

January 2013

Antique Outboarder



THE PIONEERING AUTHORITY

BONE YARD BOATS



SAVING OLD BOATS

**FOR EVERY OLD BOAT OUT THERE IN NEED OF A NEW HOME,
THERE'S A CRAZY BOATER LOOKING FOR A PROJECT.
YOU KNOW WHO YOU ARE.**

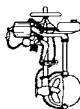
www.boneyardboats.com



Submission Guidelines	3
From the Helm	6
Letters	7
Of Historical Interest — <i>Bob Zipps</i>	8
Special Interest Groups	10
Mercury — <i>Tom Thuerwacher</i>	10
Articles	12
From the Workbench — <i>Rick Eichrodt</i>	14
A Pumper Joins the Collection — <i>Al Lockhart</i>	15
Giesler Boat Builders — <i>Karl Williams</i>	17
Chapter News	19
Markings	19
Carolinas — <i>Bill Goold</i>	22
East Tennessee — <i>Henry Champagney</i>	22
Florida — <i>George Emmanuel</i>	23
MOB — <i>Rick Eichrodt</i>	27
Northwoods — <i>Tomahawk International Meet Special Report with contributions by:</i> <i>Bob Dalle Ave, Ned and Mark Spanagel, Ed Elliot, Al Lockhart,</i> <i>Richard L. Paquette, Emma Craib, John Stasieluk, and Kyle Roden</i>	35
Puget Sounders — <i>John Matthews</i>	50
Texas — <i>Joe McCauley</i>	52
Yankee — <i>Arthur W. Sesselberg, Jr. (“aka E. L. Toe”)</i>	55
Goods and Services	58
Advertising Rates and Information	58

On the Cover: Rick Eichrodt enjoying a ride on Lake Webster. Rick has retired as MOB correspondent after nearly 12 years of service. Read Rick’s last submissions as MOB correspondent starting on page 27.

The Antique Outboarder is published quarterly by the Antique Outboard Motor Club, Inc.
 Copy editing by Suzan Sacchetto, Design by Diane Appelt



President

Jay T. Walls
3139 N. 425 East,
Danville, IN 46122
317-892-4710
fmanracer@tds.net

First Vice President

Christopher Scratch
3 Sara Blvd
Cottam, ON Canada
N0R 1B0
519-839-5188
outboardguy44@gosfieldtel.com

**Vice President Publications-
The Antique Outboarder**

Richard L. Paquette
Box 979
Azilda, ON Canada
P0M 1B0
705-983-2738
outboarder@aomci.org

ELECTED OFFICERS

**Vice President Publications-
The Newsletter**

Mark Lodge
10501 Xavis St. NW
Coon Rapids, MN 55433
763-323-0179
newsletter@aomci.org

**Vice President Technical
Service**

Rick Eichrodt
5761 Southeastern Avenue
Indianapolis, IN 46203-5661
317-755-1066
rickrodt@comcast.net

Secretary

Dick Gorz
PO Box 831
White Cloud, MI 49349
(231) 689-6228
memberservices@aomci.org

Treasurer

George J. Emmanuel
1841 NW 23rd Terrace
Gainesville, FL 32605
352-378-5172
gemmanuel@bellsouth.net

Antique Motor Registration Stickers
FREE

REGISTERED
ANTIQUE

The Antique Outboard Motor Club, Inc.

REGISTERED
CLASSIC

The Antique Outboard Motor Club, Inc.

The Motor Registration Department serves a definite purpose in determining the rarity and survival rate of motors, not motor value. It helps to put members in touch with other members who have the same type of engine.
A S.A.S.E. is required for all inquiries and for receiving Motor Registration stickers.
Mike Newman
6620 E. Fish Lake Road
Maple Grove, MI 55369

APPOINTED OFFICERS

Archives Custodian

Stuart Fillinger
7678 N Sandy Beach Dr.
Monticello, IN 47960

Historian

Bob Zipp
182 Brentmoor Rd.
E. Hartford, CT 06118

Racing Historian

R.C. Hawie
P.O. Box 61
Lake Hamilton, FL 33851
941-223-3860 cell

Special Features Contributor

Chris Scratch
3 Sara Blvd
Cottam, ON Canada
N0R 1B0 519-839-5188
outboardguy44@gosfieldtel.com

**AOMCI Ship's Store
& Book Store**

John Gruman
911 S. Ordway
Waterloo, IA 50703
319-233-1918

AOMCI Webmaster

Christopher Eichrodt
4644 Nikki Dr., Apt C
Indianapolis, IN 46237-1728
webmaster@aomci.org
security@aomci.org

Motor Registration

Mike Newman
101 N. Front Street, #109
Belding, MI 48809

**AOMCI Corporate
Headquarters**

1841 NW 23rd Terrace
Gainesville, FL 32605

Membership Services

Dick Gorz
PO Box 831,
White Cloud, MI 49349-0831
(231) 689-6228
memberservices@aomci.org

MISSING ISSUE & ADDRESS CHANGE
inquiries are handled by the Membership Services Officer, not the editors or publishers. Note your membership expiration date on your address label. Send your dues in early (or pay online with Pay Pal at www.aomci.org) to avoid delays!

Submission Guidelines

The Antique Outboarder is our creation; if we do not do it for ourselves, who will do it for us? Let's keep it going! Please consider submitting anything related to the hobby you want to see in the magazine; including, but not limited to, articles, photos or old advertizing.

We will accept hard copy; please write your name on the back and enclose a self addressed envelope for any items you would like returned. We prefer electronic submissions sent either by email or by mailing a compact disk. At the end of each article include a caption list that identifies by file name each graphic that goes with the article. All images must be of the highest quality. Digital pictures should be taken at 1000 pixels wide or greater, scan images at 300 dpi or greater. Send each image as an original unedited file in .jpg, .pdf or .tif format.

We reserve the right to edit submissions as we see fit. We do not print copyrighted material without permission from its creator. Please submit a cover letter that identifies each article's title, author and any copyright releases you have secured if you are submitting an article or image you did not create yourself. If you feel the work is "fair use" or "orphaned", please indicate why.

If you have any questions on submissions:

email:
outboarder@aomci.org

Mail:
The Antique Outboarder
Richard L. Paquette
Box 979
Azilda ON Canada
P0M 1B0

Tips for Submissions

The simplest way to prepare your article is to type it, text only, into a word processing program. Please do not paste photos into the article. At the end of your article type a list of captions for all the photos you are sending including the corresponding photo's filename. This is all you really need to do.

Please consider getting help from another member if you are not handy with computers. Such collaboration is a good way to involve a younger member in the workings of the club and may save you a few dollars on postage.

Each article and image should be its own file. You can attach several files to a single e-mail; up to about 10 MB total or send consecutive e-mails. If you mail the files on a compact disk and are sending more than one article on the CD, please organize the pictures into folders or subdirectories on the CD according to which article they go with.

Remember to keep it simple and do not do anything unnecessary as this often requires more work on our part to undo what you may have done. Most importantly, do not resize, rename or alter photos that you send to us; send them just as they came off your camera's memory card.

Anytime you save or rename a .jpg file on your computer, image quality is lost by the .jpg compression process. While an image may look nice on your computer monitor, in-print is a different story. It is typical for a good quality image to be 500KB up to a few megabytes. Our goal is 300 dpi or more when the image is printed at its final size. This means that for us to print it at 4 x 6 inches or 10 x 15 cm on the page, it needs to be approximately 1500 x 1000 pixels or better. If you do not understand any of this, remember: all we need you to do is set your camera for a high resolution and send us the unmolested files. If you hope for your picture to make it onto one of the covers or into the color gallery, set your camera to its highest resolution as the decisions on which photos make the covers and gallery or how big the picture is printed are often based on the quality of the image.

Please do not rename pictures; not only is there the potential for their quality to be compromised by the compression process, many of you choose to name your files with the same name and this often results in us having to rename the images again or the images being mixed up. Just keep it

simple, do not change anything; just send us the photos as they came off your camera!

The club uses a professional designer to layout the magazine who uses state of the art photo-editing software. Not all photo-editing software is created equal so if you insist on editing or cropping an image so we can see what you want it to look like edit and save your version with a different file name and send us both your processed version and the original so we can still produce a print of the highest quality.

Pasting pictures into a document actually creates more work as we need to remove the images from the text to insert it in the magazine. More importantly, pictures inserted into the document are compressed by the word processing program; if they are even usable at all they will not look as good as originals will in print. If you insist on including pictures in the document we still need you to send us the original unedited picture, as well as a caption list including the file names.

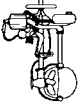
Please take the time to come up with a caption for each of your images as your picture may not necessarily appear with your article; it may end up on one of the covers or in the color gallery! Type a list of captions including the file names at the end of the article so we know which captions goes with which image when they are inserted into the magazine layout. Given the large number of pictures in the magazine, it is much more work for us to match photos by sight than by the file names.

If you have actual prints from an analog camera, or original printed materials, you can either send them to us or you can scan them if you have the means to do so. If you do not want to part with your originals, try a copy shop. For a nominal fee most shops will scan the images and burn them to a compact disk for you.

If you have any questions on submissions please get in touch with me. You will find my contact information on the Officer's page.

Respectfully,
Richard L. Paquette

Deadlines are: February 10th for the April issue, May 10th for the July issue, August 10th for the October issue, or November 10th for the January issue.

**Antique Outboard Racing Chapter**

Ralph Lambrecht
243 W. Blodgett Ave.
Lake Bluff, IL 60044
708-234-0842

Carolinas Chapter

Scott Bogue
2400 Farm Gate Rd
Brown's Summit, NC 27214
spbogue@earthlink.net

Caesars Creek Ohio Chapter

Tim Miller
2516 Hackney Dr.
Kettering, Ohio 45420
937-298-4515
tim.neptune1@gmail.com

Central Arizona Chapter

Vernon McKinley
6202 East Quartz St.
Mesa, AZ 85215-0941
480-654-5315

Central Ohio Chapter - Milt Moos

6586 Sunbury Rd.
Westerville, OH 43082
614-882-3746

Chesapeake Chapter

Johnny A. Bloomquist
1256 Woodcroft Rd.
Richmond VA 23235-6156
804-323-5728

Dixieland Chapter - Doug Hudgel

5202 Ranch Marina Rd.
Pell City, AL 35128
205-814-3644

Finger Lakes Chapter

Jerry Hargrave
47 Thorpe Crescent
Rochester, NY 14616
585-455-7444, K1c1c2@aol.com

Florida Chapter - Paul Adams

2784 W. Dunnellon Rd.
Dunnellon, FL 34433-2312
352-489-4600, www.aomcifingerlakes.com

Great Lakes Chapter - Joe Brincat

29300 Eldon Ave.
Farmington Hills, MI 48336
248-478-0808
fixerjo@sbcglobal.net

Hawkeye Chapter - Bob Blin

505 Fifth Ave.
Marion, IA 52302-3258
319-377-3339

Inland Northwest Outboarders Chapter

Dave Holtzheimer
126002 S R 26
Colfax, WA 99111
holtzheimers@msn.com
509 397 2490

Knuckle Busters Chapter

Bob Grubb
1404 E. Meadowbrook Rd.
Pottstown, PA 19465
610-326-8437

Long Island Chapter - OPEN

Maple Leaf Chapter - Glenn Weigel
554 Crimson Court
Oshawa, ON
L1J 8E1
905-725-9467
gmweigel@rogers.com

Michiana Outboard Boating (MOB)

Chapter - Rick Eichrodt
5761 Southeastern Ave.
Indianapolis, IN 46203-5561
317-755-1066
rickrodt@comcast.net

Mid-American Prop Spinners - Ron C. Ellis

9419 Cyclone Lane
Lee's Summit, MO 64063
816-525-3875

Mid-Canada Chapter - Robert Currie

293 Prince Charles Place
Flin Flon, Manitoba Canada
R8A 1R3
204-687-7833

Midwest Chapter - Dan Johnson

N7852 W Shore Dr.
Elkhorn, WI 53121
262-495-2008
propdusters@usa.com

Minnesota Gopher Chapter

John Stasieluk
6016 Chapel Dr., Edina, MN 55439
952-941-2495

Minnesota North Star Chapter

Hunter Cloutier
1808 9th Ave. SE, Forest Lake MN 55025
651-587-3725
aomcinorthstarchapter@yahoo.com
www.aomci-northstarchapter.piczo.com

Missouri River Border Chapter

Eugene Townsend
42736 Elwood Lake Dr.
Elwood, NE 68937
308-785-2599

Mohawk Hudson Chapter

Michael Glenn
155 Foch Road
Scotia, NY 12302-6508
518-505-3558
mglen2@nycap.rr.com

Motorheads of Illinois Chapter

Vince Heywood
26431 W. Grass Lake Rd
Antioch, IL 60002
847-533-2679
heywoodracing@comcast.net

Nor-Cal Chapter - Eric Gunderson

13722 St. Leger Forest
Nevada City, CA 95959
530-272-2190

Northwoods Chapter

Robert J. Dalle Ave
9864 Cedar Falls Rd.
Hazelhurst, WI 54531
715-356-5649

Old Bay Chapter - Frank Vaccaro

560 Anchor Dr.
Joppa, MD 21085-4502
410-679-8801

Oregon Webfoot Chapter

James D. Crow
4143 Shannon St.
Eugene, OR 97404-1279
541-607-1929

Pine Tree Boating Club Chapter

David Kelley
1333 Union Rd.
Appleton, ME 04862
207-975-4427, http://pinetreboating.com

Puget Sounders - Rita Boddy

8320 234th ST SW
Edmonds, WA 98026
425-670-0840

South California Chapter

Paul Brinkman, Jr.
2815 Park Place
Laguna Beach, CA 92651
949-376-9997

South Florida Gator Chapter - Stan Bricker

768 Wiggins Bay Drive
Naples, FL 34110
Tel: 239-514-1330

Southern Ontario Rowboat Motor Chapter

Jack Craib
P.O. Box 123
Woodstock, CT 06281
860-928-0750
Jack.craib@gmail.com

Southeastern Outboarders

Kenneth L. Winter
10960 Spotted Pony Terrace
Alpharetta, GA 30022
770-664-6959

Swamp Rats Chapter

Charles J. Van Vrancken
40025 McCarroll Lane
Ponchatoula, LA 70454
985-969-1517

Texas Chapter - Adam Finn

5321 Braeburn Dr
Bellaire TX 77401
713-823-4091
afinn59@sbcglobal.net

Thousand Islands/NYS Chapter

Bill Loveland
144 Hermitage Road
Rochester, NY 14617
585-338-9499

Twin Rivers Chapter - Joe Roth

1030 Bermuda Dr.
Edwardsville, IL 62025
618-655-0747

Western New York Chapter - Jason Baxter

P.O. Box 53
Hilton, N.Y. 14468
(585)-392-3936
wnyaomci@yahoo.com
www.wnyaomci.wizaroutboardforum.com

Western PA Putt Putt Chapter - OPEN

Western Reserve Chapter - Gary Orloff
6640 Heisley Rd.
Mentor, Ohio 4060-4504
440-255-5522 home, 440-667-5548 cell
gporloff@oh.rr.com

WinnebagoLand Chapter

Tom Thuerwachter
N5029 Summit Dr.
Fond du Lac WI 54935
(920)923-1827
oldprops@yahoo.com
www.winnebagoLandchapter.com

Wolverine Chapter - Eric Helder

1989 Tiffany Ct
Holland, MI 49424
616-399-3159

Yankee Chapter - Art Sesselberg

67 Shade Hill Rd.
Fairfield, CT 06824-7336
203-256-0707

Here is a list of different interest groups intended to help focus on your needs for literature, information, parts, and fellowship regarding your favorite motor or subject. Please remember to send a stamped, self-addressed envelope when requesting information. If your favorite topic is not listed here, please feel free to send a note to the V. P. of Technical Service as listed on the officers page of this magazine.

Aerotruth - Richard Hiiuvain
14 Bay St., Woodstock, On
Canada N4S 3K5
519-320-9727, rhiuvain@hotmail.com

Bendix Eclipse - John K. Folke
498 McColleys Pond Rd
Harrington, DE 19952
(302)335-5406, folke@comcast.net
<http://home.comcast.net/~folke/>

British Seagull - Rick Anderson
20740 Knob Place, Perris, CA 92570
oldmocco@aol.com

Caille - Jack Craib
P.O. Box 123, Woodstock, CT 06281
860-928-0750
Jack.craib@gmail.com

Champion - Cooper Jess
447 Spring St.
Ripon, WI 54971-1553
H: 920-748-7661
Bus. & Fax: 920-748-2600
good1@centurytel.net

Champion Hot Rod - Cooper Jess
447 Spring St.
Ripon, WI 54971-1553
H: 920-748-7661
Bus. & Fax: 920-748-2600
good1@centurytel.net

Chris-Craft - Lee Holland
5835 Jankow Rd.
Algonac, MI 48001-3916

Clarke Troller - Peter Hunn
673 Forest Ave., Fulton NY 13069

Corsair - Hunter Cloutier
1808 9th Ave SE
Forest Lake, MN 55025
antiqueoutboarder@yahoo.com
651-587-3725

Cross Radial - Jay Walls
3139 N. 425 E., Danville, IN 46122

Cross Seagull - Chris Scratch
3 Sara Blvd.
Cottam, ON NOR 1B0
519-839-5188

Decal History - OPEN

Detroit - Chris Scratch
3 Sara Blvd.,
Cottam, ON NOR 1B0
519-839-5188

Elgin - Jim Moffatt
14 Woodbury St.
Salem, NH 03079
603-893-5316 jpmoffatt@aol.com

Elto - Sam Vance
13950 So. Wabigama Dr.
Rapid City, MI 49676-9300

Evinrude (Big Four, Speedifour) -
Jim McGehee
2986 Hwy. 218
Montrose, Iowa 52639-9502
319-463-7403
email jimmcgeheh@lisco.com

Evinrude (Classic) - Rick Eichrodt
5761 Southeastern Av.
Indianapolis, Indiana 46203-5561
317-755-1066, rickrodt@comcast.net

Evinrude/Elto 4-60 - Jay Walls
3139 N 425 E
Danville, IN 46122
(317)892-4710 fmanracer@tds.net

Evinrude (General) - Garry Spencer
4023 Wsan Pedro St.
Tampa, FL 33629-6726
813-837-9647, chapsboy@earthlink.net

Evinrude Rowboat Motors -
Brook E. Newcomb
298 West Britannia St.
Taunton, MA 02780
508-277-4448

Flambeau - Wayne Schoepke
P.O. Box 95, Wasau, WI 54402-0095
715-845-5731

Gray Marine - OPEN

History - Bob Zipp
182 Brentmoor Rd.
East Hartford, CT 06118

Indian Silver Arrow - Tom Oncken
1415 Dorsetshire Drive
Pasadena, Texas 77504-3234
texasoutboard@comcast.net
Cell w/ Voice Mail: 713-819-0713

Johnson ("A" series) - Bob Zipp
182 Brentmoor Rd.
East Hartford, CT 06118

Johnson ("PO" series) - Bill Salisbury Jr.
2903 Leisure Circle
Bumpass, VA 23024-9695
540-895-5427
salisburyw@comcast.net

Johnson (rotary valve series) -
Ralph Lambrecht
243 W. Blodgett Ave.
Lake Bluff, IL 60044

Johnson (up to 10 hp) - Art DeKalb
Van Alstyne Dr., Pulaski, NY 13142

Johnson Classic - Joseph L. McCauley
Physics Dept., Univ. of Houston
Houston, Tx. 77204
713-743-3528

Tiefetfeld 14
6632 Ehrwald (Tirol), Austria
+43-5673-20124
jmccauley@uh.edu

Koban - Richard Mussehl
238 Meadowbrook Drive
New Wilmington, PA 16142
724-946-2820

Lockwood - Dave Lockwood, Jr.
1203 3rd St., Kewaunee, WI 54216

Martin - Russell Larson
1499 County Rd. 11
Mead, NE 68041-4049

Mercury - Tom Thuerwachter
N 5029 Summit Dr.
Fond Du Lac, WI 54935-9686
(920)923-1827

Mercury Racing Engines -
Steve Roskowski
Auto Research Center
4012 Championship Drive
Indianapolis IN 46268
317 291-8600 ext 1023 desk
317 347-3092 fax
317 650-1087 cell

Minn-Kota Motors - Dan Tannehill
15 Burgess Drive
Warwick, RI 02886-2410
401-732-9838
ephsmath-phys@cox.net

Neal Racing Boats & Engines
Jim Johnson
570 E Hadley Ave
Kettering, OH 45419
Tel: 937-480-7762

Neptune - Tom Albertine
15840 - 26th Avenue NE
Shoreline, WA 98155-6437

Oliver - Dick Gorz
P.O. Box 763
White Cloud, Michigan 49349-0763
231-689-6228

Racing - Ralph Lambrecht
243 W. Blodgett,
Lake Bluff, IL 60044

Scott-Atwater - John Hudson
80 Clarendon Rd
Peakhurst NSW 2210, Australia

Sea King - Ron Vaughan Sr.
28757 N. Madison
Wauconda, IL 60084

Shoda - Jerry Hargrave
47 Thorpe Crescent
Rochester, NY 14616
585-455-7444 (leave a message)
K1c1c2@aol.com

Thor - Walter R. Chute Jr.
9161 Buffalo Ave.
Niagara Falls, NY 14304-4460
716-283-0725, chute@buffalo.edu

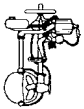
Eaton's Viking - Richard L. Paquette
Box 979 Azilda ON Canada, POM 1B0
705-983-2738

vikings@richardlpaquette.ca
<http://richardlpaquette.ca/Vikings.htm>

Waterman - Robert Skinner
3070 Morris Dr.
Windsor, Ontario, Canada N9E 2J9.

Waterwitch - Peter Feldman
36 Knollwood Dr.
Hohokus, NJ 07423

Wizard - Brian H. Wilcox
9231 Stone Road
Algonac, MI 46001
810-794-7685





**Jay Walls,
President**

Hello to outboarders everywhere. I want to start off by talking about the weather in the Midwest. We broke some records this year, one for the number of days over 90° and one for the most days without rain. I have never seen crops lost like the ones this year; field after field of burned corn and beans. There were mature trees losing their leaves in June from the extreme weather. These same trees became brittle, and in a lot of cases limbs broke and fell to the ground. It was a record setting year for sure.

Our boat racing was a personal record breaking year. We were able to win three National Championships at Lake DePue in Illinois. I was never more excited to be a part of boat racing. As you may know, I usually include something in my tiller messages about the need to get the AOMCI name out there, hand out brochures, and help grow the Club. The executive council is currently working on a downloadable version of the AOMCI brochure where members can customize the file with the contact information for their local chapter and then print for distribution to interested parties. There are several folks in the AOMCI that also belong to other boating organizations like the ACBS (Antique and Classic Boat Society) and the APBA (American Powerboat Association). The ACBS's main focus is on inboard powered watercraft, while the APBA's interest is in all types of racing watercraft. I have been in contact with the current APBA president, Mark Wheeler. He also feels it would be beneficial for both organizations to provide contact information and website addresses in each other's publications in case there are readers that would like more information. So be on the lookout for this information in future publications.

In addition to the brochure, the Executive Council is working on updating the list of honorary members. This will include those who have met or exceeded the criteria as stated in the by-laws. The Council has also passed, on a trial basis, a one-year

membership for those that have not previously been a part of the club. As stated in the July Tiller Message, this one-year membership will only be offered to new members. After that initial membership year, pending the Council's decision on the five-year discounted membership, the only current option upon renewal is a two-year membership.

