

# *The* **ANTIQUÉ OUTBOARDER**

**The Pioneering Authority**



**July**

**1974**

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 from Jim Nixon, 4781 Fifth Avenue, Youngstown, Ohio 44505, U.S.A.

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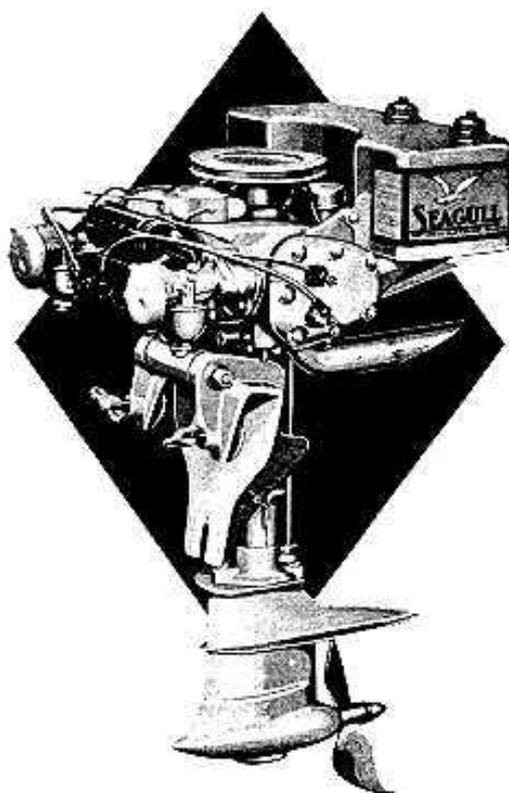
# INTRODUCING THE "SEA GULL 29"

A CLASS "C"  
**Four Cycle—Two Cylinder  
Outboard Motor**  
RACING MODEL

Underwater Silencing  
Twin Ignition  
Alternate Firing  
Ball and Roller Bearing  
Construction Thruout  
Aluminum Pistons  
No Mixing of Oil and Gas  
Full Tilting  
Absolute Control

**(Dealers Write)**

Fulfills  
Every  
Requirement



**WEIGHT—75 Pounds**  
**SAVES—80% on OIL and 40% on GAS**  
(by actual test)

SMOOTH — SILENT — EFFICIENT

**The "SEA GULL 29"**

MANUFACTURED BY THE

**CROSS GEAR & ENGINE COMPANY—DETROIT**

3260 Bellevue Ave.

(Building Motors Since 1898)

#### A NOTE OF SADNESS . . .

With great regret, Jim Webb reports that the family of Leonid E. Tregubenko of Leningrad Centre, U.S.S.R. has advised him that Mr. Tregubenko died suddenly on February 10. Mr. Tregubenko slipped and fell on an icy sidewalk in December and broke his leg. Apparently the break was severe, as an operation was required. Inflammation set in and death resulted.

AOMC members will recall that Mr. Tregubenko was responsible for the fine story on Russian outboards which appeared in the January, 1974 issue of The Antique Outboarder. The Russian boating world lost a brilliant supporter.

#### THE TREASURER REPORTS!!

Dear Fellow Members: Your response in sending in checks in payment for the Parts Manual has been most gratifying and there have been enough of them so that answering each letter individually is simply impractical when we have no professional staff.

As Treasurer I want to thank each and every one of you who has sent in a check; and I urge those of you who have not to join the group in bolstering our treasury. Inflation is taking its toll on the club treasury, as it is everything else, and these contributions at least put off the day when we are going to have to raise dues.

Again, thanks to all of you for your contributions. Sincerely, John C. Harrison

#### WE'RE A LITTLE RED-FACED, JIM, BUT OUR THANKS AGAIN FOR YOUR MUCH-APPRECIATED GENEROSITY . . .

Dear Bob: Many, many thanks for the AOMCI Manual of Parts Sources. Even though Evinrude did print the manual, it is our privilege to send you a check in the amount of \$3.50 to help the Club. We certainly are appreciative of the fine work its officers are doing, as well as what the Club represents. Sincerely, James H. Jost, Public Relations Manager, Evinrude Motors

#### ANDERSON PENTA MARINE . . .

Gentlemen: In the January 1974 issue of The Antique Outboarder you showed a copy of our ad for the U-22 "Old Timer,"

The "Old Timer" is still going strong. The big market for these is South America, Africa, and the Far East. Interest in the U. S. is indicated by the hundreds of requests for information as a result of our ad in the National Fisherman.

In addition to some of current production, we have one which was made in 1926. Tony Caglioni tells us that he found one marked B-21, which would put it in the early '30's. We are looking forward to seeing it.

Volvo Penta (started as the AB Archimedes) has a history starting about 1907. A resume of this will be submitted if you think this would be of general interest.

In your next issue of "Parts Sources" put us in for parts for Penta, Archimedes, and Crescent outboards. Yours truly, N. P. Anderson

continued on page 4

# Swedish Outboard Motor Is Noted for Its Durability

ASBURY PARK — Few boat show visitors poking through the booths and displays on the Convention Hall promenade fail to stop and look at a gleaming outboard that appears to have been built out of a half dozen solid brass student lamps and equal parts of a Model A Ford and a 1928 washing machine.

The motor is a 1923 Swedish Archimedes-Penta. It still runs and at the local show serves as bait for the display of Anderson Penta Marine of Ship Bottom.

Once the visitor inquires about the old timer's durability he's mentioned Archimedes-Penta's strongest point, whether in the early 1900s or in 1973.

"They don't build outboards to throw away in a few years," said Norman P. Anderson, owner of Anderson Penta Marine.

"These are outboards you can work on yourself, too," he said, indicating the relatively uncluttered appearance under the shroud, easily accessible carburetor, plugs, etc.

Price-wise, the Swedish outboards are about the same as the U.S. motors and they offer approximately the same performance.

The line includes 12 models from 60 horse to four. All are painted dark blue with white trim except the U22 "Oldtimer" which so closely resembles the original it appears to be of the same class.

Actually, the U22 is retained in the line because of its worth in the difficult spots in the world. In many areas it is still regarded as the only "outboard."

Anderson said it takes muddy waterways in its stride, an oil-gas mixture that is "close" is good enough and it takes over when the going gets too hard for other motors.

In talking with Anderson you get the impression the other models won't shy away from work. He uses a five-horse model around the marina, himself.

"When we've got a yacht to bring around we don't bother trying to get its motor started. We haul it with the five-horse on an old outboard hull," he said.

Besides the regular features found on current outboards, the Archimedes-Penta has an integral generator that supports a 12-volt lighting system in the 14-horse-and-up models. Below that it's six-volt.

In addition, the 14 and 25-horse models have built-in bilge pumps.

Speed? An outboard record of 93 miles an hour was set with a souped-up version of the Archimedes-Penta.

"Parts? They're no problem," said Anderson. "The motors are only just being introduced in this country (he's had them two years) and they're catching on fast. We've got a good inventory of parts and other dealers have or will have the same."

World-wide, Archimedes-Penta claims it has the most comprehensive service network existing. They claim experts and spare parts are obtainable in practically any country you'll visit.

"I'm sold on them," Anderson said. "They have good performance, are reliable and economical to use and they'll last."

This Is a Reprint From the

## ASBURY PARK EVENING PRESS

Established 1879 as THE SHORE PRESS — J. Lyle Kinmonth, Editor, 1895-1945

WAYNE D. McMURRAY, Editor

ERNEST W. LASS, Publisher

continued on page 44

# FLORIDA PANhandle

by Michael Gresh

Here is some news about our Panhandle Chapter: Last Monday the 4th we had a swap/talk meet; Charles Hansen came over from Jacksonville and myself (Michael Gresh) came over from Pensacola and we met at John C. Renfro's place, Panama City.

Lots happened and more is to come. John C. and Charles told stories of their racing days and added a lot of history of boats and motors in also. Wish I would have had a tape recorder cause it was great.

Charles brought over some parts to trade with John C. and offered some good ideas on machine work; he sure is a wizard in that area.

John C. is making head way on his parts business; he plans to open a place and stock both old and new motor parts plus have a display of old kickers. We hope this will get more interest from the people up our way, and help the club grow.

Charles and I talked about making some oil/start decals for the P.O. motor and wonder if many people are interested; please let Charles know.

Finally, we talked of a water meet in the spring and getting more interest in the club.

I've enclosed a couple of snapshots of us at dinner; hope they are not too dark. #1, from r. to l., John C. Renfro, Mike Gresh, Charles Hansen; #2, r. to l., John C. Renfro, Charles Hansen, Mike Gresh.

I'm in the process of moving and taking a new job that will allow me to travel more so I'll be seeing more members throughout the state and east coast. I sure am looking forward to that!

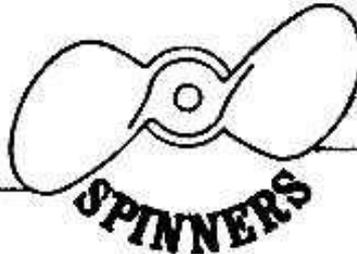
Hope all is well with you and that some day we might all get together! Take care and Thanks. . . .



**MID-  
AMERICA**



**PROP**



**M.A.P.S.**

Ron Ellis

The M.A.P.S. Chapter held its mid-winter meet and parts swap at the home of Ron Ellis on February 23, 1974. While there may be an energy shortage, none could be noted in any area of interest connected with old outboard motors. The cool weather discouraged any thought of trying out some of Ron's mint-conditioned motors in the lake. It didn't slow down the flywheel rockers and prop twisters one bit.

One of the major items of interest was the new trailer that Ron has built to transport his hydroplanes and motors to the meets this season. Those of you who see it will agree that Ron did himself proud building it.

Walt Ellis and Casey West were seen doing some real "Yankee Trader" dealing and we hope that both got the best of the deal.

Clarence Sitton has slighted his restoring this winter as he is building a home for his daughter in his free time. He entertained the members with some slides taken during the Missouri, Mississippi flooding last year when he used a navy surplus pumper to pump out several basements. He ran the pumper for many hours with no problems whatever.

