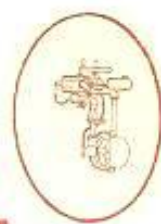


The **ANTIQUE
OUTBOARDER**



The Pioneering Authority



October

1973

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 % John D. Gould, Jr., 4707 Massachusetts Avenue Indianapolis, Indiana 46218, USA

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Front Cover:

Comfortable runabouts like this were popular in the late twenties. Outboards like the '27 Super Elto met the speed and horsepower demands of these larger boats which formerly relied on inboard power.

Back Cover:

Bill Salisbury's nice but inboard Garvey boat which is capable of speeds in excess of 85 mph. Knowing Bill, the boat has to be a beauty, inside and out. Bill, have you tried a Super Elto?



The Antique Outboarder

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CLUB BRIEFS

IN YOUR EDITOR'S WORKSHOP IN MINNESOTA THERE'S A METAL SIGN AMONGST THE VARIOUS MOMENTOS of the outboarding past. On the sign is printed "EVINRUDE 2 to 16 HP, L. Flaskamp, 5308 Boulevard, North Bergen, N.J." Guess that made Lester a dealer in 1928 and probably before that. The little sign is a small thing but in many other ways, as a dealer-racer-friend, Lester left a wide mark on the boating world. A long time member of AOMC, Mr. Flaskamp passed away, suddenly, July 14, 1973. Many AOMC fellows will remember Lester and all of us offer our sympathy to Mrs. Flaskamp.

READ THE DECAL AD ON THE INSIDE OF THE BACK COVER OF THIS ISSUE AND YOU'LL SEE THAT A 4-50 decal and a Johnson A-50 (and others) type decal, are now available.

THE KNUCKLE BUSTERS CHAPTER BOYS ARE PLANNING AN INFORMAL MEET AT THE HOME OF TOM LUCE, 760 Boulevard, Westfield, N.J., 07090, on November 3, 1973 starting about 10:00 AM. Bring your pictures and movies of the past season as well as those parts and motors you wish to swap. Let Tom know if you plan to come as a lunch will be provided.

THE YANKEE CHAPTER HAS A NEW PRESIDENT BY THE NAME OF BOB ZIPPS. OUR THANKS TO PETER Hunn who is retiring to a career of radio broadcasting. The Yankee Chapter has the geographic area and the people to become a major driving force in the Club for all our Eastern members. We know Bob Zipps' leadership will give all other chapters a tough wake to follow in - if they can! The Club asks your wholehearted support to Bob in his job.

ANOTHER CHAPTER OF GREAT POTENTIAL EXISTS IN THE NEWLY RE-FORMED MIDWEST CHAPTER. BILL Rose was re-named President; Ray Hatton, V.P.; Dick Choyce, Secretary-Treasurer and Jim Cason, Activities Coordinator. Plans are being made for regular indoor and outdoor get-togethers. Watch for the dates in the Newsletter and by all means "support your local chapter".

A BREATH OF A NEW CHAPTER WAS INITIATED IN THE FLORIDA PANHANDLE BY MICHAEL GRESH AND John Renfroe. Read about it in this issue, and may the great ruffling breezes of good hydro water blow this new chapter into a going concern. Contact Michael or Bill Salisbury for information on how to join up.

THREE OF THE ADS IN THIS ISSUE OF THE SCRAPBOOK OF ANTIQUE ADS WERE SUBMITTED BY MR. JIM Cason. You all are encouraged to send in old ads from magazines or what have you. We're especially short on ads from 1931 to 1941, plus ads of the unique motors such as Riley.

THE MARINE TRADES EXHIBIT AND CONFERENCE (MTEC) HELD SEPTEMBER 20-23 AT CHICAGO'S McCormick Place carried the old, 1915 Koban Ad in its literature again. You know - the one where the fellow with the cane and derby says "come with me to the Marine Trade Show in Chicago" and the girl with the big hat says "not if Koban isn't exhibiting" (and probably other reasons). There's a second old ad this year too, from a 1922 POPULAR MECHANICS Magazine. This one features the Wisconsin outboard and the Disappearing Propeller boat. All good Public Relations for the old-timers.

