

The **ANTIQUUE OUTBOARDER**

The Pioneering Authority



January

1974

The Antique Outboard Motor Club, Inc. is incorporated in the State of Texas as an Educational Institution. The Club is devoted to people all over the world who are interested in the search for, restoration and preservation of old time outboard motors. Regular membership dues are \$9.00 per year. Other membership information available on request % John D. Gould, Jr., 4707 Massachusetts Avenue Indianapolis, Indiana 46218, USA

CLUB OFFICERS & PUBLICATIONS STAFF

| | |
|------------------------------|--|
| President..... | Robert W. Brautigam 2316 W. 110th Street Bloomington, Mn 55431 |
| 1st Vice President..... | Bill Salisbury 71 Cardinal Drive Toms River, NJ 08753 |
| 2nd Vice President..... | Dave Reinhartsen 7417 Whispering Pines Dallas, Texas 75240 |
| V.P. Technical Services..... | Sam Vance RFD 2, Box 33C Unadilla, NY 13849 |
| Secretary..... | P. S. Brooke, Jr. 830 E. 35th Street Spokane, WA 99203 |
| Treasurer..... | John C. Harrison 1000 NW 54th Street Miami, Florida 33127 |
| Membership Chairman..... | John D. Gould 4707 Massachusetts Av Indianapolis, Ind 46218 |
| Newsletter Editor..... | W. R. (Ron) Ellis RR 2, Jefferson City, Missouri 65101 |
| Historian..... | W. Jim Webb 2560 N. 97th Street Wauwatosa, Wis. 53213 |
| Curator..... | Richard A. Hawie 31 Hillside Drive Easton, Conn. 06612 |
| Special Features..... | James L. Smith 330 O'Connor Drive Toronto 6, Ontario Can. |
| Motor Registration..... | Donald Peterson 2884 S.E. Francis Portland, Oregon 97202 |



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Front Cover: Walter Weidmann smiles at pretty Miss Susan E. Carlson, then Miss New York State Teenager. Miss Carlson is now First Runner-up, 1973 Miss Universe Contest. Not to be outdone, Phil Kranz and Lisa Wessels nicely frame a trio of restored old-timers.



The Antique Outboarder

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CLUB BRIEFS

IN THIS ISSUE, AOMCI EXTENDS SPECIAL REGARD TO THE FAMILIES OF MR. PAUL DAYKIN, GENEVA, New York, and Mr. James Jordan, Boulder City, Nevada. Both gentlemen recently passed away. We hope their membership in AOMCI helped brighten their lives. Our sympathy also to Mr. L.C. Irick, 3132 Haggard Road, Knoxville, Tennessee, 37917, on the recent loss of his wife. Mr. Irick has been active in outboarding since 1920 and still has many motors and parts for many old timers. A friendly letter would be most appreciated.

ANOTHER NEW DECAL AVAILABLE - FOR THE EVINRUDE, MEDIUM SIZED, TEAR DROPPED SHAPED TANKS. One type is for the 1937 Evinrude Scout, complete with oiling and starting instructions. Others say just Evinrude and will fit any similar tank. See Bob Grubb's ad in the decal section on the back page of the magazine.

THE NEW PARTS SOURCES MANUAL IS IN TYPING, BEING MADE READY FOR THE PRINTER. COPIES WILL be mailed as soon as they become available. These manuals are prepared as a fund raising project for the Club. Other details will be forthcoming.



This interesting way of enjoying out-boarding was offered by Sam Vance. He didn't say so, but I believe that's Sam (with rug) running the motor.

NOTICE

Due to the effect on travel of the current energy crisis, there will be no AOMCI national meet in 1974.

The 2nd National Meet is now being planned for late July, 1975, to be held at Oshkosh, Wisconsin, during The Sawdust Days' Festival.

Mercury Marine, a Division of the Brunswick Corporation, has offered generously, to be our sponsors.

**support your
local meets**

AOMCI New Members (CONTINUED FROM BACK COVER)

A cordial welcome is extended to all newcomers. Other members are encouraged to make contact either by writing or visiting. Show these new members how to join chapters and special interest groups. Make them feel like they really belong!

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

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

Today's
Membership
Count

406

LETTERS TO THE EDITOR

PRELIMINARY 1974 MEET SCHEDULE - START MAKING PLANS TO ATTEND THOSE OF YOUR CHOICE . . .

San Francisco Chapter - Eric Gunderson

Last Sunday in April - Calero Reservoir at 10 AM at Holiday Lake Estates Marina. Open exhausts OK. Trophies - Best Restored, Fastest Stock Engine/Boat, Fastest Racing Engine/Boat, and Most Unusual Engine.

Knuckle Busters Chapter

July 13-14 at Camden County Park Lake, Collingswood, New Jersey, sponsored by the Delaware Valley Outboard Racing Association (Mort Daller). The event is officially The 1974 Stock Outboard Marathon Championships. Saturday will be a day for static displays of antique engines and boats while Sunday morning until noon will be the running events for mufflered motors. If enough racing rigs show, they will be allowed to run between noon and the time that the stockers begin to race. The DVORA will supply the trophies.

August 3, 1974 - The 1974 Eastern PA. Antique Outboard Meet - Bob Grubb. The Schuylkill River and PA. Route 113 near Phoenixville, Penna - 10 AM. Trophies: Oldest Running, Mint Condition Brass, Aluminum, and Shrouded, Predicted Log Races.

Yankee Chapter - Bob Zipps

April 27, 1974 at 10 AM - The Seventh Annual Connecticut Indoor Meet held at: 182 Brentmoor Road, East Hartford, Conn. Carpools are encouraged at these indoor meets!

September 7, 1974 at 10 AM - The Fifth Annual New England Regional Regatta held at: The East Hartford Launching Ramp on the Conn. River. Emphasis will be on restoration.

DEAR EDITOR, YOUR DUES NOTICE DUES TOO MUCH DAMAGE

I'm really sort of afraid that your notices about dues in the Antique Outboarder do sort of mess up my system. It means that dues straggle in after each issue and many just send in the money (usually wrong amount) when their dues aren't even due for 6 or 8 months. This means that I have to sort thru all the dues statements and have a trickle of odd memberships to fill out all the time. So maybe it would be a good idea to drop this do-it-yourself notice and, instead implore the Membership to PLEASE PROMPTLY RETURN THE SELF ADDRESSED DUES NOTICE IMMEDIATELY UPON RECEIPT OF SAME....
John Gould.

Membership Chairman - OK, John, the request to members to watch their own expiration dates will be dropped. Ed.

GOT A REAL SCREAMER RACE MOTOR ? ? ? ?

Dave Reinhartsen reports an inexpensive ear plug does a good job of masking out high frequency noise. The plugs are compressed with the fingers & inserted in the ear where, in a minute, they gently expand to fill the ear canal & stop most noise until removed. The plugs will not come apart, are re-useable & don't interfere much with normal voice sounds. Price per pair is well under a dollar. Watch it before sending money, you may want to make sure you can buy just a pair or two, and not a gross. Distributor is D & S Technical Sales Inc., 5523 Dyer St., Dallas, Texas 75206.
Dave Reinhartsen.

CHARLES HANSEN HAS A NEW IDEA & A NEW PARTS TREASURE

I suggest we change the name of our Club to "Outboards of Yesterday" or something different. The word "Antique" puts \$\$ marks in most people's eyes and minds.

Les Stevenson checked out one advertised in our Newsletter. The lady asked \$250.00 for it because she heard it is an antique. I have had this same experience myself. More on this after 1st of the year.

I finally received the last shipment of parts I bought. I was beginning to get that (BEEN TOOK) feeling. The lot consists mostly of Evinrude Zephyr and Lightfour stuff, some new, some used. There wasn't much for the PO. There are several new zephyr

cranks and new cylinders, flywheels, etc. Two large boxfulls of new gears and coils (new) without any part # tags on them. They appear to be for the smaller Evinrude models, also plenty new gears and prop. shafts for Evinrude heavy duty lower units. Most Evinrude parts I have I can not identify, I would need the casting or a sample. Also zephyr prop. shafts; also plenty pistons and con. rods.

I believe this would be good to print in the Outboarder as follows - A Johnson dealer called me and told me he had just took in trade, two Johnson KA-39 motors, very good condition, no parts missing, etc. He asked \$10.00 for one and \$15.00 for the other. I told him if they are like he says they are, I will come next week and pick them up. The following week I went to see about them. They were just like he said, so I began to pay him \$25.00 for both of them, like he asked. Then he said he found out they are antiques and he asked \$50.00 for one and \$75.00 for the other one. I told him they are not worth that much to me, but I did tell him I would pay him the original price he asked, and wished him well in acquiring the prices he'd decided on.

In my traveling around I usually stop in outboard dealers out of town inquiring about old junk motors. I never use the word ANTIQUE, as this word spells money to some people.

I want to do my bit by keeping this as a hobby most people can afford, not a money grabbing business. I enjoy it very much; I have turned down fishing trips to stay home and work on an old motor.

In conclusion, I would like to add - any AOMC member is welcome to visit me - any time. Best regards, Charles W. Hansen, 2108 Broward Road, Jacksonville, Fl., 32218.

NEW MEMBER JOHN ANDERSON HAS A FINE RACING STABLE - NOT FOR SALE

I am sending a check to you for \$9.00 to join your Antique Outboard Motor Club. If you have some back newsletters lying around please send them to me. Also, I am interested in any back issues of your magazine that have anything in them about Bud Wiget. He used to race 4-60 motors and also Evinrude C service and Racing C. I bought all the 4-60 parts he had left in 1964. I had a truckload to haul home from Florida. I still have everything. My collection includes 3 PE-65's, 1 6042 Speeditwin, 3 4-60's and 2 KF-9's.

Your magazine is the greatest thing I have seen in a long time! It's better than Boat Sport Magazine in the 1950's. John A. Anderson, RDI, Ashville, N. Y., 14710.

JOHN GOULD GOT THIS INTERESTING LETTER FROM A PROSPECTIVE MEMBER

In addition to driving the tunnel boats for Outboard Marine Corporation in major Enduros, and being employed by them in their non-marine products division, I collect and restore antique and near antique outboard motors. So far my collection amounts to:

1937 Evinrude Lightfour

1939 Elto Lightwin

1952 Mercury Mark 15

* Neptune Model A 1

* Johnson Model K 75 (pre-war class "A" racing engine)

* I've written to NEPTUNE'S manufacturer, Muncie Gear Works on two occasions for year of manufacture and set of tank decals to no avail. Could you help in the date identification and a possible supplier of decals? Insofar as the Johnson is concerned, I know it's a genuine antique, but I don't know exact date of manufacture.

Also, regarding decals, could you inform me as to a possible supplier for tank decals for my 1937 Evinrude Lightfour? Evinrude Motors had a decal made for me for my Elto Lightwin at considerable expense which I prefer to avoid again.

Would you please also send two application forms for membership to me as I definitely wish to become a member. John E. Schubert.

MORE HANDWRITING ON THE WALL, MAYBE

I'm afraid we got caught with our pants down, as I read that Wisconsin just passed a

law about banning crankcase drains.

I read it in the Nov. 1973 issue of Boating Industry on page 14 in the "Boating and the Law" section. Your local dealer will probably have a copy.

The paragraph jokes about the new law banning drainless crankcases on new motors because all manufacturers have done so voluntarily for years. But the real "bomb" that is dropped is: "For existing motors, the deadline is Dec. 31, 1989". I interpret that as saying that no drainless motors will be allowed after that date. 1989 seems very far away. I bet 1973 seemed very far away in 1940, but it came in an instant to most people. Something has to be done about that law and to stop other states from doing the same thing.

What do you think???? Bob Zipps.

BUSY MEMBER NOT TOO SYMPATHETIC WITH SUGGESTED POINT SYSTEM

Mr. President: As a Club member I think your point system is for the birds. Run a service organization for outboards, which I collect antiques of all kinds.

My vacation from Xerox is in August when I take 1 week to be in Scout camp with my young son. Two days for the Antique Boat Show at Clayton; plus, do some horse trading with fellow members.

There is no chapter in the near area where I could attend a meeting. I do not have a job with a swindle sheet to travel by. Also three girls in the Girl Scouts - one that likes to ride horses.

So I guess you can see where my time goes. A heating unit to install; insulation to do; parts to inventory; motors to service; snow blower to get ready for winter; a 13 room house to take care of.

To restore even one outboard would be pretty hard. I have 45-48, the last count. This is why I write, your point system is a bit farfetched.

My hours at Xerox Corp. are from 40 to 62 per week. I'm not a school teacher who works 32 weeks a year or a fellow who gets home at 7:00 PM and restores motors & boats until midnight.

I start at 0600 in the morning and end at 10-11 at night when I'm on days. When I'm on nights, I start at 9:00 AM, end at 12:00 midnight or 2 AM. It is 2:40 in the morning as I'm writing this letter. I'll send you a copy and put one in my file.

I always wait for the Antique Outboarder to come, I enjoy it very much. It is very interesting. I hope some day to be able to participate more in the activities. A friend always, Merton J. Perry. P.S. Did you see my display of outboard motors in the Dec. Popular Mechanics Magazine at Clayton, N. Y.?

SAM VANCE, V.P. TECHNICAL SERVICES, HAS A NEW BREED IN THE INCUBATOR

You asked what next? Well, shortly I will be sending you a few pictures of My Elto 462. It is basically a 8014 that has been completely modified for racing. I call it a "462" because the bore & stroke work out to be 61.792 cu. in. displacement. The water pump tower has been shortened by 5 1/2". The lower unit started out as the standard lower unit of the late 30's completely modified for racing. The muffler appears standard from the outside except for a few relief holes. However, the inside baffles have been cut away. What a chunk of iron!! When spring breaks I hope to give this "baby" a real tryout. My 16' Starcraft is rated for 35 hp. I will make two knees for the transom to give additional support to this 50+ hp monster. Should be a lot of fun and I sure wish I were on the West Coast - I would like to put it up against Eric Gunderson's iron or challenge some of the Texas Big Iron.

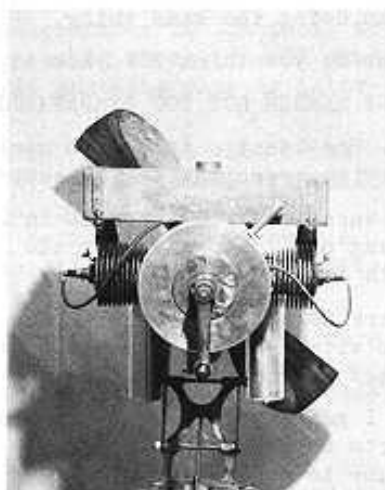
Maybe Dave R. can develop a race for the big iron from his charter group.

Well, you might say now, what's next?? I'm not sure yet but I believe I have found a 1928 Elto Quad HiSpeed. If so, I would put it as rare. In fact, I would guess (as I haven't checked with Don Peterson) that it would be the only 1928 HiSpeed Quad in the

Club. Here's hoping you all have a happy Holidays and "a great '74 for boating more".
Sam Vance.

NOT MANY OF THESE AROUND - ANYWHERE

Please find pictures enclosed of my 1915 Aerothrust # A2925, should have made them in color because the decals don't show very well on the propeller or tank. I don't think this engine has been used much because the pistons, rings & cylinders show very little wear. Engine is complete and runs good, tank is very clean inside, no rust or varnish.
Gary D. Tischart.



