the boating magazines. If these projects go through as planned, it will help the financial situation somewhat - raising the dues will also help. What are you doing to boost the membership and revenue?

For those of you who have been wondering what motor that is on the last page, it is a 1929 Evinrude Fastwin - my latest purchase - \$15.00 at a junk shop about 40 miles from Richardson. The muffler and exhaust pipe is not original by any means - at least it doesn't look like it. Does anyone know what it should look like? Can you send a picture?

We have about 50 copies of a bibliography which can be purchased from the club for 50¢ per copy; anyone want a copy?

On December 8th, I received a long-distance call from John Rendel of The New York Times, who wanted to interview me concerning the club. Seems that member Marcus Wright sent a copy of our literature to him and he became interested. The result was a story entitled "Antique Outboard Motor Club Flourishes in U.S. in Obscurity." Well now, we won't be obscure very long if every member would send out literature as actively as Marcus does. As a result of that article, I expect that the club will grow by 20 or 30 members, and a like number of people will write telling us that they have an old motor for sale. See how much publicity does for us?

In spite of the tremendous help that Kiekhaefer has been to us, (They contributed \$100.00 in 1965 too) I still have trouble getting my hands on old Thor and Mercury ads. C'mon you guys! Those old ads are my pet project.

Jim Webb has been telling me for a long time that our emblem is misleading. It seems to indicate that a Waterman was made in 1866 which is certainly not the case. It was Jim's research that dug up the 1866 patent on a hand powered outboard device - the one on the cover of our April, 1966 issue. From now on we are going to be more accurate and call the Waterman on our emblem a 1907 Waterman rather than a Waterman Porto. Incidentally, Jim says some of the patent people didn't believe him when he dug up that patent.

Marcus Wright of Little Silver, New Jersey has written to comment on

things Dick Hawie and I said about prices in the last issue. I quote him: "Some of those who think they might have a piece of gold will be reminded it is principally aluminum and cast iron - no more." Well said, Marcus.

I must comment on the talent and enthusiasm which our magazine displays. Many thanks to all of you - your articles are the basis of a fine magazine, and a growing international organization.

Edmund Diederick writes that he got his 1907 Waterman at an auction for \$4.00. Now that's a pretty low price, but considering that the motor was frozen up and pretty rusty, a fair price. The price points up a basic fact - that if you can't get a motor at a decent price - wait a while. There are many waiting to be discovered

There is another side to the coin though. They're junk now - except to us Antique Outboarders. Yet there is a boom in the boating industry and there is a boom in the antique industry (if there is such a thing). What will these antique outboards be worth 20 years from now? Will a 1987 boat owner be just as proud to run a 1917 Caille as a car owner is to drive a 1917 Cadillac? I think so. What do you think?





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Wiseco Piston Company  
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Columbia, South Carolina

Reed Marina  
Fishers Landing, New York

Randolph Hubbell  
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Don Atkins  
Route 8  
City Road 9  
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Pacific Marine Salvage  
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Tillotson Carburetor Company  
761 Berdan Avenue  
Toledo, Ohio  
(Some Carburetor Parts)

Jack Ferguson  
8730 Gratiot Avenue  
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Herb Weske  
4267 North 28<sup>th</sup> Street  
Milwaukee, Wisconsin  
(Ignition System Rebuilding)

Quincy Welding  
Fifth and State Street  
Quincy, Illinois 62301  
(Racing Engines)

Apana Repair Shop  
736 Ward Avenue  
Honolulu, Hawaii 96814

Pal Engineering, Ltd.  
614 First Street, S.W.  
Cedar Rapids, Iowa  
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Pyron and Garrow  
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Doc Chauvin, Inc. (Member)  
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Santana Marine Service  
P.O. Box 675  
Miami, Florida

San Francisco Distributors, Inc.  
363 Shaw Road  
South San Francisco, California

Champion Parts Factory  
Swanson Outboard Service  
5215 Lakeland  
Minneapolis, Minnesota

Louis Borsos, Jr.  
5527 North Second Street  
Philadelphia, Pennsylvania  
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Pozgay Electric Welding Works  
147-22 Archer Place  
Jamaica 2, New York

Covert Boat and Engine Company  
1615 Grand Avenue  
Kansas City, Missouri

McCuddy's Marina  
P. O. Box 1836  
2901 N.E. Marine Drive  
Portland, Oregon

Eastern Outboard Parts Corporation  
1 Route 46  
East Patterson, New Jersey

Jerry Crother (Member)  
30 Woodland Street  
Huntington, Long Island, New York

Kinn Motors and Marine (Member)  
605 East Wisconsin Avenue  
Oconomowoc, Wisconsin