Due to the distance involved, Gene Yonkers didn't make the meet although he phoned in and hopes that he can attend the next one. Sure hope so, Gene, as we missed you and your pretty wife.

It seems there's a rumor floating around these Ozark mountains that a here-to-for unknown hydroplane driver has handed out a challenge to Ron Ellis and son that they had better get their rigs out of his way or he will blast them off the lake. This writer suggests that anyone interested keep watching these pages to see the outcome of this confrontation.

T. M. West

# Antique Called Back To Work

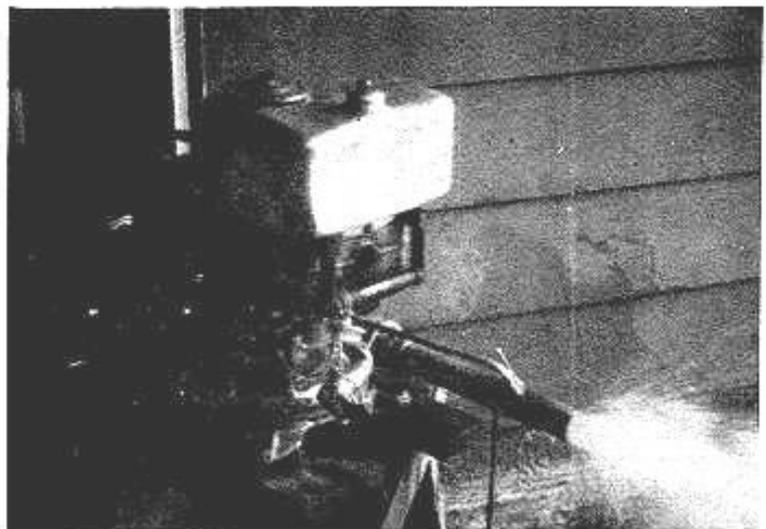
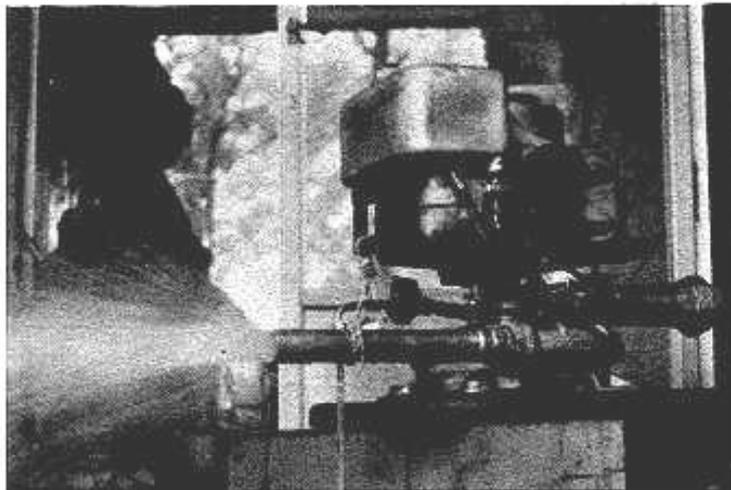
by Clarence Sitton

Photos were taken while pumping out my daughter's basement.

The Evinrude Hipressure Pumper Model 932 used a Lightfour powerhead. The bore is  $1 \frac{3}{4}$ , stroke  $1 \frac{35}{64}$ , HP 9.7. While turning only 2400 RPM, it moves 154 gallons per minute at 30 pounds pressure.

This is a lightweight pump designed for forest fire fighting. It must have put out a lot of fires,

Thanks to Jim Webb for the above information.



# MIDWEST CHAPTER NEWS

by Richard Choyce



## Midwest Chapter

714 Bluff St. - Waukegan, Ill.

by Richard Choyce

The Midwest Chapter Meet was held June 2. There were no planned events or activities; it was an afternoon of just coming out and running your favorite engine.

Bill Rose brought the most with the most unusual: his 1915 Aerothrust and a little Johnson Iron Horse auxiliary engine. Jim Cason brought out his 1932 Cross Sea Gull and made a few high-speed runs around the lake. Joining him were Jere Sairs with his 1928 Elto Quad and Jim Ross and his 1927 Elto Speedster.

Warner Turner and I had a little motor trouble. My K-45 would start in the test tank, but not on the lake. I guess it's allergic to lake water.

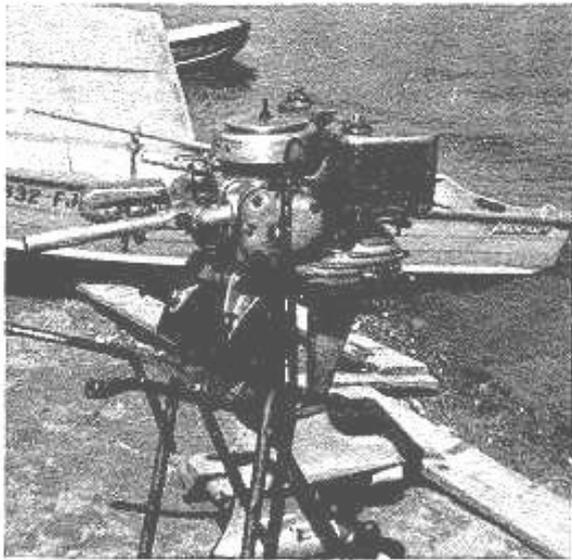
Later in the afternoon we held a meeting. Our next Meet, which had been scheduled for August 18, was changed to Sunday, September 15. Everyone in the Midwest Chapter come on out and support your Chapter.



Bob Davis' 1928 Lockwood Ace (left) and Jere Sairs' polished 1928 Elto Quad.



Bill Rose's 1915 Aerothrust, along with an Elto Cub, an Evinrude A, and a Bendix Air Cooled.



A closer look at Jim's Cross.



Jim Cason and Frank Schlachter (left) coming in after a run with Jim's 1932 Cross Sea Gull.

## VALLEY

Rowboats, Hydroplanes, Runabouts and Cruisers can be secured on short notice. We have the boats illustrated in stock. Design, workmanship and materials are all responsible for the marked success of VALLEY boats.



14 and 16 ft. Hydroplane Rowboats for Outboard Motors. The finest boats ever designed and built for this purpose.

## Valley Boat Co.

Hess Street  
Saginaw, Mich.  
U. S. A.



Design No. 1915. 21' x 8' Mahogany Runabout. 21 miles with 20 H.P. Motor. Handsome, strong and seaworthy.

1914

# No Pollution Worries for Sponsors

\* Reprinted from Propeller, August 1973

By Joe Swift  
Member, APBA Public Relations Com.

Race sponsors can plan their events with assurance that outboards will not damage the water quality or natural ecosystems of lakes, rivers, and fresh water areas. This is the conclusion of scientists conducting a \$600,000 research study lasting nearly three years.

The study, funded by the U. S. Environmental Protection Agency (EPA) and the Marine Exhaust Research Council, will be concluded in November 1973. Current results are based on progress to date.

Teams of research engineers from the University of Michigan and Environmental Control Technology, Ann Arbor, worked with a Florida team from Environmental Engineering of Gainesville. Warm and cold climate lakes were stressed with more than a decade of normal boating use based on the amount of fuel burned. Study specifications were dictated by EPA, and the work was supervised by government engineers.

Engines with crankcase drains and newer engines of the drainless type were operated on leaded and unleaded fuel at a rate more than three times the "saturation level" of actual boating activity. Dredging of sediment samples from lake bottoms and water samples were constantly analyzed for any changes in marine life or chemical composition.

Scientists point out that there has been no evidence of acute or long-term damage to water quality, plants or animal life and no change in the taste of young or mature fish. Aquatic plants and algae followed the same seasonal growth patterns in stressed lakes as in lakes never subjected to emissions. The biological communities, including microscopic zoo-plankton, periphyton and such popular fish food as caddisflies and mayflies all showed no ill effects, according to technicians.

This should be good news for race sponsors who may have been faced with resistance to regattas because of unfounded fears of damage to local aquatic environments. Supporting information and releases are available from the Boating Industry Association, Marine Exhaust Research Council, 401 North Michigan Avenue, Chicago, Illinois 60611.

# Northwest Chapter News

Ron Duckworth

After a void of a couple of years the Northwest Chapter had a "dry" meet on Feb. 10, 1974. All the credit goes to Marvin Sperring, his brother Bob, and their most accommodating wives. The get-together was held at Marv's home on Lake Tappa near Sumner, Wa. and was organized by Marv and Bob.

The plans were for the meet to be a "dry" meet in view of the very extensive rain and windstorms we have been experiencing the past four months. None of us could remember the day we last saw the sun, but lo and behold, it made an appearance for most of the day; it was beautiful!

Not everyone came prepared to crank one up, but Bill Smith put his 1941 Elto Pal on Marv's 8 ft. pram. The motor had not been run in about 4 years, but after some coaxing Bill made some "hot laps"? Don't laugh! Bill used this 1.1 HP motor to move boats up to 25 ft. around his former marina.

Bill Kelly ran his 1934 Evinrude Lightwin on the pram, but had some problems keeping it on the high speed end. The motor was not restored, but was in nice condition.

Members present and motors showed included:

Syd Westrom, Olympia, Wa.

Beautifully restored Johnson 100 and a British Anzani, year unknown.

Bill Seibel, Seattle, Wa.

1905-1909 Waterman and an unusual longshaft Clarke Troller.

Bill Kelly, Kirkland, Wa.

1934 Evinrude Lightwin.

Bill Smith, Tacoma, Wa.

1926 Clarke Troller with variable pitch prop.

1922 Johnson Water Bug.

1926 Elto Ruddertwin.

1941 Elto Pal.

1929 Seaking 1 HP.

1930 OMC Foldlight.

1938 Bendix Single.

Dudley Davidson, Lynnwood, Wa.

1907-09 Walnut.

Tom Albertine, Seattle, Wa.

1941 Evinrude Lightfour.

Bob Sperring, Bannockburn, Wa.

Beautiful OMC Foldlight.

1925 Rowboat Motor.

1926 Sportwin.

1929 Elto Super Lightweight.

Marv Sperring, Sumner, Wa.

