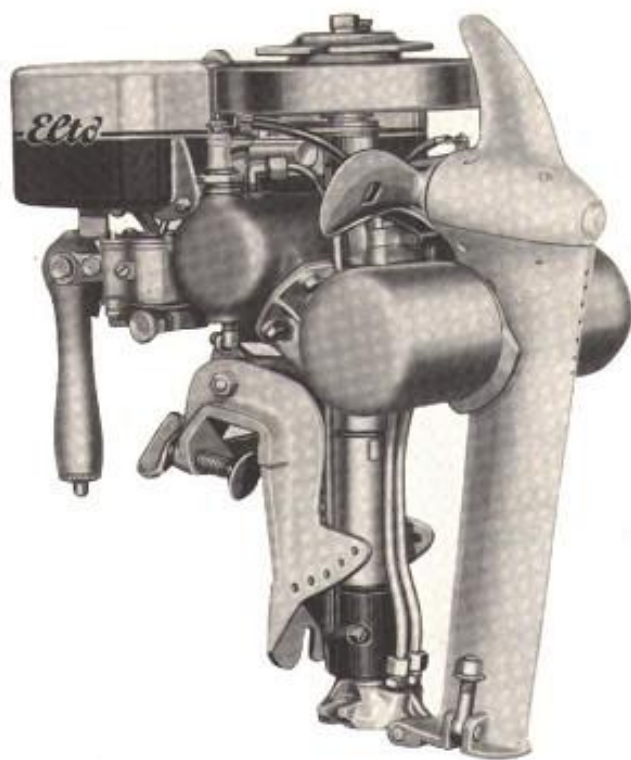
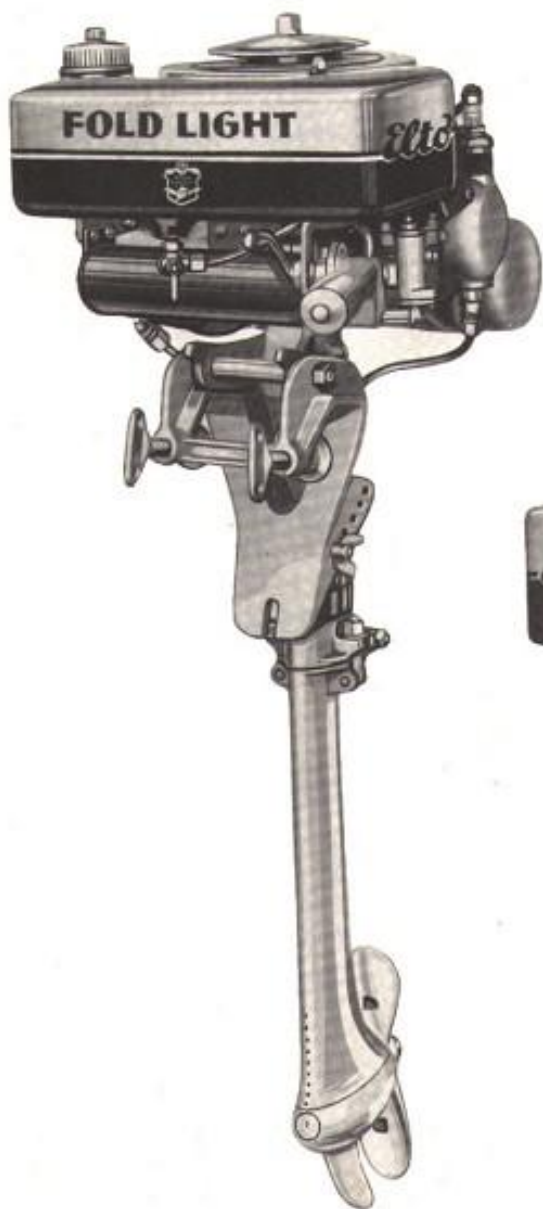


The **ANTIQUÉ OUTBOARDER**



July

1977

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 Ted Bieber, 1437 Kingstree Lane, Houston, Texas 77058, U.S.A.

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Outboard

June 1978

MOTOR BOATING

REG. U.S. PAT. OFF.

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The Antique Outboarder

Volume 12 - No. 3

July, 1977

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The President's Page

I would like to devote some of this President's Page to give you an idea of what's involved in holding this office. I'm not complaining, just explaining.

I receive approximately forty letters a month from members and non-members asking for information. I rough out an answer and my wife types and mails it, because I travel five days a week, about forty-six weeks a year. I would appreciate a S A S E, but I will send you an answer regardless.

I promised in the January issue that THE OUTBOARDER would come out on time. That was quite a commitment for me to make since I live in Missouri --- the editor and publisher were in Minnesota. The magazine then was six months past due - so, I elected to see if Phyllis and I could do the magazine. This issue makes THE OUTBOARDER current. We intend to see that it stays that way. The only way (short of illness) that it will fall behind again will be the LACK OF MATERIAL and that will be the fault of members not contributing.

Please!!, support the cause. Write an article, long or short, pictures or not, about anything of interest to members.

We would like to publish forty to forty four pages an issue. A completely printed page takes approximately 728 five letter words - making a total of 27,664 words plus six pages of pictures to fill the forty four pages. To look at it another way, if everyone of 530 members sent in 50 words, it would not be enough for one issue of the magazine. The "Old Reliables" send in the long articles and this keeps us going.

We desperately need everyone's help. So, SEND AN ARTICLE TODAY!!! We will see that it is edited (to catch any spelling errors), typed, and printed.

This is the second issue published by us and we would appreciate your comments - pro and con. This is a totally new field for us and ideas and constructive criticism will be appreciated.

Bob Brautigam did such an excellent job on the magazine that his act is a hard one to follow. But, we hope to get better as we go along!

Walt Ellis

★ ★ Notice ★ ★

January issue was mailed - June 13

April issue was mailed - July 23

July issue target date late August

October issue target date September

★★★ LETTERS TO THE EDITOR ★★★

EDITORIAL HELP...

I received your appeal for editorial help last Friday and the January OUTBOARDER arrived today. The magazine looks fine and is very interesting!

I've about shot my wad as far as material goes. Under separate cover, I'm sending you a book I got as a kid. It's as follows: OUTBOARD MOTOR BOATS AND ENGINES by Bradford Burnham. I think I sent it to Bob Brautigam a few years back but I think he only used some of the pictures. Hope you can glean something worthwhile out of it.

Please send it back when you're done as I got it at age 8 in 1931.

The "500" was a dandy this year. Too bad Johncock broke down or it really would have gone to the wire. I saw Duke Nalon; he's with the Arizona Highway Department and said that he was retiring next year.
John D. Gould

Thanks John, I'll return the book later. Editor

WELCOME BACK - "THE ANTIQUE OUTBOARDER"...

IT's great to see THE OUTBOARDER moving through the mails again. I really did enjoy that long awaited January issue. Knowing some of the problems involved in production and printing of the magazine, I believe we all owe our new president and his first mate a great deal of thanks. I know they would rather have a Cross Radial....but!

Another member of the AOMC who always comes through with enjoyable and highly informative AOMC articles and deserves our thanks is our club historian, Mr. Jim Webb. I had the privilege of meeting Jim in 1972 at our first AOMC National, and as my father once said about John Harrison, "my only regret is that I did not meet him sooner".

Perhaps the best way to thank all our club officers and publication staff would be for each of us to submit a little note or article to THE OUTBOARDER!

Best of cranking,

Ron Ellis

FROM MIAMI, FLORIDA COMES...

Hoorah!!! The January "OUTBOARDER" arrived and I thoroughly enjoyed reading it last night. I was also appreciative of someone's kind words and a good picture of my Thunderbolt, although it seems to me there was no by-line on the article.

Hope we can get the other magazines out and get current. I am not at all sure that I agree with Lyn Snell's assay of when the magazine should come out, namely the middle of the named month, which would put it in the hands of the members toward the end of that month. seems to me that most magazines come out at the early end of the month and I believe we should get the magazine out about the first day of the titled month. Since we are completely out of sync we can rewrite the schedule any way we want, of course, that is really your baliwick. Those are my thoughts.

Now! When John suggests anything - I move on it! Thus, we will try to have the magazine printed and ready to mail so you will have it early in the month it is due, providing everyone cooperates - members (for material), and the printer!!! How about that, John? The Editor

INTERFERENCE...

We surely hated to miss the MAPS Meet at Table Rock, but my high school graduation ceremonies interfered with those plans. If someone took minutes of the meet I'll transcribe them into our record book. Whom should I check with?

We're still trying to restore a Caille Redhead Class B Model 25 and are looking for a crankshaft. We have a couple of leads but need addresses of Hank Hahn and Mike Hanson. (Addresses have been supplied). Do you know of anyone else? Clarence Sitton, the Caille King doesn't have one.

Respectfully, Bob Ponciroli 801 Bellefontaine Road, St. Louis, Mo.
63137

Bob, you will find Casey's MAPS Meet write-up in this issue. The Editor

WELCOME TO OUTBOARDING HOBBY...

During the past few years I have become interested in the hobby of collecting and restoring antique marine engines. My collection consists of a 1916 Waterman Porto, a 1933 Evinrude Sport Single, and two single cylinder inboards from the early 1900-1920 period.

I didn't know that your organization existed until I picked up the August issue of Motorboat. Would you please send me any information concerning club membership and club activities that might be available.

Thank you,
Frank M. Smith

Frank is now a member. It would be nice if an older member would contact Frank and extend a welcome to him. He lives in Marquette, Michigan at 492 Townline Road. The Editor

SHARING MARY DALLER'S NEWSLETTER...

Bill Salisbury writes that he has been quite busy in his shop. One of the interesting jobs that he has been doing is a mechanical restoration on a 1937 Johnson LS-37, 2 hp single. It has provided some rather unusual challenges, one of which was to make a new bushing for the prop shaft gear case head. The old bushing was originally cast into the housing at casting time, not pressed into a machined bore. It was intended that new bushing not be made for this, but rather the worn out part thrown away. Bill had to center this casting in the lathe, based on external reference surfaces and bore out the casting and then press in the new bushing. It came out fine. Of course, there was the normal worn out gears, housing and water pump parts, to say nothing about the powerhead. Bill guesses that this engine would cost as much to restore as to buy new OMC 2 hp, but that the new one certainly wouldn't be as interesting!

Mark Wright lets us know that as a result of the one time offer in the July issue of THE ANTIQUE OUTBOARDER, Galloway Morris has sent me a 1929 Elto Speedster with parts motors to build him a live one. Received too

late for completion for this season as no restoration work is done in the warm months. Restoration is proceeding to increase the population of live Eltos by one. Fortunately, Galloway is a patient man also.

In response to a phone call from a man who said he had purchased a racing 4 cylinder Evinrude to put in his Midget race car, disassembled it, and stored in boxes, Mort and Mary made a circuitous trip to his auto body shop near Newark, De. His directions as to location hinged on Rte. 896 near where it crossed the "Old Baltimore Pike". There are two "Old Baltimore Pikes" crossing Rte. 896, about 25 miles apart. Guess which one they chose? Eventually they arrived at the shop, only to find he had a flat head #7031-02387, 1941 Speedifour instead of the anticipated 4-60. However, it is all there, disassembled, and seems to be in fair condition. Mr. Rizzo restores Crosley automobiles and would like to swap this motor for Crosley parts. If interested, write: Anthony Rizzo, RD-1, Route 896, Newark, De. 19711.

