

The ANTIQUE OUTBOARDER



Nan and Marcus Wright return to the era of the 1920's with a 1923 Elto.

VOLUME 2

NUMBER 3

JULY, 1967

The Antique Outboard Motor Club

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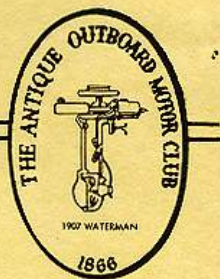
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The Antique Outboard Motor Club



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THE ANTIQUE OUTBOARDER

Volume II

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T.A.O.M.C.

The Antique Outboarder

is an official publication of The Antique Outboard Motor Club.. The first issue was printed in January of 1966, and succeeding issues are mailed in January, April, July and October. The Antique Outboard Motor Club was organized in October, 1965, and is beyond any doubt, non-profit. The club is devoted to people all over the world who are interested in these fascinating engines, their restoration and their preservation. Club headquarters: 1107 Pueblo Drive, Richardson, Texas, 75080.

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Anthea T. Aitken, Membership News: 503 North Waterview, Richardson, Texas. Anthea tells us all what we all are doing.

Marcus Wright, Parts Acquisition: 30 Crest Drive, Little Silver, New Jersey. Helps members find parts needed in their restoration projects.

THE NEW JERSEY MEET In Pictures

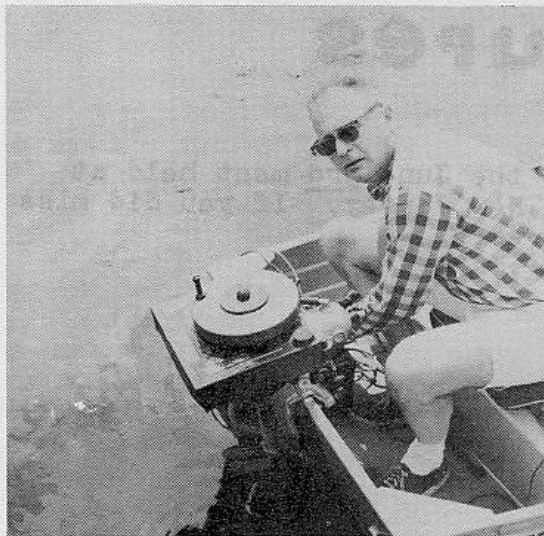
Over 200 Antique Outboarders missed the June 3rd meet held at Pleasure Bay Marina in Long Branch, New Jersey. If you did miss it - you can see it here - in pictures.

The Gallery - over 30 antique outboards were on display at the meet.



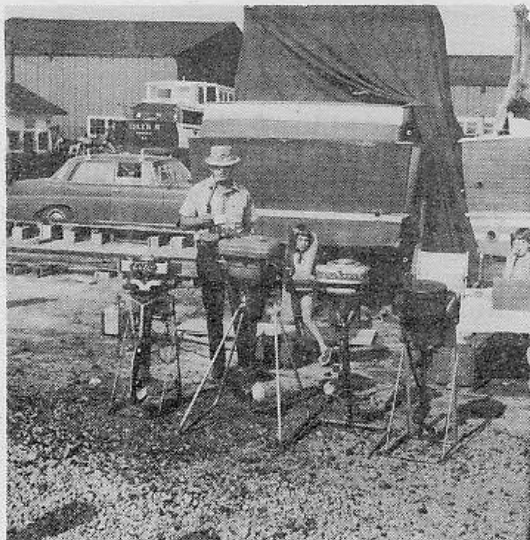
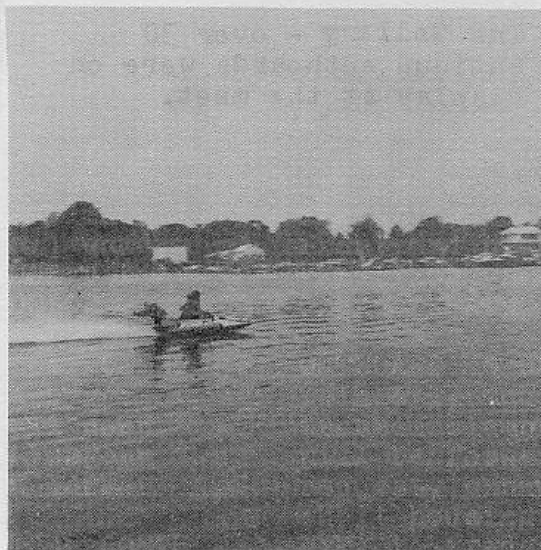
Carl Sedell of Washington, D.C. inspects the ignition sy system of Isadore Ackerman's Japanese Kinuta. Mr. Ackerman was unable to attend the meet due to an extremely bad burn. Next year however,.....

THE NEW JERSEY MEET In Pictures



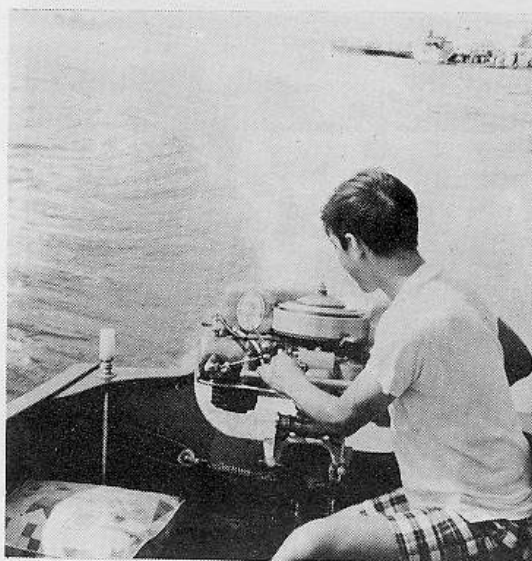
Ken Hampton, who certainly deserved to win a trophy had a loose wire in the ignition system of each of the engines he entered. Special thanks goes to Ken, who seemed to be everyone's right hand man.

Now, Bob Thornton brought his antique boat too. This 1939 hydroplane is powered by a 1936 Johnson PR. Just after his picture was taken, Bob flipped it. His comment: I'm getting better - I didn't even lose my glasses,



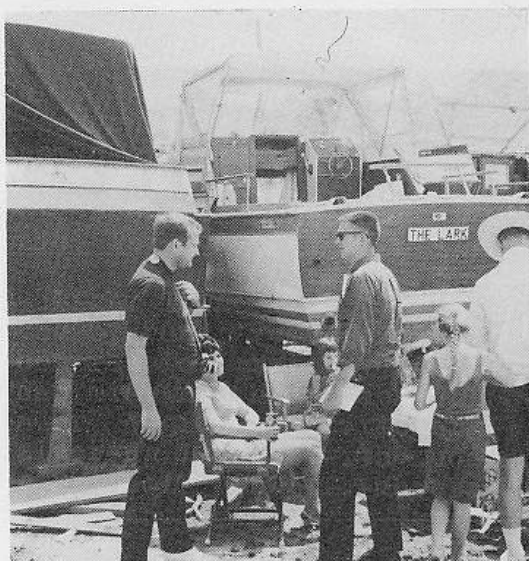
Now Hear This: Marcus Wright, who did such a fine job of organizing the meet, announces the winners

Curt Reed and the motor we all wanted to see and hear—the 1928 Johnson Giant Twin. One of three in existence, the motor sounds like a machine gun firing down a sewer and lays a smoke screen like a Japanese destroyer.



Frank Shimer of Bellmore, New York received the Johnson Motors Trophy for the motor nearest mint condition. The instruction manual on his Elto said that if the motor is used in salt water to varnish it every year. That preserved it.

Center of picture, left to right, Argosy magazine's photographer, model and picture editor. They used nine rolls of film and hinted at six page picture story in their September issue.





Bob Zipps and Dick Hawie discussing some of the finer points of antique outboarding. Bob's wife, Pat and Richard Hawie, Jr. look on.

Sal (in sunglasses) and Vince Lentine of Flemington, New Jersey and Sal's 1938 Evinrude Speedifour. It ran beautifully but not for long-clogged cooling system.



H. Thomas Luce and his wife prepare to go for a spin. A little dirt and considerable advice from Ken Hampton delayed their departure.

The curator, Dick Hawie and son Dick, Jr., brought their racing rig. It never got in the water though. Dick was too busy looking at the motors on display.



Buddy Streat came all the way from Richmond, Virginia to show off this Caille which his father bought used in 1922. The motor never missed a beat, enabling Buddy to claim oldest running motor trophy.

A lot of fun - and a trophy that's how the day ended for l. to r. Frank Shimer (nearest mint condition); Dave Reinhartsen (Isadore Ackerman's most unusual motor); Bob Zipps (bang and go back race); and Buddy Streat (oldest running motor). Who will win these next year?



100,000 miles - 100 motors

paul strot, JR.

Now how could a 12 year old boy collect so many motors? I possess no money with which to purchase them, and my age forbids me to drive a car to cart them. Could I procure them without cost and carry them aboard my bicycle? No, the secret is that I have a Dad who has the needed funds, has the needed car and is compelled to travel in his work. He desires companionship and, resultingly I have traveled throughout the United States by his side.

Before I venture to inform you regarding this 100,000 miles let us swing and concentrate on the first 100,000 and during which I collected things as well. During this period I started out collecting junk at the age of seven. When my Dad made a business stop I would comb the immediate area picking up bolts, washers, wires, etc. These treasures were placed in a box that rested on the floor near me in the front seat and as we traveled along I contented myself with just fingering these odd parts and it gave me great joy. Occasionally, when my Dad had the needed time to spare he would park by a dump and I was free to explore it's deep wealth. My desire to collect junk waned and I switched to rocks. My Dad was in favor of this new hobby as it was one we could share. The search of rocks resulted in exercise for my Dad as we wandered the beaches and river beds. We must have moved tons of rocks from the Midwest, Southwest and Northwest and to our home in Portland, Oregon — at the expense of some broken springs and shock absorbers. We have a 100 foot rock wall in front of our home as a result of this hobby, but I switched again and this time to collecting stamps. This was of short duration as there was seemingly little to do with them except look at them and so I switched to coins. My Dad complained about parking in front of banks and while I went inside to get rolls of coins to look through. Soon I found myself selling my coins and in order to have spending money. The life span of this hobby was short and due to the fact that my Dad would no longer furnish the money for such a losing scheme.