Submitted by Charles Hansen

A "New - Old Timer" on the market.
Sent in by Les Stevenson

This is the outboard that we are perhaps most famous in the world for:
The U22 Oldtimer.

In some parts of the world, the concept "outboard motor" is synonymous with the Archimedes-Penta U22. Simple, robust design, excellent fuel economy and plenty of pulling power are the chief reasons for its success. These characteristics speak for themselves and are easily understood in all languages. Takes muddy waterways in its stride. Nor is it particularly fussy about the quality of fuel and oil. A tractor of the waterways and the obvious choice wherever a hard-slugging work motor is needed.



Anderson PENTA Marine, Inc.
342 W. Ninth St., Ship Bottom, N. J. 08008
Tel. 609-494-0222

October, 1973 NATIONAL FISHERMAN

ENGINES FOR SALE ?

Parts Too? Use the Classified Ads Section of the AOMCI Newsletter.

From The President

In 1974, our organization begins its 9th year. A year in which AOMCI faces the pressures of national fuel shortages, pollution controls and economic depression. These pressures may certainly affect the ability of us all to participate in club events, expand our collections or even run our outboard motors when and where we choose. Each of these conditions must be addressed when the time comes.

But right now, 1974 must be recognized as being most important because it is the year of our 2nd national election of officers. The manner in which the election is handled will be the first real test of the rules which govern AOMCI. The smoothness of the changeover of officers will show us how mature AOMCI is. Immediately following this message are the corporate By-Laws of the Club. I strongly urge each of you to familiarize yourself with them. As Club President, I hereby officially open the 1974 election proceedings and earnestly solicit officer & member participation to the fullest extent of your responsibility and privilege. As of this writing, I establish August 1, 1974, or before, as the target date for the annual meeting and completion of elections.

Let me briefly summarize the election procedure. In the beginning, the 1st V.P. sets up a nominating committee of at least 5 persons; normally Chapter Presidents because they are likely to be most aware of the new men best for the various positions. Then, the nominating committee will make a list of the appointee(s) for each office and submit this list to the general membership for write-in vote approval.

After approval of appointees by majority vote of the responding members, formal elections will be held at the annual meeting which will coincide with the 2nd National Meet if possible. If a meeting of the membership is not possible this year, the elections are to be conducted by mail. The Club Newsletter may be used as the "mail" vehicle in-lieu-of individual letters to members.

In order to accomplish the job ahead, I further suggest that the nominating committee be set up by April 1st and the approvals be tabulated by June 15th.

In closing, let me ask you to consider that many of the club officers now holding their jobs have done so for a lot longer time than can be reasonably expected. Take a look at the seven executive positions, the Membership Chairman job and the Newsletter Editor job and be ready if approached by the membership committee. And don't be bashful about getting in touch with the committee if you have an ambition or talent you feel they should be aware of. Our strength and future growth may well lie in the ambition and talents of our new slate of officers.



January, 1974

IMPORTANT

BY-LAWS
OF
THE ANTIQUE OUTBOARD MOTOR CLUB, INC.

ARTICLE I

FUNDAMENTAL PURPOSE

Section 1. The fundamental purpose of this corporation is to provide a means of communication for those who are interested in research and exchange of knowledge pertaining to the history and preservation of antique outboard motors. The functions are therefore, educational, historical and non-profit. To this end, members will seek new members, form new chapters and further the fundamental purposes of this corporation.

ARTICLE II

MEMBERSHIP

Section 1. MEMBERSHIP.--How constituted: The membership of THE ANTIQUE OUTBOARD MOTOR CLUB, INC. shall consist of individual members and chapters which have subscribed to the purposes and ideals of THE ANTIQUE OUTBOARD MOTOR CLUB, INC. and having been granted a certificate of membership, continue to function according to the provisions set forth in the Articles of Incorporation and these By-Laws.

Section 2. ACTIVE MEMBERSHIP. Any person duly accepted as provided in Section 4 of these By-Laws and having consistently paid such annual dues and fees as required shall be an active member in good standing.

Section 3. HONORARY LIFE MEMBERSHIP. Any person who has commended himself to the Club esteem or who has performed an outstanding service to the Club or outboard motor industry may be elected an honorary life member by a majority vote of the Executive Council. Per-Capita Payment, Article VII, Section 5 is thereby waived.

Section 4. NEW MEMBERS. Any person desiring admission and membership in the Antique Outboard Motor Club, Inc. shall make application on the form provided to the Antique Outboard Motor Club, Inc., or the designated office of the Membership Chairman. Such application for membership shall be acted upon by the Executive Council, or its designate, and an official membership card, signed by the President of the Club, (or his designate) shall be issued to the new member. Members are expected to contribute towards Club activities such as meets, Chapter participation, Special Interest Group participation, meetings of the Club, providing information for Club publications, recruiting new members, acting upon request as the Club's representative at special events, performing requested liaison between the Club and other boating interests or performing other duties as may be requested by the officers or group leaders of this Club.

Section 5. COMPOSITION OF CHAPTERS. An Antique Outboard Motor Club Chapter shall be composed of three or more male or female members at least sixteen (16) years of age. Each Chapter shall receive an approved charter from the Executive Council. Each chapter will have a minimum of one officer, a President if no other, and the freedom to operate as it sees fit, within the constraints of these by-laws. Chapters are not permitted to make commitments of any sort with regard to total Club activities without the express approval of the Executive Council.

Section 6. SUSPENSION, EXPULSION, WITHDRAWAL. The suspension or expulsion of a member or chapter may be ordered for cause, but only after proper hearing by a three-fourths majority of the Executive Council. Any chapter desiring to withdraw from the membership of THE ANTIQUE OUTBOARD MOTOR CLUB, INC. shall submit formal request therefor to the Executive Council. Upon affirmative action of the Council, and payment of all past and current obligations due THE ANTIQUE OUTBOARD MOTOR CLUB, INC. and return of its charter to the principal office, withdrawal shall be effected.

Section 7. USE OF NAME. Upon termination of membership in the Club for any reason, use of the name THE ANTIQUE OUTBOARD MOTOR CLUB, INC., any emblem or other marks of THE ANTIQUE OUTBOARD MOTOR CLUB, INC. shall automatically be relinquished by such person or group.

ARTICLE III

OFFICERS

Section 1. The officers of this corporation shall be a President, four Vice-Presidents, a Secretary and a Treasurer, who shall all be members of The Executive Council consisting of seven (7) councilmen elected bi-annually by the members of this corporation. The relationship of these councilmen to each other and to the Club is shown in Chart 1.

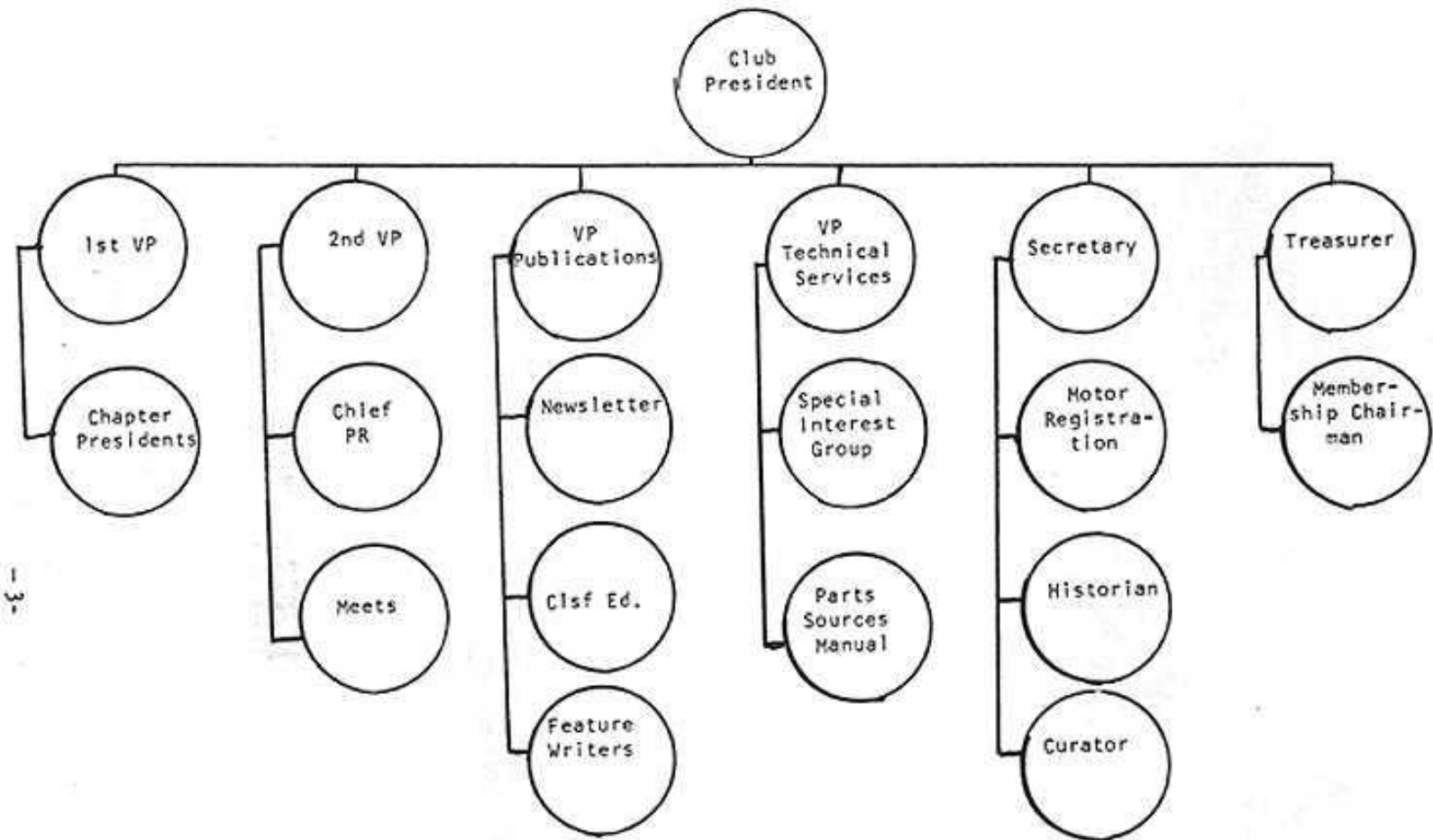
Section 2. PRESIDENT. The President shall be elected at the bi-annual meeting of THE ANTIQUE OUTBOARD MOTOR CLUB, INC. He shall serve until his successor has been duly elected and qualified. The President shall preside at all meetings of the Executive Council and have general supervision over the affairs of the Club, shall sign all written contracts of the corporation and shall perform all such other duties as are incident to his office.

Section 3. VICE-PRESIDENTS. Four Vice-Presidents shall be elected; each shall be a member of the Executive Council and shall conduct his office and responsibilities as described below:

FIRST VICE PRESIDENT: The Vice-President which is elected to succeed a present Club President. He will assume the duties of the Club President in case of absence or disability or upon written request of the President. This officer will be responsible also for Chapter development and for the election of officers. His major contribution to communications will be a Club activity schedule published in February, and updated when necessary.

SECOND VICE PRESIDENT: The Vice President of Meets and Public Relations. This Vice President position will normally be filled by the immediate past President to insure that his advice and counsel are available to the Executive Council. This officer will be responsible for Meet development to include governing rules, and for the promotion of sanctioned meets and other Club interface between other groups within the boating world, and for the promotion of the Club's general Public Relations. He may enlist such staff as necessary.

VICE PRESIDENT - PUBLICATIONS: This officer will be responsible for the publication of all Antique Outboard Motor Club literature to include "The Antique Outboarder" magazine and the "Club Newsletter". He may enlist such staff as necessary.



- 3 -

CHART I
 THE ANTIQUE OUTBOARD MOTOR CLUB, INCORPORATED, ORGANIZATION

VICE PRESIDENT - TECHNICAL SERVICES: This officer will be responsible for these official Club positions on matters of an engineering nature. He will also be responsible for Special Interest Group development and for the generation of parts sources material.

Section 4. SECRETARY. The Secretary shall be elected and hold office in the same manner as the President. The Secretary shall issue notice of all meetings of the Executive Council and of the corporation, shall attend and keep the minutes of the same, shall have charge of all corporation books, records, and papers; shall be custodian of the corporate seal and attest with his signature and impress with the seal all written contracts of the corporation.

Section 5. TREASURER. The Treasurer shall be elected and hold office in the same manner as the President. He shall collect dues and have custody of such monies and securities of the corporation as the Executive Council may from time to time direct, and shall give bond in such sums and in such securities as the Executive Council shall require, conditioned upon the faithful performance of the duties of his office, when funds of the corporation are placed in the custody of the Treasurer of the Corporation. He shall sign all checks of the corporation, shall keep regular books of account, shall submit them, together with all his vouchers, receipts, records and other papers to the Executive Council for their examination and approval as often as they may require; and shall perform all such other duties as are incident to his office. A brief financial report shall be provided the Executive Council December 1, March 2, June 1 and September 1 of each year.

Section 6. REMOVAL FROM OFFICE. On a two-thirds vote of the Executive Council any officer may be removed from office. Removal shall only be for causes of malfeasance or neglect of duty. No officer shall be removed without a successor being named at the same meeting. This successor may serve only to the end of his predecessor's normal term, when the office is again subject to being filled by process of appointment and election/approval. Removal may be temporary or permanent as prescribed by the Executive Council.

ARTICLE IV

EXECUTIVE COUNCIL

Section 1. The affairs of this corporation shall be governed and controlled by the duly established Executive Council. Membership to this Executive Council is described and named in Article VIII, Officers, of these By-Laws.

Section 2. The Executive Council shall be elected from the membership of this corporation at the annual meeting, provided, however, that if the annual meeting is not held as herein provided, that all officers shall hold their offices until their successors in office are elected and qualified. The present officers and directors shall have charge of the business of the corporation and shall serve as such until their successors are duly qualified.

Section 3. Meetings of the Executive Council, other than the annual meeting which shall be held immediately following the annual meeting of the membership, may be called by the President, and in his absence, by one of the Vice-Presidents, or at least ten members of this Club, said meeting to be held at the principal office of the corporation, or at such other place as the Executive Council shall determine. By unanimous consent of the Executive Council, a special meeting of the Council may be held without notice at any time and at any place.

Section 4. Notice of all meetings, except those specified in the last sentence of Section 3 of this Article, shall be mailed to each Councilman by the Secretary at least ten days prior to the time fixed for the meeting, and where possible, the meetings shall be announced at the regular membership meeting.

Section 5. A quorum for the transaction of business of any regular or special meeting of the Executive Council shall consist of a quorum of the Board, but a majority of those at any special meeting shall have the power to adjourn the meeting to a future time.

Section 6. The membership of this corporation shall elect the officers of the corporation, such election to be held at the annual meeting of the corporation.

Section 7. Vacancies in the Executive Council shall be filled by a majority vote of the Councilmen at any regular or special meeting. When necessary, Executive Council vacancies may be filled, on a temporary basis through Presidential appointment.

ARTICLE V

OFFICES

Section 1. The principal office of the corporation will be in a place designated by its Executive Council. Other offices such as publishing, membership and treasury will be established depending on the needs of the corporation.

Section 2. Location: The Executive Council shall have the power and authority to change its said principal office from one location to another in the United States and to establish or discontinue branch offices from time to time at any place or places it may designate.

