

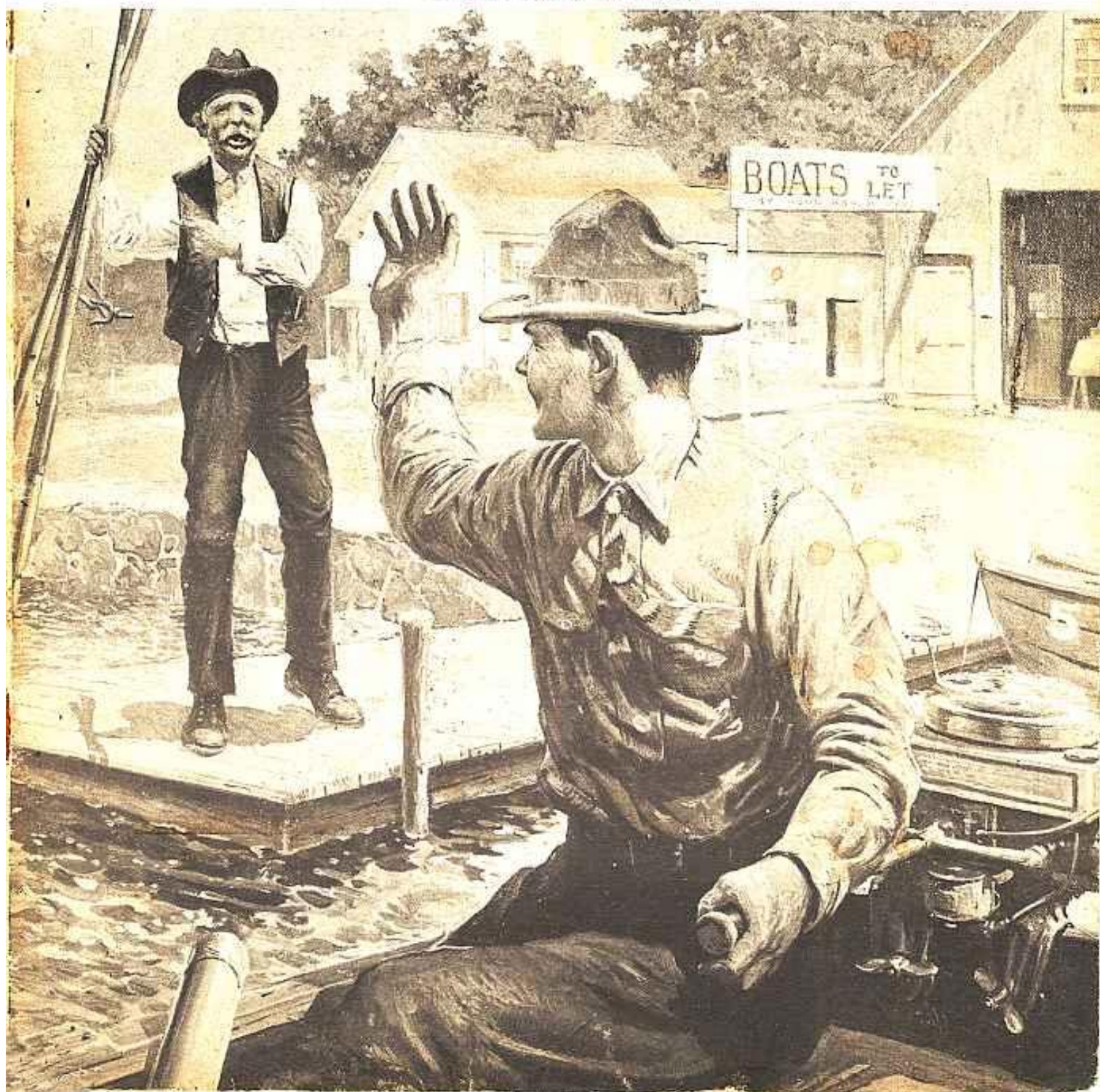
VOLUME 6

NUMBER 3

JULY 1971

THE ANTIQUE OUTBOARDER

The Pioneering Authority



The Antique Outboard Motor Club Inc. is incorporated in the State of Texas as an Educational Institution. The Club is devoted to people all over the world who are interested in the search for, restoration and preservation of old time outboard motors. Regular membership dues are \$9.00 per year. Other membership information available on request. Address membership requests to A.O.M.C.I. Inc., 20505 NW 3rd Av., Miami, Florida 33169.

Club Officers, addresses and duties:

President	
David R. Reinhartsen	8819 Enfield, Northridge, Calif. Coordinator of A.O.M.C.I. activities.
Vice President & Editor	
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Secretary	
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Glenn Ollila	9646 Pleasant Ave. So. Bloomington, MN 55420
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Historian	
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AOMCI EXECUTIVE COUNCIL

Dick Anderson	Bill Kelly	Bill Salisbury
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John Harrison	Bill Motley	Sam Vance
Dick A. Hawie	Glenn Ollila	W. Jim Webb
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The Antique Outboarder

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Change of address should be forwarded two weeks in advance and zip code numbers should be included.

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The Antique Outboard Motor Club Inc



CLUB BRIEFS

IMPORTANT IMPORTANT IMPORTANT IMPORTANT IMPORTANT IMPORTANT IMPORTANT

Members are urged to check your membership cards and renew your annual dues before receiving a notice. Your remittance early will save the Club time and money. All dues should be forwarded to Mr. Dick Jones, 20505 NW 3rd Av., Miami, Florida, 33169.

PLEASE SEND ALL ADVERTISEMENTS AND REQUESTS FOR SAME TO BOB ZIPPS (ADDRESS INSIDE FRONT cover), Classified Editor, instead of mailing direct to the Outboarder office. Bob will see to it that your ad is properly processed and sent along to the magazine.

RICHARD C. MICHEL IS OUR CLUB CARTOONIST. LET DICK KNOW OF ANY PUNCH LINES OR IDEAS for a cartoon you may have. Dick's address is: 494 Windsor Road, River Edge, N.J., Zip code 07761.

THE ANTIQUE OUTBOARDER COULD USE A PICTURE OF YOUR MOST UNUSUAL OUTBOARD MOTOR, ALONG with a brief paragraph or two about its characteristics and how you acquired it. The idea is to assemble all the material into a story about unusual outboards for a later issue of the magazine.

SPECIAL NOTICE TO ALL MEMBERS.....PLEASE NOTE \$9.00 DUES

As reported in the April, 1971 Antique Outboarder, the annual dues for membership in AOMCI have been increased to \$9.00. Any member providing out-of-date Club literature to prospective new members should first make the necessary correction to the application form. This will make Dick Jones' job a lot easier!

MORE COPIES OF JIM WEBB'S FINE BOOK EXPECTED TO BE AVAILABLE....YOU CAN LIKELY GET MORE copies of "The Pictorial History of Outboard Motors" in July. If you need a second or third volume - or your first - send \$4.95 for each copy desired to Mark Wright, 30 Crest Drive, Little Silver, New Jersey, 07739. Don't miss the opportunity to add this excellent work on outboards to your library - and help the Club treasury at the same time. We may not be able to repeat this offer!!!

MANY, MANY THANKS TO RESPONDING MEMBERS....THE CLUB TREASURY HAS BEEN BOOSTED BY THE whole-hearted cooperation of members responding to Mark Wright's request for \$2.50 to cover costs for the "AOMCI Manual of Parts Sources". It's still not too late for those who haven't done so! As John Harrison (treasurer) says, "we need all the boosting we can get". These donations are appreciated and hopefully will result in more and better special publications for you.

EFFECTIVE WITH THIS ISSUE, MR. MARK WRIGHT STEPS DOWN AS THE MAN TO CONTACT REGARDING Elto information and the chore of parts finding. As far as Eltos are concerned, Mr. Sam Vance takes over as the new expert. As Mark says, "Sam has probably one of the most complete collections of Eltos and Elto literature to be found anywhere in the country. Anyway, it's time that Sam's superior engineering and technical ability becomes less secret". Sam's official title is head of the Elto Special Interest Group.

The "parts acquisition" job is discontinued and members are encouraged to use the AOMCI Manual of Parts Sources, which will be updated periodically.

Mark has given freely of his spare time to the Club for over seven very active years. We all owe Mark a great deal, for he has helped us all at one time or another with his fine technical articles or personal attention. Mark still plans to remain active and is currently working on more articles for the magazine.

THE 1000 ISLANDS INTERNATIONAL ANTIQUE BOAT SHOW WILL BE HELD THIS YEAR ON AUGUST 21st and 22nd, at Clayton, New York. Saturday will feature small craft such as skiffs, canoes and sailboats. Sunday will be the day for power boats - including outboards. This show gets bigger every year and if you can possibly attend, please do so. Last year, over 100 watercraft were on display - some up to 100 years old.

JOHN HARRISON ASKS THAT THE FOLLOWING NOTES FROM THE TREASURER BE OBSERVED BY ALL OF US:

1. Please make all checks for whatever payable to "The Antique Outboard Motor Club Inc."
2. Membership will be on a yearly basis only, from this date forward.

MEMBERS ARE REMINDED OF THE IMPORTANCE OF FURNISHING THE CLUB NEWSLETTER c/o BILL MOTLEY, with the dates of chapter doings and local meets, as well as a continuing supply of advertisements (via Bob Zipps). The regular mailing dates of the Newsletter offer an excellent vehicle for timely Club schedule information and motor/parts ads.

A page from

DAVE'S DIARY

*Campout-Lake
Nacimiento*

Jan. 1971 - Plans made - April 17 & 18 weekend - L.A. & San Francisco Chapters at Lake Nacimiento - halfway for each.

Thursday, April 15

- 3:00 PM - Ready to leave work early to pack - asked to stay, take foreign visitor to dinner.
- 11:00 - Finally start packing.

Friday, April 16

- 2:00 AM - Quit packing - exhausted.
- 6:30 - Nuts! Sleep an extra hour.
- 11:30 - On road - Speedifour, 4-60, boat, wife, 2 kids, 2 dogs and an overburdened car - only 230 miles to go!!
- 11:35 - Bawled out by wife - forgot beer, hatchet and film.
- 4:30 PM - Arrive, select campsite. Gouged \$2.50/day for entry, \$3.00/day to put boat in water.
- 5:00 - Salisburys arrive, set up camp next to ours.
- 6:30 - Black Russians - dinner.
- 9:30 - To the sleeping bags - exhausted.
- 10:00 - Wife burns backside on gasoline lantern used to temporarily heat tent. Looses some skin and all sense of humor.

Saturday, April 17

- 3:00 AM - Rain.
- 6:30 - Beautiful sunshine - make coffee.
- 6:45 - More rain - retreat to sleeping bag.
- 7:30 - Beautiful sunshine - make more coffee.
- 7:45 - Salisburys up - more rain - retreat to car.
- 8:00 - Build shelter - get soaked.
- 9:00 - Breakfast - looks like rain any minute.
- 11:00 - Salisbury & I decide to take my boat out whether it rains or not.
- 11:20 - Stopped by patrol; tell me, how do you start a cold speedifour at under 5 mph?
- 11:40 - Moving steering wheel, changing props & lower units picks up 5 mph, very pleased.
- 12:30 PM - Dale Denning & Judy arrive.
- 1:30 - Speedifour runs out of gas, won't start again - no spark - magneto covered with oil. Towed in by Salisbury.
- 3:00 - Back on lake with 4-60. Sensational 45 mph to 50+ mph. Going through a chop. Need new speedometer, this one doesn't go high enough. Comes to a plane easier now, having taken $\frac{1}{2}$ " off transom. Moving steering wheel to

From The President

July, 1971

As part of our continuing effort to achieve a favorable image along with some tangible benefit to the Club, I'm pleased to announce that the Antique Outboard Motor Club has offered a service to OMC's Johnson and Evinrude, whereby our members would assist those Companies in responding to customer inquiries about old model outboards. The service is available to any outboard manufacturer, upon request.

It is hoped that our assistance will help these manufacturers by assuring a prompt, accurate reply to persons interested in obtaining information concerning their antique outboards. In return, AOMCI members will benefit by receiving a lead on a possible motor purchase - plus - the opportunity to solicit a new member for the Club.

Here's how the proposed service works. Let's say a fellow from Anyplace, USA, writes to Johnson Motors, telling of his old motor and asking for information on how to get parts or manuals and wondering what the motor is worth. Johnson Motors would immediately forward the letter to the AOMCI. At the same time, a form letter would be sent to the inquirer, telling him that he will soon be contacted by a member of our Club and be provided with the help he needs.

To handle the incoming letters, the AOMCI has set up a Chief of Public Relations, Mr. Glenn Ollila, who will screen and channel each one. Glenn will determine who is the closest member to the person making inquiry, and direct the letter to that member. The member will then make a personal call, if possible, to provide the necessary answers.

If the motor is for sale, the member making contact has first chance at buying it. If he should decide not to buy the motor, he is expected to immediately return the lead to the Classified Editor so that other members may have a crack at it. If the motor is not for sale, the person writing in just may be interested in AOMCI membership.

Gentlemen, this service seems to offer a way that the Club can grow both in size and in the public eye. Of course, each of us has to be immediately responsive to the letter requests for information, or our image will suffer instead of grow. Even more serious, the outboard manufacturers who have placed their trust in us, might also suffer reputation damage.

I know that nobody among us wants the latter to happen and so I ask that if and when Glenn contacts you, will you please carry out your part of the plan with all due sincerity. Glenn will provide further details as they are necessary.