One day my Dad came home with a Maytag Washing Machine Gasoline Engine and when I started this I received a great thrill. Here was something I could really "fool around" with and get real messy doing it. Next in line was a huge gasoline stationary engine with two big flywheels and the sound of this running was indeed music to my ears, but not to the neighbors, however. I spied one of these engines in a farmyard in Eastern Montana and it was attached to a saw. It was red and beautiful and I wanted it. But my Dad says, "This farmer must use it and there would be no point in trying to buy it." We knocked on the door, however and when the door was opened my Dad said, "My boy wants to buy the old engine." The farmer exclaimed, "I can't sell that, it saws my wood and keeps me warm." Dad never misses and soon he was loading 250 pounds into the trunk of the car and by himself as the farmer had a "bum back." How that car dropped when the job was done and it was not really done, as we had to drive a thousand miles with that monster abroad as my Dad called it.

And so let us carry on to a new chapter, the second 100,000 miles. The summer of 1965 we entered a marine outlet in Minnesota to have our outboard motor checked. On a rafter near the ceiling a monstrosity hung and I exclaimed to my Dad, "Look at that outboard." We walked out with it, a 1910 Motorgo. When we checked into a motel that evening I carried the motor in with us and set it on the tiled floor of the bathroom and went to work on it with soap pads. When it was all clean I set it on the carpeted floor of the other room and gazed at it for hours.

A new hobby had been born - the collecting of antique outboard motors. Even with a hundred at this writing I am still collecting them and plan to continue as no other hobby has been so satisfying. At the end of this particular trip we arrived home with 17 outboards. We had them in the trunk, the back seat and the front seat and as my Dad said, "I rode all the way from Minneapolis to Portland with a steering arm pressed in my back." Our next trip we appropriated 35 motors and we used a utility trailer to move them to Portland. Crossing Montana at night we were stopped by a red light flashing in back of us. It turned out to be a game warden who said, "What have you got under that tarp, illegal deer?" I lifted the tarp and said, "No, just outboard motors." Another such trip and 35 more motors were added to my collection. We did have to leave some stored in Minneapolis for our next trip as 35 seemed to be the trailer limit.

So much enjoyment comes in the hunting down of motors. A lead received in town can carry you almost any place - a farm, a resort or yes, even to a bar and at such a place we found one of our most prized motors. After appropriating a motor we would generally stop at a wayside which bragged a pump or was situated near water and clean it up. Usually we used a picnic table as a base for such an operation. We always carried a pail, detergent and soap pads for the cleaning process. Afterwards, I would attach the motor to a table and attempt to start it and on most occasions they did run. If one has spark they generally start although sometimes I have had to remove the spark plug and prime the cylinder. At times when I only needed a part or two from a motor I would remove these and then dump the motor in the ever handy litter barrel. I would like to note the reaction in reference to the party who emptied the barrels as we left quite a few in this manner. We generally made it a point to stop at resorts after the collecting of motors started because a boat was usually furnished with the cottage and I was always eager to fasten a motor to a boat and give it a whirl. I have run as many as a half a dozen at one stop. The racing motors we picked up surprised me with their great speed. The smoke,



the roar and the ever-present difficulties of the old outboard always made for great interest with me. I can't conceive of having to use one of those new, smooth, fully cloaked motors that are on display today.

Even the task of carrying one of these "iron jobs" to the lake seems appropriate and many times I have known that the weight of the motor exceeded my 93 pounds. I suppose it all results from a youth trying to live in the past that escaped him.

I would recommend this hobby to other boys of my age group. It is one that keeps you busy, the finding of the motor, the mechanical work involved in order to get it to run, the restoration of it and the pride of possession that will never outlive itself. And these motors will hit 100 years in age in our life time and who could say that we couldn't capitalize on them.

Got a Dad who has a car, who likes a companion and doesn't mind shelling out a little "dough" - start hunting motors - no gun or license is needed. I spoke to my Dad about starting an outboard motor museum and so as to let others see and enjoy my motors and also to preserve the history of the outboard motor. He said, "If you wish an outboard museum, I'll build you one, your desire to have one bespeaks generosity, but let us hope it makes a bit of money too."



3 to 45 M.P.H.

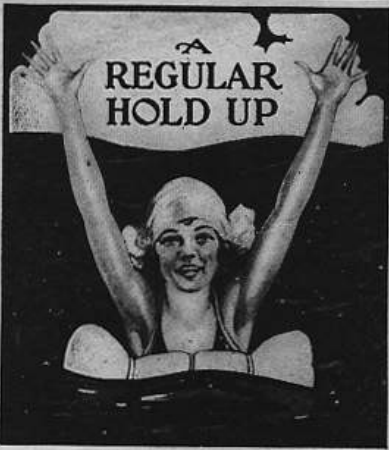


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LAKE TEST:

1929 Elto Speedster

C. R. Owen

A 1929 Elto ad might have said, "What's the next best thing to owning a Quad?" and then answered, "Owning a half Quad." That's exactly what an Elto speedster is. Cut off the top pair of cylinders, the top carburetor, half the ignition system, half the gas tank, one flywheel knob and you have a Speedster. Actually the division isn't quite that simple, but it is pretty close.

Like the Quad, the motor has direct reversing and the same interior design. The Speedster was improved for 1929, it's second year of production, by use of straight muffler finning instead of the radial fins used before in the first model. Also the spring-disc intake valves slide on pegs instead of having the pegs an integral part of the disc as in 1928.

The Speedster is intermediate in its RPM range. (About 3500 RPM.) This is quite fast, however, considering that it has cast iron pistons. Standard bronze bearings throughout the engine and lower unit intensify doubts as to the possibility of the motor being fast. At first glance you might wonder why they called it the Speedster - a rather dashing name for a rather utilitarian horsepower rating. I was fooled too, until I put it on a boat.

The powerhead of the Speedster gives the appearance of a "Largish-looking" twin, nothing more. There are of course the usual Elto touches: The four holes in the wide flywheel, the polished and plated cylinder heads, and the small tucked away carburetor. The only things which hint speed, in fact, are the large muffler and the lower unit which doesn't quite look like "fisherman drive." In short, the motor looks handsome, "Eltoish," and well finished, but not "Speedsterish."

The Speedster is light. I had no trouble mounting it on my 11 foot Starcraft boat. Handles are conveniently placed for the well known balancing act of putting a motor on a floating boat. The gas tank is small - the Speedster uses relatively little oil, 2/3 pint to the gallon, and not too much gas for that matter either. Once the hot shot battery is connected you are ready to go. I was glad to see that Elto put the gas shut off valve in front, next to the carb



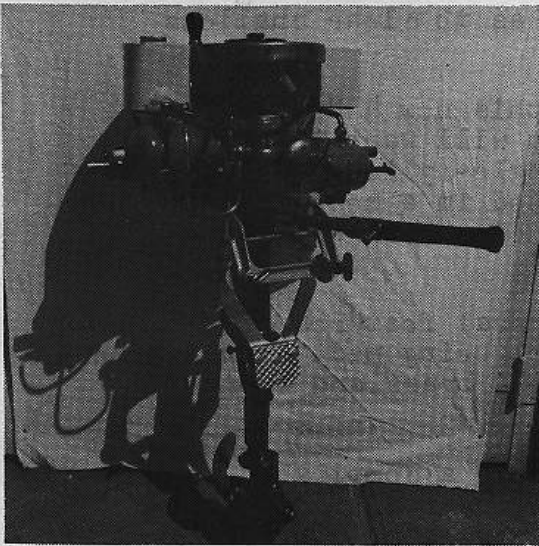
Chris and his Speedster

instead of back near the hot muffler. It is a great improvement. To start the motor, the timer lever is retarded almost all the way to the left. A sharp tug on the flywheel knob in a counter-clockwise direction causes the mixture in the cylinder to fire before the piston reaches the top of the compression stroke. Hence the flywheel bounces into clockwise rotation and the motor is running. This occurs fortunately, after only a few tugs. This motor is much more compatible to direct reversing than is the Quad, for the wider spaced firing intervals make it much more predictable. The Quad is too large a motor to reverse without a tilt lock anyway. The Speedster is very smooth at slow speeds and likes to troll for long periods of time. There is no throttle - the timer lever is simply advanced slowly to the right in order to accelerate. If it is done too fast the motor slows down again. Acceleration is slow, quite slow all the way up to full speed which like on the Quad is not a point but an area of speed to be adjusted at one's skill. This area of speed, however, is very fast for a seven horsepower rating. Two speedometers registered 22 miles per hour and it felt like more than that. The motor seems to keep winding out indefinitely and with light loads it is a great straightaway machine. With heavy loads it quickly bogs down, and turns slow the Speedster down considerably. The Speedster is made for speed and it earns its name well. This is a fun motor. (Pardon my adjective.) In impromptu races it leaves 7 $\frac{1}{2}$'s and even 10's in the spray. One can't help but compare it to a small displacement sports car such as an MG or a Sprite.

Now that I've painted such a rosy picture I feel obligated to point out the motor's only fault other than the lousy lugging characteristics (which of course are unavoidable if you want a lot of speed out of 7 hp.) This fault is that when the motor approaches 3500 rpm it sounds very busy. Although I enjoy this many people like to be able to talk when cruising in a boat. Darn it, there just isn't thing else to complain about. It just goes to show that when Ole named the motor Speedster, he meant it.

