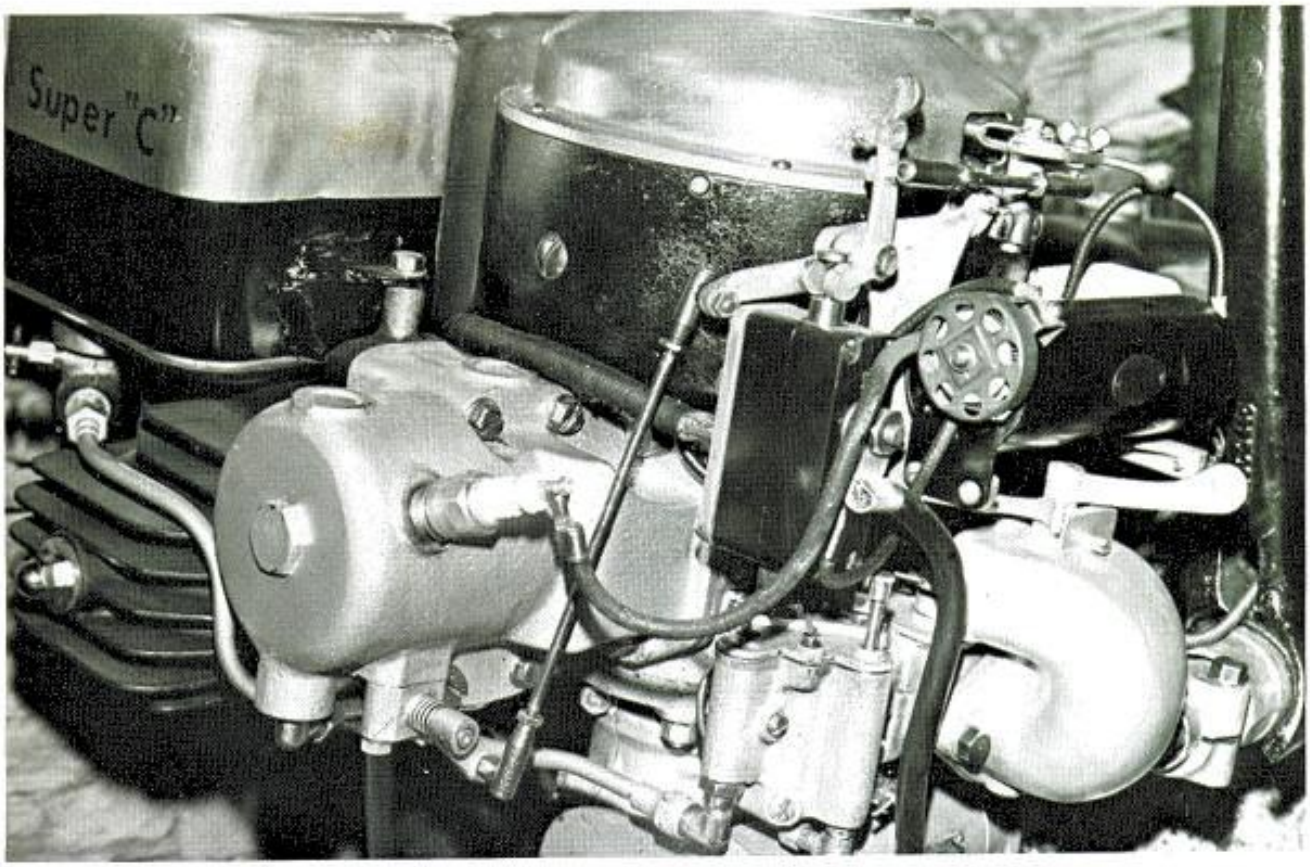
# *The* ANTIQUE OUTBOARDER

## The Pioneering Authority




**January** **1976**

The Antique Outboard Motor Club, Inc. is incorporated in the State of Texas as an Educational Institution. The Club is devoted to people all over the world who are interested in the search for, restoration and preservation of old time outboard motors. Regular membership dues are $12.00 per year. Other membership information is available on request from Jim Nixon, 4781 Fifth Avenue, Youngstown, Ohio 44505, U. S. A.

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# THE ANTIQUE OUTBOARDER
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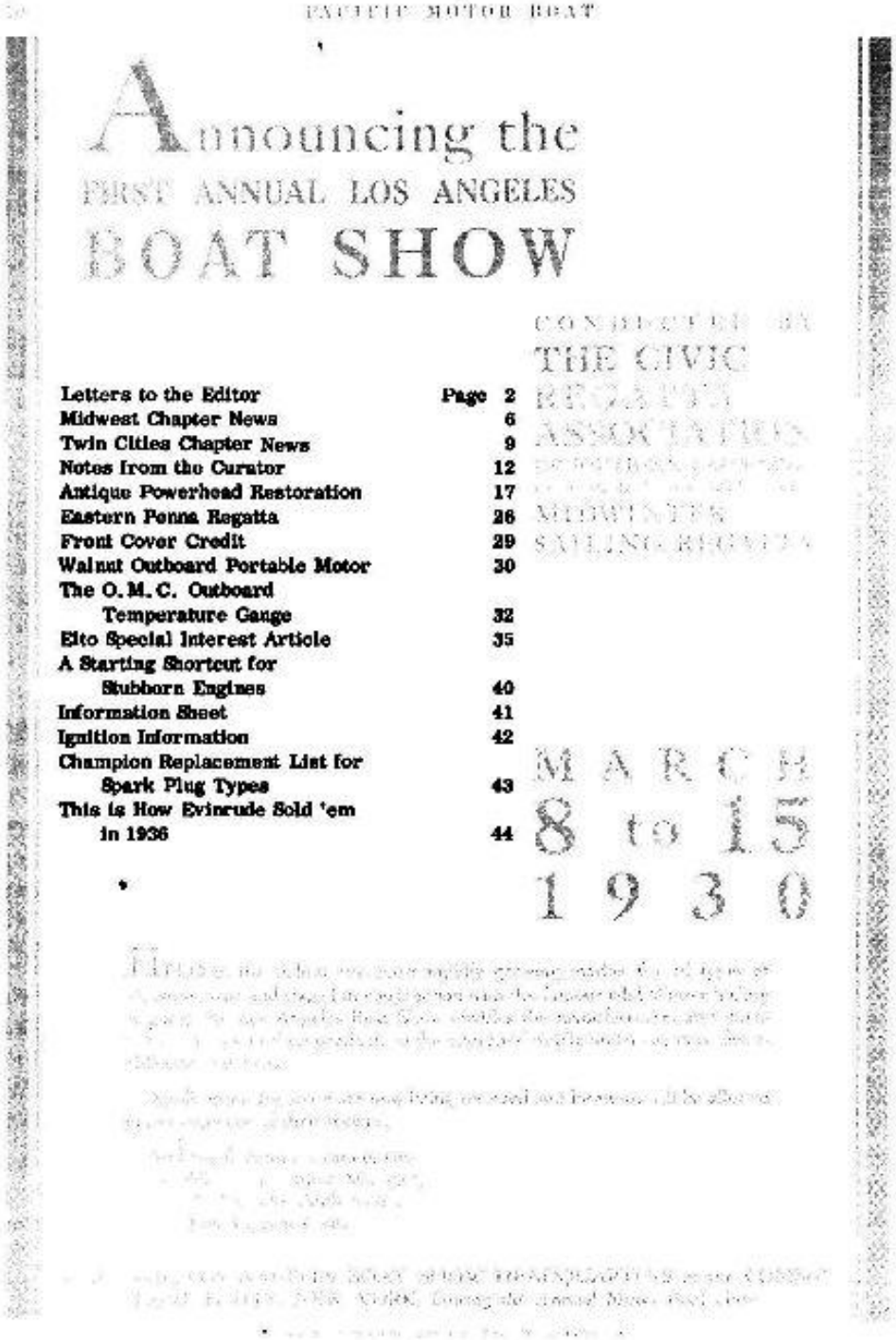
PACIFIC MOTOR BOAT

Announcing the
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CONDUCTED BY
THE CIVIC
REGATTA
ASSOCIATION
UNDER THE AUSPICES OF THE
MIDWINTER
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MARCH
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1930




*The Antique Outboarder* *Volume 11—No. 1* *January, 1976*

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# LETTERS TO THE EDITOR

WELCOME TO THE CLUB, BOB—WE KNOW THE FEELING!

As a new member in the Antique Outboard Motor Club, I just wanted to drop you a line to explain a little of my engines and myself. I became interested in outboard motors at the age of about 7 or 8. I'm 31 now and have always been around boats and motors. My first outboard was my father's, a 1936 Sea King, 2 1/2 HP, which is long gone, I'm sorry to say.

I always enjoyed taking outboards apart, and soon became interested in racing. Unfortunately it wasn't until I was 20 years old that I found that outboard racing still exists. I joined the Eastern Outboard Racing Club and started racing stock outboards. Now I own and race only Konigs in A, B, and C hydro. It was here that I became interested again in "old iron" as I watched the old C service class run and was amazed at these engines.

One day while at work (Grumman Aerospace Corporation), I passed a tool box with some pictures of racing boats, about 1950. It belonged to Vic Scott. I don't know if you've heard of him, but he was tops in outboard racing from 1945 to 1955, which I found out about later. After I talked with him about racing, we became good friends, and he told me he still had his SR Johnson, and if I wanted it, I could have it. He left it with Wes Jones in Delaware after a race in 1955 and it has been there since.

I gave Vic a few bucks for it and I had more fun taking it apart and cleaning it up. I never realized the workmanship involved in one of these racing engines. As a matter of fact, APBA had an exhibition in the New York Boat Show, and they asked me if they could put it on display there. I was proud to let them.

After this engine I started looking for old C service and PR-65 parts, as I wanted to build some of these engines for local racing. Right now I have a good Evinrude Speeditwin, Johnson PR-65(?), and a PO that I intend to race with. My major problem now is that I need PR parts, cranks, rods, cases, flywheels, etc.

Through the racing club I met John Enright, who is also an antique collector. He has helped me several times with parts, and one day when I was at his house I asked him to give me one of his many small "junk" motors. I wanted to restore one, not to keep, but to give it back after I finished it. I figured he would never have the time to restore all his motors, so maybe I could help him out and have some fun at the same time. He gave me two complete Neptune motors and a box of parts. Out of this I built one good engine. I have enough parts left to build one more, but the parts are a little worn, and there are a lot of leftover parts. I don't know the year or the HP of these motors, and would like to find out.

I know I will be looking for motors to restore. I really don't care what kind, but as you can see my prime interest is racing.

I do have numerous parts for PO, P-50, and Speeditwin engines, but I guess they are very common parts.

I hope in the future to be able to attend some of the meets and meetings. *Bob Rusniak, 7 Woodhull Landing Road, Sound Beach, New York 11789*

LOTS OF ACTION AROUND ST. CHARLES, MISSOURI. . .

Yes, we had a pretty nice show this fall—most people didn't know that some of the beautiful iron around didn't have any parts inside.

I had my P-65 and my Giant both apart for the last year or so. The Giant is waiting for a new set of rod bearings from Bob Davis, Palatine, Illinois; and the P-65 needed rod rollers. I ordered them in mid-summer, but when they came, there were only 19 instead of 20. One had worked its way through the envelope. And Mr. Hubbell being a real speedy, a couple of months went by.

We had another mini meet last week. Bob Ponciroli and his father were here for a four-hour session. Bob is one of our newest members, is 15 years old, and has 3 or 4 old ones. I set my camera out to take some pictures, and we were so busy talking I forgot to take any.

I've been off from work for two or three weeks—took the time to rebuild my old boat. It needed new seats and new wood on the transom. The rest of it is real heavy aluminum.

