

VOLUME 4

NUMBER 4

OCTOBER 1969



THE ANTIQUE OUTBOARDER



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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 \$7.00 per year. Other membership information available on request. Address membership requests to A.O.M.C., Inc., 20505 NW 3rd Av., Miami, Florida 33169.

Club officers, addresses and duties:

David R. Reinhartsen, President: 1107 Pueblo Drive, Richardson, Texas. Coordinator of club activities.

Christopher R. Owen, Vice-President and Test Editor: Route 3, Eau Claire, Wisconsin. Runs lake tests of antique motors.

Robert Brautigam, Editor, The Antique Outboarder: 2316 West 110th Street, Bloomington, Minnesota 55431.

Marcus Wright, Parts Acquisition: 30 Crest Drive, Little Silver, New Jersey. Helps members find parts needed in their restoration projects. Gives technical advice on 1921-28 Elcos.

John C. Harrison, Treasurer and Technical Advisor: 1000 N.W. 54th Street, Miami, Florida. Responsible for banking, funding control, financial reports and gives advice on motor restoration.

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

Richard A. Hawie, Curator: 31 Hillside Drive, Easton, Connecticut. Helps in identification of rare motors and prepares a column, Notes From The Curator.

W. J. Webb, Historian: 2560 North 97th Street, Wawatosa, Wisconsin. World's foremost authority on outboard history. Author of a column, Of Historical Interest.

James L. Smith, Special Features Editor: 330 O'Connor Drive, Toronto, Canada. Preparation of special articles on unusual motors.

Ray Machen, Membership Coordinator: 624 Gardner Road, Westchester, Illinois. Distribution of club literature.

Robert Zipps, Classified Editor and Editor of The Newsletter: 24A St. Regis Street, East Hartford, Connecticut. Management of the classified section, and preparation of a monthly newsletter.

Bud Cowdery, Racing Editor: 15 Crestdale Road, Danbury, Connecticut. Preparation of a column on the early days of outboard racing.

Richard M. Jones, Membership Secretary: 20505 N. W. 3rd Avenue, Miami, Florida, 33169. Responsible for membership records, renewals and club dues.

Bob Hampton, Motor Registration: 54 Clinton Avenue, Eatontown, New Jersey, 07724. Registration of Antique Out boards.

Lowell Simmons and Paul Aruda, Special Assistants to president: 1107 Pueblo, Richardson, Texas, 75080.



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The Antique Outboarder

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The Antique Outboard Motor Club Inc



CLUB BRIEFS

CONTRIBUTORS OF ARTICLES, PICTURES AND OTHER DATA FOR PUBLICATION IN THE MAGAZINE should send their material to R.W. Brautigam, 2316 W. 110th Street, Minneapolis, Minnesota 55431. Please indicate if photos are to be returned and include captions for each. All members are urged to submit any items for publication that you think might be of interest to other readers.

THE REGULAR MAILING DATES FOR THE QUARTERLY OUTBOARDER ARE THE FIRST OF JANUARY, April, July and October. All input from contributors should be received at least three weeks prior to mailing dates in order to be included.

THE CLUB IS INTERESTED IN MORE MEMBERS AND A WIDER CIRCULATION OF THE ANTIQUE OUTBOARDER. Don't overlook the possibility of giving a relative or friend a gift subscription to the magazine at Christmas time or for a birthday, etc. The rate is \$4.00 per year. Let the Editor know too of any ideas you have for selling advertising space in the magazine. A better Outboarder will result from having more dollars available.

RICHARD M. JONES, 20505 N.W. 3RD AVE., MIAMI, FLA. 33169 IS NOW RESPONSIBLE FOR PROCESSING all memberships, membership records, address changes and dues transactions. AOMCI membership dues may be sent directly to Dick.

TREASURER JOHN HARRISON WILL NOW HANDLE ALL CLUB FINANCES TO INCLUDE BANKING, Disbursements and funding control.

YOUR ATTENTION IS INVITED TO THE LIST OF NEW MEMBERS APPEARING ON THE INSIDE BACK cover. Extend a cordial welcome to the newcomers by writing or visiting. Who knows, one of them may have an extra Waterman for sale.

MEMBER BILL ROSE AND HIS DAUGHTER LUCILLE ARE ORGANIZING AN AOMCI CHAPTER IN THE WAUKEGAN area. Bill and Lucille are sponsoring the first meeting on November 8, 1969 at the Waukegan Public Library, 2:00 PM. Bill has sent out special invitations to all members in the immediate area. Chapter activities are most rewarding and all close-in members are urged to attend. Bill - we all hope you have a fine turnout and are looking forward to hearing more details of your meeting from you.

THE ANTIQUE OUTBOARD MOTOR CLUB IS ESPECIALLY GRATEFUL TO EVINRUDE MOTORS AND THE Ralph Evinrude Foundation, Inc. for their splendid support of the club treasury and their kind words of encouragement for our activities.

NO "SPECIAL FEATURE" OR "NOTES FROM THE CURATOR" IS PART OF THE ANTIQUE OUTBOARDER this issue. Both Jim Smith and Dick Hawie have promised to write a deluxe article next time.

MEMBER CHARLES A. PARSONS, 57 GORDON STREET, BRANTFORD, ONTARIO, CANADA HAS BEEN IN the hospital with a severe arm infection which may require skin grafts and a long time to heal. Chuck says it's his starter rope pulling arm too.

WATCH FOR THE ANNOUNCEMENT OF MARC WRIGHT AND DICK ANDERSON'S (CALIFORNIA) PARTS sources listing which will be available soon. This listing shows the location of just about every known old motor part in the country. Marc and Dick have worked over 2 years on this project and have had the full cooperation of Johnson, Evinrude and Mercury together with all their dealers.

CALIFORNIA MEMBERS - DON'T FORGET THE CALERO DAM MEET ORGANIZED BY BILL SALISBURY AND now scheduled for October 19th.

JOHN HUNT'S OUTBOARD MOTOR MUSEUM IS NOW LOCATED NORTH ON ROUTE 28N FROM WOLFEBORO TO Assispee about 4 miles out of Wolfeboro. Open hours are 1-4 PM Saturday and Sunday and Wednesday (maybe). The museum is closed until spring but I'll bet a note to John at 239 Main Street, Sanford, Maine, 04073 will get you full details of when best to visit.

JIM WEBB WRITES THAT EVINRUDE HAS AVAILABLE THROUGH ITS DEALER NETWORK, A SERIES OF entertaining films on watersports and boating. As a suggestion for chapter meetings or get-togethers, AOMCI members may wish to order one or more of these films. Recommended are "Report to Ole", a story of Bess and Ole and the part they played in the evolution of the outboard motor; and "Gooney Birds", a hilarious bird picture. Also available are films on record breaking outboard runs, fishing and boating holidays.

All films are 16 mm sound and color. They are distributed exclusively through Evinrude dealers. A dealer must process the order for you. He in turn orders the film from Solana Studios, P.O. Box 1088, Naples, Florida, 33940. Dealers have film request cards.

WHEN READING THROUGH THE OUTBOARDER, YOU'LL NOTICE MARCUS WRIGHT IS A STRONG CONTRIBUTOR for which we are grateful. Marc has a tremendous amount of experience in running Eltos and is glad to answer member inquiries - particularly about the 1921 to 1928 models. Marc offers this advice about fuel mixes: The state-of-the-art lubrication wise has improved since the early days and too much oil in the gas fouls plugs, causes hard starting and actually shortens the life of an engine. Marc uses 1/3 pint oil per gallon of gas and has had good success with all his engines on that mixture.

MY APOLOGIES AS EDITOR FOR OMITTING SOME KEY CLARIFICATION FROM MARC AND DAVE REINHARTSEN'S article on running Eltos in the July issue. Please note the 4th paragraph, 4th sentence on page 17. The wording should read: "The very earliest models have a crankcase valve travel (left) adjusting handle. Turn towards starboard cylinder when starting. (Turn toward port cylinder when warmed up and cruising - correct valve lift at this setting is .250"). This setting can be checked using a 1/4" drill as a feeler gauge."

Marc goes on to say that anyone trying to start one of the early 3 HP jobs without the correct setting will have fits and spend hours cranking for nothing. Only the '29 Quad has a carburetor adjusting handle as mis-applied to the text of the article. -- Hope this was not too confusing.



HONORED BY

An Award of Merit from the American Association for State and Local History.

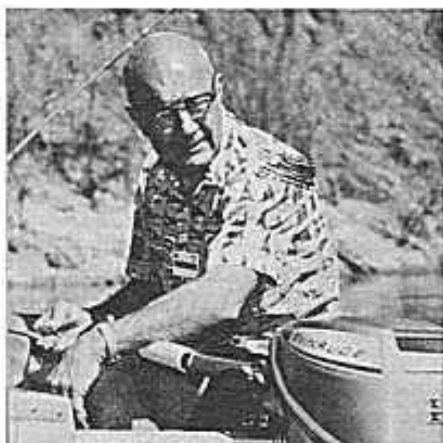
Part of Mr Warp's 20- or so- antique outboard motors. L.to r. Caille single, Waterman Porto, two early Kobans and a pair of Eltos.

12 miles south of Interstate 80, near Kearney, Neb.

AN EXCELLENT PLACE TO VISIT

Pioneer Village is one of the nation's best planned and most comprehensive collections of Americana. It is owned by Harold Warp, a Chicago Manufacturer, native of Minden, and a AOMCI member. Since opening in 1953, the village has grown to cover 20 acres. Plan to spend at least a day.





OF HISTORICAL INTEREST

..... *W J Webb*

On Sunday, August 17, 1969, THE MILWAUKEE JOURNAL BUSINESS NEWS, page 12 carried this picture and caption:



READY TO GO - Ralph Evinrude was at the wheel of an old Packard when four longtime associates in the outboard motor business had a re-

union recently. From the left are Evinrude, W. J. Webb, Hugo Biersach and Finn T. Irgens, longtime associates in Evinrude Motors.

Mr. Ralph Evinrude is Chairman of the Board of OMC; Mr. Biersach retired as Evinrude's Advertising Manager 15 years ago; Mr. Irgens recently retired as OMC Vice President for Engineering and Research; and Mr. Webb is Vice President and General Manager emeritus of Evinrude. The four men have a combined experience of a century and a half in outboarding. Printed with the picture was an interesting article on outboarding addressing in part, the problems of the factory in selling motors to dealers and the public. Dealers were urged to put an engine in a barrel in front of their stores so that people could see how easy starting could be. Undertakers, doctors, lawyers, dentists, garagemen and die-hard fishermen were often signed up as dealers. Jim Webb tells a story of early saleswork . . . with many lessons; some were in salesmanship, and one was with sort of a romantic twist. Editor

REGIONAL DIFFERENCES IN MARKETING

In 1927 communications between various sections of the country were still primitive by today's standards. TV was unknown except in the Bell Laboratories. Radio, although still rapidly growing, was largely regional. So it was only natural that the differences in the people of the various sections of the country were far more marked than today. A northern salesman on his first trip south either learned to take it easy or he missed orders. The people were almost always open-hearted and friendly, glad to stop and talk, but not to be hurried. In any of the eastern mountain areas, the salesman walked warily until accepted or until complete lack of any Government connection was assured. In upper Vermont, New Hampshire or Maine he learned to roll with the icy stares and impregnable reserve until after several calls and continued impeccable behavior, he won the confidence of his customers. In the west, he learned to be free, easy, hearty, friendly, but not fresh.

On my first trip south, I got off the train at Memphis, with a carefully planned 4 hours (before the next train) to hurry through. The folks at Jones' Sporting Goods were glad to see me, but soon I could see them freezing up.

During a lull, while the boss was selling a Smith and Wesson .38 to a fellow (who was to use it later that day to make a believer out of his wife) another salesman said to me, "This is youah first trip Sahth, ain't it?" I agreed. "Well, y'all ain't gettin' to first base. The old man don't lak to be hurried. You let me go ahead and then make out like you got all day. Talk huntin' or fishin', but don't you ever push him." "But I have a train out of here this noon." "Yeah, I c'n see that, and if the ol' man's order don't mean anything to yuh, go ahead and catch the train." So when the boss came back, I said to my friend--"Go ahead, I'd like to look at some of these old guns."

Train time came and went, and when I left later that afternoon, I had an order and an invitation home to dinner plus another to go hunting next time.

Never again did I hurry a presentation in the south until I got to know the folks well. Life-long friendships with the finest people on earth were formed on that first trip. At first, I found it hard to understand how anyone outside of our rushing northern region could get anything done. The people in the south and west seemed to take things so easy, while we in the north were always in a hurry. I finally found out that those folks hustled when it counted--took it easy and went hunting or fishing when it counted--and always got the job done.

After finishing business at the store the Jones boys took me for quite a drive around Memphis and the surrounding territory, as far as Holly Springs down in Mississippi, where an uncle of mine had been wounded in the War Between the States.

We arrived home for dinner quite late to find Mrs. Jones more than a little perturbed because of a number of angry phone calls received from a Mr. Smith. "George," she said to Mr. Jones, "You better go right over. He wouldn't tell me what was bothering him, but he says neither he nor any of his people will buy another cent from you if you don't go see him right away."

George couldn't guess what was the trouble, but Smith was a good customer, also likely to be less strenuous in the presence of a stranger, so I was asked to go along and talk boats and motors if I got the chance. The chance never came.

We weren't more than half way from curb to house when Smith came out, obviously fuming. With only the briefest acknowledgement of my introduction, he began, "Damn you George, why'd you go and sell mah man that gun. He's used that .38 to kill his wife's boyfriend and they got him in jail. The judge is off huntin' and won't get back 'til Thursday and I got no one to do the chores. By God George, you get youah man ovah heah raght now and you keep him heah 'til I get Joe out, or

you and youah damn stoah can go to hell." Smith meant every word, no question about it. So George quickly agreed, went in the house, called Mrs Jones and told her to send his man, Slim, over right away.

But Smith wasn't through. He went on - "And anothah thing, dont you evah sell one of mah boys anything on time again, without you see me first. If they want something, you tell 'em to see me and I'll fix it so they can get anything they really need. I pay'em good and keep'em out of jail. But I can't do it if you guys sell 'em stuff they shouldn't have." And so on.

Smith finally ran down, invited us in for a drink, remarked that he guessed - "You Yankees dont have troubles like that" - and that was nearly that.

