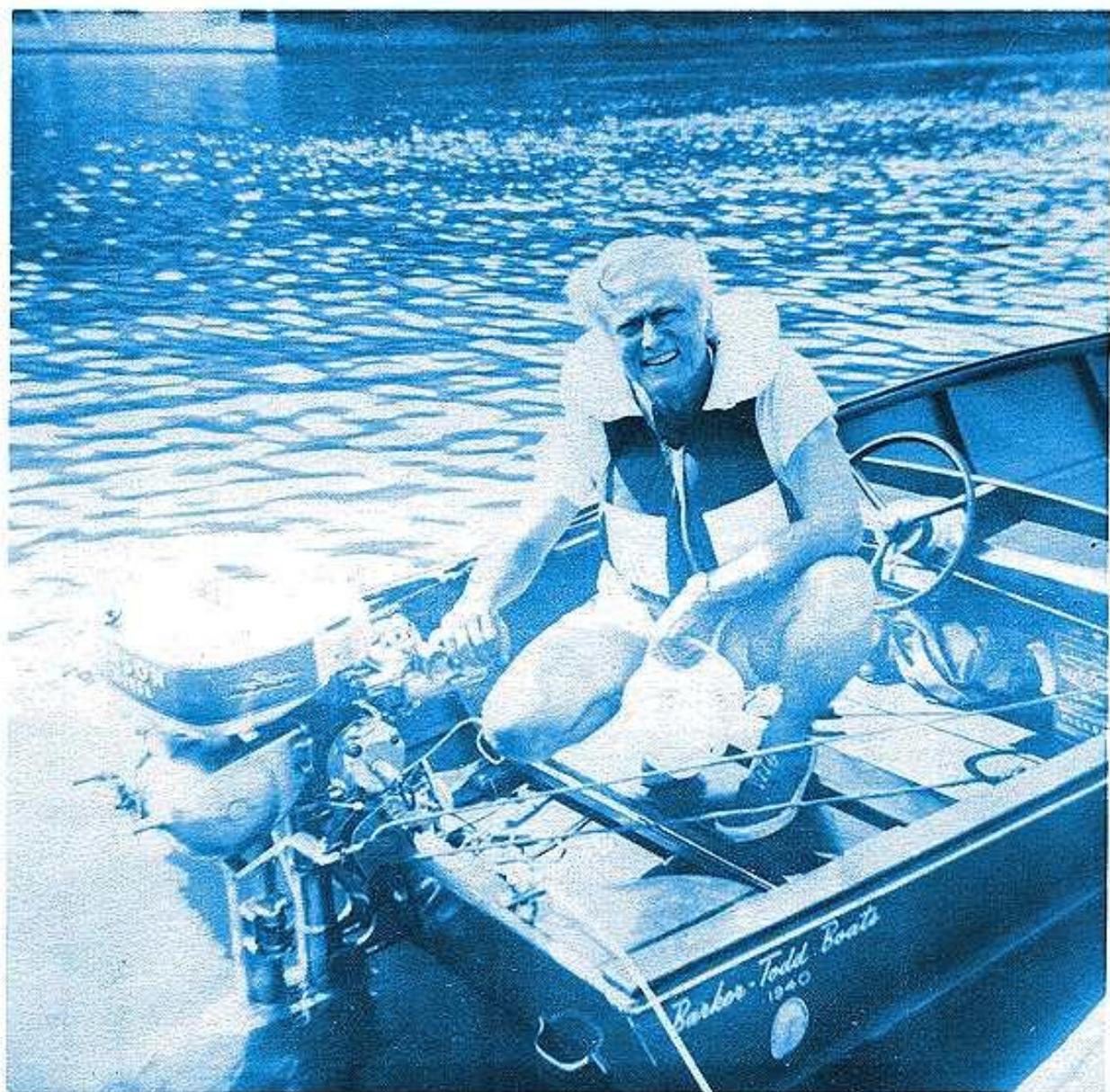


The **ANTIQUÉ OUTBOARDER**



July

1976

The Antique Outboard Motor Club, Inc. is incorporated in the State of Texas as an Educational Institution. The Club is devoted to people all over the world who are interested in the search for, restoration and preservation of old time outboard motors. Regular membership dues are \$12.00 per year. Other membership information is available on request from Jim Nixon, 4781 Fifth Avenue, Youngstown, Ohio 44505, U. S. A.

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In power boats — the engine is everything!

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Not until you pull away from the dock do you fully appreciate the importance of your Marine Engine. From then on—it's up to the power plant—to whisk you to your destination and back home—safely.

In any weather, that engine must be unfailing, must have reserve power when the going gets heavy; must have speed, flexibility and be fuel thrifty too!

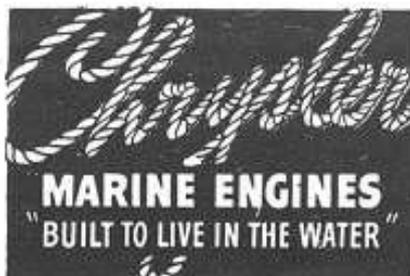
That's why Chrysler Marine Engines are revolutionizing the popular conception of marine power. They are turning in new standards of quiet, vibrationless performance. Reliability, dependability, economy take on new meaning.

Proved in tens of thousands of

Army and Navy craft, and built entirely in Chrysler plants, Chrysler Marine Engines offer boat builders and owners workmanship that spells complete satisfaction. Designed and engineered for exclusive marine use, they are "Built to live in the water." They are not rebored or rebuilt to increase performance. So insist on a Chrysler Marine Engine in your new boat. The coupon will bring you the secrets of a new joy and safety on the water. Send it in today.

MARINE ENGINE DIVISION CHRYSLER CORPORATION

12202 E. Jefferson, Detroit 14, Michigan
ACE • CROWN • ROYAL • DIESEL
80 to 141 Maximum Brake Horsepower



Pacific Motor Boat, December, 1945

The Antique Outboarder

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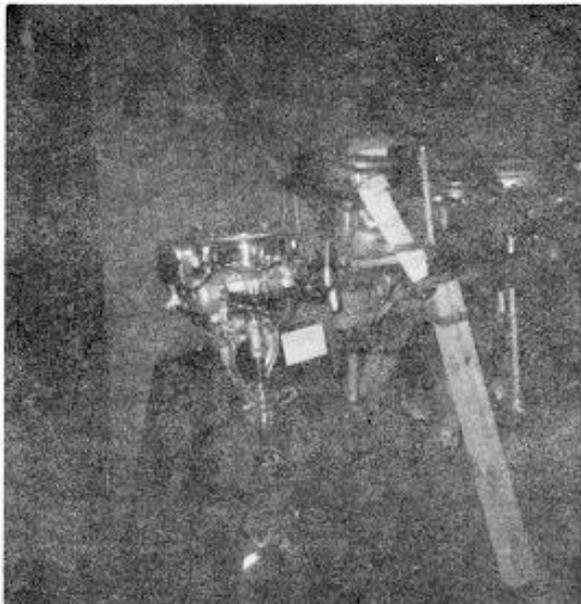
Change of address should be forwarded two weeks in advance and zip code number should be included.

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LETTERS TO THE EDITOR

FISHING HALL OF FAME...

I visited the Fishing Hall of Fame in Hayward, Wisconsin May 30 to see how they are coming with their outboard motor collection. They hope to build an exhibition hall soon. About 15 engines are stored in a back room of the administration building.



The 1922 Johnson A received from Johnson Motors. Other engines are Evinrude Zephyr, Elto Model C (1923 or 1924), Bendix, 1915 Evinrude A, and Neptune.



1909 Evinrude; like new 1923 Elto in A-1 condition—does need a new decal.

Johnson Outboard Motors Corporation just donated a 1922 Johnson Model A this spring. The oldest Evinrude is a 1909 model that was donated by a Hayward resort owner and restored by Evinrude. Every once in awhile someone comes in with an engine like the Amphion Twin or the Lockwood Foldlite.

I am going back again this summer, and will keep you in touch with some better pictures and information on how the Freshwater Fishing Hall of Fame is coming with their outboard collection. *Rich Choyce*



HELP WANTED . . .

Thought maybe you might be able to run a "Help Wanted" ad now that the Big Four is finished and running. "Needed—300 lb. bow rider with a lot of guts to hold down nose of Feathercraft stock utility with Big Four attached."

Currently playing with an SR I picked up. It's a lot easier to move around than the monster.
Walt Verner

A SUGGESTION AND A WARNING . . .

I'd like to make a couple of suggestions for you to think about or to do whatever. The first is in regard to the subtitle of *The Antique Outboarder*, "The Pioneering Authority." I don't know where it came from, but I can make a good guess. It's a boastful statement, almost arrogant. I've had to make excuses for it to my friends. Nothing becomes authoritative by saying that it is; it becomes that by earning it, as it is now doing. My suggestion is that we just drop it. I know that several other members feel the same way. [*Editor's note: It's gone!*]

The other suggestion is in regard to members who take your money and run away with it. I've had two of these cases in the past year. One is the Outboard Motor Mart in Boston. They accepted a \$50 check for parts, and cashed it, but I never heard from them; so I called yesterday and was informed that the phone has been disconnected. Several letters have gone unanswered, but not returned.

Since that firm was a major supplier and was listed in our Parts Manual, someone should verify what has happened, and if such is the case, a simple note could be inserted in the Newsletter or the *Outboarder* that the firm had gone out of business.

Such experiences tend to dry up our hobby. Enough of them could destroy our organization.

I know you don't have enough to do, so I thought I'd give you some more problems. Seriously, though, most of our members are trustworthy and even generous. *Ray Rydell*

MIDWEST CHAPTER NEWS

Jim Cason

Meetwise and motorwise, the Midwest Chapter had a very good year in 1975. We had four outdoor meets here at Silver Lake, and one indoor meet at Jack Kinn's in Oconomowoc. We were really blessed with good weather for our outdoor meets, and we put on quite a show at Jack Kinn's. We plan to have four meets here next summer.

Our motor collecting here in the Midwest has been of above-average caliber the past year. Bob Davis recently acquired a 1924 Spinaway twin, an Evinrude Big Twin, a 1922 Evinrude Model K (the aluminum single,) and a 1913 Waterman, along with a mess of Lockwoods and a '28 Quad. Jim Ross has scared up a couple more '29 Quads, and also a '28 High Speed. I picked up '28 and '29 Speedsters, a Caille Liberty Single, and a Lockwood 72T. Ray Hatton had some luck, also, acquiring a 1913 Motorow and a '29 Quad, long shaft version. We're starting to shake them out of the trees.

When I bought my 4-60 from Dick Upsall, Jr., I also bought his father's old race boat, a Boyd-Martin outfit which Dick, Sr. supposedly built in Boyd-Martin's boatyard. It is in such good shape that the decals are still on the transom tails. I'll send photos of it when I get it back here. It's still in Bass Lake, Indiana. I'll also send photos of Bob Davis' Model K Evinrude, which has to be one of the rarest pieces around these parts, as far as Evinrudes go.



One of Jim Ross' recent finds, a 1929 Quad.



Ray Hatton's 1913 Motorow, Number 211 (unrestored.)



Ray Hatton's 1929 Elto Quad, long-shaft model (unrestored.)



Warner Turner's Lockwood Foldlight.



Circa 1912-14 Evinrude, in Evinrude's Service School.



Bob Davis' super-nice Lockwood Ace.



Jim Cason's 4-60, formerly owned by Dick Upsall, Sr., National Champion in Class D in 1930.



Dick Upsall, Jr. with the 1930 4-60 acquired by Jim Cason.

ELTO RESTORATION

I will mechanically restore any of the 1928-1929 Regular and Hi-Speed Elto Speedster outboards during the winter months of 1976-77.

