

The **ANTIQUÉ OUTBOARDER**

The Pioneering Authority



October

1971

The Antique Outboard Motor Club Inc. is incorporated in the State of Texas as an Educational Institution. The Club is devoted to people all over the world who are interested in the search for, restoration and preservation of old time outboard motors. Regular membership dues are \$9.00 per year. Other membership information available on request. Address membership requests to A.O.M.C.I., Inc., 20505 NW 3rd Av., Miami, Florida 33169.

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The Antique Outboard Motor Club Inc



CLUB BRIEFS

IMPORTANT IMPORTANT IMPORTANT IMPORTANT IMPORTANT IMPORTANT IMPORTANT

Members are urged to check your membership cards and renew your annual dues before receiving a notice. Your remittance early will save the Club time and money. All dues should be forwarded to Mr. Dick Jones, 20505 NW 3rd Av., Miami, Florida, 33169.

PLEASE SEND ALL ADVERTISEMENTS AND REQUESTS FOR SAME TO BOB ZIPPS (ADDRESS INSIDE FRONT cover), Classified Editor, instead of mailing direct to the Outboarder office. Bob will see to it that your ad is properly processed and sent along to the magazine.

RICHARD C. MICHEL IS OUR CLUB CARTOONIST. LET DICK KNOW OF ANY PUNCH LINES OR IDEAS for a cartoon you may have. Dick's address is: 494 Windsor Road, River Edge, N.J., Zip code 07761.

SPECIAL NOTICE TO ALL MEMBERS.....PLEASE NOTE \$9.00 DUES

As reported in the April, 1971 Antique Outboarder, the annual dues for membership in AOMCI have been increased to \$9.00. Any member providing out-of-date Club literature to prospective new members should first make the necessary correction to the application form. This will make Dick Jones' job a lot easier!

DAVE REINHARTSEN AND FAMILY HAVE RETURNED TO TEXAS TO TAKE UP RESIDENCE. DAVE'S NEW address is 720 Pinehurst, Richardson, Texas, 75080. Telephone is (214) 234-1743. Dave now is employed by F & M Systems Co., Dallas, and has a position which allows a good deal of travel. So keep your shop ship-shape - Dave may just drop in for a visit!

1971 MARKS THE 50th YEAR SINCE THE INTRODUCTION OF THE JOHNSON OUTBOARD MOTOR. THIS event is highlighted since Johnson Motors Division of OMC is still producing and selling motors. Please look on page 17 for the story and a possible surprise benefit to AOMCI.

THE MOTOR REGISTRATION JOB WILL BE HANDLED BY DON PETERSON OF 2884 S.E. FRANCIS, PORTland, Oregon, 97202, from now on. In the coming weeks, Don will be collecting and updating the registration records from Bob Hampton, who has done a fine job for the Club in the past. A new part of Don's job will be to write the Collector's Gallery article for each issue of the Outboarder magazine. Don will let you know more about the registration function later; but meanwhile, let's all pitch in and help when he asks for pictures and information.

MARK WRIGHT WILL CONTINUE TO TAKE CARE OF THE AOMCI MANUAL OF PARTS SOURCES DISTRIBUTION and content. Members are encouraged to report to Mark those new parts sources they find so that said sources may be included in the next edition of the Manual.

BILL MOTLEY COULD PROVIDE MEMBERS WITH A MORE EFFECTIVE NEWSLETTER IF ALL OF US WOULD submit advertisements (through Bob Zipps) and Chapter activity schedules. Let's break loose a list of those parts and motors that will probably just lay there forever anyway -put a reasonable price on each item- and send it to Bob. Other guys can use the pieces and you can use the proceeds to upgrade your collection. Let Bill know of meetings, shows, meets and other local events that may appeal to others.

MORE DECALS AVAILABLE... NOTE THE DECALS FOR SALE ADS IN THE TRADER'S COVE SECTION. John Harrison offers an Evinrude Speedifour decal plus a set of Big Four overlays that match perfectly; Bill Salisbury has for sale Johnson P series tank decals and Bob Brautigam has just put Elto tank decals on the market. The ads give more details.

A WORD OF CAUTION: MANY OF OUR MEMBERS ARE STARTING TO OPERATE VERY HIGH SPEED MOTORS on fast racing boats. Be careful! Make sure your rigging is adequate! Drive safely!

MEMBERS ARE REMINDED OF THE POLICY OF NO MORE MULTI-YEAR MEMBERSHIPS. All Club memberships on a dues paying basis are for one year only!

JIM WEBB HAS TO BITE THE BULLET...LAST MONTH'S OUTBOARDER COVER was described by Jim as first published by Hunting And Fishing, in June, 1927 - he thought. Well, Walter Weidman has come up with the original magazine featuring the cover, and it's National Sportsman, July, 1927. The 1927 part was right anyway! There's a photo of the real McCoy at the right.

SPECIAL...The Evinrude fans of America want to wish Elto a happy 50th Anniversary. 1921-1971.

NATIONAL
SPORTSMAN



BABY OLDS - 1928

By
Lillian Peterson

Baby Olds, the Fairchild outboard racer which established a sensational record in the Albany - New York contest



April 22, 1928 - "Baby Olds" looked like a dirigible balloon when she raced across the finish line to win the Albany-New York Marathon Race. This refugee from the sky surprised even the most seasoned followers of racing; with a driver who had never raced before!

Ed D. Widegren drove "Baby Olds" through rough water in the face of a northeaster over the 133 mile course averaging 30 miles per hour using an Evinrude Speeditwin. (Ed. note: The '28 Model U Speeditwin developed 16 HP.)

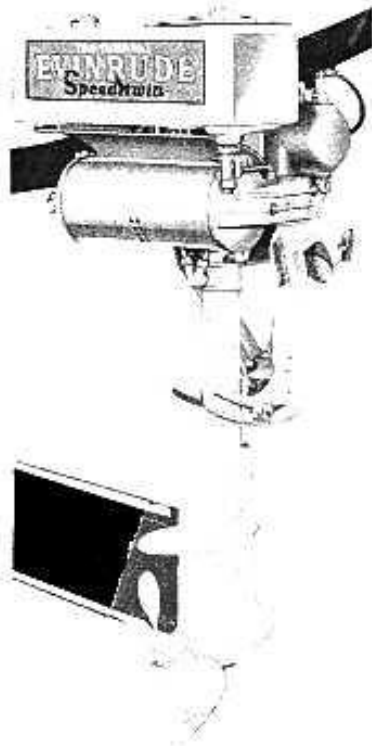
"Baby Olds" was built by the Fairchild Airplane Manufacturing Corporation with the idea of developing a revolutionary type of outboard speedboat, and had been the result of two year's work.

The obvious aeronautical influence in the design was no accident. Harold Kantner, assistant to the Chief Engineer at Fairchild had gotten the idea for the craft from the flying boats' pontoons under construction at the Fairchild Plant. Kantner worked out the dirigible angle to contribute to the best advantage of the speed and stability of the boat.

A careful examination of the boat shows a combination of features. Such as a series of longitudinal steps, used to throw water quickly from the sides of the boat, and to aid planning action.

She was 12½ feet long, with a 51 inch beam, with a wet surface of only 21 inches. The hull of this craft had proven itself unusually fast, and easy to handle in the rough water. A cross step as found on most hydroplanes was also employed.

The craft above the water line was practically oval, and amounts to an airplane fuselage riding on its side. It offered a minimum of wind resistance. The fuselage idea was used in constructing it with airplane cloth, treated with airplane dope and a finish coat of aluminum paint.



> ENDURANCE <

133 MILES

*Albany to New York
in 4 hours 27½ minutes*

Evinrude First, Second, Third, Fourth, Fifth, Seventh, Eighth, Ninth and Tenth in this new speed-endurance event which newspapers and news reels recognized as the most outstanding of all outboard motor events thus far conducted.

Earl Widgren of Locust Valley, driving Baby Olds, shown below, and powered by a stock model Evinrude Speeditwin, led the field of over 90 entrants with elapsed, record time of 4 hrs. 27½ minutes, making the almost unbelievable speed of 29½ miles per hour for 133 miles, April 22nd. The first place Evinrude came in 20 minutes and 40 seconds ahead of any other make of motor.

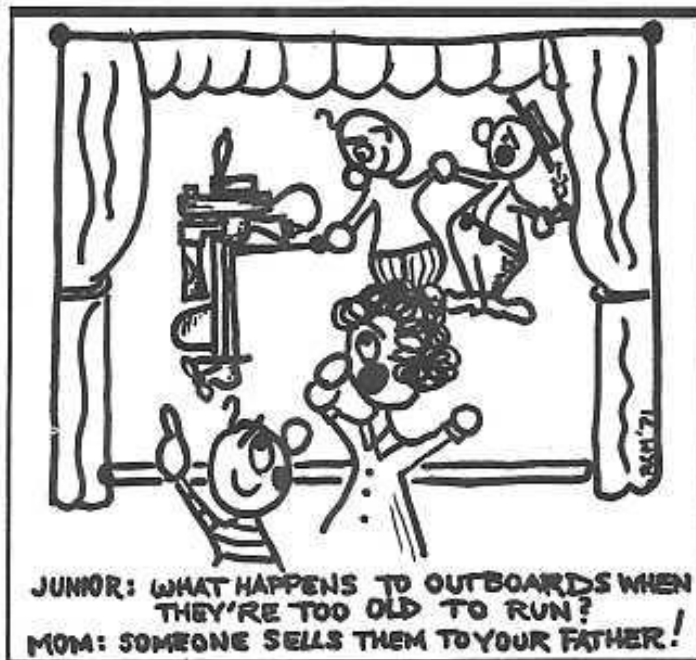


The floatation tanks were built as part of the hull, with one at either side of the stern and gave added buoyancy when the boat got to the planing stage. When Baby Olds ran wide open, she reminded one of a torpedo. She weighed about 123 pounds ready to race.

Sherman Fairchild, the President of Fairchild, commented before the Albany-New York race that his Company was bringing out their "Fairchild Aero" copied after the Baby Olds.

Thus, the 1928 season began with a radical new design which was successful in the first big event. Before the season was over, many new designs, ideas and motors would supersede the "Baby Olds" - A classic racer.

The 1928 Model U Speeditwin developed its 16 HP at 4500 RPM. It weighed 85 pounds and had a list price of \$210.



**JUNIOR: WHAT HAPPENS TO OUTBOARDS WHEN THEY'RE TOO OLD TO RUN?
MOM: SOMEONE SELLS THEM TO YOUR FATHER!**

REMEMBER

Richard M. Jones is handling all new & re-newed AOMCI Memberships and records. All applications, dues and address corrections should be sent to him at 20505 N.W. 3rd Avenue, Miami, Florida 33169

PLEASE CHECK YOUR OWN MEMBERSHIP DUE DATE AND RENEW EARLY. SAVE THE CLUB \$\$



Bill Seibel, Seattle, with one motor that can't pollute anything. It's a one-manpower, hand cranked, very reliable "Ro-Peller" from 1931.

From The President

October, 1971

This message will address the apparent motivation of our members for belonging to the club, examine why the motivation seems to fail and look at ways to strengthen the reasons for belonging. Much of the information presented was obtained during the recent survey.

First, what makes people want to belong? Well, most members of the club are between 31 and 60 years of age, just about evenly distributed. About 10% fall without that range. These people enjoy the club because they have an historical interest in machinery and engines, and are boating enthusiasts. They are evidently quite sociable for they particularly enjoy getting together with people of similar interests. They do not feel that the club is important to them because of an association with the boating industry or because it is a rather unique organization. Only a very few are interested in the club as a market for their motors. Most everyone has been a member for 3 to 5 years. They are most interested in very old motors and unusual motors with a lesser interest in racing motors or developmental motors. Most members own between 2 and 10 motors, except it is surprising to note about 40 members have over 20. Reading about their favorite subject in the club publications seems to be a popular pastime.

Next, let's examine why the motivation seems to get lost along the way. To a degree, the spirit of "working together" is not as strong as it should be. For example:

Surprisingly few members have answered ads in the motors for sale column, and an even lesser number have purchased motors through this service of our club. Apparently most of the fun is going out and finding these things yourself. Only about 20% of our members have ever attended a meet. The rest feel that it is too far to travel and that it takes considerable time. Yet, they do say that if there was a meet in their area, that they would help to organize it.

There's still another way to view the lost motivation, and that's by understanding the reasons why people leave the club. An analysis of the 155 members who dropped out of the club between September, 1966 and January, 1969 shows that 111 did not renew after one year of membership. Of these, 61 had none or an unknown number of motors; 27 had 1 motor; 19 had 2 to 10 motors and 4 had over 10 motors. After two years, 39 more left. Of these, 19 had 0, or an unknown number of motors; 5 had 1 motor; 9 had 2 to 10 motors and 6 had over 10 motors. One member dropped out at 3 years. He had 0 or an unknown number of motors. It is not difficult to see that 103 of 155 members who left the club had 1 or no motors.

Continued on Page 25



LETTERS TO THE EDITOR

ALBANY, N.Y. BOAT SHOW, MARCH, 1971... Here are some photos taken of the old outboards that William Hodges, Phil Kranz and myself (Walt Weidman) put on display at the show:



That's me on the left, William Hodges is in the center with the Clarke and Phil is at rt.



Photo above: Here's two of my motors, a 1916, 2 cyl, 4 HP Koban; and at the right, a 2 HP, 1918, single cyl Spinaway.



Photo at left: from left to right: a 1932 Caille model 79 4 HP single; a 1939 Evinrude Mate, 1 cyl, 1/2 HP; 1938 Bendix Eclipse, 6 volt Electric; 1932 Evinrude 12 volt electric; 1937 Bendix air cooled single, 2 HP and in front, a 1933 Grimes Electric Oar. Phil owns both Bendix'. The rest, I own.