As I found out on my next visit, Joe stayed in jail until Thursday when the judge returned and released Joe to Smith's custody. At the trial, Joe's lawyer, who was also on Smith's retainer, got Joe off with a manslaughter conviction, sentence suspended during good behavior, and remanded to the custody of Smith.

An incident which I felt was most tragic at the time, but which in retrospect taught me some valuable lessons, occurred in Florida in 1929. A man had bought an Elto a couple of years earlier. After some months he wrote complaining bitterly about performance. We wired him that although the motor was long out of the guarantee period we would replace with a new one, shipped prepaid, if he would return the old one at once. He agreed, and so we shipped the replacement. The old motor did not come back. Then we wrote several times and finally received a vituperative reply to the effect that we could have both motors back upon paying him \$145.00 plus freight on the first motor.

After some more writing we placed the account with a collector and finally advanced court costs for a trial which I planned to attend as I was going to be in Florida for the Colonel Green Regatta.

When I got to the county seat for the trial, a worried local attorney advised against my appearing in court, assuring me "this local boy has friends everywhere. His papa plays cahds with the judge. You might have to pay coht costs, why don't you just drop it?" But not me. I insisted on looking up the motors, and as I suspected they were both in daily use, pretty well beat up.

So I dragged the attorney to court. Our case came early. Our attorney read the wires and opined we ought to get one of the motors back. The defense attorney spoke stirringly for several minutes, ending with words something like this---"This hahtless Yankee cawpahration is trying to take the bread from the mouth of ouah bruthuh. Ah move foah dismissal." The judge dismissed. Everyone glared at me. The lawyer and I slunk away.

This lesson stood me in good stead a year later when I was attempting to collect a long overdue and substantial bill from a man in Mississippi. Our conversation was friendly even after I told him that in order to protect our interests, we would have to get a judgment against him. Then he said--"Mistah Webb, I sure wouldn't like for you to try that. I never been sued. My name is an honest one here for 100 years. You and me are friends and as a friend I'll tell you that there ain't a court in Mississippi that won't throw your case out if I fight it, and I'll sure fight. I'll pay because I owe it, but I won't stand any law suin'."

I had a hard time explaining matters to the boss, but a year or so later my friend paid, and that was that. And he remained my friend until his death.

Again in 1928, I traveled up in the state of Maine with our Boston distributor.

Before we started Herb told me that these were tough nuts to crack, and I had best let him talk as they knew him, and even if I was from the factory they would have to get used to me. In other areas dealers were always glad to see a factory man. Things always went well enough. I kept quiet until spoken to, answered questions and stayed in my place until the thawing was noticeable. The fact that I was with a trusted man helped greatly.

Finally, pretty well up in the state we hit an old boy who was giving Herb all kinds of trouble. I had noted a Sons of the Revolution insignia and mentioned the fact, asking to whom he traced. A slight crack appeared in the armour. I told him that I wasn't a SAR myself, but that my mother owned eight bars for her DAR. He didn't have that many and the temperature rose further. He mentioned that his forbears had been here better than two hundred years. I countered with the fact that in about two or three more years it would be three hundred years for my family. But he cracked wide open when I admitted also that one of my several times great-uncles had been hanged in Massachusetts, presumably for having violated the Sabbath by appropriating a neighbor's pig. Had he done it on any other day, a term in the stocks would no doubt have sufficed. Herb got a nice order.

So after that in New England, I went fishing for Revolutionary relatives. Tricky maybe, but, after all, you use all the honorable weapons at your command in selling.

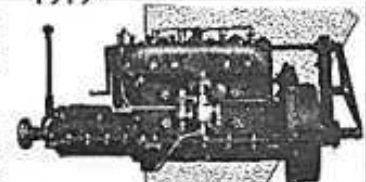
W. J. Webb

1919


One of These Will Meet Your Needs

Somewhere in the line of Lockwood-Ash Marine Engines is one that will meet your needs.

From the clean-cut, sturdy 2 h.p. outboard engine to the big four-cylinder power plant are varieties in size to cover a wide range of power and speed requirements.



A highly developed 4-cylinder, 4-cylinder marine power plant. Delivers up to 20 h.p. With or without rear starter.




A light, compact 2-cylinder, 2-cylinder all-purpose engine. Made in three sizes, 6, 8, and 12-h.p.

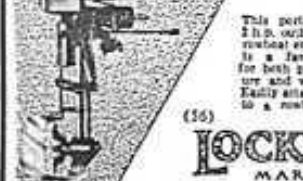
Lockwood-Ash Engines Worthy of Your Choice

Lockwood-Ash Marine Engines are products of an institution which always has placed quality first. Experience has pointed out the sizes that make up the well-selected line and the quality standard has dictated the thorough workmanship which is in every Lockwood-Ash Engine. Ask for the booklet that tells all about Lockwood-Ash Engines. Also ask about the 30 day trial plan.

Lockwood-Ash Motor Co.
1900 Hexter Ave., Jackson, Mich.



A simple, dependable 1-cylinder, 2-cylinder outboard engine. For work or pleasure. Made in 2 1/2 and 4 h.p. sizes.



This portable 2 h.p. outboard engine is a favorite for both pleasure and work. Easily attached to a rowboat.

(15)

LOCKWOOD-ASH
MARINE ENGINES

AEROPLANE MOTORS FOR SALE



We have eight Aeroplane Motors for Sale. These motors were especially built for aeroplane service, but due to changes in design are not suitable for present use. Will make wonderful speed boat motors.

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Detachable Rowboat and Canoe Motors are standard-Built-In Flywheel Magneto, Automatic Reverse. New method of balancing gives wonderfully even and vibrationless running.

EVINRUDE MOTOR COMPANY
EVINRUDE BLOCK MILWAUKEE, WISCONSIN



1918

McQUAY-NORRIS

LEAK-PROOF

PISTON RINGS

LONG BRANCH 1969

by Marcus Wright III

The third annual Meet at Long Branch, N.J. was held on June 28 at Pleasure Bay Marina on the Shrewsbury River.

Each Meet held has drawn more members than the one before - twenty this year. Engines were displayed, auctioned off, run, discussed. New acquaintances were made, technical information was exchanged and thanks to Harry Holden many members found good used lower units, tanks, powerhead parts and other items for \$1 each. Harry brought an entire trailer load of parts for Eltos, Evinrudes, Johnsons, Indians, Lockwoods, Neptunes and other motors! A parts gold mine!

Presenting Ladies Prizes for the first time, Jean Luce took first prize in the Bang and Go Back Event using a '29 Johnson A. Alexandra and Heather Wright tied for second place with a '39 Elto Pal and a '38 Neptune single respectively. The Men's Bang and Go Back events cup went to Sam Vance using a '28 Elto Speedster with Tom Luce earning the second prize using the Johnson A. Buddy Streat narrowly missed placing well with his fast (40+) Pidgeon powered with an alcohol burning Johnson PR-65 due to a passing cruiser throwing a nasty wake at him. He did not return to Richmond empty handed though, as we shall see.

The Oldest Running Motor prize was awarded on the basis of the oldest motor which would run a 3/4 mile course without stopping! Buddy Streat, who has never come home from a Meet without some category of a first prize, won with a 1917 Caille 5 Speed single. This same engine was bought used by Buds' father in 1922, used by Buddy as a young boy and won this prize the third time despite a broken piston ring and a leaking fuel tank! Sam Vance's near mint '22 Elto took second prize and ran faultlessly.

Tony Caglione's circa 1915 Racine won the prize for Most Unusual - the second time Tony has won one of these prizes. Richard Michels' '29 Lockwood Racing Chief was awarded second prize in this category. Both engines were spotlessly clean and a credit to their owners. Dick promises to run the Racing Chief at the Lake Hopatcong Meet so we can all see this very rare machine in action. The Racine is in perfect condition.

Engines winning the Mint Condition prizes were Tom Luce's '32 Evinrude Sportwin and Phil Kranz' '29 Lockwood Chief. One could readily see the amount of effort used in restoring these fine motors.



Buddy Streat in his 1930 Pigeon hull blowing the rust out of a PR Johnson at just over 40 MPH.



Sam Vance and sons in a 1959 "Bill's Landing" hull nursing a 1922 Elto to 2nd place, Oldest Motor competition.

LONG BRANCH
New Jersey



Up- The Shrewsbury pits. Buddy Street docking, Tom Luce ready with his 1929 "A" Johnson.

Down- Sam Vance (l.) shows Stan DuBois a wagon load of motors.

1st PLACE
OLDEST MOTOR
Buddy Street



1917 CAILLE

AOMCI MEET
June 28, 1969



Up- Bob Zipps (l.) helps Bob Hampton with a K-40 Johnson.

Down- Tom Luce runs his 1916 Evinrude in the oldest motor competition.



The gallery with Tom Luce and Lester Flaskamp in front of Harry Holden's parts gold mine. "Lady Fox" was not included.



Judging was thoughtfully and carefully handled by Dr. Lloyd Craver and Frank Shimer. These gentlemen gave studious and extended considerations to their duties and rendered fair decisions despite so many really good entries - their choices were not easy.

Tom Luce handled Auctioneer duties in his usual good humored and efficient fashion. About a half dozen engines from the late twenties and early thirties were sold off-- good engines brought anywhere from 5c to 16c per pound, or about the same as an equivalent age, rarity and condition antique auto would bring per pound.

The Hamptons, Bob and Ken, rounded ou the Meet Committee handling the Pit Steward and Starter duties. While the Marine Police complained about Buddy Streets' PR-65 great sounding open exhaust, we convinced them this was OK as the boat was running in a licensed Marine Event. Jean Luce and Nancy Wright handled the registrations, but the weather slowed everyone down with the 90 degree hear - very hot for New Jersey.

All had a lot of fun - why don't you put together a Meet in your own area? You will be glad you did!

STARTING A DIFFICULT OUTBOARD

D. J. Heermans

Recently, I was reading the September 25, 1914, issue of good ole MOTOR BOAT, and came across an article, "How to Start a Motor Boat". Needless to say, I was quite impressed. The practical know-how of some of the old timers is something we could use today. The helpful hints offered could surely be of assistance to anyone having trouble starting a cantankerous old kicker. Therefore, I humbly submit some contents of said article for the benefit of AOMC members. Readers of "The Antique Outboarder" will surely agree that the old timers really knew their stuff. So, the next time a balky outboard is encountered, try one or more of the following hints:

1. Remove the spark plug, empty carburetor, and crank the engine.
2. Sandpaper the flywheel, take off the commutator, and crank the engine.
3. Kick the pup, blow cigarette smoke into the priming cock, and crank the engine.
4. Disconnect the prop, reverse the engine, empty the gas tank, and crank the engine.
5. Repeat a verse from the Koran, stick a wet towel between the cylinders, take off the lubricator, and crank the engine.
6. Take the motor entirely apart, put it together with your fingers crossed, drop a quarter in the tank, and crank.
7. Crank the engine suddenly without doing anything else. This often surprises it into running.
8. Turn your coat inside out, oil the rudder, throw the gasoline strainer overboard, stuff a cushion in the flywheel, and crank the engine.
9. Repeat the names of the Prophets in Arabic, put a gum drop in the cylinder, write your candid opinion of gasoline on the stern, roll up your sleeves, connect the battery with your watch, take off your necktie, yell "hell" into the gas tank, and crank the engine.

There isn't any sense in any of these rules, yet any one of them has been know to start a motor in its time.



THE SMALLEST OLDEST CHAMPION

by Richard M. Jones

SPECIFICATIONS

| | |
|------------|------------------|
| Weight | 30 pounds |
| HP | Approx. 1.5 |
| Bore | 2 inches |
| Stroke | 1 1/2 inches |
| Magneto | Eisemann |
| Carburetor | Tillotson |
| Speed | Are you kidding? |



It was an easy motor to find but very hard to learn anything about. I bought it in Stillwater, Minnesota in 1966 from a garage man for twelve dollars. It looked different from other old Champs that I had seen but I didn't learn why until later.

I started restoring this motor early in 1968 and I became more curious as the motor came apart. For one thing, I had never seen a motor with just one piston ring. I don't mean one or two were left out, I mean it was built with just one! I also found the crank shaft had no key way on it to line up and hold the fly wheel. You simply line up two punch marks and the taper holds it in place. Imagine hitting a rock with this motor. Besides shearing a pin, you knock your mag out of time.

Among other unusual features of this motor are a cast aluminum cylinder and cast iron sleeve, an all sand cast aluminum underwater exhaust pipe, and a cast aluminum gas tank. Even the prop and prop nut are sand cast and they look just as rough as they did coming out of the mold.

I wrote to Dick Hawie twice about the little Champ and even with the magneto and carburetor numbers we couldn't date or identify this motor. Finally, with the help of pictures and lots of foot work my father, Wallace S. Jones, of St. Paul solved the mystery. He found one of the original builders, Henry Dolan of St. Paul. Mr. Dolan along with Sig Conrad and Dutch Witch had made thirty of these motors in 1927. They sold the name Champion Motors to Flour City Ornamental Iron Co. and it was produced in Minneapolis, Minnesota for many years.

I finished restoring the Champ in time to take it to the Dallas "Great Race" last August. It lived up to its name by winning the prize for Oldest Running Motor. I still don't know the horse power for sure but I would guess 1 1/2 to 2 depending on the condition of that one poor ring. So if you find a Champion that says St. Paul, Minn. on the rope sheave, grab it, because it's got to be a rare one.

SATISFIED USERS SAY

LITTLE GIANT

OUTBOARD MOTOR

Easygo Mfg Co. Detroit, Michigan USA

\$85⁰⁰ **1 1/2 HP**



"Love it"
J.B., Utah
1907





BARREL TEST - 1919 LITTLE GIANT SINGLE

By M.T. Tanke, Guest Editor

Motor tested - Model 1, Easygo Mfg. Co., Detroit, Mich. $1\frac{1}{2}$ HP, 116 lbs, 3" Bore x $8\frac{1}{2}$ " stroke, sales price - \$85. Barrel - 35 gal. capacity, Gerson-Stewart Barrel Co., New York, N.Y.

One AOMCI member says that in six years of trying, he has never been able to get his Little Giant started. Other folks have had the same experience at the lake, having to endure jeers and sharp remarks such as, "Get a Eveningrude"; "Try a smaller knot in the starter rope"; and "Look! I'm dog-paddling faster than you."