So that a production run can be made, the engines should be shipped to me between November 1, 1976 and December 31, 1976 to ensure completion.

This is a hobby, not a business, so interested parties should contact me for details. My telephone number is 201, 741-5120, evenings.

***Mark Wright
30 Crest Drive
Little Silver, NJ 07739***

This is a one-time offer.

A FAVORITE ELTO



by Mark Wright

Recently a friend suggested the 1928 Elto Speedster living in my garage was rather prominent in antique outboard circles due to its participation in so many meets, and therefore had a story that deserved to be told.

This particular engine has been operated and demonstrated in more meets here in the East than any other specific antique outboard we know of. When run in Bang and Go Back and Predicted Log Races, this Speedster has won more events than it has merely placed in or showed! It is so well known in this area that somebody invariably comments about "seeing it again" at each meet.

Ten years ago I was interviewed by a Philadelphia newspaper which later published an article about collecting antique outboards. Shortly afterward I received a letter from a gentleman living about 100 miles south of here offering me this Elto for purchase. I wasn't interested at the time, as I had no real appreciation of what a fine model the proposition was about.

Some months later, when I was reviewing my files, the offering letter reappeared. Having learned in the meantime that an Elto Speedster was a Classic Milestone engine, I wrote the owner, offering \$20 subject to inspection. The offer was accepted, so one Sunday soon afterwards my family and I made the 200-mile round trip to take a look.

The Elto Speedster had been stored for many years in the owner's garage on one of those substantial Elto-made metal stands. The engine, as found, turned freely and was complete in all respects. The ignition timer was cracked at its crankcase mount. A few pinholes from corrosion were in the gas tank. We felt the agreed price was fair despite the small problems, and added \$2 to the pot for that genuine Elto engine stand, which "had been promised to someone else." (If one believes in horsefeathers.)

Elto advertised: "Starts with a Quarter Turn." The following Saturday morning, that's just what the Speedster did, too, first time! And ran just about like any self-respecting Elto does, too: like gangbusters. During the previous week evenings we heli-arc welded the broken timer, cleaned the points, epoxied the gas tank pinhole leaks, removed the cylinders, inspected the rods and pistons (the rings were stuck lightly), cleaned the rust out of the water jackets, cleaned the carburetor, inspected and lubricated the lower unit, and washed off the whole engine.

You would be tickled, too, to own an antique that has been such a delight to own and run over the years. What an engine! We have used this Speedster for scores of hours over the years for weekend fun and meets. The only time we ever had a mechanical problem with it was one time when the points stuck together. The Elto was so obliging it arranged to do that with Master Elto Mechanic Sam Vance in attendance, who immediately diagnosed and repaired the problem in what might have taken four minutes!

After three years' use, we removed the cylinders for a routine inspection. The upper rings were stuck, resulting from 1/2 pint oil per gallon of gas. Reducing the oil ratio to 1/3 pint per gallon has solved that problem using modern 50 to 1 oil. The same pair of Champion #7 plugs are still in good shape and show exactly the correct color on the porcelains. Used on a Grumman 12-foot aluminum boat, the Elto turns almost exactly its rated 3500 RPM using an original propeller 10 inches in diameter, repitched to 9 inches. Speed is about 21 MPH.

Experience has shown that excellent ignition is obtained through the use of a 7 1/2 volt dry lantern battery which is kept in a freezer when not in use. The battery will last for years this way. The plugs are gapped .032 inch, points are .009 inch. The rods and pistons were balanced, which improved smoothness noticeably and contributed about 100 RPM. Gear grease gives a tiny amount more RPM. On the other hand, it gets thinned out with water sooner due to this property.



Some of the more amusing times we remember include the look on the face of the owner of a modern 100-plus horsepower outboard we towed a mile one day when he learned he was rescued by a 45-year-old outboard. Another time, activity almost stopped at a dock where a meet was being held simply because we used the reversing procedure and backed it into the dock (easier to get out of the boat) after winning a Bang and Go Back event. Few realize these engines reverse, and how well.

Soon, Elto #64275 will be a half-century old. By that time its original nickel plating will be redone, along with a complete aesthetic restoration, including a fresh decal.

This Speedster will enter its second half-century as pretty as it did its first.





**10-ft. Cedar Tender
Only \$25.50**

St. Helens Light Cedar
Row Boats for Outboard
Motors—Special Outboard Boats—Speed Boats, Folding Boats and 20
and 26-ft. Raised Deck Cruisers. Write for folder and full information
of quality boats at reasonable prices.

ST. HELENS MANUFACTURING CO., Centralia, Washington

Pacific Motor Boat, January, 1930



FIRST COLEBROOK RIVER LAKE MEET

by Richard W. Fuchs

The First Colebrook River Lake Outboard Meet, the first "wet meet" of the 1976 season for this area, was held on May 15 with warm weather, partly cloudy skies, and a quiet lake. This lake is seven miles long and about two miles wide. The Meet was an informal affair, with no judging or prizes; sort of a warm-up for the summer's activities and the annual Meet.

There were 32 members, their families, and guests. Those members in attendance were:

Dick Schaber,	who brought	Champions
Bill Andrulitis		Hartford Sturdy Twin
Bill Pohlman		Elto, Evinrudes, Waterwitch
Jim Murphy		Johnson K-35
Bob Zipps		Johnson S-70, CD-11
Phil Kranz		Martin 75, Lockwood Chief
Bill Salisbury		Elto Sr. Speedster, Johnson K-50, Elto Light Twin
Dick Fuchs		Merc. KF-7, Johnson K-50
Norm Mullins		
Phil Gaudrea, Jr.		
Perry Stanley		
and a new member, George Slonizewski		

Two newspapers, the *Hartford Courant* and the *Winsted Evening Citizen*, both ran articles before and covered the day's events.

Phil Kranz provided me with the day's excitement when, during our "family cruise" on the lake after lunch, his ignition system decided to rest, so I towed him six miles back to our launch area.

After the Meet nearly all adjourned to my home for hamburgers and hot dogs. It was the consensus that we should do it again next year. And so we will: on May 14, 1977, same place, same time. Bring lunch, *motors*, a boat, parts to swap, etc. The lake is seven miles north of Winsted, Connecticut, just off Connecticut Route 8.



Vintage Outboard

William B. Andrelitis of West Hartford, an organizer of an informal meet of the Antique Outboard Motor Club, on the Colebrook River Reservoir in Sandisfield, Mass., Saturday, works on 1928 "Hartford Sturdy Twin" manufactured by a Hartford firm. About 25 members and their families from Connecticut, New Jersey and upper New York State attended the meet where other vintage motors also were on display (Bourque Photo).

From the Hartford Courant.



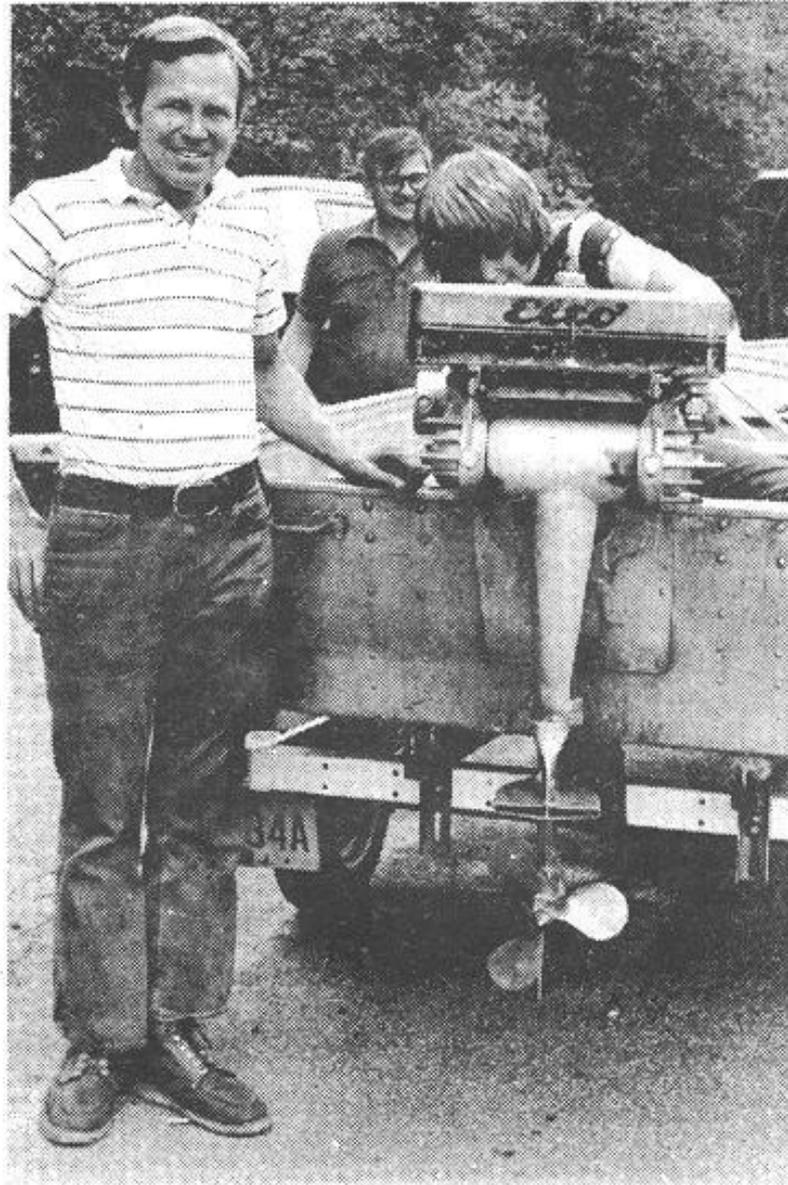
The launch site, looking upstream. Dick Shaber's collection on the back of his pickup.



Jim Murphy (with glasses) with his K-35. Dick Fuchs' 1930 K-50. Both motors are on Dick's collapsible motor stand.



Dave Salisbury and his "mint" Elto.



Airline pilot Bill Salisbury and son David of Toms River, N.J. show a 1930 Elton Senior Speedster.

Outboard Motor Enthusiasts Meet

Story and Photos
By Claire Vreeland

SANDISFIELD, Mass. — About 25 members of the Antique Outboard Motor Club and their families from Connecticut, New Jersey and upper New York State attended a meet at the Colebrook River Reservoir Saturday.

William B. Andrelitis of West Hartford and Dick Fuchs of Simsbury, who organized the meet, said the club might plan a bigger and better event here next year, possibly with formal judging and awards.

The club started in Florida in 1966 as the Antique Outboard Motor Club of America. Now known as the Antique Outboard Motor Club, Inc. the club has become international. There are members in New Zealand, Hong Kong and several countries in Europe. Even so, the organization has fewer than 500 members, who collect and restore old outboard motors to "run as well as they did in their original state."

Andrelitis showed a 1928 Hartford Sturdy Twin at the meet. The motor was manufactured by the Gray and Prior Machine Company of Hartford, which manufactured the old-fashioned penny scales popular in five-and-dime stores.

There were old Martins, Evinrudes and other makes of motors popular over 25 years ago on display at the meet, evoking a bit of nostalgia for "the good old days."

The meet was a "wet" meet in which exhibitors demonstrated operation of their motors on the water. Dry meets are held throughout the winter where club members exchange motors, parts and information.

Currently the club is negotiating with a California firm to make pistons. Prices of old motors and parts have skyrocketed, Fuchs said.