Cleveland Yacht and Supply Company  
3027 Detroit Avenue  
Cleveland 13, Ohio

J. Michelini (Member)  
Airmarine, Inc.  
6945 Stony Island Avenue  
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H & S Distributors  
2015 Grand Avenue  
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Inland Marine, Inc.  
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Detroit, Michigan

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Robert W. Thornton (member)  
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Chevy Chase, Md.  
20015  
4-60, Big Four, C,  
PR, & SR Parts

# *Anthea In Outboardland*

*A. T. Aitken*



At the risk of being one of those "horrible women who just have to stick their noses into a man's world" I am going to throw some feminine logic on the whole scene of Antique Outboarding. The fact that I know nothing about the inner workings of a motor stops me not at all. I think I can be more objective than those men who borrow from the bread money to buy motors and then take over the garage to fix them up. I have prepared myself for my profession of unfamiliarity with Evinrudes, cylinders, vertical crank and drive shafts by being busy in a few other fields, such as wife and super mother. The Aitken household, at 503 North Waterview Drive in Richardson, Texas totaled at last count one set of parents, four boys, three girls, two cats and one new Weimaraner puppy.

Thus far, my chief claim to fame in The Antique Outboard Motor Club is that I am the wife of the last issue's cover boy. However, The Great Race made a believer out of me, and I have decided to try my hand. I may not have gone any higher in the ranks than tinkering with lawnmowers, but I decided I want to try my hand with an old motor. My Dad found an old Thor for me in Wisconsin and as soon as he is able to bring it to me I shall tackle it with vigor. Several pictures of it have enabled me to pass my first test - I know which side of the picture is top. The old pros will wince and groan when they read of my restoration job, but probably not as much as I when I get to the skinned knuckles part. It should be amusing to you experts to think of me fumbling and groping my way through the insides of a motor. My biggest worry is how I am going to get the grease off my hands in time to change a diaper. Now you experts don't have a handicap like that! Another challenge...how do I explain and still be judged sane...that I am unable to serve on a PTA committee because I have to machine a part for an old outboard motor? See the hazards of the woman in the outboard field? As yet I do not have any quotes from my husband on the subject. I am sure they will be interesting when they arrive. This particular episode of Anthea in Outboard Land will be continued next issue... I hope.

We have dedicated this column to a number of ideas, mostly those contributed by readers. We want to know what you want to see in print, what questions you want answered and particularly what you are doing. Did you get towed in last week? What motor are you working on? Did you find a new one? Tell us! Because we are so



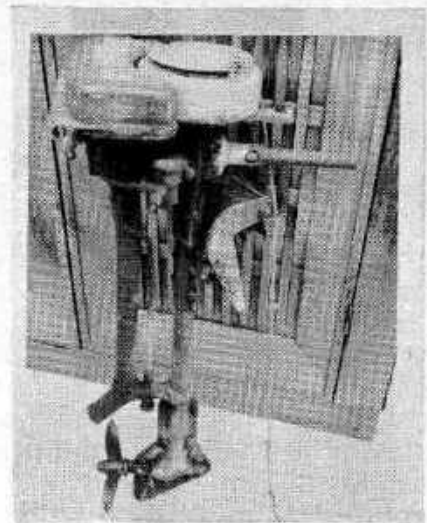
widespread geographically we hope to use this column as our town meeting. We want to know all of you better.

What do you think we can do to make the Antique Outboard Motor Club bigger and better? Drop me a card or letter here at 503 North Waterview, Richardson, Texas, 75080. We want you to tell us what project you are working on, what parts and equipment you need, and any gossip you have. We can handle almost anything except advice to the lonely wife who sits in the living room watching TV while her husband works in the garage. We have only one stock answer - JOIN HIM.

There are three items we would like to run in future issues, one is a gathering of answers to the question "Why did you join the club?" We have some, but need more, so get your postcards out. Number Two is a project to get better acquainted with members. We have many interesting people in our club and we hope you will respond when you get an "interview via the mail". Our third offering should be a humorous one. We would like to get your stories about the purchase of your old motor or motors. The response to a request for a seemingly worthless oversize mixmaster must have produced some funny episodes. Share your laughs with the club members, also your "I told you so's" after the restoration was complete.

MY TREASURE .....

BEFORE !



