

The **ANTIQUE OUTBOARDER**



Photo taken about 1918.

Courtesy of Dave Lockwood.

January

1977

The Antique Outboard Motor Club, Inc. is incorporated in the State of Texas as an Educational Institution. The Club is devoted to people all over the world who are interested in the search for, restoration and preservation of old-time outboard motors. Regular membership dues are \$12.00 per year. Other membership information is available on request from Ted Bieber, 1437 Kingstree Lane, Houston, Texas 77058, U.S.A.

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LETTERS TO THE EDITOR

A MOST WORTHY CAUSE . . .

We are a freshwater nautical museum on the St. Lawrence River with our main emphasis on antique power craft and small vessels ranging from canoes, skiffs, and larger power boats. We think we have a very unique collection of antique outboard motors, but we are in desperate need of manuals, catalogs, and all kinds of literature on practically every motor and motor part that was ever made for our research library. Our requests have been tremendous.

We were told that you had quite a collection of manuals and could furnish us with reprints or xerox copies of everything you have or any old ones you didn't want.

Contributions are deductible for tax purposes to the extent provided by law. If there is a charge for these, please advise before sending. *Janet M. Bradley, Curator and Registrar, Thousand Islands Museum, 750 Mary Street, Clayton, NY 13624, (315) 686-4104*

SUGGESTIONS FROM SOMEONE WHO SHOULD KNOW . . .

Well, my time runneth out as Membership Chairman. All has been handed over to Ted, and he has begun his new duties.

A few suggestions come to mind as I reflect back on the past two years—things I think may help get new members involved and therefore may help us keep them as members.

First, nearly everyone who joins this club does so because he has an old outboard that he feels is worthy of restoration. In our brochure we mention "Special Interest Groups," but fail to give new members the names and addresses of those groups. This listing could be in the form of a single-sheet list sent to new members, or it could perhaps be adopted as a permanent part of either the Newsletter or *The Antique Outboarder*.

Why not make it easier for all members, new and old, to correspond with contributors to the *Outboarder* by publishing the membership list in alphabetical order by members' names instead of by state. A new member who wants to write someone in particular must know the state in which he lives, or search and search, or ask someone—who may or may not know. He could still find nearby members by searching, but I think he will end up contacting more members with the suggested alphabetical listing.

Three: How about running a list of the membership, as usually printed in the *January Outboarder* (or running extra copies of that issue) and sending one to each new member?

Since the editor already has more than enough to do [**Thanks, Jim!!**], why not send *all* back issues of the *Outboarder* to Steve Mulhollen and give new members a single source for ordering back issues? [**Editor's note: Back issues may now be ordered from Walt Ellis.**]

Guess I'm a die-hard, but I hate to lose so many members each year, and I keep trying to find ways to keep them in the fold. But I feel that two years on the job does qualify me to at least make suggestions.
Jim Nixon

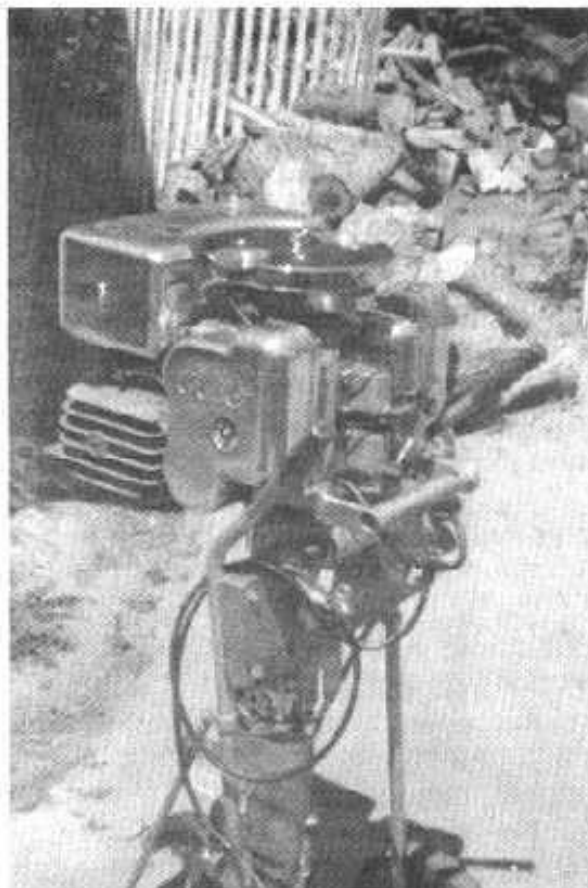
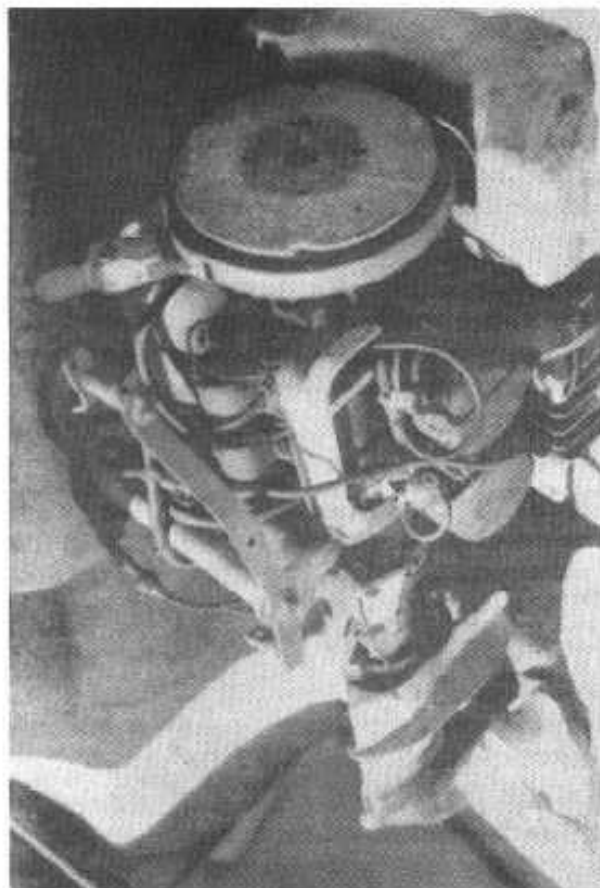
ANYBODY KNOW OF AN AVAILABLE ELTO? . . .

Sorry I haven't written sooner, but I am working on a Caille Red Head that is badly in need of parts. It sure was a long summer! I'd like to find a '28 Elto Quad or a Lockwood Ace, but motors seem to be getting more scarce. After I get through restoring my Caille, I am going to restore my Elto Lightweight. I would like to find an Elto Cub in excellent condition. However, I do have a lead on a 1911 Evinrude.
Mike Hanson

[**Editor's note: Bob forwarded your letter to me, Mike, since I'm the new editor. Write again!**]

BEFORE AND AFTER ...

These photos show the results of some fine restoration work on my '29 Quad. Credit goes to John Toprahanian, Jim Ross, and Sam Vance, with a little help from me. *Ray Rydell*



A REAL FIND FOR SOMEONE ...

I learned of your organization through the *Antique Auto Almanac* by Hemmings.

Some time back I paid \$100 for a 2-cylinder Johnson 2 1/2 HP outboard, serial number 46071, built while Johnson was still located in South Bend. Johnson informs me that it was built in 1927. It is complete and in the original shipping/storage crate. The crate is usable but has obviously had a bit of knocking about. Trolling discs 6" and 7" are with it. Appearance is very good except that the decal on the edge of the gas tank is worn off.

I purchased the motor from an elderly gentleman who was moving to Arizona. He told me that he had obtained it from the original purchaser about 30 years back and had used it a bit every year, the last time being in 1973. While I have not started it, I have no reason to believe it in other than operable condition. Compression is good, the propeller is in good condition, and the gears do not have excessive backlash. I have the original Owner's Instruction Book and the Repair Parts Catalog.

I got it in a moment of unwarranted optimism and have come to the conclusion that I will never find time to play with it. I would like to get my money out of it, but, even better, I would like to trade it for a small steam engine as formerly used in launches. Am also much interested in steam automobiles. Please pass the word. *Carl V. Baldwin, Box 93, Warrenville, IL 60555*

HAPPY BIRTHDAY, AMERICA . . .

On April 17, 1976, in the small town of Waretown on the Jersey shore, a Bicentennial celebration was held with a full day of events. Club member Bobby Davis, who lives in Waretown, arranged to have a showing of antique outboards for the public to enjoy.

The Club members proudly displayed about 20 old outboards, including three knuckle busters and a group of big iron. The display attracted considerable notice and was a source of finding a few more oldies.

Members who attended were: Bob Davis and family, Bill Salisbury and family, Mort and Mary Daller, Mark Wright and daughter, John Pizzi, and Tony and Emily Caglione. I wish to thank all Club members who traveled quite a few miles to attend and made it such a success. *Bob Davis*



The Waretown display of April 17, 1976. Left to right: Bill Salisbury and son, Bob Davis, Tony Caglione, Mort Daller, and John Pizzi.

HOW TO RESTORE AN OLD JUNKER . . .

Say, Lyn, I'm not having much luck restoring these antiques. A few weeks ago, I found an Elto Ruddertwin in its original box. The box looked like a violin case, and I don't think it had ever been opened. The motor was nice and shiny, and it seemed OK. But it was so *old*. So I took it apart to see if it was all right, which it was. It wouldn't go back together very well, and some of the old bolts had broken off, so I had to pound it quite a bit, which made it kind of crooked. I also used nice cadmium-plated studs and airplane nuts to make it look more modern. By the time I was through restoring it, it was kind of dented and out of balance; at any rate, the flywheel won't go around any more. I finally traded it for a real violin, made in Hong Kong. And I threw the old box away, because it was too big for the new violin.

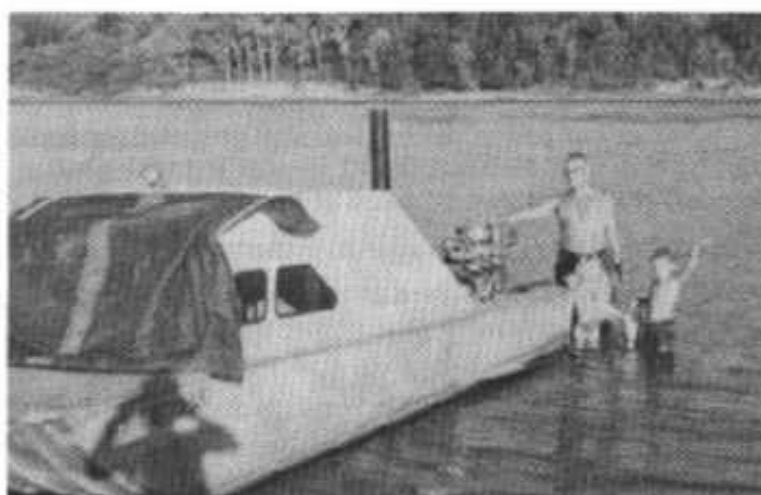
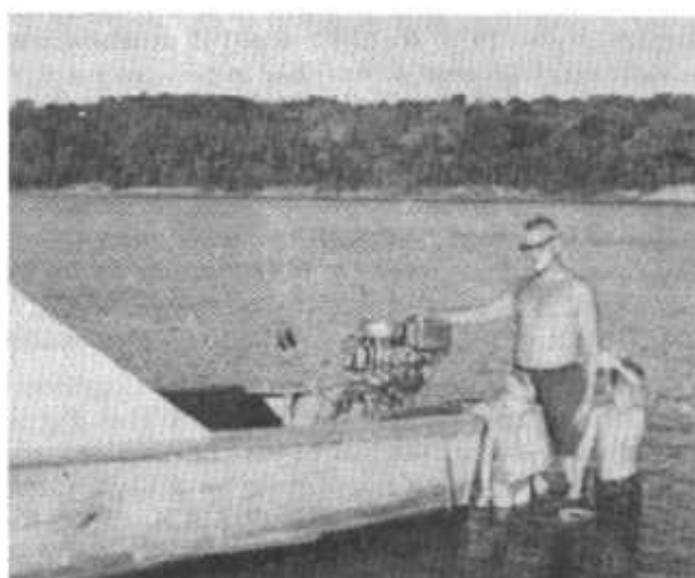
Then I found a Waterman (or -*woman*; you have to be careful, these days). It ran OK, but awfully slow. I could tell that it needed work, and it was kind of dirty. So I took off the old gas tank; the copper wasn't very bright. And I pounded it up nice and neat. Then I made a new one out of a tomato juice

can, which certainly improves the appearance. The rest of the motor looks sort of clumsy, though. If you restore one this way, use the Del Monte tomato juice can; the paper wrapper lasts longer.

One thing I've learned about this restoring business is that there's nothing like pounding to fix thing when you run into a real problem. A couple of good hits, and pretty soon something gives way. I use a heavy knock-off hammer; it does a thorough job, and it doesn't scratch. Then you can spread it all out on the floor and look at it, and you know right where you are. It's great. [Editor's note: signature is illegible; no return address.]

PERFECT FOR THE WIDE MISSOURI . . .

The photos below show my Big Four on my 17-foot flat bottomed 1963 Cruisecraft *Time Machine*, which is perfect for the Missouri River. Water speed is about 17 MPH empty at 4000 RPM after substituting a low pitch Speeditwin prop and using hatter plugs. The motor is excellent, and often starts on the first pull. It has contributed wonderfully to nostalgic boating for my family and me. I'm looking forward to aquaplaning next summer. *Joe Desloge, Jr.*



Antique Motors Alotta EASTERN PENNA Regatta

by Bob Grubb

photos by Dick Evans

We were blessed with another nice day for the fourth running of our Eastern Penna Antique Outboard Meet on July 31, 1976. We had a record 19 members in attendance plus families and guests. Following the same general format we have had in previous years, we started things shortly before lunch with the Oldest Running Motor and Mint Condition Brass Motor competition. Here we had six entries dating from a 1911 Evinrude to a 1936 brass lower unit Evinrude. We gave the trophy for Oldest Running Motor to Tom Luce for his beautifully-restored 1913 Evinrude, since the 1911 Evinrude won the trophy in a previous year. Judging for Mint Condition seems to become more difficult every year. This year we had particularly tough times judging the Brass and Aluminum categories. We finally decided to give the Mint Condition Brass trophy to Bill Borneman for his 1936 Evinrude Fisherman (saltwater model). In this competition we had two other especially interesting motors. They were Tony Caglione's one of a kind 1915 Racine and Tom Luce's beautifully restored and fully operational 1916-17 Caille 5-speed.

After lunch, we had the competition for Mint Condition Aluminum Motor. Here we had nine entries. Phil Kranz brought his one-of-a-kind 1938 Thor Pyramid 3. We had not one but two beautifully restored and running examples of the rare Hartford motor. Tom Luce's Clarke Troller also ran the course, which is quite an achievement for a Clarke Troller. Our very tough decision in this category gave the trophy to Tom Luce for his 1933 10 HP Model 15 Caille.

The Mint Condition Shrouded Motor award went to Dick Schaber for his postwar Champion.

Mint Condition Big Iron trophy went to Dick Evans of Hot Springs, Virginia. Dick came the longest distance to attend his first meet, although he has been a member for quite some time. He ran an Evinrude Big Four, which has been in his family since new, on a very nice Class D Rayco boat. Dick ran the boat around all day with the engine running flawlessly. He took all the pictures for the meet, and the "on the water" shots were taken from his boat.

We wrapped up the day's activities with two of our LeMans start predicted log events. The first one was won by Dick Schaber with his Hartford. He predicted 10 minutes and took 9 minutes, 50 seconds. The second event was won by Galloway Morris with a Lanson and an error of only 45 seconds.