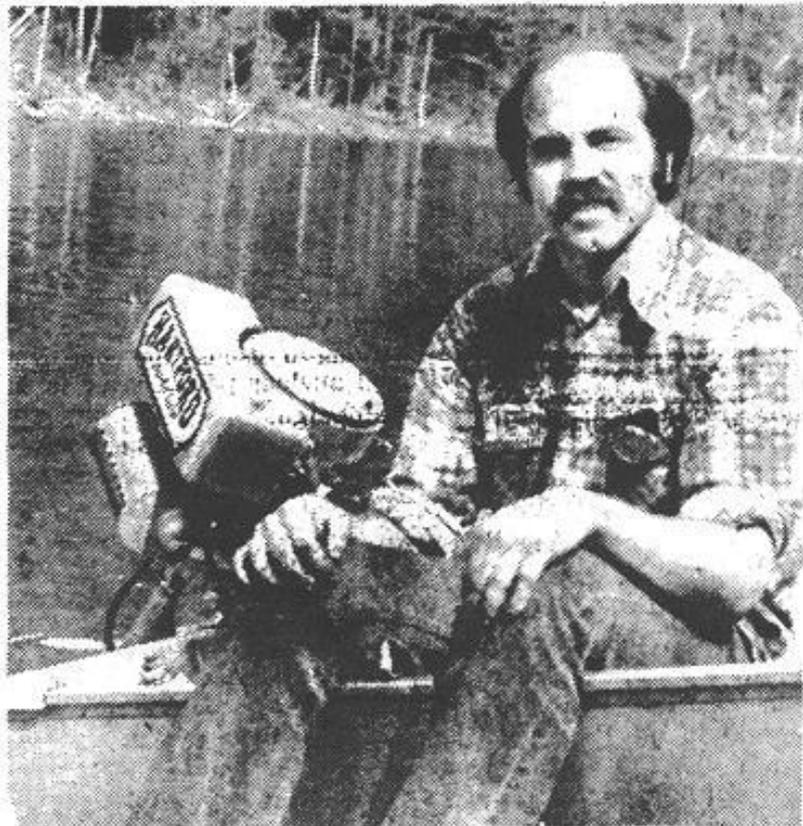
Many of the exhibitors at Saturday's meet will take part in the Silver Lake, Pa. meet June 10. A national meet will be at Lake-of-the-Ozarks, Mo. that same week.

Next year, possibly in May, members hope to return to the Colebrook River Reservoir. They hope to attract more people to that meet. "One of the best features of these meets are the people," Fuchs said.

Membership includes both blue and white collar workers, doctors, dentists, and other professionals.

Bill Salisbury of Toms River, N.J. who works for Pan American Airlines, left the meet in mid-afternoon as he had a nighttime flight Saturday. He demonstrated a 1930 Elto Speedster with battery ignition and 14 h.p. engine. His son, David, exhibited a 1934 Elto 5.1 h.p. light twin engine.

Whole families come to the meets. There is a lot of sociability and picnicking. "It's the same with a dry meet," Mrs. Salisbury said. "This is one club where the wives do not feel excluded."



Bill Andrelitis rests a moment after demonstrating a 1928 vintage Hartford Sturdy Twin motor on the reservoir.

ADVERTISES LOCKWOODS WITH PLANE

C. Seeley, an enterprising Lockwood dealer in Syracuse, New York, is thoroughly sold on the value of advertising, and utilizes a most unique idea in advertising his motors. Seeley has the pontoons of his sea plane painted with the words "C. Seeley, Lockwood Outboard Motors, Chief and Ace." Whenever Seeley flies to a race, or goes on a business trip, his plane presents a moving advertisement for Lockwood Outboard Motors.



Lockwood Motors are Advertised on This Plane's Pontoons
This is another example of an aggressive outboard motor dealer.

Pacific Motor Boat, January, 1930

Lockwood-Ash Motor Company

MANUFACTURERS
OF THE

FAMOUS LOCKWOOD-ASH MARINE MOTORS

FACTORY: 204-206 WEST CORTLAND STREET
JACKSON, MICH.

WHERE QUALITY COUNTS
YOU WILL FIND THE
LOCKWOOD-ASH ENGINES

SALES DEPARTMENT
LANSING, MICH., U. S. A.

Editor's Note: The two letterheads are reproductions of old originals from the Lockwood Motor Company. The ad dates from the early '20's. The photo shows A. L. Lockwood (seated) and Gilbert Valenline (in water.) This material was submitted by Dave Lockwood.

**Not Necessary to
Be a Samson to
Enjoy the L-A**

**The Main Thing
Is Power on the
Boat
Yet, the L-A Is
Extremely
Portable**

**Starting Is
Important
A Woman or
Child Can
Handle an L-A**

**The Ease No
Other Type of
Steering Can
Compare**

**After All It's the
Ingenuity put
Into the Engine
that Counts on
What Is
Gotten Out**

**Light Weight
Transportation**

**First Cost
and Upkeep**

**Roominess,
Cleanliness
and Quiet**

EASE OF OPERATION—SIMPLICITY

The main points bearing on ease of operation are—Portability, Starting, Steering and Maintaining the motor in an efficient running condition.

The weight of the complete motor, everything ready to operate in one unit, is less than 55 pounds and will develop 3 horse power—a weight considerably less than any battery equipped 3 horse power rowboat motor when complete necessary equipment is included.

The L-A oversize magneto and float feed carburetor are a combination we guarantee to give the most prompt and easiest started rowboat motor in the world.

The L-A method of rope starting is absolutely safe and requires the least effort of any now known.

The rudder steering is the least strenuous of any now known—it requiring practically no attention and no effort on approximately straight running and little effort only when turning.

The high class of engineering, the quality of material and grade of workmanship involved in the L-A construction is a guarantee of permanency of adjustment and durability which means uninterrupted operation. Speed is controlled with one lever, the magneto timer, which is simplicity itself.

ECONOMY

The L-A Rowboat Motor being one of the most powerful and at the same time one of the lightest is used on comparatively light craft as compared to the ordinary family launch; gives more miles per gallon of fuel, per passenger carried, than any other form of water transportation.

The first cost of equipment is less, the cost of upkeep and fuel is less, the labor or expense of hauling out is almost entirely eliminated and there are no taxes—government or state—assessed against portable boat motor equipment, and there are no government or state regulatory navigation laws applying to them.

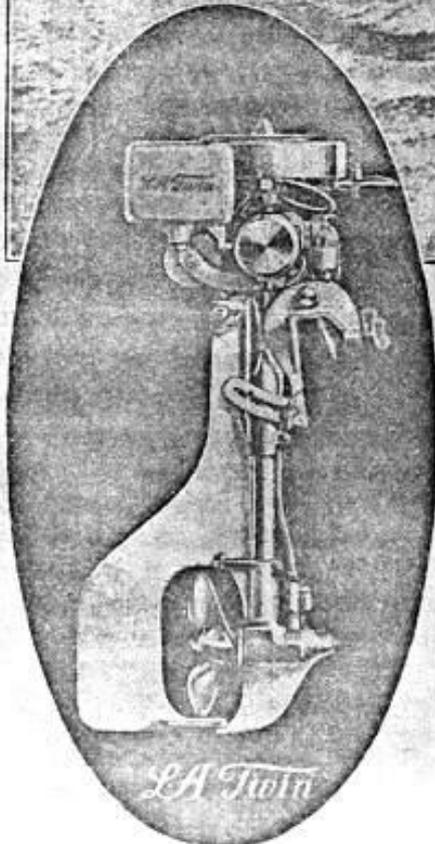
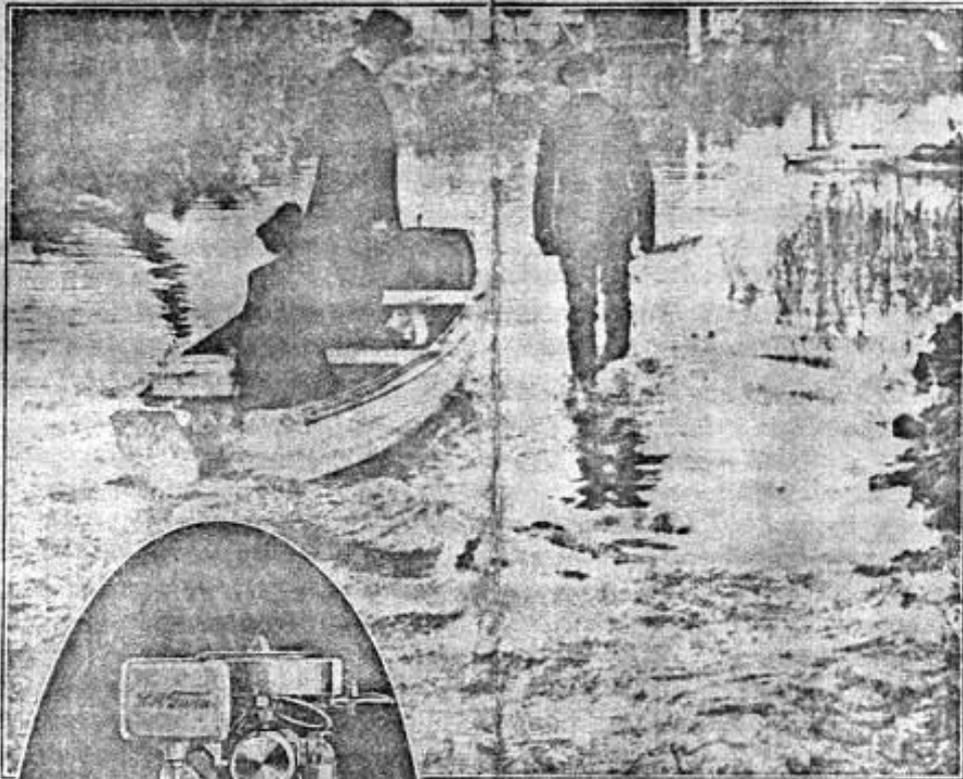
They are suspended over the stern of the boat and therefore all the inside room is available for passengers. All the muss such as usually accompany inboard engines is left behind. Practically no noise accompanies their operation as the exhaust is effectually silenced by means of a carefully constructed muffler which takes care of the exhaust without back pressure rendering a muffler cutout unnecessary.

A Rowboat Motor designed with a wholesome regard for the actual needs of the boating fraternity rather than particular selling features that may be more or less superfluous in every day use.

Price \$140.00 F. O. B. Jackson, Michigan

LOCKWOOD-ASH MOTOR CO.

The L-A Twin Rowboat Motor



Reproduced from an unretouched photograph showing the improved L-A Rowboat Motor driving an ordinary rowboat in water only ankle-deep and over a stony, snaggy bottom.

Propels Your Boat Anywhere It Will Float

Lockwood-Ash Motor Company
Jackson, Michigan

Builders of Marine Engines for 21 Years

Lockwood-Ash Motor Company,

MANUFACTURERS OF

MARINE MOTORS.

Automobile and Motor Boat Specialties.

JACKSON, MICH. 190

SUPERIORITY

Superiority in rowboat motors is determined by their ability to function under the guidance of the amateur operator and by The Safety, The Reliability, The Simplicity and The Economy built into them and surrounding their use.

In this advance information on the L-A Twin, we are calling your attention to what we with long experience in marine engine manufacture, believe to be the four outstanding points to be desired in a rowboat motor, and how and why the L-A Twin meets these conditions.

Safety in Starting and Running

Personal safety is the safety we particularly write about in connection with the L-A Rowboat Motor. Starting with our exclusive grooved type starting drum and a rope without knots or other means of fastening it permanently to the drum, removes the last vestige of personal danger from starting.

Safety in Control of Direction

Steering with a rudder gives gentle yet positive control of boat, both when the engine is running and when not, and eliminates entirely the possibility of upsetting or taking water from quick changes in direction of power application, as in the propeller steered motors.

Safety in Load Distribution

Light weight coupled with rope tiller and rudder steering, makes possible the balancing of weight in the light skiff when heavy weather is encountered by allowing the operator to choose the proper position in the boat rather than being confined arbitrarily to the stern, as obviously if one is alone in the boat, the weight of the engine, 35 to 55 pounds, plus the weight of the operator, 150 pounds, equals 200 pounds—too much weight to be confined to the extreme end, causing excess squatting.