Signed: Walter Weidman

THE AERO MOTOR THAT DIDN'T WORK SO GOOD... When finished reading Phil Kranz' article about the Aero Thrust, I couldn't help but think back when I was a kid, about 1938. The old Plymouth Garage here in Flandreau, S.D. employed an assortment of boat-men that ran a genuine, factory built Sea Sled, claiming speeds of 35 MPH. They traded engines so often, it's hard to remember just what they used. The Sea Sled finally came to a bad end! A 4 cylinder Durant auto engine was mounted in it. It ran well when it ran, but mostly it didn't! The wooden hull eventually just rotted away.

These fellows also played around with quite a large Aero motor-air/propeller type. They even welded up a hydroplane of sorts from flat sheets of metal. There was all kinds of speed available, until they put it in the water. With two men in the boat, it moved maybe 4 or 5 mph. They also tried with one small man, but the boat still wouldn't get up on the step and go. These were fine engine men, but didn't know much about boats at the time.

There was the welder named Charlie, a mechanic named Peg because he had a 2x2 wooden leg -no kidding, cut off above the knee, and still he boated- and the Hudson Brothers, Glen and Ross. That aero motor buzzed and roared fiercely, but went no-where. It needed a better hull. It's over 30 years, but as I recall the boat it was about 4 feet by 10

feet long, and about 15 inches deep at the transom. I don't know what HP the engine was, but the pistons were about the size of quart paint cans. There was no muffler so we all knew whenever they tried it out. Our store was just across the alley from the garage, and I visited the shop often. I know the boys expected speeds of 50 mph from their creation and were broken hearted by the lack of speed.

ON ANOTHER SUBJECT... a while back, someone asked for information about a marine diesel outboard (it was Mark Wright). About 10 or so years ago, we got some advertising from the American Mark Co., on the West Coast. As I recall, they offered two diesels; one was about 9 HP and intended for sailers and tenders or other heavy duty jobs. It seemed to have 2 pistons, opposed, in the same cylinder, with two cranks geared with about four gears, to one central drive shaft. The unit reportedly ran with very little vibration because of the simultaneous ignition and balanced parts. Never saw but one ad on these but somebody on the West Coast must surely have one- and maybe the company is still in business. Signed, Philip A. Ekern

ANYBODY ELSE INTERESTED IN SPARK PLUGS?... A while ago you wanted people to write in, giving the names of odd spark plugs that we have. Here are some that I have: Pacy 38s Miniature (British), Gunshot (silvered electrodes), Wizard, Energex P, Mosler Spitfire, U-M, Firestone Polonium, Shurhit Borg-Warner, B.F. Goodrich and Cross Country Twin Power. Signed: Phil Kranz Ed. Note: The inquiry was made to see if there was any real interest by Club members in old sparkplug types and technology. Is there? More on old spark plugs in the Florida Chapter news article.

WRONG WAY SALISBURY....

AMBASSADOR
HOTEL OF
Waikiki
2040 Kuhio Avenue / Waikiki
Honolulu, Hawaii 96815

Here I am in Hawaii,
after leaving San Fran-
-cisco for Alaska.
Once in a while, you
get a bad compass!!

Am enclosing a picture of Tom Costello's (New Zealand) boat built to plans of the Johnson boat and powered by his "Sea-Horse 32". Tom is shown taking his pals for a pleasure cruise around the very beautiful Tauranga harbour.

Tom says this picture was taken sometime between 1942 and 1945. He still has the original parts catalogue for this motor. Looks like the boat is moving quite well even with five guys aboard!



Will send some photos of my hydro rig when I get through with refinishing it. I should get to it after returning from my vacation to New Jersey, in mid-September - or late September if I get another bad compass. Regards, Bill Salisbury

Of Immediate Concern

Senator Gaylord Nelson of Wisconsin has taken dead aim at the nation's eight million outboard motors. He has introduced a bill in Congress, forcing manufacturers to build "non polluting" marine engines and for present outboard users to install "a device to prevent the discharging of fuel into the water".

His bill would call for regulations no later than June 30, next year. What's more, he proposes a \$500 fine for each and every violation, which means every time you yank on the starter cord it's another \$500. Assuming the engine starts!

Senator Nelson's bill is numbered S-2096 in case you feel you should learn more or care to express yourself to anyone on the subject. Signed: Glenn Ollila.



OF HISTORICAL INTEREST

..... *W J Webb*

"The Factory Picnic"

Sixty years ago the FACTORY PICNIC had become a summer fixture for all firms of any size, provided they could afford it, of course. There was beer, baseball, foot races and horse shoe for the men. The gals had fun too, although on a more subdued scale. There was always a rolling pin throwing contest (how many of you guys know what a rolling pin is?) and some foot racing, always won by one of the daring young things who would raise her skirts knee high and outspeed her more modest sisters. A fine time was always had by all. Naturally, families of employees were invited, and came.

The 1913 Evinrude Factory Picnic held at Waukesha Beach at the south end of Pewaukee Lake just west of Milwaukee met all of the standards of the day. All who could attend met at the Evinrude Plant at 279 Walker Street, boarded three Interurban trolley cars and hied to the beach. The day was warm and the beer bar was open when the gang arrived. Only beer was served. Hard stuff was seldom served outside a saloon, but there was plenty of beer, all from the tap, nothing smaller than a half barrel either. It was plenty cold too as a whole truck load of 100 pound hunks of ice had been piled over and around the barrels all the previous night. There was plenty of pop for the kids and ladies, although here and there a courageous gal would accept a gulp from the stein of an ardent swain.

As was usual in those days (and still happens now) all the married men gathered at or near the beer stands and their wives gossiped and looked after the kids elsewhere. The unmarrieds paired off and acted with what would be termed horrible restraint nowadays. Why any bold thing that permitted her young man ("boy friend" hadn't been invented then) to hold her hand drew scornful glances and behind-the-hand talk from the viewing (and probably envious) sisters.

Then came the big lunch...ham, cheese, more kinds of Milwaukee sausage for sandwiches than anyone outside of Milwaukee can imagine. Mountains of potato salad both sweet and sour, rye bread, pickles, pickled fish; and at the end, ice cream, rich German pastry and pies, all and more than even the hungriest boy could eat. No limit on seconds, thirds or fourths. There was plenty left for evening supper.

Naturally there were Evinrude Single powered boat rides for all who cared. A few brazen hussies from the office went swimming, in suits that hid a great deal more than does any standard street wear today. Madame Lodova of Chicago had not yet succeeded in getting the gals to abandon the knee-length bloomers that were standard female bathing attire for that day. No wonder there were so few bathing gal pictures snapped in those days.



In the afternoon came the athletic events. One of the high spots was the ladies egg race shown above. The gals ran maybe 100 feet balancing an egg in a tablespoon. The name of the winner is shrouded in the mists of history.



The second photo shows a part of the girls in Mrs. Evinrude's office crew in a standard pose. Mrs. Evinrude is second from the left, seated on the ground. Her sister, Dorothy Cary, is seated on the ground at the far right. Dorothy was a tremendously capable person, an excellent secretary with real administrative ability. Until she married Elto's General Manager, Jake Stern, in 1926, Dorothy ran the office at Elto. In fact, I was hired to take Dorothy's place at Elto in January 1926, when she became engaged to marry Jake. Dorothy broke me in.

Another standard picnic custom was a band, mostly German, which played at intervals throughout the day. Those who wished could dance on a wooden floor provided by the beach. In those days it was the one step, two step and waltz. Occasionally someone who felt himself to be in fine voice would respond to urging and favor the group with a song or two. There was also a ladies' and a mens' quartet. In those days there was no amplifying loud speaker. The vocalists were on their own, and if they couldn't sing

above the band, not many cared. At nightfall, the picnic ended, the whole gang re-boarded the Interurban for Milwaukee. The boys who had imbibed too freely on beer slept in back of the third car, the tired and frequently crying children were grouped in the front car, and those who came through the day pretty well gathered in the middle part of the train.

Mrs. Evinrude told me that on the next day a small group of men came in and thanked the Evinrudes for the nice time. I can't help wondering if that would happen now. All expenses were, of course, born by the Evinrudes. The whole cost came to about \$2.00 a person. Still that was a lot of money in those days. In one respect, the general factory picnic custom could have been more appreciated, but no one could prevail on Mr. Evinrude to say even a few words. He was a shy and gentle man.

Jim

Right: Yard owner, Pat Lee



A tiny sign now marks the narrow road into the yard

The Yard at Parker's Prairie Minnesota

By Bob Brautigan



Once upon a time when almost any outboard enthusiast knew of boats made by Mullins, Cape Cod Dory or Thompson, there was also the Parker's Prairie Boat Works - and there still is! And what's more, a fella' today driving the half-mile or so off the highway, into the place, will see the same boat yard that others saw 60 years ago.

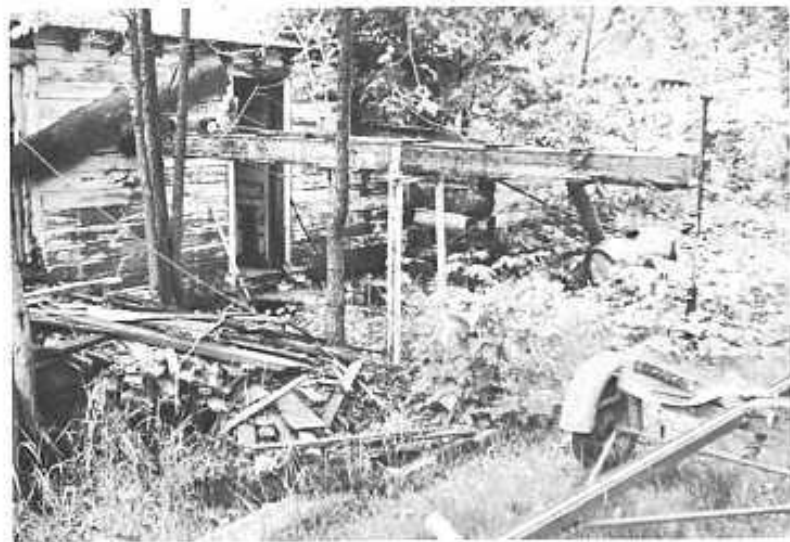
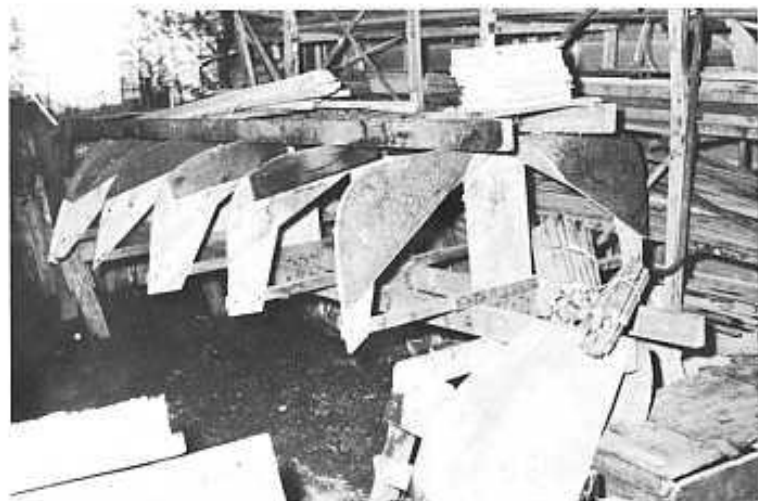
I guess the trees are larger and give more shade, the buildings could use a little more paint and the hum of the bees has replaced the hum of the bandsaw - but you can still buy a boat there, if owner Pat Lee has time to build it. Pat has worked at the yard since 1927 and has owned it for the past 12 years. Outside of making boat repairs, Pat works mostly on Model T's, his hobby nowadays.

The Yard sign by the road is now so small that most folks would miss it - in contrast to the 16 foot, wind-rotated advertising sign of the past. As the blades of the sign turned, first appeared "Rough Water Special - For Inboard or Outboard Motors". Next, "Tipless Hunting Skiff, Lightest Made"; followed by "Fisherman's Friend, The Easiest Rowing Boat Made". The sign, which now lies broken and mostly hidden in the long grass, was one of the many mechanical gadgets of Joe Friet who operated the yard before Pat. In 1929 or '30, Joe was awarded one of the original patents on aluminum boat construction, but never pursued it.



Above: Shade trees and weathered shop buildings

Below: A row boat mold. Stems, keels, ribs and strips on rack behind



Above: The rib and strip steaming boxes, now hardly used

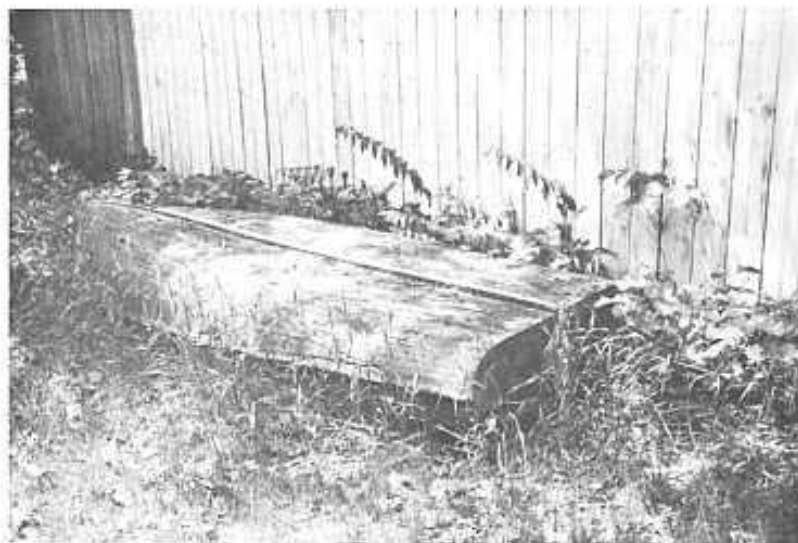
Below: Inside the shop, the paint splattered floor and a 16' row boat needing new pieces





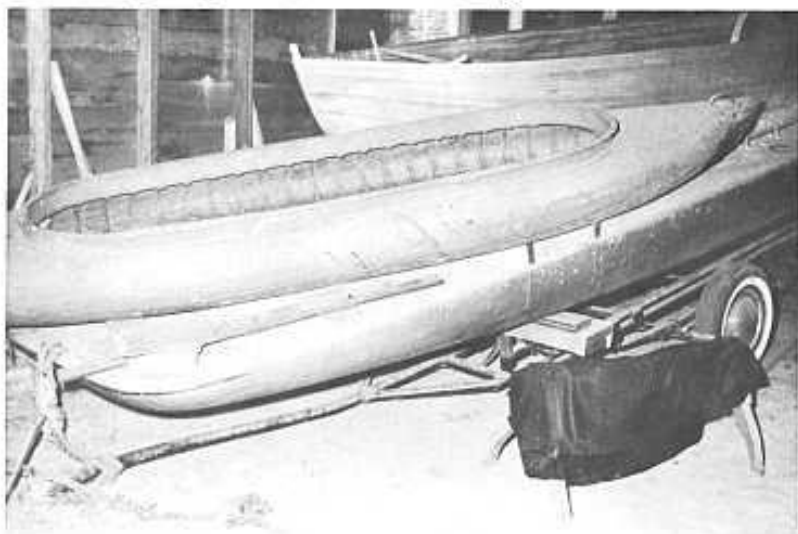
Above: Out in a shed, an outboard model with a long history of fishing trips awaits repair

Below: The fancy aluminum breasthook that decorated the bow of most Parker's Prairie boats



Above: Behind the shed, a real antique waits for its "someday"

Below: A dust covered "Tipless Hunting Skiff" just great for duck hunting





A classy 16' outboard runabout needing a minor touch-up



A brand new 16' "Rough Water Special" ready for its new owner. Horsepower rating is about 10

13

From the beginning, the yard produced rowboats, inboard and outboard boats ranging from 12' to 16' and longer for the inboards. Always, the boats were made from Western Cedar strips fastened to local white oak ribs with galvanized nails. In the old days, the Western Cedar cost \$65 per thousand board feet. Today, it costs \$700-\$800 per thousand.