ARTICLE VI

MEETINGS

Section 1. The annual meeting of the members shall be in January unless decided otherwise by the Executive Council and good cause shown. The purposes of this meeting will be: the election of officers, reports of officers and committees, and any other business as lawfully may come before the membership.

Section 2. Special meetings of the members, Executive Council, and Committees may be called by the President, or by a majority vote of the Executive Council. A written or printed notice of confirmed telephone call stating place, day, hour and purpose of any special meeting shall be given to each entitled member at the address appearing on the Club records by the Secretary not less than one day before such meeting.

Section 3. At all meetings of the members, one officer and twenty members in good standing shall constitute a quorum.

Section 4. All actions except election of officers, but including amendments to the Articles of Incorporation and By-Laws shall be by the majority vote of the quorum.

Section 5. ELECTION/APPROVAL OF OFFICERS. For election of officers, a nominating committee consisting of at least five members shall be named by the 1st Vice President no later than one month prior to the annual meeting. The nominating committee will normally consist of all the Chapter Presidents. All appointees for office selected by the nominating committee shall be made known and submitted to the membership by mail for write-in approval prior to said meeting. Approval and election shall be by majority vote of responding members. Failure to secure majority approval shall be cause for selection of a new appointee(s).

Section 6. MEETING ALTERNATIVE. Should a meeting be impossible due to wide dispersion of members, such meeting may be conducted by mail with the Secretary or his designate being responsible for tabulating and publishing the results.

Section 7. ORDER OF BUSINESS. The order of business at all meetings set for the corporation shall be conducted in a parliamentary manner and in accordance with Roberts' Rules of Order, in so far as is practicable.

Section 8. PROCEDURES. The Rules, regulations and safety precautions as proposed to and accepted by the Council shall govern the conduct of the competitive activities of the Club.

ARTICLE VII

FINANCES

Section 1. The finances of this corporation shall be governed and controlled by the Treasurer, subject always to the supervision and direction of the Executive Council.

Section 2. The depository of this corporation shall be such bank within the United States so designated by the treasurer and approved by the Executive Council of said corporation.

Section 3. BILLS, NOTES, ETC. All checks, drafts, warrants and orders for the payment of money by the corporation shall be made in the name of the corporation, and shall be signed by such persons or officers as the Executive Council may from time to time designate and so authorize.

Section 4. SOURCE. The operation of the Antique Outboard Motor Club, Inc. shall be financed by a per-capita membership payment, sales of literature, donations, etc. and the raising of revenue in connection with Club activities. The fiscal year shall begin on January 1 and end on December 31.

Section 5. PER-CAPITA PAYMENT. Individual membership payment shall be \$9.00 per person, per annum, payable to the Antique Outboard Motor Club, Inc.

Section 6. AMOUNT OF MEMBERSHIP PAYMENT. The amount of membership payment, as a means of raising revenue, shall be set by the Executive Council.

Section 7. ECONOMY. Fiscal economy shall be observed at all times both in this corporation and in member chapters, consistent with the purposes and ideals of THE ANTIQUE OUTBOARD MOTOR CLUB, INC.

ARTICLE VIII

INDEMNIFICATION

Section 1. Each director, officer or other appointed or elected person of this Club now or hereinafter in office, and his heirs, executors and administrators who now acts, or who shall hereafter act, at the request of this Club as Councilman, officer, or other appointed person of this Club, controlled by this Club, shall be indemnified by this Club against all costs, expenses and amounts or liability therefor, including counsel fees, reasonably incurred, by, or imposed upon him in connection with or resulting from any action, suit, proceeding or claim to which he may be made a party, or in which he may be or become involved by reason of his acts of omission or commission, or alleged acts of commission as such Councilman, Officer and other appointed or elected person of this Club, or subject to the provision hereof, any settlement thereof, whether or not he continues to be such Councilman, Officer or other appointed or elected person of this Club, at the time of incurring such costs, expenses or amounts, and whether or not the action or omission to act on the part of such Councilman, Officer or other appointed or elected person of this Club which is the basis of such suit, action, proceeding or claim occurred before or after the adoption of these By-Laws, provided that such indemnification shall not apply with respect to any matter as to which such Councilman, Officer or any other appointed or elected person of this Club shall be finally adjudged in such action, suit or proceeding to have been individually guilty of willful misfeasance or malfeasance in the performance of his duty as such Councilman, Officer or other appointed or elected person of this Club, and provided, further, that the indemnification herein provided shall, with respect to any settlement of any such suit, action, or proceeding or claim, include reimbursement of any amounts paid and expenses reasonably incurred in settling any such suit, action, proceeding or claim, when, in the judgment of the Council or Officers of this Club, such settlements and reimbursements appear to be far the best interest of the Club. The foregoing right of indemnification shall be in addition to and not exclusive of any and all other rights as to which such Council, Officers and any other appointed and elected persons in this Club may be entitled under any By-Law, agreement, vote of members or otherwise.

ARTICLE IX

SPECIAL INTEREST GROUPS

Section 1. DEFINITION. Groups of persons interested in particular facets of Antique Outboarding may form, with the approval of the Executive Council, groups hereafter referred to as Special Interest Groups.

Section 2. APPLICATION FOR SPECIAL INTEREST GROUPS. When persons decide to form a Special Interest Group, the member who will act as leader for the Group will make application to the Vice President, Technical Services, for a charter. On approval and issuance of a charter, the Special Interest Group and its leader will be publicized and proclaimed in official Club literature.

Section 3. DUTIES. Each Special Interest Group is expected to (a) provide a focal point for historical and technical information relative to their particular interest, (b) publish a Group Newsletter at least twice a year detailing the activities of that group and (c) provide data and Group news for the Antique Outboard Motor Club, Inc. publications.

ARTICLE X

SEAL

Section 1. The seal of the corporation shall be circular impression containing around the circumference the words "THE ANTIQUE OUTBOARD MOTOR CLUB, INC."

Section 2. The seal of this corporation shall be affixed by the Secretary to all contracts and instruments in writing, whatever, wherever the same is required.

ARTICLE XI

AMENDMENTS

Section 1. Amendments to these By-Laws may be made by a majority vote of the Executive Council present at any meeting, either regular or special, provided written notice stating briefly the substance of the proposed amendment shall have been given to the members of THE ANTIQUE OUTBOARD MOTOR CLUB, INC. at least ten (10) days prior to the date of the meeting at which the proposed amendment is to be submitted for consideration.



**Recognize the boy in
the picture ?**

Please read on --

The Marine Industry and the Antique Outboard Motor Club lost an active participant and very good friend on November 1, 1973 when Warren C. "Clay" Conover retired as Vice President and General Manager of Johnson Motors after more than 40 years of devoted and successful service to the boating public.

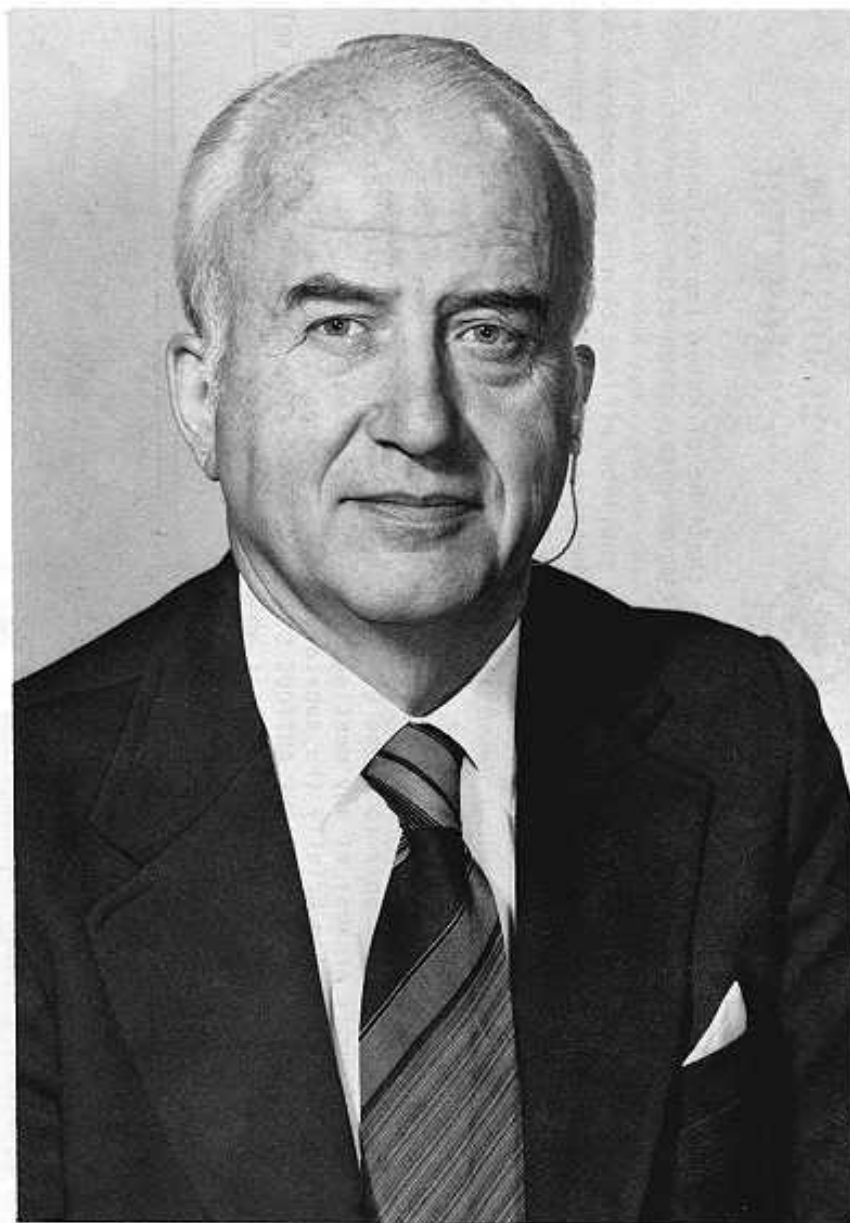
When Clay Conover graduated from Purdue with a Bachelor of Science degree in Mechanical Engineering he wanted to work with diesel engines, but jobs were very scarce then as all you old timers know, and so Clay took a "temporary" job with Johnson Motors as a layout man in the Engineering Department. In 1936, his abilities earned him a promotion to Assistant Chief Engineer and in 1938 he became Chief Engineer of Johnson. In 1959 he became Director of Engineering for Outboard Marine Corporation. Space does not permit cataloging all of Conover's contributions to outboard motoring - two outstanding examples being the 25 horsepower Twin in 1952, a high torque engine which did more than any other to spread the joys of water skiing, and the V-4, introduced in 1958.

An industry leader as well as an outstanding outboard engineer, Conover has served as chairman of technical and safety committees on the Outboard Motor Manufacturers Association. He served consecutive terms as president of the American Boat and Yacht Council. He was also the first chairman of the Marine Technical Committee of the Society of Automotive Engineers.

Of great importance to AOMC is the fact that he approved Johnson Sponsorship of various club events, especially notable of which was the big meet at Antioch, Illinois in 1972.

The attached pictures show Clay Conover "before" and "after". The boy helping hold that string of fish with his father, Warren, on the other end is Clay Conover at the age of 11. The other picture shows Clay at the end of 40 years on a "temporary" job.

Jim Webb



MIDWEST CHAPTER NEWS

by Richard Choyce



Midwest Chapter

714 Bluff St. - Waukegan, Ill.

The Midwest Chapter is holding a general business meeting March 2nd, Saturday, 1:00 PM at The Waukegan Public Library.

Plans will be made for the Spring Meet on June 2nd as well as for the Summer and Fall Meets.

Everyone is welcome to come and bring pictures or information on antique boating or maybe even a stowaway part or motor.



OF HISTORICAL INTEREST

..... *W J Webb*

RUSSIAN MADE OUTBOARD MOTORS

Did you ever wonder what the folks behind the so-called Iron Curtain do when they have the urge to go boating. It may surprise you to find that they can do plenty. We can't tell you about all of the Iron Curtain countries, but a resident of Soviet Russia has a choice of at least 8 different makes in horsepower range from 2 to 40, with more undoubtedly due to come. Not only that, but annual production of Russian outboards now comes to better than 200,000 units.

My authority for this is a very good one - Mr. Leonid E. Tregubenko, an Engineer, Boating enthusiast and writer who resides in Leningrad. Mr. Tregubenko is a member of the Editorial Staff of the Russian magazine "Motor Boats and Yachts". Also he is a Life Member of the Royal Yachting Association of London and a member of the Presidium of Water Sport Federation of Leningrad. Considerable interesting correspondence has passed between us since he read a copy of my book a few years ago.

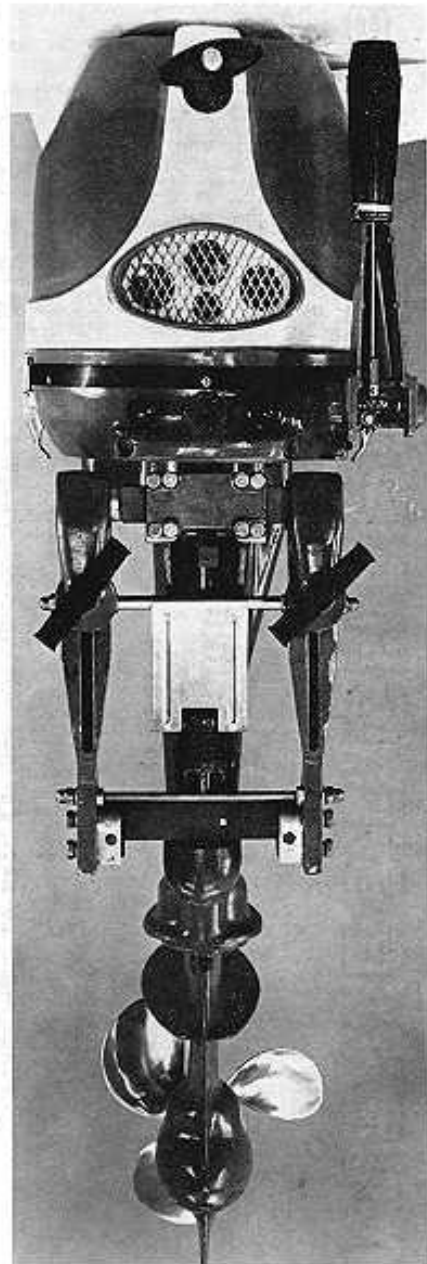
Mr. Tregubenko sent me some pictures and a table of specifications on outboards, both shown here, that are representative of what is available to the outboard user in Mother Russia. While I have not seen one of these motors in the flesh and probably never will, I must say that they look pretty good. One thing that appeals to me particularly is that very nice tool kit that comes with the 22 hp Privet. These photos have not been retouched.

