

The ANTIQUE OUTBOARD



Dick Jones, first place winner of the Texas Nationals receives a marine speedometer from Jaynie Brannigan, Queen of the Great Race and the Knuckle Buster Cup from Val Valentine of Valentine Marine Supply.

VOLUME 2

NUMBER 4

OCTOBER, 1967

The Antique Outboard Motor Club

TOM ZIMMER
1907 WATERMAN

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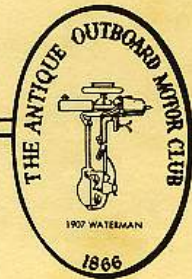
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THE BIG W OUTBOARD MOTOR MUSEUM, Lake Winnepesaukee, Wolfeboro,
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These members have contributed to the club's growth and activities through the purchase of a Special Membership. In recognition and in appreciation, they are so listed.

The Antique Outboard Motor Club



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Tom Zimmer
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Mark (l.) and Mike Zimmer with Dad.

THE ANTIQUE OUTBOARDER

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T.A.O.M.C.

The Antique Outboarder

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

Club officers, addresses and duties:

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Christopher R. Owen, Vice-President and Test Editor: Route 3, Eau Claire, Wisconsin. Maintains the antique outboard motor registration file and runs lake tests of antique motors.

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Carole R. Reinhartsen, Secretary: 1107 Pueblo Drive, Richardson, Texas. Keeps records, etc.

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Lorne Douglas, Membership Coordinator: 73 Deer Lodge Place, Winnipeg 12, Manitoba, Canada. Ray Machen, Membership Coordinator: 624 Gardner Road, Westchester, Illinois. Distribution of club literature.

Hal Copeland, Public Relations Director: 1904 Tower Petroleum Building, Dallas, Texas. Public Relations.

Robert Zipps, Classified Editor: 24A St. Regis Street, East Hartford, Connecticut. Management of the classified section.

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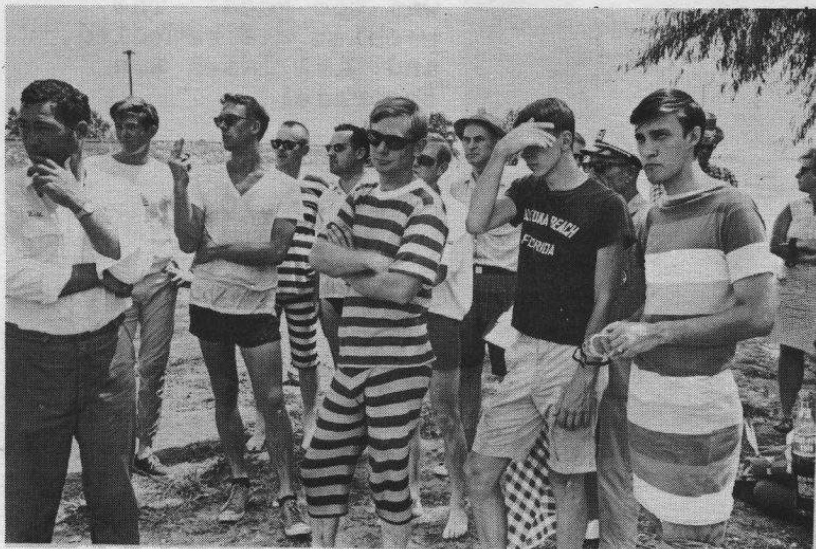
Anthea T. Aitken, Membership News: 503 North Waterview, Richardson, Texas. Anthea tells us all what we all are doing.

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

the GREAT RACE, 1967

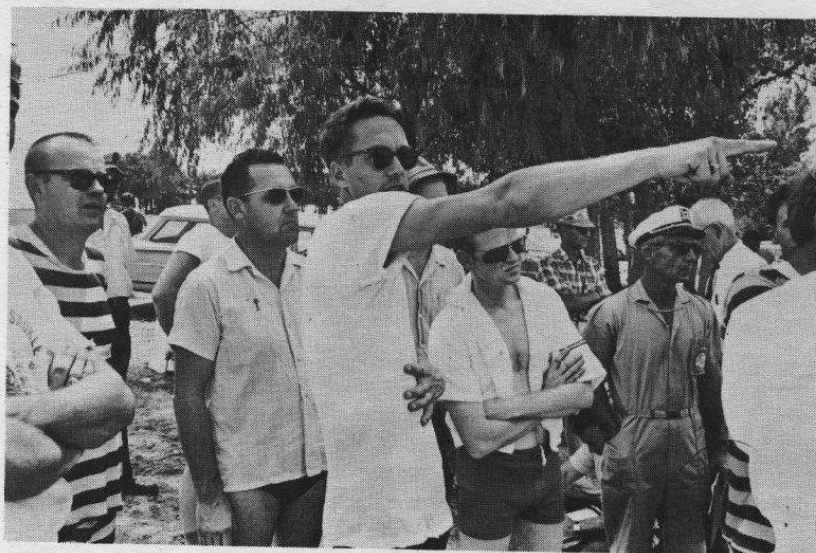
photographs by ed miley

story by R.L. ANDERSON *

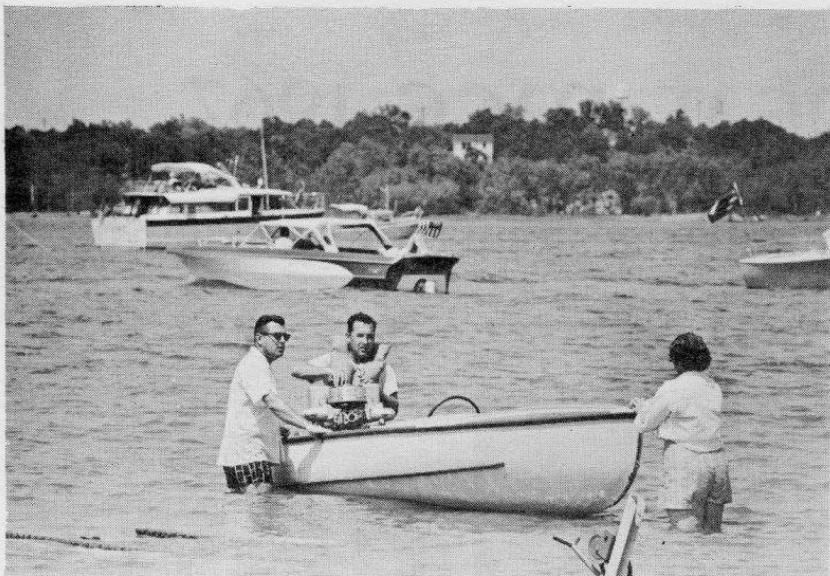


"Now we are going to hold two Bang and Go Back races". Member Bill Curtin of Wichita Falls appears at the left of this photo. Bill hit a bad wave early in the afternoon and flipped his boat. No damage - Bill says, "wait 'til next year."

Driver's Meeting! In a Bang and Go Back race, everyone goes as fast as they can toward that boat. When the gun sounds.....



* Winner of the Johnson Motors Trophy for the oldest running motor, a 1927 Lockwood Ace.



All the way from Miami! Kent Jones, Dick Jones and wife Jean prepare the Miami Special. At 11 PM the evening before the race, an emergency call went out from the Jones garage. The spark on Dick's 1936 Evinrude was too good! The problem was remedied, and Dick later won the race!

The Pits - Dick Anderson, Sandy Aitken, David Reinhartsen, Dick Jones, Paul Stetson, Al Richmond and Pat Brannigan.



Another view of the Pit area; Susan Anderson, Dick Jones, Dick Anderson, Dave Reinhartsen, Sandy Aitken, Al Richmond, and Paul Stetson.

Al Richmond and Sandy Aitken! Will you please come to the driver's meeting?



The East Turn at the Texas Nationals. In the lead, Dan Richter, followed by Bill Curtin and Dick Jones.

They're off! Dan Richter in the lead with his '38 Johnson PO, followed by Dave Reinhartsen with his Johnson VE-50 and Dick Anderson with his '27 Lockwood Ace.





Local radio station KVIL had coverage and participation. They had a bit of trouble with overheating.

Local television, channels 4 and 8 covered the race. Channel 4's photographer got so enthusiastic that he waded in; or was it the Home-Brew?



First Place Trophy to Dick Jones of Miami, Florida.



Second Place to
Dan Richter of
Richardson, Texas.

Last Place Prize, a
box of band-aids and
an antique duck
decoy go to the
President of this
organization. We all
hope he can do better
next year.



This summer my wife Susan and I traveled from our home in Hermosa Beach, California, to the great race in Dallas. It was probably the most wonderful trip that we have taken in a long time. It took us three days of easy driving to reach Dallas and two days of hard fast driving to return home again. We saw many things on our way to and from Dallas; for example, the palace of the governors in Santa Fe, New Mexico, Carlsbad Caverns, Tombstone Arizona, and many tired-looking jack-rabbits. The trip to and from Dallas has to take a back seat to the wonderful time that we had while we were in Dallas. There is no way to describe the wonderful people that we met and were associated with during our stay in Dallas. They were all fine people and really made us feel welcome.

We will never be able to thank the Reinhartsens enough for their hospitality. The time that we spent in their home was great, and the only thing that they insisted upon was that we consider their home ours.

The Aitken family is another group that is a must to meet. Mr Aitken (Sandy) is the funniest person that I have met in a long time, and his charming wife

is probably the eighth wonder of the world. She has at least eight million kids and still has time to devote to the Antique Outboard Motor Club.

The club was especially lucky to obtain some boats not only from Val Valentine, Valentine Marine, but also from Mr. Grant McKay of Chrysler Marine products. Mr. McKay gave us a tour of the Chrysler plant, which was very interesting. Dave railroaded Janie Brannigan (Pat's sister) into being our queen of the antique outboard race. She was a real good sport and did a fine job.

As to the race itself, it was the biggest blast I have had in my whole life. There was more noise, smoke, and quaint little phrases than I have heard in a long time. Two of Dallas's television stations had camera crews there, and the club got lots of free publicity, especially from Channel 4. The club was fortunate enough to obtain some excellent home brew (recipe on request), and this added greatly to the days' festivities. Drivers sampled after the race. It is rumored that the home brew had a good deal to do with the free publicity that Dallas T.V. gave us.

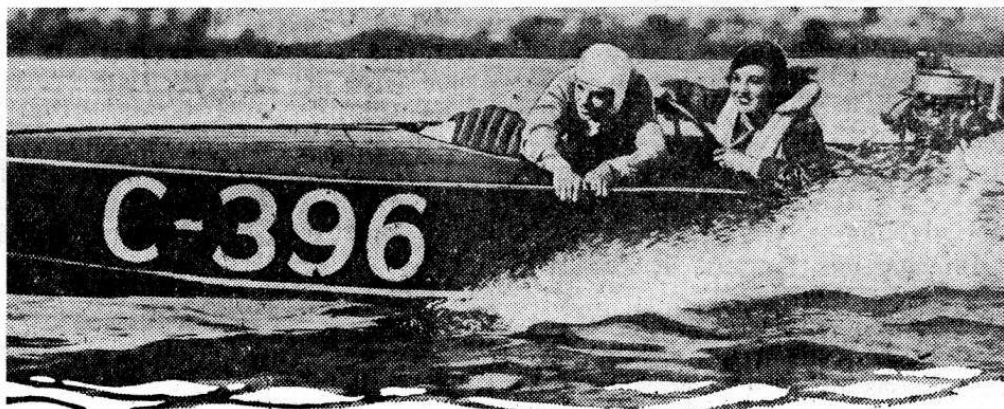
Radio KVIL of Dallas was also there with their entry, the KVIL special. They carried a tape recorder in their boat so that they could give a play-by-play of the race over the air later in the day. Hal Copeland, our Public Relations man, handled the publicity for the race, and did a very fine job.

The only thing that marred the days' events was the flipping of a boat driven by member Bill Curtin of Wichita Falls, Texas. Fortunately, no one was hurt and activities continued without any more accidents.

I would like to say, however, that next year Dave and his wife should have more help with the race. They hired some neighborhood boys for help (Paul Stetson and Pat Brannigan), but still there was just too much work to be done. So next year how about some help for poor old Dave and his wife. They cannot do it alone-- and should not be expected to.

The evening of the race a group of us including Mr. and Mrs. Kent Nance of the Richardson Daily News, Janie Brannigan, Mr. and Mrs. Kent Jones, and Mr. and Mrs. Dick Jones had a big victory dinner at "Cattlemans Restaurant" in downtown Dallas. That was also a lot of fun and an affair that Cattlemans won't forget for some time.

Again, the 1400 mile drive was more than worth the trouble and expense, and I am going to be there again next year, no matter what happens. To those of you who couldn't come for one reason or another, I'd like to recommend next years' race, which will be bigger and better than the Great Race '67. Be there!





The Only Motor You Can Attach on Shore

NOW the days of danger of falling into the water while leaning far over the stern of the boat to attach your motor, are over. The Caille Liberty Motor can be attached on land. Then you just shove your boat out in the water, give the flywheel a turn, and zip! off you go. This is but one of the many exclusive Caille Liberty features.