The boat works even had a dealer, in Park Rapids, Minnesota. Best production was 200 boats built per year, employing 8 men. Most of the boats were sold to fishermen or resort owners. In 1927, a 14' rowboat was sold for \$65, a 16' for \$75. The latter, today, sells for about \$400. Each boat was finished natural inside and painted to suit the owner on the outside. A cast aluminum breasthook completed the trim.

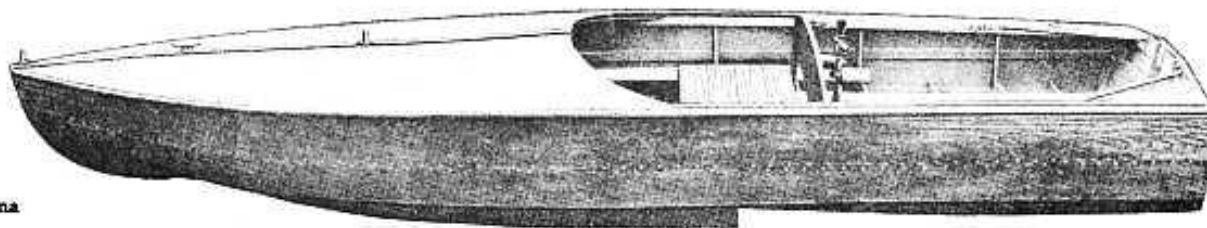
If you're sometime in the Parker's Prairie area, stop a half-mile south of town and spend a few minutes with Pat. Maybe he'll show you around the place, where an old outboard motor standing in the corner would be right at home.

The White "Premier"

*A Safe and Speedy
Outboard Hydroplane*

Write today for descriptive literature

O. F. WHITE BOAT WORKS, Syracuse, Indiana



THE "Premier" is a very fast and seaworthy thirteen-foot single-step hydroplane having a 31-inch beam and double concave bottom. It is of very rigid construction and is planked with clear straight grained butternut or cedar, copper and brass fastened. Light in weight (only 105 pounds), the "Premier" attains a speed in

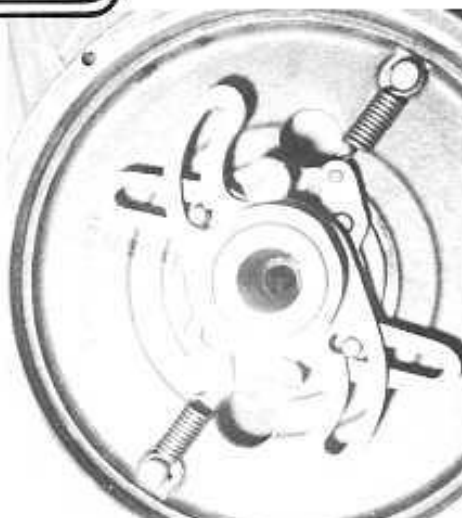
excess of 20 m. p. h. with a Class C motor. It rides with the least resistance and without throwing spray low under boat. Equipment includes steering wheel, tiller rod, pulleys, flag pole and socket, mooring cleats, spruce paddle and life preserver cushion.

RICHARD A. HAWIE

NOTES FROM THE CURATOR

While not forsaking antique outboard motors, we have put them aside for a season of A.P.B.A. Stock Outboard racing, so our in-depth articles on the 30 cubic inch motors will be postponed til colder weather.

Jim Webb, as he so often does, has cleared up the mystery of the linkage on the flywheel of our Elto Super C. It was an automatic spark advance mechanism. You left the spark lever centered over the carburetor and the centrifugal force advanced the point cam. Unfortunately the mechanism didn't work well in the field and the arms were clamped together by two screws and nuts. The picture on page 16 of the April, 1971 issue is of the spark advance mechanism clamped by two hex head screws. The picture is with the stops removed.



The pictures furnished by Les Stevenson on pages 21 and 34 of the July issue are of the 1933 Albany-New York Marathon. I have movies of some of the marathons which were given to me in a shoebox and it required a great deal of research in order to date these movies. Fortunately I now have some data on the various marathons and can determine the years of my movies. Since there seems to be a great interest in racing in the Club, let me add what I have found out about the various pictures.

Because the drivers look fresh and the boats unscathed, I assume that these pictures were taken at Albany before the race. With reference to page 21, the left column of pictures defy identification at present. Ken MacKenzie, New Haven, Conn., the 1932 runner-up finished 25th in 1933 using an Elto C on a Humarock Baby, and the top picture might be of his boat though it is not certain. The second picture of the Johnson "PR" leads me to ask our "Ed." - how do you know it's not a "SR"? As a supposed expert on motor identification I must admit that I can't tell from the picture. The Johnson SR and PR motors not only looked alike; many of the parts were common to the two models. Did you notice the high heels on the fellow bending over studying the motor? Unfortunately the boating magazines list the entrants by motor and boat make or name. They don't list the boat numbers so I can't guess who B-3 is.

The dual carb Johnson VR-50 can be none other than the boat of George Pauli, Jr. then of Danbury, Conn. Driving "Pauli's Cyclone" he finished 9th over-all and second in class C II. In 1933 the racing rules were changed eliminating classes D and E. "D" engines were allowed to compete in class C and E engines in class F, if you were wondering how a "D" engine could place in class C. Drivers were divided into two divisions. Division I was for amateurs and division II for professionals.

The bottom right picture is somewhat of a mystery. It looks like Fred Jacoby, Jr., but this boat has a wide cockpit and is not the boat he is pictured finishing in in 1933. The boat looks like the boat Fred is pictured in in 1931 though that boat was numbered J 120.

Our average of identification picks up on page 34. Miss Shirt 6th is the boat of

E. H. Patterson, Jr., of Troy, New York, who finished third in C I. Mr. Patterson was, as I recall, the original hard hat having purchased a brown derby on the way to a race at a time when linen or leather aviator helmets were the uniform of the day.

Demon was driven by Leonard Jacobson, Far Rockaway, Long Island to second in C I. Jed Hanley's boat is named Green Horns and finished third in Class A which was run as an open class. Mr. Hanley raced inboards in later years, is a past president of the A.P.B.A. and an Honorary Life Commodore.

The Waukegan News-Sun sponsored a three boat team appropriately named Miss Waukegan A, Miss Waukegan B and Miss Waukegan C driven by Jack Maypole, Art Jacobs and Andy Gantner. Miss Waukegan B was driven by Art Jacobs of Chicago to a second in B-open. Mr. Jacobs was the national champion in class B I in 1932 and won the first heat of B I at the 1933 nationals only to suffer engine trouble and lose the rare chance to win two consecutive national championships.

The middle picture, Flyaway, is the boat the Fred Jacoby, Jr., raced to second in C II in 1933. To recount all of Mr. Jacoby's feats would take a month of research. He is the best known of all racing drivers and was elected a charter member of the A.P.B.A. Honor Squadron, power boat racing's Hall of Fame.

Boat N 87 "Wow" was driven to first place in class F I by John G. Plunkitt or Plunkett of Brooklyn, New York. Motor Boating and Rudder spell it Plunkitt Yachting spells it Plunkett.

Thanks to Mr. Stevenson we not only have a look at boats of the past, but the boats of some of the top drivers of the time.

I found it interesting that there was even then a near-even split between the advocates of direct steering cables fastened at the steering bar and return pulley steering cables which go around a pulley on the steering bar and dead-end on the deck or coaming strip. Which is best is a deep philosophical question as unanswerable as the question of the superiority of Ford or Chevy.

The 1933 Albany-New York Marathon was unique in that it was the first one in which a handicap system was used to allow the smaller classes a chance at the grand prize. The A.P.B.A. rules no longer allow a grand prize; equal prizes must be given for each class. At that time the first boat to finish was the winner and some years the trophies and prize money were considerable. Until 1933 an "F" or "D" boat won, but a handicap system amounting to 75% of the class mile record with F class being scratch was used in 1933. The first finisher was Bill Feldhusen of Stapleton, Staten Island, driving a Class C II boat. The second and third boats were Class "A" boats driven by Cab Waller, and Jack Maypole of the Miss Waukegan team.

This was the first year that the class "A" boats were allowed to compete, and there was much discussion as to whether they were too small and underpowered to finish the long grind. Eight out of thirteen finished the race establishing the class "A" boats as marathon competitors, although a class "A" boat was never the over-all winner. By 1941 Paul Birbarie of Branford, Conn. finished the race in a 7.5 cubic inch class "M" hydro, the only class "M" driver to ever finish the marathon.

The class winners in 1933 were: A open - Cab Waller, B open - George Waller, C I - Roy Straley, C II - Fred Jacoby, Jr., F I - John Plunkitt, F II - F. O. Hanson. George Waller and Paul Birbarie are still active members of the Connecticut Outboard Association. If you are interested in racing history it might pay to seek out the nearest racing club for some of their old timers may have raced back in the old days and have some interesting stories to tell. The members of the Twin Cities Chapter must have had a great time meeting Bill Tenney. I hope someone had a tape recorder.

The picture on page 19 of the fancy outboard runabout is a Laconia Special made by the

Laconia Car Company, Laconia, New Hampshire. They have a full page ad on page 175 of the Sept. 1929 issue of Motor Boating. When you remember that wooden bodies were not uncommon in the early days, it is not surprising that a car company would have the skilled labor to build boats. The motor appears to be an electric start Speeditwin. Laconia was liquidating their boat division in May of 1930, the model pictured was being sold for \$200! Though the picture was taken in 1933, I think it represents a rig of 1930.

Record Keeping For The Collector

by Mark Wright



Simple record keeping concerning your collection of antique motors will yield results over the years of time which can be of definite help and bring surprisingly, quite a bit of satisfaction.

The well organized collection will include a manilla file folder for each engine, which I've found easiest to classify by year of manufacture. At the top of each file folder can be included the year, make, model, HP and serial number. Into each folder goes any and all information you collect on the specific engine catalogues, parts lists, photos, notes of repair and acquisition costs and notes on the personal history of that engine. Visiting or 'phoning collectors needing information you might have will be most appreciative of your ability to quickly pull out of the file everything you have concerning an engine in question.

Keep simple notes as to purchase cost and expenditures made along the way for parts and machine work done on each engine. While some engines will total out to a lot of money after an extensive restoration job, other engines will not. At some future time you may wish to trade or sell an engine. Knowing what you have in each engine puts you on solid ground because if your mind runs like mine, many of the items bought for a given engine are forgotten in time.

While the hobby of collecting, restoring, and operating Antique Outboard Motors isn't really to make money you should protect your investment by keeping written cost notes and filing these where a family friend or member knows their location as they could be most helpful for estate settlement purposes. Put dates on your notes too, as twenty years from now that could be quite important as the value of money changes. You wouldn't want \$20 now for an engine you paid \$20 for in 1960.

When you get an engine, immediately make notes about its personal history. Perhaps the seller can advise you of its original owner and possibly even second, third, fourth and fifth hand owners. Where did they run the engine? Do they have any old photos?

Were you to buy an antique clock or piece of furniture, you will be much more impressed if the item had papers showing a previous owner was an Oliver Cromwell or King of France than another item just like it with no history. Think in terms of 100 years from now! Even if you can't find out any history on the engine make notes of who and where you got it - this can be the beginning of your engine's personal history. As years go on you will find these notes will give you satisfaction and pleasure just reading the story over.

Some of the grandfather outboards are exceedingly difficult to start if you don't know, and easy once you establish the carburetor and spark settings. It's a good idea to make notes of these settings for the seldom run engine so you can check yourself out beforehand when you do run the old fellow. Someone 50 years from now would sure appreciate such records too.

Above all, keep your records complete. Simplicity is the word.

Johnson MOTORS

A DIVISION OF OUTBOARD MARINE CORPORATION

50th YEAR

The Johnson Motor Company was established in April, 1921, by the red-headed, talented Johnson brothers. The oldest, Lou, was the idea man, while Harry and Clarence provided the machine shop know-how.

Only about 100 motors were made in 1921. One of the earlier advertisements appearing in November that year said "Get this, the lightest outboard motor in the world, weighs only 33 pounds". And a lot of folks got them - and are still getting Johnson motors.

For more than 12 years before that time, the Johnson boys had been building inboard boat engines--some as large as 180 HP, airplanes, airplane motors and a motor wheel for bicycles.