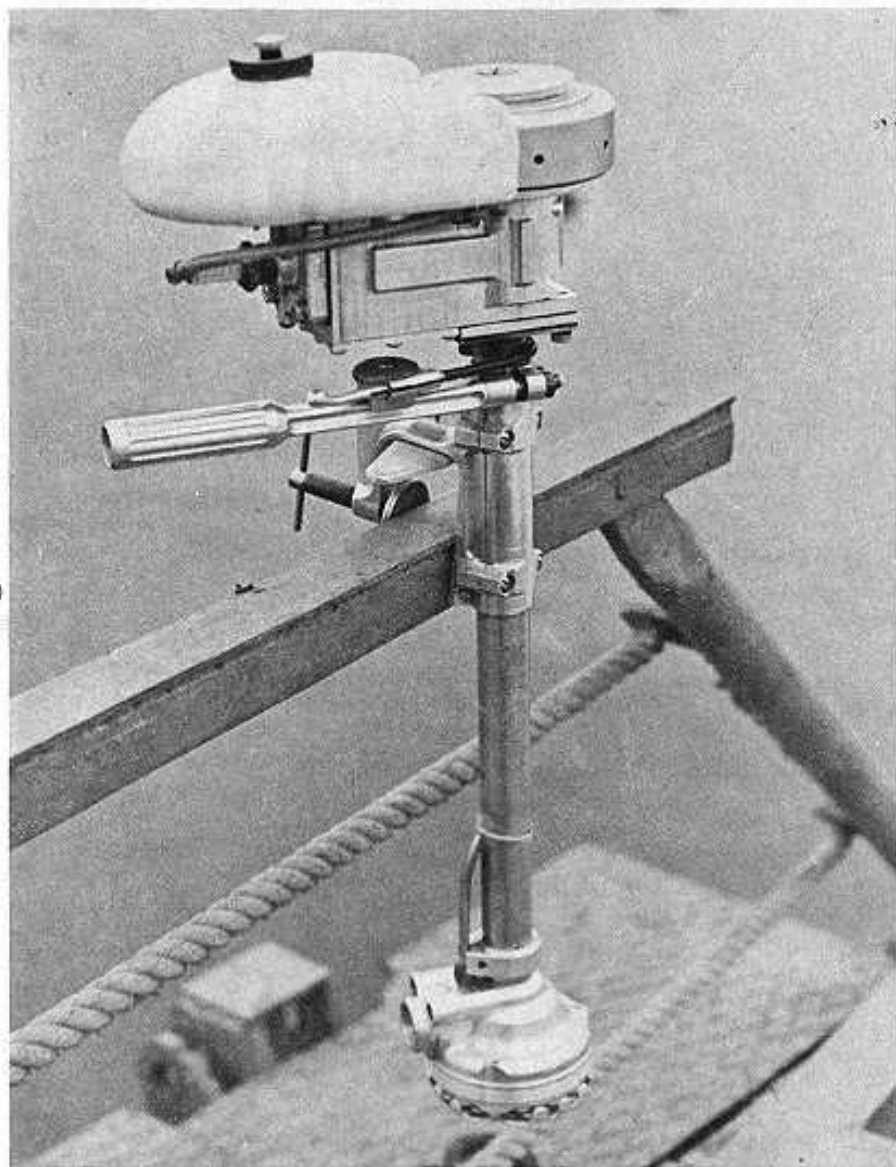


VICHR - 20.
(Vertex or Whirl-
wind) 20 HP at
4800 rpm. Same
motor rated 25 HP
at 5000 rpm.

Rope Start

Front view, right
has good, clean
look.

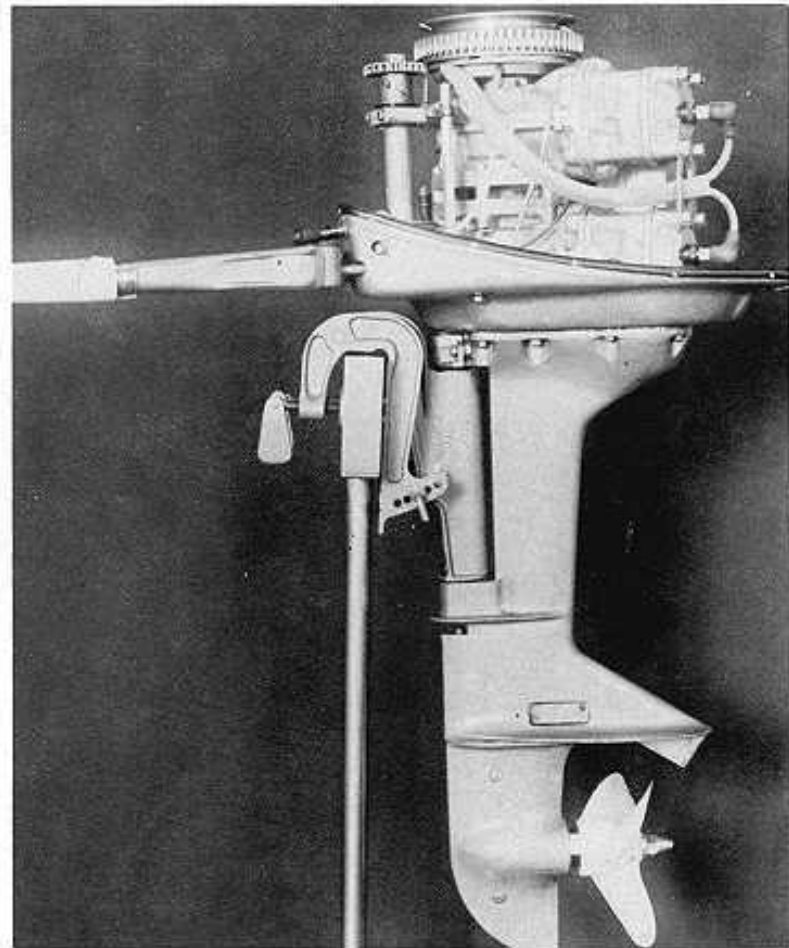
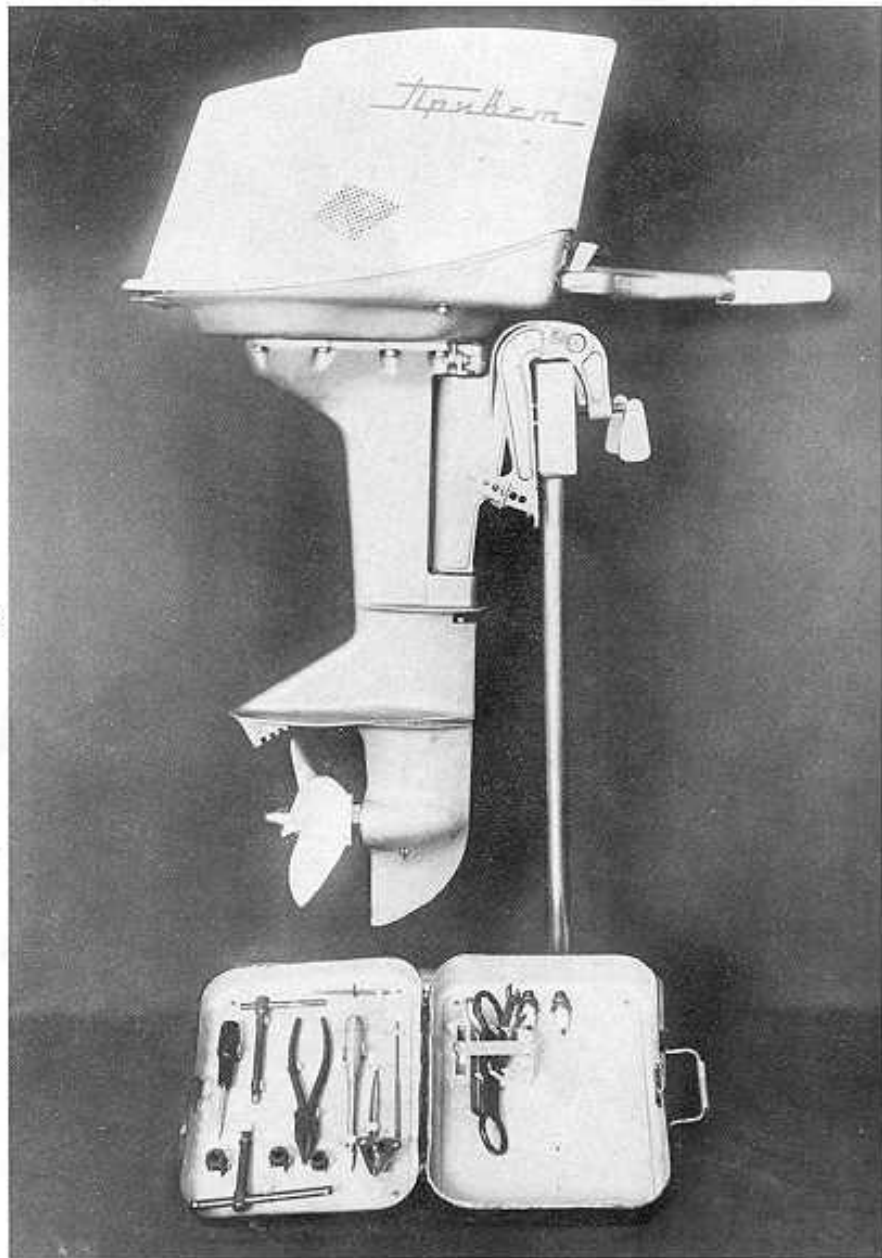




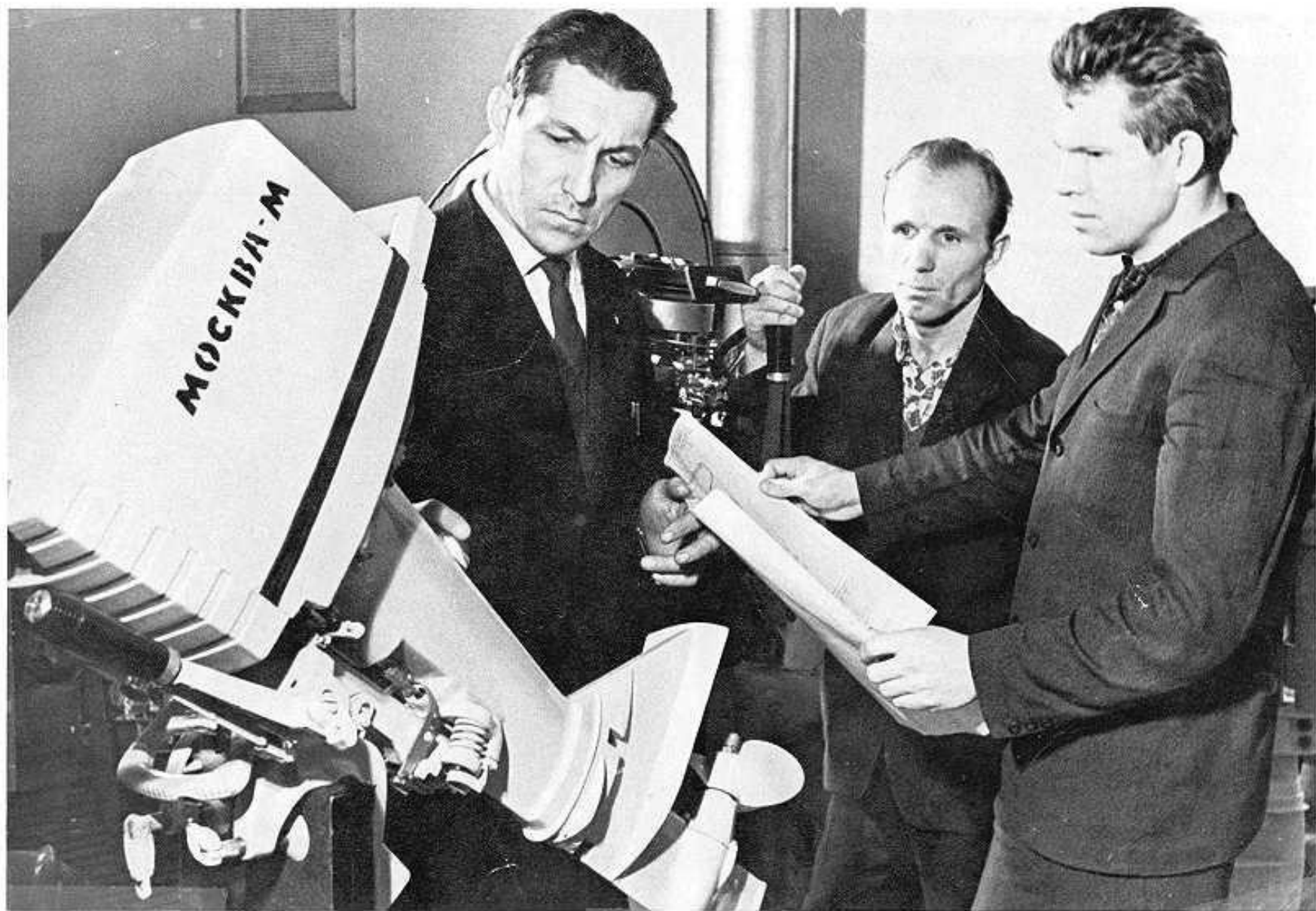
GNOM. (Gnome) Water Jet, 1 HP at 3500 rpm. 11 pounds, 1 cylinder, 36cc. Not yet in production, price unavailable.



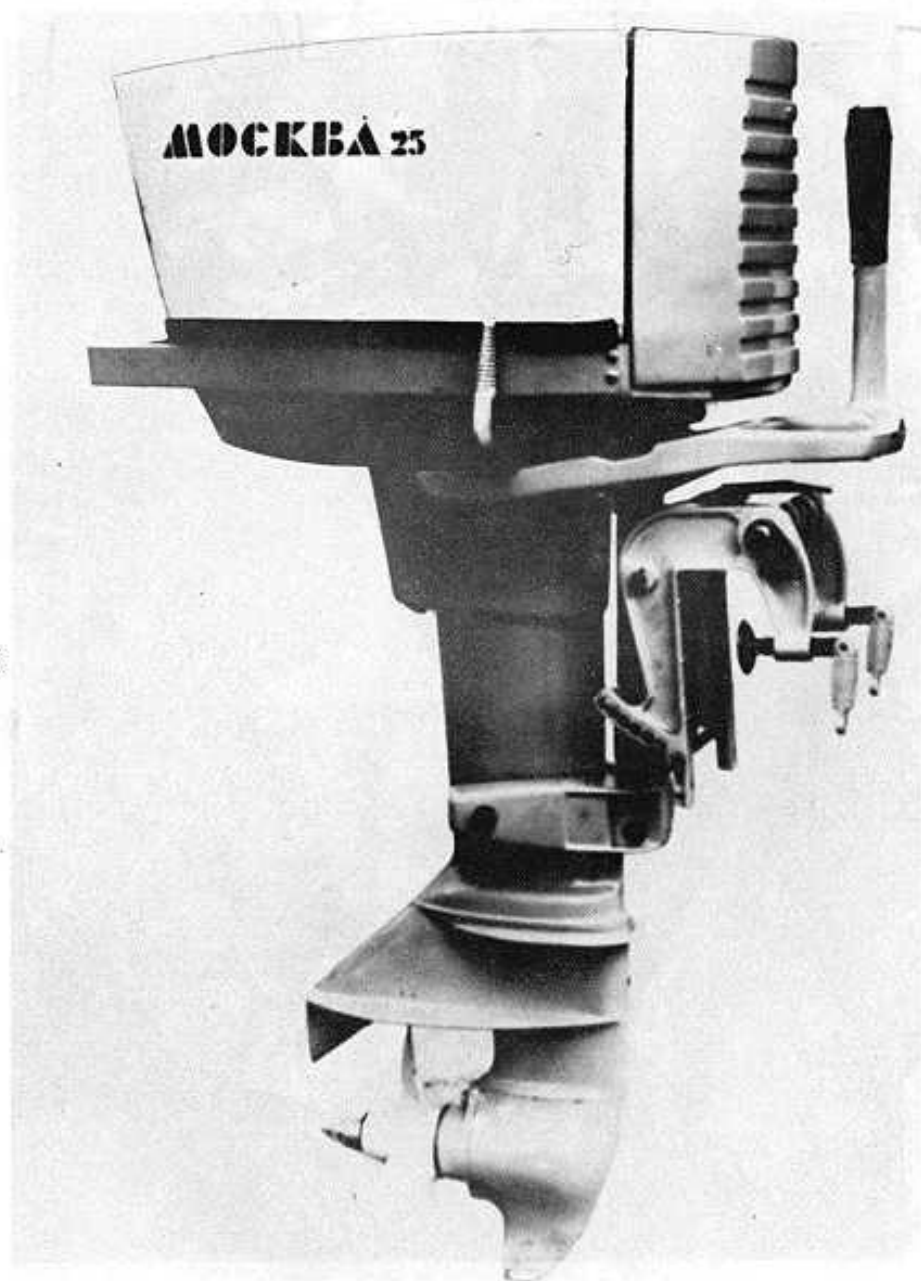
PRIBOY - 5 (Surf). Rope start. Powerful looking man too. He would make a good guard in football.