**MAKE A MEET
IN
1971
AOMCI**

REMEMBER

Richard M. Jones is handling all new & re-newed AOMCI Memberships and records. All applications, dues and address corrections should be sent to him at 20505 N.W. 3rd Avenue, Miami, Florida 33169
PLEASE CHECK YOUR OWN MEMBERSHIP DUE DATE AND RENEW EARLY. SAVE THE CLUB \$\$

LETTERS TO THE EDITOR

ANSWER TO THE ANNUAL MEMBERSHIPS... The annual membership idea is not bad but would be difficult to handle because it would tie me up solid for two months. The present, quarterly reminder system works best for us at this time because it spreads the work out more. Dick Jones

ANTIQUe BOAT MUSEUM... The Antique Boat Auxiliary, Thousand Islands Museum, Clayton, New York, 13624 is now an honorary member of the Antique Outboard Club. The 1000 Islands Boat Show is August 21-22 this year. Why not plan to attend this year.

By the way, while on a New Jersey trip the other day, I visited Tom Luce. The visit almost turned into a meet. Seven or eight of us spent the afternoon scavenging a huge pile of motors - at least 2 tons - that Tom has in his garage. Signed: Phil Kranz.

MORE ON THE HUGE, 2 TON PILE... Then there was the "pile". During February and March, Doug Evans and I made four trips to western New Jersey with a station wagon, a pick-up truck, and finally with an 18-foot van which wasn't in much better operating condition than the 150 (+ or - 50) outboards and parts we picked up. The "pile" filled up both sides of my garage, stacked about 4 feet high, plus part of the basement. We think there must have been at least 4 tons. Yesterday, I received the enclosed photos. The ones of the piles were taken after the three partners (Doug Evans, Sam Vance and myself) had completed the first seven rounds of the "draft". We have, since then, had another distribution of about 10 engines for each of us.

Every time we get together, we lug all the junk out to the driveway, then have to haul it all back into the garage at the day's end. To my dismay, the piles don't seem to be getting much smaller. I hope that, before much longer, we can find a place to spread it out so we can match miscellaneous powerheads and lower units, identify some of the parts, and so that I can get back the use of at least one-half of my garage.



Doug Evans, left, and Tom Luce with one of the many loads of treasure..



Here's the treasure in its natural state, neatly covering the floor.

I have come to the conclusion that the one outstanding feature of this purchase has to be its massive volume, not its condition or the selection of engines. I will, however, mention the outboards the partners selected in the first round of our first draft. Doug picked a Lawson single that appeared to be like new. Sam chose a Johnson PR-40 and I ended up with a large (class "C") Caille that probably was built in the early 1930's. Signed: Tom Luce.

HERE'S A WHAT'S IT... Wonder how many of the members can come up with the right answer?

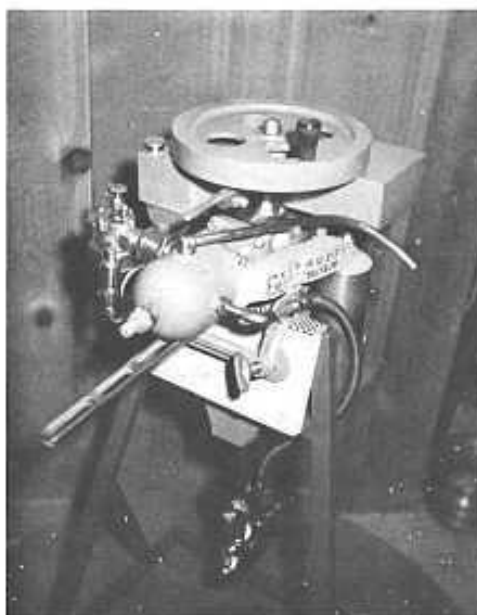
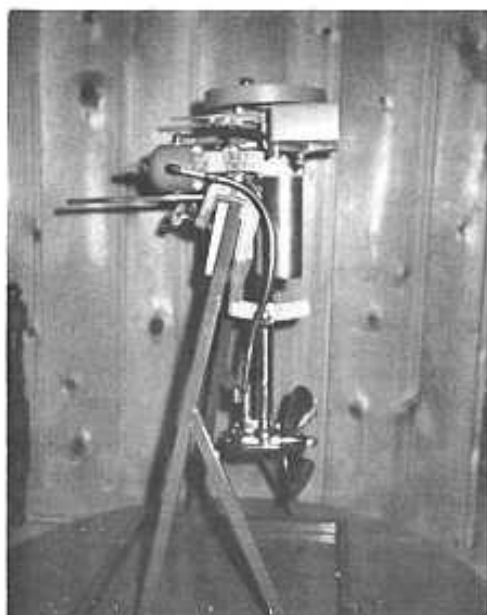
A year or so ago a friend gave me an old Scott. The powerhead was shot. This left me with a good lower unit. A short time ago a neighbor gave me an old lawn mower that wouldn't run. I combined the two and now have a good, 4 cycle, 3 horse outboard.

If any of the members want to try the same thing, I'll be glad to tell them how it can be done. Of course it helps if you're a tool & die maker, or a machinist. Good outboarding, Claude Foss.



MEANINGFUL OUTBOARD RESTORATION... Enclosed are photos of the Evinrude that was, according to Mr. Webb's research, either made in Dec. of 1911 or Jan. of 1912.

A quarter of a century ago, when I was twenty-eight years old, I went through an emotional quagmire that at the time made me think never again would I ever enjoy the enthusiasm of my youth. Fortunately for me, the idea didn't jell.



Since then, there have been many times when my enthusiasm has reached greater heights than I had known before. An example is the acquisition of the single-banging, knuckle bustin' Evinrude, and what it led to. The acquisition was the springboard to a period of three months of fun, making new acquaintances among the employees of the Research Center, where I'm a model maker, the adding of a facet to my skills - I learned how to heliarc weld.

All of the work on the engine was performed at the research facility, during my coffee breaks, quickee lunch periods, and after company working hours.

As the weeks went by, I was asked by those who were splashed by my bubbling enthusiasm, how is the Evinrude coming along?

Now they come to my bench and ask, rather sadly, how come I'm not involved with a personal project. I counter by saying I'm in between engines - which is true. A Johnson A25 is on my agenda. The restoration will be a straightforward, routine project. Little do they know what a grand time I had. Thank you very much, Mr. Webb, for your help. Signed: Gustave Ozag, Sr.

CONCERNED OVER ECOLOGY AND ANTIQUE OUTBOARDING... A development that has disturbed me is the growing agitation against internal combustion engines of all sorts and in particular, the outboard engine. Recently our local paper published an article, which I am sure was syndicated, in which the writer reported the results of some secret tests conducted on outboards and the conclusions were that this device was a horrible affront to ecology, etc., etc.

My query is simply this - are we engaged in a hobby which is going to be a dead end? i.e.: is the operation at club meets, etc., going to be banned? I would be interested to learn what is afoot on this proposition. Signed: P. S. Brooke, Jr.

Editor's note: In my view, the mental pollution created by irresponsible commentators is as big a threat to this country's welfare as is irresponsible mistreatment of our natural resources. I believe there is no reason to be alarmed by any irresponsible statements concerning boating and ecology. There are adequate facts supporting the proposition that outboard motors do not cause lakes to die, do not kill fish, do not poison water, do not create noise problems and do not horribly affront our natural resources. I refer to page 23 of the October, 1970 Antique Outboarder for a summary of the Kiekhaefer-Mercury Pollution Study. I further suggest that the boating "silent majority" support the outboard manufacturer's efforts to develop the true facts and build engines to suit. Here's the partial text of a news release made by OMC:

"NEW YORK, N. Y., January 19, 1971- - - Outboard Marine Corporation, Waukegan, Illinois, in a significant move to eliminate environmental concerns in the boating industry, reported here today that its complete lines of outboard motors produced by the company's Evinrude and Johnson divisions would be drain-free in all models by mid-summer. This will eliminate any spillage of fuel or oil.

"At the same time, OMC announced that it would offer to producers of marine engines throughout the world royalty-free use of its know-how and patents relating to its new fuel recirculating system for drainless engines.

"These developments were reported at a special press conference hosted by Outboard Marine's Environmental Affairs Department prior to the opening of the 1971 National Boat Show.

"According to Charles D. Strang, OMC's group vice president for marine products, 'This technical achievement marks an important environmental "first" in the boating market, and means that OMC is the first outboard engine manufacturer to offer its complete lines of motors - - ranging from 2 hp to 125 hp - - without overboard fuel drains'.

"He said that the 'drainless systems technology we are announcing today has enabled

OMC to alleviate the concern of the boating public for introduction of fuels and oils into the world's waterways'.

"According to Strang, OMC's marine engineering staff began development of the drainless engine several years ago. He reported that the first drain-free motors were incorporated by the Evinrude and Johnson divisions, but were featured as standard equipment only on the largest units in those product lines. Now the drainless engine technology is being applied across the full line of outboards."

I personally take pride in the fact that outboarding does not have to rely on "Secret" tests for true facts. There are two simple things AOMCI members can do to help keep public attitudes favorable. One is to avoid a smoky exhaust trail by using the proper oil/fuel mix and the second is to keep the engine mufflers in place and working. With a little effort, we can keep from getting into a dead-end hobby.

BIG WINNER OF THE DAY... Just a note to let you know that sometimes it pays to be an antique outboarder.

In an October 1970 issue of Pennsylvania Angler there was a picture of an old motor and the entry with the earliest postmark identifying the make, hp and the approximate selling price, of same, would win a year's subscription to their magazine.

Doc Craver, Tom Luce and yours truly put our heads together and decided it was a 1936-37 - 2½ hp Waterwitch, that sold for approximately \$145.00.

I entered the contest with an added note saying I would buy the motor, if it was for sale, which it wasn't; however, I now have a year's subscription to the magazine.
Signed: Tony Caglione.

A SMALL REMINDER OF THE HAPPY PAST... I was astounded to find a 1919 picture of a real, genuine Dippy on the back inside cover of the April issue!

When we bought our Island in Georgian Bay in 1927, we inherited a nice 25 ft. Morris displacement launch, a double ender Peterborough rowboat and, you guessed it, a cantankerous, rather ancient Dippy!



A Dippy is a Disappearing Propeller Boat. It was also known as a DisPro, but the common designation in the Pointe au Baril area was Dippy...probably due to the erratic propensities of the craft!

Since the prop disappeared into a housing inside the boat when contact was made with a rock, it was deemed a safe boat for 10 year olds...there being at least nine million submerged rocks in our area. The engine was a one-lung St. Lawrence which was started from the middle seat by pulling a shovel handle connected to a bunch of cables. This fell apart and got off the track at great regularity. It also used a Hot Shot Battery and had a coil that buzzed like crazy when the timer was advanced too far. It steered by a cable or clothes line arrangement which worked fine except when making a difficult landing when it came off the pulleys and let to cataclysmic crash landings. The only reverse was when the engine backfired, which caused it to cough loudly and start running backward with great vibration, which in turn caused the drain plug to come out, which in turn got lost under the floor boards, which in turn caused the boat to start sinking, which in turn caused the oars to be installed and panic rowing attempted to reach the nearest island before she sank. It was quite wide and took two ten year olds to row...one on each oar...as one ten year old could not reach both oars...When it would run, it would go about 6 mph wide open...If by yourself, it would go a little better if you sat in the back seat and steered with the rope...What a contraption! The times we had, the rocks we hit....

They were still being built after WWII by Greavette Boat Works in Gravenhurst, Ontario. Quite a few are still around in Georgian Bay and the Muskokas...Some have changed the good old unreliable St. Lawrence engine to a little 4 banger put out by Buchanan in Orillia, Ontario. These were an improvement, but were almost too much for the hull design...

In this day of 100 hp plus ski boats, etc., I wish we had a modern Dippy (with an engine that would run without collapse for at least 2 weeks) to go silently PUT-PUTTING through the islands at the relaxing clip of 6 knots...

Enclosed is a picture taken about 1927 or 1928 of our Dippy. My Grandfather Manly is in the deluxe stern seat and my Father is at the controls, obviously exhausted from pulling on the shovel handle trying to start it.



Also enclosed is a snapshot of me in our 1929 Sea Sled with a 1948 Johnson 22 HP on it. "Splash", our Chesapeake, is sitting in our '29 Sled with the 1929 Johnson 16. We called the Sled our "Hot Toboggan". By 1948, the 16 HP Johnson had finally called it a day and shortly after, in 1952, the Sea Sled got so leaky, we had to retire it.

Those were the days, my friend! We don't even get pine needles in the gasoline anymore.

Sincerely,
John D. Gould, Jr.



DAY SPOILER-





OF HISTORICAL INTEREST

..... *W J Webb*

Publicity in the Early Days

There is now, and always has been, more to business competition than just trying to beat another guy to a sale. Besides advertising and its many forms, one of the best ways of getting buyers to think of your product is to get newspapers and magazines to publish a product picture along with a publicity "story" in their news columns. This is known as "ink" or publicity, and in these days, is engineered by the Public Relations Department or PR for short.

Now, any time competitor A begins to get more of this free "ink" than B, the average Marketing Boss of B, by whatever title he is called, is likely to call his PR Manager on the carpet, point out the disparity and wonder audibly if his PR man is really on the ball, or what. Also, on his next visit, the magazine representative is likely to be asked why his employer is favoring A over B. Usually the papers and mags try to keep the "ink" and publicity pictures pretty even, all things considered. Back in the 'teens and twenties the PR game wasn't as highly developed as it is now, but there was still plenty of battling for "ink". One of our competitors of the twenties actually bought pages of extra "ink" thru lavish entertainment of the editors, good smuggled booze (that was during Prohibition), loaned motors, etc.

