

The ANTIQUE OUTBOARDER

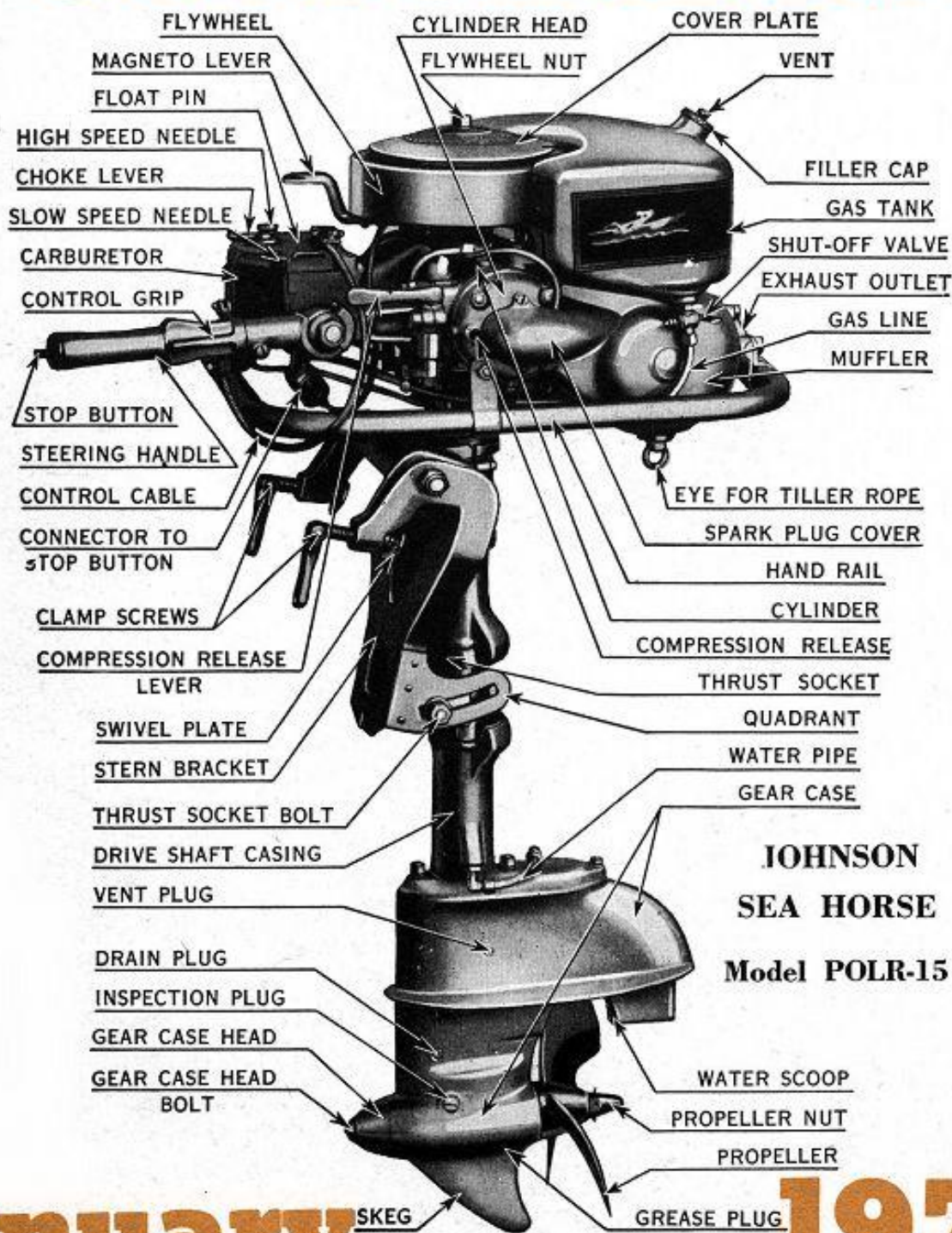


Fig. 8.

January 1978

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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MOTOR BOATING

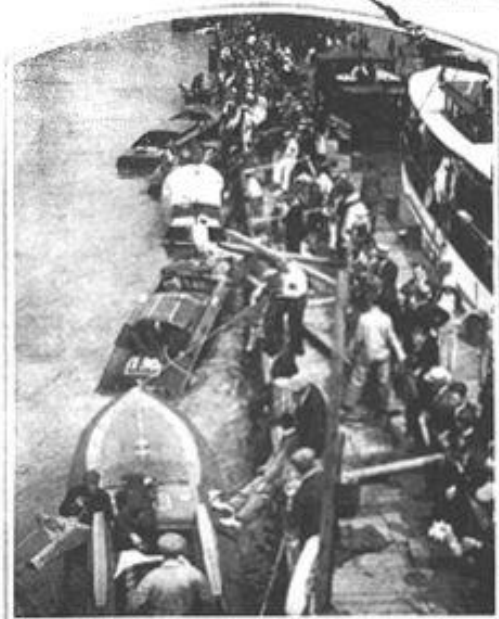
FIFTY-SEVENTH STREET
AT EIGHTH AVENUE
NEW YORK, N. Y.

JUNE, 1928

Vol. XLI, No. 6

Edited by

CHARLES F. CHAPMAN



A busy scene at the long pier of the Detroit Yacht Club during a Sweepstakes Race. These high speed racing machines require constant attention and service to keep them at maximum efficiency.

THE ANTIQUE OUTBOARDER

C O N T E N T S

President's Page.....page	2
Bob Brautigam.....	3
Letters to the Editor.....	5
Third National Meet.....	9
Of Historical Interest.....	10
Turning Points.....	16
Johnson Motor Wheel.....	19
Notes from the Curator.....	20
Cover Credits.....	21
Mercury Outboard Pictures....	22

New York Boat Shows:	
History of Waterman Porto....	23
Ruth Smith McCann.....	25
Neptune Master '16'.....	26
Eastern Penn Regatta.....	31
Central Ohio Meet.....	34
Old Iron Collecting.....	36
Piston Ring Fit.....	37
Motor Identification.....	38
Chapter Presidents.....	40

COMING EVENTS

June 1-2—Norfolk, Virginia
June 1—Columbus Outboard Motor Boat Regatta, Columbus, Ohio
June 2—Newport Harbor Yacht Club, East Newport, California
1928 Honolulu Yacht Race—Large Boat Class
June 10—Outboards around Staten Island. All Classes
Auspices Princes Bay Yacht Club, A.P.B.A. and N.Y.O.M.B.A.
June 11—Berlin, Germany
June 16, 17—Boston to New York Marathon Race, N.E.O.R.A.
June 18—Cruising Club of America, New Bedford, New Haven, New London auxiliary race
June 23—Bermuda Race, start New London
June 24—Bear Mountain Race, Cruisers, Colonial Yacht Club
June 25—New York Yacht Club, Newport Regatta
June 30—New England Outboard Regatta, Melford, Massachusetts
June 30—Start Class B, Spanish-American Ocean Race, Sandy Hook to Santander, Spain; King of Spain's Cup—Class A—July 7
July 1-4—St. Louis, Mo. Annual M.V.P.B.A.
July 4—Albany Yacht Club, Albany, New York
July 4—Bayshore, Great South Bay Yacht Racing Association
July 4—Beverly Yacht Club, Marion, Mass.
July 1-8—New England Outboard Regatta, Saugusfield, Mass.

July 11, 12—Playland, Rye, N. Y., Regatta and Carnival
Westchester County Park
July 14—Block Island Race, Cruisers, New York Athletic Club, N. Y.
July 14—New England Outboard Regatta, Providence, R. I.
July 14, 15—Lake Hopatcong, N. J.
July 14—Sayville, Great South Bay Yacht Racing Association
July 14, 23—Lake Michigan Yachting Association, Race and Cruise
July 14—Boston Yacht Club, Ocean Race, Hull, Mass.
July 20, 21—Portland, Maine, Yacht Club
July 20, 21—New England Outboard Regatta, Portland, Maine
July 21—New York Athletic Club, Outboard Race
July 20-22—Bay Head Yacht Club, Jamaica Bay, New York
July 21—Bayshore, Great South Bay Yacht Racing Association
July 27-29—Buffalo Launch Club, Buffalo, N. Y.
July 28—Riverdale Yacht Club, Cruisers, Craig Trophy Race to Vin-
yard Lightship and return
July 28—Red Bank Yacht Club, Battery to Red Bank, Outboards
July 28—New England Outboard Regatta, Hull, Massachusetts
July 28—Mackinac Race, Chicago Yacht Club
July 28—Fire Island Yacht Club, G. S. B. Y. R. Ass'n.
July-August—Pacific Southwest Exposition, Long Beach, Cal.

The Antique Outboarder

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The President's Page

How time flies - AOMCI and THE OUTBOARDER is starting its thirteen year. To some that will not seem like a long time, but I assure you, it's a long time for a relatively small, loosely knit and widely scattered club with all the work done voluntarily to stay together and grow. To belong to a group that has weekly or monthly meetings is one thing. To belong to a group that gets together on a chapter bases occasionally and on a national bases twice in twelve years, that depends on a newsletter and magazine to keep member's interest aflame is something else. And that brings me to what I would like to discuss this month - "Bob Brautigam and THE OUTBOARDER".

Bob was our second president, succeeding David Reinhartsen, and did an excellent job. I believe that his main contribution to the club was serving as editor and publisher of THE OUTBOARDER since 1969. He has published most of the magazines since the club was founded. The magazine was late now and then, some issues were better than others, and when it finally arrived it was always interesting. Being late is caused by the publisher's personal work load and the amount of material available - being of top interest is based on what you, the members, send in to be printed. The fact I would like to point out is that if Bob published as many as thirty-two issues of the magazine (that's an estimate) based on the current 150 hours devoted to each issue he has contributed some 4800 hours of labor to the club..... I feel that he deserves a rousing THANKS from all members. Just think of it - 4800 hours - based on taking 50 hours to restore an engine, he would have had 96 restored engines instead of all THE OUTBOARDER headaches. Bob, Phyllis and I have only published four issues of THE OUTBOARDER, but we now have a better idea than anyone of your contribution to the club. I think that I can speak for all our members and say, "Many Thanks" for all you've done.

I feel this would also be a good time to thank all the past newsletter editors for the excellent job they have done. I don't have a list of them, but I am sure of Bob Zipps, Bill Motley, Ron Ellis, and Steve Mulhollen. Also, thanks to the present and past officers who have helped keep the club together.

We, the Editors, hope you have a wonderful 1978 and find that extra special motor you are looking for. For me, as stated last year, I'll settle for all or any part of a TR 40 or Cross Radial. Ha!



HAPPY NEW YEAR



Walt Ellis

Many Thanks, Bob Brautigam

Bob Brautigam published this magazine for eight years, capturing the growing spirit and membership of our club with each issue. He is the one responsible for the professional format, coupled with humorous and informative stories written by our members, that make up our magazine today.

The hours upon hours of hard work cannot be repaid - his dedication to our club is seen in his work of the past and the present, and for this all members are truly grateful.

We wanted to honor Bob in this issue and so we asked his wife, Janet, for a little insight into Bob's publishing days. The following is a tribute to him and to a very loving and understanding AOMCI wife.

Bob always loved boats, motors, and antiques. He rescued his first motors for a couple of dollars from neighborhood kids who had knocked apart an Elto Speedster and a Lockwood Folding motor. Bob's tender heart would not allow that basket of parts to turn into a box of junk, so he "gave it a good home" as he always says when needing to clinch a purchase. After his collection grew to about a dozen motors, Bob's brother-in-law saw a short article in the Minneapolis paper giving the AOMC president's name and address, and Bob very promptly wrote and joined.

Bob started publishing THE OUTBOARDER in April, 1969. He realized the magazine needed more workers to keep going, so he wrote to Dave Reinhartsen and volunteered to take it over. The first cover picture was that of Bob (unnamed) running his boat under the Mendota Bridge in Minneapolis. Janet took the picture with a little camera and got her feet wet from the wake for her trouble. That was in their courting days in 1950, and after twenty six years of marriage, Janet is still the one on the dock taking pictures as Bob races by.

The next spring after that picture was taken, a flood on the Minnesota River raised the building Bob's boat was stored under, and the building came down as the waters receded and settled on his boat with a couple of poles right through the bottom of the boat. All that was salvagable was the hardware, which he later traded for a winter coat (times were tough!). That boat was Bob's pride and joy, since he had built it himself, and he was as crushed as the boat!

In the beginning, he wrote almost the entire magazine with the exception of Jim Webb's regular contribution, and Jim has turned into a good friend for Bob.

Bob always said each page of the magazine took at least an hour just to do the pasting-up art work. That was in addition to writing the text. He cut up all of his own old magazines to use in THE OUTBOARDER. Each quarter of the magazine, Janet would be instructed that for one month they could not have company or go any place, because every evening and weekend day during that month he would have to work on the magazine. Janet didn't mind as Bob loved doing that kind of work, had so much to contribute, and both were so proud of the finished product. Janet wanted to submit some of Bob's better copies to get him recognition for amateur publications similar to that awarded professionals, but was unable to do so.

As time went by, Bob was able to get members to contribute articles and pictures which took the pressure off a little bit. But then he had a full time job, plus a business on the side which took about forty hours a week.