Motor May Be Tilted out of Water and Locked in Position

The L-A Rowboat is hinged to the attaching bracket to provide for automatic tilting when the under water part comes in contact with any obstruction that might otherwise threaten the stern of the boat. This tilting means is provided with a frictional locking device which greatly aids the starting and entirely eliminates the tipping of the motor inboard at starting. In other words, one doesn't have to push on the motor to keep from pulling it into the boat as is usual with the free tilting types. Furthermore, it may be tilted and locked in any position.

Regardless of What the Under Water Condition Is—the Clutch Propeller Gives Absolute Safety to all the Mechanism

The tilting device alone is not a complete protection against under water obstructions as obviously the submerged mechanism might pass along side of an obstruction, yet near enough to strike the propeller blades when in the horizontal position—as they appear in the front view of motor herewith. Under such circumstances the tilting would not function. Here our slipping clutch propeller furnishes the much needed protection.

Safety Regardless of Unseen Objects Under

The slipping clutch propeller is a considerable item of safety. Much of the territory in which these motors are operated is shoal and the propeller frequently meets solid obstructions. If no means were provided to absorb the shock, breakage of some essential part of the machine surely results. With the L-A



**Safety for the
Machinery as
Well as
Passengers**

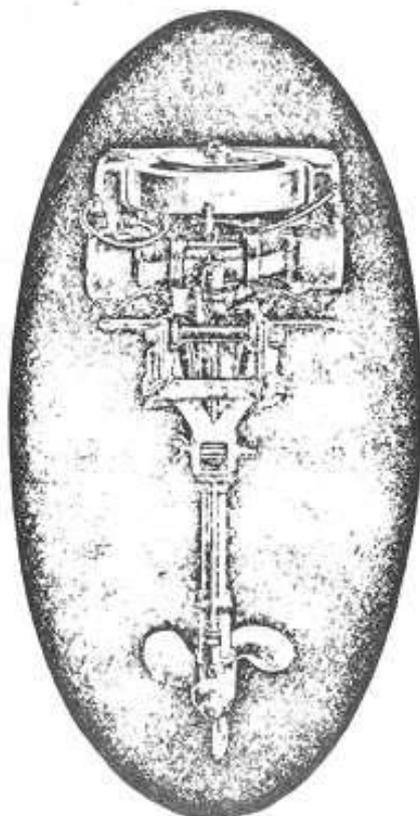
safety clutch propeller one need not worry about results—be they near or far from land—as the propeller automatically stops and when the obstruction is passed, automatically starts again, none the worse for the engagement. So perfect is the operation of this clutch propeller, that we will replace any propeller that is returned to us, charges prepaid, that shows change of pitch from having struck an obstruction when running. Mere words cannot convey the meaning of security this slipping clutch propeller affords—as combined, with the tilting feature of L-A motors, the operator may utterly disregard the under water conditions with full assurance that nothing can stop the successful operation of his power plant.

**Safety in
Continuous
Operation**

The double size magneto provides safety because of its margin of electrical energy which makes it absolutely reliable and guarantees continuous power in the pinch of adverse conditions of wind or weather.

**Reliability—
You May Expect
Great Things
From the L-A—
It is a high
Class Machine**

Perfect co-operation of the essential working parts of a rowboat motor means reliability—the ability to perform its functions day after day without appreciable wear or change in adjustments. Evidence of this quality lies in the following: All the important bearings have a size that gives an ample margin of safety above the extra ordinary requirements that positively assure their continuous performance. All are hardened and ground to perfect running dimensions, and all are interchangeable, thus allowing easy replacements when extended service makes such replacements advisable. An oversize magneto—weight, at this point, is a distinct advantage. The L-A magneto weighs 13½ pounds. Lighter weight motors have magnetos weighing from 8 to 10 pounds with correspondingly lower ability to perform their functions.



**Designed to
Eliminate the
Human Element
in Operation as
Much as Possible**

A carburetor with float feed and with fixed fuel orifices, eliminates the possibility of failure because of changing gasoline levels in fuel tank or errors in fuel adjustments.

**Built to Stand
Hard Knocks**

A gasoline tank of cast aluminum without openings of any sort except for filling and fuel connections to carburetor positively insure against leaky tank for any reason. The gasoline passes through a fine mesh screen before passing to carburetor—this screen being combined with a water trap completely cleaning the gasoline of foreign substance.

**Positive in
Its Operation**

Water circulation is effected by use of a plunger pump submerged. Plunger being operated by means of a hardened and ground eccentric against which the plunger is returned by spring—proven by years of experience to be the most reliable under all conditions.

**Mussy Oiling
Eliminated—Yet
Lubrication Made
More Positive**

Ball check valves are used. They cannot stick either on or off their seats.

Lubrication of the gear and propeller driving mechanism including pump is effected by the well known Alemite method of forcing grease under pressure directly to the bearing. No more mussy work of packing the gear housing and no guess work about lubrication—complete outfit furnished with motor.



Confederate Navy "Red Baron" Dick Jones prepares to go forth into the Battle of Ozark Lake. He returned safely.

2! Nati Me

The Ozarks Sands Motel, Ozark Beach, Missouri, Lake of the Ozarks played host to AOMC'ers during our Second National Meet, organized and conducted by the Walt and Ron Ellis families. Although the full Meet story is planned for later, a few pictures are presented now just to set the stage.

Special mention of Charles Hansen was made by Walt. Charles gave willingly of himself to promote the Meet, and then couldn't attend because of illness. Our heartfelt wishes for a speedy recovery are unanimous, Charles.

Worth noting, too, was the attendance by the Confederate Navy, based in Florida. We're happy to say, they conducted themselves well.

I guess most of us feel the light blue haze over the water and the echo of the exhausts ended too soon. Not enough time, it seems, to talk to everyone or see everything there was to see. But—there's always next time!

Special thanks indeed to all the Ellis'—fellas and gals—who worked so hard for so long so we could all have this Second National Meet to remember.

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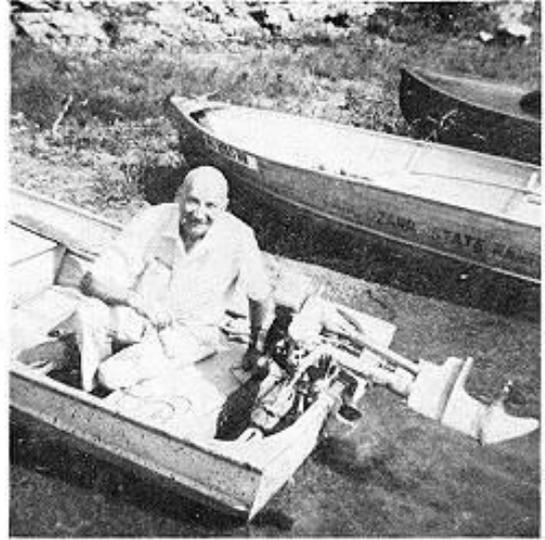
Certainly a highlight of the Meet was John Harrison's demonstration run using the pictured 1940 Jacoby hull powered by a full-house short rod pumper with Mallory ignition. The neighbors are still wondering, "What went by there?"



A truly beautiful boat—a twin cockpit Larson—owned by the Herbergs.



That's Ted Bieber, Texas, with all those boats pointing at him.



Warner Turner should be smiling—his 5.8 HP Service A Elto performed well.



Bob Burdell, left, stands respectfully away from his "Cute Craft" type flyer. Moments later his respect grew by leaps and bounds.



Ron Ellis tends to Walt's beautiful Redwing runabout powered by an electric-start Johnson. Ron's mighty handy with brush and buffer, let me tell you!



Walt Verner, New Orleans, made the long drive with his fine running Feathercraft.



Mr. and Mrs. John Van Fleet, accompanied by a circa 1902 Submerged Electric Outboard.



Jim Johnson, Ohio, kept his feet wet most of the time. Jim's long on C-Service and old-time race engines.



Gene Yonker and Bob Poncioli try to hide Gene's "Black Max" Johnson. Gene got stung by something black, but not Max.

the Early Days

by J. Lewis Chapman

The *Hartford Courant* magazine section of November 16, 1975 had an article by Mike Sheridan about Robert Zipp's and his collection of antique outboard motors. Sheridan mentions The Antique Outboard Motor Club with its 450 members, and this article must be of interest to nearly everyone owning an outboard.

My first outboard experience occurred 'way back, and I can remember it quite clearly. The first time I ever saw one running was in about 1918 when we were on a family picnic at a grove on the Poquonnock River. A school friend came by with an outboard motor on a rowboat and maneuvered it to the beach, using reverse as needed. It was an Evinrude, and when the steering handle was twisted, the torque allowed it to rotate 180 degrees. A few years later I was given this motor. The cylinder water jacket was cracked, and I repaired it and cleaned out the muck, putting on a cold patch of copper sheet. It was a lot of fun using it on a 15-foot rowboat and even on a canoe, but I never got over the surprise of the sudden jolt when it went into reverse.

Being fascinated with power boating, I went to work at the Sea Sled Corporation at West Mystic in March 1926. Having some mechanical experience, I was soon inspecting and testing the 28-foot Sea Sleds with 200 h.p. engines. A year later my boss, Jack Christen, asked if I would like to go with him on the road (or water), servicing, demonstrating, and hopefully selling. So I took leave of my inspection job and went first to Boston with a 28-foot Sea Sled sedan. The dealer there was Walter H. Moreton, who also sold Hacker, Mathewes, Penn-Yan, and Cute Craft boats and marine engines. One of the salesmen, George Childs, introduced me to the Cute Craft and a Penn-Yan 16 footer, both of which planed nicely. When Jack Christen paid a visit, I took him for a ride in the Cute Craft with a Johnson motor. It was fast, and he was much impressed, for it looked like nothing more than a large box. He said, "I see no reason why our Sea Sled rowboat will not make a good outboard boat." By the next day the Sea Sled Corporation was in the outboard business.

From Boston I was asked to take the 28-foot boat to Marblehead for demonstrating, then to Osterville on the Cape. After a couple weeks I was sent to Marmaroneck, New York to take charge of a 28-foot runabout.

There was to be a Gold Cup Race at Greenwich one weekend, and I went over with the Sea Sled. Jack Christen was there with some of the sales people, and they wanted me to go in a hastily organized outboard race. They had a Sea Sled rowboat and a new Johnson motor still in the shipping box. Within a frenzied hour we had prepared the motor, mixed gas and oil, and checked the lower unit grease. I expected to run it for about an hour before opening it up, and started out of the harbor at slow speed; but within ten minutes the shiny new Johnson froze up tight. We learned later that it was not unusual for new outboard motors to come through fitted so closely that it was necessary to run them a few hours in a barrel of water or on a boat tied to a dock. Some of the racing drivers would even let Bon-Ami into the air intake until the motor stalled, then take it apart for clean-out.

If the outboard race was run that day, it certainly was not an outstanding attraction. I enjoyed watching the preparation of the gold cup boats; most of them came in on wheels and were put overboard by crane. Gar Wood showed up with three boats, and when one of our Sea Sled mechanics who had worked for him asked, "How come three boats?" he replied, "I'm here to win—fun, money, or marbles." There were several boats at the starting line, and the faster ones

were soon 'way out in front; but one by one they had troubles and had to drop out. One boat that had been following the pack kept going and became the winner. That boat was *Miss Columbia*, driven by Charles F. Chapman.

With the use of aluminum alloys and good engineering development, the outboard motor had become much more than just a fisherman's pal. It was of the utmost importance to convince the buying public of the reliability of outboard motors, and racing competition was right there seeking publicity.