Many of the members then took us up on our invitation to come back to our home for a buffet supper.

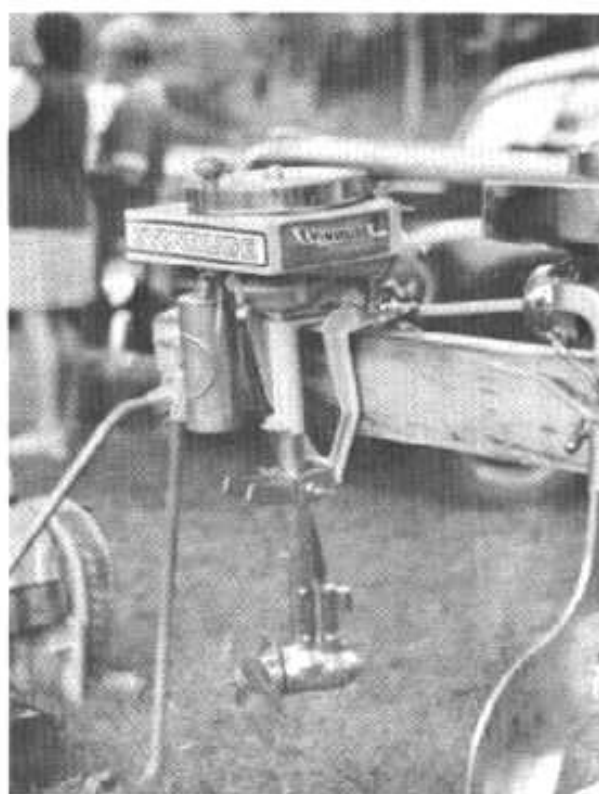
During the day, a number of the members were given an unexpected treat. Galloway Morris drove up in his newly-acquired 1906 Cadillac, and a number of members were treated to a *chug-chug* ride in this fantastic automobile.

I think everyone had a good time. I know I did. This year, luckily, there were very few mechanical problems with the motors.

We hope to do it again next year, and we hope a few more of you will be able to come. ■



Bill Andrulitis with his beautiful brace of engines. The fur one is an Indian, and the near one is its predecessor, the Hartford.



Ed Gera's 1911 Evinrude. The decal is original!



Bill Borneman thoughtfully addresses the problem.



These motors belong to Gary Mower from Poughkeepsie, New York, who was attending his first meet.



Phil Kranz with his array of motors, including the Thor Pyramid 3 and an Airboy.



Tom and his 5-speed Caille Rowboat Motor.



The victors with their motors.

CLARENCE LEE JOHNSON 1895-1976

submitted by W. J. Webb

The outboard world lost one of its four* remaining pioneers when Clarence Lee Johnson died at his home in Lake Park, Florida on October 7, 1976. He was buried at Waukegan, Illinois where his first wife, Ruth Krager Johnson, was buried five years before.

Clarence was married again about two years ago to Mrs. Ruth Karnes of Racine, Wisconsin. The Karnes' and Johnsons had been friends for years. Clarence had but one child, Robert, who is with General Electric at Roanoke, Virginia. Robert has one daughter, Linda.

Warren Conover, now one of the three remaining outboard pioneers, whose picture appeared with that of Clarence in the April 1976 issue of *The Antique Outboarder*, writes:

Clarence was the only one who had the original idea of the small opposed motor, 2 inch bore, 1-1/2 inch stroke, opposed cylinders, off-set connecting rods, turning 2350 RPM and weighing about 30 pounds. This was the first one used on the "Motor Wheel." Later this engine was made into a water-cooled job for outboard service after we were located in South Bend, Indiana.

This little high-speed 2 HP job was Clarence's idea originally and he put his own money into its development for the Motor Wheel. He gave me one of the first four samples. These were experimental jobs made at Terre Haute, Indiana. I took it with me when Harry Johnson and I went up there in March of 1918.

During all the outboard years, Lou Johnson seemed to get about all the credit for the little power plant when it was really Clarence's idea at first. However, Lou was really the one who drew the first plans for putting this same motor on an outboard lower unit. ■

**Author's Note:* The other three pioneers are Warren Conover himself; F. T. Irgens, who worked closely with the Johnson brothers in 1920 and 1921; and Hugo Biersach, who joined Evinrude in 1915 and who retired in 1955. Irgens retired as Vice-President for Engineering and Research for Outboard Marine Corporation in 1959. All three of these old timers look mighty healthy and good for many more years.

THE FIFTY GREATEST YEARS OF OUTBOARDING

by W. J. Webb

The Golden Anniversary of outboards happened quite some years back—in 1916 if you start with the Reece patent of an outboard device (never produced)—or 1931 if you take Gustave Trouve's electric outboard first run in France in 1881—or 1946 if you start with the American Single, of which maybe 25 were produced in Long Island City, New York in 1896.

But let's skip all the early birds and go to 1926 when Johnson, then of South Bend, Indiana, began the uprising that really broke outboarding out of the "beats rowing" category with the first production outboard (closely pressed by Lockwood-Ash) that could really cleanly plane a boat.

In 1926—50 years ago—there were five "big ones" producing outboard motors: alphabetically listed, Caille, Elto, Evinrude, Johnson, and Lockwood-Ash.

Caille (pronounced KALE or KAIL) of Detroit, Michigan, made by what was once the largest manufacturer of slot machines, began to produce outboards in 1913, the first being a Single. Prior to that they began to build small inboards, which never amounted to much.

February, 1928 1926 Detroit 201



Dual Ignition

Change from battery to magnets and vice versa is normally made by inserting or withdrawing a plug from end of magnets handle.



BE SURE the motor you buy starts easily and quickly, that it is easily controlled with speed variations forward and backward; that it has plenty of power—plenty of speed—two cylinders to reduce vibration and is light enough to be easily carried. If you buy a motor combining all these factors you are bound to meet with complete satisfaction—you are bound to buy a

CAILLE 5 Speed Twin

Has two forward and two reverse speeds accomplished smoothly by changing pitch of propeller blades. Changing from forward to reverse does not jerk you from your seat and rock the boat, but is made gradually. When set as desired the boat starts and will work without quivering. No other motor provides such perfect control. The hand that steers controls it! And

Dual Ignition provides both battery and magnets ignition—another exclusive Caille feature. Gives you the combined advantages of immediate starting with battery—smooth and snappy speed with magnets. Change from either ignition is made by inserting or withdrawing a plug from end of magnets handle.

Pay as You Play

Make a down payment of only \$17.00. Take care of the balance in monthly installments. Write for catalogue and name of nearest Caille dealer.

THE CAILLE PERFECTION MOTOR CO.
4214 1st Boulevard Detroit, Michigan

CAILLE 5 SPEED TWIN

PRODUCTION CO.

THE CAILLE PERFECTION MOTOR CO. IS THE SOLE MANUFACTURER OF THE CAILLE 5 SPEED TWIN OUTBOARD MOTOR.

Caille's big deal was the five-speed feature—two forward, two reverse, and a neutral. This was a fine feature, but it never was built strongly enough to stand the treatment given it by its owners, many of whom delighted in jamming the shift from full forward to full reverse in a flash. Quite exciting, but an abuse of the feature. In 1928 Caille made racing history with the Atwoods, but faded during the Depression and disappeared for good in 1935. Among other things, Caille was the first outboard to bring out a self-rewinding starter cord. The Caille people were good, honest competitors, high-grade all the way through. Slot machines made the older Cailles wealthy. They never really had a compelling interest in making the outboards go. That is my opinion, anyway.



**The Elto for 1926—
the Super Elto—**

is the peak of "outboard" advancement — the climax of the sound outboard motor designing and water-wise good sense of Ole Evinrude. A masterful development of efficient power steps within light weight. A scientific combination of power, portability and every other feature vital to the user, comfort, convenience and safety of the user — on fresh or salt water — for commercial or pleasure craft — on lakes or smothering seas. The Super Elto offers —

1. Full 4 H. P. S. A. E. rating! Absolutest power for rugged commercial use — to insure overabundance under all conditions, and for increasing speed on pleasure craft. 4 H. P. for actual increase of cylinder capacity, with no increase in weight and no loss of compact carrying convenience or easy portability.
2. The same light weight! Slightly more than 22 lbs. An additional horsepower and ton on more of increased weight. A super-compact, easily portable power unit.
3. Thrilling, foaming speed! Up to TWENTY miles per hour on ordinary water. Up to FOURTEEN miles per hour on choppy or lighter, faster water.
4. New principle of boat and motor control! Control your motor, speed up, slow down or stop from any part of boat. Enable you to "back stop" not only for safety in rough water but to get greater possible boat speed. Another exclusive feature added to interminable slim-line, self-rewinding starting.
5. Slides that bring power to the water! Another new exclusive feature of the Super Elto. A new principle of exhaust. No matter to what speed or power, steams, water, seawater etc. pass through new "fin-pit" principle.
6. No disagreeable exhaust odors! Clean washed through underwater exhaust.
7. Dual-jet carburetion! Two jets, each with own valve giving double flow rate, perfect carburetion and greater motor speed. A plus factor of power!
8. Finger-tip, quarter-turn starting! The most vital angle feature ever built into an outboard motor. The lagging or pulling over compression. A tip of the forward starts the Elto — surely a finger-to job.
9. Safety flywheel! Starting button drops from the rim. Greater convenience and perfect safety.
10. Prugello-Pump! A patented and proved Elto feature which eliminates the parts of the greatest outboard wear and trouble. A pump without mechanical parts.
11. Safety-Shoe! Non-slip rubber without heavy to propeller and with practically complete protection from shearing of pins.
12. Safe rubber starting! The Super Elto is the only outboard motor which provides rubber starting — the most practical and approved method of boat control and maneuverability — Ole Evinrude's provision of safety for you and your family.

With all these new features added, the advantages which have always made the Elto so popular have all been retained. These are the Sturdy Transmission Housing — Folding Rudder — Wound Under-water Design — Absolutely Water-Proof Ignition — Liberal Bearing Surface — Safety Automatic Tiding — Quick Push-Diston Reverse.

*And still the same beautiful lines,
the same weight, the same price.*

In 1926, Elto, well set after five successful years with its 3 HP Lightwin, brought out the 4 HP Super Elto. This 1926 model was very well received at first, but hit some bad troubles brought about by a new factory superintendent, the key to which was his stated belief, "What do you t'ink—we ain't building watches here."


Ole Evinrude had complete trust in this man, but when he found that the man was countermanding Ole's instructions and putting through substandard work, Ole fired him—and how.

My desk was right outside Mr. Evinrude's private office, and I think I learned some new words that day. Otherwise, I never heard him swear. Characteristically, the Evinrudes paid this fired man his full salary until he found a new job.

Meanwhile, every 1926 Elto motor previously built was recalled, transportation charges collect, to the Elto plant, rebuilt, and returned to the dealer or owner, prepaid. This very liberal policy gained many friends, but the hiatus hurt Elto sales and Elto lost some good dealers. It was close to mid-season before everything was rolling right again.

MOTOR BOATING

May 1926



Announcing
Evinrude
Deluxe

Advertisement for the Evinrude Deluxe motor, featuring a large illustration of the motor and the text 'Announcing Evinrude Deluxe'.

MOTOR BOATING

May 1926

Here are the Features that make it a Fact

THE New 1926 Champion EVINRUDE Sport Twin, Valves, practically silent, 2000 cubic inch motor. Light weight of only 44 pounds. Two to ten miles per hour. And introducing exciting improvements revolutionizing all previous conceptions of what an ideal outboard motor could be.



Advances developed in the new EVINRUDE Sport Twin have created such a superior outboard motor as being small and light. See your EVINRUDE dealer or write to nearest office of address. Write for the Evinrude Year Book describing "Outboarding For Fun" or details EVINRUDE MOTOR COMPANY, 510 Franklin St., MILWAUKEE, WISCONSIN.

The New 1926 Champion
EVINRUDE
Sport Twin

Advertisement for the Evinrude Sport Twin motor, featuring a grid of 12 small illustrations and the text 'Here are the Features that make it a Fact'.

Meanwhile, the original Evinrude Company, started by Ole in 1909, had fallen on some poor days. Evinrude engineering had not kept pace with the others. The Evinrude Company ownership had also changed, and the new management was learning a whole new game.

So, instead of announcing new models at the New York Motor Boat Show in January as was customary in the whole marine industry in those days, Evinrude had to hold back with just a "teaser" ad in the April issues of magazines, and didn't really make its 1926 announcement until April, when the May issues hit the streets. This hurt sales considerably and lost Evinrude some good dealers. Evinrude was still producing and shipping older models, but the public was thinking and buying new. Evinrude really didn't grab public support until 1928, when the Speeditwin finally began to perform in the manner which brought that model name considerable fame.

Until the advent of the Johnson Big Twin, the outboard was considered just a kind of slow putt-putt that was much better than rowing but no great thrill producer. The Johnson Big Twin introduced the thrill of real speed and exerted the greatest effect on the smaller fast boat development and design for larger powers beginning with the Baby Buzz type stepless hydroplane and progressing rapidly through the single step plane, three pointer, and so on as outboard powers increased.

While Johnson took the lead in speed in 1926, it was not alone in the field by any means.

Lockwood-Ash of Jackson, Michigan had been making tremendous developmental strides with what became the Model T. Prior to 1926, Lockwood-Ash had been anything but sensational in its market appeal. But off came the Lockwood-Ash wraps in February of 1926 with the *Motor Boating* ad, a copy of which is shown. This became known as the Lockwood-Ash Model T; and while it could not beat the Johnson Big Twin, it created lots of interest.

1926 FEBRUARY

MORE BOATING

102




LA NEW!

TWIN

Motor for Rowboats

SENSATIONAL SURPRISE of the year — Closest of 22 years' marine engine building experience, offering advanced features which upset many previous ideas of Rowboat Motors.

Power — Speed — Control
Light Weight and Performance

- NEW—Throttled Propeller
—To control speed, direction, stop, start, "Pilot" Turn, "Reverse", "Stop", "Start", "Pilot" Turn.
- NEW—Starting Speed
—To start, maximum rpm, 1475 rpm per hour, in a 24" model.
- NEW—Low Weight per Horsepower
—Weight only 14.2 lbs. per Horsepower.
- NEW—Underwater Stream-Line Design
—Like the water, this is built.
- NEW—Clutch Drive Propeller
—Doesn't "churn" the water, like all other propellers.
- NEW—Combination Steering
—Without a Rudder.
- NEW—Safe Propeller
—To cut ice, logs, snags and more.
- NEW—Rechargeable Water Pump
—To pump 200 gallons of water in 10 minutes.
- NEW—Clutch Control Carburetor
—To stop adjustment of all speeds and revs.
- NEW—"Top Spin" Easy Starter with Big Element Stagnator
—To start in 10 seconds.
- NEW—Combination Racing and Trolling Control
—To start in 10 seconds.
- NEW—Lifetime Guarantee
—To start in 10 seconds.
- NEW—Five-Day Trial Offer
—To start in 10 seconds.

Write for Free Catalog Folder Today

LOCKWOOD-ASH

MOTOR COMPANY
61 Jackson Street
Jackson, Michigan

FREE!
On Request
Illustrated Catalog
Folder for the Motor
of the Year
Lockwood-Ash

Photo courtesy of Johnson's plant, available through the National Museum of Motor Boating, 110 West 42nd Street, New York, N.Y.