SPECIFICATIONS

Original price	\$165.00
Horsepower @ RPM	7 @ 3500
Engine	Opposed twin
Bore and stroke	2 $\frac{1}{8}$ x 2
Displacement	19.9 cu. in.
Induction	one dual spring disc carb
Prop	2 blade bronze, 9 $\frac{1}{8}$ x 12
Gear Ratio	3:2
Test Weight	66 lb.
Advertised weight	62 lb.
Best timed speed	22 mph.
Top RPM reached	3700
Slowest speed estimated	2 mph.



the Evinrude four cycle twin

J.L. Smith

The first two cylinder outboard motor of which we have record was built in 1896 by the American Motor Company of New York. It was a four cycle type with pushrod operated valves and developed 3 hp. at 600 RPM with a weight of 75 pounds. It had a variable pitch propeller, the pitch being altered by raising the tiller bar vertically. The bracket and tiller were permanently attached to the boat and the powerhead and lower unit slipped into specially shaped slots in the separate mounting bracket. Literature of the day described these engines, but they were made in very limited numbers and none are known to exist today.

The Koban Motor Company of Milwaukee, Wisconsin in 1914 is generally thought to have produced the first practical two cylinder outboard motor released in quantity. It was followed promptly by Federal, Arrow and Evinrude.

By 1916 the Evinrude Motor Company was engaged in the development and production of a two cylinder opposed firing motor known as the Four Cycle Twin. With $2\frac{1}{2}$ " bore and $2\frac{1}{2}$ " stroke it was rated at 4 HP at 800 RPM and had a weight of 95 pounds. MOTOR BOATING issue of December 1915 displays pictures of the machine and in the advertisement we read the following:

A NEW EVINRUDE

"Here it is at last - the detachable rowboat motor you have been waiting for! A two cylinder, opposed four-cycle Evinrude. You know the Evinrude name and reputation - first for years among detachable rowboat motors - thousands in use the world over

Starting with the finest of single cylinder rowboat motors we have developed a TWO CYLINDER OPPOSED MOTOR along the same lines. More power - more appeal - and now practically vibrationless because of the opposed cylinders.

The Built-in Magneto, one of the popular features of last year's model, is retained in an improved form. The Automatic Reverse has been improved. The Silencer and Lubricating systems are retained. The Two cylinder

motor starts very easily and a new form of mounting enables it to be tilted inboard so as to clear shallows and obstructions.

You will want full particulars of this new 4 HP two cylinder, four cycle Evinrude. You will want to know of the improvements made to the Single-cylinder Evinrude. And you will be interested in a new line of two cylinder inboard motors for canoes which will be a feature of the Evinrude 1916 line."

A close examination reveals the same general features of construction as the single cylinder model being made at the time - bulky heavy iron castings, heavy flywheel, brass and bronze carburetor, unit and sundry fittings.

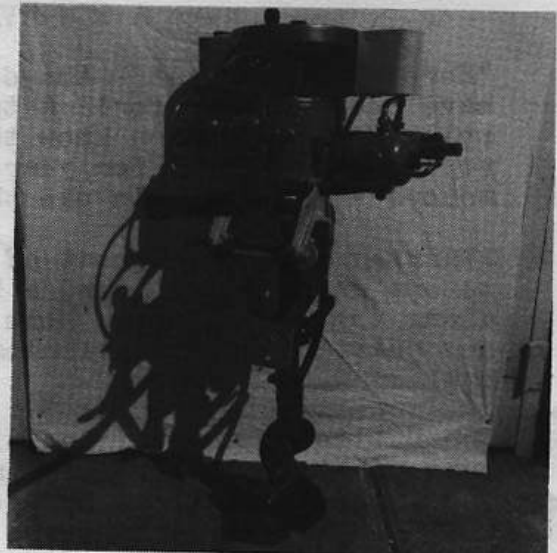
The powerhead being stationary, steering is accomplished as the tiller bar rotates the lower unit. The forward-reverse feature used in the single cylinder model similarly is retained. Again we find the flat, squarish sheet iron gas tank. The gas tank of the model shown in the picture is not the proper one as it is substituted from a 1923 Evinrude single.

Gas is fed from the tank to the large brass French made Solex carburetor. This carburetor alone weighs two pounds, fourteen ounces and is very well made, having float feed, choke and throttle valves. The gaseous mixture is fed directly into the large cylindrical crankcase, thence out the rear past the camshaft and into the exterior mounted intake manifold. This is nothing more than a round aluminum pipe and is equipped with a petcock for priming purposes. The pipe is attached at either end to a bronze intake valve housing.

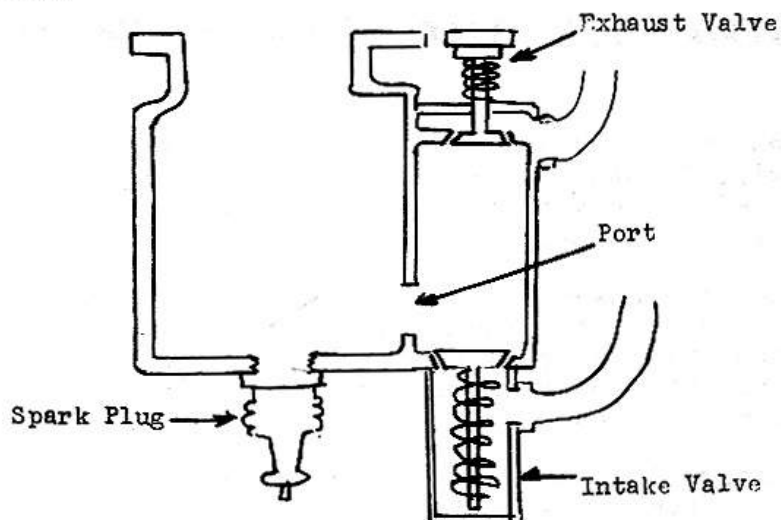
At this point it is necessary to describe one of the unique features of the four cycle twin. To the rear of each cylinder and cast integral with it is a chamber which fills with the gaseous vapour mixture during the intake stroke and fills with the exhaust gases during the exhaust stroke. To one side is attached the housing containing the intake valve, to the other side is fitted the exhaust valve. This chamber which is filled alternately with intake and exhaust gases opens by a single port into the cylinder and in reality forms a portion of the combustion chamber during the operation of the motor.

The bronze intake valve housing may be seen in the picture as a pipe-like projection, straight out from the cylinder end just to the rear of the spark plug. Within the housing is the valve and spring. Suction created during the intake stroke is sufficient to overcome the tension of the spring and the valve opens. When the intake stroke is complete spring pressure again closes the valve.

The exhaust valves however are mechanically operated. A camshaft



is accommodated in a portion of the crankcase extending rearward and the camshaft gear meshes with a gear mounted on the upper portion of the crankshaft. Eccentrics on the camshaft then operate a pair of pushrods which in turn activate the exhaust valves fitted in the common chamber previously described. Valves are spring returned and the whole system is timed to take its proper sequence in the cycle. The accompanying sketch, while not technically exact, will illustrate the principles on which the motor operates.



The muffler is a perforated round brass shell type, allowing for above water exhaust. A pair of aluminum exhaust manifolds fit one to either end of the muffler shell and connect to the common intake exhaust chamber of the cylinder.

For starting one makes use of a "knuckle buster" knob mounted on the heavy flywheel. The engine has a crude magneto with points attached exteriorly on the spark retard lever. With the weak ignition system, the devious and complicated fuel induction system together with difficult cranking pressure against two cylinders, starting would undoubtedly present a real problem at times, requiring a supreme combination of stout hearted optimism and patience.

For cooling, a plunger pump is employed, containing a piston running off a cam on the propeller shaft. Being underwater, it is self priming and a ball check valve is used to keep the water from running back through the pump. The water is conducted to the base of the cylinders by means of two rubber hoses. The water leaves from the top of the cylinders through brass pipes to the muffler ends and emerges through holes in the muffler shell.

This then was the Evinrude Motor Company's first variation from the single cylinder type in which it had been engaged since 1909. Their engineers were undoubtedly spurred on by the progress in this particular area of competitive companies which had sprung up, notably Koban, and by the fact that outboarding had changed from a novelty to an accepted thing.

By today's standards this 1915 Four Cycle Twin was a real punisher with its massive weight and primitive construction. Nevertheless, credit must be given to the designers who met the challenge of the time. They paved the way for acceptance of the lighter, more powerful and sophisticated twins which were to follow.

RACING THE ANTIQUES

Bud Cowdery

SOUPING THE SPEEDITWIN

As a result of several inquiries on how to "soup up" a Speeditwin I will devote this article to that subject. My comments are limited to only those alterations which are legal for A.P.B.A. and N.O.A. racing.

The standard intake port measurement (including cylinder gasket) is 2-53/64 and the exhaust is 3-1/64. These may be altered $\pm .030$ thus permitting an earlier intake opening. There is no limitation on the size of the cylinder intake by pass so these should be enlarged as much as possible.

The various clearances depend largely on the quality of workmanship and the parts. I will list some - however, it should be remembered these are for the Newton type of precision work. For example, it is possible to run a C-1 engine with 4 to 5 thousandths clearance in the top main providing the crank is true, the case has been accurately line bored and everything is set up perfectly. I will venture that if you installed a new top main with this clearance in an engine and with no other changes, the top main would seize as soon as it got hot. The late model George Salih pistons should be used with two 1/16" grooves located as near the top as possible. These should be tapered with the following clearances in thousandths: 25 at the top 11 above the top ring, 9 between the rings, 7 below the rings, and 5 at the bottom. Remember, the cylinder must be true and properly aligned with the case or the piston is apt to stick and/or burn with these minimum clearances. I suggest the use of one iron and one chrome ring in each cylinder.