The most that Bob has gained from his years in the club are the friendships he has made - Glen Ollila, Ron Johnson, and Bob Peterson sepecially, and Les Stevenson, Bill Tenney, Ray Moraine, Terry Kilcoyne and all the other Twin Cities guys. Last spring Janet gave a birthday dinner for Bob and invited the Twin Cities Chapter AOMCI and wives. Also, when Linda Johnson had a surprise birthday party for Ron, she included the Twin Cities AOMCI gang.

Janet writes that she has done very little to help except to encourage Bob, help answer the hundreds of letters he received, and lick a lot of stamps. On the very first copy of the magazine she tried to help by doing some typing, but since it had to be perfect for photo printing, she was booted out of that job fast!

Bob enjoyed publishing the magazine, not only because he loves motors, but it gave him a chance to exercise his fantastically creative spirit. Now he's happy to get the chance to restore and run his own equipment - guess he needs time for that, too!



Bob's first magazine cover picture that Janet took of Bob running his boat under the Mendota Bridge in Minneapolis - St. Paul in 1950.

LETTERS TO THE EDITOR

MEMBERSHIP DUES REMINDER...

Please put a reminder in the next OUTBOARDER that when someone allows their membership to expire, it causes considerable expense to the club. As you know, our policy is to bill for dues in December, March, June, and September, depending upon what month the member joined the club. We then allow the member two months in which to pay his dues, after which, we send him a reminder and drop him at the end of the third month if payment is not received. When dues are received late, I must list the person as a new member, which requires the club to pay for a new addressograph plate. It also requires both yourself and Steve Mulhollen to mail the member the club's publications that he missed. Thus, it would be less expensive for the club and less work for all of us if members would pay their dues promptly when they receive their notices.

Sincerely, Ted Bieber, Membership Chairman

AOMC MEMBERS - THE GREATEST...

I'm writing in reference to item #4 of the President's page in the April issue of THE ANTIQUE OUTBOARDER in which you talk about the dealings between the members of the club.

I've been a member for only nine months now and I've received two motors from other members. The first motor I bought was from a member in a far away state and he went to great trouble to pack the motor light to save me freight costs. And another member just gave me parts motor free of charge just because I was a member of the club.

I've also corresponded with a few members by mail and by telephone and believe me, I think that the members of our club have to be the greatest guys in the world. And, I'm happy and proud to be a member.

Sincerely, Lloyd M. Titcombe Jr.

BRONZE EVINRUDE TILLER HANDLES...

A letter from Larry Carpenter states that he has 1909 - 14 Evinrude tiller handles cast in bronze from the original, featuring the full core and casting number. Price \$16.50 post paid.

Write Larry Carpenter
P.O. Box 654
Laconia, N.H. 03246

HOPEFULLY...

I'm sorry that I couldn't make it to the National last year. It just did not work out for me time-wise. I saw pictures that John Harrison and Dick Jones had taken and heard their descriptions of the Meet and wished that I could have made it.

I have in mind an article on modernizing the PO internals which would allow the engine to run probably faster, more reliably, and on 50:1 oil mix. I want to do the article with photos and perhaps a simple drawing. I have not yet completed my first enging with these modifications, but have most of the machine work finished at this time. I started this project about two years ago, and hope to get back to it this winter. The engine will

to the Editor continued -

not have its external appearance changed in anyway.

I am looking forward to a better year next year. Maybe I can make a few more meets. I am definitely going to try to make Clayton again and especially if the club has a national meet there.

Kindest regards, Bill Salisbury

MODIFIED OUTBOARDER, NOW ANTIQUER...

I'm very glad to see THE ANTIQUE OUTBOARDER coming out on schedule and want to do my part as a newer member.

I've been a member for about 1½ years now and have a twenty motor collection started. I decided to stick with racing motors since I am still actively racing in APBA Modified. Got some old iron from Jim Altman and have been picking up other stuff from all over. I have a couple Martin 200 Silverstreaks and two Cris Craft Commanders and I wanted to get them running like new, so I bought all new internal parts for the powerheads and I hope to have them running fast next year. I have the full set of Mercs and only missing the Mark 75H for a full racing set 1949 thru 1959.

We just returned from the 1977 APBA Modified Nationals where our 11 year old driver won the JMR and JMH titles back to back. We use the old 4NHR Champion or equivalent fishing powerhead on the Champion 6NHR lower unit in this class. We keep them "stock" and it surely is tough wringing horses out of the little bushing crank setup. You might note we used a 1959 propeller worked by R. Allen Smith, one of the best all time prop builders ever.

I'll take close up pictures and try to do articles as I assemble each different engine for racing speeds. The Chris Craft is really interesting.

Sincerely, Harry R. Brinkman, APBA Modified Outboard Technical Chairman
and Antiquer

(Don't miss article on modifications in April issue)

CARBURETOR FIND...

I made three long distance phone calls and located the dregs of Tillotsen Carburetors. They will make, I understand, some parts and have some stock. The company is:

V. E. Petersen Company
28101 East Broadway
Post Office Box 615
Walbridge, Ohio 43465
Telephone Number A. C. 419, 838-5911

I talked to a Mr. Howard Baumburger. I am sure that the club can use this information.

Thanks, and keep up the good work!

Sincerely, John Harrison

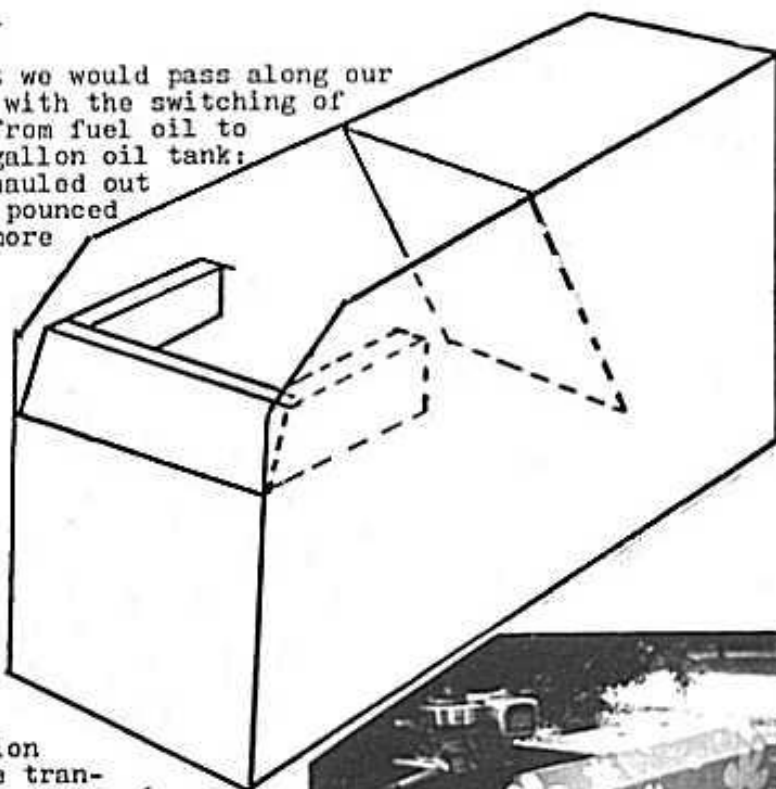
USEFUL CREATIVE SWITCH...

Ron's article in the July OUTBOARDER describing his test tank was interesting, showing what heights a good design engineer can reach with proper

to the Editor continued -

"racing fuel". We thought we would pass along our "creation" which evolved with the switching of our home heating system from fuel oil to natural gas. It's a 250 gallon oil tank; and rather than have it hauled out with the old furnace, we pounced upon it to be put to a "more noble service".

Conversion is relatively simple. With a metal cutting sabre saw slice open about one-third of the top and end. Leave the flap connected in the top center of the tank and bend it down more than 90 degrees. This will act as a baffle that helps minimize splashing from the prop thrust. At the end where you wish to mount the motor, cut down each corner for 6 inches and bend the section inward for your 15 degree transom angle. Cut two pieces of 1 x 6 the width of the tank and bolt one on each side of the "transom". Cut two stiffeners from 2 x 6 about 18 inches long and bolt one on each side horizontally on the tank side, butting against the transom. This will help carry the torque load on the transom. Add 150 gallons of water and you've got a tank that's anchored! We also made a cover to protect inquisitive wildlife when it's not in use. We don't yet have any "big iron" to run in it, but the tank hasn't spilled a drop from anything we've put in it yet.



Best of cranking,

Bob Ponciroli

P. S. The daisies on the side are optional. That's the Ponciroli female effort to beautify our sport.

OCTOBER OUTBOARDER "FLASH" FOLLOW UP... A FIRST ON SILVER LAKE...

On Sunday, August 21, a true "first occurred at the Mid-west group gathering at Jim Cason's on Silver Lake, Wisconsin. For the first time know in the western hemisphere, a complete Japanese Shoda Aircraft Mfg. Co., a 4-cycle outboard, started easily (properly counterclockwise as aircraft engines do) and ran beautifully, sounding like a very well tuned BMW motor-cycle engine. These engines were made well before Pearl Harbor for the Sino-Japanese war. Most are at the bottom of the Yangtze River. Six units (some incomplete) are know to be in the club today, but it took member Bob Davis' brains and guption to sort out the aircraft engine configurations, translate the many etched aluminum name plates and instruction plates from Japanese, and demonstrate the true elegance of this most re-

to the Editor continued -

markable piece of machinery.

Regrettably, no boat was available with a transom thin enough to accept the motor's clamps or we all would have had a ride in front of this reliable 46 cubic inch, 11.5 HP @ 2350 RPM, 136 pound, large slow propeller, beautiful barge pusher.

The Midwest will lose the Davis imagination and sparkle to the MAPS in the fall when he, Virginia, Paul Warner, et al, move from Palatine, Illinois to Mountain Home, Arkansas. Alas! Midwest's loss is MAPS' gain.

Winchell



Bob Davis & Paul Warner 8/21/77



Bob, Shoda, Dave Caldwell

Contributed by John Van Vleet

★★★★★★★



This antique photo of the Century Cyclone that Tom Glock obtained for THE OUTBOARDER had the notation on the back that reads:

Fred Giles, winner of the 77 mile marathon on the Neches (?) River July 21, time - 2 hours 1 minute

★★★★★★★



ANNOUNCING

THIRD NATIONAL MEET

ANTIQUE OUTBOARD MOTOR CLUB INC.

AUGUST 11, 12, 13, 1978

The Third ANTIQUE OUTBOARD MOTOR CLUB INC. National Meet will be held in the beautiful 1000 Islands Region of Upstate New York during the weekend of August 11, 12, 13th, 1978 on the grounds of the famous Shipyard Museum in Clayton, New York.

Numerous events are being planned, such as a 20 mile cruise and picnic on an island in the St. Lawrence River. Other contests, such as Bang-and-go-back and Predicted log are being planned. Contests for the best restoration of outboard motors will be held.

Those who have been to Clayton in recent past outboard meets are well aware of the festive occasion. It is suggested that the antique outboarders plan to stay over and enjoy the 14th Annual Shipyard Museum Boat Show and Parade on the following weekend.

Accommodations are plentiful for campsites and motels, although reservations would assure a better choice. For information on campsites and motels please contact:

Mr. Peter Strouse
c/o Clayton Chamber of Commerce
Clayton, New York 13624

For more information about the Third AOMCI National Meet please watch for announcements in the AOMCI NEWSLETTER and THE ANTIQUE OUTBOARDER, or you may wish to contact:

Mr. Riggs Smith
Chairman, Third National Meet 1978
c/o Shipyard Museum
750 Mary Street
Clayton, New York 13624



OF HISTORICAL INTEREST

..... *W J Webb*

Ralph Evinrude, Chairman of the Board, Outboard Marine Corporation

The outboarder was adrift and angry because his outboard motor had quit and he was becoming scared that he might not be able to get ashore before nightfall. Then a big blue and white power yacht hove into sight and he was surprised when it stopped and a friendly, heavy-set fellow came over in its outboard-powered tender and got him started again.

When the man told him his trouble came from failing to clear his fuel line, he was educated. When his benefactor refused any reward and said "I'm Ralph Evinrude", he was amazed. If he had known Ralph Evinrude he wouldn't have been surprised, for Ralph was born to outboard boating and is one of its greatest enthusiasts.

Ralph was born in Milwaukee on September 27, 1907. This was just after his father, Ole Evinrude, had built his first outboard of pieces of this and that in his machine shop. At that time Ole had no idea that this thing that he had built to save himself the chore of rowing would grow into the thing that would completely change his life, as well as the lives of millions of boatmen worldwide.

Ole and Bess Evinrude took their son on his first outboard ride before he could walk. The outboard has been his greatest interest ever since he was old enough to know what it was.

Ralph Evinrude's boyhood wasn't too different from that of most Americans. In prep school (Principia at St. Louis) he starred in football and tennis. As soon as school let out he raced back to Milwaukee to spend his summers testing outboards and helping with the advertising photography program as both model and photographer.

In 1925, Ralph entered the University of Wisconsin to study engineering. Every weekend he came home to work in the family business, the Elto Outboard Motor Company. Ole and Bess started this company in 1921 after Chris Meyer, Ole's original partner at Evinrude Detachable Rowboat Motor Company, said he was not interested in this new twin cylinder outboard which Ole had first offered to Chris. If he wasn't test-driving boats, he was photographing them, or fiddling around the shop in cold weather. Saturday work, either a half or full day, was the rule then, remember.....?