AOMCI New Members (CONTINUED FROM BACK COVER)

A cordial welcome is extended to all newcomers. Other members are encouraged to make contact either by writing or visiting. Show these new members how to join chapters and special interest groups. Make them feel like they really belong!

Today's
Membership
Count

403

Gary D. Mower
5 Lincoln Drive
Foughkeepsie, NY 12601

Garnard T. Carr
407 Birch Av.
Goose Creek, SC 29445

From The President

October, 1973

LET'S have some plain talk about Meets - Events - and whether they are an opportunity or an obligation. As many of us know, meets have proven to be a fine chance for free expression of the total antique outboard interest- restoration, running, parts trading, story swapping and you name it. But for now, let's discuss meet coordination, attendance, recognition and the next National. For talking purposes, let's include only sanctioned meets - those advertised in the Newsletter or Antique Outboarder magazine.

First off, if a member wishes to Honcho a meet large enough to require coordination with a major manufacturer like Johnson, Evinrude, Mercury, Chrysler, Chris-Craft or whoever, talk to Dave Reinhartsen right away. As Second Vice President of the Club, Dave probably already has set up the proper channels for communicating with the group you want to get in touch with. Certainly he knows the right people and what relationships exist between that group and the Club; so go side by side with Dave on soliciting help for your meet.

Secondly, if you receive a general or personal invitation to a meet, attend if you possibly can. A poor turn out becomes a personal thing with the fellow organizing the meet - he's not likely to forget. Your attendance is your own business, of course, but then there aren't that many each year to just let them go by. If you don't feel there's going to be anything for you at a meet, bring something for you along.

Thirdly, it appears that sanctioned meets are a real opportunity to gain national recognition for members who participate. A point system for personal contribution, excellence of motor work and motor performance is under advisement by P.S. Brooke, Club Secretary. In addition to the usual judging at meets, there's no reason a member can't be awarded points for holding an AOMC speed record for a class of engine. Or, the Club could have certain standard engines such as the 9.8 hp Johnson and award points for the best restored or whatever. There are any number of ways to measure a member's effort. Then, at the end of the year, Club awards can be presented to high point total winners, and their names put down in the record books. Write to Phil Brooks and give him your ideas.

Fourth, and very important, let the Club know your preference for when the 2nd National Meet should be held. Whether or not a Meet is held in 1974 or 1975 has to be settled before January 1, 1974. At this next National, you're going to see some of the finest antique outboard restorations in the world. So don't put it off, write now to Dave Reinhartsen, 7417 Whispering Pines, Dallas Texas, 75240.

In retrospect, give meets the attention they deserve; lean on the right man for help; attend if you possibly can; help build the Club's strength by offering your ideas for an award system to the Secretary and RIGHT NOW, tell Dave when you would like the next National.

I say Meets are an opportunity, but just to help make sure you take full advantage of them, obligate yourself to attending the next one.

BOB

IMPORTANT MESSAGE

LETTERS TO THE EDITOR

MAYBE WE DON'T GIVE EQUAL TIME

New member, J. E. Nixon, asks why Johnson and Evinrude motors seem to dominate the scene of antique outboarding? Jim Webb answers him thusly: "Apparently you are referring to the coverage in such copies of the Antique Outboarder as you may have seen. The reason for so much Elto and Evinrude in the quarterly is that no other current manufacturer has an old retired goat like me who is interested enough in outboard history to take the time to write about it. I don't know enough about Johnson to write much. But I was in our Sales Department for 27 years and our General Manager for 11½ years. I worked directly for Mr. and Mrs. Evinrude and learned the business at Mrs. Evinrude's knee, so to speak".

MORE DECALS AVAILABLE - AND MAYBE MORE YET

For the decal page you can add the 460 to the list. By the time the magazine comes out I should have them, copied from the 1938 version. They were promised for August 31st, but I don't like to push when it might affect the quality of the job. The price will be \$6.00 with any profits going to the decal fund and the club eventually. The fund at this point is at zero, but there are lots of PR and SR decals left and the 460 project is paid for in advance. The PO decals are gone but we can get a remake if there is a sufficient demand. Also John Harrison tells me that the V decals are gone too, so we may want to consider a remake on them too. We will have the money when what we have sell, so I need opinions as to what ones are most needed. How about a note to the effect that anyone wanting decals should drop me a note or card and we will do whichever ones have the most requests. I'd like to do the Quad and Speedster next, but I'd like a few more opinions. You know that Charles Hansen did the A-50-AA series decals. They're really nice. Eric Gunderson.