Tom Glock writes: Just a short note to let you know what I've been up to lately. This winter I've been working on an Elto Lightweight (folding) which is complete except for plating and tank restoring - did I say complete?? The Johnson BN which I acquired at Tom Luce's meet in October '75 is coming along well - originally the foot was frozen and the power head frozen along with a cracked starboard cylinder - a good test of perseverance. Two other engines which are nearly complete are a Caille Liberty single and an S-45 Johnson; both of which I hope to demonstrate this year.

Also from Mark Wright: My 1929 Hi-Speed Speedster restoration is almost complete. It will possibly be first run at Galloway's meet in June for initial trial and a bit of break-in time.

I've just acquired a 1928 Quad which is rough but restorable. Restoration will proceed at a slow pace for probable debut in 1978.

Non-outboard, but I've just completed the basket case restoration of a 1930 Indian Chief motorcycle. It is nearly mint original and goes like Gangbusters! Very rare - only 7 are known to exist.

INCORRECT ADDRESS COSTLY...

It is necessary that you notify us immediately of any change of mailing address. THE OUTBOARDER is mailed 3rd class and will not be forwarded by the post office. They merely cut your address label from the back of the magazine; note the new address if you left one, throw the magazine away. Then they send the old and the new address back to us with 25¢ postage due. This means, we mail another book to you, total cost - 2 magazines plus 81¢ postage. Please notify the membership chairman Ted Bieber, 1431 Kingstree Lane, Houston, Texas 77058 (he handles the labels for the newsletter and the magazine) of any change of address. This will save time and money; also assure delivery.



If you were at "The National Meet" in June "76" - you will remember that on the first morning Ron and I had more than our share of battery trouble with our Redwing Boat and VE-50 Electric-Start Engine. After solving the problem, both performed beautifully.

A real fine member (Dick Jones of Miami) sent me the above sketch.

Dick, you do fine sketch work, but come on now - I've spent my life selling for Delco Products, Div. of General Motors Corp. Couldn't you have put a Delco battery in the sketch???? Surely appreciate the effort anyway.

Cheers,
Walt

* * FROM THE EDITOR * *

An East Coast live wire, full of vigor, vim, and vitality, dropped by for a visit with yours truly one hot July Friday afternoon. We are speaking of Dick Fuchs and his young eighty - five year old mother.

Mother Fuchs undertook the almost non - stop west coast trip to see her son in Bremerton, Washington and also to see new great - grandbaby. She told us that she doesn't have time to read her magazines because of keeping up with Dick. They make a compatible pair. At dinner mother heard some tales from Dick that he hadn't mentioned here-to-fore.

You can't imagine what the interesting conversation main topic pertained to ---- of course, A O M C I!

We're certainly looking forward to Dick's article on the Luce and Fuchs AOMCI Cruise trial run with its fun episodes, and also the one on a Waterman restoration.

Dick was disheartened to find Herb Riebe away on vacation (he should have checked with the Ellis' first, since Herb had written to us about vacationing), since they stayed overnight in a motel close by Herb's in Walnut Creek, California.

Thanks Dick for dropping by, for taking us to dinner, and for the opportunity of meeting your lovely mother. Your enthusiasm in AOMCI is inspiring and exhilarating; making the presidency and the extra job of editing THE OUTBOARDER more rewarding.

A TALE OF TWO OUTBOARDS...

Some time ago my son, Ron Ellis, heard of a man who had a P.O. and a Speeditwin, both racing models. Neither one of them was for sale, but I went to see the man anyway.

He had paid \$20.00 for the P.O. and some \$250.00 for the Speeditwin years ago. After an hour or so of talking, the motors were still not for sale - finally, somewhat in jest, I offered him \$20.00 for the P.O. To my surprise he took the offer because Ron and I were restoring motors, not making money on them. This engine turned out to be a 1936 Speeditwin minus carb - I bought it anyway.

Now for the kicker: Ron sees the man now and then, and on a recent visit with him, he gave the second engine to Ron - no charge!

I must be getting old to let Ron get a free one and to have me pay \$20.00.

SPECIAL...

A note to all the friends of the Gene and Will Yonker family, Barbara is recovering rapidly from the auto accident. Gene told me over the phone that he found himself getting angry with her now and then, so she must be getting ever so much better.

EDITOR'S NOTE...

What is new with you?????? Why not share your latest accomplishments, failures, dealings, good or bad finds, new engine friends, or whatever with all of us???????

I met Duane Smith, Evinrude Dealer in Ames, Iowa about two years ago and got a look at his collection of old outboards. They were on racks or laying on the floor in the attic of his building.

We talked for two hours or more and it was obvious that he was not interested in selling his old engines, nor was he intending, at least at that time, to do anything about restoring them. I made the causal remark that it was a shame so many dealers had so much old iron and never seemed to do anything with it. He reiterated the story I've heard so often, "dealers work on new engines and seldom have time to do anything with old ones".

I returned to see Duane about a year later and he had restored the engines pictured. He stated that I had sort of insulted him when I said he would probably never restore them. This had turned him on and caused him to go to work.

Incidentally, the stand for the Caille Liberty is made from 1 inch square, 11 guage tubing. The stand supports the lower end and keeps people from turning the fly wheel.



The above motors belong to Duane Smith, Evinrude Dealer in Ames, Iowa.



Back issues of THE OUTBOARDER available at \$2.00 @ are as follows:

January	1977	1976	1975	1974	1973	1972
April	1977			1974	1973	
July		1976		1974	1973	1972 1970
October			1975	1974	1973	1972 1970

Some members have told me that they just can't seem to find old engines. I can only believe they aren't exhausting all available possibilities.

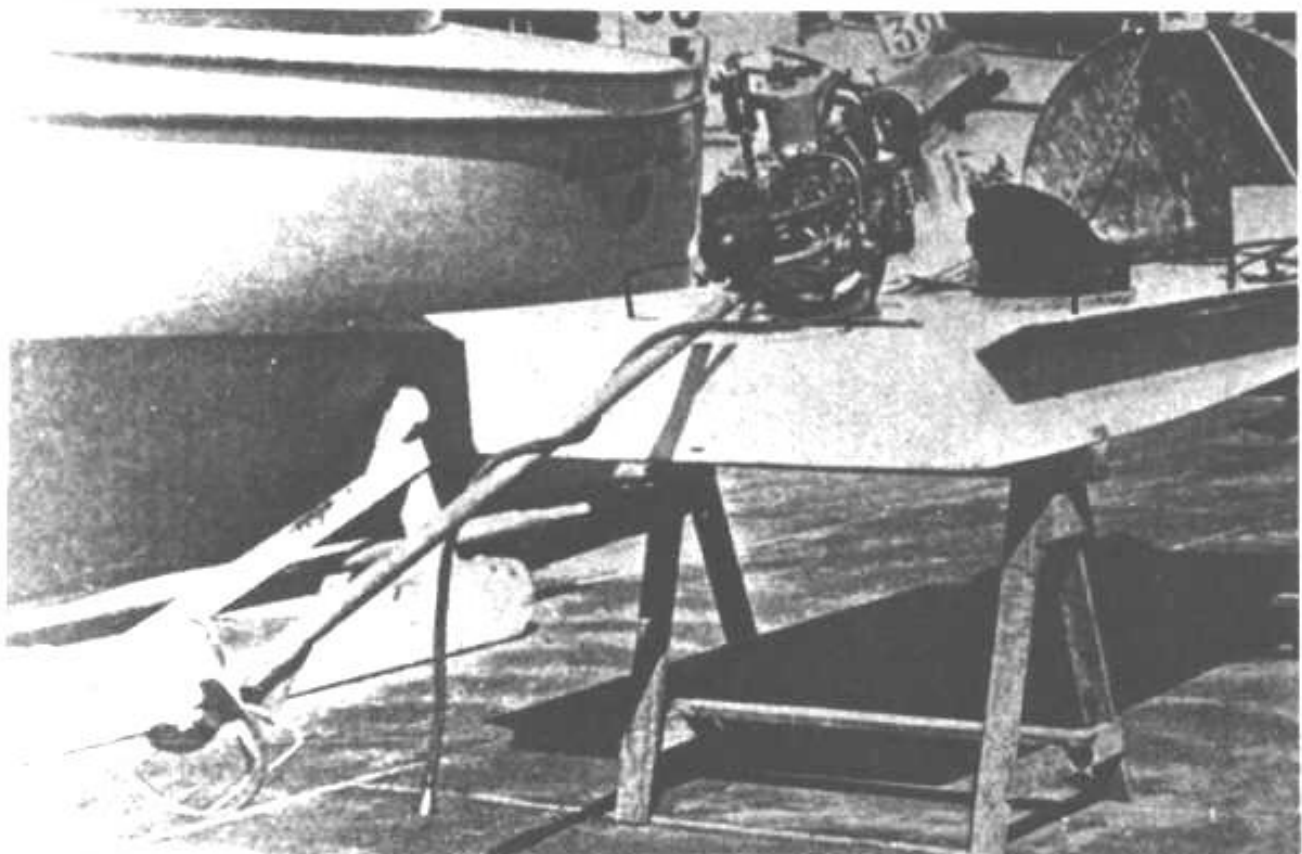
Last week while traveling on my job I decided to do a little old iron (treasure) hunting. I made four stops at dealers, all of whom were non-members of our club, and you won't believe what all I found.

The first dealer had three antiques: a Lightfour, a Speeditwin, and a Speedifour. He was kind enough to refer me to the second dealer who had an Elgin made by West Bend, a Martin 60, an early Scott Atwater in mint condition, and a Clarke Troller.

The third dealer had a Handitwin.

The last one was obviously a new dealer but I decided to stop anyway - and what a fine fellow he was! He had a '39 Johnson, a S - 45, and a Clarke Troller. He will soon be joining our ranks.

So, in making four completely cold calls I found eleven old engines, including two Clarke Trollers. How many did I buy?.... negotiations take time gentlemen!!



FRENCH MOTOGDILLE



OF HISTORICAL INTEREST

..... *W J Webb*

In Memory of Bill Scott and Finn T. Irgens

Outboard Marine Corporation lost two of its top wheel horses this Spring: Finn T. Irgens, retired Vice-President for Engineering and Research, and W. C. (Bill) Scott, Vice-Chairman of the OMC Board of Directors.

Bill Scott left us first, dying of cancer April 22, 1977. Bill joined the Johnson Motors Division of Outboard Marine in 1942 as Purchasing Agent. He completely reorganized the department, vastly improving efficiency and service, and reducing manpower. Before 1949 he was looking for a tougher challenge, something offering greater opportunity for his tremendous talent.

This came early in 1949 when it became clear to OMC management that Jake Stern, the organizing genius who welded the various OMC divisions together and made them tick most successfully, was rapidly losing his battle with cancer, and as a result the Evinrude division which Jake had been guiding, needed organizing leadership right then.

Bill accepted the challenge and in a matter of weeks had Evinrude clicking again. This took courage and a lot of doing. Men, once good, but now old and past their prime, had to be moved and the way made for younger more vigorous blood, all present in the Evinrude organization.

In the late spring of 1951, Bill became Executive Vice-President for OMC, and while he remained in Milwaukee his scope of operations extended to all OMC Divisions, domestic as well as foreign. I succeeded Bill as Evinrude's Division Manager.

Bill Scott became President of Outboard Marine in 1959, succeeding Ralph Evinrude, who moved up to Vice-Chairman of the Board. In 1974 Bill became Board Vice-Chairman.