It is the only motor that can be successfully used in weedy, mossy places. It goes through jungles of weeds like an eel. And for going through shallow areas, infested with sunken logs and dangerous stones, you can't beat it. The propeller just rises over obstructions automatically and goes on driving the boat without loss of speed or power. That can't be said of any other so-called tilting motor. You can beach your boat anywhere, no matter how shallow, without giving your Caille Liberty a thought. It will drive the prow of the boat high up on the shore so you can step out on dry land.

"I Attach Motor With Boat Hauled Out"

Cass Lake, Mich.
Caille Perfection Motor Co.
Detroit, Mich.
Gentlemen:

After using one of your LIBERTY MOTORS for two seasons, I think it is only fair to tell you of the wonderful service it has given me. I have used other makes of motors and there are motors of every make used here at Cass Lake, but only the ten or twelve LIBERTY DRIVES here are satisfactory.

Cass Lake is quite shallow, not over six or eight inches of water until you get out quite a distance from shore. With every other make of motor it is necessary to row or push the boat out into deep water then lean over back of boat and attach it, while I pull the stern of my boat up on shore and attach motor while standing on solid ground. This is an outstanding feature of the LIBERTY DRIVE.

Yours very truly,
WM. T. KUHN

The Caille Liberty is different from other rowboat motors because it is the forerunner in the march of progress. We predict that ere long the old vertical type will be as much a novelty on lakes and streams as a horse and carriage on the boulevards. It is simpler than the old vertical motors—provides ample power and more speed—is easily operated with its simple, motorcycle control, and sells for only \$75.00 complete—a mere fraction of the price asked for ordinary types. Why pay more and get less? Why not send now for our catalog?

Catalog also shows the famous Caille Five-Speed Motor—the highest development in a vertical type rowboat motor

The Caille Perfection Motor Co.
6223 2nd Boulevard
Detroit, Mich.

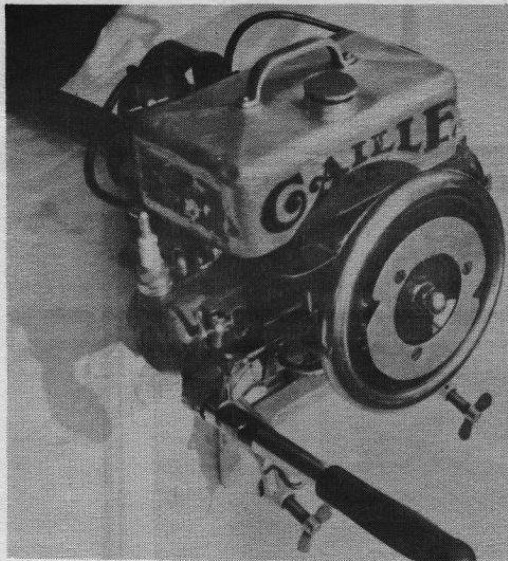
CAILLE

LIBERTY MOTOR

\$ 85.⁰⁰

Complete

Ready to Run



1924-27 Caille LIBERTY twin

m.s. WRIGHT III

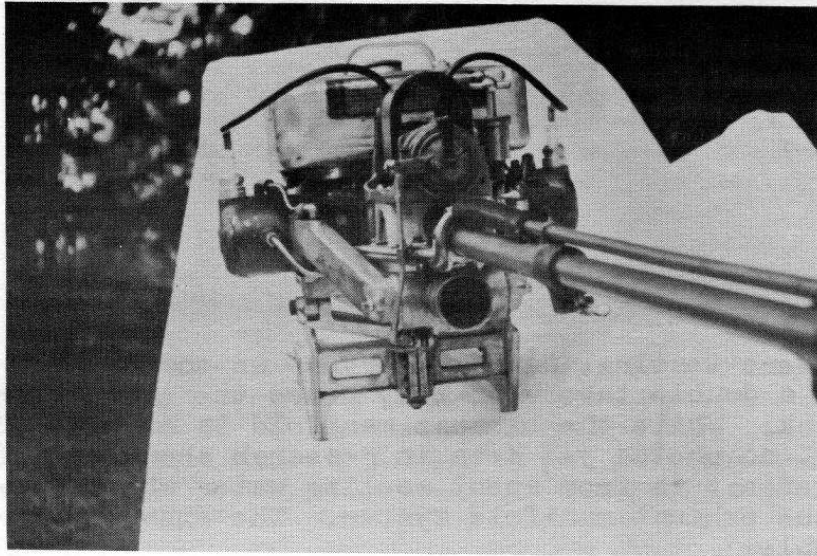
This unusual engine, original in all respects except carburation, was assembled from two partial engines acquired through the Antique Outboarder. Contemporary advertisements made note of it's ability to go through weeds easily and over submerged logs without damage. Caille predicted the basic layout of the engine would revolutionize future outboard motor designs.

The Caille firm probably named the Liberty Twin after the Liberty aircraft engine built during World War I. That engine was famous at the time providing power in aircraft, racing inboard speed boats and runrunning boats during Prohibition.

The Liberty Twin was very well built. Machining and castings were superior to that in many contemporary motors. The exhaust manifold, crankcase, main frame and mounting bracket were excellent aluminium castings, some of which were highly polished. The pistons and cylinders were of cast iron. Connecting rods were of bronze, offset. American Bosch magneto and Zenith carburetor were standard equipment. The tank was fabricated from aluminium sheet with the lower unit made of chromed brass tubing. The propeller shafting was of steel and was telescopic, permitting the lower unit to be shortened for easier stowing.

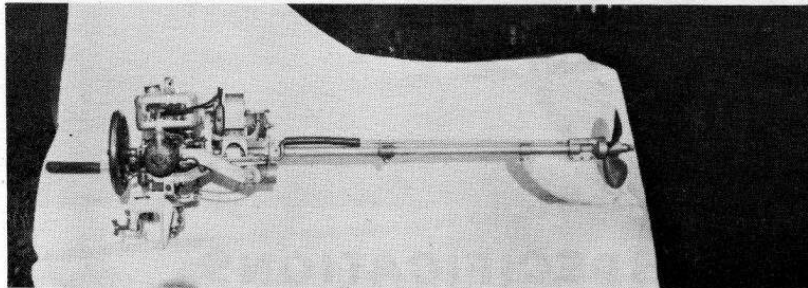
The cylinders were painted a dark blue, and tank decals had a matching blue background. The steering handle, priming cocks, flywheel rim, water and grease tubes, main bearing grease reservoir, magneto magnet and lower unit wing nuts at the main frame were all chrome plated. Many areas of the motor which still retain a good finish today, attest to the fine original workmanship and appearance these engines had.

How do we get ready for a run? You slide the removable lower unit outward six inches, between two clamps which are an integral part of the main frame. The propeller shaft engages in a square hole in the crankshaft magento drive gear which has the thrust bearing, and which, in turn, engages the crankshaft. You tighten the lower unit clamps with large wind nuts, one beneath the magneto

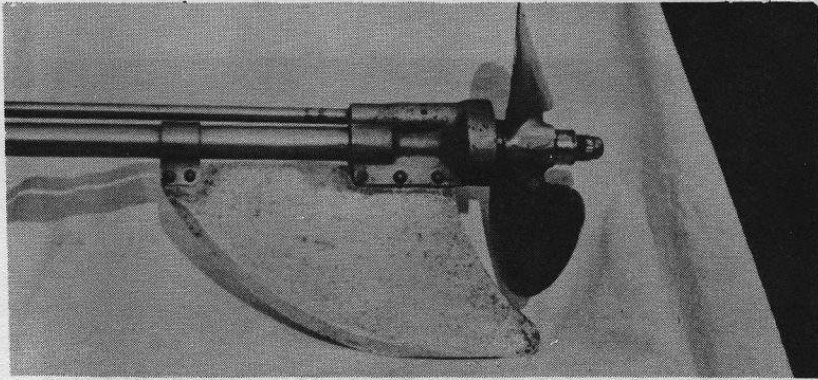


mount and the other at the back end of the engine frame. After slipping a short piece of hose over a special joint at the after end of the engine frame, to receive cooling water from the plunger water pump (driven by a cam ahead of the propeller), you adjust the propeller depth by setting a thumb nut beneath the engine frame, thereby regulating the engine angle.

The steering handle controls the advance, which is the engine speed control. Priming caps are on each cylinder but are not necessary on this test engine because the only non-original part is a Thor Single carburetor. Slightly flooding the crankcase results in immediate rope starting. When you try it, the Liberty Twin comes to life fairly loud and very clear.

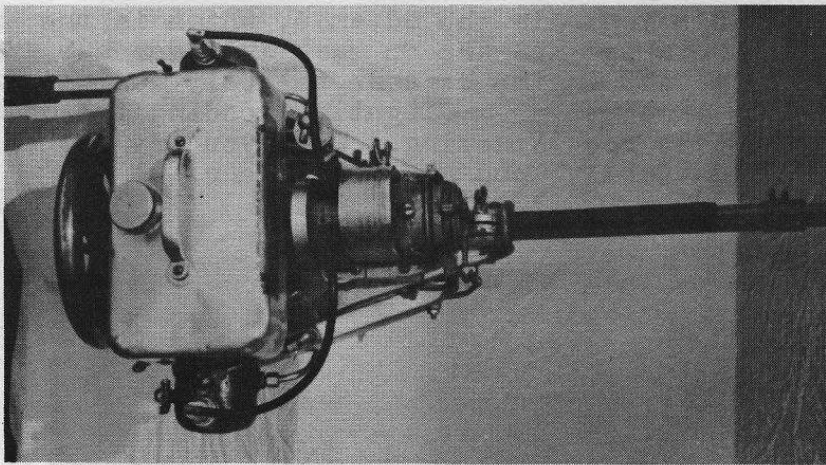


When we tested it on an 11' Skimmar fiberglass cathedral hull, the Caille produced a speed noticeably higher than that attained by a 1913 Evinrude which was tested only moments before. The 4 HP rating of the engine is, therefore, quite realistic. Steering is a bit clumsy as the steering handle end is located only 14" ahead of the pivot point, which the propeller is located 46" aft of the steering pivot point! It requires a lot of effort to return to a straight course after turning hard. When making a close turn, it was found easier to push down on the steering handle, thus lifting the propeller partly out of the water and, reducing the turning effort. Remember, the propeller is nearly 4' behind the boat! I offer the opinion that this may be the reason the Liberty Twin had such a short life - no other contemporary engine seems nearly as hard to steer.



While we were testing, almost everyone we encountered in other boats did a double take when they heard the exhaust and then took a good look. While the exhaust manifold is machined to receive a muffler, no photos yet seen in research show any. The only quieting effect is from spent cooling water which discharges through the exhaust manifold system. The exhaust is rather loud, but bearable.

The Liberty Twin is a fine running engine. It is a pleasurable challenge to operate because of it's unusual design, ease of starting, good reliability characteristics and light weight. Idling is good, but I believe this engine's idling RPM would be slower using the original carburetor. It is indeed an interesting antique worthy of the true collector's serious attention.



SPECIFICATIONS

Original price:	\$140.00
HP and RPM:	4 @ 1200
Engine:	Simultaneous firing; Opposed 2 cylinder
Bore; Stroke:	2" X 2"
Carburetion:	Zenith CV-22: One atmospheric pressure operated poppet valve preceded by a Venturi and carburetor float chamber.
Ignition:	American Bosch Magneto; FBC-2SK, ED-21.
Propeller:	2 blade bronze; 8 $\frac{1}{2}$ " dia. X 7" pitch.
Gear ratio:	Direct
Weight:	48 pounds
Best speed:	5.15 MPH (actual)
Slowest speed:	2 MPH (estimated)

OUTBOARD SERVICE TROUBLES I have met

W. J. WEBB

Regardless of engineering and production care lavished on a product before the using public gets its first lick at it, said product will be found to harbor numerous "bugs" which only John Q. Public can find. In defense of our engineers and production people I must say that some of the "bugs" show up only when a product is misused. In defense of John Q. who is after all the one who pays our salaries, I must say that better than half the "bugs" are of our own making; The result of wrong calculations or failure to anticipate all conditions of normal use or failure to test properly before going into production. Besides, once John Q. has parted with the price, he has a right to do whatever he wants, as long as he doesn't try, unfairly, to get the maker to pay for some savage breakage or misuse, clearly the fault of the user. But human nature being what it is, a small percentage of users will always try to take an unfair advantage. Those are the boys who make life interesting for Service Managers.

Faulty lubrication due to failure to mix oil and gas properly, causes serious motor trouble. Every Antiquer knows that running with too much oil fouls plugs, sticks rings, closes up ports and manifolds. Running with too little oil or poorly mixed oil and gas will result in a frozen motor. Every year I was in the business, frozen motors showed up with unmistakable evidence that the motor was run without oil in the gas. I have heard a number of them say, "Why I only ran it a quarter of a mile. I thought I could get that far without oil." Half of these 'no oil' boys are repeaters. Many a 'no oil' repeater gets smart and tries to cover his tracks by putting in oil after the freeze up. But these is always clear gas in the carburetor, and the other evidence is always unmistakable. That's when the service department gets into some dandy arguments with the owner.

