

The **ANTIQUÉ OUTBOARDER**

The Pioneering Authority



October

1972

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., Inc., 20505 NW 3rd Av., Miami, Florida 33169.

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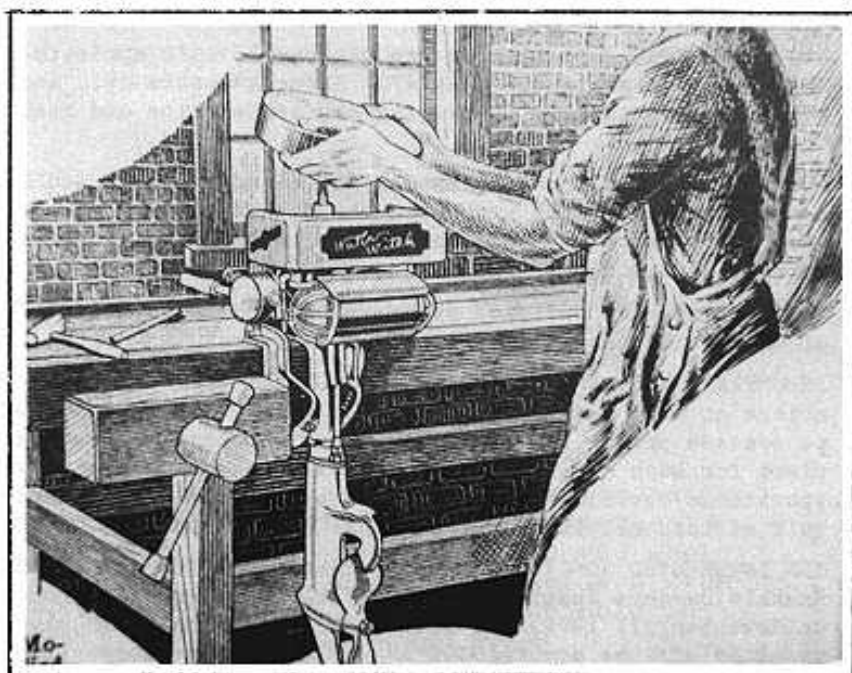


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Photo at right is from Eric Gundersen. It appeared in a Popular Mechanics Boat Book in 1931. The sign on the tank says Water Witch

Watch for the Dec issue of Popular Mechanics. It will contain a write-up on the Antioch Meet. Should be on sale in November



The Antique Outboarder

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The Antique Outboard Motor Club Inc



CLUB BRIEFS

IMPORTANT NOTICE: EFFECTIVE JULY 15, 1972, A NEW SLATE OF CLUB OFFICERS HAS ASSUMED THEIR duties as follows:

President	Robert Brautigam, 2316 W. 110th Street, Bloominton, Minnesota, 55431. This is the new, formal Club Address.
1st Vice President	Bill Salisbury, 71 Cardinal Drive, Toms River, New Jersey, 08753. Bill heads up the Chapter presidents and is responsible for chapter development.
2nd Vice President	Dave Reinhartsen, 7417 Whispering Pines, Dallas Texas, 75240. Dave will handle major meet details and Club public Relations.
V.P. Technical Services	Sam Vance, RFD 2, Unadilla, New York, 13849. Sam is heading up the Special Interest Groups and has charge of the Parts Source Manual.
V.P. Publications	R. Brautigam, acting. Edits magazine.
Secretary	None named at this time.
Treasurer	John Harrison, 1000 N.W. 54th Street, Miami, Florida, 33127. John has charge of the financial affairs of the Club.

Also effective July 15, 1972, The AOMCI Corporate By-laws were updated to reflect a trimmer, more flexible and more workable organization. The new by-laws describe the responsibilities of the above named official jobs/officers. These officers only, now form the AOMCI Executive Council, superseding any previously named Executive Council.

Other new Club jobs include the October 1, 1972 appointment of John Gould as Membership Chairman. John's address is 4707 Massachussetts Av., Indianapolis, Indiana, 46218. John has the responsibility of keeping our memberships and records up to date. All dues should be paid to John.

As of this issue, no further classified ads are planned for inclusion in the magazine. Instead, all ads will appear in the Newsletter - Club and Chapter schedule data too! Send your motor/parts for sale/wanted ads to the Newsletter Editor, Bill Motley, 20804 Hart Street, Canoga Park, California, 91306. There will be no more Classified Editor job.

These offices as outlined above are to remain in effect for a two year period, at the end of which, new candidates will be duly named.

IMPORTANT INSURANCE REMINDER: ALL MEMBERS WHO OPERATE ANTIQUE BOATING EQUIPMENT INCLUDING motors at Club sponsored or private events are reminded of their personal responsibility to possess proper personal liability insurance. Your homeowner's policy is a logical place for such coverage and you should make sure that any necessary riders or special provisions covering your operation of a motor(s) are a part of your policy. Assure yourself of this all important personal protection right now!

ALL INTERESTED AOMCI MEMBERS AND THEIR FAMILIES ARE INVITED TO AN INDOOR MEETING OF THE Knuckle Busters Chapter to be held at the home of Tom Luce, 760 Boulevard, Westfield, NJ on November 11, 1972. The meet will be informal with plenty of time for visiting. Starting time will be about 10:00 AM. Plan on some horse trading and the viewing of pictures of AOMC activities. Everyone is encouraged to bring slides or movies of antique out-boarding. Please let Tom know how many are coming, as lunch will be provided.

JOHN T. MORGAN 6602 USTICK ROAD, BOISE, IDAHO 83704, WOULD LIKE TO HOLD A MEET IN THE future. Let John know if you can join him and work out the details with him about when and where. Maybe you can schedule your vacation in Idaho!

ANTIQUES IN ACTION...AND HOW! THE ANTIQUE OUTBOARD MOTOR CLUB WAS REPRESENTED AT THE annual Antique Transportation Meet held August 12-13, 1972, by members Gale Urbainzick,



The old outboards drew a steady & interested crowd. Bill and Luci Rose can be seen in the center.



Some of the antiques in action. A 1910 Buick and a pair of high wheel bikes wait for a steamer to pass.

Bill Rose and Bob Brautigam. Gale, who is also a Model A Ford fan, was on the show committee and worked hard to make outboards a part of the show. In full dress for the two day event were antique aircraft, autos, motorcycles, trains, buggies, bicycles and you name it - all operating, to the delight of those attending.

The meet was held at La Rue, Wisconsin, a quiet and picturesque heavily wooded area with many hills. Several square miles criss-crossed by country roads were blocked off and devoted to the show. An airstrip was provided for the dozen or so vintage planes from which they performed their aerobatics and air games. A Ford Tri-motor was the largest to appear and could be seen circling the grounds with a load of sight-seers almost any time.

Dozens of antique cars - all kinds - could be seen travelling the country roads with costumed riders on high wheeled bicycles and horse drawn buggies in between. No awards were given for restoration, just operation.

Bill Rose won a trophy for having the oldest outboard motor at the show - a 1914 Ferro. The outboards were run a little bit on the rack only, as the planned lake running was cancelled because of weedy water. But maybe next year!

HERE'S A FUN EVENT TO CONSIDER FOR YOUR NEXT OUTDOOR MEET. IT'S THE OLE EVINRUDE RELAY. The story says Ole got his idea for an outboard motor while rowing across the lake to get Bess an ice cream cone. Now, that part sounds reasonable; but just how much favor Ole gained with Bess in terms of getting back quicker after he invented the motor, is a good question. The relay is to see what really happened. Here's how it goes:

Set up a mock "store" to be run by one of the gals at the meet, where ice cream cones are available (Cheerios or the like will do as well). See to it that the store is at least a half-mile from the point at which each member will leave to fetch the ice cream. Motors used should be 2 hp or less. Each fellow should travel to the store, pick up a cone and return to the starting place with the treat for his wife or girl friend or..

The winner can be the fellow who does the best (or worst) job of bringing back the ice cream. The fellows must carry the cone in their hand - no artificial means or tricks to protect the ice cream are permissible. On a warm day, it can be seen that Ole's new invention probably didn't do much to save the ice cream - or impress his lady friend. The event's lots of fun!

LETTERS TO THE EDITOR

ANTIQUÉ MOTORS MAKE THE POLITICAL SCENE.... (Picture on next page)

Just for fun, here's a campaign photo from the Catalina Islander when I was running for Councilman of Avalon, in April. That's my best PO-39 (with one of Bill Salisbury's decals) which attracted some real interest. I was elected to the City Council, and at my first meeting, the Council elected me Mayor. So here's another reason for joining AOMCI. This mayoring business takes up a lot of my time; the summer season is the busiest time of the year. But, I still have some time to run my other PO-39 on a British Day 13 - a great combination. In the fall, I'm going to replace the PO with a Big Four.

My specialty is Johnsons, I now have 23. I'm still looking for a late V, a TR and a Quad. I've been running Johnsons all my life - mostly on the big water. I've just finished a boat house for my collection and will send in a picture of it later.

Ray Rydell, Avalon, California

ONE OF THE EARLIEST EVINRUDES....(Picture on next page)

I'm enclosing a photo of my serial #3233 Evinrude. Mr. W. J. Webb said it was produced either in December, 1911, or January, 1912. It is in mint condition; no dents or scratches.

I bought the engine after I had placed an ad in our local Advertiser, for old outboards. How the gentleman from Chicago obtained my phone number, I'll never know, as we are located 50 miles North of there. He called and said he had an old Evinrude motor which he brought out for me to see, and then sold it to me.

The little engine is the "MATE" EVINRUDE ELTO - Model 4263, .5 hp, Serial #00228. The boy holding it is my youngest son, Mark, one of four boys. We also have a 9 year old girl, Laura.

The engine to the right of my son holding the Mate is a Caille, 5 speed twin - Model 12. It runs well. I have the original shipping crate it came in, as shipped to M.L. Masters & Company, Chicago, with the tag still on the crate.

Ray Hatton, Lake Villa, Illinois

MORE ELTOS THAN WE THOUGHT....

In Jim Webb's story in the July '72 Antique Outboarder, he mentions that the Elto was produced until 1951 in U.S.A. As a follow up to this story, it was produced in Canada until 1958. If some of our members come across Elto models starting with ser. nos. 3D10E, 5D10E, etc., they are then likely to be Canadian models. These were made as 3, 5, 12, 22, and 25 hp models until 1958, then renamed Gale until 1963 when the line was dropped.

I think Ron Duckworth's story about motor stands on page 31 of the July Antique Outboarder was interesting, and the club should give in a future magazine the drawings for his stands.

Geo. Harness, Canada

SMALL WORLD DEPARTMENT AT THE ANTIOCH MEET....

During one of several talks with Antiquer Bob Zipps, who has contributed so many fine articles to this magazine, we found to our mutual surprise that he knew my nephew, Owen Broders, very well. Owen and Bob are engineers in the employ of Pratt and Whitney in Hartford, Connecticut.