Fortunately I have an original owner's manual, printed on ditto, with handwritten corrections. Now we can demonstrate the factory method of starting the engine. First, fill the barrel with water and with the help of a couple friends, lift the motor carefully onto the barrel, making sure to put the propeller end into the water.

Next, running down the starting check list, open wide the gas cap vent screw; turn the gas shut off valve one quarter turn open; set throttle a little left of the "I" in Little Giant. Set air inlet valve on #8 and open needle valve $1\frac{1}{2}$ turns. Connect ground wire to lug on transom clamp and clip red lead from battery to terminal "B" on coil. Next snap the high tension wire to the spark plug.

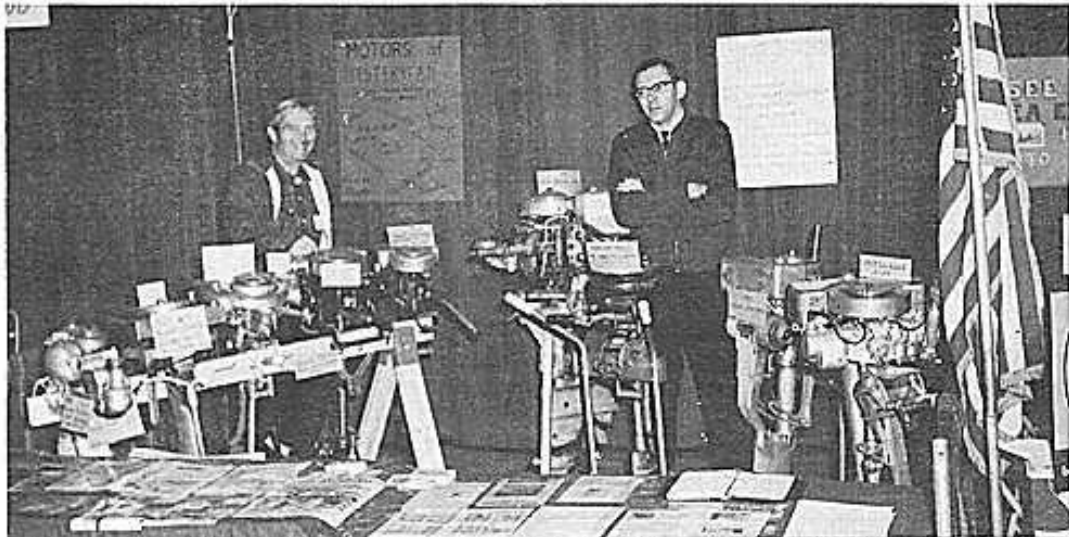
Then locate timer handle over the left furthestmost manifold hold-down bolt and fill both priming cups - the first with a teaspoon of gasoline and the second with two teaspoons of oil. Open compression release so handle points anywhere except directly at you.

Now grasp steering handle with left hand and raise to the vertical position while depressing stop button with left thumb. Move flywheel handle to rear directly in line with gas filler cap. With stop button still depressed, rock flywheel back and forth about 12 times and hold against compression with right hand. Now, without moving either hand, see that all electrical connections are secure and all adjustments are properly made.

In one smooth motion, release stop button and pull down steering handle to clear flywheel while using right hand to push flywheel past compression. Quickly open and shut both priming cups and close compression release. If motor should start, adjust air inlet valve, gasoline needle valve and throttle with right and left hand while nudging spark lever slowly forward using the right elbow. Make sure your left leg is hooked over the steering handle so the propeller doesn't chew through the side of the barrel.

If motor doesn't start, repeat steps 1, 5, 17 and 6, followed by 3, 20, 8, 2 and 18, after 19, 4 and 9. If no results, turn to the trouble shooting guide on Page 1 of the owner's manual.

The test motor didn't start but tomorrow we'll try again, using warm water in the barrel. Anyway this motor is a great sportsman's companion. And you'll never forget you own it. A little heavy for canoes (116 lbs), fishermen will find its best forward speed is just right for trolling, because when you hook a fish going the other way, the boat will stop.



The antique outboard display at the Albany Show. All motors shown are owned by Walter Weidman (left) and Phil Kranz (right). Left to right, the motors are: Clarke Troller, Elto Cub, Elto Servicetwin, Waterwitch Single, Caille Pennant, Thor single, Johnson V-45, Champion single, Indian Silver Arrow and Lockwood Chief.



Here is the reason why Phil Kranz restores so many antique outboards. He has a chief mechanic shown with Phil and his Clarke Troller.

AOMCI at the ALBANY BOAT SHOW

By Walter Weidman

THREE OF A KIND.....Impossible you say - true we don't look alike - well what I really mean is that all three of us own Clarke Trollers. The lady in the cover is professional model Joan Kniskern of Schenectady, New York.

By Your Editor.....

WOW! We don't have anything like that in the Twin Cities Chapter (Clarke Trollers I mean, of course).

NEGOTIATING FOR ANTIQUE OUTBOARDS

Marcus S. Wright

One can often find an antique worth owning, but to find an engine at anything other than an unreasonably high price is unusual. Don't be discouraged — back off and think!

Realizing that dollars and emotions are sometimes mixed in the seller's mind, try to figure a way to handle this bird so he will agreeably sell you the engine at a decent price. Establishing a good rapport with the seller will usually result in buying the engine at first contact. You should be prepared, however, to spend years in negotiations, in some cases.

Some sellers place a high dollar value on their engine, but will listen to reason and examples. The owner of a 1907 Waterman wanted \$700. Over the phone, I told him of another Club member who had paid \$25 for his engine in good condition, but that I thought his engine was worth \$75 and would pay that price. I advised the owner not to give me a yes or no at that time because I would be 400 miles closer to his city in a week and would visit him if we could arrive at a reasonable figure. We closed the deal for \$100, or about \$2 a pound, for a 60 year old engine! High, but like acreage on an island, no more are being made.

When writing to owners about their engines, list your questions so they have to answer many as "no"; Parts list included?, Owner's manual included?, Decal good?, Original paint job?, Running?, What missing parts?, Original shipping crate?. The more "no's", the better the message gets across that he has to sell you on his engine.

A particularly effective ploy is to enclose a check noted for payment in full with your offer to buy. About two years ago, I acquired an Indian Silver Arrow in this manner. Satisfied from photo and general condition statement by letter from the owner, my response was to reply with a check for \$25 with shipping instructions. This man delivered the engine to my door several weeks later. Result: a rare 1930 Indian at about 30¢ a pound.

Johnson, Evinrude, Elto, Caille, Lockwood, Waterwitch, OMC and Thor engines, in that order, are the most plentiful antiques. Take along a copy or two of "The Antique Outboarder" and show your prospective seller Bob Zipp's column so he can see for himself he doesn't have the only engine of that type in the Hemisphere! Many owners of Model A Evinrudes are chastened when advised that about 150,000 of these engines were built from 1909 - 1928 and are quite plentiful. These are the folks who like to tell you they can exchange them with the Evinrude Company for a new model.

Time cools many people way down. One very rare engine I have was bought for less than the asking price by the single expedient of waiting two months before answering the seller's offer and enclosing a check for 35% less than asking price, with a polite cover letter which explained after giving a lot of thought to the matter, this was the best I could do.

A good negotiating tool is to have about a dozen AOMC August, 1968 Newsletters xeroxed. Give a copy to the prospective seller. Bill Kelly's article will provide him with much food for thought.

The higher the sellers' price, the fewer antiquers who will be interested. This means you can really go to work on the owner. Set a schedule for eventual purchase within a year to 18 months. It can be a real sport in bringing the fellow down to earth on his price. Send him a xerox copy of Bill Kelly's August '68 Newsletter. Act stupid and mail him another copy about 3 months later with a cover letter saying he might be interested in this. Get friends to write or call on him, each one leaving an offer close to yours, but never the same as yours, otherwise he will think you are sending your friends over. A few months of this treatment and he usually gets the idea his engine is iron, not gold.

Some folks are a little slow in getting down to business. After the second or third visit and you feel you know your man fairly well, don't overlook the 'Juice of the Grape'. After lifting a few with your quarry at a friendly tavern, you may get the guy to sell it to you cheap because you are going to give HIS engine a GOOD HOME and he owes that engine a chance at prosperity because you are going to see to that! Feeding vanity sometimes works.

Engines are sometimes priced way out of reason and the owner will not budge, no matter what you do. Occasionally, these engines can be bought from his Estate for a fraction of original asking price! Never lose track of a desirable engine.

Good engines can sometimes be found from salt water areas. When you find one, though, beat the verbal salt water drum loud and clear as this is often worth quite a bit of money to you.

Running engines are worth more than dead ones. Should your prospective engine be dead and you feel the price would be appropriate if it were live, ask the seller if he will make it run for you. Often, this will pave the way for a better price.

Shake the flywheel, turn it, and muttering to yourself, "oh, oh", point out loose rod, piston or gear noises. Any spark? Take your time to create the impression you know your subject — this often gives the seller the solid impression you are an authority and makes him a lot less sure of himself. This weakens the sellers' case and is better for yours. Many folks back way off when confronted with a pleasant, genial, polite and firm person who knows his subject cold!

Quote actual prices paid for your older engines and be sure to name drop a make or two the fellow you are dealing with probably never heard of. Better still, have one in your car and show it to him. He will tend to regard you as a pro and accept your offer as he will get the idea he may never get a better offer!

Another buying strategy is to state your price, lay down the cash where the seller can see it and let him savor the idea of turning his engine into dollars. Some just can't stand that pressure.

You have to stand right up to some people — look them straight in the eye, firmly but pleasantly, telling them that you can appreciate what they would like to get for their engine, but that it is only worth so much and you will gladly give them that. Don't be afraid to offer 10% to 30% of what they ask - you might get the motor right away, or possibly a few weeks later - after the owner has had a chance to think the matter over.

Never embarrass a seller to the point he can't "save face". An example would be he "has another buyer" at a big price, but will save the engine for you for one week, etc. Tell him to go ahead and sell the engine to the other fellow, but since you get into his town every few months, you will check back later just in case the other buyer changes his mind. The odds are excellent the engine will still be there, and at a better price.

-SOME BASIC RULES-

- * Wait a while before replying to an offer to sell.
- * Never reply the first time by telephone - send a postcard.
- * Gauge the seller before showing extreme interest. Sometimes good strategy is to say, "Gee - I want it, but can't give you more than \$10".
- * Size up the seller. What would his income be? Is money important to him? Act accordingly.

TIPS FOR RESTORING OR HANDLING OUTBOARD MOTORS-

Clarence Sitton writes that blind carburetor passages can be cleaned by filling a plunger type oil can with solvent and squirting the solvent through the tiny holes under pressure. Most of the time, you can easily see if the hole is open by how fast the solvent goes through. Use this type can with gas for priming.

The MOTOR BOATING magazine in 1930 carried a description of a tool just invented to hold the flywheel securely while the holding down nut is being tightened. The wrench consists of a heavy tape of braided fabric attached to a lever handle such that when positioned properly, its action of holding will clamp the rim more securely as greater pressure is exerted. The fabric protects the flywheel finish from scratches. Seems a modern version of this device could be made from a rubber belt and work just as well.

Don't forget to protect your back from painful strain by bending your knees and lifting a motor from the floor using those powerful leg muscles.