To obtain the proper cam lay the flywheel upside down with the keyway at the bottom (180°). Now go clockwise 90° and at this point start a gradual removal of material which tapers to a maximum depth of .060" at a point 170° clockwise from the keyway. Then it should taper out to the original surface at a point 260° clockwise.

The standard Vacturi carburetor jets are used by most everyone. Some experts will tell you that the venturi should be no larger than 1½ inches, whereas I usually run one that is 1-3/4 inches. You make your own decision.

Your points, when open, should have a clearance of .018". This will decrease from wear as you put time on the engine so it is well to check it every two or three races. Setting the timing is a problem because of play in the top main. Different methods are used; however, I'll give you mine. Always check the timing measurement in two ways, i.e., putting a lot of pressure on the flywheel toward one cylinder, then again toward the opposite cylinder.

Off hand I would say that the average good engine would have a variance of around .060. Here again, there is some difference of opinion as to what the timing should be. On the high side it will vary from .375" b t c to .425" b t c. I suggest using the high side as the primary basis for the setting with some variation depending on the difference between the two. For example: if there is .120 difference I might go to .410 or .420; however, if the difference is .40, I would prefer a high side setting of .390 to .400 b t c. I lean toward the .425 in preference to .375 providing the engine will take it without burning or sticking. This all depends on how hot the cylinder runs which is governed to a great extent by the trueness and thickness of the internal water jacket and the amount of scale.

Foreign steel props are generally superior and they should be from 8-1/8 to 8-3/4 X from 13 $\frac{1}{4}$ to 15 $\frac{1}{4}$, depending on the engine, the boat and the overall weight. Usually, a small propeller will do better for acceleration and a larger one for top end. Although not too many drivers share my findings, my best prop on my hydro will also be the best on my runabout and vice versa. For example: my hydro straight-away NOA record of 61.224 and runabout of 57.325 were set the same day using the same prop which I also used the day before in establishing a 5-mile competition record of 48.622 on a 1 $\frac{1}{4}$ mile course.

There are several ways to substantially increase the speed of a C-1 engine; however, they are not legal, hence I do not use them nor condone their use. I hope some one or more of my comments will be of value to at least a few of the club members. I will be happy to answer all questions I can and to write more on the same subject if and when desired.

As a closing thought, some might be interested in the fact that Bob Hausding, Detroit, had been running C-1 for a few years and not doing very well. He quit for two years during which he pitted for me several times in Florida, Ohio, Louisiana and Illinois. I told him everything I knew and he observed what worked best, etc. Last August he ran for the first time since 1964 and his first two regattas were the APBA and NOA Championships. Using two old beat-up boats, he finished fourth or better in all 8 Championship final heats, hydro and runabout, and beat me more times than I beat him. He won one heat and had one overall second against the best C-1 competition in the world. He did some of his own work and spent less than \$4.00 per week over a two year period to come up with an engine, lower unit and prop which really ran. This is what it takes if you expect to compete on equal terms with the best in the country.



While assisting in dedication ceremonies of the Venice, California, motorboat racing coliseum, Mary Pickford enjoyed a ride in one of the 50-mile an hour put-puts. Her companion was R. V. Collins, noted international speedboat pilot.

International

the editor's CORNER

d R REINHARTSEN

The big news of this issue is the stories of the meets held simultaneously in Long Branch, New Jersey and Eau Claire, Wisconsin. I am so pleased with these events that it was indeed tempting to entitle the report on the New Jersey event "June 3rd - The Day The Club Came Of Age." On June 3rd you see, the club was transformed from a large but disjointed group of people who happen to collect old outboards to an organization in which members help each other find parts, compete with one another for prizes and most of all, know each other. This transformation is another milestone in the growth of your club. We must continue these events, support them and participate in them. It is the key to our growth.

The spectator attendance at both events was much better than the organizers expected. The member attendance, however, was somewhat less than anticipated. Of the 46 members located near the New Jersey meet, only 13 attended. Of 26 in the Eau Claire area, only six said they would come, and only three of those actually came. Those who did come had an awful lot of fun. You shouldn't miss next years meet.

Special thanks from the entire club go to Marcus Wright and Chris Owen for organizing the races in Long Branch and Eau Claire. Ken and Bob Hampton and Bob Zipps deserve special mention for their assistance in making the meet run so smoothly. The club is fortunate to have these people contributing their talents.

Financial Report: As of June 21, the club had \$466.86 in it's treasury. This issue cost about \$40.00 to prepare, \$215.00 to print and \$15.00 to mail, leaving about \$196.86.

Chris Owen would like to know if anyone is interested in a Marathon Meet to be held in the summer of 1968. Say a 100 - to 800 - mile run down the Mississippi. I'm not sure if I can get away from my work, but I sure am interested. Anyone else? Write Chris if you are.

The Dallas Great Race will receive a lot of publicity, as The Great Race will be a part of the advance publicity of the Dallas Boat Show. Since Val Valentine of Valentine Marine Supply is sponsoring the race again this year, we're all hoping that poor Val can win back one of the prizes which he donated last year. Good Luck Val - This year you can use a motor.

Marcus Wright notes that of 40 ads which he replied to, seven answered his inquiry and from these he purchased five motors, however, he didn't purchase a 1928 Elto Quad: Price tag - \$400.00.

Chris Owen has formulated some statistics on antique outboards. The 788 motors which are registered with the club as antiques are as follows:

MAKE	NUMBER	MAKE	NUMBER
Johnson	235	Lauson	3
Evinrude	209	Mercury	2
Elto	110	Silver Arrow	2
Caille	39	Cross	2
Neptune	34	Br. Seagull	1
Lockwood	26	Cunard	1
Waterwitch	16	Le Jay	1
OMC	14	Gierholt	1
Thor	11	Konig	1
Waterman	9	Hartford	1
Eclipse	8	Federal	1
Clark Troller	7	Motogodille	1
Wisconsin	7	Scott	1
Champion	7	Minn Kota	1
Koban	6	Martin	1
Ferro	6	Walnut	1
Sea King	5	Joymotor	1
Motorgo	5	Silver Seal	1
Gopher	4	Unknown	2

Chris cautions against drawing any firm conclusions from the list. For example, though there are 235 Johnsons registered with the club, only three of them are the rare Giant Racing Twin. Also, the Martin and Mercurys are not pre-war, and therefore, few are registered.

Help - Help - Help - On finding out that I am rebuilding a Johnson V-50, one of the members shipped over 100 pounds of electric start unit for it. Seems that electric start units were made in 1930, but they - well as one member put it, "I've never seen or heard of one working." Now I'll need any and all assistance that I can get in making this work, particularly since I am using the motor and the starter as the subject of a forthcoming article. If you have any knowledge of the instructions, circuit diagrams, maintenance instructions or anything concerning the electric start unit, please let me know about it.

Several months ago the club printed 2000 copies of a pamphlet which describes it's activities. If you know of people who would like to receive a copy of that literature, let us know, and we will send several copies to you. Remember - the more members we have, the more you get for your money. Help your staff increase the membership.

Incidentally, Zack Taylor, Boating Editor of SPORTS AFIELD handled publicity for The New Jersey Meet. Zack also took the cover picture of Marcus and his wife. Terrific!

Dick and Jean Jones of Miami visited with Anthea and I in late April. Dick and I scheduled some Antique Outboarding on Lake Bridgeport, 50 miles from Dallas. The boating was cancelled however, because of a torrential downpour in Dallas. The sun shone brightly at Lake Bridgeport. Next time!

motor operation & REPAIR

J. C. HARRISON



How do you tell when a plug is too hot? This is an easy one. The porcelain will be a dead white instead of the light tan or light grey of a plug that is burning at the proper temperature. The results of a too hot plug can be disastrous. It will result in pre-ignition and finally detonation, which will at best slow you down and at worst will melt your pistons. What happens in a too hot plug is that the center electrode becomes incandescent, causing the pre-ignition.

How do you set the rotary valve on a Johnson V-45? The procedure is as follows: Pull the rotary valve out on the mounting studs so that the rotary gear and the crank shaft gear do not mesh. Remove a spark plug from one of the top cylinders and rotate the engine in the direction that it normally runs in. Now use a ruler in the spark plug hole so the piston is 1/2" down from past dead top center. Now with the "J" on the rotary gear visible in the inspection hole on the top of the rotary valve case, push the rotary valve assembly into the crank case so that the gears mesh. Be sure that there is .005 to .010 backlash in the gears. This can be adjusted with extra gaskets. You should check the backlash on the gears throughout one revolution since occasionally these gears were not precisely centered and there may be several thousandths of an inch difference at various degrees of rotation.

What is the hole at the bottom of the V-45 rotary valve for? The hole is to exhaust liquid fuel which has condensed in the lower bearing area. The rotary valve case will run almost ice cold due to the vaporization of fuel and some will condense and collect in the bottom journal of the rotary. This excess fuel is blown out through the hole.

I have acquired three carburetors for my Johnson V-50 restoration project. Do you have any recommendations? You say you have three of them, and I am wondering which model you have. If you are speaking of the Vacturi which is operated by vacuum, let me advise you not to try it, for it's very poor and results in poor engine performance. The best carburetor for the V-50 is the float type Vacturi which is similar to the vacuum operated job except in the method of supplying fuel to the jets.

Editor's note: John needs questions from all of us to use in his column. All of us run across a tough problem every once in a while - pass it on to our restoration advisor and let him take a crack at it.