FROM THE MAIL BAG

Looks as though the Greater Michigan Boat Show, with its theme of 'Boating: Yesterday and Today' will have plenty of the 'Yesterday'. Member Terry Hatch is loaning his Detroit, and Member John Hunt is going there personally to show 35 of his favorites. As you will recall, this show is held in Detroit, and therefore is an excellent opportunity for members in that area to meet John Hunt.

John Harrison of Miami, Florida reports he picked up a hot-rodded P-50. It has PR-65 crank shaft and innards. This motor was used in the "Florida Family Runabout Class" back in the 40's. The class is now defunct.

Robert Cox of St. Lauderdale, Florida writes about his 1905 Motogodille. Seems he found his motor on the Canadian boarder, cleaned it up and put it on display at his business, The Lauderdale Marina, Inc. He found that having this motor visable was almost as bad as having a Playboy Bunny for a secretary...all eyes and ultimately conversation, went to this unique sight. Sales pitches suffered, so the Motogodille was banished to the storeroom.

A big salute to Chris Owen for the fine article appearing in the November 13<sup>th</sup> issue of the Eau Clair Leader. It was a splendid account of the club's activities and we hope it generated new interest around the lakes area in Wisconsin. We would like copies of articles concerning the club which appear around the country. We would like to keep record of how far our fame is spreading.

Edmund Diederick of Elyria, Ohio shares with readers the tale of the purchase of his 1907 Waterman. While attending an Auction Sale he noticed a weird rusty little motor lying on the ground. No one seemed to know what kind of motor it was, but on the grease cup it gave the manufacturer's name as a Waterman marine motor. For the sum of \$4.00 he carried his treasure home for restoration. Hint from Ed...check Auction Sales, as you never know what you will find. Ed also reports he has a Caille, vintage 1915, five speed, twin cylinder, with variable pitch prop and primer cups. It is in excellent condition.

Our thanks to John Ward of Champlain, New York for his letter telling us of his activities. John started restoring motors when he was nine years old and now at the ripe age of 14 he is well on his way to becoming an expert in the field. John is showing excellent leadership qualities around his area. He is active in putting The Antique Outboard Motor Club before the public and is interested in racing. Keep up the good work John, and keep us posted on your progress.

NOTE FOUND IN A BOTTLE ON THE SHORE OF LAKE DALLAS...HELP!

Dave Reinhartsen's new '38 Evinrude Speedifour had been giving him a real ride...without the boat. For months it simply would not run for more than a few minutes without fouling. But perseverance paid off and he got it going...on the boat...long enough to carry the family 1½ miles out (downwind?) on Lake Dallas. But the balky beauty pooped out and there they sat. Dave's composure didn't improve much when his rescuer proved to be a charming but thoroughly inept trio of ladies in an Owens Cabin Cruiser. Now Dave winces a bit each weekend as wife Carole checks to see that the transom of their runabout carries an antique more reliable than this old Speedifour.

A SPECIAL NOTE OF THANKS DEPARTMENT.

A big thank-you is in order for Carole Reinhartsen, our secretary. We suspect she spends more time getting this magazine out than she will admit

# New Members:

These people have joined the club since the last Antique Outboarder was published. Membership now stands at 215. If you live near these new members, phone them or write them - in some way get in touch; then go to see their collection or extend an invitation to see yours. It will be a lot of fun to talk antique outboards, exchange information, and ideas. Get in touch right away.

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Anthea Aitken - 503 N. Waterview - Richardson, Texas

Daryl W. Allman - 7128 Mayfield Avenue - Maderia 43, Ohio

Richard L. Anderson - 657 24th Place - Hermosa Beach, California

John Bertanzel - 26 Sylvia Street - Glen Head, New York - 11545

Andy Bolog - 10480 Platt Road - Milan, Michigan - 48160

E. R. Burge, Sr. - 909 West Sealy - Alvin, Texas - 77511

D. F. Callender - 9301 Pierson - Detroit, Michigan - 48228

Frank Cooke - 59 Summer Street - North Brookfield, Massachusetts

Robert P. Flagler - 1149 Tenth Street - Sarasota, Florida

Robert B. Hampton - 54 Clinton Avenue - Eatontown, New Jersey -

Mr. Irving - c/o Far Rockaway Investors - 250 Beach 17 Street -  
Far Rockaway - Long Island - New York - 11691