WHERE HAVE ALL THE PICTURES GONE

Here's a letter received by Mr. Eric Gunderson and passed on to the Outboarder.

Dear Mr. Gunderson: I enjoyed very much your recent letter and offer to assist us in things antique, specifically outboards. My main interests in the club are more from a journalistic standpoint than as a collector; reporting on what others are doing.

I have a fine photographic collection of antique and classic cars collected over many years. They have been published in numerous periodicals, calendars and postcards and I am hoping to find similar photographic fare in boating, though it does not appear to be nearly as popular a hobby with boating enthusiasts. If you have any more leads on where I can see and photograph outstanding examples of outboards and boats, please let me know.

With the proper examples, we can do a nice display in TRAILER BOATS Magazine and, hopefully, encourage others to take up the hobby.

On my first opportunity, I plan to contact Ray Rydell in Avalon and Randolph Hubbell in South El Monte to find out what they may have.

Whenever there are meetings planned or get-togethers, I hope to be there and possibly report on them also.

Again, thanks for your offer and interest.

Sincerely, TRAILER BOATS MAGAZINE, Ralph Poole Editor/Publisher.

KEY MORT - HOW ABOUT SOME PHOTOS OF YOUR "BULLET" FOR THE MAGAZINE

Mr. John D. Gould, Jr.
Membership Chairman AOMCI
4707 Massachusetts Ave.
Indianapolis, Ind. 46218

Dear John: At a recent Stock Outboard race, I was given an A-50 Johnson motor, in very

good condition. There was surprising interest in this motor and I was asked many questions about it, which I was only too happy to answer.

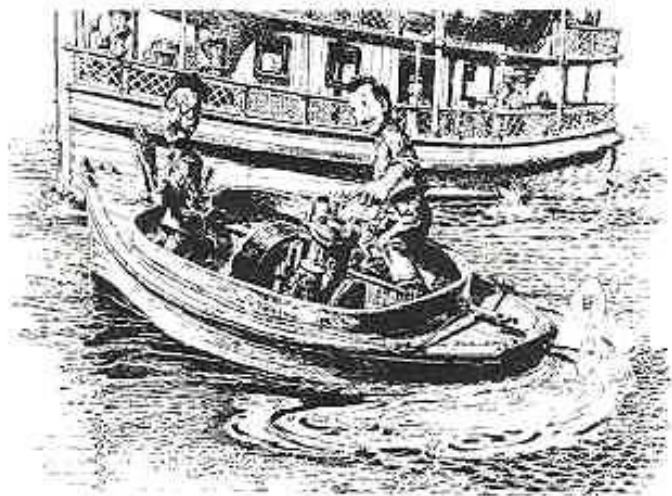
One of the group was Tom Benzuela, 8 Sunlit Drive, Norwalk, Conn., and I am sending him a membership application at his request.

Please send me some more of these applications as my supply is now exhausted.

I am planning to try to interest our Delaware Valley Outboard Racing Assn. in a joint Stock Outboard Race and Antique Motor display at one or more races next year. This Saturday and Sunday we have a race at Ventnor, N.J. and I am planning to take my 1938 TMD Bendix Twin down and show the boys how well it runs. I promised to take the 1929 Club "BULLET" and my completely restored 1929 SR-45 Johnson, but the water at Ventnor is Atlantic Ocean salt and I would have to waste a lot of time cleaning it up afterwards. (The Bendix is completely air cooled.) Yours very truly, Mort Daller.

PHIL BROOKE & COMPANY, HERE'S ONE FOR YOU

Please find enclosed a cartoon that was published in the July issue of National Fisherman. Not that the steamer would be of interest to anyone, but I thought perhaps the inboard buffs might try identifying the small inboard in the foreground. It looks as if the operator has to hold the spark system together. The caption says it was "drawn 50 years ago by William Harden Foster". This would make the engine 'circa' 1920, if that helps any.