I worked under Bill Scott for a little less than two years. I knew him to be ever eminently fair, always reasonable, and a fast straight thinker always ready to hear and evaluate fairly any opposing argument. If Bill happened to be wrong, and this seldom happened, he would "come clean" immediately with a frank "I was sure wrong". Not too many bosses do that. Forceful and strong, he was never a "steam roller", never vengeful. He set the highest standards for others to follow.

Besides running Outboard Marine, Bill found time to fill many positions of public service. Among these were active directorship in the Marine National Exchange Bank of Milwaukee, the Wisconsin Electric Power Company, the Greater Milwaukee Committee, National Association of Engine and Boat Manufacturers, and the Boating Industry Association. A graduate of the Harvard School of Business, Bill showed his keen intelligence by earning the coveted Cum Laude citation from his Alma Mater.



W. C. Scott

On May 31, 1977, Finn Trumpe Irgens, "Irgy" to the whole marine world since the twenties, died of cancer at his home in Wauwatosa, Wisconsin. Irgy was born April 4, 1897 in Bergen, Norway. He came to America in 1918 and shortly after joined the Johnson Motor Wheel Company in South Bend, Indiana. This was a predecessor of Johnson Motors, now a division of Outboard Marine and now located in Waukegan, Illinois.

His great ability became apparent at once, and in 1921 Lou Johnson and Warren Ripple sent him to Norway to negotiate a release of the full pivot steering patent feature to Johnson from the Norwegian inventor, Hult.

After that Irgy took a leave of absence from Johnson to attend the University of Purdue, from which he was graduated in 1923 with a degree in Mechanical Engineering. His fine scholarship at Purdue earned him membership in Tau Beta Pi, the honorary engineering fraternity, known worldwide. His thesis project was a steam propulsion unit for automobiles. After graduating from Purdue, Irgy rejoined Johnson in South Bend. There he married Olga Nelson, who was secretary to Joe Raynial, the Johnson factory manager.

In 1925, he joined Lockwood-Ash Company in Jackson, Michigan as Chief Engineer. His achievements there were most noteworthy. Under his guidance, the Lockwood Model "T", a "so-so" in the outboard field, became a real threat in 1926 and 1927. This was followed by the brand new Lockwood Ace and Chief, which took over racing in A and B Classes in 1928.

In 1929, Lockwood merged with Evinrude and Elto to form the Outboard Motors Corporation. Irgy became Chief Engineer of the new corporation.

In 1932 Irgens became a Vice-President of Outboard Motors Corporation, a post which he held through the many expansions made by OMC. Besides being Vice-President for Engineering and Research, he was a Director for OMC, and a member of the important and powerful Executive Committee. He retired in 1970.

Highly inventive, Irgy held 92 patents in the marine mechanical fields and was still actively engaged in development for OMC when struck by his final illness in March of this year.

Mr. Irgens held many responsible community posts, being at one time or another a director in every statewide and local business association. He served with great distinction on many influential committees in the marine field. He was offered numerous presidencies of various associations but always refused, feeling that he could serve best "from the floor" rather than "from the stage".

Irgy is survived by his wife, Olga, his daughter, Mrs. Virginia Esser, his son, Rolf, and five grandchildren, all of whom live in Wauwatosa. Also his sister, Ebba Kober of Oslo, Norway and his brother, Rolf Irgens of Bergen, Norway survive. Olga still lives in the Wauwatosa house which she and Irgy built in 1936.

Olga and Irgy were great hosts with good friends by the score, super bridge players, and had a genuine love for fine books, fine arts and fine music. At a party Irgy could keep his friends in stitches by a very clever play on whatever words his friends might say - never mean, always humorous.

I knew him since 1928. He was strictly honest, completely honorable, always patient and kindly, and courageous in supporting what he believed to be right. He earned and deserved his leadership.



Finn T. Irgens

RICHARD A. HAWIE

NOTES FROM THE CURATOR

"NO, IT'S NOT A 4 CYLINDER CLARKE TROLLER"

Sometimes you can find outboard treasure in unexpected places. While going through a listing of some 15,000 photos relating to auto racing, I came upon three listed as Miller Outboard! The three photos pictured are the result. The photos are available from Bruce Craig Photos, New Jersey Ave., Phillipsburg, New Jersey 08865. Bruce has a tremendous list of old auto racing photos if you happen to be an auto racing buff. Some of the midget autos have 4-60 powerheads as engines. I'm still working on those and hope to have some unusual 4-60 photos at a later date. I have been buying photos from Bruce for some years now and have always been satisfied.



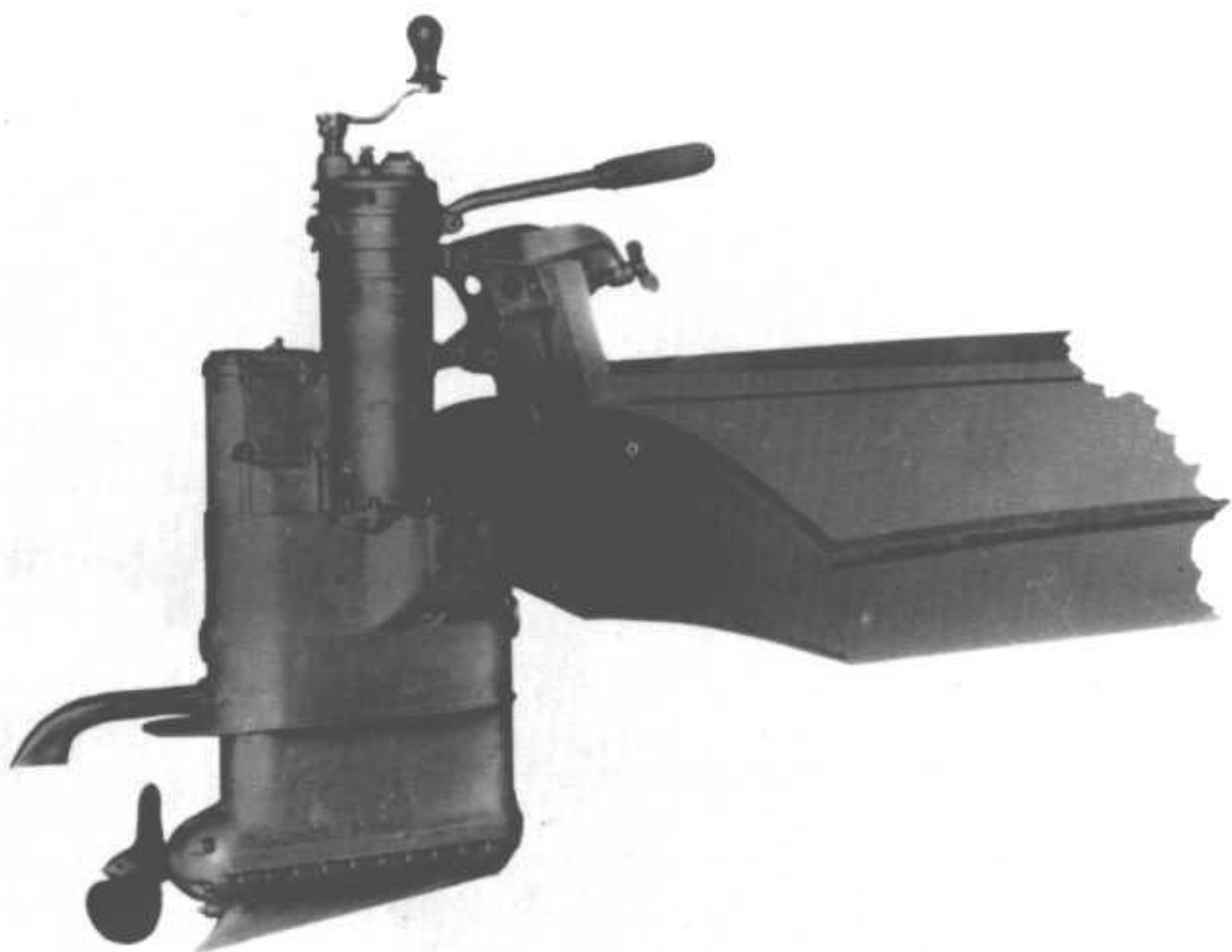
I don't have too much information on this motor despite the three large photos. If you check Jim Webb's book you will find three Miller Outboard motors listed. This is the 1932 Miller made by Harry A. Miller, the famous race car builder. Jim's recollection is that only a few were built; it looked great, but had problems with condensation and fuel drippings and was only on the market a year. I haven't been able to find any specs on it in any of my magazines. It was a West Coast motor; and Yachting, Rudder, and Motorboating were East Coast magazines. There was quite a bit of provincialism in those days. Jim thinks it was a four cycle, four cylinder engine of about 45 cubic inch displacement.

I wish there was a photo of the port side too, but I always want one more view no matter how many I have. If you study the photos closely you'll notice that old Harry may have been a genius with racing cars, but he didn't know much about outboards. The tiny thrust bracket isn't going to do much good that far up the transom. I wonder how much force it took to turn that long lower unit with that short steering handle. It's hard to tell if the boat is a complete boat or a mock-up, but notice the concave bottom sections. This was not unusual for boats built in 1932. There is what looks like a switch on the top of the rear housing. I would guess that the magneto is under that housing. This is really a far out outdrive. I wish I had one!

How about it, California members, anyone ever seen one? Maybe there is one in the back room at Drake Engineering. For all its faults, it predated the Clarke Troller by six years; and even if none still exist, you can buy pictures of it.



The Miller Outboard - 1932



The Miller Outboard - 1932
-16-

THE NATIONAL ASSOCIATION OF DIE CASTERS

GIVES A SHOWING OF SOME OF OUR OLDIES

by Warner Turner

Early in May I received a phone call from John Dow of Mercury Marine Corporation, Fond du Lac, Wisconsin. I've known John through a long association in the tool and die making industry, which also covers the making of die casting dies, plastic molds, stamping dies, and tooling in general.

Approximately fifty percent of an outboard motor is made of die cast parts, primarily aluminum, although the use of bronze and various types of plastics are also cast. Some of the parts are metal stampings. But, to dispense with tool and die talk and get down to the showing of some of our motors.

The course of castings can be followed through the improvement of casting technique by following the development of the outboard motor. John knew of my collection and wondered if I would lend some of mine and any other member for the exposition.

Our club got some wonderful publicity and was the focal point of the whole show. It's really gratifying to hear all the praise of the restorations and the nostalgic comments by some of the old timers.

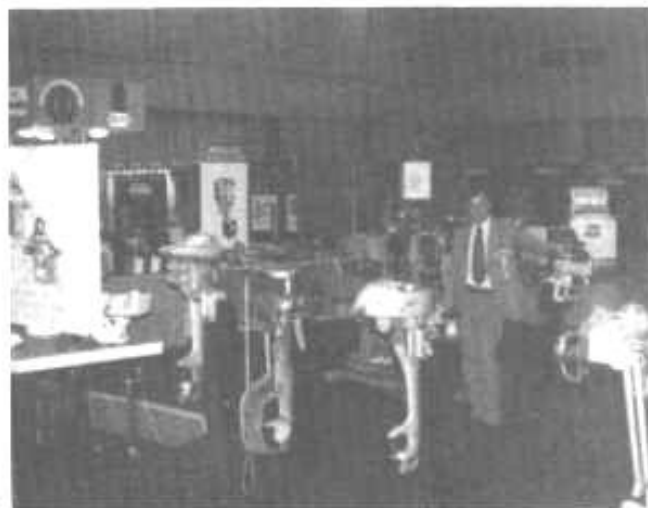
In excess of 3,000 manufacturers attended the exposition.