His collection including 1929 Lockwood Ace.

1947 Speedifour & 1949 Speeditwin.

Ron Duckworth, Burlington, Wa.

1940 Johnson KSL-15, Johnson Model 100.



Front Row, L to R: Marv Sperring, Scott Malone, Bob Sperring. Back Row, L to R: Mahlon Lamoreaux, Dave Manley, Bill Seibel, Bill Kelly, Frank Schwartz, Bill Smith, Dudley Davidson, Ron Duckworth, Gary Blendheim, Tom Albertine, P. S. Brooke, Syd Westrom.

Members attending were new member Dave Manley, Kirkland; Gary Blendheim, Seattle; Mahlon Lamoureux of Shaw Island; Frank Schwartz, Tacoma. Last, but not least, your AOMCI Inboard Editor, P. S. Brooke, Jr., who drove over from Spokane in spite of uncertain weather in the mountain pass and the gas shortage.

Plans were made to have a Water Meet this summer, time and place to be announced at a later date. All you Northwest members drop a line to Marv Sperring at Route #3, Box 1066, Sumner, Washington 98390, and express your interest - we can have a fine meet with all N.W. Members attending.



Bill Smith and his 1941 Elto Pal.



Bill Kelly and his 1934 Evinrude Light Twin.



Bill Seibel and Waterman with Dudley Davidson's Walnut in foreground. Bill Smith and Gary Blendheim to the right.



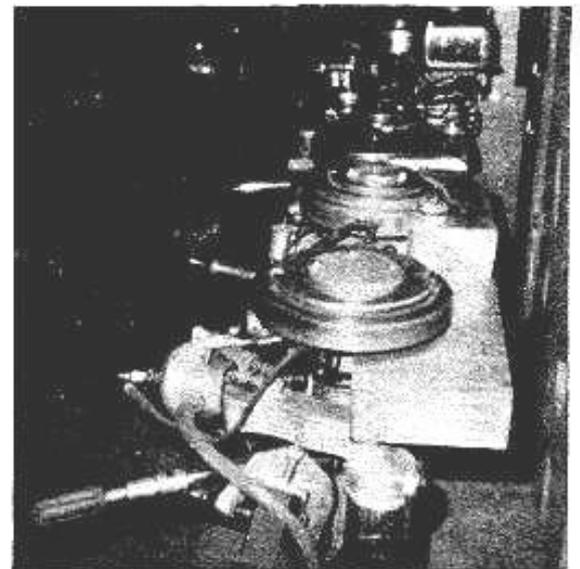
Scott Malone with Bill Smith's Elto Pal, Mahlon Lamoreaux and Longshaft Clarke and Bill Seibel with Waterman and Walnut on right. Note shaft extension just below carb chamber.



Bill Kelly and 1934 Light Twin.



Bill Smith with Ron Duckworth keeping him from "roping" his way across Lake Topps!



Several motors on display at the meet.

# COLLECTOR'S GALLERY

## Riley

by Don Peterson

Clarence Sitton is the owner of the first Riley registered by the AOMCI. It is considered to be in the rarest category, though the date does not suggest that it is an antique. Registration information is as follows:

1954-56 Riley  
HP: 85  
Serial Number: 8001  
Manufactured by:  
George Riley Company  
Los Angeles, California

Clarence tells us a little bit about his Riley:

"The motor is a 5-cylinder radial, 4-cycle, flat head engine. The crankcase is a dry sump. I have no idea what the bore and stroke are, though I'm told it used large Harley-Davidson pistons, rod bearings, etc.

"The electrical parts, coil, starter, and generator are Lucas, made in England. The weight is about 2 1/2 speedifours (estimated). Except for the wiring, the motor is in running condition, and was being used every week up until its retirement.

"The Riley is a very large motor. The motor stand is 38 inches high, and the skeg dragged until I put an extra 3/4 inch block under it. It measures 23 inches across the heads, and the cover is 24 inches from front to back. The top of the flywheel is 15 inches above the transom clamp. The overall height is 55 inches from the bottom of the skeg to the top of the fiberglass cover."

You're looking down at a 12 1/2" dia. flywheel. Distributor is under flywheel, right side. Ignition is a 12 volt battery. Coil is on lower right. Starter is next (tooth driven belt). Turn key starting switch is in center. On the left is the lower generator (V belt driven). Those aren't all wires; some are oil lines. Note 1 plug at bottom by toggle switch, 2 visible on left above generator, 1 at back above coil. Skinny casting under flywheel is intake manifold. Tank on left is oil supply.



Face to face with the monster. Oil tank is on upper left. Oil pressure gauge is on left and ammeter on right. Generator shows on left, starter on right (angled down). Two hoses on left are hydraulic lines; the others are electric cables. Fishing motor on right is speedifour.



Note black pipe at left of carb. That's the beginning of the exhaust manifold, which makes about 320 degrees to end at the right side of the carb. Note skinny part in front of exhaust down pipe. That's a hydraulic cylinder which connects with small horizontal arm above it. Single lever control is on floor by skeg.

Special note: Motors Registration will send one free registration decal for any motor registered that is in the very rare classification and which was purchased in 1974. Clarence Sitton certainly deserves his.

# Gentleman Jim Cason reports from\*

## OUTBOARDS UNLIMITED



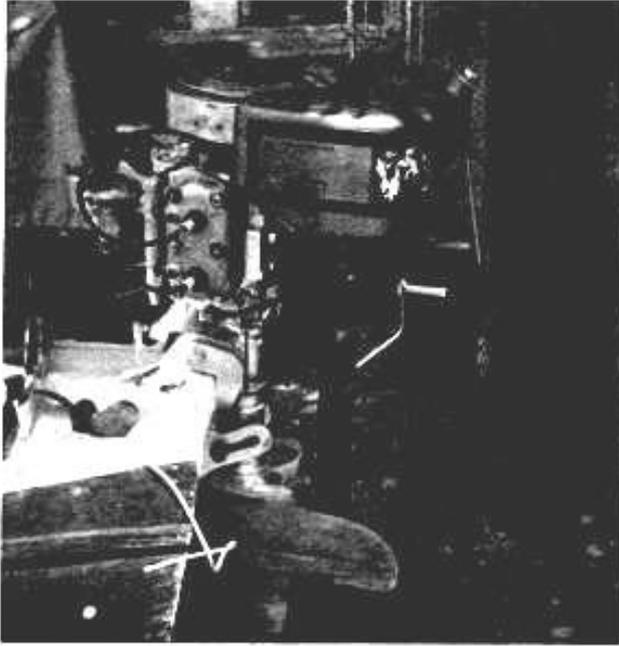
Jim Cason, Johnson PR-50 motor.



Jere Sairs (left) and Jim Ross. Motors are a '28 Quad and an Elto Speedster.



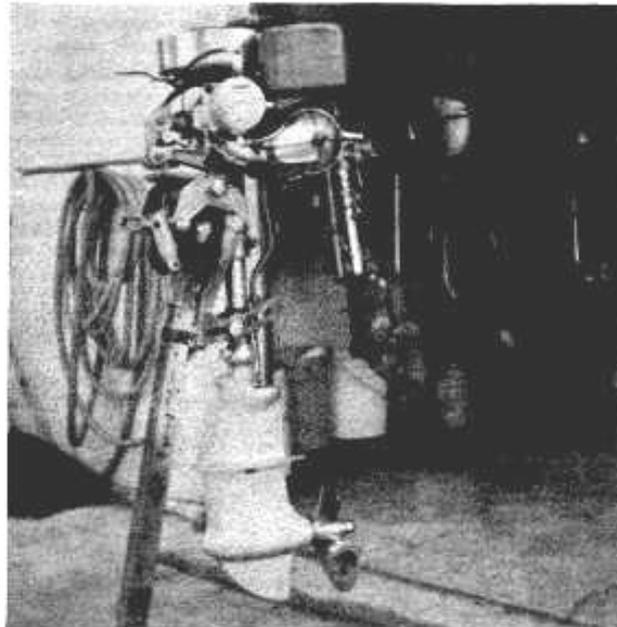
Bill Rose's 1917 Evinrude, Acrothrust, and Cub motors.



Jim's Johnson VR.



Early Johnson PR on utility hull.



Bob Davis' very nice Lockwood Ace.

The photo below shows Paolo Mora (who died in 1968 of stomach cancer) driving in an international race in the 1955 European Championships with the Eldridge X Class engine which is now in my shop. The actual boat in the picture apparently no longer exists, but I am dickering for a similar one of slightly later model, and, as a matter of fact, have met their reasonable offer for this boat, but have heard nothing more from them. It is quite possible, I guess, that with the political shakeup in Italy and the monetary problems the mails have also been shaken up, so I am writing them again. I have asked Nicola Mora, the son, who I would guess is approximately 32ish and who is also interested in racing, to send me more details of his father's racing career.

- John C. Harrison



# the Cross Seagull

by Jim Cason

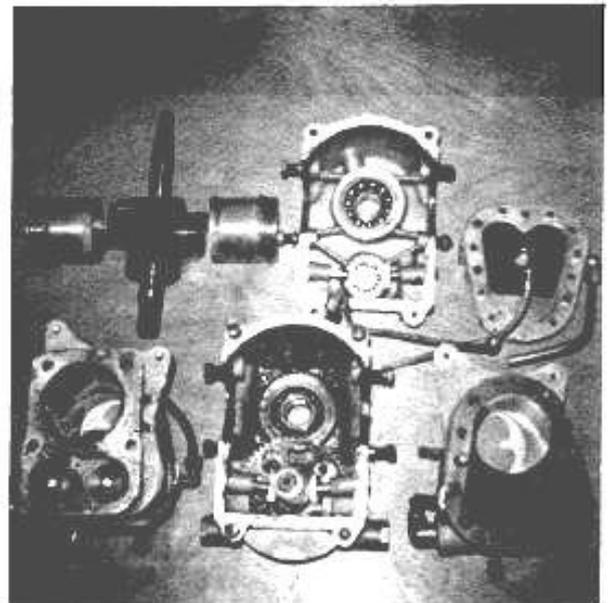
The Cross Seagull, lesser-known "younger brother" of the legendary Radial, is quite an engine in its own right. Introduced in 1931, it was gone from the market by 1934, a victim of the Great Depression, and, in my opinion, over-engineering. A four-cycle, alternate-firing, opposed twin, it was unique in its time, and remains so today. The quality built into this engine surpasses that of any marque of the period, when quality was the byword.