The Tilton Group of Boston that published the National Sportsman and Hunting and Fishing, which mags were at the top in circulation in those days and remained so until the Tilttons, H. L. and Uncle Louie, retired, always played the publicity game 100% fair. Any outboard maker who didn't get his share of free "ink" failed to do so because he did not supply the material to be published. Because the Tilton mags "pulled" good results, they carried good ad schedules from all five leading outboard makers of that day - Caille, Elto, Evinrude, Johnson and Lockwood-Ash (later just Lockwood).

Bill Foster, a great outdoorsman as well as a fine artist, was Editor in Chief for the Tilton mags. So in order to start the 1927 Outboard Season off with a bang, Foster decided to give the Outboard Industry his best shot in the form of an outboard motor in full color on the cover page of one of the mags. The picture which he painted is reproduced on the cover of this issue of the Outboarder. My failing memory does not tell me for sure which mag carried this picture on its cover, but I think it was the June issue of Hunting and Fishing, which came out in May. No, you never saw a motor like that one, and I doubt that you ever will, because, in order from the top down, the outboard shown carried the Elto flywheel, the Evinrude gas tank, the Johnson steering handle and bracket, the Lockwood-Ash carburetor and the Caille stern bracket.

Result - a good plug for the Industry, a statement that oars were no longer needed and five amused as well as satisfied outboard advertisers. I have the original of the painting hanging in the stairway of our summer place at Lake Beulah. The late Clarence

Uecke, then Industrial Relations Director at Evinrude, bought it at auction for 15¢ about 12 years ago and gave it to me. He refused payment, but permitted me to buy him a drink (double) the next time we were out. Clarence was always smarter than I.

Let me tell how Elto/Evinrude handled a few of the advertising situations. The scramble for equal "ink" sometimes got a little rough. Elto, with Mrs. Evinrude at the helm, supplied as much PR material as anyone in the industry. Also, Elto spent as much money for magazine advertising as anyone and more than some. Consequently, when a couple of mags began heavily favoring an outboard competitor, Mrs. Evinrude told the mag representatives that while she didn't want to get more than her share of "ink", she did think that since Elto was spending as much on advertising as any competitor, Elto ought to get a better break.

The mag reps duly reported to the editors, whereupon said editors, in high dudgeon, through their reps, assured that editorial favors could not be bought, that they ran their business and no advertiser could tell them what to do. Mrs. Evinrude very sweetly agreed that they were right and that she hoped that they would always remember what they had said and that they should not misconstrue any action she might take. Mrs. Evinrude then promptly cancelled the balance of the year's ads in the offending mags.

Quicker than scat, the Elto office was full of editorial brass. At first they expressed reproving surprise at her action, to which Mrs. Evinrude responded that since it was her own money she was spending, she felt she had a right to spend it where, how and when she wished. And if they would like to solicit Elto business she would be glad to hear and see their presentation. She also made it clear that the start would be from scratch.

There weren't very many women in top executive jobs back in the twenties. Some of the dashing salesmen of the day were a little shocked to find that B. Evinrude was a pleasant, mild looking little woman. Some of them tried flattery and got a quick deep freeze. Those who played it straight, got to the point quickly and without a lot of high powered gab, found that Mrs. Evinrude was capable of making quick and correct decisions. As always, Mrs. Evinrude was very gentle and calm throughout the whole affair. The brass finally melted and eventually the mag schedules were restored. From that time on, Elto got its share of free "ink".

"IG" WATER

the pleasure of
usual large
be



How I Love to
"Evinrude".

of the problem. This
and detaches from any
in less than one minute
any change in the con-
of the rowboat.

motor carries like a satchel as it weighs but 50 lbs., and it
a rowboat eight miles an hour. It has a weedless propeller;
with a swing of the fly-wheel (no cranking), anyone can
it. Summer pleasures that you never realized before are
on if you own one.

Beautifully illustrated catalog sent upon request.

EVINRUDE MOTOR CO., 304 M Street,
MILWAUKEE, WIS.

New York City Show Rooms: Hudson Terminal Building, 26 Church Street, N. Y.
California Show Rooms: 425 Market St., San Francisco, Cal.
Representatives: Woodhouse Gasoline Engine Co., 42-64 Marlon Street.

I'M GOING "EVINRUDIN"

THE lake is mine. The river
every little inlet of the bay, I
I "Evinrude" to where I want to go
alone if I wish or I fill the boat
friends. Eight miles an hour
through the waters and the
peller never *did* know a
My



EVINRUDE
DETACHABLE
ROW BOAT MOTOR

with its merry little purr
full horse power, will fit
boat; mine or a rented
it's so simple that I op
myself.

Illustrated cat
EVINRUDE
252 F Street

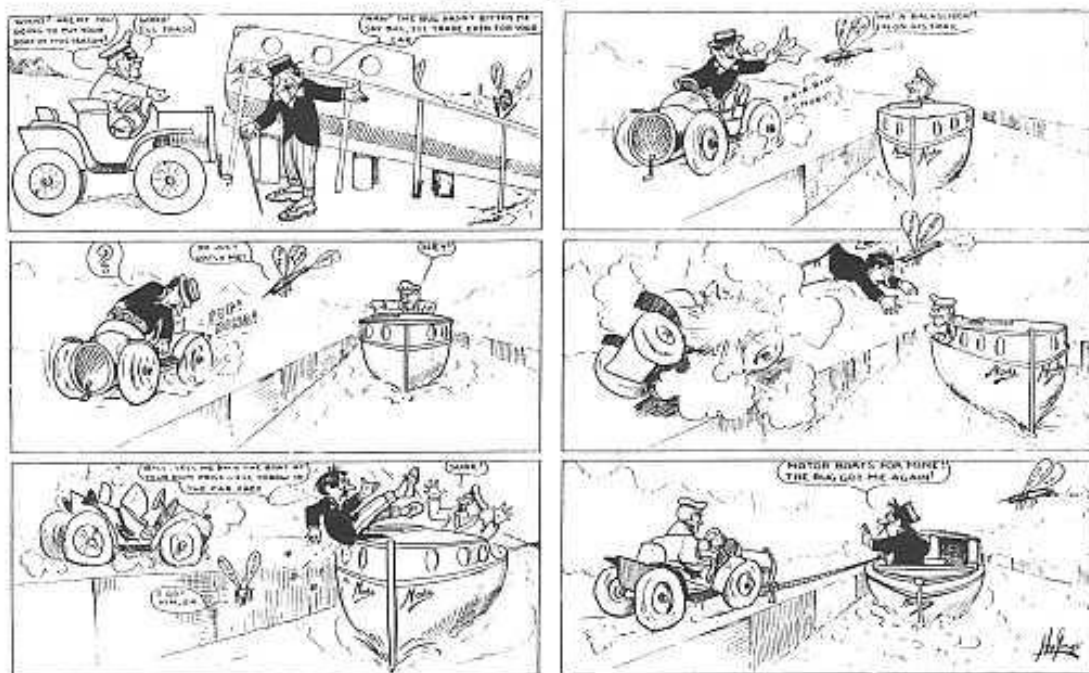
Members of National Ass
New York City Show Rooms
San Francisco, New York City, Cal
Chicago; Seattle Wash
62-64 Marlon Street.

Ever wonder why there's usually a pretty girl in outboard motor advertising? Yes, we outboard makers have permitted the ugly head of sex to enter our advertising very frequently. It all started back about 1912 when Mrs. Evinrude, who pioneered just about every fundamental outboard advertising idea, used a young lady model dressed in what was a very daring bathing suit in one of the Evinrude ads; daring for those days, that is. The bathing suits didn't change much between then and 1914-15 when Madame Lodova got herself arrested in Chicago for swimming without bloomers. The gals bought the bloomerless idea and sex began to appear in ads more and more. Still, Mrs. Evinrude shook 'em up again with some better bathing suit stuff in the mid-twenties. It started our competitors to using the same, even though one of them spoke to one of the mags we used and said he was a little shocked. And this guy was a real chaser himself. But that is usually the way. While a truly moral and upright person herself, Mrs. Evinrude was, nevertheless, a realist. She knew all about the roving male eye and what caught it. She also knew that men bought darn near all the outboards that were sold. She also knew that, while a picture of just an outboard motor would get some attention, a picture of an outboard motor and boat got a lot more, and that a scantily clad female added to the picture increased the effective attention-getting some hundreds of per cents more.

I have heard her say, more than once, that she wished she could sell outboard motors all by themselves, but while that was possible, the same ad space with a boat and gal added, sold much more merchandise. She never apologized for using bathing gals. It was as necessary for successful selling as good layout. Back in the 'teens and '20's she felt, and correctly, I think, that there was a limit to the number of times a girlie picture could be used. But she used as many girlie photos as she thought the buying public would accept as being in good taste.

Back in 1910, when motor boating was a sport indulged in by few outside the wealthy, Boating Editors saw the need to keep the joys of Boating well promoted. The Editors of MOTOR BOAT ran a regular series of cartoons which took turns prodding boatmen, boating dealers and the public at large. One of these about a Back Slider from Boating appeared in the June 1910 issue of MOTOR BOAT. Here it is.

The Motorboat Bug Stings a Back-Slider By Hy. Gage



Just how much good that Back Slider cartoon did cannot be said, but on page 18, that same June 1910 issue contained a little one-eighth page ad placed in that book for the first time by Mrs. Evinrude. One of her famous "Don't Row" ads, a copy of which appears on page 36 of my book. It is quite probable that this little eighth-pager got more people into the great sport of boating than all of the cartoons or fancy editorial writing of that year put together. Here was a boating device priced within the reach of many, and they bought it.

MY 4-60 PROJECT

by Robert Bidings

I'm from the pre-war era and could rattle on for hours about old outboard motors, especially about my 4-60. I guess it sort of rekindled a fire that wasn't completely out. I got interested again in old motors when my boy began to grow up and spend his time with Mercurys. Must admit it's fun.

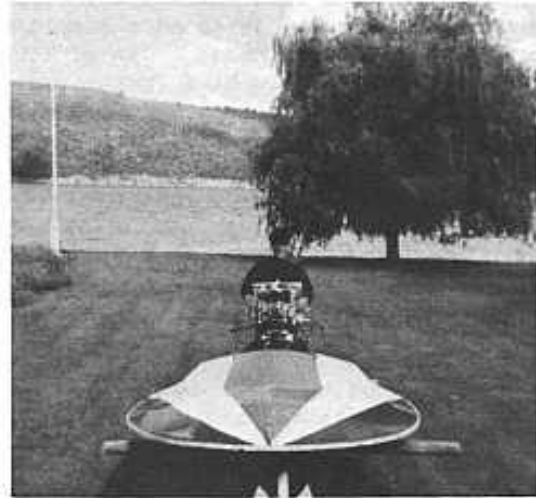
My best restoration job and the engine I'm most proud of is a flat head, 1931 4-60 racer. It's not in original form but only to the extent of a new Vacturi 500X carburetor and my efforts in replacing the 1931 exhaust manifold system with a later '30's dry stack exhaust system.

After renovating, I took the engine to a marina where they had a test tank. Two other fellows held the steering bar and I pulled the rope. The coil had been stripped, tested, rebuilt and rewired. Spark was good enough to raise one right out of his chair. The carburetor was cleaned & adjusted and so with a fully primed engine and a hot spark, one pull fired that old girl to the point I thought it would jump right out of the tank.

Compression was excellent and believe me, she belched smoke & fire out those stacks and being inside, you can imagine what it sounded like. Fourth of July all over again.

The next move, of course, was to mount the motor on the tail end of a cab-over, 3-point hydro, and what an experience. I had advanced the spark too far (fraction over dead center) and when she took off, I was up on a plane without touching the throttle before I knew what was happening. Finally I shut off the ignition to catch up with myself, when some old character down the lake 3 or 4 cottages yelled out, "Hey, fella, in case you don't know it, there's a law on this lake about noise". Incidentally, I used a 6 volt car battery for power so there wasn't much question about this dept.





The above two photos are of Robert Ridings' son Dick with the restored 1931 4-60 and Swift boat

This engine cost me \$75.00 and I'd been after it for about 10 years. Stacks were brand new ones I found in New Jersey and John Torrahanian sent me the tank. Venturi compliments of John Harrison.

The hydro is an old Swift I picked up sometime ago for \$25.00 and up to 2 years ago I ran a 40 hp on it.

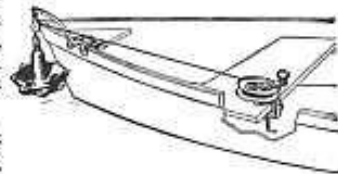
I get wound up on these old racers. I know of a widow who has a PR65; flat head 4-60 with original orange paint on tank; 4-60 with replaceable heads but with a converted lower unit from push to pull and a 4-60 converted to alky. She also has a C Jacoby and a 1937 La Salle. You guessed right, not for sale or too expensive.

I had just gotten acquainted with her husband who used to race these engines about 6 years ago. He, unfortunately, passed away shortly after we became acquainted; but before he did, he showed me a letter he wrote quoting someone in New York these 4 engines. Wait 'til you read these prices: PR65, \$350; 4-60 flat head, \$500; Converted lower unit 4-60, \$1,000; and alky 4-60, \$1,500. Obviously he didn't want to sell them and unfortunately, his wife doesn't either. Makes my heart bleed when I look at them and think about the dust they're gathering. Incidentally, \$5,000 for the La Salle.