It was the bicycle motor that was later made into the first Johnson outboard, which developed 2 HP and was called the "Waterbug". Public acceptance was good, new models were introduced and sales were excellent through 1929--the year in which the name "Sea-Horse" was first used.

The depression of the early 30's saw the purchase of Johnson Motors by the Outboard Motors Corporation, in November, 1935. In 1936, Johnson Motors was named a separate division of a new corporation now known as "Outboard Marine Corporation."

The Antique Outboard Motor Club has the planned opportunity to participate in a 50th anniversary celebration with Johnson Motors, in early summer, 1972.

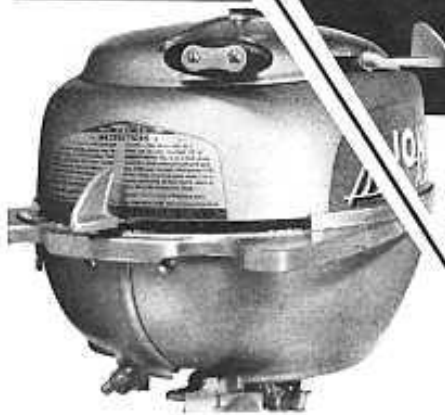
A national AOMCI meet to be held in Waukegan, Illinois, is being considered. An excellent turnout would be a must, so members are encouraged to plan ahead. More on the details later.



NEUTRAL CLUTCH

in the famous 5.0 h. p.* Johnson Outboard Motor

**FLIP THE LEVER—
YOU'RE IN NEUTRAL!**



JOHNSON'S NEW MODEL TN

Johnson Neutral Clutch and Full Pivot Reverse. Alternate Firing. Dual Carburetor. Sure-fire Shock Absorber Drive. Variable Volume Pump. Synchro-Control. Remote Pull Starter. Slow Trolling. No increase in weight (only 44 pounds). AND NO INCREASE IN PRICE!

Mister, this is *IT!* Neutral is now yours in the outboard motor that is renowned for its performance, **DEPENDABILITY**—the famous 5 horsepower* Johnson

Start in neutral. Flip the lever—you're on your way. Stop, with the motor running. Jockey easily and out of tight places. *Johnson Neutral Clutch* brings new convenience, new thrills to outboard motoring!

Prices are lower. Get set early for a full season boating and fishing fun. See your Johnson dealer or look for his name under "Outboard Motors" in your classified phone book.

FIVE GREAT MODELS FOR 1950

- MODEL HD—Small Alternate Firing Twin 2.5 H.P.
- MODEL TN—Medium Alternate Firing Twin with Johnson Neutral Clutch 5.0 H.P.*
- MODEL QD—Large Alternate Firing Twin with Johnson Gear Shift Control and Mile-Master Fuel Tank 10.0 H.P.*
- MODEL SD—Super Alternate Firing Twin with Mile-Master Fuel Tank 16.0 H.P.*
- MODEL PD—Heavy Duty Opposed Twin 22.0 H.P.*



JOHNSON



*AOMCI Certified
H. P. at 4900 r.p.m.

SEA-HORSES FOR DEPENDABILITY



Service Clinic



ENGINE BREATHING - 1907 TO 1935

Part 1

by Mark Wright

Two cycle antique outboard motors underwent many improvements in their breathing layouts in not too many years' time as the makers knew that more fuel burned efficiently would increase the HP and at the same time, permit a decrease in the weight of their engines.

Better breathing allowed, of course, progressively higher RPM which enabled more HP to be extracted from the package. Bearing and structural parts were strengthened simultaneously so the better breathing engine would not only deliver more power but would also endure, a point that many would-be racing mechanics entirely overlook when they attempt to hop up engines, with ruinous results.

The following sketches are oversimplifications of the antique outboard's actual breathing systems. No attempt is made to show itemized detail. Instead, the basic layout is shown so the operation is clear.

Referring to the sketches it will be seen how the makers were able to progressively build better breathing engines. Each new development led to another improvement in the State of the Art, particularly in the 20's and early 30's.

(1) 1907 Waterman Vertical Single Classic in its simplicity, the air/fuel charge was drawn in as the piston went up causing a partial vacuum in the crankcase. The piston on its way up uncovered the carburetor port. The partial vacuum in the crankcase then caused an air/fuel charge to be pushed into the crankcase by atmospheric pressure. The piston came down, closed the carburetor port and proceeded to push the air/fuel mix through the by-pass port into the combustion chamber. Exhausting of the previous power stroke was finished at the same time after having actually started a very few degrees of crankshaft rotation before the fresh air/fuel charge was admitted to the combustion chamber as all the early engines had the exhaust ports located so the initial blast of the exhaust was let "out of prison" shortly before the new air/fuel mix was let in.

(2) 1909-28 Evinrude Single Well known for the clatter of the crankcase-pressure operated poppet valve, top RPM was severely restricted as the By-Pass/Breathing Port was really busy as air/fuel mix went into the crankcase on the upstroke, reversing itself to go to the combustion chamber on the downstroke utilizing the same By-Pass/Breathing Port.

The poppet valve in the carburetor opened on the piston upstroke due to the partial vacuum in the crankcase, drawing in a fresh charge of air/fuel. When the piston came down, the resulting crankcase pressure and valve spring caused the valve to close. When the piston uncovered the upper breathing port the compressed air/fuel mix forced its way into the combustion chamber at the same time the exhausting process was completing itself.

(3) 1921 Elto This design was a break from the earlier ones as the engine's breathing was done on the crankcase, permitting fuller filling which increased the engine's capacity to handle and therefore burn more fuel for higher HP with less weight. The value of larger exhaust and by-pass ports was recognized and used too. Engine HP per cu. in. displacement improved as slightly higher RPM (about 750 more) was attainable.

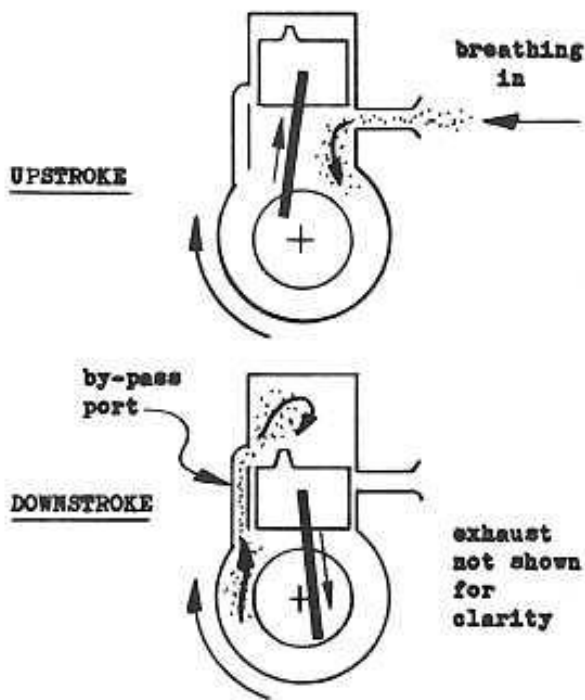


Figure 1. 1907 Waterman Vertical Single

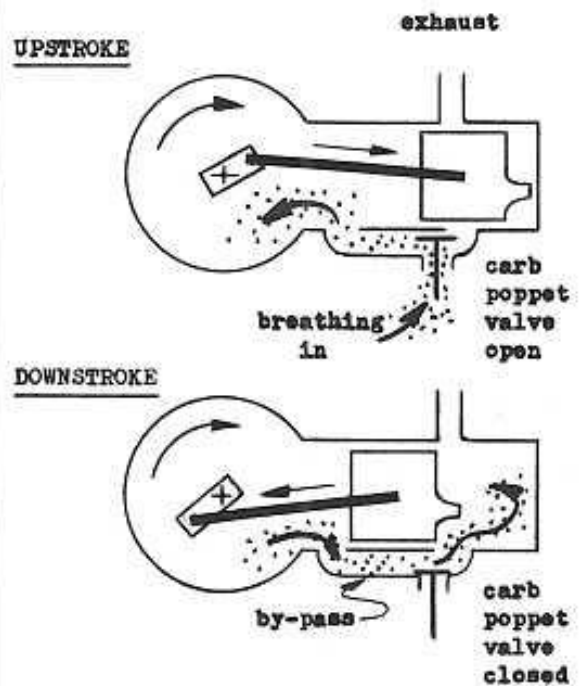


Figure 2. 1909-28 Evinrude Single

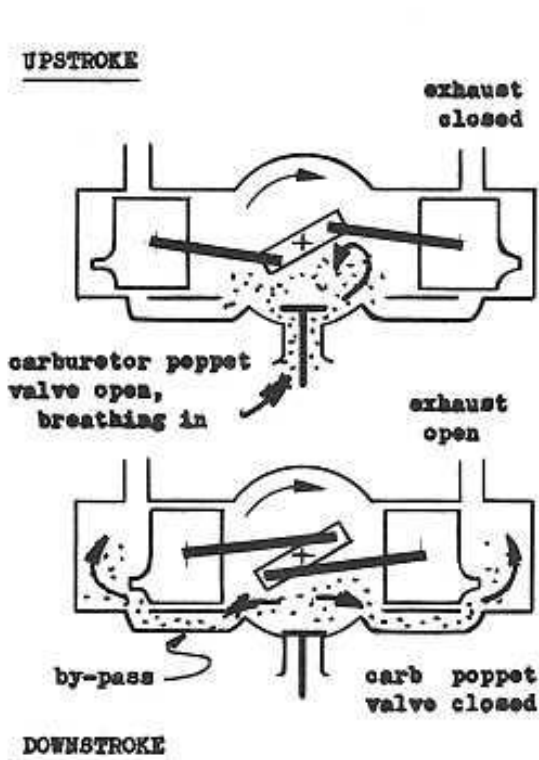


Figure 3. Elto, 1921 Twin

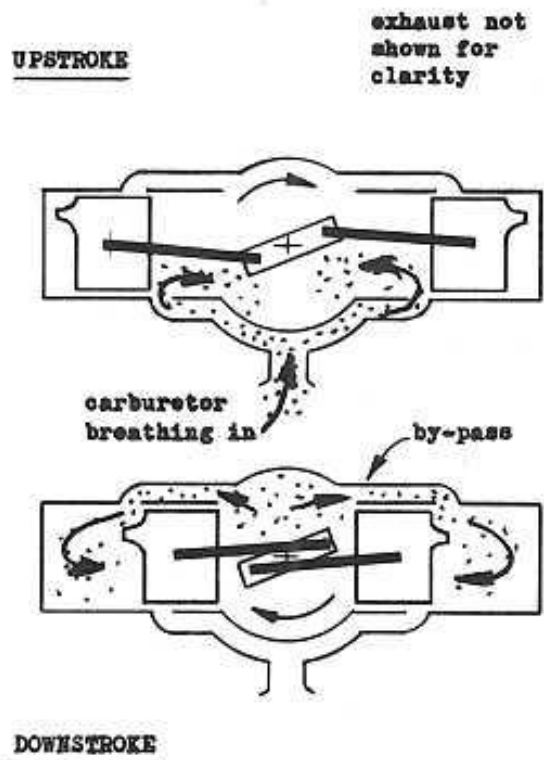


Figure 4. 1922 Johnson Twin

More air/fuel was capable of being swallowed and burned efficiently with this design. The carburetor crankcase poppet valve was operated by atmospheric pressure same as the 1909-28 Evinrude, but it was larger, lighter in weight and used less spring tension. You will realize how important these factors were when you take into consideration the valve was expected to open and close about 29 times a second.

Exhausting and combustion chamber filling took place in the usual manner.

(4) 1922 Johnson This design was also an improvement when you realize the name of the game was to also get more air/fuel quantity into that crankcase. Increased air/fuel swallowing was achieved by putting air/fuel mix into the engine's crankcase from two locations, one at each end of the crankcase. This system was very good in its day and was used by many outboard builders well into the 1930's. (Continued next issue)

Special Interest Group News

Here's a list of the different Interest Groups intended to help focus on your needs for literature, information, parts and fellowship regarding your favorite motor or subject. Notice that not all of the Groups have leaders - volunteers are needed! Write to the Antique Outboarder magazine publishing office.

Giant Twin - Don Peterson	Mercury - Bill Kelly	Clarke - Phil Kranz
Lockwood Chief - D. Reinhartsen	Unusual and rare motors	History - W. J. Webb
Johnson PO - Bill Salisbury	Inboards - P.S. Brooke Jr.	Eltos - Sam Vance
Johnson V Series - J. Harrison	Racing engines and coupling	Cailles - W. Weidmann
Johnson A Series - Bob Zipps	Watermans - Dick A. Hawie	Lockwood - R. Anderson
Antique Boats and equipment	Research - Dick A. Hawie	Martin - Glen Ollila

SMALL INBOARDS REVISITED

by P. S. Brooke, Jr.

A resume of the power boat shows of 1906 showed no great changes in design or construction over the prior year's exhibits. The most noticeable feature was the small number of two port two cycle engines shown. The three port engine seemed to be gaining in popularity and jump spark ignition was forging ahead of the make and break system. Several power dories were displayed at the Boston Show. One twelve foot model built by Goodwin Brothers and equipped with a 1½ HP Atlantic engine sold for \$150 f.o.b. the works.

Turning our attention to developments in England at this time, it is interesting to note some of the makes in production. Any list would include 2 cycle engines offered by Mitcham Company; the Standard Gas Engine Company; Dixon and Hutchinson; Lister & Co.; King; Day and the Paragon Company. Present makers include Stuart Turner, Ltd., who produce a single cylinder engine in ratings from 1½ to 4 HP and Coventry who produce a 2 cylinder horizontal opposed engine in sizes from 2½ to 5 HP. Watercota Marine Engine Ltd. is also in the field with a 1 cylinder model developing 3 HP and a 2 cylinder engine of 6 HP.

The Progressive Manufacturing Company of Torrington, Connecticut, was touting their "Eagle" line of engines in HP ratings from 1 to 10 and asserted they were "The Wonder of 1906". The company also claimed, "We give in value a dollar for every one received".