Anthea In Outboardland

A.T. Aitken



Summer is a-comming in and all the boats and motors are a-going out. Now is the time to try out all the ideas that came to mind during the winter. Here's hoping you all had good results from your winter garage and basement ideas and you will be skimming over the waves with ease.

My newest acquisition is a one cylinder Evinrude Detachable Rowboat Motor, vintage about 1920. I am not doing very well on the restoration game. At the rate I am going I will have an award winning collection of unrestored motors before the stork arrives. Friend husband has made mild remarks about all of them cluttering up his work bench. It doesn't look like I'll have one running in time for The Great Race, but I guess that anything that has been waiting since 1920 can wait another year.

When you are planning your vacation trips this summer, be sure to check the membership lists and plan to get in touch with members along your route. All kinds of interesting things can happen when members get together. When you pack your maps in the glove compartment, add the April issue of The Antique Outboarder which has the membership list in it. Also, don't forget to paste your club decal on the window.

I have a very cloudy crystal ball. No messages are getting thru to me. This column depends on notes and letters from you. We want to give you what you want to read but unless we hear from you we can't give you the best service. Items you especially want to see written about in this column will do best to come to my address at 503 North Waterview Drive, Richardson, Texas 75080.

WAVES FROM HERE AND THERE:

We received a most interesting letter from Clarence Sitton of St. Louis, Missouri. He looked up Willard Whipple of St. Louis and they got together for a visit. Another contact Mr. Sitton made was with W. F. Niemeyer of Marthasville, Missouri. We are glad to hear of these members getting together and hope to get more reports. With our membership expanding so rapidly, there could well be several members right in your town. Contact them!

Mr. Sitton also brought up a subject that should be very close to our interests, that of safety on the water and around our projects. Many thanks to you for calling this to our attention. Too often we get careless without realizing it. We stack up old motors with fuel in the tank and forget them. Add a few oily rags thrown carelessly aside, an admiring neighbor with a casual cigarette and the next thing complete chaos and dreadful disaster. Many people who work in garages should be extra careful about locking the doors

Maybe a thief wouldn't be knowledgeable enough to know the worth of our treasures, but the tools we use are there to pick up. However, the most common problem are inquisitive neighborhood children, especially now that school is out. They should be easily hurt by the chemicals and solvents used to clean and restore the motors.

John Ward, our East Coast Correspondant. reports that he has found a metal polish called Met-All. He shined up his 1928 Johnson and it liiks like silver. He also reports that he turned down the following offer: 1939 $\frac{1}{2}$ hp. Elto Evinrude cub, 40 hours running time, like new in every way...\$200.00. He urged John to act at once as three others were wanting it.

How to frighten your wife department....John Harrison of Miami had an antique boat delivered to his house. He then received a frantic phone call from his wife. It seems there was a freight bill due on said boat for \$800.00. Fortunately John could calm his wife with the report that there was a mistake in the bill.

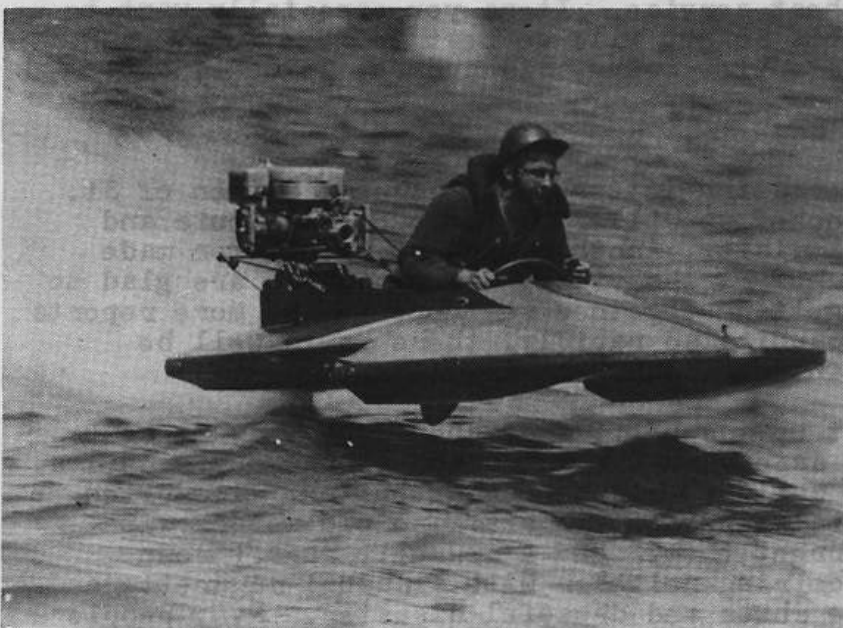
The April 9th issue of the Boston Globe had an excellent article in their Yachts and Motorboats section on the club. Several of our members were singled out for mention, and details of the club were given.

We have been getting travelog reports from Jim Webb in Ceylon. Life can be different and at times difficult, but always interesting.

A valuable hint passed to us by Mr. Sitton: A Bernzomatic gas cylinder makes a muffler for Evinrude rowboat motor with just a little work.

MOTOR MILLIE SAYS:

He who encourages wife to have hobby, pursues his own with clearer conscience.



Member Bob Thornton and a Johnson PR-65 on a Jacoby Hull. The photo was taken in 1955.

Float Bowl Regatta, 1967

C. R. OWEN

Shortly before noon on June 3rd the participants began to arrive at Half Moon Lake in Eau Claire, Wisconsin. Mr. and Mrs. Jere Sairs arrived first, followed closely by Mr. and Mrs. Robert Brautigan, and later by Ray Machen and his parents. Others who had said they would come were not arriving, and I began to feel that things had been inadequately prepared. One glance at the motors brought by the Sairs and the Brautigans, however, ended all such feelings. Never before had I seen such beautiful jobs of restoration! We didn't have quantity but certainly we had quality at our rally.

The motors were run one at a time around a previously established course. The order was informal, with each person running the course whenever he was ready with his next motor. The larger motors generally were prepared last.

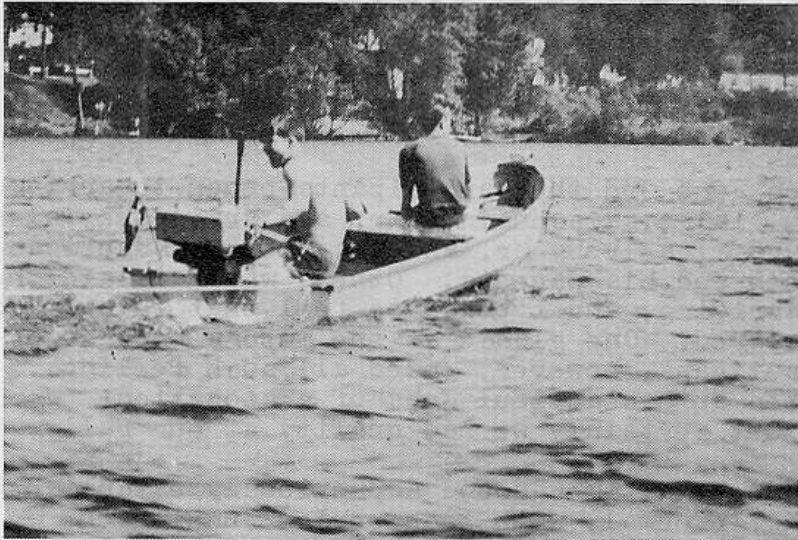
There were four entries in Class O, which includes all motors with less than eight cubic inches displacement as well as all motors from earlier than 1925, regardless of displacement. My own 1916 Evinrude single refused to start, so I was disqualified. The three that remained were Bob Brautigan's beautiful 1915 Evinrude and his Champion single (which made times of five minutes, 17 seconds and five minutes, 12 seconds, respectively) and Jere Sair's Evinrude single which edged them out with first place time of five minutes, eight seconds.

Class A, for motors with eight to 15 cubic inches displacement, had only two contestants. Though I had prepared the course myself, I somehow managed to skip one marker bouy in the run with my 1928 Johnson A-35. We could only estimate my time at five minutes, 17 seconds. I was clearly beat by Bob Brautigan's Johnson 3.2 which had a time of four minutes, 21 seconds.

Bob Brautigan was one of the three contenders in class B, bringing his Johnson 9.3 in with a time of two minutes, forty seconds. The Eltos, however, were to set the record. Jere Sairs zoomed around the course once with his Speedster, but the stop watch hadn't been reset after Bob Brautigan's run, so Jere had to try it again. He came in the second time with one minute, 47 seconds. I had a hard time starting my Elto, but patience finally won and the blankety-blank thing sprang to life, taking me to my first win of the day with a time of one minute, 32 seconds.

About this time Ray Machen of Chicago arrived for the rally even though he couldn't bring any of his motors with him. With Ray up front helping me by keeping the boat from bucking in the wind, we took my class C 1928 Speeditwin around the course in one minute, four seconds. The only one on hand to challenge me in class C was Bob Brautigan, with his 22 hp Speeditwin. Bob's motor refused to start, however, so I won class C by default. Bob's motor later started perfectly on land. "It just ain't fair!"

We thank Jim Dahl and John Lippold of Eau Claire for the "on the



Chris Owen and his Speeditwin tow in Bob Brautigan. That's Ray Machen in the center seat.

water" pictures that accompany this article. Their tiny hydroplane camera boat dashed back and forth in front of, beside and behind our other boats, snapping pictures and adding an air of excitement to the scene. Credits for the pictures taken from the shore go to my brother, Pete and my grandfather.

Among the spectators at the rally were a Mr. Welch, who wrote the owner's manuals for Martin Motors, and a Mr. Ken Frank, who has been racing outboards since the thirties. Others arrived with motors they wanted to sell or show to the club members. After the race everyone went to the David Owen residence for dinner and to share impressions of the day's experiences. Everyone was exhausted but still enthusiastic. We all agreed that it had been fun meeting new members and driving the antiques, that we are all going to return next year, and that it would be even more fun if more members would go with us to next year's rally. Think about it. Next year don't just read about the rallies - go to them and see what it's all about!