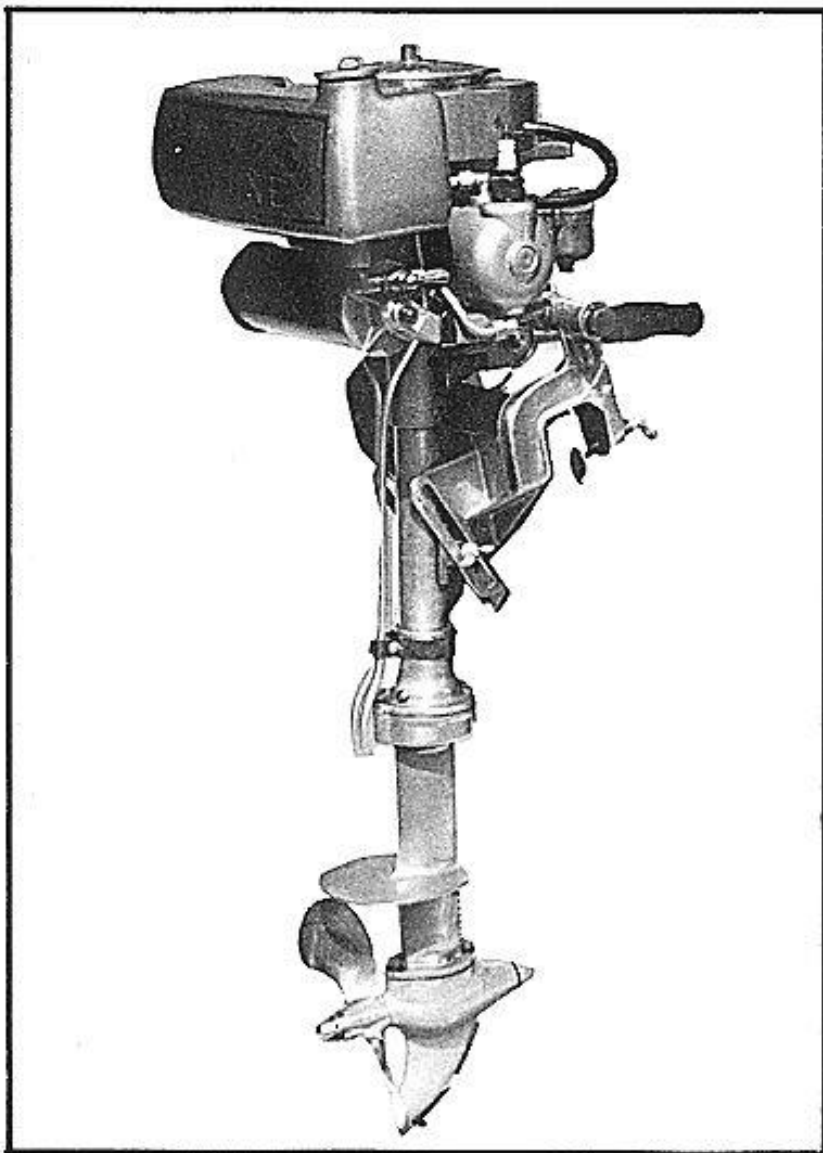
THE ANTIQUE OUTBOARDER
Presents

THE
Collector's
GALLERY

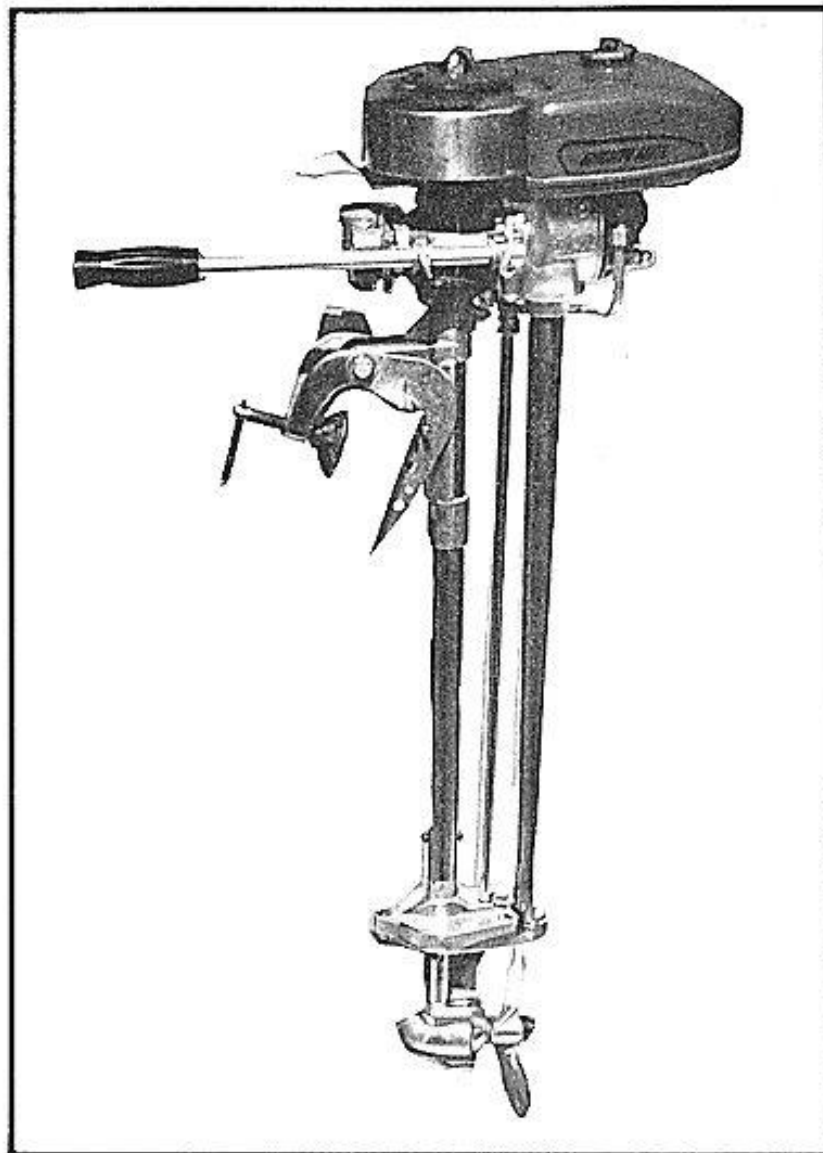
FEATURING

NEPTUNE
OUTBOARD MOTORS

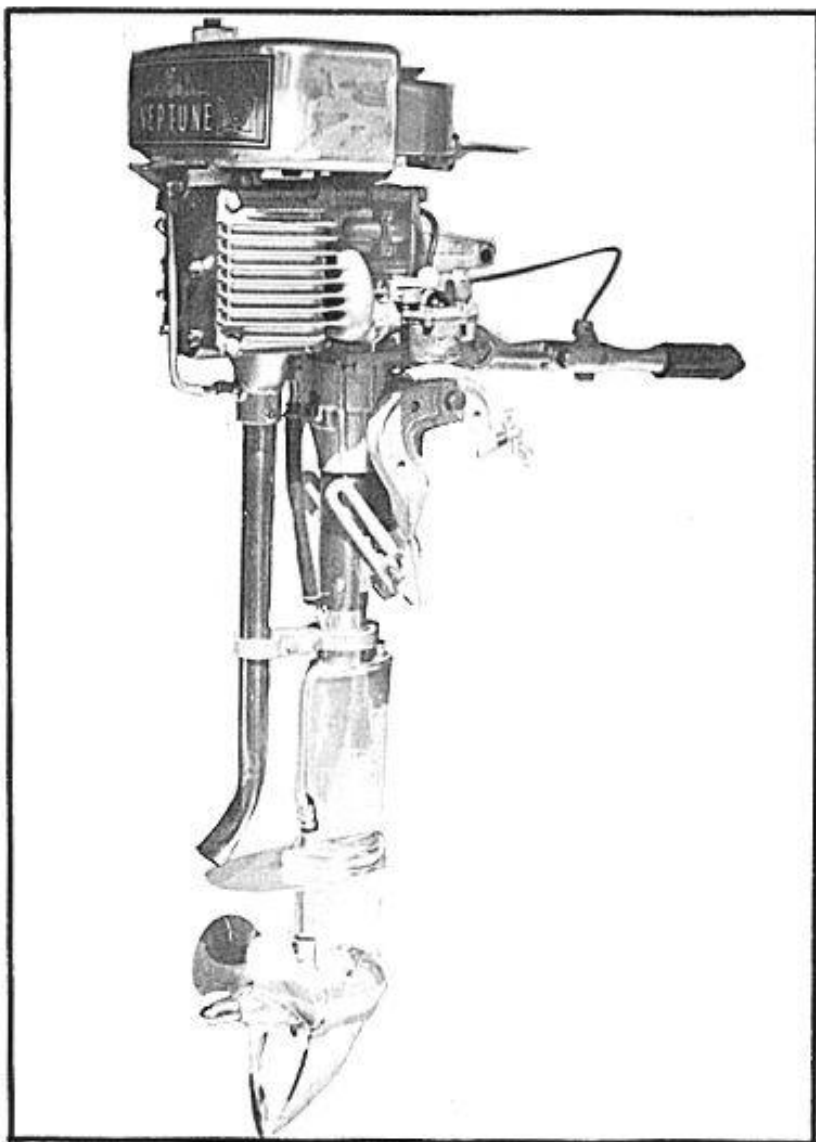
Manufactured by
MUNCIE GEAR WORKS, INC.
Muncie, Indiana



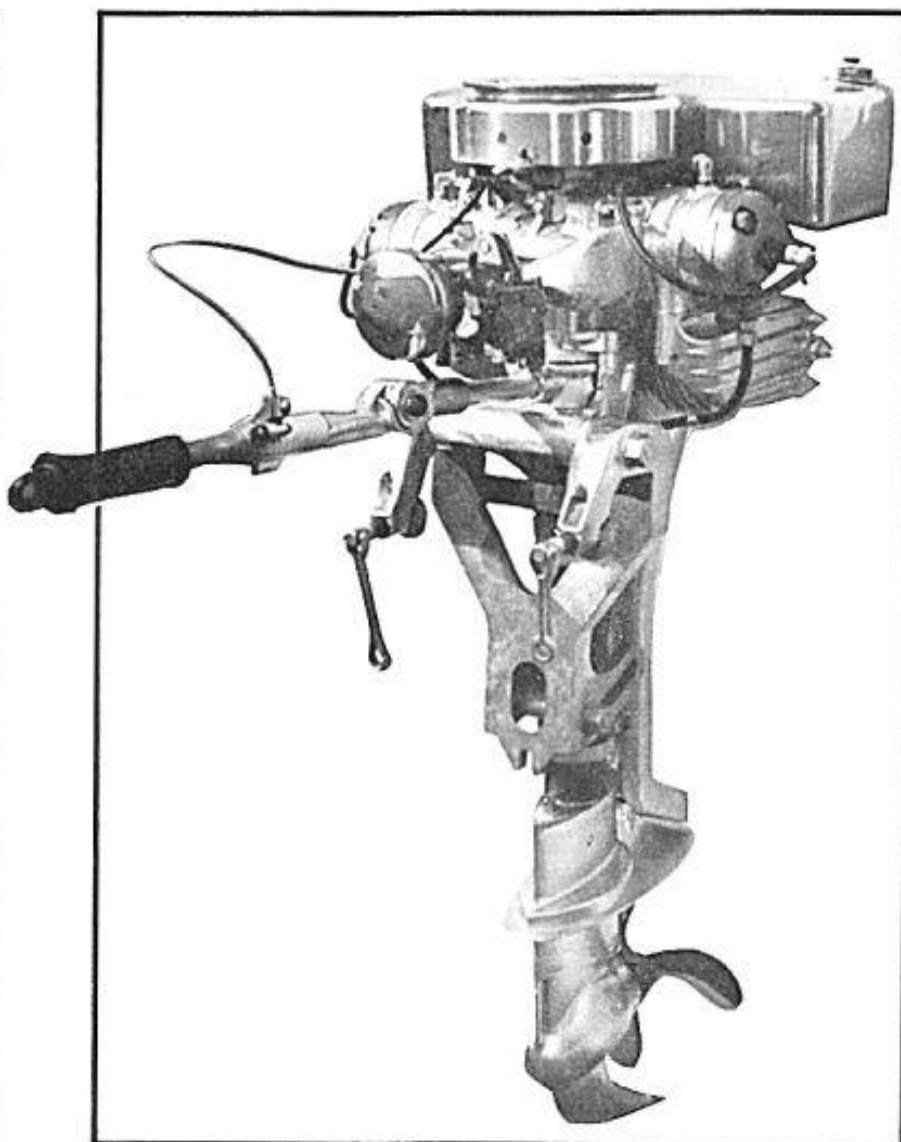
1930 NEPTUNE TWIN MODEL OB2A
2.5 HP



1939 NEPTUNE JUNIOR SINGLE
MODEL 1A39, 1.2 HP



1938 NEPTUNE 9 MODEL 9A38
9.0 HP



1933 NEPTUNE MASTER MODEL OB15A
16.0 HP

NEPTUNE MODEL NUMBER AND YEAR REFERENCE CHART
1930 through 1948

| YEAR | MODEL | DESCRIPTION | NO.CYL | HP | WEIGHT | PRICE |
|------|------------------|----------------------|--------|------|--------|---------|
| 1930 | OB2 | Muncie Twin | 2 | 2.5 | 42 lbs | - |
| | OB2A | Neptune Twin | 2 | 2.5 | 45 | - |
| 1931 | OB4A | Improved Twin | 2 | 4.0 | 56 | - |
| | OB2A | Junior Neptune | 2 | 2.5 | 42 | - |
| | OB2CB | Muncie Twin | 2 | 2.5 | 42 | - |
| | OB15A | Neptune Master | 2 | 16.0 | 95 | - |
| 1932 | OB3, OB3U | Motorgo | 2 | 4.0 | 42 | - |
| | OB3A, OB3AU | Junior Neptune | 2 | 4.0 | 42 | - |
| | OB3B, OB3BU | Muncie Twin | 2 | 4.0 | 42 | - |
| | OB4A | Improved Twin | 2 | 6.0 | 47 | - |
| | OB15A | Neptune Master | 2 | 16.0 | 95 | - |
| 1933 | OB4, OB4U | Motorgo "4" | 2 | 4.0 | 45 | - |
| | OB4A | Improved Twin | 2 | 6.0 | 47 | - |
| | OB4B, OB4BU | Muncie Twin | 2 | 4.0 | 45 | - |
| | OB31, OB31A | Junior Neptune | 2 | 4.0 | 45 | - |
| | OB15A | Neptune Master | 2 | 16.0 | 95 | - |
| 1934 | OB5, OB5U | Motorgo "5" | 2 | 4.0 | 45 | - |
| | OB15 | Motorgo "16" | 2 | 16.0 | 95 | - |
| | OB15A | Neptune Master | 2 | 16.0 | 95 | - |
| | OB15B | Muncie Master | 2 | 16.0 | 95 | - |
| | OB31A | Junior Neptune | 2 | 4.0 | 45 | - |
| | OB61A | Improved Twin | 2 | 6.0 | 47 | - |
| 1935 | OB32A | Junior Neptune | 2 | 4.0 | 45 | - |
| | OB16A | Neptune Master "16"A | 2 | 16.0 | 95 | - |
| | OB63 | Improved Twin | 2 | 6.0 | 47 | - |
| | OB1 | Neptune Single | 1 | 2.0 | 30 | - |
| 1936 | OB34 | Junior Neptune | 2 | 4.0 | 45 | - |
| | OB64 | Improved Twin | 2 | 6.0 | 47 | - |
| | OB11 | Neptune Single | 1 | 2.0 | 30 | - |
| | OB16A | Neptune Master | 2 | 16.0 | 95 | - |
| 1937 | OB35, OB35A | Neptune Junior | 2 | 4.0 | 45 | \$73.50 |
| | OB12, OB12A | Neptune Single | 1 | 2.0 | 30 | 52.50 |
| | OB65, OB65A | Improved Twin | 2 | 6.0 | 47 | 93.50 |
| | OB17, OB17A | Master Twin | 2 | 16.0 | 95 | 154.50 |
| 1938 | 1A38, 1B38, 1C38 | Junior Single | 1.2 | 1.2 | 17 | 39.50 |
| | 2A38, 2B38, 2C38 | Neptune Single | 1 | 2.0 | 30 | 57.50 |
| | 4A38, 4B38 | Neptune Junior | 2 | 4.0 | 45 | 78.50 |
| | 6A38, 6B38 | Improved Twin | 2 | 6.0 | 47 | 98.50 |
| | 9A38, 9B38 | Neptune 9 | 2 | 9.0 | 58 | 118.50 |
| | 16A38, 16B38 | Master Twin | 2 | 16.0 | 95 | 154.50 |
| 1939 | 1A39, 1B39 | Junior Single | 1 | 1.2 | 17 | 35.50 |
| | 2A39, 2B39, 2C39 | Neptune Single | 1 | 2.0 | 30 | 54.50 |
| | 4A39, 4B39, 4C39 | Junior Twin | 2 | 4.0 | 45 | 74.50 |
| | 5A39, 5B39 | 5 HP Twin | 2 | 5.0 | 46 | 99.50 |
| | 6A39, 6B39 | Improved Twin | 2 | 6.0 | 47 | 94.50 |
| | 9A39, 9B39 | Neptune 9 | 2 | 9.0 | 58 | 114.50 |
| | 16A39, 16B39 | Master Twin | 2 | 16.0 | 95 | 164.50 |