Cordially, Hank Techentin.

SLIGHT CORRECTION FOR THE RECORD

Bedford Davie, of 343 Worth Avenue, P.O. Box 892, Palm Beach, Florida 33480, pictured on page 19 of the July issue, just wrote Jim Webb as follows: "Please excuse this hurried and informal note. Am packing for trip to Austria, Germany, Italy, Rumania - back October 1.

I have your July '73 issue, much appreciated, and feel badly that there hasn't been more time for me to resurrect more for you.

Somewhere I have final word via French newspaper clippings of '36 and '37, Spreckles races on the Seine. In 1936 I was finally placed 2nd due to lap miscalculation and other nonsense. In 1937 Marshall Eldredge took my boat to race it for me as I was in Africa on Safari. For 1 hour and 45 minutes he easily led the race then had to stop due to a crack in the boat.

Will definitely try to help out your work when I return. Enjoyed the Big Iron article very much. We always felt we had the basis of a 100 mph boat. I wonder, using the same fuel, how much more hp the current engines put out per cubic inch. Best regards, Bedford Davie.

MOTOR HUNTERS TAKE NOTE

Gary Smith, who lives near Buckeye Lake (Thornville, Ohio) has this to report: In the winter of '56 when the lake was drawn to its lowest level in my memory, I found 3 Johnsons and a very encrusted ancient looking Neptune (?) where the water was shallow enough to see them. The Johnsons were all restored and ran for a while without much coil trouble. They were SD-10 1941 era 16 hp; LT-38 4.2; HD-20 2.5. I believe none had been in this mud bottom 3,300 puddle, Ohio's oldest Canal feeder, for over a year. Numerous motors remain in the deeper areas, and a few large ones have gone under in recent years,

underwater detection with a metal finder with loop have not been tried by myself, due to cost.

Buckeye Lake is 35 miles east of Columbus and 3 miles south of Interstate 70 (Us 40).

SO TAKE HEART, OUTBOARD BOB, DRAIN THE LAKE

Bill Salisbury writes: I sold my hydro to Bob Davis, otherwise known as "Outboard Bob", and he tried it out last Sunday with a Merc MK 20 on the back and was attempting to steer it with the tiller handle. It got away from him and he lost a very nice engine overboard. I told him so! So far, he has not recovered the engine.

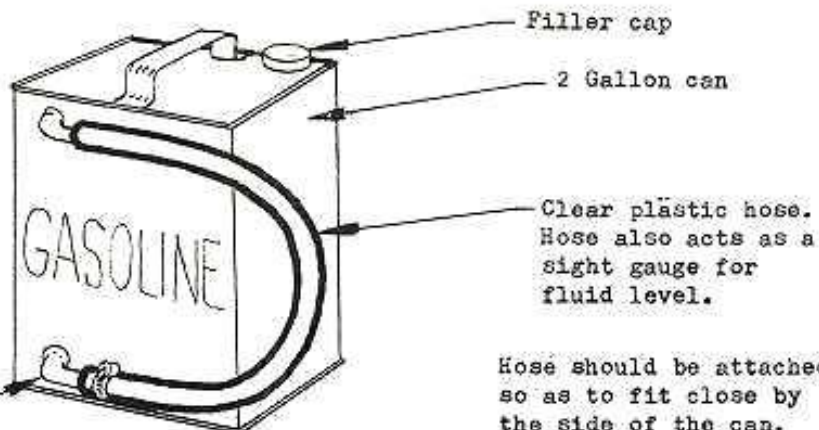
HERE'S A GOOD REFUELING TIP

I recently attended my first outing at Lake Hopatcong, N.J., and had a wonderful time. Did see a problem for which I have an assist which you might like to pass on to others through the Antique Outboarder.

Problem - rough water refueling
Assist - a two gallon can modified as per sketch

To fuel outboard tank, remove top end of plastic hose. Exposed can opening now acts as a vent. Start fueling with can below tank and hose in tank. Raise can to cause fuel to be transferred. Lowering can stops fuel flow.

About 2" long copper tubing, soldered to can. Diameter to fit hose size you prefer.



Met some fine folks at the N.J. meet and hope to meet you soon.
Best regards, Dick Fuchs.