My particular engine was acquired on a trade with fellow Club member Ray Hatton of Lake Villa, Illinois, who had purchased it the week before through an ad in the local paper. When I first examined it, I was pretty pessimistic. It was filthy, the muffler was removed, the carburetor was smashed, and it had no compression at all.

After checking the spark and finding that to be OK, I decided to rip into it and at least clean it up. Upon pulling one cylinder head, I was surprised to find that someone had been inside recently. The letters "R" and "L" had been scratched on the tops of the pistons, and were still perfectly legible. Upon turning the flywheel, I noticed that the intake valve opened on the upstroke, and the exhaust on the down. With my usual astuteness, I said to myself, "This don't seem quite kosher," so I proceeded to completely disassemble the powerhead. As I had figured, the cam was 180° out of time, but more surprises were in store for me. Whoever had last worked on the engine had installed all new bearings and rings, timed the cam wrong, obviously gotten disgusted and abandoned it. So even though it was filthy on the outside, it was brand-new inside.



Complete powerhead of the Seagull, with intake manifold and original Schebler carb.



Disassembled powerhead, showing the flattop pistons, ball bearings on both crank and cam, valve lifters, valves, and cylinders.

After timing the cam, I reassembled the unit, shot gas in the cylinders and manifold, and fired it up. But I could only run it for a few short seconds, since the carb was useless, and nothing else would fit. Then began a six-month search for the proper carb (Schebler DLX-76S), which proved fruitless, as I had feared it would.

During the winter, I again disassembled the engine, in order to take some photos of the innards and some measurements. The vital statistics on the Seagull are: Bore, 2 3/4 inches, Stroke, 2 1/2, for a total of 29 cubic inches. Both intake and exhaust valves are 1 1/2 inches, with 1/8 inch lift.

While reassembling the engine, I was giving thought to adapting a carb, considering carbs from the old Johnson RD series 25 horse, which comes close to fitting, and also one from an Evinrude snowmobile, also close to fitting. I also had an adaptor which fit the Cross manifold, with a round short pipe extending outward. While fooling around one day this spring, I found that the Johnson KR adaptor for the Tillitson racing carb fit perfectly inside the Cross adaptor, and, by drilling and tapping two holes through each, installing set screws, and mounting, I had a carb!



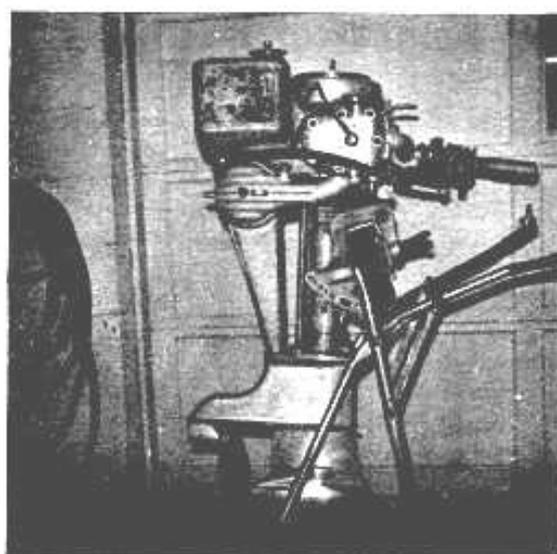
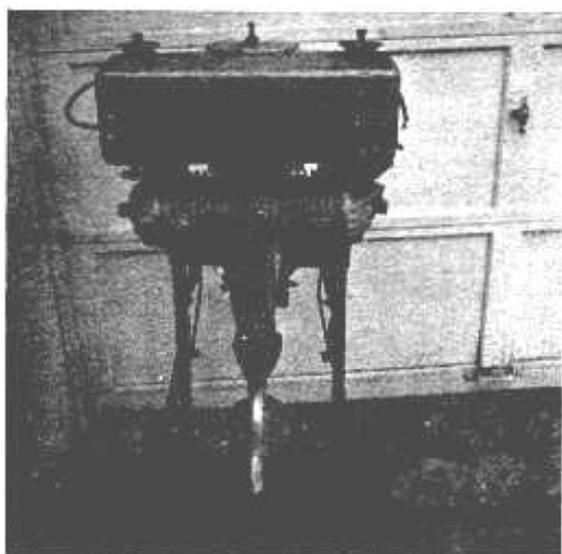
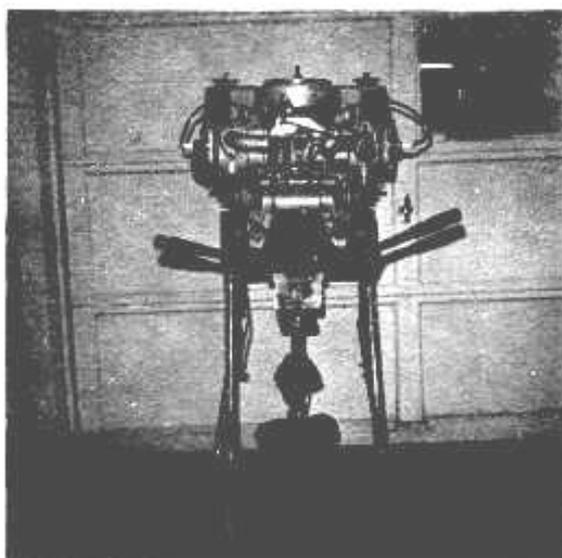
Underside of assembly, showing dual oil pumps and exhaust outlets.

The first day for testing on a boat came on June 5, and caused a day of frustration not likely to be equaled for some time, because it took almost six hours of pulling, priming, plug cleaning, swearing, etc., before the engine caught and held. I would have given up a lot sooner if I had gotten no response, but the engine would fire every time I turned it over, continue for a few seconds, then quit. I blamed the carb, and switched to one from a '29 Evinrude Fastwin which also fit the adaptor and with which I was successful in getting the engine running, but I have since discovered that the carb was only partially to blame. When I got the engine, it had a new pair of Champion plugs, which I have found to be racing plugs. A change to Champion 5M-J's at the Midwest Chapter meet of June 12 seems to have solved my starting problems. I ran the engine briefly at the meet, and it was reasonably well-behaved, although the performance wasn't quite up to par. I hope to get out soon and straighten things out.

Recently, I have been corresponding with Hedley Parsons of Kenai, Alaska, who has recently joined the Club. Hedley also has a Seagull, and has also had to adapt a carb. In his case he used one from a Wisconsin updraft engine. His engine is Number 32031, while mine is Number 32064.

In my opinion, anyone lucky enough to acquire a Seagull has many hours of both mechanical and boating enjoyment ahead of him.

Below are several shots of the Seagull, showing the adapted carb, muffler, tank, and other features.



# Albany Boat Show



Carol Myers and Walt Weidman with Walt's 1916 2-cylinder Koban.



Booth and motors at the Albany Boat Show.



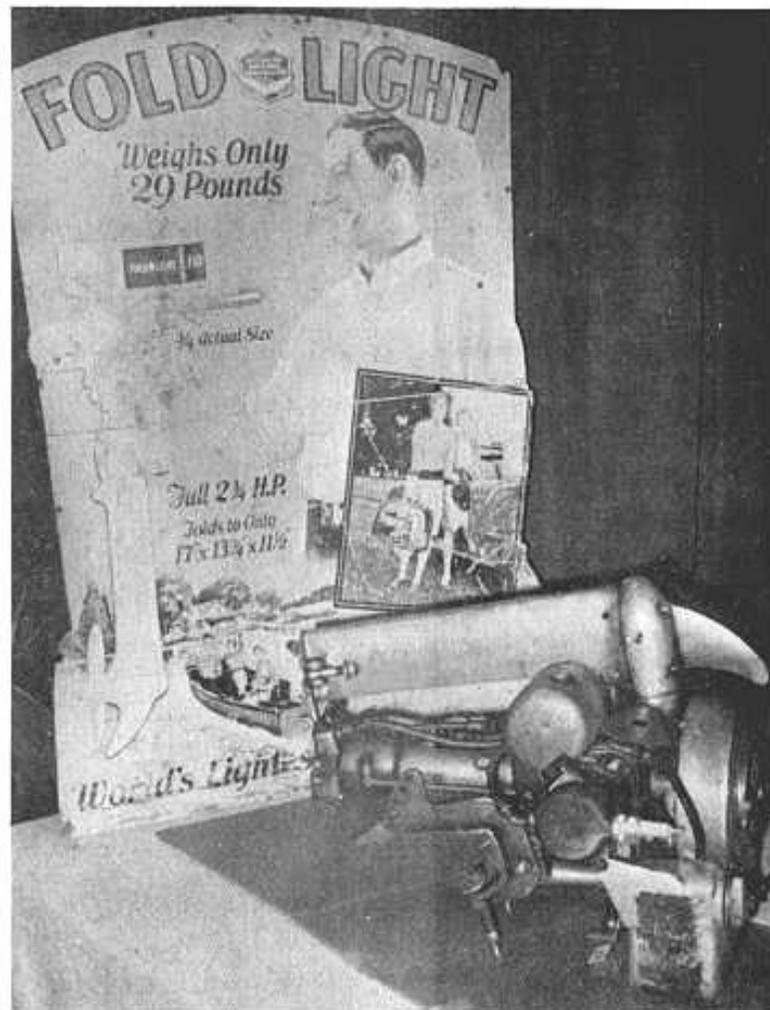
Michael Russo and Walt Weidman examine 929 Evinrude Fold Light.



Walt Weidman and his 1929 Evinrude Fold Light.



Carol Myers, Bill Hodges, and Walt Weidman at the Show.