On the opening day of the AOMC meet at Antioch, Illinois, Stan DuBois of New York, came up to me and asked if I knew Harry Santana and what had become of him. It turned out that Stan DuBois had attended the World War II Evinrude Service School for the U.S. Engineers back in 1943. Harry Santana, who had been the Evinrude dealer in Miami



RAY RYDELL

CANDIDATE for COUNCILMAN

(With one of his antique outboard motors)

Education

University of California, Los Angeles,
B. A. (Political Science), M. A. (History),
Ph. D. (American History)

Academic Status

Executive Vice Chancellor, Emeritus,
California State Colleges

Avalon residence

Summer residence since 1915
Homeowner since 1965
Permanent resident since 1969

City of Avalon service

Planning Commission, Vice-Chairman, since 1970
Capital Improvement Committee, Member since 1970

Avalon organizations

Catalina Island Museum Society, Secretary; Member
Board of Directors
Red Cross
Rotary Club
Catalina Men's Golf Club
Catalina Island Gun Club
Descanso Beach Club

Paid Political Advt



Ray Hatton's early Evinrude Motor



Ray's son Mark with shorty Mate



before the war, was the head instructor at the school. Normally school sessions lasted four weeks during which the enlisted men were given an intensive course in servicing the Evinrude Storm Boat Motor as well as Zephyrs and Light Fours, then in service in all theaters of WW.II. At the end of the four weeks' course, a few of the best men were held over for an additional period during which they acted as assistant instructors. These were called the Super Men. Stan DuBois was one of these, in fact was rated as one of the very best men out of the 1500 odd graduated from the Evinrude U.S. Engineers Service School.

I was sorry to have to tell Stan that Harry Santana had succumbed to a heart attack several years back. Harry's was a typical American success story - ran a borrowed dime and a broken shoe string into half a million dollars by nothing but intelligent, 16 hours per day, hard work.

Harry, who finally wound up as the top Marine dealer in Florida, emigrated from Spain in 1934. He opened a bakery in New York City and did quite well for a while. Then, a Baker's Union stepped in with demands that he run a closed shop. Harry, always an independent guy, refused. The Union picketed him, broke his windows, terrorized his customers and finally broke him.

Harry found his way to Florida in 1937 with his wife Pepita, and little daughter Pepita, whom everyone called Pepita, Junior. He ran onto a rotting, broken down small dock in the south end on Miami, went to work, cleaned it up, repaired it as best he could, working night and day to be ready for his first Saturday in business. "Seminole Docks" was thus launched.

Bright and early that first Saturday morning, Harry was out on Highway #1 which ran right by his dock. He waved down the first car that came along with a boat on top. Said Harry - "I will put your boat in the water, take it out, wash it out, and watch your car for 75 cents". Harry's smile and personality turned the trick. Right after he got the first customer going, Harry was back on the highway flagging down any car with boat on trailer or top. It worked. Within weeks Harry had so many repeat customers that he no longer had to go out on the highway. Soon he had to hire help and put in fishing tackle, bait and similar accessories. In 1938 he came to Milwaukee and convinced me that he could sell a lot of Evinrude motors. He did.

Harry was strong on service. If a customer had trouble with a motor, Harry did not quibble. He gave the man another to use while the old one was being repaired, or, if the troublesome engine was a new one, he would replace it and once and then argue with Evinrude, if need be, about the replacement. It was small wonder that his repeat and customer referral business kept him growing by leaps and bounds.

During World War II, when there were neither motors nor boats nor much else available, Harry answered Evinrude's invitation to come to Milwaukee and be head instructor in the U.S. Engineers' Service School which Evinrude ran, at a loss, for the U.S. Engineers as well as other branches of the service which might have occasion to use Evinrude motors.

Success didn't come easy. Harry and Pepita worked hard, seven days a week. Harry had the continental European's distrust of insurance and so was badly hurt by a fire caused by a defective electric sign and again by a hurricane that put Seminole Docks under 8 feet of salt water. But he fought back and when he sold out some 15 years ago Seminole Docks was a big thriving business, which it still is today.

Harry was more than a businessman. He branched out into public service of all kinds and for several years before his death, ran the Orange Bowl Regatta, as well as participating in many other local projects. He was a title holding, deep sea fisherman with a number of trophy catches.

And all he started with was a borrowed dime, half a shoe string, an idea, and the willingness to work.

While I was at the AOMC meet held at Antioch, Illinois, during July, several questions were asked of me about the Owens-Dyneto Electric Starter Unit which was put on

outboard motors by Evinrude, Elto, Lockwood and Johnson for the first time, back in 1930. I couldn't answer all of them.

Later, I dredged up a sort of service manual on the Owen-Dyneto starter put out by Owen-Dyneto Corporation of Syracuse, N.Y. early in 1930 plus a later supplement. I will be glad to send anyone who sends me \$2.00 in cash or stamps, a Xerox copy of the 15 pages involved. And said cash or stamps must be in advance. I do not guarantee that this manual will answer any and all questions.

Jim Webb

ELTO IGNITION TIPS AND IDEAS....

The Elto battery ignition has been covered in both the Outboarder and the ignition manual, but I wonder if the newer or less experienced members would benefit if it were repeated that the condenser was built into the coil, and that a new condenser can, in some cases at least, be installed into the circuit without digging into the coil. I had a weak spark on a Ruddertwin and proceeded as follows: obtain an automotive ignition condenser, the smaller the better. Remove the flywheel and the timer cover (if a system with an Atwater timer). Ground the condenser case to the timer case, connect the condenser lead to the battery lead at the points.

Test for a spark by holding a plug lead near the timer case and flip the timer lever to activate the points. The battery has to be connected, of course. In my case, I was rewarded with a big, fat spark. I used a Chevrolet condenser, mounted on top of the timer cover with the cover screw. The condenser lead was lengthened and run into the timer through the hole in the bottom of the timer case and soldered to the plus battery lead at the points.

Also worth repeating, I think, is that the proper procedure to bounce-start the Ruddertwin is to place the starting knob to the rear of the motor and bounce the flywheel from right to left, (counter-clockwise). To start in reverse, move the timer lever to the nearly high speed position and bounce left to the right. Mine will start on the first flip and really impresses the peasants. Also, the shear-pin on my model C appears to be common, quarter inch round brass stock. (I have no idea if a special alloy was used by Ole.) A widely available source for this stock is the brass rod used to connect a toilet valve float to the valve. They cost around a half a buck, and several can be cut from one rod.

Bill Horst, Ft. Thomas, Ky.

THIS TIP MAY GET A MOTOR IN YOUR LIVING ROOM!....

In letters to the editor, July issue, there was a letter from George Harness on page 31, asking about how to get an engine cleaned up so that it can be displayed inside the house during the winter. My answer to the problem follows:

To clean an engine for the winter so that it can be displayed in your house without annoying your wife - too much - is a simple task. Wash down the engine with a mild solution of gunk after draining the fuel tank, lines, and carburetor. Then dry the engine and polish all bright metal parts and put a coat of wax on the painted parts. The last few drops of fuel can be removed from the tank by using a piece of old fashioned cotton clothes line as a wick, leaving the gas cap off for a week or so with the clothes line extending into the bottom of the tank and hanging out the filler opening. A final precaution after the engine is located in its position of honor is to put down a small drip pan to prevent any accidental oil spots on the wife's new broadloom!

By the way, a local Mercury dealer called me the other day and told me that he had a copy of "Boat and Motor Dealer" (August '72) that featured an article on the Waukegan National. My name and address, along with a picture of David and me launching the aluminum boat with V-50 on it was in the article and that is how he located me. The article features several pictures and the cover has a color picture of the dock area at Smith Marine with many people looking over some of the old engines. Bob

Zipps and Tom Luce are pictured on the scene. The dealer gave me the magazine and we may have a future member as he is the proud owner of a '25 Johnson Water Bug.

Bill Salisbury, New Jersey

TANKS 'N TRADIN'....

Enclosed is a picture of two tanks which I restored. The procedure is simple, and described in several issues of The Antique Outboarder.

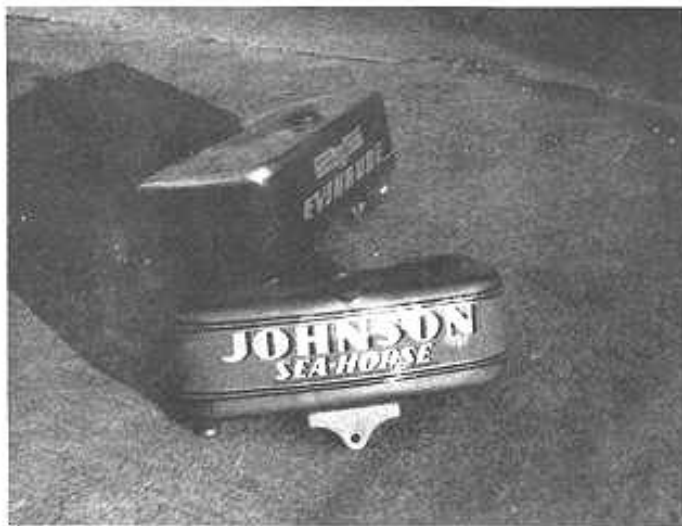
Cut a fist-sized, U shaped slot in the bottom, or flywheel side of the tank where it won't show, then use body and fender tools to pound the dents out. The tools are available from J. C. Whitney 1917 - 1919 Archer Ave., Chicago, Ill. 60616, Stock #74-2834; cost is \$5.59 for a complete set.

The Johnson tank was an experiment - I took the worst tank I could find and proceeded. No body filler was used, just patience. I was so pleased that I did the Evinrude Tank which was badly mashed by fall when a stand collapsed - again beautiful results!

After all the dents are out, and the tank is sanded, bend the flap back over the hole, and have the tank welded. Cost is approximately \$3.00. Be sure to check for leaks so that the Welder can fix those at the same time.

I'll include also a photo of Travelin' Jim Murphy on his recent trip to Oklahoma via Dallas, Texas. It was a real pleasure to have Jim stop by, and resulted in some top level horse trading. I swapped a Lockwood Chief, in a box, for Big Four Parts, in a box. Jim carried them back on the plane with him. Following Jim's visit I visited with him and his wife Marge at their home in Flossmoor, Ill. A wonderful evening with wonderful people - - - and, of course, more trading of parts. Jim has quite a collection, and tells a hilarious story about running a 4-60 in the basement while his wife was having a sorority meeting upstairs.

Dave Reinhartsep, Dallas, Texas



1928

The Safety-Plane—A Husky Racer-Runabout



OF HISTORICAL INTEREST

..... *W J Webb*

AMPHION HISTORY

Clarence J. Allen was said to have operated a successful jobbing tool shop in Milwaukee in the early years of this century. He is said to have known Ole Evinrude, in fact, at various times did tool room jobs for Ole.

Like many others of the early teen years he was attracted by the spectacular success of the Evinrudes. Being a pretty good practical engineer himself, Allen thought he would give the marine engine business a try. He started with single and in-line twin cylinder heavy duty inboards. These were said to be good reliable engines of great durability.