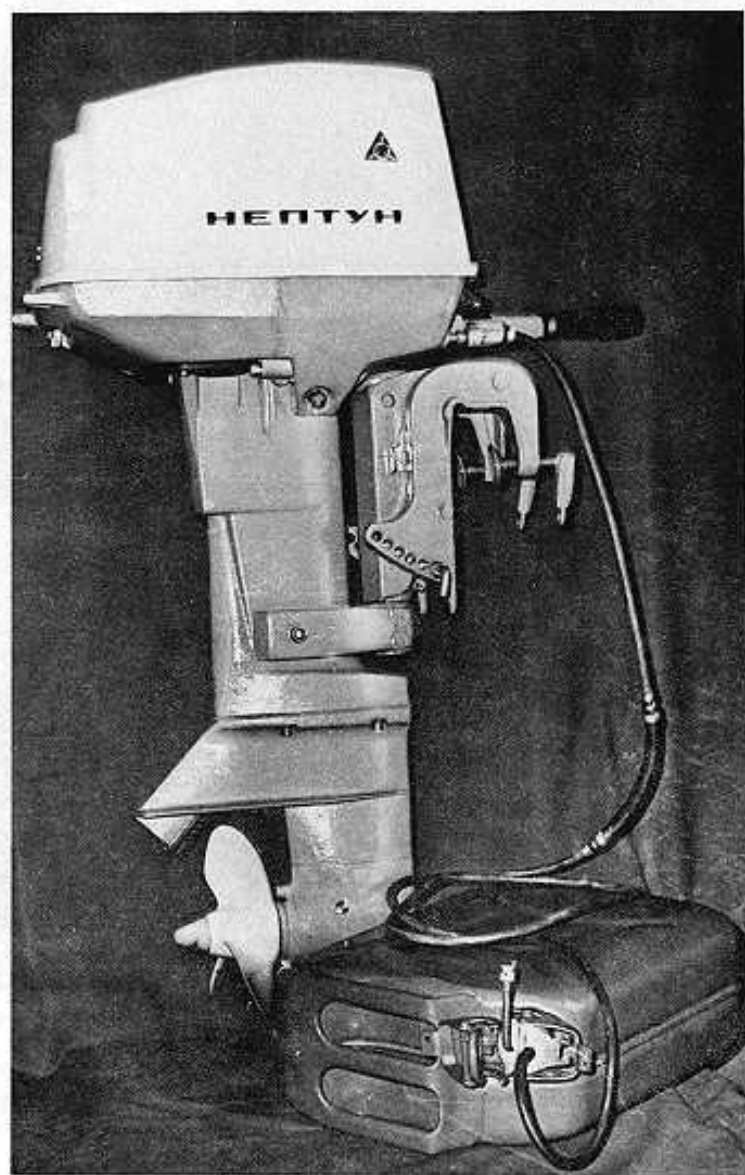
PRIVET - 22. Electric starting. Shown with and without cover. Note the nice tool kit.



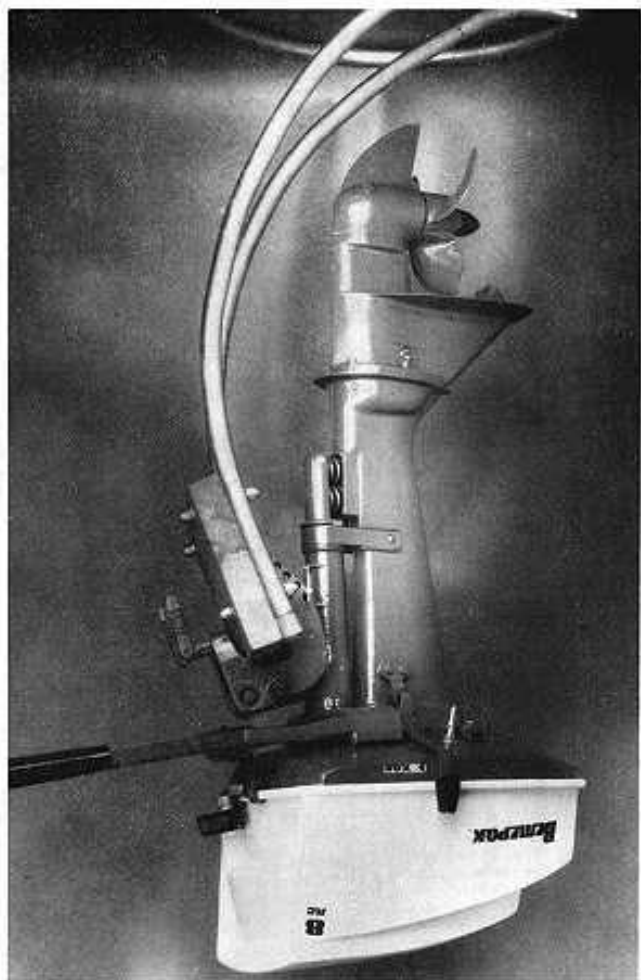
MOSKVA - 12.5. (Moscow) "M" means modernized. Formerly 10 HP.



22



Left: MOSKVA - 25. Rope start. Above: Neptune - 25. (Hentyh) Rope start.

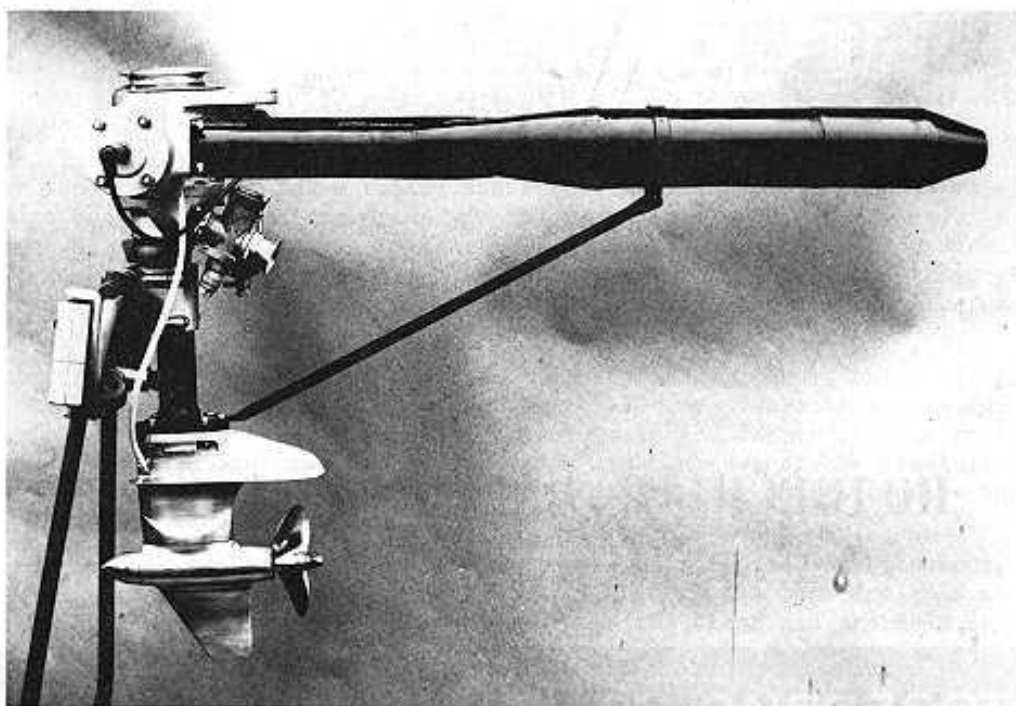


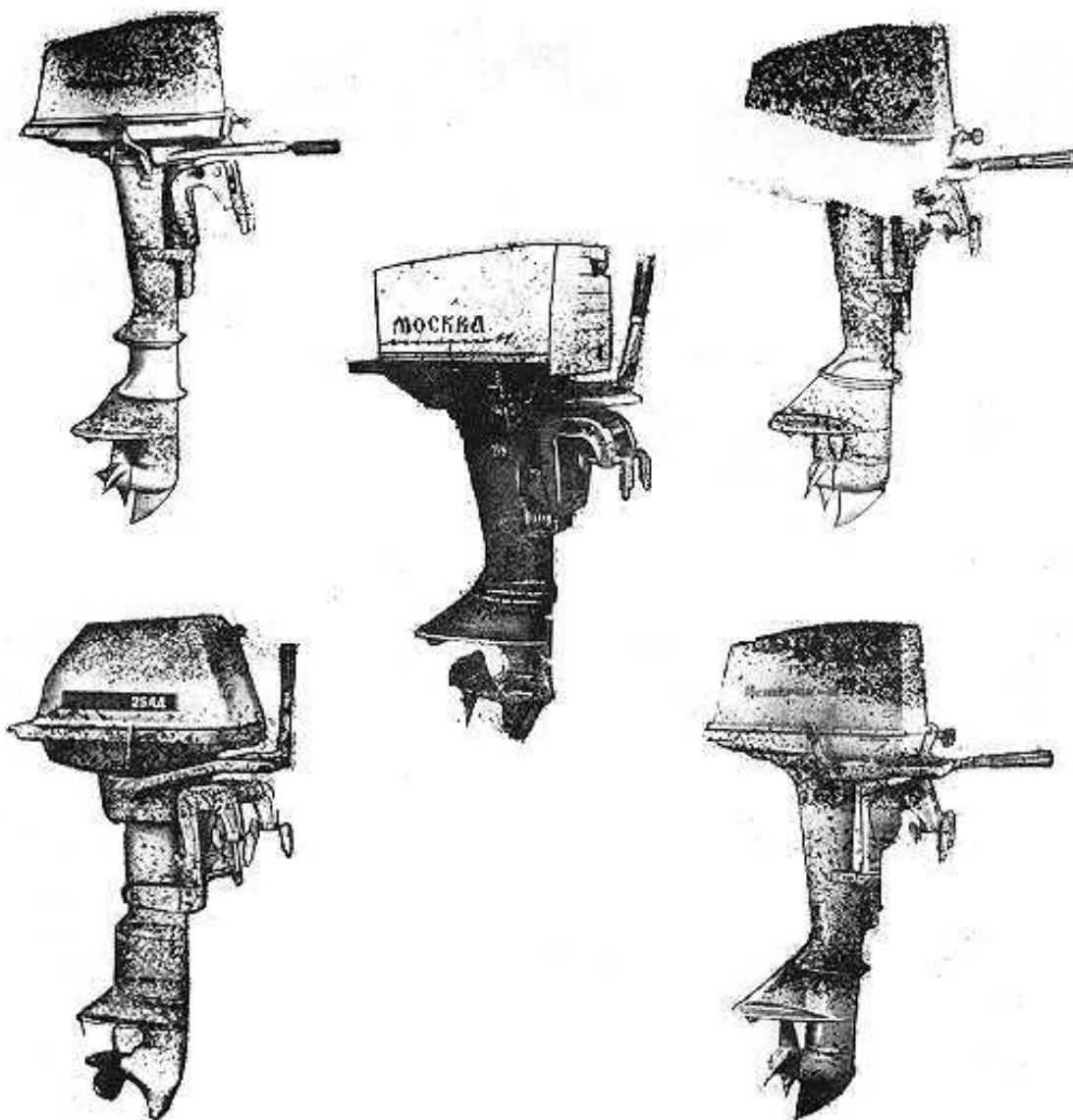
Photographs: Left, VETEROK - 8 (Breeze)
Rope start.

Below: MOSKVA - (Moscow)
Racing motor with stacks.
Not now in production.
175cc., 2 cylinder, about
10.7 cu.in. 12 HP.

Do any of you scholars in Russian want
to check your knowledge of business
Russian? Da? Well, here is a Russian-
English folder describing the Moskva
(Moscow) and Veterok motors. Nyet?
Well, skip it then.

Continued next page





ПОДВЕСНЫЕ ЛОДОЧНЫЕ МОТОРЫ

OUTBOARD MOTORS

АВТОСЕРВИС · 73



AUTOSERVICE · 73

**„МОСКВА-12,5“
„МОСКВА-25ад“**



**“MOSKVA-12,5”
“MOSKVA-25ад”**

Предназначены для установки на лодки туристического, прогулочного и хозяйственного назначения.

Моторы выполнены по одной конструктивной схеме и имеют ряд унифицированных узлов и деталей.

Для устранения попадания воды в карбюратор и на свечи зажигания, а также для уменьшения шума двигателя, моторная головка закрыта кожухом, сделанным из полимерного материала.

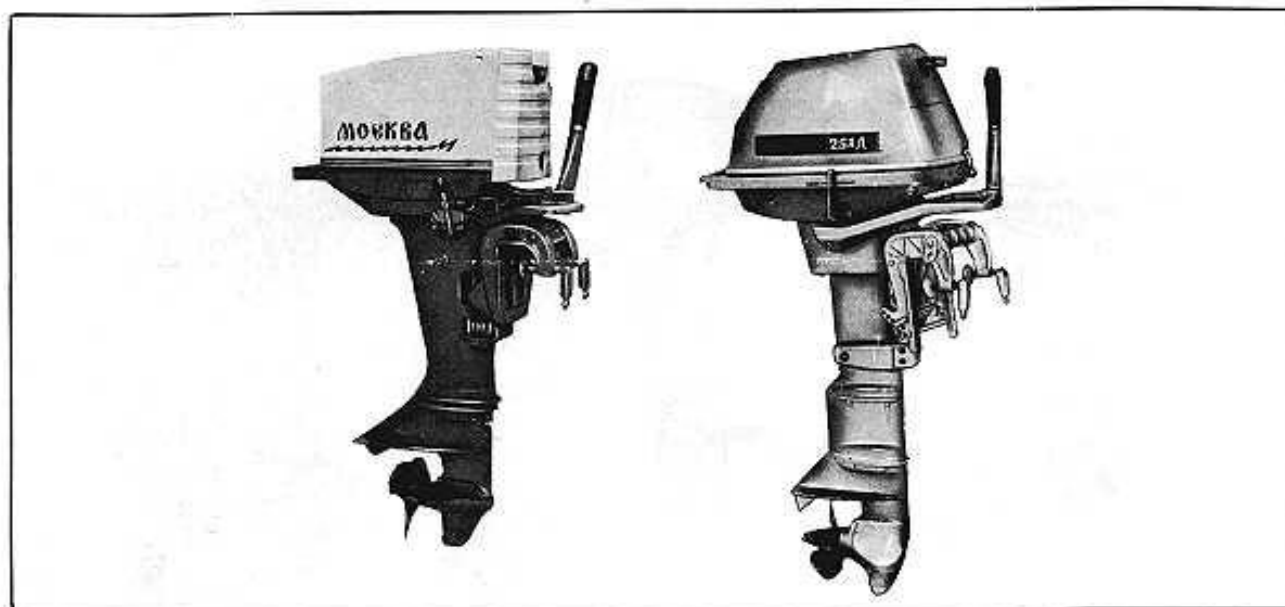
Легкость запуска, экономичность, удобство в управлении, надежность, простота обслуживания — особенности подвесных лодочных моторов «Москва-12,5» и «Москва-25ад».