Until about twenty-five years ago Evinrude used to remove spark plugs after testing, insert corks in the plug holes and send along a brand new set of plugs in the tool kit. This was done to prevent residual oil from running down into a plug and fouling it. They used to squirt a spoonful of oil into every spark plug hole to protect against rust in storage. And did that cause us trouble! Reputable dealers would always set up the motor, install and test it before delivery. But there were always a few dealers who would hand the motor over to the owner in its original box and call it quits. Seldom did the owner read the part about installing spark plugs. In fact he usually unpacked the motor in his garage, threw it in his automobile trunk and was on his way without plugs, starter rope or instructions. Yes, that seems incredible, but I have been on the receiving end of too many angry letters and phone calls to tell you otherwise. The standard complaint ran like this "I got no starter rope with it, so I borrowed one, and when I pulled the cord there were two pops (Those were the corks blowing out) and the darn thing wouldn't run at all." So we rushed him a tool kit or sent him to the nearest dealer and hoped for the best.

Way back in May, 1926, Mrs. Evinrude fielded a loud telephone complaint from a man out at Okauchee Lake, some 25 miles from Milwaukee. He wanted service from a factory man and right now. Since the nearest dealer happened to have a day job as proof reader at the Milwaukee Journal and wouldn't be out until late afternoon, Mrs. Evinrude told me to jump in the Model T pick-up and go help him. Fortunately Rob Cary, our Service Manager, told me I had better take along some fuel and a complete tool kit which contained spark plugs and battery. When I got there I found that the angry owner had no tool kit and didn't even know that he needed a battery to run his new Elto. He had spun the starter knob, been rewarded with two pops, and that was that. It took but a couple minutes to mix some gas and oil, put in the spark plugs, and the motor responded on the first turn. And was he happy! We went over to Riney Schatze's in Okauchee, had a couple of strictly illegal beers, and that was that. Over those early years I made at least a dozen service calls just like that one.

Back about 1935 we had one very bad experience with spark plug hole corks. A man in New York state put a brand new Light Four Imperial - the first outboard motor to have a completely enclosed powerhead, on his boat, filled her up, pulled the Simplex starter rope, heard several pops from the corks and nothing else. He continued to pull for quite a while, choking the motor from time to time and naturally getting angrier by the second. Suddenly, when the concentration of gas vapor in the enclosed space reached the right proportion, there was a violent explosion, (caused by a spark from a plug wire,) the shroud flew off, and the motor burst into flame. The boat got a little singed and the wiring as well as all else burnable, was consumed. Fortunately, the owner kept his head and with help kept the fire from spreading. We raised heck with the dealer and fixed up the man's motor, "no charge."

Years back when boats weren't as stable as they are now, people used to capsize at high speed with the result that the motor was still turning fast when it went under water. You old timers know what happened unless the driver thought fast enough to close the carburetor - the rods usually buckled, the crankshaft sprung, and many times the cylinders lifted off or tore loose from the crankcase, all from the incompressible water taken in.

The evidence was always clear, many times the crankcase was still full of water, yet we had a number of owners claim they hadn't tipped over and that the motor just tied up like that. Some repeaters got smart and would empty out the water, but they always forgot to dry out the roller bearings. How they would holler.

Another fruitful source of trouble was gears. Years back before we had good gear housing seals, it was impossible to keep grease in a gear housing, at least for more than a few days of steady use. Bearing and gear design also had something to do with it. Most of the owners greased their gears faithfully and were rewarded by good long life. But some of them decided it was too much trouble and let water do the lubricating. So when gears and bearings wore out, we had adjustment claims. The repeaters got smart here too. When sending in a gear housing with worn out gears, they would fill it with fresh grease. Fresh grease looks very different from grease that has been run. The evidence of ungreased wear is always clear.

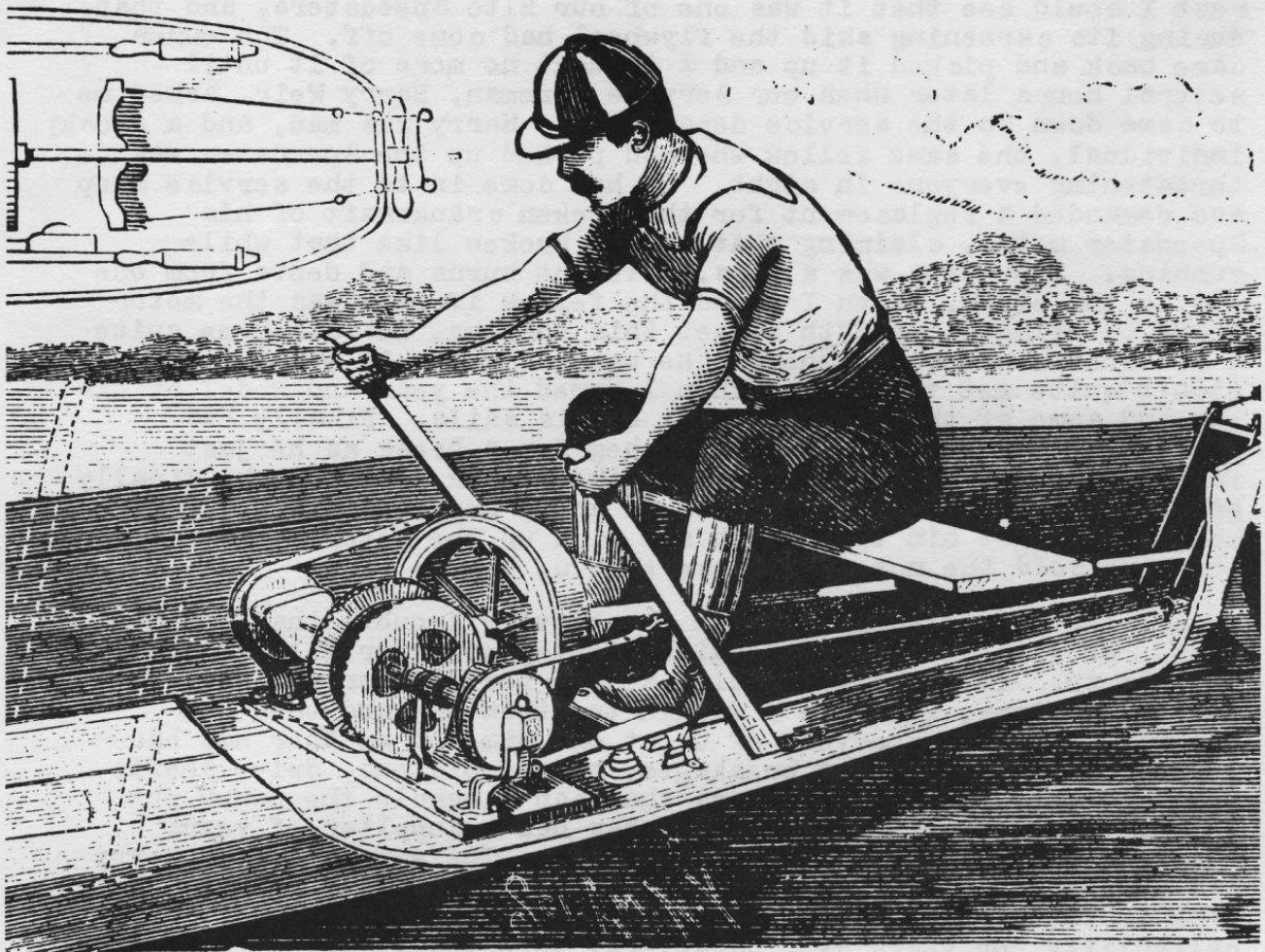
One of the wildest arguments I was ever drawn into concerned a broken crankshaft. My desk faced a north window overlooking 27th Street and one day I noticed an object fall off the top of a car

and come bouncing and rolling down 27th Street. When it came to rest I could see that it was one of our Elto Speedsters, and that during its careening skid the flywheel had come off. The owner came back and picked it up and I thought no more of it until several hours later when our Service Foreman, Harry Weir, asked me to come down to the service department. Harry was mad, and a stock individual, the same fellow who had picked up the Speedster was threatening everyone in sight. He had come in to the service shop and demanded a replacement for the broken crankshaft of his Speedster motor, claiming that it had broken like that while running. The motor was a mess, pavement burns and dents from one end to the other. When I asked the fellow if this was the motor I saw bouncing along 27th street this morning, he called me quite a few choice names. I thought he was going to hit me, but he didn't quite get that far. Then I named the year and model of his car and some of the wind went out of his sails. Finally he changed his tactics and began to beg for a break as he just couldn't afford to pay the cost of the repair job. But he finally got even with us. He told us to go ahead and repair it, but we could never get him to come in and pick up the motor. After several years we sold the motor for less than we had in it.

By and large manufacturers earn the service trouble that befalls them. We still don't make engines fool-proof, nor will we ever be able to. In the never ending search for lighter yet more powerful motors, we shave a margin too thin now and then and trouble results. Everyone of us at one time or another has had a rash of connecting rod breakages, burned pistons, drive shafts that couldn't take it, or gears that can't handle the power put through them. Every manufacturer has had a supplier of years standing suddenly begin to deliver junk. The guy is always sorry and corrects his troubles but that doesn't help us. For example, back in the twenties a coil maker who had been the acme of reliability for years sent us several thousand coils, a large percentage of which were likely to break down after eight or ten hours operation. When that happened the motor owner was out of business right then. Sure, we made good on it and sent out replacement coils for all the motors that we could trace to that particular series of coils, But that didn't help Evinrude's overall good will much.

All outboard manufacturers have strong test programs - the bigger the maker, the better and more searching are his test procedures. Skilled testers are a rare breed. It takes mental and physical stamina of the highest order to stand the day-in-day-out pounding that test work demands. Careful listening for a hundred tell tale noises are the order for the day. Tireless and tiresome efforts to duplicate some unusual or previously unheard of wear or trouble pattern just reported from the field are daily projects. The hardest task is to report absolutely everything that happens. Something relatively or apparently unimportant may have an important tie-up with some other small item reported by another tester. Every previously known "bug" is searched for. Reports are carefully written and even more carefully digested. Computers get into the act. Each year a new crop of "bugs" comes along. I know one thing for darn sure - the outboard motors being made today are far more durable and dependable, far easier and more fun to run, and worth far more money than any motor ever built before.*

* EDITOR'S NOTE: Modern motors do however, lack character and experience.



BATZ'S HAND PROPELLER FOR BOATS.

From A Pictorial History of Outboard Motors
Published by Renaissance Editions, Inc.

FOR THOSE WHO ENJOY ANTIQUE OUTBOARDING: Renaissance Editions is bringing out "The Pictorial History of Outboard Motorboating" (\$10) by W. J. Webb and Robert W. Carrick in October. The book starts with the very earliest motorboats in the early 1800's, describing how they looked and how they worked. Descriptions of all types of motor boats and outboard motors are included as are the manufacturers of various types of motors. The book also deals with boat races and boat shows. It contains action photographs throughout and interesting line drawings, especially of early types of engines.

FIVE DOLLARS WORTH OF TROUBLE

John G. Blanton

After reading with enjoyment the article "Anthea in "Outboardland" by A.T. Aitken in the January, Volume 2 issue, the last paragraph rang a bell. Maybe the other members would like to hear the somewhat humorous story of the restoration of an Elto Light Twin.

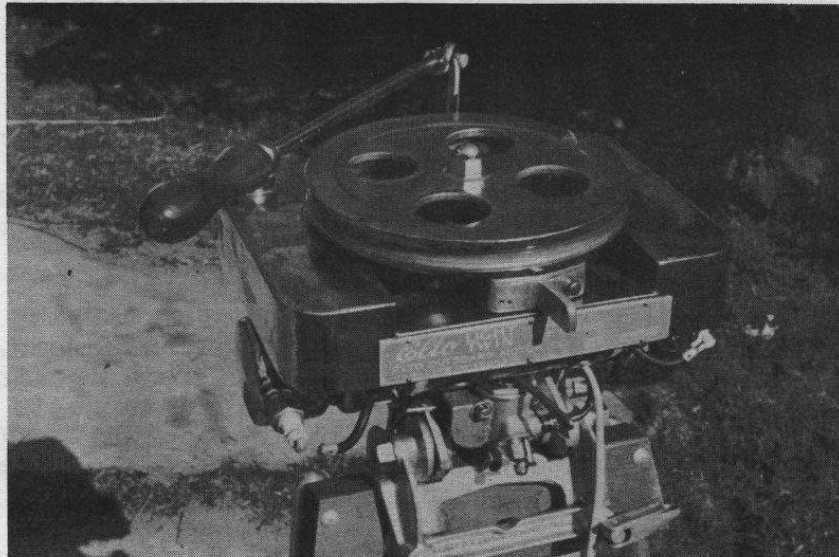
During my travels as an aerial photography mapping pilot, our base of operations was Hot Springs, Arkansas. This was in the fall of 1964. My wife and I were looking for something to do on our day off and decided to go to a marina and look at a bunch of boats that we couldn't afford. The usual tour of new boats was made, then inside to the shiny new motors, and finally back into the shop. It's always fun to see what goes on in the shop, as well as what type of "goodies" may be hidden among the junk motors! Sneaking a look back into the dark, (and somewhat smelly), recesses of the junk corner, we immediately spotted a motor that really stood out, (for several reasons). It was the furthestest back, without doubt the dirtiest, most corroded, and it smelled of a combination of old gasoline and turpentine. A most unusual-looking specimen, but with a rudder no less. A closer inspection revealed that the old brass prop turned freely...but that was all! (Shear pin out). Everything else was locked up solidly—carburetor adjustment, gas tank top, exhaust cut out valve, and last but not least, the fly wheel.