I put it in the water with one of my PO's and went flying around on the Mississippi for a couple hours. Then the next day I took three of my grandsons out. Two of them are running the PO, and the little guy (he's 5) ran a little 4 HP Elgin. Last week I got my LT-10 Johnson down off the ceiling, tuned it up a bit, and put an extra long handle in it. Took my new P-30 along. It wouldn't hit a lick; but I have it running now, and it starts real well if you know the secret.

The photo shows new member Ronald Harrison. The monster he's sizing up is a 1928 Evinrude Fastwin, 14 HP. He has a couple others, a 1931 Evinrude Lightwin, 4 HP, and a DT-39 Johnson.

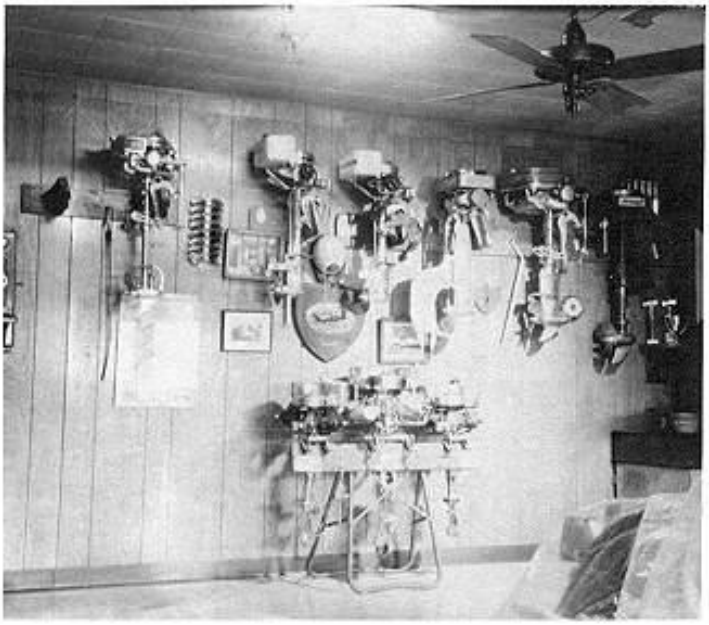
Hope to get together a mini meet on the water in a week or so. There is a nice quiet slough near the Winfield Dam that is a good place to run iron, but, as with everything else on the river, you never can say what the water level will be a month away. It's about 30 miles west of here. Richard Temares and Bob Ponciroli both live in St. Louis. Ron Harrison is at Troy, which is only 15 or so miles to the river. It'll be about an hour's drive for Ron Ellis. And if we can pry Wayburn Niemeyer off his big diesel tractor—he's about an hour away. Wayburn is a farmer and he farms several hundred acres, so he has to farm when it's time. He has about two miles of riverfront, and his own ramp. He has a big black three-story Merc on a 16-foot boat, and a 14-foot plywood runabout he built himself. He runs his heavy iron on it. He also has a couple Johnboats that he runs small stuff on. And he has a Willis, Comet Hydro in one of his barns.

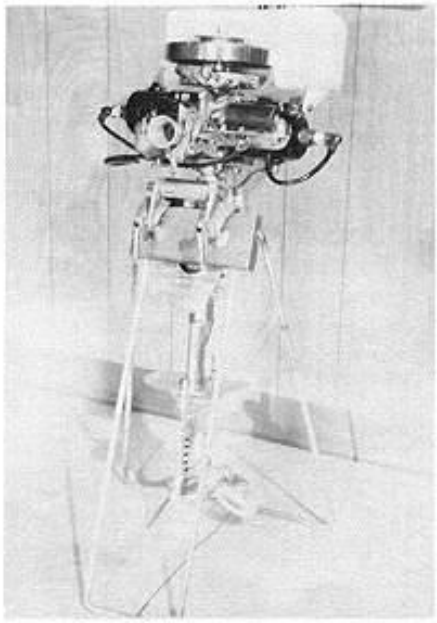
The latest project around here is a SD 194716 Johnson. I bought it last fall. It's a real nice clean motor, except the inside of the tank. I'm in the process of cleaning it now.

Do you know if there are any more copies of *Rebuilding Ignition on Old Outboards*, Evinrude model year guide? If available, send copies to Richard Temares, Bob Ponciroli, and Ron Harrison. Thanks.*Clarence Sitton*

MOTORS, MOTORS ON THE WALL . . .

. . . which one is fairest of them all? Top row: Johnson A, OMC Midget Racer, Evinrude M Midget Racer, Elto Rudder Twin, KF-45 Johnson, Evinrude Detachable Row Boat Motor. Bottom row: Evinrude Midget Racer, a real sharp Johnson B Class Racer, and another Evinrude M Racer. The other photo shows a battery ignition OMC Midget racing motor, the only factory-equipped one I ever saw. Is there any more of this breed around?*Jim Altman*





A NEW MEMBER OF THE AOMCI, BUT AN OLD HAND AT OUTBOARDS . . .

I'm enclosing a new member's dues along with mine. The new member which I would like to bring in is my father, Mr. Alex P. Wetherbee, Jr.

My father has been around outboards all his life. He first started racing outboards back in 1946 with a PR-65, and later with an Evinrude 460. In '49 he switched to Mercurys, running a Marc 10, Marc 20 and 20H, also the KG-9.

The classes he ran were the A and B Stock Utility Runabout and A and B Stock Hydro, also D Stock Utility Runabout. His first National Utility Championship came in 1950 in the B Utility class.

His second came in 1951 in B Stock Hydro. He placed second, but the first man was disqualified because of a technical ruling under APBA rules. My father had raced several years with Houston Winters Sr. and Jr., all from Paris, Texas.

His last race, I believe, came in 1953 at the Nationals at Lake Dallas, Dallas, Texas. He had been seriously injured when his motor broke off the transom and hit him in the back. This was in D Runabout class second heat.

The way I understood it, he had said he would never race again from that day forward. He never did take up racing again until 1964. He had been persuaded to drive an old modified Marc 20H on an old Simons Hydro.

Of course, you know how boat racing is—once you've done it you can't stop completely. Anyway, that's all it took to get him going once again. He and his brother started running Quincy Flatheads up to 1973, then went to running those engines from Germany, Konigs. I didn't like to see them start running them, because I'm still partial to American-made engines. Somebody (I hope) soon will come up with something quick to outrun those foreign engines.

I'll be calling my uncle (Tommy Wetherbee) soon and will see if he too would like to join our fine Club, of which I'm proud to be a member.

I have several antique motors myself, none of any great value. The oldest is a 1916 Model A Evinrude; and I have a Johnson PR-65, a few junkers, and a whole pile of Mercurys from 1946 to 1956. Also I have several racing engines, a couple of Marc 20H's, and A and B Quincy Flatheads. Most of the motors I have were given to me. Then later I restored them to original condition.

I would definitely like to expand my collection to a few rare motors. The only thing that hinders my expectations in acquiring such motors is that I'm presently in the military service (USMC), and finding a few within my budget is hard to do. Possibly I could afford an unrestored one and start from there. I could go as high as a few hundred for one, depending on kind and condition. *Steve Wetherbee*

COMMENTS FROM GENE. . .

Regarding Captain Carbone's letter in the October, 1975 *Outboarder*, our first concern is the people who *do* collect old outboard motors. After all, it is the *Antique* Outboard Motor Club. I would suggest that Captain Carbone find a friendly OMC dealer and have him order him the latest service manual. Most dealers would do so for a price. Also, Mr. Chilton puts out a fine little book on repair and maintenance of outboard motors. We don't want to become a service for modern engines; anyway, I don't think we do. I'm sure we can use Captain Carbone's ten dollars, and I for one would like to thank him. *Gene Yonker*

# MIDWEST CHAPTER NEWS

by Rich Choyce

*Carl Wellman [left] and Warner Turner looking over Warner's collection. Bob Davis' Lockwood Ace is on the end.*

Here are some photos of our August and September meets. Both were good turnouts, with new members Gene Current of Oglesby, Illinois and Carl Wellman of Harvard, Illinois coming to our September meet. Mike Kolat of Tomahawk, Wisconsin stopped by too.

A fall show/meet is planned for up in Oconomowoc, Wisconsin. Elections for chapter officers will also be held.

*Jere Sairs and Don Miller with Jere's Elto Cub.*

*Rich Choyce's 1929 K-45, right, and its racing brother, a 1928 KR-40 from Ray Hatton.*

*Gene Yonker's '28 Elto Quad.*

*Rich Choyce's 1936 Johnson 300.*

*Ron Guzzo running his Elto Pal for Eugene Current [in sunglasses]. Ray Hatton looks on.*


*Jere Sairs' nicely restored Elto Speedster, left, and Elto Cub.*

*Ron Guzzo of Chicago with Caille 5-speed, Evinrude "A," and Johnson J-25. Frank Schlachter of Racine, Wisconsin has the bare belly.*

*Bob Davis running one of his many Lockwood Chiefs.*

# *TWIN CITIES CHAPTER NEWS*

*by Bob Brautigam*

The Twin Cities Chapter of the AOMC met in Mid-July, 1975 at Ron Johnson's place on Ripple Lake. Members in attendance (with their families) were:

Dave Lockwood, Wisconsin
Mike Kolat, Wisconsin
Bob Brautigam, Minnesota
Glenn Ollila, Minnesota
Bob Peterson, Minnesota
Ray Moraine, Minnesota
Ben Hill, Minnesota
Jerry Becker, Minnesota

*Camping and picnicking allow lots of time for eating, socializing, and motor talk at this second annual get-together at Ron and Linda's place.*

*Bob Brautigam in F-Neal, powered by modified G-4 Evinrude. Lots of tune-up required before the next AOMC National Meet.*


*Bob Peterson and his Neptune Headquarters. The publicity didn't help—nothing would start!*

*Ray, Pete, Bob B., and Ben Hill stand back in awe as Pete warms up his PO.*

*Some of the gang help set up an older Ashburn Runabout fitted with a 1936 racing runabout—slow but sure!*

*Pete, Dave Lockwood, Mike Kolat, and Ben Hill.*

*Glenn Olilla ready to go in his 1938 Falls Flyer boat with 1929 V-45 Johnson at a meet held in June at Cannon Lake in Faribault, Minnesota. Ron Johnson's PO-powered Aristocraft is just visible.*

RICHARD A. HAWIE

# NOTES FROM THE CURATOR

One of the advantages I get from the Club is the bits of information I pick up while doing research for members. I have made an index of much of the information I've found in my old boating magazines, but while checking on some specific fact for someone I usually will find something of interest not related to the research. It amazes me how much I missed while going through the magazines indexing them.

In my article on propellers I mentioned having a prop marked A & A—not further identified. While doing some research on 1927 outboard boats I found the A & A Company, P. O. Box 536, Cocoa, Florida advertised in the October, 1927 issue of *Motor Boating* on page 171. They built boats, racing props, plans for boats, and sold hop-up information. Their ad pictured a Johnson Big Twin equipped racing hull, the "ME-2." Their ad said that a duplicate of the ME-2 won first prize at the West Palm Beach race on Labor Day. Duplicates of ME-2 were $175 FOB Jacksonville, Florida. They also offered a combination of one propeller, one blueprint of ME-2 and one pamphlet of instructions on how to change and operate your outboard within Mississippi Valley Power Boat Association rules for $25. They also reproduced a telegram from Johnson Motor Company asking them to send their fastest racing propeller for a Johnson Big Twin to A. W. Dailey, c/o the Elks Club, Louisville, Kentucky by Friday morning. They explained that Mr. Dailey was Assistant Sales Manager of Johnson Motor Company and that he won at Louisville.