The motors are designed for installing on tourist, pleasure and service boats.

The motors use the same construction principles and have a number of unified assemblies and parts.

To protect the carburettor and spark plugs against water, and also to reduce noise, the motor head is covered with a polymer cowling.

Outboard motors “Moskva-12,5” and “Moskva-25ад” feature ease of starting, economy, convenient control, and reliability.



ТЕХНИЧЕСКАЯ ХАРАКТЕРИСТИКА

| | «Москва-12,5» | «Москва-25ад» |
|--|---|---|
| Двигатель | двухтактный, карбюраторный, двухцилиндровый | двухтактный, карбюраторный, двухцилиндровый |
| Максимальная мощность, л.с. | 12,5 | 25 |
| Рабочий объем, см ³ | 244 | 496 |
| Степень сжатия | 7,1 | 7,1 |
| Удельный расход топлива, кг/ч | 4,9 | 10,5 |
| Габариты, мм | 782×488×1031 | 655×380×1285 |
| Вес, кг | 30 | 51 |

SPECIFICATIONS

| | “Moskva-12,5” | “Moskva-25ад” |
|---|---------------------------------------|---------------------------------------|
| Motor | two-stroke, carburettor, two-cylinder | two-stroke, carburettor, two-cylinder |
| Maximum power, hp | 12.5 | 25 |
| Displacement, cm ³ | 244 | 496 |
| Compression ratio | 7.1 | 7.1 |
| Specific fuel consumption, kg/h | 4.9 | 10.5 |
| Overall dimensions, mm | 782×488×1031 | 655×380×1285 |
| Weight, kg | 30 | 51 |

**„ВЕТЕРОК-8“
„ВЕТЕРОК-12“
„ВЕТЕРОК-12у“**



**“VETEROK-8”
“VETEROK-12”
“VETEROK-12y”**

Предназначены для установки на лодки спортивного, туристического и хозяйственного назначения с высотой транца до 500 мм.

Моторы выполнены по одной конструктивной схеме и имеют ряд унифицированных узлов и деталей. Пусковой шестеренчатый механизм нижнего расположения облегчает запуск мотора и устраняет откидывание его при запуске.

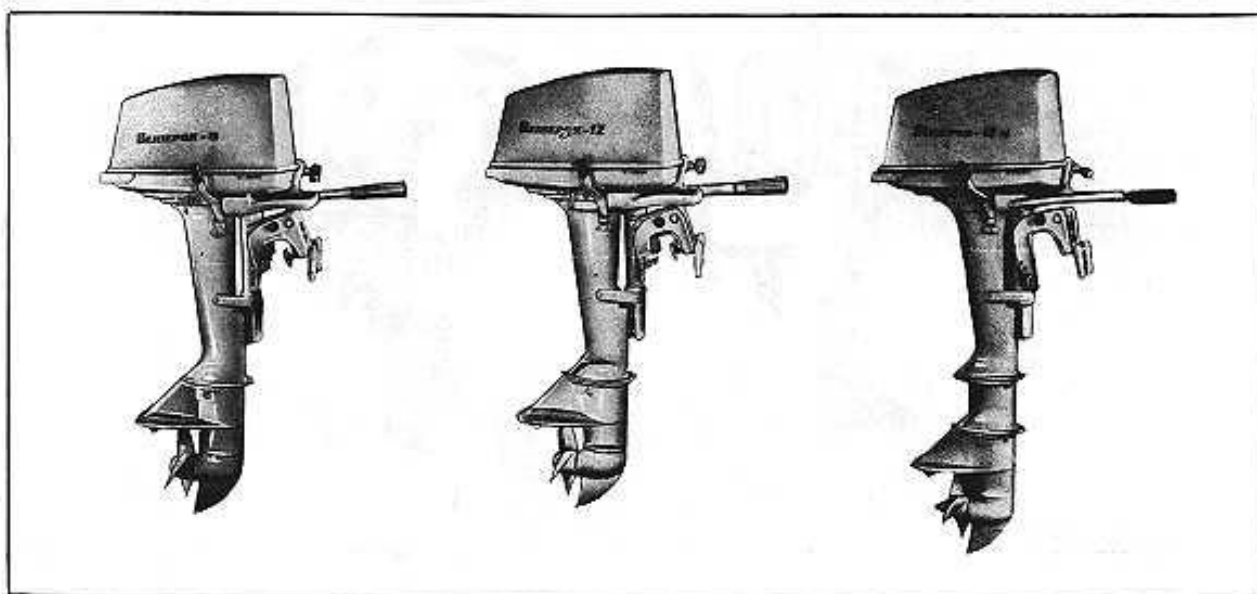
Эффективная пружинная подвеска мотора уменьшает передачу вибраций на лодку.

The motors are designed for installing on sport, tourist, and service boats with a transom height of up to 500 mm.

The motors use the same construction principles and have a number of unified assemblies and parts.

The gear-type starting mechanism of the lower arrangement facilitates starting the motor and prevents the motor from lifting up during starting.

Effective spring-type suspension of the motor reduces vibration transmitted to the boat.



Редуктор с верхним расположением муфты холостого хода удобен при запуске мотора в холодную погоду, так как муфта отключает весь редуктор, заполненный густой смазкой.

Эластичный демпфер защищает гребной винт от поломки при ударе о подводные препятствия, смягчает усилия, передающиеся на детали редуктора.

Легкосъемный верхний и неглубокий нижний кожухи надежно защищают двигатель от попадания воды в карбюратор и на свечи, глушат шум и придают мотору современный и привлекательный внешний вид.

The reducer with the upper arrangement of the release clutch facilitates starting the motor in cold weather, as the clutch disconnects the whole reducer filled with grease.

An elastic damper protects the screw propeller against breakage when it strikes underwater obstacles, and also cushions the efforts transmitted to the reducer parts.

An easily-detachable upper cowling and a flat lower cowling reliably protect the motor carburettor and spark plugs against water, reduce noise and impart a modern and attractive appearance to the motor.

ТЕХНИЧЕСКАЯ ХАРАКТЕРИСТИКА

| | «Ветерок-8» | «Ветерок-12» | «Ветерок-12у» |
|--|--|--|--|
| Двигатель | двухтактный, карбюраторный, двухцилиндровый, водяного охлаждения | двухтактный, карбюраторный, двухцилиндровый, водяного охлаждения | двухтактный, карбюраторный, двухцилиндровый, водяного охлаждения |
| Максимальная мощность, л. с. | 8 | 12 | 12 |
| Рабочий объем, см ³ | 173 | 249 | 249 |
| Степень сжатия | 6 | 6 | 6 |
| Расход топлива, кг/ч | 3,5 | 5,0 | 5,0 |
| Емкость бензобака, л | 20 | 20 | 20 |
| Габариты, мм | 500×350×1050 | 500×350×1050 | 500×350×1190 |
| Вес, кг | 26 | 28 | 27 |

SPECIFICATIONS

| | «Veterok-8» | «Veterok-12» | «Veterok-12y» |
|---|--|--|--|
| Motor | two-stroke, carburetor, two-cylinder, water-cooled | two-stroke, carburetor, two-cylinder, water-cooled | two-stroke, carburetor, two-cylinder, water-cooled |
| Maximum power, hp | 8 | 12 | 12 |
| Displacement, cm ³ | 173 | 249 | 249 |
| Compression ratio | 6 | 6 | 6 |
| Fuel consumption, kg/h | 3.5 | 5.0 | 5.0 |
| Fuel tank capacity, lit | 20 | 20 | 20 |
| Overall dimensions, mm | 500×350×1050 | 500×350×1050 | 500×350×1190 |
| Weight, kg | 26 | 28 | 27 |

Международная выставка
«АВТОСЕРВИС-73»
СССР, Москва, Сокольники
23 мая — 6 июня 1973 г.

International Exhibition
«AUTOSERVICE-73»
Sokolniki, Moscow, USSR
May 23—June 6, 1973

RUSSIAN MADE OUTBOARDS
1973

| Name | H.P. (Max) | RPM (Max) | No. Cyls. | Total Volume CC. | Dry Weight kg-lbs. | Retail price in \$.Approximate * |
|------------------------|---------------|--------------|--------------|------------------------|--------------------------|-------------------------------------|
| PRIBOY (Surf) | 5 | 4500 | 2 | 125 | 19 - 42 | \$ 175.45 |
| VETEROK-8 (Breeze) | 8 | 5000 | 2 | 173 | 26 - 57 | 186.34 |
| VETEROK-12 " | 12 | 5000 | 2 | 249 | 27 - 60 | 242.00 |
| VETEROK-14 " | 14 | 5200 | 2 | 249 | 29 - 64 | ** |
| MOSKVA-M (Moscow) | 12.5 | 4800 | 2 | 244 | 30 - 66 | 193.60 *** |
| MOSKVA-25 " | 25 | 4800 | 2 | 496 | 48 - 106 | 484.00 |
| NEPTUNE-23 (HENTYH) | 23 | 5000 | 2 | 346 | 44 - 97 | 435.60 |
| PRIVET-22 (Salute) | 22 | 4800 | 2 | 346 | 39 - 86 | ** |
| VICHR (Vortex) **** | 20 | 4800 | 2 | 422 | 48 - 106 | 459.80 *** |
| VICHR-M " | 25 | 5000 | 2 | 422 | 45 - 99 | 484.00 |
| VICHR-30 | 30 | 5000 | 2 | 488 | 46 - 101 | ** |
| VICHR-40 | 40 | 5000 | 2 | 660 | 56 - 123 | ** |
| SALUTE | 2 | 5000 | 1 | 45 | 12 - 27.5 | 108.90 |

* According the stated rate of exchange: \$100.00 - 82.60 rubles (as of February 1973)
Prices somewhat lower when sold for export.

** Not on sale at present.

*** Not in production now, but still available.

A Moskva-30 will be in production soon.

Electric starting versions are available for Moskva-25, Privet-22, Vichr-30, and Vichr-40 for somewhere in the neighborhood of \$125.00, depending on the rate of exchange.

**** Vortex means the same as Whirlwind.

All motors are 2 cycle, water cooled. All larger sizes have gear shift, separate gas tank.

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. Notice that not all of the Groups have leaders - volunteers are needed! Write to the V.P. Technical Services, Sam Vance, RD 2, Unadilla, NY 13849.

Giant Twin - Don Peterson
Class "F" Owners - D. Reinhartson
Johnson PO - Bill Salisbury
Johnson V Series - J. Harrison
Johnson A Series - Les Stevenson
Antique Boats and equipment

Mercury - Bill Kelly
Unusual and rare motors
Inboards - P.S. Brooke Jr.
Racing - Eric Gunderson
Watermans - Dick A. Hawie
Research - Dick A. Hawie

Clarke - Phil Kranz
History - W. J. Webb
Eltos - Sam Vance
Cailles - W. Weidmann
Lockwood - R. Anderson
Martin - Glen Ollila

No Water too
Shoal
No Weeds too
Foul



Propeller Swung Clear of Water

COLLECTOR'S GALLERY

By Don Peterson

Federal Motor and Manufacturing Co.

General Offices, 620-21 F St., Washington, D. C.

Factory—Newark, N. J.

AS the one-cylinder automobile passed rapidly out of existence with the advent of the improved two-cylinder cars, so the death knell sounded for the one-cylinder, outboard marine motor with the introduction of the

Perfectly Balanced, Vibrationless, Two-Cylinder, 3 HP.

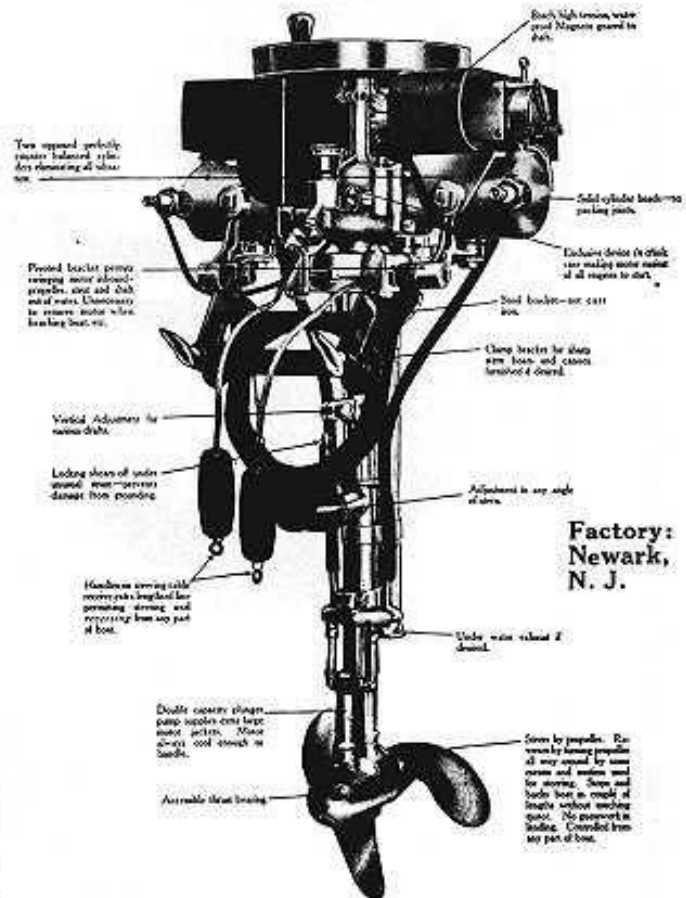
FEDERAL ROW BOAT AND CANOE MOTOR



For Live
Dealers and
Agents we
Have an
Unusual
Proposition

Sold with
the Strongest
and Broadest
Guarantee
that any
Motor ever
carried.

The Federal outboard motor was made during the years 1914 and 1915. Two models of the fairly complex machine are shown: on the left a battery ignition type while on the right, a magneto version with optional underwater exhaust. The Federal passed on more quickly than the single cylinder motors it was advertised to replace.



Factory:
Newark,
N. J.

THE SCRAPBOOK of ANTIQUE ADS

1915

By Don Peterson

ROWBOAT MOTOR

FERRO

DON'T GO ROWING, GO
FERROWING



Back Before the Storm

The wind is rising, the clouds roll up big and black, and off behind you there's a white sheet of rain pelting along the water. But what exhilaration, what a thrill to skim swiftly along in front of the storm, secure in the knowledge that you'll reach the boathouse safe and dry!

In-Built Reliability

Don't forget how important reliable construction is. The FERRO is the one rowboat motor that was built right first and priced afterwards.