Dinner at the Owen's. l. to r. Bob Brautigan, Jere Sairs and me in the corner.



New Members:

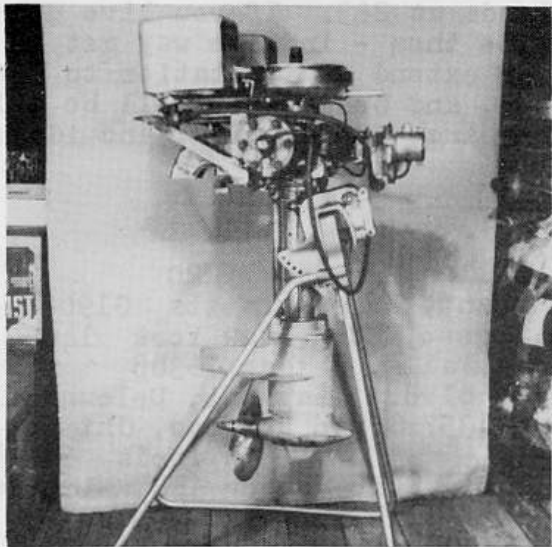
These people have joined the club since the last Antique Outboarder was published and membership now stands at 263. If you live near these new members, phone them or write them - in some way get in touch. Go to see their collection or extend an invitation to see yours. We all have to get acquainted, and besides it will be a lot of fun to talk antique outboards, exchange information, and ideas. Get in touch right away.

C. E. Bonnett, Lucedale, Mississippi 39542
Bob Braun, 9921 Lakemont Drive, Dallas, Texas 75220
Barry Cadigan, 13 Summer Street, Nahant, Massachusetts 01908
John A. Carter, 8857 South Main Street, Eden, New York 14057
W. H. Curtin, 3212 Buchanan, Wichita Falls, Texas 76308
E. Morton Daller, 7801 Gov. Printz Blvd., Claymont, Delaware
John D. Diaz, South End Boat Shop, 11357 South Halsted, Chicago, Illinois 60628
Harry R. Frantz, 512 Mitchell Street, K.I. Sawyer AFB, Michigan
Grossman Marine Supply House, 5950 Delmar Blvd., St. Louis, Missouri 03112
Robert Hausding, 14470 Houston, Detroit, Michigan 48205
Skip Hight, Neapolis, Ohio 43547
Marvin M. Howell, 906 Winthrop, Joliet, Illinois 60435
Ronald Johnson, 108 West 27th Street, Minneapolis, Minnesota
W. A. Johnson, 6863 Crystal Drive, Beulah, Michigan 49617
Vernon E. Jones, 1530 Clearview Drive, Lexington, Ohio
Wallace S. Jones, 228 Amhurst Street, St. Paul, Minnesota 55105
H. Thomas Luce, 39 Constantine Place, Summit, New Jersey 07901
New York Public Library, P.O. Box 2233, New York, New York
William C. Perrin, Route 1 Box 874, St. Charles, Illinois 60174
Roderick T. Phinney, 618 Doris Place, Ridgewood, New Jersey
Frank Puca, Crystal Ct., Box 529, Greenwood Lake, New York 10925
William T. Salisbury, 1105 Hunterston Place, Cupertino, Calif.
Carl J. Sedell, 5110 Benning Road, S.E., Washington, D.C. 20027
Ben Sentieri, 6226 46th Place, Kenosha, Wisconsin 53140
Albert K. Snell, 4308 Sentinel, Midland, Texas 79701
Stankowski Bros., 41 George Street, South River, New Jersey
James L. Steiner, P.O. Drawer 580, Marianna, Florida 32446
Charles M. Streat, 817 Forest Avenue, Richmond, Virginia 23229
Arnold J. Violet, 102 North Chicago Avenue, South Milwaukee, Wisconsin 53172
Emmett A. Walls, 5343 West 20th Street, Speedway, Indiana 46224
Thomas C. Wendell, 4525 North Cramer Street, Whitefish Bay, Wisconsin 53211
Kenneth N. Wood, 2022 East 110th Street, Indianapolis, Indiana
Nicholas Wyeth, 528 East 87th Street, New York, New York 10028

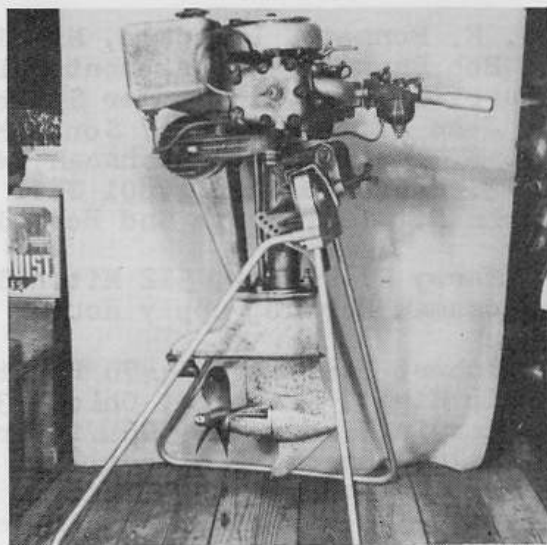
New Addresses

S/Sgt. Clifford C. Armstrong, 8133 B. White Street, Laughlin AFB, Texas
Bud Cowdery, 48 Farm Street, Danbury, Connecticut 06810
Sal A. Lentine, 3 Lentine Drive, Flemington, New Jersey
Robert L. Ridings, 15 Oak Manor Crest, Pittsford, New York 14534

From The Weidman Collection



ELTO RACING SUPFR C
30 CUBIC INCH TWIN
BATTERY IGNITION



1932 CROSS 1/4 CYCLE SEA GULL
30 CUBIC INCH TWIN



CAILLE RACING TWIN
20 CUBIC INCH, CLASS B
TRACTOR LOWER UNIT



1928 LOCKWOOD CHIEF
20 CUBIC INCH TWIN

TRADER'S COVE

R. h. Zipp

This particular spring day was absolutely beautiful. What made the time more appealing was the fact that it was a Saturday Morning. The weeks prior to this were gloomy, not winter and not yet really spring. This increment of time gives the impression of a void.

Deciding to investigate a letter sent to the Club requesting an advertisement, I traveled south from Hartford paralleling the shore of the Connecticut River. My destination was Haddam, Connecticut. The closer I approached, the more rural the roads became. The two lane roads wound over the worn hills and shallow valleys in typical New England fashion.

The sign of the Sea Horse prompted my final turn and I entered Howard Langden's Marina. After meeting Howard who is a Club member, we walked a short distance along a dirt road away from his sales and service building. As we approached an older building, it reminded me of a summer cottage whose hey day has long since past.

The dimly lit room just inside the doorway was once an informal dining area whose kitchen was adjoining. These rooms held a large twin Evinrude and a Medel A Elto and virtually hundreds of miscellaneous spare parts. Passing through these rooms by means of a narrow path, led to the former living room. My eyes still had not become accustomed to the dark, but as Howard turned on various lamps in the room, I was amazed to see that practically the entire room was filled with antique outboard motors.

Glancing around the room, I saw a number of four cylinder Evinrudes; large twin cylinder Johnsons, Evinrudes, Cailles, and Lockwoods; smaller twins of Johnson, Evinrude, Elto and Koban; and many, many singles of various, and sundry makes.

Howard has been collecting antique outboards for the past fifteen years and due to other interests has decided to sell a majority of his oldies. He has approximately seventy five motors for sale. Therefore, if anyone would like to enlarge their collections they are sure to find an excellent variety of motors all under one roof, for reasonable prices.

The place to go: Howard Langden's Marina, Haddam Dock Road, HADDAM, CONNECTICUT. I would like to urge all members in the area to go to even just see Howard's Collection. The size of the collection is a sight in itself.

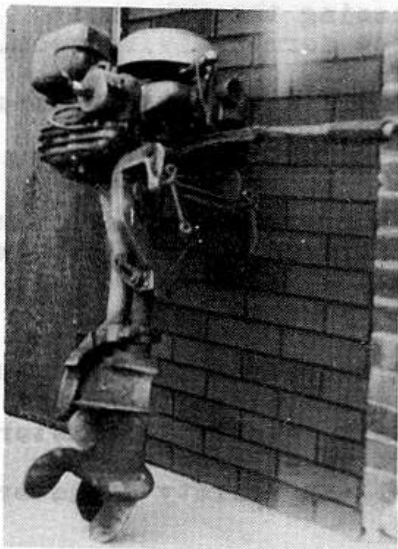
As an added note: I would like to congratulate Marcus Wright for the fine meet he supervised on June 3rd at Long Branch New Jersey. The meet was a total success and was so because of Mark's many hours of exhaustive work before and during the meet. It will be because of member's like Mark that the Club will be a success.