So with the days getting shorter, it is time to start planning for next year. Chapters need to submit the 2013 meet dates so that they can be published in the newsletter. The Council encourages all Chapters to send meet invitations, once a year, to local AOMCI members who have never attended. The Council also reminds the Chapters that their members must be current AOMCI members.

*Happy Outboating,
Jay Walls*



**Richard L.
Paquette,
Vice President
Publications,
*The Antique
Outboarder***

A lot of chapter news in this edition and lots of great pictures - not so much in the way of technical or special interest articles however. With forty eight Special Interest Groups we would hope to see twelve or so of these articles in every issue. We would also like to see more in the way of technical or general interest articles and to this end have reordered the magazine to give articles more attention placing them before the Chapter News Section.

The Executive Committee has reviewed our advertizing rates, as these have not been updated in many years. Please take note of the new rates at the end of the magazine. These rate increases will hopefully help us recover some costs of publishing *The Antique Outboarder* and hold the line on membership dues. *The Antique Outboarder* is by far the largest line item in the budget. Printing and mailing costs are always on the rise, so increasing our advertizing revenue is important if we hope to keep membership dues in check.

Please consider supporting our advertisers! We are now also offering

business card style ads in the classifieds section. While club officials are working on a strategy to solicit more advertisers feel free to take this on yourself and see who you can convince to advertize in these pages!

The other way we can put more money in the bank – and hold the line on membership dues is of course, to sign up more members. Just think if each one of us signed up someone new this year we could double our membership! Your copy of the *Outboarder* is perhaps the best tool at your disposal to sign up new members – so take it with you to meets and displays where you may come across potential new members.

*Sincerely,
Richard L. Paquette*



**Rick
Eichrodt,
Vice President
of Technical
Services**

The first year of my tenure as VP of Technical Services is just about up and I have been busy contacting many of the Special Interest Group leaders. I would like to thank everyone who has stepped up and volunteered to handle the many Special Interest Groups here within the AOMCI. I also want to thank the many leaders who write articles for the "*Antique Outboarder*". One of the first things I did when I joined the club some 12 years ago was purchase as many of the back issues I could get my hands on because contained in the issues are useful articles about the "old iron". The AOMCI is dedicated to the preservation and restoration of antique outboards which includes the knowledge that we as members accumulate as we grow with the club. I would like to "twist the arms" of the SIG leaders who have not written an article and hope they sit down and share their knowledge with the rest of the club.

There is an opening for the Gray Marine SIG because of the passing of Bill Duman who headed up that that group. Also while I was at Constantine this year, I spoke with Art DeKalb who expressed a desire to step down from his two groups, the Decal History and Johnson (up to 10 horse). I would like

LETTERS


WATERWAYS ARE THE HIGHWAYS OF HAPPINESS

this summer~



Enjoy
Your Vacation Hours
Motoring on the Water
Powered by your Newly
Restored Outboard Motor



You have mechanically restored your Vintage Outboard to run like new, now give it that Factory - Fresh look with Reprotint Paint.

- Reprotint is formulated to give the closest match to original OEM colors possible.
- It is a tough enamel that resists fading and gives an outstanding finish to your motor.
- Reprotint is available in spray cans, pints, and quarts .
- We carry a full line of colors for vintage/classic motors from 1920-1975.

To Order visit
www.reprotint.com
or call 954-274-6222

REPROTINT
The Closest Match to Classic OEM
Outboard Motor Paint

to express my gratitude for the many years that Art volunteered to head up both of these Special Interest Groups. If anyone would like to fill those vacancies, please contact me (email is best) expressing your desire to volunteer. For the remainder of the leaders, please send in your articles. *The Antique Outboarder* is a great magazine and it is what WE make it. If nothing is sent in, then nothing is published with regards to the technical articles. I really enjoy getting my *Antique Outboarder* and discover that it is chocked full of meet news and tech articles. I believe I have seen as many as 80+ pages published in the *Antique Outboarder* but it would be great to see over 100 pages! It is up to us to contribute.

See Ya On The Water,
Rick Eichrodt



A Letter from Mark Wheeler, President of the APBA

Like many of you, my fascination with outboard motors began at an early age. My father established a Mercury dealership in Nashville, Michigan, in 1951. My brother and I grew up at that dealership, and my brother still owns it today. Over the years I have raced KG4Hs, 20Hs, 30Hs, 25SS Mercury engines and a 20 CI American Hot Rod. I currently race in APBA's Modified Outboard category with a 44CI Merc, while my daughter races in APBA's Junior Class with a 15 HP Merc. When we test, our chase boat is powered by a Merc 60—one of the last white Mercs.

The American Power Boat Association (APBA) has provided a wonderful outlet for our family to do what we love, which is race outboards. Like the APBA, the AOMCI has

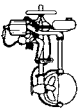
given its members the outlet to do what they love. As both organizations move forward, the APBA looks forward to opportunities to partner with the AOMCI for the mutual benefit of both organizations and their members.

APBA provides several avenues for antique outboard lovers to participate in our events. Under Butch Kropfeld's leadership, APBA's Vintage category continues to grow. APBA stages Vintage events throughout the United States. These Vintage Regattas provide opportunities for both static displays and flybys using Vintage race boats. APBA also offers opportunities for those who love the thrill of being on the water, to race vintage outboards. APBA's Professional Racing Outboard (PRO) division has four classes dedicated to the use of vintage engines. AOMCI members Jay Walls, JJ Walls and Steve Greaves are active supporters of these classes. APBA's Modified Outboard category also provides a place for antique outboards. At this year's Modified Outboard National Championships, in Rainbow City, Alabama, the 250CC modified runabout championship was won by Brandon Boyd driving Ed Weinert's Mercury 20H.

APBA welcomes suggestions about additional ways our two organizations can cooperate to strengthen the appreciation of, and participation, in U.S. power boating. My personal feeling is that a reasonable start would be staging joint AOMCI/APBA Vintage events through AOMCI and APBA member clubs.

I would like to hear your ideas! Please send your thoughts to me at president@apba.org.

Regards,
Mark Wheeler, President
American Power Boat Association



By Bob Zipp

In this issue, let's discuss two Book Reviews. So sit back in your easy chair and let's

begin.

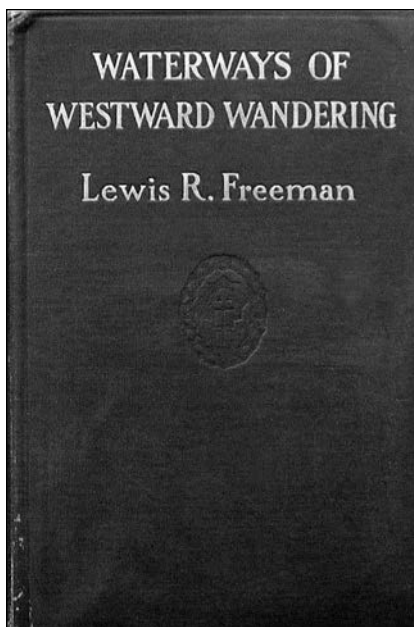
Book Review #88:

Our first Book Review is *Waterways Of Westward Wandering* by Lewis R. Freeman, (OHI #1). This book was loaned to me by Yankee Chapter President Art Sesselberg.

The book is hard cover, measures 6 inches (approx 15.3 cm) by 8³/₄ inches (approx 22.2 cm) and has 368 pages. The book has an Acknowledgement, a Foreword, a Table of Contents, and a 2 page List of Illustrations (Photos). The book is divided into three parts: with Eight named Chapters in Part 1; Five named Chapters in Part 2; and Eight named Chapters in Part 3. The copy that I have does not have a dust jacket. The book was published by Dodd, Mead and Company in 1927.

All of the photos are black and white and are printed on separate pages located throughout the book, and each photo has a caption. Almost all of the photos are printed one per page. Unfortunately, there are no maps included in the book that show the detailed locations of his adventures. The absence of maps substantially takes away from the enjoyment of the book.

This book is about three completely separate trips that the author made.



L: OHI #1:
Cover of
"Waterways Of
Westward
Wandering"
by Lewis R.
Freeman.

R: OHI # 4:
Cover of
"Vintage
Outboard
Motorboat
Racing" by
Bernie Van
Osdale.

The first trip discussed in Part 1 of his book was down the Ohio River from where it begins at the junction of the Allegheny and Monongahela Rivers at Pittsburgh, Pennsylvania to where it joins the Mississippi River at Cairo, Illinois. The second trip discussed in Part 2 was down the Missouri and lower Mississippi Rivers from the Yellowstone River to New Orleans, Louisiana. The third trip discussed in Part 3 was down the entire length of the Mississippi River from its source at Lake Itasca in Northern Minnesota to New Orleans. The author did not always use an outboard motor on some portions of his journeys, but when he did, he always used an Elto Rudder Twin.

On his trip down the Ohio River, the author used his Elto for the entire length. The author also brought along a "portable" radio with him on this trip, and it was interesting to read about his experiences with it.

On his trip down the Missouri and lower Mississippi Rivers, the author initially did not have his outboard motor with him and took advantage of the strong current, but then had to row his boat when the current slowed until he reached Bismarck, North Dakota where his outboard motor would be waiting for him at a railroad terminal. The author stated that when he told experienced river people at the landing in Bismarck that he was going to start using an outboard motor for the remainder of the trip, they all laughed, and brought him to a cabin on a stern wheeler that had long been out of service. The cabin contained several outboard motors, which they claimed were ruined in about a half a day of service. The author stated that the Missouri River is loaded with sand and silt from massive erosion of the riverbanks, and that the sand and silt in the water is so abrasive that water pumps do not last.

The early Elto Rudder Twin had a water pump with a solid rudder, and this is the model that the author had for this trip. However, he also had a very large supply of spare water pumps. You can read about his experiences with the silt that lasted all the way from Bismarck to the junction of the Mississippi River, and just beyond until the river lost the Missouri River silt.

On his trip down the complete length of the Mississippi River from Lake Itasca, the author initially used a canoe having to go past beaver dams, shallows and log booms until he reached water where a boat with an outboard motor could be used. On this trip he had one of the first 4 horse Elto Rudder Twins. He also had another "portable" radio, which was a Radiola 26, as shown in OHI #2. The author motored down to St. Louis, Missouri, and then traveled the rest of the way to New Orleans by River Barge. OHI #3 shows the author on the Mississippi with his Elto Rudder Twin.

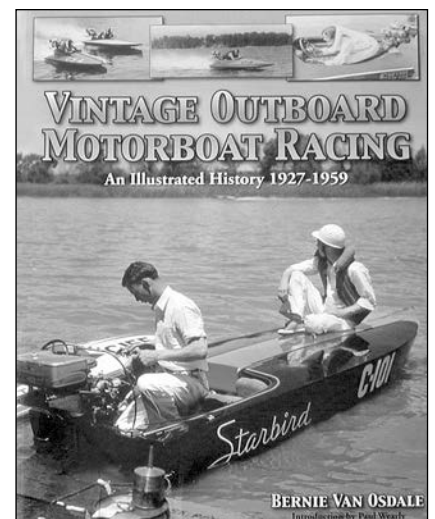
The book has some extremely interesting segments. However, the historical portions are so detailed and at times so completely uninteresting that they take away from the enjoyment of the book. Just as with another one of the author's books that has been previously reviewed, this book also suffers from flowery writing and the use of seldom-used words, which takes away from the enjoyment of the book.

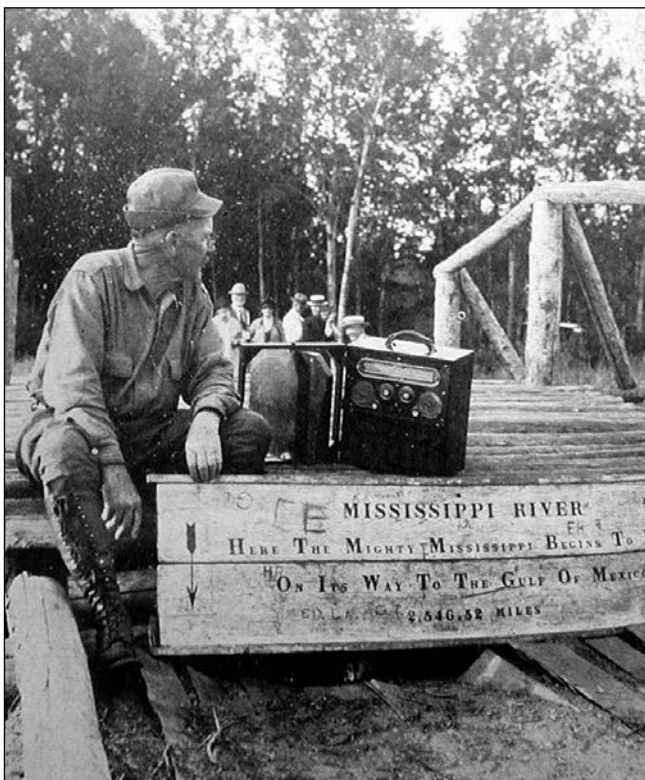
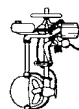
This book does not have my recommendation; however, I am not going to recommend that you pass on it either. I'll leave that up to each reader to decide after reading my review.

Book Review #89:

Our second Book Review is *Vintage Outboard Motorboat Racing* by AOMCI Member Bernie Van Osdale (OHI #4). The book has the sub title *An Illustrated History 1927-1959*.

The book is soft cover, measures 8¹/₂ inches (approx 21.6 cm) by 11 inches (approx 27.9 cm) and has 127 pages. The book has a Table of





Contents, Acknowledgements, a Foreword, a Preface, an Introduction, 4 named Chapters, a Listing of National Championship Regattas, and a Bibliography. The great cover photograph is in full color. The Introduction was written by Paul Wearly. Chapter 1 is: National Outboard Racing Association; Chap 2 is: Golden Years Part 1 (1935-1941); Chap 3 is: Golden Years Part 2 (1946-1952); and Chap 4 is: Years of Transition (1953-1959)

In some of my past Book Reviews, I have used the description that a book is a treasury of photographs. And each and every time that I used that description, it was totally appropriate. But after reading this book, the word treasury does not do justice to the quality and quantity of the historical photographs that are included, which without a doubt are absolutely amazing. The reason why, is that the photos in this book have been assembled from many different outstanding collections. Each photo has a caption. If you like analyzing photographs in detail, which I have been encouraging you to do in many of my previous "Of Historical Interest" Articles, this book will provide you with countless evenings of study. All of the photos in the book are printed in black and white. By way of clarification, this book is about what came to be known as "alky racing", and is not about "Stock" Racing of the 1950's.



The author goes into detail on how the National Outboard Racing Association (NOA) came about, and how in the late 1920s by mutual agreement with the American Power Boat Association (APBA), the NOA became the controlling body for outboard racing in the USA. This continued until the beginning of World War II. The author discusses how the APBA took over outboard racing after the War.

This book goes into detail on the well know drivers, and the well know engine mechanics. Champion driver Loretta Turnbull is shown in OHI #5 with a 1929 horizontally opposed four cylinder Johnson Sea Horse "32". This book is absolutely outstanding. This book has my highest recommendation.

See you in the next issue of *The Antique Outboarder*.

Copyright Year 2013 Robert H. Zipp's All Rights Reserved. This article is the intellectual property of Robert H. Zipp's, and has not been edited by "The Antique Outboarder."

Seaworthy Tenders That Will Tow



A ROUND - sided flat - bottom yacht tender, developed from the sea-going dory that will not swamp in rough water even when towed at high speed, offers negligible resistance and rows with little effort. Designed for use with outboard motors. Built in two sizes 10' and 12' and priced from \$96 to \$99. Equipment includes bronze hoisting rings and rowlocks, floor racks, and oars. Special price with outboard motor. Cotton rope fender extra. Shipment from stock.

CIRCULARS ON REQUEST

TOPPAN 15 AND 12 FOOT OUTBOARD MOTOR BOATS

A similar model of greater carrying capacity, sold with outboard motors at an attractive price. Also dory skiffs in stock.

TOPPAN BOAT & ENGINE CO. Medford, Mass.

Builders of the Champion Lenroe 25-50 Mile Express Cruisers

L: OHI # 2: The Author with his "Portable" Radio.

R: OHI # 5: Driver Loretta Turnbull with a 1929 Johnson Sea Horse "32".

L: OHI # 3: The Author with his Elto Rudder Twin on the Mississippi River.

Ad from "Motor Boat", May 10, 1928. Contributed by Don Peterson.



MERCURY

KB4
Navy Motor

by Tom Thuerwachter



The Mercury Navy KB4 motor looks the same at a glance as a KB4 or KD4 but there are three notable differences and I feel many have been misidentified.

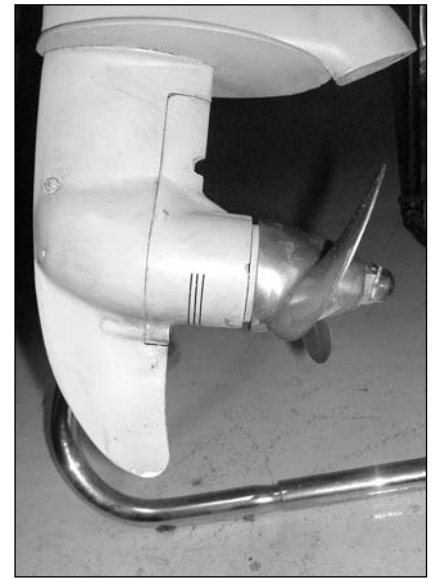
The first big difference is a smaller flywheel at 6.5", one inch smaller in diameter than the normal leaving a large gap between the flywheel and fuel tank. The second is a larger 3" port side square tag made from brass with a black background with 4 rivets. It says B.U. SHIPS NO. These tags are often missing. The third is the olive drab color. I feel many of the identification tags were removed due to theft and motors were then painted silver. In most cases the best indicator of one of these motors is the flywheel or the 4 rivet holes on the tower.

Internal items go more extensively. The reason for the different flywheel is that the coil is totally different. It has three prongs coming out more like a distributor; also the flywheel is much thicker on the walls and has a plastic insulator on top. The power head on KB4s have aluminum rods with no needle bearings. Navy engines have the updated steel rods with needle bearings. The heat treatment on these engines has been parkerized leaving a black color on all the wear parts including prop shaft. The carburetor is an AJ8A with black or sometimes reddish colored knobs. The fuel cap is black with a "top hat" style vent screw.

The decals are the same as the KB4. The propeller should be brass – not aluminum and the gear case has the more modern rotex water pump with three slots for the water intake. The early pumps were a squeeze style. The propeller nut and gears are also black in color from heat treatment.

This motor has all the same specs as a regular KB4. The serial numbers

are not conclusive but we feel the run 1840-4500. The serial number on this motor is B-U3195. Mercury does not have any record of them due to government regulations.



There are newspaper articles showing over 1000 made in a long shaft style. I have confirmed this between Mercury memorandums and info obtained from old Mercury employees. The longer tower is an additional 5" and I have seen proof they were actually made. The long shaft models may be in the 4000 # range with an AJ10A carburetor. When the KB4s were made they were rated at 5.8 horse power but the updates would make the motors 6hp.

The first of three navy motors we have owned came with a box of additional parts. The serial number of the motor matched the numbers on the B-U ships decal on the parts box. Included was a motor cover, an extra propeller, carbu-

retor, flywheel with magneto plate, piston, rod and a gasket set. There may have been addition parts however I have only ever seen one other "set" like this.

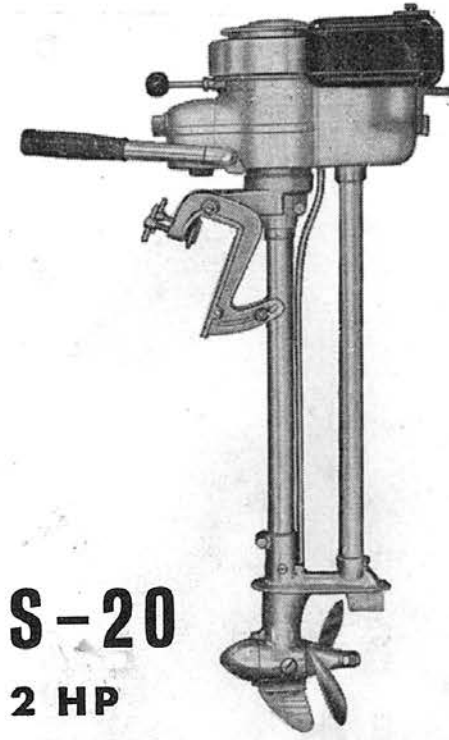
If you have one of these motors I would like to know about it. Also if you are missing your identification tag I have reproduced them and have extras. I know of about 12 of these motors now but have still not seen a long shaft in person.

For a color photo of this article, see:

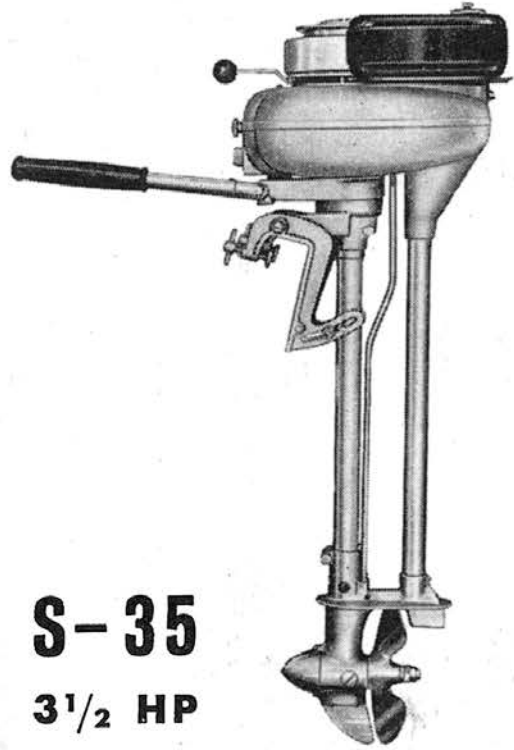
PAGE 2



S H O R T T A K E S



S-20
2 HP



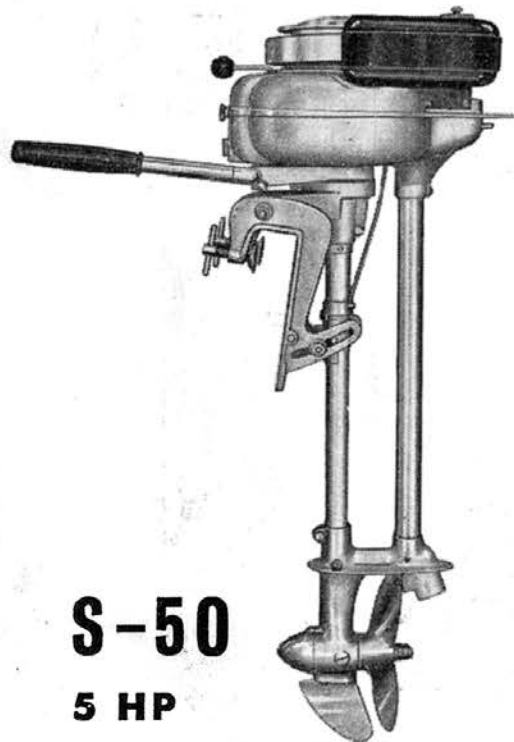
S-35
3 1/2 HP

Technical data of models S-20, 2 HP and S-35, 3 1/2 HP

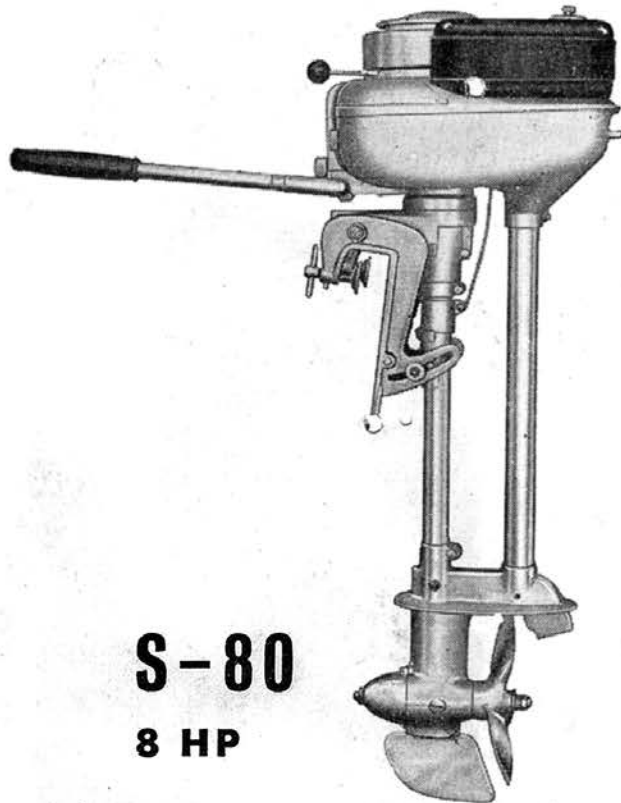
	S-20	S-35
Horse Power	2	3 1/2
Number of cylinders	1	2
Cyl. Capacity	5.95 c. in.	7.62 c. in.
Suitable revolution rates of:		
motor	2500	3000
propeller	1500	1800
Number of blades and greatest diam. of propeller respectively	2, 7 43/64 in.	2, 7 43/64 in.
Distance from upper edge of transom to:		
lower edge of horizontal plate ..	19 11/16 in.	20 43/64 in.
centre of propeller	23 5/8 in.	24 39/64 in.
lower edge of rudder skeg	27 33/64 in.	28 33/64 in.
Standard length overall	38 25/64 in.	40 3/4
Standard extra lengths available ..	3 15/16-7 7/8 in.	3 15/16-7 7/8 in.
Greatest breadth and distance between the centre of fixing screws respectively	9 27/32 in. 4 27/32 in.	12 61/64 in. 4 27/32 in.
Petrol tank	5 1/4 pt (Am)	5 1/4 pt (Am)
Net weight	41 lbs	51.8 lbs

The following are from my 1946 Archimedes Outboard Motor Manual. Archimedes was a Swedish outboard that I believe was badge engineered from a major manufacturer.