| <u>YEAR</u> | <u>MODEL</u> | <u>DESCRIPTION</u> | <u>NO. CYL</u> | <u>HP</u> | <u>WEIGHT</u> | <u>PRICE</u> | |
|------------------------------|------------------------|--------------------|--------------------------------|-----------|---------------|--------------|-------|
| 1940 | 10A1, 10B1, 10C1 | Junior Single | 1 | 1.2 | 17 | - | |
| | 10A2, 10B2 | Neptune Single | 1 | 2.0 | 30 | - | |
| | 10A4, 10B4 | Junior Twin | 2 | 4.0 | 45 | - | |
| | 10A6, 10B6 | Improved Twin | 2 | 6.0 | 47 | - | |
| | 10A10, 10B10 | Neptune 9 | 2 | 9.5 | 58 | - | |
| | 10A16, 10B16 | Master Twin | 2 | 16.0 | 95 | - | |
| | 1941 | 11A1, 11B1 | Junior Single | 1 | 1.5 | 17 | 50.50 |
| 11A2, 11B2 | | Neptune Single | 1 | 2.5 | 30 | 79.50 | |
| 11A3, 11B3, 11AA3 | | Neptune Special | 2 | 3.5 | 33 | 106.50 | |
| 11A4, 11B4 | | Junior Neptune | 2 | 4.0 | 45 | - | |
| 11A6, 11B6, 11AA6 | | Improved Twin | 2 | 6.0 | 47 | 139.50 | |
| 11A9, 11B9, 11A10, 11AA10 | | Neptune 9 | 2 | 9.5 | 58 | 187.50 | |
| 11A16, 11B16 | | Master Twin | 2 | 16.0 | 95 | - | |
| 1942 | | 13A12 | Neptune Master (Long Shaft) | 2 | 16.0 | 98 | - |
| 1946 | | 15A1, 15B1 | Junior Single | 1 | 1.5 | 17 | 50.50 |
| | | 15B2 | Neptune Single | 1 | 2.5 | 30 | 79.50 |
| | 15A3 | Neptune Special | 2 | 3.5 | 33 | 106.50 | |
| | 15A4 | Junior Neptune | 2 | 4.0 | 45 | 138.00 | |
| | 15A9, 15AA9, 15AA10 | Neptune 9 | 2 | 9.5 | 58 | 187.50 | |
| | 1947 | 17A1, 17B1 | Junior Single | 1 | 1.7 | 17 | 70.00 |
| 17A2 | | Neptune Single | 1 | 2.7 | 30 | 103.00 | |
| 17A3 | | Neptune Special | 2 | 3.5 | 33 | 138.00 | |
| 15B4 | | Junior Neptune | 2 | 4.0 | 45 | 138.00 | |
| 15A6, 15AA6 | | Improved Twin | 2 | 6.0 | 47 | 170.00 | |
| 15A9, 15AA9 | | Neptune 9 | 2 | 9.5 | 58 | 218.00 | |
| 1948 | | 18AA3 | Neptune Special | 2 | 3.5 | 33 | - |
| | 18AA6 | Improved Twin | 2 | 6.0 | 47 | - | |
| | 18AA10 | Neptune 9 | 2 | 9.5 | 58 | - | |

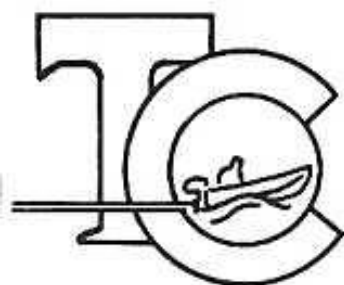
Note: In the early models, OB meant simply outboard. The letters OB were followed by the model number and a letter suffix. No suffix was used for Motorgo engines, A was used for the Neptune and B or C for the Muncie. The letter U in the model meant underwater exhaust.

From 1941 on, the letter A was used to indicate the standard model. AA was the code for the deluxe model with rewind starter and hood.

This table has been compiled from the best information available but should be considered as an unofficial guide.

| | | |
|--|---|---|
|  <p>WATER WITCH</p> <p>OUTBOARD MOTORS</p> | <p>Sold exclusively by SEARS, ROEBUCK & CO. "The World's Largest Store"</p> | <p>FOR SALE 1937 Champion 3.2 HP Deluxe Single Model D1C Perry's Sporting Goods Nisswa, Minnesota</p> |
|--|---|---|

1938



TWIN CITIES

MINNESOTA

CHAPTER NEWS

BOB BRAUTIGAM

On July 12th, the TC Chapter held its summer meet on Green Lake, near the town of Forest Lake, Minnesota. The lake is large and the Club activities were easily handled by good boat launching and picnic facilities. Before the day was over though, most of us were exhausted by the 95° humid weather.

Ron Johnson, Bob Peterson, Dave Johnson, Bill Slice and myself - all of us with family and friends along - participated in the meet. John Koonce and family couldn't make it and were missed....especially the colorful language John uses when a motor doesn't start. John was the man bringing the trophy so there was no big winner this year. This was all right since the temperature or something made it difficult to get two engines running at the same time.

Ron Johnson brought his favorite engine, an Evinrude Sport Four which during a family ride type warm up, collected weeds over the cooling water intake. Although the engine overheated and began to slow up, Ron thinks it will be OK. A few anxious moments though for Ron, but he had other bad luck too. During a maximum performance high speed run in front of the audience, Ron's 22 HP mint condition Johnson PO-15 developed a sharp rap which proved to be a loose flywheel. In just a few seconds running, the keyways in both the crankshaft and flywheel were destroyed. Ron brought along his OK 55 also but didn't try it and after the experiences with the PO and Sport Four, no one else would have either.



Here's some of the TC Chapter:
l. to r.: Robt. Peterson, Dave Johnson, Bill Slice, Robt. Brautigam, and Ron Johnson.



A couple of tired PO's. Not shown but just as knocked flat were about 5 tired members.

The Green Lake Picnic

Bob Peterson should have won a prize for his persistence. I'll bet he pulled the starter rope on his P-30 Johnson at least 500 times. About every third or fourth pull, the engine would fire a time or two - just enough to make a guy want to pull a couple more times. Hard as he tried, about all Bob got for his persistence was woozy from the heat. Bob also brought along his 1914 Evinrude which ran perfectly and his 1933 Neptune 16 HP which was for show purposes only.

Dave Johnson and Bill Slice teamed up with their PO 15's and ran circles around the rest of us. The boys created a mild sensation by running with the exhaust manifold inspection plate off. Dave's mother created even more of a sensation though when she marched down to the lake with Bill's mom, took control of Dave's A-50 Johnson and went for a ride. Dave was heard to shout at Ron who was just pulling away from the dock, "Don't run over my ma!"



Ron Johnson's daughter shows her driving style on his Sportfour.



Dave's mom demonstrates a new starting technique that works every time.

As for myself, my '36 Elto Handitwin and '21 Evinrude ran well as planned but my J model Servicetwin Elto ran only 600 feet and that after all my superfine tuning. Thanks to Marc Wright, I think I know what I did wrong. I also brought along a 22 HP Speeditwin and a 33 HP Speedifour, neither of which turned up properly. . . bad combination of props and too much oil in the gas, I think. The Speedifour was fitted with a 4-60 exhaust manifold which required some new water passage construction but looks great.

Again this year, our thanks to our families and friends whose support under the most trying conditions helped make for a fine summer get together.

KOONCE'S KOLUMN

Dear John - I have a Brittish Seascum II, but lost the tiller handle. The only way I can steer now is to sit facing forward on the gas tank, astraddle the cylinder, with each foot pushing against the transom. Any suggestions? Signed: Bow Legged

Dear Bow Legged -- Yes, avoid quick starts and watch out for that big knob on the flywheel.

Dear John - Recently I acquired an old motor with a wooden crank handle on top. I put it on a boat and turned the handle as fast as I could. The boat moved a little bit but was pretty slow. Also, every time the crank comes around, something seems to drag or hold back. I think cars are easier to use. What do you think? Signed: H. Swollenhead

Dear Mr Swollenhead - I think something needs a head-shrinker - and not your motor!

A Reliable Light Weight Inboard Motor

If your requirements call for a light weight inboard motor that will render maximum service at all times you should by all means examine the Arrow-Waterman line of marine power plants.

Waterman Model K-1 Inboard, one cylinder, 2 1/2 H. P., weight 20 lbs., bore 2 1/2", stroke 3"; engine equipped with aluminum crank case and brass and copper water jacket. For your motor or small boat.



THERE is an ever-increasing demand for motors of this type for use in tenders and other small boats. The important factor in selecting a motor of this kind is weight. It is absolutely necessary to secure an engine that is not too heavy and yet that is built sturdy enough to withstand constant usage. The Arrow-Waterman line is manufactured to meet this demand and has carried an elaborate regulation for consistency of performance, economy of operation and all-round dependability.

Arrow Waterman motors may be seen at Room 624, 33 Church Street, and at Ruppert and Colson's, Concourse, 30 Church Street.

Waterman Model K-2 Inboard, 2 cylinders, 3 H. P.; weight 60 lbs.; bore 2 1/2", stroke 3"; engine equipped with aluminum crank case and copper water jacket. Specially suited for light weight boat.



ARROW MOTOR & MACHINE CO., Inc., 632 Hudson Terminal Bldg., NEW YORK

Factory: Newark, N. J.

Foreign Office, 47 Broadway, New York City

J. E. Sitterley, Foreign Sales Manager

1918

THE TEST *of* TRUE FRIENDSHIP

By Don Peterson

1935 Evinrude Speediquad
Model 7008; 31.2 HP; 140 lbs.



Finally, the mighty Quad was ready, and the many hours of repairing and replacing were behind. Today was the day of The Test.

My somewhat less than enthusiastic neighbor and I launched the boat in mid-morning. We paddled away from the landing with the intention of keeping well away from the rest of the slower traffic. Finally in the middle of the river, after about twenty pulls, I proceeded to flood the motor. Well, we paddled all the way back to the landing where our wives were giggling in the background.

Repairs being made, again we ventured out, and finally, with a BANG, the old warrior came to life, backfiring, sputtering, and spewing smoke in all directions, when all of a sudden, here came the Sheriff's Patrol!

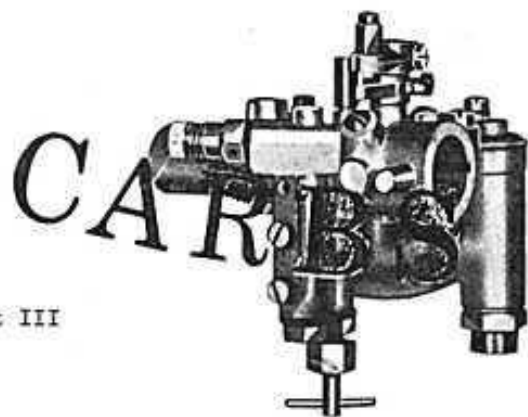
Seeing them, I frantically pulled out my temporary license from my pocket, almost falling overboard in the process. Through the smoke, I waved it to them, they circled us, shook their heads, and departed down river. With the police out of sight, and with the speed handle on "fast", I attempted to set the high speed jet. Looking up I found myself on a "collision" course with a bridge. Feeling that discretion is the better part of valor, and the bridge was not going to move, I hit the stop button. BANG, the motor again sputtered, backfired--and stopped. My neighbor seemed to be getting nervous, judging from his white knuckles on the gunwales.

Going again, and as we headed in to the landing, we found our wives waiting in extreme anxiety. As we docked I quickly retorted, "Hell, we didn't go to the moon!" A few more adjustments, and the Old Speediquad showed her true friendship and real class. Even the women took a ride--proving their true friendship--with my solemn promise that the motor wouldn't "blow up again".

All in all, it was a great day for antique outboarding, and I sincerely feel that in time--a few years only--my neighbor will prove his true friendship once again by taking his life in his hands, and venture out with me and another old warrior.



PROPS 'N



By Marcus Wright III

SELECTING THE PROPER PROPELLER

Selection of the propeller for best performance of your antique engine on your particular boat can make a large difference in the way both the boat and engine will run. Many antique engines have been around for so many years they are acquired with the wrong propeller someone put on somewhere back in the engine's past history because the proper prop was spoiled and the owner wanted to get going again.

Let's say you have your antique cleaned, serviced and running nicely as an engine. You put the engine on the boat and one of two improper conditions takes place. The engine revs up too fast and the boat is not making the proper headway or the engine turns below the rated RPM, labors, possibly overheats, knocks and the boat does not make proper headway.

Should either above conditions occur or you sense you should be getting better performance, borrow a reed type or electric tachometer from your local outboard dealer and determine the actual RPM of the engine. Is the engine turning more or less than its rated RPM? If below, you need one or two inches less pitch. If above, you need one or two inches more pitch, usually. Often you will find more boat speed resulting from the prop change. Make pitch changes one inch at a time.

Remember, it is less strain on the engine bearings and less conducive to preignition for an engine to rev a couple of hundred above the rated RPM than below it and is the preferred condition. Acceleration will be better and an extra passenger can be tolerated once in a while. Don't lose sight of the fact that overloading (too much pitch or diameter or both) does not permit the engine to turn rated RPM, therefore you will not get rated HP. Your boat speed will suffer to a surprising extent.

Propellers are sized with the first number being the diameter in inches and the second being the pitch. A light boat uses a higher pitch prop than a heavier boat.

Don't forget to adjust tilt angles so the propeller shaft is horizontal when under way. Load the boat as you would for usual running when testing.

Usually it is difficult to have your antique propeller repaired, repitched or replaced. Understandably the Club cannot endorse a specific manufacturer or supplier but there is one business house that won't look the other way when you need propeller work: Michigan Wheel Company, Grand Rapids, Michigan 49502. This firm has been in the business since 1903 and can repair or repitch almost any antique outboard prop. They also maintain lists of new propellers in dealers stocks - the writer has obtained new propellers this way at reasonable cost for 45 year old engines. Their files include the proper prop size information for specific engines.

Fine tuning of your antique outboard includes knowing if your propeller is correct for your boat and engine combination. This is another area for sweet performance attainment and satisfaction gained from having a fine running machine.

SOME POINTERS ON CARBURETION

Any Antiquer knows that a carburetor must cause the oil/gasoline mixture to atomize the fluid and mix it with air in the proper ratio to have a clean exhaust and sharp running engine.

Remembering that 90% of engine starting and running troubles are ignition, let us take a look at the other 10%: Carburetion.