This 1927 ad sounds like they were specialists in Johnson Motors, but the prop I have, marked A & A, has a 25/32 bore, a shear pin hole at the prop nut end of the hub, and turns clockwise! That indicates it is probably for any Elto racing engine. The diameter is 9 1/4" and the pitch 18", so it is probably for a hot racing "C" or a heavily loaded 4-60. I haven't found any ads by the A & A Company after 1927, but they must have been in business later than 1927, for there wasn't any Elto big enough to swing this prop until 1930.

Bob Zipps really stumped me on the 1925 Johnson Aquaflyer motor until I went looking for it. As you will notice in the April issue, it was pictured in the Boat Show issues of 1925 big and clear; and I missed it. Bob first found it in *Motor Boat* magazine, and the picture there was an artist's sketch which showed, erroneously, an Elto-type knob flywheel.

If *Motor Boat* were the only 1925 magazine still in existence, we'd be searching for the wrong motor. It brings up the point again that the boating magazines of the era we're interested in—1900 - 1950—were different in both ads and editorial content. If you get a chance to buy any of them, buy all you can get; and if they are more than you can handle, let the rest of us know about them. I will always rue the day I found a fellow with *Yachting, Motor Boat,* and *Motor Boating* magazines in the 1925 - 1935 range, and I only took the *Yachting* and *Motor Boating* since I already had *Rudder* and thought that the three would cover everything I needed to know.

In addition to the intriguing questions—how many of those Aquaflyer engines were made and what happened to them?—there is a statement on page 92 of the February, 1925 issue of *Motor Boating* that during the show, motion pictures of the Aquaflyer in action were shown in the booth at frequent intervals. I wonder if that film is still in the Johnson archives.

When you get deeply into motor identification you begin to categorize the motors by features. If you can get enough similarities you can probably identify the motor. When you think of Caille motors, the 5-speed feature and the ever-present priming cups, even on the tractor C dual carb jobs, come to mind first. Tom Luce sent me the enclosed picture; and it led me a merry chase, for it is, you see, a Caille of 1914 or 1915 vintage. The 1916 Caille had the 5 speed lower unit. Now I know, but I looked at a lot of Wisconsin and Spinaway ads before I noticed the priming cup, ever present, partly hidden by the motor stand handle. The motor is pictured on page 87 of the March, 1914 issue of *Motor Boating*. My prime source in identifying the old singles is the May, 1915 issue of *Rudder* and the May, 1916 issue of *Motor Boating*; I always check them first. The 1916 issue showed the Caille with the 5 speed lower unit, and the 1915 issue showed the Caille head-on, not a side view as is the usual custom; the rudder didn't show at all. So I guess the moral to the story is, "Don't hang your hat on a 5 speed lower unit when identifying motors."

*Tom Luce's 1915 Caille.*

It's not a good idea to hang your hat on a carburetor, either, because they can drive you up the wall trying to identify motors. For instance, almost any S, P, V, T, or X Johnson can be fitted with the carburetor from any other S, P, V, T, or X Johnson without much work. The motor may run a little sluggish or very hairy, but the carburetor will fit and the motor should run.

Walt Verner has one of these "how did that happen and why?" Johnsons. It is an S45, serial number 125364, which should make it a 1929 motor. It has the 1:1 rotary valve, but on the rotary valve is a floatless vacturi carb! This is unusual, as I hadn't found a floatless vacturi on any of the 1:1 rotary valve engines. The most unusual thing is that the carb part number is 22-D-213. I can't find the number in the Johnson master parts list. The 22-D-200 was the floatless carburetor for the 30 cubic inch P50, PA50, and PE50. The 22-D-168 was the floatless carburetor for the SE50, SA50, and S65. Has anyone else found a floatless vacturi on a 1:1 rotary valve Johnson or a 22-D-213 vacturi carb?

If you like to play with numbers, one of the intriguing questions is what percentage of old motors survive. Hartford only made 311 motors, according to Bill Andrulitis' interesting article on the Sturdy Twin in the April, 1975 *Outboarder*. The small number manufactured surprised me. I guess we get used to thinking in terms of mass production and runs in the thousands. No wonder I've only heard of five Sturdy Twins still surviving.

The Herbst tractor lower unit John Schubert asked me about in the January, 1975 issue was an early inboard/outboard drive. Frank Herbst got a patent, Number 1774886, on September 2, 1930 for the outdrive. There is a picture of the outdrive on page 190 of the March, 1929 issue of *Motor Boating*, and a statement that they had been testing it for over a year, which would date outdrives to 1928. I guess the only connection with antique outboarding is the fact that Herbst made outboard racing hulls in the late 1920's. Julius Herbst in his "Rubber Baby" was a frequent winner in 1928 regattas.

As you can see, outdrives aren't new, nor is the term inboard/outboard. O. C. Linthwaite used the term in their advertising on page 209 of the November, 1929 issue of *Motor Boating*. There is an article on the history of outdrives on page 92 of the November, 1966 issue of *Motor Boating*.

In the last year I've been asked to identify a few old boats, which always interests and surprises me because I think old boats are rarer than old motors, at least ones in restorable condition.

The Alexandria Boat Shop of Bristol, New Hampshire was restoring a Gesswein Sportabout that they wanted some information on. This was a 1928 model built by Paul S. Gesswein Company, Bergen Beach, Brooklyn, New York. It was an all mahogany runabout with a motor well and hinged cover over the motor, a distinctive boat.


*Gesswein, page 94, January, 1928* Rudder.


*Airships, page 164, July, 1928* Motor Boating.

Dr. Edward Romney of Ellenboro, North Carolina has an "Airships" which he is having restored. It appears to be a 16-foot 1928 model. The "Airships" were made in Hammondsport, New York, and one of their distributors was Victor Withstandley, a well-known outboard racer of the late twenties. Except for similarity in names, the "Airships" had no connection with the Fairchild "Aero," as far as I can determine.

Our club is becoming better known. I have received letters in the last few months from people who were directed to us by the New York Public Library, Evinrude Motors, Mercury Marine, the APBA, and Johnson Motors. If you can find a good reason for writing a letter to the editor of a boating magazine or newspaper, identify yourself as a member of the AOMC. You can give the Club a little free advertising and sometimes turn up a few leads to motors.

Recently John Gardner, the Technical Editor of the *National Fisherman*, a monthly marine newspaper, wondered in his column whether anyone remembered the Caille Liberty Twin. I sent the following letter, which they were good enough to publish. Since I hate to waste research, and possibly some of the information will be new to some members, I am reprinting it here.

*To the Editor:*

John Gardner asks in the January issue, "Does anyone remember the Caille Liberty Twin?" The members of the Antique Outboard Motor Club do. We even have a few Liberty Drive Twins and Singles in the collections of individual members.

Caille made a Liberty Drive Single, too. First mention of it I've found was in the Yard and Shop column of the May, 1918 issue of *Motor Boating*. It had a single vertical cylinder having a 2 5/8" bore and 2 1/2" stroke, and was rated 2 HP at 800 RPM. The Liberty Drive Single was still advertised in Caille's catalog in 1931. All specs were the same, and the 1931 model had a Lunkenheimer carburetor. It was available with either Bosch high tension waterproof magneto or battery ignition.

The Liberty Drive Twin was an opposed piston engine having a bore of 2'' and a stroke of 2'', and was rated 4 HP at 1200 RPM. It had a Bosch magneto and Zenith carburetor, and was introduced in January, 1924.

Caille was not the only manufacturer to use this type of direct drive. Two that come quickly to mind are the Gierholtt made by the Gierholtt Gas and Motor Co.—a single-cylinder motor of 2 3/4'' bore, 2 1/2'' stroke, rated 2 HP at 800 RPM, made from 1920 to 1922; and the Strel-motor made by the Strelinger Marine Engine Co. from 1914 to 1916. It was a single-cylinder motor of 3'' bore, 2 1/2'' stroke, rated 2 HP at 800 RPM. It was a real anchor, weighing 160 pounds. The Gierholtt weighed only 50 pounds.

Except as an antique curiosity I can't imagine why anyone would want a direct drive outboard sticking several feet back of the transom. Newer may not always be better, but old isn't always best either.

*Richard A. Hawie, Curator*

I have had five letters in response to this letter so far; and though none of them are real rare motors, there are five more that we know about. In cases like this (if the person wants to sell the motor), I will give him the name and address of the chapter president nearest to him. If we don't have a chapter near, I send the name of the closest members. In this way we may not lose the motor.


*Remember the Elto Midget Racer? Harrah's Auto Museum has one.* photo by Glenn Ollila

# Antique Powerhead Restoration

*by Mark Wright*

No farther away than your post office or United Parcel Service shipping point is a shop that will properly machine and repair nearly any inner moving part of our antique outboards. This shop, we find, was established to repair modern outboard, motorcycle, and miscellaneous small engines, and is headed by none other than AOMC member Bill Salisbury of Toms River, New Jersey, a collector of many years and past Vice President of the AOMC.

As Bill shares with us the affection for these older engines, he will go that extra mile and give the parts and machining problems involved with our antiques the tender loving care they need for restoration. Most problems involving restorable cylinders, pistons, new piston rings, piston type water pumps, replacement water pump pistons, some of the earlier lower units (consult with Bill), custom making of new wrist pins, crankshaft, and main bearing repairs can be properly laid to rest in this shop.

Bill emphasizes (and I can tell you he is very correct): "*Good* compression and *good* crankshaft sealing are both mandatory for proper running from the slowest of the old Singles to the high-output racing engines." Bill should know, because his shop can return those qualities to both engines that are restorable and even some you would think aren't!

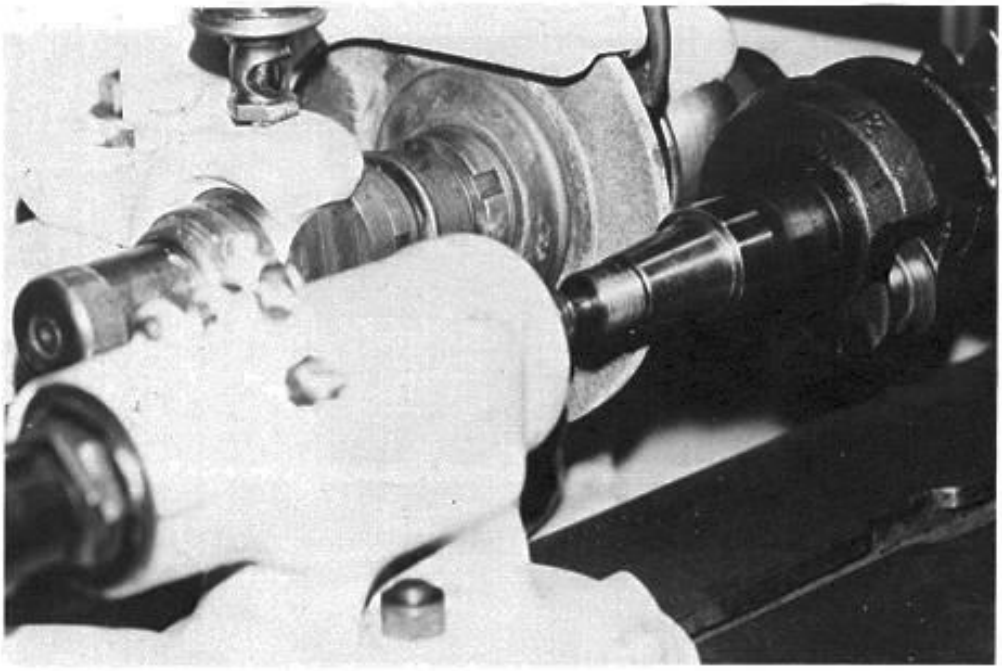
*Left to right: Bill Salisbury, Rod Brynilbsen, and Fred Panckeri with Bill's perfectly restored Johnson V-45.*

*Setting up dial bore indicator for following pictures of Johnson PO cylinder.*

*Johnson PO cylinder being measured for roundness and straightness to .0001 inch. Elto Speedster cylinder alongside.*

A glazebuster and new set of piston rings isn't always the answer. Too often that older cylinder has high and low areas only detectable with very precise measuring equipment such as shown in the accompanying photos. This gauge "sees" these low spots which cause compression pressure blow-by past the piston rings and into the crankcase, substantially reducing horsepower with hard starting, too.