At the end of the season I went back to my inspection work at the Sea Sled plant, but spent part of the time at experimental work with outboards. Johnsons, Evinrudes, and Eltos were sent to us to try out and evaluate. The Sea Sled rowboat was good in rough water and had fair speed, but had a hard chine and could trip on a quick turn, dumping the occupants; so a model with bevel chine was designed and three different ones were built. I was assigned to test them, and had much fun putting the tiller hard over at full speed to see whether they would skid or trip. One of the new designs proved the best, and that was chosen as the new Model 13.

There was an old square chine 13 footer not being used, and I spent some spare time fixing it up as a more comfortable runabout. That consisted of a canvas deck back to the rear seat, steering wheel, back rest, and cushions. I had no particular use for it in mind, but in the Spring something turned up: there was to be an outboard marathon from Albany to New York, 133 miles, sponsored by Haynes-Griffin and the American Power Boat Association. When asked if I would like to enter with my refined Sea Sled rowboat, I was pleased to go. The race was to be the longest to that date. The prize for the fastest time was \$500, and for the first boat to finish, \$100. There were four chances to win, as a contestant could make a run on the first day, Saturday, April 14, 1928; could race again Sunday the 15th; and then the same on the following weekend.

I left New London Wednesday on the night boat with my old tub and a new Model 13 and two motors, an Evinrude twin and an Elto Quad. The new boat was for the use of a fellow named Buhrus who worked in the New York Sea Sled office and wanted to get in the race. The Elto Quad had been made by putting one twin on top of another, so there were two carburetors to try to synchronize and a complicated ignition system. When I learned that Buhrus had virtually no experience, I decided he had better run the Evinrude. On Thursday our boats were trucked from the New London boat to the Albany Night Line, and that night we had a delightful sail up the Hudson. Dinner was served at about sundown in an elegant dining room, and the food was good. Helen Hentchell, who had made headlines as a swimmer and outboard racer, was quite generous telling us amateurs about the fine points of racing. We all listened, anyway, including the fellows who had done considerable racing. After we docked at Albany in the morning, our boats were delivered to the Albany Yacht Club, which was on an island close to shore. Then we started preparing for tomorrow's race.

After Buhrus was familiar with his outfit, we looked at the charts and made a run down river, checking the channel buoys as far as Stuyvesant. When nearly back to the club, I went over a tug boat wake that was more solid than I anticipated, and the motor started a little skip. I tried adjusting the carburetors and it seemed to smooth out. But it was only wishful thinking. Next morning after a brief warmup we were ready for the starting gun at 6:00. There were 23 starters, and within a few miles it was quite apparent that we were not part of the fast group; but a few of them were eliminated or slowed down when they cut buoys and landed on mud flats. My problem with the Elto showed up soon after the start. The little skip kept getting worse, and the motor seemed to have a drag like something was binding. Before getting as far as Hudson I suspected the lower unit and hove to, finally taking it apart. The grease seemed pretty hard, so I poured in a little Mobile B oil. After getting it back together, I tried starting up, but without success. The Elto had two knobs on the flywheel for cranking, and the trick was to use both hands and bounce it against compression until it fired and started in the other direction. After wallowing around

there for over two hours, I finally got it going, but did not dare open it to full speed, as it threatened to quit. So I sort of limped along down past Poughkeepsie, not stopping there for gas, as the 20 gallon tank was nearly full. By the time Haverstraw Bay was in sight it was well into the afternoon, and a wind had come up, making it very choppy. By tacking back and forth it was possible to make some headway and eventually reach the finish line at Dyckman Street. Kirk Ames with a Baby Whale had come in first in 4 hours and 44 minutes, to win \$100 for first boat to finish. Charlie Stevens was second with a Sea Sled, then Ross Maddocks in a Cute Craft. Buhrus with the Sea Sled was fourth—pretty good for a complete amateur. When I finished well into the afternoon I was twelfth and glad to be there. Helen Hentchell didn't show up at all.

The prize offered for the fastest time was \$500, and four runs could be made. C. Stevens was among those who went back to Albany to join in the second run. I went back to Mystic with the rig on the New London night boat. During the week when I had time, I tried to locate the trouble with the Elto, and finally found it. Ignition was by Hot Shot battery that rested on the bottom of the boat against the transom; when jumping the tug boat wake the primary wire had pulled some strands loose at the battery terminal, and that was my whole trouble.

The next weekend I went along for another run. Most of the drivers had taken off their mufflers, so I left the Elto muffler at Mystic. At Albany our New England dealer told me that the motor would be scavenged too much without a muffler, as it was a two-port motor. We searched around to borrow a muffler, but none was available, so I went in the race with slightly less than full speed and had a comfortable ride enjoying the scenery non-stop for 132 miles. Because of battery ignition, the Elto had sort of fish hook points that could not remain closed and run the battery down. Charlie Stevens ran all four races. He was second the first day, but first on the other three. Most of the drivers had no trouble with their motors, and that should have demonstrated the reliability of the outboard, which had a poor reputation for dependability. However, the dealers and manufacturers must have thought the buying public needed more convincing, for by the middle of May a longer marathon was planned, to be run June 16 from Boston to New York, about 250 miles.

We had plenty of time to get ready, and it was decided I should race a 16-foot Sea Sled, a new model just going into production. As soon as one was ready I took it out for a trial spin. A friend, Al Gebrath, came aboard at Groton, and we went through some very rough water at the mouth of the Thames River. By the time we got back to West Mystic, we had a few gallons of water in the bilge, so we hauled it out quickly and discovered a split keel. Fortunately none of the 16 footers had been shipped yet, as the keels were of spruce. The change to oak was made right away, so I made another test run in rough water, and the boat took the pounding as it should. The 16 footers were decked with two cockpits. I put a snap-on cover on the forward one, and installed a gas tank with autopulse electric fuel pump that could be operated as needed to fill the engine tank. Also there were a steering wheel and such accessories as bilge pump, anchor, life preservers, and a few tools; we seemed to be well prepared for a long race. I decided to use an Evinrude Speeditwin.

Originally it was announced that each contestant must have an inboard boat as a sort of convoy, so we were ready with a 28-foot Sea Sled; but when we got to Boston the convoy requirement had been cancelled as being too difficult for some entrants, and there would be a Coast Guard destroyer along carrying the race committee. We had a full day to prepare at the former World War Victory Plant. My outfit was ready to go, so I made a practice run out the south channel to Minot's Ledge and back. Ross Maddocks was trying to get his engine started; the Kelly people, builders of the Baby Whale, had put an aluminum housing on for this race to keep water off the motor. Ross finally tore it off and threw it overboard. Then the motor started. A drivers' meeting was held in the evening at the hotel where we all stayed. Many drivers attended, but a few hadn't gotten to Boston yet. Charlie Stevens was there and had entered his Sea Sled 13. Even

after his success in four runs of the Albany-New York race he was a bit nervous, as he had never been on salt water. Dave Bennett, who was to drive our 28-foot inboard, and I took out the charts and went over the route with Charlie until he had a mental picture of what to expect.

The next morning as we assembled in Boston Harbor there were 50 starters. The destroyer was there at the end of the starting line, but with so many boats milling around there was confusion when the gun was fired. The faster boats were soon out of sight, and I was alone until near the Cape Cod Canal. There I passed Tom Parker in a specially-built Penn-Yan racer of wood and canvas construction. We were sliding down a following sea, and Tom was having a hard time trying to keep his boat from diving in. We had been told there would be gas available at the Canal, Point Judith harbor of refuge, and gas boats off New Haven and Oyster Bay. Buzzards Bay was peaceful, and my first stop was at Point Jude. The 28-foot Sea Sled was there. Charlie Stevens had gassed and was packing Kasson waterproof cup grease in his lower unit—"greasing my foot," he called it. It seemed a bit strange that we had come all the way from Boston and only seen two other contestants. Charlie was nearly out of sight before I finished gassing.

We had been directed at the drivers' meeting to go through Fishers Island Sound and avoid the Race, which is usually turbulent, so I went that way and ran into an awful lot of eel grass that was floating. I had to stop often to clear the prop, and at least an hour was lost. As I entered Long Island Sound, the afternoon breeze had come up, making it quite choppy. It would have been better to stay in the lee of Long Island, but I thought the chances of getting gas would be better along the Connecticut shore. It was wet and the short chop made plenty of pounding, but the Sea Sled could take it. There was no gas boat off New Haven, so I went in to the New Haven Yacht Club where I knew there would be gas; but lo and behold, there wasn't, and someone had to go up the street and get gas in cans, which made quite a delay. I finally got going, and just beyond the breakwater the autopulse quit. I tried the spare battery, which did no good, so from there to New York I used the bilge pump, taking gas from the big tank into a can, then pouring it into the motor tank. The wind was dying down, so the last leg was fairly smooth. A couple Power Squadron boats came along and offered to help when I stopped to gas up, but we were not supposed to accept any help, and I didn't need it anyway. I had gone over the charts and knew the waters and harbors all the way from previous experience, but I had never been in Flushing Bay, and that was where the finish line was hidden. Upon entering the Bay I saw Al Buffington gassing up; as he finished and started up I followed him, as he seemed to know where the finish line was located, in back of some abandoned barges. We came in almost together and found that we were 16 minutes behind the winner, Charlie Stevens. He had gone outside Fishers Island, missed the Race, gone along south of Plum Island, missed Plum Gut, and was well along Orient Point before he realized he was boxed in.

Near the finish line was a sort of marina run by Bruno Beckhart, and there our boats were taken up and dried out. There was a meeting later, and just as it was about to start, two hours after the winner arrived, the fourth boat came in, Ross Maddocks. He had a protest, but it was quickly settled, as he had been mistaken. No others finished out of the 50 starters, although Bill Snadecki did report in the next morning, having slept on a beach over night. At the meeting the prizes were awarded, and Olaf Mikkelesen told us about his trip from Boston to New York with Ole Evinrude, using one of the very first outboard motors; that was a long time ago, even then.

After that my experience with outboards was fairly limited, as I had been made superintendent of the Mystic Sea Sled plant. But I did have an opportunity to test one other Johnson model. It was the Giant Twin, just an over-growth of the Big Twin, and did seem to be the perfect power for the new Model 18 Sea Sled. The boat was well designed, with enough beam and good freeboard, and of course needed more power.

The combination looked good, and I was asked to run it out to the Race so the photographer could take pictures in rough water. After only two runs before the camera, the lower unit twisted off

and was gone. I was real sorry about that, as the motor seemed to be a perfect match for the boat, and the power was quite smooth. Johnson sent along another Giant Twin, but before we got out of the Mystic River that lower unit twisted off.

Another motor we tried was a Caille. It was not outstanding and never became a match for the others. It had a sort of push-pull arrangement—you could either use the regular push propeller, or put a smaller one in front as a puller.

That same summer I took my wife on an outboard vacation. We went over to Long Island with a 16-foot Sea Sled, Elto Quad, and a pup tent. After visiting the ruins at Gardiners Island, we went around to Montauk, had a shore dinner, then went into the new yacht harbor just opened by Carl Fisher. Here we camped on the golf course over night. The next day we went around to Sag Harbor. Gert sent some postcards, we had lunch, did some sightseeing, and got a steak for supper. At a little harbor on the south side of Shelter Island we set up the pup tent on a sandy shore and broiled the steak. Toward sundown the mosquitos became annoying, so we piled dry eel grass around the tent and made a smoke smudge to keep them out of the tent. Next morning it was raining, so we broke camp and went around the west side of Shelter Island. Just as we got off Greenport the Elto shaft broke. A fisherman took us in to the nearest dock and I called the Elto dealer out at Orient. He very kindly loaned me a lower unit at no charge, just a deposit, which he refunded when I shipped it back. By the time I changed the lower units, there was a northeaster going strong, and Gert had met an acquaintance who tried his darndest to keep us from going on. We went along anyway. Plum Gut was no worse than usual, and the only time we had to be extra careful was crossing the wake of a Sound Steamer. It did take two hours to get to Mystic, where ordinarily it would have been one hour.