MORE BOATING

1926 FEBRUARY

LA MARINE MOTORS

for 12 ft. to 30 ft. Boats

Backed by 22 Years of
Sound Engineering and Reliable Building

Lockwood-Ash Marine Motors are built to last, and are the most reliable and efficient of their kind. They are built to last, and are the most reliable and efficient of their kind. They are built to last, and are the most reliable and efficient of their kind.

LA H. P. Single Cylinder—4 Cycle
—To start in 10 seconds.

LA H. P. Single Cylinder—2 Cycle
—To start in 10 seconds.

LA H. P. Single Cylinder—2 Cycle
—To start in 10 seconds.

LA H. P. Single Cylinder—2 Cycle
—To start in 10 seconds.

LA H. P. Single Cylinder—2 Cycle
—To start in 10 seconds.

LA H. P. Single Cylinder—2 Cycle
—To start in 10 seconds.

Write for Catalog Folder describing all models and giving complete dimensions.

Lockwood-Ash Distributors are located in all parts of the world. Write for the names of your nearest distributor.

LOCKWOOD-ASH

MOTOR COMPANY
61 Jackson Street
Jackson, Michigan

Photo courtesy of Johnson's plant, available through the National Museum of Motor Boating, 110 West 42nd Street, New York, N.Y.

Lockwood-Ash later became just Lockwood when Ash sold his holdings to Lockwood. Lockwood made very rapid strides, and in 1928 was a real factor in the industry with the race-winning Ace in Class A and the Chief in Class B.

In that year Johnson lost the top speed to Caille, Elto, Evinrude, and Lockwood, but gained back many of its laurels with the fine gear-driven rotary valve models in 1929. But the period after 1926 is really quite another story.

To wind it up— Evinrude and Johnson are still around and doing quite nicely. Lockwood, which joined Elto and Evinrude in Outboard Motors Corporation in 1929, was discontinued at the end of 1930 when

Outboard was taking the desperate steps which permitted it to be the only outboard maker to survive the Depression without failing or going into receivership. Elto was finally discontinued in the United States in the '50s, while Caille was sold and moved to Minerva, Ohio, and finally discontinued in 1935.

Those were great days—the pre-Depression days, I mean. Competition was rough and hard. Truth in advertising wasn't always around, and there were many fiery meetings between the Big Five before a really workable and fair merchandising code was worked out.

Dealer meetings and "good will" or "hospitality" rooms were present, and since these were Prohibition days, the word got around very rapidly where the best booze could be had. The best place for good liquor was New York, and the next best was Boston. In Chicago, where Capone held full sway, the liquor, which was plenty good when it left Canada a day or two before, was raw, well cut, highly colored, and expensive—for those days, that is. Many of us got some really upset stomachs and bad headaches at the various boat shows, but we survived. During the Depression, high living went out, for all but one, and they didn't make it through the rough days. There's a good lesson there for any who care to listen. ■

Outboarder Back Issues Available

The following issues of *The Antique Outboarder* are available from Walt Ellis at \$2.00 per copy, which includes postage. Issues of old Newsletters are available at 10 cents each, plus a stamped, addressed envelope.

January	April	July	October
	1970	1970	1970
1972		1972	1972
1973	1973	1973	1973
1974	1974	1974	1974
1975		1975	1975
1976	1976	1976	1976

the Halligan Plane

by Gene E. Yonker

This story begins with my visit, for the first time in many years, to the Illinois State Fair.

On the infield of the race track, a small display of aircraft was set up. The Navy had some films, the Army had a small observation plane, and a dealer had three or four single-engine planes sitting around. Of particular interest was the E.A.A. display, a Pitts Biplane, and a home-built side-by-side two-seater, a Whirlwind, I believe.

However, sitting to one side was the most unusual craft I had ever seen. It was a surprise, in fact, because for a few moments, I couldn't figure out how it flew. It appeared to be a cross between an airplane and a helicopter. It was the Halligan plane.

Questioning officials there, I learned that it had been built by the Halligan brothers of Beardstown, Illinois, a small town on the Illinois River about 40 miles from Springfield. They had built it in the late 1920s; and it was a vertical lift craft. Of particular interest was the "power plant," what looked like a 1929 Johnson V-45 outboard motor. Officials there let me get close enough for the pictures, but wouldn't let me climb up on top to look at the model or serial number. I decided then and there to find out more about the "Halligan plane."

The Halligan brothers, Russell, age 76, and Francis, age 80, still live in Beardstown at the same address they had in 1929. A visit to their home revealed a great deal more about their "plane" and the two men who built it.

The younger brother, Russell, was an avid fan of aviation as a teenager. He made models, studied flight—what little information that was then available—and planned to enter the Army Flying Corps when he graduated from high school. However, the war ended, and interest died. Russell continued building models, and by 1921 had developed a model capable of lifting vertically. The wings turned somewhat like a helicopter of today, but much slower. Of course, rubber bands were used to power it.

The first proof that we could find of their craft being developed is a picture of a model they sent to *Popular Science* magazine. It appears on page 62 of the June 1924 issue. By then, brother Francis had also become interested, and between the two of them they further improved their models.

Now it gets a little tougher. It seems that they had patented it around 1924, but I didn't check on this, and they weren't sure. Nevertheless, by 1925 they knew they could build a plane that was self-stabilizing, hovering, and capable of vertical lift.

It seems that about the same time, a Congressman named Dorsey introduced a bill in Congress to appropriate two million dollars to develop a plane that would go "straight up." The bill passed and "bids" for the two million were put up. Among those seeking the two million were the Kellet Airplane Company of Philadelphia and the Pitcairn Company of Pittsburg, both manufacturers of Autogiros; the Halligan brothers, who had the only working model; and a fellow by the name of Lepage of Great Britain. The latter got the two million, but no plane was ever produced. (Not unlike today's Congress.)

The brothers Halligan decided to go it "on their own," and started building their plane about 1927 or '28. The Burlington Railroad, at that time, had a division headquarters in Beardstown, and they were kind enough to let the Halligans use their shops from midnight to 8:00 a.m. Mostly through trial and error, the craft began to take shape, with the help of some of the railroad welders and other volunteers. At the same time they were also making a living, and the plane did not progress too rapidly.

The fuselage was typical of the era: wood, glue, Egyptian cotton cloth, and nitrate "dope."

The wing was also made the same way, but many problems developed in the application of power train. The spars and ribs were made of sitka spruce, a special long-grain type wood that was hard to get.

Finally, they were ready to put an engine in it. At that time, we figure 1929, after the crash, the Johnson Motor Company had developed a gear-driven rotary valve engine, and this was the power plant they chose. The HP per weight ratio, figuring not using the lower unit or muffler, was the best they could find. It was the 26 HP version or a V-45 rated at 4200 RPM.



Overall view of the Halligan plane. Note prop barely visible on the right wing, to rear of picture.



View from the rear. Prop can be seen on leading edge of right wing. Note support structure for wing and engine.

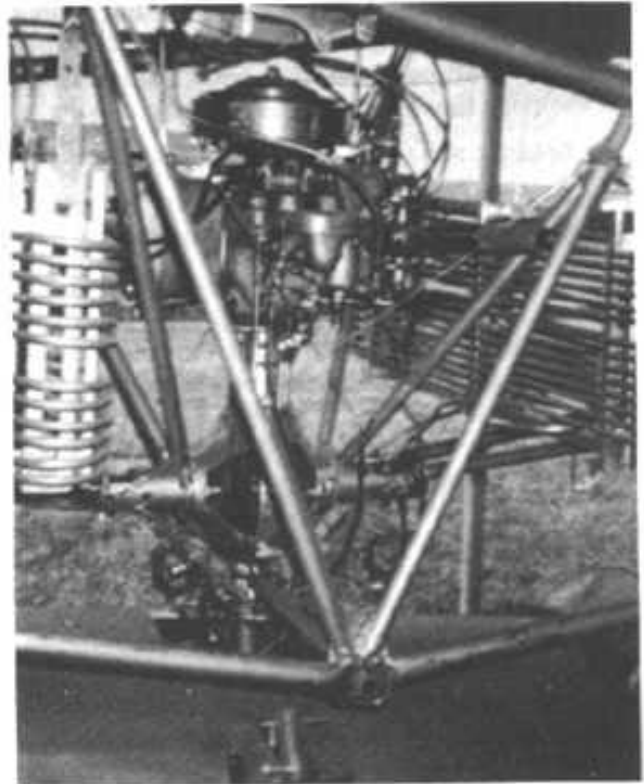
To check out the reliability of their plane and engine, they left the wing uncovered. They tested it for many hours to work out all the "bugs." They had several—stripping gears, vibration, control of engine, etc.

After all of the "bugs" were worked out, they hauled it out to the local ball diamond, which had a high board fence around it, and tried it out. Needless to say, a V-45 with no muffler on it needs more than a high board fence to keep spectators away.

With the engine wide open, the plane did lift, and they made several flights about two feet off the ground. The plane weighed around 900 pounds with Russell in it, a real load for a V-45. Through 1930-31 they made many test flights, never more than five or six feet off the ground, always with no wind or very light wind. But, those years were pretty lean, the Depression being at its lowest. No one was interested in their plane; and, money being scarce, they dismantled the plane and stored it. However, their ideas and plans were not forgotten.



Near the top can be seen the gas tank with the word Halligan on it. Note "radiators" and pump to right of differential.



The V-45 and drive train. Engine is complete, including steering handle. Water pump is just to right of the differential in the V of the frame.

The U. S. Army Air Corps heard of the plane, and in 1940 came to have a look. At that time, according to the Halligans, gas was needed for the war in Europe, and white gas was unavailable. So for the test flight they had to use a low grade of "red gas," and the V-45 wouldn't lift it. That was the last time the plane was assembled until July 1976. The Army left, never to be heard from again. (That may be related to the reason why the Russians have better tanks than we do.)

Today the Halligan brothers are still very active. Although retired, they are still trying to "sell" their plane, and they did develop a line of model kits that prove their ideas are sound. Their kits are collectors' items in their own right (I got one). They demonstrated for me several models, one powered by a home-built two-stroke engine, another powered by rubber bands, and they have others with up to an eight foot wing span. All of the models they have built, as well as the Halligan plane, are very well preserved. They clean them up and oil them every year, and the V-45 is in excellent condition.

How does, or shall we say, how did it work? Without the pictures I don't think I could explain it. First some measurements. The fuselage is about 15 feet long, the wing span is 40 feet. The wings are about 3 1/2 feet wide. Each wing has an attack angle of 12 degrees, and is driven by a thin prop about 5 feet from tip to tip. It's located about 4 feet from the end of the wing, each wing being pulled around by its own prop. The whole wing, with engine, drive train, props and all is attached to the fuselage on a post just forward of the cockpit, near the center of gravity. It's attached somewhat like the front wheel of your car, a large roller bearing at the top of the post, and a combination roller thrust on the bottom. Atop the post, with the top bearing inside, is a Model T car differential. Sitting on top of it, and driving it through the input shaft, is the V-45. All the engine controls can be operated from the cockpit; they run up through the hollow "post." Where the axle shaft would have been on a car, there are the long

shafts that run out to the props, through a right angle gear (2:1 ratio) and turn the prop shafts. With all the gearing, I figure 500 to 650 RPM at the props! The "whole thing" rotates on the post, engine and all. No need to worry about keeping the gas mixed.

The engine is cooled by "radiators" made of aluminum tubing, with one "radiator" for each bank of cylinders, 200 feet of aluminum tubing for each radiator, wrapped around a wooden frame. Aluminum tubing only came in 20-foot lengths in 1929, and had to be special ordered. Each radiator is attached to a "head" tank, a one gallon tin can mounted about two feet above the engine. As the water leaves the top of the engine, it is forced into the top of the tank. The water then flows down through the radiators, then to a pump driven by belt from one of the drive shafts, on the right side looking at the engine, then back up through each bank of cylinders. Since the whole works turns with the wing, no cooling problems were encountered.

The models all have wings that can oscillate, and in their original plan the brothers were going to make the wings on the Halligan plane with a variable pitch. However, they never got the bugs worked out.

Although this story wanders somewhat from outboard motors, I thought it would be of interest to many. It is the only successful application of outboard motor power to aircraft that I know of. I do know of some that weren't successful—sure ruined a nice Cross Radial.

The plane is still in existence today and, according to F.A.A. officials, it would pass inspection. The Halligans may not be up there with the Wright Brothers, Lindberg, Sikorsky, and John Glenn, but they sure as hell tried.

Editor's Note: The plane is now on display at the E.A.A. Air Museum at Hales Corner, Wisconsin. ■

BREAKDOWN OF MEMBERS BY STATES

January 1977

submitted by Walt Ellis

Alabama	2	Maine	0	Oregon	5
Alaska	2	Maryland	6	Pennsylvania	13
Arizona	2	Massachusetts	14	Rhode Island	0
Arkansas	0	Michigan	18	South Carolina	2
California	37	Minnesota	22	South Dakota	0
Colorado	0	Mississippi	2	Tennessee	2
Connecticut	25	Missouri	12	Texas	3
Delaware	3	Montana	1	Utah	1
Florida	29	Nebraska	1	Vermont	0
Georgia	3	Nevada	0	Virginia	11
Hawaii	0	New Hampshire	3	Washington	26
Idaho	1	New Jersey	26	West Virginia	1
Illinois	45	New Mexico	1	Wisconsin	32
Indiana	16	New York	58	Wyoming	0
Iowa	7	North Carolina	2	Washington, D. C.	1
Kansas	4	North Dakota	0	Canada	15
Kentucky	5	Ohio	27	Overseas	4
Louisiana	2	Oklahoma	1		■

RESEARCH AND DEVELOPMENT

from the bench and desk of Herb Riebe

Subject: Oil seal replacement on large shaft lower units used on Evinrude, Speeditwin, Speedifour, and Big Four.

Reason for R&D: In the process of rebuilding the lower unit for my Big Four, I felt that there just must be better seals around today than were used in the units when they were made in the 1940s up to 1950.