Surprisingly, few people will bother to educate themselves to set a carburetor needle "on the money" for optimum performance. And it's quite simple. With the engine running at cruising speed or full speed, turn the needle valve in about 1/8 turn at a time until RPM begins to drop. Reaching this point, back the needle out 1/8 turn at a time, just enough till the engine ceases to increase speed. This is your proper needle setting.

New Antique? Never ran it before? Forty-five years old and the previous owner didn't give you the owners manual with all those spark and carburetor settings? What to do? Start from the beginning!

Remove the tank. Put in some chain, stones or old bolts, dishwashing detergent and hot water. Shake and rinse till clean. Disassemble the carburetor and fuel screen - soak in carburetor cleaner.

With everything clean, begin the starting process with the fuel needle set at 1/2 turn, which may not be enough. Better too lean the first time than to flood! Increase opening 1/8 turn at a time until she catches, then set this needle as previously described as the engine warms up.

Should your carburetor have a float, flooding and bowl overflowing can be caused by the float level being set too high. Lower the float 1/8 inch at a time to see if this helps. A float level being too low will make large needle setting changes between high and low speeds necessary and possible cause fuel starvation at high speeds. If equipped, close the choke slightly at full throttle. Increased RPM means a low float level.

Most unlikely, but worthy of mention, is that antique motor you find that has the wrong carburetor! If the venturi is too small the engine will start well and run just fine, but the top RPM will be somewhat low. On the other hand, too large a venturi will make the engine nearly impossible to start. Also, it will probably "four cycle", or fire every other stroke as the air flows through the venturi too slow for good atomization thereby leaving most of the fuel to load the crankcase, allowing only a small amount of insufficiently atomized fuel into the combustion chamber.

Be sure your carburetor assembly is the one the builder specified. Check with another member having the same engine if there is any doubt.

Many of the Grandfather engines built before 1920 have an auxiliary air intake. Some such as the Kingston carburetors are automatic. However, those such as Schebler, Detroit Motor Casting and early Evinrude are set by closing them well down first. Use the fuel needle to get best running at about 1/2 speed. Then increase to top RPM which might be 1100 revs on such carbureted engines. Be sure to take along a generous supply of Patience Pills.

A properly adjusted engine will have a "clean" (not oily) exhaust outlet, there will be little if any smoke and will leave almost no interior residue which fouls plugs and sticks rings. Carburetors are generally highly reliable, require no attention except cleanliness maintenance. Don't blame starting problems on a known good carburetor. Should you experience starting difficulty, shut the needle valve

off and try it three or four times. If still no go, see if you have fouled plugs and any spark.

Cultivating a feel for proper carburetor adjustment of your engine will improve your confidence in your engine, your satisfaction with it, and a sense of accomplishment at being able to do what a surprising number of modern mechanics cannot!

AN OPEN LETTER - WAUKEGAN ^{O.B.} _{MOTOR} SHOW

Dear A.O.M.C.I. Editor,

I would like to let you know that I was at the A.O.M.C.I. show held in Waukegan, Illinois on August 14-17, 1969. Because of my work, I could only be there for a few hours on Saturday. I was very pleased to meet the show coordinator Mr. William H. Rose and his lovely daughter. They were most pleasant to talk with. I had never attended a show before and had a lot of questions which were cheerfully answered. Miss Rose is studying to be a nurse, and if she knows as much about a person's parts as she does motors, she will be a dandy nurse. Her knowledge of outboards is unbelievable. By the way, she turned 21 on Sunday the 17th of August and is still single.

The show was held in the Belvidere Mall. Mr. Rose did a wonderful job of setting up the 30 to 35 motors on display. I understand there were 4 members with motors entered.

Among the motors displayed were a 1913 Waterman, Caille tractor drive, Detroit Troller, Merc's, and Sea Kings.

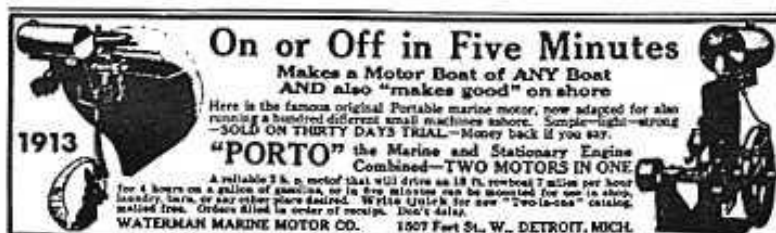
Public interest was just great. Everyone from 8-80 stopped to look them over, the younger ones to ask about the funny looking motors, the older people to remember a part of their past.

Mr. Rose and his daughter were kept busy all through the show talking to the many visitors (7000-8000 people attended the show) and answering questions. I believe they also recruited some new members.

As I said before I had never been to a show before, and I want to say I was very pleased to receive the letter of invitation from Mr. Rose. This was a day I shall never forget.

Respectfully,
Thomas R. Hagloch
209 NW, 6th Avenue
Aledo, Illinois

continued



On or Off in Five Minutes
Makes a Motor Boat of ANY Boat
AND also "makes good" on shore

Here is the famous original Portable marine motor, now adapted for also running a hundred different small machines ashore. Simple—light—strong
—SOLD ON THIRTY DAYS TRIAL—Money back if you say.

"PORTO" the Marine and Stationary Engine
Combined—TWO MOTORS IN ONE

A reliable 3 h. p. motor that will drive an 18 ft. rowboat 7 miles per hour for 4 hours on a gallon of gasoline, or in five minutes can be mounted for use in shop, laundry, barn, or any other place desired. Write Little's for new "Two-in-one" catalog, mailed free. Orders filled in order of receipt. Don't delay.

WATERMAN MARINE MOTOR CO. 1507 Fort St., W., DETROIT, MICH.

The Great 2 Cylinder ROWBOAT **KOBAN MOTOR**

Only by this 2-cylinder opposed construction can you avoid the vibration which makes riding uncomfortable, causes strains and ruins rowboats. Koban has more power, greater speed, than any other rowboat motor. Write for catalog. Dealers and agents wanted.

Koban Mfg. Co., 246 So. Water St., Milwaukee, Wis.



Lucille Rose and Ray Machen who did yeoman service visiting with the spectators are shown in two views of the exhibit along with some fine looking antique outboards.

MORE ON THE WAUKEGAN SHOW FROM BILL ROSE.....

A very successful antique outboard show was held at Waukegan, Illinois in the Belvidere Mall from the fourteenth through the seventeenth of August, 1969. It is estimated that between 7,000 and 10,000 people visited the show during the four days. Thirty-three engines were shown ranging from Ray Machen's 1913 Waterman, Marvin Howell's Clarke Troller, Tom Hagloch's Sea King through twenty-five Bill Rose engines. These included a K 1 model Sea King made by Mercury.

We had wonderful newspaper and radio coverage plus plenty of publicity on the Belvidere Mall marquis and other internal posters. The Club members other than Bill Rose came from 50 to 250 miles away.

Several writers and photographers took detailed pictures and notes during the exhibit. If anyone thinks that old outboards are scarce, take a second guess. At least 150 people in the Waukegan area indicated they had one or two of the oldtimers in the garage, attic, basement or elsewhere. However, when the word antique was used, big dollar signs appeared in their eyes. During the show we played down high values on the engines in order to help keep down inflationary prices and also to help preserve the security of the collections.

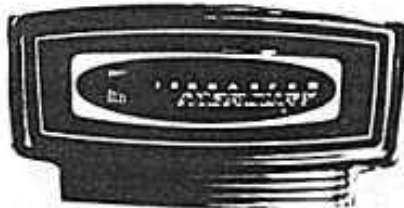
If the Club membership will show the same enthusiasm that the general public has shown in this area, members in the tri-state region made up of Illinois and parts of Indiana and Wisconsin should be able to organize a very active chapter of AOMCI. A chapter organization meeting is planned for 2:00 PM November 8th in the Waukegan Public Library. If sufficient interest is shown, a AOMCI Tri-State Chapter will be established.

To reach the Waukegan Library from either I-94 or US 41, exit at Illinois Rt 132 (Grand Avenue). Go east on Grand Av. crossing Lewis Av., Jackson St. and West St. (all stop lights). One block past West St., turn right onto Utica (one way south) and go one block while moving into the extreme left lane. Use the first parking lot on the left. Bill's daughter Lucille will be there to meet you and show you in. If you have slides or movies bring them along. Temporary officers will be elected, committies will be set up and refreshments will be served.

Your Club reporter and show organizer wishes to say thanks to all those who contributed to the success of the show.

P.S. I have noticed one or more inquiries about the MercoTronic Analyzer. I have used one for several years with considerable success. It is a simple, versatile machine and I prefer it over the Stevens or Graham instruments. A new MercoTronic machine comes with a easy-to-understand instruction manual and is more than adequate for most needs.

**Marine
propulsion**



**around the
world.**

YOUR FELLOW AOMCI MEMBER.....

FRED LUCAS

PO Box 461, Winchester, Indiana 47394

Fred writes his Cross Radial story

Before and during the early part of World War II I was doing a lot of boating. Since there are no lakes or rivers close to Winchester, Indiana, I had to travel some distance to get to the water. Going through Indianapolis one day I stopped at a boat and motor shop to see if they had any good used large motors 16-33 HP. Thirty-three horsepower was a large motor then. They said they had a big one back in the shop. I went back to look at it and it was a Cross Radial. However it was much too big and heavy for my use so I told them I wasn't interested in buying it - but I did stop in two or three times after that just to look at it because it was such a fascinating thing to see.

While serving in the armed forces during the war I learned to fly and after being discharged I took up flying instead of boating as a hobby but my interest in outboards never completely diminished.

Sometime around 1959 while visiting the local Evinrude dealer I noticed an old outboard motor under his bench and as I have a natural curiosity for antiques I got into a conversation with the owner and after much dickering I talked him out of it. It was completely covered with grease and dirt and we had no idea of its model, year, etc. We only knew that it was an old Evinrude.

After taking it home and cleaning it up I was amazed to find that the underwater parts, propeller, carburetor, etc. were made of brass and bronze. With the power head painted and the bronze polished it was a thing of beauty to see. (The motor was a 1917 Evinrude, Model A.) Immediately my interest in old outboards was sparked so I began picking up old motors when I could find them. I now have a total of 47, all pre-W.W. II vintage.

While in Indianapolis on business about 4 years ago I happened to remember that old fascinating radial that I'd seen several years ago so I drove to where the boat and motor shop used to be but they were gone and I didn't remember the owner's name or the name of the business.

I was going to give up trying to find it but the next morning while still at the motel I got the phone book out and called a few boat houses listed in it to see if any of them had any old motors and of course ask them if they knew the whereabouts of that old Cross Radial.

After about 12-15 calls I hit pay dirt. The Indiana Boat Sales had the radial and was wanting to sell it. Believe me, I lost no time going out there.

Mr. and Mrs. Myres were the owners. They used to have their business downtown but shortly after the war had moved to the northwest part of Indianapolis. Mr. Myres had acquired quite a little sentiment for this motor so they had kept it all these years.

Mr. and Mrs. Myres' son had loaned the Cross to the Indianapolis Tech H.S. Engineering class to tear apart and study. Although it was a nice gesture on his part it was a slight mistake for the Cross. They had treated some of the parts rather rough, but with the aid of a local machine shop and much work on my part I now have the Cross together again and I see no reason as to why it won't run as well as when new.

I really have very little information or knowledge of the Cross. I'm acquainted with a fellow who has raced against a Cross, but his knowledge of them is also rather limited. He did say they were quite temperamental but when running properly, could keep winding up until they disintegrated. I guess most of the fellows just couldn't resist running them full bore.

I have been told that these motors cost between \$1200 and \$1400 new which was quite a little chunk of cash back in the late twenties. They seem to be well designed and the machine work is excellent, even by today's standards.

Here are some specs and information taken from the data plate on top of the flywheel. Cross Gear and Engine Company, Detroit, Michigan. Serial No. 3106, Model No. 563. After grinding of valves set tappet to .010 clearance. Engine lubrication - use a high grade oil similar in body and character to Gargoyle Mobil "A". Crank case capacity 3 qts. Gear case - use Gargoyle Mobil "CW" or oil of similar body and character. Firing order 1 3 5 2 4.

The following information was copied from a 1928 Motor Boating Magazine and sent to me by Bill Seibel of Seattle, Washington, another Cross owner.

"Through its exclusive features of design, the Cross outboard gives lightning acceleration and flashing speed far beyond that of any other outboard engine. Using a racing wheel it will attain speeds of 45 to 50 MPH. This engine can be throttled from any part of the boat. Steering may be accomplished by turning the motor or by using a separate rudder. No muffler is used, yet the exhaust is perfectly silenced. Specifications include exaggerated "L" head construction with an extreme type of Ricardo combustion chamber, special design permitting the use of ordinary commercial gasoline on extremely high compression ratios. Zenith carburetor, Scintilla magneto, five cylinders, radial type, 4 cycle. Weight 135 lbs., 3500 RPM, racing or service gear ratios, force feed lubrication. "

There seems to be some variations in accessories used on these motors. Mine has a German made Bosch magneto. The 1928 June issue of Motor Boating pictures a Cross with a tractor type underwater and a 3-blade propeller. The crankshaft uses 3 large roller bearings for mains, is split into two parts and uses 2 large brass counter weights for balance. No. 3 cylinder holds the master rod. The four connecting rods are machined from a solid piece of steel. Pistons are aluminum with 3 rings, 2 compression, 1 oil. Being a 4 cycle engine it uses poppet valves. The exhaust sits above the intake. Each set of valves has its own camshaft, gear driven from the crankshaft.



Good job, Fred

The gas tank, crankcase, underwater parts, cylinder heads, etc. are cast aluminum; cylinder blocks are cast iron with steel sleeves and valve seats. Dry weight of my motor is 195 lbs which makes Motor Boating's 135 lbs seem to be a conservative figure.

Editor's Note:

The 1928 Cross Radial was listed in one source as a 35 HP @ 3500 RPM, 73 cu. in. machine weighing 145 pounds and priced at \$350. Bore and stroke was 2 7/8 X 3-1/8 inches. In 1930, the same engine was listed at 50 HP, 74 cu. in. with a 2 7/8 X 3 bore/stroke. RPM was up to 4000-4500 and weight up to 155 pounds. Also in the 1930 advertising, the Cross was shown to have electric starting and said to be completely remote controllable from anywhere in the boat.