By the summer of 1927, Ole had developed the new Elto Speedster. Ralph spent a lot of the summer driving around the Midwest demonstrating it to boat builders. His enthusiasm was so strong that when school time came again in September, he talked his parents into letting him stay out for 10-

"just a semester" to help get this new engine off to a good start, as well as complete the testing on the new Quad, the world's first 4 cylinder outboard, then a-borning.

During September and October, Ralph and I personally boat tested every one of the first 1000 Speedsters to come off the line. Each Speedster had to make the then sensational speed of 22.5 miles per hour on either a Thompson or a Penn Yan step plane or it was not passed for shipment.

Right after the first 1000 Speedsters were boat tested and production was rolling well, the Quad, which had been kept very much under raps, was ready for extensive boat testing. During the latter part of October and all of November until the freeze, Ralph, his uncle, Rob Cary, and I drove out to Oconomowoc Lake, where the Evinrude's had their summer home, to give the new Quads the hardest going over possible. We used a larger Thompson step plane and a Hemming Larson Typhoon, a "huge" boat for those days - 48 inches wide at the transom as I remember.

Secrecy was the big idea as we at Elto wanted to "spring" the Quad as a big surprise at the New York Motor Boat Show in January. The New York show officially opened the next year's boating season back in those times. There were no year-round residents on the part of the lake we were using for tests, and to the uninitiated our boat tests meant nothing.

One day, late in November, Ralph got an idea for a picture that had to be one of the greatest advertising pictures taken up to that time. Ralph and Rob Cary drove the Thompson slowly, out of a plane to make the biggest possible wake and I, with another Quad on the Larson Typhoon, drove across the wake at full speed (about 35 MPH) jumping into the air while Ralph tried to "catch" the jump on film. We made several trys and Ralph got some good shots, the best of which was used for the center "spread" in the 1928 Elto catalog. This first picture of an outboard jumping caused a sensation that opened the new worlds of sporting thrills to outboarding. Also it sold out the season's production of Quads before the first motor was shipped.



Ralph Evinrude testing Elto Outboard Motors (Rhineland Boat) on Oconomowoc Lake in Wisconsin in the mid-twenties.

Ralph did not return to school for the second semester; there was just too much development and production work to be done. Instead, in the fall of 1927 he went on the payroll for the very first time, although for years he had worked hard at all kinds of jobs around the factory, especially testing. Incidentally, his salary was miserably small, but that made no difference to Ralph.

Came the next fall and while his mother did her best to get Ralph to return to the University, he was just too busy testing and developing new outboard ideas. The same situation prevailed the next year and finally Mrs. Evinrude gave up and let Ralph do what he liked best - work with outboards.

Meanwhile, other big things had been happening. Stephen F. Briggs, President of Briggs and Stratton of Milwaukee, had acquired Ole Evinrude's original Evinrude Motor Company. So, in 1929 he presented Ole with a plan to combine Evinrude, Elto and Lockwood of Jackson, Michigan, all three of which had been most successful in 1928, to form the Outboard Motors Corporation. Briggs became Board Chairman, Ole was the President, and Ralph became the Export Sales Manager of the new firm.

In 1932 Ralph Evinrude became OMC Production Manager. Friends who worked with him then recall that he was intensely interested in the work of every department. He was enthusiastic about every phase of the business. He never looked like the boss' son. Like his father he was a shirt sleeve worker who was eager to get the job done and happy to pitch in wherever he could help.

Bess Evinrude greatly reduced her activities in 1930. Her health was not good. I don't remember that she took an active part in the operation of the business after sometime in 1931. Finally, she passed on in the spring of 1933. Mrs. Evinrude was a very strong person, mentally. She was always even tempered. She jumped on Ralph and me for being out on the river or lake testing motors until after dark, but it was a kindly jumping.

I well remember one time when she had her fill of the way one of the big boating magazines was treating us. We at Elto were spending just as much money in advertising in their magazine as was our strongest competitor. Yet we were getting next to no publicity and our competitors were getting reams. The space peddler for the magazine said he could do nothing about it, so Mrs. Evinrude just cancelled all our space for the balance of the year. The first thing that happened was a long distance phone call from the publisher. He was put out. Mrs. Evinrude was very pleasant, but said, "we have no desire to reinstate, but that she would be glad to have them come out to see us though".

So in came three pieces of big brass from the magazine. Mrs. Evinrude told them that she felt Elto was being most unfairly treated publicity-wise, and that we would spend our money where it was appreciated. The publishers were in hugh dungeon: Why, no one could tell them how to run their magazine. They would never let an advertiser tell them what they had to do, etc. To all of which Mrs. Evinrude stayed very calm and pleasant and reminded the boys that they should run their sheet as they saw fit, but that we were going to spend our advertising money as we saw fit. She hoped they wouldn't again try to tell her how she should spend our advertising dollars; she was glad they had this frank talk, she would be glad to see them any time, but now she was busy. The boys stalked out, went to their hotel, and calle back in a few minutes asking for another meeting. Mrs. Evinrude said, "Fine! Come on back, if you have anything worthwhile to say." Or , words to that effect.

The final upshot was that Mrs. Evinrude told the boys she would reinstate the ad for one month and whether she would go for any more would depend each month on how fairly Elto was treated. She didn't want even one more line of "ink" than the competitor, but she would look for just as much, and properly placed too - not back in the classified section. The boys agreed and from that time on Elto got just as much "ink" as the competitors. The word got around and from that time on Elto was fairly treated everywhere.

When Ole Evinrude died in 1934, the OMC Directors elected Ralph to succeed him as President. There was one dissenting vote - that of Ralph Evinrude. He thought the job should have gone to Vice-President Jake Stern, who had most ably piloted OMC through the shoal waters of the great depression. Only Jake Stern's insistence persuaded Ralph to take the job.

In 1935 - 36, Steve Briggs and Ralph Evinrude purchased the controlling interest in the Johnson Motor Company of Waukegan and merged it with OMC to form the Outboard, Marine and Manufacturing Company. (The name was shortened to Outboard Marine Corporation in 1956). Mr. Evinrude was elected President and Steve Briggs became Chairman of the new company. Under the leadership of Briggs and Evinrude, the company pioneered many basic improvements in outboard motor design that greatly helped the growth of America's giant pleasure boating market and established OMC as the industry's leader.

During World War II, Mr. Evinrude put in twelve to fourteen hour days directing OMC's war material production and spent his evenings and weekends - as a chief boatswain's mate on patrol for the U.S. Coast Guard Temporary Reserve. He turned his own cruiser, then in Florida, over to the Coast Guard where a more fortunately located skipper patrolled its balmy coastal waters while Evinrude stood watches on icy Lake Michigan.

In 1953 Mr. Evinrude was elected Vice-Chairman of the Board and Chairman of OMC's Executive Committee, the offices which he held until his election as Board Chairman in December, 1963.

Mr. Evinrude maintains his principal home and office at Jensen Beach, Florida near one of OMC's salt water testing facilities, and another home in Milwaukee where the Evinrude division of OMC is situated. He also has a hay fever retreat on Georgian Bay in Canada.

Mr. Evinrude's wife is Frances Langford, well known as an actress and singer. They share strong interests in the company's business and their recreations - boating, fishing and traveling. They make a practice of traveling almost everywhere together, even on Ralph's frequent business trips. A good many thousand GIs remember the hours of fine entertainment afforded them by Frances Langford and Bob Hope during the WW II days in Europe and the Pacific, as well as in Korea and lastly in Vietnam.

Wherever they are, the Evinrudes are likely to be found aboard a boat. Whether it is on their 118 foot yacht, the Chanticleer, their outboard-powered houseboat, or an Evinrude or Johnson powered runabout, they take every opportunity to get out on the water. Even during cruises aboard the Chanticleer, Mr. Evinrude doesn't lose touch with outboarding. He carries two outboard boats aboard and sometimes a dozen motors of various sizes to test drive and demonstrate them.

He takes an active part in all phases of OMC's operations and presides at all OMC Board of Directors and Executive Committee meetings. Wherever he goes, Ralph makes informal calls on OMC dealers to get first-hand

opinions on the performance of company products and discuss common problems. Ralph Evinrude has taken an active part in many marine organizations. However, the title of which he is most proud is Chairman of the Evinrude Boating Foundation. This organization perpetuates his father's memory by presenting one of Boating's most coveted annual honors, the Ole Evinrude Award, to an individual or group that has an outstanding lifetime record of contributions to recreational boating.

I must add a personal note or two about Ralph. When he was working on a project, time meant absolutely nothing. He would work on motor testing on a lake or a river until it was way too dark to see. He would run boats in weather so cold that boats would get covered with ice. He and I have been "bawled out" by his mother many a time for staying out too long. The job at hand was all important. As far as I can see, he still hasn't changed. The job comes first.

Another very strong memory concerns his courage. Way back in the fall of 1928, six of us went up above the dam on the Milwaukee River to try out a new boat just developed by Gordon Hooton of Grand Rapids, Michigan. He was the builder of the Hooton Model "R" and the Hooton Safety Plane. One of our engineers, Charley Koller, took Hooton's new boat with a fast Quad and proceeded to wind it up. After a few wild short turns, Charley became convinced that the boat could not be capsized, an almost fatal error. Suddenly, after a few real corkscrews, the boat jumped in the air and fell back on its top. That would have been all right, but here was Charley in bitterly cold water, with a leather jacket and NO LIFE PRESERVER. Charley was a poor swimmer; he panicked and yelled for help. Ralph Evinrude ran up the shore, shedding his clothes as he ran, plunged into the bitterly cold water, reached Charley as he was going under, and held him up. Gordon Hooton jumped in when he could see that Ralph was having a hard time with Charley and helped hold both of them up until I got there by frantically paddling a small Hooton. I am a poor swimmer, so the best I could do was get there with a boat. When I reached them, Charley was unconscious, Ralph was exhausted in the cold water and Hooton nearly so. Yet Ralph was still struggling to keep Charley above water. Because I was in a boat, I was able to get all three safely ashore. All three pulled through although we were not sure whether or not Charley would make it for a while. But he finally started to breathe and the day was saved. Ralph Evinrude had saved a life and the day.

Some good things came out of that experience. First, from that time on, no Evinrude employee ever went out in a boat without a life preserver. Next, a rescue boat with motor was always present, with a driver. Finally, precautions were doubled in cold or bad weather. Also, no driver was ever permitted to do foolish things like cutting "didos" while on Evinrude time.

Finally, although Ralph has been working with outboards for several years, more than fifty - the year 1977 marks the 50th or Golden Anniversary of his being on the payroll of the company.

Action...
WITH A BRILLIANT!
EVINRUDE FOUR.

1938



-14-



Ralph Evinrude
Chairman of the Board, Outboard Marine Corporation.

Turning Points in Outboard Motors

by Bob Zipp



The motor that started the horsepower race which was the first "turning point" in outboarding.

Over the years since the first production outboard was introduced, there have been many milestones in time when very important strides were taken by the manufacturers in coming up with new features. Some are: tilting the motor, having the entire motor swivel, use of two cylinders, use of three cylinders, use of four cylinders, use of a magneto, and the list could go on and on.

I'm going to stick my neck out now, but as important as these milestones are, there are but two major events which I refer to as "turning points". The way I see it after outboard motoring went around these "turning points", things were never the same. These "turning point" features were to change outboarding.

Model P-30. This was the first big power outboard motor. Before this motor outboard boats were destined to plow through the water. The P-30 put an end to all that and with a mighty 6 HP allowed boats to get up on a plane and reach unheard of speeds for outboards.

The first "turning point" occurred in late 1925 and 1926, and this of course was the introduction of the Johnson

The P-30 was the spark that sent the industry off on a horsepower spiral that hasn't stopped yet. For in 1978, Evinrude and Johnson will have 235 HP motors. Two Hundred and Thirty Five Horse Power!!! And who knows the end may still not be in sight.

The KR's, SR's, PR's, Elto Quads, Speeditwins, Racing Chiefs, and Caille Tractor Racers all get the limelight, but they owe it all to the Johnson P-30, the motor which started the horsepower revolution.


The second turning point occurred in 1949 when a feature was introduced that had immediate acceptance and was to change the course of outboarding. That feature is the Gear Shift. The gear shift ushered the way for "family boating". A boat did not have to be aimed at open water, while the outboarder started his motor at half throttle or better, and then leaped to the remote controls while the boat took off like a scared rabbit. The gear shift allowed the boater to start his motor while the boat was still tied to the dock. The motor could warm up while the boater and his family finished loading the boat. After the motor was up to temperature, the boat was untied, and the boat could be gently backed out of a slip or safely pulled away from a dock, because very slow speeds could be used with the warmed-up motor.