A boring bar is employed to remove a small amount of material (if available) in the cylinder, leaving a truly straight bore. The boring bar machines metal from the *inside* of the cylinder with a cutting tool much the same as a lathe, with its cutting tool, removes metal from the *outside* of a shaft. A hone employing fine revolving stones is used to remove the last small amount of metal, leaving a smooth finish appropriate for the new piston and piston rings. Tolerances to within .0003 inch from the desired cylinder dimension are attainable with Bill's procedures and equipment, although such close tolerances are usually reserved for racing engines.



*Grinding taper and main bearings of a crankshaft.*

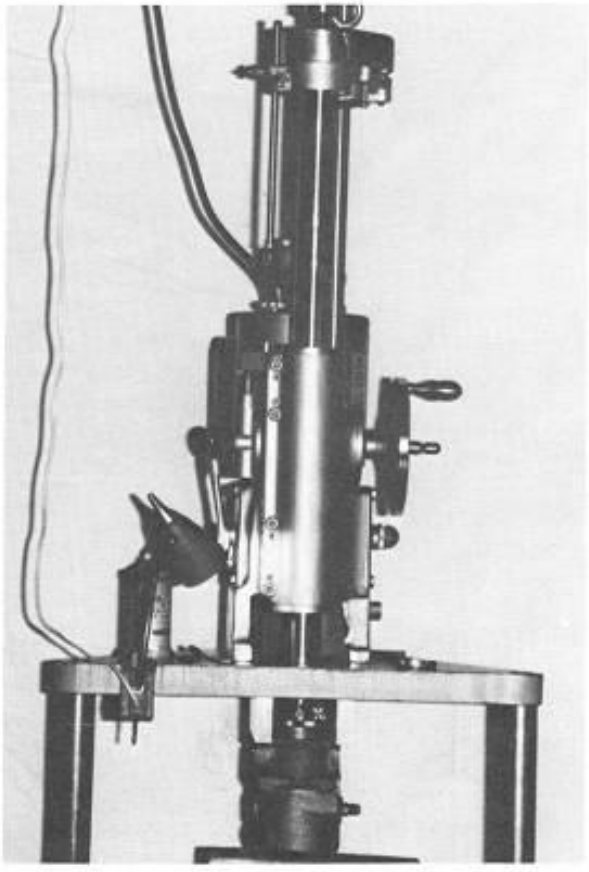
You will see in one of the accompanying photos a crankshaft in the grinder having a main bearing surface reground. This same machine can also dress up that bad crankshaft taper for the flywheel.

New main bearings are available for our bronze bearinged antiques. Furnish Bill with the crankshaft, crankcase, and old bearings, and the whole outfit will be returned to you align bored. Check with Bill first to be sure your specific model can be done OK, as a few of the 2- and 4-cylinder models require special procedures due to one or more main bearing diameters being different.

*The Elto Hi Speed Speedster cylinder being power honed. This honing process is capable of an extremely high degree of straightness in a blind end cylinder* [*a non-detachable cylinder head.*]

*Elto Hi Speed Speedster cylinder being measured by Bill.*

*Boring bar working on an Elto Hi Speed Speedster cylinder which, you will note, has a blind [non-removable] cylinder head. Cylinder is at bottom of boring bar.*

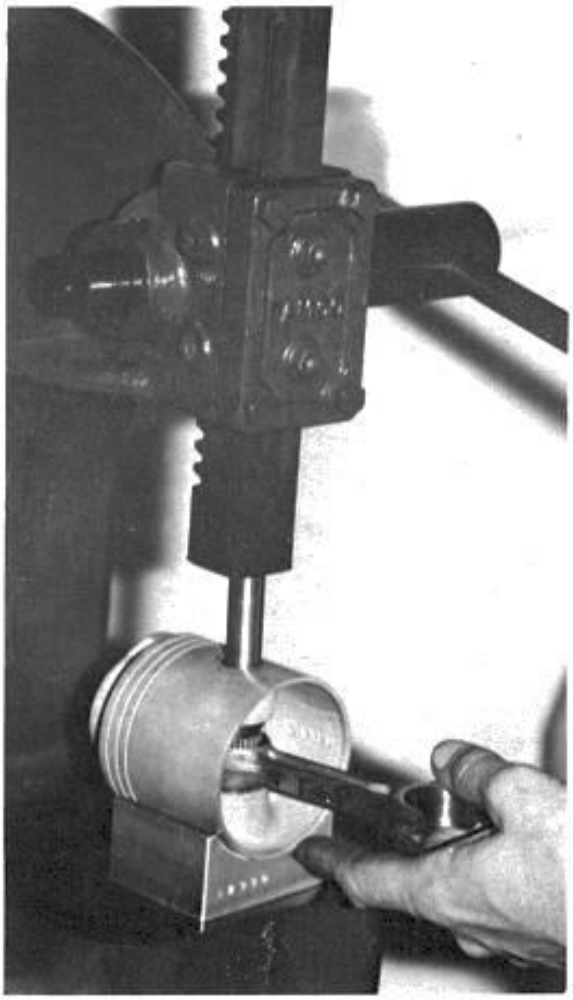


*Piston for an Elto Hi Speed Speedster cylinder.*

Bill's shop is equipped to make and fit wrist pins. While the original pins with various types of locks can be duplicated, it makes better sense to use the modern free floating pin with teflon end buttons. The engine is much freer this way, and it eliminates the possibility of ruining precious cylinders because that old style wrist pin lock broke (again!)

*Align honing wrist pin holes for free floating wrist pins.*

*Teflon button stops ruined cylinders caused when antique wrist pin locks break.*

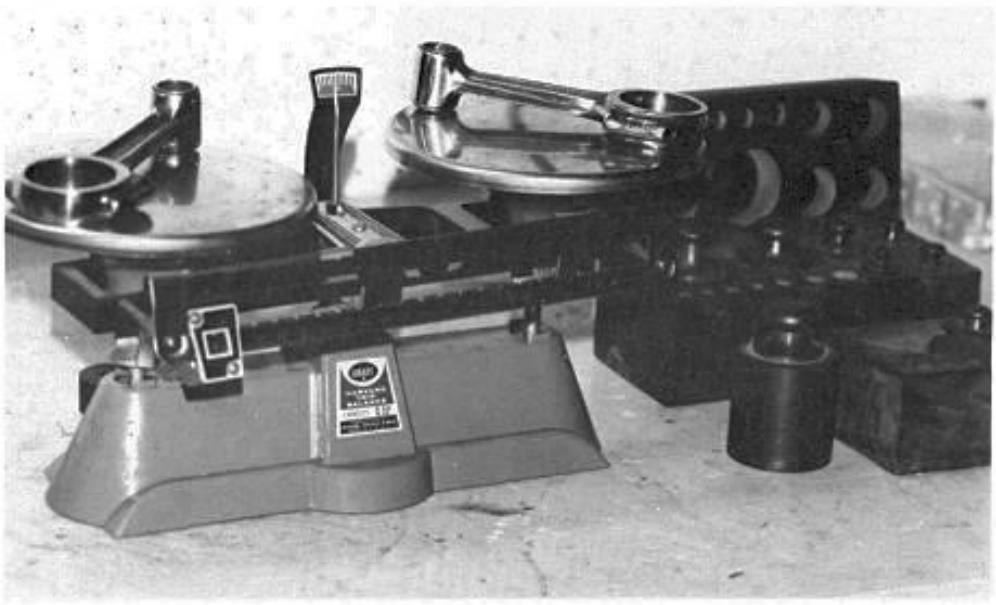


*Fitting a wrist pin to a modern engine where one end is a press fit—the other end floats! Note the needles in the rod at the wrist pin.*

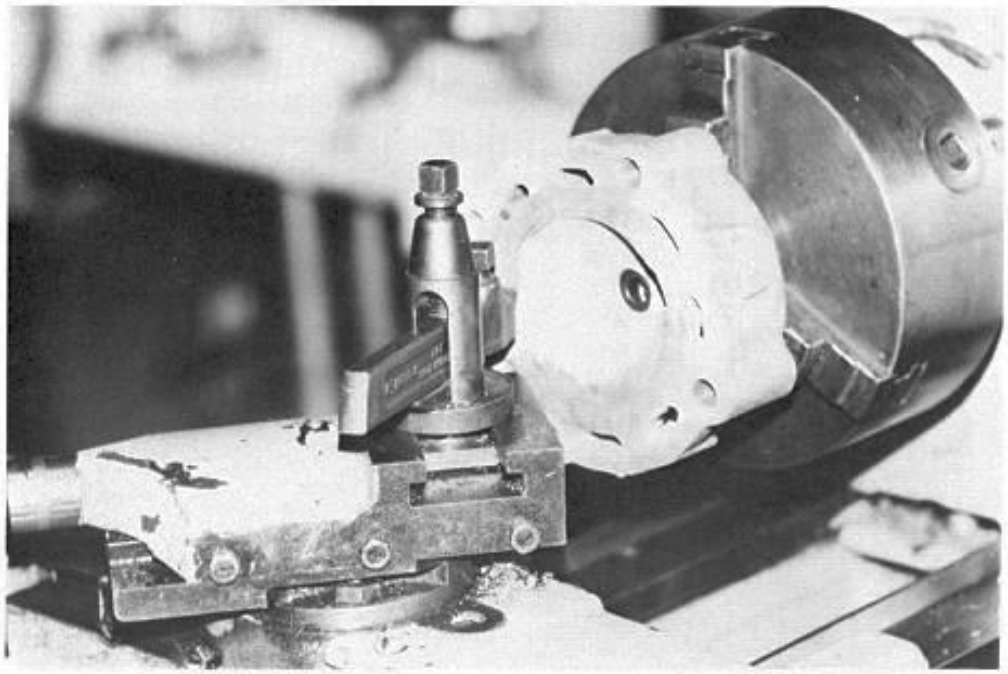
*Measuring Honda Four cylinders. Note pistons with Teflon buttons alongside. Is your engine insured against cylinder damage with these?*

*Big end of connecting rod being honed and trued.*

*Johnson PR-65 pistons shown on a scale for balancing. Note that attainable accuracy is within one-tenth of a gram. For comparison, a penny weighs 3.3 grams.*



*PR-65 rods on the balancing scale.*



*Facing off a Johnson cylinder head for cc balancing.*

*Pistons, rings, for antique outboards.*

This unusual shop welcomes the antique outboarder because the boss, as you know, is a collector too. Bill has therefore acquired over the years literally hundreds of NOS (new, old stock) genuine antique outboard pistons which are offered for sale at a fair price to be fitted to your own cylinders! A rare shop, because where else can you go with your antique outboard and have machine work done by someone who cares? If Bill doesn't have your pistons already, he has sources that will make them for your engine. Something else: Bill also buys some pistons and cylinders from your surplus. His service is such you can rest assured these parts will help get someone else's engine running again, so consult with him on any spares you have.