After a short discussion, accompanied with some strange looks, the manager sold us the motor for \$5.00. (With a little persuasion, he might have paid me \$5.00 to haul it off). It was exciting to see how my wife liked the motor, too. The first thing she said was to lay it in the car trunk easily...it turned out later that she was afraid I would knock off some of that greasy dirt in the car.

My wife Doris and myself travel 355 days a year, and our contracts generally last a month or so. This adds up to a lot of moving, so we usually live in apartments, cottages, or motels. Most members probably have garages or basement shops in which to work, but this old motor was destined to be restored on the kitchen floors of a dozen places in as many states.

This day of purchase was an exciting one. After much cleaning and scraping through years of grease and rust, the data plate was uncovered—Elto Light Twin, Serial Number C14688. At the time, we had a laugh at the light twin part. Soon, though, the old Elto was indeed lighter. The fly wheel was off, as well as the prop and rudder. This is the point, as members know,

where fun begins to turn to work. The rudder on this motor is the water pick up and is hollow, with scoops on the leading edge. Sometime in the distant past it had been full of water, and you guessed it...it froze and broke. (This was later heli-arc welded in Bozeman, Montana).

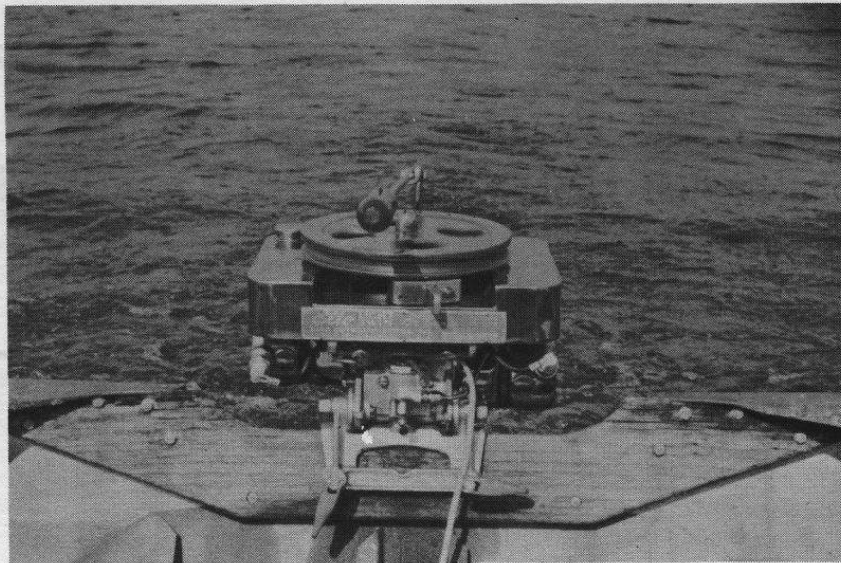


So went the rest, or restoration, as the case may be: Lower unit cleaned and adjusted in Fort Smith, Arkansas.... Pistons removed from cylinders, (after much soaking in everything from kerosene to beer), in Abilene, Texas.... Gas tank rebuilt in Charlotte, North Carolina.... Complete assembly cleaned inside and out in La Junta, Colorado....etc.

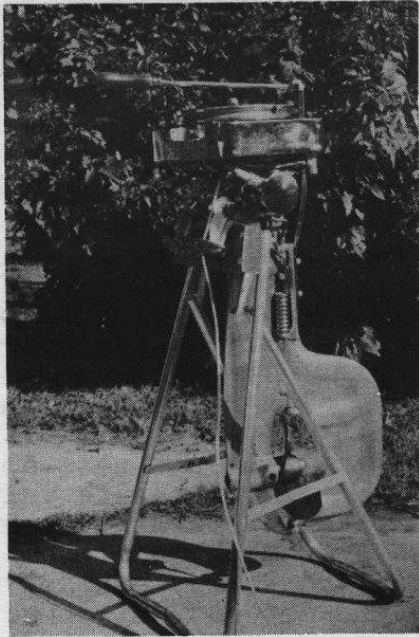
Then the great day in the fall of 1965. The parts were taken to a plating company in Tulsa, Oklahoma. They were all plated exactly as original and all aluminum parts were polished, at a cost of \$25.00 and worth every cent! No more kitchen floors from then on...all these shiny parts (which looked like an expensive silver set, to me anyway), were all laid out in proper order on the motel bed. There was little protest from Doris, so you know they were clean as could be. A motor stand was purchased and assembly started.

When complete, it was a beautiful sight to behold. Shiny brass prop to nickel plated flywheel just as it must have looked many years ago. But one more thing....would it run as it did many years ago? There was somewhat of a doubt, because the ignition system had been a mess. The wiring running into and out of the coil had been taped, wrapped together, soldered, and anything else that can be done to wiring. When the new wiring was installed, it was necessary to dig deeply into the coil through layers of tar to reach good wiring. The condenser was a spooky-looking thing and a bit unraveled. It still had a wire, so I included it in the circuit and poured back the hot tar. When the 6-volt hot shot battery was at last hooked up, the old Elto put out a spark that made our TV set begin to roll....much to my amazement!

The Elto was taken home to Florida for Christmas vacation. The fun began on the lake behind our house. I mounted the Elto on my Dad's aluminum 12 foot fishing boat. Our old cocker spaniel, Twig, must go on all fishing trips, otherwise, she swims after the boat, almost drowning and scaring the fish. So with Twig aboard, I paddled out a ways and began cranking the knuckle-buster. There was instant smoke and much popping, but no running yet. After some experimenting with the spark control and mixture, we got under way. My right hand was almost useless from fatigue, and for the first 15 minutes, it got even worse because of the constant stalling and readjustment of everything. Soon things smoothed out, that is, at full throttle! Idling or trolling speed is where the fun comes in. The boat shakes to the point of being downright scary. The bow shakes one way and the stern the other, though amid ships is quiet. The boat looks like a teenager doing the twist and sets up a most strange-looking wake. There is a narrow needle valve range, and the carburetor poppet valve can be clearly heard. The rudder has a tiller handle fitted over the top of the motor and must be held constantly. At the slower speeds, the Elto runs better and slower with the exhaust cut out open. This gives everyone on the lake a chance to enjoy it, too!



After the Elto got broken in a bit better, Twig and I decided to fish a while. We were trolling along, much too fast because of the high-pitched prop, I suppose, not the RPM, when a big bass hit. Not being too familiar with the motor as yet, it was a few seconds until I could hit the stop button on the timer. Then all heck broke out....the Elto stopped for a moment, then began to run backward and raised its rudder and prop out of the water. My knee hit the timer and knocked it to full speed. I don't know what RPM the motor hit, but it sure sounded off. The bass was running all around the boat, and the dog threatened to jump overboard! The Elto quit of its own accord, thank goodness. Guess there must have been a lot of noise and foam, as the fishermen in the other boats were laughing and pointing at us. Meanwhile, the bass had jumped out of the water,



slung the lure, and tangled the line around the prop. He knew what he was doing, but I sure still had a lot to learn about the motor! Hold down on the kill button until all motion ceases!

On the way home that day, the dog caught "Antique Outboard Rabies." This was caused by laying her head between her front legs and trying to sleep. The violent shaking of the boat caused her to foam at the mouth and nose and get red eyes. This can't be any worse, I suppose, than the "Antique Outboard Bug" that I've got, 'cause we both come back for more.

Minn-Kota Troller History

SINCE 1932 THE TRUE SPORTSMAN . . . will love the Minn-Kota Whisper Silent Electric Troller because: (1) It is so compact and light weight, (2) As an emergency motor in case of failure of the gasoline powered motor, (3) the ability to sneak-up on the fish, (4) the hours of carefree trolling on lakes or streams. Ask your dealer for the facts on the MINN-KOTA ELEC-TROLLER and enjoy carefree hours of fishing . . .

ORIGINATORS OF ELECTRIC TROLLERS . . . IN PRODUCTION SINCE 1932!



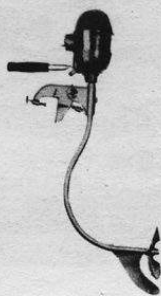
1932-33



1934



1935



1936-41



1942-46



1947



1951



1956



1956



1959-61



1960-62



1960-62



1962



1960-62

Anthea In Outboardland

A.T. Aitken



HINTS FROM HANNAH

Bill Kelly of Kirkland, Washington, sent us these valuable hints and says that every shop should have the following:

1. Brasso - This copper, brass, and chrome cleaner will polish up any corroded brass or bronze item and even smooth aluminum with a minimum of elbow grease. It is available at most grocery stores at 69¢.
2. Kiekhaefer "Merchromatic" dull aluminum lacquer- This paint is still available even though Mercury has not painted engines "Silver" since 1955. It's hiding characteristics are excellent and it does not wash off with gasoline like 99% of all other available spray aluminum paint. It is durable and does not give the parts a coated finish.
3. Plain old lacquer thinner - This can be any high quality automotive type. It is unexcelled for cleaning up old cruddy parts, removes permatex type compounds, softens up old gaskets and leaves parts clean and dry for final painting. Of course, heavy accumulations of dirt and grease should be first removed by cleaning it with a standard washing solvent.
4. "Strypeeze" - This is a brush cleaner and paint remover. Not only is this pair of compounds good for accumulated paint removal, but it will also remove accumulated carbon from pistons, cylinder heads, mufflers and assorted parts. However, parts to be subsequently painted MUST be very thoroughly scrubbed with acetone or lacquer thinner or else the paint will not dry or adhere properly.
5. Dow-Corning "Silastic" sealer - This is a moisture cure silicone rubber compound available under many trade names such as "Bathtub Caulk" "Aquarium cement", "Marine Sealant", etc. It is white and smells like vinegar as it contains acetic acid. You can use it as a gasket sealer, thread compound, and lower unit seal to replace cork seals. Upon disassembly it is easily removed from engine surfaces requiring no hard scrubbing of surfaces, and excess squeezed out upon assembly can be easily pulled loose or trimmed off, leaving a neat, clean assembly job.
6. "Marine-Tex" - This is an Epoxy filler. Here is a real good compound for everything from filling in dents in old gas tanks to patching that crank case in which a con-rod got loose and snuck out! It can be used on all non-stressed areas just like weld. It is nearly as strong as aluminum. Do not, however, attempt to use it to repair highly stressed areas. It can be filed, sanded, and drilled like metal.

Bill also offers the following service. He can get any piston ring for any old time engine. He asks you to send him an old ring (or even a piece of the ring) and the bore. It will help if you can also send the model, year, and serial number of the engine. Prices are reasonable, depending on type and size of ring required.

Many thanks to you Bill for sending us the hints and information. Keep us informed of your activities. Bill wants to hear from members in the Seattle area. Judging from our correspondence with Bill, he has a wealth of interesting information and lots of enthusiasm.

George Loeb of Norfolk, Virginia, sends us this hint to lead up an aluminum tank which is so badly bent that it can't be tapped out; melt equal parts of the body solder and pot metal (horn rings, door handles, etc.) and use this to tin the tank after cleaning it with steel wool or sandpaper. After tinning, plain solder will flow and stick very nicely, and you can fill the dents.

For those who are able to get ahold of a Polaroid camera, it will take some of the guess work out of reassembling motors. Sandy and I took a series of pictures as we took an engine apart. These are mounted on the wall above the workbench. As we are very slow at completing our project, these step by step pictures are invaluable. For those who really want to get into it, there is a close up attachment available that catches every detail. Pictures like these are also very good for exchanging information between member.

From Here and There ...

John Ward writes of his summer's activities. He says his "Modern" 1958 Elgin finally started to fall apart, so he's more sold than ever on the old-timers. John has also been in the boat business this summer.

One of the most amusing and delightful pieces to come our way in a long time was an article written by Helen Lentine, wife of AOMC member Sal Lentine of Flemington, N. J., which appeared in the Democrat on July 27. It will be reprinted in its entirety to show that the time honored phrase of "If you can't lick 'em, join 'em" is still the best idea. Helen Lentine relates her adventures as the wife of a collector and how she finally joined her husband in his hobby.

Jim Webb is back in this country after 5 months of travel and work. For 3 months he was on an assignment for the International Executive Service Corps in Ceylon. After completion of his duties there, Mr. and Mrs Webb went around the world. After seeing the sights and enjoying the tour, Jim says the good old USA is the best there is. Welcome back, Jim. We have enjoyed your letters and stories of your adventures.