—Kevin Van Oirschot, kevinrude1@msn.com



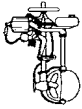
S-50
5 HP



S-80
8 HP

Technical data of models S-50, 5 HP and S-80, 8 HP

	S-50	S-80
Horse Power	5	8
Number of cylinders	2	2
Cyl. Capacity	11.9 c. in	15.6 c. in.
Suitable revolution rates of:		
motor	3000	3000
propeller	1800	1800
Number of blades and greatest diam. of propeller respectively	2, 9 29/64 in.	3, 10 41/64 in.
Distance from upper edge of transom to:		
lower edge of horizontal plate ..	19 37/64 in.	19 57/64 in.
centre of propeller	24 39/64 in.	25 25/64 in.
lower edge of rudder skeg	30 in.	31 7/64 in.
Standard length overall	42 21/64 in.	44 11/16 in.
Standard extra lengths available ..	3 15/16-7 7/8 in.	3 15/16-7 7/8 in.
Greatest breadth and distance between the centre of fixing screws respectively	14 17/32 in. 5 29/32 in.	15 15/64 in. 5 29/32 in.
Petrol tank	1 gal. (Am.)	1 1/2 gals (Am.)
Net weight	66 lbs	85 lbs

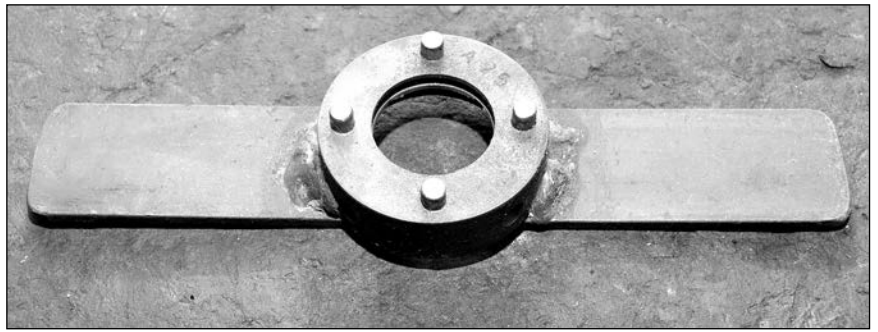


FROM THE WORKBENCH

By Rick Eichrodt

For this installment of this series I thought I would pick something from one of the discussion boards on the AOMCI website. There was a question about the tool to remove the water pump covers or locking collars that are used on some Mercury motors. I have selected a couple of examples of what I have in my toolbox.

Picture number one is of a homemade tool that is similar to the Mercury factory tool. What I did was take a 1" Craftsman 1/2" drive socket and ground it down to make lugs to match the locking collar that is used



each other and 5/16th of an inch thick. The slots in the locking collar are 3/8th of an inch so using the 5/16th would give you some wiggle room. Then I used a long 1/2" extension so I could get it out of the tower. The "T" handles works pretty good but you might have to use an impact drive if the collar is stuck. If it does not come loose, do not panic. You can spray some Blaster, Liquid Wrench or Gibb's up to the collar and try again. If that does not loosen up the collar you can "gently" heat the tower right around where the collar is located to try to soften up the corrosion which is holding the collar.

Picture number 2 is of a crude tool which I think is for a much smaller water pump cover for a Mercury outboard. I have included this tool to give you an idea of what is possible. I am not sure what it will fit, but if I had to use this tool, I would remove the roll pins and tap the holes for small screws

on the automatic transmission unit water pumps. I made my lugs a bit smaller and used only 2. If I was to make it again, I would make it a four lug tool with each lug 90 degrees to



From the top:

A homemade spanner tool that I received off of another club member some years ago.

A homemade tool that is similar to the Mercury factory tool.

L: A crude tool which I think is for a much smaller water pump cover for a Mercury outboard.

R: Two spanner wrenches of professional design.

threads. Then I would insert screws, cut off the heads and be able to vary the depth of the threads. The threads hold much better than a roll pin and would cut into the collar making a tight fit. The back of the pipe elbow is cut away allowing a tool to slide down the driveshaft onto the collar.

Picture number 3 is of two spanner wrenches of professional design. The one on the left is from Snap-On and the one on the right I bought from OMC back in the day. The OMC tool is actually for removing the power tilt and trim ram covers on later outboards. The OMC tool has two sets of interchangeable lugs.

Picture number 4 is a homemade spanner tool that I received off of another club member some years ago. I believe it is for the larger Merc motors and is well made.

These are just some of the tools that I have used and have helped me work on my motors. I hope it gives you ideas on how to tackle your problems working on these great old motors. Please use these tools with respect and common sense. The normal disclaimer applies. If you are using any impact tool or hammers, please remember to put on safety glasses and work gloves.

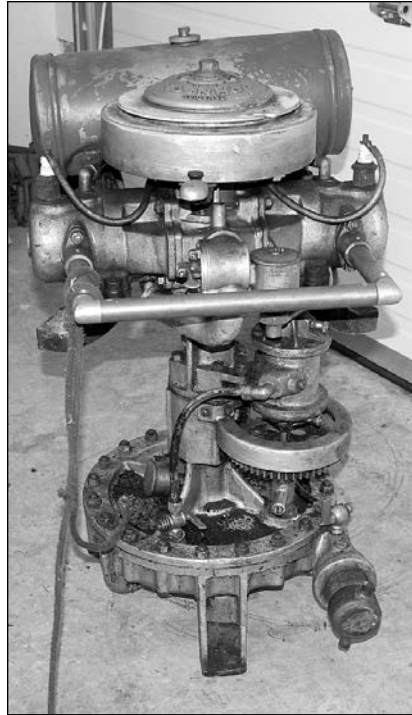
Until next time.

A Pumper Joins the Collection

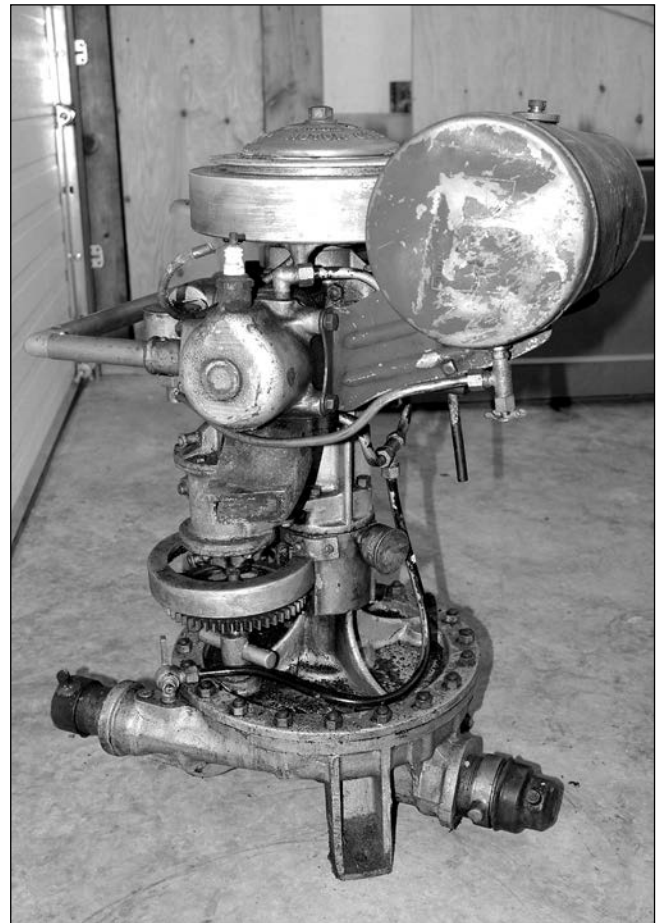
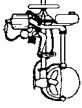
By Al Lockhart

Back in March, I put on a display at the local Sportsman show as I have done for about 7 years and it has never turned up much in the way of interesting leads just the run of the mill 50's stuff that always seems to crop up. This year was my lucky year! Shortly after the show I was able to buy a running 1920 RBM a 1913 Parts RBM and a Johnson A35 parts motor, not too bad!

Then, in late October, a guy calls me out of the blue and says that he had got my card at the show this year, had



Photos of Al's new pumper.



1932. I believe the box is original to the motor but it could have been made in the INCO carpentry shop at some time. The seller got it from the Garson Mine where it was used for fighting bush fires on the property that had several ponds to pump water from. He has had it for more than 25 years and has moved it several times so he just decided that it was time to let it go to a good home!

For a color photo of this article, see:

PAGE *h*



misplaced it, but now that he found it he wanted me to buy his Johnson Pump that he had talked to me about at the show. He gave a price that seemed more than fair and also said it was in the original box, this I had to see.

I made arrangements to meet him that morning at his place which was only 5km from me. When I arrived at his place he showed me to the shed where the pump was stored, and tucked away in the back corner was a bright red box. I had to help move a vintage Honda moped (near mint) and the largest BBQ I have seen but it was sure worth it. He opened the box and my jaw just about hit my chest, other than being very dirty it was one of the nicest original pumps I have ever seen and it was about to be mine!

Trying to contain my excitement I helped him move it out of the shed and onto a trolley cart to move it to my truck. I quickly paid him just to make me feel that it was truly mine and then we chatted about all things vintage including the little Honda. This guy's place would be a good episode of American Pickers, I am sure.

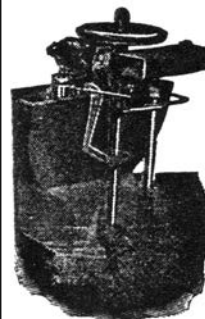
The pump is a Canadian made K series using the power-head and gas tank from the OK55 which places it around 1932 as the OK55 outboard motor was made in 1931 and

More photos of Al's new pumper.

R: Ad from "The Outer's Book", January 1915. Contributed by David Budd.

Waterman PORTO Does It

Makes any boat a motor boat. 1914 Model, 3 H.P. Weight 59 lbs. sold direct from Factory to you, freight paid. Save Agent's profit.



The Waterman PORTO is the original outboard motor. 9th year—25,000 in use. Guaranteed for life. Fits any shaped stern; has carburetor—not "mixing valve;" 3 Piston Rings instead of 1; REMOVABLE Phosphor Bronze Bearings; Solid Bronze Skeg, protecting 10½x16 in. Propeller. Steers by rudder from any part of boat. Water-cooled Exhaust Manifold; Noiseless under-water Exhaust; Bronze Gear Water Pump; Spun-copper Water Jacket; any ignition equipment desired.

DEMAND these essentials in an out-board motor, or you won't get your money's worth.

Write Today for Free Engine Book

WATERMAN MARINE MOTOR CO., 213 Mt. Elliot Avenue, Detroit, Michigan

Giesler Boat Builders Powassan, Ontario, Canada



By Karl Williams

The first time I had visited a cedar strip boat factory was in the very early 1950's at the Ken-Mac factory in St. Williams, Ontario, Canada. From this young age I could not remember how cedar strip boats were constructed; only the smell of varnish and cedar and the look of the new boats on their showroom floor.

My father raced a Ken-Mac boat in the late 1940's to mid 1950's. In the early days, prior to the C-Service class, participants in the C Utility/22 HP class had to use a boat that was used for pleasure and the engine had to be as it came from the factory. My dad had an idea to change the boat bottom at the back and Bob McCall at Ken-Mac built the boat soon to be named "BURP". This boat eventually won a lot of races and won the Canadian National Exhibition race in Toronto four times in 1950, 51, 53 and 54.

Sixty plus years later I felt I wanted to know how these boats were built. Searching the internet I found Giesler Boat Builders in Powassan, Ontario and after reading all about them on their web site I emailed the company asking if they gave tours. The response was fast and welcoming. Arrangements were made for my visit on August 3, 2012 on my way back from Tomahawk.



I arrived at the factory shortly after 9:00 AM; however company president Gerry Giesler was gone on an unexpected errand. I was introduced to his uncle Joe Giesler a man with 72 year experience in building cedar strip boats.

Each model has its own pattern to which the red oak ribs are attached followed by the cedar strips, which have a shiplap cut, then the transom. It takes two days to build the shell.

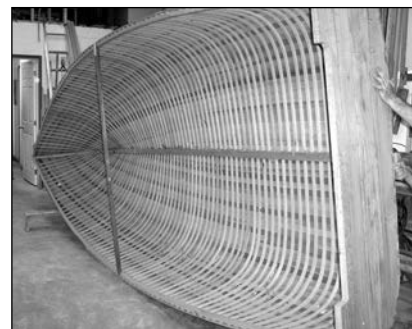
The next task is to clinch the copper nails holding the cedar strips to the red oak ribs. The builders hold a heavy steel block over the end of the nail to clinch it over while hitting the head on the outside of the boat with a hammer. These are serious clinches leaving hammer marks in the red oak ribs.

It takes a day for the rear decks, five



days for fiber glassing, three days for varnishing and the rest of the time on options. Turnaround time is five weeks to finish a boat.

Mahogany is used in the transom because it is the most functional of all woods tried. Red oak is used on the inside of the transom for engine clamping and anywhere where high strength is required.



Top: The "BURP" won a lot of races and won the Canadian National Exhibition race in Toronto four times in 1950, 51, 53 and 54.



L: Joe Giesler. R: Gerry Giesler.

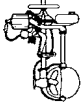
L: One of the factory workers clinching the copper nails.



R: from top: A Georgian Bay model held for keel drilling.

A pattern for one of the larger boats.

Some of the boat patterns in storage at the factory waiting to be used.



Fiber glassing the bottom is recommended where the boat will be trailered a lot. They use MAS epoxy due to its low odor and that it cleans up with white vinegar. They like it because they have not experienced blushing or a milky color with this epoxy.

All boats get a minimum of three coats of varnish. The first two coats do not require sanding between coats as the varnish adheres to itself very well. The boat is sanded before the last coat and this coat is applied in the varnish booth over a weekend when all dust creating machines are silent despite that the varnishing is done in a modern varnish booth.

Their most popular model is the Lake Nipissing. Gerry Giesler took over as company president On January 1, 2010. Gerry told me twelve boat builders working six days a week produced six hundred boats per year in the 1950's. In the present economy they aim for 100-120 boats per year and make about twenty cedar strip boat coffee tables. Boats can be customized to the customer's desires and extra coats of varnish can be applied. They also restore all types of cedar strip boats.

Gerry told me most of their boats are sold to outfitters. The company has seven basic outboard models including a car topper. They also make row boats, canoes and a tender or combination boat that can be sailed, rowed and/or accommodate a small outboard engine.

For more information visit: www.geislerboats.ca



Clockwise from top R:

One of the Cedar strip boat coffee tables.

A finished canoe and other smaller boats.

One of the boats in the varnish booth.

A freshly fiber glassed Lake Nipissing model.

Some of the finished canoes and smaller boat patterns.

One of the boats in for restoration.

MARKINGS

David Schell



Long-time AOMCI Yankee Chapter member David S. Schell, age 81 years, a life-long resident of Dartmouth MA, died Saturday, October 13, 2012, at St. Luke's Hospital after a month's struggle from multiple complications.

David and his long-time companion Debbie Clark were fixtures at AOMCI events for years. (Debbie serves as Treasurer of the Yankee Chapter) He loved open flywheel and hand-start motors, and had no use for anything with a recoil starter or cowlings!

This enthusiasm for early motors even led to him and Debbie giving their Welsh Corgi the name of Koban. The only outboard he ran that was a concession to "modern" outboards was his 1930 Johnson VE-50 with factory

equipped electric start. This motor made it to many meets; seeing any V-series Johnsons running is unusual, even more so with the electric start.

There is a video of Dave at the Lowell meet from a few years ago discussing his Indian outboard. It is about 2½ minutes into the following YouTube video titled AOMCI: The 2nd Lowell Meet (Part III): <http://www.youtube.com/watch?v=kGAweaBgXWY>

We will miss David's lively wit and presence at our meets. Our thoughts and prayers are with Debbie and his family.

—Arthur W. Sesselberg, Jr.

For a color photo of Dave and his motors, see:

PAGE 2



Dale Hume

It is with great sadness that I have to report the loss of another AOMCI and MOB member, Dale Hume. Dale passed away on December 12, 2012 after a valiant three-month battle with cancer. He was born in Muncie, Indiana in 1940 and worked in the insurance business retiring from Gregory & Appel as Vice President of Commercial Insurance. Dale was an avid antique collector, photographer and genealogist in addition to being a history buff. Dale's passion was

antique cars, trains and outboards. Dale was a member of the Michiana Outboard Boating Chapter and was a fixture at the spring and fall Lake Webster meets. Growing up, Dale's family had a cottage on Lake Webster. Dale and Ann, his wife of 50 years, continued to enjoy weekends there staying at the Dixie Haven Motel. Dale's restorations were impeccable and he enjoyed collecting and running his many outboards. He will be greatly missed.

—Rick Eichrodt, MOB President



Terry Krebsbach

For those of you that knew Terry, a long time member of the AOMCI, you knew that he was a very easy person to get along with. He was just like Lenny Pangburn. Both were very nice people to know. Even though I probably have only seen Terry once in my years of going to boat shows, the stories my dad and my other boat friends tell still shine through. It truly does me great sorrow to tell the members of the AOMCI that Terry passed away on October 10th, 2012.

My life rule to live by is that you do not know when you are going to lose someone. Now this is where my article regarding the Tomahawk Meet (in this issue) really makes sense. We do not only have our normal blood family we also have our AOMCI family and we all still care the same.

Every time my dad and I went to the Tomahawk International Meet in Tomahawk, Wisconsin we have always asked and heard about Terry. This last time was not one of our favorites. One of Terry's friends told my dad and I that Terry was not doing so well and he was in the nursing home. Even though I did not really ever know who he was, I felt I knew him from all the stories I had heard. Terry was a long-time member of the AOMCI and his wife still is. He was the kind of guy that if you had a question he would be there to help you. I know he was very active in the club, and with its members and meets. He did have a very large collection of outboard motors, but not yet as large as some. He knew what he was looking for and I know he made all the motors he had run. I feel that the future members of the AOMCI should really pay attention and listen to the older folks in the club. You can really learn a lot from all of them. And most of them know more about these older motors than you think. I am not saying Terry was into all the old racing business like I am, but he knew his share about motors. Not only did he collect Scotts like I do, he collected Firestone, Evinrude, Johnson and Mercury, just to name a few. My point is he knew a lot about all different kinds of outboards. I can probably say that I am more involved in all this stuff more than I should be, and I write

MARKINGS

...continued

more articles than most others; while I enjoy it, this one was not one of my favorites to write. Terry and Lenny have both passed away in the past year now and I know they are both missed through family and through the club. Please keep Terry's family in your thoughts and prayers. And always remember everyone who is dedicated to the passion of fixing outboard motors, will be fixing and running the old outboards up in the clouds. Just like Terry is doing now.... enjoying the long days of running one of his old Firestone Outboards and going out for a day of fishing. We will catch you next time Terry when we meet again in the outboard museum in the sky.

—*Kyle Roden, The ScottMaster*



Paul Wearly The Greatest Racer Who Ever Lived

It would be impossible to say one racer was the best of all racers who ever ran since folks started testing their rigs against one another but if you dissect the era's a little bit it is possible to come up with the standouts of an era. The focus of this article is racing from 1930 to 1950. In that era, and to be able to say who was the best in that era, we would need to talk to someone who raced through that time span and then if they raced further into

their own career they could look back and make such a claim.

Most all who raced in this time frame are gone now and it was just recently found out that in an interview done several years after 1950, one of the greatest racers of that time who started racing in 1928 and raced on up into the 1960's, said that Paul Wearly was the best pure racer that he ever had to run against.

Paul's career began in 1935 and in that year he did not win any National titles, but that was the only year. The following year Paul was National Champion in "A" class. Paul went on to accumulate 21 National titles and broke speed records 26 times. One such speed record happened in 1955 and was in "X" class where Paul ran 85.106 MPH. At that time, on that day, no one had ever gone that fast with an outboard motor on their boat.

I was lucky enough to have several talks with Paul and he always enjoyed talking about the old racing days. Paul told me once that he always had a better motor in the trailer. I asked what he meant by that and he told me that he always ran his third best motor. When he would test and find his best motor it went in the trailer, the same with second best. Paul would always run and work with his number 3 engine while trying to make it better than the ones kept back in the trailer. When he was able to find what made the number 3 motor faster it would go in the trailer and whatever motor was

now the number 3 motor would come out and be worked with until improvements would change things again.

Paul also was an innovator when it came to outboards. He was the first to add cup to props allowing them to be surfaced. Doing this also let the lower unit be run higher which affected both speed and handling. Paul looked in my prop box several times and would say, "Where are the good ones" which would always make me feel like an amateur.

We had several laughs looking over what we in the AOMCI now call antiques and the last thing Paul taught me is that they are just the material things that allow us all to kindle friendships that last a lifetime. Paul had the most fun showing me his photo album and talking about how great the people, who were his competitors back then, really were.

Here is part of the obituary posted in Muncie, Indiana

MUNCIE - Paul E. Wearly, 96, passed away early Sunday morning, December 2, 2012, at Westminster Village following a brief illness.