*A versatile and competent shop: cylinder head is Ariel Square Four; sleeves are Honda 750; block is a Bugatti.*

The satisfaction of having your own antique outboard running sweetly is now easily possible, as Bill's shop makes these repairs easy to get done. Having personally found the difficulty over the years of getting the high grade of work required for outboards and, for that matter, even finding a shop willing to tackle the jobs, your writer felt the good news of finding such a shop should be spread, along with many pictures. We trust your knowing of this place will be of help to you also.

*Editor's Note:* In fairness, other members offer similar machine shop services. They are listed in the Parts Sources Manual.

# Antique Motors Alotta
# EASTERN PENNA
# Regatta

by Bob Grubb

Saturday, July 26, 1975 was a nearly perfect day for the Third Eastern Penna. Antique Outboard Motor Meet. This was a welcome change after many rainy days in the weeks prior to the meet.

The first member to arrive was Stan DuBois from New York City. By noon, fifteen members had arrived with families and friends. Several members had a hard time getting to the meet because of an unexpected street sale which blocked Phoenixville.

Consequently, no events were run until after lunch, when we had our Oldest Running Motor competition. The winner of this event was Tom Luce with his 1910-12 Evinrude rowboat motor, which also won the Mint Condition Brass Motor trophy.

Mint Condition Aluminum Motor competition was very tough this year, with the nod going to Bill Salisbury's 1929 Johnson S-45. Mint Condition Shrouded Motor winner was Dick Fuchs's 1949-50 Mercury KF7.

We then held three of our Lemans start predicted log events, which gave everyone a chance to run his favorite motors and possibly win a trophy. In the first event, Galloway Morris won with his 1919 Evinrude Model A, with an error of only fifteen seconds. The second predicted log event was won by Bill Andrulitis with his 1930 Caille tractor racer with dual carburetors. Bill's error was just twenty seconds. The third event was won by Galloway Morris again, with a 1935 Neptune.

*Galloway Morris running an Evinrude Model A on a very early Old Town boat.*

*A portion of the lineup of motors, including Bill Salisbury's S-45 at the far end.*

*More old iron, including Phil Kranz's Amphion Twin and Clarke Troller.*

Phil Kranz surprised everyone by actually getting one of his Clarke Trollers to run a little, but it didn't bring him back to the dock. Dick Shaber showed us an unusual twin installation of 1940 Champions which had the unbelievable sound of a twin screw inboard underway! Other interesting motors which were run were Tony Caglione's 1929 Indian and Tom Luce's Elto Cub. Phil Kranz displayed his early Amphion alternate twin, and Tony Caglione bench tested his 1950 Atco Boatimpeller, which I then bought from him.

*Mark Wright in his Speedster-powered Elto Streaker about to be chased by Tom Luce with 1 Cub power. Galloway Morris in foreground.*

*Tony Caglione with his Indian.*

*Some of Mort Daller's and Ed Gera's motors, including **Mort's Midget Racer.***

At the end of the day we gave out a special unannounced trophy. It was a piston with a hole burned through the top, mounted on a base and inscribed as our hard luck award. This was presented to Stan DuBois, who brought an incredible Class "C" Hex head racer with which he had a continual string of misfortunes.

After the meet, everyone was invited back to my home for some food, more talk, and to see my collection. It makes a long tiring day, but it sure is fun!

## FRONT COVER

Sam Vance's 1929 Elto Super "C" Model 607 Electric Start. The motor has an Owens Dyneto unit with a 1930 Quad gas tank. It was frozen, and Sam disassembled the entire engine down to the power head and soaked it for a month in methylene chloride, which removed all the grease, and revealed a small #6 flat washer jammed between the piston and the lower right cylinder. Sam used a Dremel hand tool and a discarded dentist's tool bit to grind it out, and used the grease method to "pop" it loose.

# MOTOR BOAT

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**TEN CENTS PER COPY**

## THE WALNUT OUTBOARD PORTABLE MOTOR

THIS is an extremely interesting little motor, of the outboard, portable type, designed for attachment to rowboats. It is made by the Walnut Machine and Brass Foundry Company, of 316-326 Walnut Street, Toledo, O.

This motor can be put in place easily, in two minutes, without the aid of tools, and can be removed in an equally short time, without injury to the boat. An adjusting clamp is so constructed that the engine, when clamped to the transom of a boat, can be placed in a perpendicular position, thereby making it possible to fit the engine to the angle of the transom of any rowboat, with or without skeg. It holds the motor rigidly and does away with vibration. The cylinder is 2½ inches bore, 2½ inches stroke; it is very simple and consists of only three working parts: piston, connecting-rod and crank-shaft. Complete, ready for operation, it weighs 40 pounds. The gasolene tank holds a trifle more than one quart—enough fuel for four hours' running. The electrical equipment consists of four dry-cells and a vibrator coil, packed neatly in a box built for the purpose, which can be placed in the shipping case with the engine and carried or shipped as baggage when on an outing or vacation trip.

The engine is of two-cycle construction and develops 2 hp. It is air-cooled and has no pump, no valves, springs or cams. All of the wearing parts are bushed with best quality bronze. No starting crank is necessary. The speed of an ordinary 16-foot rowboat, with one of these motors, is from five to seven miles an hour. The propeller wheel is 12 inches in diameter. The motor is reversible by the aid of the commutator, it is always ready, and takes up no room. The outfit is shipped complete in every respect, so that it is ready to use at once.

The company also builds motors for inboard use in from one to six cylinders. A catalogue, which is very clear and explicit, will be sent anywhere on request.

A unique feature of the Walnut outboard motor is that no rudder is required, as a tiller turns the wheel at any angle, thus guiding the boat with accuracy.

♠ ♠

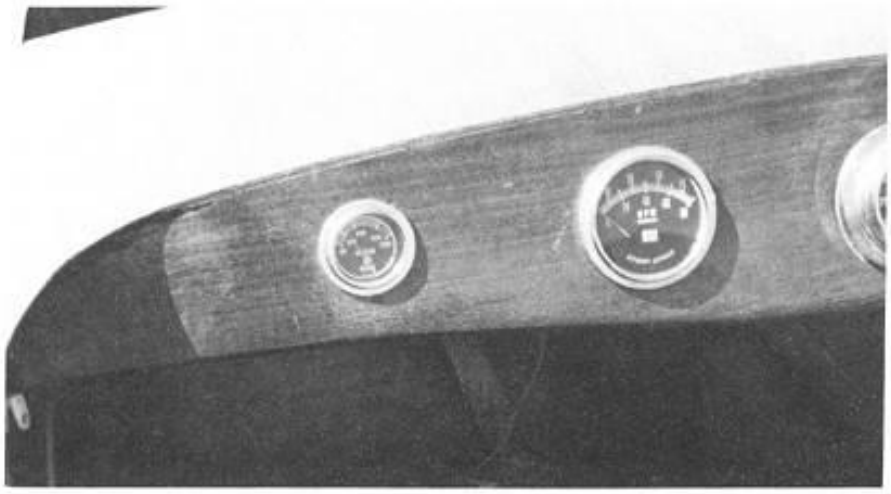
*submitted by Riggs Smith, Endicott, New York*

# *The O. M. C. Outboard Temperature Gauge*

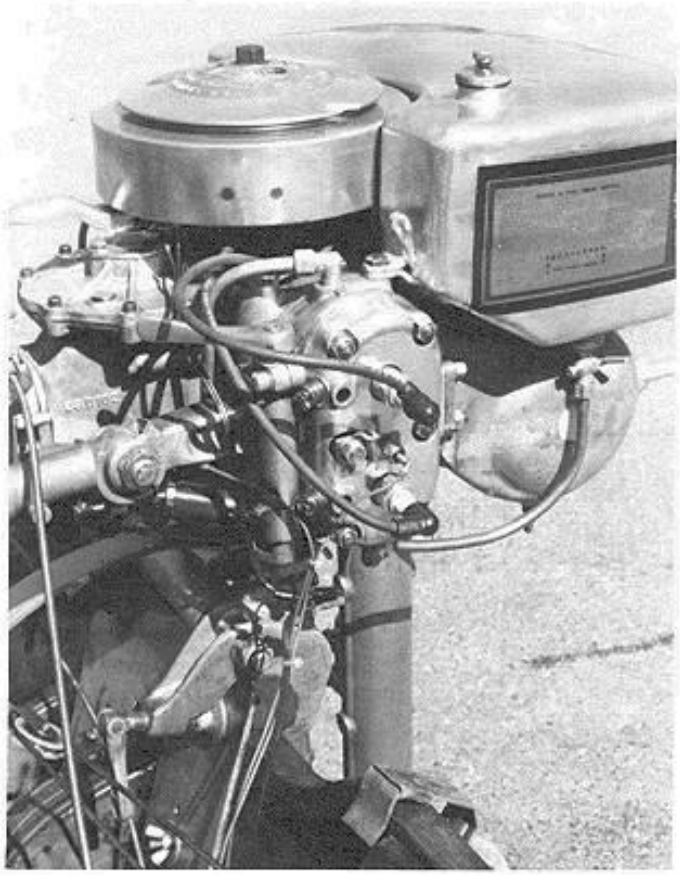
by Eric Gunderson

Recently in the *Newsletter* I mentioned the new temperature gauge made by OMC specifically for outboards. This unit is easily adaptable to any antique outboard with removable heads, and can be adapted to the non-removable head type engines as long as a stud or bolt is available to mount the sender on so that it will contact the water jacket.

The unit was made to be used on a modern 12-volt electric start engine, but can be run for an entire season on a small 12-volt lantern battery. The installation is simple and requires about an hour to complete. All wires and connections are included in the kit, but a few modifications are required. The sender mounting bracket needs to be drilled or filed out so that it will fit over a head stud. The sending unit must rest firmly and squarely on the head or water jacket to read correctly. Two wires run from the engine to the meter—a ground and the sender wire. The ground goes to the ground pole on the meter or battery. The battery should be mounted securely, preferably out of sight under a seat or the dashboard. A toggle switch would be handy to open the circuit when the boat is not in use; just disconnecting the battery is fine, but easy to forget.



How does it work? The calibrations are 50, 100, 140, 175, and 200 degrees F., with a red zone between 175 and 200 degrees. Actual operation revealed some surprising results on my VA-50. With an 11 x 14 Stannus racing prop the engine stopped pumping water below 1200 RPM. At or above 1200 it would maintain a temperature of 140 degrees indefinitely, but anything slower would cause the temperature to rise quickly. A quick jab on the throttle would bring the temperature back to 140 degrees. At full speed the engine ran at just above the water temperature, in this case about 65 degrees. This is by no means an optimum operating temperature. Four-cycle engines are most efficient at 180 degrees, and good fuel atomization can't occur at 65 degrees. One of the new developments for outboards is thermostatically-controlled temperature.