Now that summertime activities are just about a thing of the past (at least for us Northerners), it's time to start some serious thinking about motor buying. And believe me, the fall and winter seasons are the best time to buy motors at reasonable prices. This is especially true of dealers who don't have people beating a path to their door as in the late spring and early summer. The chances are better for you when you offer a dealer \$10 to \$15 for an old motor when his store is empty rather than in May when he deals only in \$3000 to \$5000 rigs.

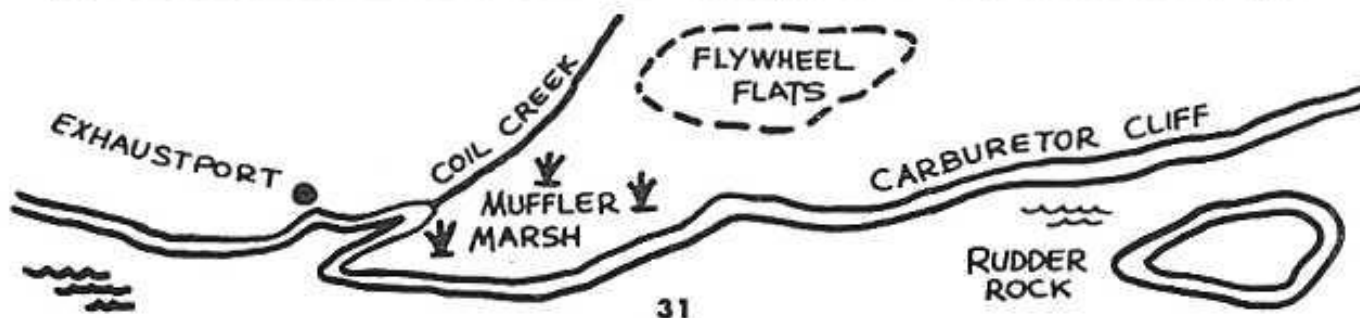
To help you off, I have assembled a long list of "Motors Seen" ads that follow that should be enough to keep anyone busy. There are many good motors in there. Count how many Row Boat Motors are listed and from that you can easily see that there are plenty around. So don't go overboard with high prices. I'm sure that there have been enough Evinrude Model A Row Boat Motors listed in all the past issues of the Antique Outboarder and Newsletters to enable every single member to have at least one of these classics.

Some of the motors are listed with no other information. These are printed for those diehard antiquers who like nothing better than tracking down an unknown model to see what it may turn out to be. They are also printed for the benefit of those who live relatively close by the owner and it would be the simple matter of a phone call to uncover its full identity.

As usual there is still "fall out" from the Argosy article with people claiming that they have a thundering Giant Twin. All the ones that have not been verified are printed here. One person writing in claims he has a T-40. Who knows???????

GENERAL REQUIREMENTS APPLICABLE TO CLASSIFIED ADVERTISING

1. a) Members- Complete AOMCI Form 101 or include: Make, Year, Model, Serial #, number of cyl, runs or not, condition of compression and spark, list parts missing, overall condition, features, price, state if member.
b) Non-members must complete AOMCI Form 101. Obtain forms from writer.
 2. Advertising rates: Members-Free; Non-members - \$1.00 per motor.
 3. Closing dates: All ads must be received not later than the 1st of the month preceding the date of issue.
 4. Transactions based on good faith; Deliberate misrepresentation, or violation of the code of business ethics and good sportsmanship, will constitute grounds for refusal of advertising, and may result in disbarment from this club.
 5. Warning to purchasers: The AOMCI will accept no responsibility for any unsatisfactory transaction involving articles which either have or have not been described in accordance with the provisions of paragraph one.
-



MOTORS SEEN

ELTO: no other info; sorry; Charles E. Wilson; Weaubleau Missouri
 ELTO: no other info; sorry; Herman Hansen, Rt 1; Allenton, Wisconsin
 ELTO: Ser 01859; Mod 4158; John Roscoe; 102 Lake Louise; Tacoma, Washington
 ELTO: Mod G; Ser 30289; J.V. Shand; 1271 Cambridge Ave. Plainfield, New Jersey
 ELTO: Speedster; Ser 65598; E.Y. Thompson; 1301 23rd Ct. Phenix City, Alabama
 ELTO: Speedster; Ser 842685; John Tyma Jr.; Droz Ave. Ridge Road Ext; Ambridge, Penn.
 ELTO: Mod J; Ser 48263; Harry Hoggatt; 1636 South 50th; Kansas City, Kansas
 ELTO: Pal; no other info; W.F. Spring; 207 E Union; Burlington, New Jersey
 ELTO: 1921 Lightwin; Jim White; 314 11th Place NW; Arab, Alabama
 ELTO: Mod 4253; Ser 00976; T.B. Sword; Rt 9, Box 95AA; Tyler, Texas
 ELTO: Lightwin; William Conaway; 2022 Thomas Ave. N Minneapolis, Minn.
 ELTO: Mod G; Ser 35439; J. Fredenburg; 1321 Junewood; Oxnard, Calif. 93030
 ELTO: Mod 4266; Ser 06432; Richard Leonard, Sr.; Box 184 Woodstock, Vermont
 ELTO: Quad; 1928; Ser 70446; T.W. Haley; Box 96; Buda, Illinois 61314
 ELTO: Pal; Stanley Reyes; 3806 Clematis Ave. New Orleans, Louisiana
 ELTO: Mod 4357; Ser 05146; B.J. Gailford; 19 Gill Lane; Iselin, New Jersey
 ELTO: Mod 4266; Ser 10614; D. Blackwell; Blue Spruce, RD #1; Pennington, New Jersey
 ELTO: Lightwin; L. D'Amour; 4B Bell-Irving; Trenton, Ontario, Canada
 ELTO: no other info; W. troupe; 6216 Dale; Newfare, New York 14108
 ELTO: Lightwin; F.G. Estey; Division Street; Dennisport, Mass.
 ELTO: Mod 4281; Ser 01781; John Kohser, Rt 1; Red Wing, Minnesota
 ELTO: Lightwin; W.H. Reichenbach; 538 South Lodge; Lombard, Illinois
 ELTO: no other info; L.H. Rowell, Sr. 40 East Indian; Norristown, Pa.
 ELTO: no other info; D.B. Smith; 1207 Rosemary; Concord, Calif.
 ELTO: no other info; R. Tomaszewski; Rt 1; Three Lakes, Wisconsin
 ELTO: Mod 4285; Ser 492; J. Vinson; 100 S. Oak; Sheridan, Arkansas
 ELTO: Mod G; Ser 24813; G.W. Fisher; 30 N River Rd.; Waterville, Ohio
 ELTO: Lightwin; Ser 4642 S.A. Raley; 14226 Blmdale Detroit, Michigan
 ELTO: Pal; Mod 4203; O. Byrd; 1642 Cortez, Rd. Jacksonville, Florida
 ELTO: Lightwin; M.B. Ongley, 1353 S 300 W; Bountiful, Utah
 ELTO: Mod 4313; Ser 4397 R.T. Garrett; Norris Yatch Basin; Staatsburg, New York
 ELTO: Lightwin; David Brown; 20 Vickers; Sydney Mines, N.S.; Canada
 ELTO: Mate; Paul Laird; 272 Helen Street; Kingston; Ontario; Canada
 ELTO: Lightwin; Harry Munro; RR #1 Madeira Park Marine; Douglas Pike; Box 5-12; British Columbia
 ELTO: Lightwin; Paul Cobb; 825 Bolivar Dr.; Bradford, Pennsylvania
 ELTO: Lightwin; Wayne Bois; 16525 S State; South Holland, Illinois
 ELTO: Ser 82394 H; Larry 465 Powell; Pickering Beach; Ajax; Ontario
 ELTO: Speedster; Ser 80387; H. Keatts; 2216 S Main; Little Rock, Ark.
 ELTO: Mod 4158; Ser ?; H.W. Koplien; 4143 N 27th Milwaukee, Wisconsin
 ELTO: Speedster; Andrew Harvey; 415 Johnston; Port Alberni, BC, Canada
 ELTO: Mod 4253; Ser 02486; Linwood Bright; 828 Ewarta NE; Washington, DC.
 ELTO: no other info; Paul Rinkelwebt; 1204 S 115th; West Allis, Wisconsin
 ELTO: Mod J; Ser 47269; R.W. Schuler; 17 Wells; Middletown, New York
 ELTO: Mod 309; Ser 93023; Robert Sundell; 22 Main; Ridgway, Pennsylvania
 ELTO: no other info; B. Tulloch; Star Rt 2; Box 11; Port Angeles, Wisconsin
 ELTO: Lightwin; Ser 17232; G.C. Belt; 6759 S. Worsham Whittier, California
 ELTO: no other info; H. Burton; Rt 2, Box 211; Sherman, Texas
 ELTO: Lightwin; Mrs. C. Walls; 15101 Talbot; La Mirada, California
 ELTO: Mod C; Ser 16584; S. Kelsiek; 10106 E 79th; Raytown, Missouri
 ELTO: Lightwin; Paul Griffin; Cedarville, Michigan 49719
 ELTO: Lightwin; Tom Shortell; Rt 2; Peru, New York
 ELTO: Pal; John Anthony; Box 297; Hinsdale, Massachusetts
 ELTO: Lightwin; Conley Philps; Box 128; Advance, Indiana
 ELTO: Quad; Smithfield Munro; RR #1 Madeira Park Marine; Douglas Pike; Box 5-12; British Columbia
 ELTO: no other info; J.H. Robinson; 15442 Elgin; Channelview, Texas
 ELTO: no other info; H.R. Vandagniff; Rt 1; Kosh Konong, Missouri
 ELTO: Mod C; Ser 16191; J.D. Sampley; Box 672; Olivehurst, Calif.
 ELTO: Lightwin; R. Haberstock; 304 South Lakewood; Orlando, Fla.
 ELTO: no other info; J. Cavanaugh; Box 296; Pelalima, Calif.
 ELTO: Mod 4266; Ser 7805; H. Wirth; 608 Wicker-sham; Ft. Benning, Ga.

MOTORS SEEN

EVINRUDE: Row Boat Motor Mod NS; Ser
Mrs. C.H. Schneider; N75 10343; J. Ducharme; 117
W15472; Menomonee Fls; Wis New Boston; Fairhaven, Mass Montana
EVINRUDE: Speeditwin; W. EVINRUDE: Quad; James
Patch; Minier, Illinois Sweeney; 8308 W 82nd; Belleville, Illinois
61759 Bloomington, Minn. ~~EVINRUDE: Row Boat Motor; H.
Crouch; 38 Woodside Drive
Belleville, Illinois~~
EVINRUDE: Row Boat Motor; EVINRUDE: Mod 4148; Ser
M. Steilow; 1327 E 4th; 0934; C. Nichols; 358
Sioux Falls, South Dakota Marble; Cadillac, Mich. San Diego, California
EVINRUDE: 1/2 HP; R.M. EVINRUDE: Mod 4368; Ser
Thurin; 9610 SW Eagle; 07503; W. Foster; 6655
Beaverton, Oregon Newbridge; Cincinnati, O. N.S.W. Arncliffe; Australia
EVINRUDE: Mod 4263; Ser EVINRUDE: Zephyr; D.J.
03852; A. Eastwood; 6844 RT 3, Box 658; Knox,
SW 55th; Portland, Oregon Indiana
EVINRUDE: Row Boat Motor EVINRUDE: Row Boat Motor
H. Eagan; 1398 B street; D. Ruff; 824 13th St. SW
Arcata, Calif. Great Falls, Montana Warren, Ohio 44481
EVINRUDE: Row Boat Motor EVINRUDE: E. Sacks; Bank
P. Kosola; Britt, of Bethesda; Bethesda, EVINRUDE: 1938; 2.5 HP?; A.J.
Minn. 56710 Maryland 20014 Los Angeles, California
EVINRUDE: Mod 4261; Ser EVINRUDE: Kleo Quad; G. EVINRUDE: Mod 6018 & 6039; W.
00203; W.A. Moore; Box Buffum; RD #1; Verboor; 411 N 1st;
201; Silver Springs, Fla. Endicott, New York Hillsboro, Oregon
EVINRUDE: Row Boat Motor EVINRUDE: Row Boat Motor EVINRUDE: Mod T; Ser 2264;
R. Tucker; 19 Sunset; R. Dueber; 2550 Jolie Pt
Paoli, Penn. West Linn, Ore. 97068 C. Brahm; 5000 N 132nd;
EVINRUDE: Sportwin; H. EVINRUDE: Row Boat Motor Butler, Wisconsin
Edwards; Idaho Falls; R. Wood; Box 126; EVINRUDE: Mod H; Ser 10H158;
Idaho Ozark, Missouri 65721 R. Stevcken; 21 E 47th;
EVINRUDE: Row Boat Motor EVINRUDE: Row Boat Motor Bayonne, New Jersey
D. Dixon; 7336 E Garfield F. Christman; Star Rt 8; EVINRUDE: Speedifour; S.
Scottsdale, Arizona Cold Brook, New York Usdan; 120 Monroe;
EVINRUDE: Mod 4346; Ser EVINRUDE: Row Boat Motor Memphis, Tenn.
00883; P. Kerr; Box 614; W.E. Gutzmer; 1257 E 3rd
Santa Paula, Calif. Salt Lake City, Utah EVINRUDE: Row Boat Motor
EVINRUDE: Row Boat Motor EVINRUDE: Mod 4263; Ser P. Gere; 2535 Great Neck;
K. Boner; Box 123; 63887; W. Porter; 2514 Copiaque, N.Y. 11726
Arton, Oklahoma 74331 Pacific; Forest Grove, Ore EVINRUDE: Mod 4407; Ser 09857
EVINRUDE: Mod 9082; Ser D. Hicks; 1015 Jefferson;
01082; R. Campbell; EVINRUDE: Row Boat Motor Traverse City, Missouri
Cleveland, Ohio Ashley, Ohio EVINRUDE: Row Boat Motor EVINRUDE: Row Boat Motor; O.
EVINRUDE: Speedifour; F. Richardson; 317 Orr; 1745 Nash Drive;
W. Tesch; 74 Canton St; Orange; Missoula, Montana Saint Joseph, Michigan
Tonawanda, New York EVINRUDE: Mod 4156; Ser EVINRUDE: Mod 4271; Ser 01876
F. Wright; Box 4104; 01955; M. Raymond; Box W. Middagh; Box 127;
Stockton, California 131; McBrides, Michigan Verdi, Nevada
EVINRUDE: Row Boat Motor EVINRUDE: Speeditwin; EVINRUDE: Mod 6039; Ser 11028
R. Ducharme; RFD #2; L. Hunt, Jr.; 14801 J. Baryo; 1112 E. Lemon Ave.;
Woonsocket, Rhode Island Blaine; Posen, Illinois Leapoc, California
EVINRUDE: Ser 05316; Mod EVINRUDE: Mod 4263; Ser EVINRUDE: Mod 6039; Ser 07797
4362; F. Andrews; Box 05375; L. Dupuy; 69 Manor A. Shaffer; 236 S Market St;
452; S Webster, Ohio Copiaque, N.Y. 11726 Wocster, Ohio 44691
EVINRUDE: Mod 6039; Ser EVINRUDE: Sportwin; 1940; EVINRUDE: Sportwin; 1940;
20130; L. Sava; RD #2; G. Fischer; 2708 Lerwick Avon, Connecticut
Cato, New York Sacramento, California EVINRUDE: Sportwin; 1936;
EVINRUDE: Mod 4102; Ser EVINRUDE: Row Boat Motor J. Witulski; 430 Beebe St.;
0241; C. DeWitt; Rt 4, Box R. Soderstran; 870 Mill Alpena, Michigan
710; Brookville, Florida Elgin, Illinois EVINRUDE: Fractional HP Motor;
F. Willis; 494 Buena Vista;
Redwood City, California