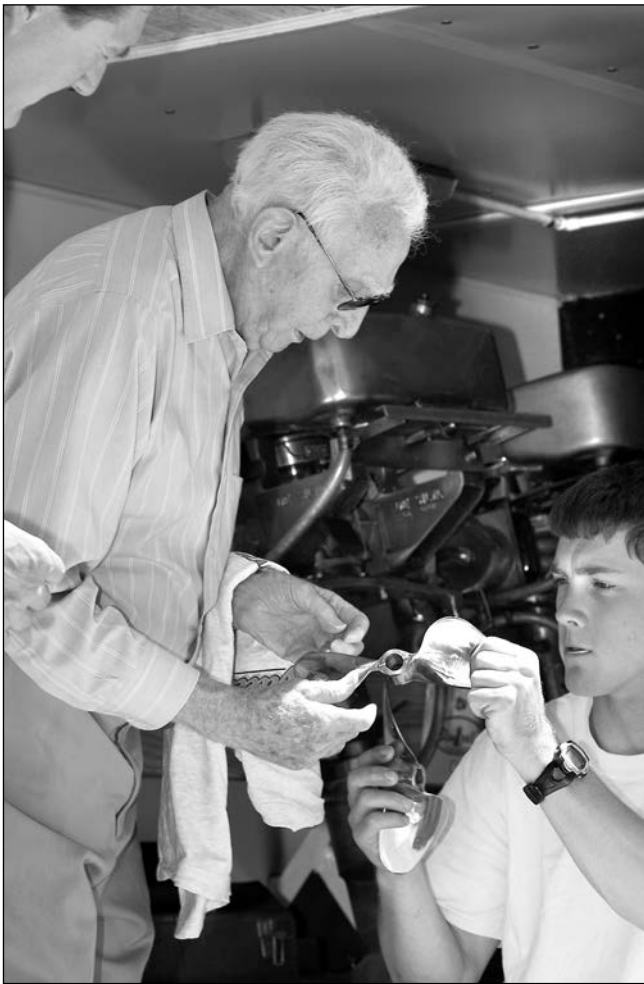
He was born May 15, 1916, in Montpelier, the son of Sam and Mabel Wearly.

Paul graduated from Montpelier High School, and attended Ball State University, before graduating from Indiana University with a degree in Business. Mr. Wearly was owner and operator of Wearly Monuments for many years, along with his two broth-



Paul Wearly. Publicity shot taken in 1940 for when a photo was required for a racing circular.

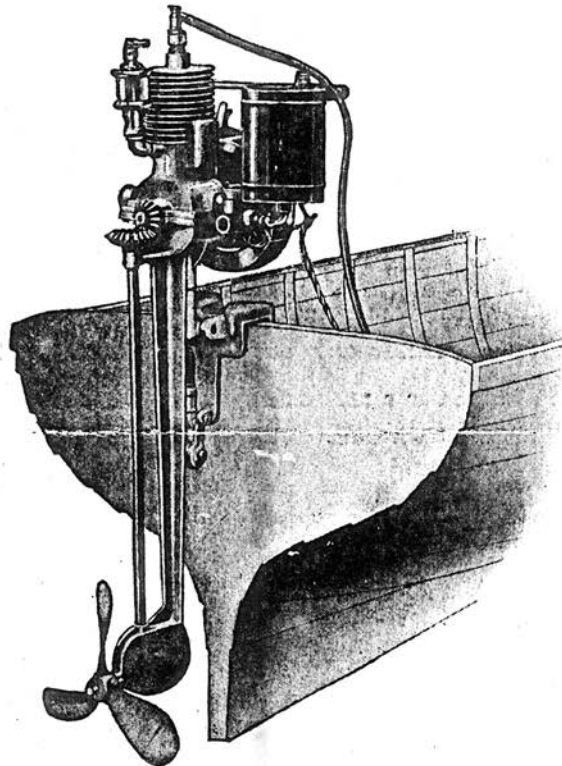
Paul and Jay Walls looking at his scrapbook. Original photography and restoration courtesy of Jessi Butler ©JB Photography



"WATER SPRITE"

Outboard, Adjustable, Crankless, Portable

Weight—50 lbs. Speed—5 to 8 miles. Air Cooled.



Cylinder - 2½ x 2½. Two Cycle.

Simple, Reliable, Portable, Cheap.

Also Inboard Engines and Upright Farm Engines.

Water Sprite Motors

Office...1506 Fisher Bldg. CHICAGO, ILL. U. S. A.

L: Paul checking out a prop box.

R: Paul in 1955, 3 years after he had retired from active boat racing. Paul had built this "X" motor out of a 460 and made a crankcase that used a Johnson Rotor valve. It took Paul 2 years to build up the motor. He borrowed the boat and ran it for a straight away record and went faster than anyone had ever gone with an outboard clocking 85.106 MPH.

L: Jay Walls, Paul Wearly and J.J. Walls in racing trailer. Original photography and restoration courtesy of Jessi Butler ©JB Photography

R: Ad contributed by Ron Vaughan.

ers, Joe and Bob. Wearly Monuments was founded by Mr. Wearly's father Sam in 1899.

Mr. Wearly was a two-time World Champion in Hydroplane boat racing. He won twenty-one National Championships, held eighteen world records, including the Unlimited Outboard Straightaway Record for the World's Fastest Outboard.

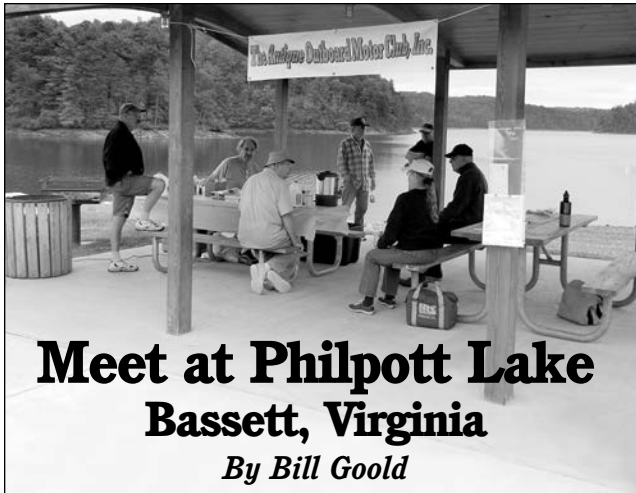
Paul was a member of the National Outboard Hall of Fame, a member of American Power Boat Association Hall of Fame, a member of the American Power Boat Association Honor Squadron- boating's highest honor, a member of the Delaware County Sports Hall of Fame, Indiana Sports Hall of Fame, and two-time winner of the John Ward International Trophy.

The thing that I will always remember is the gentleman who had nothing bad to say about anyone and loved his family and friends.

—Jay Walls



Carolinas News



Meet at Philpott Lake Bassett, Virginia

By Bill Goad

Road side signs guided AOMCI members to the first and maybe the annual wet meet at Philpott Lake in Bassett, Virginia. Phillpott Lake is a 3000 acre US Army Corps. of Engineers water impoundment in southwest Virginia. Members from the Carolina Chapter and members from Virginia enjoyed the wet meet under cloudy skies. The rain held off till late afternoon. Bobby Russell of Bullock, North Carolina displayed a couple of Sea Gull motors. He then mounted his 1937 Champion on a boat and took it for a spin. By the way, he arrived back at the dock unassisted. Dick and Janet Gysan of Oak Ridge, N.C. displayed a brand new, 3hp Evinrude.



The twin lane concrete launching ramp and adjacent floater make launching easy. The fun continued when one of the organizers was launching his boat and his helper forgot to attach a bow line. Of course salvage talk was heard as another boat was sent out to retrieve the wandering boat. With more than 150 feet of floating dock, mooring is not a problem. Scott Bogue with his 12 foot Blue Fin was the rescue boat, powered by a "back from the dead", Sea King 15hp.

Chef Bob Pennoyer, of Smith Mountain Lake, cooked up some hotdogs and some sweets for the gang, who enjoyed the food in the parks new pavilion. A couple of local fishermen stopped by with a motor problem and member Ed Elliott was able to help them. The Corp provides camping areas on the lake and the close proximity of the Fairy Stone State Park allows for folks to stay overnight and enjoy the lakes fishing capabilities. After the meet, some folks returned to a members house to purchase some parts.

L: Feeding the members.

R: Down the line.

Scott Bogue & Don Linton, power by 15 hp Sea King.

For color photos of this meet, see:

PAGE *d*



PAGE *d*



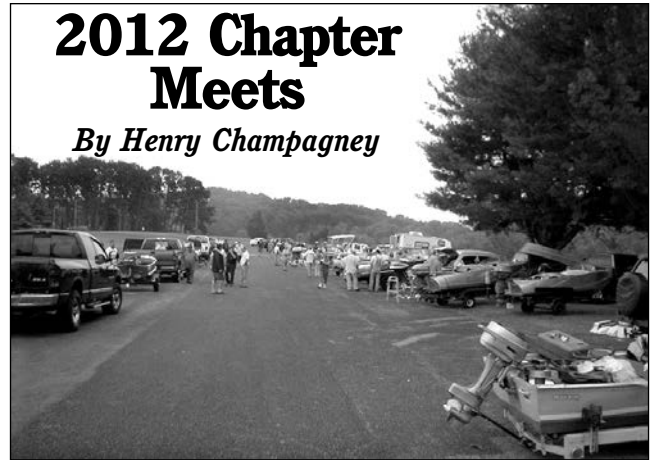
PAGE *h*



East Tennessee News

2012 Chapter Meets

By Henry Champagney



The 22nd and 23rd Biannual Antique Boat Meets were held on May 18th and 19th and September 28th and 29th. There is a positive effect when the meets are held at the same location and at the same general time of the year. You develop a following and the phone starts ringing each year about the same time with the question "When is the Louisville meet?" My wife makes a joke out of it as when our home phone rings, she says "boat-motor-trailer" and often she is correct.

Since there are a number of old outboard folks that come a long distance, they requested the meets be expanded from one day to two days. So on Friday May 18th a cruise was planned up Tellico Lake. A dozen vintage powered wooden, fiberglass and aluminum runabouts made a 36 mile round trip cruise from the Fort Loudon Dam ramp east up Tellico Lake to River Rock restaurant at Sequoyah Landing. After a leisurely lunch folks cruised back to the Fort Loudon Dam ramp. We stopped for a photo opportunity in front of the Sea-Ray factory which is across the slough from the Mastercraft factory. On Tellico Lake there is an organization called Tellico Boater's Assistance Response Team. They were established so that if anyone were to become stranded out on the lake this volunteer group would be on call to assist with non life threatening problems. We had an escort for our cruise, but did not need them as our motors are only 45 or so years old. Still it was appreciated to have the escort service.

The Saturday May 19th meet was our biggest ever with 49 motors on display or for sale, 14 Feather Crafts and 9 other wooden and fiberglass runabouts. There was great follow-up newspaper coverage by the Maryville (TN) The Daily Times with a 1/2 page of photos.

The fall meet was held on September 28th and 29th and again because of requests from out-of-towners, a cruise was planned for Friday. The plan was to go through the Fort Loudon Dam locks and lock down 72' to Watts Bar Lake. Eight vintage powered runabouts made the trek into the locks and were lowered down rather quickly in the 60 x 600 lock. For many it was a first time experience. We made a short cruise in Watts Bar and then reentered the locks for the trip up. The current in the lock was much more noticeable on the ride up and I had encouraged everyone to bring plenty of fenders to protect their boats from the slimy concrete. We all exited unscathed and made a short cruise up to Tanasi Restaurant. It is kind of interesting telling folks, "Oh,



just go up the lake until you come to 3 silos in the lake and turn right into the restaurant. Why the Tennessee Valley Authority left silos up and down Tellico Lake is beyond me. It does make a good place for kids to jump off during the warmer months! The next day the regular display, buy, sell, swap and visit was held at Louisville Point Park. Despite a 30% prediction of rain and a few showers there was a great turnout. We had a number of first time visitors from Atlanta, Georgia. Once again there was a good showing of Feather Crafts with 17 on display.

The Louisville Point Park is a great place for a meet! It is pretty easy to find and there is plenty of room for everyone. The only disadvantage is there is not much dockage and most of the shoreline is covered in riff-raff. The park is close to McGee-Tyson Airport which is the Knoxville Airport. There are a dozen motels nearby for people traveling a long distance and requiring lodging. The folks who camp stay at Poland Creek Campground which is a few miles down the lake and is very accommodating to the antique boaters.

The 24th Biannual East Tennessee Antique Boat Meet is scheduled to again be held at Louisville Point Park in Louisville, Tennessee on May 17th & 18th. There is no charge to visit or display and is held rain or shine.

For a color photo of this meet, see:

PAGE 9



It has been a while since there was a report from the Florida Chapter. It is not that we have been inactive—we have just been very busy! Leslie Leduc has been our Chapter's correspondent for *The Antique Outboarder* and Leslie took a break for health reasons; we wish her well in her recovery. She is doing much better, and she and husband Bob attended the big Lake Shipp Meet this past November. We would like to thank her for all the wonderful work she has done for our chapter.

So here is what has been happening: July is one of our largest meets and features race boats. Bob and Geri Parkinson have hosted this meet for years and they continue to attract guests from as far away as Virginia. Tropical storm Debby dumped over 21 inches of rain in North Central Florida about 4 weeks before the meet. While the rain was much needed the corresponding flooding dislodged all sorts of tree limbs and trunks. The current in the river seemed to carry the debris

in patterns that once discerned, allowed folks to run with minimal damage. Bobby Parkinson and Rob MacGregor lost their turning fins. A bunch of us encountered submerged chunks of wood, but all of us had plenty of running time logged in by the end of the meet with little damage. There were a few jumping sturgeon, but fortunately our area is not one of the 10 large concentrations as announced by Cary Crutchfield during the meeting after lunch. One thing that has changed with the rain is the color of the water. Before, with the drought, the water was clear due to being spring fed. Now the water is again typical Suwannee tannic.



L, top:
Entering the lock.

L, below:
Entering from
Watts Bar.

R: Bob Dunlap
setting the water
on fire.

The Virginia folks
under the trees on
the Suwannee.

Reflections being
tended to by
Bill Humphries
and Bill King on
Lake Sheen.





Saturday is always the big day even though most of us are there Thursday afternoon. The MacGregor family from Virginia caravanned down I-95; 5 carloads of people and boats! I will bet that caused some swerving of traffic due to rubber-necking. The Carroll brothers attend on Saturday with their fabulous hydraulic trailer of race boats. It is the only time of the year we see them and their rigs are impeccable. Yakety Yak (Bob Parkinson) does not get to spend as much time in the water as he would like, and it is due to him being the host along with his wife Geri and their support team. Their contribution to our meets is astonishing and that is why so many people attend. Saturday's lunch is spectacular to say the least. Fried Chicken, potato salad, side dishes and desserts fill members well. After lunch, it is the awards and door prizes. Our 50/50 at that meet usually tops \$250 to the winner!

August, although hot, sees a good turnout at Lake Starke in Ocoee near Orlando. The facilities are great and the water is clear. John Timmins and our President Paul Adams are the hosts. Apparently we are a highly anticipated group because the Mayor is always there to welcome us. John posted some announcements concerning the meet and we had several local folks show up to see what was going on. We have been there in August now for 3 years and we are going to stay! The ramp, water and beach are perfect for us and the parking lot is great for swapping.

There is probably not a more scenic spot for a meet than Lake Sheen in September. The crystal clear water and the old Florida cypress trees, coupled with the million dollar mansions that line the lakes, provide the perfect backdrop for photo opportunities. Garry Spencer took full advantage of the venue and set up his tripod on the end of the pier and spent the morning capturing Florida Chapter members enjoying their craft. AOMCI is fortunate to have Garry

Spencer as a member—the Florida Chapter is the benefactor of Garry's fabulous photos. I know those of you reading *The Antique Outboarder* share the same feelings viewing his pictures on the web.

Garry is not the only one who values the scenic Lake Sheen. Tom King is a professional marine photographer whose services are used by several boat manufacturers for promotional shots. Tom is also on the staff with *Boating Magazine* and his work is often on the cover. Tom, who has a house on the next lake over, joined his dad, Florida Chapter member Bill King for the day and spent time in Bill's beautiful Raveau. It is wonderful having visitors join us at our meets!

Other new members in attendance were Matt and Carol Cannon. Last year, Matt purchased something he has been looking for, for a long time—a Grumman sports canoe. Hank Wendt bought the one Fred Cranfield used to own, restored it and displayed it at the river. I called Matt and within a short time it was in Matt's possession. Matt is a retired insurance agent who was called up by FEMA to work hurricane claims in Baton Rouge, Louisiana and has spent the last several years there. While there he spotted a wooden boat and as with most of us, temptation took over. Built by JK Wood Studio in St Tammany Parrish, Louisiana, (jk-woodstudio.com) the Atchafalaya Basin Lake Skiff is 18' and was designed for the Louisiana swamp dwellers. Its use can be traced back to the 1920s. The boat is all wood—trimmed in mahogany, skinned in marine plywood and has decks of mahogany. The dark green hull with red bottom and white inside, lends itself well to standard classic design. Matt wanted to bring it for the cruise and was concerned that it was too new! "George, it has a new Yamaha



L: Ted Marston and his Speedster being photographed on Lake Starke.



R: Some of the Gomersall's beauties at Lake Shipp.



Our hosts and friends stacked in together at the Suwannee.

on it”, —“Yea, I know, but there will be other boats there with new engines,—don’t worry about it”! So when Matt and Carol pulled in and saw the Walwork’s Raveau, they relaxed and felt at home. Next project is to get Matt’s Mercury KE-7 running and fit it to the Grumman.

Bill Humphries owns several larger wood runabouts and this time brought his Borum with a meticulously restored Evinrude V-4. The boat and motor combo is a sight to behold. Borums have color! The color and the mahogany trim catch the eye. If Tom King was taking pictures for an early 1960s magazine, Bill’s Borum would have made the perfect subject. Another eye catcher was Bob and Donna Walwork’s Raveau. “Reflections” is stunning! It was great having them back with us and partaking in the cruise. Thanks goes many times to our host, Hank Wendt for another beautiful day enjoying old outboards and good people.

In October we tried a new venue, Lake Minneola in downtown Clermont. Jim and Nancy Dunn and Bonnie and Erwin Ruhland were our hosts. Jim writes:



The City of Clermont Historic Village Train Depot and adjacent boat launch area was the setting for our October meet. This new location, set on the south shore of Clermont’s Lake Minneola, was a great place for our gathering. Rows of available vehicle parking, overlooking the very large sand bottom lake with more than enough beach front provided parking for all of ours and the community’s boats. The brisk, almost windy weather combined with a number of college football games kept the community home and the boat launch parking area open for all of our displays. Shade was non-existent but the fall weather kept the temperature quite bearable. Well over 50 people came and the emphasis this month seemed to be on boats with period motors as everyone was anxious to get some running time in. A special treat was an original Indian outboard that was said to be one of only 149 left in existence. The Indian outboard was a two or three year motor built by the Indian Motorcycle Company in the early 1930’s and to this day remains one of the most sought after outboards. At one time during the day our own Steve Wood was considering making it a restoration project for its owner. You can not get any better person to work on it. We hope to see it run in the future.

After lunch about 7 boats embarked on a cruise through the lakes with picture perfect conditions. Our tour took us through lily pad lined canals barely wide enough for 2 boats that opened



New members Matt and Carol Cannon.

Our personal ski show.

L: Tom Goepfrich’s P-65 and Bill King’s Raveau at Lake Sheen.

R: Two “Indians” at Lake Minneola in October.



into huge clear lakes. We all made it back safely and looked forward to the Lake Shipp Meet coming in November.

Lake Shipp in November is the BIGGEST of them all! Our hosts are brothers Craig and Jeff Gomersall, whom we have affectionately named the "Gambini Brothers". I think the title was bestowed on them by R.C. Hawie for their ability to have the entire lounge of Ruby Tuesday's cleared on a Friday night to accommodate the Florida Chapter for dinner. Need I say more? Anyway, folks arrived early Thursday for this weekend outdoor affair. Lake Shipp has been the site of a previous International Meet by the Florida Chapter and it is because it has the perfect setting: large, shaded park lined with Cypress trees, large parking lot, brand new launch ramp, long grass covered beach area and many inter-connected lakes to cruise. You can leave Lake Shipp and cruise to LegoLand, the old Cypress Gardens and view the ski show in your boat. On Saturday, several of us did just that!

This year the Johnson brand celebrates its 90th Anniversary and Craig and Jeff decided the theme should be Johnsons, with a special emphasis on the A, A-25, A-35 and A-45 opposed engines along with their counterparts. Every year we try to outdo last year's attendance of engines. This year we surpassed last year with over 322 engines on display! The other much-awaited feature was Tom Goepfrich's Riley. There was a lot of chat on the AOMCI web site concerning the Riley and on Saturday, it came to life.

Friday the park was full. As I mentioned, many of us arrived on Thursday and got some good running time in. That allowed us to spend Friday viewing the displays. At noon many of us took our boats and cruised to "Old Man Frank's" for lunch. Those without boats drove. We filled the room and enjoyed wonderful sandwiches and cold brews. Friday evening saw us at Ruby Tuesday's for dinner. As usual we had the lounge to ourselves thanks to Craig and Jeff's reservations.

Saturday was the biggest day with attendance of over 100. Ralph Clayton was giving Ford Model T rides and our grandson had a blast. Ralph has a traveling display of both outboard and inboard engines that spans from the Submerged Electric to Classics. Our hosts, the Gomersalls, had a display of Johnsons whose restorations rivaled any of the best I have ever seen. Their engines took several awards. Doug Penn and his son spent the day with us. Doug's granddaughter and her friend presented us with a personalized ski show behind an Evinrude powered FeatherCraft. Terry Topjun came down from Tennessee as did Henry Champagny, and Terry displayed his battery powered boats and motors for sale. He also had an early Dispro (Disappearing Propeller Boat) engine for sale and it

made its way into Carlyle Baumgartner's collection.

On down the way was the Riley mounted on the transom of a big Orlando Clipper. All day Friday, Tom Goepfrich spent time tweaking the rig for its in-the-water debut and by late morning, it was time for the test. Slowly the Riley, and the Orlando Clipper that was modified for it, made their way to the ramp. The boat was carefully backed in to the point where the engine could be cranked and observed for water flowing through the pump. Tom was at the helm, R.C. and I at the stern. Tom fired it off. What a sound! But no water! -- Wait! --- Here it comes! The moment was now. So it was shut off, pushed away from the trailer, pointed out to the lake and fired up. Tom did not waste a moment in advancing the throttle and boy, what power! Florida Chapter members had the opportunity to see something no one else in AOMCI has seen. It was truly a historic moment. Fortunately someone at the dock had the sense to video the initial starting and that has been posted on the AOMCI website.

We made a few laps around the meet site and then throttled down. The motor died! Tom made several attempts to re-start it but it would not keep running. It wanted to, but it would not. So along comes Steve Wood, and he tows us in. The investigation began once the boat was back on the trailer and the initial report was water had grounded the points. There is a seal on the water pump, which is on top of the engine! It was leaking there and at the connecting hoses. Tightening the hoses helped but the seal was the culprit. As I write today, the motor has again been tested and there is still seepage at the seal. A new one is ordered and that should do the trick. For those who were there, if they did not take advantage of watching this incredible motor run, they were not living the true AOMCI life! Many, many thanks to Tom for sharing this moment with all of us!

Lake Shipp brings out the best of the best in Florida. Last year we had Jay and J.J Walls, Rick and Chris Eichrodt and other guests visit us from up North. Lake Shipp is our highlighted, annual big gathering. If you plan a trip to Florida, plan for November and join us for 3 days of great vintage boating. We will make sure you go home with your bellies full, and your antique outboating well satisfied!