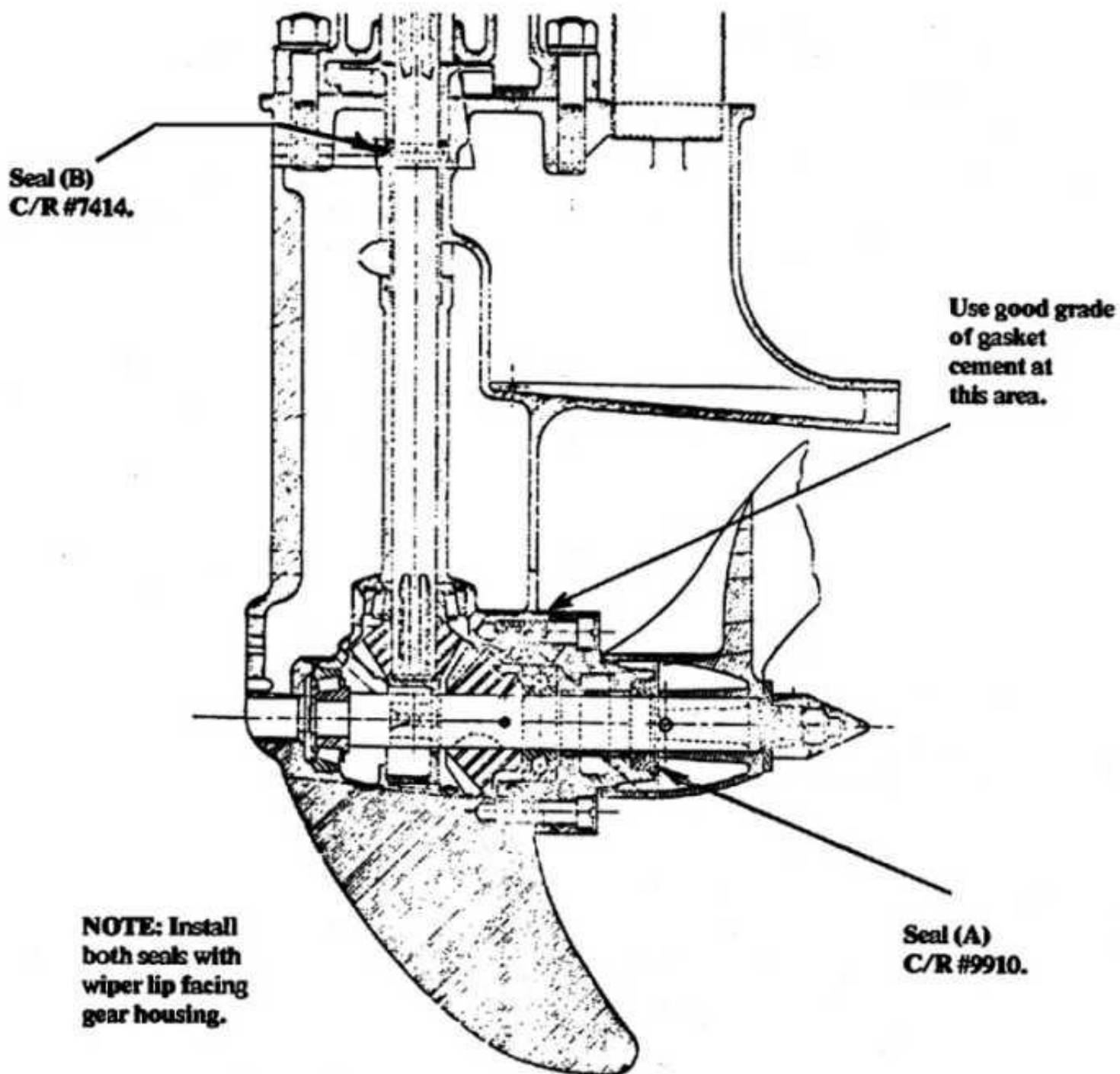
Equipment needed: Small hand tools; bearing scraper; small nail, bent like the letter J; 1.125" machine reamer. The reamer is not a must, but if you can find one to use for a few minutes, it will be a big help.

Materials needed: 1 or 2 Chicago Rawhide Seals, C/R #7414 (or the like); 1 Chicago Rawhide Seal, C/R #9910 (or the like).

Operations:

1. Take down lower unit.
 2. Remove grease from lower unit and clean in solvent.
 3. Remove original seals from points (A) and (B). Try not to damage seal seat area in A1.
 4. Clean out seal seat area for seal (A).
 5. Seal #9910 must be reworked at this point to better fit the 63/64" prop shaft. Some people think this shaft is one inch, but it is .015 under one inch.
 - Remove spring from behind rubber wiper (nail bent like the letter J will help do this job.)
 - Find spring joint, unscrew spring, RH Th.
 - Cut about 3/32" from *female* end of spring.
 - Screw spring back together and replace it behind seal wiper.
 6. Coat seal seat area in A1. housing with a good grade of gasket cement and press seal #9910 in place.
 7. Clean out seal seat area for seal (B). **Note:** This is the hard one. The original seal was held in place by upsetting the A1. around the top edge of the seal seat area. This has made the seat area out of round. (This is where the 1-1/8" machine reamer is a great help.)
 8. Try to make this seal seat area as round as you can.
 9. At this point, seal #7414 must be reworked. The seal is made for a 3/4" shaft, and the shaft size in the lower unit is .786", or about .036" over what the seal was made for.
 - Remove the spring from behind the rubber wiper (bent nail will help do the job).
 - Stretch the spring out about 3/32" or a little more.
 - Replace the spring in the seal, put oil on the seal wiper, and try it on the shaft. If it feels too tight, stretch the spring a little more.
- Note:** It is a big help if you can get a short bit of 3/4" and 1" stock to try the seals on, before you rework the seals. This will give you a feel for what the drag on the wiper should be. You can then try for the same drag when you rework the seals for the lower unit shafts.
10. Coat seal seat area in A1. housing with a good grade of gasket cement and press seal #7414 in place.

Note: There is room in this seat area to put in two seals, but I feel one will do the job.
 11. Put lower unit back together.
 12. Paint lower unit at this time if you wish.



Note: Now comes the good part. The seals in your lower unit are now so good, if you have done the job right, that you no longer have to use the heavy grease if you do not want to. I am now running 140W in mine, and I think next summer I will try 90W. My Big Four lower unit went this past summer without any water being taken into the lower unit. At one time the lower unit sat in water for a little over two full weeks.

Hope this will be of some help to a few of the Evinrude people out there. This basic idea may also work on some of the Johnsons and other engines. ■

SECOND NATIONAL MEET

June 11, 12, and 13, 1976
*Ozark Sands Resort, Lake of the Ozarks
Osage Beach, Missouri*

Registration of members began Friday morning, June 11, at 9:00 sharp, with all members paying a \$5.00 registration fee and at the time receiving a "goody bag" filled with donated products worth at least their \$5.00.

Walt and Ron Ellis rushed to buy a 4' x 8' sheet of insulation board, which was converted into an excellent bulletin board. This was used to display members' names, as well as a schedule of events, our Meet permit, pictures, Len Pangburn's clever retirement plaque with its egg beater motor, a map of the lake, and any notices anybody wanted to post.

Other lumber was purchased and Clarence Sitton, an expert carpenter, quickly converted it into motor stands. If there is anything there is never enough of at a Meet, it's motor stands.

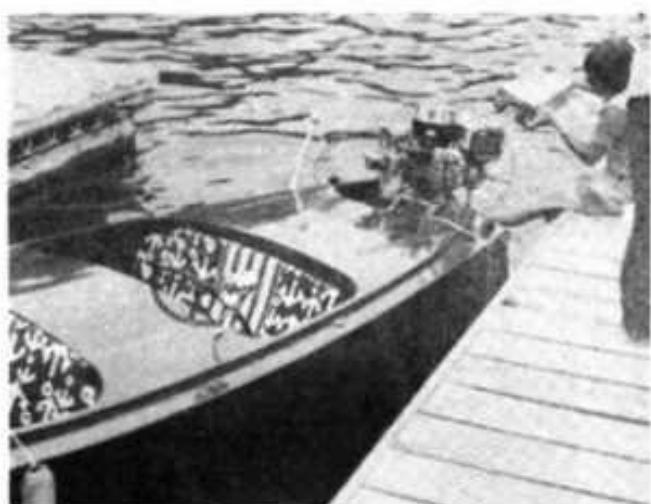
Ron Harrison and Clarence Sitton unofficially started the Meet Tuesday morning at 9:04, since they arrived at Ozark Sands on Monday afternoon and were on the water long before others arrived on Thursday. We in the MAPS Chapter know that any time you approach a lake and find the trees covered with oily mist, the air loaded with noise, and the water rough, if you will remain calm and yell the name CLARENCE, a blue boat with a screaming PO will come out of nowhere and Clarence will say "Howdy!" Ron did get Clarence off the lake long enough to set up a blue umbrella awning for the registration tables.

It had rained rather hard on Thursday, but Walt promised everybody a beautiful Friday, Saturday, and Sunday. He even agreed to throw in a full moon at no extra charge.

The plans for the women's activities were dropped when it was found that most of the women wanted to relax under the trees, make new friends, or renew old friendships from the First National Meet at Antioch. A few decided to visit the novelty shops at Bagnell Dam.

The first event on Friday was a family cruise planned to be led by the Ellis' Red Wing boat and VE-50 outboard motor. This boat was rescued by Walt and Phyllis Ellis from a garage in Manhattan, Kansas. The boat was stripped to bare wood, and both it and the engine were totally restored by Ron Ellis and family. Unfortunately the engine decided to take a half day off, and didn't roar into life until Friday afternoon. It did a commendable job of performing for the rest of the Meet, but was docked for the first event. The rest of the day was filled with events, and the natives are probably still trying to figure out what all the noise was about.

The day ended with a dinner at the Village Smorgasbord. The food was delicious, the price was right, and over 90 people seemed to enjoy themselves. Speeches were made by Walt Ellis and president Bob Brautigam. Everybody seemed happy that the two speeches lasted less than two minutes.



Even this mighty engine needs an occasional re-fill . . . Ron Ellis does the honors.



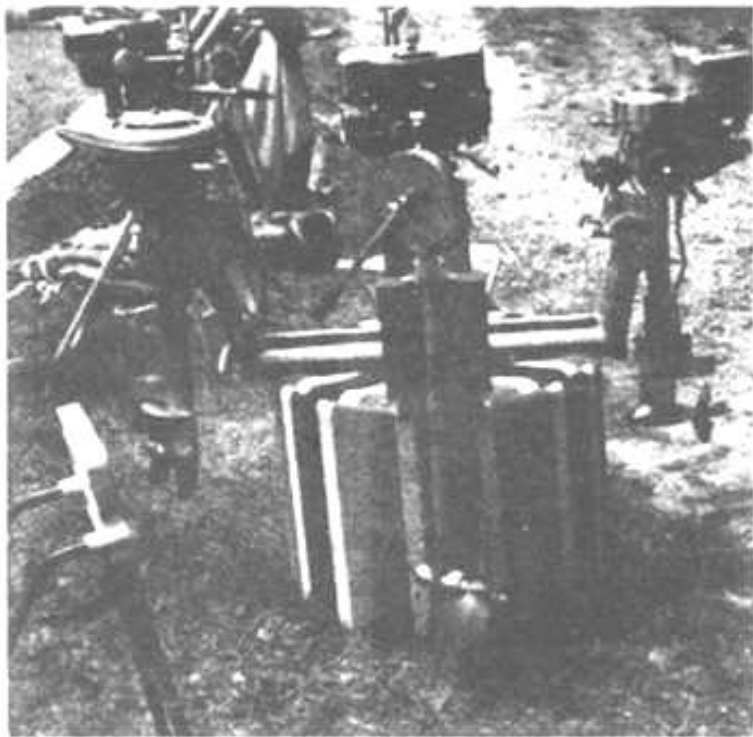
Work, work, work. Jere Sairs and John Van Vleet.



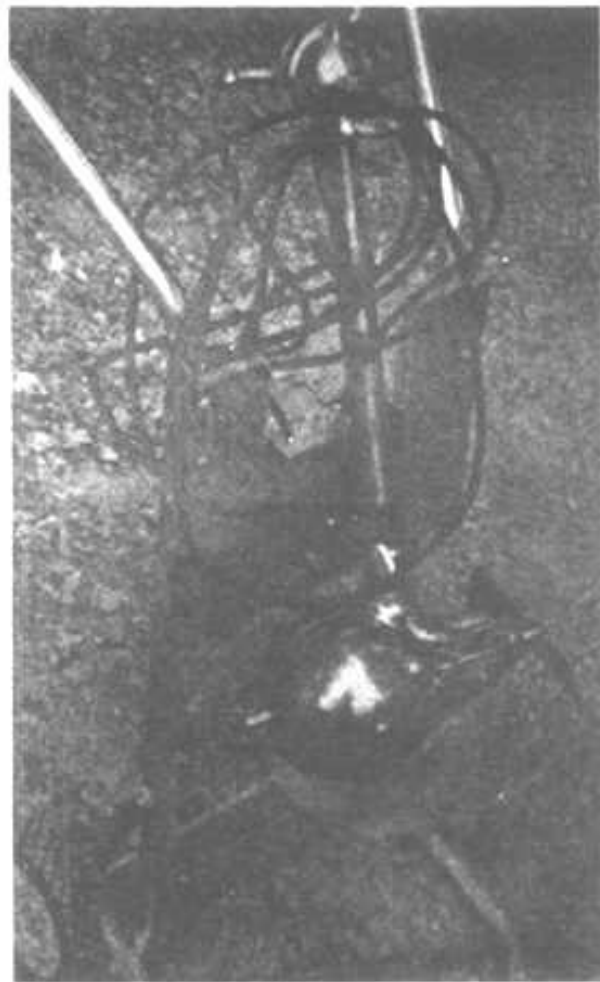
Jim Cason's Caille, vintage 19??.



Len Pangburn's Gierholt.



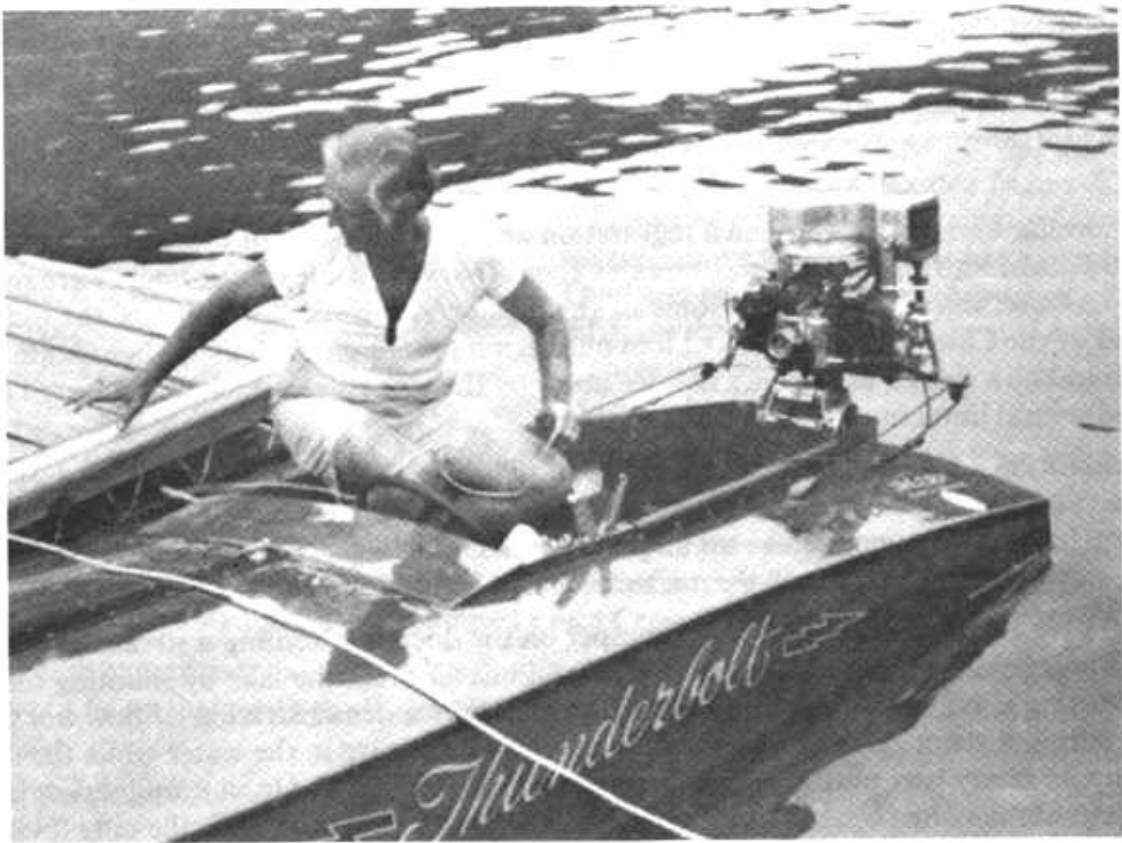
The Herberg Bicentennial Display.