The prices for which these small engines were offered to the public is interesting and at the same time a commentary on the times. The "Little Skipper" described as "H. D. Baird's Latest and Greatest 2 cycle gas engine" was offered complete with accessories and boat fittings for \$39.00. The bare engine was offered for only \$24.90. The St. Clair Motor Company of Detroit, Michigan sold these engines under what was described as a "five year guaranty".

A larger and more expensive engine was the 5 HP "Incomparable Fox" offered at an even \$100.00 by the Fox Reversible Gasoline Engine Company of Newport, Kentucky, who also made engines of 1, 2, 12 and 18 HP ratings. Another more complicated engine was the Phillips Duplex Governed Marine Motor which was a two cylinder opposed affair with two gasoline feeds and four spark plugs and advertised as non-vibrating.

A fine car builder of the time, Lozier, whose six cylinder ball bearing crankshaft tourings, usually white in color, commanded prices of \$5,000 and upward was very active in the marine engine field in 1906 and offered engines of both 2 and 4 cycle configuration in size from 3 to 55 HP.

Up in Rochester, New York, the Rochester Gas Engine Company was offering engines in size from 3½ to 100 HP and claimed that one of their engines has won the most important motor boat regatta in Scotland. Thus we are led to believe that they were getting overseas customers at this time. In the city that was to soon emerge as the "Motor City"-- Detroit, Michigan--a name that was destined to become an important factor in the marine engine business began to receive national publicity--Caille Brothers. This firm offered a 1½ HP 2 cycle engine for \$35.00 and called it the "Caille Perfection"--"the perfect marine motor". This firm went on to greater fame in the outboard engine field and at one time was very active in racing featuring the "Redhead Racing Team".

Production of some of the lesser known makes of small engines seemed to be soaring. The Detroit Gas Engine and Machinery Company offered their engine labelled "The Major" developing 1½ HP for \$33.15 and claimed to have built 5,000 engines in 1906 and announced they would build 10,000 in 1907. East Boothbay, Maine, was in the act with a line of engines called "Boothbay" in both 2 and 4 cycle types and ranging in power from 2 to 20 HP.

The August 1907 issue of "Yachting" carried an article on what was claimed to be the first hydroplane in America. Some of the statistics may be of interest. Length was 11 ft. 4 inches; beam was 3 ft. 4 inches; power was 8 HP and speed was 21 miles per hour. Thus was the state of the art in 1907.

Another name that began to appear in the ads of 1907 which was to become prominent in the engine field was that of "Ferro" who offered engines of 1½ to 25 HP. This firm would send to any interested person that had a dime to spare a treatise on marine engines. No doubt this "treatise" was designed to quicken the pulse of the engine prospect and direct his footsteps to the nearest Ferro dealer who could solve all his water propulsion problems. Ferro boasted that 2500 of their engines had been sold and that their factory had facilities for the production of 30 engines per day. This firm in later years was one of the suppliers of engines for the short-lived "Saxon" automobile.

Some of the claims made by the various manufacturers are good for a smile. Regal of Coldwater, Michigan advertised a 1½ HP engine and boldly stated, "Our customers say that we are the only manufacturers who put good work into a small engine". The Heinel of Wilmington, Delaware was asserted to be "the engine with the trouble left out". The Easternhouse Engine Company of Taunton, Massachusetts offered a line of engines called "Pearl" and their slogan was "quality remembered long after the price has been forgotten".

A friend of the "do-it-yourself" boatman appeared in the person of Mr. Brooks of the Brooks-Knock Down Boat Company who offered precut frames and planking together with blueprints and instructions. These kits were supposed to enable the boat enthusiast to get afloat at a savings of 2/3 the cost of a factory-built model. This concern offered a combination of a set of boat frames for a 15½ foot boat and a 3 HP copper jacketed engine for the total sum of \$70.00.

Despite the glowing ads for the engines of this period, the fact that troubles were encountered in the attempted operation of these pioneer units is borne out by the fact that a 1908 issue of "Yachting" carried an announcement to the effect that the "Moto Marine Repair Works" was established in New York to "act as a clearing house for engine troubles". Just what action was to be taken on these troubles was not detailed. (Cont. on back cover)

JOHNSON LIGHT TWIN 1921 1927

WATER - BUG

: BY BOB ZIPPS

This month my picture taking capabilities should be expanded as my wife Tricia, surprized me with a Polaroid portrait lens kit for my birthday. Its the good thing that a Polaroid is simple to operate because the last thing in the world I am is a photographer as probably my photos show. Wine improves with age, let's hope my photos do too.

In this article, I am going to go into detail on the assembly that gave the Lightwin owners their biggest pain in the you know what, and that is none other than the water pump.

The water pump was used on all Lightwin models and is located on the top side of the gear case between the lower unit brace and the torque tube. If you come across a twin cylinder Johnson with an exposed pump under a brace, there's no doubt about it, you've landed yourself a Lightwin.

The one outstanding reature of the pump was that when it is in operation, there is no question that it is. By glancing at the water outlet on the back side of the torque tube, the operator could see the spent cooling water coming out like water over Niagara Falls. There is no guess work at all. If no water or a very small amount of water is being discharged, it indicates that the water pump needs attention; unfortunately, this happened more orten than one would like.

The operation of the water pump is extremely simple. When in the running position, the pump is always under water; therefore, it is self priming. Ther are only three moving parts to the pump, the plunger (#13-13) and two valves (13-15). The plunger is the heart of the pump and is the part that actually does the pumping. It consists of a long cylindrical tube closed off at the bottom end. It fits into a close fitting hole in the bottom of the pump housing (#14-160). The reciprocating motion of the plunger is generated by an eccentric machined on the back side of the bevel gear that is mounted on the propeller shaft. The plunger is held against the eccentric at all times by a strong spring (#13-85). The two valves have seats that are machined into the pump housing, but these valves are each supported by there own cap (#13-14). To understand the operation of the pump, it is essential to realize that the valves are not mechanically linked to the motor. Their motions are generated by water pressure for the upward direction of the valve, and by their weight plus water pressure for the downward direction of the valves. AS SOON AS THE LAST TWO SENTENCES ARE CLEARLY UNDERSTOOD, THE OPERATION OF THE PUMP WILL BE AS EASY TO LEARN AS FALLING OFF A LOG.

For our example, we will take a motor already running. As the plunger moves downward on the intake stroke, the exit valve closes by its own weight plus the weight of the water in the system. At the same time the inlet valve is forced open by the suction caused by the plunger. As the plunger reverses direction and starts upward, the water inside the pump also reverses direction slamming the inlet valve closed.

Since the inlet valve is closed, and the plunger is still moving upward, pressure builds up inside the pump. Something has to give since water is not compressible so the exit valve is forced upward to the open position. Water flows by the exit valve now and enters the cooling system. This cycle is repeated for every revolution of the propeller shaft.

When you first get your Waterbug, it would be wise to check out the water pump completely before attempting to run the motor. To remove the pump from the motor: 1) loosen the nut on each end of the water line running from the pump outlet to the driveshaft casing. Next rotate the 90 degree elbow (see Fig. 1) where the waterline enters the driveshaft casing. Rotate it carefully and only enough so the waterline can be slipped out of its trapped position. 2) The pump is held in place in the gearcase by a set screw (#13-80) which in turn is locked in place by a nut (#13-82). The set screw and nut are located on the starboard side of the gear case just below the point where the pump enters the gear case. Remove (see Fig. 2) both the nut and set screw. 3) the pump should now slip out easily from the gear case. Cover the hole in the gear case to prevent foreign objects from entering.

Remove the plunger and spring, and clean the interior of the plunger completely. I have seen motors where the plunger was half full or tightly packed sand.

Remove the valve caps (see Fig. 3) and in turn remove the valves from the caps. Inspect these parts thoroughly to find mineral deposits or grease that may have accumulated on the valves. I have seen a pump where the valves were stuck solid in the caps because of what looked like lime or calcium deposits. Be sure that the valves slide freely in the caps. Use no grease on the valves as that may make their operation sluggish or prevent them from working at all. Be sure that the valve and its seat are smooth so they will not leak.

Inspect the inlet screen (#13-39) to make sure it isn't clogged. If it is missing solder a new one in. Clean out any mineral deposits that may have collected on the pump housing threads where the valve caps attach.

This is a must!!!! Check the cross over passage (see Figure 4) in the pump housing that extends from the cavity where the inlet valve is to where the exit valve is. This is a trouble spot that is often missed and if clogged can be a source of deep anguish.



Figure 1: Loosening the 90 degree elbow.



Figure 2: Removing the set screw and locking nut.

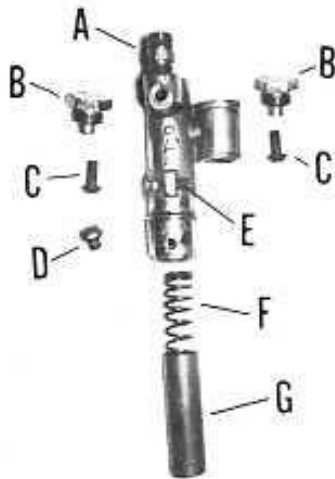


Figure 3: Water Pump Parts
 A) Straight connection for water pipe. B) Valve cap.
 C) Valve. D) Drain screw. E) Pump housing. F) Spring
 G) Plunger

Replace any parts that are badly worn or are broken (I realize that this is easier to say than to do) and reassemble the pump and install it in the reverse order. When installing the set screw be sure that it lines up with the hole in the pump base, that is a must!!!!

There are inspection holes on the side of the pump housing (see Figure 5) so when you are planning to use your motor, you can check to see if the plunger moves in the housing when the flywheel is rotated. These holes on the pump housing actually allows water that may pass by a loose fitting plunger to return to the lake instead of being forced into the gear case under pressure. Water still can get into the gearcase by a worn plunger, but it takes a little longer, because the water is not under pressure.

After using the motor, drain the cooling system by removing the drain screw (#13-119) located at the top of the pump on the starboard side. Since the drain screw is at the top of the pump, the motor will have to be tilted sideways to drain the pump housing and plunger. This also a must or in the winter the water may freeze.



Figure 4: Arrow points to the cross over passage.

As far as differences between pumps, there are three different pumps divided into two basic categories (see Figure 5). The pump on the left is the basic model. The two pumps on the right are variations of one another. The pump on the left in Figure 5 is shown again in Figure 6 with the outside diameter of the main body of the housing being measured. Note that this diameter is constant from the inspection ports to the top of the housing. On the center pump in Figure 5, the diameter starting at the inspection ports is constant for about 5/8 inches, increases markedly for about 1/2 inch and then decreases in diameter for the remainder of the distance to the top of the housing. The pump on the right in Figure 5 has a diameter that is constant starting at the inspection ports for about 9/16 inches, then abruptly changes to a larger diameter and this diameter stays constant to the top of the housing.



Figure 5 (Left); Three different pumps used on Lightwin. Arrow points to inspection ports that are also water bypass holes.

Another means of identification are the pump on the left in Figure 5 has the number "0-12" stamped into the starboard side of the pump as shown in Figure 5, and the two pumps on the right in Figure 5 have exit valve seats that are separate parts from the pump housing. These seats also contain both a thread for fastening the valve cap and a hex to wrench the seat into the housing. After the seats were installed, they were welded into place.

As far as I have been able to determine, the pump on the left in Figure 5 was used on models A, B & C. The center pump was used on model BN and some early model AB-25, I can't tell exactly when the change took place. The pump on the right was used on A-25 and later model AB-25.

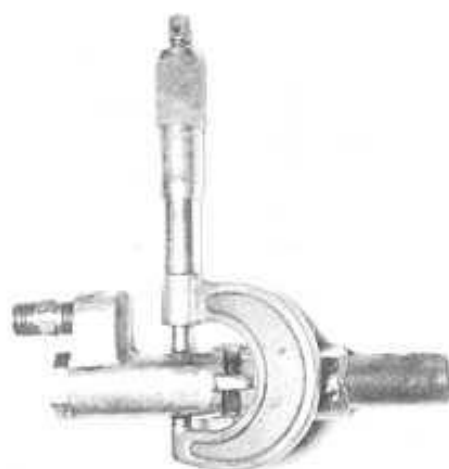


Figure 6: This is the pump on the left in Figure 5 being measured with a micrometer, and this diameter and its variations from the inspection ports just below the micrometer to the top of the pump housing are what distinguish the three different pumps.

I have a magneto article in the planning stage but will take quite a few more months of research before its ready. As I envision it, it will be a long one and will take two or three issues to complete. A good title for it would be, "Everything you wanted to know about magnetos, but were afraid to ask." One good thing about it is that even though it will be about Johnson Lightwinds, the operational principles and repair procedures will apply to all motors. - Next month I am going to go away from the technical end of it a bit, and do an article on the Johnson Motor Co. published literature on the Lightwin.

"From The President" continued from page 5 .

Obviously they joined because they had a passing interest in our organization, but just as obviously, we didn't keep that interest alive.

How then, can the reasons for belonging be strengthened so that the memberships can not only grow in size, but be more enjoyable to those that belong. Part of the job can be done by the club officers who will endeavor to broaden the scope of the club's activities, both within the club and amongst its contacts with the boating and historical world. Another part of the job can be accomplished by the club's publications being even more slanted towards the interest of the members.

The rest is up to you fellows! Upgrade your collections by placing and answering ads. Organize a chapter! If the closest member is too far away, recruit some new members in your own town. Go to meets often and above all, make yourself available to others in the club. Call or otherwise contact new members as their names are published in the magazine. Just think! A new friend, a possible source of parts, and an association with someone who has a similar interest.

Our greatest strength lies in a participating membership. Remember, make 1971 your year to get involved!



THE FACTS ARE

■ ■ ■ ■ A collection of significant truths about the subjects of outboards, outboarding & motor-minded people. If you have information that you think would be of interest to our readers, send it in!