Part No. 30280

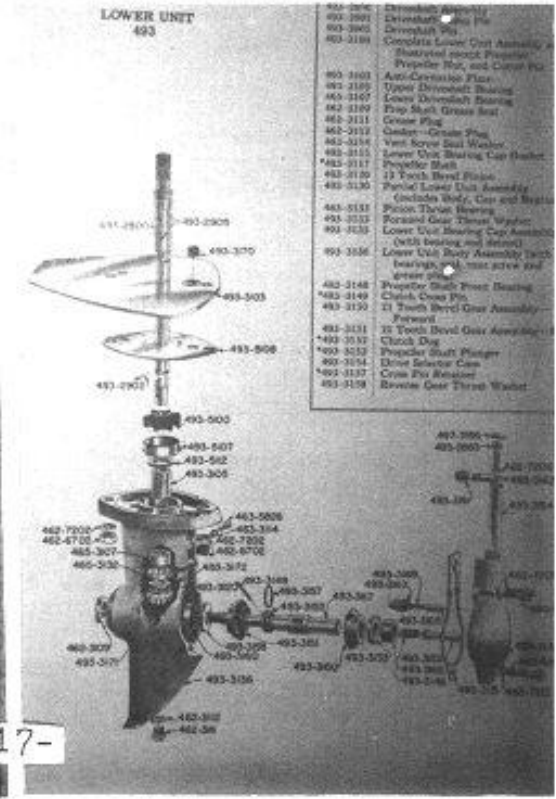
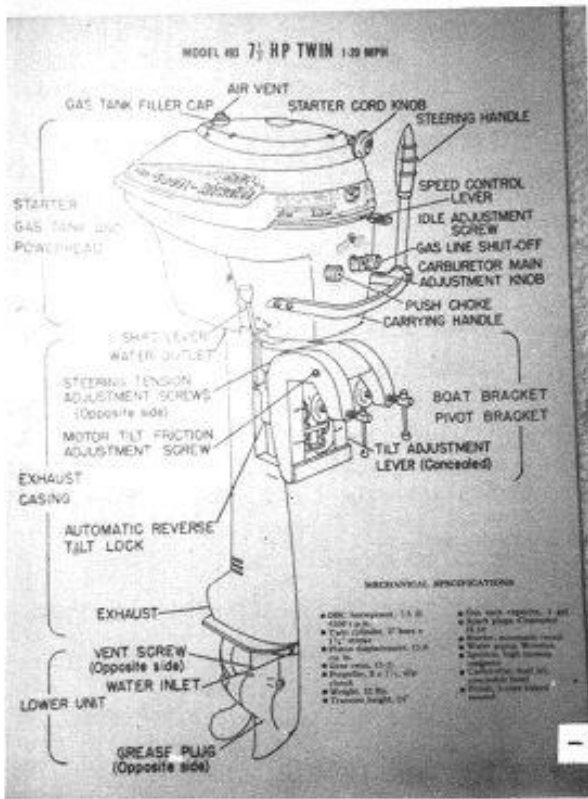
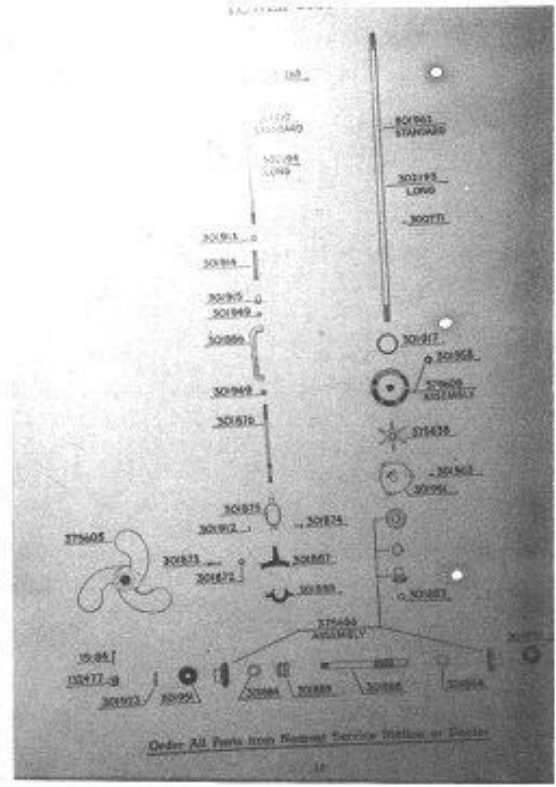
REPAIR PARTS CATALOG

FOR

Models QD-10 and 11



JOHNSON MOTORS
Waukegan, Ill., U.S.A.



Who put the gear shift on the market first? Strangely enough, it was a tie between Johnson and Scott-Atwater. Johnson introduced it in their brand new 10 horsepower model QD-10. And Scott-Atwater featured a gear shift on three of their 1949 models. The remarkable thing is that the method of accomplishing the shifting is identical between the two manufacturers. Not only is the method the same but the basic location of the parts and how they are arranged is also the same.

Johnson model QD-10 is a ten horsepower motor, at 4000 r.p.m. The two cylinders have a displacement of 16.6 cubic inches. The motor weighs 56 pounds and sold originally for \$300. Incidentally, the model QD-10 along with the 16 horsepower model SD-20 introduced the remote gas tank to the Johnson line in 1949.

The smallest Scott-Atwater model to have the gear shift is the four horsepower single and this is the model 491. It has a piston displacement of 6.21 cubic inches and weighs 45 pounds.

The next larger motor made by Scott-Atwater with the shift is a five horsepower twin. It has a piston displacement of 7.48 cubic inches and weighs 46 pounds. The four horsepower single and the five horsepower twin share the same lower unit. The five horsepower twin is the model 497.

The largest Scott-Atwater motor to have the shift is the model 493, twin having $7\frac{1}{2}$ horsepower. The piston displacement is 11 cubic inches and the motor weighs 53 pounds. The model 493 also shares the same lower unit with the other two Scott-Atwater models.

With the immediate acceptance of the gear shift, other manufacturers jumped on the bandwagon in the early 1950's. This is the era when outboard boating grew by leaps and bounds. It took Johnson from 1922 to 1952 to sell their first 1,000,000 motors. It only took them from 1952 to 1959 to sell their second million. Now that's what I call turning out motors!

Today, except for racing engines, only the smallest outboards are not equipped with a gear shift. And the horsepower race that was started in 1926 is still going on, with a 235 horsepower motor offered by Johnson and Evinrude having a whopping 150 cubic inches displacement. Mercury Outboards will be offering a 200 horsepower motor for the 1978 model year. Where will it all end? I wouldn't dare to guess. I can remember when Mercury Outboards brought out the first motor over 100 HP. Quite a few people said that there would be no reason to build a bigger motor. Well, you can see what happened to that reasoning!

There is an old saying: "Sell to people what they need, and you'll live comfortably. Sell to people what they want, and you'll be rich." The two turning point features, more horsepower, and the gear shift, are just what people want and taking a look at the motors on any lake today will readily show this.

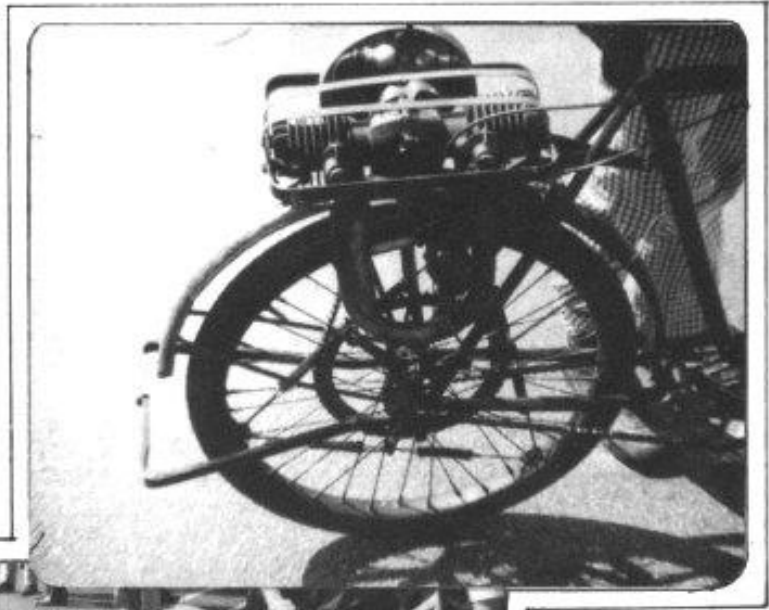


Captions for photos on previous page:

- Upper left - The motor which introduced the gear shift to the Johnson line.
- Upper right - The bottom row of parts shows the gear shift in the Johnson model QD-10.
- Lower right - An exploded view of the Scott-Atwater lower unit showing the gear shift arrangement. Note how the Johnson and Scott-Atwater gear shift systems are similar.
- Lower left - The $7\frac{1}{2}$ HP motor which was one of three motors which introduced the gear shift to the Scott-Atwater line.

April 1977
Visalia, California

Antique and Classic Motorcycle Club Meet



Johnson Motorwheel
&



Pierce Arrow Tandem Bike
Circa 1900
from Paul Strot, Portland, Oregon

RICHARD A. HAWIE

NOTES FROM THE CURATOR

If you do any motor restoring and ever need tools, the Brookstone Company, 126 Vose Farm Road, Peterborough, New Hampshire 03458 has an excellent mail order catalog. Many of the tools they have can, of course, be bought in large hardware and mill supply houses; but if you do not live near one of these stores, or if the one near you is geared for large industrial sales, the Brookstone catalog may help you. I like to look at tool catalogs even if I am not in the market for any. Perhaps you do, too. If you do any sheet metal cutting, they have a sheet metal cutter that is a dream come true. It cuts by a nibbling process without distortion. There are two stationary jaws with a moveable jaw between them which cuts a scrap strip about 1/8" wide. It cuts left or right-handed circles with only a 1/4" hole as a starter. If you do any sheet metal work and only have plain tin snips, this nibbler will be a pleasant surprise for you.

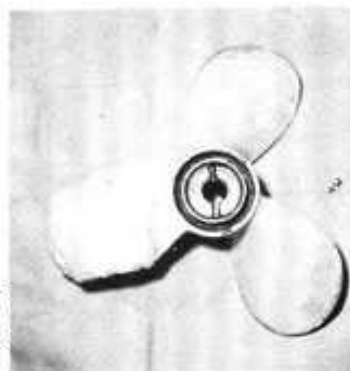


If you live in or near Boston you're lucky; there is a Brookstone store at 29 School Street. On the other hand, if you live in Boston you're not lucky at all, but rejoice that there is a Brookstone store near by.

If you are doing any restoring you probably are aware of "Loctite." This is a so-called liquid lockwasher which keeps nuts and screws from backing out due to vibration. You may not have thought of using it on the flywheel and crankshaft taper before you tighten the flywheel. I have been using it on the flywheel for years on all our engines with good results. Unless the flywheel and crankshaft are perfect there is bound to be a little mismatch between the two tapers. The Loctite seems to fill these voids and prevents the flywheel from rocking or flying off in most cases. Ever have to do a "Speedtwin Snatch" as the flywheel hits the gas tank on its way over the transom into the water? Loctite will usually prevent that. Loctite is also great on the flywheel for preventing noise pollution. When you pull it you get a little "pup" rather than the heart-rendering "SNAAAAP" you usually get when pulling an outboard flywheel.

Like many other racing drivers we make molds of our propellers before we run them so that we have a reference if the blades are damaged. You can use the same idea to repair damaged propellers for our antiques.

The propeller pictured is from a not too antique 18 HP Evinrude that a friend asked me to fix. They must have hit every stone in Long Island between Bridgeport and Milford. The blade looked like chain saw teeth! I filed the worst blade first, then made a mold of that blade and filed the other two blades



until they fit in the mold. If you take your time you end up with a fairly well-balanced propeller though the area of the blades will be a little smaller, depending on how badly it was nicked. Unless the propeller was marginal in size for the boat you were running it on, a little reduction in blade area won't hurt much and it's a lot better than using a badly nicked propeller.

There are a lot of materials you can use to make the mold. Patching plaster is one we tried, but we have settled on Durham's Rock Hard Water Putty. It is available in most hardware stores in sizes up to four pounds. Plaster is cheaper, but the shelf life of a bag of plaster in humid Connecticut isn't too long, and we don't use much making one mold. We like the smoother finish and faster hardening time of the Durham's too. The stuff actually gives off heat when mixing so we use a plastic tub, the kind cheese and margarine come in, rather than a glass jar. The jar could crack. We mix a little at a time trying to keep it very thick and stiff. Be sparing with the water as a little too much will make it soup, and you will have to make more than you need to get the right consistency.

For a filing job like I did you don't need too big a mold, and it's best to mold the forward side of the blade - the side facing the bow. Make sure you've got enough material around the edge of the blade so that when it hardens and you snap the mold off there is an impression of the blade outline. With Durham's we can get a hard mold in about an hour in warm weather. The mold in the picture was a quickie so that I could file the prop. You can make the mold as elaborate as you want. You can't hammer on these plaster molds, but you can make a pitch block type of set-up with a rod to hold the propeller and a frame to hold the mold all mounted on a board.

The photo of Ray Rydell's 1929 Speeditwin on page 4 of the April, '77 OUTBOARDER is very interesting. If you look closely at the magneto handle you can see the socket which held the light bulb. Some of the electricity generated by the magneto was tapped off to light this light so a fisherman could do some night fishing. Unfortunately none of the motors I've seen with this feature have had the bulb and its shade still on the motor. Then, if you look at the handle directly below the edge of the flywheel you can see one of the so-called dual ignition sockets. You could plug a "hot shot" battery into this socket and start the engine on battery ignition. The other socket is on the other side of the handle and would only show in a head-on shot.

Front cover credits: World War Military Johnson Sea Horse Model POLR-15.
Back cover credits: Gene Yonker of Taylorville, Illinois, Centennial Hydro and Black Mac PO.