"The Ideal" Boat Anchor and Hoist

A new boat anchor and hoist, very practical for fishermen and all boat owners. Entirely eliminates handling wet and muddy anchor rope. Well made, rust proof steel 12 pound mushroom type anchor will hold boat in practically any stormy weather. Comes complete with 35-foot cable and anchor.

Accessory No.	Code	P. P. Weight
190969	ACCEH	20 lbs.



Display Stand

Grey iron base with channel iron stanchion and grey iron bracket. Handy in boat house or repair station. An excellent place to keep the motor when not in use.

Accessory No.	Code	P. P. Weight
190073	XACJQ	40 lbs.

1931



CENTRAL MISSOURI SMOKE

by Ron Ellis



March 13, 1971, marked the first Central Missouri AOMCI "On The Water Meet", held at Lake of The Ozarks. This early spring meet was carefully planned, over the phone, the night before. Attendance was superb! 100%! Both of the planning participants (Clarence Sitton and myself) attended. Weather conditions were ideal, clear blue sky and 75 degrees. Typically Missouri!

One of the early and choice comments of the day (printable) was made by the owner of a rental boat when he partook of the priceless view of our five restored engines in Clarence's truck. "Why, I have thrown better engines than that in to the lake!" Needless to say, I immediately asked him if he had any to throw in that day. His next comment was "What do you do with them? Drop them overboard to make a hiding place for fish?" About that time, Clarence started the truck and we headed for the beach, undaunted.

Vintage iron was well represented, as can be seen in the photograph at left. Clarence is holding down his 1928 Caille and seems to be trying to decide which engine to try next. Just barely visible are a 1936 Waterwitch, my "big bore" 1936 model 100 Johnson, a 1937 Imperial Four Evinrude and a 1938 KA Johnson.

Believe it or not, three out of the five engines ran on the same afternoon. Clarence and I have developed a new racing event called "You Pull, While I Row". We have found that this method will propel a 16 foot boat at approximately 2 MPH, with very little fuel consumption. However, both participants must be in the same boat and have no known history of heart trouble. Beware the oarsman who does not watch the wicked end of that starter cord. All in all, we think that our little meet was a success. Remember, 60% of the motors ran! We hope to plan a bit further ahead in the near future, and have some of you with us. Best of cranking to you all! Ron.

L.I. ANCIENT OB MARINERS

by John J. Enright Jr.

I have the pleasure to announce that on April 3rd, the Long Island members of AOMCI got together, finally, to form a Long Island Chapter. The name chosen for the chapter is the "Ancient Outboard Mariners" of Long Island. Officers are: President, John Enright, Jr.; Vice President, Frank Shimer; Secretary, Lillian Enright; and Meet And Events Coordinator, Vinny Loss. Events were planned for Long Island and we hope soon to invite the surrounding chapters to our meets in the near future.

The meeting was held at John Enright's home in Northport, with the help of Vinny Loss who did a lot of recruiting and phoning. Joe Powell, a long time member of AOMCI, brought along a 1915 Koban and a Caille Red Head. Joe has many fine engines -parts too - and was the one that got me interested in the Club. Vinny brought a beautiful 1929 Super Elto Lightweight folding twin. Frank Shimer and John Gustoffsen rounded out the attendance, both are old-time Club members. All of us are very enthusiastic about our Long Island Chapter.



Photos at left: Top, Left to right, Joe Powell, John Enright, John Gustoffsen, Frank Shimer and Vincent Loss. Center is Lillian Enright shown with the 1939 Elto Pal which she restored. At the lower left, Joe Powell's 1915 Koban with about 80 pounds showing.

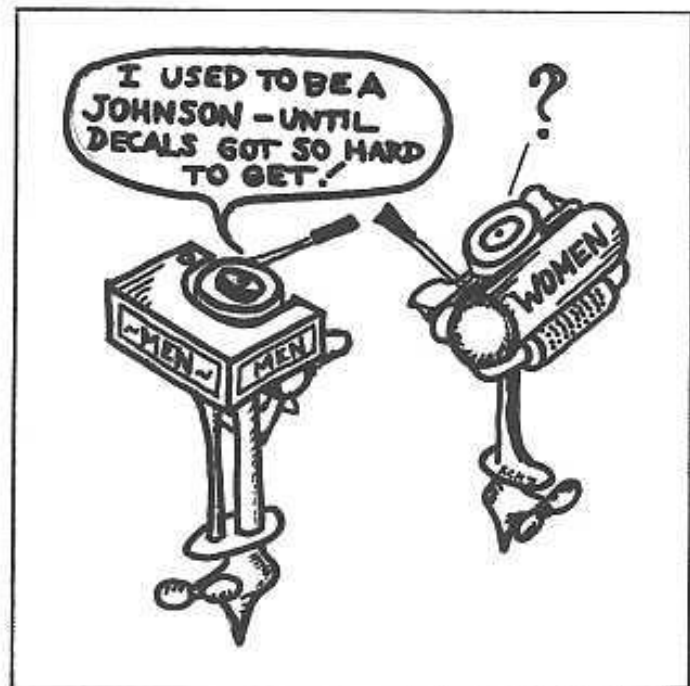


Moving along now to more Chapter business, I have some interesting news in regard to the March Newsletter about Eric Gunderson's Johnson PR-65 and Dave Reinhartsen's Evinrude 4-60. I have an SR-50 and an SR-65. A while back, Eric seemed to beat me to a SR-55, owned by John Harrison - by one day! Well, I am looking forward to East meeting West; I'll run my SR against Eric's PR-65. And now, on to Dave's 4-60. I have something that should show Dave the way home- like a 4-60 built up by Elly Langdon.

My main interest is in the factory racing motors of pre-1942. So! This little bit of news should start you boys out on the West Coast thinking about making plans for a cup or trophy we can race for. Just for fun, of course. For further information about the above challenge or about our new Chapter, please contact me at 10 Worcester Drive, Northport, NY, 11768.

DECALS

SELF STICK CLUB INSIGNIA
 Approx. 3" X 5" Price \$.25 each
 Order from Dick Jones 20505 NW 3rd Ave.
 Miami, Fla. 33169



KNUCKLE BUSTERS NEWS

by Sam Vance

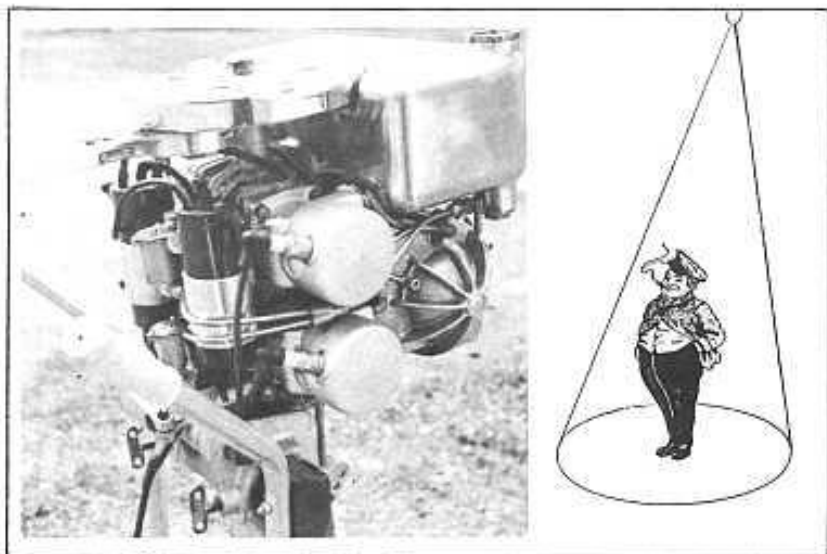
I guess it's high time we let you fellers know what's going on here in the Knuckle Busters' region. The Luces' and the Vances' had planned a weekend together for many months. June 19th was the day, and we invited the Booths from Courtland to join us. Saturday morning, the 19th, we took Tom's newly restored 1928 Elto Quad to the East Side -ney Dam Reservoir. The flywheel sparkled in typical Luce fashion. Tom bumped the fly-wheel to charge both sets of cylinders, set the timer and another bump put us underway in a beautiful cloud of smoke.

We put approximately two hours of running on the grand old Quad and accomplished 16 MPH with my 16 foot Starcraft with Matt, Lynette, Chris, Tom and myself (total of 670 pounds) aboard. After retiring the Quad for a rest with a great smile of satisfaction on Tom's face, we mounted a model 15 Caille on the boat. I had had needle valve trouble prior to going to the lake - the needle would not close against the seat. I lengthened the thread on the valve stem and solved the problem because the Caille fired off on the second pull.

I moved the handle to the reverse position and we backed away from the dock amidst the oohs and aahs from the crowd that had gathered to watch and comment. Far enough away from the dock, I shifted the handle to the forward position and we moved out onto the lake in fine style with the big red tank gleaming in the sun.

Next, we put my 1931 Elto Super C Electric on the boat and hooked up the battery. With the closing of the switches, the motor came to life and again we were underway. Later, Don Booth set-up his newly acquired Indian Silver Arrow on the Starcraft and after a half-dozen pulls, we were off again.

With a successful day's operation behind us, we all returned to Vance Junction and tapered off with supper and some "Blizzards". Tom and I are looking forward to a great race between two 1928 Quads, his and mine, on September 11th, at East Hartford, Conn. Almost forgot! Part of the day, we tried to run a Lockwood Chief. After a few pulls the old war horse came to life, but stopped with a thud almost as fast as it started. I tore the engine down and found that a piston pin retainer had come loose putting a hole in the piston and cracking the front and back of the crankcase. I guess the rod got bent too, but I won't know for sure until I set up and measure it. This will all take time, but I will repair it and one day, the "Ole Chief" will run again.



The spotlight's on Tom Luce for the fine work on his Quad. He's slimmer now than before, but the smile's the same....

Sam

**Wagemaker's
WOLVERINE BOATS**



Get into the Swing!

**BUY A WOLVERINE BOAT
THIS YEAR**

Sensationally new Woodwood skiffs ranging in size from 8' to 14', priced from \$40.00 up. Combination sailboats and super deluxe outboards together with rowboats, fast outboards, dinghies, low priced inboards, and sailboats that are built to sell at a price and still give you years of satisfaction. It is no secret that Wolverine boats are built from the finest selected materials obtainable, built to give you speed, safety, comfort and long life at an extra cost. The swing is definitely to Wolverine boats and wise buyers everywhere are realizing this extra value and demand their quality. If you are interested in better-built boats at lower prices we suggest that you communicate with us at once and we will send you our beautiful new catalog which should be your buyer's guide for 1941. Over 50 models to choose from, canvas or all wood.

**Write Dept. FFG, Wagemaker Company
Grand Rapids, Mich.**



TWIN CITIES CHAPTER NEWS

MINNESOTA

By Ron Johnson, no
relation to Johnson Motors

The Twin Cities Chapter plans to have all its regular monthly meetings "on the water" this summer. In May, we held our meet on Prior Lake right in the teeth of a series of line squalls. Picture taking was no good, but we did do some high class operating in between the showers and wind gusts. Most of the crew showed up too, each with a guest or two and each with a passel of motors. A mighty fine turn out.

There were too many activities to describe individually, but there were some hi-lites, beginning with Les Stevenson's nifty, High Performance, J Model Johnson - all polished and ported and balanced for an extra 500 RPM. To top it off, Les had installed a custom, straight pipe exhaust, also beautifully plated. That little rascal motor almost planed a punkin' seed. Les' next step is a high speed prop. Continued next page.....

Photograph below: Bill Tenney and his famous SR racing rig just before the demonstration. Bill is answering questions and giving some of the boys a few pointers and tips. That SR is seemingly friction-free and yet has enough compression so that turning the engine over by hand is next to impossible. The machine has to be started with the propeller out of the water, after which the boat is pitched forward. Immediately, all hell breaks loose. Les Stevenson is on the left with the British cap and Bill Slice is in front with the plaid coat. Just behind Bill is Glenn Ollila. The Gentleman just to the right of the engine is Frank Warner, noted collector of antique inboard boats and Continental automobiles. Frank picked a PO Johnson out of his trunk and serviced it right on the beach. Although the motor hadn't been run in years, it started on the first pull.





The author and one of his favorite ways to move a boat - an oar!.....



Above, Bill and Dave wrestle a big PO into position. Below, Dave gets Les' hot J Model ready for a run.



Bob Peterson brought and ran a whole stable of motors from 2 HP on up. I guess Robert's most surprising and satisfying run was with his newly restored Martin 200 mounted on Bill Tenney's hydro "Hornet". Although Bob had to steer using the tiller handle, he still made more than 40 MPH!

The Chapter was paid a special visit by Bill Tenney who donned racing coveralls and climbed behind the wheel of his championship SR hydro rig. Bill said he hadn't driven a race rig since 1958 when he retired from racing. Anyway, Bill hadn't forgotten how to make it go and we all got a thrill out of the demonstration. Bill says so did he.

Glenn Ollila, Dave Johnson and Bill Slice also put on a good show. Glenn is a Martin fancier and has a whole raft of fancy Martins- not the least of which is the nice model 100 he brought along. Dave and Bill are performance oriented and both are still strong enough to easily change engines. If one motor doesn't work, they haul it off and hang on another.

In late June, the group met at Island Lake, again in the face of bad weather. Nice all week and blah on the Saturday of the meet. More on this one next time.