Richard D. Komin - 18991 Thorpe Road - Chagrin Falls, Ohio - 44022

Charles Kuhnappel - 476 Deer Park Avenue - Babylon, New York - 11702

Ole Lee, Jr. - Flathead Lake - Somers, Montana

Jimie D. McGinnis - Route 4 - Slaughter Road - Madison, Alabama

Mrs..Theo. M. Peterson - Patuxent Marine, Inc. - 4602 Annapolis Blvd.  
Bladensburg, Maryland - 20710

Richard E. Riegel, Jr. - 4810 Lancaster Pike - Wilmington, Delaware

John Ward - Rd #2 - Champlain, New York - 12919

A. D. Weikert - 3421 North 29th - Tacoma, Washington

L. J. Weyman - Lake Mohawk Marina - Sparta, New Jersey

Russell H. Yeates, Sr. - 42 Ridgeway Avenue - Eureka Springs, Ark.



# TRADER'S COVE

R. h. Zipp

Response by members to my request in the preceding issue for a more complete description of outboard motors for sale, has been most encouraging. However, after browsing through the classified section, the reader will notice that the majority of the entries are still vague and far from complete. The reason for this is that non-members place these advertisements. The Club policy is primarily to provide all the information possible from any source in order to better educate our members in the field of antique outboard motoring. Therefore, advertisements will be placed on behalf of anyone who is interested in placing their motor on the market. Members will have a much wider choice of selection, and a much better chance of obtaining spare parts as a result of this policy.

However, the problem of incomplete advertisements still remains. To alleviate this condition, I have incorporated the use of a form entitled, Outboard Motor Description for classified Advertising and it has a form number 101. When an advertising request is received from a non-member, this form is returned to him for completion and when it is forwarded to me, I in turn initiate an advertisement in my column. Therefore, I sincerely hope that by the next issue, the descriptions will be complete.

As a aid to members, I have included this form 101 at the last page of the magazine. By merely completing the form and forwarding it to me, a member may obtain an ad. It is requested that only one motor be described per form. Additional forms may be easily obtained by contacting me.

Just as a precaution, I should state that the advertisements included herein are as submitted and they are not verified for accuracy. Therefore the buyer must beware and substantiate all proposed transactions.

The predominant requests in this column are: motors for sale and parts wanted. I would like to encourage other areas of interest such as literature transactions. Surely some members would like parts listing or owners manuals for their particular motors. If a manual is located and the owner does not wish to part with it, he may be able to have it copied at a modest cost on a direct copy machine without having to dismantle the book. Requests for literature advertisements should be accompanied by a statement as to whether or not a reproduction is desired.

## TRADER'S COVE

Other possible areas for advertisements are in, "Motors Seen". This is where a member reports the motor and owner of a motor that he has seen but did not purchase.

Personally, I would like to see many Motors Seen submittals. As of this writing there are none, and I am sure that almost all members have come across motors that they did not buy for one reason or another. Send your motors seen to me.

Another area where there has been no interest is in Motors Wanted. Naturally, all of us cannot advertise for a 1908 Waterman or a 1909 Evinrude, but forward your requirements to me and see what may result.

My column is a direct service to all members. In keeping with club policy, my aim is provide all members with a means of communication. Take advantage of it. You will never know what may result until you write to me.

Please answer all letters sent to you concerning offers or requests for further information concerning your ad. It is most distressing for the inquirer to be waiting for a reply which in some cases never arrives. This also is detrimental to club morale and may possibly turn prospective members away from joining the club.

### GENERAL REQUIREMENTS APPLICABLE TO CLASSIFIED ADVERTISING

- 1) Carefully remove AOMC Form 101 which is the last page of this issue and fill it in completely.
- 2) Closing Dates: All advertisements must be received not later than the 1st of the month preceding the date of issue. Issues are mailed on the first of January, April, July and October.
- 3) Transactions based on good faith: Deliberate misrepresentation, or violation of the code of business ethics and good sportsmanship, will constitute grounds for refusal of advertising, and may result in your disbarment from membership in the Antique Outboard Motor Club.
- 4) Warning to purchasers: The Antique Outboard Motor Club will accept no responsibility for any unsatisfactory transaction involving articles which either have or have not been described in accordance with the provisions of paragraph 1.
- 5) Forward submissions to Trader's Cove to:

Robert H. Zipps  
24A St. Regis Street  
East Hartford, Connecticut 06108



TRADER'S COVEMotors for sale

CAILLE- Model 75- Running Condition

Albert R. Pugh  
6 Ewald Drive  
Rochester, New York 14625-----  
CROSS- 1929? 5 cylinder Radial !!!P.R. Meyers  
7490 N. Michigan Road  
Indianapolis 68, Ind.-----  
ELTO-Pat. Date Jan. 15, 1924. Serial  
# 76465-5 or S, Super EltoMrs. Clinton Tomer  
MD #27 Route 52  
Newburgh, New York 12552-----  
Elto-Cub, 1/4 H.P. Serial # 4264,  
1938, Running condition, Good  
overall conditionB.F. Khane  
906 South A Street  
Rogers, Arkansas-----  
EVINRUDE- 1915 ? Runs GoodLuther L. Smith  
P.O. Box 505  
Mulkeytown, Illinois 62865EVINRUDE- 1916 ? or later, Single  
cylinder, Compression OK, Spark OK,  
complete, good appearance. \$35H.F. Ahrens  
5025 Bernard Ave. N.  
Crystal, 29, Minnesota

EVINRUDE- 1918 ?

Paul F. Clark  
R.D. #2 Box 46-1  
Kingston, New York

EVINRUDE- 1920 ?

Mrs. Steve Congelos  
Depot Street  
Broad Brook, Conn. 06106EVINRUDE- 2 Cylinder, Has Reverse,  
1927Glen Hinis  
Ada Pine Beach Resort  
Backus, MinnesotaEVINRUDE- 1936 Sportsman, Serial #  
4146-03852William H. Jarrad  
Box 15  
Roanoke, Illinois 61561EVINRUDE- 1938, 2 cylinder, 3 HP, poor  
starboard cylinder, poor overall cond.  
\$7. Motor was donated to Club.David Reinhartsen  
1107 Pueblo Drive  
Richardson, Texas 75080EVINRUDE- 1939, Model #4303, serial #  
00319, 2 cylinders, Not running, Excel-  
ent compression, No spark, Power head  
complete, No lower unit, Fair Cond. \$6Marcus Wright III  
30 Crest Drive  
Little Silver, N.J. 07739



TRADER'S COVE

Motors for sale

EVINRUDE-Pre-war Sportwin in a basket

Edward Wilkins  
c/o Texas Instruments  
P.O. Box 6015  
Dallas, Texas

EVINRUDE- 1940 Speeditwin, Serial # 6039-01091, 22.5 HP

Arthur Lofgren  
3 Charles Street  
Wellsboro, Penn. 16901

EVINRUDE- 1946 Zephyr, 5.4 HP, Perfect Condition, Never Run

Robert Wysock  
227 Goddard Street  
Wyandotte, Michigan

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JOHNSON- 1922

Mr. Napper  
1107 Pueblo Drive  
Richardson, Texas 75080

JOHNSON- 1922?

Stephen Rumancik  
8308 Edward Street  
Centerline, Mich. 48015

JOHNSON- 1925, Model AB ? Brass Lower Unit

Ralph L. Pool  
42 Riverview Circle  
Little Falls, N.J. 07424

JOHNSON- 1927, Serial #56270, 6 HP, Runs, Complete, Good Condition

George A. Schwartz  
252 E. Division Street  
Villa Park, Illinois

JOHNSON- 1933, Model A-65, Serial # 246072, Pistons Seized, Spark unknwn, Complete, Poor Condition \$25

James Brown  
54 Asbury Avenue  
Oceanport, New Jersey

JOHNSON- 1933, Model A-65, Serial# 202112 4.1 HP

James Brown  
54 Asbury Avenue  
Oceanport, New Jersey

JOHNSON- 2 Motors, Model K-75, Serial #271925 & #224925, 2 Cylinders, Runs, Complete, good condition. Both \$75

David Blair  
4565 Westview Drive  
Le Mesa, California

JOHNSON- 1936, Model J-80

David Reinhartsen  
1107 Pueblo Drive  
Richardson, Texas 75080

JOHNSON- 1938, Model KA-38, Serial # 287840, 2 cylinders, Compression Good, Upper Cyl Spark Good, Not Running, Needs: Steering Handle, muffler, One Coil. Fair Condition \$9, Muffler \$9 additional

Marcus Wright III  
30 Crest Drive  
Little Silver, N.J.  
07739

TRADER'S COVE

Motors for Sale

MUNCIE- Model OB11B Serial # C6-600,  
1936

Albert Baker  
R 1 Valley Road  
Lawton, Michigan

-----  
MAKE UNKNOWN- 2 cyl Opposed, good Comp,  
coil missing, streamlined lower unit,  
separate tube under water exhaust, 36 lbs  
36 in. high.