In 1915 he converted his in-line twin inboard to an outboard mounting. This was on the market from 1915 until 1919. It never created much of a stir, principally because Allen had no one to develop a sales organization. Had there been a good Amphion marketing organization, Amphion might well have become a strong figure. As it was, it seems that most of Amphion's business was done through mail contacts, although it was not a direct mail outfit. Also, it was said that one enterprising free lance salesman, name unknown, would load up his light Model T truck and go out to nearby Wisconsin lakes and peddle the Amphions. Production was discontinued after 1919.

In the mid-twenties, Allen's business was bought by A. J. Machek of Milwaukee. This included all of the pattern equipment, tooling and a supply of production parts for the Amphion. Machek assembled a few motors from these parts and sold them locally through hardware stores, nearby lake liveries and a few dealers in the midwest. The number of motors so produced is not known, but could not have been more than a few hundred.

I remember hearing about the Amphion and seeing one on Oconomowoc lake about 1927. This phase of Amphion lasted from 1926 until the end of 1929. Machek continued in the tool business, but like everyone else in the thirties, had tough sledding. Machek's present whereabouts are not known, but he is believed to have died after WW II.

In 1945, Ray Menne and Ed Grote bought the Machek business. Ray Menne ran a tool shop. Grote was in real estate and other lines of business. They assembled a few inboard and outboard motors out of available parts and sold them.

Ray Menne, now running a very fine tool shop of his own in East Troy, told me they were not interested in the motor end of the business, but bought the business for its tool possibilities. Ray doesn't remember what they paid, but said it was only a few thousand dollars at best.

Ray gave all of the pattern equipment and outboard tools to the East Troy High School Manual Training department. He kept one of the light inboards for himself and said it was a great one. He recently sold it to someone whose name he has forgotten, a collector from the East. Hopefully, it was a member of our club.

Ray Menne is one of a fast vanishing breed - a master tool maker, proud of his ability and skill. He has all of the work he cares to do strictly from referrals from satisfied customers. Besides that, he is a gun fancier and has some of the finest guns, hand tooled by himself, that I have ever seen. I would say he is a master gun smith, not just a fancier.

Ray's partner, Ed Grote, to whom Ray referred me for exact information about the Amphion purchase died on August 15, 1972 in a Milwaukee nursing home before I could get to interview him. Ed, who was of Scandinavian descent, lived to be 80 years old. He had no children and got his start with the Cutler-Hammer Company in Milwaukee. Ed was primarily a tool maker, and a very good one. He developed the machinery for wire forming and patented it. He made billions of coat hangers and made quite a bit of money at it. He also did some real estate dabbling, during the Depression. Made some money at that too, but mostly became well off through his coat hangers and tool shop.

So ends the Amphion saga.

BATTERIES FOR OUTBOARD IGNITION

by Dave Reinhartsen

At the recent National Meet several members were using batteries to power the ignition systems on their engines. Each of them was having starting problems, and each was using a battery which was too small.

Only three batteries should be considered for ignition systems* - others do not have enough capacity to handle the current drain. These are the common lantern battery (4, #F single cells), the hot shot battery (or 4, #6 single cells) and a motorcycle battery. Approximate lifetimes under the intermittent service characteristic of Antique Outboarding are as shown in Table 1.

Lantern Batteries are recommended only for testing. If you use one on a boat, be sure you take oars.

Hot Shot Batteries are recommended for Elto Systems, short runs with Ford "T" Systems, and testing of Big Four or 4-60 systems.

Motorcycle batteries are highly recommended for all applications for many reasons; they can be recharged many times, giving them the lowest cost per hour of operation with any system. They can be recharged anywhere. They are light, reliable, rugged, and available almost anywhere. Be sure to shop around, for prices vary widely.

* Of course automobile batteries can be used with great success; however, they are heavy and bulky.

TABLE 1 - SERVICE LIFE OF BATTERIES

IGNITION SYSTEM	LANTERN BATTERY ~ \$2. - \$3.	HOT SHOT BATTERY ~ \$6. - \$9.	MOTORCYCLE BATTERY (without recharging) ~ \$12. - \$15.
ELTO 1 (ATWATER-KENT)	1 - 3 HRS.	8 - 25 HRS.	24 - 50 HRS.
FORD "T" COIL	1/2 - 1-1/2 HR.	4 - 15 HR.	12 - 35 HRS.
BIG FOUR & 4-60	1/4 - 1 HR.	3 - 10 HRS.	4 - 15 HRS.

I GOT TROUBLES !

By Don Peterson
2884 S.E. Francis
Portland, Oregon 97202

A REPORT FROM MOTORS REGISTRATION (M. R.)

In evaluating the Motors Registration files, I find that 40% of the information is outdated, due to trades, sales, and owners' lack of information on M.R. forms. This plagued Bob Hampton, our previous registrar, and is doing the same to me.

By going through all my old magazines and newsletters and using that info, the files reflect a little better of what we have, yet it needs much more info. What I need to update the files and keep them reasonably current, is a yearly registration drive.

Being that January is generally a slow month, and with no one's objection I designate January as "Registration month".

To help in the identification of motors, which really is also big problem for M.R., and to assist newer members, the following information is available on model, year, hp, etc.

The model year guide for Mercury is featured in April '69 Outboarder, pg. 23; Lockwood, July '69, pg. 27; Neptune, Oct. '69, pg. 20; Elto, July '70, pg. 24; Champion, Oct. '70, pg. 32; and Caille, Jan. '70, pg. 27. A Johnson model year guide may be obtained from Marvin Howell, 906 Winthrop, Joliet, Illinois, or copies could be made from a local dealers guide. Evinrude's model year guide 1909-1959 is still available through Evinrude dealers.

It would seem that a combination of all year guides mentioned above might be a marketable item for A.O.M.C.I.

You can imagine my frustration when receiving an M.R. form with the single word, "Johnson", written on it, so please give me the year, model, horsepower and serial number.

Above all, please don't forget that model number. That alone, at times has helped.

To give you an idea of the benefits that can result from Motors Registration, here's several of them.

- 1 - Assistance to members in locating owners of the same or similar motors.
- 2 - Information such as parts and info wanted, etc. on M.R. forms are forwarded to the Newsletter (this info is generally taken from M.R. forms from new members, so as to give them some help and contacts).
- 3 - Registration helps locate photos and info on rare motors for the Collectors Gallery, and articles for members.
- 4 - M.R. plans future comparisons and analysis to help determine motor rarity which will help your buying knowledge.

In the January, 1972 Outboarder we tried something new, The Scrapbook of Old Ads, which is a pet project of Bob Brautigam's and mine. We would appreciate your comments, and any help in locating any old ads.

Possibly this next year, Motors Registration will have stick-on emblems for registered motors; this is still in the planning stage.

In summation, I need your help, I need to have all of you register your motors, and if you enjoy the Collectors Gallery and the Scrapbook of Ads, the one way of showing your support is to register those engines!

In closing, I have enclosed a photo of a motor recently registered by Dudley Davidson of Seattle - notice, it's a Walnut! (Photo on next page)

PLEASE REMEMBER



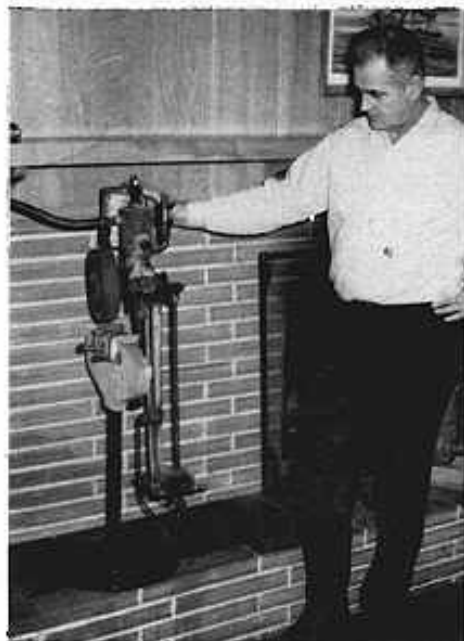
Check your date of membership renewal and forward your dues before a notice has to be sent; you'll save the club time & money

Send to..

Mr. John D. Gould
4707 Massachusetts Av.
Indianapolis, Ind 46218

THE SCRAPBOOK of ANTIQUE ADS

By Don Peterson



Motor at left is Dudley Davidson's 1907 Walnut outboard. It has to be one of the half-dozen oldest on record.

"Northwestern" Row Boat Motor

A High Grade Motor at a Moderate Price

In placing on the market the Northwestern Rowboat motor it has been our endeavor to furnish the best motor regardless of cost or price. Everything entering into its construction is of the very best, and we have added a number of valuable improvements not found on other lines. Castings are made of the highest grade semi-steel and malleable iron. All parts below water are bronze except cut gears which revolve in oil, aluminum exhaust pipe, nickel-plated fly wheel, rubber-covered spark plug, convenient steering lever with notched ratchet so boat can be set to go straight ahead or at any angle, making it easy to handle in wind or waves, under-water exhaust or muffler at the option of buyer, water cooled cylinder, furnished either with battery ignition or Bosch magneto, painted in a beautiful dark maroon color with piano finish,—there is no motor to be compared with it in beauty, design and high grade equipment.

PRICE

We realize that outboard motors are largely used by pleasure seekers, working men, boat liveries, etc., who cannot afford to pay the fancy prices heretofore asked for these articles and we have made the price with complete equipment as described above at \$50.

Write for 1915 Catalog.

NORTHWESTERN MOTOR CO., Eau Claire, Wis.

Sold on 30 days' free trial!



2 H.P.
\$50

HARTFORD REG. U.S. PAT. OFF. Sturdy Twin

The Ideal Combination of Speed, Dependability and Light Weight

Write for folder describing this new Sturdy Twin—The latest thing in superior out-board motor design.

The Gray & Prior Machine Company
BUILDERS OF HIGH GRADE MARINE MOTORS FOR OVER A QUARTER OF A CENTURY

104 Suffield Street, Hartford, Connecticut
Branch at 117 Commercial Street, Portland, Maine '28

WATCH CAILLE this YEAR

Quick Get-Away · Speed · Power
Long Life · Dependable · Smooth

See our nearest dealer or write

CAILLE MOTOR COMPANY
DETROIT, MICH., U. S. A.

CAILLE

OUTBOARD MOTORS

1928



YOU NEED ONE ON
YOUR BOAT

EVINRUDE DIVISION

Outboard Motors Corporation

1233-27th Street Milwaukee, Wis.

Hunt 'em with Folding Sportwin!

There are fewer good aims in arms tired by rowing. Get to the blind early and fresh, with an Evinrude. Sportwin is the model to choose — as trusty as your pet gun but a point better in the means by which it is made portable. Instead of taking it apart, you simply fold Sportwin into a compact, easy-to-pack and easy-to-carry package only 23½" x 12" x 14" and weighing only 43 pounds.