Here's a spiffy craft from 1933 with some nice classic inboard type lines incorporated into a outboard runabout. Anybody know what it is? Photo courtesy of Les Stevenson.

ENGINES FOR SALE ?

Parts Too? Use the Classified Ads Section of the AOMCI Newsletter. Write Bob Zipps

DECALS

1911-1928 MODELS A & B EVINRUDE
 Four piece tank Decal Set \$4.50
 Order from R. Brautigam 2316 W 110th St
 Bloomington, Minn 55431

FLORIDA CHAPTER NEWS



By Dick Jones

Well, Florida is still echoing the outboard blast we made at our June 2nd meet on "Lake X" in Opa Locha. We heard later that most folks thought another big rocket had been fired at Cape Kennedy. But, it was just John Harrison, Harold Culp and myself winding out and enjoying ourselves.

I challenged The Ace (John), who throttled up his '46 Thunderbird with 4-60 attached, to run against my Dreadful Dunphy powered by a Speeditwin. I won't tell who won and I made Harold promise not to either. John, of course, was real pleased too with the performance of his just majored Evinrude Big Four with special CD ignition.

By the way, anyone coming to Miami would enjoy meeting Harold Culp. He's a real horse trader when it comes to antiques of all kinds. He's not only an expert when it comes to outboards, but also on steam cars, hot air engines, farm engines, antique motorcycles and Aerocoupe airplanes.

I hate to say it, but John just got another Big Four. He's making it into a short rod pumper model P-550B powerhead-wise, and spent most of last weekend boring out crankcase journal bearings to take the different crankshaft diameters. No doubt he'll soon have another fine running Big Four, making three restored and running. I believe it was Comrade Lenin who once said "No one should have two (or three) Big Fours until everybody else has at least one". I mentioned this to John but he just grinned and went back to work. He's getting quite a museum of racing boats too, from the '30's, '40's and one from 1928. Included are a Jacoby M hydro, Jacoby A, Jacoby B, Neale C class 3-point, Neale conventional F, Jacoby F runabout, Jacoby X and last but not least, his old C racing runabout.

P.S. If it doesn't rain here anymore, we may have to start running our motors in a barrel. All our ducks and alligators will be needing wheels soon.

Editor's note: Some of us in the Twin Cities Chapter had the opportunity to meet Dick Jones and his wife, Jean, during their recent visit to Minneapolis. We spent a most delightful and enjoyable afternoon together - makes one wish there weren't always so many miles between.

JOIN NOW

MEMBERSHIP INFORMATION

Name _____ Date _____

Address _____ Telephone _____

City _____ State _____ Zip _____

Number of pre-1942 motors collected _____

Check the way(s) that you most enjoy Antique Outboarding

- | | |
|--|---|
| <input type="checkbox"/> Collecting motors | <input type="checkbox"/> Running motors |
| <input type="checkbox"/> Restoring motors | <input type="checkbox"/> Collecting information |

Mail this application and \$9.00 to

THE ANTIQUE OUTBOARD MOTOR CLUB
20505 N.W. 3rd Ave.
Miami, Florida 33169

RACING

ALBANY RACE - 1933

These pictures were furnished to The Antique Outboarder magazine by Mr. Les Stevenson, Minneapolis. The identities of the people involved have long since slipped from memory although some of you may recognize a familiar face. However, the engines, boats and other equipment should not be strangers to many antique outboarders. We've all heard names such as Humarock Baby and Century- and many fellows have duplicates of the motors pictured. Notice the rigging, the auxiliary fuel tanks, the drivers' helmets and the decorating of the racing boats. Sort of gives a guy the feeling of the racing past and sets the pace for those interested in recreating the boats and engines of the early days



Upper left, a C Elto on a Humarock Baby hull with battery and fuel storage tank showing. Above, a VR Johnson and Century hull. Left, a spectator muses at a brand new PR Johnson. Lower left, a smiling, kidney-belted driver poses with a PR Johnson and Humarock hull. Below, a helmeted driver has a little trouble "flying away".

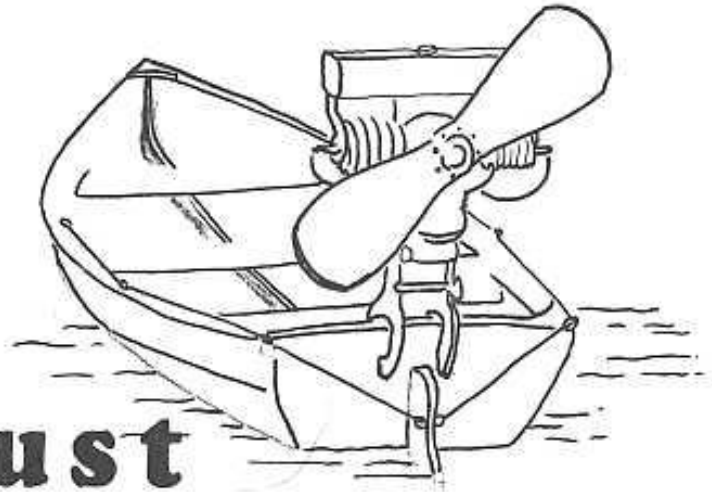
More pictures on page 34.....

The race being conducted was probably a long distance one, requiring extra fuel.



This remarkable device is known to have powered Bob sleds and Ice Boats to speeds of 45 MPH.....

Perfect for the boat that must operate in weedy or shallow water!



Phil Kranz writes about-

The Aerothrust

If there is to be any discussion of unusual outboard motors, the Aerothrust just has to be included, not only because its design is unusual, but also because it is extremely rare. I have heard of only two others besides mine. If anyone else has one, knows of one, or can come up with any literature or information, I would like to hear about it. Please write.

I came across mine as a result of talking to a gentleman at the Thousand Islands International Antique Boat Show where I had boats and motors on display. I arranged to meet with him a couple of weeks later, when he dug up what he could find of it, and we consummated a deal. Unfortunately, some of the parts were missing, and after searching through several old barns, we could not locate them. He figures they may be around somewhere, so they may turn up yet. Missing are the muffler can, propeller cage, ignition system, and the transom bracket set up.

The muffler can be made easily, as can the cage. I believe a twin spark buzz coil, or a pair of model "T" coils could be used to provide the spark to the plugs. The motor is temporarily mounted on an old Evinrude transom bracket, which is not quite high enough. I may be able to get it operating despite the missing parts.

According to Jim Webb, the Aerothrust was built from 1915 to 1925, but Dick Havie's research has failed to find any evidence of production after 1919. Apparently the motor was available with either magneto or spark coil and battery ignition. In 1918, at least, there were two power ranges, a 3 HP, 2½ X 2½, 1500 RPM, 85 pound model, and a 5 HP, 3 X 3½, 1300 RPM, 115 pound model. As far as I can tell, all of their motors were two cylinder, two cycle air cooled. The first year, in 1915, they used a rather fancy curved blade propeller. After that they seemed to have used the laminated, wide blade, stubby propeller as shown on my motor. It has a 32" length with vanes 8½" wide. My prop is in rather bad shape, but should be restorable with some fancy woodwork.

I do not know the exact year of my Aerothrust. The serial number is D2226, and was made by the Aerothrust Engine Co., 213-233 W. Shiller St., Chicago, Ill.

An unusual feature of this motor is that both vaned cylinders and the crankcase are cast in one piece. The only other motor I remember seeing like this is a very early Koban. A large 2 3/4" diameter plug, like a plumbing pipe plug, can be unscrewed from the ends of the cylinders to remove the pistons. Screwed into the ends of these plugs are the Energex P spark plugs. At the back of the engine a much larger plug 4½" diameter can be unscrewed to remove the crankshaft. It appears that the engine is piston ported. On the crankshaft at the front is a timer lever and make and break contact, along with a fitting to take a hand crank. Underneath this is an unidentified brass float type, updraft carburetor.

Continued on page 24



Service Clinic



ELIMINATING CONNECTING ROD SLIDE on WRIST PINS

by Mark Wright

One of the quickest ways to get an otherwise well tuned antique outboard to run better is to reduce friction. Many of these engines have cylinder bores offset from the center of the crankshaft throw. This feature causes the top of the connecting rod to slide up or down on the wrist pin owing to the side thrust placed on the rod from this cylinder/crankshaft placement. As a result, friction builds, RPM is lost, rod bearing, piston and cylinder wear increases, and the engine is mechanically noisier with somewhat rougher running characteristics.

Such a condition is simple to correct with steel spacer washers, slip fitted onto the wrist pin between the piston and connecting rod.

Remove one cylinder at a time. Using a light to look into the opposite cylinder with the rod and piston normally installed, does the end of the connecting rod slide up or down on its wrist pin as you turn the engine by hand? Try this pushing down the flywheel while turning and again while lifting up on the flywheel and turning. This takes into account the crankshaft end play.

Add steel spacer washers of the necessary thickness on the appropriate side of the wrist pin according to your above determinations allowing .015" to .020" extra clearance to allow for heat expansion. As a final check before assembly, make sure you still have this clearance with the crankshaft pulled up or pushed down so no binding will take place due to normal crankshaft end play.

One last item for checking before you button up the works would be to balance the rods, wrist pins, washers, pistons and port timing. Those of you who are familiar with "Balancing Antique Outboard Powerheads" in the July '70 issue of this publication will recognize here is a proper opportunity to fine tune your engine even further.

Should it have been found your rods would slide up or down the wrist pins when testing and washers were needed to correct the condition, you will be pleasantly surprised at the overall improvement in the running of your engine. Balancing, if needed, will put the frosting on the cake.

EARLY REMOTE CONTROL SYSTEMS

by Mark Wright

The earliest outboard motors required the operator to be alongside the engine to start and operate them. Operators soon learned this was not the most comfortable location. Noise and perhaps a passenger or two to interfere with forward vision encouraged the operator to move forward to the next seat, using an oar to work the engine's steering handle.

As far as I know, Elto in 1921 had the first remote control steering, which was a rope you held in your hand which turned the rudder on the engine. By 1926, Elto was affixing small eyes on either side of the spark advance handle so speed could also be controlled further forward in the boat using heavy cord which made another effective contribution toward remote control.

By the late twenties, Caille, Elto, Evinrude, Lockwood and Johnson were producing engines well into the 20 hp area. These engines would produce speeds such that

tiller or steering handle steering was so tender that a masterfully light touch was required to prevent oversteering. At worst, this steering would cause boats to be flipped or throw the operator out of the boat.

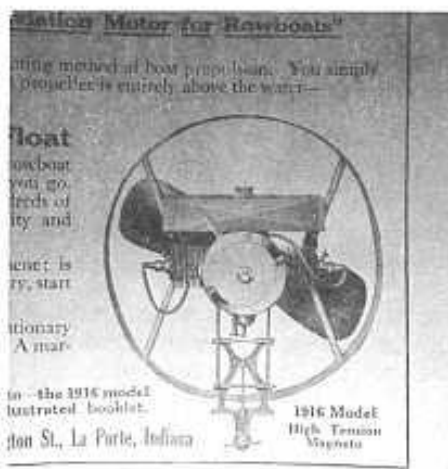
You will note almost any 1929 or later engine from about 7 hp or larger has a bolting place on the muffler or tank to permit installation of a bar across the back of the engine. At the ends of the bar steering rope could be attached. The rope would be installed through pulleys along the sides of the boat to a steering wheel forward in the boat. Leverage was improved; a more favorable steering ratio resulted giving smooth and accurate steering. Throttles on many of the large engines were twist grip like a motorcycle. The ignition shut off button was either on the end of the short engine steering handle or on the engine timer, depending on make.

As speeds rose, hand throttles to control speed or spark timing were moved up by the steering wheel. Ignition switches began to be seen, too, by the steering wheel. This was for fast pleasure and racing boats in the very late twenties and early thirties.

Large engines were remotely controlled almost 100% by 1930 with the advent of electric starting by most of the large engine builders. About the only time one touched the engine while running was to choke when cold or set the carburetor needle when fully warmed up.

Remote Control systems took from 1907 until about 1930 to fully develop. As we have seen, the late twenties provided the reason for the rapid development: A lot more horsepower!

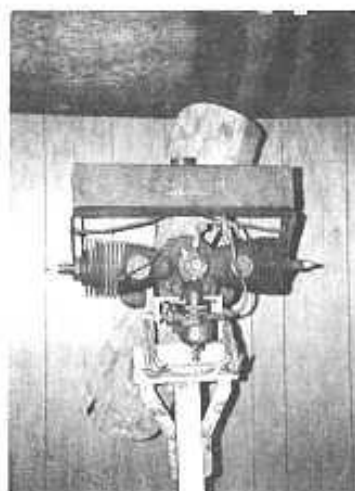
The Aerothrust, continued from page 22 .



Ad from Motor Boating, May, 1916, showing propeller guard and transom bracket.



View of the business end. Muffler goes behind prop, between the exhaust manifolds. Note prop width.



Front view showing my adapted transom mount, carburetor and timer.

If you have access to old boating magazines, the 1915 model is pictured in the May, 1915 Rudder, and an advertisement can be found in May 1916 Motorboating. Now, if I can just find that transom bracket, this should make an interesting restoration.

Phil

THREE STAR PIGEONS

by Charles Woolley

In 1830, the Pigeon Mast and Spar Company was established in East Boston, Massachusetts to manufacture spars for the booming ship building industry in and around Boston. Hollow spars, with their excellent strength to weight ratio, were in great demand and the Company flourished during the heyday of the shipping industry. As sailing ships were replaced by steam, the Company directed their interests toward the yachting fraternity, as well as the flagpole business.