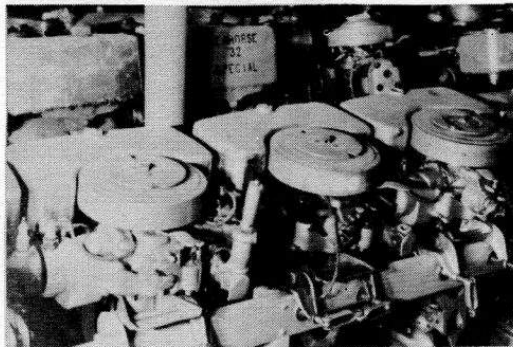
The Aitken household now numbers 10 with the arrival of Jennifer in August. Survival of loose parts in this household is tricky with 2 little boys who seem very mechanical minded...or maybe it is more lightfingered. At any rate, it points up the need for increased safety precautions around the workbench.

Has the West gone soft?

Dave Reinhartsen has an antique inboard.

Notes from the Curator

R. a. Hawie



My research recently has led me far afield from the Bendix motors of the late thirties, so that will be postponed -- which stirs no one I'm sure.

A racing buddy of mine from New Jersey did not believe that there once was a canal, the Morris Canal, which went from the Hudson River to the Passaic River -- thence from Newark, N. J., near Plank Road Bridge, to Lake Hopatcong some 54 miles west: page 32, October, 1915, MOTOR BOATING Magazine. I hate to waste research; and perhaps outboards did travel the canal even though the toll rate was 15 cents per mile with a 60 cent locking charge at Lake Hopatcong. Seriously, I find it hard sometimes to separate outboard from inboard history, and anyone familiar with New Jersey topography would be interested in the feat of building a canal that far inland anyway. No, I don't know how they got over the mountains which is what he asked me. I recall a second article about this canal but I can't find it yet. It had a map as I recall. This is the problem with a good memory up to a point. I now keep a file index on relevant items when I find them.

While researching the Morris Canal I found an ad on page 73 and a picture on page 41 of May, 1918, MOTOR BOATING Magazine for the Caille Liberty Drive single! The specs were the same as the 1919 model, but the price was \$48. This is ten months earlier than the introduction of the single mentioned in my last column. I can find no mention of the single between May, 1918, and March, 1919; in fact the Caille ads were hard to find. Caille was usually a prominent advertiser taking full page or half page ads, but in this period their ads were small one-inch ads. I assume that the restrictions of World War I were responsible for this.

It appears that the Liberty Drive Single was advertised at least ten months earlier than I had thought. Perhaps I should hide behind the antique dealers' fence of "circa" which they use when they can't date an object exactly. Therefore Caille Liberty Drive Singles were introduced circa 1918!

According to MOTOR BOATING, on page 15 of the August, 1925, issue, a Johnson model P30 set the record of 16.68 MPH on July 4, 1925, at White Lake, Mich. This should clear up John Hunt's question as to the date of this record in his letter to Dave in the last newsletter.



The Johnson powered outboard boat which won the event for outboard motors of unlimited size. This boat showed a speed of better than 16 m.p.h. in the mile trials

page 15 - August, 1925 - MOTOR BOATING

It occurred to me that the references to Bowman and Whittier may not have been familiar to all the members. Hence the seed was sown for the theme of this column. So changing hats to Librarian I'll delve into my library and give you some idea of the books on boating that I have found helpful and interesting.

We, of course, await Jim Webb's book. Having had a tiny glimpse into the research for it I await it eagerly.

page 44 - August, 1926 - MOTOR BOATING



W. J. Webb, Assistant Sales Manager of the Elto Outboard Motor Company, trying a Super Elto on a fast canoe

The most helpful book out now is The Encyclopedia of Outboard Motor Boating by the late Hank Bowman published by A. S. Barnes & Co., New York. It is a comprehensive book on boating, touching history, repair, selection of boats, and the myriad facets of boating. Published in 1955 the technical section deals with that era, but proper maintenance and mechanical procedures apply for any period. There is a long chapter on racing and racing history, too. If my library were limited to one book on boating I'd choose this one. I would think that your local bookstore could help you get this book.

My second choice is the Outboard Motor and Boat Book by Robert J. Whittier published by the Voyager Press, Stoughton, Mass., in 1950. Written five years earlier than Bowman's, it is smaller, having about 150 pages to Bowman's 400. My copy is a paper bound book, but on good paper. The pictures are excellent, and there are good drawings of some of the carburetors you might run into. Remember that post-war motors through 1949 were not dissimilar to the pre-1942 motors we seek.

Handbook of Outboard Motorboating by Porter Henry and Bill Allard published by McGraw-Hill Book Co., New York, in 1948 is not as good as the two books just mentioned in editorial content or pictures. This book does have a section on motor listing which I find very useful. The listing covers motors made in 1947 but also lists earlier models produced so that the listings fall in our interest area. The early Water Witch, Sea King, Sea Bee, Neptune, Martin, Lauson, Champion and Bendix motors are listed as well as some Johnson, Evinrude, and Elto motors. This is the only list I have of some of these private label brands, hence I find the book handy.

The Outboard Racers Manual by W. R. Carpenter published by Muskegon Outboard Specialties in 1951 is a small 100-page book on the racing model Johnsons and Evinrudes. The explanations and pictures are good and are very helpful if you are interested in the Evinrude Speeditwin, or Johnson K, S, and P models. It can be used as a good text for setting up the service motors as well as the racing models. The chapter on rotor valves is very good. This book was for years listed in the Michigan Wheel catalog although it is not now.

Hank Bowman's Guide to Care and Repair of Your Outboard Motor published by the Chilton Co. in 1962 is a good modern text on outboard motors. It, of course, deals with modern outboards, but basic information is never dated. It should be available in marine stores.

All About Small Gas Engines by Jud Purvis published in 1963 by the Goodheart-Wilcox Co. is a more extensive book covering both four cycle and two cycle motors. It covers modern motors, but does have one good cutaway of the Evinrude Zephyr. It should be available in bookstores.

Those interested in building old design boats will be pleased, as I was, to learn that MOTOR BOATING Magazine still has two books with old outboard plans in them. They even have a few blueprints!

Outboard Boats You Can Build for \$5. has reprints of MOTOR BOATING construction articles including Bruce Crandall's plans and some by Lou Johnson.

Selected Popular Motor Boat Designs for \$4. has plans for only three outboard hydroplanes - Flowers Falcon, and Humarette and Humarock Baby - but the book was copyrighted in 1934! It is a good example of earlier naval architecture and writing style.

I would suggest that you write to MOTOR BOATING, 959 Eighth Avenue, New York, N. Y., 10019, and ask for their free catalog No. 67 of MOTOR BOATING books. This catalog also lists the available blueprints, too. The catalog is free, but it does take them some time to mail it out.

There are several books on naval architecture which do cover boats almost as small as we would use. Naval architects often consider small boats as being between 20 feet and 50 feet overall.

Naval Architecture of Planing Hulls by Lindsay Lord published by the Cornell Maritime Press in 1946 is a very good book. The author gives many charts and good sketches which explain the actions of planing hulls without saturating you with tables so that you can't tell a boat from a computer.

The Naval Architecture of Small Craft by D. Phillips-Birt published by the Philosophical Library in 1957 is by an English author as is High Speed Small Craft by Peter DuCane published by the Cornell Maritime Press. I find the writing style and spelling difficult to adapt to, and their emphasis more on ocean-going "small boats."

How to Design Planing Hulls by Jim Stoltz published by MOTOR BOATING Magazine in 1963 is a paper back reprint of a series in MOTOR BOATING Magazine. I did not find this book as good as Lindsay Lord's book. From the standpoint of one interested in why boat designs have progressed the way they have in 40 years, I did not find this book too helpful. The author seems to use three charts and four equations to explain things where a sentence or two would seem to do. If you like mathematical explanations, this book is for you.

Cycle World Books, Box 20220, Long Beach, Calif., has three books available on the theoretical side of two cycle engines all by English authors.

The Two Stroke Engine by K. G. Draper published by G. T. Foulis & Co. covers the theory of two cycle engines including some early history, but from the English point of view, and mostly motorcycle engines. At \$5.95 it is not a cheap book, or particularly helpful in explaining our old outboards.

The High Speed Two Stroke Petrol Engine by Philip H. Smith published by Autobooks in 1965 is an expensive (\$12.) monumental book on the two cycle engine. This is a 400 page book devoted to all facets of two cycle engineering. It, of course, features English and European developments; there is some mention of outboards, but little on the old ones we are interested in.

Mr. Smith's The Scientific Design of Exhaust and Intake Systems published by Robert Bentley, Inc., in 1962 is a real "brain buster" and would be of interest to very few members -- those few who really want to know how a modern 3 port racing engine can approach speeds of 100 MPH.

Of historical interest is Twice Across North America by Motor-Boat by John Edwin Hogg published in 1960 by Ziff-Davis Publishing Co. This is a story of Mr. Hogg's trip in 1959 by motorboat from the Atlantic to the Pacific Ocean, with reminiscences of the voyage he made in 1925 in the opposite direction. The boats were Evinrude-powered in both cases.

Our editor suggested the theme Mysteries of Outboard History for this column and while we are "Just Between The Bookends," I came upon a mystery or at least a fantastic claim while reading a book on auto racing! In the book, The Golden Age of the American Racing Car by Griffith Borgeson, I find the claim that the late Harry Miller,

the famous racing car builder, built a four cylinder outboard before 1900 and that Ole Evinrude worked for Miller at that time! Mr. Borgeson seems to be quoting Mrs. Miller who it appears is quoting from a 1937 newspaper which is unnamed. Due to the unusual writing style of Mr. Borgeson and the importance of this if it is true, my hard-working wife will attempt to reproduce pages 62, 64 and part of 65 (page 63 is a full page picture of Mr. Miller) of The Golden Age of the American Racing Car by Griffith Borgeson, published by W. W. Norton Co., Inc., New York, copyrighted 1966 Library of Congress Catalog card 66-11651. (Let us hope that that satisfies the copyright laws.)

HARRY ARMENIUS MILLER

Chapter 7

"Harry Miller was born in Menomonie, Wisconsin, in 1875. His mother was Canadian. His father, who spelled the name Mueller, was born in Germany, where he trained for the priesthood and, on the side, became an accomplished musician, painter, and linguist. In Menomonie Mueller worked as a schoolteacher to support his brood of two girls and three boys. His son Harry deserted school for a job in the town's one machine shop at the age of thirteen.

"Mueller was furious. He had high hopes for the careers that his sons would pursue in this land of opportunity, which Harry seemed determined to throw away. But the only higher learning that had any meaning for Harry had to deal with machinery. He quickly learned the machinist trade and then learned to maintain the steam donkey engines in the town brickyard and in nearby lumber camps. He was in his element. At seventeen he was ready to tackle wider horizons and left home.

"He drifted to Salt Lake City, then home again, and then in 1895, when he was nineteen, he decided to give Los Angeles a try. There he got a job in a bicycle shop and met Edna Lewis, who was all of sixteen. They fell madly in love and became engaged.

"While waiting for Edna to reach the age of consent Harry worked at his 18-dollar-a-week job and on the side set up a tiny shop where he fabricated special parts for converting ordinary bicycles into racers. He saved his money, and when they were married in 1897 Harry took his bride back to Menomonie for an extended stay with his family.

"Now he was a sophisticated young man from the big city, and he had his pick of jobs for which his experience qualified him. To get to and from work he designed and built a bicycle on which he mounted a small one-cylinder engine. It has often been claimed that this was the first motorcycle in the United States. If so, it did not occur to Harry to protect the idea, and soon there were companies making fortunes from it. Edna said:

Harry was always working. Always building things or thinking about things to build. That's all he ever did or cared about. Then, according to a 1937 newspaper biography:

The following summer at Menomonie he worked out a peculiar four-cylinder engine, clamped it on a rowboat and showed his cronies how to enjoy their afternoons off. It was the first gasoline outboard motor in the country.

"About that time my wife got terribly homesick and we packed up and went back to California." Miller recalls. "I never did get around to patenting the outboard engine--clean forgot all about it."

A young machinist in the shop at Menomonie was not so lackadaisical. He brought out a two-cylinder outboard shortly afterward. His name was Olie Evinrude, and he became the papa of a highly profitable industry.

"It was in 1900 that Harry and Edna arrived in San Francisco, where he got another machine-shop job and built another motorcycle to get around on. Here he got experience with foundry work and with the manufacture of pistons. Later, shortly before World War I, he set up his own piston factory, and it seems to have been the first in the United States to make pistons of aluminum. From San Francisco Miller moved back to Los Angeles, where he designed a novel type of spark plug. It must have been protected because he sold the manufacturing rights to the Peerless Motor Car Company for a good price.

"In 1905 Harry built his first automobile. All that Edna could remember in later years about its structure was that it had a dog clutch and no transmission. He used to treat Edna and their son to Sunday drives, and getting started or stopped was usually an adventure. Edna marveled at his inventiveness and told him that he could be a great captain of industry if he would only aim for that goal. The thought repelled him completely."

I hope that by the next newsletter the mystery will be solved by Jim Webb or Mr. Evinrude. For now we will close the cre..ea..king do.o.o.rr.