The next year, 1929, I met up with a new model Johnson. Our neighbor, Al Gebrath, had raced locally with some success, and wanted to get in the Albany-New York race. He had recently been using a 12-foot Sea Sled, which was lighter and a bit more racy than the standard Model 13. He named it *Bozo* and had taken a few first prizes. I asked our upholsterer to take the top off my Nash Advanced Six touring car so we could put the 12 footer up from the windshield to the back seat. We took a regular Evinrude that Al had been using and left Groton one evening right after supper. It was quite cold, and we encountered snow at the hills beyond Hartford.

We stopped a few hours and tried to sleep in a church shed in western Massachusetts, and arrived in Albany about 7:00 a.m. We were doing this at our own expense, but I had been advised to contact Bill Burke, Sea Sled sales manager, who would be up there. I was looking forward to getting Al ready and then having leisure to sort of visit the "pits," but had no leisure at all. We put *Bozo* over and Al made a trial run. The outfit was perfect. Then Bill Burke showed up and said he could get us the use of a special Evinrude for the race (maybe 20 h.p.)

After Al accepted the motor and went out to try it, Bill Burke asked me to rig up a Model 13 Sea Sled with the new model Johnson Sea Horse 4-cylinder and prepare it for the race. The driver-to-be was a boy from Scranton, Pennsylvania who had just arrived and would help get the outfit ready. It was soon apparent that he had no experience at all. All we had to start with was a new boat and a new model motor. The Albany dealer brought it to the club and launched it, and I took it out for a trial. There was plenty of power and speed, but no matter what adjustment I made, it wouldn't stop porpoising. The dealer was as helpful as he could be and agreed to find a place for me to work and to provide the items that would be needed. The parts were slow coming, and it was afternoon before I got started. They couldn't find a gas tank, so I settled for a 50 gallon oil drum, hoping the weight forward would make the boat behave. They didn't have an autopulse, so I took the one off my car and hooked up the original gas-vacuum tank. Friend Al mooched a Hot Shot battery from the Elto people to run the autopulse. The oil drum was strapped down in chocks with a flexible tube through the autopulse to the motor and a switch so the motor tank could be filled as needed. They said the motor was 32 h.p., but we had no idea what the fuel consumption would be. I put in a seat back and found cushions, even put in a block to hold shear

pins handy. The lad was almost no help. Then he had to borrow my car to go to the drivers' meeting (less than a mile away.) He didn't return at all. Al came back after the meeting, and it was nearly midnight when we carried the boat down over the riprap to the river and put the motor on. We paddled it over to the club floats and started for the hotel; beyond the railroad station in the middle of a sort of cobblestone parade, all by itself, sat the car—out of gas. There wasn't much time for sleep, for we were up at daybreak and back at the club. I put about 30 gallons of gas and oil in the drum and took off down river. It was beautiful, didn't porpoise at all, and sure had speed. With 20 minutes to the 6:00 a.m. start the lad (called Bill) had not shown up, and I wondered if my efforts were in vain. With 10 minutes left he came, dressed in a flying suit with helmet and carrying a jar of cold cream for me to put on his face. He pulled the cord a few times with no success, so I started the motor from the float and threw him the cord. That was the last I ever saw of that Bill.

I got up to the clubhouse in time to see the start. Al was near the front, and after they had gone there were no stragglers, so Bill must have been with the pack. Bill Burke should have been paid off fairly for getting the special Evinrude, but he wasn't through with me yet. He asked me to go to two hotels and pick up bags for other drivers and take them along to New York. Of course there were my own, Al's, and driver Bill's anyway, so I stopped at Poughkeepsie, had lunch with a friend, and picked up a deck hand hitchhiking from the Great Lakes to New York to look for work and who changed a tire when we had a flat. It was late afternoon when we pulled into the Philroy Yacht Club at Dyckman Street. Nearly everyone had gone except Al, and he had nearly sobered up, but was still furious from waiting.

The Shelton Hotel clerk would not take us without a reservation; probably our appearance reminded him of tramps. I had stayed there before and liked it because they had a pool, and was all for going to a phone to make a reservation; but Al would have none of it, so we went to the Times Square Hotel, where we were shown a good room for \$3.00. There was a drivers' meeting that evening at the Columbia Yacht Club to award prizes. I looked forward to meeting some of the drivers, several of whom I already knew, and we were anxious to learn how the order of finish went. Al got in all right, but I never did; Bill Burke met us at the door and handed me a telegram: *Motor failed stop send bags to Scranton signed Bill.*

So I had to take it over to Grand Central Station, and by the time I got back to the club everyone was leaving. The winner was Jake Dunnell with a Ludington boat and Johnson motor, who finished at 9:36. Al and *Bozo* finished tenth at 10:15. There were 54 finishers, the last one at 2:50 p.m. The motors used were Evinrude, Johnson, Elto, Caille, and Lockwood.

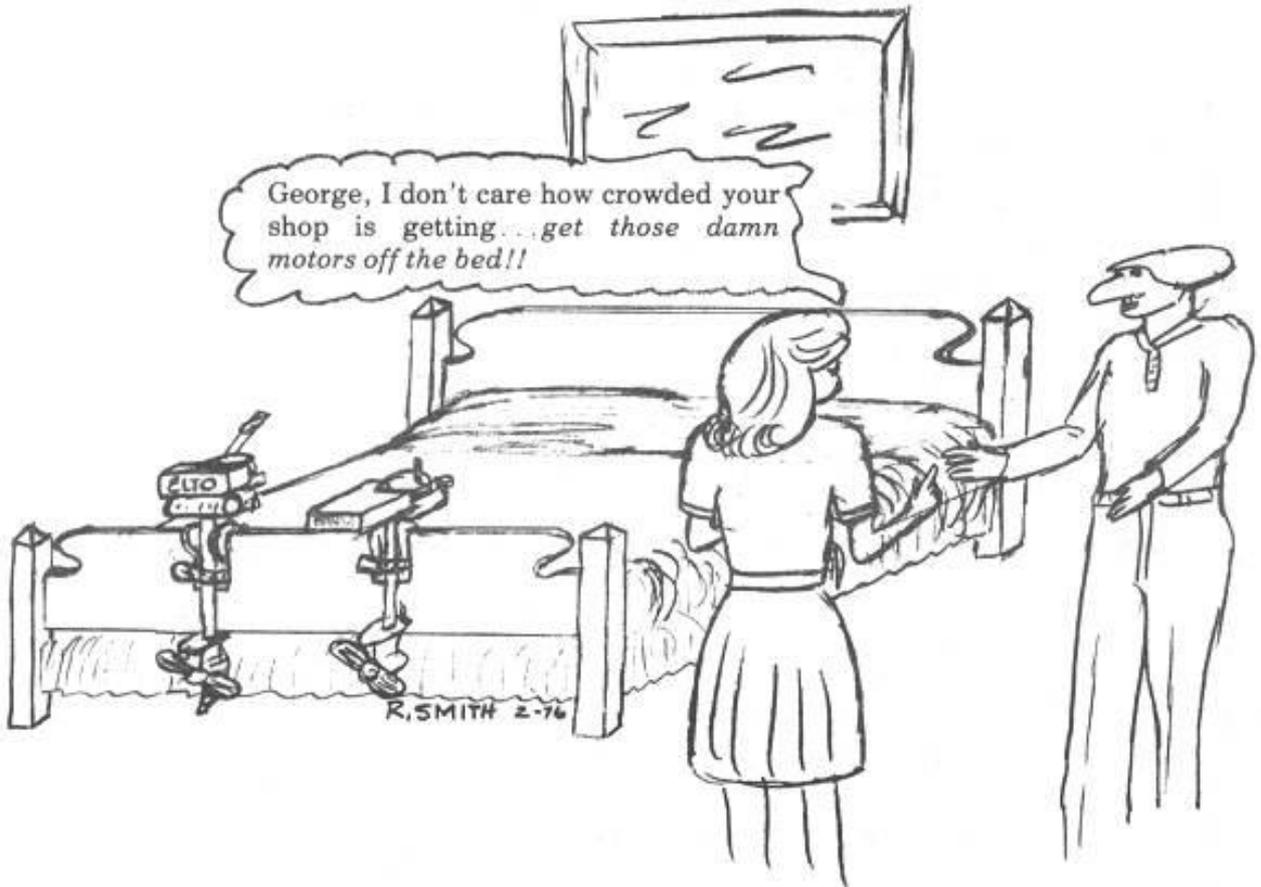
It was a couple years later when I was a spectator at a race on the Charles River that I met a mechanic from the Albany dealer. He said Bill phoned from down river about 20 miles. They sent a truck to pick up the Sea Sled and motor (and all that gas.) The motor failure was a broken shear pin.

However, my work instead of play was not a total loss. Early that fall the stock market crash and its results caused Mr. Knapp, who controlled most of the Sea Sled Corporation stock, to withdraw his support. This forced the company to nearly a standstill, with wholesale layoffs. I was offered a few weeks' pay to look around or else go back to the tools. The former seemed worth a try. Probably none of us realized the seriousness of the situation; anyway, within a few weeks a message came from Bill Burke offering me a job with Johnson Motors as inspector of boats to be built under contract by Barnard & Leas of Moline, Illinois. The pay was good, with travel expense, so I accepted. We built over 800 15- and 20-foot wood boats before the market was satisfied.

My last outboard motor experience worth mention was there at Moline. After the ice went out of the river, we tried one of the 20 footers with the Johnson Sea Horse 4-cylinder electric start. It was a flywheel starter-generator by Owen-Dyneto, and it seemed to me rather clumsy, but that

may have been because we had to put it on and take it off the boat at a rocky shore without a dock and with about a five-mile current. There were no marinas.

After that I went to inboard-outboards. Johnson was producing a unit that was well engineered and came on the market in 1930. Ludington had made a few bronze units, but they did not tilt and were quite heavy. The Johnson unit of aluminum alloy both tilted and steered, and could be removed easily by two thumb screws. They were designed for 50 h.p. and performed perfectly, but when we put 75 or 90 h.p. onto them their bevel gears burned up. We used the Johnson Stern Drive on Ludington and Pigeon boats—but that would be another story . . .



CENSUS RESULTS

by W. J. Webb

AOMC members will recall that back in October I started taking a census of antique outboards in the hands of our members. The returns have been coming in more or less steadily since, with still a few stragglers a week.

In February, when this is being written, well over half the members have responded. This was very pleasing to me, as I was told by supposed mail experts before I started that if as many as 35 per cent replied, I would be doing very well.

The largest collection was reported by Paul Strot of Portland, Oregon, who listed 177. From there it went down to several who reported zero because of having disposed of their oldies. But every one of them said he was still very much interested in the AOMC and greatly enjoyed *The Antique Outboarder* and Ron Ellis' newsletter. Quite a few reported that they had many more in the basement or out in the barn or at the summer place that were in various stages of repair. A number sent in pictures of beautiful restoration jobs that made the motors look a whole lot better than when they first came out of the box. The AOMC has some tremendously skilled restorers.

The ten leading brands in order of number reported were Johnson; Evinrude; Elto; Neptune-Muncie; the big mail order houses, Montgomery-Ward and Sears; Thor-Mercury; Lockwood; Caille; and Champion. These were followed by just about every make mentioned in the American brand section of my book. In addition, someone reported one model listed as "home made," and there was another nameless one with a wooden chain drive.

Among the foreign makes reported were Carniti, Kinuta, Konig-Motorenbrau, Trim, Sea Gull, Effzet, Shoda, Hansen Pirat, Britannia, Archimedes, and one listed as a World War II Japanese military motor.