MOTORS FOR SALE

CAILLE- Mod ?, Ser ?, 2 cyl, does not run, hub of flywheel missing (sounds like rope starter plate), good condition has priming cups on each cyl, powerhead clamps solidly to boat and steering is done by turning lower unit only. Ward Soper, Route #2, Williamston, Michigan, 48895

CAILLE- Mod Two Speed Twin, Ser 46 108, 2 cyl, in running cond, carburetor air shutter in bad order, very good compression, has variable pitch prop actuated by push button on tiller handle. Clyde E. Foster, P.O. Box 5236, San Antonio, Texas

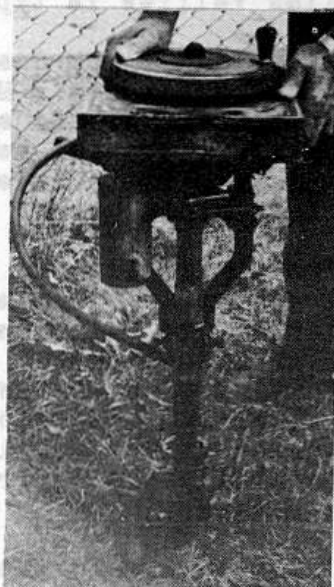
CAILLE- Mod 48, Class C, 1931, ran last summer, carburetor air cover missing, small dent in gas tank, SEE PHOTO BELOW, Norman Mantell, 157-34 100 St. Howard Beach, New York



ELTO- Super C, Mod 605, Ser 0095, 2 cyl, runs complete, good condition, 1931-33, Arthur Conger, 14 Wilcox Ave, East Berlin, Connecticut

ELTO- Light Twin, Mod A, Ser 10327, 2 cyl, runs, complete, good condition, motor steers by rudder, battery ignition, Lee Ona Gamegan, P.O. Box 156, Bass Lake, California 93604

EVINRUDE- Row Boat Motor, Mod B, Ser 26085, single cyl, runs, complete, compression and spark good, has forward and reverse, SEE PHOTO BELOW, Carl Lass, 2711 Willow Avenue, Niagara Falls, New York 14305



EVINRUDE- Row Boat Motor, Mod ?, Ser ?, single cyl, needs coil condenser and points, one transom clamp pad missing, has forward and reverse. Clyde E. Foster, P.O. Box 5236, San Antonio, Texas 78201

ELTO- Light Twin, 1925, Mod C, Ser 23775, runs, very good spark and compression, battery ignition, gas cap missing, has cracked cylinder, engine is stationary and steering is done with rudder Wayne Driscoll, 2503 E. Marshall Tulsa, Oklahoma

MOTORS FOR SALE

EVINRUDE- Sportwin, 1924, Mod N, Ser 7510, 2.5 HP, twin cyl, runs, complete, good condition SEE PHOTO BELOW, James Freeman, S.T. Meab N.A.S., Patuxent River, Maryland, 20670



EVINRUDE- Fisherman, 1937, Mod 4227, Ser 00515, Twin cyl, excellent running condition, complete, good overall cond, Vieter G. Brobst, 2006 6th St. Avalon, New Jersey 08202

EVINRUDE- Mod 4267, Ser 01307, runs, good compression, complete, good overall cond, Joseph B. Wyles, 96 Fergham Road, Rochester, New York

EVINRUDE- Mod 4351, Ser 00813, Single cyl, runs, almost new cond, complete, operating instructions and part list included, John O. Sands, P.O. Box 22, Gambrills, Maryland 21054

JOHNSON- Mod A, Ser 4875, Water Bug, Twin cyl, 1922, runs, good overall condition, complete, Thomas F. Fleming, 10812 East Illinois St., Whittier, Cal.

Johnson- 1925, Mod A-25, Ser 33949, twin cyl, 2 HP, runs, good compression, starts good, complete, William Katchmark, 30340 Fairfax, Livonia, Mich.

JOHNSON- 1926, Mod P-30, Ser 8475 (it is doubtful that this serial number is correct, it is far too low; however I would still investigate the motor if interested in this particular model. Please remember that these advertisers have shown their sincerity by paying for the ads.) Twin cyl, runs, complete, good overall condition, R.L. Boekhaus, P.O. Box 711, Monte Vista, Colorado, 81144

LOCKWOOD- Ace, Mod 92A, Ser 13204, Twin cyl, runs with battery ignition, compression fair, magneto plate control arm and coil missing, good overall condition, decals on front and side of tank in good condition, F.F. Ferris, 223 N. Glendora Ave, Glendora, Cal.

OUTBOARD MOTORS CORPORATION- Twin cyl, Mod ?, Ser ?, motor transom clamps missing, picture will be forwarded by owner on request, exhaust and vertical shaft housing is bronze, would like to trade for steam equip, S.L. Clegsten, P.O. Box 185, Oleott, New York

WATERMAN- 1916, Mod C 11, Ser 12003, Single cyl, does not run, good compression mag spark, complete, good overall cond, brass cylinder, (needless to say this motor speaks for itself) A.S. Bullard, P.O. Box 351, Kalamazoo, Michigan.

MOTORS WANTED

EVINRUDE- Mate, 1939, Mod 4264, single, Sal A. Lentine Bex 33, Star Reute A, Flemington, New Jersey

EVINRUDE- Mate, 1939, Mod 4264, single, John N. Ward, R.D. 2, Champlain, New York

EVINRUDE- Mate, Mod 4263. ELTO-Cub, Mod 4264, Elto-Pal, Mod 4264, EVINRUDE-Mod 4201, O.M.C. Feldlight, Mod 162. Verne Jones, Bex 108, Mansfield, Ohio

THOR- 3 cyl, known as pyramid 3.
CLARK- 2 cyl troller, CROSS- 5 cyl radial, LOCKWOOD- 2 cyl Ace, LOCKWOOD- 2 cyl Chief racer, FLAMBEAU- 2 cyl, ECLIPSE*-BENDIX- 2 cyl air cooled, ELTO 2 cyl Super C, JOHNSON- 2 cyl Mod pr 65, GAILLE- Models 35, 40, 49 & 50, GAILLE- single cyl Liberty Drive, Gray Gearless, SPINAWAY- 2 cyl. Walter L. Weidman, Voorheesville R.D. 2, New York

EVINRUDE- 1921-22, 5 HP, Lightwin for parts, David A. Wallner, 4736 Yates Avenue N., Minneapolis, Minn., 55429

KOBAN- any year, any model, any condition, Robert H. Zipps, 24A St. Regis Street, East Hartford, Connecticut 06108 or to the Club in care of Trader's Cove

LOCKWOOD- Ace, 1928, SEA SLED BOAT- 13 ft, Mod 13. Theodore F. Robertson, 129 Gibbs Street Newton Center, Massachusetts (There is one in the Motors for sale section of this column)

PARTS WANTED

LOCKWOOD- Carburetor, flywheel and crankshaft, 1921-22, 5 HP Lightwin, David A. Waller, 4736 Yates Avenue N. Minneapolis, Minnesota

LITERATURE FOR SALE

GRAY GEARLESS and KOBAN catalogs to trade for 1928 LOCKWOOD Ace Catalog or owners manual, Theodore F. Robertson 129 Gibbs Street, Newton Center, Massachusetts

PARTS FOR SALE

JOHNSON- Propeller for Mod K-50 thru K-80, New, \$6. MISC shear pins for antiques, send sample or dimensions with order \$ 0.20 each. Champion R-1 and R-3 Plugs, new, \$0.90 each. M.S. Wright, 30 Crest Drive, Little Silver, New Jersey

GAILLE- Pre-1930 parts, adj. pitch prop, etc. Paul W. Spinney, E. Landis Ave. Vineland, New Jersey

JOHNSON- Mod PO crankshaft, new, E. Morton Daller, 7801 Gov. Printz Blvd., Claymont, Delaware

EVINRUDE- prop shaft, gears & thrust bearing for 1926 Sportwin ELTO- coil with leads, Johnson opposed twin coil 3" long x 1 7/8" dia. EVINRUDE- prop, part No. 200175 for 1940 Zephyr new. George Harness, 461 Notre Dame Avenue, Winnipeg, Manitoba, Canada

MOTORS SEEN

ELTO- Twin cyl, Mod D, Ser 24352, runs, complete \$25 suggested. A.C.Oleson, Elkhorn, Wisconsin

Neptune- Mod QB35C, Ser D75160, runs, \$20 suggested, Charles Pering, 11215 Wilbur, Utica, Michigan

ELTO- 1928, Twin cyl, 7 HP, runs \$20 suggested, Lawrence Brignolo, 804 Florence Ave, Vineland, N.J.

ELTO- Ace, 1936-37, 1.4 HP, single cyl, Mod 4145, runs, \$12 suggested. Harvey Gritzner, 1411 Main St., Watertown, Wisconsin

UNKNOWN-has Eiseman Magneto #M-61-G, Block # S-57187, \$15 Suggested. Herman Wampler, Box 354, Lynch Lane Jeffersonville, Indiana

EVINRUDE- 1929, Fastwin, 14 HP, 2 cyl, runs, Asking \$25. Norman Daily, 88 E. Main St, Fredonia, New York

CAILLE- 16 HP, 22 HP, Gillman's Shoe Store, Gillman, Illinois

CAILLE- Liberty Twin, C.H. Peterson, 455 Utah Ave, Huron, South Dakota

ELTO- 1928, Mod 355, Lawrence Brignolo, 804 Florence Ave. Vineland, New Jersey

ELTO- Super G, Twin, Paul J. Dixon, 269 Eastern Ave. Chillicothe, Ohio

ELTO- Light Twin, 1923, Walter R. Hausmann, 336 Lathrop Bldg. Kansas City, Missouri

SEA KING- 1931-35, 2 cyl, 4 HP, runs, asking \$15. Charles Helst 2 Cherry Tree Lane, Middletown, New Jersey

CAILLE- Liberty Drive, F.R. Rayburn, Box 252, Mapleten, Oregon 97453

EVINRUDE- 1925, Lightwin, runs, \$12 suggested Albert D. Coleman 615 Aqua Ridge Drive, St. Louis Missouri

EVINRUDE- 1939, Sportwin, runs \$10 suggested, Randy Fedo, 1122 Hickory, Royal Oak, Michigan

EVINRUDE- 1935, Sportsman, Mod 4091, 1 1/2 HP, single cyl, Basket Case, needs crankcase, connecting rod, piston and wrist pin. L.C. Carrera, 808 Jean Drive #A, Campbell, Cal.