Mercury Marine is now a subsidiary of the Brunswick Corporation. For you bowlers, the new pin setter by Brunswick is a complete die cast rack for spotting the ten pins.

Some of the big Lester die casting machines having a clamping pressure of 2,000 tons, molds weighing in excess of 15 tons, and castings weighing 150 pounds, require all automated handling rather than the old sand castings and hand ladling of years gone by.

Time marches on, but personally I have a lot more fun making an old 1927 Elto sputter to life than any new motor (electric starting) has ever offered me.

So to all of you, let's give John Dow and his staff a note of thanks for giving our club the exposure and hopefully some new members and a new spark.





June 28, 1977

Antique Outboard Club
c/o Warner Turner
5102 Wickert Drive
West Bend, Wisc.

Warner:

We hope you found all the motors which were loaned to us in satisfactory condition. Nothing was stolen and everything was in good shape.

Enclosed find some pictures of the theme center display. None of them show your engine too well, but they were well represented. Notice the 1906 Waterman which Mercury contributed. These pictures were taken early in the morning before the show started. We didn't use your full display for lack of room. You noticed the new sign we made for your club.

Anyway, the show was a great success in everybody's minds. And your club's contribution was a very significant asset to the theme center which was a central focal point of the show.

We'd like to thank you people again and express our appreciation for all the work and effort your group has put into making the exposition the most successful in the last twelve years.

Pictures on other page are: Left, K 75 in back and Mercury's exhibit. Right, K D 4 Merc. '46, Model J Elto '27, Waterwitch '46, and Waterwitch '40; reading from left to right.

Pictures on this page are: Left, V 6 O M C Block. Right, 1899 Submersible in the foreground, and 1912 Waterman Porto to the left.

Thanks again,

John Dow
William S Hesterberg

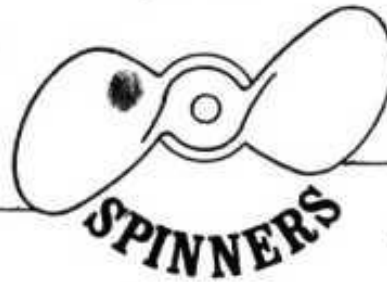
John Dow, William Hesterberg
Theme Center Co-Chairman

The 1977 exhibit was held in the Die Casters' Hall, Milwaukee, Wisconsin

MID- AMERICA



PROP



M.A.P.S.

submitted by Casey West
photos by Ron Ellis

The MAPS chapter held their Spring Meet on Table Rock Lake, Missouri in the usual MAPS manner. Not since the Civil War Battle of Wilson's Creek have the oak trees been hidden in smoke and the valleys echoed with loud explosions like they did on the 3rd, 4th and 5th of June at Lucky 13 Resort. This time the smoke had that exotic odor of Marine oil and the explosions were caused by Clarence Sitton's V-50 rig blasting down the lake escorted by Emmett Walls and his Speedifour. Ron Ellis in his Class "A" Hydro was covering their flank, while the Harrison boys were running their P O.

The members traveling the greatest distance were Gert and John Van Vleet, who hauled a trailerload of motors, including a Waterman "Porto", all the way from Hartland, Wisconsin. Emmett Walls came almost as far driving from Indianapolis, Indiana bringing his big tan rig that has proven to be hard to outrun, whether driven by Emmett or his son, Jay, who shows all the signs of giving some of the older members some competition on the water and in restoration. Ron Ellis had his K R honed to the peak of perfection and caused the Sunday drivers of modern rigs to do a double-take as he screamed by in 1940 style!



Willis Talbot pulled his runabout down from Leavenworth and proved that though he may be from the dry, flat state of Kansas he can kick up a roostertail with the best of us.

The boat (pictured) was built by Willis and he restored the engine.

The Allen Winfield Family even found time to take in the local sights as well as do some fishing. Allen showed us what promises to be a fine restoration of an early Evinrude canoe motor.

Persons attending were as follows:

Walt and Phyllis
Clarence Sitton and grandsons, Patrick and Kevin Harrison
Allen Winfield, wife, son, and daughter

Catherine and Casey West
Ron, Lynda, Andrea, and Ronald Ellis
Willis Talbot
John and Gert Van Vleet
Emmett, Beverly, Van, and Jay Walls

The competitive contests were won by the younger members of the group, with Jay Walls winning the Bang and Go Back and the Harrison boys winning the lapsed time feature.

Jay Walls walked off with the Best Restored trophy, while John Van Vleet took the Most Unusual and also the Oldest trophy for the Waterman Porto that caused even Walt Ellis to drool a little!

The White Elephant Swap uncovered some unusual parts and attachments, some of which no one was sure as to what motor or what use they were meant to be used for. Weird to say the least!



Clarence Sitton/John Van Vleet



Casey says, "It's worth a small fortune!"

Several items were auctioned for the benefit of the treasury. With postal costs what they are today every little bit helps, even when you are as affluent as Walt Ellis.

Gene Yonker and family members were unable to attend as their daughter was involved in an accident. The Hard Luck trophy was awarded to Gene with everyone's signature.

We all missed Gene's dry wit, and with his absence we turned to Walt Ellis and John Van Vleet for advice and technical information, and not once did those two agree on anything!!!



Walt and John consulting. Ha!



Emmett Walls and rig

The meet generated quite a bit of interest among the local residents with several members of the Stationary Gas Engine Club spending some time looking over the 40 to 50 motors on display. They were also given a tour of the lake in a boat powered by an antique that was driven by Clarence or Emmett, and watched John demonstrate the reversing capabilities of a Ruddertwin.

Al Hynek, our genial host at Lucky 13, donated the use of his boats and did a fine job of seeing that we had everything we wanted to make the meet a success. He even arranged for news coverage and hopefully we can see the snapshots at a later date.



All things considered, we had a GREAT time, and we can only hope to do it again very soon!

Pictured are two fairly new additions to the Ellis motor collection; a Koban and a Bendix inboard.



Fuchs' Design for Outboarder Trailer

Here are several pictures and a sketch of Dick Fuchs' "Outboarder Trailer". He said that it seemed sort of ridiculous to work your "fanny off" restoring an antique outboard motor to "mint condition" only to have it get damaged going to the next meet.

Basically the design format is to have the motors so positioned, and locked in position, that they don't "bang" on the adjacent motors or equipment, and protected from road dust and ("heaven forbid") rain while keeping the gasoline/oil odors out of the tow car's trunk.

The design shown in the pictures has been used for one season, May thru October, with no problems at all.

The "box" should be of such that it provides the necessary mounting for the members own selection of motors and boat(s).

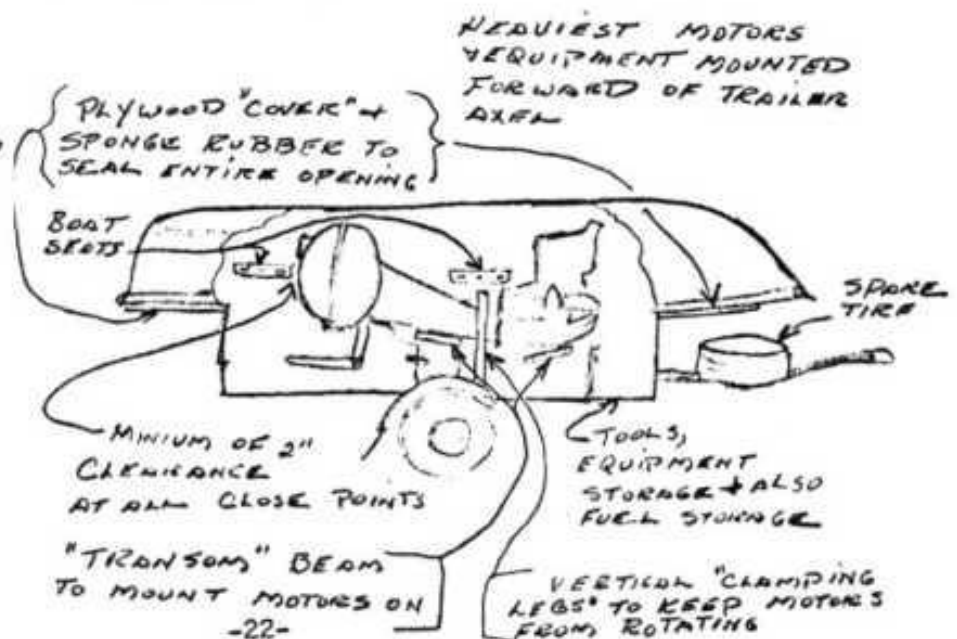
Dick has driven thru a sustained hard rain storm for some distance with no water reaching the enclosed motors, tools, and equipment. Further, because of the car-boat-trailer silhouette, the fuel penalty is not all that great.

Also, by taking the "box" off the trailer in winter, it (the box) provides a weather-secure enclosure for motors and equipment by itself with the boat in position on the top of the "box". When a rain squall appears at a meet, a heavy plastic builders cloth thrown over the trailer will prevent the motors and equipment from getting wet.

The "box" in his trailer is held in position by the trailer's tow board up front and the tailgate in the rear. Side-to-side positioning is accomplished by two cleats fitted in the trailer bed. Two 3/16" steel cables (covered with plastic garden hose protect the boat) hold the boat-to-the-box-to-trailer by completely circling everything. A turnbuckle on each cable maintains the necessary tension while allowing rapid loosening and dissembling for access to the boat, motors, etc. Wing nuts on each turnbuckle prevent them from coming loose while the trailer is moving.

If any members wish further information Dick will be glad to answer their questions, if they will send a stamped, addressed envelope.