For color photos of this report, see:

PAGE a



PAGE b



PAGE b



PAGE d



PAGE d



PAGE e



PAGE e



PAGE f



BACK COV



The moment we've all been waiting for! The Riley is running!



The fall Lake Webster meet started off on Friday, September 14th with quite a few members showing up in the afternoon. Some of the members stayed at the Dixie Haven Motel and others at the Lodge Inn which was located out on SR13. When arriving in North Webster, one is greeted by a sign by the road just before entering town which welcomes the Antique Outboard Motor Club Inc. The town of North Webster opens its arms to us both in the spring and the fall. Captain Dave Tranter is the lead MOB'ster in organizing the event since he lives in town and is on the town board. We have extra parking along the street provided by the city. In the local newspaper there are articles about the meet which bring out the homeowners. The town folks come out and bring stuff for appraisal or for sale and really enjoy seeing all the old motors and boats which are displayed both in the water and under the pavilion. Friday is really an open day for running motors out on the water and quite a few people took to the water to iron out their motors. Friday night there is a dinner at the local pub and about 15 or so club members gathered in the back room for drinks, dinner and to discuss "Old Iron".

Saturday morning started off very early with some MOB'sters getting to the meet at sunrise so they can start to set up. Others arrived and had breakfast over at the Lakeview Inn which is located right next to the City



Lake Webster Fall Meet September 14-16, 2012

Written by Rick Eichrodt
Pictures by Chris Eichrodt

Park which has a beautiful view of Lake Webster. As more and more members arrive the pavilion starts to get set up for the day's activities. It was a great day for the meet and the weather cooperated with blue skies and warm, comfortable temperatures. Just about any space that was dedicated for parking was used up and the swap and sell area overflowed with items for sale. This meet highlights the "under 30 cubic inch" motors and gives out an award named for a member who loved great running small motors. The John Sudlow Trophy is awarded every September for the best "running" under 30 cubic inch motor. The winning motor is judged on how well it ran and has nothing to do with the restoration or how well the motor appears. In addition to the traveling trophy, there are 5 other awards that

are voted on by the member.

The winners for the 2012 Fall Lake Webster meet are as follows:

John Sudlow Trophy

Joe Brincat—1951 Lauson TR600

Favorite Original Antique

Bill Van Osdale—Neptune display

Favorite Restored Antique

Mark Majcher—1920's Caille

Liberty Single

Favorite Original Classic

Bill Cornett—972 Evinrude 6 horse

Favorite Restored Classic

Greg Clark—1953 Mercury MK20

Favorite Boat/Motor Combo

Gary Clark—Crestliner and Mercury MK30

Everyone who displays a motor receives a dash plaque and everyone is a winner in my opinion. The MOB has a pitch in lunch served around noon and Stu Fillingner does a masterful job



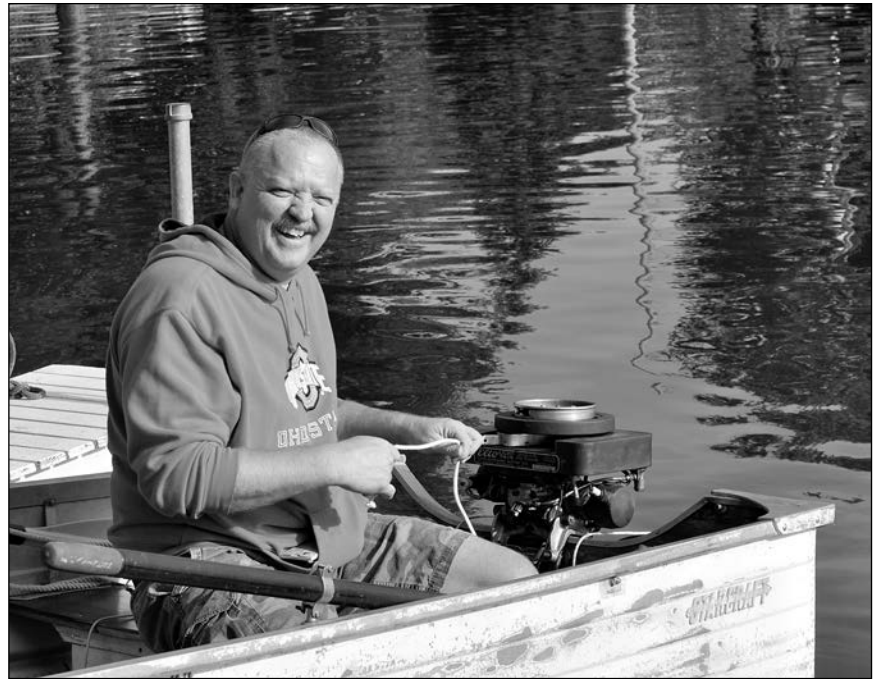
Swap and sell area at the City Park in North Webster.

L: Austin Duggan's Caille motors waiting to be run.

R: A fine AOMCI bow pennant - get yours from the AOMCI Ships store (see page 60).



at the grill. Also Mark Majcher brought some huge hot dogs and Coney sauce. As usual, nobody went away hungry. The chapter wants to thank everyone who has brought food and helped out at our meets. This is what makes our chapter special and the MOB has great people who come together to create a terrific weekend. After the lunch and awards, the business meeting takes place. We selected the sites for next year's events and the officers for 2013. After the business meeting, the action again returns to the water and there were about 15 or so boats along the docks plus the ones beached in the sand out in the front of the park. Anyone who did not bring a boat and wanted to go out for a ride just had to ask anyone who was heading out on the lake. I am not sure who



L: Doc Fontaine running his Johnson J-25.

R: One of the boats along the beach.

Richard White enjoying the day.

A view of the action along the docks.





gave the most boat rides, but Joe Brincat, Steve Shaltry and Scott Parish all had many riders that day.

Around 6:00pm, things were wrapping up and it was time to go on the Dixie Paddlewheel Boat for our last cruise of the year. The chapter charts the boat both in the spring and fall. The MOB also provides a pizza dinner while out on the lake, watching the sun go down. There is nothing more relaxing than sitting on the top deck, having pizza and enjoying the beautiful scenery. We had AOMCI members from all over the Midwest who came to this meet and I am sure they had a great time. After the



L, top: Mark Zimmerli and Dan Soderstrom checking out motors for sale.

R, top: Scott Parish's twin Evinrude boat.

Members checking out some of the stuff for sale.

L: Dave and Roberta Cornett.

R: Mark Majcher, Treasurer of the MOB chapter.

cruise, if there is any time left, one or two boats will head back out on the water and try to get as much boating time as they can.

Sunday, September 16th is just a relaxing day with a planned cruise up Grassy Creek from one of the Barbee

Chain O' Lakes to Lake Tippecanoe which is only about a 5 minute drive from Lake Webster. From the reports that I have heard the crews who tackled Grassy Creek had no unpleasant experiences. Everyone made it up and back without any trouble. As for the

rest of the gang, they decided to hang out on Lake Webster and get some last minute running time. It was like we had the lake all to ourselves. We wrapped up our meet with everything loaded up on our trailers and after a brief lunch at the Lakeview, we bid "Adieu" to Lake Webster until next year!

For color photos of this meet, see:

PAGE a PAGE a PAGE a



PAGE c

PAGE c

PAGE d



PAGE d

PAGE e

PAGE f



Dave and Roberta Cornett running their boat.

Mark Majcher underway.

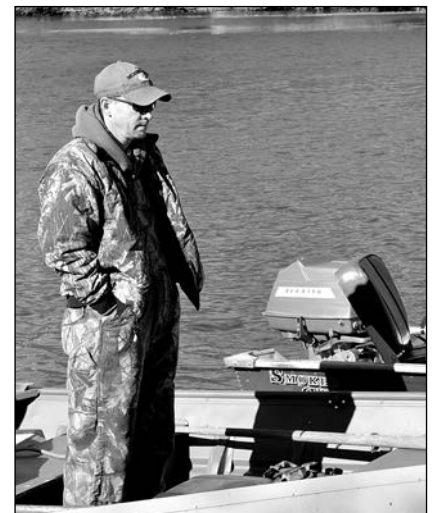
L: Jay Walls getting ready to run an Outboard Jet J-55.

R: Joe Shields at the last river cruise in full camo gear!

CONSTANTINE SUPER MEET AWARD UPDATE

The results for the Bob Hatcher Cup Event were:

- Winner.....Rob Lauer
- 2nd Place....Austin Duggan
- 3rd Place.....Gary Lauer





Clockwise from top L:

MOB Lake Webster Meet: Some of the wooden boats in the water.

Markings: The late David Shell and a few of his motors.



Florida Report: A Gomersall restoration of an OA Johnson.

Mercury Special Interest. Side profile of a Mercury KB4 Navy Motor.

MOB Lake Webster Meet: Gary Clark taking a break from running his Crestliner and Mercury MK30.



MOB Lake Webster Meet: Steve Shaltry's Century boat.



Clockwise from top L:

Florida Report:
Almost looks like this picture on Lake Sheen came from an old boating magazine.



Florida Report:
Even prettier in the water on Lake Starke.

Northwoods Tomahawk Meet:
Dialed in at Lake X, Carlson Merc.

Northwoods Tomahawk Meet:
Jerry Blanchard's Indian.

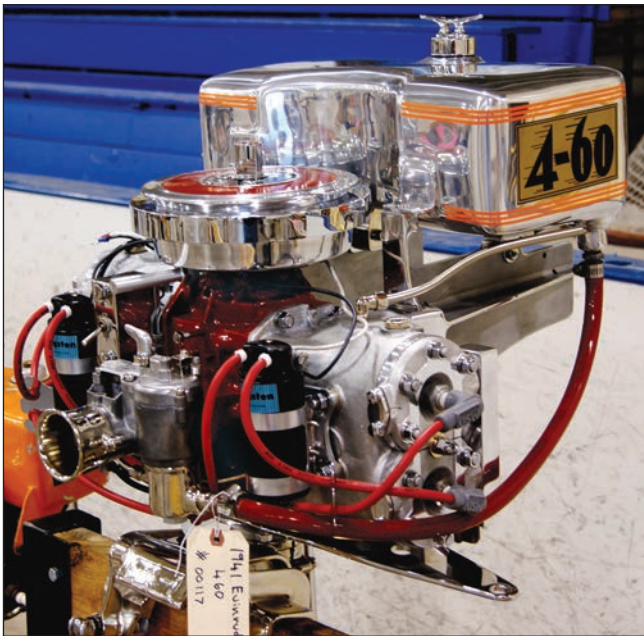
Texas Kingsland Meet:
Jeff Workman's son in the 'Z'.

Northwoods Tomahawk Meet:
Boats on display in the Arena.

Northwoods Tomahawk Meet:
Boats on display in the Arena.

Northwoods Tomahawk Meet:
DeSilva, McCullough, World Record Holder, Owner Brad Knoll.

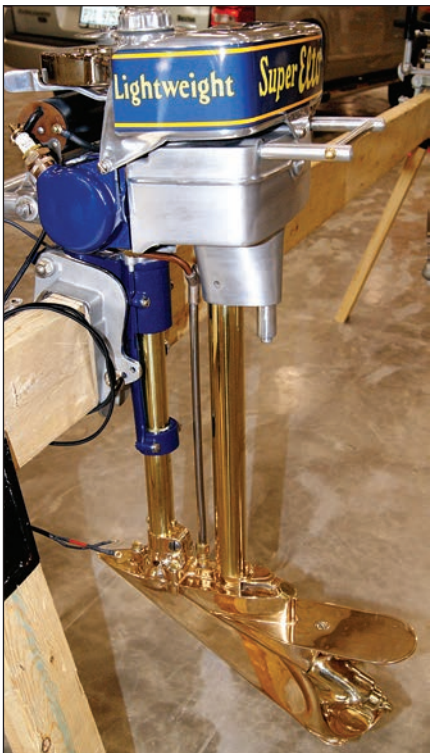




L: Northwoods Tomahawk Meet: Phillip Gatzow's beautiful 460 Racer was voted best Racing Outboard.



R: MOB Lake Webster Meet: Joe Brincat warming up his Lauson Twin before heading out.



L: MOB Lake Webster Meet: A beautiful 1967 Evinrude 80 horse V-4.

R: Northwoods Tomahawk Meet: Richard Neis (navigating) lent the transom of his fine wooden boat to Mark Majcher who is pictured here running his 1913 Evinrude in the Bess Evinrude Ice Cream Run.

L: Northwoods Tomahawk Meet: Phillip Gatzow's 1931 Elto Lightweight was voted best Little Kicker.

R: Northwoods Tomahawk Meet: A display of 3 motors that are now over 100 years old!



L: Florida Report: At Speed on Lake Starke.

R: Florida Report: Cute cars attract cute girls! Ralph's Model T.

L: Carolinas News: Philpott Lake: Fueling up the Mighty Mite.

R: Carolinas News: Philpott Lake: Bob Pennoyer with a 1932 OK 60.

L: MOB Lake Webster Meet: Greg Clark and his 1953 Mercury MK20.

R: MOB Lake Webster Meet: Joe Brincat holding the John Sudlow Trophy with is 1951 Lauson TR-600.





MOB Lake Webster Meet.
A beautiful wood boat on display.

Northwoods Tomahawk Meet:
Kyle Roden in his wild looking 1960 Crestliner 12ft runabout with a 1960 Scott Atwater 40hp.

Florida Meet:
Tom Goepfrich's Aristo Craft and Mercury Lake Minneola.

Florida Meet:
Jim Dunn and his Falls Flyer on Lake Sheen.



Clockwise
from Top L:

*Texas Kingsland
Meet:
Jack Stevens
with his Glen-L.*

*Puget Sounders
Fall Meet:
Mark Isam's
small scale
outboard motors
displayed.*

*Puget Sounders
Fall Meet:
Jeff Simmons'
red hydroplane
with classic
Mercury power.*

*MOB Lake
Webster Meet:
Gary Clark and
the Crestliner.*

*Northwoods
Tomahawk Meet:
Azrik Paquette
starting his Sea
King Midget in
the Oldest
Running Motor
Contest. Photo
by Ned
Spanagel.*

*Florida Meet:
Tom Goepfrich's
Riley - this 5
cylinder, radial
engine is
rated at 50hp.*





Clockwise from Top R:

East Tennessee Meet: A Johnson VR on display at a meet.



Texas Kingsland Meet: George Gustafson drying out his Stinger.



Texas Kingsland Meet: Young Gus Gustafson and passenger.



Texas Kingsland Meet: Dave Samstag with Dave and Doug's hydros.



Yankee Meet: Ray Kelsey's vintage boat with 1940 Sea King 15.2hp outboard.

Northwoods Tomahawk Meet: Jack Craib fires up his 1915 Sweet in the Oldest Running Motor Contest. Photo by Ned Spanagel.



Northwoods Tomahawk Meet: Guest appearance by Captain America (Ron Thomas) at the Zephyr races. Photo by John Stasieluk.

MOB River Cruise: Steve Whybrew's Smoker Craft rig.



L: Northwoods Tomahawk Meet:
Three nicely restored 1.5 hp Vikings on display on the strip. Photo by Richard L. Paquette

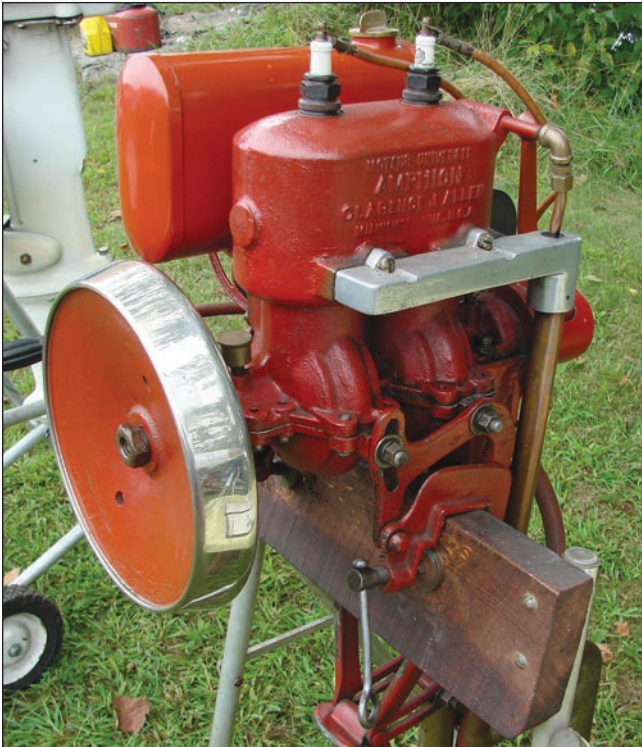


R: Carolinas News: Philpott Lake: Bobby Russell with a 1937 Champion.

L: Northwoods Tomahawk Meet: Some really nice motors.

L: Yankee Meet: Bob Grubb's 1920 Amphion.

R: Lockhart Pumper Article. Al's new Johnson Pumper in its box.



MOB Kirk Butler "Last River" Cruise October 20, 2012

Written by Rick Eichrodt, MOB President
Pictures by Chris Eichrodt

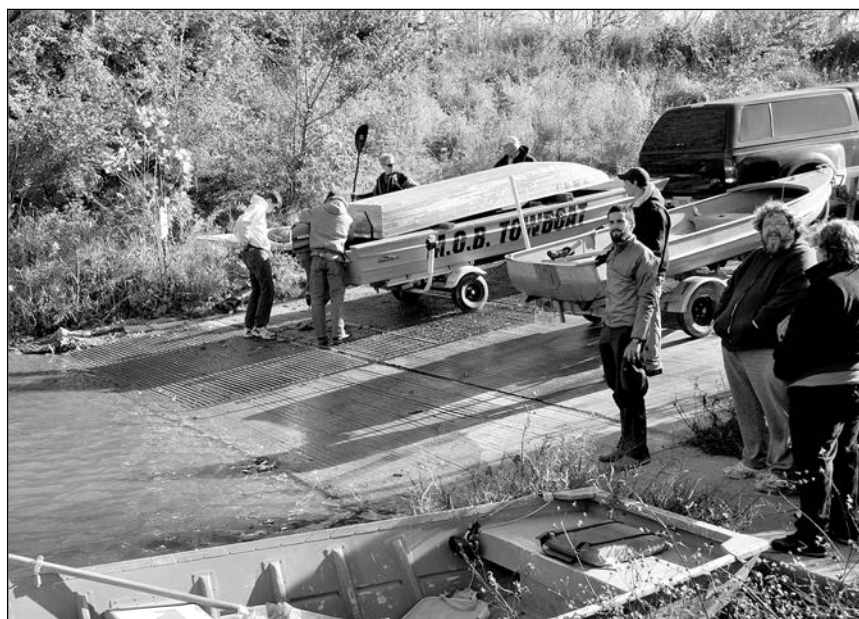


Saturday October 20th, 2012 the MOB held its final meet of this season. It was actually a two day event starting on Friday afternoon when some of the out of town members made their way to Jay Walls "Raceland Campground" estate located in between Brownsburg and Danville, Indiana. Dave and Roberta Cornett came down from Frankton, Indiana to camp out and enjoy a weekend of antique outboarding. Sherm Caldwell and Austin Duggan were there as well. I normally take the MOB Mobile Corporate Office

and Banquet Facility (my old motor home) out to the campground, but this year I did not get it ready in time to attend the cook out and bonfire that normally takes place on Friday and Saturday. One of the things that worried us was the fact that here in Indiana we

had a terrible drought and we were not sure if the water had come back up to normal levels. When we arrived at the ramp we found out that the river level was back up to normal levels.

Saturday morning started off with sunny skies but very cold temperatures.



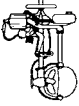
There are still some leaves and beautiful scenery on the White River.

From left, Roberta Cornett (back facing camera), Dean Chapman and Stu Fillingner in their cold weather gear.



Members waiting to unload.

Joe Shields running his Military Elgin 25.



Clockwise from top L:

Joe Shields standing in his boat getting ready.



MOB members at the Broad Ripple docks getting ready to go on the river cruise.



Sherm Caldwell (L) and Austin Duggan (R).

A closer look at the Elgin 25 military version.



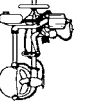
Members waiting to unload (Steve Whybrew with back to camera).

A total of 10 boats made the trip.

There are quite a few nice houses along the river.

Jay Walls (front) and Rick Eichrodt (back) cruising along on a blustery day.





When my son and I arrived, there were about 5 boats in the water already. Mark Majcher said that while he was coming down I-65, a huge sheet of ice flew out of the back of Stu's boat and shattered in the road in front of him. From the pictures of the meet, you can see how cold it was by the way everyone was bundled up. For me, it was "flaps down" on my hat until later in the day when the temps warmed up some. We had 11 boats in the water at the ramp, but Mark's motors did not like the cold weather and would rather stay in the bed of the truck instead of pushing a boat. Mark jumped into Stu's boat for the ride. For the first time, I did not have a boat in the water as my truck decided to act up after only 215,000 miles (can you believe the gall of that truck?). My son, Chris, and I decided to ride along with someone instead of bringing our own rig. As for the motors that were run that day, they included Mercury, Johnson, Evinrude, an Elgin, Sea King, and a Mariner. A total of 10 boats made the trip that day. Everyone made it up and back without needing a tow which is something that is nice to report.

Our goal is to start out at the boat ramp and head north for about 4 or 5 miles, cruising along at a fast idle or so. It is an enjoyable cruise, taking in the fall colors and viewing all the cottages and homes along the way. After about 5 miles, one comes to a place called Sandy Point which is just about as far as a V bottom boat can go. The river gets real narrow and the only boats that can get past the shallow waters are flat bottom jet powered outboards. So, we go to our spot on Sandy Point and beach the boats so we can take a break and have something to eat. Stu Fillinger and Joe Shields provided cooking stoves and hot dogs along with some great chili that Stu had cooked the night before. It was interesting to see what the Monticello boys had dreamed up as far as a portable kitchen. Dean brought a portable table and Stu brought his Colman camping stove. Dean and Stu even provide small bowls for everyone who wanted chili.

Soon after lunch it was back on board the boats and everyone headed back down the river. On the return trip, we were going down current and it was a faster ride back to the boat ramp.

From the top:

It was a cold but sunny day for a boat ride.

Steve Whybrew and family starting their first cruise on the White River.

Stu Fillinger at the helm with Mark Majcher as navigator.

Austin Duggan and friend on the cruise.



Everyone made it safe and sound without any trouble. Pretty soon all the boats were back on the trailers and it was on to the next part of the weekend event, the “after the cruise” cookout and campfire. The “Last River Cruise” wrapped up around 4:00pm and the next leg was to head back out to the “Raceland Campground” to enjoy a roaring bonfire along with plenty of food and beverages.

All in all, this was one of the best cruises for the MOB chapter. I would like to thank everyone who attended the cruise and also Jay Walls for opening up Raceland for the weekend. Again, I would like to thank the Monticello Mafia who provided the chili and hot dogs for everyone to enjoy. There is nothing like the smell of two stroke oil during the day and then the warm campfire to end the day. It was a great time and I am sure those who attended will be back again next year. Jay plans on continuing to have his “Raceland Campground” open next year and may even expand it so that if anyone wants to come over on Friday, they can run their motors on Jay’s one acre pond before the cruise. I am sure that Kirk Butler would have enjoyed that day and was looking down from the big outboard meet up in the heavens, smiling that everyone had a good time on “The Last River Cruise” that he started many years ago.

See Ya On The Water Next Year.

For a color photo of this meet, see:

PAGE 9



From the top:

Cruising along the river.

Jessi Butler, in the stocking hat, stopping for lunch at Sandy Point.

MOB members heading back after lunch.

L: Ad from “Hunting & Fishing,” February 1941. Contributed by Bill Vanderman.