Joymotor

For Rowboats
and Canoes



Marine
Engine
Dealers
Write for
Agency
Proposition

Joy Motor will fit any boat ever made—square stern, pointed stern or decked stern—without additional attachments. Just hook it on or off in a jiffy. Joy motor's unusual bracket takes care of everything. No matter where you take Joymotor you know it will fit the boat you have to use. For Canoes Joymotor special bracket sets motor low down—safety first.

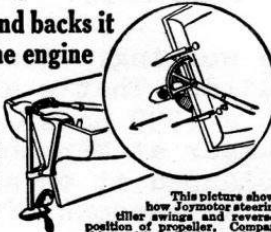
Reversing Propeller

The exclusive patented feature of Joy Motor that makes it the safest, most convenient, easiest to handle motor in the world. No more danger of accidents. No drifting or paddling to dock or shore. No more awkward, hurried cranking to reverse the motor. Just move the steering tiller to right or left and Joy Motor almost instantly—

Stops your boat and backs it up without reversing the engine

"Joymotor is rightly named"—
"A joy to own"—"evidently built to enjoy"—
—that's what owners tell us. Easily portable.
Weighs 22 lbs. Runs your boat 7 to 9 miles per
hour—canoes 10 to 12. Has real high tension magneto
and real carburetor, efficient oiling system and does not
have unsightly, tangled up pump hose. Write postal now
for catalog and life size picture of Joymotor, giving full
details of the finest, most satisfying portable motor to
be had. Write postal now to

Joy Engineering Company
324 Tribune Bldg., CHICAGO



This picture shows how Joymotor steering tiller swings and reverses position of propeller. Compare this position with large picture.

LAKE TEST:

C. R. Owen

JOHNSON P-35

GIANT KICKER OF 1927

Introduction

Before 1926 no one thought of the outboard in any connection with the word "speed." RPM was usually registered as a three digit number and miles per hour and horsepower could usually be counted on one hand. Two things saved the outboard motor from its rut. The first was the development of the well balanced opposed twin and the second was the lower price of post war aluminum. The first motor to use both of these advantages successfully was the 1921 Elto. Nonetheless, it took the industry five years to realize the speed potential and two more to fully develop it. The P-35 is one of those motors of the in-between period when the industry had caught the bug but was unsure about what to do with it.

The 1926 Johnson P-30 set off the racing fever by being the first motor to surpass twenty miles per hour. Johnson created this motor by scaling up one of their 2 hp. models. Since the method worked in 1926, it was assumed by Johnson that it would win again in 1927. They were only partly correct. The Elto Speedster, of more advanced design, weighed 15 pounds less and needed only 70% of the P-35's displacement to produce 86 percent of its power. Even so Johnson stuck to its formula through 1928 when they produced the amazing Giant Twin, T40. Elto's Quad made it obvious that more cylinders, higher rpm and lighter pistons were the answer. The P-35, therefore, is a motor representing a discarded principle. It is a freak of the short lived Johnson giant kicker series. Yet in 1927 this freak was expected to show up the more sophisticated machinery, and often did. The reason why can be learned by running it.

Description

When you look at a P-35 it appears to be a photographic blow up of a Johnson A-35. You have to look hard to find the subtle changes. On the inside of the engine there are few. The three port opposed twin has heavy cast iron pistons and bronze connecting rods mounted on bronze bushings. Contrary to the practice of other companies the con rods are offset so that the cylinders are directly opposite. This makes the engine beautifully symmetrical, but it puts a torsional strain on the con rods and bearings which one would think might cause broken rods. As it is, the P-35 is known to break crank shafts easily but this is attributed to a poor crankshaft design. The muffler is changed in that it is finned radially and that it is more open than in the much smaller A-35. The gas tank, shaft, and lower unit are also scaled up directly from the smaller motor. The lower unit employs ball bearings on the front of the propshaft. The final and most obvious touches of the scaling up routine are the carburetor and carrying bar. The overall appearance is made vastly more impressive by size. The motor looks like it means business from any angle. The 10' x 11 1/2" two-blade prop hints at speed. This 8 looks like a twenty-five. Unfortunately, it also carries like one.

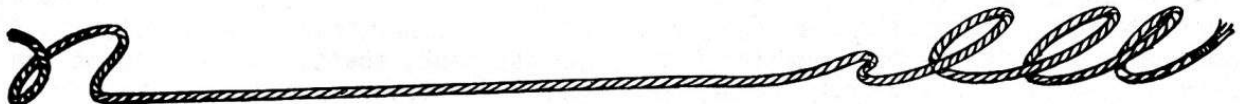
Operation

When carrying the P-35 it is best to think of it as a rare classic in order to numb the pain in your back with pride. The carrying bar is well placed, but the motor is very heavy and awkward when you consider that its horsepower is now regarded as ample only for fishing. Once it is mounted on the boat you feel a lot better. The gas tank is easily filled by pivoting the motor 180 degrees. The filler cap screws into the center of the back of the gas tank and is less subject to slosh than on the Elto and Evinrudes of the era. As far as I can see, this is the only practical use for the 360 degree pivot design on a motor of this bulk. The gas line shut-off valve is, as custom dictates, back near the muffler so you can expect to be burnt often. The motor is choked once then pulled once, unchoked. It fires right up every time so this is a strong point in its favor. The sound of the motor at low speed is exactly like that of the A-35 at idle. There is an audible intermittent hiss from the intake and a staccato jerking of the steering handle. The immense flywheel makes this motor a very smooth idler, another point in its favor; it would make a good fishing motor. When the spark lever is advanced, the P-35 begins to sound impatient for the throttle. When the throttle is opened you are temporarily disappointed. The size of the engine along with the noise has lead you to believe that it has more than eight horsepower. All that happens is that the bow rises and you plow on as before. If you move forward a foot or two, however, the motor regains enthusiasm. The bow dips, the boat takes off like a scared rabbit, the noise builds up into an airplane roar, and the speedometer registers on the top side of 23 miles per hour. Evidently the two-blade prop converts 2750 RPM into a lot of speed. This speed is truly amazing within the context of eight horsepower. If you consider the size of the motor, however, the performance becomes less noteworthy.

In conclusion I will say that the use of such a motor is limited in modern day service. One is always scared of losing a crankshaft. P-35 crankshafts are almost impossible to come by as Dave R. will tell you. Also the size and weight of the engine make it impractical to use in the everyday manner. When you have antique outboarding in mind, on the other hand, the combination of speed, noise, and outdated design signify that you are in for a rare treat.

Specs: 1927 Johnson Big Twin Model P-35

Horsepower-----	8
RPM-----	2750
Original Price-----	\$220
Bore-----	2 - 11/16
Stroke-----	2 - 7/16
Displacement-----	26.8 cu in.
Best Time Speed-----	23+ miles per hour
Slowest Speed-----	2 mph
Best rpm-----	2750
Prop-----	2 Blade Bronze 10 x 11 1/2



John Harrison, 1000 N.W. 54th Street, Miami, Florida, has brand new decals available for the Johnson V series at the cost of \$10.00 per decal.

the editor's corner

d R REINHARTSEN

We can let the secret out now; Jim Webb has had published, a book titled: "The Pictorial History of Outboard Motorboating." It's table of contents is below:

1. Pioneering Ideas: 1866 - 1900
2. Early Engines - Weird But Workable
3. The Remarkable Story of Ole Evinrude
4. The Enterprising Johnson Brothers
5. How The Industry Grew
6. Outboards in World War II
7. Refinements in Design and Engineering
8. Jets, Electrics, Steamers and Outdrives
9. Workhorse of the Waterways
10. New Era in Recreation
11. Racing Stimulates Public Interest
12. Associations Serve Manufacturer and Consumer
13. Boat Shows Broaden The Market
14. Compendium of Statistics
15. Chronological Review of Brand Names

I am especially glad to see that someone has published on this subject, and even more glad that it is our own Jim Webb. As I consider Jim to be the world's foremost authority on Antique Outboards, I think that this book is certain to become the Handbook of Antique Outboarding. To order your copy, or to obtain more information, write Renaissance Editions, Inc., 527 Madison Avenue, New York, New York, 10022.

A second piece of "big news" is the Second Annual Antique Outboard Race, held in Dallas, August 26th. This year's race was far better than last year's. Dick Anderson and his wife Susan drove from Los Angeles to participate in the race and Dick Jones and his wife Jean towed an antique Dumphy from Miami, Florida. Bill Curtin brought a boat and motor from Wichita Falls, Texas and many spectators turned out to see the Second Annual Texas Nationals. It was a special pleasure to meet these members and visit with them. I hope they come back next year, so that we can spend more time together.

Special thanks goes to Dick Anderson, who came early so as to help me with the arrangements for the race, Hal Copeland, who handled the publicity so well that news of the race was carried on two radio and two television stations, and Val Valentine, of Valentine Marine Supply, who sponsored the race, donated trophies and prizes, and loaned us boats.

Planning for next year's Great Race has begun already. It will be held on Saturday, August 24th, at Lake Dallas, Texas. This year we are planning a get together for general reminiscing, a tour of Chrysler Boats and Texas Instruments, a victory dinner at

Cattlemen's Restaurant, and a trip to the Hemisfair in San Antonio. How is that for action? Start planning to come.

I have been extremely pleased with the number of informal member get-togethers. Buddy Streat, Bob Zipps, Marcus Wright, Dick Hawie, Bob Eiring, Bill Kelly, Henry Seibel and many others have contributed to these meetings. Let's have more of them.

Watersport magazine is about 95% sure that an article about the club will be in its Fall issue. It should be a fine article, written by a professional writer, and photographed by a professional photographer. As a matter of fact the photographer enjoyed the assignment so much he spent a couple of extra days in Miami taking pictures of John Harrison, Dick Jones and their collections.

I don't know what happened to the article about the New Jersey meet which was to have appeared in Argosy Magazine. I'll check on it - In the meantime, watch for it.

Finances: Well.....better. As of September 15th we had \$474.00 in the club account. This magazine will cost about \$270.00 to prepare, print and mail, leaving about \$200.00 in our treasury.

I received a very unusual letter a month ago. Seems a fellow by the name of Sam Vance was visiting his friend Bob Thurstone. The January, 1967 issue of The Antique Outboarder was laying around and Sam, being interested in old motors, picked it up and glanced through it. On page 34, he came across a picture of a motor which I had just purchased. Believe it or not, the motor used to be Sam's. Sam wrote to me telling me what he knew of the motor's history, and I replied telling him what I knew of it's history. Sam is now a member of the club.

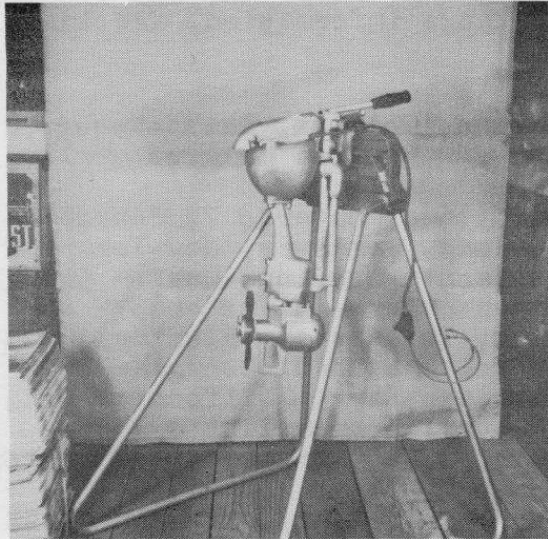
As usual, we need articles for our magazine. Motor Tests, Motor Descriptions, Historical Articles - you write 'em - We'll print 'em.

Since the club began, the number of members has grown from five to about 300. During that time, I have managed to keep my work level about constant by delegating authority and responsibility to lieutenants like Marcus Wright, Dick Hawie and Bob Zipps. Now usually an organization such as ours is plagued by too many Chiefs and not enough Indians. Not in our case. We need Chiefs, badly. Specifically we need:

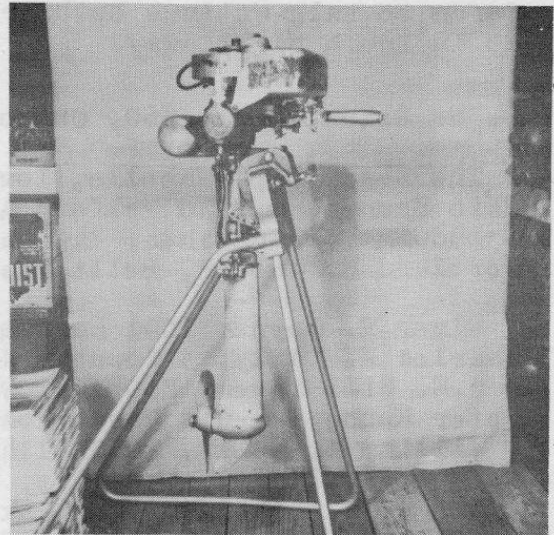
1. A Vice-President in charge of finances to keep the books and monitor spending.
2. A Membership Director to get new members, write recruiting literature, process memberships, and handle membership renewals.
3. A Magazine Editor to prepare The Antique Outboarder. Yes - this is a big job.
4. A Newsletter Editor to prepare a monthly one page newsletter telling of club activities and news. (This is something new which we can afford now - if we can get someone to do it!)