Left, Outboard powered rubber boats have been around for a long time. This one uses a circa '25 Johnson



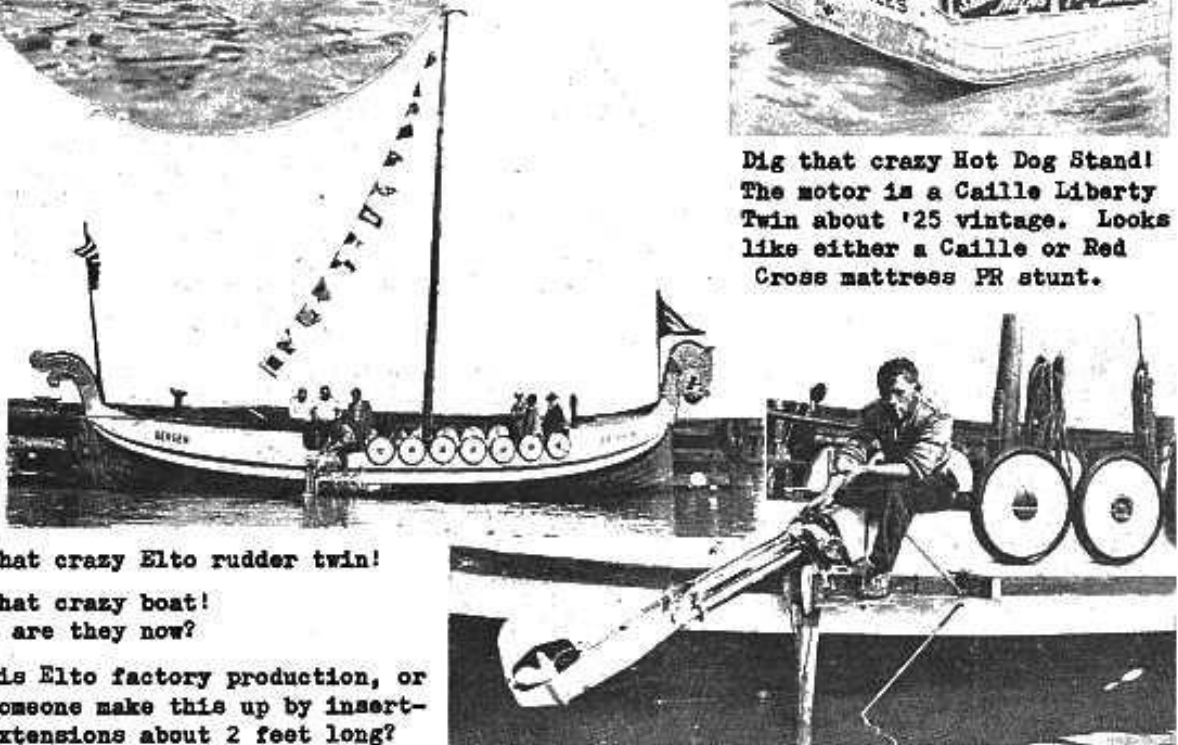
ODD-BALL OUTBOARDING

From the Past

By Phil Kranz



Dig that crazy Hot Dog Stand! The motor is a Caille Liberty Twin about '25 vintage. Looks like either a Caille or Red Cross mattress PR stunt.



Dig that crazy Elto rudder twin!

Dig that crazy boat!
Where are they now?

Is this Elto factory production, or did someone make this up by inserting extensions about 2 feet long?

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AOMCI SPECIAL *Feature*

MODEL 902 OMC SPORTFOUR (1931)

"It's an old four cylinder motor partly disassembled, but I think most of the parts are there. Come this way and have a look at it." With this explanation to heighten my curiosity I followed the elderly gentleman up the rickety wooden stairs leading to the loft above. The year was 1958 and the month, late August. In keeping with a behaviour pattern common to outboard collectors, I had enquired at a long established boat building firm at Orillia, a town about 80 miles north of Toronto. It was here that the elderly proprietor spoke of the four cylinder motor in the storage loft.

As we mounted the stairs excitement gripped me not knowing what to expect. Could it be an Elto Quad, a racing Johnson or maybe even a 4-60? Finally when we reached the upper floor he indicated a mass of odds and ends hardly recognizable as an outboard motor. The first identifiable section was an Evinrude lower unit attached to a driveshaft housing. After further checking I recovered the iron cylinder blocks and in a cardboard box reposed the gas tank bearing the plate "Outboard Motors Corporation, Milwaukee, Wisc. U.S.A.". On the side of the tank was the faded decal, 'Sportfour'.

So this was it, the famous OMC Sportfour, the mid-sized four cylinder. I knew of the Zephyr, Lightfour, Speedifour and Big Four but had never seen a Sportfour. Now with careful searching all major parts were found except the propeller and steering handle. Next came the delicate matter of transactions. He would name no price but asked for an offer, so I said, "How about \$10.00". Surprisingly he accepted this very gratefully and seemed pleased to have the motor moved out. Arriving home with the "iron" and checking the specs I found I had become the owner of a 1931 OMC Sportfour, serial number 902,0047, 18 HP at 4200 RPM listing new at \$275.00.

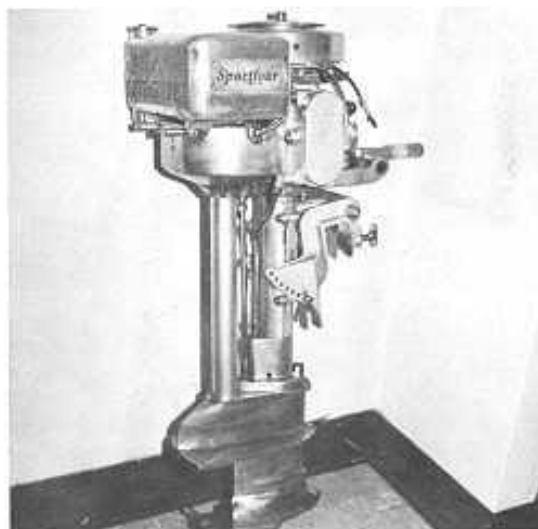
Once assembled, the motor displayed the unmistakable characteristics of the larger Evinrudes and Eltos of the period with its broad heavy flywheel set up for rope starting, the large squarish gas tank and water cooled muffler, long sleeve-like halves supporting driveshaft housing to mounting bracket and extra large lower unit with underwater exhaust flaring aft.

With opposed four cylinder construction, the upper and lower banks of cylinders fire alternately. Cylinders are bored to two inches and are of solid case iron - each block resembling that of an alternate twin. These blocks help substantially to make up the weight of the motor which is 85 pounds. Aluminum pistons have two rings only. Straight bronze connecting rods are fitted but have no rollers, and the stroke is two inches. Friction type bronze main bearings are used. The bronze center bearing has two halves bolted together, the whole being dowelled into place. Separate passage ways cast into the bearing conduct fuel to top and bottom crankcases. The arrangement of cylinders is of two opposed twins, one above the other, with a port system used for two cycle operation.

The Sportfour has a sheet aluminum gas tank holding 2½ gallons. The model MS 65A Tillotson float feed carburetor has the common one piece alloy construction of the time with brass jet in the venturi regulated with a needle valve at its base. There is a flexible cable from the twist grip control on the steering handle. In those days

steering wheels and remote controls for outboards were less common than they are today and manual control of larger engines with tiller handles particularly at high speed really separated the men from the boys.

For ignition a hefty magnet in the flywheel and two sets of coils and condensers mounted on the stator plate provided separate sources of power for the upper and lower banks of cylinders. In practice if one set cut out it was most difficult to start the engine and if one set cut out during operation, the RPM dropped drastically and there was danger of heating up. A pair of old style spring loaded breaker points are activated by an eccentric on the outer part of the flywheel hub and the gap is set by screwing one section of the point in or out as required and then locking it in place with a nut. To one side of the advance retard lever is the stop button which shorts the condensers, however the motor would usually be stopped by simply retarding the spark fully.



This model employs a pressure vacuum cooling system with water entering at the leading edge of the lower unit. It goes upwards through passages cast into the unit and lower part of the driveshaft housing then through a copper tube to the cylinder bases. After cooling cylinders and muffler, the water passes downwards to the unit through a second copper tube. A separate passage in the unit now conducts the water to the rear of the unit where it is assisted in its exit by negative pressure. The gearcase is a one piece casting except for the skeg which can be removed by taking out 4 bolts thus allowing access to the gears. The nose of the unit has a big slot and can be unscrewed to gain access to the propeller shaft and bearing.

The opposed four cylinder construction gave smoother operation than the opposed twins yet provided a weakness with its longer crankshaft. Some of the fours hit the scrap heap when rods were thrown. At this time a hold could be put in the crankcase and frequently the shaft bent and sometimes the bearings burnt. The high cost of replacement parts often discouraged repairs. Later efficient alternate firing twins replaced the Sportfour in this horsepower range delivering the power with greater lightness and simplicity in respect to the moving parts in the powerhead.

Production of Sportfours continued for some years and certain improvements were added. By 1942 manufacture of all motors for civilian use was stopped. This also proved to be the demise of the Sportfour since production of this model was not resumed in 1946. However, the experience gained from it along with other four cylinder models was useful to Evinrude in later years in the design of its smooth and powerful V-four models.

FLORIDA CHAPTER NEWS



By Dick Jones



This issue of the Florida Chapter news was written by John Harrison

Photo at left shows John with two of his beautifully restored Big Fours (each is finished off with one of John's new decals).

John says the Ol' gray Dad can still ski better than all but a few of the kids - but rather gingerly - careful not to fall with his back minus two discs. He says his slalom cut-backs are not done with any wild abandon, like they once were.

I just got back from a week's vacation up in the vicinity of Lake Placid, Florida and had four of my ski rigs up there, three Big Fours and a PO. The PO ran four or five hours every day and I have yet to change a spark plug. Fantastic unit that, and a great little light rig for training non-skiers, aquaplaners, and flying bagelers. The "Flying Bagel" is a towable item I devised incorporating a 10 x 20' truck tube with $\frac{1}{2}$ " plywood bottom, the bottom being encased with fiberglas cloth laced on. Really a fantastic thing which gives the kids great rides, is capable of jumping the wake by a skilled operator, etc. The hero performance of the PO was due to my CD ignition made with OMC 1970 CD parts and a 12 volt wet cell lawnmower battery. My Purdue engineer son drove this boat for nine days, being able to crank the motor with only his left hand as he dislocated his right arm sky diving a month ago. Even so he only had to pull it one pull about 85% of the time and it stopped and started all day long. This is John Toprahanian's CD wiring diagram. Really works great.

The other two Big Fours worked great almost all the time with an occasional flooding and one blown head gasket which was repaired right away. This is the first time I have blown a head gasket with a Big Four. We used up an incredible 160 gallons of gas during the vacation.

On Big Fours I use the latest model SpeediFour lower unit, which I think came out in 1947. It has considerable less cross section area than the modified military unit and is about two or three miles per hour faster, I believe, although of course I have no way of knowing. The guts of the two are identical after you grind a shoulder off of the military pinion gear so even if you can only find a case, you can install any military innards into it. It makes an excellent unit.

I picked up another like new Big Four the other day for \$75.00, the best I have ever



Photo at left: These are the four boats that John took with him on vacation, from front to rear: Barker Todd, 13', with PO-38 Johnson; 1945 Thunderbird, 1st model- fiberglass copy of Barker Todd, Big Four; 1954 Challenger boat, my latest and nicest riding boat, 16' long and fitted with a Big Four P-500 short rod pumper; and 1945 Ramsey with P-500 pumper engine also. My fastest boat, 16', 35 MPH.

Florida news, continued... seen. Totally original, starts on the second pull! This is the first time I can remember buying an old motor that would actually run like now.

Harold Culp bought 600 brand new Blue Crown spark plugs at a good price. He is looking for heat charts and interchangeability lists. Can anyone help? By the way, Dick Jones has his Evinrude Midget Racer rig pretty well set to go. Dick has taken several pictures which should be available next time.

THE Yankee Chapter NEWS

by Peter Hunn

In our New England area it seems that the members are few and far between and that getting together often is a very hard thing to do. I have been fortunate enough to live not too far away from Bob Zipps who has helped me many times on many antique outboard matters. Although we have Mercury - Johnson differences, we always have a great time.

Recently, our president, Dave Reinhartsen, traveling in the Boston area, visited the Zipps home. I was also invited and we had a great time talking about old motors and about the club activities. These informal meets are good things to have. Good for the unity of the club as well as fun for all who attend.

On Sunday, Sept. 5, Bob Zipps' family and I got together again for an on the water "MINI MEET" at Crystal Lake, a small Connecticut lake not far away from us. Bob brought his boat and two motors: a restored NS Evinrude, that will be used this September in a film that Evinrude is making. He also brought a 13.3 HP Johnson S-70. This 1934 motor took us on some pretty fast rides and earned some second glances from people on shore. I brought along a 1949 Scott Atwater 5 HP that, although not an antique, is unusual for its feature of shifting to forward, neutral and reverse. Scott lead the gear shift field in the 1940's. I also had a Johnson A-35 that ran (out of gas) well. I really enjoyed the day, and while cruising around the lake, we were spotted by Fred Hopkins, another AOMCI member from our area. He was very enthusiastic about the motors we were running.

These "MINI MEETS" are a fine way to spend the day and they don't take much preparation. Who knows, maybe some guy on shore will spot you and tell you about his TR-40 that he'll sell for \$5 to get it out of the way, or maybe more the case, that he has an old Evinrude (1950) that he may sell for \$50 or \$60.



Left to right, Peter Hunn, Dave and Bob Zipps look over some of Bob's collection during Dave's recent visit.



Peter Hunn with his "B" Sidcraft powered by a 10HP Super Hurricane

Old boats are connected with old outboards and therefore should not be overlooked if you find one. An old boat and motor make a very interesting combination in any collection, as well as an excellent crowd-pleaser at a meet.

Many of the old boats that are left to us now are racing hulls which sometimes have been kept for sentimental reasons only and so are hard to purchase.

These pictures are of me and my class "B" Sidcraft boat and Mercury Lightning "Super 10" motor. The boat was built in New Brunswick, N.J., in the late 1940's. The former owner had raced it in New Jersey in the early 1950's with a KG7. He told me also that this boat was once owned by a driver named O'Day in Florida, who won the over-all class B stock races in 1948, or so, and then went on to set some new "B" records. Sometimes old stories gain glory as they age and I would like to know the real set of facts about this old Sid. Can someone tell me, were there any Sid records of this kind?