Eric Valcour  
228 Jones Road Box 18  
Fruitland, Ontario  
Canada

Motors Wanted

Motors Wanted

MARTIN- Model Martin 20, 2.5 HP

Robert Wozniak  
1233 N. Iowa Street  
South Bend, Indiana  
46628

Parts Wanted

Parts Wanted

EVINRUDE- Propeller for #4034

Marcus Wright III  
30 Crest Drive  
Little Silver, N.J.  
07739

EVINRUDE- Cylinder and Coil for  
model K

John Bertanzel  
26 Sylvia Street  
Glen Head, New York

JOHNSON- 1929, 3 HP, Cylinder and  
miscellaneous parts

E.R. Burge  
909 W. Sealy  
Alvin, Texas 77511

JOHNSON- Exhaust Manifold for Model  
A-50

John Bertanzel  
26 Sylvia Street  
Glen Head, New York

JOHNSON- Starter Rope Pulley for  
Model LT-10

Marcus Wright III  
30 Crest Drive  
Little Silver, New Jer.

JOHNSON- Generator Kit for 1939, 50 HP

B.W. Roberts  
First State Bank  
Jasper, Texas

Parts for Sale

Parts for Sale

ELTO-Super Elto, Serial # 64134  
miscellaneous parts

Ralph L. Pool  
42 Riverview Circle  
Little Falls, N.J.

TRADER'S COVE

Motor Boating	Aug. 1923	\$1
Motor Boat	June 25, 1924	.75
Motor Boat	July 25, 1925	.75
Power Boating	Dec. 1921	.50
Power Boating	Feb. 1922	1.00
Power Boating	Oct. 1923	.50
Power Boating	Aug. 1924	.50

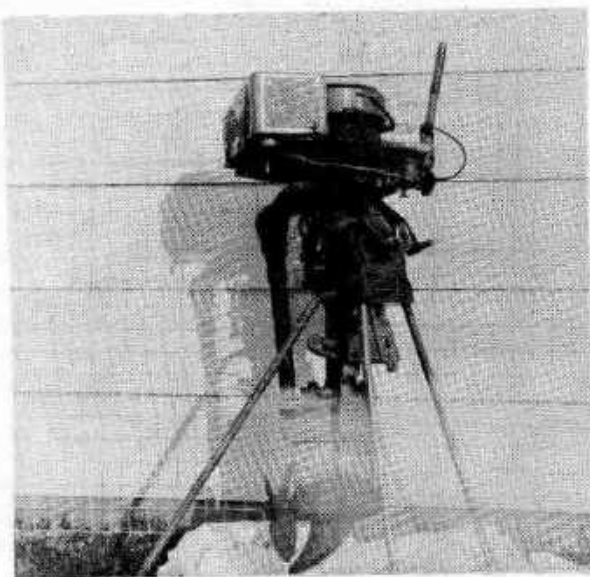
Literature for Sale

Charles R. Sikorski  
3723 Mc Cormick Avenue  
Brookfield, Illinois  
60513

JOHNSON- 1926 catalog for 2 and 2.5 HP motors E.A. Higham  
16318 87th Avenue  
Edmonton, Alberta, Canada

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For some of us, the question is "What is it?" For others, the question is "What did the exhaust system originally look like?" (If you want to know what it is, read The Editors Corner.)

Well, this is the end of the biggest and best Antique Outboarder. Would you like to know what we had to leave out due to space limitations? Would you like to know what will be in the April issue? There's a swell article on the 1926 Evinrude Sportwin, a listing of the 1924 Outboards and their specifications, a terrific article on Outboard Research by W. J. Webb, and a Lake Test of the 1929 Elto Speedster. A long-awaited article on Ignition Systems will be my own contribution. Happy Holidays to all of you. May Health, Happiness, Prosperity, and many new motors be yours in the coming year.



THE ANTIQUE OUTBOARD MOTOR CLUB  
1107 PUEBLO RICHARDSON, TEXAS 75080

PRINTED IN U.S.A.



Walter L. Weidmann  
c.o. Weidmann's Outboard  
Voorheesville  
New York 12186

Printed Matter  
No Commercial Value



Frank Morley in Elto Quad powered Crouch boat in which he made the world's longest outboard trip of 1930 from New York City to Miami, Florida in 14 3/4 days. His time is almost twelve days less than the previous record which was held by a Lockwood motor.