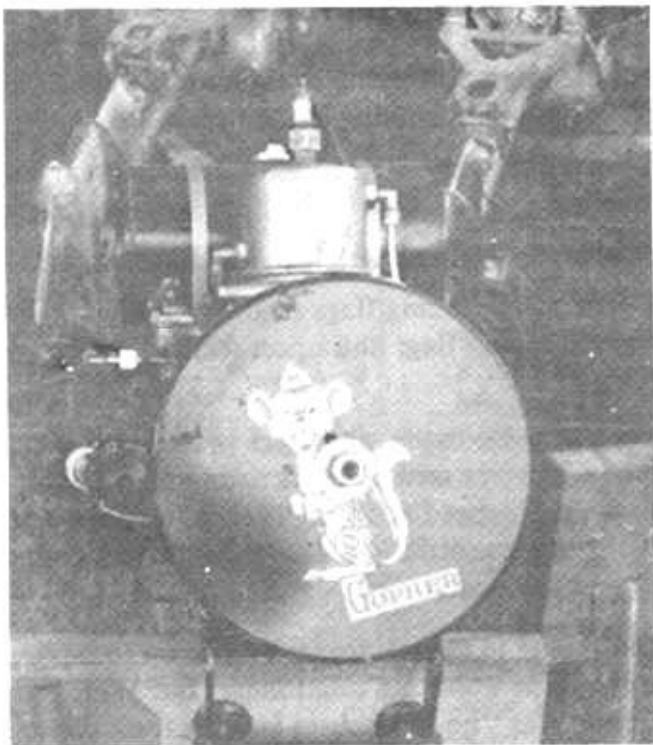
John Van Vleet's 1900 Submerged Electric.



Proud winner Dave Cauldwell with his trophy (First Place, Class C Race).



John Harrison's one-man show: the man, the boat, and the motor.



Len Pangburn's pride and joy.



The Ellis' 4-cylinder electric start 1930 Johnson on Red Wing boat.

One of the highlights of dinner was the appearance of the Confederate Navy—comprised of John Harrison, Harold Culp, and Dick Jones dressed in white, blue, and red jumpsuits with **Confederate Navy** embroidered on the back. Jane Harrison wore an appropriate outfit decorated with stars. Ron and Walt Ellis immediately went into conference about the North and the South. It was decided that if these three gentlemen were seated in the south end of the dining room, they would not be shot at sunrise.

Saturday morning started with additional registration and a full schedule of events. We were approached by one of the Lake Patrol, who had a complaint about the wake some of our boats were making. Walt invited him ashore, introduced him to some of the members, showed him some of the old iron, made him a friend of the Club, and then showed him our permit posted on the bulletin board. He told us how glad he was to know us and asked only that we abide by the lake rules, which we appeared to be doing. He returned several times to observe for a few minutes.

Saturday afternoon a black snake joined a group of ladies. It slid across Phyllis Ellis' feet and around behind Gert Van Vleet. Gene Yonker calmly and quickly moved Gert out of the way and grabbed the snake behind its head—but not before the snake bit him on the finger. Casey West was there on the spot ready to operate, but Gene preferred the merthiolate and band-aid from the Ellis' first aid kit.

Bob Burdell gave a demonstration with his pumper on the dock by shooting a stream of water some 40 feet into the air. Someone should tell Bob that you will never drain the lake by shooting the water into the air and letting it fall back whence it came. Bob also gave a demonstration of how *not* to operate a sea sled by letting it scoot sideways, thereby placing him stationary in the water while the said sea sled continued on its merry way until a rather large steel dock stopped it. Upon examination it was found that the aluminum skag had broken off the bottom, allowing it to skid. That is the only thing that saved Bob's reputation.

The only other mishap occurred when Mark Nixon elected to go swimming while running his hydroplane about a quarter of a mile from the dock. This resulted in Andrea Ellis and Barbara and Susan Yonker running to Walt Ellis screaming that a boat was sinking. The three girls and Walt jumped into Walt's chase boat and tore down the lake to find Mark swimming and only 10 inches of the nose of his hydroplane above water. A ski rope was immediately tied to the lift handle on the nose of the boat and the boat was taken in tow. Ted Bieber then insisted that Mark stop swimming and get into the chase boat. Both were recovered with no damage, and Mark's dad, Jim, is still trying to figure out who didn't tighten the steering turn buckle pin that fell out, causing Mark to go swimming in the first place.

Ron Johnson joined the activities in an old-fashioned brown and white striped long-drawer swim suit concocted by his wife Linda. A straw hat completed his outfit.

Dave Cauldwell also sported a straw hat, a curlicue moustache, red striped tank top, and blue shorts.

All the events were started and stopped with a full set of official size racing flags made by Will Yonker. Sneaky Gene, Will's husband, asked her to make him a green racing flag; and upon seeing how nice it was, kept hinting until she produced a full set.

In the afternoon John Harrison offered to show us a speed run. He made six passes in and out of the large cove in which we were located. For those of you who have never seen Mr. Harrison and his equipment operate, you've missed most of the show. John estimated his speed at 58 MPH, but the noise that old four-banger made indicated closer to 100 MPH. The runs were strictly a case of man, boat, and motor being perfectly tuned to each other. It was a pleasure just to watch.

The events were finished, the speed run was over, and the swelling in Gene's finger was down to boxing glove size—this meant it was auction time. We had done nothing about an auctioneer, but Walt Ellis asked Casey West to handle the auction. Casey's first reaction was "no." Minutes later he took pity on Walt, who was totally worn out, and agreed to take the job, even though he claimed he knew nothing about being an auctioneer. Casey is a retired colonel, and after watching him conduct the auction, it's obvious that he must have been involved in auctioning off most of the equipment we sold after World

War II. Immaculately dressed in a blue and white jumpsuit, Dave Cauldwell's straw hat, and using a checkered flag as a pointer, he assumed a dignified position atop a stone wall and proceeded to con Club members out of \$554.00 for the Club treasury. The guy sold stuff for green money that the Salvation Army would refuse to haul off. It's really a pleasure just knowing a con man like Casey. Of course, the fact that he always brings his lovely wife Kathryn along helps, too.

Walt Verner did an excellent job as auction accountant, and Lynda Ellis as banker.

Dr. Otto had purchased a motor for a song shortly before arriving at the Meet. He donated this motor to the auction and Clarence Sitton bought it. The next thing we saw was a high-level meeting between Dr. Otto and Clarence that ended up with Dr. Otto repurchasing the motor. Surely wish that we could find others that would buy the same motor twice from us in two days.

Saturday evening activities were on a do-it-yourself basis.

On Sunday morning many of the members needed to leave early, so trophies were awarded and the Meet was officially closed.

Following is a list of trophy winners and a list of companies that donated the products and trophies given away at the Meet.

First President AOMCI plaque for	David Reinhartsen
Friday First Place—Bang and Go Back	Phil Graen
Saturday First Place—Bang and Go Back	Ron Ellis
Friday First Place—2 cylinder, any HP	Bob Burdell
Saturday First Place—2 cylinder, any HP	Dick Jones
Oldest Running Outboard	Ray Hatton
Predicted Log	Bob Davis
Class C	Dave Cauldwell
Ladies' Regatta	Glenna Harris
Longest Distance Traveled	John Harrison
Hard Luck	Charles Hansen
Top Fund Raiser	Casey West
Retiring Newsletter Family	Ron, Lynda, Andrea, and Ronald Ellis
Reservations, Correspondence, Trophies, Patches, Details, etc.	Phyllis Ellis

Valvoline Oil as Special Awards to:

Most Family Members Attending	Delores Sitton
First to Register by Check for National Meet	Donna Presley
First to Register at Meet	Phil Graen
First Recorded Official AOMCI National Snake Bite	Gene Yonker
Person Who Strived Most Enthusiastically for a Trophy	Hank Hahn

Special thanks to the following:

WD—40 Company	Johnson Outboards
Valvoline Oil Company	Evinrude Outboards
Fiske Brothers Refining Company	Mercury Outboards
Champion Spark Plug Company	OMC Outboard Marine Corporation

Walt and Phyllis Ellis, due to Walt's office in the Club, were directly responsible for the Meet. However, due to the large amount of work, Ron, Lynda, Andrea, and Ronald Ellis were recruited, and the job turned into an Ellis family affair.

We extend special thanks to all the members of the MAPS Chapter for accepting the responsibility of running the events and doing all the other nice things they did to make the Meet a success.

We hope that everyone attending the Second National Meet enjoyed the events and the Meet. Everyone was so congenial, friendly, and just plain wonderful—who could ask for anything more?

In the Meet Event sheet that members received when registering, they were told, **You're in Missouri—try it, you'll like it.** The Ellis' certainly hope that everyone did.

ATTENDEES:

Florida Harold Culp John Harrison Richard Jones	John Herberg Stanley Herberg Charles Kozelsky Ron Guzzo Eugene Current	Kentucky Bill Horst	Clarence Sitton Ron Harrison Bob Ponciroli Jon Ressler	South Carolina Bob Burdell
Georgia Walter Otto	Indiana Emmett Walls John Gould	Louisiana Walt Verner	Ohio Mark Nixon Jim Nixon Paul Cornell Jim Johnson Walt Johnson Milt Moos Dave Cauldwell	Texas Ted Bieber
Illinois Philip Graen Gene Yonker Robert Davis Henry Hahn Donna Presley Raymond Hatton	Iowa Bob Martin Bill Englert	Minnesota Leonard Pangburn Ron Johnson Terry Kilcoyne Bob Brautigam	West Virginia Jack Smith	Wisconsin Warner Turner Mike Kolat John Van Vleet Jere Sairs Jim Cason
	Kansas Willis Talbot	Missouri T. M. West Ron Ellis Walt Ellis		

*submitted by Walt and Phyllis Ellis
photos compliments of John Gould, Dave Cauldwell, Dick Jones,
Gene Current, Gene Yonker, Donna and Hank Hahn*

New Chapter Officers

At the meeting of the **Knuckle Busters Chapter** held at the home of Bill Salisbury on February 12, 1977, the following officers were elected:

President, Bill Salisbury, 71 Cardinal Drive, Toms River, NJ 08753.

Vice-President, Tom Glock, Box 605, Allentown, NJ 08501.

Secretary-Treasurer, Mrs. Mary L. Daller, 7801 Gov. Printz Blvd,
Claymont, DE 19703.

At the meeting of the **MAPS Chapter** held at the home of Ron Harrison on February 26, 1977, the following officers were elected:

President, Clarence Sitton, 2101 North 4th Street, St. Charles, MO 63301.

Secretary-Treasurer, Bob Ponciroli, 801 Bellefontaine Road, St. Louis, MO 63137.

Congratulations to the new officers! Now let's hear from the rest of you chapters. . . .



OF HISTORICAL INTEREST

..... *W J Webb*

MAIL ORDER HOUSE MOTORS

I am not sure just when the big mail order houses, Sears and Ward's, began to handle outboard motors. Letters to them on the subject draw blanks, undoubtedly because of their huge office forces, plus the fact that I haven't found just the right person from whom to inquire. The right guy might have been sitting right next to the fellow who said he could find nothing about it. Anyway, it is of no great importance, although the answer must be hidden in 'teen years catalogs, which are hard to come by.

I do recall definitely that Mrs. Evinrude told me that Sears approached them about 1912, and they were sorely tempted to take on Sears, but refrained upon receiving earnest advice from important members of their distributing organization, notably Oluf Mikkelsen of New York, who had just begun to shake things up in Evinrude sales at home and abroad.

Caille began to supply Sears about 1913. Later Lockwood was added to the Sears roster, and in post-World War I years, when Elto and Johnson began to lead the market in the early '20s, Evinrude felt the pinch and began to supply Sears as well.

When Pat Tanner took over as Lockwood Sales Manager about 1925, he cut off supplies to Sears in favor of building a stronger Lockwood dealer organization. In 1926, with the heavy advance in public acceptance of outboards, only Caille, and a little later Muncie, continued to supply the mail order houses.

I don't know just when Ward's began to handle outboards, but in the '20s they were buying some from Caille and Muncie, and in the mid-'20s, some "closeouts" from Evinrude.

In the "glory years" from 1926 to 1930, none of the outboard leaders had the time or the need to supply mail order houses. But Muncie continued, and Caille also sold them some non-current models. But always, the mail order house buyers were after the leaders to relax their rules against selling through mail order houses.

Then came the Depression. By mid-1930 it was clear the plug had been pulled, and that any order that brought in needed cash was something to be cherished. At Evinrude, our brilliant Vice-President and General Manager, the late Jake Stern, saw the handwriting on the wall; and before the end of Spring he was making wise plans that would finally result in Evinrude making it through the Depression without going into receivership, a fate that, in one form or another, befell every other outboard maker of that day.

Consequently, Evinrude was mighty glad to entertain favorably an overture from Montgomery Ward and Company to supply them with motors. Evinrude's Sales Vice-President, Bill Clausen, handled the deal in late 1930, and Evinrude began to ship Ward motors under the "Sea King" brand early in 1931.

Ward Sea King motors were essentially Evinrude and Elto motors, restyled on the surface so that they did not resemble Evinrude-Elto motors any more closely than did any of the competitors. Evinrude continued to sell Ward motors until 1950, when the Gale Division of Outboard Marine Corporation took over the mail order house business. However, other outboard competitors lost no time in 1931 in telling Evinrude-Elto dealers that Evinrude-Elto was cutting their throats with mail order sales, etc. Be that as it may, Evinrude-Elto made it through the Depression without going broke, so the mail order thing couldn't have been too wrong.

As a member of the Evinrude-Elto sales department, I can tell you that calling on dealers and distributors in the early '30s was a rough job because of the Ward Sea King connection. But that yowl died out after a couple of years, especially when it became clear that Evinrude-Elto was coming through without receivership, and that the Evinrude-Elto franchise really had some value. Because of the fact that very few of the Ward stores could offer any service, most of the Evinrude-Elto dealers found that giving service to Ward owners was profitable. In fact, the sharp dealers told me that by giving the Ward owner good service they made sure of getting him the next time he thought of buying a new motor.

I used to field all kinds of questions based on the hope that "the quality Evinrude was building for Ward was not up to what was going into the regular motor line." The only thing the least bit below normal in Ward engines was outside styling. Since, especially in the early days, a rod piston or shaft didn't know whether it was going into an Evinrude-Elto or a Ward Sea King, as the early motors had the same dimensions, quality was pointed to the same high standard. As a matter of fact, internal dimensions of Evinrude-Elto and Ward motors remained the same with few exceptions for years.

So, by and large, the Ward experience was very satisfactory. But no one should get the idea that bargaining with Ward buyers was easy. Those boys knew costs and fought for every cent, frequently using the veiled threat that other makers would like to supply them. After the first years, when the Depression clouds were lifting, that didn't faze us, as we knew they wanted our motors, and were simply using all the buying-bargaining points at their command. Once I said, "Go ahead, and see what you can do with someone else. And if you can better the price, it was nice knowing you." They scared me by walking out, but phoned the next day that they would like to talk again.

The fact that the quality which Evinrude supplied Ward was pretty good is proved by the unusually large number of Ward Sea King motors reported by AOMCI members in the Antique Motor Census returns which well over half our AOMCI members have sent in.

Here is a list of the powers which Evinrude supplied to Ward over the years: 1; 1.5; 1.8; 2; 2.5; 3; 4; 4.2; 5; 8; 8.5; 15; 21; 22; 36. The 15, 21, and 22 HP motors were 1929-30 three-port Evinrudes which were left over and gathering dust, as the large motors were not selling; and these went to Ward in 1932-33 as a clean-out, as well as to help meet the payroll. The 36 HP motors were leftover 1930 Senior Quads and 1931 Speedifours. There weren't many of these large motors; but they weren't moving, and were non-current by one or more years, and we were glad to get payroll cash out of them.