1929 Evinrude Fold Light with original Marina wall poster advertising the motor.

# T\*A\*R\*T Ace In Action



Johnny Schubert is a racing man's racer. A member of the T\*A\*R\*T team (Talented Amateur Racing Team), his impressive record makes one question his "amateur" status. A native of Lincoln, Nebraska, John was the 1972 American Power Boat Association Northeastern Divisional Marathon Champion, and has twice been the National APBA Marathon Champion. The photo shows him in action at the 1972 Outboard World Championship Race, Lake Havasu City, Arizona. (See Johnny's Letter to the Editor in this issue.)

## What Is Outboard Racing?

When I was a small lad I liked outboard racing, and there were all kinds of boats. The winner, I thought, was always the one with the largest motor and the smallest boat. It possibly was at that time in certain places, but after a few years of self experience there is a lot to it.

I think I enjoyed the heyday of outboard racing.

It was the matching of self-educational engineering knowledge, craftsman skill and practice, plus professional ability, coordination, and the proper functions of every nerve and muscle in the human body, also wit and sportsmanship.

There was no under dog: There was no loser and there was no money. The last word, MONEY, I think, was the answer to problems of many things and also the death of outboard racing as a sport.

Outboards and outboard racing grew from the standpoint of no money. In the history of outboards you will find that every individual or company lacked finances. They went broke, sold out; merged with something else; or came up with something other than the original idea of a boat motor.

I said I enjoyed the heyday of the outboard racing and participated in the years of the thirties, forties and early fifties. These were the years of the development of many components of the outboard engine we enjoy today. Every individual was a competitor and had his own personal idea that was tried over and over again, and some were perfected and used.



Race at Lansing, Michigan, 1940.

**Outboard**

**Racing . . .**

*What It's*

*All About.*

## CLASSIFICATION of MOTORS, BOATS and DRIVERS

Outboard racing classes are determined by the sizes of motors, as follows:

- Class M—not over 7½ cu. in.,  
(Midget) .....Approx. 6 H.P.
- Class A—not over 14 cu. in...Approx. 14 H.P.
- Class B—not over 20 cu. in...Approx. 20 H.P.
- Class C—not over 30 cu. in...Approx. 40 H.P.
- Class F—not over 60 cu. in...Approx. 70 H.P.
- Class X—unofficial, unlimited

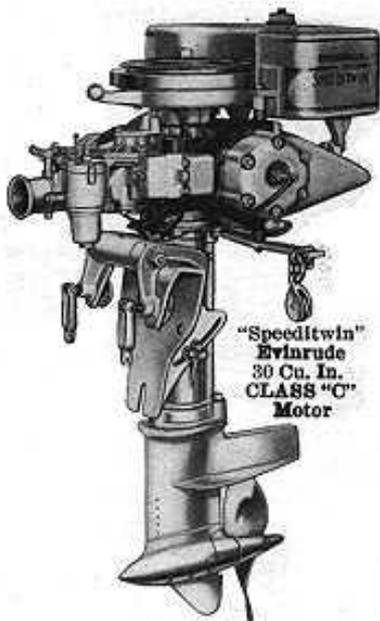
In all races except the annual divisional and national championships motors may "step up" into larger classes.

Drivers consist of two divisions: Div. I—Amateurs (odd numbered boats); Div. II—Professionals (even numbered boats). Amateurs race for trophies only; professionals race for cash prizes. When the two classes race together, their places and winnings are always figured separately.

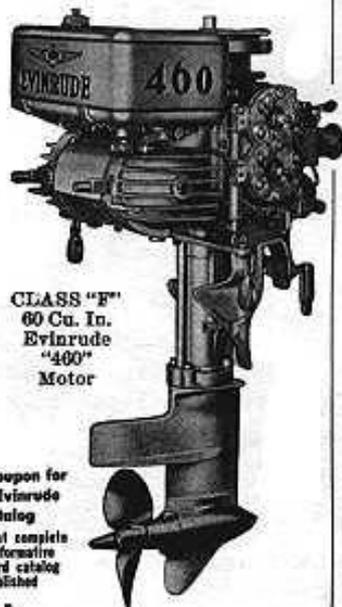


CLASS "M"  
7½ Cu. In.  
Evinrude  
"Midget"  
Motor

# EVINRUDE-*Eltor*



"Speedtwin"  
Evinrude  
30 Cu. In.  
CLASS "C"  
Motor



CLASS "F"  
60 Cu. In.  
Evinrude  
"400"  
Motor

Mail Coupon for  
1940 Evinrude  
catalog  
The most complete  
and informative  
outboard catalog  
published



EVINRUDE MOTORS  
4142 N. 27th St., Milwaukee, Wis.

Send me catalogs of 1940 Evinrude service and racing motors.

Name .....

Address .....

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## HOW A RACE IS STARTED

Five minutes before the start a five minute gun is fired and a red flag is raised. Exactly sixty seconds before the start a warning gun is fired, the clock is started and a white flag is shown with the red flag. Exactly thirty seconds before the start the red flag is withdrawn. At the finish of the minute the dropping of the white flag indicates the official start. (A gun may be fired to call attention to the start.)

In the event that boats start ahead of the gun, such boats may be disqualified or the race may be restarted. In the event of a restart, the first boat which crosses the starting line ahead of the dropping of the white flag is automatically disqualified and the same rule applies to subsequent restarts if they are necessary.

Boats approaching the starting line at an angle other than ninety degrees or weaving to reduce speed are disqualified. Turning to restart is forbidden.

A green flag indicates the beginning of the last lap. As each boat finishes, a checkered flag indicates fair finish, red flag disqualification. A gun is fired for first boat to finish.

When a red flag is shown immediately after the start it will be an indication of a false start and all boats must return for a new start. The new start will be timed exactly three (3) minutes from the previous start (starting clock will begin to revolve sixty (60) seconds previous to the new start). In case a second start shall also be illegal, the event will be postponed until such time as shall be indicated by the Referee. Yellow flag indicates postponement.

A race usually consists of two heats. The official length of the heat is 5 miles (except for Class M it may be less).

## ORGANIZATION

Outboard racing is controlled by the National Outboard Racing Commission consisting of two representatives of the National Outboard Association and two of the American Power Boat Association. The National Outboard Association is a nation-wide association of outboard owners, organized not for profit, but to assist boating in the following ways:

- To render a national service to all small boat owners.
- To promote increased interest in small boat motoring.
- To insure the proper recognition of small boats and to obtain the courtesy due them.
- To aid and advocate the adoption of constructive legislation favorable to small boat owners, and to fight unnecessarily restrictive legislation.
- To encourage the provision of adequate housing and docking facilities for boats.
- To promote national, international, state, interstate, and local regattas and cruises for outboard motorboat owners.
- To sanction championship regattas for outboard motorboats, and to arrange suitable courses and facilities for the staging of such regattas.

Distribution of this folder is made possible by the co-operation of the dealer whose name and address appears below, with your race committee and Evinrude Motors, Milwaukee, Wisconsin, makers of Evinrude and Elto outboard motors.

Harry E. Schulz  
538 F  
March 1939

**EVINRUDE-Elto**

Form M955-25M-4-40

Printed in U. S. A.

The two major companies (keep their name separate) both had racing departments that were a benefit to all, but they were discontinued during World War II.

Many companies used outboard racing as a proving ground, and all this support helped many outboard enthusiasts stay with it. A little help gave the individuals a lot of encouragement.

Some of the more fortunate ones had finances enough to enjoy the sport and the fun of driving, but most did their own work and developed their own ideas and skill.

I have talked and corresponded with many members of the AOMC and many have come from the same era, or it has rubbed off on some of the younger members. For example, I wrote about some parts I needed to complete a motor. My answers were: I have two, and I'm shipping you one, send me what you think it's worth - or - I shipped the part you asked for, you can have it, I can't use it, just pay the postage - or - I'm shipping the part, and you can use it, I may never need it, if I do maybe you can replace it.

This kind of hospitality brings back the memories of the good old days.

Many write or tell of what good deals or how little they can buy a motor or boat for, they are just dealing with some of the older ideas.

Last week I received a letter from a member that has sixty motors, most in good shape and run. He did not want to sell any, but said he would always trade motors and parts and that was the enjoyment he got out of it, and he didn't need the money.

This kind of spirit is what keeps a good club alive. We have good officers and an excellent magazine.

Many think the foreign motor is what put outboard racing in a lower bracket. But the real answer is MONEY again. Because of labor cost, a foreign motor could be all worked over and ready for competition when taken out of the box. Our American motors could not do this and they went for money just to keep in business.

But don't underestimate the individual that still likes to experiment as I know some old timers that have raised a foreign-built motor several m.p.h.

The reason I said the 30's, 40's and 50's were the heyday of racing was the improvements that were accomplished and proven in those years.

Records were being broken race after race, and competition on a five-mile course was a good proving ground.

Most speed records have doubled. I think when I started in Class A, it was in the low 30 m.p.h. and when I retired in 1953 the same engine was well over 50 m.p.h.

I think a fellow member, Bill Tenney, set a Class A record in 1941 of 48.5 with a Ziegler hull. Now today the same Class motor is over 70 m.p.h.

I'll have to shut off and drift in, I'm low on fuel. Where's my paddle?

Skip Hight



Young Roger Hight in July, 1952, with stock Mercury.



### THE AMPHION OUTBOARD ENGINE

Model  
D. O.  
McNabb  
Kitchen  
Rudder  
If  
Desired



Clarence J. Allen  
manufacturer of  
Amphion Marine Engines  
628 So. Pierce St.  
Milwaukee, Wis.

The Amphion Vertical Engine is the last word in outboard propulsion. For ease in starting—in simple, sturdy construction, in lack of "freakiness" and in its "get you there and back" qualities AMPHION deserves your investigation.

3-4-H.P.  
WRITE  
TODAY FOR  
OUR LATEST  
PRICE LIST.

1926



## When You Feel the Itch of Rod and Reel

**S**TART to plan now for the great sport you're going to have this spring and summer—when you put on your oldest suit and battered hat, take your rod and line and let the world go hang. Oil your reel. Varnish or enamel your rod. Re-place guides. Get new line and lucky plugs—and then to insure the "fishingest" year you've ever enjoyed, order a

**Spinaway**  
Detachable  
Outboard Motor

1923

### GIERHOLTZ

Gearless Drive Outboard Motors  
Marine City, Mich.