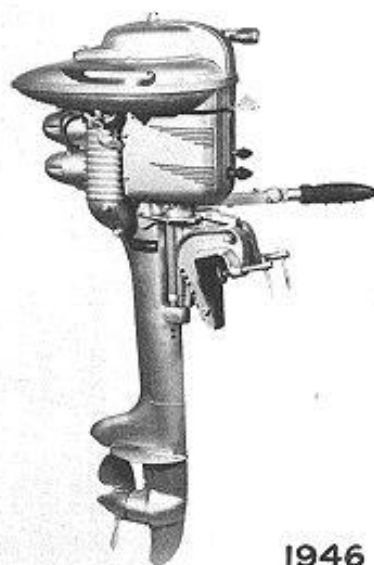


This is so pertinent to our AOCM's Rons --- Guzzo, Ellis, Johnson, and - but not for Rons exclusively with the caption: "Love is...letting him race his boat."

Ron Guzzo sent this to us.



1940



1946



1947



1949



1957

MERCURY MILESTONE MOTORS:

1940, the first outboard with the Mercury brand name; 1946, the 6-hp KD4 Rocket twin, the first Merc with anti-friction ball and roller bearings throughout; 1947, the famed Mercury Lighting, 10 horsepower; 1949, the 25-hp Mercury 25, the first four-cylinder-in-line outboard; 1957, the 60-hp Mark 75, the first six-cylinder-in-line outboard, holder of the world outboard endurance record of 50,000 miles and, in its competition version, of the U.I.M. world outboard and speed record of 115.547 mph.

Compliments: Public Relations,
Mercury Marine

NEW YORK BOAT SHOWS

The History of the Waterman Porto

Ruth Smith McCann

The first article printed below is from Dick Klawitter of the Public Relations Department of Mercury Marine. The second article was submitted by Mary Daller of the Knuckle Busters Chapter in honor of Ruth Smith McCann, who is Mary's "first lady" of outboard racing.

SEA AMERICA TO

INCLUDE WATERMAN OUTBOARD

NEW YORK, New York -- The 1976 New York Boat Show will showcase nautical heritage with the Sea America exhibition. Displays will dramatize the importance of boating in the United States through the past 200 years. One of several outboarding exhibits will feature the Waterman Porto, considered by several authorities to be the first successful brand name outboard motor.

Actually, outboarding dates back 70 years to Spruce Harbor on Lake Superior when Yale law student Cameron B. Waterman got tired of rowing to his favorite fishing area.

His first crude efforts at propelling the boat by internal combustion engines were directed toward an air-cooled bicycle motor that he mounted on the stern of his fishing craft.

Waterman theorized that if the bike drivechain could turn a rear wheel, it could turn a propeller. This worked well in principle but in 1905 winter tests on the Detroit River proved that the chain could be easily knocked off the lower sprocket.

Then Waterman and his friend George Thrall, owner of a Detroit boiler factory and the only one who didn't laugh at Waterman's idea, adopted a very satisfactory driveshaft and bevel gear arrangement.

There had been previous attempts dating back to the late 1800's. William Steinway and Gottfried Daimler showed a gasoline model in the United States in 1892. The first gasoline outboard made in this country was introduced in 1896 by the American Motor Company of New York but only 25 models of the four-cycle, air-cooled motor were produced.

In 1906, commercial production of the Waterman Porto Motor was started and the unique engine was exhibited at the National Motor Boat Show in the old Madison Square Garden. It was the first mass-produced outboard and the beginning of an industry.

Twenty-five motors were produced that year and 3000 in each of the next two years. In 1909 Ole Evinrude marketed his outboard for the first time and that year Waterman sold 6000 engines.

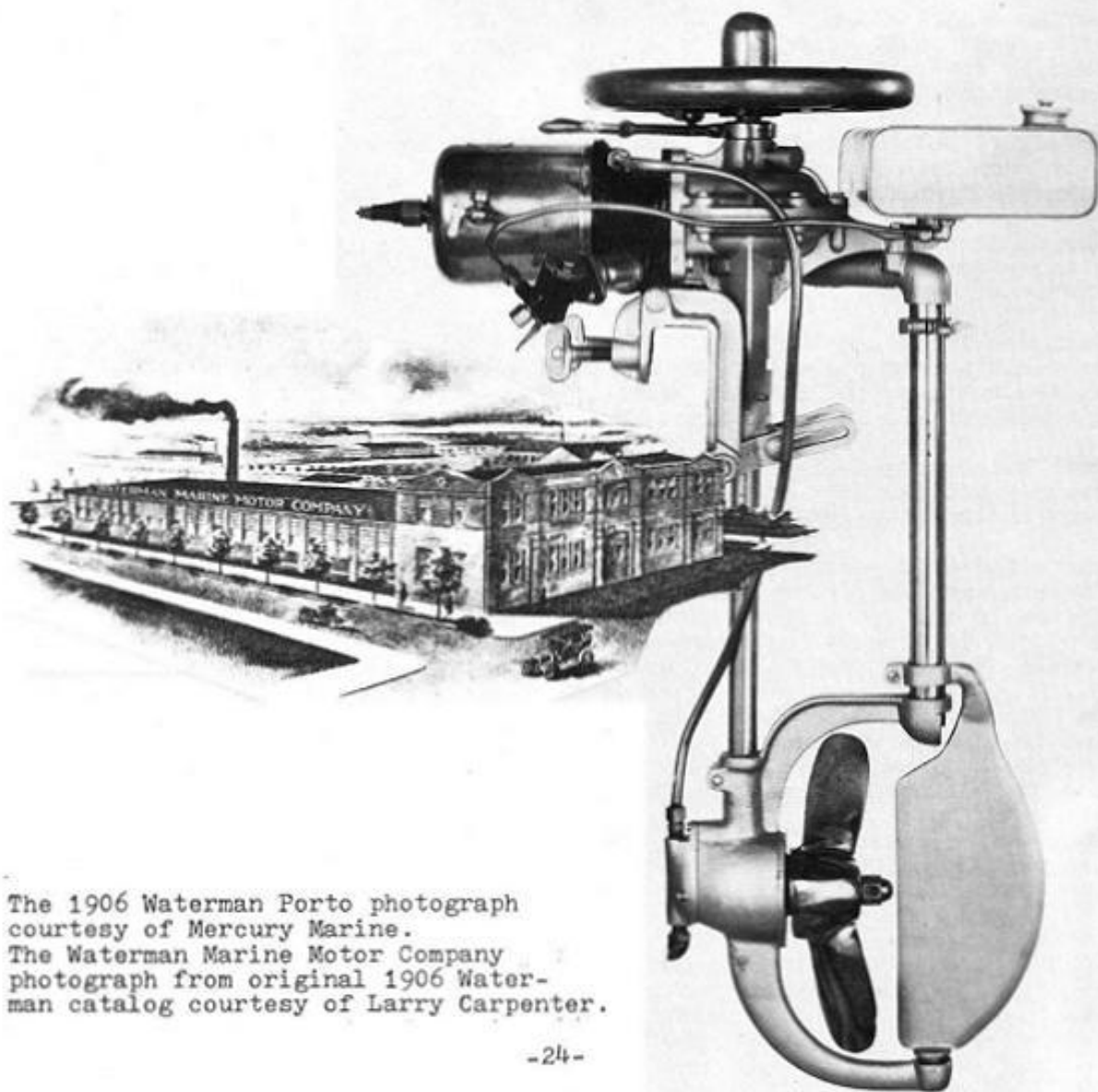
It was Waterman, in fact, who coined the term "outboard motor" but he was unable to copyright it because of its generic derivation. In his patent No. 851,839, the Waterman Porto was described as a "self-contained motor and propeller". His first model was a two-horsepower, single-cylinder, water-cooled engine weighing 40 pounds.

The first known public advertising of a mass-produced outboard appeared in "Motor Boating" magazine January 10, 1908, when Waterman advertised that his two-horsepower motor would drive an 18-foot rowboat at seven miles per hour and run for eight hours on a gallon of gasoline.

Evinrude sold out his outboard interests in 1914. Waterman's career in the outboard industry ended in 1917 when he sold his interests to the Arrow Motor and Marine Company of New York, having made some 30,000 Portos, and enlisted in the Army Signal Corps. But an industry had been founded. The Waterman Porto continued to be marketed until 1924.

It wasn't until 1955 that Waterman was given recognition for his service to the industry. At the New York Boat Show, on the occasion of the 50th anniversary of his invention, he was presented with a new runabout and a modern Mercury outboard motor.

Waterman died in 1956 at the age of 79, a successful lawyer and devoted sportsman. But few realized the part he played in recreational boating.



The 1906 Waterman Porto photograph courtesy of Mercury Marine. The Waterman Marine Motor Company photograph from original 1906 Waterman catalog courtesy of Larry Carpenter.



The Ladies' Log

Ruth Smith McCann kept her "finger on the pulse of the boating world" by being the assistant to publisher Charles F. Chapman of Motor Boating. Her by-line compilation of calendar of events appeared each month in the magazine.

Few people realize that Chap and Ruth were the organizers of the American Power Boat Association Racing Commission for 25 years. He was the chairman and she was the functioning officer. From their offices every APBA regatta was sanctioned, racing numbers were assigned, basic rules were formulated, and race circulars were mailed. They also attended and officiated at regattas all over the country.

Ruth helped to organize and run the Hudson River Marathons from Albany to New York for hydroplane racing. After World War II, as secretary and treasurer of the APBA, she was instrumental in reactivating the marathon for stock outboard racing.

With all of this, she was at the Motor Boating booth at each year's New York Boat Show until her retirement.

Mary is sure Ruth would enjoy correspondence from any "old time" alky racing enthusiasts and/or drivers. Her address is:

Mrs. Ruth Smith McCann
100 Bluffview Drive, Apt. 417-A
Belleair Bluffs, Florida 33540

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(Editor's note: P.L. Wall, who does our editing, is credited with article combination and the condensation of the last article from a clipping dated 1968.)

The Penn Yan Ceestepper

JUNE, 1928

The Fastest Time
Albany to New York
of any
Stock
Boat



The record so far:

Sebring, Florida—Jan. 21st—First
Mobile, Alabama—Feb. 19th—Two Firsts
Miami, Florida—March 16th—Three Firsts
Hendon, England—April 14th—First
Albany-New York—April 14th—Second
Albany-New York—April 20th—First
*Albany-New York—April 21st—Second

*Time: 130 miles, 4 hrs., 33 min., 18 seconds.

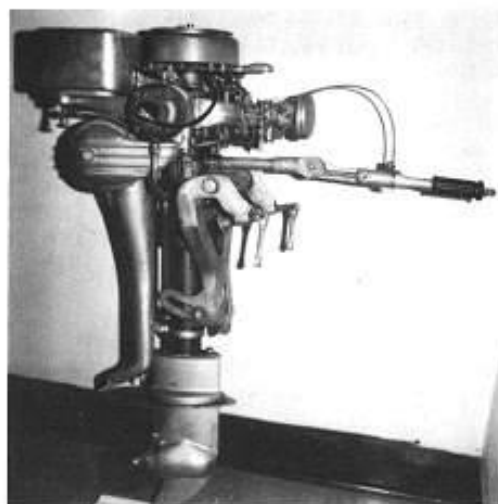
The fastest run made by a stock boat.

For Big
Motor Racing

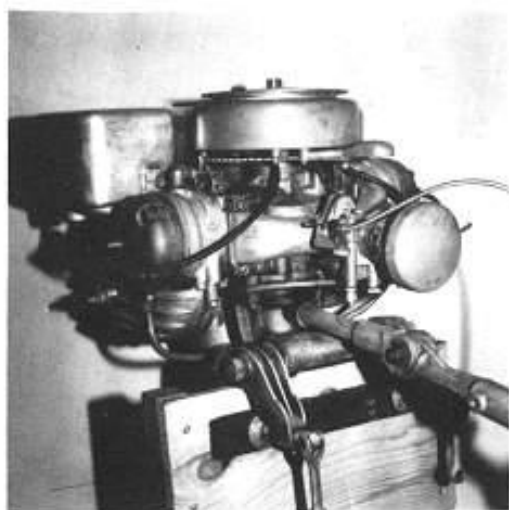
Neptune Master '16'

"Top of the line in 'thirty-nine", the Neptune Model 16A39 shown in the accompanying pictures was foremost in a field of seven Neptune motors available in that year. They ranged in size from the diminutive 1.2 H.P. Junior Single through 2, 4, 5, 6, and 9 H.P. models but the '16' commands attention from the first glance.

A powerful 20 cubic inch opposed twin, it weighs in at 95 pounds and is claimed in the specs to attain a surprising maximum of 4850 RPM under favorable conditions. This is achieved through the use of ball bearings on the crankshaft, roller bearings on the connecting rods and needle bearings on the Criveshaft. The friction reducing system, however, is not followed up in the gearcase where only bronze bushings are used. The motor utilizes the two cycle, three port system and has nickle iron cylinders with detachable high compression heads. The bore of the cylinders is 2 1/2 inches and the stroke of the piston is 2 inches. The power head is definitely set up for high speed operation and 16 H.P. is claimed at 4000RPM. The rods are drop-forged steel and the lightweight aluminum alloy pistons have two rings apiece.