1930

RACING

THE RACING GIANT TWIN

The Giant Twin began its short life in outboarding history in 1928 and by 1929 the end was in sight. The models were T-40, TL-40, TR-40-1928, and T-45 and TL45-1929. The R designated the racing version and the L designated the long shaft version. The following quote is from the Johnson catalog of 1928 supplied by Mr. Lou Eppel of Johnson Motors.

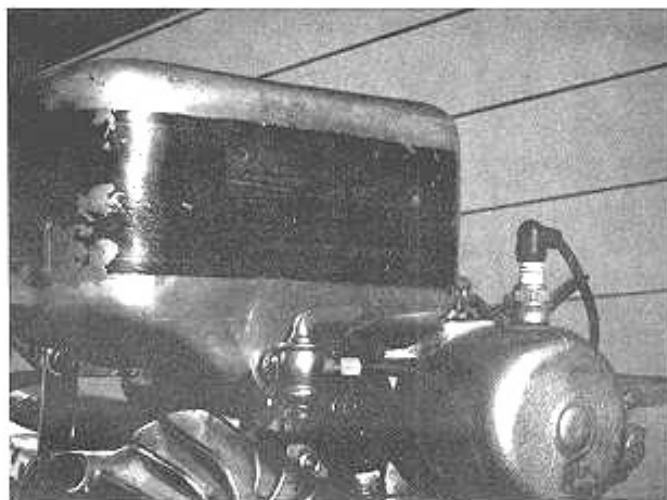
"Just as Johnson led the field in producing the first high speed, Class C motor, so Johnson is the first to develop and announce a motor with over 30 cubic inches. The new Giant Twin has a cubic inch displacement of 49.48 and weighs only 110 lb., and develops 25.75 HP at 3500 RPM in the racing model in racing trim. The Special Giant Twin racing model has been developed to meet the requirements of those demanding the maximum speed in Class D. (Subsequently changed to class E-50 cubic inches or less.) Measurements are identical with the regular Giant, however compression has been increased and ports suitably arranged for extreme high speeds. A specially designed two blade racing propeller is provided. Power curves show the difference between the racing and regular models. The TR model is recommended for racing only and not for general purposes."

The Figure 1 graph shows the power outputs for the Giant Twin in standard and racing trim.

Mr. Raymond Rydell, of Avalon, California, bought a new TR-40 in the summer of 1930. The decal said "Sea Horse 25", so it was probably the 1929 model. Mr. Rydell ran the motor on a 14-foot Mahogany runabout made by a local builder in Los Angeles. The following is part of what Mr. Rydell can remember from the four years he owned the Giant.

"The motor and boat always performed very well through the four years that I owned it. It had a lot of low speed torque and would accelerate with a big Chris-Craft. It would also idle well without getting hot. We believe we could run at about 35 MPH flat out. At any rate I could pull away from a friend of mine who ran a Lockwood Racing Chief on an eight-foot racing sled. The motor is easy to start even when hot if you remember that it is almost impossible to flood. I always started it by flooding the carburetor bowl, retarding the spark, throwing over the release charger, and rocking it against compression about four times, then pulling like hell and holding on. If you don't pull very hard the motor can pull you right into the flywheel."

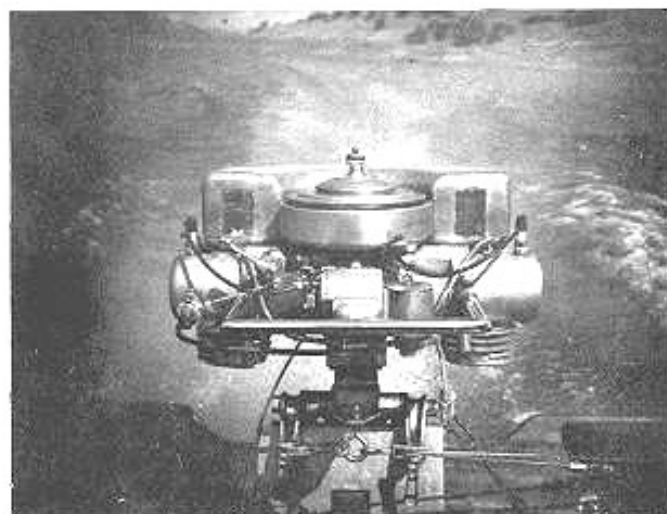
My Giant Twin began as a basket case. I found a carburetor, tank, flywheel and magneto plate and that was my start. John Harrison supplied cylinders, crankcase, crank, rods, and pistons, and also a few small parts. The clamp bracket/lower unit are from a PO hulk, adapted through the use of a 1½ X 5 X 3 inch block of aluminum with appropriate holes to mate the two differing assemblies. The driveshaft is ½ Speedifour and ½ PO, welded together. The main bearings in the crankcase were wallowed out as is often the case with the Giant. Rather than make new bronze bushings for the mains and have a problem in the future, Mr. Hubbell installed a ball, and a needle bearing on each main with a seal to maintain crankcase compression. Should the bearings wear or need replacement it is now a simple matter to order new ones. Mr. Hubbell suggested that this setup would make the Giant run like a modern engine. That it does. Since I had no rod bearings of any kind, something had to be adapted. Luck was with me at this point. Two SR cage pairs, side by side, fit the Giant crankpin perfectly using SR rollers. That's 24 rollers per rod. The crank and rods are drop-forged steel, case hardened to file hardness. The rods are about a foot long and the pistons are 4 ¾ tall and use 3- 5/32 rings. Naturally, I matched all ports, and balanced all reciprocating parts



Gas tank detail of the Giant Twin showing oiling instructions & rugged construction



The Giant at rest after a day of exercise



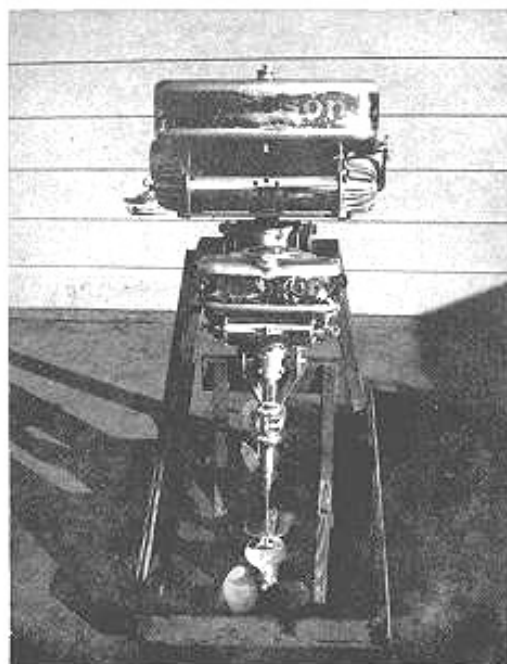
The Giant at half throttle - 27 mph! Proof that a Giant will run.



Maxi and mini motors. 1928 TR-40 Racing Giant Twin and 1928 A-35, Light Twin.

THE GIANT

The maxi and mini motors as seen from the rear.



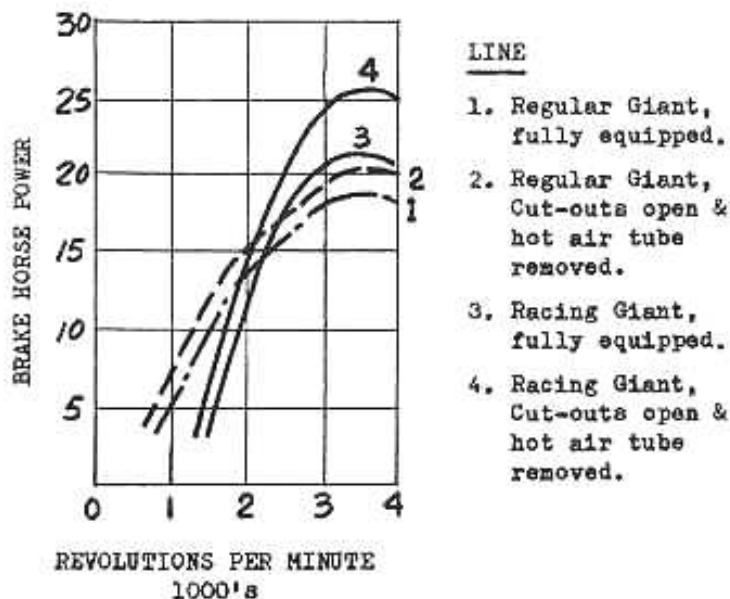
during assembly.

After 2½ years of parts gathering and a bit of money spending, the time came to "hit the pond" last July 12th. The Giant started on the fifth pull. (It's 36 inches from the carburetor intake to the sparkplug.) Using the recommended 1½ pints of oil per gallon created quite a smoke screen. I think a pint would be satisfactory for a broken in engine. Once warm it starts on the first vigorous pull. Anything less than vigorous means barked knuckles when the engine backfires and smashes them into the tank. Remote steering is a definite advantage in running an engine the size of the Giant. It holds the engine from turning when the starter cord is pulled and allows a great deal more control over the boat, than when a steering handle is used. The engine idled perfectly and never fouled a plug. At low speeds it ran very cool, as at high speeds. Acceleration is as fast as anything except a 4-60, and top speed was 34 MPH at 3700 RPM, on my venerable, Whirlwind moulded plywood boat using a 11 X 15 Stannus racing prop. Removing the hot air tube and muffler would increase those figures. High RPM could be very destructive to the Giant because of the long rods and the high mass of the reciprocating parts. The factory tests were run to 4000 RPM but the power peak occurs at 3500 RPM in all cases. The engine is a pleasure to run and once the operator is familiar with its operation, it isn't much different than running a PO; except that it will "blow the doors off" of any V-70 that may be around.

According to Mr. Lou Eppel of Johnson Motors, "This model was somewhat less than successful and was manufactured only in 1928 and 1929". The advent of the external rotary valve, and the high horsepower per cubic inch ratio of engines using it probably meant the end of the Giant. The P-50 of 1930 was 30 cubic inches and put out as much power as a Racing Giant in standard trim. Beyond that there were the famous PR racing engines that dominated Class C racing for 20 years. They often put out twice the power of a Giant Twin. The advantage of the smaller short stroke engines is that they can withstand much higher RPM which gives a great deal more flexibility to an engine. Current racing practice for a PR is around 8000 RPM in competition, which gives a great deal more flexibility than an engine like the Giant Twin with a top RPM of 3700.

The members of the Antique Outboard Motor Club who have owned Giant Twins can appreciate this technological experiment. The Giant was a fine, carefully made engine representing the most advanced technology of the time. The twelve or so examples in the hands of Antique Outboarders will serve to preserve this landmark in outboarding history.

FIGURE 1- Giant Power Output



Piston on the left is from a Giant Twin. On the right is a PO Johnson piston.

51 FROM 18

AOMC 1st National Meet

by David Reinhartsen

Nothing - absolutely nothing expresses the success of our first national meet better than "51 MEMBERS - 18 STATES". From as far away as Washington State, Texas, Georgia, and Connecticut, we met in Antioch, Illinois for 3 glorious days of Antique Outboarding, Check the lists.