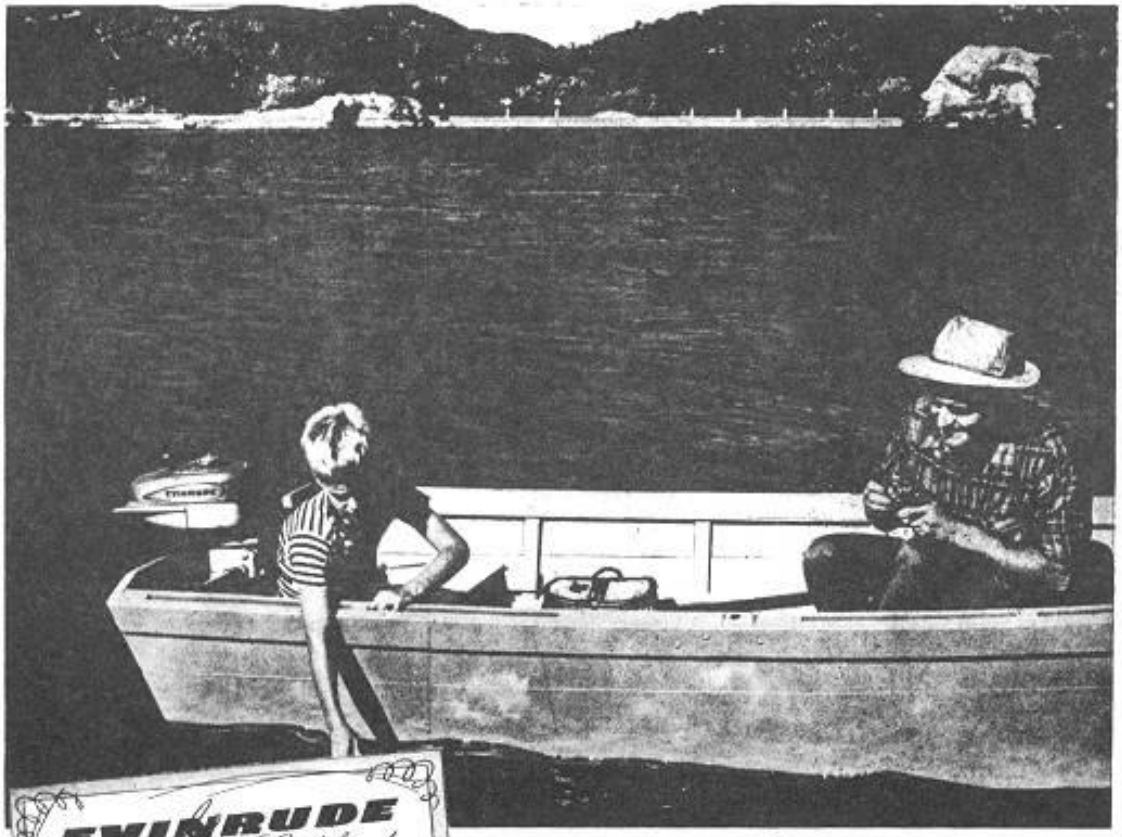


Whether a temperature gauge is useful depends on how you run your equipment. If you like to experiment with different props or try transom heights that cause cavitation until the boat is planing, it's almost a necessity, to prevent overheating the engine. Also pressure/vacuum cooling systems often don't work too well when racing props. Another application would be when engines are run in water with leaves or debris that could plug the cooling system. I like being able to look at any moment and see just how cool things are back there.

o o o o o o o o o o o o o o o



*Pacific Motor Boat*, January, 1930

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**EVINRUDE OUTBOARD MOTORS**

*Pacific Motor Boat*, December 1945

# Elto Special Interest Article

## *ELTO SPEEDSTER*

*by Sam Vance*

The year is 1927 in Milwaukee, Wisconsin. The snow is flying early that year. Outboarding is growing, the horsepower race is on, and speeds are going higher and higher.

Ole looked at all this and felt he had to do better than the Ruddertwin. He worked very hard and developed the Elto Speedster. The first production models were made in September, 1927. This article is written around the 1927 Speedster owned by Jim Ross of Oconomowoc, Wisconsin. His motor is Number 60299, and was delivered in October, 1927 to a customer who remains unknown. The only other known 1927 Speedster belongs to me, and is Number 60282.

The Speedster of 1927 was made from many of the parts of the highly successful 1927 Elto Ruddertwin. The crankcase, coil mounting, cylinders, pistons and rings, rods, crankshaft, and flywheel came from the great Ruddertwin. The rest of the parts such as the prop, lower unit, gas tank, muffler, transom bracket, carrying handle, and carburetor, were all new designs. The Atwater Kent timer was also redesigned, but used the same points system as its predecessor. The timer swing was opened up to allow greater RPM range. The Ruddertwin was restricted by the gas tank. Now the Speedster timer could swing through a complete 180 degrees to provide full speed control and easy starting.

If you look at the complete engine in Figures 1 and 2, you may think it is any old Speedster. But—look a little closer! Notice a few of the parts that make the 1927 Speedster different from the final production model of 1928.

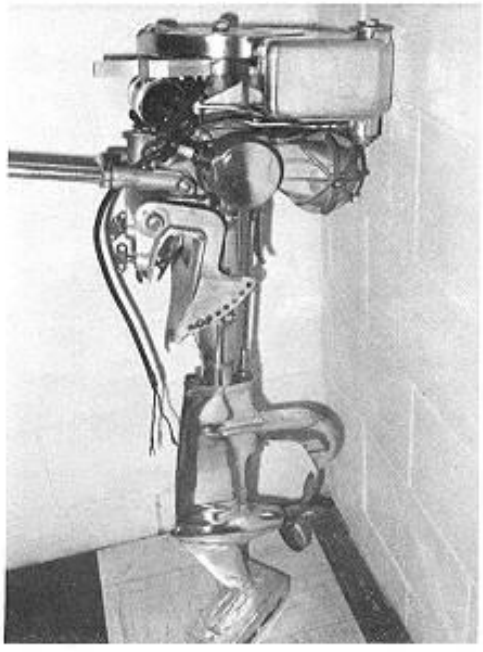


*Figure 1*


*Figure 2*

1. The crankcase. This is from the 1927 Ruddertwin. Note the cast-in boss for the air intake, which fits the adjacent Ruddertwin carb that has its air intake on the left side (Figure 4). Also in the figure note the gas tank mounts on the crankcase. They are on the forward side, and also serve as the coil mounting bracket's support. The redesigned crankcase relocated the gas tank mounts in the middle-top of the case, and the coil mounts are on the front. Figure 5 shows the long gas tank mounting brackets. The first gas tanks used 12 threads per inch on the filler cap and drain plug. I'm not sure why, but at Serial Number 60062 Elto changed to 16 threads per inch. The gas tank mounting bracket change came at Serial Number 60999. The gas tanks and crankcases on Speedsters from Serial Number 61000 used the short mounting brackets and were of the stamped aluminum type. To the best of my knowledge, all the early Speedsters used a cast gas tank. Jim Webb indicates that Elto had trouble making the cast tanks "ooze proof," even with many different types of sealers. The two 1927 Speedsters referenced here both have cast tanks.


*Figure 3*

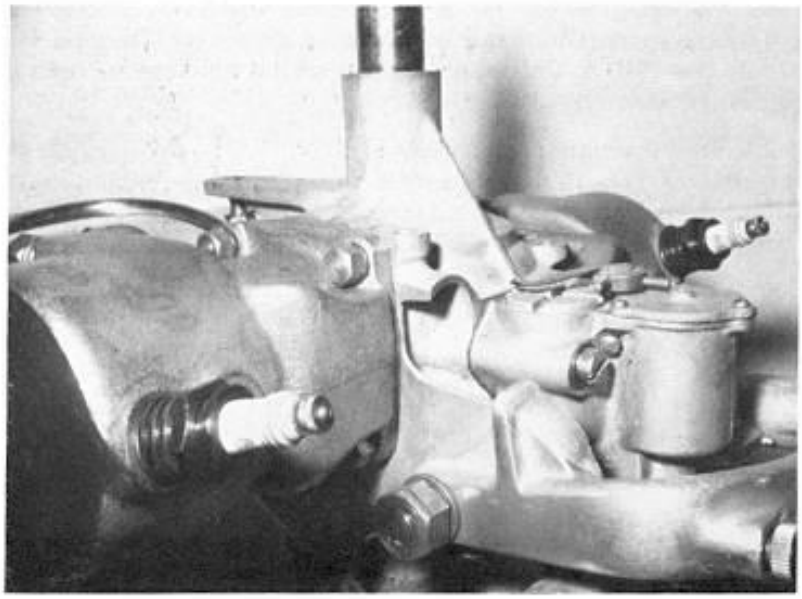


*Figure 4*

2. The second major part that was different on this very fascinating motor is the muffler. The early model Speedsters did not have water-cooled muffler ends. (See Figure 6.) Note, the water pipes exhaust around the back of the manifolds and down between the muffler and the crankcase to exit the water just below the muffler. This was true on the first 999 engines. On engine Number 61000 the water-cooled muffler end was introduced. This of course was due to the demand for speed, which increased the temperature. Many an owner would come back from a high-speed run and find part of the muffler end had been burned away. The Elto factory offered a free exchange to anyone who would bring his Speedster in with a burned muffler end. The un-water-cooled muffler ends were also used on the early Quads. (I have never heard of one, nor can I find any reference to different parts in the Master Parts Catalog. Any info on the early Quads would be appreciated.)

3. The decals used on the early Speedster were also taken from the 1927 Ruddertwin (Figures 2 and 3). The only exception was that the Ruddertwin letters were white, while the Speedster's were yellow, with the same background and border. When the time approached to put the Speedster on the market, the end decals were not ready; therefore, the first Speedsters were delivered with only the rear decal. The end decals were made available to those customers who would write to the factory giving the serial number of their engine.

May I interject a plug at this point! Bob Davis of Palatine, Illinois has developed a Speedster decal that is beautiful in color and reproduction. If your Speedster could use a new decal, please let me know so we can justify making more of these great decals.

4. The lower unit that was designed for the 1927 Speedster was a revolutionary change (Figure 1). This basic design was so successful that it was used on almost all Elto models, both two- and four-cylinder, right into the 1940's. Only slight modifications were made, such as water intake location and the addition of underwater exhaust.

5. The steering handle went through quite a series of changes. The early handle (Figure 6) had a heavy boss cast into the latch stop. But apparently it was not heavy enough—Jim Webb indicates that many owners of the early Speedsters would attempt to tilt the motor by pushing down on the steering handle. You guessed it: the handle broke. This caused a redesign of the handle to "beef" it up and give it more strength.

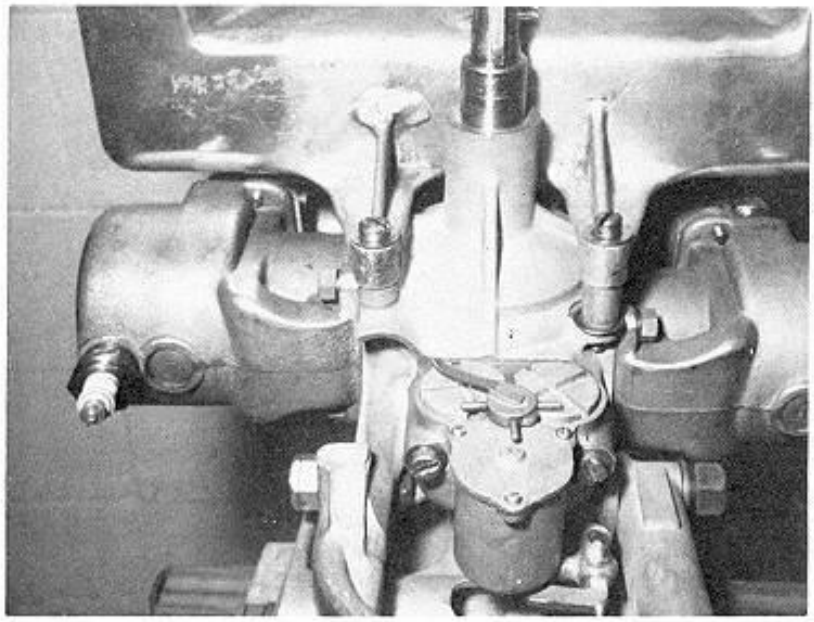


*Figure 5*

In January, 1928, when the Speedster was officially introduced at the New York Boat Show, it was an immediate success, and stole the show. It went on to set new sets of standards all over the country. Acceptance of the Speedster was fantastic. Thousands enjoyed the easy-starting, smooth-running Speedsters. There are still quite a few around today. Don Peterson reports that