In the late 1920's, William J. Snadecki of Battery Park, Virginia approached Standish and Roy Pigeon who were third generation management, with a patented hull design for a small runabout. The patent related to the manner in which the planking was attached to the ribs forming a unique bottom configuration. Mr. Snadecki felt that a saleable and unusually safe line of boats could be profitably marketed, coinciding with the mounting popularity of the outboard motor. Models were built and the line called "Three Star Outboard Boats" was established. Three basic models were offered for sale: the Torpedo, the Sportsman, and the Ensign.

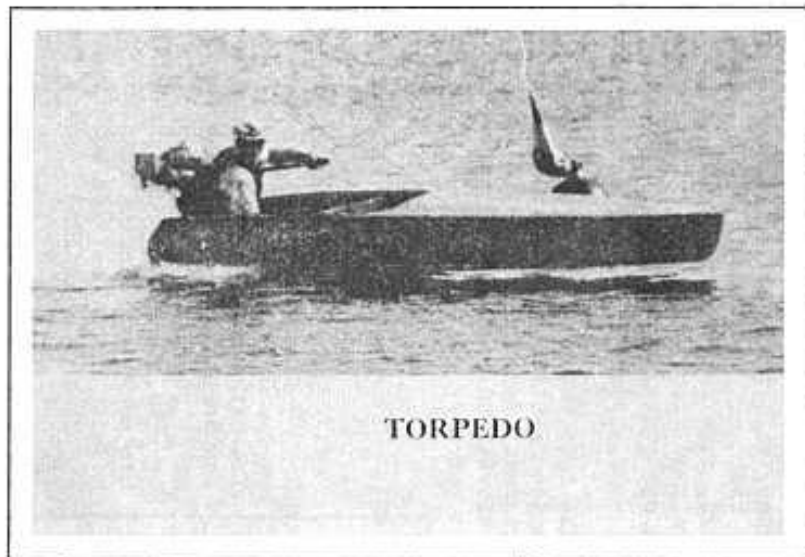
The Torpedo was strictly a racing hull designed for the "C" class motor and was of cedar construction on oak ribs, Douglas Fir keel, mahogany transom, and copper fastenings throughout, 13 feet in length, with a beam of 4 feet 6 inches. It was predicted that this hull, with a class "C" engine, would be capable of 45 miles per hour. The Sportsman, the most popular model, was one foot longer, built of mahogany or cedar and carried up to five people in comfort. This hull was designed for motors class "B" through "E", and was capable of speeds from 20 to 35 mph depending on the engine chosen.

The Ensign was a family outboard with two cockpits carrying up to eight persons. The dimensions were, length 16 feet, beam 5 feet 4 inches, with freeboard of 20 inches at the bow, 27 inches amidships, and 19 inches at the transom. The unusual construction of these boats, particularly in the tumblehome stern, made them virtually impossible to capsize in high speed turns and as a result were most successful in the local racing circuits. Engine failure was the greatest problem confronted by those who entered their Pigeons in racing competition.

Approximately 600 of these boats were built from the late twenties through the early thirties. The majority of the boats were built in the East Boston factory. A few were built in East Greenwich, Rhode Island on Narraganset Bay, but the depression of the thirties took its toll and this operation was shortlived. During the height of manufacturing, three shifts were employed, 24 hours per day.



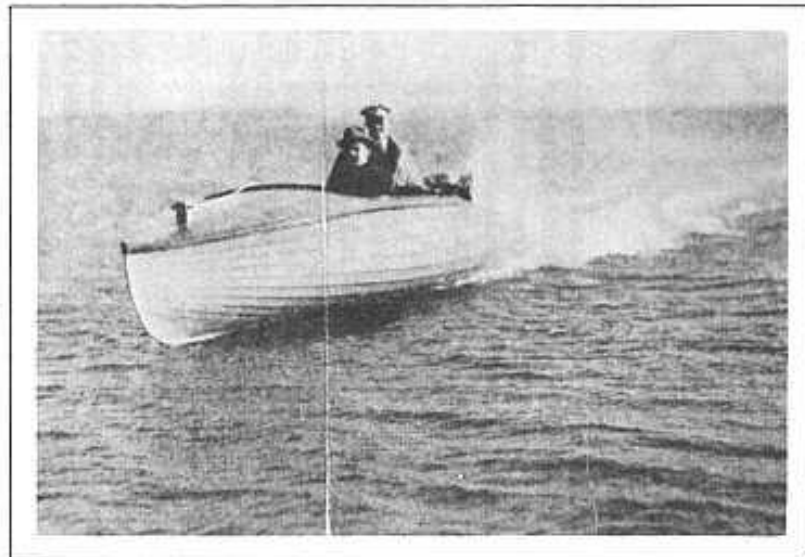
The author has owned 2 pigeon boats and still has one that was restored after being flattened under 14 feet of snow. The 1930 Sportsman at left has narrower planking than earlier models. This boat was unfortunately destroyed in 1956. Sorry about the non-antique Mercury motor, but she would go!



TORPEDO

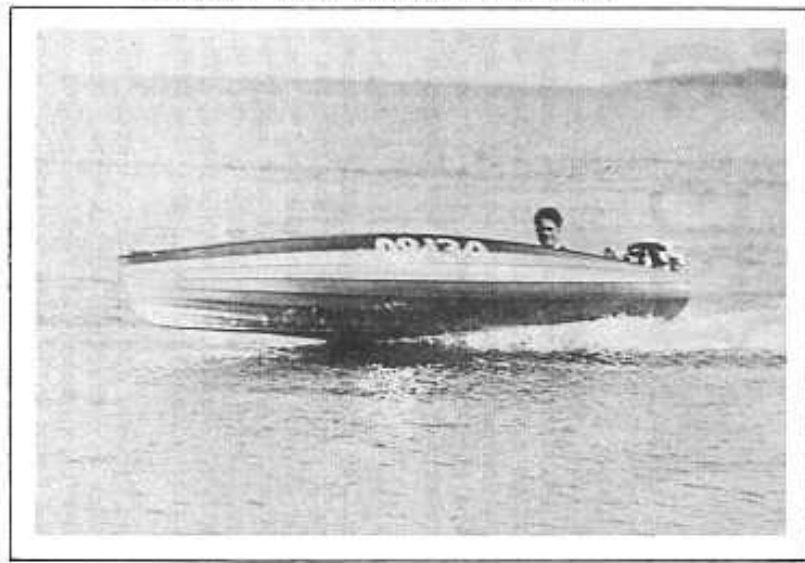
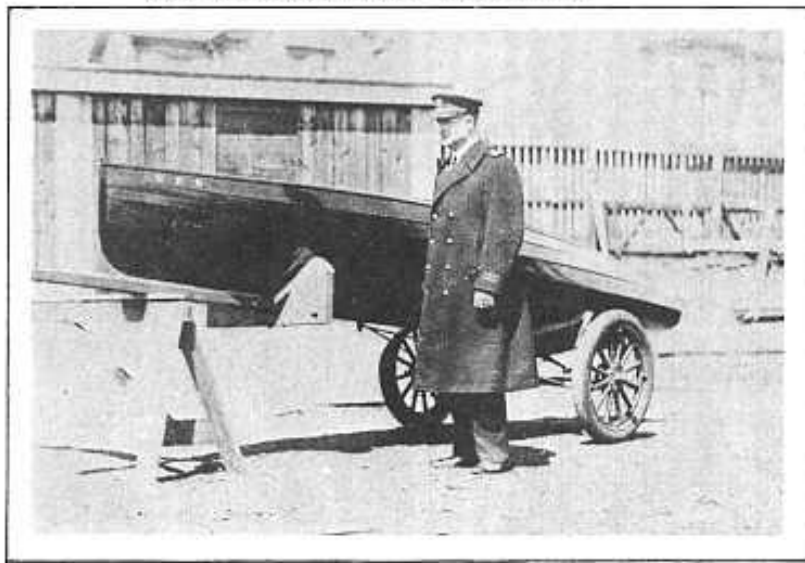
THE TORPEDO 13'

Early Sportsman, '27, natural finish;
Note the three stars on the bow.



THE ENSIGN 16'

Another Sportsman in racing trim, Elto
powered, Boston Harbor about 1930.



Owners of Pigeon boats were remarkably enthusiastic about their performance and one enthusiast took his boat with him on a round the world cruise demonstrating its abilities at each port of call. A popular lake boat, although they had excellent seaworthiness, one can today still hear stories on the New England lakes of the prowess of the Pigeon.

The boats were originally finished bright if made of mahogany, while the cedar boats were painted bright red, yellow, and black. The prices F.O.B. the factory in 1929 were \$295 for the Torpedo, \$385 for the Sportsman, and \$675 for the Ensign. This was for the bare boat, and cushions, steering wheels, and crating were extra. Certainly not a cheap boat even in those days.

World War II brought the Snadecki patents out again as the Pigeon-Snadecki Boat Company submitted a model flying boat hull to the Navy Department Bureau of Aeronautics for trials. This model was given preliminary tests by the NACA during an interval between two high priority tests. This was late in 1944 and the Bureau was to conduct further tests at a later date. The end of hostilities came before anything conclusive came from these trials and the Pigeons returned to spar-making. All thoughts of producing additional boats ended with a tragic fire in July, 1968, which totally destroyed the factory in East Boston, all the blueprints, and molds of these interesting little boats.

The Pigeon Hollow Spar Company still exists today under the direction of Donald Pigeon in new quarters in Quincy, Massachusetts and are still making spars which have graced such famous sailing ships as the Constitution, Constellation, America, Bluenose, Shenandoah, as well as all the restoration work for Mystic Seaport.

A few Pigeon boats still remain, owned by those who appreciate the beauty and workmanship that goes into a wooden boat to say nothing of the sheer pleasure of operating a fast and able runabout, which even though 40 years old, can still keep up with the best of them.

Camp out at Lake Nacimiento, Continued from page 3 .

rear seat adds 5 mph. Noise is fantastic. Salisbury shouts something in ear, can't hear him. Idles well, but won't cool. Slowest speed is 20 mph because of cooling & planing requirements. Just like John Toprahanian said, she runs rough at midspeeds. Dale's PR-65 runs beautifully, but chop forces him to keep speed down. Sounds like it's going very slow.

4:00- Take Dale, Bill for rides with 4-60. All agree that she's fantastic. Can't
5:00 - hear very well.

5:00 - Pull boat, wipe oil from engine, back to camp for dinner. Getting chilly.

6:00 - Getting chillier & a martini doesn't help. Hearing coming back.

7:00 - Zowie, it's cold!

8:00 - Finally eat! Fingers numb from cold.

9:30 - Sleeping bags sure are warm.

Sunday, April 18

7:00 AM - Beautiful day. Eric is on lake - his V-45 woke us up. There's no sound quite like it.

8:00 - Breakfast - start breaking camp.

10:00 - On lake again. Water patrol watching us carefully. Eric, Dale, Bill & I run 4-60 - won all impromptu races.

12:00 - Can't start 4-60, both crankcase gaskets blown. Towed in by Salisbury.

12:30 PM - Lunch - break camp. Salisbury & Reinhartsen 9 year old sons disappear.

3:00 - Boys finally wander back to camp. Head back to L.A. Kids, wife & dogs fall asleep. My legs hurt.

8:00 - Back home, tired, exhausted, but what a weekend!

D. Reinhartsen

JOHNSON LIGHT TWIN 1921 1927 WATER-BUG

BY BOB ZIPPS

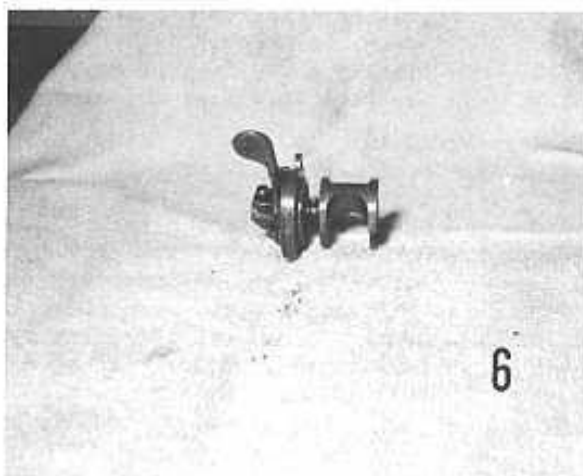
The complete carburetor for the Lightwin is part #2-1. The complete carburetor for the A-35 which is also a model "O", is part #2-32. The A-35 carb is much larger and does not fit the mount on the front of the Lightwin crankcase. A simple way to tell the two carbs apart is by the size of the welsh core plug part #1-75, on the front of the carb body just above the air intake. On the Lightwin carb, the plug is slightly larger than a dime. On the A-35 carb, the plug is slightly larger than a nickel. So if you are ordering a replacement carb from a distant dealer or another be sure to order the proper size.

The Lightwin carb is called a barrel valve type carburetor. It is an extremely simple float type carburetor having the throttle and choke in one rotating valve. The object of the carb is to produce a fuel-air vapor in correct proportions for all operating conditions. To do this, air must pass by the jet shown in figure 5, at the desired velocity to lower the pressure to the right point to obtain the correct ratio. To vary the air velocity, a circular valve as shown in figure 6, is used. This valve is attached to a control lever in order to select the speed. When the control lever is horizontal, the barrel valve is in a position that exposes the entire intake hole which is forward of the valve and the entire throat hole which is aft of the valve. There is a rise on the inner surface of the valve to increase the air velocity and draw gasoline out of the jet. This is the maximum throttle condition. As the control lever in figure 6 is raised, the barrel valve rotates with it and starts to block the carb throat hole as shown in figure 7. The more the control lever is raised, the more the throat hole is blocked, and the more the motor slows down.