Taking the crown for the oldest motors reported were the Submerged Electric, Motogodille, Waterman, Walnut-Burtray, and Evinrude.

There were also some racing engines that had been Johnson or Evinrude originally but had been rebuilt and remodeled by those masters Hubbell, Michelini, Eldredge, Jacoby, and Wearly. There were also a few racing engines made out of a combination of parts of different makes. Some were converted to metric by putting metric cylinders, pistons, etc. on American cases. And, of course, there were plenty of straight American-made racers.

A great deal of correspondence was generated, much more than I expected. But when the boys were good enough to take the time to respond, I felt I had to answer to the best of my ability. There were a couple of real stumpers, too, that took quite a bit of looking up. Bob Davis of Palatine, Illinois caught me up on a piece that I had written for the *Outboarder* some years ago and had forgotten about. Sure is hell to get old.

To save the postage of our members and prevent my having to say "no" later on, I tell you now that I will not be able to answer any questions as to who has this or that make or model or who made this or that conversion or how or why. I just will not have the time to dig through several hundred census sheets and find a certain motor or name its owner, so no questions, please.

In my ignorance, before I started, I envisioned a sort of antique motor directory. But now that the returns are in, such a directory would be hopelessly complicated, would cost a great deal to print, and would be of interest to a very few. My sincere thanks to those AOMC members who responded with the questionnaires.

Motor Registration (MR) News

by Don Peterson

Recently Robert Cox of Fort Lauderdale, Florida pointed out that no foreign engines had been included in the MR Classification List. Thus his very rare Motogodille was not included, which is my oversight.

Since our Club is international in character, it is only just that outboards around the world be included. Thus I have created the Foreign Classification, which will be included with the domestic outboards in the 1976 report.

It is my hope that we will be able to contact owners of these engines and hear their stories. Thanks to Jim Webb's book, this classification is possible. It is my first attempt at this, and hopefully in time it will reflect a greater degree of accuracy.

In all the MR classification lists, my classifications are no better than the information I receive from you. So please, fellas, register your engines, whenever and wherever they were manufactured.

Classification of Foreign Outboards

B Britain
I Italy
J Japan
F France
S Sweden
G Germany
SP Spain

Country	Classification	Name	Years Produced
G	O	Alligator	1914
B	O	Alisa-Craig	1914
S	O	Archimedes	1911-present
J	O	Amagi	1934-35
B	A	Anzani	1937-present
B	A	Britannia	1932-50
I	O	Cappa	1930
I	O	Carniti	1947-present
B	O	Comet	1921-29
F	O	Danette	1913-16
I	O	Di Georgi	1922-30
B	O	Dunelt	1928-38
G	O	Effzett	1914
F	O	Falso	1930
F	O	Floribeau	1914
B	O	Fortis	1920
F	O	Goiot	1928-present
G	O	Hausse	1914
J	O	Hinode	Pre-WW II

Country	Classification	Name	Years Produced
G	O	Ilo	1940-64
G	O	Jltis	1930
B	O	JSL Bantam	1933
J	B	Kinuta	Pre-WW II
I	O	Laros	1929-39
F	O	Luletia	1912-54
B	O	Mobo	1929-33
F	A	Motogodille	1904-39
S	O	Meteor	1911
S	O	Mac	1914
S	O	Nopsa	1934
S	A	Penta	1918-present
B	O	Roness	1928
G	O	Rotal	1930
G	O	Sachs	1930-39
B	O	Safix	1920
B	O	Saunders	1920
B	O	Sharland	1930-36
SP	O	Soriano	Pre-WW II
F	O	Svalan	1925
G	O	Tip-Top	1914
S	O	Trim	1930-46
B	O	TSD	1930-34
B	O	Turner Bray	1931
J	B	Shoda	Pre-WW II
G	A	Pirat	Pre-WW II
G	O	Vitticke	1914
I	O	Vanoni	1928
B	O	Watermota	1914

PROPOSAL: The Modern Classics *continued on following page*

FRONT COVER

John Harrison, Miami, readies his mighty fine rig for running at the Second National AOMC Meet.

The following engines should be acquired by members when possible, as they will be the antiques of tomorrow. There are more Modern Classics that will be added to the list, the criteria being either an engine produced for a very short time, or a post-1950 manufacturer that is no longer in existence, and/or with relatively low sales volume.

HP	Name of Engine	Model Number	Years Produced	Number Registered
7½, 9, 15, 22	Amarc	All	1960-64	1
8½	Champion	4L	1951	0
8½	Champion	4L-HD	1951	2
8½	Champion	Hot Rod Models	1951-up	3
40	Crofton	All	1959-61	0
Unknown	Dragonfly	All	1954-64	0
35, 40, 55	Fageol	All	1958-65	1
	Flambeau	All	To 1957	10
50	Johnson	V4-10, V4s-10	1958	0
	Lauson	All	Through 1956	4
60, 70	Mercury	Mark 75A, Mark 78A	1959	1
	Oliver	All	1955-60	1
85	Riley	All	1954-56	1
80	West Bend	Tiger Shark	1961	0

Dr. Walter Otto has offered to assemble all known outboard model number, year, horsepower, etc. information in one large volume and make copies available to us at a small charge.

PLEASE HELP

Dr. Otto by providing him with any model/serial number data that you may have.

Write

Dr. Walter Otto
8816 Ferguson Avenue
Savannah, Georgia 31406



Left to right: E. C. Kiekhaefer, 1976 Ole Evinrude Award recipient; Ralph S. Evinrude, President, Evinrude Boating Foundation; Bob Nordskog, President, American Power Boat Association, 1975 Ole Evinrude Award recipient.

photo courtesy of Miami-Metro Department of Publicity and Tourism

Marine Giant Receives Ole Evinrude Award

submitted by W. J. Webb

Carl Kiekhaefer, innovator in recreational boating for more than three decades, received the 20th annual Ole Evinrude Award for "immeasurable contributions to boating" in Miami on February 22, 1976. The Award was made by the Evinrude Boating Foundation, Milwaukee, honoring the late Ole Evinrude. The Award carries a grant of \$1,000 and takes the physical form of a Steuben glass centerpiece with dolphin motif.

"Carl Kiekhaefer galvanized the marine business into action," stated Ralph Evinrude, Chairman of the Evinrude Foundation, "in putting together the Kiekhaefer Corporation with only \$25,000 in 1939 and developing it into a \$70-plus million business before resigning in 1970. His gift for 'making things go' will long be remembered in the marine field.

“His efforts, not only as a marine engineer but as a pioneering environmentalist in the marine area, have contributed greatly to the highly respected popularity that recreational boating enjoys today.”

Since 1939, Carl Kiekhaefer has been “making things go” with various marine corporations of his own creation. Founded in 1939 as the Kiekhaefer Corporation, his first venture as a successful businessman has, after a merger with the Brunswick Corporation, come to be known as Mercury Marine. Mr. Kiekhaefer resigned in 1970 after heading the company he founded for 31 years.

He then revived another of his firms, initially founded in 1946 for building chain saws, which became Number One in overall worldwide sales for that product and engines for radio-controlled aircraft, to become a manufacturer of snowmobile engines and competition marine engines for offshore racing boats. That firm, Kiekhaefer Aeromarine Motors, has, since 1970, carried on development work in the two-cycle as well as the four-cycle engine field. Symbolic of his inventive genius, Kiekhaefer has been granted more than 200 patents in marine propulsion and related equipment. More than \$2 billion worth of products have been manufactured under the Kiekhaefer name, and in a 30-year period, “Kiekhaefer” products have won more than 1,000 major boat races. In 1975, his Aeromarine inboard engines captured the U.I.M. World Championship for the third consecutive year, topping three U. S. Offshore Championships they won in 1971, 1972, and 1973. Thus, his engines won six major titles in five years, with a double championship in 1973. In 1975, Aeromarine engines also won the European and the British offshore championships.

In selecting Mr. Kiekhaefer for the Award, Ralph Evinrude commented, “In this Bicentennial year when we honor those who have helped shape this country, I can’t think of a finer man to represent the marine industry than that great catalyst for the trade, Mr. E. C. Kiekhaefer.”



E. C. Kiekhaefer.

RECIPIENTS OF THE OLE EVINRUDE AWARD

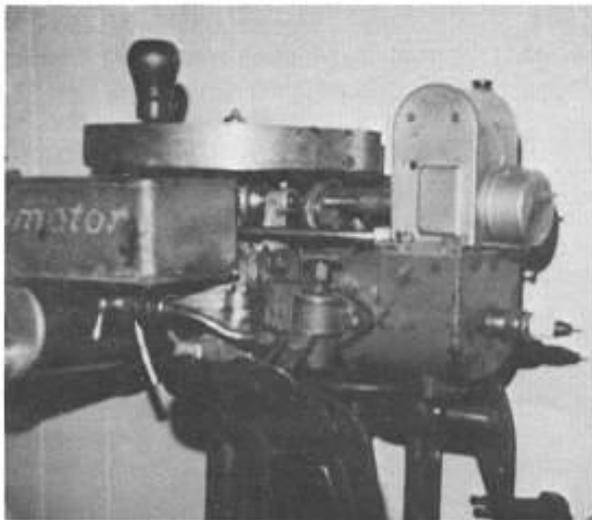
- 1955, C. F. Chapman, Editor and Publisher of *Motor Boating* magazine.
- 1956, Herbert L. Stone, Editor and Publisher of *Yachting* magazine (posthumous award.)
- 1957, The United States Coast Guard and United States Coast Guard Auxiliary, for work in maintaining safety programs.
- 1958, Morris Rosenfeld, marine photographer.
- 1959, Industry Award, presented on the occasion of the 50th Anniversary of the founding of Evinrude Motors, a citation to all companies engaged in the recreational boating industry for 50 or more consecutive years.
- 1960, United States Power Squadrons. Two awards were made: one to the USPS for its educational boating program, and the second to Dr. Lester E. Lowe, then Commander of the USPS.
- 1961, The Honorable Herbert C. Bonner (Rep., North Carolina), Chairman of the House Committee on Merchant Marine and Fisheries, author of the Federal Boating Act of 1958.
- 1962, James W. Peaslee, former Editor and Publisher of *The Boating Industry* magazine.
- 1963, The Boy Scouts of America, for the organization's youth training program.
- 1964, Michigan State Waterways Commission, for its comprehensive state boating program.
- 1965, Everett B. Morris, former *Yachting* and *Motor Boating* Editor for the *New York Herald Tribune*.
- 1966, State of New York, presented primarily for the safety achievements of the State's Division of Motor Boats.
- 1967, Hank W. Bowman, boating writer and racing driver. Presented posthumously after Mr. Bowman's death while competing in the Nine-Hour Endurance Race of the Orange Bowl Regatta in Miami, Florida, January 8, 1966.
- 1968, Jerry C. Bryant, Seattle yachtsman, former racing driver, and ex-Commander of Flotilla 27 for the U. S. Coast Guard in Puget Sound.
- 1969, Oregon State Marine Board, in recognition of its program of education, safety, and increased facilities for boatmen throughout the State.
- 1970, W. Melvin Crook, Associate Editor of *Yachting* magazine.
- 1971, Senator Gaylord Nelson, former Governor of Wisconsin.
- 1972, no award made by the Foundation.
- 1973, Richard C. Cole, internationally-known designer of small craft.
- 1974, no award made by the Foundation.
- 1975, American Power Boat Association, for helping to stimulate development of marine products through knowledge gained by the design of special equipment for racing and speed runs.
- 1976, E. C. Kiekhaefer.

the Joymotor

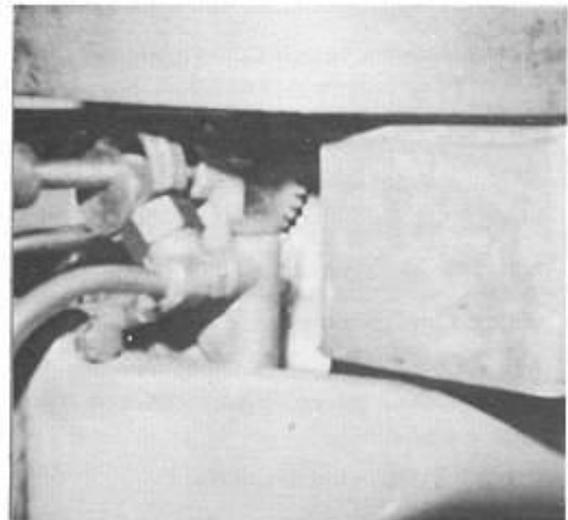
by Paul Strot

While on a business trip into northern Minnesota during the Fall of 1967, my father stopped at a small marine outlet in the town of Backus to inquire about leads on old outboard motors. The shop owner mentioned that a few weeks earlier a customer of his had brought in an old motor for him to look at. He could not recall the make of the motor or anything about it except that it had the water pump on the powerhead rather than the lower unit. The shop owner was also able to provide directions to the owner's home on a nearby lake. Arriving at the lakeside residence in the late afternoon, my father found no one at home. Taking the liberty of a quick glance into the garage window provided him with an unexpected shock. On a stand in the corner stood a knuckle-buster with the name *Joymotor* perfectly legible on the gas tank.