I had been after this boat for about 5 years and was able to get it and a blown-up KG7 for \$50.

This past summer I took it up to our summer house at Lake Champlain in New York State. While there, I found a Mercury KF7 "Lightning" for \$10 and put the KF7 power head on the Quicksilver racing lower unit that I had for the KG7! It ran for a while anyway, until I had carburetor troubles. She did about 40 MPH and that speed for a tired old boat and motor, I think, is pretty good.

As you can see from the picture, the boat leaks but I hope to restore it someday. I should say, that each time I get another boat or motor, that "someday" gets a little further away.

L.I. ANCIENT OB MARINERS

by John J. Enright Jr.

On June 12, the Ancient Outboard Mariners had their first Outdoor Chapter Meet, which I feel was a complete success because a good time was had by all. The thing that got me most was that the lesson of being on time was taught to us by a New Jersey Knuckle

Buster named Tom Luce. Tom showed up at 10 AM - starting time, and brought many engines for sale or swap. (By the way, Tom went home with no engines and a pocket full of money.)

One of the highlights of the day was when Joe Powell couldn't get his Caille running so Vin Loss and John Enright went to work on it and finally convinced Joe that you just can't run antique gas at meets - it just won't fire. Tom Luce won the "Bang & Go Back Race" and received a big handshake. This is one of our bigger trophies awarded at our Chapter Meets. Another highlight came when Stan DuBois, after 3 hours of pleading, talked John Enright into running a big four Evinrude on a 13' B class hydro. Well, that did it! John pulled 3 or 4 times on that starter rope when suddenly he and the boat went 90 degrees straight up in the air - flooded out the engine - and John swore



L to R: Joe Powell, John Gustaffsen, John Enright, Lillian Enright and Colonel Tom Luce. Note engines!



Here's Bob Gustaffsen, Frank Shimer, John Gustaffsen, Stan DuBois and the Enrights. Boat is John's hydro



The Long Island boys celebrate Dave Reinhartsen's visit. L to R, Dave, John Gustaffsen, Frank and Vinny Loss. Motor is a KA-38



John Enright and Vinny Loss changing the antique gasoline in Joe Powell's 5-Speed Caille single.

he would never let Stan talk him into that one again. John was towed in by John Gustaffsen with his Evinrude light four and a big smile.

During the meet, Joe Powell, after changing the antique fuel to a modern day mix pulled the cord, and the Caille locked in reverse! And there was Joe - going around in circles, in reverse. Some fun!

Vinny Loss, as usual, helped everybody. Vin is a real sportsman and if we had an award it would have gone to Vinny - he well deserved it.

Those attending our Outdoor Meet were: Lillian & John Enright & Baby Dawn; Pat & John Gustaffsen and their 2 children; John's brother, Bob Gustaffsen; Vin Loss; Em & Frank Shimer; Vera & Stan DuBois; Joe Powell; and Tom Luce.

Two days after our Meet, as luck would have it, came our president, Dave Reinhartsen. Dave was in New York on business and had time to stop at John Enright's home for dinner and a ride in a B class runabout with a Johnson K50.

Dave met some of our members and engine talk was the main topic, and fun was had by everyone. We're all looking forward to the AOMCI Connecticut Meet in September.



TWIN CITIES CHAPTER NEWS MINNESOTA

By Ron Johnson, no
relation to Johnson Motors

The Twin Cities Chapter held four outdoor meets this past summer. The first two have already been written about, so, beginning with the third - Stubb's Bay, Lake Minnetonka was where the T.C. action was on July 24, 1971. The weather was great and the Chapter members were in good spirits.

Bob Brautigam had a newly restored racing runabout powered with a Big Four Evinrude. The rest of us will have to find about 20 miles per hour if we're going to keep up with Bob. The two Bobs - Peterson and Brautigam - and I had a race with a 1.4 HP, J-70 Johnson, an Evinrude Rowboat motor and a 2.75 HP, OMC Foldlight, respectively. We ran just about neck and neck towards the finish line but at the end, Peterson's Johnson had a 1" edge over the other two, large HP motors.

John Koonce challenged Bob P. to put his Ruddertwin on a boat and run against his Elto Ruddertwin with a \$500 (or was it 5¢?) side bet. John got his Elto running first and they both ran perfectly until John's motor stopped. Three other members in boats tried to tow John in, but he would have none of it, claiming he had just run out of gas. So he was handed a new gas supply and was soon underway again. After that, John spent the rest of the afternoon taking apart his Gopher motor. No wonder it wouldn't start - the crankcase was half full of oil!

Glenn Ollila ran his 1937 Falls Flyer boat powered by a 25 HP KG-9 Mercury. Glenn's Falls Flyer is in mint condition as is the KG-9 and the two can carry Glenn at about 35 MPH with excellent control. Later in the day, I put my 1940 Sportfour on my 10'2" runabout and it didn't sink! A disappointment to the camera bugs. I'll show them! I'm going to challenge a P-80 Johnson and Bob Peterson. Watch for this in '72!

On September 11th, the Chapter was hosted by Bob Peterson at Martin Lake, Minnesota. Another perfect day - both from the weatherman and from Bob's excellent organization that included his furnishing the place, the wonderful food and the trophies. Bob also had a good supply of boats on hand for those who needed them. Special guests at the



Bob Peterson and his nicely restored Johnson 300. Good sport that he is, Bob attended the meet with a badly wrenched back. At Stubb's Bay



Also at Stubb's Bay, Bob B. stands beside his 89E boat powered by a model 8014 Big Four. Ron Johnson's 10' runabout is atop his car.

meet were Don Miller and Jere Sairs, both from Milwaukee and the Midwest Chapter. Don brought a beautifully restored Elto Ruddertwin and Jere brought his classic Evinrude Row boat motor.

Bob P.'s advance notice of the meet included a list of planned events starting with races against the clock, over a measured course and containing best restored motor and most unusual motor. The races were put into the most convenient classes: unlimited, 22 HP and 10 HP. The unlimited class is new to this Chapter and included two Big Four engined boats - Ron Johnson's Wilson Cab-Over Hydro and Bob B.'s Conner's Craft Runabout. Bob P. ran his 33.4 HP Speedifour on a 12' aluminum runabout as unlimited, but was unable to keep pace.

Bob B.'s son Wade, let a few of us try his 22 HP Johnson powered Inland Lakes racing runabout, just for fun. The boat is smooth riding, handles well and is capable of 32 MPH, with the PO. By the way, the racing boats owned by this Chapter membership are all older boats that have been restored for running with old motors.

The 10 HP class trophy was won by Ron Johnson riding his OK powered "B" racer; the 22 HP class trophy went to Bob Peterson and his P-80 and the unlimited class trophy went to Bob B. and his Big Four Powered rig. Don Miller of Milwaukee captured the best restored trophy with his Elto and John Koonce took top honors for his 3/4 HP, most unusual Waterwitch motor.

Later in the day, we all enjoyed Bob P.'s movies of past meets - a great way to pep-up a cold winter's meeting night, or to just plain remember the old days!



Photo at right shows some of the scene at Martin Lake. Don Miller and Ron J. look over Ron's racer.



Glenn Ollila's Falls Flyer underway. Boat drives well from the rear seat. KG-9 Mercury is a perfect match.

35

Lake Nacimiento, April, 1971, a page from Dave's Diary - Eric Gunderson and his V-45 Johnson, wake-up call!



Twin Cities



The G-25 boat is an Inland Lakes runabout. The G-82 boat is Ron Johnson's Wilson 3 point hydro.

Also on Lake Nacimiento, Dave Reinhartsen and his Aristocraft boat powered by his Evinrude 4-60.



West Coast

MIDWEST CHAPTER NEWS

by Lorry Salles

The weather favored us once again as the Midwest Chapter held its second annual outdoor meet at Ed Kant's cottage on Lake Winneconne. Smooth water, sunny skies, lots of old motors, and a jolly good turnout helped make this meet a fun-filled afternoon.

A special thanks to Bob Brautigam for showing up. Some interest has been generated in having an inter-chapter meet with the Midwest and Twin Cities competing. Any other takers?

We also would like to welcome the Judd family of LaGrange, Ill. and the Schlachter family of Racine to the thrill of old outboarding and we hope they had an enjoyable afternoon.

The following members were present: William and Luci Rose of Waukegan, Ill.; Gene and Wilneta Yonkers of Taylorville, Ill.; Don Miller and Dorothy Baumbach of Milwaukee; Dick Lemon of Rockford, Ill.; Ed and Ellen Kant of Waupun, Wisc.; Jere and Bernie Sairs of Milwaukee; Lorry and Lynn Salles of Winneconne, Wisc.

The action started at 10:00 AM and continued until 8:00 that night. The four boats available were used heavily as virtually every one of the more than 30 motors present got a good workout. Although oars were provided with every boat, not a single engine failed out on the lake. This improves our record from last year by a healthy percentage. (Had to impress the Twin Cities' man.)

After an afternoon of boating, eating, and nautical conversation, the group adjourned until the next meeting which will be October 2 at the Waukegan Public Library at 1:00. Anyone is welcomed to attend.



Ed Kant's cottage provided a swell place for a picnic meet. There was plenty of fun for the kids and plenty of talk for the women.

More photos on next page

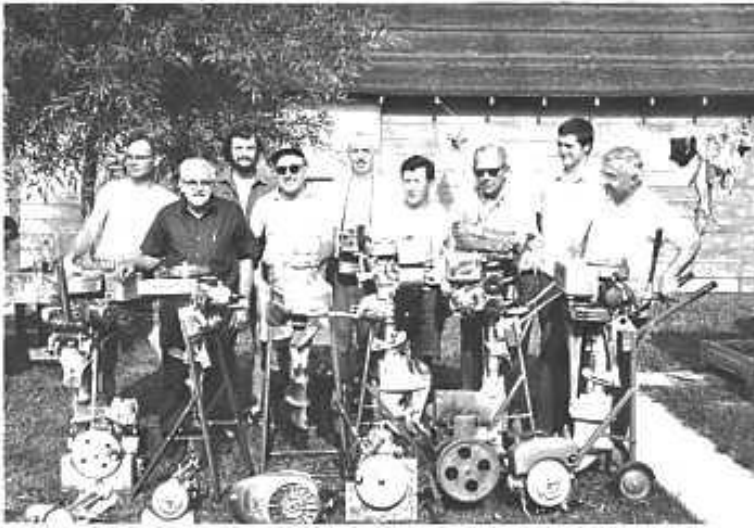


1947

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Left to right: Gene Yonker, Bill Rose, Dick Lemon, Frank Schlachter, Ed Kant, Jere Sairs, Don Miller, Lorry Sal-lee and Mr. Judd. Engines in the picture include Speedster, Quad, Speeditwin, Bendix, Cub, KA Johnson, Imperial Lightfour Row Boat Motor, Fastwin, Ace, Caille Liberty Single, Johnson 200; Did I miss any?



Two pieces of electrical gear shown at the meet by Bill Rose who, amongst other activities, is a qualified outboard mechanic. At left is a Stevens flywheel magnet charger. Bill substituted 500 mil rectifiers which work better with older magnets. At the right is a complete outboard ignition tester.

Earlier this fall, Bill, with the help of his daughter Lucy exhibited some of his motors at the Antique Transportation Show near Baraboo, Wisconsin.



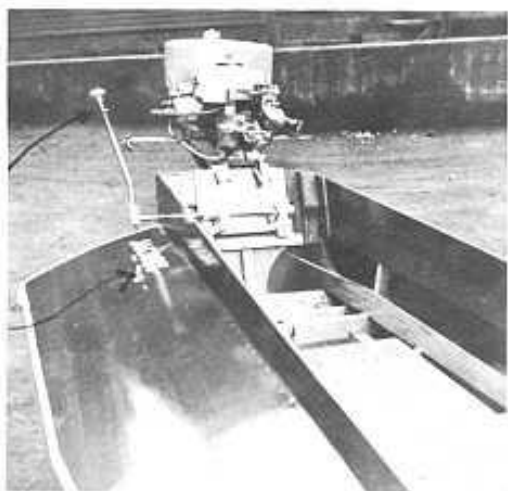
Don Miller and Jere Sairs, each with his beautifully restored Elto Quad (1928). Both engines are highly polished and have replated flywheels and cylinders. Both run as if they just were unpacked from the factory shipping carton. The decals were redone by touch-up painting.

RACING



Jim Altman of Altman's Marine Service, New Kensington, Pa., has a distinguished racing career - and so does his wife, Mary, and daughter Ethel. There's a picture of one of their "M" class engines on page 29 of the January, 1970 Antique Outboarder.

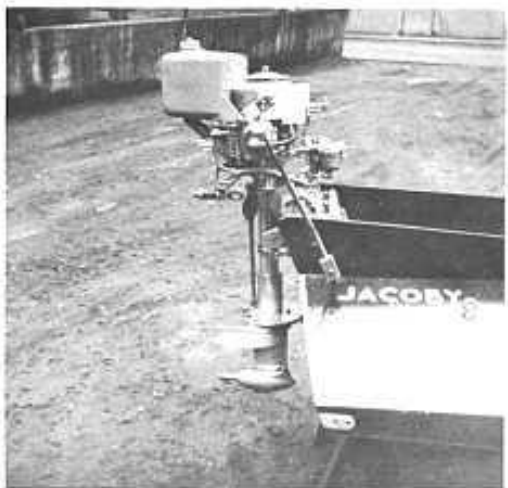
Jim was a National Class C and National Class F champion in the early thirties. As for the motor in the photo mentioned, it won high point trophy in Class M, in 1939, winning 13 first places in 15 starts; then in 1947, won first place in the Canadian Nationals. In 1946 and 1948 it won the U.S. Championship, 1st place. Jim is especially proud of this motor because the drivers were his wife and daughter.



Quite a praiseworthy history for a motor that has now become an old timer! As Jim says, "this motor is worth about ten dollars on the market, but a check for \$50,000 would not buy it".