R: MOB members taking a break for lunch at Sandy Point along the White River.

Wagemaker's
GRAND RAPIDS, MICH.
WOLVERINE BOATS

Boats
FOR EVERY PURPOSE

50 Models—canvas or all wood. Sailboats, Outboards, Rowboats. Small inboards and sensationally new Weldwood Skiffs. Priced from \$40.00 up. Write for Catalog.

WAGEMAKER COMPANY
Dept. E Grand Rapids, Michigan

Welcome to the 2012 International Meet in Tomahawk Wisconsin

By Bob Dalle Ave, Chapter President,
photos by Ned and Mark Spanagel



We hope that if you made it to the meet that you enjoyed yourselves and will return next year. If you could not make it, the pictures should give you an idea of what the show had to offer. This meet, for many, is like an annual homecoming. People come from all over the globe to meet old friends and make new ones. Some make this their weeks vacation; they go boating, fishing, sightseeing, shopping, camping and dining. Some come to look for motors, boats and parts to buy, sell or

trade. There are those who like to compete in the many events that are offered. Many come to just observe the activities and enjoy the park, or sit around the campfires and tell stories. Make your reservations for lodging now for July 31st, August 1st, 2nd, and 3rd of 2013. We look forward to seeing you and sharing in a truly fun event.

Enjoy the photos, competition results, and perspectives on this meet on the following pages.



The East West Strip.

One of our youngsters having a blast.

L: Jim Johnson's Pre-war racing display.

R: Need a prop?



L: The gals hard at work.

R: Look closely.

Motors on display in the arena.

Motors on display in the arena.



Clockwise from top L:

Nice selection.

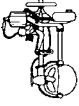
They really do come by the trailer load.

Robert Meyer running his Crestliner.

Laura Lebeau in her first time competition.

Boats on display in the arena.

Dan Wyman's Best Classic Restored Winner and Collector's Choice Winner.



From the Top:

John and Betty Scheurer giving some friends a ride.

Richard Neis with a thumbs up heading out for some ice cream at Dairy Queen.

Jim Zeinert and friend during the boat parade.

Results of the 2012 Tomahawk Meet

Best Display

1. Richard Paquette—Viking Display
2. Lon Helgemo—Johnson "A" Display
3. Arlan Carter—3 motors—100 years old

Antique Original Outboard

1. Mark Majcher—1913 Evinrude Rowboat motor
2. Alan Lockhart—1914 Ferro RBM
3. Rob Twohey—1939 DIG Champion

Classic Original Outboard

1. Chuck Petersen—1957 Johnson
2. Lon Helgemo—1975 Chrysler
3. Twoheys—Evinrude Aquasonic 7.5hp Fleet Twin

Antique Restored Outboard

1. Phillip Gatzow—1930 Lockwood Ace
2. Jerry Blanchard—1928? Indian
3. Glen Curless—2.5hp 1941 Muncie Neptune

Classic Restored Outboard

1. Dan Wyman—Twin 1956 Mark 25E Mercurys
2. Richard Hartwig—Starling Jet
3. Glen Curless—10hp 1953 Johnson QD-14

Show Class (1982 and older)

1. Phillip Gatzow—1927 Evinrude NS
2. Robert Barta—20H Merc
3. Leah Stasiluk—Ladybug Neptune

Antique Motor, Boat Combo

(both must be 1950 or older)

1. Gene Winter—40's Tomahawk Sportsman w/1934 Evinrude 1.5 Sportsman
2. Scott Minar—Filliger "A" hydro w/KB 38 Johnson
3. Murray Langer—1946 Foldcraft folding boat w/Seaking Midget
3. Jim Johnson & Barb—Neal X7 w/Johnson SR B class

Classic Motor, Boat Combo

(both must be classic 1951 - 1982)

1. Gene Winter—1952 Larson Crestliner w/1956 Merc Silent 6
2. Thomas Hoffmann—1958 Tomahawk w/40hp Johnson
3. Bob & Tony Shuda—1957 Crestliner Deluxe w/1958 Johnson

Racing Outboard

1. Phillip Gatzow—1941 460
2. Wayne Schoepke—Caille Flash Racer Mod 36
3. Jim Johnson—1039 Evinrude Midget

Little Kicker

1. Phillip Gatzow—1931 Lightweight
2. Richard Hartwig—Evinrude
3. Tony Shudas—1937 Evinrude Elto Ace

Big Iron

1. Lee Wanie—1929 Elto Quad
2. Ron Melick—1929 Elto Quad

Most Unusual

1. George Emmanuel—1931 Johnson Tilting Stern Drive
2. John Herberg—Pre-WWII German Koenig Canoe engine
3. Lee Wanie—1930 Elto Speedster, electric start

Oldest Running Gas Outboard

1. Paul Reardon—1913 Evinrude
2. Ben Dittmar—1913 Evinrude
3. Mark Majcher—1913 Evinrude RBM

Jr. Class Outboard (age 17 or younger)

1. R. J. Twohey—1940 Johnson HA 15 Seahorse
2. Taylor Nacke—1941 Elto Lightwin
3. Cherrie Herberg—1940 Elto Cub

Best Featured Motor

1. Jerrie Nelson—1962 30hp Bundy
2. Karen Dalle Ave—Evinrude Pal
3. Karen Dalle Ave—Waterwitch

Collectors Choice

Dan Wyman—Twin 1956 Mark 25E Mercurys

Spirit of the Strip

Wayne Schoepke

Merc KF5/Mark 5 Event

1. Pete Lemon KF5
2. Frank McCarthy MK5
3. John Bennis KF5

Mod Zephyr Event

1. Paition Foelske
2. Devin LeBeau
3. Ron Thomas

5HP TS, TN, TD Stock Johnson Event

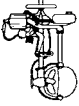
1. Pete Lemon TD
2. Trevor Munn TN
3. Frank McCarthy TN

Stock Zephyr Event

1. Laura LeBeau
2. Trevor Munn
3. Dean Wingert

Predicted Log

1. Alan Lockhart—2 sec. off
2. Leah Stasiluk—3 sec. off
3. Murray Langer—2 sec. off



From the top:

L: Ted and Pam Howland out for a ride.

R: John Bennig competing in the 5MP Merc event.

Emma and Jack Craib returning from the Bess Evinrude Memorial Ice Cream Run.

One of many nice Crestliners.

Dave and Judy Borchardt enjoying the parade with Molly.





Clockwise from top L:

Lee Wanie and friend enjoying some boating.

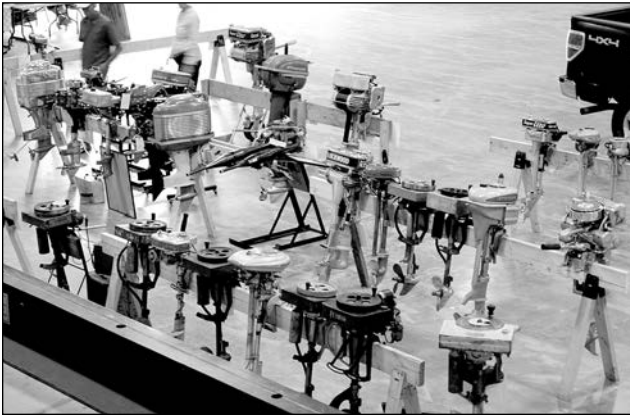
The boat yard had some very fair prices.

More boats in the boat yard.

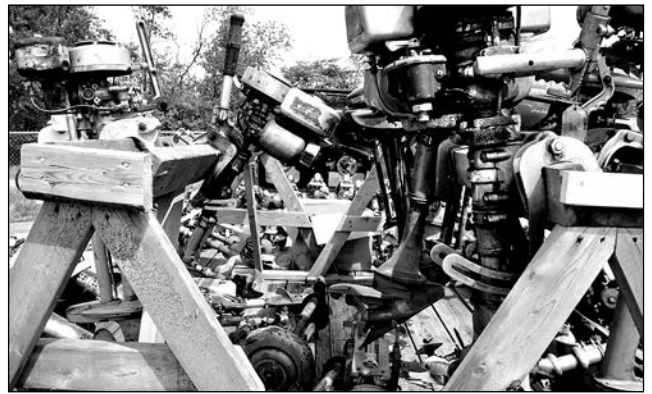
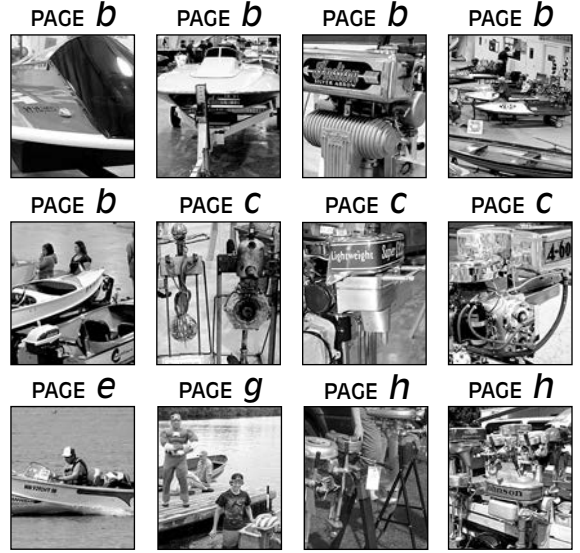
More boats in the boat yard.

Wayne Schoepke's "Spirit of the Strip" winning display.

Another Crestliner family.



For color photos of the Tomakawk International Meet, see:



Motors on display in the arena.

L: A Chrysler, new with the box.

R. top: Parts & more parts.

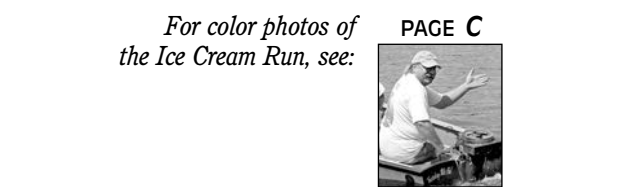
R: below: A lot of nice Crestliners.

Two more nice Crestliners.



Second Annual Bess Evinrude Ice Cream Run

Photos by Ned and Mark Spanagel



Clockwise from top L:

All the boats tied up at the dock at Dairy Queen. Dan Jones's 1918 RBM is pictured here on Richard Paquette's Viking boat.

Hunter Cloutier at the helm of Lee Olson's boat (in the bow). The motor is a Caille RBM with rewind. According to Jack Craib this motor is very hard to find in any condition, much less running.

For color photos of the Ice Cream Run, see:

PAGE C

Ben Dittmar running his 1913 Evinrude RBM.

Al and Susan Lockhart running a 1920 Evinrude RBM.

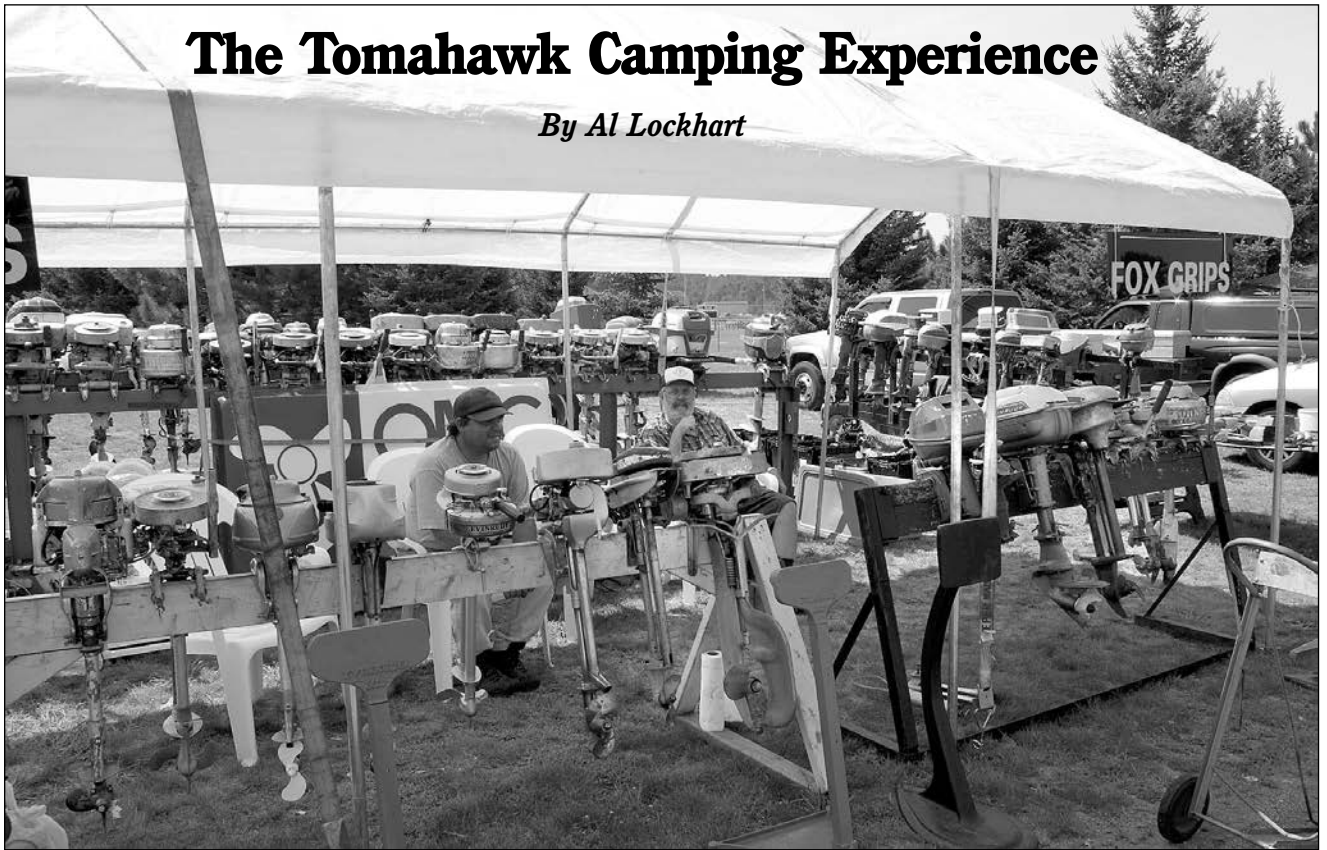
All the participants posed for this shot with their ice cream.

Jack and Emma Craib running a 1915 Sweet RBM.



The Tomahawk Camping Experience

By Al Lockhart



This year the Tomahawk event was chosen to be the AOMCI International meet and they did it us proud! I have attended this event every year since 2004 and it just keeps on getting bigger and better. For those unfamiliar with this meet it is held in the City of Tomahawk in Northern Wisconsin on what used to be the municipal airstrip. There is an arena which houses the boat and motor display, wash-rooms with showers, and the large lunch BBQ area. Ten designated campsites are along the river (we get one motor home, one 5th wheel, one camper truck, a tent, several pop up tents and my cargo trailer on one site!) camping is also permitted along the side roads next to the soccer fields and on the opposite side of the strip from the ten designated sites so approximately 200 campers can easily be accommodated. Sale spaces line both sides of the strip with 1000's, (yes 1000's!), of motors and parts available for sale from nice originals to gorgeous restorations to barely able to be saved projects.

This year my wife and I left Sudbury on Saturday July 28th and pointed the motor home west on highway 17 to-

wards Sault Ste. Marie where we crossed the border into Sault Ste. Marie Michigan. After loading up on duty free beer we did a lunch stop and bit of shopping then we pushed on to Manistque, Michigan where we met up with Dan Jones from Royal Oak Michigan. We all spent a couple of hours feeding \$20.00 bills into the penny slots at the Kewadin Casino. This is a good stop as they have a parking area on the grass with electrical hook ups for the RV's where you can stay the night for free. Sunday morning we left bright and early and continued west on US-2 towards Wisconsin with only a breakfast stop where we topped up the fuel tank (gotta love U.S. gas prices - filled the rig for under \$100.00) and pushed on. By 1pm we rolled into Sara Park to discover that we were the 4th people to arrive and the meet does not even start until Wednesday. By being such early birds we were able to claim our favorite site (only \$20.00 per night) which is huge and has a great spot to pull the boats up onto the riverbank. We set up camp, unloaded the boat from the roof of the trailer and headed off to say hello to the other early arrivals. Monday brought a lot more people

Pat and Kohn
Koranda's booth.

Azrik Paquette
working on his
new motor.

Lots of things
for sale!





including Richard Paquette and his son Azrik, by Tuesday afternoon you would have thought the meet was in full swing! Gene and Nellie Gruender arrived on Wednesday and our little group was complete.

Wednesday morning it was official, meet organizer Bob Dalle Ave got on the loudspeaker at exactly 8am and announced that the coffee was ready and the meet was on! Registration opened so we signed in, bought our banquet tickets for Saturday night and set up our displays in the arena. Each day, on the water events were planned and included: Crestliner (featured boat this year), boat cruise, 3hp stock and modified races, Zephyr stock and modified races, TN/TD race (slow!!), 5hp Merc race, Thursday cruise (about 1½ hours) followed by a boat parade past the water-ski show grandstands, then a free hot dog BBQ. On Friday we participated in the Ole and Bess Evinrude ice cream run recreation where we ran RBM's (ok, I was towed there but got it running for the way back) from the park to the local DQ (gotta love a DQ with a dock!) where we had ice cream then motored back to the camp. What a great way to honor the memory of Ole and his wonderful creation with 1913 to 1920 motors on the water being used as he intended them to be. I can not tell you the number of times I strolled the strip and how proud I was to resist temptation! This year we set up a motor service area under an Easy Up tent next to my cargo trailer and it was well used getting my RBM running, fine tuning Dan's RBM and Richard working on an uncooperative Viking. About the most fun we had in the service zone was when Gene came back to the site on Saturday with 4 decrepit looking LT37's (for one very low price) and we decided that we had to see how many we could get running in the time we had left before getting ready for the banquet. Over the next few hours we swapped parts around and tried and retried different combinations until we had 3 great running little motors!



After hitting the showers to remove the motor grime we went to the banquet and enjoyed a fine feast and the presentation of the awards. Richard Paquette took 1st prize for his Viking display and my 1914 Ferro RBM took second for best un-restored antique. If you are looking for an outboard related vacation, Tomahawk is a great spot to go for a week of outboarding fun and camaraderie that can not be beat.



The Northwoods Chapter put on another outstanding AOMCI meet at Tomahawk. The weather was great until the wind blew and it rained. That put a damper on things for the next day or so and many people left early. Photo of the "lake" under my canopy. Water was only 3 inches deep. Looking forward to next year.

—Ed Elliott, Vinton, VA

Clockwise from top L:

The Ice cream truck makes regular visits to the strip - for those who cannot make the trip over to Dairy Queen.

There is literally a mile of stuff to browse.

Another truck load!

There are many motors to choose from.

L: Dan Jones, Gene Gruender and Al Lockhart's motors under the tent.



Northwoods Tomahawk Meet: The Oldest Running Gas Outboard Contest

*By Richard L. Paquette
Photos by Emma Craib and Richard L. Paquette*

The Oldest Running Gas Outboard Motor Contest is one of the highlights of the Tomahawk Meet. This year there was a three way tie with three 1913 Evinrudes successfully run. Other entries included Jack Craib running a 1915 Sweet (see Gallery g), Jon Koranda running an early Canadian Johnson, and Azrik Paquette who ran his 1939 Sea King Midget (see Gallery f).

Azrik managed to buy the Midget off BJ Pawlikowski, just the day before. Suffering from low compression, Azrik managed to find a refurbished cylinder in Doug Penn's collection of parts and after spending some time cleaning out the gas tank, had it up and running just in time for the contest. Azrik also ran this motor in the Predicted Log Event. Azrik hopes to have this motor ready to enter in the Junior Class this summer.

For color photos of this meet, see:

PAGE **f**



PAGE **g**



Azrik Paquette posing with BJ Pawlikowski after acquiring his new 1939 Sea King Midget at Tomahawk.

Azrik Paquette running his new 1939 Sea King Midget at Tomahawk.



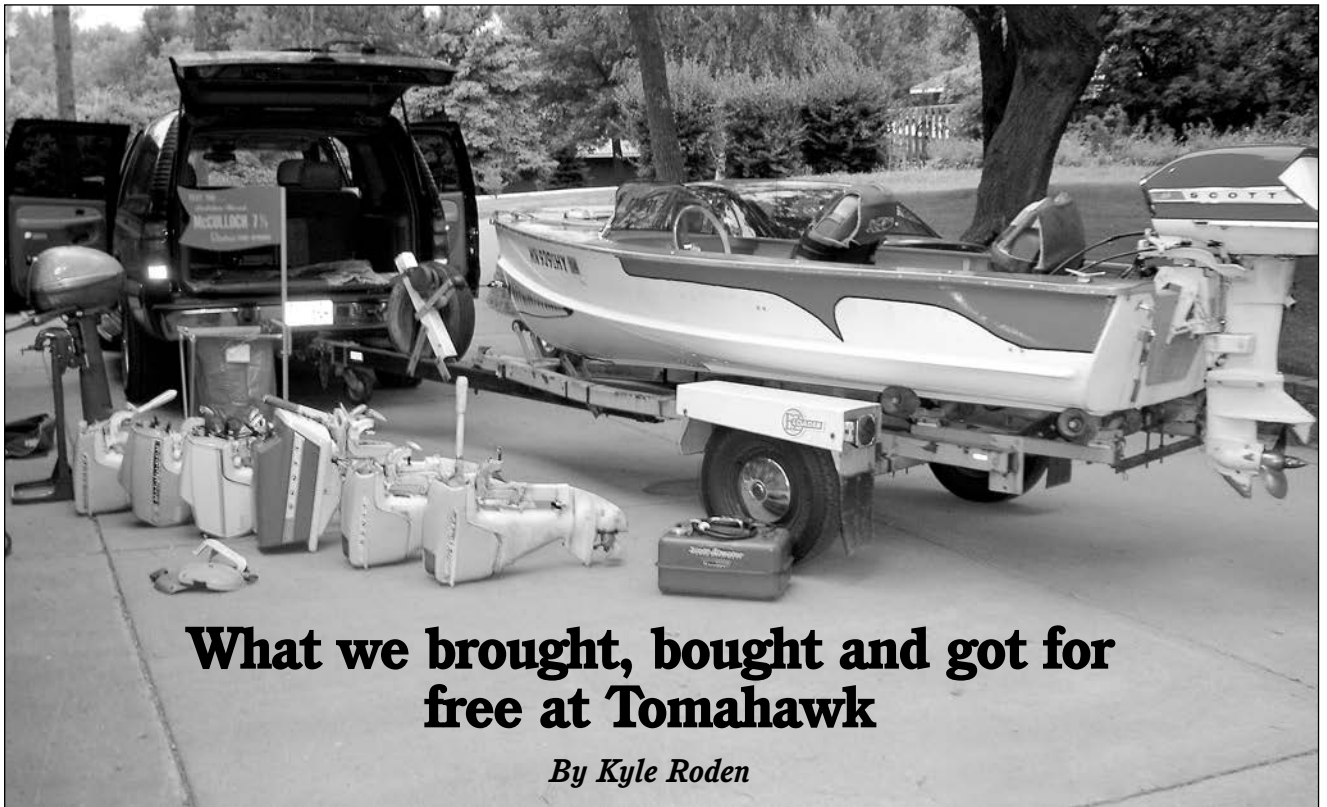
L: Azrik Paquette overseeing his new 1939 Sea King Midget running in the tank.

R: Mark Majcher running his 1913 Evinrude.

L: Paul Reardon preparing his 1913 Evinrude.

R: Jon Koranda running his early Canadian Johnson under the close surveillance of Bob Dalle Ave.