Please - pitch in and help your club grow. The only alternative is hiring part-time help-which we cannot afford.

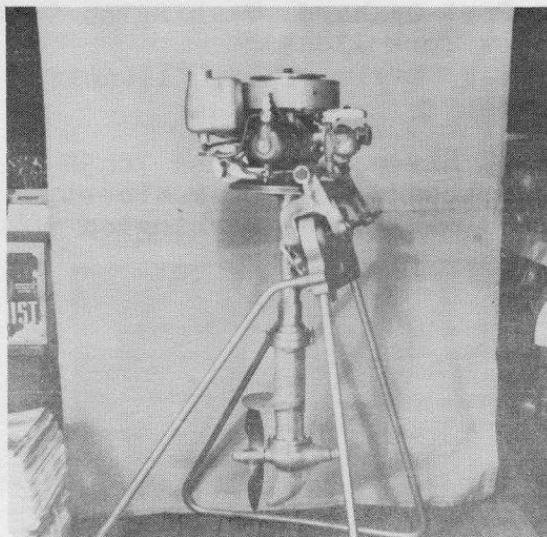
From The Weidman Collection



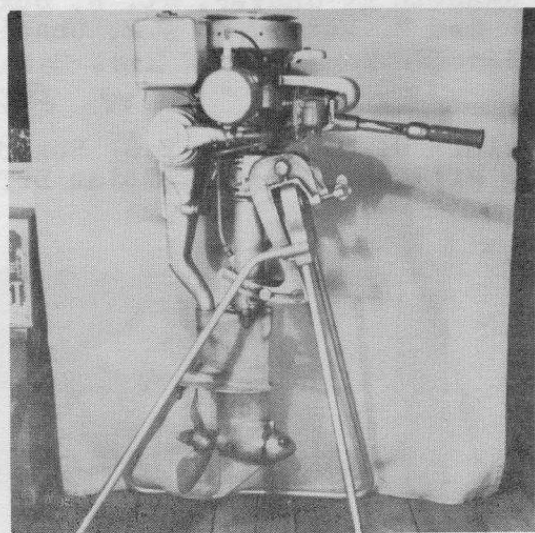
1939 CLARKE TROLLER
1.2 H.P. SINGLE CYLINDER
VARIABLE PITCH PROPELLER
BATTERY IGNITION; WEIGHT 9 LBS.



1930 EVINRUDE FOLD LITE TWIN
LOWER UNIT FOLDS UP INTO RECESS
OF DIVIDED MUFFLER FOR EASE OF
CARRYING AND STORAGE.



1932 MUNCIE (NEPTUNE) TWIN.
MOTOR MOUNTS SOLID ON BOAT,
DRIVE SHAFT HOUSING AND LOWER
UNIT ROTATES 360 DEGREES. A
TILLER CORD CIRCLES THE BOAT
AND THE WHEEL UNDER THE MUFFLER
FOR STEERING.



1930 INDIAN, SILVER ARROW
20 CUBIC INCH TWIN.

New Members:

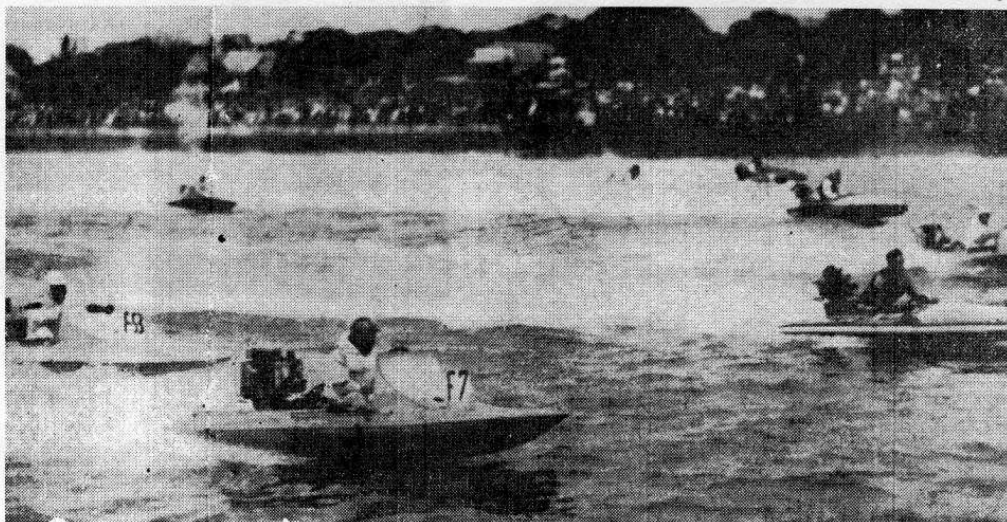
These people have joined the club since the last Antique Outboarder was published and membership now stands at 275! If you live near these new members, phone them or write them - in some way get in touch. Go to see their collection or extend an invitation to see yours. We all have to get acquainted, and besides it will be a lot of fun to talk antique outboards, exchange information, and ideas. Get in touch right away.

L. de Blauw, Dept. 560, Outboard Marine, Belgium, Pathoekeweg 72
Burges, Belgium

The Boat Shop, Wapello, Iowa
Ezio BrundelRe, 918 Telford Avenue, Ottawa, Ontario 7, Canada
Ludwig Bollenbacher, 146 Campbell Road, Syracuse, New York 13211
Cortland E. Colver, Bella Vista Harrison's Landing, Quaker Hill,
Connecticut 06375
Elmer E. Coyte, 1001 Lasswade Drive, Tallahassee, Florida 32303
Charles H. Daily, 3 Country Club Drive, Savannah, Georgia 31404
O.E. Bill Hayes, P.O. Box 97, Clearlake Park, California 95424
Peter Hunn, 124 Old Farms Road, Simsbury, Connecticut 06070
William M. Kelly, 10201 114th Place, N.E., Kirkland, Washington
Turner Kirkland, Union City, Tennessee
George W. Laking, 37605 Lakeville, Mt. Clemens, Michigan 48043
Bob Leonard, North Shore Landing, Big Bear Lake, California
Paul J. Lynch, 2136 South 22nd Street, LaCrosse, Wisconsin 54601
Frank Nunes, P.O. Box 537, Newman, California
Donald L. Pillar, P.O. Box 276, Clatskanie, Oregon
William H. Rose, 714 Bluff Street Waukegan, Illinois 60085
William Rust, 908 Ohio, Wichita Falls, Texas 76301
Wayne R. Sargent, 3 Pine Crest Lane, Dover, New Hampshire 03820
Fred Scharmer, 304 Ottawa Street, Muskegon, Michigan 49440
Kenneth E. Shaver, Rt. 6, Box 510, Port Orchard, Washington 98366
Sam M. Vance, RD # 2, Unadilla, New York 13849
Gene E. Yonker, 802 East Esther Street, Taylorville, Illinois

New Addresses

Jimie D. McGinnis, P.O. Box 89, Pearl River, Louisiana 70452
William J. Smith, Point Defiance Outboard, 901 Dock Street,
Tacoma, Washington 98402



TRADER'S COVE

R. h. Zipp

This past summer's vacation brought forth some finds worth mentioning. For those interested in unusual motors, contact George Wenden 1388 Middlesex Street, Lowell, Massachusetts for he owns one of the most unusual motors I have ever seen or heard of.

The motor was made in Japan before or during World War II. It is a four cycle opposed twin. It has a modest ten to fifteen horsepower and a not so modest weight of about one hundred and fifty pounds approximately. I would give the brand name here but unfortunately my typewriter does not have the characters and I did not take Japanese as an elective in school, therefore a translation is out of the question.

It features overhead valves complete with pushrods. Lubrication is provided by a fully pressurised system with an oil pressure gauge. Since this is the only one of its kind owned by Mr. Wenden, it comes in long shaft only. Sound interesting, well seeing it is more interesting. This motor is for sale and would be a unique addition to anyone's collection.

Traveling further brought me to the Outboard Motor Mart, 86 Lincoln Street, Boston, Massachusetts. I was given a tour of their basement and the number of antique parts they have is beyond the imagination. I would say try them for any Johnson or Evinrude, but I also saw some Lockwood parts including a complete lower unit with stern bracket. They had a bin full of antique electric starting parts and parts for brands too numerous to mention. Their rates are as if they were new parts as would be expected since the time involved in locating, especially locating, wrapping and mailing a part is horrendous.

GENERAL REQUIREMENTS APPLICABLE TO CLASSIFIED ADVERTISING

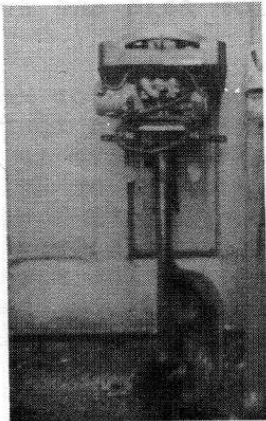
1. Include: a) Make b) Year c) Model d) Serial e) No. of cyl f) runs or not g) condition of compression & spark h) parts missing i) overall condition j) features k) price l) state if member
2. Closing dates: All advertisements must be received not later than the 1st of the month preceding the date of issue. Issues are mailed on the first of January, April, July, and October.
3. Transactions based on good faith: Deliberate misrepresentation, or violation of the code of business ethics and good sportsmanship will constitute grounds for refusal of advertising.
4. Warning to purchasers; The Antique Outboard Motor Club will accept no responsibility for any unsatisfactory transaction involving articles which either have or have not been described in accordance with paragraph 1.

MOTORS FOR SALE

ELTO- Light Twin, Mod C, Ser 14165, good condition, photo & details on request, \$35. Keith Musselman, 8919 Chappel, Chicago, Illinois, 60617

ELTO- Super, Mod G, Ser 35402, Twin, complete, good compression, little rust, good over all condition, James P. Achten, 1101 Oviatt, Kaukauna, Wisconsin

ELTO- Super, Mod H, Ser 56130, Twin, 1926, runs, complete, Fair, needs cleaning externally and one cylinder replaced which will be furnished by seller, comes with instruction book. SEE PHOTO BELOW, John F. Kraus 22-04 119th St., College Point, New York



ELTO- Super, Ser 61867, 6 HP, 1924-25, Like new condition. Photo & details on request. Keith Musselman, 8919 Chappel, Chicago, Illinois 60617

ELTO- Super Quad, Ser 72118, pat. dates 1924-25. Photo & details furnished on request. Keith Musselman, 8919 Chappel, Chicago, Illinois 60617

ELTO- Mod 310, Ser 0389 P, Twin, 14 HP, complete, good compression, almost new cond. Robert Bonnett, 1198 Walker,

ELTO- Sportsman, 1937, 1.6 HP, Mod 4207, Ser 02340, Single, runs good, complete, very good overall condition, good comp & spark, starts on first pull. Clifford Jording, 2709 Woodlawn Road, Sterling, Illinois, 61081

EVINRUDE- Row Boat Motor, 1909? Mod A, Ser 39, (that is what Ralph wrote on the form, number 39A), runs, battery ignition, motor complete, original battery box dated 1908 included. Ralph Werner 3059 North 45th Street, Milwaukee Wisconsin 53210

EVINRUDE- Row Boat Motor, 1914, Mod B, Ser 28029, Single, complete good compression, ran 10 years ago. good over all condition, Jack M. Mulder Sr., 1319 Sheridan Rd. St. Joseph, Michigan 49085

EVINRUDE- Row Boat Motor, Mod ? Ser ?, Single, runs, battery ignition, good compression, complete, fair over all condition Berndt Repair, Avon, South Dakota 57315

EVINRUDE-Row Boat Motor, Mod A, Ser 123947, Single, 1920-21, complete, partially disassembled, Spare flywheel & Stator plate included, excellent overall cond. R. J. Whittier, Box 543, South Duxbury, Massachusetts

EVINRUDE- Row Boat Motor, 4 to choose from, Mod A, Ser 100136, 110932, 111679, and the 4th has no plate. \$30 each. Photo & details furnished on request. Keith Musselman, 8919 Chappel, Chicago, Illinois 60617

MOTORS FOR SALE

EVINRUDE- Mod 162, Ser 0892, Twin, runs, complete, good condition, motor leg folds, has own metal carrying case. Sergeant Major Glenn T. Braden, Gen. L. Wook AH (5017), Fort Leonard Wood, Missouri 65473

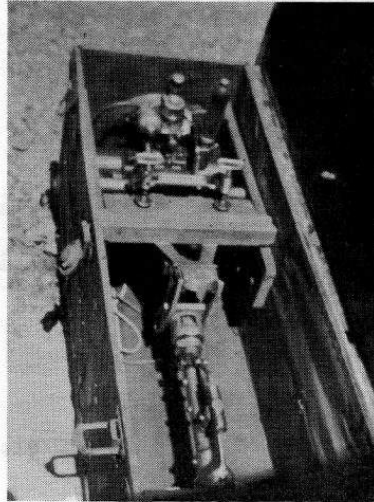
EVINRUDE- Mod N, Ser 15146 X, Twin, complete, 1923-24 and rebuilt at factory in 1931, Sportwin, Mrs. James Fay, 504 West Wisconsin, Avenue, Pewaukee, Wisconsin 53072 (See Photo Below)



EVINRUDE- Speed Twin, Ser 110.514, no exhaust manifold, no muffler, no prop, photo & details on request. Keith Musselman, 8919 Chappel, Chicago, Illinois 60617

EVINRUDE- 2 motors, Mod 4357, Ser 00693 & 04994, make one from them. David Reinhartsen, 1107 Pueblo Drive, Richardson Texas 75080

EVINRUDE- Mod N, Ser 14096, Twin, complete, no damaged parts motor is in its original trunk, SEE PHOTO BELOW, Thomas D. Donnelly, 2832 West 83rd Place, Chicago, Illinois



JOHNSON- Mod A, Ser 741, Twin, 1922, runs, complete, runs very good, original decals intact & in very good condition, needs water pump piston. Motor very clean, Norman L. Reeves, 8923 North Frye Road, Peoria, Ill.