Bosch High Tension Magneto—reversible and waterproof. Genuine Float-Feed Carburetor—not a mixing valve. Scientifically Constructed Muffler—quiet, no lost power. Weedless Propeller—eliminates one great source of trouble.

Any canoe fitted for FERRO more easily and cheaply than for other motors. No extra equipment needed, just our "well" plans for your carpenter.

Write today for catalog giving full information. In case you are interested in marine engines for larger boats ask for literature. If you can't find dealer, write us direct for rowboat motor.

Some good territory still open for men who can qualify as Ferro agents. Write us today, giving references.



\$85

with Bosch
Magneto—
Waterproof

\$65

with water-
proof
factory
magneto.

THE FERRO MACHINE & FOUNDRY CO.

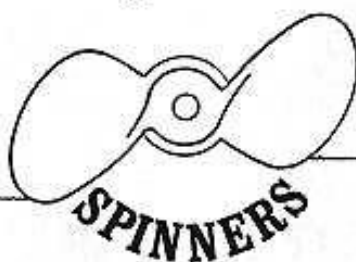
813 Hubbard Avenue

Cleveland, Ohio

**MID -
AMERICA**



PROP



M.A.P.S.

Ron Ellis

The M.A.P.S. chapter descended upon Rainey's Resort on 19 Oct. Through the 21st the hills echoed to the bark of open exhausts and the scarlet leaves on the oak trees were wreathed in blue smoke. In spite of the ear splitting shriek of the class "A" Hydro that Ronny Ellis kept the waters stirred up with, none of the locals called the law although the bass fishermen fled in disgust to calmer areas.

Dave Reinhartsen, accompanied by his family, came all the way from Dallas to lend dignity to what otherwise might have been a brawl. Dave had his Aristo-craft in tow and proceeded to show us how they do it in Texas. Walter Ellis (the old smoothie) provided rides to everyone in his latest pride and joy - a pre 1939 Red Wing boat mounted upon the transom of which was a 1930 Electric start VE-50 Johnson that ran as well as the day it left the factory, possibly better. That varnished mahogany hull with distinctive lines caused a lot of the fiberglass flotilla to drool with envy. Walt had the only motor at the meet that could be relied on to start the first try.

Casey West gambled and brought only one motor, an Evinrude Zypher that refused the combined efforts and pleadings of all present. Seems he had to borrow a motor to use.

The Gene Yonkers were out every day in Gene's P-40 Johnson & 1914 Evinrude powered rig and even found time to take in the local night life after the sun went down.

Clarence Sitton was unable to attend due to illness in the family so everyone could sleep in the morning without being blasted out of the sack by the sound of his P.O. 15 barreling past at daybreak.

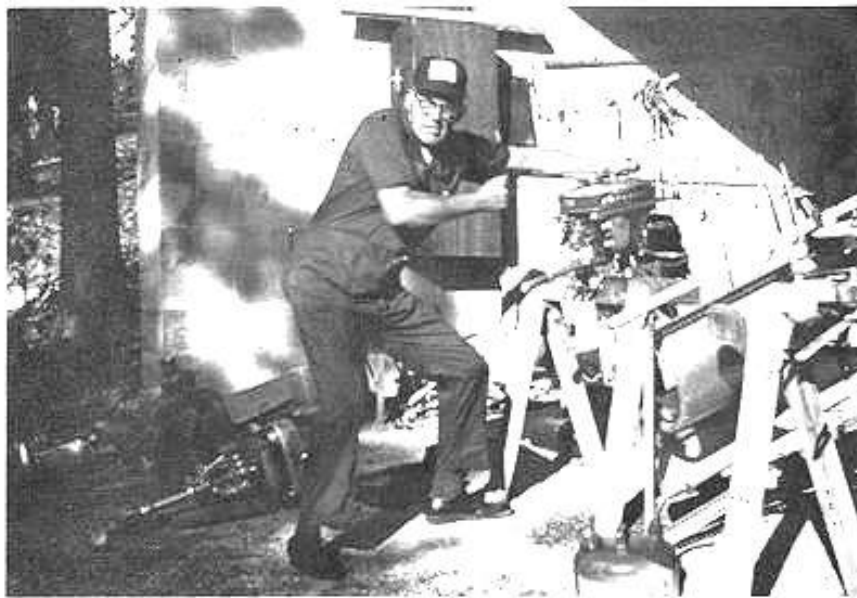
Ron Ellis had his Neal Hydro and although many attempts were made, he lacked the magical touch needed to keep it running - seems as though he only made one high speed run but it was a dandy, had ole Ron searching for the kill button as he passed the mouth of the cove and entered the open water of the main lake, just wait till next time. You better believe!

Bill Painter, owner of Rainey's, generously contributed a couple dinners for the oldest motor and no one could match Gene Yonkers 1914 Evinrude which not only was the oldest, it ran beautifully. Gene was also the recipient of the "Silver Wrench" award for his demonstrated ability in mechanics - hey, he used my tools! Dave Reinhartsen walked off with the Phillips Oil Trophy (two quarts) along with a new tow rope in recognition of his cheerful and generous towing offers. Walt and Ron Ellis received a pair of champion sparkplugs in recognition of their generosity and good fellowship. Ho! ho!

The meet ended with everyone taking home more parts than their wives thought they needed but the price was right and what antiquer could refuse the chance to acquire another spare?

Casey West

SPEAK UP! you chapters



Above: Casey West tries a little muscle power on his Evinrude Zephyr. Below: Bill Painter, owner of Rainey's Resort - Lake of The Ozarks, presents a dinner award to Gene Yonker for the oldest restored outboard, a 1914 Evinrude single.

65



Above: Would you believe? 29 mph with a Lightfour Evinrude! Ron Ellis at the wheel.

Below: Gene with his winning 1914 Evinrude.



SMALL INBOARDS REVISITED

By P. S. Brooke, Jr.

A four page advertisement in the February 10th issue of MotorBoat for the year 1913 proclaimed the virtues of the "Rift-Climber"- a tunnel stern boat equipped with inboard engines of three to six horsepower. The idea was to provide flotation and propulsion in water as shallow as six inches. The hulls were essentially flat bottomed and the shaft and propeller was contained in a square tunnel commencing about two thirds back of the bow and extending through the transom. To give additional protection to the propeller, two scags fitted transversely to the hull formed a kind of grate over the tunnel. The makers stated that they occupied the extensive shops in Athens, Pennsylvania formerly occupied by the American Bridge Company and were prepared to ship within ten days from receipt of an order any one of four sizes ranging from 13 ft. 4 inches in length to 20 feet. The base price f.o.b. the factory including the engine ran from \$200.00 to \$325.00. Reverse gears could be supplied for an extra \$25.00 and salt water fittings for an additional \$10.00.

A new inboard marine engine introduced at the Boston Motorboat Show in February 1913 was the Bud-E. The builder was the Carlyle Johnson Machine Company of Manchester, Connecticut. The engine was described as a unit power plant with two cylinders of three inch bore and three inch stroke (an early example of the "square" configuration so widely touted in modern times) of the two cycle, three port design. Horsepower developed at 1200 rpm was five. Both coil and magneto ignition was supplied. The exhaust manifold was water cooled and additional lubrication was supplied through an oiler in the intake. The weight of the standard model with an iron crankcase was 110 lbs. An aluminum crankcase was available which cut the weight to 100 lbs. with an optional reverse gear included. A rear starter was also available as an "extra". The makers claimed to use vanadium steel shafting and gears in the reverse gear, hardened and heat treated. The motor end on the reverse gear main driving shaft was telescoped and keyed into the crankshaft of the engine, thus eliminating any type of coupling. The entire power plant presented a neat, straightforward appearance-just the thing to power a small launch.

The slogan of the Termaat & Monahan Company of Oshkosh, Wisconsin, makers of the "T & M" marine engine was "Actually starts without cranking, goes without tinkering and keeps up the clip till you're back at dock". The company featured an "iron clad" guarantee (good for two years) stating that they would replace any defective parts free of charge during this period. This company had been manufacturing gas engines of all types since 1895 and now claimed that all their engine parts were fully interchangeable. Sizes made ran from two horsepower to one hundred and twenty in the 1913 model year.

The Ferro Machine & Foundry Company of Cleveland, Ohio ran a full page advertisement in the February 10th issue of MotorBoat for 1913 stating in bold type "The Best-built Motor in America". Prices ranged from \$60.00 to \$500.00 for engines in eleven different sizes rated from three to twenty-five horsepower. At this time Ferro claimed to have 1500 sales representatives scattered in every country and some 40,000 owners and operators of their engines.

Apparently at this time carburetors were a source of trouble for many boat operators. The Byrne, Kingston & Co. of Kokomo, Indiana "Oldest Carburetor Manufacturers in America" according to their advertising claimed to be able to furnish a carburetor for any style of marine motor. The company further stated in ads "Let us prove to you as we have to hundreds of dissatisfied motor boat owners that the Kingston will end your carburetor troubles".

The Scripps Motor Company of Detroit, Michigan announced a rather novel engine called the "Scripps Midget". It was described as "a little jewel of a power plant" weighing in at only two hundred pounds. It was a four cylinder, four cycle model developing seven horsepower. All moving parts were enclosed in oil tight compartments with the exception of the flywheel. All the exterior mechanism was beautifully finished and the unit was topped off with an air starter. Regular equipment consisted of a Bosch magneto, dual ignition system, enclosed reverse gear and aluminum crankcase. The price was an even \$500.00 f.o.b. Detroit. This engine was intended for use in small yacht

tenders and was intended to compete with a similar engine put on the market by the Sterling Engine Company of Buffalo, New York.

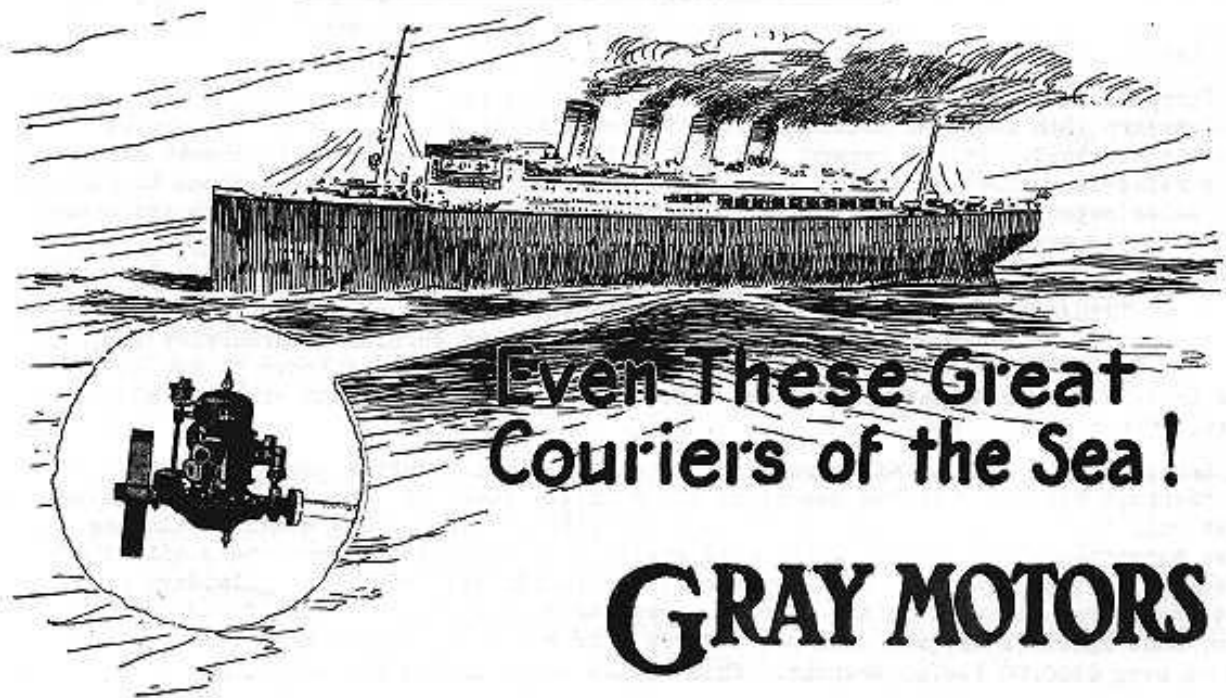
Sixty years ago the price of gasoline and its increasing cost was of concern much as it is now. The Camden Anchor-Rockland Machine Company of Camden, Maine makers of the Knox marine engine made a big point of the fact that their engines would operate on kerosene. The makers stated that their engines would operate successfully on either gasoline or kerosene with the same carburetor. The Knox was equipped with a heating chamber which would help vaporize the kerosene as it was fed from the supply tank. Apparently the engines were started on gasoline and when warmed up, switched to the cheaper fuel much in the same way as in tractor operation.

The Loane Hiltz Engineering Company of Baltimore, Maryland was procuring a six horsepower four cycle engine called "The Fisherman" which they claimed was the only reversible four cycle one wrench engine made. The company further stated in their ads that their engine was the "companion, friend and tool of the workmen" and stood "next to his wife and kiddies in love and esteem!" - it must have been quite an engine.

Bruns, Kimball & Co. of New York City were still advertising the fact that they would take any make or size of second hand engine in exchange for either a Sterling four cycle engine or an Eagle two cycle engine and make "a most liberal and fair allowance". Their representatives were to be on the floor during the Motor Boat Show in Madison Square Garden in February of 1913 to talk to prospects and hopefully make a few sales.

The Xargil Kerosene Engine Company of Utica, New York was looking for "live and responsible agents" who "can push a good proposition" as was the Clay Machine Company of Cleveland, Ohio who wanted "reliable dealers". But perhaps an eager applicant for one of these engine franchises would have been well advised to have first availed himself of a real bargain hawked from the pages of MotorBoat-"The Marine Motor" by A. E. Potter priced at only \$1.00 and sent postpaid anywhere and alleged to have been the "only complete book on marine motors".

1913 was a year to remember as it was the last full year before the world would be plunged into a four year blood bath which would leave its mark stamped on almost everyone who survived-never again would the quality of life be the same. Production of marine engines would be drastically affected and many firms would not survive the post World War I shake-out.



Even These Great
Couriers of the Sea!

GRAY MOTORS

The illustration shows a large steamship with multiple funnels, moving across the water. In the foreground, a circular inset provides a close-up view of a complex mechanical engine, identified as a Gray motor. The text is overlaid on the right side of the image, with the brand name 'GRAY MOTORS' in a large, bold, serif font.



Service Clinic



"Thunderbolt" Mercury Models KF9, KG9, Mark 40 & Mark 40"H"
1949-1955

Specifications & Service Notes:

| Model | Year | Spk Plug-Gap | Magneto-Gap | H.P. | Bore/Stroke | C.I.D. | Wt. |
|-----------|---------|----------------------|---|------------|--------------|--------|-----|
| KF9 | 1949-50 | Champion J7J .025 | Fairbanks-Morse +.000 .010 -.002 | 25 | 2 7/16x2 1/8 | 39.6 | 122 |
| KG9 | 1950-52 | Champion J6J .025 |  | Not Stated | " | " | 122 |
| Mark 40 | 1953-54 | Champion J6J .025 |  | Not Stated | " | " | 122 |
| Mark 40-H | 1953-55 | Champion J4J .025 | " | Not Stated | " | " | 95 |

The above is what you will find in your Mercury Service Manual on the Early Thunderbolt Series. Some of the above should be discussed.