ELTO- 1936, Twin, Mod 4161, L. D. Stout, 1738 Lincoln Circle, Eau Gallie, Florida

ELTO- Sportsman, Mod 4296, Richard C. Orlick, 31 Olive St. Northampton, Massachusetts

ELTO- Senior Speedster, Bob Bonnett, 1198 Walker, Blackfoot Idaho

Elte- Model C, Willard M. Chapple Box 11, Ransom, Pennsylvania

ELTO- 1924, R.A Anderson, Box 1263, Wallace, Idaho

ELTO- Mod A, 1923, Jehn, L. Ralston, 38 Greene Avenue, Totowa, Boro, New Jersey

MOTORS SEEN

EVINRUDE- Mod A, 1915, Leonard Taylor, Rt. 3, Eagle River Wisconsin

EVINRUDE- 1939, Mate, Ebb Jones 417 E. Main St. Paragould, Ark.

ELTO- Super, single, Ava, New York, John Hawes

EVINRUDE- Two Mod A's, 1915, 1921, Jesse Baldwin, Rt. 4, Rice Lake, Wisconsin

EVINRUDE- Mod A, 1922, Walter Heinrich, 15 Colby, Lawrence, Massachusetts

EVINRUDE- Sportwin, Ser 4092132, Kenny Young, 1822 No. Garey Ave. Poinoma, California

EVINRUDE- 22.5 HP, Ser 6039, 9611 E. Lake Highland, Dallas, Texas

Flambau- Paul Mayfield, 1011 W. Allan, Carrolton, Texas

JOHNSON- 16 HP, alternate firing George E. Graul, 3412 Mc Kinney, Dallas, Texas

JOHNSON- Mod 300, John S. Coleman, 493 Danbury Rd, Wilton, Connecticut

JOHNSON- PO 15, Marvin Kypfer 302 South 8th, Williams, Arizona

JOHNSON- Mod AB-25, John Zilvites, Box 283, Watertown, Connecticut

JOHNSON- Mod J, Frank Clawson, Williams-Gray Bldg., Mount Prospect, Illinois

JOHNSON- Waterbug, Mrs. Ben Mc Intyre, 609 Mills St., Raleigh, North Carolina

JOHNSON- 20 HP, 1941, Maj. Robert Hannell, 124 Parkview Drive, Trumann, Arkansas

JOHNSON- Mod 110, George Wickmann, 1601 East South Mountain Ave, Phoenix, Ariz.

JOHNSON- Mod PO, Ben Council, 11462 Garland Road, Dallas, Tex.

JOHNSON- Mod J, George Chatten, 3542 La Prada, Mesavite, Texas

MUNCIE- Mod 4-A 39, Walter Krueck, R.R. 1, Box 14, Kiel, Wisconsin

MUNCIE- Ser 75060, 5 HP, Jim Waller, 1905 Dunning, Irving, Texas

SEA-KING- 1936, J.C. Smith, 2165 N. Farela, Dallas, Tex.

GENERAL REQUIREMENTS APPLICABLE TO CLASSIFIED ADVERTISING

1. Include: a) Make b) Year c) Model d) Serial e) No. of cyl f) runs or net g) condition of compression & spark h) parts missing i) overall condition j) features k) price l) state if member
2. Warning to purchasers: The Antique Outboard Motor Club will accept no responsibility for any unsatisfactory transaction involving articles which either have or have not been described in accordance with provisions of paragraph 1.
3. Forward submissions to Trader's Cove to:

Robert H. Zipps, 24A St. Regis Street, East Hartford, Conn.

There's a THOR Motor ... for Every INLAND FISHERMAN



THOR Streamliner
Single cylinder
2.4 H.P.
Weight, approx-
imately 35 lbs.

\$ 42.⁵⁰

I. C. E.
Cedarburg, Wis.

**MORE POWER
for
LESS MONEY**

New THOR Streamliner

... a beautiful rugged single that offers an amazing amount of power. A motor heavy enough to drive your boat regardless of wind, weeds, waves and weight. Runs 3 hours to a gallon — rated on the Dynamometer, the same as automobile motors.

SPECIFICATIONS

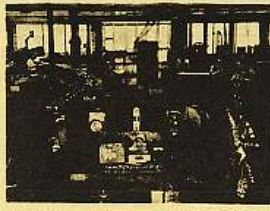
MODEL: Streamliner
HORSEPOWER: 2.4 Dynamometer rated at propeller
BORE: 2"
STROKE: 1 1/4"
WEIGHT: Approximately 35 lbs.
TYPE: Single cylinder, 2 port, high compression
PISTONS: Aluminum, 2 rings
CONNECTING RODS: Alloy bronze
BEARINGS: Alloy bronze low friction
CARBURETOR: Automotive type float feed, high and low jet, throttle and choke
IGNITION: Flywheel magneto, water-proofed
GAS TANK: Cast Aluminum
EXHAUST: Under water
COOLING SYSTEM: Water, positive acting plunger pump
PROPELLER SHAFT: Special bronze
CRANKSHAFT: Forged alloy steel, heat treated, counterbalanced
GEAR CASE: Pressed steel cadmium plated
GEAR RATIO: 15 to 21
CLAMPING BRACKET: Pressed steel, cadmium plated
AUTO PILOT: Slight additional cost
STARTING: Convenient and safe, rope on sheave
CONTROL: Throttle and spark

BOAT SPEEDS

So many things govern the speed of a boat such as design, weight, load, head wind, rough water, skill of operation, that it is impossible to list accurately what your boat will do. THOR Motors will probably give you the same and probably more speed per H.P. than any other motor of similar rating.

E. C. KIEKHAEFER, Vice-President

Mr. E. C. Kiekhaefer brings to his new company a delightful freshness of knowledge of Outboard Motor design. The new improvements he has already inaugurated on THOR Outboard Motors will attest to the unending satisfaction that all THOR owners will enjoy.



Part of the production line of the bright, delighted THOR Outboard plant. Each THOR Outboard is thoroughly tested before crating.

THOR Alternate 3

New and sensational the Alternate Firing 3 gives the smoothness of 3 overlapping impulses each revolution. Performs like a 6-cylinder automobile engine. Has a surge of power that will hydroplane your boat. Nothing on the market to compare with it in power or speed for the price.

SPECIFICATIONS

MODEL: Alternate Firing 3
HORSEPOWER: 6.3 Dynamometer rated at propeller
BORE: 2"
STROKE: 1 1/4"
WEIGHT: Approximately 50 lbs.
TYPE: 3 cylinder, 2 port, high compression
PISTONS: Aluminum, 2 rings
CONNECTING RODS: Alloy bronze
BEARINGS: Alloy bronze low friction
CARBURETOR: Automotive type float feed, high and low jet, throttle and choke
IGNITION: Flywheel magneto, water-proofed
GAS TANK: Sturdy steel, rust-proof construction
EXHAUST: Under water
COOLING SYSTEM: Water, positive acting plunger pump
PROPELLER SHAFT: Special bronze
PROPELLER BLADE: 9 1/2"
CRANKSHAFT: Forged alloy steel, heat treated
GEAR CASE: Pressed steel, cadmium plated
GEAR RATIO: 15 to 20
CLAMPING BRACKET: Pressed steel, cadmium plated
AUTO PILOT: Slight additional cost
STARTING: Convenient and safe, rope on sheave
CONTROL: Throttle and spark



ALTERNATE 3
3 cylinder
6.3 H.P.
Weight, approx.
50 lbs.

\$110.⁰⁰

I. C. E.
Cedarburg, Wis.

THOR Alternate 2

Alternate firing, high compression. Gives extra performance, extra speed and velvety smoothness.

SPECIFICATIONS

MODEL: Alternate Firing 2
HORSEPOWER: 4.1 Dynamometer rated at propeller
BORE: 2"
STROKE: 1 1/4"
WEIGHT: Approximately 45 lbs.
TYPE: 2 cylinder, 2 port, high compression
PISTONS: Aluminum, 2 rings
CONNECTING RODS: Alloy bronze
BEARINGS: Alloy bronze low friction
CARBURETOR: Automotive type float feed, high and low jet, throttle and choke
IGNITION: Flywheel magneto, water-proofed
GAS TANK: Aluminum, 2 hours full throttle
COOLING SYSTEM: Water, positive acting plunger pump
PROPELLER SHAFT: Special bronze
PROPELLER BLADE: 9 1/2"
CRANKSHAFT: Forged alloy steel, heat treated
GEAR CASE: Pressed steel, cadmium plated
GEAR RATIO: 15 to 20
CLAMPING BRACKET: Pressed steel, cadmium plated
AUTO PILOT: Slight additional cost
STARTING: Convenient and safe, rope on sheave
CONTROL: Throttle and spark



ALTERNATE 2
2 cylinder
4.1 H.P.
Weight approx.
45 lbs.

\$82.⁵⁰

I. C. E.
Cedarburg, Wis.

New Modern Kiekhaefer Corp. Factory where THOR Outboard Motors are made. Factory is located at Cedarburg, Wis., nineteen miles from Milwaukee, Highway 57. Visitors are always welcome, for inspection or actual boat demonstrations.



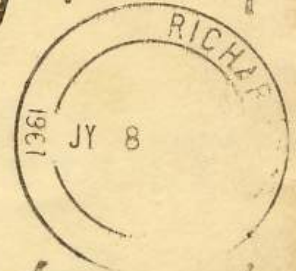
KIEKHAEFER CORPORATION

CEDARBURG, WIS.

The Antique Outboard Motor Club

1107 PUEBLO, RICHARDSON, TEXAS 75080

PRINTED IN U.S.A.



Walter L. Weidmann
c.o Weidmann's Outboard
Voorheesville
New York 12186

Printed Matter
No Commercial Value



The pit at the New Jersey Antique Outboard Motor Meet.