Effective cooling is accomplished by means of a circular positive centrifugal pump located at the top of the gearcase and keyed off the pinion shaft. An extra large air cooled muffler with rear cut-out plate is fitted and the propeller is a bronze three blade 10" x 10". In common with many of the other Neptunes this motor features a stationary power head and mounting bracket. The remainder, including the driveshaft housing and lower unit, rotates with the tiller bar. This gives the operator a secure position while roping over a large motor.



The Master '16' made its first appearance as early as 1931 and was continued for over a decade with the last model being marketed in 1941. In the model designation the suffix 'A' was used for the Neptune, 'B' for the Muncie and no suffix for the branded-out Motorgo model which appeared in at least one year - 1934. This meant that during the 11 year period the motor may have been sold bearing any of the names Neptune, Muncie or Motorgo. All of the motors were rope start and the sample motor is equipped with a magneto made by the Wico Electric Company of Springfield, Massachusetts.

This engine was acquired only recently and in spite of its age it is in practically mint condition. The two gallon tank is polished and has no decal of any type; although, the Neptune identification with model and serial number appears permanently on the starting pulley. The mag plate has a wide range of advance and retard positions and is conveniently steadied with a ratchet device to reduce slippage. The model MS47B Tillotson carb is secured to an exterior manifold intake pipe, which in turn is bolted directly to the cylinders in the manner of the early large Evinrude twins. There is a handy motorcycle type twist grip throttle on the steering handle with a Bowden wire connector to the carb. A small accessory coil spring assists in returning the throttle to slow speed.

Master '16's appear to be scarce. It was unfortunate that the engine was produced during the last years of the Depression and may have been turned out in limited numbers relative to the smaller sizes. Prospective buyers of the motor class may have turned to such popular makes as Johnson, Evinrude or Elto since the price tag was \$180.95 - a sizeable sum during the thirties. It would be most interesting to know the total number of them made. I would be glad to hear from any members having a Master '16' or knowing of one and in this way some sort of index of scarcity could be established.

The following article entitled "AUCTIONEER'S GAVEL to SOUND END for PLANT" appeared in The Muncie Star, Monday, May 14, 1973. It was written by Wiley W. Spurgeon Jr., grandson of Dr. Wm. A. Spurgeon, a former president of the Muncie Gear Works. Mr. Spurgeon, who was an officer of Muncie Gear during its transitional period in 1969, is presently editor of The Muncie Star and it is through his kindness and co-operation that we receive this information.

"A 65 year-long chapter in the industrial history of Muncie is scheduled to end Thursday, to the accompaniment of an auctioneer's gavel,

Beginning at 10:00 A.M., the remaining assets of the former Muncie Gear Works Inc. will be sold at a public auction at the old Muncie Gear plant, 700 E. Wyszor St.

The final hammer of the gavel will signal the end of a firm whose products included everything from military hardware to deep freezes, whose engineers developed such items as an early mini-bike (never marketed but prototype built in 1946), and whose lawyers successfully defended patent litigation brought against the firm in the 1930's by another outboard motor manufacturer, and in the landmark case voided some of that company's patents.

The Muncie Gear building and its contents were acquired earlier this year by the Park. Corp., a West Virginia firm. That is the corporation which arranged Thursday's sale.

The name of Muncie Gear Works dates to 1910, when a corporation

by that name was formed to take over a two-year-old company with the fascinating name of Muncie High Wheel Auto Parts Co.

The High Wheel firm was one of many which sprouted up throughout the nation and especially in the industrial Midwest - in the infant days of the automobile industry. It supplied components to some of the many, equally small manufacturers of horseless carriages. The impact of the automobile on the economy of Indiana itself can be judged from the fact that perhaps as many as 100 differently named automobiles were manufactured in the state at such places as Albany, Muncie, New Castly and Union City in addition to Indianapolis, Kokomo and South Bend.

Romantic name notwithstanding, The Muncie High Wheel Auto Parts Co. did not last long. In 1910 the Muncie Gear Works was organized with a capitalization of \$250,000, a sizeable sum in those pre-federal-income tax days. Its first president was H.L. Warner and he was succeeded by T.W. Warner. Both are men whose names are perpetuated in the automotive industry by way of the Warner Gear Division of Borg-Warner Corp. and Warner Machine Products, a subsidiary of Essex International.

Within a few years in the teens, Muncie Gear Works was busily turning out clutches and transmissions for the automotive market, and as the Warner's other business interests demanded more of their time they were succeeded in the Muncie Gear president's chair by Dr. William A. Spurgeon, a Muncie physician then in his late 50's who subsequently retired from the active practice of medicine to become a manufacturer.

By the early 1920's, Kenneth A. Spurgeon, son of the president, was operating the company as its general manager and he subsequently became its president, a post he held until his death in 1967.

The automotive parts business was beginning to change in the 1920's but Muncie Gear transmissions continued to be widely sold, with customers including International Trucks and the Ford Motor Company, which used the Muncie product in its Model T trucks. A Mid 1920's historical account reports that Muncie Gear at that time employed 150 people.

For the first 25 or so years of its varied corporate existences, Muncie Gear occupied a facility of about 25,000 square feet facing Vine Street, which extended just west of the Chesapeake and Ohio Railroad passenger station.

Stock in the thriving company was sold to the public in the 1920's and control was acquired by Chicago interests. Diminishment of the auto parts market in the late 1920's followed by the 1929 stock market crash and the depression which followed led to a reorganization in which control was again gained by Dr. W.A. Spurgeon. He in turn, eventually sold his interest to his sons Kenneth, William Chase and Wiley William. The latter two were executives of the firm at the time of their deaths in 1948 and 1954.

The firm having seen its automotive parts market disappear, and reorganized under the name of Muncie Gear Works Inc., embarked on a program of manufacturing that has few parallels in Muncie history, with employment ranging from highs of 700 during World

War II, the early 1950's, and even as recent as 1969, to lows of less than 50 in the late 1950's.

Among products developed, experimented with and manufactured in varying amounts by Muncie Gear between the 1930's and its demise were:

- A full line of outboard motors using from time to time, the brand names of "Neptune", "Skipper", "Mighty Mite", and "Muncie" as well as outboards manufactured for such distributors as Sears Roebuck and Co. and Montgomery Ward.
- Transmissions for potato diggers.
- Automatic coal stokers which were distributed world-wide under the brand name "Master", as well as sold to such wholesalers as the Crane Co.
- One of the first commercially-successful heat pumps, a device in which heat is taken from the ground and used to heat buildings in the winter, and where through use of a reverse process buildings are cooled in the summer.
- As an offshoot of the heat pumps a full line of air conditioners for residential and commercial use.
- One of the first commercial deep freeze units, only a few of which were manufactured because of the onset of World War II.
- Power lawn mowers.
- Parts for the ill-fated Muncie Gyroplane.

During World War II, the Muncie Gear plant was the first to convert locally into defense products and in the years 1940-45, it turned out 37-millimeter gun carriages, aircraft parts, and outboard drive for barges and landing craft that eventually led to the development of the inboard-outboard stern drive that is popular with today's boaters, and rocket components. To do this, it expanded into the old Aladdin Lamp plant at 18th and Hackley and The Republic Steel plant at 20th and Monroe.

The firm barely had time to crank up the stoker, outboard and heat pump production after World War II when the Korean conflict forced the outboard motors into a back seat position and rocket motors became the prime product of the Muncie plant. Stoker production was phased out because of the diminishing market. (Fewer buildings were being heated by coal). Outboard production was cut back, moved to a plant on East Willard Street which subsequently burned, and then moved to Cordele, Georgia in 1956. The heat pump and air conditioner business was first moved to a plant at 18th and Hackley Streets and then also relocated in Georgia.

Muncie Gears last period of big employment and production came in the last half of the 1960's when local employment jumped from about 25 (mainly turning out Muncie 18 parts) to some 300 - all of whom were building rocket parts for the Department of the Army for use in Southeast Asia.

The Georgia operation involving outboards and air conditions grew at a steady pace and was employing some 50 people by mid-1969.

It was announced in June, 1969 that all of the stock in Muncie Gear Works Inc. had been purchased by Applied Devices Corp., College Point, New York.

Although W.A. Spurgeon (son of Kenneth A. Spurgeon) and Wiley -29-

Spurgeon Jr. remained with Muncie Gear during a transitional period, the New York firm took over active management soon after. The outboard motor business was moved back to Muncie in 1970 but was never made operational here, and in 1972 it was sold to E. Ray Adams, a former Muncie Gear employee who now is manufacturing "Mighty Mite" outboards at a Florida site.

Applied also moved the air conditioner facility from Cordele to Atlanta in 1971 and soon after that sold it to a group of Cordele businessmen headed by Silas Brown, a former Ridgeville man who had managed the Cordele plant for Muncie Gear. That group moved it back to Cordele where it remains in business.

When Army contracts for rocket parts were not renewed in early 1972 Applied Devices shut the Muncie plant down except for a small caretaker force and the 100,000 square feet facility has been idle since then.

According to advertisements for the auction sale, the building itself which was first enlarged to some 65,000 square feet in the mid 1930's, with the advent of the stoker business, and then expanded to cover most all of the rest of the available land in the area in 1940, will not be offered for sale Thursday. Park, the present owner, has not indicated its plans for the structure which it purchased less than five months ago".

Mr. E. Ray Abrams had been chief engineer with the former company and after acquiring the Outboard Division, he called it Termar Inc. and located it at Lehigh Acres, Florida. During the summer of 1974, Mr. Abrams disposed of the outboard concern to Mr. W. J. Hathai of the Emery Advertising Corp. with head office at Towson, Maryland. Mr. Abrams consented to stay on as an employee for five years but has recently quit the company. The plant continues to operate at Lehigh Acres and produces the familiar "Mighty Mite".

by James L. Smith
AOMCI Special Features Editor
With the Assistance of Eric Walton-Ball

POPULAR MECHANICS ADVERTISING SECTION

March 1937

**NEPTUNE
TOPS 'EM ALL!**

From the NEPTUNE Single at \$49.50 to the 16 H.P. "Master Twin" at \$149.50 - you simply can't buy more power, speed and downrigh dependability for equal money!

The new NEPTUNE line was the sensation of the Boat Shows - and these motors will be the sensation of every body of water they churn up this coming season. By all means - see them before you buy!

Exclusive Features!

- All Neptunes have ...
- New type sensational magnets
- Automatic fuel-feed carburetor
- Metal metal shafts
- Underwater exhaust
- Carburetor control in steering handle

2 H. P.
FAMOUS
SINGLE

**\$49.50
UP**

WRITE FOR ILLUSTRATION

MUNCIE GEAR WORKS
DEPT. PM MUNCIE INDIANA

Bits and Pieces

If any AOMCI members are interested, the August issue of Yankee magazine had a nice article and pictures of antique outboards in New England in May of this year (1977). Bob Zipps was featured, along with others. It was an interesting day and the photographer surely was pretty.

For a copy of August, 1977 Yankee magazine write Publication Office, Dublin, N.H. 03444. 75¢ per copy

Riggs Smith

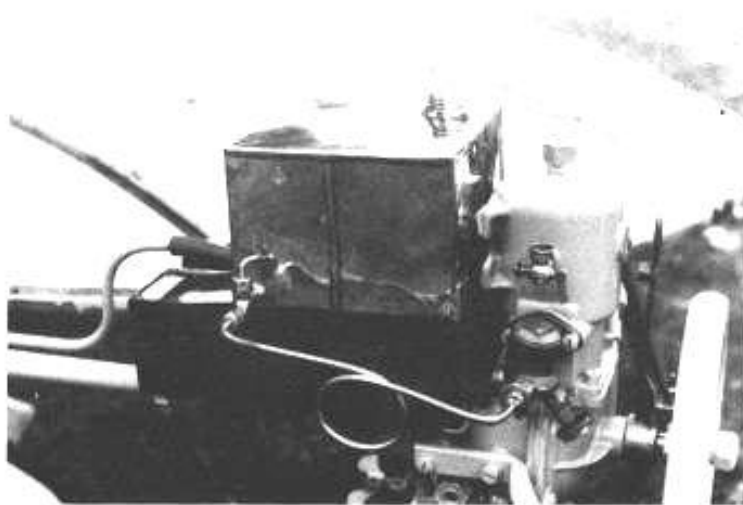
Antique Motors Alotta EASTERN PENNA Regatta

by Bob Grubb

photos by Dick Evans

Faced with a weather forecast for rain followed by showers, we set up camp under a canopy supplied by Dick Evans for the Fifth Eastern Penna Antique Outboard Meet on Saturday, July 30, 1977. But we lucked out again. The rain cleared by mid-day and the sun came our very nicely for the remainder of the day. Despite those gloomy forecasts, 15 members and their families arrived and, after a somewhat late start, put in a good day's antique outboarding.

The usual horsetrading took place during the day and the events were a bit less formal than previous years. I tried to have the oldest running motors run first and together, but that didn't work out entirely. Galloway Morris had some trouble with the water pump on his 1917 Caille Liberty Single, which is the only one of the early square tank variety that I have ever seen in real life. He had just completed restoration the night before. The motor started and ran well from the start, except for the pump which had to have some loosening-up work done on it. It finally was corrected and ran the length of our course and went on to take the trophy for Oldest Running Motor.