**SOLVES:**  
The Starting Problem  
The Woods Problem  
The Shallow Water Problem

In carrying or installing position the heaviest part weighs 40 lbs.  
All parts accessible at all times. Carries like a hand-bag. Detachable propeller shaft for carrying and installing. Removable gas tank. Convertible to in-board. Write for particulars. Agents wanted.

1921

## JOYMOTOR

Model 7

Perfect Power at Last  
for Your Rowboat



Excels in

- EASY STARTING
- EXTRA POWER
- DEPENDABILITY

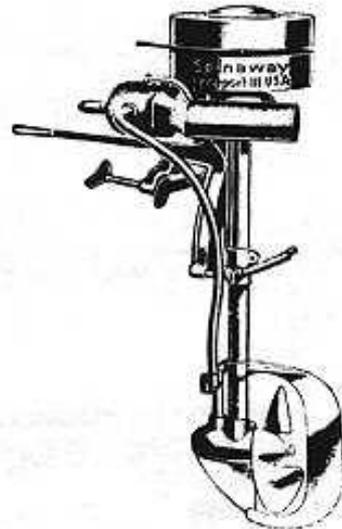
In this new motor you will find a high degree of mechanical perfection which couples exceptional performance with sturdiness. You will recognize a big advance in rowboat motor construction.

WRITE FOR PARTICULARS

Joymotor Mfg. Co.

Dept. M, 1412 S. Mich. Ave., Chicago, Ill.

1923



# COLUMBIAN BRONZE PROPELLERS



## "BABY OLDS" Breaks Outboard Record Wins \$500 Prize in Albany—N. Y. Race

E. D. Widegren, in this, his first race, drove "BABY OLDS," a 14-footer Evinrude equipped, through rough water in the face of a nor'easter over the 133-mile course in 4:27:30. He averaged 30 miles an hour and beat Kirk Ames' record by 16 minutes 30 seconds.



KIRK AMES, at the left, congratulating E. D. WIDEGREN, the winner.

"Wetwash," with a Johnson motor, piloted by Dudley Towne, set two new official outboard records: 32:43 in competition at the Sarasota Regatta and 33:87 at Miami in six mile trials. The best mile was 34:475.



Cap'n Allswell says:  
"All propellers look alike on paper, but a Columbian in the water shows who's who!"

Each of these record-breakers was equipped with a Columbian Outboard Propeller.

May we send you our catalog  
"Propellers in a Nut Shell."

**COLUMBIAN BRONZE CORP.**  
206 North Main St., Freeport, Long Island, New York

SKEGS  
STRUTS  
RUDDERS

CUTLESS  
RUBBER  
BEARINGS

**The Only Push-Button Controlled Outboard Motor Made**



This is positively the easiest operated motor of its kind on the market. Simply push a button at the end of the steering handle and instantly the

**Caille 5 Speed Motor**

will shoot your boat forward at 6 to 10 miles an hour—or it will run at trolling speed—or it will stand still while the motor remains running—or it will back slowly—or it will back fast. All at the bidding of your thumb. It has a high tension water-proof

**Magneto Enclosed in Fly-Wheel**

Gives a good hot spark down to practically the last revolution. We can also furnish this motor with dual ignition, like a motor car, if desired.

**Other Caille Features**

Caille steering with cut-out. Water-tight gear housing. Double sealed fuel tank. Reinforced bracket. Non-kinking water tube. Heavy rubber steering handle. Send for catalog No. 10 giving complete details.

**We Also Build**

marine motors from 2 to 30 H. P. These are fully described in catalog No. 24. Send for a copy.

**THE CAILLE PERFECTION MOTOR CO., 1842 Caille St., Detroit**

**MECHANICAL DEVICES CO.**

**\$44<sup>95</sup> Buys This \$70 AMERICAN Outboard Motor**



This motor is positively the equal of any \$70 motor of its kind on the market. It embodies the same high grade materials, workmanship and design. But owing to our tremendous production facilities and the fact that

**We Sell Direct Saving You Dealers' Profits**

we are enabled to save you over \$25.00 on every American outboard motor. The American can be instantly attached to any row boat. Runs 6 to 9 miles an hour. Adjustable for any angle or depth of stern. Reversible. Weighs about 50 lbs. Runs in salt or fresh water. Steers with propeller. We also build a rudder steered model. Magneto ignition if desired at small extra cost. Every motor fully guaranteed. Send for details.

**3 H. P. \$38**

**Larger Motors at Rock-Bottom Prices**

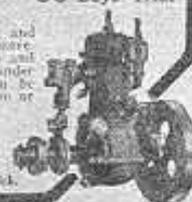
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Everyone is absolutely high grade and equal to motors selling at 25 to 50% more. Sizes range from 2 to 30 H. P., regular and heavy-duty type in one to four cylinder designs. All are reversible and can be furnished to run on gasoline, kerosene or other fuels. Each is

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**American Engine Co., 418 So. 10th St., Detroit, Mich.**



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371 St. James St., Montreal, Canadian Agents

**The New LA Rowboat Motor**



Ready to slip to you today. Now is the time to enjoy motor boating. Save the dealer's profit by sending **\$54.75** direct to factory, and motor will go forward the same day, freight paid. Try it 30 days if unsatisfactory, send it back at our expense, and your money will be returned. Instantly attached to any rowboat. Light, strong, simple. Reversible engine. Speeds reduced up to 6 miles an hour, or slow enough to troll. Silent rubber. Under water parts of bronze. Rudder steered. Regenerative tiller. Magneto, if desired, at slight extra cost.

Write for free booklet and full information about rowboat motors.

**Lackwood-Ash Motor Company**  
931 Horizon St., Jackson, Michigan

Complete line of standard type Marine Motors, 2 to 30 H. P., and on motor boats of 20 feet and up at correspondingly low prices.

**FOURTEEN YEARS**

**FEDERAL** Sensation of the New York Show

Two Cylinder Boat and Canoe Motor



**"The Motor With a Guarantee"**

The Federal is the only motor of its kind that is guaranteed for 30 days. If you are not satisfied, you may return it for a full refund of your money.

**Federal Features**

Two cylinder engine. Light, strong, simple. Reversible engine. Speeds reduced up to 6 miles an hour, or slow enough to troll. Silent rubber. Under water parts of bronze. Rudder steered. Regenerative tiller. Magneto, if desired, at slight extra cost.

Write for free booklet and full information about rowboat motors.

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# RACING

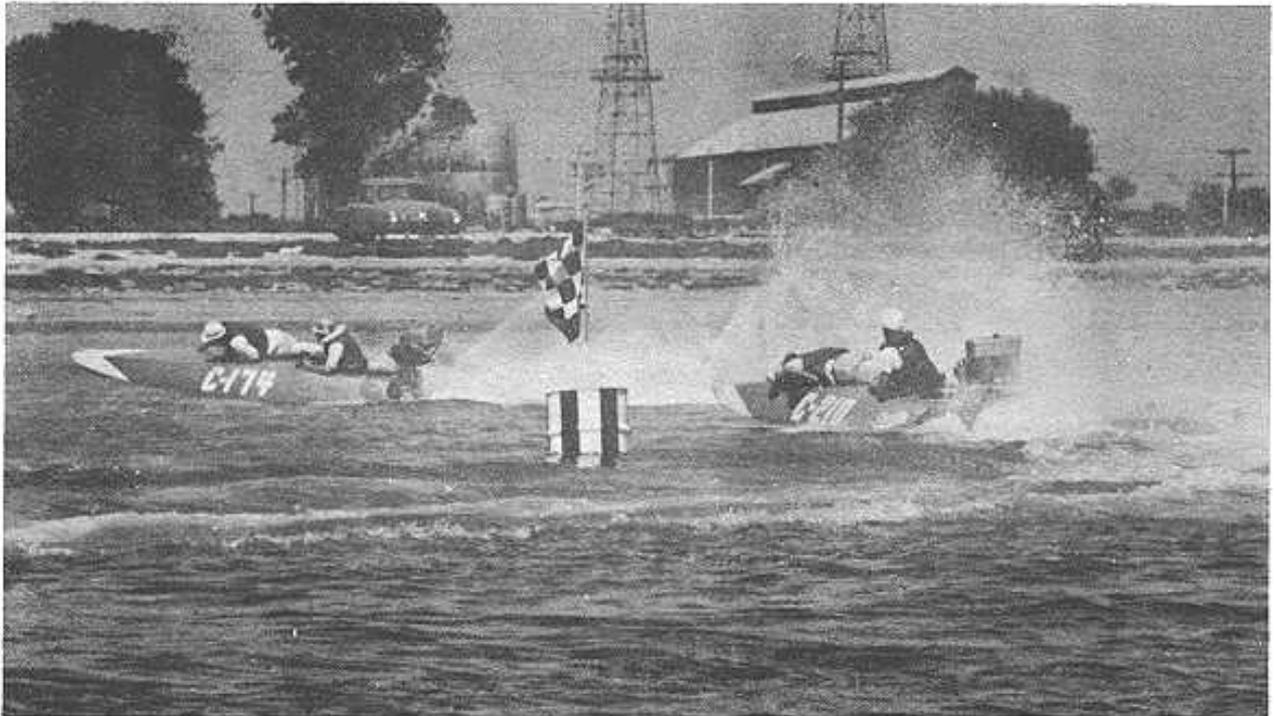
All photos courtesy of John A. Toprahanian.