In 1932 the Electric Starting 33.4 HP Senior Quad or Speedifour was selling for \$375 full list price, and in 1933 the price had dropped to \$355. Ward's sold the 1929-30 22 HP Speeditwin for \$175, as I remember. Evinrude-Elto dealers wouldn't buy those 1929-30-31 leftovers, so we sold 'em for the best we could get from Ward's.

We had tried to move these larger non-current motors at the factory sales which we were holding in 1931-32-33 to meet the payroll and stay afloat; but in Milwaukee, anyway, the big motors weren't moving. At a factory sale we might sell one of the larger motors, when several dozen below 10 HP would move out, the largest selling size being 4 HP. Ward's didn't move many either, but they finally cleaned us out of the larger non-current motors in a couple of years.

I don't know which outboard makers are supplying Sears, Wards, and the many other mail order and private brand outlets now. Evinrude last sold Ward's in 1950. The Gale Division of Outboard Marine Corporation took over the Ward's business then and handled it for several years, finally going out of the outboard selling business altogether. The Gale Division also sold to a number of private brand companies while selling to Wards.

By and large, while I was still at work, the established marine dealers always complained bitterly about sales to "mail order" houses and "private brands." And I can see their point. It is less than funny to have a smart shopper come in and say, "Why should I pay you \$XXX when I can get the same power down the street at \$XX½?" A good salesman backed by a good service department can make a sound reply to that \$\$ question, but he remembers it, and the next time he writes or calls the factory or sees the factory salesman, he makes a point of it. It wastes some time, helps the dealer get some gas off his stomach, and, with me anyway, always got me a little sharper on the subject.

Actually, up to the overcrowding point, these mail order and private brand outlets do more good than harm, in my opinion. They give wider public exposure to outboard motors and boats, and wider public exposure must help the game in the long run. Most of all, they spur the dealer into running a better store and shop, making a better sales pitch, and widening his marine contacts. Of course, you can have too much of anything, just as you can have too little of same. Over the years I have seen many cases where a dealer, all alone in his territory, let his sales and service slip. After all, he feels, "They have to come to me, so why should I kill myself?" And then I have seen a good live competitor come in, and suddenly the staid old dealer wakes up, and soon both the old guy and the new one are selling many more than in the year before. Competition is the life of just about anything and everything. ■

The Birth of the Koban

by J. M. Van Vleet

While acquiring a 1915 Koban outboard in Stoughton, Wisconsin, near the Cambridge, Wisconsin area where Ole Evinrude was born, I heard a story of the initial "birth" of that engine in Stoughton.

One John Ovren of Stoughton knew Mr. Evinrude, it is thought in the Madison-Cambridge-Stoughton area, and after Mr. Evinrude sold out to Chris Meyer, Mr. Ovren designed and built the motor (that eventually became the Koban) in Stoughton, Wisconsin.

Mr. Ovren then went to Milwaukee and interested Mr. Koch and Mr. Bannon in producing the Koban. Production commenced slowly in 1914 and, according to serial numbers I have seen, over 500 motors were produced in 1915.

This engine design has always interested me because it is a true 2-port engine (like the early Elto), is an opposed twin, and has both of the cylinders and the crankcase cast in one piece.

This permits through boring of both in-line cylinders at one setup, as the cylinder heads are removable. The gear water pump incorporated in the lower unit is unusual in that it furnishes cooling water when the engine is run either forward or backward.

Both magneto and battery ignition were used on 1915 production models. I have both.

It is not known how long Mr. Ovren stayed with Koban. He is now deceased, and a surviving daughter knows no details. Koban existed until 1925, when Evinrude acquired it.

My informant is a very personable, knowledgeable University of Illinois graduate engineer, retired, and well respected in the internal combustion engine field, so this history is not in the "small town legend" or gossip category. ■

RICHARD A. HAWIE

NOTES FROM THE CURATOR

Last summer I had occasion to work on an Evinrude 25 HP Sportster powerhead which we were using in the APBA 25 SS Stock Outboard Class. I thought it might be interesting to compare it with a 1947 Johnson Model SD-15 which I have in my collection.

Both engines have the same bore and stroke $2\frac{1}{2}'' \times 2\frac{1}{4}''$, which figures to 22.09 cubic inch displacement. I had hoped to find some modern on-the-shelf parts which might fit in the tired old SD-15, but alas, the motors are different enough so that piston rings seem to be the only modern parts we can use.

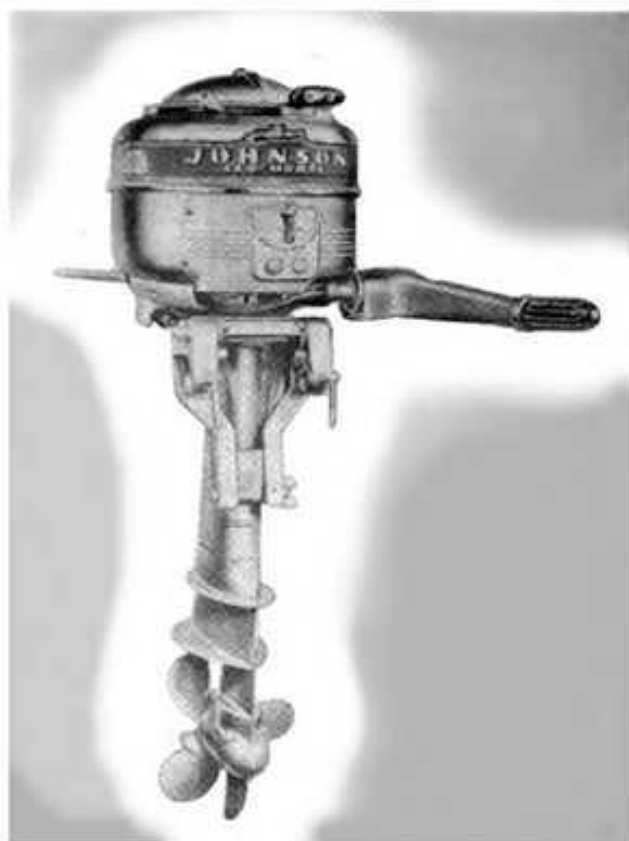


The SD model was made in three series: SD-10, 1940-1942; SD-15, 1946-1948; and SD-20, 1949-1950. The only difference I can find in the SD-10 and -15 is in the crankshaft. Each has a different part number for the crankshaft. It is, of course, an unwritten law that part numbers change only when the part changes physically. Unfortunately, the Johnson Service Manual of 1954 only lists specifications for the SD-15; the -10 and -20 are ignored. So I must admit I am not sure what the difference in the crankshafts is. Except for this discrepancy, the SD-10 and -15 appear to be the same. The SD-20 seems to be mechanically the same as the SD-15, but it had a separate gas tank.

The SD-15 I have is unique because it was my motor in "real life." My father bought it in 1947 when our Johnson TD-15 5 HP motor seemed too slow. Why the SD-15? I wanted a 22 HP PO-15, but Dad decided on the SD-15 because the PO-15 looked archaic to him, while the SD-15 looked modern and streamlined. The SD-15 had an automatic rewind starter like our TD-15. Why get a new motor that didn't have the features of the one you were turning in? If new didn't mean better, then Dad didn't want it. I guess a lot of other people felt the same way, because the PO-15 never was a big seller. Why a Johnson instead of an Evinrude? For the simple reason that the Evinrude dealer in those days, and there was only one for miles around, had a reputation somewhere between Willie Sutton, the bank robber, and Attila the Hun. We stopped there in 1939 when we were looking for our first motor, and you wouldn't believe a six-cylinder Dodge had such acceleration as we left the Evinrude dealer's parking lot. Dad bought three motors in his boating days—all Johnsons, because of the Evinrude dealer. I wonder if the market research people ever take such things into account?

Olsen Marine, a new Evinrude dealer, opened in our area in 1950; and I have been doing business with them since they opened. I guess a business relationship of over a quarter of a century could be termed satisfactory. Our modern engines and boats are Evinrudes.

The SD-10/15 was a trend-setting engine. It was a modern-looking stylish engine. As you can see from the first picture, it doesn't look dated, even today. The second picture is of the 1976 Evinrude Sportster. There isn't too much difference in appearance between the motors, is there?



(1)



(2)

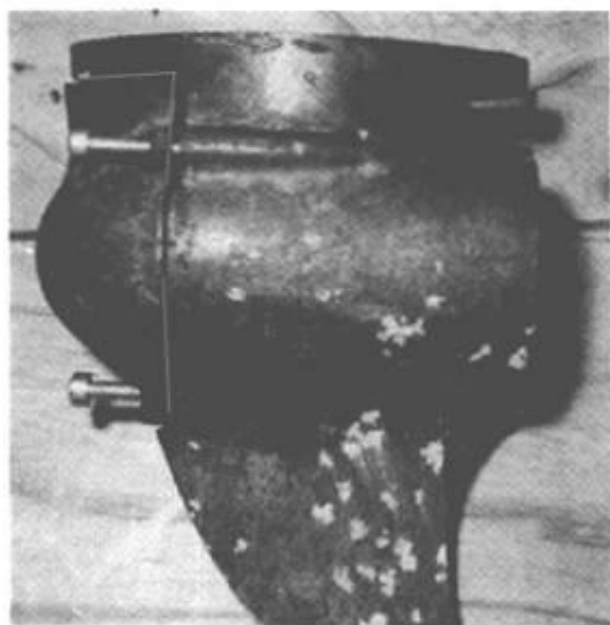
Two modern features the SD did not have were a gear shift lower unit and a water pump. It used the then-common pressure-vacuum system. There was a water scoop forward of the exhaust outlet which was in the propeller wash. The cooling water exited at the rear of the gear box in the propeller hub, which was hollow. The cooling water was then thrown out passages cast into the trailing edge of the propeller. I think you can see one of the outlets clearly in the first picture.

The third picture is of the gear box. The front bearing cap is held on by three 1/4-20 screws. This, I feel, is the weak point in the motor, for it required constant refilling to keep a minimum of Dixon's graphite grease in the unit. You may be able to prove statistically that three 1/4 screws will take the prop thrust, but it seems that the dynamic loadings on the screws when the propeller popped out of water going over waves was too much; and the unit constantly leaked water in at high speeds.

I used the motor on a 14-foot Wolverine stripbuilt runabout, a 12-foot Barbour Rocket runabout, and a 12-foot Tonka Craft single step hydroplane; and though the powerhead was powerful, that leaky lower unit was a problem. This type of gear box was only used on the SD, and I must admit I don't know why it was used at all.

Propeller rotation was clockwise on the SD, and the gear ratio was 14:24 or .583. The Sportster has a clockwise rotation in forward gear and a 12:21 gear ratio or .571. A long article could be written on the changes in theory as to the optimum gear ratio for outboards. It has varied through the years from 1 down to .333. Our sample motors are pretty close in gear ratio.

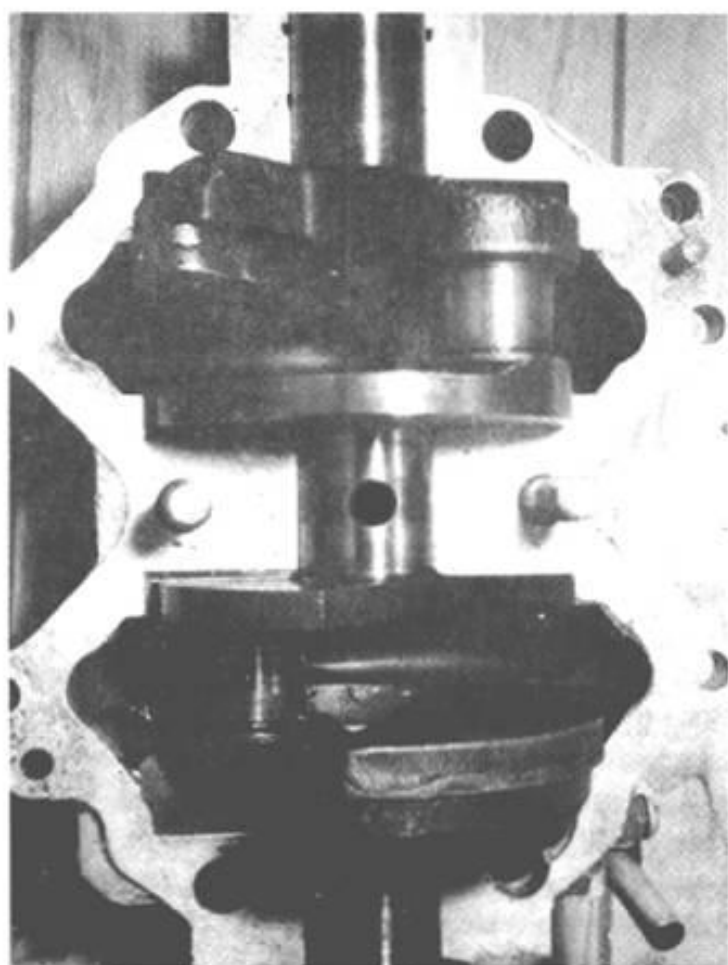
The SD was technically a very interesting engine. When it was manufactured, it was one of the largest alternate firing twins, one of the first to use a pressure feed to the carburetor, and I think the only motor to use a dual rotary valve system.



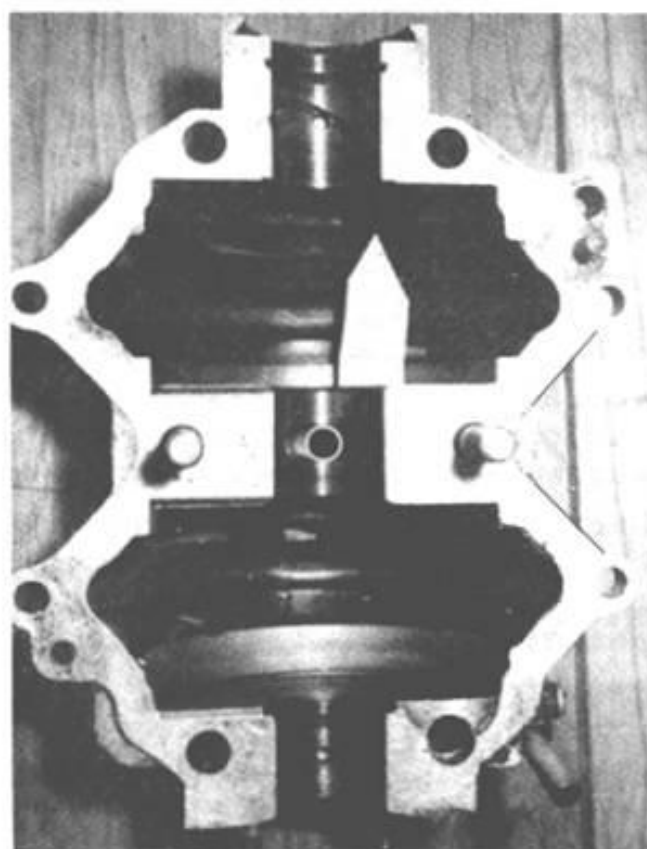
(3)



(4)



(5)



(6)

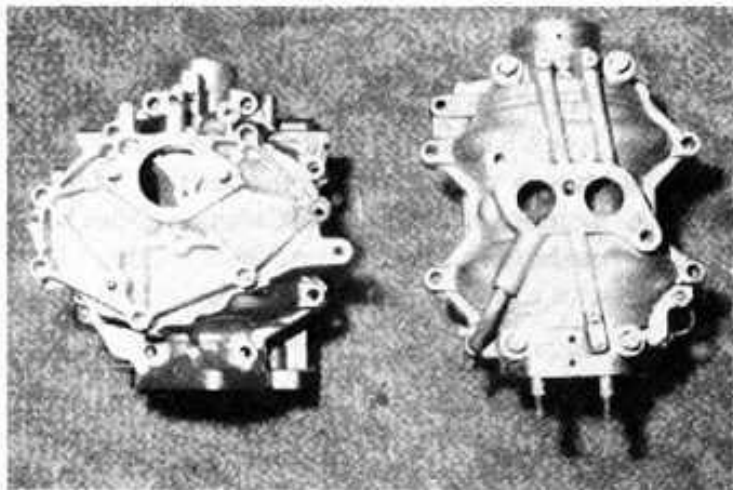
The gas tank (4) forms most of the cowling. It is a large tank, 2 1/2 gallon capacity, and weighs 11 pounds. Almost one-half of the capacity of the tank is below the carburetor bowl, so gravity feed can't be used. The tank is pressurized by crankcase pressure similar to the early 1950s systems before fuel pumps were generally adopted.