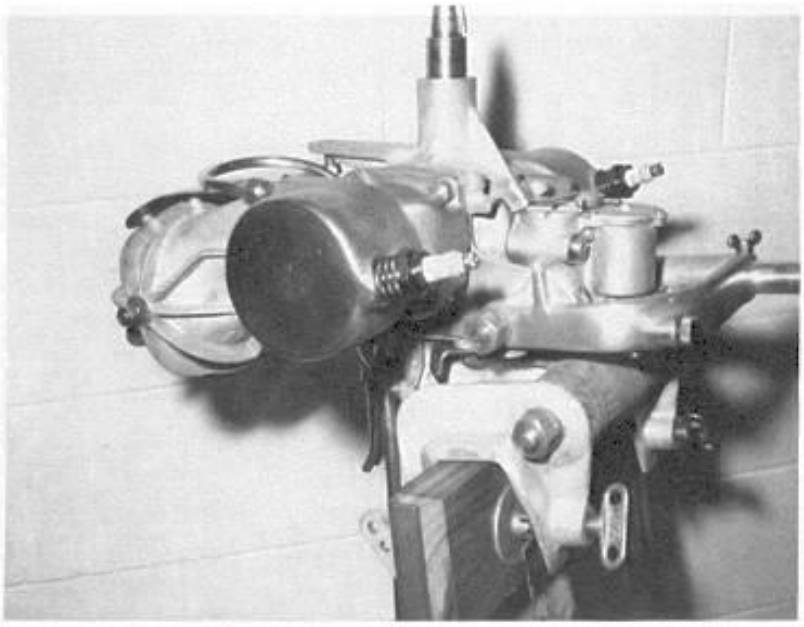


*Figure 6*

his records show twelve 1928 models, and fourteen 1929 models. One of the best running Speedsters I have seen is a 1928 model owned by Mark Wright of Little Silver, New Jersey. His engine starts every time. In fact, it is so easy running that Mark can pull into a dock, push the button on the timer, and reverse his Speedster and back into the slip. What a great engine!

Credit for the research and information for this article must go to Jere Sairs, Don Miller, Mark Wright, Jim Webb, and Jim Ross, who owns Speedster Number 60299.


**"Wildcat", F. E. Ludolph's Elto Powered Outboard Racer**

**LUDOLPH USES ELTO WHEN RACING**

F. E. Ludolph of Chicago, national Class E outboard champion, drives a Hooton Wildcat racer powered with a Super Elto Hi-Speed Quad. Ludolph was awarded a beautful trophy, prize money and the credentials as the Class "E" Champion as a result of his excellent driving in the National Championship Races held at Peoria, Illinois, October 12th and 13th.

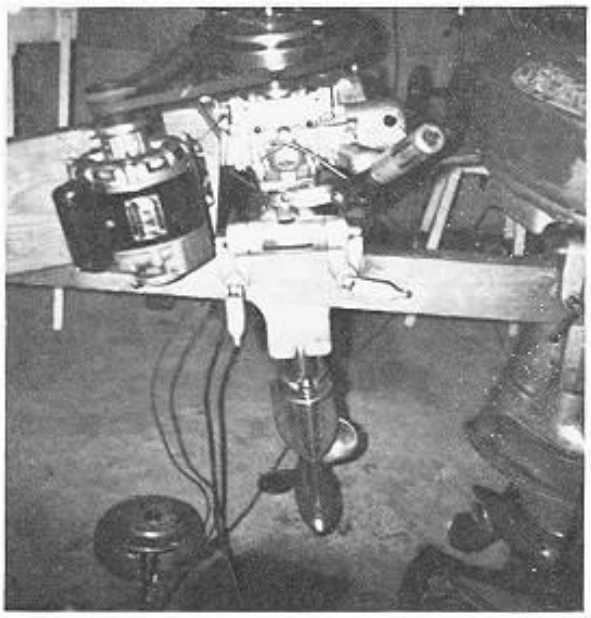
*Pacific Motor Boat*, January, 1930

# *A Starting Shortcut for Stubborn Engines*

by Warner Turner

Perhaps some of our members have found it difficult to start a motor after installing new piston rings, due to lack of compression.

I jury-rigged a 1/3 HP washing machine motor on a saw horse and ran it intermittently for approximately ten hours. A 2 1/2" - 3" pulley on the electric motor running a 1/2" V belt directly on the flywheel, which is approximately ten inches in diameter, gave approximately 600 RPM.



I removed the carb and spare plugs and squirted a regular mixture of gas and oil into the intake and spark plug holes.

After this treatment, compression was more than doubled, and the starting problems for this particular engine, an Elto Super A, were solved.

# Information Sheet

*from the desk of Herb Riebe*

For about a year now I have been reading articles in *The Antique Outboarder* on ignition and magneto problems which various people have written. All the articles have been well done, with good information in them. I hope to write a long information sheet on ignition systems with the emphasis on magneto ignitions some time this winter, and hope for a little help from an electrical engineer from the laboratory where I work so that I will not make too many misleading statements.

What has made me want to write this one now is the fact that in all the articles that I have read, I cannot remember one person talking about the permanent magnet in the flywheel. This magnet is a very important part of the magneto. By definition, "A magneto is a device for mechanically generating electricity by electro-magnetic induction produced in the magnetic field of a permanent magnet."

The voltage produced in the primary of a magneto coil is very much affected by (1) the strength of the permanent magnet. (2) the air gap between the magnet and armature. The air gap should be as small as possible. (The armature is the laminated iron core that the primary and secondary coils are wound on.) (3) the speed at which the magnet moves past the armature.

These three things all work together. If one is in poor shape, then you have to make up for it someplace else. The speed is of little worry when RPM is high, but at roping over speed you cannot do too much about RPM, so you want the other two things in as good a shape as possible. This means that you should have the permanent magnets in all your engines' flywheels recharged. The charge is bound to be down in an engine 25 years old or older, and if it is down as much as one-half, then it will drop the voltage in the primary half, and you need all the voltage you can get out of the primary at cranking speed so you will get a good high voltage out of the secondary.

A little side note that may help some of you who have many engines that you don't run very much. Put a small mark on the outside of a flywheel that shows you where the center of the air gap of the permanent magnet is. Then put a mark on the edge of the magneto plate that shows the center of the large end of a coil armature. When the engine is not in use, line these two marks up. Having an iron face across the magnet gap will help keep it stronger over a longer period of time. This idea was given to me by an electrical engineer at work.

Hope the above information will help you all get some of your engines started with a little less strain next time out.

As a sidelight, have you ever heard of Lake Powell in the State of Arizona? It is a lake unlike any other lake in the U. S. A. When on the lake it is a little like going through the Grand Canyon in your own boat. Around every corner is a new view greater than the one before. I think that the lower end of the lake at Wahweap Lodge and Marina may be a place to think about for a national AOMC meet.

# Ignition Information

*by Don Hinds*

I just read "Magneto Tips" by Bill Horst in the July issue of *The Antique Outboarder*, and would like to add more information because I feel that the purpose of a condenser in ignition systems could still be a mystery. Even some so-called automotive ignition experts I have talked with don't know what the condenser does. So, with apologies to Bill Horst, . . .

Let's first take a look at the points. We find they are closed for most of the rotation of the flywheel. They only open for a short period when the cam passes the rubbing block on the movable point. Because the condenser is connected across the points, it is short circuited for most of the flywheel rotation. It's during this rotation that the primary voltage is being built up. The condenser, being short circuited, can't store any voltage. Bear in mind that the voltage we are talking about is the primary voltage, which might be on the order of 150 volts as the points open.

Now, when the points open, if there was *no* condenser across them, an arc would form across the points and short circuit the voltage to ground, leaving little or no voltage in the primary circuit. However, with a condenser across the points, this voltage is absorbed, preventing the arc from forming, and the primary voltage remains at the required level.

A condenser can be open or it can be shorted. If it is open, another condenser may be wired across it OK. If it is shorted, you must remove it and replace it with a good one. A third possibility is a leaky condenser, meaning that the voltage can leak through the condenser, lowering the primary voltage. In this case the condenser must be removed and replaced.

There is no such thing as an ignition condenser getting weak. A so-called weak condenser is in reality a leaky condenser, and must be replaced. You can't stop the leak by putting a good condenser across a leaky one. Remember the primary voltage must be kept as high as possible because the primary voltage and the turns ratio of the primary and secondary windings of the coil determine the high voltage for your spark plug.

*Editor's Note:* Remember the easy test for a shorted condenser is to wire a small battery and light in series, leaving a lead from the battery and one from the light available to test with. Touch one lead to the terminal of the condenser and the other to the condenser case. If the light goes on, the condenser is shorted and must be replaced. If you suspect the condenser is open or leaking, try a new one.