JOHNSON- Mod A-25, Ser 43095, Twin, runs, complete, no damaged parts. J. Foster, 567 South Bellevue, Lake Orion, Michigan, 48035

JOHNSON- Mod A-25, Ser 13099, \$35. Photo & details on request. Keith Musselman, 8919 Chappel Chicago, Illinois 60617

JOHNSON- Mod A-35, Ser 69039, 1928, Twin, 2.5 HP, 2600 rpm, runs, complete, motor comes with original instruction book & canvas cover. good to fair cond, dents in tank, Leroy Wilson, 66 Paulding Avenue, Tarrytown, New York 10591

MOTORS FOR SALE

JOHNSON- Mod A-50, Ser 158677, Good Shape, details on request, David Reinhartsen, 1107 Pueblo Drive, Richardson, Texas 75080

JOHNSON- Mod PB-30, Ser 35413, Twin, 1930, runs, complete, good overall condition, one dent in tank, motor has brass lower unit. Robert C. Hall, 8626 Schroeder Avenue, Baltimore, Maryland, 21236

JOHNSON- Mod k-75, Ser 226749, Twin, 9.3 HP, runs, complete, fair over all condition, small dents in gas tank, C.F. Wynn, 1950 Naylor Roar S.E., Washington, D.C. 20020

JOHNSON- Mod MS-15, Ser 390641, perfect over all cond. details on request, David Reinhartsen, 1107 Pueblo Drive, Richardson, Texas

JOHNSON- Mod MS-38, Ser 297355, Bantam, no gas tank, 1.7 HP, Photo & details on request, \$20. Keith Musselman 8919 Chappel, Chicago, Illinois

NEPTUNE- Mod OB12A, Ser D7-7073 excellent over all condition, details on request. David Reinhartsen, 1107 Pueblo Drive, Richardson, Texas 75080

NEPTUNE- Mod OB35A, Ser F7-6641 good over all condition, details on request, David Reinhartsen, 1107 Pueblo Drive, Richardson, Texas 75080

OUTBOARD MOTOR CORP.- Mod 4097, Ser 0263, Twin, runs, good compression, good spark, good over all condition, Clifton Hall, 2413 Blakemore Avenue, Nashville, Tenn. 37212

MOTORS FOR SALE

THOR-SEA KING - Ser W1012, Fair over all condition, details on request, David Reinhartsen, 1107 Pueblo Drive, Richardson, Texas

WATERMAN- Mod C14, Ser 141948, restored, photo & details on request, Keith Musselman, 8919 Chappel, Chicago, Illinois 60617

PARTS WANTED

CAILLE- Liberty Drive Twin, need magneto-American Bosch # FBC-2SK-ED-21, Buddy Streat, 817 Forest Avenue, Richmond 29, Virginia

CAILLE- Liberty Drive Twin, need carburetor- Zenith CV-22. Marcus Wright, 30 Crest Drive, Little Silver, New Jersey

ELTO- Super Light Twin, need cylinders, Marcus Wright, 30 Crest Drive, Little Silver, New Jersey

ELTO- 1928 Quad, needs Gas Tank, Muffler, timer, 2 pistons with connecting rods. Marcus Wright, 30 Crest Drive, Little Silver, New Jersey

CAILLE- 1917, Front Cylinder, needs Rudder & water pump, H.W. Seibel, 3207 Harley Avenue, West, Seattle, Washington 98199

EVINRUDE- Mate, needs ignition coil, Douglas Haskins, 21 Chapman St. Wollaston, Massachusetts

EVINRUDE- 460, needs exhaust stacks Buddy Streat, 817 Forest Avenue, Richmond, Virginia

Mercury- 1946, KD-4, needs bevel gears for lower unit, John Ward, R.D. #2, Champlain, New York 12919

PARTS WANTED

JOHNSON- TR-40, needs crankshaft, J.C. Harrison, 1000 NW 54th St. , Miami, Fla. 33127

JOHNSON- K-40, needs cylinders # 15 D 140 & # 15 D 141, R.B. Hampton, 54 Clinton Ave., Eatontown, New Jersey

JOHNSON- V-45, needs new crankshaft, J.C. Harrison, 1000 NW 54th St., Miami, Fla. 33127

OWENS DINETO electric start unit- needs cover, or loan of cover, or plaster cast of cover, David Reinhartsen, 1107 Pueblo Drive, Richardson, Texas

LITERATURE WANTED

EVINRUDE- Speedster, the first model that was 32 HP. WATERMAN- model C14. Catalogs, owners manual and parts listing wanted for these two motors. Ray Machen, 624 Gardner Ave., Westchester, Illinois

MOTORS WANTED

JOHNSON- Model P0, Kenneth Fleiselman, 1717 Lipper Ave. Higginsville, Missouri

THOR- 3 cyl, known as pyramid 3.
CLARK- 2 cyl troller, CROSS- 5 cyl radial, LOCKWOOD- 2 cyl Ace, LOCKWOOD- 2 cyl racing Chief, FLAMBEAU- 2 cyl, ECLIPSE- BENDIX- 2 cyl air cooled, ELTO- 2 cyl Super C, JOHNSON- 2 cyl Mod PR 65, CAILLE- Models 35, 40, 49, & 50, CAILLE- single cyl Liberty Drive, Gray Gearless, SPINAWAY- 2 cyl. Walter L. Weidman, Voorheesville R.D. 2, New York (Walter is a very serious collector as pictures of his restorations will show. He will buy or trade for any of the above and would like to hear from owners of the above)

MOTORS WANTED

KOBAN- any year, any model, any condition. Robert H. Zipps, 24A St. Regis Street, East Hartford, Connecticut 06108

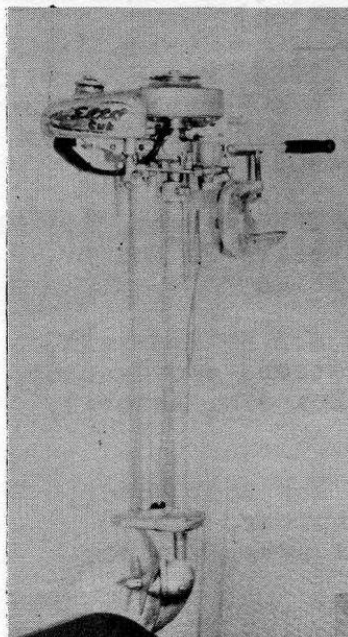
MOTORS SEEN

BENDIX- Air cooled single, 2 1/4 H.P. Louis P. Rager, 3771 27th Ave. South, St. Petersburg, Fla.

CHAMPION- 9 1/2 HP, \$10-\$15 suggested. Louis Houser, R.D. # 1, Watertown, Pennsylvania

CLARK-Troller M.A. Guerrant R.R. 1, Otsego, Michigan

ELTO- Cub, Mod 4264, SEE PHOTO BELOW, William Blair, 610 Dunn, Muncie, Indiana



ELTO- Cub, 1938, bad block, \$5 suggested. Norman Snyder, 302 First Avenue, Keyport, New Jersey

ELTO- Super Light Four, 1929, John T. Page, 1816 Highland View, Mount Vernon, Illinois 62864

MOTORS SEEN

ELTO- Mod G, Ser 49642, 1927,
Cletus Rainsbarger, 2822
Charlotte, Kansas City, Mo.

ELTO- Mod G, Ser 31453, 1926.
Floyd W. Baker, 302 Market St.
Lowell, Ohio

ELTO- Super Light Twin, 1927,
Ser 49900, Lawrence Evans, 7719
Gingerblossom, Citrus Heights,
California 95610

ELTO- Mod G, Ser 30047, Twin
Fred Johnson, 1872 Evergreen,
San Mateo, California 94401

ELTO- Mod C, 23620, Light Twin,
Charles Lang, N64 W20708 Mill
Road, Menominee Falls, Wisc.

ELTO- Richard Thurber, 2901
Commercial Ave. Madison, Wis.
(That ad was just chuck full
of information)

EVINRUDE- 1926, Mod N, Orville
D. Brown, c/o Kendall Cabinet
& Gun Shop, R.R. #2, Gobles
Michigan 49055

EVINRUDE- 1939 Ranger, 1.1 HP,
James Sherrill, PO Box 27,
Pledger, Texas

EVINRUDE- 3.3 HP Sportwin,
J. Lynn Potter, c/o Gunshop,
Route 2, Box 375, Astoria,
Oregon

EVINRUDE- Row Boat Motor,
Richard Thurber, 2901
Commercial Ave., Madison
Wisconsin

EVINRUDE- Spotwin, Stanton
Randolph, 102 East 97th St.
Kansas City, Missouri

EVINRUDE- 1938, Shurley Dorschner
225 Meade St., Neenah, Wisconsin

EVINRUDE- Row Boat Motor, Salo
Salo, Box 5, Bondville, Vermont

EVINRUDE- Row Boat Motor, Robert
Anderson, 604 Ammunition Rd.
Fallbrook, California

EVINRUDE- Row Boat Motor, Luther
Smith, Mulkeytown, Illinois

EVINRUDE- Mod B-100-H, \$15,
Walter Schmidt, 706 S. Stonestreet
Ave., Rockville, Maryland

EVINRUDE- 1933, 4 cyl, John Fucci
434 Morningside Ave. Fairview N.J.

EVINRUDE- Mod 4016, Russell
McMahon, R.R.2, Brillion, Wisc.

EVINRUDE- 3 HP Twin, 1938, A.K.
Sagen, Box 274, Troy, Montana

EVINRUDE- Row Boat Motor, Al
Berks, 2951 S 47th St. Milwaukee,
Wisconsin

EVINRUDE- Mod ER 20 T, H. Retterer
3612 W 70th St., Chicago, Ill.

JOHNSON- Mod A-50, Theodore H.
Stoe, 761 High St., Lancaster, Pa.

JOHNSON- Mod A-35, A. Bernotas,
873 Broadway, Bayonne, New Jersey

JOHNSON- Mod LT-39, Alton Duran
1700 Kilgore Dr. Henderson, Texas

JOHNSON- Mod A-45, Virginia Sells,
100 W Neece St. Long Beach, Calif.

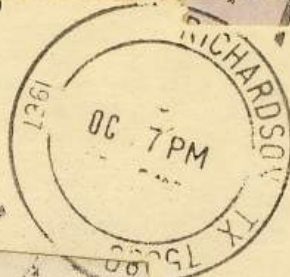
MERCURY- Thunderbolt, Joseph
Arsenault, 101 Dutil St. Berlin,
New Hampshire

The Antique Outboard Motor Club

1107 PUEBLO, RICHARDSON, TEXAS 75080

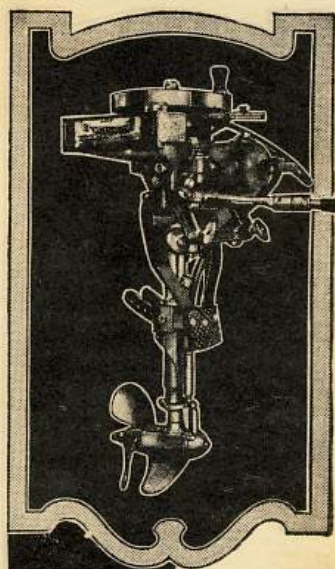


PRINTED IN U.S.A.



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

Printed Matter
No Commercial Value



Exploring—1922 Style!

Prospecting strange waterways—seeking new fishing grounds and camping places—seasons at the waterside offer scores of added joys when there is an Evinrude in the family.

Just a twirl of the flywheel and away you go. Swiftly, too, for only heavy, built-in engines equal Evinrude's famous power and speed.

Two Evinrude models—the Standard, for rugged, year 'round service; or the sportsman's Lightweight, weighing only 50 pounds complete—are on display at your sporting goods and hardware dealers.

See them, or write for free catalog describing the Built-in-Flywheel Magneto, Tilt-up Attachment and other Evinrude features.

EVINRUDE MOTOR CO.

679 Evinrude Bldg. Milwaukee, Wis.

Distributors:
69 Cortlandt St., New York, N. Y. 440 Market St., San Francisco, Calif.
780 Commonwealth Ave., Boston, Mass. 211 Morrison St., Portland, Ore.



Evinrude Outings No. 3—Hunting the wild water lily

EVINRUDE Standard and
Lightweight
DETACHABLE MOTORS FOR WATERCRAFT