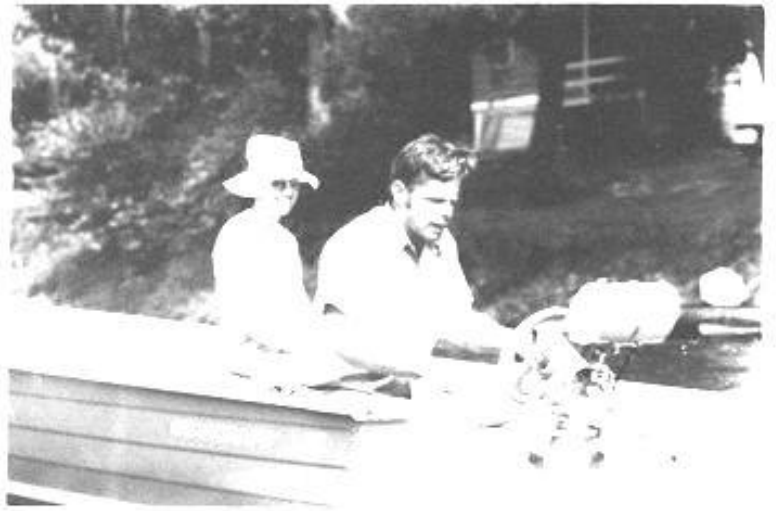
Early square tank motor that won trophy for Oldest Running Motor. Galloway Morris' 1917 Caille

event we had two motors that didn't start. They were John Gustafson's Evinrude Sportsman and Milt Moos' Clarke Troller which actually had run earlier in the day. Mark Wright cleaned up the trophy with an estimate of 8 minutes and an actual elapsed time of 8 minutes and one second. Event #2 was won by Ed Gera with an Evinrude Zephyr. His error was only 25 seconds.

Mint Condition Brass Motor went to Tom Luce for his 1921 Caille Neptune which he could not get percolating last year. Mint Condition Aluminum was awarded to Dick Schaber with his 1929 Hartford. Tom Luce also won the Mint Condition Shrouded Motor with his 1946 3.3 Evinrude Sportwin. John Gustafson, who made my meet for the first time, took Mint Condition Big Iron with his 1931 OMC Sport Four.

We traditionally wind up the activities with our Predicted Log Events. In our first

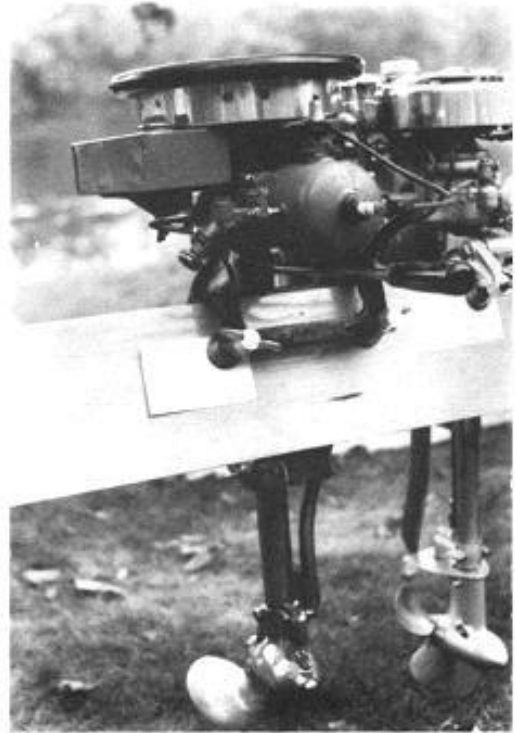
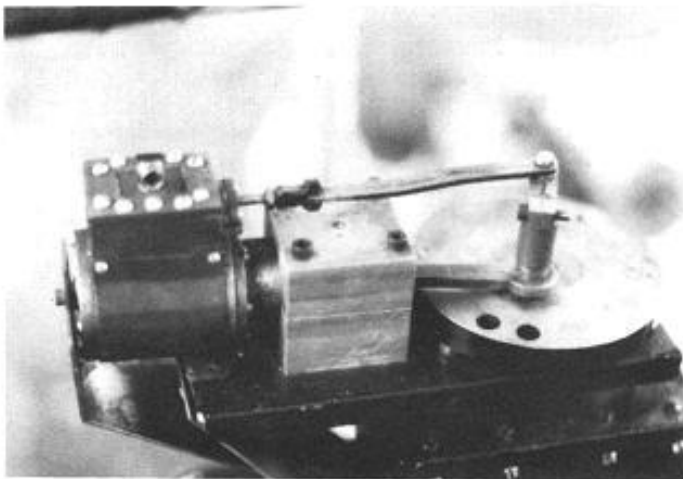
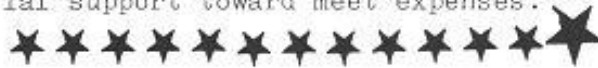
One especially interesting motor that was run during the day was Dick



Schaber's 1938 Thor Opposed Twin with its huge poppet valve carburetor.

A large portion of the members returned to our home after the meet for supper and some more war stories.

This year we want to give an especially big thanks and credit to the CRC Chemicals who supplied free samples of CRC-666 to all members and supplied me with financial support toward meet expenses.



Top left: Phil Kranz's powerhead of steam outboard.
Top right: Tom luce's 1921 Caille Neptune & 1936 Champion.
Bottom left: Cheston Morris piloting his PO 15.



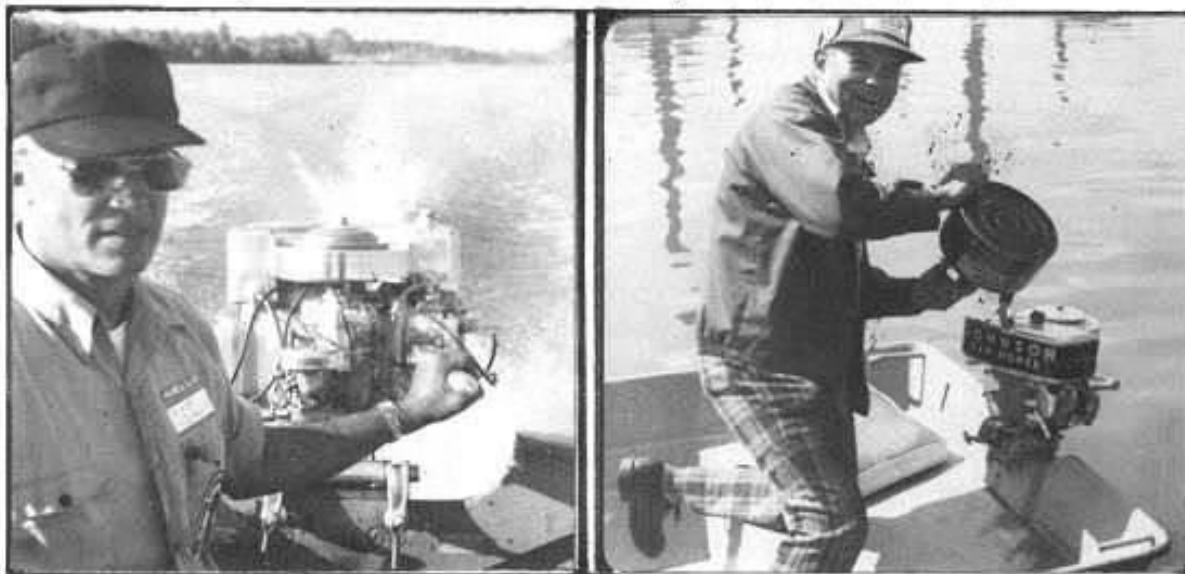
The meet pictures on page 32 reading clockwise, consists of: Top left, the wives being good sports while trying to keep a little rain off. Top right, the jubilant winners are front row: John Gustafson, Ed Gera, Dick Schaber, back row: Tom Luce, Mark Wright, Galloway Morris. Next picture features Tom Glock and wife bringing his Liberty Single to life. Bottom right is Sal Lentine's son having a ball. Bottom left is Mark Evans at the helm of a Handitwin. And last, the area in the rain early in the day with Galloway Morris' PO 15 and hydro in the fore ground.

CENTRAL OHIO september meet



The seventh annual Central Ohio Meet was held, as usual, at the Delaware State Park in Delaware, Ohio on Sunday, September 11, 1977. Befitting such an important event, Mother Nature cooperated by providing a mild and sunny day. Fourteen AOMC members attended and provided 43 motors for display and running.

Dave Caldwell with his ever-ready Lyman boat had the distinction of being first on hand and had launched his boat and was running his newly restored Johnson V-45 around the lake before anyone else had arrived.



Dave Caldwell and "mighty" V-45

O.B. Coomer gasses up A-65

O.B. Coomer, one of our Kentucky stalwarts, brought a van full of iron including P 0-15 and S-45 "trading stock". Before I could get close enough to see past Dave Caldwell who was standing in the door of the van it was too late. Later in the day Dave also acquired a K-75 Johnson from Ed Diederick to add to what he had described to me the day before as - "my too big collection which I've just got to thin out". This only proves again how weak AOMC members are in the presence of an available motor! Ed Diederick featured a 1907 Waterman in the display that he and his son Howard set up, and had a second lineup of trading motors for the rest of us to browse through. Bill "Gopher" Horst, our other Kentucky kin, showed an Evinrude Foldlight in his display, but had to share the folding distinction with Lowell Hetzner who also brought along a Foldlight. Lowell, however, was most proud of his beautifully restored Evinrude Model A. Bruce Kennedy spent a good part of the day cruising the lake with his Elto Ruddertwin. Bruce also showed a box full of scarce outboard literature dating from the 20's through the 40's. Paul Saeger had a nice group of motors as did Paul Marr and George Neigler. Paul Marr in an expert machinist and his excellent work was displayed on his teen-ager Caille single on which was mounted a horse-shoe magneto that Paul had built to replace the missing original.

Attending the Central Ohio Meet for the first time this year were Jim Branagan and Jack Smith. Although he had attended previous meets with his dad, Roger Hight attended this meet for the first time as an AOMC member. Roger will carry on the keen interest shown in outboarding by the late Skip Hight.

Statistically, the motor brands brought to the meet were as follows:

12 Evinrudes	2 Neptunes
12 Johnsons	2 Champions
4 Eltos	1 Clarke
3 Lockwoods	1 Gopher
2 Cailles	1 Waterman
2 Bendixes	1 Elgin

All of the club members within range of Delaware, Ohio should plan to attend this yearly event in September 1978. SEE YOU THEN!

Attending members were:

Jim Branagan - Vermillion, Ohio
 Dave Caldwell - Newark, Ohio
 O. B. Coomer - Louisville, Kentucky
 Ed Diederick - Elyria, Ohio
 Howard Diederick - Elyria, Ohio
 Lowell Hetzner - Prospect, Ohio
 Roger Hight - Neapolis, Ohio
 Bill Horst - Ft. Thomas, Kentucky
 Bruce Kennedy - Columbus, Ohio
 Paul Marr - Racine, Ohio
 George Neigler - Racine, Ohio
 Milt Moos - Westerville, Ohio
 Paul Saeger - Louisville, Ohio
 Jack Smith - Charleston, W. Virginia

Below is Bruce Kennedy cruising along with Ed Diederick



Lowell Hetzner - favorite Evinrude
 Paul Marr & George Neigler below



Old Iron Collecting
with Special Thanks to Ron Ellis

from Ron Guzzo

Having been a member of the AOMC for only four years, I can still appreciate and understand problems new members are going through.

When I joined the club I had one old motor, a 1940 Elto Pal. Now the question arose: Where do I find more motors to add to my large collection of one?

I started checking local marinas and found nothing. Checking the newspaper ads proved fruitless. My next thought was local garage and basement sales ... after seeing the insides of many basements and garages it became very depressing not to find any.

One Sunday I placed a call to Ron Ellis regarding placing an ad in the newsletter. At that time Ron was editor of the newsletter. That phone call was the best medicine I could have taken at the time. As Ron told me, he felt the same way when he first got started collecting old iron. All the time spent looking and coming up empty handed was very discouraging to him also. He then told me that all of a sudden the day arrives, as if a large cloud opens up and showers you with old iron.

Believe it or not, shortly after that day on the phone with Ron my cloud opened up. My collection of one has grown to about thirty. They range from a $\frac{1}{2}$ HP 1940 Elto Cub to a 1929 7 HP Elto Speedster, with more Eltos, Evinrudes, Cailles, Johnsons and a Bendix in between.

I have had most of my luck locating old iron by word of mouth with neighbors, friends, and co-workers. Once in awhile I'll turn one up at a garage or basement sale. So all you new members don't despair, your cloud will open up some day.

Half the fun of collecting old iron for me is now the searching out of more motors for my collection. For example, my most recent find was quite by accident. While coming home from work my brother noticed an old car parked in an alley. My brother, being an old car buff, turned around and went down the alley to look at it. The fellow that owned it was in his garage. We got out of our car to talk to the man. Right off my brother spotted an old motor sitting in the corner of the garage. I asked the man about the motor and if we could take a closer look at it. At first glance I knew it was an Elto Speedster. But on closer inspection I soon realized that it was a 1929 Hi-Speed Speedster! In conversation I asked if he wanted to sell it and the man said he might consider it. I gave him my name and telephone number. I hope to have it in my collection soon.