Richard W. Fuchs
17 Deerfield Lane
Simsbury, Connecticut
06070

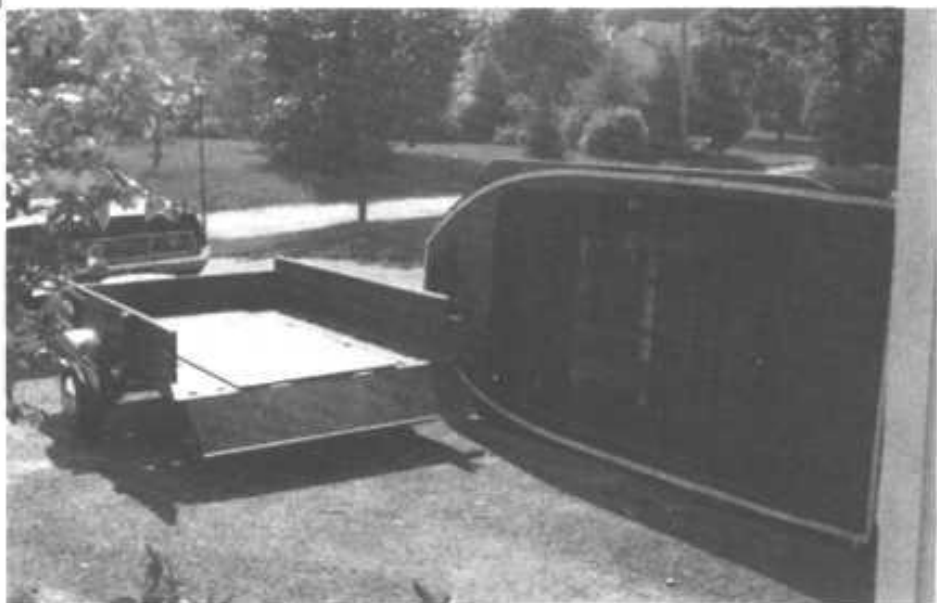




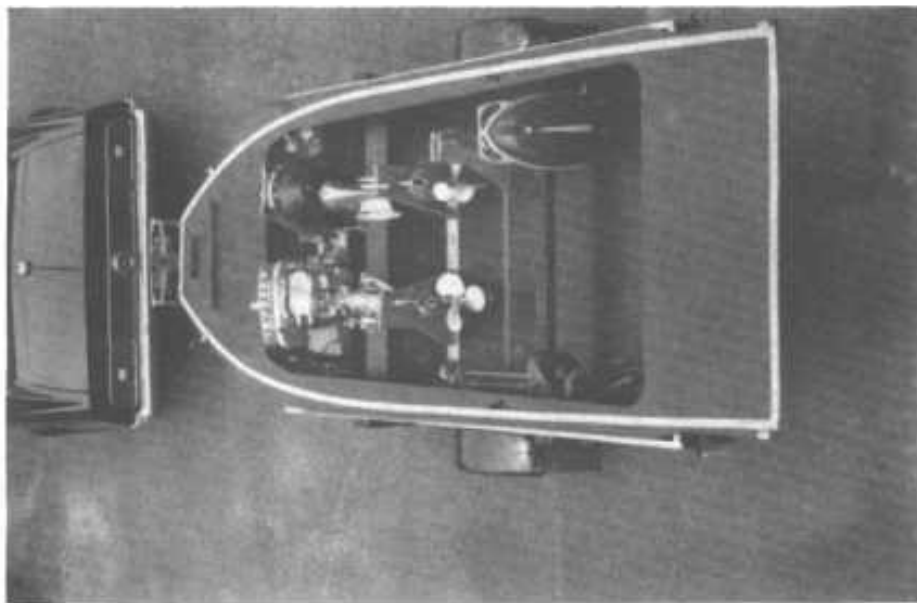
Close up of hold down cables, turn buckles, hose over cable. 4 clamps keep underside cover tight.



Close up of motor leg clamps. Turn buckles keep leg clamps tight, the motors rigid.



The box removed from trailer.



Boat removed, motors in place.

SMALL IRON TEST TANK

So, you found an old timer, cleaned it up a bit, and now comes the moment of truth. Surely would be easier if they were all air cooled, but!

How about this variation on the old oil barrel tank? One advantage of this tank is that you have some 400 pounds of water holding everything down and you can pull to your heart's content.

Necessary materials:

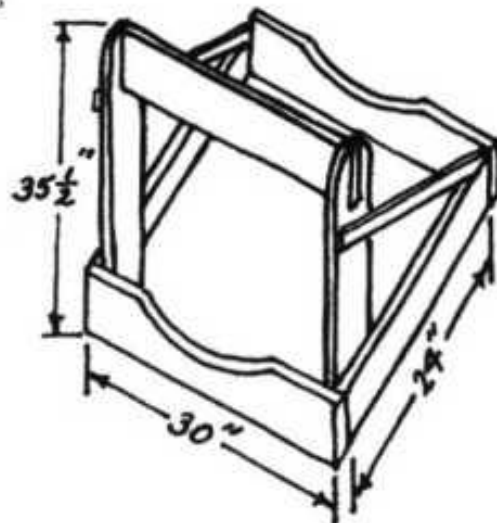
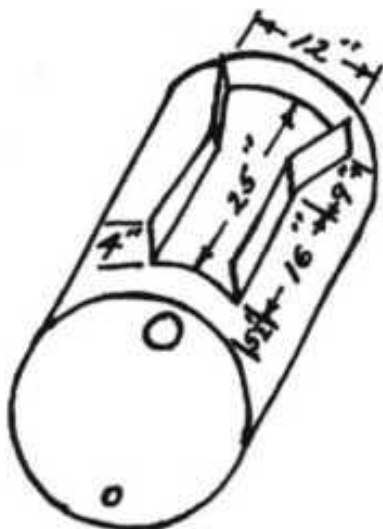
- 1 - 50 gallon barrel
- 18 linear feet of 2 by 6 pine, fir, etc.
- 6 linear feet of 2 by 4 pine, fir, etc.
- Miscellaneous lag screws and carriage bolts

Align your barrel with bung plug and air vent vertically so you can use one or the other to drain barrel. Make one cut 25 inches long as shown in sketch beginning 5 1/2 inches from front. Use chisel or saber saw. Make one cut perpendicular to this first cut 4 inches each way at 5 1/2 inches and 21 1/2 inches from front of barrel. Make final cut 6 inches each way at end of original cut (wider opening here for propeller clearance). Use pipe wrench, large pliers, etc. to bend cut material to vertical position. I eventually made a two piece hinged metal cover for my tank to conserve on water and keep wildlife out.

Stand is made with notched end members to cradle barrel; may be V-shaped or cut to fit using saber saw. Main thing here is the use of lag screws and carriage bolts for sturdiness. You may also want to add a tool and parts shelf below your mounting cross member.

I have used my stand for a number of years and built it originally for 10 H.P. and under iron. However, for some unknown reason, it has seen more 20 to 40 H.P. iron than 10 H.P. and under, so it has held up well.

Best of cranking,
Ron Ellis





RON ELLIS TEST TANK



A RESTORATION PRAYER

Now I set down at my bench
Please, dear Lord, let this be a cinch
If this shaft doesn't fit after all this time
I swear, dear Lord, I'll sell it for a dime.
Now to tighten the last set of screws
Please, dear Lord, help me with this son of a gun
After failing for a year
Hallelujah, dear Lord, I've won!

Anonymous



"What's New"



AUG 1958

SURE - FIRE COMBINATIONS...

This picture is of Charles Hansen, Jacksonville, Florida at a slow speed when he was racing. His equipment is a Class A Fillinger Hydro and Johnson K R. This was one hot combination in it's day!

Speaking of combinations!...Charles is to remarry on the ninth of July and leave for a four week honeymoon trip to Germany. He is certainly enjoying life again after suffering a stroke and losing his wife in a sixteen month period.

LET'S MAKE A DEAL...

Clarence Sitton, St. Charles, Missouri has traded his Japanese Shoda for a Koban of John Van Vleet's, Beaver Lake, Wisconsin. How's that for a swap of old iron???



IRON AND BOATS PERFORMED TO PERFECTION...

Here's a picture of Ron Ellis and his "Casey West Special" Hydro and Johnson K R. The old girl was really running the day the picture was snapped. One isn't sure if the raised paddle is a victory salute or a threatening gesture.

He also had the "Neal" C Hydro (pictured) with a P R performing beautifully the week end of the MAPS Spring Meet.



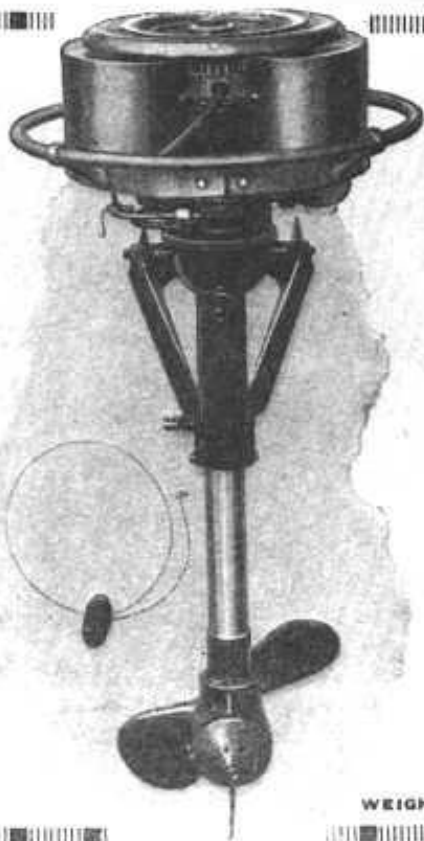
Warner Turner writes that due to the weight of wrestling around a Big Four, he sold it to a Milwaukee Carpetbagger or carpet salesman, who had acquired a midget racer of the 30's. It was originally powered by a 4-60. However, the adapter flange of a Big Four and Elto 4-60 are interchangeable.

He has shown the midget racer with it's Big Four engine at several shows and it really is a show stopper.

He is afraid to hold it wide open -- speeds in excess of 85 mph.

Warner hopes that the photos are okay. One is the original Big Four shown in the midget. The other is the iron in his garage --- sort of a before and after.





**THE
NEW FORTIS
OUTBOARD MOTOR**

Write for catalogue of all models.

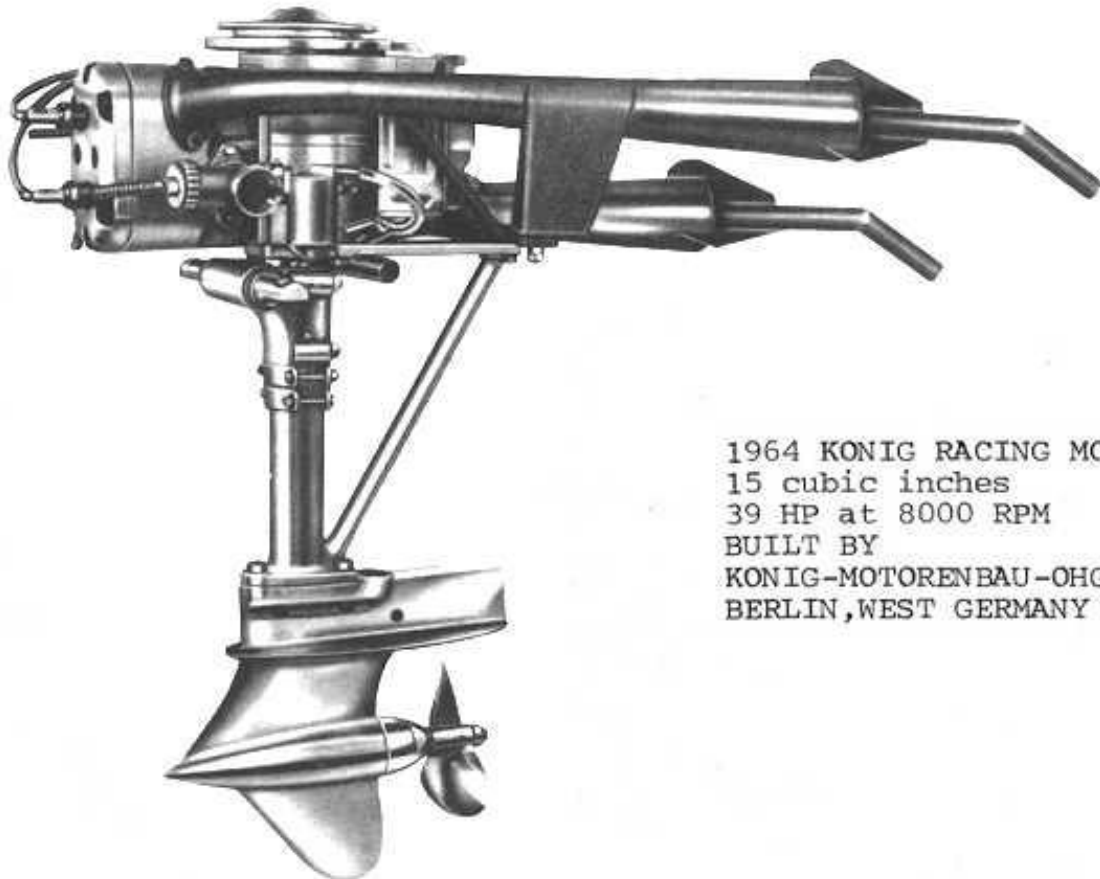
Bordewich
(ENGINEERING) LTD. HULL.