Ben Dittmar getting ready to start his 1913 Evinrude RBM.



*Northwoods
Tomahawk Meet:
Gene and
Nellie Grunder,
Azrik and
Richard Paquette,
Susan and
Al Lockhart and
Pat and Jon
Koranda at the
Awards Banquet.
Photo by John
Stasieluk.*

*What we brought,
bought and got
for free at
Tomahawk.*

What we brought, bought and got for free at Tomahawk

By Kyle Roden

Our trip to Tomahawk was very exciting for me. It was my first time camping and we decided to stay Wednesday through Friday. I got the full experience because we had a little rain, a little wind and a little hail from the storm. I brought four motors; a 1961 Fishing Scott, a 1966 McCulloch 7.5 electric, a 1968 7.5 Electric McCulloch, and a 1960 12hp Scott. I also brought my boat and ran it on the lake. My dad and I left at 4:30 am and got there at 10:00 am. We unloaded everything and put up my display in the arena.

As time went by we picked up a few motors, or I should say I did. I bought two motors; a 1960 Fishing Scott and parts motor from Todd Smet. Later on, right before we left, I bought a 1953 Scott Atwater 7.5 Gold Pennant with all the paperwork and the gas tank. I am glad I bought it and I love the motor.

Tomahawk is something I look forward to every summer but before you know it, it is all over. Sometimes you win, sometimes you lose; sometimes you go home with every-

thing you want but sometimes you go home with nothing. I bought plenty of other things such as boat lights, decals and other Scott stuff.

Bob Peterson sums it up best: Tomahawk is like a family get-together; we may not be related, but we are all part of the AOMCI family. I really noticed this when I was walking around; everyone waves, everyone is willing to help and everyone is happy. This is what it is all about: the family experience and everyone getting along.

What really made my camping trip enjoyable was not only spending time with my dad, but it was the camping neighbors we had next to us. These guys were absolutely hilarious; their names were Scott and Victor; a father and son team that belong to the AOMCI family. Almost every time they came back

to their tent they came with a motor. I believe they had a Mercury Hurricane and it needed cowls so they found another one, but then said they will need another for parts for that one, and so on and so on. What I really laughed at was there is a train yard not even two blocks away from our tents in Sara Park and the trains were going by at 2 am and Scott said "can that train get any louder?" Since he said it in the middle of the night, I laughed really hard. At the end of the time we were there, Scott and I both agreed that the train and its operator made the trip that much more interesting! I hope they camp by us next time!

When it comes down to it, Bob Peterson is right; Tomahawk is a family event and I hope it continues for years and generations to come!



FOR DINGHIES —

The **SPORTSMAN**

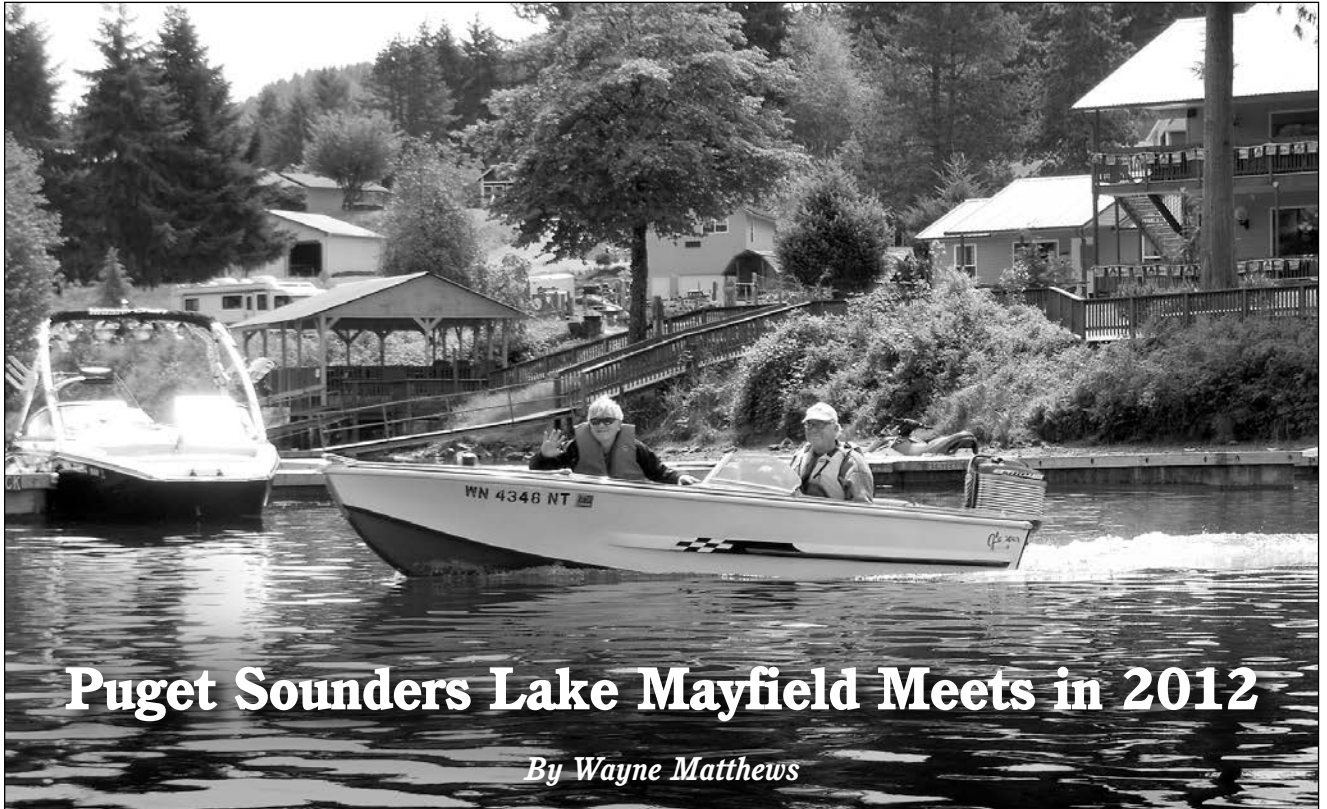
Hundreds of practical yachtsmen say, "Perfect for Dinghies." Weighing only 24½ pounds the Sportsman is a feather-weight to handle and stow. Hooded motor and sealed propeller housing provide ship-shape cleanliness. Adequate power for auxiliary service on Snipes, Comets, Stars, etc. Write today for complete catalog on Sportsman and seven other Hooded Power models. Address, **OUTBOARD MOTORS CORPORATION, 4784 N. 27th Street, Milwaukee.**

EVINRUDE
THE GREATEST NAME IN OUTBOARD MOTORING

SPORTSMAN
\$55
F.O.B.
Milwaukee

Kyle's boat.

Ad from April 1936. Contributed by David Budd.



Puget Sounders Lake Mayfield Meets in 2012

By Wayne Matthews

The Puget Sounders Chapter meets at the Lake Mayfield Resort twice each year, it has been a favorite meet location for more than 15 years. The spring meet was held May 18th through May 20th. Lake Mayfield is a reservoir behind the Mayfield Dam; it is a large, spectacular lake, surrounded mostly by forests. There are three bridge crossings and two rivers that can be navigated. The resort features a boat ramp, marina, general store, RV sites, cabins and a variety of rooms as well as camping.



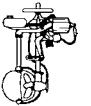
Most members arrived on Friday bringing their boats and old outboard motors to run, display and sell. The Chapter offered pizza to all that were hungry. Members gathered around a warm campfire and recalled many stories and recollections that somehow were related to vintage or antique outboard motors. A vintage Crestliner runabout and 35 hp Johnson offered for sale generated much interest and considerable conversation. Jerry Snider and Richard Snider's nicely restored motors were appreciated by all.

On Saturday the weather was

*Spring meet –
Bob Learned in
his nice Mercury
powered
Runabout.*

*Fall meet –
Some of the
group cruising up
river to the
“Lagoon” for
lunch.*

*Fall meet –
Newly elected
Chapter President
Mike Hanson and
Vice President
Don Martinson.*



warm and sunny, prompting lots of boating activity. Fishing can be quite good at the lake for 12" to 16" trout. A brief club meeting was held; Puget Sounders Chapter president Rita Boddy gave an update to the days planned events and future meet schedule changes. Following the meeting, members took to their boats and started their outboards for the organized cruise. Thirteen boats with antique and classic motors made the round trip of 9 miles. Members stopped at the "Lagoon" for lunch and scenic views.

A mechanic's challenge was presented by Norm Boddy who had rigged a nice original 5 hp Johnson TN to not run. Two members worked to figure out the 4 or 5 things that were the problem. Once the spark plug gap, the plug wire order and needle valves adjustments were corrected, and with Norm's final adjustments, the motor started easily with a couple pulls of the rope! It was a good challenge and gave members pointers on how to keep these old motors running.



The fall Lake Mayfield Resort meeting was held September 20th through 22nd at the Lake Mayfield Resort and Marina. Rita Boddy was making sure the scheduled meeting, lunch cruise and raffle event took place as planned. Rita Boddy served as our president for a two year term; we appreciate her contributions, and thank her for a job nicely done. On Saturday the election for the Puget Sounders' President was held. Mike Hanson was voted President with Don Martinson our Vice President. Mike wants to focus on providing the mechanical and technical support to help members with their antique and vintage motors. Mike Hanson and Dave Wilson are looking into new locations for future meets.

At this meet, Mark Isam brought his amazing collection of small scale gasoline powered outboard motors. The scale outboard motors were from the 1950's and 1960's and they still can be fired up and run.

For color photos of this meet, see:

PAGE f

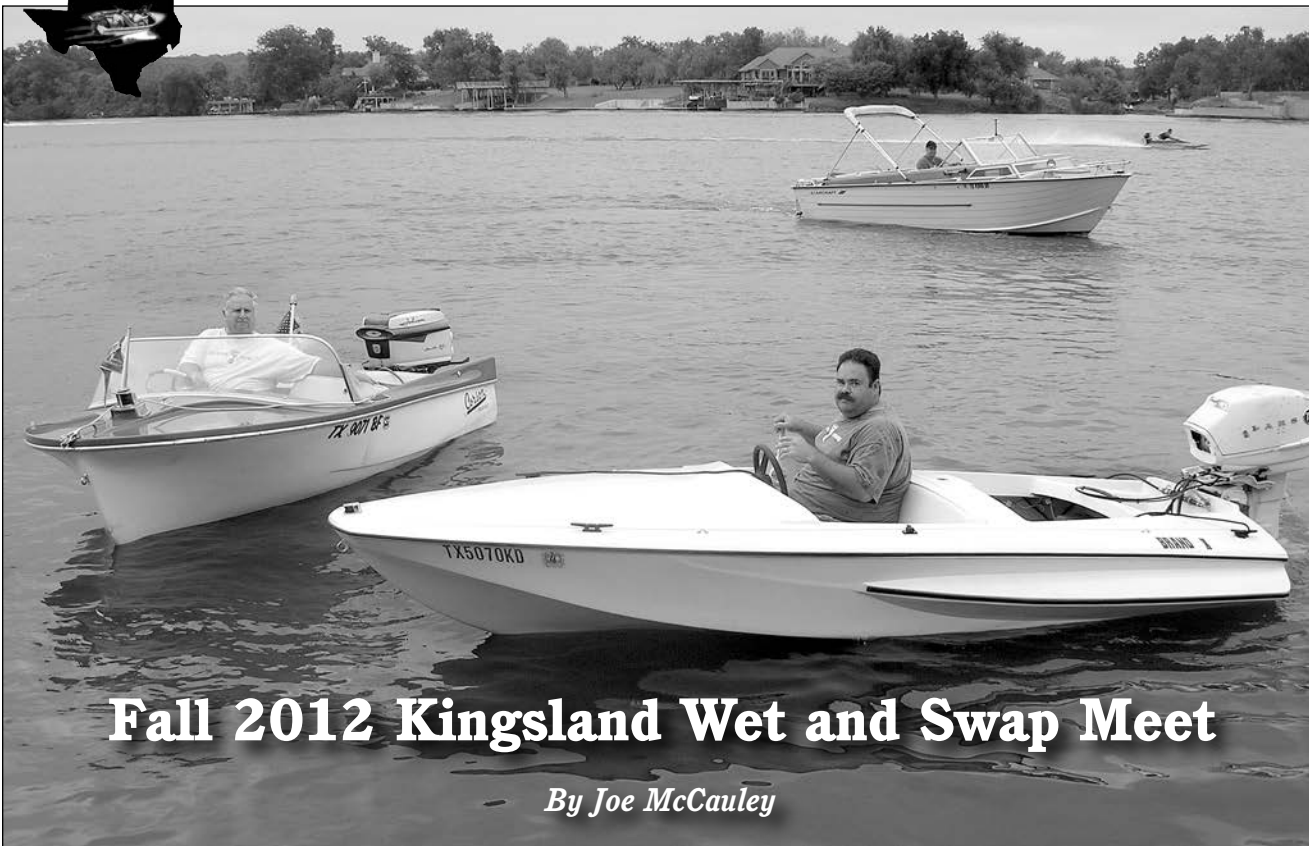
PAGE f



Spring meet – A Mighty Mite, antique Johnson and a vintage Evinrude among other motors on display.

Spring meet – Puget Sounders Chapter President Rita Boddy holding a club meeting.

Fall meet – Some fine motors, including a Martin "60".



Fall 2012 Kingsland Wet and Swap Meet

By Joe McCauley

I always look forward to our annual spring and fall Kingsland (Lake LBJ) wet and swap meets. Adam Finn and Chip Rathbun arrived early Friday and took their Alumacraft and Corson on a long and pleasant cruise. Later in the afternoon, back at the Longhorn Resort, the wind had picked up enough that the Llano was too rough to open up Hans' May Fly III. George Gustafson ran his Kaos tunnel/Stinger wide open anyway with the motor

trimmed under, he came off a roller slowly but still stuffed a picklefork. Once the boat had been towed back to the launching ramp, many club members jumped in to help turn the boat

over, drain out the water and then dry out the motor.

Plenty of old iron and parts for sale decorated the lawn Friday, so there was a lot to look at before and after

Chip and Al at the judges' stand after the shootout.



L, top: First prize for the Fall Nationals is awarded to Chip by Cornelia.

L, below: Al and Chip receive prizes from Joe.



R: Al Smith with his McCulloch 75 and rare Sportsman gearcase. Adam Finn in the background.





breakfast. Saturday's breakfast was provided by 'Scott Atwater' Al Smith and his young uncle Moses, and Cornelia Küffner added Rösti to the Tex-Mex fare. The turnout was good; members meandered around talking and looking, enjoying the weather and motors. Then, after 10am, the fall Texas shoot-out began.

The so-called "Texas AOMC Fall Nationals" on Saturday were between Chip Rathbun's Corson powered by a Fat Fifty and Al Smith's 1960 Glaspar G-3 powered by a Sears-McCulloch 75. The G-3 had been restored and was quite beautiful. Chip's Corson and 1958 Johnson 50 are nearly new, hardly used. Al should have won hands down but had problems, so Chip emerged as our Champion for a second year, providing more honor to the Fat Fifty than was previously known to either man or beast. Al, who has an enormous Scott collection, brought along a second McCulloch 75 with a rare Sportsman gearcase and wanted to try it out. He bolted it onto the G-3 but his second McCulloch 75 would not start and stay running.

There was less east wind on Saturday so many boats were in the water and running. Young Gus Gustafson ran his Sterling tunnel powered by a very nice sounding V-6 Mercury 150 on all three days, taking many a passenger for a fast ride. Doug and Dave Samstag ran their two '25' hydros, one with a 22 c.i. Mercury powerhead. New members Tony Robinson and Ben McCauley got their Evinrude 35 powered 1958 Wizard aluminum boat buzzing after some carb adjustments. They also displayed a lot of old iron from Ben's collection. Youth member Jack Stevens enjoyed both his Evinrude 18 powered 'pancake' Minimost Hydro and a newly-acquired Johnson 40 powered Glen-L runabout. Jeff Workman and his four year old son ran their 8' 'Z' powered by a 5½ Johnson. The boat was built by father and son. Mark Lindhorst ran his restored Alumacraft powered by a nice Mark 6, and Mark Betner ran his 1973 Starcraft I/O with a mint 1981 Mercury 10 as back-up power. Cornelia, who is still learning to drive the May Fly, ran it both Friday and



Jack Stevens cranking the 40 on his Glen-L, Jeff Workman and John Platou watching.

Tony Robinson and the 1958 Wizard boat.

Ben McCauley and his display, with Tony Robinson and Cornelia Küffner.

Sunday. Jerry Lindamood brought his Mercury 110 powered Glen-L. Jerry's got his smaller Glen-L upside down straightening the bottom and adding two lift strakes. He will also add rear steering. Chip and Al may have new competition in the 2013 Spring Nationals. John Slator displayed a lot of nice parts for sale.

Adam Finn presided over the club meeting on Saturday evening, followed by the Fall Nationals awards ceremony where McCauley and Son racing t-shirts were presented to Al and Chip. As an additional first prize, Cornelia gave Chip a chirping seagull pair from North Germany. The Saturday evening feast of catfish and condiments includ-

ing stuffed Jalapenos and chocolate cake that were cooked by Moses and Al. Cornelia added deviled eggs and German-style potato salad to the fare. One cannot suspect Al of frying fish in Scott-Atwater oil because he runs Evinrude XD-30 in his Scotts.

Saturday night's rain was followed by sun, calmer water and blue skies on Sunday. Gus, Tony and Cornelia were out early running boats while most of the party pulled out and left for home. It was a fine weekend and we look forward to next April at Kingsland.

For color photos of this meet, see:



George and Joe drying out George's Stinger.

A fine display of old motors

September 8, 2012 was the 43rd annual Yankee Chapter Formal meet, held once again at Indian Well State Park in Shelton, Connecticut. The forecast was not the best, the morning saw a couple of sprinkles but nothing terrible - it was a bit windy. However for those who stayed past 2:30 the weather cleared, wind calmed and it was beautiful!

The theme of this year's meet was "My Favorite Outboard" and by any measure it was a tremendous hit. Members were asked to bring their very favorite outboard and a brief write-up on why they chose it. It is not known if seeing people's favorite motors or the stories behind why they were picked was more popular! Every member bringing their favorite motor to the meet was awarded a blue ribbon to be kept with the motor commemorating the event and proclaiming it "My Favorite Outboard".

Out on the water the highlight of the day was Bill Andrulitis running his Hartford outboard, possibly topped by him later running his Indian outboard! These are two very rare motors and it was great to see them racing up & down the Housatonic. Also spied were a couple of Cailles, 1920s Evinrude Speeditwin, Johnson opposed A, K and S as well as a '38 alternate KA-38 models and three of Tom Manley's Evinrude Model N Sportwins.

Of course classic motors were also popular, Mark 15 and 20s, Evinrude and Johnsons of almost every horsepower and a couple of Scotts were out on the water. Art Robertson had his great looking varnished strip-planked runabout with twin 1957 Johnson 18s. Ken Hall had such a

Yankee Chapter Formal Meet Indian Well State Park, Shelton CT

By Arthur W. Sesselberg, Jr. ("aka E. L. Toe")



good time chatting and swapping stuff we did not get to see how his FeatherCraft ran with the "new" 1958 Johnson V4-50. Hurricane Harry logged a lot of miles with his 1965 West Bend-made Sea King 5 running non-stop for most of the day (until he managed to run out of gas!). One of the more unusual motors seen was Debbie Clark's Lancaster Guppy, though unfortunately it did not make it out on the water. The same with Dean Purcell's British Anzani Minor (Mr. Bean!) that sat on a stand begging to be put on a boat. Not so for Norm Mullings Milburn Cub, it spent some time out on the river (though this writer didn't actually see it running!).

Not an outboard boat, but enjoyed by everyone was Syd Marsden's 1951 "Dispro" (disappearing propeller).

The attention to detail in his restoration of this boat was outstanding (and thanks to Syd for giving many in attendance a ride!).

The "iffy" forecast appears to have limited what people brought to swap, however there were some jewels to be found. Spied were two Cailles, several of the Loewy styled Scott 16s and a bevy of classic OMC 5.5hp motors. Doug Penn and Art Dekalb had a truck-full of interesting stuff including a Mercury-made commercial gas-driven pump and a couple of Cailles that were a bit worse-for-wear. Lots of other winter projects changed hands and plenty of boating accessories were also seen finding new homes.

Many positive comments were received on the "My Favorite Outboard" theme and the prizes that were awarded - the best theme ever was



the general feeling! It was a really fun day; the challenge now is how to top it next year?

Thanks to Hurricane Harry, Rich Guerra and Phil Tetrault for the photos that accompany this article.

Below is the list of the "Favorite Outboards" that were signed in at the meet. There are some interesting trends/observations to be made from the data compiled:

- Selections of favorites were evenly split between Antique and Classic outboards
- The oldest motor was Brook Newcomb's 1914 Evinrude

Rowboat Motor

- The Newest Motor displayed was Bob Zipp's 1972 Johnson Mod KR-15M Stinger GP
- Over 50% of the motors displayed were not Johnson & Evinrude brands
- Johnson and Evinrude tied at 10 entered of each
- Most popular single model was the Elto Ruddertwin with '22, '26 and '28 examples on display. There was a five-way tie for second; Evinrude rowboat motors ('14 & '21), 1954 Evinrude Super Fastwins, 1954 Mercury Mark 20s,

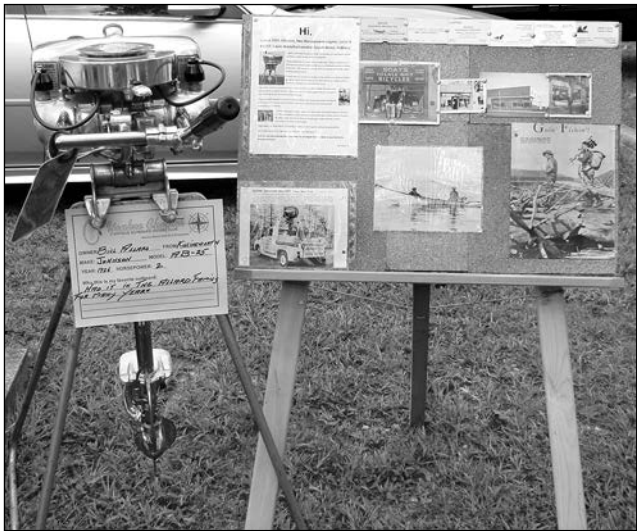
MY FAVORITE OUTBOARD THEME SHELTON FORMAL MEET SEPTEMBER 8TH 2012

Name	Year	Make	Model	HP
Bill Allard.....	1926.....	Johnson	AB-25	2
Bill Andrulitis	1929.....	Hartford	Sturdy Twin.....	7
Wayne Bearce	1940.....	Elto.....	Cub	5
Dave Blankschen	1938.....	Johnson	KA-38	9.3
Cole Blankschen	1953.....	Evinrude.....	Super Fastwin	15
Dave Bono.....	1930.....	Elto.....	Lightweight Folder	3.5
Rod Clingman	1969.....	British Seagull	40 Plus	2
Tom Conti.....	1939.....	Elto.....	Pal	1.1
Jack Craib.....	1915.....	Sweet	Rowboat Motor	4
Norm Donais	1955.....	Johnson	QD-16	10
Peter Feldman	1948.....	Champion	1K Standard Single.....	4.2
Mike Fields	1950.....	Sea-Bee	Deluxe Single.....	3
Justin Grant.....	1959.....	Evinrude.....	Fisherman	5.5
Bob Grubb	1920.....	Amphion	4
Rich & Michelle Gruskos.....	1960.....	Gale-Buccaneer	15
Will Gwiazdowski	1960.....	Evinrude.....	Sportwin	10
Ken Hall	1958.....	Johnson	V4S-10.....	50
R.C. Hawie	1940.....	Johnson	LT-10.....	5
Ray Kelsey.....	1940.....	Sea King.....	Giant Twin 8818	15.2
Walt Leniart	1953.....	Mercury.....	Mark 15.....	10
Maureen Leniart	1921.....	Evinrude.....	Model A Rowboat Motor	2
"Team Maffei"	1953.....	Evinrude.....	Super Fastwin	15
Tom Manley	1924.....	Evinrude.....	NS	2.5
Gary Mower*.....	1963.....	British Seagull	40 Plus	2
Norm Mullings	1949.....	Sea King.....	94GG908A.....	1.5
Brook Newcomb.....	1914.....	Evinrude.....	Rowboat Motor	2
Doug Penn	1949.....	Mercury.....	KF-7 Super Ten	10
Rick Pierce.....	1929.....	Johnson	K-45	7.15
Dean Purcell	1953.....	Corsair.....	Navigator	10
James Rebman	1965.....	Johnson	MQ-11.....	9.5
Art Robertson	1957.....	Johnson	FD-12.....	18
Dick Schaber.....	1928.....	Elto.....	K Ruddertwin.....	4
Ray Schaber	1940.....	Evinrude.....	Zephyr	5.4
Art Sesselberg	1926.....	Elto.....	Super G Ruddertwin	4
Harry Sesselberg	1965.....	Sea King.....	5
Graham Sesselberg.....	1940.....	Johnson	HS-10	2.5
Phil Tetrault.....	1922.....	Elto.....	Ruddertwin	3
Bob Toffey	1954.....	Evinrude.....	Fleetwin.....	7.5
Norm Waterhouse	1954.....	Mercury.....	Mark 20.....	16
Shelly Waterhouse	1959.....	Evinrude.....	Sportwin	10
Rich Yost	1954.....	Mercury.....	Mark 20H.....	16
Bob Zipp	1972.....	Johnson	Mod KR-15M Stinger GP.....	Unrated

Evinrude Sportwins ('59 & '60) and British Seagull 40 Plus ('63 & '69) that each had two representatives

- Average horsepower of the motors displayed (Not including Bob Zipp's un-rated Johnson Stinger) was: 7.84hp
- The most common reason for choosing a favorite outboard was ownership (or use) as a child
- The most practical reason: "It always starts and runs no matter what I do to it" – Peter Feldman

Hope to see you out on the water at the next Yankee Chapter meet making waves with an old outboard!