By the way, I almost forgot... the old car was a 1940 Plymouth. So, you just never know how, when, or where a motor will show up. The Bendix I mentioned earlier was delivered to my front door - that being the outcome of six months of negotiations.

Ron Ellis, thank you for your encouraging words a few years ago. I hope these words will help some of our new members.

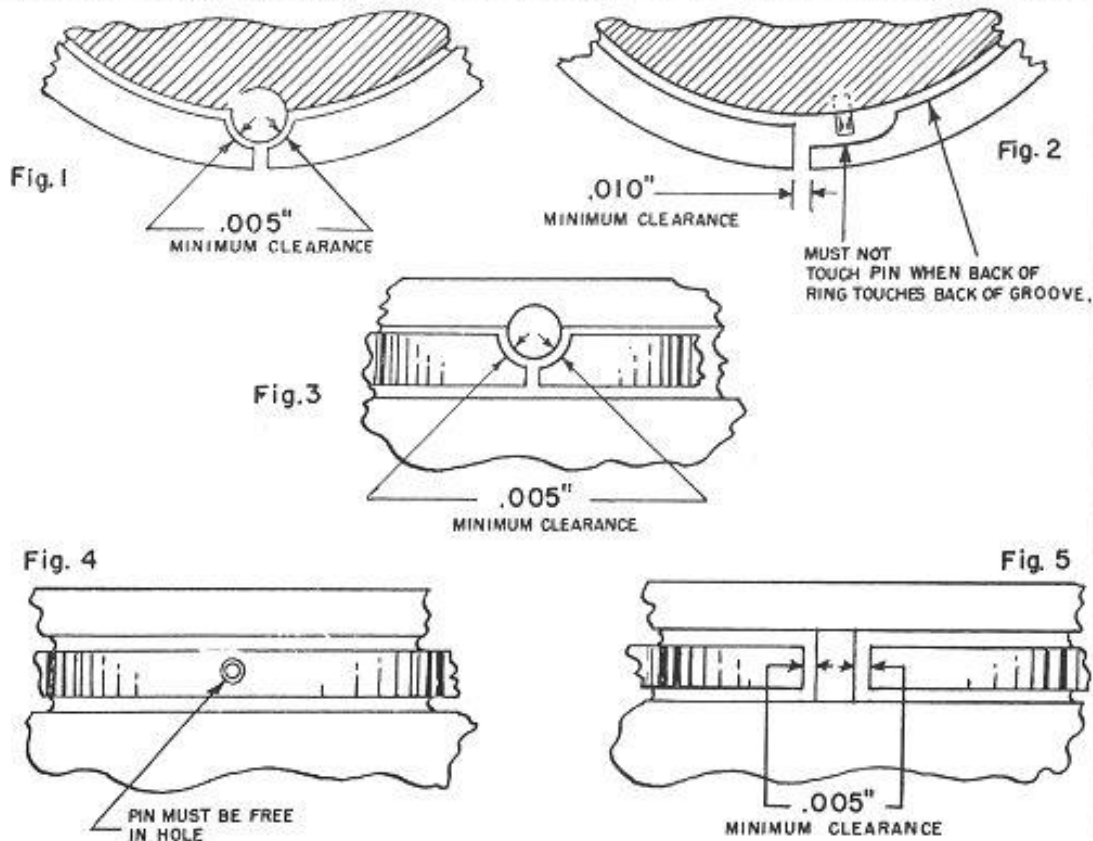
Good luck and good motor hunting!!!

UPDATE: I am happy to report the 1929 Hi-Speed Speedster is now part of my collection!! I picked it up just the other day. Also, I now have a lead on another motor. I have not seen it, but it is supposed to be a Durkee - more later on.

INSTRUCTIONS for PINNING Compression Rings for Outboard Motors

FORM NO.— 370R

The method of pinning compression rings for outboard motors varies in different makes of motors. When new compression rings are fit on the pistons of these engines, the ring joints must be filed or the rings must be drilled to adapt the ring to the particular type of pinning used. Use a small round file to remove the stock for a round pin fit (Fig. 1 and 3). Use a small flat file to remove stock from the back or joint of the ring (Fig. 2 and 5). Use a small drill to drill the hole to accommodate the pin used on some pistons (Fig. 4). In each case, the portion of the ring from which the stock is removed must be held firmly to prevent distorting the ring. In fitting the rings, use the clearances shown below.



PERFECT CIRCLE CORPORATION — HAGERSTOWN, INDIANA, U.S.A.

Printed in U.S.A.

MOTOR IDENTIFICATION INFORMATION
(CONTINUED FROM OCTOBER ISSUE)

Courtesy of John Hare
Ocean Springs
Mississippi

MODEL	SERIAL NUMBER	BORE & STROKE	H.P.	SPARK PLUG	RETAIL PRICE
<u>JOHNSON</u>					
<u>JOHNSON MOTORS</u>					
<u>1941</u>					
MS-20	397901-439206	1 1/2 --1 3/8	1.5	J8J	55.00
MD-20	397901-439206	1 1/2 --1 3/8	1.5	J8J	62.00
HS-20	397901-439206	1 3/8 --1 3/8	2.5	J8J	87.00
HD-20	397901-439206	1 3/8 --1 3/8	2.5	J8J	94.00
TS-15	397901-439206	1 15/16--1 1/2	5	J8J	118.00
TD-15	397901-439206	1 15/16--1 1/2	5	J8J	125.00
KS-15	397901-439206	2 1/8 --1 31/32	9.8	5MJ	185.00
KD-15	397901-439206	2 1/8 --1 31/32	9.8	5MJ	195.00
SD-10	397901-439206	2 1/2 --2 1/4	16	5MJ	255.00
PO-15	397901-439206	2 3/4 --2.52	22	R7	280.00
<u>1942</u>					
MS-20	439207-460782	1 1/2 --1 3/8	1.5	J8J	62.00
MD-20	439207-460782	1 1/2 --1 3/8	1.5	J8J	70.00
HS-20	439207-460782	1 3/8 --1 3/8	2.5	J8J	97.00
HD-20	439207-460782	1 3/8 --1 3/8	2.5	J8J	105.00
TS-15	439207-460782	1 15/16--1 1/2	5	J8J	132.00
TD-15	439207-460782	1 15/16--1 1/2	5	J8J	140.00
KS-15	439207-460782	2 1/8 --1 31/32	9.8	5MJ	205.00
KD-15	439207-460782	2 1/8 --1 31/32	9.8	5MJ	215.00
SD-10	439207-460782	2 1/2 --2 1/4	16	5MJ	280.00
PO-15	439207-460782	2 3/4 --2.52	22	R7	310.00
<u>1946</u>					
HD-25	489360-533253	1 3/8 --1 3/8	2.5	J8J	115.50
TD-20	491055-537995	1 15/16--1 1/2	5	J8J	154.00
KD-15	488297-522181	2 1/8 --1 31/32	9.8	5MJ	250.00
SD-15	504966-544041	2 1/2 --2 1/4	16	5MJ	308.00
PO-15	478122-521628	2 3/4 --2.52	22	R7	350.00
<u>1947</u>					
HD-25	532889-617685	1 3/8 --1 3/8	2.5	J8J	120.00
TD-20	536490-612209	1 15/16--1 1/2	5	J8J	160.00
KD-15	521292-2608441	2 1/8 --1 31/32	9.8	5MJ	250.00
SD-15	529071-607080	2 1/2 --2 1/4	16	5MJ	310.00
PO-15	521555-609075	2 3/4 --2.52	22	R7	350.00

MODEL	SERIAL NUMBER	BORE & STROKE	H.P.	SPARK PLUG	RETAIL PRICE
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JOHNSON (Con't.)

1948

HD-25	617500-698924	1 3/8 --1 3/8	2.5	J8J	120.00
TD-20	610654-706840	1 15/16--1 1/2	5	J8J	160.00
KD-15	608390-685411	2 1/8 --1 31/32	9.8	5MJ	250.00
SD-15	606907-703563	2 1/2 --2 1/4	16	5MJ	310.00
PO-15	584462-676932	2 3/4 --2.52	22	R7	350.00

1949

HD-25	698925-787873	1 3/8 --1 3/8	2.5	J6J	130.00
TD-20	706841-785214	1 15/16--1 1/2	5	J6J	170.00
QD-10	703813-788373	2 3/8 --1 7/8	10	J6J	300.00
SD-20	706313-788773	2 1/2 --2 1/4	16	5MJ	350.00
PO-15	711013-787323	2 3/4 --2.52	22	R7	395.00

1950

HD-25	787474-866101	1 3/8 --1 3/8	2.5	J6J	125.00
TN-25,26	786915-869479	1 15/16--1 1/2	5	J6J	170.00
QD-10,11	786921-864533	2 3/8 --1 7/8	10	J6J	285.00
SD-20	788374-866309	2 1/2 --2 1/4	16	5MJ	340.00
PO-15	787024-869639	2 3/4 --2.52	22	R7	395.00

LAUSON
THE LAUSON COMPANY

1941 - 1947

Sport King	OB410	2 1/8 --1 3/4	2.5	J8	117.20
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1948

Sport King Single	S300	2 1/8 --1 7/8	3	J8	124.95
Sport King Twin	T600	2 1/8 --1 7/8	6	J8	174.95

1949

Sport King Single	S300	2 1/8 --1 7/8	3	J8	129.50
Sport King Twin	T600	2 1/8 --1 7/8	6	J8	179.50

1950

Sport King Single	S350	2 1/8 --1 7/8	3	J8	129.50
Sport King Twin	T750	2 1/8 --1 7/8	6	J8	179.50

(TO BE CONTINUED)

CHAPTER PRESIDENTS

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



~~-Special-thank-you-~~

THE OUTBOARDER Editors wish to report the response of members for material has been tremendous and that makes less work for us --- a better and more interesting magazine for you. We'll appreciate everyone keeping the material coming in.

Drop us a line if you have any OUTBOARDER suggestions, corrections, questions, mail difficulties, or whatever. We are always happy to hear from all members.

THE OUTBOARDER October issue was mailed September 22, 1977. The January issue mailing date should be late December.

Old issues of THE OUTBOARDER still available at \$2.00 @ (includes postage) are:

January	1977	1976	1975	1974	none	1972	
April	1977	1976	none	1974	1973	none	1969
July	1977	1976	none	1974	1973	1972	1970
October	1977	none	1975	1974	1973	1972	1970

Flocked AOMCI shoulder patches - \$1.50 @ or 4 for \$5.00

All monies from old issues and patches go to club treasury.



IMPORTANT NOTICE

I am still receiving far too many complaints of members not sending a self-addressed, stamped envelope (SASE) when they write for information. You may consider it to be only one letter, but if you were one of our resource information members, you might find as many as 20 or 30 other members thinking the same way. These members contribute enough by doing the research and responding to your letter without having to pay for an envelope and stamp - lets try harder - remember to include (SASE).

Thanks, Walt

P.S. Please pay dues promptly and save lots of work and the club \$\$.

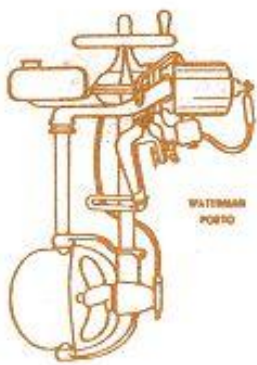
Send change of address to Ted Bieber, Membership Chairman (in charge of labels for Newsletter and OUTBOARDER).

DECALS

A DECAL ADDS THAT FINISHING TOUCH TO ANY RESTORATION PROJECT. ALL ARE MADE TO ORIGINAL SPECIFICATION, IN FULL COLOR.

For Evinrude Single, 1911 to 1928. For Elto rear tank, any through 1928. Water applied type.	\$4.95 set \$3.95 each	Robert Brautigam 2316 West 110 Street Bloomington, Minn. 55431
For Johnson Sea Horse "16" or "24", fits early P and S models. For Evinrude 4-60.	\$7.00 each \$8.00 each	Eric Gunderson 515 West Main Grass Valley, Ca. 95945
For Johnson Sea Horse 32, fits V65, 70, VR's, VE's. For Johnson Sea Horse 25, fits all Giant Twins. For Johnson V45, V75. For Evinrude, Speedifour and Big Four (modern).	\$10.00 each	John C. Harrison 1000 Northwest 54th St. Miami, Florida 33127
Metal nameplates for front of gas tank. Fits all Elto Ruddertwins. Authentic!	\$5.95 each	George Loeb 7037 Suburban Avenue Norfolk, Va. 23505
For Johnson "K" models, patterned after P/N27-227. Complete with starting & oiling instructions. Fits OK-55 & 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	Charles Hansen 2108 Broward Road Jacksonville, Fla. 32218
Part #11-124-J series, model 100 possibly more.	\$4.00	
Part #41-213-LS-37,38,39 possibly more.	\$4.00	
Part #29-151-P O. S & O instructions included.	\$7.50	
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	Bob Zipps 182 Brentmoor Road East Hartford, Conn. 06118
For Evinrude Scout, 1937, & others with similar tear-drop tank. Complete with operating & oiling instructions.	\$6.00 each	Bob Grubb 1368 Meadowbrook Road Pottstown, Penn. 19464
For Lauson motors. State whether Single or Twin. Give model number if possible.	\$5.00 set	E. Walton-Ball 1940 Ellesmere Rd. U 8 Scarborough, Ont. M1H2V7

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