Minnesota - 7
 Illinois - 7
 Wisconsin - 7
 Indiana - 5
 Missouri - 4
 Ohio - 3
 New York - 3
 New Jersey - 3
 Connecticut - 2



Pennsylvania - 2
 Maryland - 1
 Georgia - 1
 Washington - 1
 Texas - 1
 S. Carolina - 1
 Louisiana - 1
 Idaho - 1
 Kentucky - 1



Attendees:

Bob Brautigam
 P. S. Brooke, Jr.
 Robert Burdell
 Tony Caglione
 Richard Choyce
 Stan DuBois
 Ed Diederick
 Peter Economos
 Ron Ellis
 Walter Ellis
 Dick Frantz
 John Gould
 Phil Graen
 Bob Grubb
 Raymond Hatton
 John Herberg
 Skip Hight

William Horst
 Peter Hunn
 Byron Jaqua
 Ron Johnson
 Ed Kant
 Phil Kranz
 Charles Loshe
 Fred Lucas
 Tom Luce
 Don Miller
 Milt Moos
 John Morgan
 Don Murin
 Glenn Ollila
 Walter Otto
 Leonard Pangburn
 Bob Peterson

Peter Reinertson
 Dave Reinhartsen
 Bill Rose
 Jere Sairs
 Bill Salisbury
 Frank Schlachter
 Clarence Sitton
 Les Stevenson
 Bob Surgeon
 Bill Tenney
 Bob Thornton
 Sam Vance
 Jim Webb
 Rod Webb
 Casey West
 Gene Yonker
 Bob Zipps



17

The old and the new - Special thanks to Johnson Motors for allowing us to participate in their 50th Anniversary celebration. Yessir! There's something for everyone at these meets!

FAMILY BOATING

No sport can be enjoyed by a family as much as water sports. And no hobby can be more fun than cruising about, powered by a beautifully restored antique outboard. The highlight of our meet was the Family Cruises, taken each afternoon. Everyone went - Mom, Dad and the kids. All enjoyed the journey back to the 20's and the powerful sound of these beautiful machines.

18



Jere Sairs of Milwaukee pilots his beautifully restored 1928 Speeditwin during one of the family cruises. Looks like Ron Ellis acting as observer. The water was pretty rough!



Gayle Salisbury demonstrates the proper way to take a hydro from the top of the Salisbury station wagon. Husband Bill gives advice. Engine is a PR Johnson completely polished and a real hot performer.



The pit area at the Smith Marine Dock. Bill and David Salisbury and AT-10 motor are at left. At center is Bob Zips and his S-70. Sam and Ginny Vance, their family and Johnson PR-40 from 1928 complete the picture.



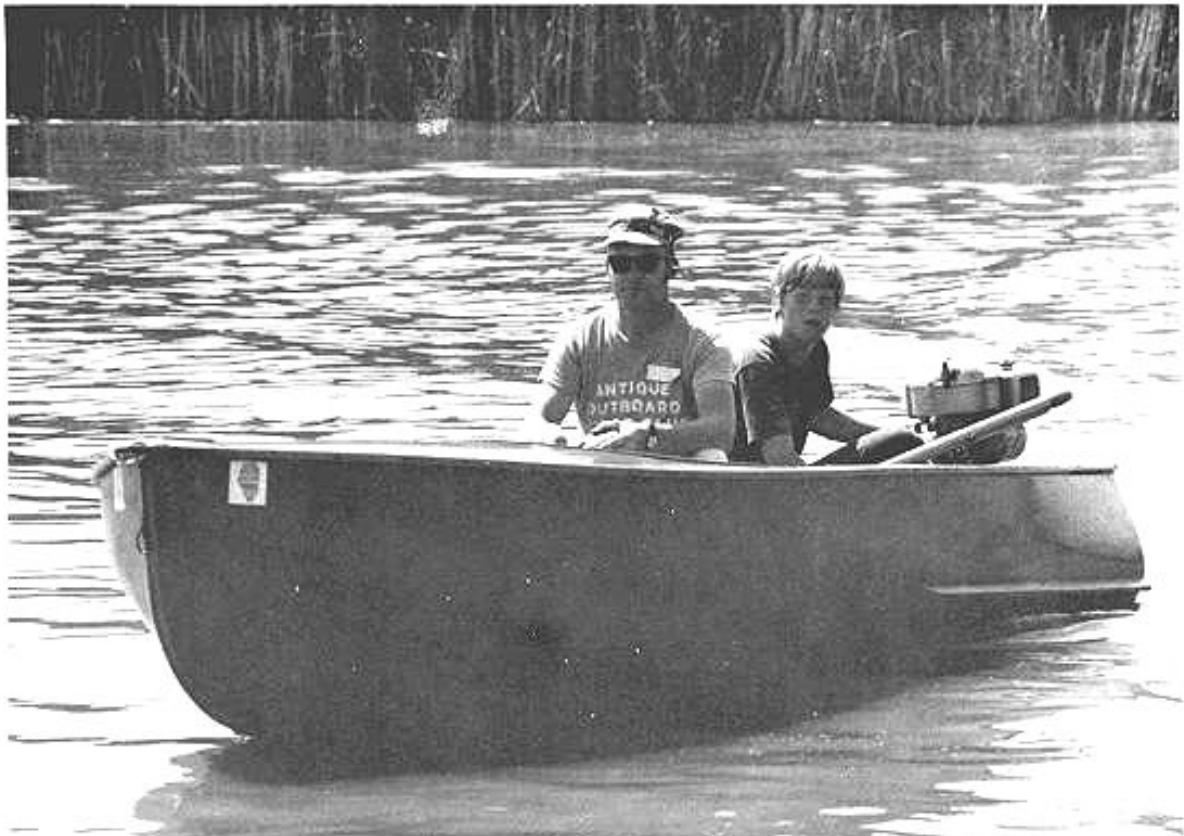
Above: All the way from Texas, Scott Reinhartsen takes his father for a spin. Scott did all the restoration on that LT-37. Below: The Ollilas and Brautigams.





Above: Bob and Pat Zipps with a 1922 A Johnson. An expert on Johnsons, Bob told Johnson Motors the true story. Below, Milt and Caryn Moos with family and AC-25.





Above: Ronald Johnson takes a ride from a friend with a KD Johnson. Below: Bob and Joran Brautigam and 5hp OMC Lightwin. Joran "fell in" several times.





Bob Brautigam and one of the Johnson Motors participants.
Bob's wife was watching from just behind photographer.

Anyone notice the boat and motor in the photo?
The beautiful gal is model Linda Knodel.



More family outboarding above. The Luce, The Vance and the Zipp families on a cruise. No one was towed in! Below: Bob Grubb and 1913 Evinrude, and Sam Vance



The oldest running motor contest. Judge Zipps tried every trick, trying to make one fail but alas - the prize went to Bob Grubb on a technicality.

THE OLD TIMERS

Each member of this unique and wonderful club has their special "thing". For some, it is restoring and running the very old engines. Here we see some of the old-timers in action. They all ran perfectly, never missing a beat, and powering their owners to speeds approaching 7 mph.

Bob Grubb and the oldest running motor - a 1913 Evinrude.



Antique outboards on 'parade'

The Antique Outboard Motor Club is holding its first national meeting, now through Sunday, at Smith's Marine on Route 173 west of Antioch.

William Rose of Waukegan, president of the club's Midwest chapter, said the meeting consists of an exhibit of antique outboard motors of all makes, demonstration of the capabilities of the older engines today and Sunday afternoon and a victory dinner tonight.

The meeting is part of the 50th anniversary celebration of Johnson Motors. David Reinhartsen, national president, is flying in from Dallas, Tex., for the event, Rose said.

Most of the engines on exhibit are expected to be pre-1942," Rose said.



Sam Vance and his beautifully restored Waterman Porto.



Tom Luce getting ready to start his 1927 8 hp Johnson model P-35.



Smiling Tony Caglione and his 1916 Motorgo - the same one with which he won the Oldest Running Sparkplug contest. The motor runs better than new.

BETTER THAN NEW

If it's old - it's no good any more. Right? Wrong! These antiques are just as powerful, just as reliable, and just as easy to use as the new outboards. Besides, they have something the new ones lack - the bark and the feel of something that has withstood the severe test of time. We are indeed proud of our restorations.



Bill Salisbury shows Hal Stewart of Johnson how the old ones run. Says Hal, "The new ones are good too!"



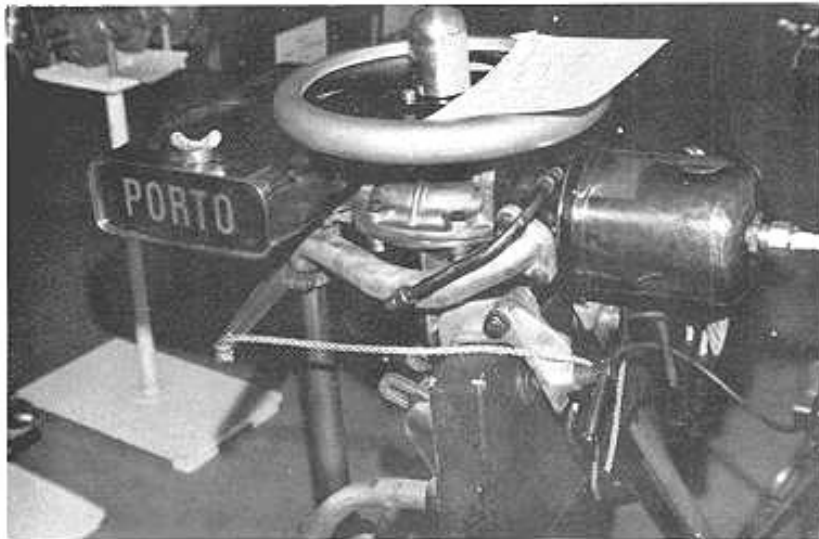
Zoom! These old engines have all the power and speed that you need. That's Bill and Gayle Salisbury.





No ordinary K-50, this one! Phil Kranz brought one with an early model rewind starter.

A close-up of Sam Vance's 1913 Waterman. The paper on the flywheel says "hot". The motor was!



John Herberg tries his A model Johnson on a Penn Yan boat. Some of the Johnson collection in back.

Bill Salisbury gets his 1933 V-65 ready to pull a ski buff- Dave Reinhartsen. Engine had to go some!





Tom Luce's 1927 Johnson P-35 in a high speed run. Is that a certain Johnson Motors representative holding on for dear life?



Bob Zipp's new outboard rig with his 1934 Johnson. We are all grateful to Bob for this act of charity.

RACING DEMONSTRATION

Some of our members have raced outboards for many years, and hate to lose touch with the feel of a powerful motor behind, and a light, almost flying boat beneath. Two of our members, Bill Tenney and Bob Thornton gave us a real treat by showing what racing was like in the late 40's. Bob also sponsored a Racers School which acquainted many of us with the tricks of the racers. After attending the school, Tom Luce was heard to say something about souping up his 1910 Evinrude.