£21 COMPLETE: Single-cylinder, Two-stroke, water-cooled, conventional magneto ignition.

STAND 2A — ROW C.
MARINE & SMALL CRAFT
EXHIBITION.

WEIGHT 40 lbs.

1923 Fortis, built by Bordewich, Ltd. Hull, England. HP unknown.



1964 KONIG RACING MOTOR
15 cubic inches
39 HP at 8000 RPM
BUILT BY
KONIG-MOTORENBAU-OHG,
BERLIN, WEST GERMANY

More on the SD-15

The article by Dick Hawie on the Johnson SD-15 really stirred some memories. My grandfather was a Johnson dealer in Galesburg, Illinois during the late 20's, 30's, and 40's. His chief mechanic was an ex-Johnson "32" racer by the name of Eskel Carlson (Irish).

I'm sure that Jim Webb remembers when the break - in instructions called for twenty-four hours of slow speed operation. Grandpaw had a camp at a near - by lake, complete with a 16 foot "Baby Buzz", so when he sold a motor he would have us kids take it out to the lake and troll for two days, bring it back in, have Eskel check it out, and give the customer a well broken - in engine. I'm sure this saved a few stuck pistons, and we did catch a few fish while trolling. A good deal for everyone!

Of course there weren't any outboards, cars, gas, or anything else during World War 11, but in 1946 things started to come back and in 1947 I purchased a "Sweet 16" which was the way the SD was promoted.

During the winter of 1946 - 1947 I also picked up a Hooten Step Hydro. It ran about thirty MPH with the original ten by ten, three blade wheel. I purchased a ten by twelve, two blade (twelve inch was the maximum pitch the could be used without hitting the water inlet) which jumped the speed to a flat thirty-five MPH.

I ran this rig until 1949 when I sold the Hooten and got the Feathercraft. The engine ran winter and summer until February 21, 1951. I'd broken ice to get on the bay at New Boston, Illinois, and don't know what I hit but the rig flipped. A tear-down showed two bent rods, so I traded it in.

To me, the engine is a classic. It was the forerunner of today's big alternate firing engines. It was easy to start, smooth, and dependable. You will note from the picture that even though it had a recoil starter, I was already a firm believer in the rope and removed it. Hawie mentioned the primer but gave no detail. It was located on the front and the cam actuated off the high-speed needle-valve. You could hit it about three licks and the engine would usually fire on the first pull.

The pressure fuel system was something else. Instead of opening the tank vent, you had to make sure everything was tight to hold the pressure. I remember breaking the plastic cap after re-fueling about twenty miles from home. Everytime the engine was fired, fuel blew out of the fill hole. What to do? - I paddled to shore, whittled a bung, wrapped a rag around it, screwed it in tight, fired up and ran home.

I kept the ten by twelve wheel all these years and finally gave it to Clarence Sitton when I saw a SD amongst his many engines. I'm sure the engine and wheel will do the same great job for him that it did for me.

by Walter Verner



Walter Verner in "Sweet 16" and Johnson SD that he purchased in

1947

OUTBOARDING ON LAKE GEORGE WITH TOM, JEAN AND DICK

by Dick Fuchs

The following is a "short story" of the Luce's (Tom and Jean) and my antique outboarding on Lake George, New York recently.

The purpose of this boating adventure(s) was a "dry run" of our proposed cruise and picnic site approval for the September 10th and 11th meet at Bolton Landing on Lake George.

This story has two (2) parts --

Part one concerns my boating activities after dinner Friday evening, June 3rd. Tom and I put our boats in the water before dinner and he helped me put my newly restored Mercury Mark 20 on my eighty pound aluminum "can".

After looking over several local restaurants with the Luce's after dinner, I noted the lake "was as smooth as glass" and the moon might come out. Hooking up my running lights, I took a rather "quick" trip to Lake George Village, a distance of ten miles. Since all the village eating emporiums were closed, I had to settle for a small grinder rather than a cup of coffee. I ate one fourth of the grinder during the return trip.

However, the moon came out from behind it's cloud cover after I arrived at the village and changed all the shore light navigation points I had picked out during the "down" trip. I finally did make it back to Bolton Landing after several "exploratory side ventures".

I decided to get the forsaken cup of coffee at the lake side restaurant we had dined in earlier this evening.

As previously stated this motor was recently completely overhauled and other than the carb adjustments being set, all the others were not, and the thing had the nasty habit of jumping into forward gear upon start-up. However, to prevent us (the boat and me) from being rapidly propelled to some unknown destination and/or circumstance, I always left the stern dock line firmly attached to the dock. AND, this worked well: up til now. For immediately after starting the engine, I found myself in water up to my arm pits. At first I thought I was thrown out of the boat: but upon looking over my shoulder I saw the most surprising sight I've ever seen-- the bottom of my boat floating on the surface of the lake with empty gas cans and flash light floating near by.

The only thing I didn't recover was the remains of the grinder.

This "flip" took place at about 11:30 PM. I righted the boat and hauled in the debris and found I couldn't "pull the engine over" -- water in the cylinders.

To make a long story short, I worked until 3 AM trying to start the dam thing and dry it out before internal rusting took place, but I couldn't - wet ignition.

I did get up at 6 AM and strip the mag down to dry it out. I did get the motor started -- which brings us to Part Two.

Part two begins with the Luce's arriving in the garage area where I was feverishly working on the Mark 20 mag drying operation.

After the usual amenities, and some "clever remarks" from the Luces on operational starting procedures for a Mark 20, they left for breakfast. They returned after a period of time and Jean offered me a cup of coffee (my breakfast) from their just filled thermos.

When all the confusion had died down and I "dried out" the Merc at the dock, the Luces (Tom and Jean) in Tom's boat and me in mine (with the Mark 20) took off for Bill Morgan's Marina, ten miles north.

Now the shoe goes on the other foot. For it is Tom's Evinrude Fastwin that is giving him fits or "Luces endurance test of his starting rope knot".

The motor would run just fine for five or ten minutes and then gradually loose speed and finally stop. Now Tom is a very patient and calm person, but I think in the four stops we made before we got to Bill Morgan's that I might have detected a "to h--- with the d-- Fastwin" attitude just once.

In any case our visit to Bill's was impressive. Bill has done some outstanding boat restorations and we were able to see several. If one word were used to describe Bill -- he is gracious.

But, on the way up, while Tom was bent over the Fastwin, I pulled along side. I suggested that since it was after 1 PM we should find the proposed picnic site and the Luces eat their lunch they got from the restaurant this morning at breakfast with the thermos of coffee. To which Jean replied, "what lunch"?

Well, after leaving Morgan's we ventured up the lake five more miles (3 more stops for Tom) to the nearest village, The Hague. We bought "sandwich makins" and picnicked at their town beach.

The trip back, fifteen miles, consisted of fifteen (or more) stops (not endurance tests). Tom did discover the problem - the fuel line was just too close to an uncooled exhaust passage and was vaporizing the fuel in the line to the carb.

However, the wind was up and now there were "white caps" on the water --- but, that is another story.

I did more outboarding this week-end than any time before. I must have, I ached for two weeks afterward.



Three of the Boats in the Mixed Handicap Outboard Class at the Seattle Sportsmen's Show



As President, I am making an effort to get at least one copy of each issue of THE OUTBOARDER since the club was founded. These would be kept for the club and added to quarterly so that we would have, as nearly as possible, a complete set.

To complete the set, all the issues for 1960s, the January 1970, all the issues for 1971, and the April 1975 issue are needed. If anyone has an extra copy of any of these or knows of an ex-member that might be willing to donate or sell them, please forward to me, or advise cost.

This is my project so I will use personal money. I do not feel that the club should have to pay for them.

These issues of THE OUTBOARDER will be available for copies of all or any part to any member at the cost of copying plus postage.

I would really appreciate help with this.

Walter Ellis 3724 Briarcliff Road Kansas City, Missouri 64116



Front cover credit: Elto Fold-Light

The lightest twin cylinder motor built, and most compact of all outboards. Weighs only 29 pounds - carried easily. Folds to suit-case size - 17" x 13-3/4" x 11-1/2". Stows in locker, easily carried alongside driver on week-end motor trips. 2-3/4 H.P. Easy starting and very dependable, battery ignition. Largest selling outboard motor built on account of its popularity with fishermen, cottagers, campers, and dinghy users. Price reduced from \$145 to \$125 with added feature of spring cushioned steering.

Due to an error the front cover credit for the April OUTBOARDER was left out. It should have been as follows: The Waterman Porto introduced in 1906, when 25 engines were produced, the Waterman Porto is considered to be the first mass-produced outboard. Designed and marketed by the late Cameron Waterman, also a successful attorney and manufacturer, the original 2-hp model marked the beginning of the outboard industry. After producing 30,000 units by 1917, Waterman sold his interest to the Arrow Motor and Marine Company of New York and enlisted in the Army Signal Corps. Arrow continued to market a version of this motor until 1924.

Submitted by Public Relations Dept., Mercury Marine, Fond du Lac, Wisc.



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WHO, WHAT, WHEN, HOW, AND WHY...

It will lessen the work load on everyone and you will get much quicker action on your letters if you will do the following:

1. Send all articles, pictures, old boating and motoring manuals, parts lists, request for back issues of THE OUTBOARDER, lists of decals for sale, chapter meet write-ups and anything of interest to the members - including complaints of any kind to:

Walt Ellis

2. Send all inquiries and information regarding the forming of chapters, new chapter officers, and chapter certificates to:

Jim Cason

3. Send all information about national meets and public relations to:

Riggs Smith

4. Send Special Group information and inquiries, and technical information to:

Eric Gunderson

5. Send all club secretarial material including by-law information to:

Milt Moos

6. Send everything pertaining to the club's treasury affairs to:

John Harrison

7. Send membership information, dues, etc. to:

Ted Bieber

8. Send motor and parts ads, meet dates, and news bits to:

Steve Mulhollen

9. Send important historical information to:

Jim Webb

10. Send all test information, etc. to:

Bob Zipps

11. Send all inquiries needing research and questions about motor identification to:

Dick Hawie

12. Send all inquiries or information and suggestions for special feature articles to:

James Smith

13. Send all information for motor registration to:

Don Peterson

Please feel free to write to me at any time about anything. I promise you will get an answer, but less time and less postage will be spent if you will follow the above.

Walt Ellis



Ray Rydell's Dell Quay Dory 13 with 1938 Speedifour

=====

From Ray Rydell, A Very Interesting Letter

=====

June 20, 1977

Dear Warner:

Thanks so much for the advice on the Speedifour, and sending it so promptly. I've now ended up with starting at about 1 1/2 turns on the needle valve, which seems to work fine when I pull the motor through twice before cranking.