In 1945, Jim manufactured and sold the first device to raise and lower a racing outboard motor while the boat was in motion. This machine did away with the famous old transom rev sticks, mostly made from old yardsticks. The other drivers called it "Jimmy Altman's Overdrive". It really worked on the straightaways as you could lift the motor 1/2" and gain up to 1 1/2 mph. On the turns, you could drop the motor and stop the turning-cavitation. Ethel used this drive and won many Midget races with it.

In early 1949, Jim edited and produced a racing publication called "The Midgeteers". Since then, he has earned National recognition for his work and writing in the fields of antique automobiles and motorwheels.



Top photo: Midget boats at Maretta, Ohio, 1946. J-13 belongs to Don Whitfield, World Record holder for Class M at just over 40 mph.

Center photo: Jim's "Overdrive", ready to go, 1947. The unit is in the "down" position for turning corner bouys.

Bottom photo: Good shot of the M motor. Note circle plate on waterpump housing. It was necessary for this plate to push against a tapered roller. The flywheel guard was a safety item.

TRADER'S COVE

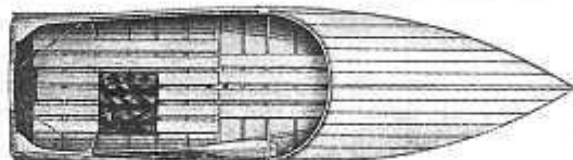
by R. H. ZIPPS

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- Closing Dates: All ads must be received not later than the 1st of the month preceding the date of issue.
- 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.
- 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.

Caille: No other info; W. Schrage; 1219 Lawn; New Haven, Ind 46774	CAILLE: Large twin; E. Gera; 328 Leeanne; Baltimore, Md 21221	ELTO: 1/2 HP; 1939; W. Bennett; 197 Linden; Belleville, New Jersey
ELTO: Service Twin; E. Gera; 328 Leeanne; Baltimore, Md 21221	Elto; Model J; Mrs. H. Winslow; Horicon Rd.; Warrensburg, N.Y.	ELTO: Misc. motors; W. Schrage; 1219 Lawn Ave. New Haven, Ind. 46774
EVINRUDE: Small Single; W. Mataitir; 288 Good- dell; River Rouge, Mich.	EVINRUDE: Miniture Elec Big Twin; W. Scheel; 710 Indiana; Racine, Wis.	EVINRUDE: Model 4378; J. Wagner; 2708 Jenny Lind; McKeesport, Pa.
EVINRUDE: Elto Mod J; A. Snow; Central Sq.; Bristol, New Hampshire	EVINRUDE: Ranger; E. Gera; 328 Leeanne Rd.; Baltimore, Md.	EVINRUDE; Zephyr; E. Gera; 328 Leeanne Rd.; Baltimore, Md.
JOHNSON: Long 22 HP; J. Walters; Box 38; Abengdon, Va. 24210	JOHNSON: Mod PO-15; B. Fick; 5342 S. Neenah; Chicago, Illinois	JOHNSON; Mod K-35; W. Pontel; Rt 4, Box 98B; Elkhorn, Wisconsin.
SEA-BEE; Mod 025-3565; F. Miller; 6727 N El Dor ado; Stockton, Calif.	SEA-KING; #100125; R. Umphroes; Box 765; Echo, Oregon 97826	THOR; no other info; J. Jones; Box 392; Center Point, Texas
UNKNOWN: No other info; A. Nanna; 88 Cousins; Aurora, Ont. Canada	PARTS WANTED: Canoe Bracket twin or complete Model C motor; Bob Zipps, 182 Brentmoor Road; East Hartford, Conn 06118	
EVINRUDE: Speedifour, runs Don Henderson, So. 18th St. Vicksburg, Michigan	Lighttwin, 4 HP, 1930 John M. Cooper, PO Box 101 Birmingham, Alabama 35202	CAILLE: 4 HP, runs, '32-'33 Paul Johnston; 315 W. High Lawrenceburg, Indiana

I still have a few under 16 HP engines for trade; a 1925 Johnson A-25 restored; a '38 Thor Deluxe; and a 1936 Johnson MS-38. I would like to trade for over 16 HP engines. Dave Reinhartsen, 720 Pinhurst, Richardson, Texas, 75080. 214-234-4242.



Dealers Write for complete details regarding the new 1928 Boyd-Martin boats—and the fast-selling, fast-growing Boyd-Martin line. Our profitable proposition is attracting dealers everywhere.

BOYD-MARTIN BOAT CO., 1036 Lee St., Delphi, Indiana

The Victory A 16 ft. Step Plane

The new Boyd-Martin boat designed for the big twin outboard motors of 16 h. p. or more. Choice of three models: Spruce frame, cedar planked with canvas deck; same boat with mahogany deck; and solid mahogany boat with mahogany deck. Strong, beautiful, seaworthy. Specially designed to give the utmost in speed.



DECALS

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

For JOHNSON - fits any P or PO and PR model.
Pressure sensitive vinyl. Patterned after 1938
model PO-38 Johnson Sea-Horse. \$5.00 each

Order from:
Bill Salisbury,
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Cupertino, Ca. 95014

For Evinrude Single, 1911 to 1928 \$4.95 set
For Elto rear tank, any through 1928 \$3.95 each
Water applied type

Order from:
Robert Brautigam
2316 W. 110th Street
Minneapolis, Minn 55431

AOMCI Club insignia, approximately 3"x5", \$.25 each
Self Stick vinyl

Order from:
Dick Jones
20505 N.W. 3rd Av
Miami, Florida 33169

Proceeds help the Club treasury

For JOHNSON "SEA-HORSE" 32, fits models V-45, 65,
70; VR-45, 50 and VE-50
For JOHNSON "SEA-HORSE" 25, fits all Giant Twins
For EVINRUDE, fits Speedifour or Big Four (specify)
Like originals, pressure sensitive vinyl
.....NOTE NEW PRICE.....\$10.00 each

John G. Harrison
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Miami, Florida 33127

MOTOR STANDS

Heavy metal construction---
Painted, Collapsible



\$9.95



\$3.95



\$6.95



\$11.95

MOTOR STANDS AND DOLLIES....Come and get 'em while they last! Or; send self addressed, stamped post card for shipping cost and service charge information to:

Motor Stands c/o Sealand (Herb Lass, Prop.) Rte. 5, Big Cedar Lake,
West Bend, Wisconsin. 53095. Note: Sealand is located about two
miles South of Wisconsin Highway 33, just off Wisconsin Highway 144
(Closed Monday and Thursday.)

ENGINES FOR SALE ?

Parts Too? Use the Classified Ads Section
of the AOMCI Newsletter. Write Bob Zipp

AOMCI NEW MEMBERS

Bud E. Tervo
291 Chesam Avenue
San Carlos, CA. 94070

Richard Rookstool
PO Box 661
Syracuse, IN 46567

Emil E. Hentschele
3324 N.E. 65th Avenue
Portland, OR 97213

Tom Brenneman
RT 2 Box 559
Sheridan, AR 72150

George E. Spaeth
Johnson Motors, Lake Front
Waukegan, IL 60085

Carlton C. Richards
41 Carlisle St
Worcester, MA 01602

Manny Makris
C/o Bryant Marine, Inc.
Weirs Beach, NH 03246

Richard F. Wadleigh
Box 188
Winnisquam, NH 03289

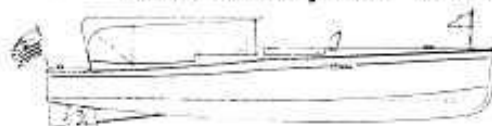
Outboard Marine
International S.A.
PO Box 886
Hong Kong, Hong Kong

Walter F. Wolf
RFD # 2
Willimantic, CT 06226

Michael R. Schmidt
1253 Sunset Ridge Road
Northbrook, IL 60062

Leonard G. Pangborn
8485 Cottagewood Terrace
Minneapolis, Minn 55432

Gale Urbainzick
2713 Thinnas Street
Cross Plains, Wisc 53528



A cordial welcome is extended to all newcomers. Other members are encouraged to make contact either by writing or visiting. Let's show these new members how to really participate in the Club activities such as Meets, Chapters and Special Interest Groups.

"Small Inboards Revisited" continued from page 21 .

The magazine "Country Life in America" which portrayed the good life of the landed gentry before World War I carried an ad in their May 1908 issue for the Detroit Boat Company who claimed to be the "largest builder of pleasure craft in the world". The boat offered was 14 feet in length with a 2 HP engine and the price tag was \$94.50. The Michigan Steel Boat Company also of Detroit, not to be outdone, offered a 16 foot steel launch with a 2 HP engine in the same issue for \$96.00.

Mullins of Salem, Ohio was coming into prominence at this time with their line of steel launches and auto boats. This concern offered a variety of engines and equipment and continued active in the field until the 1940's.

The John Kowalsky Motor Works of Verona, Pennsylvania offered a 5 HP marine engine for \$75.00 net. The prime mover in this effort, Mr. Kowalsky, took the time to proclaim that he had no connection with the Waterman Marine Company "who are using one of my older type patterns". Perhaps the "older type pattern" was pretty fair after all as Waterman went on for several more years and produced both inboard and outboard engines, finally being sold to the Arrow Machine Co. of New Jersey.

If you were really ambitious, you could enter the boating scene by trying your hand at salesmanship for "Yachting". If you could secure 60 subscriptions, the magazine publisher would reward you with a 16-foot motor dory with a 1½ HP engine. Then, if you were under 18, you could take off for Kamp Kill Kare on Lake Champlain and spend ten weeks for only \$100 and forget about the problems of the world--including the panic of 1907.

JOIN NOW

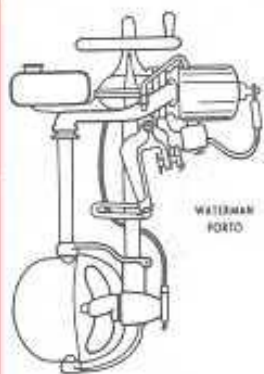
MEMBERSHIP INFORMATION

Mail this application and \$9.00

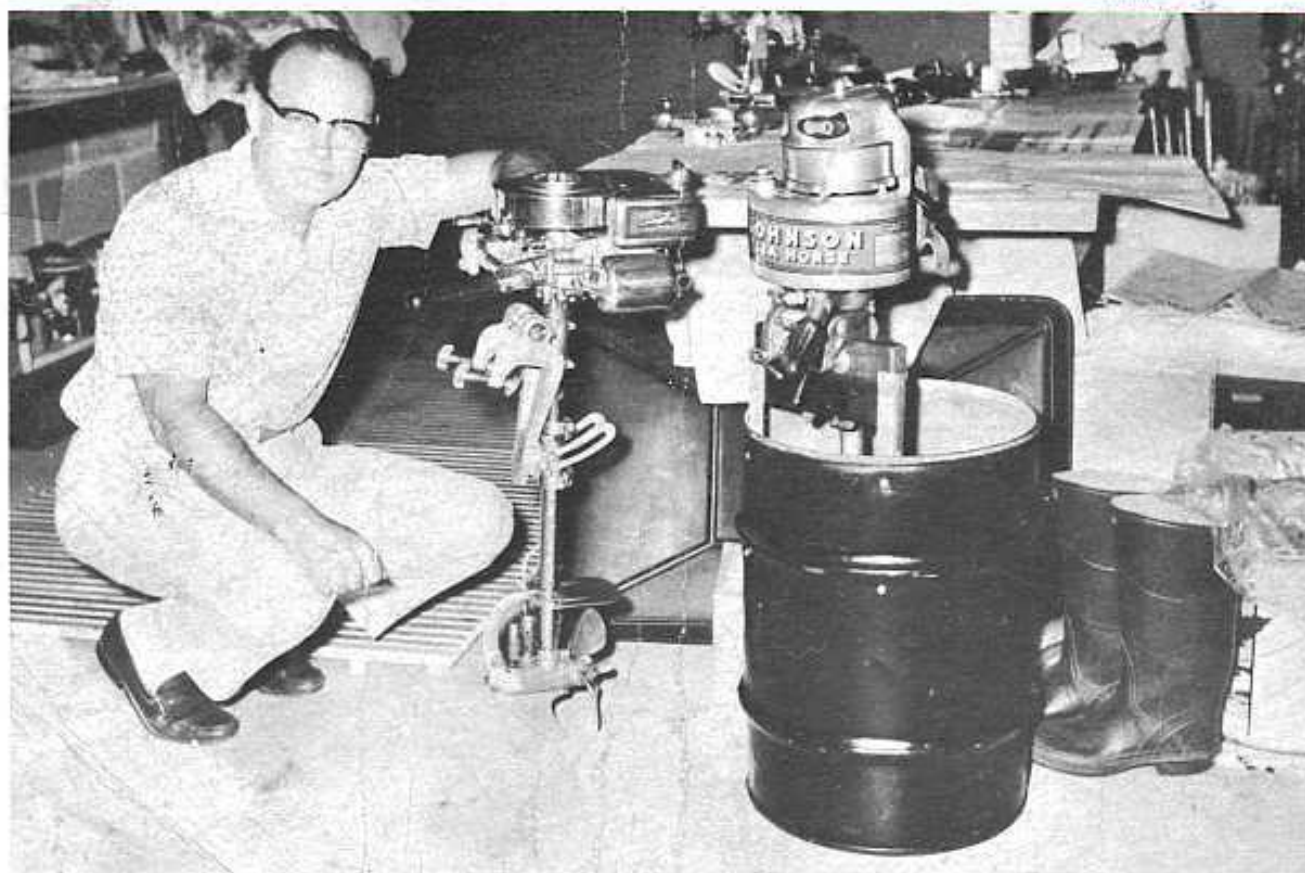
THE ANTIQUE OUTBOARD MOTOR CLUB
20505 N.W. 3rd Ave.
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Name _____ Date _____
Address _____ Telephone _____
City _____ State _____ Zip _____
Number of pre-1942 motors collected _____

The Antique Outboard Motor Club Inc.



Publishing Office: 2316 West 110th St., Bloomington, Minnesota 55431



AOMCI 6TH YEAR