Three veterans of the racing game, Skip Hight, Bill Tenney and Bob Thornton check a detail on Bill's SE



John Herberg of Moline, Illinois brought his racing trailer loaded with neat boats and engines.



Bull session, l. to r., Bill Tenney, Ron Johnson, Stan BuBois, Ed Diederick, Dave Reinhartsen and R. Peterson



Here's the trailer brought by Bob Thornton. Bob brought a full house of A through F equipment.



Bill Tenney at speed with his record setting Neal hydro and SR Johnson combination. Engine won a World Championship for Bill - over 68 mph.



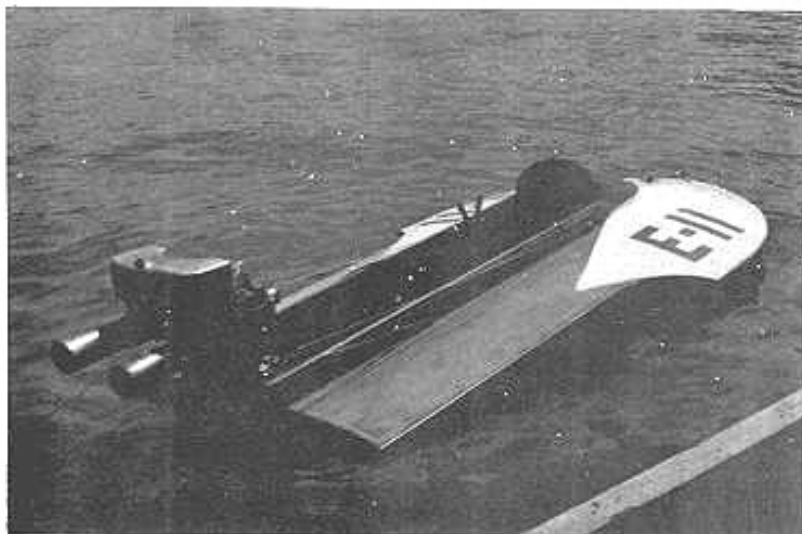
Bob Thornton of Chevy Chase, Maryland, with a PR Johnson. Bob is travelling over 60 mph when the picture was taken. A big thanks to Bob from us all.



This is the dock at "Mr. Wonderful's Resort", the scene of the high speed demonstrations and races.

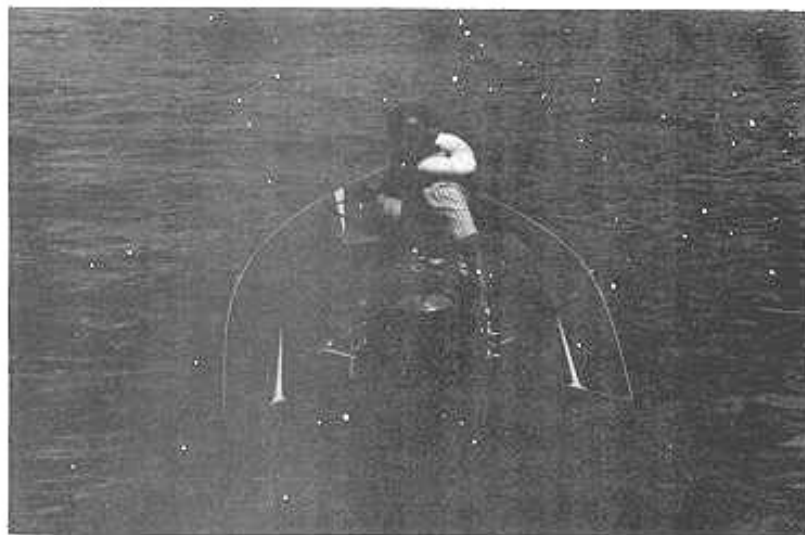
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Here's one of Bob Thornton's hydros. This time a PR Johnson for power. Looks harmless enough!



Bill Tenney (left) and Ron Johnson pose for the camera fan at right. Cover is off the lower unit and the purple nitro fuel is ready to go in.

Bob Brautigam pulling the starter on a modified Big Four, mounted on a 13' Connors Craft runabout.

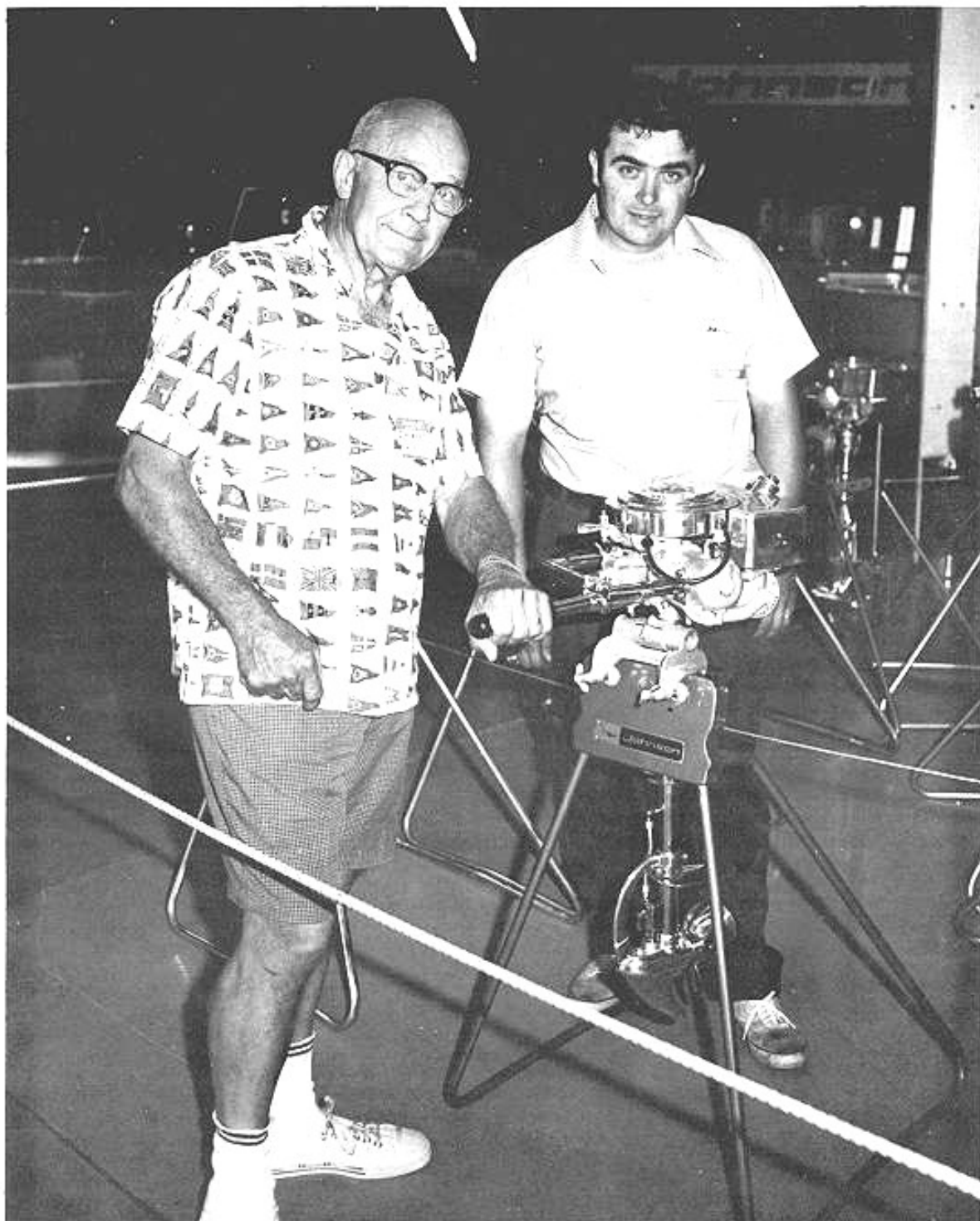




Bill Tenney (S111) and Bob Thornton (E11) demonstrate Antique Racing Hydroplanes.

SHOWING

No Antique Outboard Meet would be complete without a show of engines, restored to first class condition. Those 51 members displayed eighty seven engines - count 'em.

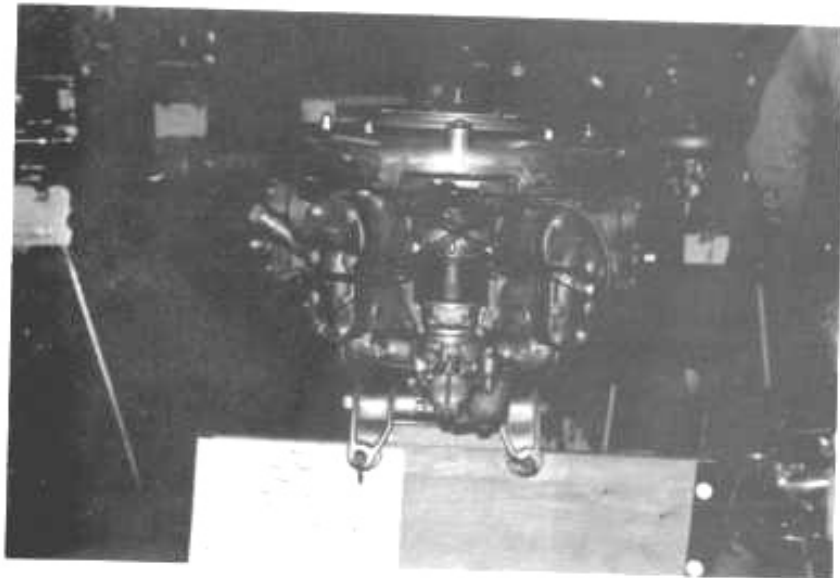


Rare photo shows Jim Webb touching a Johnson outboard. Bob Zips talked him into it.



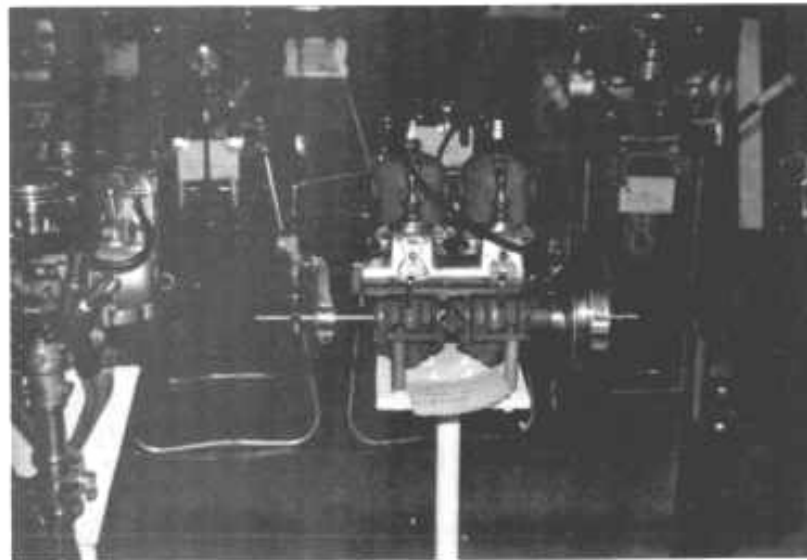
Part of the line-up in the display area. L to R,
VR-55; Pete Economos' PO-15; and Skip Hight's KR.