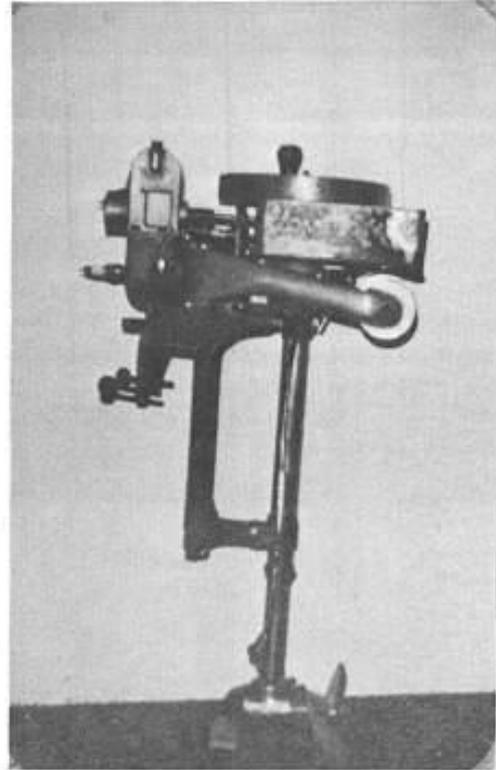
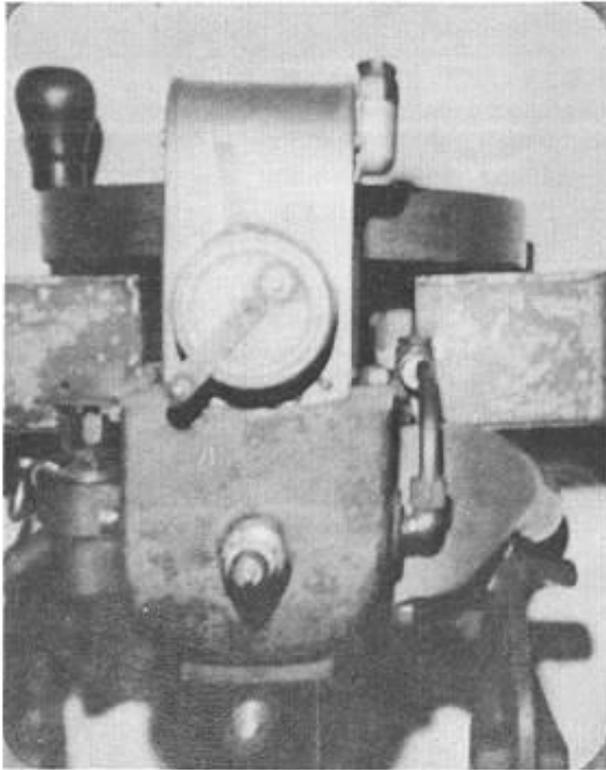
Returning later that evening, my father again found no one home. An inquiry at the neighbor's revealed that the couple were out of town, but were expected to return that night. After several trips between the town and the rural residence, he finally caught the couple at home shortly before 11:00 p.m. After apologizing for bothering them at such a late hour, he introduced himself and expressed an interest in the old outboard motor they possessed. He was invited in and led out to the garage to view the motor. My father was informed that the Joymotor was definitely not for sale, and it was quite obvious that money was one of the least of this man's concerns. Returning to the living room after an offer of coffee, my father listened to the gentleman speak at considerable length of his close association with boats and motors throughout his life. Of particular interest was the fact that the man said he had attended school with Mr. Ralph Evinrude and was at one time a close friend of his. This bit of interesting conversation sparked an idea in my father's mind, and he told the man he had an Evinrude of about the same vintage



The Joymotor, circa 1916.



Close-up of powerhead showing detail of cam and water pump.

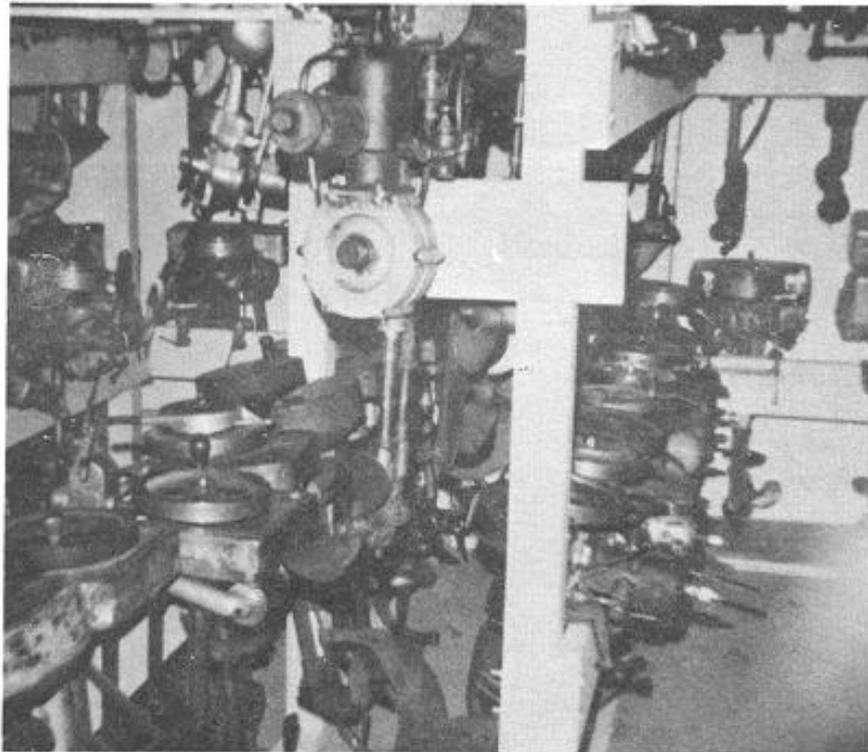


as the Joymotor in his car, and would he like to take a look at it? The gentleman replied that an early Evinrude would be of great interest to him. So my father brought from his car a 1916 Model A Evinrude in mint condition which he had acquired a few days previously, and set it on the floor next to the Joymotor. After an examination of the Evinrude and a discussion of differences between the two motors, my father suggested to the man that because of associations with Mr. Evinrude and the outboard industry in general, perhaps he would like to have a vintage Evinrude. Explaining that the Joymotor would be a welcome addition to our collection, he proposed an even exchange of the Evinrude for the Joymotor. This offer was eagerly accepted, and the Evinrude promptly took the Joymotor's place on the stand while the Joymotor took up residence in the Mercury's trunk for the trip back to Portland. Bidding this interesting gentleman good night at around midnight, my father returned to town to seek out a motel room. All things considered, it had been a very successful day.

HISTORY AND DESCRIPTION

The Joymotor was first introduced by the Joymotor Manufacturing Company of Chicago, Illinois in 1915. The motor met with limited success, and the firm discontinued production in 1923. During the eight years the Joymotor was on the market, sales were relatively small in comparison with other contemporary motors. Only two examples of the motor exist in the hands of Club members, one in the writer's collection, the other in the collection of Dr. John Hunt.

The workmanship and appearance of these engines is outstanding. Machining and castings are superior to most rowboat motors of this period. The flywheel rim, muffler, magneto, water lines, and the entire lower unit are nickel plated. The exhaust manifold and crankcase are excellent aluminum castings and are highly polished. Original colors were red tank and flywheel, blue cylinder, and black transom bracket.



Ignition is by an American-made "Dixie" magneto which sits on top of the squared cylinder and is geared directly to the crankshaft. Also mounted on the cylinder is a plunger-type water pump, and this too runs off a cam on the ignition drive.

Carburation is by the common mixing valve.

Steering is accomplished by rotating the lower unit. Moving the tiller arm to the extreme right or left swings the lower unit 180 degrees for direct reversing.

It has been over 50 years since the Joymotor's demise. Today only a few are left in existence as testimonies to a chapter of outboarding that should not be forgotten, but re-created and preserved.

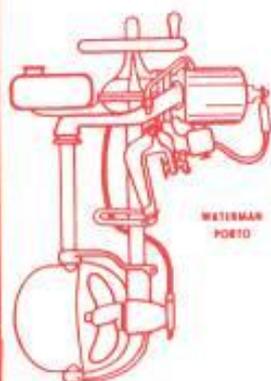
Editor's Note: Paul Strot of Portland, Oregon has been a member of the AOMCI since 1967. This is his first article for *The Antique Outboarder*.

DECALS

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.	\$ <u>4.95 set</u>	Order from: Robert Brautigam 2316 West 110 Street Bloomington, MN 55431
For Elto rear tank, any through 1928. Water applied type.	\$ <u>3.95 each</u>	
For Johnson Sea Horse "16" or "24," fits early P and S models.	\$ <u>7.00 each</u>	Order from: Eric Gunderson 515 West Main Grass Valley, CA 95945
For Evinrude 4-60.	\$ <u>8.00 each</u>	
For Johnson "Sea-Horse 32," fits Models V-65, 70; VR's and VE's. For Johnson "Sea-Horse 25," fits all Giant Twins.		Order from: John C. Harrison 1000 Northwest 54 Street Miami, FL 33127
Like originals, pressure-sensitive vinyl.	\$ <u>10.00 each</u>	
Metal nameplates for front of gas tank. Fits all Elto Ruddertwins. Authentic!	\$ <u>5.95 each</u>	Order from: George Loeb 7037 Suburban Avenue Norfolk, VA 23505
For Johnson "Light Twin" 1921-1927 plus A-35. Includes "To start" and "Oiling" decals. Exact duplicates of original Light Twin decals. Water applied type.	\$ <u>5.00 set</u>	
For Johnson "K" models, patterned after P/N 27-227. Complete with starting and oiling instructions. Fits OK-55 and OK-60 too! Water applied type.	\$ <u>5.00 each</u>	Order from: Charles W. Hansen 2108 Broward Road Jacksonville, FL 32218
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For Evinrude Scout, 1937, and others with similar tear-drop tank. Complete with operating and oiling instructions.	\$ <u>6.00 each</u>	Order from: Bob Grubb 1368 Meadowbrook Road Pottstown, PA 19464

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Publishing Office: 2316 West 110 Street, Bloomington, Minnesota 55431



*Mrs. Hub Meyers, circa 1928. Penn Yan boat, Evinrude Speeditwin.
photo courtesy of Dick Upsall, Jr., submitted by Jim Cason*

AOMCI 11TH YEAR