The heart of the SD is the dual rotary valve system (5). For low speed two 3/8 holes 180 degrees apart are drilled into the crankshaft at the center main bearing surface at an angle of about 30 degrees. A fixed diameter Venturi in the carburetor connects with the center main port shown in picture 6. This low-speed system also acted as a distributor for the gas tank pressure. While one cylinder was receiving fuel mixture through its rotary valve, the other cylinder pumped pressure through a check valve to the gas tank through its rotary valve. Thus each cylinder contributed to the gas tank pressure, unlike modern twins where the fuel pump is on one cylinder only. It's a small factor, but it did make for a balanced system.

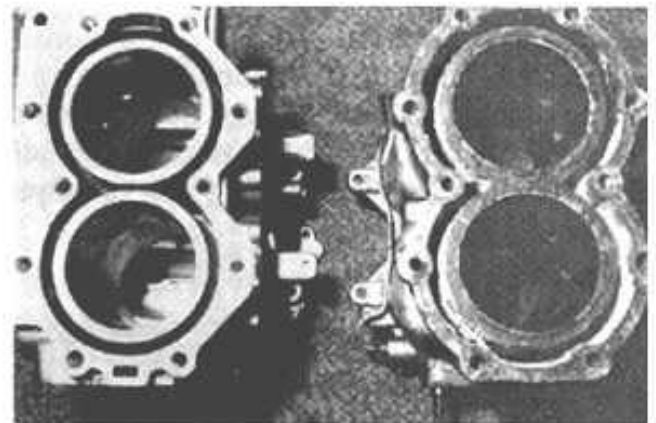
Photographs 7, 8, and 9 show a comparison of the Sportster/SD-15 powerhead parts. In (7) the Sportster crankcase is on the left. The SD-15 had bronze bushings on the crankshaft; the connecting rod had roller bearings. The Sportster has roller bearings throughout the powerhead.

The advantage of modern casting equipment is evident in (8). The Sportster block on the left has thinner cylinder walls and free-standing cylinders. There is space for water to circulate completely around the cylinder. The SD-15 on the right has "siamesed" cylinders, and the wall is over 1/16" thicker. This does cause cooling problems, especially in the area where the cylinders touch.

In picture 9 the pistons are reversed, the SD-15 is on the left, the Sportster on the right. As you can see, new pistons can't be used in the SD-15. The SD-15 uses three piston rings, has a longer piston, different diameter wrist pin, and has a different location for the wrist pin hole. However, don't despair. OMC piston ring set #378416 will fit in the SD-15; these are 2 1/2 diameter rings .093 thick. They are for the earlier Sportster models. The last few years the Sportster used the tapered piston rings as the top ring and a straight ring 1/16" thick as a second ring. These won't do an SD-15 any good, but the 378416 set will work and is still available.



(7)



(8)



(9)

Anyone restoring an antique with a 2 1/2" bore should keep the Sportster rings in mind. The motor was made with rings 3/32" and 1/16" thick, and you can use two 1/16" rings in place of an old 1/8" thick ring or two 3/32" rings in place of a 3/16" thick ring. We used two 1/16" rings in our Caille 30 racer with no problem. Winter is the time to go parts hunting. The dealers have the time to look things up and order parts, and they are glad to see a live one on a cold day. Even the small dealers are usually open weekends during the winter.

The magneto of the SD-15 is similar to the small Johnson alternate firing twins of its day. It unfortunately used that unusual "gallows" type point, which was not only hard to set with a feeler gage but is hard to replace.

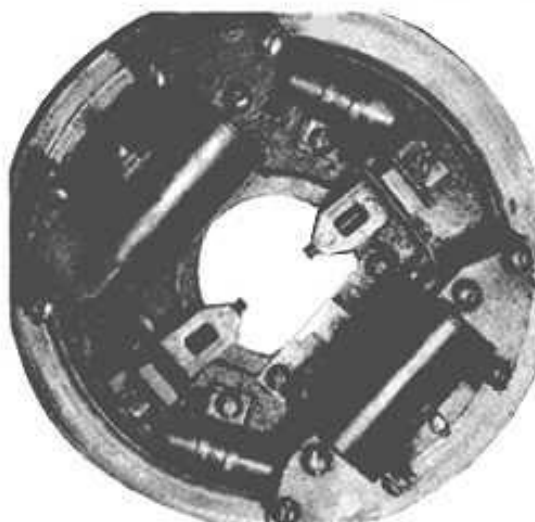
The carburetor is of the barrel type, rather than having a butterfly valve. The barrel is contoured so that when it is fully open, it has the classic Venturi shape. It used a primer rather than a choke, and had a glass filter bowl.

The SD-15 was rated 16 HP and was a good, powerful motor. Considering it had bronze bearings, I think that it compares with the 18 HP version of the Sportster. It is a motor that you may not have considered before because it looks newer than it is, especially the SD-20, which had a separate gas tank. You could mistake it for the gear shift models QD and RD of the 1950s if you saw it with a bunch of motors.

Though we've dropped that rather officious title "the pioneering authority" from the cover of the *Outboarder*, we still strive for accuracy; and I point out that both covers of the October 1976 issue were misidentified. The rear cover identifies the Johnson KR-40 as a 1920 motor. The KR-40 was a 1928 model. Johnson didn't start making outboards until 1922.

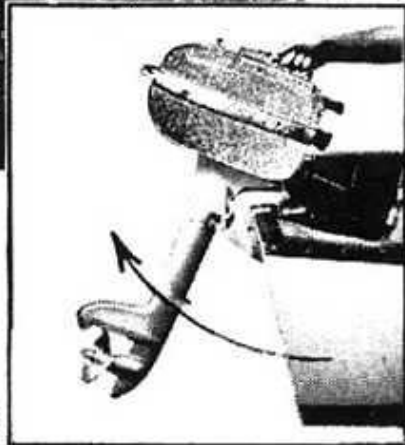
The front cover, identified as the 1930 Chicago Marathon, is, I think, a picture of the pits at the 1933 National Outboard Championship held October 7 and 8 at the Century of Progress in Chicago, Illinois. In the November 1933 issue of *Motor Boating* magazine on page 39 there is a picture taken from the same spot. Though the pictures were taken at different times, the first boat, *Mickey Mouse*, has a motor on it in *Motor Boating's* picture (a Johnson KR with cylindrical gas tank). Seven of the ten boats I can identify are in the same location in both pictures. This is, I am sure, a picture of the 1933 National Championships.

While on the subject of national championships, member Ralph "Red" Yost, Jr. of Pottstown, Pennsylvania won the 1976 National Championship in Class B Stock Runabout at the APBA Nationals at Hinton, West Virginia. Though he has held the mile straightaway record and won countless races, this is his first National Championship, and the first by a member of the AOMCI since Douglas Bindrim won the "F" Racing Runabout Championship. *Congratulations, Red!* ■



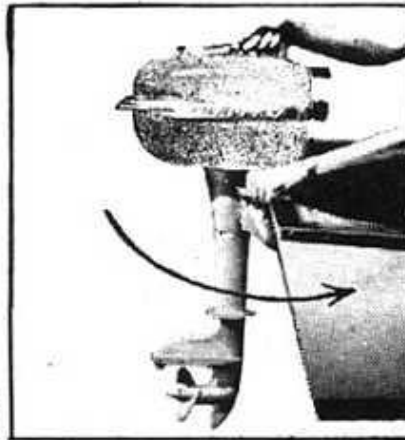


KIEKHAEFER



Click!
The "Right"
weedless angle!

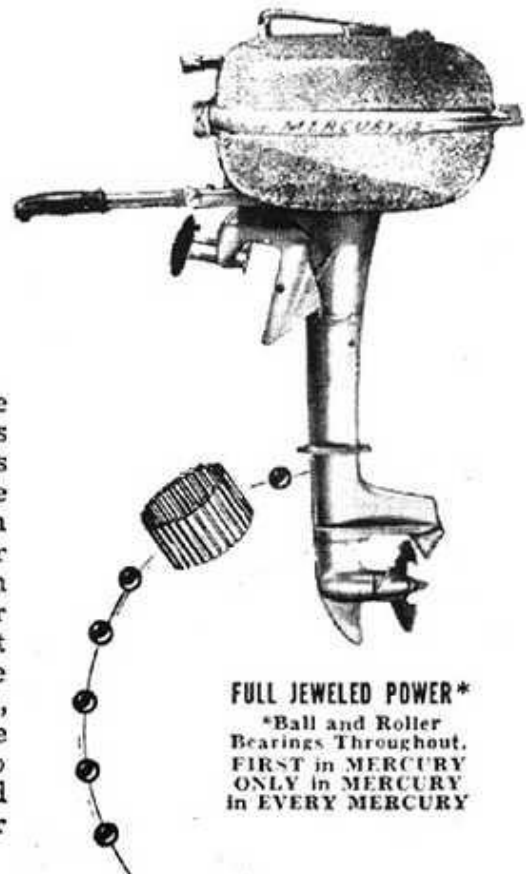
Position A



Click!
The "Right"
running angle.

Position B

outboards have the only dual
purpose drive... truly weedless
in the weeds... truly efficient
in open water



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Mercury perfected the dual purpose drive you've been waiting for! Heading into weeds and shallows? You tilt your Mercury towards you and the drive shaft "clicks" away from the transom. Locked in its truly weedless position your Mercury whisks you through weeds, over logs and bars without a fouled prop or transom slamming. In open water, flick the release lever and your Mercury "clicks" back to its most efficient angle for full power! This exclusive weedless feature — plus Full Jeweled Power*, low level water intake, Full Reverse and a score of other advanced features are yours in two great models — the 3.5 H. P. Comet, single, and the "Super 5" — alternate firing twin. Ask your dealer for a demonstration.

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**MID-
AMERICA**

PROP



M.A.P.S.

submitted by Ron Harrison

The Fall Meet of the MAPS Chapter was held at Taylorville Lake near Taylorville, Illinois October 9 and 10, 1976.

First on the scene, Friday noon, were Mr. and Mrs. Hank Hahn and her dad, "Hard Luck Phil Graen," and son Chris. Phil brought 60-70 pounds of fish and served as cook Saturday afternoon. Many thanks to Phil and party.

Hank and Donna were on their honeymoon trip, and took time out to run some oldies. Not far behind were Mr. and Mrs. John Van Fleet, Hartland, Wisconsin, who brought their 1902 Submerged Electric, 1917 Archimedes, and Ginny, their dog. That's all for Friday.

Early Saturday found Mr. and Mrs. Ron Harrison camped in the parking lot. They had the largest family group present at the Meet (6). Next to arrive were Mr. and Mrs. Clarence Sitton. Then came the cold, blowing rain! The bonfire was really welcome, since the weather wasn't the best.

Walt and Phyllis Ellis were next, followed by Ron and Linda Ellis and family. Ron hauled a Super "C" all the way from Sedalia, Missouri for Gene. Thanks, Ron—hope we can help you out someday.

Things started moving fast around noon, with Casey West, Dave Lockwood, the Walls family, and Bob Davis all rolling in by 2:30 p.m. Bob brought his Model AA 1915 Evinrude, a '28 Quad, and a beautifully restored Evinrude L.A. Twin. Seems someone else did most of the elbow work on the L.A., right, Bob?

Somewhere in between the above, Bob Ponciroli and Dad snuck in with his sister Carolyn and our newest MAPS member, Jon Bessler. Bob's Mom arrived about 4:00 o'clock with the newest addition, five-month-old Marianne Ponciroli, and Grandma Edelmann.

Willis Talbot drove all the way from Leavenworth, Kansas, and brought a crankshaft for Gene's Maytag Twin. That's not an outboard, is it? Willis had quite a time running Ron Ellis' PO on his home-made boat—a beautiful sight.

Sunday, Phil Graen was celebrating his 71st birthday, and was presented with a "new" KA-39 Johnson to replace the one at the bottom of Lake Taylorville, which he dropped last year. Will baked him a cake, and her mom prepared the soup we had for lunch. Juanita Radzmonowsky furnished all the ingredients. She, too, was celebrating her birthday, but never told which one.

The weather started clearing about 4:00 p.m. Saturday, and we got the boats in the water and ran a Bang and Go Back race. The winners were Kevin and Patrick Harrison of Troy, Missouri. Was that an S-45 or a PO?

Sunday dawned clear and cool. We ran a Predicted Log race, with the winner being Dave Lockwood of Springfield, Missouri with his Lockwood BR. Dave was just two seconds off his time.

Trophy winners were: Bob Davis, Palatine, Illinois for Best Restored Motor; John Van Fleet, Hartland, Wisconsin, Most Unusual Motor; Clarence Sitton, St. Charles, Missouri, Oldest Motor; Willis Talbot, Leavenworth, Kansas, Most Miles Traveled.

Clarence Sitton was presented with a plaque for outstanding service and dedication to the AOMCI.

Almost too late Sunday, Mr. and Mrs. Gene Current arrived to watch everyone tear down and get ready to go home. Gene said he'd come earlier next year.

A big thanks to Gene and Will Yonker, our host and hostess, for all they did to make this, our Third Fall Meet, a most enjoyable success. Also thanks to all persons present and all those who provided food, lodging, and lake facilities, and the award donations. ■

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NEPTUNE Ned BEZ:

*By cracky, th' feller
that ketches fish is th' one that
keeps fishin' 'stead of rowin'
and wishin'! Brother, buy a NEPTUNE.*



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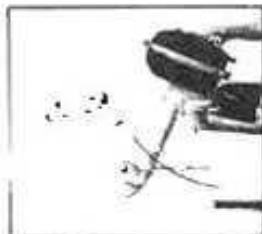


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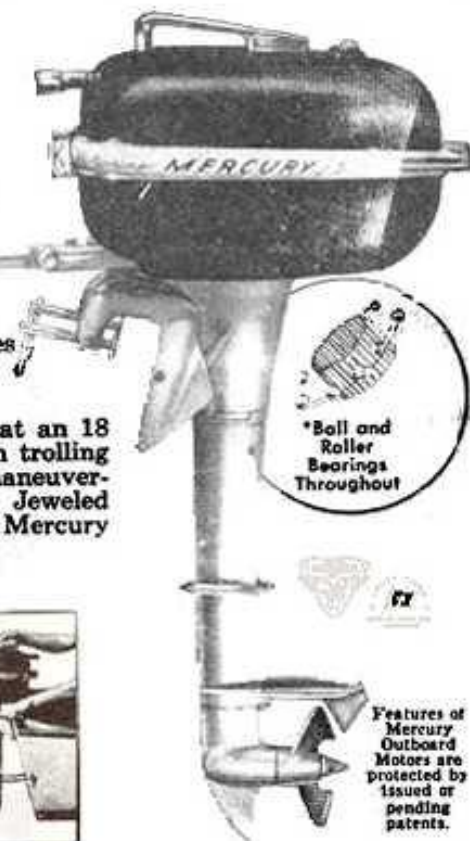
Plenty of power to move a light runabout at an 18 mph. + clip. Super smooth, super quiet when trolling at an inch-along pace. Full reverse for easy maneuvering and docking. The only "5" with Full Jeweled Power* for new performance range. Drive a Mercury "Super 5" for the fishingest time of your life!