Here's a snap of the motor on my boat at my mooring in Avalon Bay. The throttle control is now through an Evinrude-Johnson unit and the steering is via a strong Mercury-Ride Guide set-up that I've installed to handle the Big 4. The clamp-bracket sits on a lipped piece of aluminum to secure the motor, and there is also a steel cable safety link. The metal plate on the boat is the make and model number carrier: Dell Quay Dory 13. Behind the boat is South Beach, with an arcade on the left corner and our bank on the other. There is a 20' Skipjack to the left, and a 19' glass sloop to the right. You can also see a swim line to keep swimmers away from the boats; but youngsters on paddleboards are everywhere during the summer. That's a Jerry Jug for fuel - I always carry two, plus oars which are handy to have around. There are two covers (that heavy blue canvas) for the boat: one for the motor and one to cover all wooden parts of the boat. It offers good protection - that varnish you can see is two years old.

In 10 days, the boat will come out, and then go back after Labor Day. It's a lot of hauling, but worth it to avoid the congestion and the drunks of the busiest part of the summer.

Your propeller seems just right for this rig, and I checked it this week to make sure it's still free on the shaft, and replenished the lower unit.

It was good to learn those additional things about this motor. No wonder

it runs so smoothly. When I bring it in soon, I'll detach the components and wash out all salt water, repaint the cylinders and muffler, and go over the mag again, etc. I'll keep it like new, with a film of light oil on it.

Re: comparative horsepower with the Big 4: John tells me that he checked out several stock Big 4's on his dynamometer and could get no more than about 46 from the strongest. A stock 4-60 would pull about 70 on racing fuel.

Best regards,

Ray

Thanks to Warner Turner for sharing Ray's letter and picture with us.

How about more members sharing interesting bits?????????? The Editor



PART by PART / M A P S EXPERTISE

by Walt Ellis

At the June MAPS Meeting, held at Table Rock Lake, Missouri, two of our club members were found engrossed in deep thought and dirty work trying to figure a way out of a deal made by phone.

The Honorable Casey West had found a Smith Motor Wheel while hunting old outboards. He called the Honorable John Van Vleet about his find and John told him to buy it for \$50.00. Casey, not being a gambler, borrowed it so he could show it to John before putting out any money.

At the meet they examined the motor thoroughly for an hour or so - noting missing or broken parts. When they could stand it no longer, they began borrowing tools: an 8" crescent wrench, called an Oklahoma socket set in these parts; a crow bar; 3 or 4 hammers of different sizes; a can of WD - 40 wonder fluid; a six pack of racing fuel and went to work.

The result of their labor was to be found the day after the meet in Casey's garage. . . . A Smith Motor Wheel in parts!

If anyone else is interested in a Smith Motor Wheel that two experts have "turned down", let Casey know as he is now planning to return (in parts? ! ? !) it to the owner. The Honorable John and Casey are also planning to stick with outboards. . . hopefully!



John Van Vleet in deep thought
Casey West's wrist watch

photo by Ron Ellis

Follow All Leads on Square Tankers

by Warner Turner



What follows is a tale of my acquisition of a rare, single cylinder, square tank, rope start, very old outboard motor used by grandpa only during fishing season a few weeks out of the year. This probably has a familiar ring to many of our members.

To begin at the beginning, it is common knowledge, among my circle of friends, that I collect old outboards.

Our fishing season opens the first weekend in May. This brought about the proposition of my most recent find.

One of my friends, we'll call him Kenny, because that's his name, told me his grandfather had to buy a new small outboard for the coming fishing season. He had broken the propeller on his faithful old single and couldn't find a replacement for it.

Upon somewhat sneaky questioning, I learned it had a square attached gas tank, rope starter, and a large single cylinder (cast iron). The make was unknown to Kenny, but grandpa had it as long as he could remember and due to the broken propeller he learned it was to be junked as soon as the dump opened the coming Saturday.

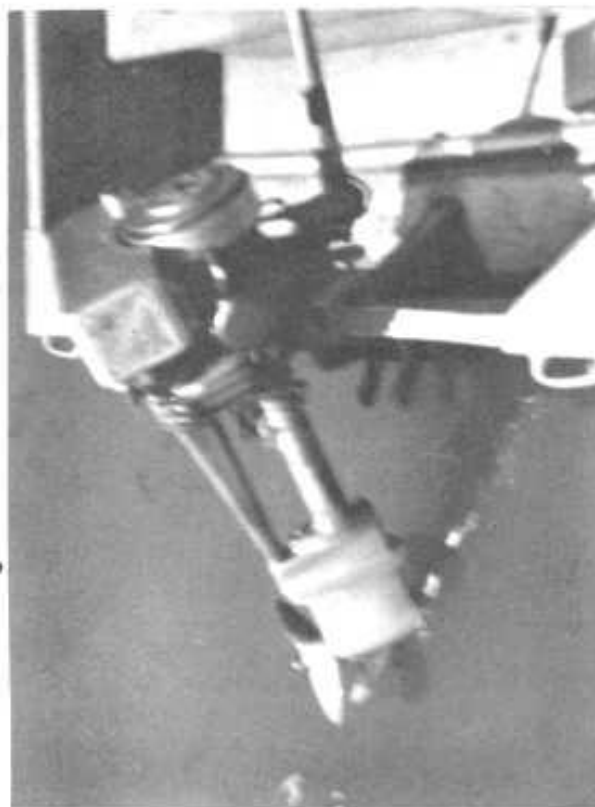
I insisted to have a look before this terrible fate of an antique occurred, and offered to buy lunch for the opportunity to see the motor.

The hardest and most critical moment of truth in dealing for these gems is to try to show only a casual interest!!

We drove over to one of the better eating establishments in the area - Mc Donalds, yes, one of the chain, and proceeded to have our usual fare: Two cheeseburgers and a Pepsi - \$1.69 including tax.

After discussing and solving all the various problems of our land during our lunch hour and as a final jester of thanks, Kenny said he'd bring the motor to work, for my viewing, the following day.

Sure as shooting Kenny had the motor in his van the next morning and was waiting for me at the door of our place of employment. I, equally anxious to see this mys-



tery motor, and yet suppress my eagerness was forcing myself not to run over to fast for a look-see.

Well, it turned out to be a 1950 Scott-Atwater 3.6 H.P. with an improvised plastic square lawn mower gas tank. The original shroud and rewind starter was "deep - sixed" many years ago, because grandpa and the rewind spring just couldn't come to an agreement on how all that spring could be confined in such a small case. Furthermore, he said grandpa never had any trouble with the rope start except when grandma was sitting too close behind him and he stung her a couple of times with the knotted end, so she threw the rope overboard and he had to start it with a fish stringer.

Enclosed find a couple of snaps of my "2 cheeseburger, 1 Pepsi" oldie.

I'm still looking for a propeller for my find, because I insist on motors that run properly as any of my buddies down at Jim Cason's on Silver Lake will testify; right fellows? That's why I have a tennis elbow from pulling the string on some of my beasts ----- as such delights as these, enhance our club.

Have a good day!

Warner

The picture at the beginning of this story is the 1950 Scott Atwater that cost Warner 2 cheeseburgers, and 1 Pepsi. Warner bemoans the fact that he paid 1 cheeseburger too much.

The motor, lower right side of same story, is Warner's 1929 Fastwin, 14 H.P., excellent runner for which he swapped a 7 1/2 H.P. Martin.



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LOW PRICED!

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'Help!'

SPECIAL NOTICE

500 OF OUR MEMBERS COULD HAVE
WRITTEN AN ARTICLE TO FILL THIS SPACE.
NO ONE DID; THUS IT IS BLANK.
FOR THE OCTOBER ISSUE -
WE HAVE VERY LITTLE MATERIAL.
WE DESPERATELY WANT -
TO MAIL IT ON TIME. SO,
PLEASE HELP US OUT - N O W!!!

MANY THANKS TO THOSE WHO
DO CONTRIBUTE.

The Editor

**WE DON'T
LIKE TO
.BEG.**



SPARK PLUG RECOMMENDATIONS FOR ALL JOHNSON SERVICE MODELS

Model Motor	Factory Installed Champion	Factory Installed Auto Lite	Alternate Auto Lite	Alternate AC
J-80	#J8J		A7X	45M
J-25, 65, 70, 75	#5MJ		B3X	84M
A & A ¹ / ₂ to A-45	#5MJ		B3X	84M
A-50, 65, 70, 75, 80, AA-37	#5MJ		B3X	84M
OA-55, 60, 65	#5MJ		B3X	84M
OK-55, 60, 75	#R7			82M
F-70, 75	#5MJ		B3X	84M
K-35, 40, 45	#R7			82M
K-50, 65, 70, 75, 80, KA-37 KA-38, 39 & 10, Ks & KD-15	#5MJ		B3X	84M
P-30	#5MJ		B3X	84M
P-35, 40, 45, 50, 65, 70, 75, 80 PO-37, 38, 39, PO-10 & 15	#R7			82M
TR-40 (Giant)	#R7			82M
S-45, 65, 70	#R7			82M
V-45, 65, 70	#R7			82M
LS-37, 38, DS-37, 38	#J8J		A7X	45M
LT-37, 38, 39, 10, AT-39, 10 DT-37, 38, 39, 10	#J8J		A7X	45M
MS & MD-38, 39, 15	#J8J		A7X	45M
MS & MD-20	#J6J		A3X	44M
HS-39, 10, 15, HA-39, 10, 15 HD-39, 10, 15	#J8J		A7X	45M
HS & HD-20, 25, 26	#J6J		A3X	44M
TS & TD-15, 20	#J6J		A3X	44M
100, 110	#J8J		A7X	45M
200, 210	#5MJ		B3X	84M
300	#J8J		A7X	45M
SD-10, 15, 20	#5MJ		B3X	84M
QD-10, 11, 12, 13, 14, 14-A, 15, 16	#J6J	A3X		44M
TN-25, 26, 27, 28	#J6J		A3X	44M
RD-10, 11, 12, 13, 14, 15, 15-A, 16 16-A, 17	#J6J	A3X		44M
JW-10 & 11	#J6J	A3X		44M
CD-10, 11, 12	#J6J	A3X		44M
RDE-16, 16-A, 17	#J6J	A3X		44M

Revised 9/27/54

SPARK PLUG CHART

EVINRUDE AND ELTO OUTBOARD MOTORS

IMPORTANT: For best operation insist on identical replacement spark plug.