# DISTRIBUTOR'S GUIDE

CHAMPION SPARK PLUGS

## Replacement List For Spark Plug Types

| Discontinued | Replaced By |
|---|---|
| 0 Com. | W-10 |
| E-0 Com. | EC-10 |
| 1 Com. | W-14 |
| C-1 | W-18 |
| ORD-1 | XMJ-14 |
| R-1 | K-57R |
| R-1-A | K-57R |
| R-1-S | K-57R |
| TAC-1 | REL-88B |
| 2 | W-18 |
| 2 Com. | W-18 |
| 2 Com. L | W-18 |
| J-2 | J-57R |
| K-2 | J-57R |
| N-2 | J-11 |
| ORD-2 | XMJ-17 |
| R-2 | K-57R |
| R-2-A | K-57R |
| R-2-S | K-57R |
| TAC-2 | RML-12 |
| 3 | C-16C |
| 3 Com. | W-18 |
| J-3 | J-62R |
| K-3 | J-62R |
| 4 | C-16C |
| 4 Com. | D-6 |
| C-4 | C-16C |
| C-4X | C-16C |
| J-4JM | J-4J |
| TAC-4 | XML-12 |
| UJ-4J | J-4J |
| X-4 Com. | XD-6 |
| Y-4 | UY-6 |
| Y-4-A | UY-6 |
| 5 Com. | D-9 |
| 5M | D-9J |
| 5MJ | D-9J |
| AG-5 | AG-3 |
| E-5 Com. | ED-9 |
| X-5 Com. | XD-9 |
| XE-5 Com. | XEK-9 |
| Y-5 | UY-6 |
| 6 | W-18 |
| 6 Com. | D-14 |
| 6 Com.-62 | D-14 |
| 6M | K-15J |
| 6MJ | K-15J |
| E-6 Com. | ED-14 |
| J-6JM | J-6J |
| X-6 Com. | XD-14 |
| XE-6 Com. | XED-14 |
| XY-6 | UY-6 |
| Y-6 | UY-6 |
| 7 | D-16 |
| 7 Com. | D-16 |
| C-7 | D-16 |
| J-7JM | J-7J |
| N-7 | N-21 |
| P-7Y | P-8Y |
| R-7 | K-60R |
| UK-7 | K-7 |
| XL-7 | XL-85 |
| 8 | D-16 |
| 8 Com. | D-16 |
| 8 Com. C | D-23 |
| 8 Com. D | D-23 |
| D-8 | K-97F |
| DL-8 | K-98F |
| DL-8C | K-98F |
| E-8 Com. | ED-16 |
| ED-8 | EK-97F |
| EDL-8 | EK-98F |
| H-8JM | H-8J |
| J-8JM | J-8J |
| JT-8 | CJ-8 |
| L-8 | L-14 |
| N-8B | N-8 |
| NA-8 | N-5 |
| RN-8 | UN-12Y |
| X-8 Com. | XD-16 |
| XE-8 Com. | XED-16 |
| XEH-8J | XEH-8 |
| XN-8B | XN-8 |
| XNA-8 | XN-5 |
| Y-8 | UY-6 |
| 9 | D-21 |
| 9 Com. | D-23 |
| EH-9 | EH-8 |
| EK-9 | ED-9 |
| F-9Y | UF-9Y |
| H-9 | H-8 |
| H-9 Com. | H-8 |
| H-9J | H-8J |
| J-9 (Long Thd.) | H-10 |
| J-9 | J-7 |
| J-9J | J-7J |
| J-9Y | UJ-10Y |
| J-9½ | J-6 |
| XE-9 | XED-21 |
| XEH-9 | XEH-8 |
| XH-9 | XH-8 |
| XJ-9Y | XJ-10Y |
| 10 | D-16 |
| 10 Com. | D-23 |
| 10 Com.-64 | D-23 |
| C-10S | EJ-6 |
| H-10JM | H-10J |
| J-10 | J-62R |
| J-10 Com. | J-6 |
| J-10 Com. J | J-6J |
| L-10S | L-7 |
| LA-10 | L-62R |
| NA-10 | N-3 |
| XE-10 Com. | XEK-23 |
| XH-10J | XH-10 |
| XN-10Y | XN-9Y |
| 11 | D-16 |
| F-11Y | UF-11Y |
| H-11J | H-11 |
| J-11JM | J-11J |
| JA-11 | J-57R |
| K-11 | UK-10 |
| L-11S | L-8 |
| LA-11 | L-57R |
| R-11 | K-54R |
| R-11-A | K-54R |
| R-11-S | K-54R |
| 12 | D-16 |
| H-12J | H-12 |
| J-12 | UJ-12 |
| J-12JM | J-12J |
| J-12Y | UJ-12Y |
| L-12Y | UL-12Y |
| NA-12 | N-57R |
| XJ-12Y | XJ-13Y |
| 13 | D-16 |
| UBL-13Y | BL-13Y |
| F-14Y | UF-14Y |
| J-14 | UJ-12 |
| J-14C-1 | J-99 |
| J-14J | CJ-14 |
| LA-14 | L-54R |
| NA-14 | N-54R |
| 15 | D-16 |
| 15A | D-16 |
| 15 Sp. | D-16 |
| C-15 | D-21 |
| EF-15 | EF-14Y |
| XEF-15 | XEF-14Y |
| D-16M | D-16 |
| H-16 | D-6 |
| H-16-A | D-6 |
| H-17 | D-9 |
| H-17-A | D-9 |
| 18 | K-15J |
| J-18Y | UJ-18Y |
| N-18 | N-16Y |
| L-19V | L-20V |
| UL-19V | UL-17V |
| XMJ-19 | XMJ-20 |
| 20 | W-20 |
| 21 | W-10 |
| 22 | W-20 |
| 29 | 30 |
| 31 | A-25 |
| 35 Com. | W-18 |
| 36 | C-97B |
| C-36 | B-86N |
| 40 | K-98F |
| 41 | K-97F |
| 42 (B-2) | K-97F |
| 42 (B-4) | K-97F |
| 43 | W-18 |
| 44 | W-89D |
| GH-44 | W-18 |
| XE-44 | XEC-89D |
| 45 | W-95D |
| 46 | W-95D |
| 49 | D-89D |
| E-49 | ED-89D |
| XE-49 | XED-89D |
| L-55R | L-54R |
| L-55T | L-54R |
| N-55R | N-54R |
| N-55T | N-54R |
| J-58R | J-57R |
| J-58T | J-57R |
| K-58R | K-57R |
| L-58R | L-57R |
| N-58R | N-57R |
| K-61R | K-60R |
| 62S | ED-14 |
| J-63R | J-62R |
| J-63T | J-62R |
| J-63TM | J-62R |
| L-63R | L-62R |
| J-64Y | J-61Y |
| J-66Y | J-63Y |
| 72 | W-10 |
| 73 | W-10 |
| L-82Y | UL-82Y |
| UY-86 | UY-6 |
| J-87B | J-9 |
| C-88 | RML-88B |
| H-88 | H-8 |
| K-88S | RML-88B |
| RC-88S | RML-88B |
| XED-89D-X1 | XED-89 |
| J-91 | CJ-8 |
| L-95Y | L-88 |
| 730 | L-87Y |
| X-730 | XL-87Y |
| 808 | D-14N |
| 813 | D-21 |
| 820 | ED-9 |
| 830 | RHB-81N |
| X-860 | XF-9Y |
| XE-860 | XEF-14 |
| 901 | W-89N |
| E-901 | EC-88N |
| 905 | C-98F |

*submitted by Bob Grubb*

# This is How Evinrude Sold 'em in 1936

*by W. J. Webb*


There's Jim Webb, then Sales Manager for Evinrude, telling an Evinrude salesman, Kirk Meyer, to be sure to sell his dealers a flock of Evinrude signs, as well as the contents of the trailer attached to Kirk's Plymouth sedan.

See that handle sticking out behind the trailer? That belongs to the Lawn Boy, a very good reel-type self-propelled power lawn mower which used a 1½ h.p. air-cooled 2-cycle motor made at Evinrude. Also, just sticking its nose above the Elto sign on the trailer box is part of an Evinrude high pressure fire pumper powered by a 9.2 h.p. Lightfour engine. This fire pump weighed just 40 pounds and delivered up to 154 gallons of water per minute and pressures as high as 160 pounds. Both the power mower and the pump were WW II casualties. After the war, the name Lawn-Boy was transferred to a rotary-type power mower.

Back in those days all the Evinrude salesmen pulled trailers loaded with Evinrude products. Dealers were notified of the salesman's visit ahead of time and usually had prospects lined up when the Evinrude man pulled in. It was good for business, as in those days many a willing dealer just couldn't manage the capital to stock a representative line of motors for his prospects to see.

Generally no deliveries were made from the trailer, but occasionally, usually on Saturday, we would get a call from one of the salesmen telling us that he just had to deliver one or more items from the trailer load to save a sale, so would we ship him replacements right now. So away went the shipment by express. The funny thing is that the shipment would get to the salesman anywhere in the Midwest the following Monday. But that was in 1936. In those good old days you could get a shipment to most places in the country in four days by express—railway, not air.

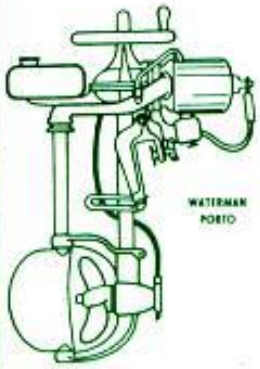
Some of you real old timers may remember Kirk Meyer. He worked hard for Evinrude from April of 1932 until his sudden death of a heart attack in December of 1961.

# DECALS

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

| | |
|---|---|
| For Evinrude Single, 1911 to 1928. $ 4.95 set<br><br>For Elto rear tank, any through 1928. $ 3.95 each<br>Water applied type. | Order from:<br>Robert Brautigam<br>2316 West 110 Street<br>Bloomington, MN 55431 |
| For Johnson Sea Horse "16" or "24," fits early P and S models. $ 7.00 each<br><br>For Evinrude 4-60. $ 8.00 each | Order from:<br>Eric Gunderson<br>515 West Main<br>Grass Valley, CA 95945 |
| For Johnson "Sea-Horse 32," fits Models V-65, 70; VR's and VE's.<br>For Johnson "Sea-Horse 25," fits all Giant Twins.<br>For Evinrude, fits Speedifour or Big Four (specify).<br>Like originals, pressure-sensitive vinyl. $10.00 each | Order from:<br>John C. Harrison<br>1000 Northwest 54 Street<br>Miami, FL 33127 |
| Metal nameplates for front of gas tank.<br>Fits all Elto Ruddertwins.<br>Authentic! $ 5.95 each | Order from:<br>George Loeb<br>7037 Suburban Avenue<br>Norfolk, VA 23505 |
| For Johnson "Light Twin" 1921-1927 plus A-35.<br>Includes "To start" and "Oiling" decals.<br>Exact duplicates of original Light Twin decals.<br>Water applied type. $ 5.00 set | Order from:<br>Bob Zipps<br>182 Brentmoor Road<br>East Hartford, CT 06118 |
| For Johnson "K" models, patterned after P/N 27-227.<br>Complete with starting and oiling instructions.<br>Fits OK-55 and OK-60 too!<br>Water applied type. $ 5.00 each | Order from:<br>Charles W. Hansen<br>2108 Broward Road<br>Jacksonville, FL 32218 |
| For Johnson alternate firing A models, patterned after P/N 25-244.<br>Also fits K-35, K-40, K-45, KR-40, A-35, A-45, OA-65.<br>Vinyl type, self stick. $ 6.00 each | Order from:<br>Charles W. Hansen<br>2108 Broward Road<br>Jacksonville, FL 32218 |
| For Evinrude Scout, 1937, and others with similar tear-drop tank.<br>Complete with operating and oiling instructions. $ 6.00 each | Order from:<br>Bob Grubb<br>1368 Meadowbrook Road<br>Pottstown, PA 19464 |

# The Antique Outboard Motor Club Inc.

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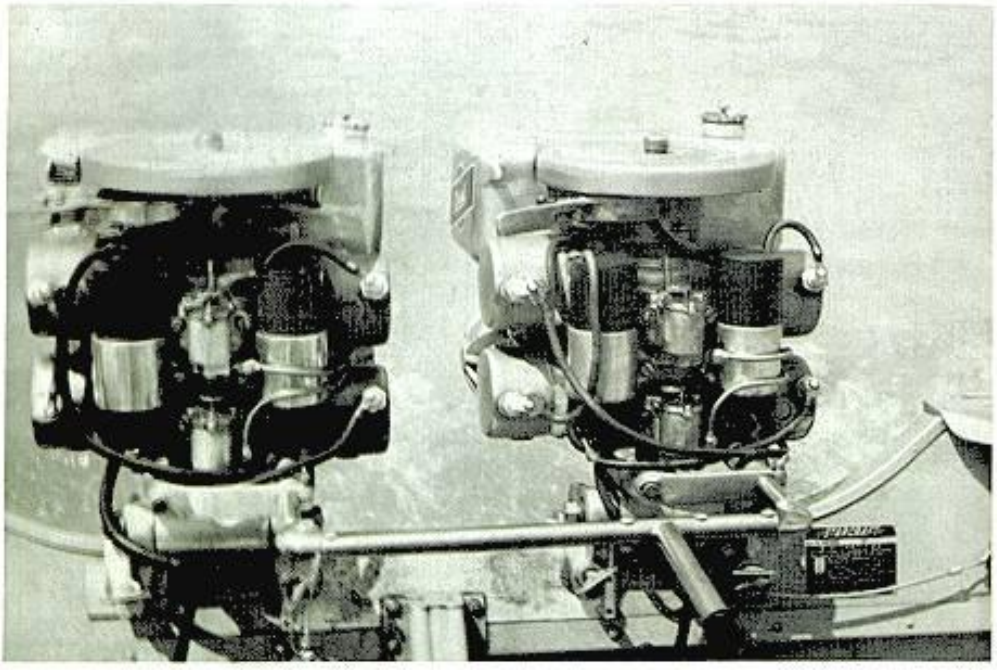

*Dual 1928 Elto Quads running at East Hartford, Connecticut meet, September, 1974.*
Sam Vance

# AOMCI 11TH YEAR