THE FUEL SYSTEM - PART II (Conclusion)

The 2-Cylinder, 2 H. P. OUTBOARD MOTOR that WEIGHS ONLY 35 Pounds Complete

As easy to carry as a pair of oars. The whole family can use and enjoy it. Takes apart quickly for packing in handy suit case. Slides under Pullman seat. Requires no batteries. Has built-in Quick Action Magneto, Real Float Feed Carburetor, Spark and Throttle Control, Instant Reverse, Universal Steering and other exclusive features.



Pushing the control lever completely down, totally unblocks the throat hole and partially blocks the intake hole causing a rich fuel mixture. This causes the carb to be choked.

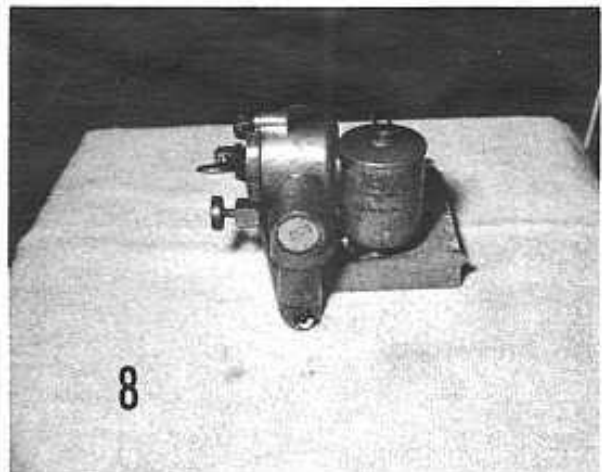
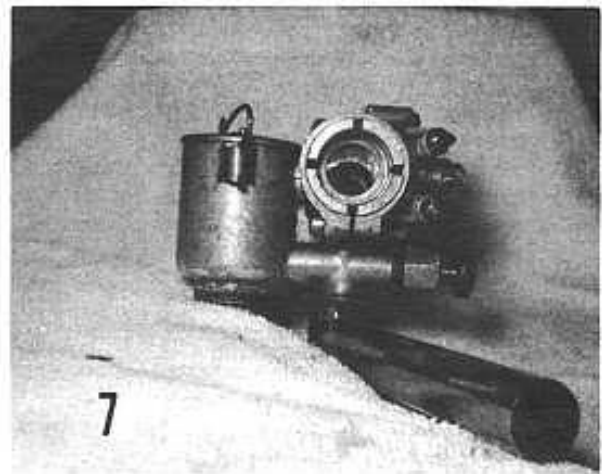
The float bowl ensures correct fuel flow no matter what the level of gas is in the tank. The float type carb is a very good feature and only a few other brands had them previously. My Ferro has a "Kingston" float type carb. Watermans and Sweet also had float type carbs. When the Johnson Lightwin was first put on the market, Evinrude, Kohan, Alto, Lockwood and Caille all had different variations of the mixing valve type carb which are eons behind the Model "O".

The Lightwin carburetors have survived fairly well without damage since they are protected by the steering rail in case the motor fell over or was allowed to jounce around in the trunk of someone's car.

Carburetors were usually damaged by mishandling, especially the large hex nut on the bottom of the float bowl because such a large wrench is required to loosen it. I have seen cases where the entire float bowl was ripped off by someone trying to loosen the large hex nut.

Clean all passages in the carb thoroughly. Replace the packing gasket part #5-175 on the carb clean-out screw located on the bottom of the carb in line with the jet. The gasket is available new. If the float part #4-110 is damaged, it should be replaced and a new one is still available. The float, float pin, needle valve and float bowl cover as shown in Fig 8 are identical to those used on the A-35 in case you want to cannibalize an A-35 carb. Be sure there is packing in the packing nut on the needle valve. You will have to improvise here, and it should be done.

I hope that with this information, you are able to place the fuel system of your motor in first class condition, and in addition, understand the functions of the parts.---- More on the Lightwin in the next issue.



DECALS for JOHNSON

Price: \$8.00

Made from factory
Blueprints

Models

V-45, 65, 70; VR-45, 50 & VE-50

John C. Harrison

1000 N. W. 54th Street

Miami, Florida 33127

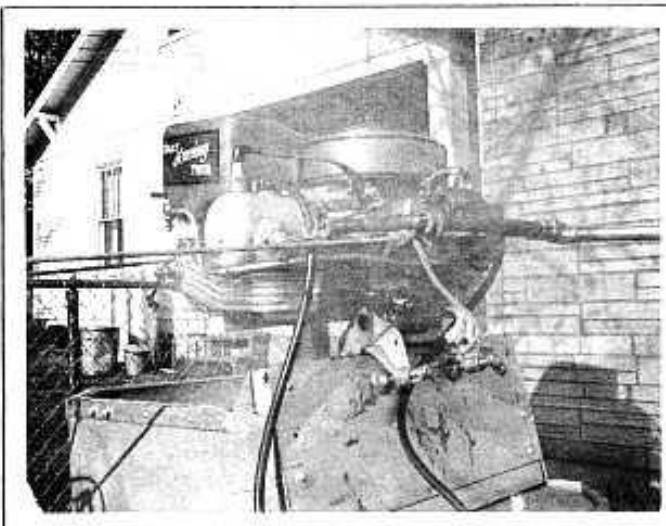
Special Interest Group News

Here's a list of the different Interest Groups intended to help focus on your needs for literature, information, parts and fellowship regarding your favorite motor or subject. Notice that not all of the Groups have leaders - volunteers are needed! Write to the Antique Outboarder magazine publishing office.

Giant Twin - Don Peterson
Lockwood Chief - D. Reinhartsen
Johnson PO - Bill Salisbury
Johnson V Series - J. Harrison
Johnson A Series - Bob Zipps
Antique Boats and equipment

Mercury - Bill Kelly
Unusual and rare motors
Inboards - P.S. Brooke Jr.
Racing engines and souping
Watermans - Dick A. Hawie
Research - Dick A. Hawie

Clarke - Phil Kranz
History - W. J. Webb
Eltos - Sam Vance
Cailles - W. Weidmann
Lockwood - R. Anderson
Martin - Glen Ollila



Giant Twin News- Don Peterson. This past few weeks' most interesting letter comes from Clarence Sitton.

Clarence has his motor running now - and: "It started in the tank after a dozen or so pulls, and ran nice. Had to hold the RPMs down as low as it would run. Also ran an overly rich carb setting to get all the oil in it that I could. Sure made a lot of blue smoke!

I always tie this brute to a tree when I have it in the tank because I have to pull so hard on the rope starter that the motor turns instead of the flywheel. When cranking it in a boat the steering handle hits my leg. This stops the turning".

Clarence says he has his rod problems licked. He says: "I was really fearsome for these old con rods, and after taking one of these monsters apart 5 or 6 times, a man becomes fearsome also - makes one say a lot of new cuss words." Coming next time, some TR-40 race reports from Dick Hawie.

PO Special Interest News

Have you ever started your PO or other engine after several months of laying idle and heard an awful knocking sound? It wasn't there the last time you ran it. I wonder what that is? Gentlemen, again, keep those flywheels tight!

Eric Gunderson has an excellent PO hotrod. In fact, it will push his Swift C hydro at 53 mph! Not bad for an "old motor." Eric let me have the pleasure of running this rig and I saw it with my own eyes, registered on his Keller racing speedometer.

How does he get that much out of a stock PO? Basically it from "blueprinting." Carefull assembly, paying particular attention to little details will produce a fast running engine ususally quite a bit faster than factory stock.

The engine must breathe. Any obstructions in the mixture path are going to hinder the breathing. Therefore, the carb must line up with the intake flange. All casting flash must

be removed from all surfaces along the mixture path, taking care not to remove metal which will change timing specifications of ports or rotary valves.

The bypass ports in the piston skirt and the cylinder wall must be made to line up. Most of the engines I've seen have a lot casting irregularities in this area. "Hogging" these ports out to extreme dimension is of little value since the intake ports generally have a smaller total area than the bypass ports.

The combustion chambers should be smoothed. All the sharp edges should be smoothed and rounded slightly including the top of piston surfaces.

Finally, the combustion chamber volume should be adjusted to 40 cc. per cylinder after determining that the exhaust and intake port timing of each cylinder is exactly the same as compared to the opposite cylinder. Do not be misled here. I am not suggesting that the exhaust and intake ports of the same cylinder should open at the same time!

To measure the volume of the PO cylinder, position the engine so that one cylinder is vertical, spark plug removed, and piston at TDC. Then fill the cylinder to the top of the spark plug hole, with a 50/50 mixture of engine oil and kerosene, from a 50cc burette. You will then be able to determine the volume of that cylinder's combustion chamber. Most factory engines range from 46 to 52 ccs. For every cc in excess of 40 you should remove .010" of metal from that head. So, if you find, for example, that your cylinders measure out 46cc on one side and 48.5 on the other, you would have to remove .060" and .085" respectively. A machinist can do this for you for about \$3 to \$6 per head. After heads have been replaced on engine, check combustion chamber volume again and in theory you should find them equal at 40ccs. However, you will usually find a slight difference due to machining or to the shape of the combustion chambers. Make any final adjustments by hand, using a flat surface such as a piece of plate glass with emery paper over it. Using this method you can get the volume of each combustion chamber to within .1 cc. It is important to have the volumes equal in each cylinder. It will produce a better running engine.

The final secret of Eric's success is that he mounted his PO powerhead on a short driveshaft housing exactly like those used on PR, SR, or VR engines and finished it off with a Hubbell "B" lower unit, which is a very slim, streamlined unit similar in principle to the Merc Quicksilver unit. The use of this short driveshaft housing prohibits the use of the exhaust tube however, the muffler can still be used alone. I recommend that the muffler not be used because it will no longer be water cooled. Eric, to be sure, uses no muffler!

It is interesting to note that Eric gets all this performance from his PO without exceeding 4500 rpm! He uses one pint of outboard oil per gallon of straight pump gasoline.

P. S. I now have new PO tank decals! Price \$5.00 each post paid.
Write: Bill Salisbury
1105 Hunterston Place
Cupertino, California 95014

SMALL INBOARDS REVISITED

By P. S. Brooke, Jr.

The year 1904 saw the announcement of the Thames gasoline marine engine of one cylinder, two cycle design rated at 4 and 6 h.p. depending upon cubic displacement and constructed without connecting rod or wrist pin. This decided variance from the norm was manufactured by the Isham Company, Norwich, Connecticut.

The Rhode Island Motor Company of Providence, Rhode Island offered a line of engines in which the parts were claimed to be "absolutely interchangeable." The maker further boasted that his engines had "no hot pipes or disagreeable odor."

The December 1904 issue of "Rudder" carried a small ad which simply stated "James W. Lathrop, Mystic, Conn. Manufacturer of Marine Gasoline Engines." In this fashion the reader's attention was drawn to the fact that Mr. Lathrop was in the marine engine business, but no details were given. This firm was to flourish for many years and expand into diesels and then cease operations in the post World War II shakeout which saw many familiar name plates disappear. A visitor to Mystic could as late as the fall of 1970 still view the red brick factory of this pioneer in the industry.

The Eclipse Motor Company of Mancelona, Michigan, offered engines to the "progressive boatbuilder" at a discount and claimed that some of the best known builders in the country were busily installing their engines to the exclusion of all others.

A name pops up in the early issues of "Rudder" more readily identified with the early motorist and particularly the Model T Ford fancier than the monkeywrench sailor--A. L. Dyke of St. Louis. Billed as "(Dr.) A. L. Dyke, Specialist in electric ignition troubles," he offered a two hundred page catalog of specialities, presumably for the auto and marine engine. Subsequently Dyke published his "Automobile and Gasoline Encyclopedia" which contained material on marine engines. This publication was revised from time to time and enjoyed wide circulation.

In Hartford, Connecticut, The Gray & Prior Machine Co. was offering at this time the "Hartford" two cycle marine engine in six sizes rated at three to twelve h.p. in both single and double cylinder configuration. The maker stated in its advertising that their engines were "thoroughly guaranteed in every way."

The Yacht, Gas Engine & Launch Co. of Philadelphia stated in their ads "Crown Yacht Engines are Best" and went on to support this sweeping statement by stating they were built for yacht service exclusively along steam engine lines. The Crown yacht tender engine was rated at 2½ h.p. and weighed 75 pounds. Another Philadelphia based concern, E. H. Godshalk & Co., offered the 5 h.p. Giant Motor and claimed that although it was not a racing engine, a 20-foot boat equipped with their product had entered four races held under American Power Boat Association rules and had won all four.

A variation on the gas fueled marine engine was a kerosene engine built by the International Power Vehicle Co. of Stamford, Connecticut and rated at 5 h.p. This manufacturer claimed self-ignition by compression with no batteries and no sparking device. Also at Stamford at this time was located The Stamford Motor Company which offered the "Snecker" one cylinder engine for sale with the name stamped in large letters on the rim of the spoked flywheel. This firm also built launches and yacht tenders.