Basic models - There were no longshaft models of this motor built, however, there are racing versions of the motor that are not shown. The KF9 was built also as a KF9 HD, using a Quicksilver unit, KG9 HD & HS models were built also. The HD models were the same basic length as the service motors, the HS was to be used on hydros, racing only & measured only 10" from the top of the transom to the cavitation plate. Early "Quickies" had a bronze bushing in the gear case tailcone, later units have 2 needle bearings which must be greased each time the motor is run.

Plugs & Ignition - The specifications listed for the Thunderbolt series should be altered somewhat; the breaker gap is OK, however, consider the following: The KF-9 is a much de-tuned model when compared with the later motors. Note that total magneto advance on this motor should be limited to .210 (degrees before TDS would be 32 1/2), others may be advanced to .235 BTDC. This adjustment may be performed with a dial indicator thru #1 spark plug hole. Points should break when magneto hits stop on tiller arm.

KF9, KG9 models usually have a Fairbanks XU4B70 magneto installed. Late KG-9 & Mark 40 models have the suffix "D" after the magneto model. This unit has a much improved bearing setup on the magnetic rotor shaft and a molded ignition coil. A must when restoring KF & KG9 models is to replace the older tapped coil with integral "Tang" for output with the later coil & frame cap. The older coils, almost without exception, will break down when hot & the motor won't start. The coil, cap, breaker plate and ball bearings are the same as the later Mark 55 items and can be interchanged. It is possible to use a coil from the later Kiekhaefer magneto also. Points must be spotless & cam wick well lubricated, or rapid wear of the cam will be experienced. Magneto should just start to pick up carburetors with #1 piston at top dead center, points should break just as bracket pin contacts carb follower.

On the subject of spark plugs, I'd recommend using J6J in KF9 & J4J in KG9 & Mark 40. For the H & HD models J-63 or J-2J is a good place to start, but this will vary as to load. Timing may be advanced too but be careful. Over .350 could burn a piston. Read the plugs & listen for rpm loss signifying pre-ignition. A good KG9 or Mark 40H will run over 6000 rpm & really scoot your hydro. Speeds over 70 are possible.

Powerhead tips - If you are overhauling a Thunderbolt powerhead, a few items for con-

sideration are: Rods - early rods in KF, KG9 motors are a trouble spot. They should be replaced with the later rod, Merc # 600-7A1, as they are weak, especially the ones with allen head screws on the cap. The later rod must be ground down slightly on the cap & bolt head end to clear the sand cast case. You can sometimes get good used rods at a Merc shop. The best ones have no oil holes in the cap. They are used in the Mark 58 & 78 series motors. The KF & KG9 bearings are different than the later motors. They use 2 thin ball bearings with an aluminum spacer on the crank mains. This can be replaced with a single #206 bearing, available anywhere. The solid steel center main race is also replaceable with later Mark 55, 75, 58 & 78 aluminum with split steel bearing race, still readily available new or used. KF & KG & Mark 40 pistons are interchangeable (as sets) with later Mark 55 pistons, as is the Mark 40 crankshaft. In fact, if you can obtain a 1955-57 Mark 55, the whole rotating & reciprocating assembly will swap right into a Mark 40. Guard your KG9 crankshaft - it won't fit anything else or interchange with newer models.

Upon reassembly crankshaft should set up with .008-.012 end play, adjusted with shims between end cap & cylinder block. Space shims equally top & bottom to center crankshaft. Use white lead to seal the 2 halves of the block together, Sealer 1000 or 3M Gasket Adhesive sealant will serve also. No gasket is used here, or between the powerhead & exhaust housing. Yes, replacing the crank & rod/piston in the block is a temper-testing job - check for broken rings thru intake port covers.

Fuel pump - KF & KG9 models. This AC Pump is similar to that used on Homelite-Fischer-Pierce motors & a kit to rebuild should be available thru their dealers. Mark 40 uses a pressure system which may be converted to the later Merc fuel pump, but required some alterations.

Carburetors - The correct carburetor for the KF9 is Tillotson AJ31A, KF9HD AJ29AB. KG9 & Mark 40's all models use AJ33A. These are all simple carburetors and are serviced the same way.

First, get a couple of new needles & seats with the neoprene tip. They are far and away superior to the old brass seat/chrome needle used as original equipment. Install in carb top, install float levers (note positions when disassembling) invert carb top & note position of levers. Should be $13/32$ nds \pm $1/64$ th from gasket face of top to primary or upper lever face - essentially parallel to the gasket flange. Bend lower lever to adjust. That's it. Other than that, just clean the carb with a good carburetor cleaner. Preliminary adjustment on lo speed $3/4$ turn, hi $1\frac{1}{2}$ turns counter-clockwise from seat. If you're not a purist, use short needles from a newer merc - they don't rattle out or fatigue off. Along that line, replace the copper plumbing with barb fittings & neoprene hose also & eliminate the gas filter on the motor.

Now, put it together, get it together & be ready for the ride of your life. Look out all you Big 4 owners! The new "King" is about to be crowned!

Bill Kelly, Evergreen Marine

P.S. Article on lower units on KE, KF & KG models forthcoming.

HEY! STICK THIS ON YOUR MOTOR. AT LAST, THE REGISTERED ANTIQUE DECALS ARE AVAILABLE.... Pictured at the right, the decals measure 1 X 3", background is gold, lettering is black and trim is red. Write Don Peterson, 2884 S.E. Francis, Portland, Oregon 97202. Price per order is \$1.00 for the first and 25¢ for each additional decal. Decals permitted to be displayed on motors registered in the Club files only.



DON'T FORGET, THE NEW CLUB SELF-STICK EMBLEM IS AVAILABLE FROM JOHN GOULD, MEMBERSHIP Chairman. Price is 25¢ each, not counting the one you get free when you renew your membership. The new emblem reflects the dates 1866 to 1950 - 84 Years of Outboarding. This means that any motor built through the year 1950 is an official antique qualifying for participation in Club events

Antique Motors Alotta EASTERN PENNA Regatta

by Bob Grubb

The Eastern Penna. Antique Outboard Meet was held Saturday, Aug. 4, 1973 at the Black Rock Boat Club near Phoenixville, Pa. on the Schuylkill River. We were blessed with a beautiful day.

The meet was scheduled to start at 10:00 AM and shortly thereafter we had thirteen members registered, in addition to Harry Bickel and myself, who held the meet. After a get acquainted and organizing period, we began events with the oldest running motor contest. We had five entries in the contest, ranging from Mark Wright's 1907 Waterman to Bob Zipps' 1925 Johnson AB25 which had just returned from starring in the movie "The Great Gatsby". For a while it looked like the winner would be Tom Luce's perfect 1915 Ferro; Mark Wright had a problem when his Waterman kicked and threw the crank into seven feet of water. Through some frantic diving and the use of a magnet, the crank was retrieved and shortly thereafter the incredible Waterman came to life and ran the course to take the trophy.

After returning from our lunch break, we held judging for Mint Condition Motor. Here I was sorry that I had only one trophy to give and the tough decision went to Tom Luce for his 1915 (or earlier) Ferro.

Most Unusual Motor judging was next and this went to Tony Caglione for his Bendix Electric which is complete with original carton and manuals.

We next held predicted log races. The course was adjusted in size, according to motor size and contestants had to guess how long it would take them to start from the shore and get in their boats, start their motors, and run the course sans watches.

First and second place trophies were given out for three races. First place trophies went to Milt Moos using a 3½ hp Elto, Tony Caglione using a 10 hp Indian, and Marc & Bill Buff who were guests of Mark Wright using a IA38 Neptune. Second place trophies went to Galloway Morris with a 1922 model A Johnson which is completely original and has been in his family since new, to Bob Zipps using his Johnson AB25, and to Milt Moos using a P30 Johnson.

Tony Caglione turned in the best overall performance in these races, with a guess of twelve minutes and an actual time of eleven minutes and 50 seconds.

One casualty in these races was Bob Zipps' 13 hp S-70 Johnson, which was the fastest motor run at the meet. It stopped dead in mid-course and he had to be towed back. Bob had it running like a top later, however, after he discovered a bad spark plug.

Tom Luce gave us a dazzling demonstration of speed with his ½ hp Elto Cub. He predicted a time for the event of 32 minutes, 30 seconds and actually ran the course in an incredible 24 minutes, 45 seconds to be the farthest off his guess of anyone who competed.

We also were treated to a very nice display by Willard Linkroum running a 1925 Caille Liberty Train.

The predicted log races concluded the day's planned events. During the course of the day many motors and parts were traded. I know I had a good time holding the meet and I believe everyone who attended enjoyed themselves. I will try to do it again next year and I hope you will be there.

Members attending were:

Willard Linkroum
Bob Zipps
Dr. L. C. Craver
Phil Kranz

Windsor, N. Y.
East Hartford, Conn.
Hopatcong, N. J.
Slingerlands, N. Y.

Tony Caglione
 Milt Moos
 Mark Wright
 Tom Luce
 Bob Tate
 Phil Benedict
 Charles Loshe
 Galloway Morris
 Edward Gera

Dover, N. J.
 Westerville, Ohio
 Little Silver, N. J.
 Westfield, N. J.
 Dover, Del.
 Annandale, Va.
 Essington, Pa.
 Phoenixville, Pa.
 Baltimore, Md.

The trophies were ceramic steins made by my wife, Louisa. She volunteered to make them when the motor companies refused to donate trophies. We had many nice comments on them and the members seemed to appreciate something different.



Photos: Top left, Marc Wright coaxes his 1907 Waterman to life. This was after the crank was recovered. Center left, Marc and Bill Buff enjoy a ride with their 1938 model 1A38 Neptune. Below left, Edward Gera just about to open 'er up. Top right, Phil Kranz, Willard Linkroum and Milt Moos boating with a P-30 Johnson. Below Right, Pat and Bob Zippz with the famous AB-25 Johnson.

Continued-





Tom Luce about to start his Elto Cub - note boat does not appear to be moving. Unidentified passenger will help keep the nose of the boat down under way.



Regatta Champions- 1 to r, Milt Moos, Bob Zipps, Tony Caglione, Tom Luce, Marc Wright, Galloway Morris and Marc and Bill Buff.

THE Yankee Chapter NEWS



by: Bob Zipps

A few members of the Yankee Chapter got together for a Fall Mini-meet last October. Pictured are: (front row, left to right), unidentified spectator, Dave Zipps, Bob Zipps, Bill Andrulitus, (Rear row) unidentified spectator, Johnny Yale, Brad Snow, Dick Schaeber, Ernie Morgan. As always a great time was had by all.

Right now members are getting their motors ready for the boat shows that are right around the corner. A strong showing is expected.

Plans are under way for the next Connecticut Indoor Meet to be held on April 27th, 1974 at my home, 182 Brentmoor Rd., East Hartford,

Connecticut. Please note the new starting time 10:00 AM. To conserve on costs, individual announcements will not be mailed as in previous years. This meet is the Club's oldest continuous event, and with the new starting time, should give members a much better chance to do what they like best: talk, buy, sell, trade, Antique Outboard Motors.

THERE'S GOING TO BE MORE

IN '74

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REGIONAL MEET

SEPTEMBER 7TH, 1974

AT

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2300 E. Winter Park Rd.
Winter Park, FL 32789

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

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

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

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

Mario Ciuffo
356 Purdy Ave.
Staten Island, NY 10314

William Cullum
RR #5, Tilbury
Ont N0P 2L0, Canada

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

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

Continued on page 2

DECALS

---NEW---

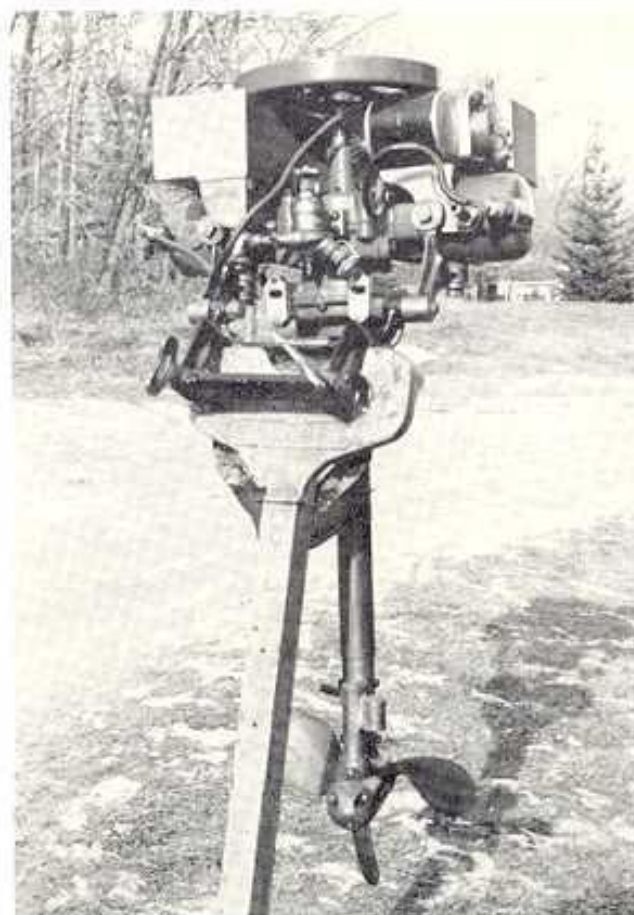
A decal adds that finishing touch to any restoration project. All are made close to original specification, in full color

| | |
|---|--|
| For Evinrude Single, 1911 to 1928 \$4.95 set | Order from: Robert Brautigam 2316 W. 110th St. Bloomington, MN 55431 |
| For Elto rear tank, any through 1928 \$3.95 each Water applied type | |
| For Johnson Sea Horse "16" or "24", fits early P and S models \$7.00 each | Order from: Eric Gunderson 57B Mt. Hamilton Road San Jose, Calif. 95114 |
| For Evinrude 4-60 \$8.00 each | |
| For Johnson "Sea-Horse 32", fits models V-45, 65, 70; VR's and VE's | Order from: John C. Harrison 1000 N.W. 54th St. Miami, Florida 33127 |
| For Johnson "Sea-Horse 25", fits all Giant Twins | |
| For Evinrude, fits Speedifour or Big Four (specify) | |
| Like originals, pressure sensitive vinyl, \$10.00 each | |
| Metal nameplates for front of gas tank. Fits all Elto ruddertwins. Authentic! \$5.95 each | Order from: George Loeb 7037 Suburban Avenue Norfolk, VA 23505 |
| For Johnson "Light Twin" 1921-1927 plus A-35. Includes "To start" and "Oiling" decals. Exact duplicates of original Light Twin decals. Water applied. \$5.00 set | Order from: Bob Zipps 182 Brentmoor Road East Hartford, Conn. 06118 |
| For Johnson "K" models, patterned after P/N 27-227. Water applied; complete with starting and oiling instructions. Fits OK-55 & OK-60 too! \$5.00 each | Order from: Charles W. Hansen 2108 Broward Road Jacksonville, FL 32218 |
| For Johnson alternate firing A models, patterned after P/N 25-244. Vinyl type, self stick. Also fits K-35, K-40, K-45, KR-40, A-35, A-45 and OA-65 \$6.00 each | Order from: Charles W. Hansen 2108 Broward Road Jacksonville, FL 32218 |
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AOMCI 9TH YEAR