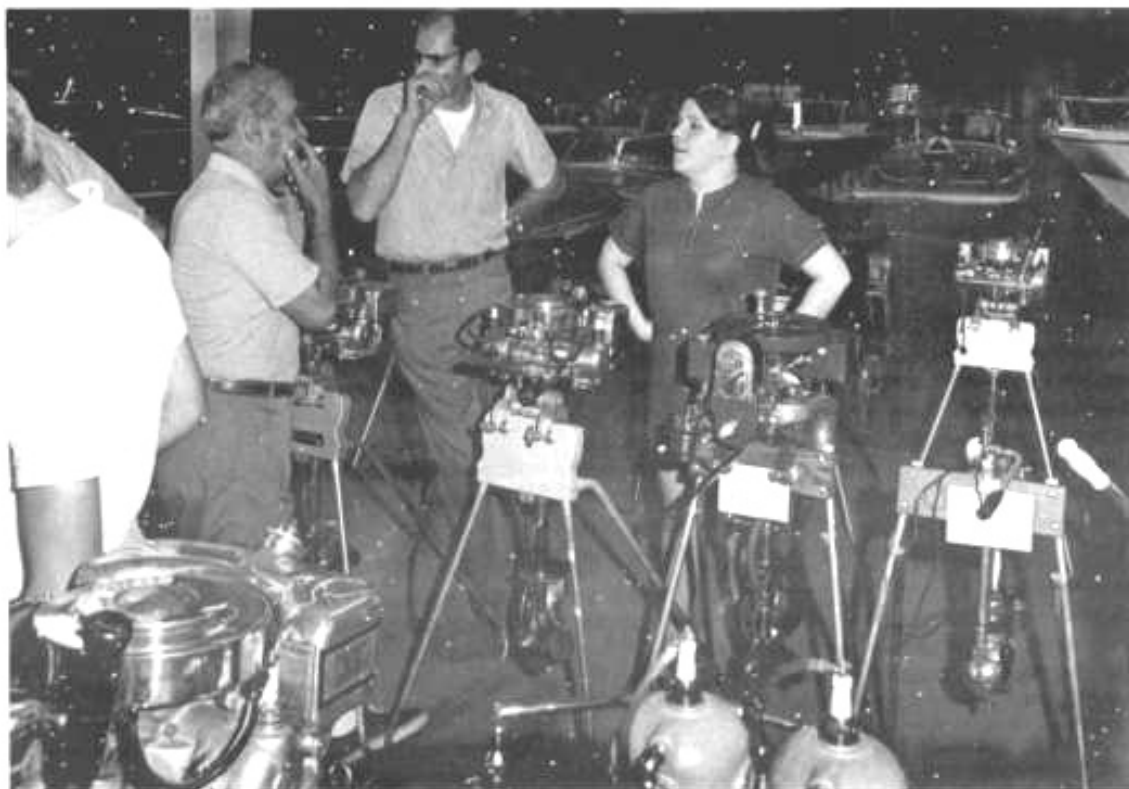
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More of the display area in Smith's Marine. The
full color photos better show how really swell
the engines looked.

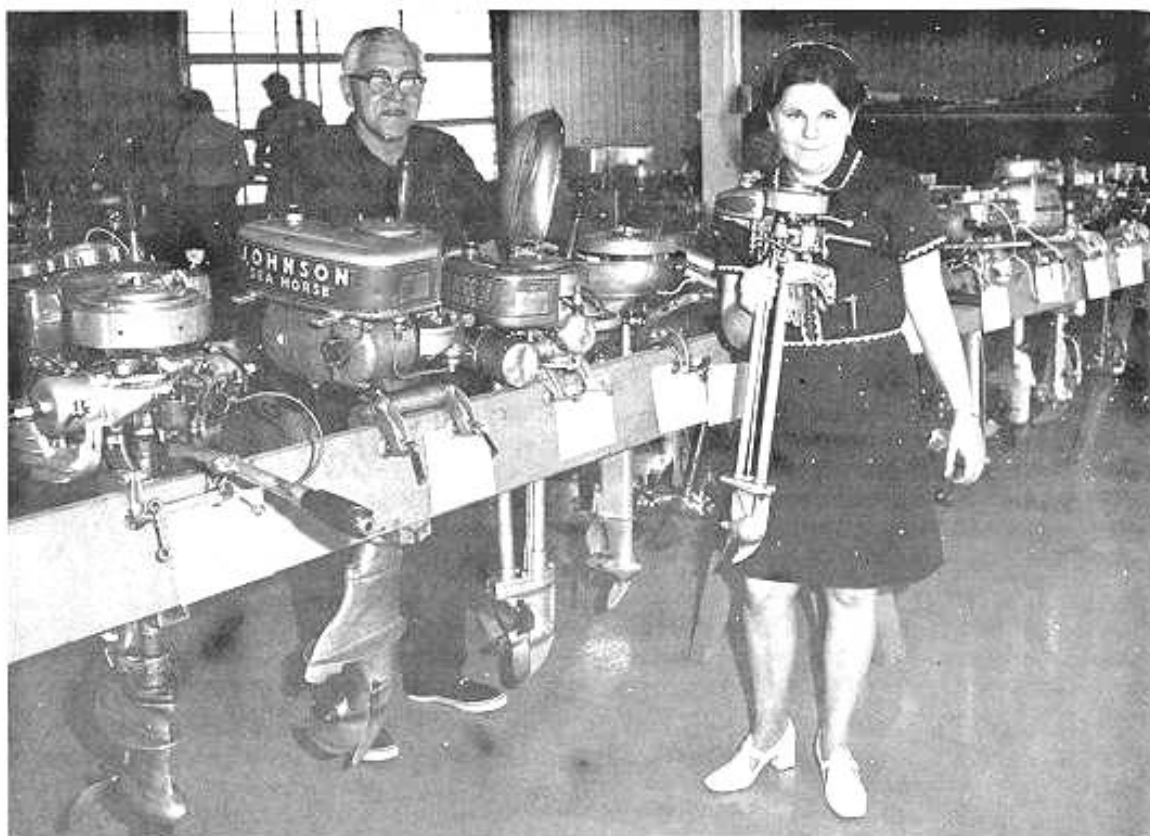
Len Pangburn's beautifully restored 1917 Evinrude



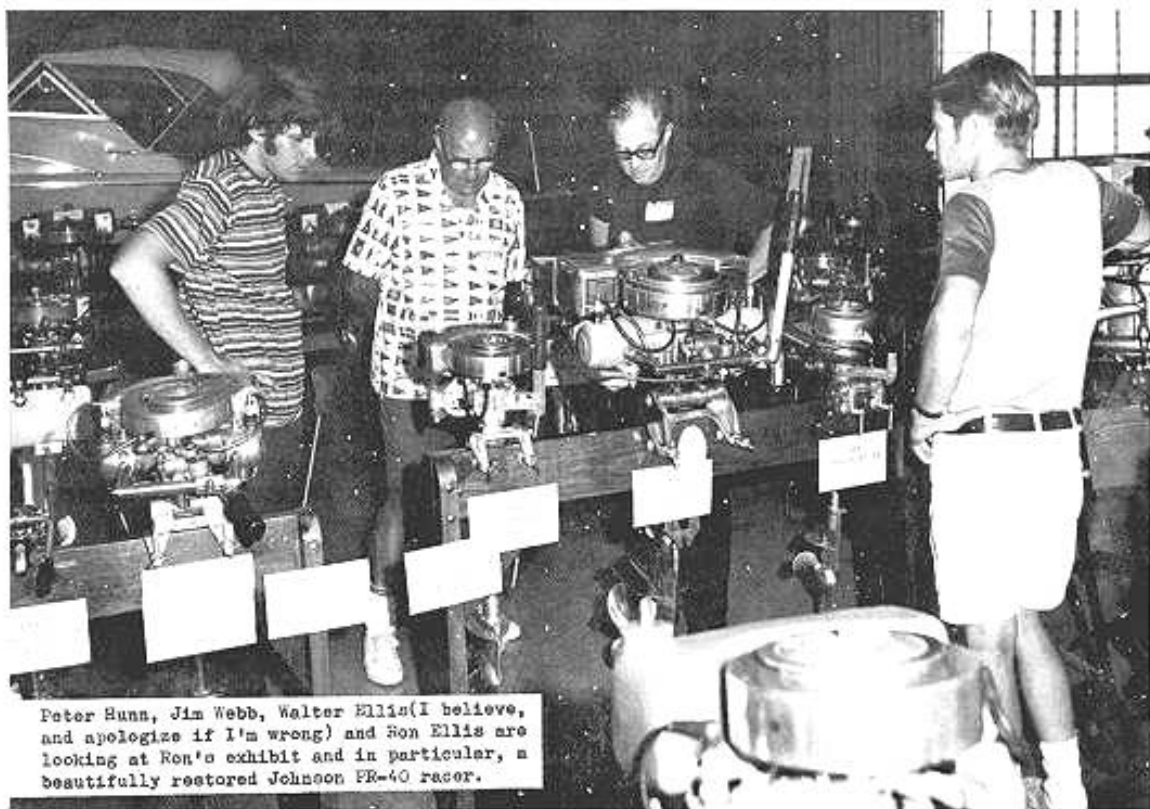


Above: Tony Caglione and Ed Diederick take a lesson from Luci Rose. Below, The fantastic display of 87 motors. Phil Graen and Donna are behind the shotgun.





Bill Rose and Daughter Luci, with their exhibit. The Roses were like whirlwinds - helping, organizing and planning. We all owe them a special thanks.



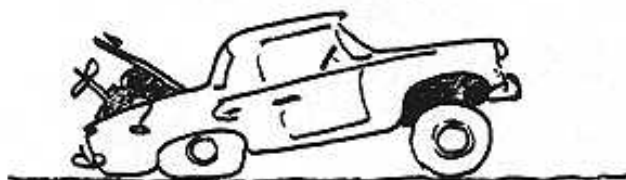
Peter Huns, Jim Webb, Walter Ellis(I believe, and apologize if I'm wrong) and Ron Ellis are looking at Ron's exhibit and in particular, a beautifully restored Johnson FR-40 racer.

SWAPPING

Sorry - but no pictures were taken of this popular pastime. Seems the money and motors exchanged hands so fast that no camera could photograph it. The author was so busy that he missed out on a '29 Quad and '46 Big Four, both high on his want list. Oh well, next year. Special thanks to Gene Yonker and Bob Surgeon for the truckloads of parts that they brought to sell at most reasonable prices.