The performance of some of these early engines was quite remarkable if we can believe accounts published in one of the boating magazines during 1904. A resident of Spring Lake, Michigan, equipped his 21-foot open launch with a 6 h.p. Perkins engine and claimed speeds approaching 14 miles per hour. The engine turned at 1200 revolutions per minute at maximum effort to attain this rate of speed.

Two other names which have become household words appeared in the early boating ads--Buick and Fairbanks-Morse. Buick offered both two and four

cycle single cylinder marine engines and gave a hint of things to come by also offering automobile engines for sale. The scale maker, Fairbanks-Morse, offered marine engines in sizes from 2 to 150 h.p. and specified in their literature that their engines would burn gasoline, oil or kerosene.

Other makes advertised in 1904 were Lozier, Jager, Eagle, Rochester, Lacy, Grand Rapids, Bridgeport, Ardmore, Clark, Lackawanna, Giddings, Royal, Michigan, Keystone, Woverine and Lamb--all of which offered a rather wide range of models in horsepower from 1½ upwards. The theme of the advertising gracing the pages of the various publications devoted to the sport or business of cutting the waves without benefit of oar or sail seemed to be that mechanisms offered were perfected. Little did the average engine buyer realize what was in store for him in the actual operation or attempted operation of these engineering "masterpieces." Some would run fairly well and others would simply fail to start and refuse to run. The literature of the period is replete with accounts of the struggles with coils, spark plugs, mixing valves, etc. which were apparently far from perfected. Engineering and design mistakes that somehow were cast and machined into final form and exchanged for money were plentiful. At this point in time the direction that the true marine engine would take in the matter of cycle was uncertain. Many makers put out both two and four cycle engines in an apparent attempt to hedge their bets and both types had their advocates. Arguments could be mounted on the single issue of simplicity and in those early days one of the rallying cries of the two cycle fans was no doubt "fewer parts and no valves to stick or clatter."

Most readers are familiar with the general conformation of these early two and four cycle engines with their large, heavy cast flywheel, priming cups and grease cups of polished brass and bronze carburetors or mixing valves. It came as quite a surprise to the writer to learn that as late as 1965 engines of this same general design were still being manufactured in Canada by Arcadia Gas Engines, Ltd. This firm began business in 1908 and through their American representative offered one and two cylinder two cycle engines in horsepower ratings of 3 to 20. The literature described them as the kind "grandpa used to make"--"which are still the best combination of simplicity, dependability and low cost." Specifications of the one cylinder read as follows: displacement-50 cubic inches; bore-4 inches; stroke-4 inches; weight-175 pounds; developed horsepower-4; cost \$400 to \$500.

An interesting sidelight of the development of the small inboard marine engine was the manufacture in quantity of small, open launches and yacht tenders sold as a "package" unit complete with the engine. The prices quoted in the 1904-1905 era were as low as \$150 to \$175 f.o.b. the boat works. The hulls were, of course, wood and were in sizes from 14 feet on up. For an outlay of around \$200, one could take to sea and be as independent as a merchant prince in his yacht costing thousands.

The October 1905 issue of "The Motor Boat" carried an ad for Sterling engines made in Buffalo, New York. This brand was offered in sizes from 2½ to 150 h.p. and was destined to become a dominate force in the industry in the ensuing years when production was concentrated on large six cylinder models. Another ad in this issue was for the Erd of Saginaw, Michigan, which for a time specialized in very lightweight, high speed 2 cycle racing engines of three or more cylinders. The specific Erd illustrated in the ad was rated at 2 h.p. and the maker claimed that this engine could push a 21 foot boat at the rate of nine miles per hour over a measured course. The ad further stated that all Erd engines underwent a brake test before leaving the shop and actually developed about 50% more power than their rating.

Business was booming and competition was driving prices down. Palmer advertised that it had over 12,000 engines in use and for only \$35.00, you could purchase the "Little Giant" 1 h.p. engine which was billed as a "Dwarf in Size--Giant in Strength."

If all of these names and claims were confusing, you could place your trust in muscle power and send \$1.00 to "Rudder" for a set of plans on "How to Build a Rowboat."



Up and down, a beautiful, custom Elto Speeditwin. Note oil tank.



Up and down, two more PR's. Top one has drip type oiler.



Up and down, a neat old style 4-60. Boat has transom tails.

34



Below, a Johnson PR on Demon; and a KR Johnson. Note the huge spare tank.



CONTINUED FROM PAGE 21
Down, Looks like a going machine....



Down, The bright lights crowd with the winner's trophy- Elto maybe!



TRADER'S COVE

by R. H. ZIPPS

GENERAL REQUIREMENTS APPLICABLE TO CLASSIFIED ADVERTISING

1. a) Members - Complete AOMCI Form 101 or include: Make, Year, Model, Serial Number, Number of cylinders, runs or not, condition of compression and spark, list parts missing, overall condition, features, prices, state if member.
b) Non-members must complete AOMCI Form 101. Obtain forms from writer.
2. Advertising rates: Members - free except parts and literature for sale type ads. Should be neatly typewritten. Non-members: \$1.00 per 3 line, 1 column ad. Other non-member advertising space is available at \$5.00 per quarter page, \$10.00 per half page, \$20.00 per full page of camera-ready repro ad copy.
3. Closing Dates: All ads must be received not later than the 1st of the month preceding the date of issue.
4. Transactions based on good faith: Deliberate misrepresentation, or violation of the code of business ethics and good sportsmanship, will constitute grounds for refusal of advertising, and may result in disbarment from this club.
5. Warning to purchasers: The AOMCI will accept no responsibility for any unsatisfactory transaction involving articles which either have or have not been described in accordance with the provisions of paragraph one.

CHAMPION: Single Cyl; no info; Paul Olson; W. Peru, Maine	ELTO: Mod 4108; Paul Kesselring; 177 Ridge- mont; Rochester, N.Y.	ELTO: 1925?; West Br. Marine; 6969 St. Rt. #5; Ravenna, Ohio
ELTO: Rudder; Paul Olsen; West Peru, Maine	EVINRUDE: Mod 4371; T. Murray; 794 Van Buren; East Meadow, New York	EVINRUDE: Mod Nk; M. Starr; 919 Birch; Hacine, Wisconsin
EVINRUDE: No info; L. Hazelbaker; R2 Box 154A Milton, Florida	EVINRUDE: no info; K. Ramsey; 460 Canal #12; San Rafael, Calif.	EVINRUDE: Mod 4016; J. Frank; 23100 Nicholas; Euclid, Ohio
EVINRUDE: Mod A; J. Frank; 23100 Nicholas; Euclid, Ohio	EVINRUDE: Mod 4404; J. Frank; 23100 Nicholas; Euclid, Ohio	EVINRUDE: no info; R. Lepp; Smeaton, Sask.; Canada
EVINRUDE: Mod A; A. Peckham; 70 Maple; Middleton, Mass.	EVINRUDE: Mod 4145; L. Gregoire; 3715 2nd NW; Rochester, Minn.	EVINRUDE: 1928; R. Weiss; 5332 W. Leon; Milwaukee, Wisc.
EVINRUDE: Mod 4267; C. Miller; 6137 Brookwood; Flint, Mich.	EVINRUDE: Lightfour; W. Kingston; 225 W. Forest; Brigham City, Utah	EVINRUDE: Mod 4398; M. Norberg; 7712 NW 20th Bethany, Okla.
JOHNSON: Mod A-45; C. Haugen; 2515 4th Ave W; Hibbing, Minn.	JOHNSON: Mod P-30; D. Olson; 2069 Dean; Holt, Michigan	JOHNSON: Mod A-25; F. Hahn; Box 392; Calligon, New York
JOHNSON: Mod A-60; W. Booth; Rt 2, Box 14; Sebring, Florida	JOHNSON: Mod 100; Al's Pro Shop; 652 S Main; Monroe, Ohio	JOHNSON: Mod PO-15; D. Bartholomay; 45 Iron- wood; Rochester, N.Y.
JOHNSON: Mod A; J. Carter; Box 23; Hannibal, Ohio	JOHNSON: 22 HP; C. Knight; Dalton, Wisconsin	JOHNSON: Mod A; T. Bailey; 4631 Finsen; San Diego, Calif.
JOHNSON: Mod J-25; H. Borchers; Rt 1, Box 347; Bemidji, Minnesota	JOHNSON: Mod MS-38; R. Sanner; Macon, Illinois 62544	JOHNSON: Mod A-25; C. Miller; 6137 Brook- wood; Flint, Mich.
JOHNSON: 2 motors; West Br. Marine; 6969 St Rt 5; Ravenna, Ohio	JOHNSON: no info; P. Kesselring; 177 Ridgemont Rochester, New York	FLAMBEAU: Mod 5-46-1; J. Frank; 23100 Nich- olas; Euclid, Ohio
CHAMPION: Mod A; W. Schurk; 3420 Spanish Way Carlsbad, Calif.	SEA BEE: no info; G. Alexandria, Virginia	LAWSON: no info; R. Thill; 514 Peach St. East Dubuque, Ill.
Misc: There will be an auction at the home of member Larry Ward, 2460 Riverside Drive; Beloit, Wisconsin at 2:00 PM, Sunday, July 11, 1971; Included are about 30 motors plus stationary engines.		
JOHNSON: Mod J-25; Ser 16377; single cylinder; 1925; 1.5 HP; Runs good; complete; starts easily and runs good; few dents; Harold A. Borchers; Rt 1, Box 347; Bemidji, Minnesota 56601		

How would you like to extend your antique Outboarding pleasure to another dimension? The answer is simply this. Put a motor in the local Boat Show. You'll meet hundreds and maybe even thousands of people. Just think of the motor leads you can get. At the same time you will be doing the Club a great service and that is: spreading the word about our organization.

Take a look at the Club roster and you'll see that all members were interested in boating before they joined the Club. From this it is easy to see that the new members that we are going to get will also be interested in boating. Where do boaters traditionally congregate? Why at the boat show! And I am pushing for participation by Club members in Boat Shows all over the country.

How do you do it? Easy. Be part of a dealer's exhibit. If he is any kind of a salesman at all he will want his display to stand out from the rest of the exhibitors. The local Johnson Dealer in East Hartford knew I collected motors, so once while I was in his salesroom, he asked me if I wanted to display a motor, I said sure and that was that.

I went home and restored my VR-50 in record time I might add and I was all set for the show. This is the one catch, if you are going to knock'em dead with your motor, its got to be in mint condition. I only brought one motor with me but it did the trick. The dealer was tickled pink. The people flocked to the motor. There was a crowd around it the majority of the time. You can do the same. All you got to do is ask a dealer for display room and restore a motor if you havn't already. You'll be glad you did. I now have four motors scheduled to be in the 1972 Boat Show. Now is not too late to ask your dealer for if he is going to be in the Boat Show at all next year, he will have already rented his floor space. So let's get with it.

Was at the Outboard Races on the Connecticut River at East Hartford on Memorial Day Weekend. On the first day of racing, member Nicky Wyeth was in a collision in a "D" stock Hydro neat. The boat was damaged but the drivers came through without a scratch. On the second day I helped out a patrol boat driver. Ahhhh, you just can't beat watching races from out there. Afterwards, I spotted member John Jensen on shore, and followed Dick Hawie's brother Bob as he scrambled around the circuit.

PARTS FOR SALE: Speedifour- 1 cyl head, 1 complete mag, 1 muffler; Elto '28-'29 11 HP - 1 timer; 4-60- 1 flathead cyl, 2 late style cylinders, 1 mag plate(late style), 1 Vac-turi carburetor, 1 thin flywheel; Super C- 1 flywheel, 1 muffler can; Johnson KD-15- miscellaneous parts. **PARTS WANTED:** For Johnson A-25, muffler can, mag parts, rings; for Elto 310- prop housing, lower unit; for Evinrude 6039 Speeditwin- decals, carburetor; for Johnson PR-40- complete magneto, carburetor, gas tank; for Johnson 10-15- spark plug covers; for Evinrude model 4156 (2.5 HP)- gas tank; for Elto 1922 Lightwin- gas tank; for Evinrude single (rowboat motor)- 1912 carburetor, cylinder and misc. parts (would consider parts motor); for Galle Commodore 12 HP model 32- carburetor. **MOTORS WANTED:** Elto model 309, Evinrude 1928 or '29 Speeditwin; Fageol- any!; Elto 1928, '29, '30, '31, '32, '33 Big Quad; Evinrude 4-cycle twin. **LITERATURE WANTED:** Motor Boat, 1904-; Motor Boating, any to 1928; Rudder to 1907. **LITERATURE FOR SALE:** Rudder 1932-33. Don Peterson 2884 S.E. Francis, Portland, Oregon, 97202.

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A cordial welcome is extended to all newcomers. Other members are encouraged to make contact either by writing or visiting. Let's show these new members how to really participate in the Club activities such as Meets, Chapters and Special Interest Groups.

SPECIAL NOTICE

Since its beginning, AOMCI has included a Club function called "motor Registration". As of now there are between 3000 and 4000 motors in the hands of Club Members, too many for accurate record keeping, particularly when a good deal of motor trading and selling helps complicate the situation. As a result, the usefulness of the function is in question. Write the Editor of the Magazine if you feel this activity should stay.

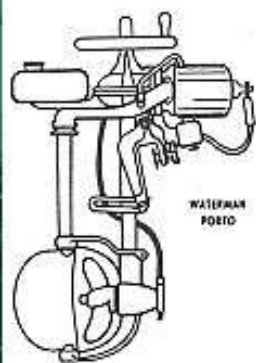
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AOMCI 6TH YEAR