TYPE	H.P. or Year	MODEL	Part No.	Name	Plug Setting	Contact Point Setting	TYPE	H.P. or Year	MODEL	Part No.	Name	Plug Setting	Contact Point Setting		
ACE (ELTO)	1936 to 41	4145-4205-4256-4301-4329-4351	194404	*Ch. C7	.025	.020	SPORT SINGLE	1933	432	190724	Ch. M6	.025	.020		
BIG FOUR	1931-32	802-814	194084	Ch. M5	.025	.020	SUPER SINGLE	1933	436	190724	Ch. M6	.025	.020		
BIG FOUR	1946	8014	275909	Ch. R7-64C	.025	.020	SPEEDIFOUR	1931-33-37							
BIG-TWIN							to 46	704-715-728-7022-7026-7031	194084	Ch. M5	.025	.020			
EVINRUDE	4 H. P.	L-LA		52301	Ch. 0	.025	.020	SPEEDIQUAD	1934	7000	194084	Ch. M5	.025	.020	
CUB	1939-41	4264	195829	200092	Ch. J4, H10	.025	.020	SPEEDIQUAD							
FASTWIN	1927	R-R5		52301	Ch. 0	.025	.020	IMPERIAL	1935-36	7008-7019	194084	Ch. M5	.025	.020	
FASTWIN	1928-29	H-IH		52301	Ch. 0	.025	.020	SPEEDITWIN	1927	T	52301	Ch. 0	.025	.020	
FASTWIN	1929-33	2H001-145		190724	Ch. M6	.025	.020	SPEEDITWIN	1931 to 46	6000-6011-6018-6026-6034-6039	194084	Ch. M5	.025	.020	
FISHERMAN	1932-39	413-478-4016-4093-4148-4152-4227-4267-4269-4309-4312		190724	Ch. M6	.025	.020	ADVANCED	1928-29	U-U	52301	Ch. 0	.025	.020	
				52301	Ch. 0	.025	.020	SPEEDITWIN	1929-31	2U-143-156	190093	Ch. 7	.025	.020	
FLEETWIN	1928-29	F-IF-139		190724	Ch. M6	.025	.020	SPEEDITWIN	1928-31	60000-80000-300-340-348	190093	Ch. 7	.025	.009	
FLEETWIN	1932-34	418-450-4034		190724	Ch. M6	.025	.020	SR. SPEEDSTER	1930-32	310-312	190724	Ch. M6	.025	.009	
FLEETWIN (ELTO)	1939-41	4335		190724	Ch. M6	.025	.020	SR. SPEEDSTER	1933	361-363	190724	Ch. M6	.025	.020	
FOLDLIGHT	1930-31	162-403		190724	Ch. M6	.025	.009	SPECIAL	1931-33	905-907	190093	Ch. 7	.025	.009	
FOLDLIGHT	1930-31	404 Battery		190724	Ch. M6	.025	.009	SPEEDSTER	1931-34-37-						
HANDIFOUR	1937	4219		194084	Ch. M5	.025	.020	SPORTFOUR	to 41	902-912-920-9000-9022-9026-9031-9035	194084	Ch. M5	.025	.020	
HANDITWIN	1936 to 41	4158-4212-4261-4307-4332-4357		194404	Ch. C7	.025	.020	IMPERIAL	1935-36	9008-9019	194084	Ch. M5	.025	.020	
LIGHTFOUR	1934 to 46	4042-4111-4178-4231-4271-4318-4383		194084	Ch. M5	.025	.020	SPORTSMAN	1935 to 38	4091-4146-4207-4254	194141	Ch. J1-15	.025	.020	
LIGHTWEIGHT	1929-30	90000-360		190741	AC-G8	.025	.009	SPORTSMAN	1939-46	4296-4346-4364-4412	194553	200092	Ch. J8, H10	.025	.020
LIGHTWEIGHT	1931-32	401-411		190724	Ch. M6	.025	.009	SPORTWIN	2 1/2 H. P.	N-IN-183	52301	Ch. 0	.025	.020	
LIGHTWEIGHT	1933	444		190724	Ch. M6	.025	.020	SPORTWIN	1936-38	4156-4209-4258	194141	Ch. J1-15	.025	.020	
LIGHTWIN				190093	Ch. 7	.025	.009	SPORTWIN	1939-46	4303-4353-4368	194553	200092	Ch. J8, H10	.025	.020
[ELTO]	1920-25	A-B-C-D		190093	Ch. 7	.025	.009	STURDITWIN	1932-33	420-421	190724	Ch. M6	.025	.020	
LIGHTWIN	1926-27	G-H-J-K		190093	Ch. 7	.025	.009	SUPER "A"	1932-33	422-456	190724	Ch. M6	.025	.020	
LIGHTWIN	1931-35-36	402-407-4097-4153		190724	Ch. M6	.025	.020	SUPER "C"	1931-33	605-624-638	194084	Ch. M5	.025	.020	
LIGHTWIN	1933-34-37-38	442-4020-4221-4289		190724	Ch. M6	.025	.020	ZEPHYR	1940-41-45-46	4359-4378-00501 up 4402	200322	Ch. J10	.025	.020	
LIGHTWIN (ELTO)	1939-41	4313		190724	Ch. M6	.025	.020	Com			276088	Ch. J10	.025	.020	
LIGHTWIN				193542	AC-G5	.025	.020	ZEPHYR	1945	4378-00001 to 00500					
IMPERIAL	1934-35-36	4030-4102-4165		190724	Ch. M6	.025	.020	CENTRIFUGAL PUMP	2 H. P.	P	52301	Ch. 0	.025	.020	
LOCKWOOD	1925-27	T		190724	Ch. M6	.025	.020	CENTRIFUGAL PUMP	1929	1P	52301	Ch. 0	.025	.020	
LOCKWOOD	1928-30	ACE		190724	Ch. M6	.025	.020	CENTRIFUGAL PUMP	1930-32	2P-142	190093	Ch. 7	.025	.020	
LOCKWOOD	1928-30	CHIEF		190724	Ch. M6	.025	.020	CENTRIFUGAL PUMP	1933-38	904	190724	Ch. M6	.025	.020	
MATE	1939-41	4263	195829	200092	Ch. J4, H10	.025	.020	HI-PRESSURE PUMP	1926-31	DDV	52301	Ch. 0	.025	.020	
PAL	1937 to 41	4203-4253-4266	194553	200092	Ch. J8, H10	.025	.020	HI-PRESSURE PUMP	1931-34	909-910-911	190724	Ch. M6	.025	.020	
QUAD	1928	70000 to 74999		190093	Ch. 7	.025	.009	HI-PRESSURE PUMP	1935 to 41	932-933	194084	Ch. M5	.025	.020	
QUAD	1929	75000 to 79999		1C123	AC-G8	.025	.009	LAWNBOY	1932-36	918-928-938	192197	AC-G4 1/2	.025	.020	
QUAD	1930	314-317		194084	Ch. M5	.025	.009	LAWNBOY	1937	948	190093	Ch. 7	.025	.020	
QUAD	1931-33	700-721-732		194084	Ch. M5	.025	.020	LAWNBOY	1938 to 41	948-952-958	195413	Ch. J8	.030	.020	
JUNIOR QUAD	1931	900		194084	Ch. M5	.025	.009	SPEEDIBIKE	1932-37	916	190724	Ch. M6	.025	.020	
JUNIOR QUAD	1932-33	914-924		194084	Ch. M5	.025	.020								
RANGER	1938 to 46	4252-4265-4406	194553	200092	Ch. J8, H10	.025	.020								
SCOUT	1937	4201		194553	Ch. J8	.025	.020								
SERVICE "A"	1932-33	424-425		190724	Ch. M6	.025	.009								
SERVICE TWIN	1936	4158		190724	Ch. M6	.025	.020								
SERVICE TWIN	1937	4216		190724	Ch. M6	.025	.020								
SERVICE TWIN	1928-31	J-K-358-359		190093	Ch. 7	.025	.009								
ELTO SINGLE	1934	4000-4008		190724	Ch. M6	.025	.020								
EVINRUDE															
SINGLE	2 & 3 1/2 H.P. A			52301	Ch. 0	.025	.020								

*Indicates Champion

DECALS

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

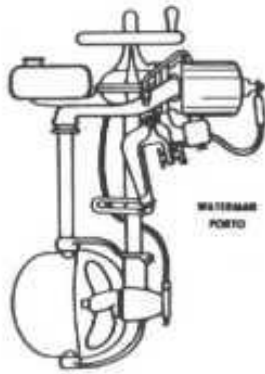
For Evinrude Single, 1911 to 1928. For Elto rear tank, any through 1928. Water applied type.	\$4.95 set \$3.95 each	Robert Brautigam 2316 West 110 Street Elcoomington, Minn. 55431
For Johnson Sea Horse "16" or "24", fits early P and S models. For Evinrude 4-60.	\$7.00 each \$8.00 each	Eric Gunderson 515 West Main Grass Valley, Calif. 95945
For Johnson "Sea-Horse 32", fits Models V-65, 70; VR's and VE's. For Johnson "Sea-Horse 25", fits all Giant Twins. Like originals, pressure-sensitive vinyl.	\$10.00 each	John C. Harrison 1000 Northwest 54 Street Miami, Florida 33127
Metal nameplates for front of gas tank. Fits all Elto Ruddertwins. Authentic!	\$5.95 each	George Loeb 7037 Suburban Avenue Norfolk, Virginia 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.	\$5.00 set	Bob Zipps 182 Brentmoor Road East Hartford, Conn. 06118
For Johnson "K" models, patterned after P/N27-227. Complete with starting and oiling instructions. Fits OK-55 and OK-60 too! Water applied type.	\$5.00 each	Charles W. Hansen 2108 Broward Road Jacksonville, Fla. 32218
For Johnson alternate firing A models, patterned after P/N 25-244. Also fits K-35, K-40, K-45, KR-40, A-35, A-45, OA-65. Vinyl type, self stick.	\$6.00 each	Charles W. Hansen 2108 Broward Road Jacksonville, Fla. 32218
For Evinrude Scout, 1937, and others with similar tear-drop tank. Complete with operating and oiling instructions.	\$6.00 each	Bob Grubb 1368 Meadowbrook Road Pottstown, Penn. 19464
For Evinrude motors. State whether Single or Twin. Give model number if possible.	\$5.00 set	E. Walton Ball 1940 Ellesmere Road Scarborough, Ont. M1H2V7

CHAPTER PRESIDENTS

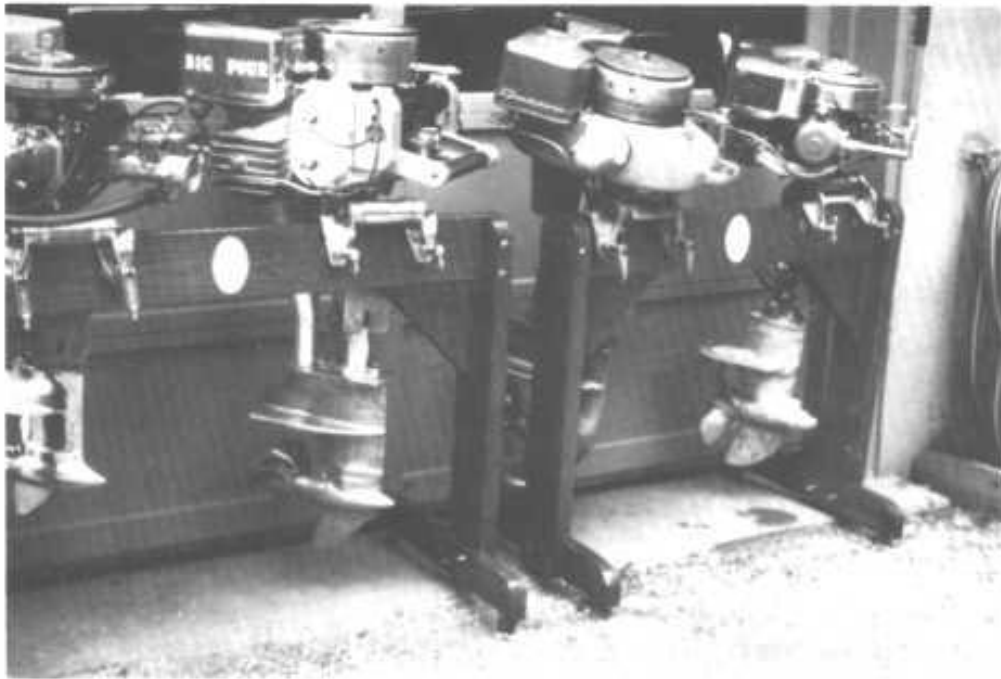
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Knuckle Busters	Bill Salisbury	New Jersey, Pennsylvania,
Mid-West Chapter		
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The Antique Outboard Motor Club Inc.

KANSAS CITY
AUG 30 1971



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