For color photos of this meet, see:

PAGE g

PAGE h



S H O R T T A K E S



Over the years I have searched for a suitable boat for 30 cubic inch outboards that did not have a reverse gear—something that was low profile, yet a little rakish. Most of these types have long since gone due to age. As a young boy I can remember those sleek hulls with long bows. I remember them so well...

Yesterday I received a letter and photos from Carl Peterson of Kennewick, Washington. Low and behold, enclosed were two photos of Miss Bert, a 14 foot monoplane, unrestored, but in excellent condition. Carl relates that he bought the boat plus I-P80 Johnson and 1-40 hp Scott—right in my own backyard! Oh well, I would have a problem running Miss Bert, as I use oxygen and am 76 years old. Upon query, Carl relates that he is 84 years old!

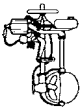
—Don Peterson

Miss Bert was made in the late 1930s, and is shown with R80. He also has a 40hp Scott from the 60s. Length 14'4", width 5' 12-20"

L: Bill Allard's 1925 Johnson AB and display of his family's years as a Johnson Dealer.

R: Tom Manley's Evinrude Model N display and Dean Purcell's Anzani Minor.





Restoration products to add that finishing touch to your motor.

See Advertising

Rates & Information. No phone submissions please.

Brand new Mercury A/B/C Quickie gear-foot 1:1 gear sets. Reproductions made according to Mercury print by Mercury gear supplier. All dimensions, heat treating, shot peening, etc. done to exact blueprint specifications. Thoroughly checked by Ron Thomas, the Foot Doctor, and given 2 thumbs up. \$250 per set, plus \$5 for shipping and insurance. **Ron Selewach**, 4012 Gunn Hwy., Suite 120, Tampa, FL 33618. rselewach@hrmc.com or 813-404-1521. 4/11

DECALS - All are water applied lacquer, like the originals. Our list is too long to print in *Outboarder*. Decals for Bendix, Caille, Champion, Elto Foldlight, Ruddertwin, etc.; Evinrude Row Boat, Foldlight, Ranger, Sportsman, Zephyr, etc.; Flambeau, Firestone, Hiawatha, Johnson (1922 thru 1958), Lauson, Lockwood, Neptune, Mercury, Sea King, Scott-Atwater, Waterman, Waterwitch, Wizard. Send SASE (Bus) for complete list or visit www.americanoutboard.com AOMCI Member discount is 15% off retail pricing on all decals. **D. Kawalek**, 12611 Ocean Gateway, Cordova, MD 21625 We accept Credit Cards & PayPal. 4/11

JOHNSON WATERSLIDE LACQUER

DECALS - Just like the originals: Early

Model A, 5pc. with 'Waterbug' decal for top. Most Johnson decals available thru 1958. Specify year and HP. All are water applied lacquer decals. Send SASE (Bus) for a complete list or visit www.americanoutboard.com AOMCI Members get 15% off retail pricing on all decals. **D. Kawalek**, 12611 Ocean Gateway, Cordova, MD 21625 We accept Credit Cards & PayPal. 4/11

NEPTUNE WATERSLIDE LACQUER

DECALS - Just like the originals; Rect. Rear tank (red or green); Twin 4, 5, 6, and 9 HP; Master 16 (red). Heart-shaped tank; A1, AA1 (1947-48, 1.7 HP); 11A3, AA1A, 17A1, AA2, AA4, AA10, Mighty Mite. Many more available. Send SASE (Bus) for a complete list or visit www.americanoutboard.com AOMCI Members get 15% off retail pricing on all decals. **D. Kawalek**, 12611 Ocean Gateway, Cordova, MD 21625 We accept Credit Cards & PayPal. 4/11

SEA KING WATERSLIDE LACQUER

DECALS - Just like the originals; Mod. 402 and others 1931 Lightwin W/S&O. Kidney-shaped tank: 1.0, 1.8, 2.5, 2.8, 3.0, 4.2, and 5.0 HP; 3 HP & 5 HP Deluxe Twin. 8.5 HP All w/inst. decal. Most Seaking decals for 1946-1957 models available. Specify HP & year. List too long to print. Send SASE (Bus) for a complete list or visit www.americanoutboard.com AOMCI Members get 15% off retail pricing on all decals. **D. Kawalek**, 12611 Ocean Gateway, Cordova, MD 21625 We accept Credit Cards & PayPal. 4/11

DECALS FOR REMOTE TANKS - Oliver Mix-Matic; Champion Cruising Tank; Champion Hot Rod; McCulloch; Scott-Atwater Stow-Away. Evinrude Cruise-A-Day (early, standard, & 4 gal.); Johnson Mile Master (standard, later); Mercury (early, later); Wizard. Many others available. Send SASE (Bus) for a complete list or visit

www.americanoutboard.com AOMCI Members get 15% off retail pricing on all decals. **D. Kawalek**, 12611 Ocean Gateway, Cordova, MD 21625 We accept Credit Cards & PayPal. 4/11

MERCURY DECALS - Model K-1, K-2, K-3, K-4, K-5, KB-1 - 1940-41; Mark 6 & Mark 55 (rocket shape) sides only, Mark 10, 15A, 28; Mark 30, 55, 58, 75, 78, (chevrons) - 1956 & 1958; Mark 30, 55, 75 - 1957 (wave); "MERCURY" blue letters - 1959; "Single Lever - Full Gear Shift" (white engines); "MercElectric"; Remote Fuel Tank decal. List too long to print. Send SASE (Bus) for a complete list or visit www.americanoutboard.com AOMCI Members get 15% off retail pricing on all decals. **D. Kawalek**, 12611 Ocean Gateway, Cordova, MD 21625 We accept Credit Cards & PayPal. 4/11

MEDALION - Elto/Evinrude 'NOA Certified Brake Horsepower' medallion like those originally used on early Evinrude & Elto Outboards. \$25 each or 2 for \$45. \$5. shipping. Visit us at www.americanoutboard.com **D. Kawalek**, 12611 Ocean Gateway, Cordova, MD 21625 We accept Credit Cards & PayPal. 4/11



Advertising Rates & Information

The Antique Outboarder Advertising Rates — Effective April 2013:

- **Colour, outside back cover** - \$350 full page (8"x10"), or \$200 half page (8"x 5")
- **Colour, inside front cover** - \$220 full page (8"x10"), or \$115 half page (8"x 5")
- **Colour, inside back cover** - \$200 full page (8"x10"), or \$110 half page (8"x 5")
- **Full page (bl/wh)** - \$110 (8"x 10")
- **Half page (bl/wh)** - \$65 (7"x 4.5" or 4"x 10")
- **Third Page (bl/wh)** - \$50 (7"x 3.25")
- **Quarter Page (bl/wh)** - \$40 (7"x 2.5")
- **Business card (bl/wh)** - \$30 (2"x 3.5")
- **Commercial Classified** - \$15

We can compose your ad to make it camera ready, please send a request for a quote on one time composition charges.

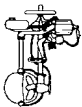
Classified Rates: For members whose primary income does not come from the antique outboard business there is no charge for classified ads.

Term of Advertisement: No-charge classifieds run 8 issues from submission or most recent update. All others as paid.

*Payment must accompany all ads, mail cheques payable to "AOMCI" to
Richard L. Paquette, Box 979 Azilda ON POM 1B0.*

Free ads or updates can be sent to outboarder@aomci.org.

Submissions and updates in writing only, typewritten please.



DECALS for ESKA, TED WILLIAMS, GAMEFISHER, MONTGOMERY WARD, and many more! List too long to print. Send SASE (Bus) for a complete list or visit us at www.americanoutboard.com. AOMCI Member discount is 15% off retail pricing on all decals. **D. Kawalek**, 12611 Ocean Gateway, Cordova, MD 21625 We accept Credit Cards & PayPal. 4/11

COILS FOR SALE: OMC (Johnson, Evinrude, etc. - 50's & newer), Phelon ("REPCO"), and Bendix ("Scintilla"). These are new coils and are excellent quality. Also have Bendix & OMC condensers, and OMC points. Best prices anywhere! **Jim Judkins**, Member: AOMCI 715-294-2940 (evenings & weekends) oldoutboardjim@hotmail.com 10/11

Mercury Mark 15/20/25 Starboard Cowl Hardware Set: consists of: (2) 1/4-20 Slotted Hex Head and associated Washers, and (1) 5/16 X 4 Slotted Hex Head and associated Washer. The 5/16 x 4 screw has the head machined down to the appropriate size (7/16" wrench), and it's Washer is custom laser cut. All components are 18-8 stainless steel, and match OEM dimensions exactly. **Jim Judkins**, Member: AOMCI 715-294-2940 (evenings & weekends) oldoutboardjim@hotmail.com 10/11

VINYL DECALS Phil Rite Gas Cans, Double Safe or Rust Resisting (Specify) \$20 SeaKing Midget \$15 Elto Pal \$15 Elto Cub \$15 Elto Ace \$20 Elto Handitwin \$20 Neptune Mighty Mite \$15 Neptune AA 1 types \$15 Neptune Single (Green) \$20 Many others available All Orders Add \$4 Shipping. **Dixie Hamack** 3915 122nd Ave NW Coon Rapids, MN 55433 763-421-5346 djhamack@gmail.com 10/11

PAINT - DECALS - PARTS: Paints for Johnson, Evinrude, Mercury, Scott Atwater, Viking, Gale, Elto, Martin, Wizard, Neptune and Chris Craft. Parts for Johnson, Evinrude and Gale. Decals for Johnson Evinrude, Mercury and Wizard. See website for details, www.nymarine.ca or Email peter@nymarine.ca **Peter McDowell** 905-470-7705, before 10pm EST. 1/12

1950's MERCURY RACING PARTS all manufactured in the USA. A/B/C gears 1/1 (\$200), 16/21 (\$250). D gears 1/1 (\$400), 15/16 (\$300). 75H gears (\$425). All other parts to assemble A/B/C lower units. Impellers for A/B/C and D quickies (\$30). Throttle hookups for KG4/7 (\$50), unconverted 20H (\$59), converted 20H with rear starter bracket (\$150). 55H choke lever to choke rod connector for KA7A carbs (\$30 a set). Starter pull handles (\$20). Reconditioned thumb screws (\$70 a set). Gasket sets (and individual gaskets) for KG4, KG7 and Mk20H engines. **Frank Erion** 269-720-1337 or fdieron@msn.com 4/12

For Sale Vinyl Decals OTHER BRANDS - Aqua Jet, Bundy (30HP), Champion, Eclipse, Flambeau, Gambles Twin, Lauson, Lockwood, Lockwood-Ash, Majestic (15HP), Motorgo Junior, Muncie Single, Sea Gull Twin, Sea King, Starling Jet, Tee Nee Trailer, Thor Single, Thor Twin, West Bend, Wisconsin (Row Boat), Red Top (Auto City), Wolverine, Dunphy, Tomahawk, Yellow Jacket. **Jerrie Nelson** W5914 Freedom Ct. Montello, Wi. 53949. 608-589-5507. 4/12

For Sale Vinyl Decals EVINRUDE - Big Four, Fastwin, Four-Sixty, Lighfour, Lightwin, Mate, Ranger, Speelclifour, Speeditwin, Speediquad, Speediquad Imperial, Sportfour, Sportfour Imperial, Sportsman, Zephyr. **Jerrie Nelson**, W5914 Freedom Ct. Montello, Wi 53949 608-589-5507. 4/12

For Sale Vinyl Decals JOHNSON- A, A25, A25 Southbend, AT39, F75, HA10- HA15-HA39, HS39, J25-J80, K45-KF45, K50, K65-K70-K80, LT37-LS37, MS15-MS38-MS39, P30-P35-P40, P45, PO10-PO15-PO37-PO38, OA60, S45-SR45, V45-VR45-SE50, 100-110, KA37, OB65. **Jerrie Nelson** W5914 Freedom Ct. Montello, Wi. 53949 608-589-5507. 4/12

For Sale Vinyl Decals ELTO - Ace, Cub, Fleetwin, Foidlight, Handitwin, Lightweight, Lightwin. Model A-B-C, Model G-H, Model J, Model 358 Pal, Quad, Speedster, Senior Speedster. W5914 Freedom Ct. Montello, Wi. 53949 608-589-5507. 4/12

1909-1970 Model Year Guide \$24.95. 1909-1970 Model Year Guide with pictures \$45.00. 1897-1941 Antique Outboard Ads, \$45.00. Spotters Guide \$75.00. Racing Outboards \$34.95. **Donald W. Peterson**, 4501 Addy St, Space 45, Washougal, WA 98671 7/12

VINYL DECALS - High Quality Vinyl with a Gloss over Laminate. Phil Rite Gas Cans \$20, SeaKing Midget \$15, Elto Cub or Pal \$15, Elto Ace or Handitwin \$20, Neptune Single green \$20, Neptune

Mighty Mite WC1 \$20 Johnson A early and A25 later \$25. Many others Available, Evinrude, Mercury, Wizard, ChrisCraft, Champion, Johnson. Contact me for a current list of decals. All orders add \$4 shipping. **Dixie Hamack**, 3915 122nd Ave NW, Coon Rapids, MN 55433. 763-421-5346, oldoutboarddecals@gmail.com 7/12

Brass Muffler wraps for Johnson "A" thru "A-45" "Water-Bug" apposed twin, Evinrude single cylinder RBM and Caille apposed twin outboard motors. **Dennis Trevathan**, 4847 Curwood Ave. SE, Grand Rapids MI 49508. Email: dtrev@comcast.net, Phone: 616-534-3407. 10/12

Elto serial number plates. Reproduced serial number plates for Elto Speedster, 1928-30 including Special Speedster models 340 and 348 and the Elto Quads, 1928-29. \$20.00 post paid to US addresses. **Tom Goepfrich**, 1659 Glen Abby Ln., Winter Haven, FL 33881, email: 808bigfour@tampabay.rr.com 1/13

OMC twin hose pressure tanks for sale. I stock original condition tanks and finish them to customer order. Orders usually take 2 weeks. I stock 3 gallon and 6 gallon tanks in early and late versions. Restored tanks are clean inside and some coated with sealer to resist modern fuels. Tanks are guaranteed to pump well and connectors checked for fuel leaks and repaired if necessary. Hoses are new or like new. Site glass is clean and very readable on all restored tanks. The outside of the tanks are stripped, sealed with self-etching primer, coated with 2 coats of automotive Acrylic and top coated with clear automotive Acrylic. Screws on tank handle buffed as well as screws on pump mechanism. These restored tanks are ready to use or show alongside your prize motor. Decals applied are extra. Restored tanks sell for \$150 plus shipping via UPS from zip code 60142. Money orders or Paypal accepted. **Jerrie Miers** 11909 Heron Drive, Huntley, Illinois 60142, Email: Studenut8@gmail.com 1/13

Classifieds are for restoration products only. Motor-for-sale and Want Ads go to the Newsletter. Get your articles in for the April 2013 issue of *The Antique Outboarder* by February 10, 2012.

January, 1927 87

Yachting

See Them
On Display at

NATIONAL MOTORBOAT SHOW
GRAND CENTRAL PALACE
NEW YORK CITY
JANUARY 21ST TO 27TH

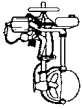
Thorough tests have shown speed and performance far beyond my expectations

John G. Hacker

MORE
Speed ✓
Refinement ✓
Seaworthiness ✓

HACKER BOAT COMPANY 6304 East Jefferson Avenue, Detroit, Mich.

Ad from "Yachting", January 1927. Contributed by Joe Peters.



AOMCI Book Store

DESCRIPTION	PRICE	QTY	TOTAL
"Four Men from Terre Haute" by John Van Vleet (AOMCI), based on the Johnson brothers and how they started in the motor business.	\$14.00 ea		
Johnson Model/Year Guide, 1922 - 1964	\$7.00 ea		
Mercury Model/Year Guide, 1940 - 1957	\$4.50 ea		
Caille Model/Year Guide, 1913 - 1935	\$5.00 ea		
Muncie-Neptune and Martin Model/Year Guide, 1930-1948	\$4.00 ea		
"Antique Outboarder" Back Issues	\$5.50 ea		

13	12	11	10	09	08	07	06	05	04	03	02	01	00	99	98	97	96	95	94	93	92	91	90	89	88	87	86	85	84	83	Year
X	X	X	X	X	X	X	X	X	X	X	O	X	X	X	X	O	X	X	X	X	O	X	O	O	O	X	O	O	X	O	Jan
	X	X	X	X	0	X	X	X	X	X	X	X	X	X	X	O	X	O	X	X	X	X	O	O	O	X	X	O	X	O	April
	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	O	X	O	O	O	*	O	O	X	O	July
	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	O	X	O	O	O	O	X	Oct

Legend: x copies available, *quantities low, o none left, n no issue printed

- INSTRUCTIONS FOR ORDERING:**
1. Check quantity.
 2. Check item(s).
 3. Add 20% postage to total amount of your order for shipping & handling.
 4. Delivery in 2 - 4 weeks.
 5. Make checks only to AOMCI. Payable in U.S. funds only, NO cash.
 6. Complete the form & mail to:
John Gruman, AOMCI Book Store
 911 S. Ordway, Waterloo IA 50703
 319-233-1918

DESCRIPTION	Quantity	PRICE
Name	Subtotal	
Address	+20% S&H	
City/State/Zip	TOTAL	

AOMC Ship's Store

DESCRIPTION	PRICE
Boat Pennant 100% NYLON/Blue with white Logo & AOMCI Printed on one side. 7 X 15 with brass grommets.	\$14.00 ea.
Ignition Chek™ Spark Tester	\$34.00ea
AOMCI Stationery 8 1/2 x 11 certified bond paper - Club name & logo	\$2.00 doz
Note Pads 5 1/2 x 8 logo at top, 50 sheets per pad	\$1.50
Club Decal 3 1/2 high x 2 1/8 wide, oval Inside Application	\$1.50 ea
Outside Application	\$1.00 ea
Bumper Sticker 9 x 4 white background w/red and black lettering, "if you like old outboards HONK!" & AOMCI logo	\$1.25 ea
T-Shirts 8 x 10 club logo on blue shirt, round neck Size M L X1 XXL	\$11.00 ea
Sweatshirts 3 x 5 club logo, round neck Size M L X1 XXL	\$16.50 ea
AOMC Jacket Windbreaker 100% nylon, flannel lined, medium blue, snaps, white AOMC emblem 6" on left shoulder Size M L X1 XXL	\$25.00 ea
AOMC Patch 2 1/2 x 3 1/2 embroidered edge only, printed center	\$1.75 ea
AOMC Caps Summer mesh or solid twill adjustable w/logo	\$8.50 ea

DESCRIPTION	PRICE
AOMCI Patch 3 x 4 1/2 oval, embroidered all over	\$4.25 ea
Elto Parts Manual 1921-1933*	\$11.00
Evinrude Parts Manual A thru 403*	\$11.00 ea
*Both Manuals for: \$20.00	
Pressure-Sensitive Decals:	
1928 Elto Quad Only 3 pcs.	\$10.50 set
1928-29 Elto Speedster 3 pcs.	\$12.50 set
1929 Elto Quad	\$15.00 ea
1930 Elto Quad	\$15.00 ea
1930 Senior Speedster	\$15.00 ea
Model 6039 Speeditwin decal w/ S&O	\$8.00 ea
Elto Ruddertwin C, J, K, G & H	\$9.50 ea
'27 Speedster with side Decals	\$9.50 ea
Speedifour S&O	only \$3.00 ea
Water-Applied Decals:	
1909-28 Evinrude Rowboat Motor 6 pcs.	\$15.00 set
Elto Ruddertwin A, B & C, square-cornered tank model	\$7.00 ea
Johnson A A-25, 3pcs w/S&O	\$7.00ea /2 for \$12.00
Johnson J-25 Seahorse Single	\$6.00ea/2 for \$10.00
Evinrude Mate, 2pcs, S&O only!	\$3ea/2 for \$5.00
Special: Last three items above, all for \$14.00	

- INSTRUCTIONS FOR ORDERING:**
1. Check quantity. 2. Check size/color.
 3. Add 20% postage to total amount of your order for shipping & handling.
 4. Delivery in 2 - 4 weeks.
 5. Make checks only to AOMCI. Payable in U.S. funds only, NO cash.
 6. Complete the form and mail to:
John Gruman, AOMCI Ship's Store
 911 S. Ordway, Waterloo IA 50703
 319-233-1918

DESCRIPTION COLOR/SIZE	QUANTITY	PRICE
Name	SUBTOTAL	
Address	+20% S&H (\$3 minimum)	
City/State/Zip	TOTAL	

Johnson® EVINRUDE®

• Stern Drive • Cobra Stern Drive • Gale •

Looking for Owner, Service
or Parts Manuals?

www.outboardbooks.com

**The Official
Source for
Your Manuals**



- Model Years 1913 - 1996
- Original Factory Manuals
- Library Includes All OMC Titles

Order Yours Today:

www.outboardbooks.com

or Call (414) 466-6060

Ken Cook Co. • 9929 W. Silver Spring Dr. • Milwaukee, WI 53225
(414) 466-6060 • info@kencook.com



🐾 *"Will it go faster, Granddaddy?" Read about the Lake Shipp meet and other Florida Chapter activity on page 23.*