MOTORS SEEN

| | | | |
|--|--|--|---|
| JOHNSON: Mod 100; W. Davis; 261 Conlins; West Hill; Ontario Canada | JOHNSON: Mod KB; F. Maciejewski; 244 Lake; Sayner, Wisconsin | JOHNSON: Large opposed twin; R. Schroeder; 937 8th Ave. SW; Rochester, Minn. | JOHNSON: Large opposed twin; M. Mokean; 730 Indian #6; Sarina, Ontario Canada |
| JOHNSON: Mod P-30; C. Weingartner; 106 S. Mulberry; Mansfield, Ohio | JOHNSON: Large opposed twin; W. Briggs; 9660 Ivanhoe Ave.; Schiller Park, Ill. | JOHNSON: Mod A-35; R. Palmer; 6417 Blaine; Spring Grove, Illinois | JOHNSON: Mod P-40; F. Laucher; 157A Mt. Rd.; West Holyoke, Massachusetts |
| JOHNSON: Mod J-25; W. Sprague; RFD Box 205; Machias, Maine | JOHNSON: Large twin; F. Wall; 69 Crescent; Sydney Mines, Nova Scotia | JOHNSON: K series twin; F. Dettloff; 13462 Steeflet; Gibraltar, Michigan | JOHNSON: Mod A-25; L. Sollers; 523 Harvey; Danville, Illinois |
| JOHNSON: Mod A; J. Deming; Rt 2, Box 440; Apopka, Fla. 32703 | JOHNSON: Large twin; M. Farr; 6165 Susan; Noraville, Georgia | JOHNSON: Mod K-35; C. Maurus; 1239 S Avon Belden; Grafton, Ohio | JOHNSON: Mod LT-39; H. Rasmussen; Rt 2; Blair, Nebraska 68008 |
| JOHNSON: Mod MS-39; M. High; 409 E. Delaware; Decatur, Mich. | JOHNSON: Mod KP-45; K. Merryman; 1218 St. Stephen Cahokia, Ill. 62206 | JOHNSON: Mod A-35; J. K. St. Paul, Minn. | JOHNSON: No other info; E. Rawshe; 1114 American; Salt Lake City, Utah |
| JOHNSON: Mod POLR-15; E. Delholm; Rt 2, Box 59; Pearl River, La. 70452 | JOHNSON: Large twin; M. Korb; RR #3; Cadott, Wisconsin, 54727 | JOHNSON: Mod HS-10; C. Qualls; RR #1; Dupo, Illinois 62239 | JOHNSON: Waterbug; L. Domzalaki; 12330 Glenfield; Detroit, Mich. |
| JOHNSON: Mod A; N. Boehm; 1377 Sunningdale; Groose Point Woods, Mich. | JOHNSON: Mod A-35; J. Burgy; 729 Cakdale; St. Paul, Minn. | JOHNSON: No other info; J. Boysen; 1100 S 7th; Sioux Falls, South Dakota | JOHNSON: Mod PO-15; L. Hofeher; Rt 1, Sunnyside Rd.; Vermillion, Ohio |
| JOHNSON: Mod A-25; C. Noah; Box 210; Boline, Texas | JOHNSON: Mod HS-10; C. Qualls; RR #1; Dupo, Illinois 62239 | JOHNSON: Mod OA-55; J. Dibelka; 147 Catalpa; Chicago, Illinois | JOHNSON: Mod S-45; L. Symons; 1533 Allen St.; Allentown, Pennsylvania |
| JOHNSON: Opposed Twin; G. Hamers; 4012 21st; Racine, Wisconsin | JOHNSON: Mod PO-39; R. Hulilt; 6104 W 79th; Prairie Village, Kansas | JOHNSON: Large twin; T. Brown; 8034 S Marshfield Chicago, Illinois | JOHNSON: Mod KA-10; W. Shink, Sr.; 24720 Ursuline; St. Clair Shores, Michigan |
| JOHNSON: 4 Cylinder; A. Heind; Box 103; Osage Beach, Missouri | JOHNSON: Mod K-40; R. Rice; 5702 Van Dyne; Oshkosh, Wisconsin | JOHNSON: Mod 300; D. George; 504 1/2 Maple; Durham, North Carolina | JOHNSON: Alt. Twin; W. Johnson; 4037 SW 65th; Apt 9; Miami, Florida |
| JOHNSON: Mod A-35; C. Hobbins; Airport Rd. Sixes, Oregon 97476 | JOHNSON: Mod A-25; G. Dickson; 1944 Davebrook; Clarkson, Ontario Canada | JOHNSON: Mod PO-15; M. Jeff; 3731 SE 14th; Gainesville, Florida | JOHNSON: Mod 300; Grace Davis; 803 S Allen; Centralia, Missouri |
| JOHNSON: Mod A; Ser 709; E. Freisleben; 2712 6th; Wausau, Wisconsin | JOHNSON: Mod A; F. Biba; 4843 Governor; San Diego, California | JOHNSON: Mod A; F. Biba; 4843 Governor; San Diego, California | JOHNSON: Mod J; James O'Toole; Sauk Centre, Michigan 56378 |
| JOHNSON: Mod OK-15; J. Hall; Kirk's Ferry; Prov Quebec Canada | JOHNSON: Mod LT-38; A. Hiller; 51 Paardeburg; Kingston, Ontario Canada | JOHNSON: Mod OK-75; C. Boutilier; 70 Bay St. Trenton, Ontario Canada | JOHNSON: Mod AT-10; Christine Burdick; Box 242, RFD Turners Falls; Bernardston, Mass. |
| JOHNSON: Mod LS-37; A. Sirols; 10 Pleasant; Lewiston, Maine | JOHNSON: No other info; C. Davidson; RFD #2; Athens, Pennsylvania | JOHNSON: Mod A; W. Thomas; 2712 NE Regents; Portland, Oregon | JOHNSON: Mod A-25; C. Porter; 661 Walker; Utica, New York |
| JOHNSON: Mod LT-37; H. Lindahl; Rt #2; Kane, Pennsylvania 16735 | JOHNSON: Mod A; F. Biba; 4843 Governor; San Diego, California | JOHNSON: 3 motors; Bert Hansen; PO Delta Jct.; Mi. 227; Richardson Hwy; Black Rapids, Alaska | JOHNSON: 4 cylinder; W. Anderson; Box 742; Madras, Ore. (Does 40 mph on 12' Larson) |
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MOTORS SEEN

| | | |
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| JOHNSON: Mod K-50; Ser P. Darant; Box 737; Seward S. Alaska | JOHNSON: Mod T-4077777 R. Shupe; 137 Whittlesey Norwalk, Ohio 44857 | JOHNSON: Mod A-80; Ser 244377 J. LaFrance; Rt 3; St. Anna, Illinois |
| JOHNSON: Mod A; Ser E955 R. Jeschke; 522 S 6th; Klamath Falls, Oregon | JOHNSON: Mod A-35; SER 68949; R. Pearman; 1214 Major; Ottawa, Ontario, Can | JOHNSON: Mod F-85; Ser E02386 H. Zimmerman; 1286 18th; Huntington, W. Va. 25701 |
| JOHNSON: Mod A; Ser 3937 J. Wolf; Box 526; Rainier, Oregon | JOHNSON: Mod K-35; Ser 54583; W. Wells; 705 Glen Arbor; Dallas, Texas | JOHNSON: Mod 810; Ser 281135 B. Wright; 53 Hampden; Asheville, North Carolina |
| JOHNSON: Mod A-45; Ser 110961; W. Wise; 15573 Darion; Clearwater, Fla. | JOHNSON: Mod PO-15; Ser 607582; D. Vick; 38708 Lansford; Palmdale, Calif. | JOHNSON: Mod 110; George Campbell; 343 Alexander; Kamloops, B.C.; Canada |
| JOHNSON: Mod F-75; H.J. Rardin; Star Rt Box 448 Oakridge, Oregon 97465 | JOHNSON: Mod ER-40; Ser 79878; T. Rivette; 1715 S 15th; Plattsmouth, Nebraska | JOHNSON: Mod A-25; W. O'Brien 703 Wilder Building; Rochester, New York 14614 |
| JOHNSON: Mod 100; L. Reu; 882 Northampton; Buffalo, New York | JOHNSON: Mod KA-37; K. Zotter; Box 483; Coral Gables, Florida | JOHNSON: Mod K-45 & GM-55; L. Townsend; 7241 Sayre; Oakland, California |
| JOHNSON: Mod J; Harry White; 3206 NE 57th; Portland, Oregon | JOHNSON: Mod K-45; D. Steward; 409 Nebraska; Helton, Kansas 66436 | JOHNSON: Mod AC-35; J. Utinske; 9 Belle Place; Springfield, Illinois |
| JOHNSON: Mod 200; E. Olsen; Rt 1, Box 150; Thief River Falls, Minn. | JOHNSON: Mod PO-15; L. Turk; 18 Fairmount; Little Rock, Arkansas | JOHNSON: Mod 200; Gerald Todd; 7285 Elphick; Sebastopol, California |
| JOHNSON: Mod MD-39; N. Singletary; 613 Bowie; Sulphur, Louisiana | JOHNSON: Mod 100; J. Ramberg; 210 N Greeley; Stillwater, Minnesota | JOHNSON: Mod A-25; W. Frangen 9101 Penn Ave S Apt. 204; Bloomington, Minnesota |
| JOHNSON: Mod A; J. Osborne; 2723 Genesee; Ft. Wayne, Indiana | JOHNSON: Mod PR; R. Rowland; Box 77; Bloomington, Ohio | JOHNSON: Mod 200; G. Schwartz 811 Park Street; Itonia, Wisconsin |
| JOHNSON: Mod KA-37; J. McGay; Box 377; Almont, Michigan | JOHNSON: Mod 100; A. Pearce; Box 222; Moores, Ontario, Canada | JOHNSON: Mod 500; W. Read; 41 Adams Blvd; Silver Bay, Minnesota |
| JOHNSON: Mod A-75; L. Valbasa; 1040 Bermuda; San Mateo, California | JOHNSON: Mod S-45; R. Bielewitz; Rt 2, Box 341 Mundelein, Illinois | JOHNSON: 1936; J. Staley; 203 Jean; Pequa, Ohio 45356 |
| JOHNSON: 1938; C. Dady School District #12; Glide, Oregon 97443 | JOHNSON: Mod A-25; W. Thornburg; Box 579; Flagstaff, Arizona | JOHNSON: Mod KA-10; L. Peters; 550 East A Street; Dixon, California |
| JOHNSON: Mod K-75; J. Kari; 511 Ironton NE; Minneapolis, Minn. | JOHNSON: Mod 200; D. Kivi; 1036 S Lake; Marquette, Michigan | JOHNSON: Mod PO-15; R. Cole; 860 S 15th; Marion, Iowa 52302 |
| JOHNSON: Large Twin; L. Haneline; 637 W Marion; Monticello, Illinois | JOHNSON: Large Twin; L. Perry; 33365 Regal; Fraser, Mich 48088 | JOHNSON: Mod A; L. Avery; 2328 Amherst; Kalamazoo, Mich. |
| JOHNSON: Small Twin; E. Garron; RD #2; Avoca, Pennsylvania | JOHNSON: Mod OA-55; D. Davis; 5702 S 13th Apt 1 Omaha, Nebraska | JOHNSON: Mod LS-39; N. Sargent; RR 3; Lakefield, Ontario Canada |
| JOHNSON: Mod A-35; S. Lademan; 8562 Nathan Hale; Center Line, Mich. | JOHNSON: Mod LS-38; J. Arnold; Rt 1 Box 750; Grayslake, Illinois | JOHNSON: no other info; J. Marian; 23525 W Ditner; Rockwood, Michigan |
| JOHNSON: no other info; V. Behncke; 3406 N Booth Milwaukee, Wisconsin | JOHNSON: Mod LT-39?; L. Simmons; 3705 Buffalo; Beaumont, Texas 77703 | JOHNSON: no other info; R. Evans; 98 Klerdale; Monoton, N.B.? Canada |
| JOHNSON: Mod 300; H. Johnston; 7825 E 49th; Kansas City, Missouri | JOHNSON: Mod OA-55; G. Sutherland; 110 Deer Park London, Ontario Canada | JOHNSON: Lightwin; R. Jordan Grant Road 182A; Ridgway, Pennsylvania |
| JOHNSON: Mod PO-15; N. Johnson; 837 NE 1st; Madison, South Dakota | JOHNSON: Ser 340307; I. Seale; 1620 Paradise; Rockford, Illinois | JOHNSON: Mod 100; Wally Davis; 261 Conline; West Hill, Ontario Canada |

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The July 28th New Jersey Meet auction with Tom "Colonel" Luce presiding. Tom is standing on the sea wall with Harry Holden (R.) looking on. Bob Zipps (L.), Doc Craver (seated), Bob Hampton (plaid shirt), Dick Michel (holding L-A racer) and others are waiting to bid.