At San Diego: C-422, Bob Ziemer; C-412, Bill Carson; C-153, Chuck Parsons; C-172, Bob Cockburn; C-163, Al Brooks; C-174, Wake1 by Bob Jackson



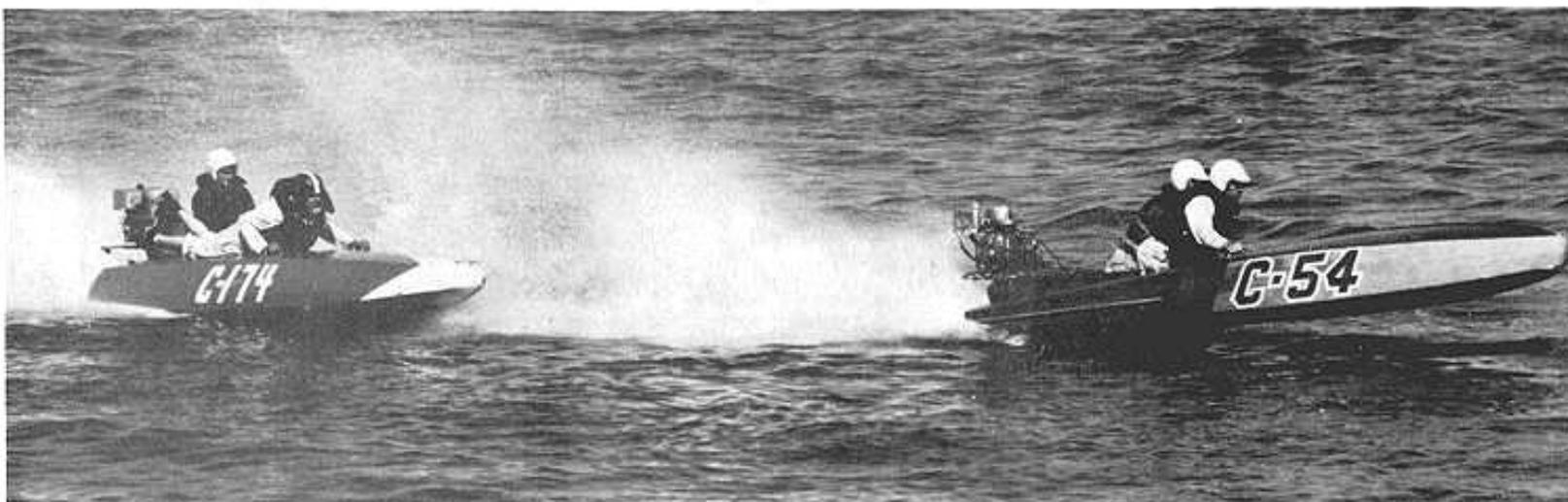
At Vallejo, California: C-174, John A. Toprahanian



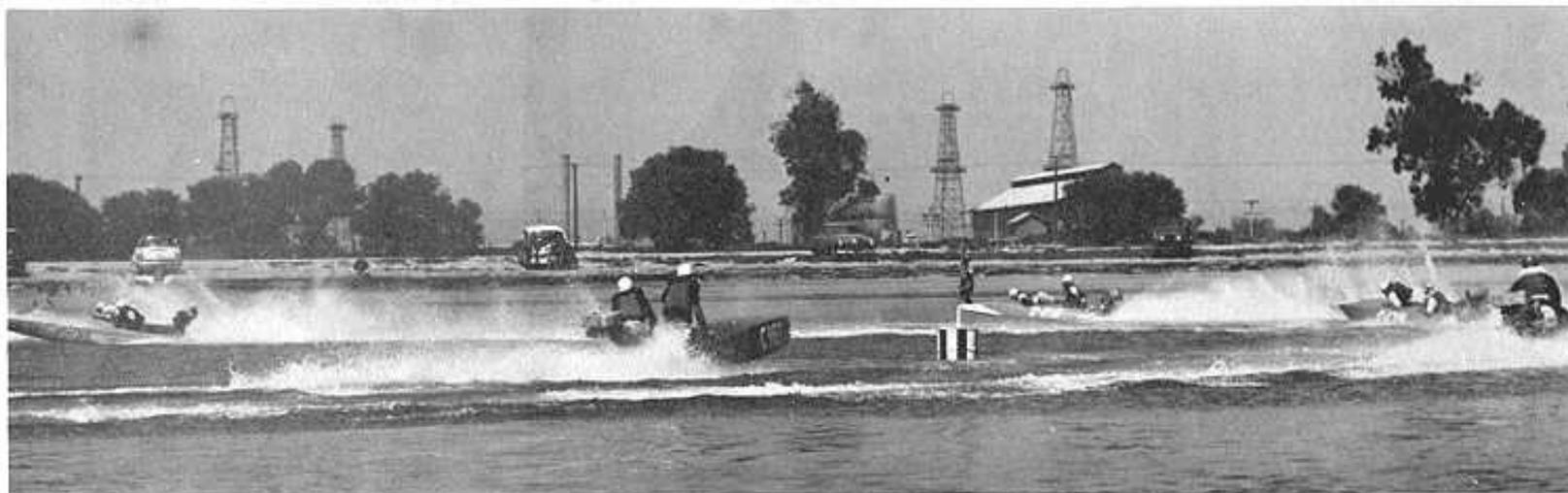
At Long Beach: C-174, John A. Toprahanian; C-210, Curly Owens, builder of both boats.



At Long Beach: C-252, Bob Jackson; C-45, Tom Ingalls, a perennial winner in southern California in the '50's; C-134, Leonard Gates; C-294, Henry Wagner.



At Long Beach: C-174, John A. Toprahanian; C-54, Walt Gillo.



At Long Beach: C-153, Chuck Parsons; C-210, Curly Owens; C-174, Bob Jackson; ? Ralph Holms; C-163, Al Brooks.



Our first use of timed exhaust stacks, Seattle, 1958.



At Long Beach: C Series runabouts in about 1956. C-43 is Manual Carnakis, a recent National Champion.

40



At San Diego: C-174, John A. Toprahanian; C-54, Walt Gillo; C-153, Chuck Parsons; C-146, Ellis Estabrook; C-103, Bill Cone, and others.

# THE MAKING OF AN "X"

## Circa 1940-50

by W. J. Webb

So some of you boys think that building a Class "X" outboard is easy -- huh? Just glue a few Evinrude 4-60 and Johnson PR parts together and you have it -- huh? Well, brothers, that ain't the way it happens.

Tom Clarke of Fresno, whose "X" was pictured on the back and cover of the April 1973 Antique Outboarder, tells how he went about making his "X." The only thing Tom left out is the number of bottles of aspirin which he consumed between start and finish of his "X" project. Here is what Tom told me:

"I think my "X" was one of the last ones built. I had heard of Paul Wearly's and also Frank Vincent's efforts, and I started collecting parts and making drawings right after World War II (1946). In 1947 I flew to Evinrude at Milwaukee and tried to purchase a Racing Cee and F, but no luck. I was referred to Pep Hubbell and Clyde Wiseman, both of whom I knew quite well.

"Shortly after that I was transferred to Japan, in charge of a large factory (Tachikiwa Aircraft Company) being operated by the U. S. Air Force, by which I was then employed, so plans and parts went with me. That's where it all started.

"There were no F's in Japan, and only one PR 65 and a few PR 55's and VR's; but I located several P500 Pumpers, and somehow a couple of these found their way into my airplane (after dark)." (Editor's note: The P500 Pumper was built by Johnson, and used a slightly altered Evinrude 4-60 powerhead.)

"The first snag I ran into was the metric system. All plans and measurements had to be converted into metric. This was beyond me, but with a staff of highly skilled Japanese engineers I was able to solve this problem for an unreasonable amount of yen and about 3 months' time.

"I wanted to use the 2-carburetor Johnson gear-driven rotary valve, but was unable to locate one, so I used the one I had, a Johnson, but made longer at the bottom. I made the valve sleeve about 5/8 inch longer, and extended the bottom with a spacer mounted on the cap studs. Valve timing was the same as a P 65.

"I made three castings for the crankcase, with one goof. I finished one and left the other rough. The case was machined the same as a 4-60, except the face, which was finished to take the Johnson valve, same as the VR only larger, top intake and bottom, also slot for valve and crank gears. At the top of the case, P500 Pumper measurements were used and computed for a P500 crankshaft with a PR gear keyed and pressed on. The upper main was a large ball bearing and bronze seal. That gave me trouble later; I should have used ball-roller-seal-roller-seal.

"The cylinders were P500 with stock heads. I decided to try nitro fuel, and the crankcase worked out OK. The cylinders were bored .040 oversize. Clyde Wiseman made several sets of pistons for me, all oversize, and I turned them to fit the bore. After several tries with 1/8 - 1/16 - 3/32 rings, I ended up with a pair of 3/32 spaced about 5/16 inch apart. The rods were regular P500, finished like glass and balanced every which way.

"The lower main and crankcase head were the same as factory made except that I had two, one for the standard tower housing and one for a Johnson housing that I made out of aluminum bronze.

"Pep Hubbell made the 4-60 bracket, and I used one of his F lower units from one of my F engines. I could set the "X" powerhead on a PR housing and use a beefed-up PR 65 lower unit or my own killer tractor unit." (Editor's note: Tom refers to his own design tractor lower unit, which turned out to be unstable at high speeds. See page 5, April 1973 Antique Outboarder. Jim Webb guesses that Tom's tractor unit was OK, except that the prop was a little too close to the gear housing).

"You won't believe this, but so help me, the flywheel was cut out of a solid block of forged nickel steel, the best I could buy. It weighed seven pounds. The breaker points were Evinrude Johnson - PR-PO - Big Four, and I used a Mallory condenser. I had several coils made, but ended up using coils from PO or Big Four, wired to take a six volt Hot Shot. They were plenty hot, with a good strong spark, but had a short life. So I collected coils, and put them in a box on the front of the motor so that I could make a quick change as a complete unit. I carried a spare. The gas tank was a Johnson PO, with a 1 1/2 inch wide strip welded in the center for greater capacity. The exhaust stacks were my own design, of cast aluminum.

"The crankshaft was a P500. What a hell of a job it was to cut the internal spline in the cut-off shaft. I did it with a shaper, index head, and about ten bits, sharpened every other cut, even with carbide tips. That took about sixteen hours. I was about to give up when I got through the case hardening. I kept the men in the grinding room busy for two days on that job.

"Charlie Strang sent me one of his propellers. I'm not certain, but I think the pitch was 17 inches. I also used Michigan and Johnson Oakland.