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THE Yankee Chapter NEWS

Richard W. Fuchs

On September 11, 1976 the Yankee Chapter met at the East Hartford boat launching ramp for our Seventh Annual Meet. The meeting was hosted by our outgoing Chapter President, Bill Andrulitis, assisted by the incoming President, Dick Fuchs. Twenty-eight members with their friends and families attended. The weather was favorable, and the water calm.

This year criteria for judging consisted of:

1. The motor's appearance and restoration;
2. Its starting and running characteristics; and
3. The motor's age.

Any motor that was restored but not in operating condition was not considered.

The winners were:

Brass Motor: Larry Carpenter, Laconia, New Hampshire, Lockwood-Ash; **Little Kicker:** Bob Zipps, East Hartford, Connecticut, 1922 Johnson Canoe Motor; **Big Iron:** Dick Schaber, Newington, Connecticut, Hartford Sturdy Twin; **Antique Shrouded Motor:** Bob Grubb, Pottstown, Pennsylvania, KF-9 Mercury; **Antique Semi-Shrouded Motor:** Perry Stanley, Wallingford, Connecticut, K-75 Johnson; **Special Interest Motor:** Phil Kranz, Slingerlands, New York, 1955 Air Boy.

After the day's boating activities, everyone was invited to the Schabers' for supper and of course to see Dick's other fine antique motors and restoration facilities.

We plan to repeat this great event next year on September 24, starting at 10:00 a.m., at the same place, the East Hartford boat launching ramp. This is the Club's oldest regular outdoor event.

Anyone wishing further information may contact Dick Fuchs, 17 Deerfield Lane, Simsbury, Connecticut 06070, (203) 658-6440; or Dick Schaber, 31 Coles Avenue, Newington, Connecticut 06111, (203) 666-0732.

Also, please don't forget to come to Bob Zipps' "Dry Meet" on April 2 at his home, 182 Brentmoor Road, East Hartford, Connecticut; and the Yankee Chapter's first "wet meet" of the season on May 14 at Colebrook River Lake, Winsted, Connecticut, hosted by Dick Fuchs, Simsbury, Connecticut. The May 14 event is an informal affair (no judging), to get the winter's cobwebs out of the equipment and ready the motors for the summer's activities. ■

AOMC CRUISE

September 10 and 11, 1977

Lake George, Bolton Landing, New York

An Antique Outboard Cruise on Saturday, September 10, 1977 is being planned. The cruise will take members through the Lake George "narrows," with a visit to Bill Morgan's Boat Works. Bill is renowned in the area for his antique boat and motor restorations, specializing in inboards. All members are to bring a picnic lunch, and the group will stop at a waterside state park before returning to Bolton landing. Boats and motors, with passengers, should be capable of a minimum speed of 10 MPH.

A "dutch treat" dinner at one of the local restaurants will be the Saturday evening activity. Sunday the 11th will be "local boating," selling/swapping of parts, motors, and stories.

The town of Bolton Landing has one of the cleanest, nicest beaches in the area, with a long dock, a very gradual sandy beach for launching and swimming, and a shaded, grassy picnic area next door with raised fireplaces, all at our disposal. A supermarket is nearby for those who wish to purchase their foods.

All boats must be licensed, and cruisers must have life jackets, oars/paddles, etc.

F. R. Smith & Son, a club member, is quite near, and is the "host marina." All members can set up and display their motors at Smith's, and they will be locked up there overnight. The town has agreed to put up signs directing the public to the marina and beach area.

The reason for the meet at this time of year is that it is after the summer rush, and the town and local merchants will give us their full cooperation. The water will be warm for swimming, and there may be a "touch of color" in the hills.

To get in a full day on the water on Saturday (the cruise is planned to start at 10:00 a.m.), it is strongly suggested that everyone arrive early Friday evening, September 9, so that only last-minute preparations need be taken care of Saturday morning.

There are numerous motels with reasonable rates, some with their own docks, for those who wish to make the most of this Antique Outboard Motor Weekend. Restaurants in the area will pack a Saturday picnic lunch for those who wish.

For further information on lodging reservations, please contact member Bob Pfau (or his father Andy) at Carey's Lakeside Cottages, Bolton Landing, New York 12814, (518) 644-3091. For general information, contact members Jim Murphy, 5 Anyhow Lane, RD 2 Gansevoort, Saratoga Springs, New York 12831, (518) 584-7342; or Dick Fuchs, 17 Deerfield Lane, Simsbury, Connecticut 06070, (203) 658-6440. Those wishing Bob or Andy Pfau to make motel reservations should, after contacting them, send them at least one night's motel fee. ■

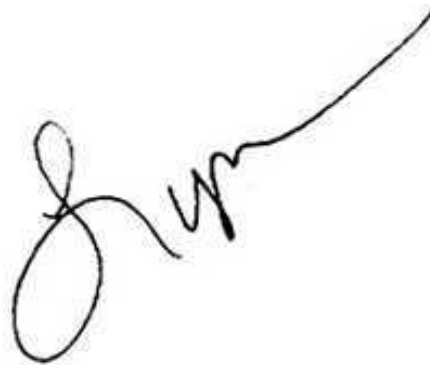


The Editor's Desk

The last time President Walt stopped at my office to talk about the *Outboarder*, he and I decided it would be helpful — in fact, essential — to establish a publication schedule for the magazine. Any such schedule will be only wishful thinking without the cooperation of the members, and I am asking you all to help provide material for the *Outboarder* in time to enable me to get the magazine out by the 15th of the publication month. Such a schedule would mean that the *Outboarder* would be mailed on or before the 15th of January, April, July, and October.

Articles, Meet reports, announcements, and other materials *must* be received by the 15th of the preceding month — in other words, by the 15th of December, March, June, and September — in order to make it into the current issue. Anything arriving after that time will take its chances. Obviously, if negatives have not been shot yet and there is still room in the magazine, a Meet announcement or other timely material will be squeezed in. Long articles haven't a chance unless they're received by the cut-off date.

Since the January issue is so late, clearly the April issue will not make it by April 15. However, I'll do my best to get it out just as soon as I have sufficient copy to fill all that white space between the covers. **MORE MATERIAL IS NEEDED.** Please don't feel that "I can't write anything that makes sense," or "I don't have anything worth talking about." If you're a member of this Club, then you have something worth telling the other members about — your interest in old iron, your collection, your restoration work. Just write as if you were talking to us. The function of an editor is to edit, and that, gentlemen, is *my* problem! So please don't be afraid to contribute material for the *Outboarder*. ■

A handwritten signature in black ink, appearing to be 'J. M.', with a long, sweeping flourish extending to the right.

The President's Page

As your newly elected president, I would like to wish you a belated Happy New Year. I sincerely hope that each of you will find that one special motor you want this year. For me, a TR-40 or a Cross Radial would do fine

I would also like to welcome the new officers aboard; some are new and some held office last term. Also, a big thank-you to the non-elected office holders who keep things going.

I would like to extend the thanks of the entire membership to the outgoing officers who have served so well in the past. **Well done, gentlemen.**

The new officers take over with the club membership at approximately 500 members. It is necessary that we hold some 500 to 600 members in order to stay financially sound. It thus behooves all of us to try to find a new member now and then, keeping in mind that we prefer getting interested members that will really take part and stay a member year after year. Sure, we will welcome anyone who wants to join, but we need 500 to 600 steady members.

There are many ways to keep our members interested. One is to form chapters where there are enough members close to each other, and hold local meets. The MAPS Chapter that I belong to was formed by my son, Ron Ellis, after he and Clarence Sitton got together to run a few motors. Incidentally, the man who rented them a boat told them that he had thrown away better motors than theirs. The ornery critter would not tell them where he threw them. They both decided that if there were more people involved, they would not be insulted as often. This resulted in the forming of the chapter. We hold three meets a year, one in the winter when the snow is deep, one on the water in the spring, and one on the water in the fall. They are always well attended, interesting, eventful, and a ton of fun.

For those of you who have never held or attended a meet, *get involved*. It doesn't have to be a formal event, just a get-together to talk about, buy, sell, trade, and most of all run old iron. Try it—you will love it.

Believe me, I travel most of our wonderful country, meet hundreds of people, and can truthfully say that the people I've met in our club are among the finest people in the world.

Collecting old motors is sorta like eating popcorn: once you start, you can't seem to stop.

Another way to keep people interested is to see that our publications are mailed on time. I've met Lyn Snell, our new Vice President of Publications, and she turns out to be a very nice young lady in the publishing business. We have agreed to really put forth our efforts to see that the *Outboarder* is in the mail by the tenth of the month in which it is due. We expect the January issue to be late, but, hopefully, starting in April we will be on time.

Remember, *this is our club*, nobody gets paid, except the printer; all of your officers are involved in making a living the same as you are. We have agreed to serve, and will find the time to do the things that will help the club prosper and grow.

Now I ask your help. Our publications are made up of articles you send us. So please write an article and send it to Lyn. You say that you don't have anything to write about—tell us what you do for a living, how you got interested in our club, how many motors you have, how many are restored and running, if you are a collector only and not a restorer. Do you have any special motors? See Don Peterson's rating list. And last but not least, what can we do to keep you interested and a member?

We will edit the article for printing and run it in the *Outboarder*. We must build up a backlog of articles. We get material from the old reliables, but we really need those 500 words or less from you.

Walt

DECALS

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

For Johnson Sea Horse "16" or "24," fits early P and S models.
For Evinrude 4-60.

\$ 7.00 each
\$ 8.00 each

For Johnson "Sea-Horse 32," fits Models V-65, 70; VR's and VE's. For Johnson "Sea-Horse 25," fits all Giant Twins.
Like originals, pressure-sensitive vinyl.

\$10.00 each

Metal nameplates for front of gas tank. Fits all Elto Ruddertwins. Authentic!

\$ 5.95 each

For Johnson "Light Twin" 1921-1927 plus A-35. Includes "To start" and "Oiling" decals. Exact duplicates of original Light Twin decals. Water-applied type.

\$ 5.00 set

For Johnson "K" models, patterned after P/N 27-227. Complete with starting and oiling instructions. Fits OK-55 and OK-60 too! Water-applied type.

\$ 5.00 each

For Johnson alternate firing A models, patterned after P/N 25-244. Also fits K-35, K-40, K-45, KR-40, A-35, A-45, OA-65. Vinyl type, self-stick.

\$ 6.00 each

For Evinrude Scout, 1937 and others with similar tear-drop tank. Complete with operating and oiling instructions.

\$ 6.00 each

For Lauson motors. State whether Single or Twin. Give model number if possible.

\$ 5.00 set

Eric Gunderson
515 West Main
Grass Valley, CA 95945

John C. Harrison
1000 Northwest 54 Street
Miami, FL 33127

George Loeb
7037 Suburban Avenue
Norfolk, VA 23505

Bob Zipp
182 Brentmoor Road
East Hartford, CT 06118

Charles W. Hansen
2108 Broward Road
Jacksonville, FL 32218

Charles W. Hansen
2108 Broward Road
Jacksonville, FL 32218

Bob Grubb
1368 Meadowbrook Road
Pottstown, PA 19464

E. Walton-Ball
1940 Ellesmere Road Unit 8
Scarborough, Ont. M1H 2V7

CHAPTER PRESIDENTS

**Yankee Chapter
Knuckle Busters**

*Dick Fuchs
Bill Salisbury*

New England
New Jersey, Pennsylvania, and
Delaware
Florida
Long Island, New York City

**Florida Chapter
Long Island Ancient Outboard
Mariners**

*John Harrison
John Gustaffson*

**San Francisco Chapter
Twin Cities Chapter
Mid-America Prop Spinners
New York State Chapter**

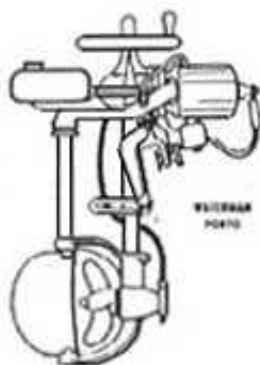
*Eric Gunderson
Bob Peterson
Clarence Sitton
Sam Vance*

California
Minnesota
Missouri
New York State except New
York City and Long Island
Ohio
Texas

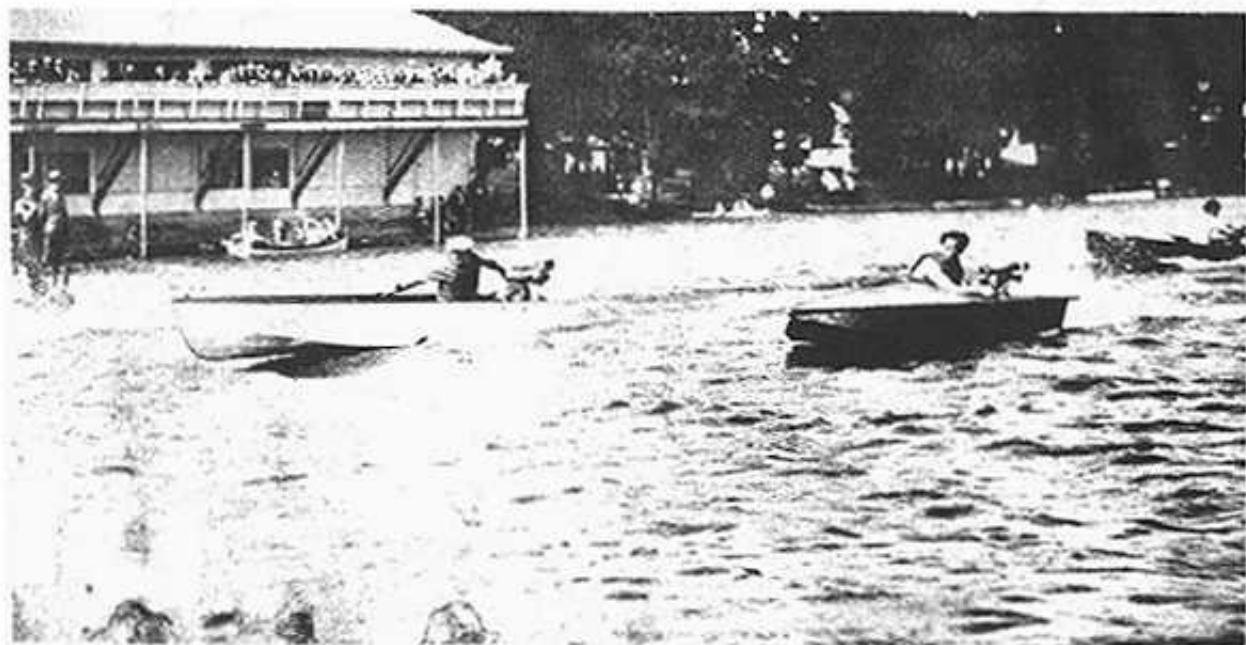
**Central Ohio Chapter
Texas Chapter**

*Milt Moos
Ted Bieber*

The Antique Outboard Motor Club Inc.



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Start of a race, about 1926 or 1927.

Courtesy of Dave Lockwood.

AOMCI 11TH YEAR