The trading was fast and furious all right, one fellow got caught up in the spirit and bought back the same motor he had sold earlier - and paid three times what he had sold it for in the beginning! You just had to see to believe the humor in some of the pained expressions upon hearing a price -or an offer. It was downright funny to see the moths fly out when a wallet was opened. All in all, an estimated 40 motors changed hands, along with a good many parts. A number of engines were brought in by residents of the area too. Included in these were a Ferro, a Motorgo, several old Evinrudes and a Lockwood Chief or two.

HOMeward BOUND -



PRIZES

You bet we had prizes -

Oldest Running Motor - 1913 Evinrude - Bob Grubb

Oldest Running Johnson - #A563 Johnson Water-Bug, Tom Luce

Best Restored Motor - 1915 Lockwood - Fred Lucas

Best Restored Johnson - 1930 Johnson "V" - Bill Salisbury

Bang & Go Back-Nonplaning - "A" Johnson - Bob Zipps

Bang & Go Back - Planing - Elto Big Quad - Sam Vance

Speed Demonstration - Nonplaning - John Herberg

Speed Demonstration - Planing - P0-15 Johnson - Dick Choyce

Frayed Starting Rope Award - A-25 Johnson - Milt Moos

Oldest Spark Plug Afloat - Tony Caglione

Hard Luck Award - Phil Graen

Members Favorite Motor - Cross Radial - Fred Lucas



Bob Brautigam presenting John Herberg with his trophy for winning the non-planing speed race. Speed is no stranger to John but usually his boats plane a little.



Here's Phil Graen receiving his award called "The Hard Luck Trophy". Phil pulled the rope for 3 days before being able to start his 9.8 hp "K" Johnson.



Fred Lucas receives the trophy from Dave for "Members' Favorite Motor".



Tom Luce receives his award for "The Oldest Running Johnson".



Sam Vance receives the award for "Bang And go Back - Planing".



Here's Bob Grubb getting his award for winning "Oldest Running Motor".

VICTORY DINNER

On Saturday night, 78 members and their families attended a delicious family-style dinner, arranged by Bill Rose. We had a wonderful meal, followed by some words by Dave Reinhartsen. Dave's message was great, except he had borrowed trousers for the occasion, several sizes too big. And he didn't have a belt - so he used a starting rope - which didn't hold - but Dave did!

Bill Rose was warmly applauded for all of his efforts in arranging for the meet. He and his daughter, Luci, are truly remarkable.



These photos show part of the dining room at Steve's River Inn where the dinner was held. The gentleman resting on his elbow in the left picture is special guest Charles Strang. The outstanding folks in the right photo are the Vances' with their brightly striped shirts. Tom Luce's son couldn't take the excitement and fell fast asleep on Tom's lap.

Bob Brautigam received special award for the wonderful job that he has done on this magazine, and all agreed that Bob certainly deserves our thanks and appreciation.

Some organizational changes were announced, but the big message was clear to all of us. Isn't this fun? --- AND IT WAS!

APPRECIATION

The author (who was also chairman of the meet) wishes to express his appreciation to all those who did such a wonderful job in making our first meet a success - a success beyond our wildest dreams. Hal Stewart, Bill AuCoin, and others from Johnson Motors deserve a big thanks from all of us members. Bill Rose was the person who made everything go so smoothly.

Biggest thanks of all goes to those 51 members who loaded car, boat motors and journeyed to the meet. We hope that these photos show what a wonderful time we had, and make you want to come to the next one. It will be bigger, better and even more fun. The big question is when? Should it be held in Summer '73 or Summer '74? Let Bob Brautigam know.

SUMMARY FOR THE RECORD

The first National Meet was held July 14, 15 and 16, 1972 at Smith Marine, Sequoit Harbor, Antioch, Illinois. The Manager of Smith Marine is Wayne Sanford whose warm hospitality added much to the success of the Meet. The races and other high speed events were held at Mr. Wonderful's Resort on Channel Lake. The site of the Victory Dinner was Steve's River Inn, located on the highway between Sequoit Harbor and Channel Lake. -continued.

The Meet was held, in part, in celebration of Johnson Motors' 50th Anniversary, 1922 to 1972, and again our thanks to Johnson Motors for their fine support in providing excellent photographic coverage, the trophies and good people for us to work with. The oldest sparkplug aficat trophy was provided by Champion Spark Plug Company.

Bud Toomey and Randy Beem took the professional pictures while advertising consultant Mr. Earl Hilligan made up the professional text for Johnson. Johnson Public Relations Dept. people on-site were Hal Stewart, Bill AuCoin and Wally Jones.

AOMCI on-site coordinator during Meet preparation was Bill Rose. The Registration Girls were Janet Brautigam, Pat Zipps, Jean Luce and Louisa Grubb. Presiding events judge was Bob Zipps assisted by Casey West, Les Stevenson and John Gould. The Meet Safety Officer was Bill Salisbury, while the Headmaster of the Special Racing School was Bob Thornton. Overall Meet Chairman was Dave Reinhartsen.

AOMCI people supplying photographs used in the preparation of the meet story "51 from 18" were Peter Economos, Les Stevenson, Janet Brautigam, Dave Reinhartsen and Dr. Walter Otto.

Our warmest appreciation to all!



Antique Outboarding is for the wives too - Gayle Salisbury

AOMCI NEW MEMBERS

J. Daniel Techentin
4111 Grand Prairie Road
Kalamazoo, Mich 49007

David M. Bono
2 North Drive
Westerly, R.I. 02891

S.A. Westrom
Rt 3 Box 618B
Olympia, Wn 98506

John L. Erion
5562 S. Buner
Hinsdale, Ill 60521

Robert W. Leamy
1520 Richard Drive
Westchester, Pa 19380

Warren L. Wagner
2080 Shopiere Rd
Beloit, Wisc 53511

Karl J. Windberg
335 Pioneer
Waukegan, Ill 60085

Frank L. Schultz Jr.
RR 5 Box 144B
93-3rd Av Antioch, Ill 60002

Duane Wolf
1615 Wilson Court
Zion, Ill 60099

Bill Tenney
Crystal Bay, Minn 55323

Tom Johnson
Milwaukee Sentinel
Milwaukee, Wis 53201

Thomas E. O'Rourke
257 Cedar Pine Drive
Glastonbury, Conn 06033

J. Allen Miles
427 Oakmont Lane
Charleston, S.C. 29407

Gene Crook
20394 San Miguel
Castro Valley, Cal 94546

Everette F. Munnicut
228 E. McKinley Street
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DECALS

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

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Pressure sensitive vinyl. Patterned after 1938
model PO-38 Johnson Sea-Horse. \$3.00 each

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Bill Salisbury,
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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

For JOHNSON SEA-HORSE "16" or "24", fits early P and
S models.

Order from:
Eric Gunderson
57B Mt. Hamilton Road
San Jose, Calif. 95114

Made like originals. Price: \$7.00 each

For JOHNSON "SEA-HORSE" 32, fits models V-45, 65,
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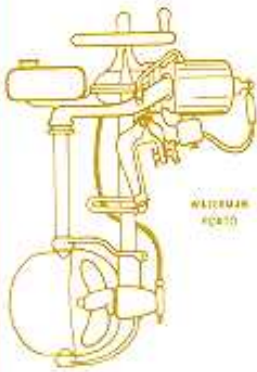
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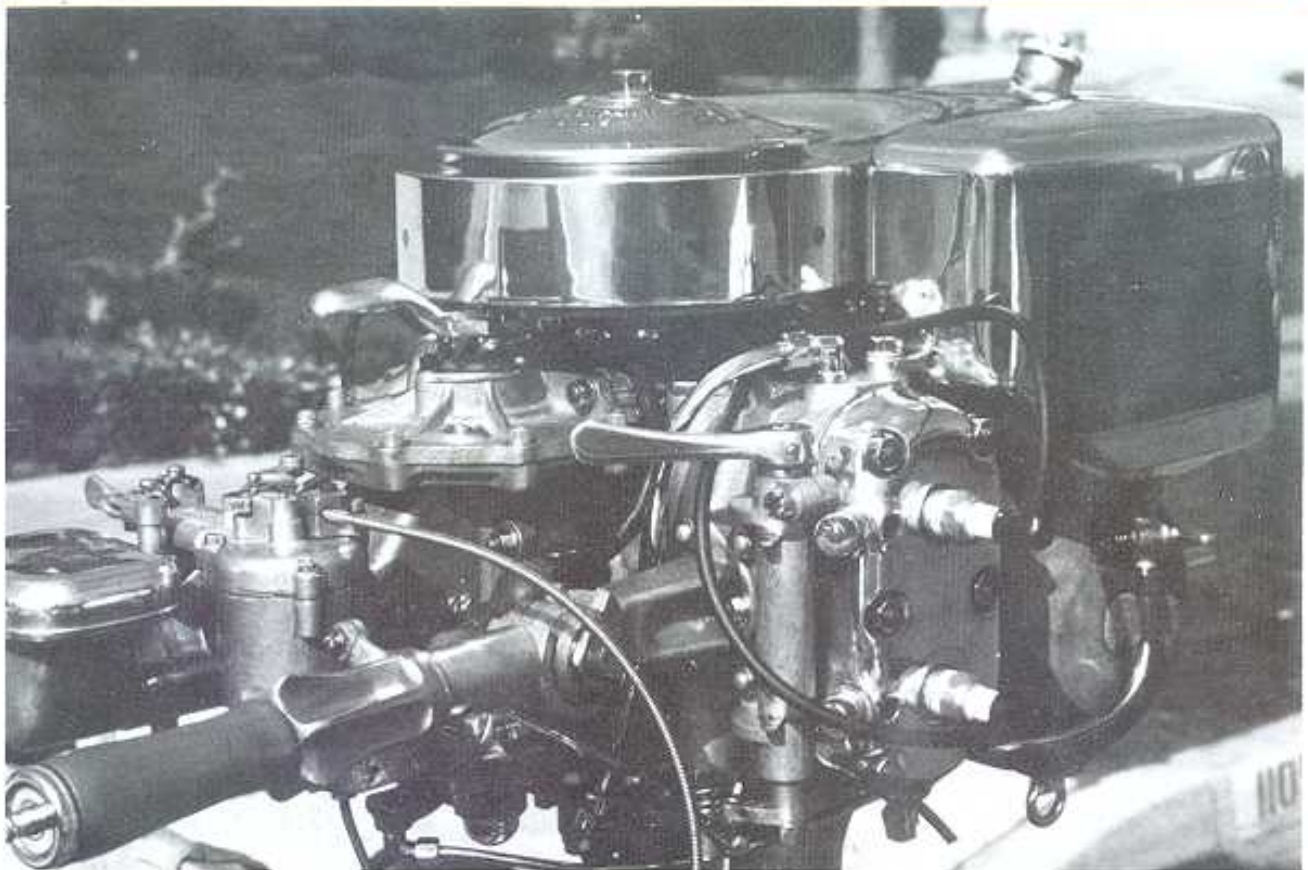
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