"My hull was a three pointer, designed by me and built by Sumida Gowa Shipyard in Tokyo. It was a dandy, and rode high and dry in rough or smooth water. Charlie Strang helped out on the balance of my rig by suggesting that I move the steering wheel, and thus the cockpit, about ten inches forward. I picked up 3 MPH with my F on this change. It resulted in a better ride, not so much "airborne." And it rode the prop.

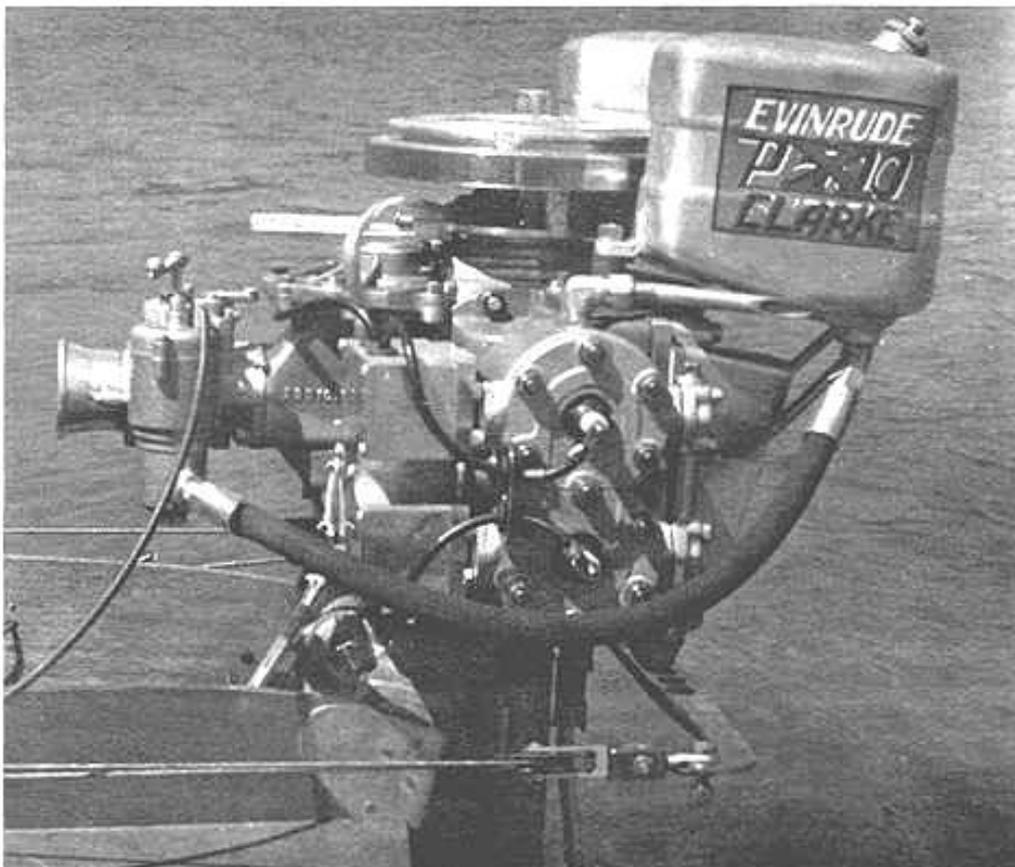
"I gave up and ran out of funds in 1952 and traded the "X" powerhead to Pep Hubbell for one of his PR's and some other parts. The drawings and the extra unfinished crankcase went to Westerman Jones at Claymont, Delaware.

"As I said before, I got up to 68.02 MPH with this "X" rig, and could have done better had not the upper main tied up just a little. In an attempt to make the outfit more stable with the tractor lower unit, I tried a rudder, but that did no good."



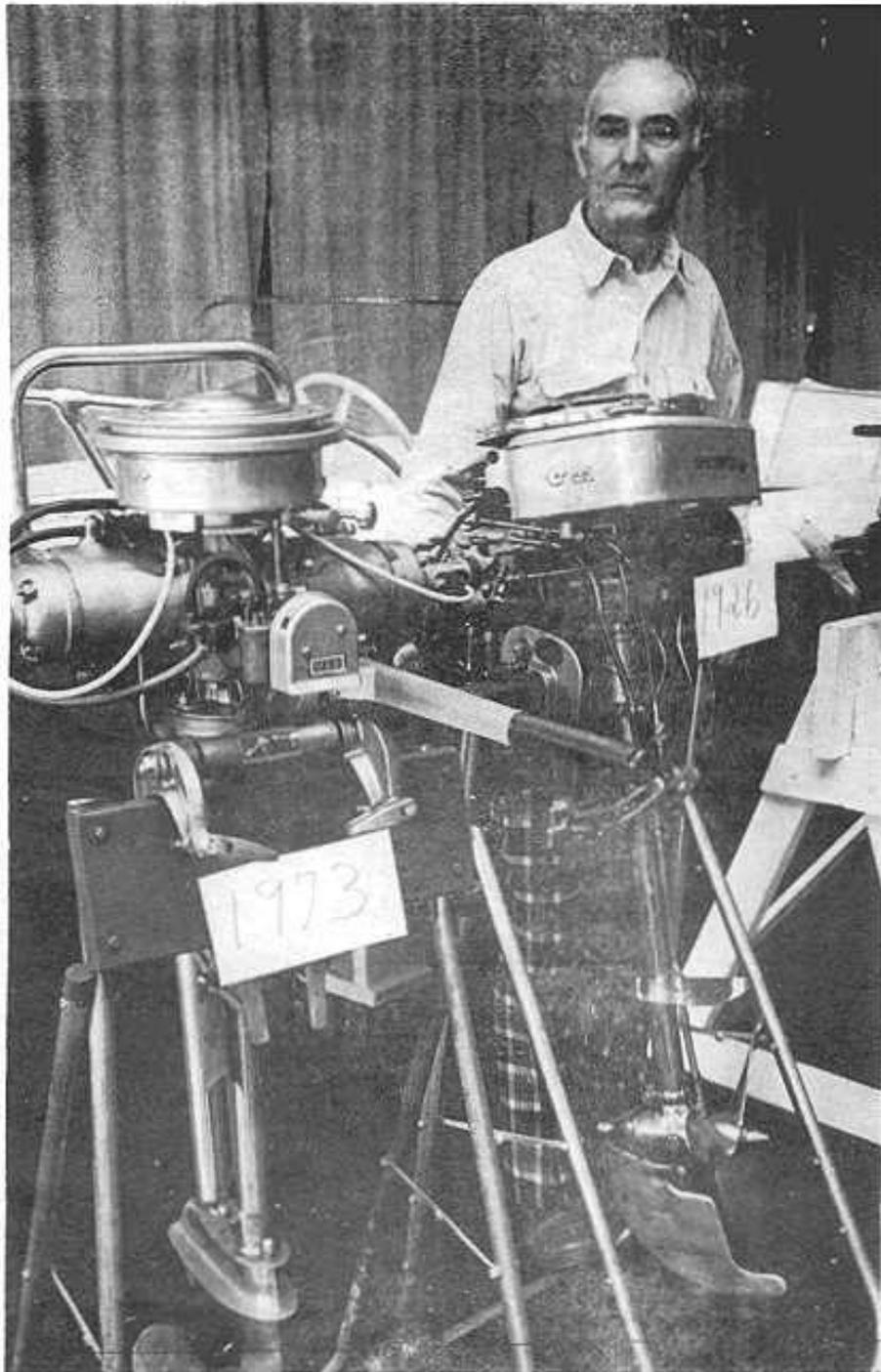
Pep Hubbell's slick lower unit, which Tom used in his record run.

Does any AOMC member still want to build an "X"? You would have a lot of fun, and maybe your income tax burden would be somewhat smaller at year's end -- if you could sell the IRS boys on allowing your "X" costs as a legitimate business research expense. Also, I'll bet that Tom Clarke would be glad to help with advice. But if I were Tom, I would give said advice at the rate of \$20 or more per hour, as free advice is never appreciated and seldom used.



Clarke's "X" powerhead. Note readily replaceable coil box on the front of the motor.

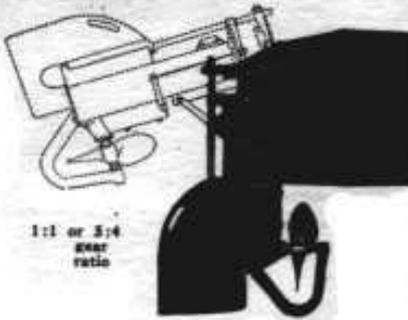
continued from page 4



Norman P. Anderson of Ship Bottom with a 1973 (left) and 1926 models of the Swedish Archimedes-Penta outboard motors. The model at left is known as one of the toughest of outboards. The line includes 11 models. (Press Photo)

**—the VAN BLERCK OUTBOARD DRIVE**

Great with any inboard up to 250 cu. in. Tilts when you hit any obstruction. Triple roller chain transmits power to propeller. Write for details.



1:1 or 3:4 gear ratio

**Van Blerck**  
**MARINE MOTORS, INC.**  
 DIVISION OF GIFFORD-WOOD CO.  
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**DECALS**

---NEW---

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

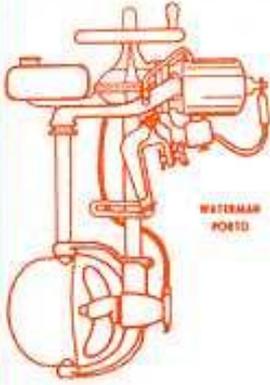
For Evinrude Single, 1911 to 1928 \$4.95 set	Order from: Robert Brautigam 2316 W. 110th St. Bloomington, MN 55431
For Elto rear tank, any through 1928 \$3.95 each Water applied type	
For Johnson Sea Horse "16" or "24", fits early P and S models \$7.00 each	Order from: Eric Gunderson 57B Mt. Hamilton Road San Jose, Calif. 95114
For Evinrude 4-60 \$8.00 each	
For Johnson "Sea-Horse 32", fits models V-45, 65, 70; VR's and VE's	Order from: John C. Harrison 1000 N.W. 54th St. Miami, Florida 33127
For Johnson "Sea-Horse 25", fits all Giant Twins	
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