MIGHTY NICE SUGGESTION FOR SAVING GAS TANKS

I just thought I'd write a note and tell of a product that might be of help to other members. It is a gas tank sealer made for aircraft fuel tanks. They are made of aluminum as are the outboard tanks. So it works equally well on our motors as it does in planes.

I know from experience that these aluminum tanks on our motors do corrode right through especially if you should forget to drain the tank over the long winter as I did. Electrolysis set in, and when I went to get the motor ready this spring, it had little holes in the bottom. I was pretty sick about it.

I thought the tank was through, but then I heard of this gas tank sealer available from Bill Hirsch, 396 Littleton Ave., Newark, New Jersey 07103. Price is \$8.00 per qt. post-paid. One quart is enough to do many outboard tanks.

Maybe other members have heard of this too. It made my tank just like new again. It really works.

I sure enjoy the Antique Outboarder Magazine. Everyone connected with it does a marvelous job. Sincerely, Bill von Seht, Route 2, Viroqua, Wis. 54685.

July 3, 1973

Dear Mr. Webb -

Enclosed is the photograph of my Class X outfit in action on the day I set the record. Also enclosed is the N.O.A. original Certified record plaque.

I do not have a photograph showing the Stames lower unit.

Please return these when you are finished with them.

Sincerely,

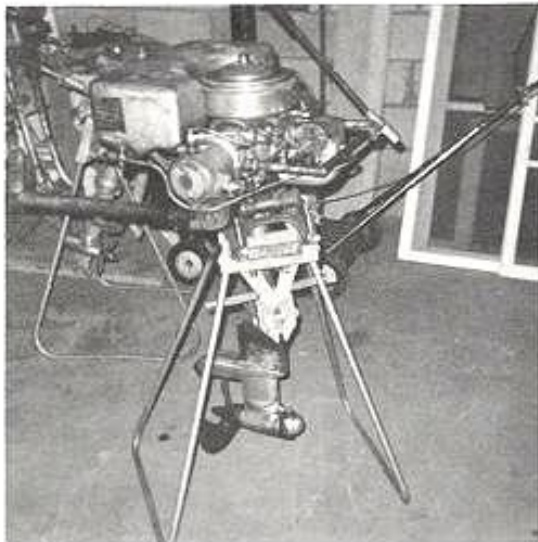
Paul Weary





HERE'S A MAN WHOSE COLLECTION IS WORTH SEEING

From a letter to John Gould: Dear Sir, Please find \$10.00 enclosed for renewal of my membership in AOMCI. I would also like to have a couple extra Club emblems. I find the Club most interesting. I have over 50 engines including a Johnson TR-40 Giant Twin and a 1915 aerotruster. Gary Dee Tischart, Minnesota.



Here's the 1928 Johnson Giant, TR-40. A previous owner has installed a vintage tuned exhaust.



Another of Gary's engines - a 1929 Evinrude Speeditwin. Looks like the manifolds are in good condition. A rare motor.

OH SAM VANCE, WHAT WILL YOU DOUBLE UP NEXT

First it was the duplexed Ruddertwin Eltos to make a replica of the experimental '23 Quad. Next it was the side-by-side '28 Quads as evidenced by this letter: "Speaking of combining - on August 4 while everyone was down at Grubb's meet, we were up to Cooperstown lake visiting some friends (previous engagement). This was the day we ran two (2) 28 Elto Quads on our 16' Starcraft boat. Now! What a thrill! First thing is to start #1, when it is warmed up a little and running about 1/3 speed, you start #2 and get it warmed up. Next start advancing the timer on #1, then bring #2 timer up to it until they sound synchronized. While you are advancing #2 timer, the boat feels as if it is going to jump out of the water. I'm guessing, but I think we were doing around 30 mph".

So after that, what next? Two VR's? Ha! What's that, Sam? Oh, no!!!





OF HISTORICAL INTEREST

..... *W J Webb*

"WHATEVER BECAME OF THE OUTBOARD KISSEL USED TO MAKE?"

Repeatedly, Antique Outboard Motor Club members have asked questions about the outboard motors once made by the Kissel Company of Hartford, Wisconsin, once the manufacturers of the Kissel automobile. What became of them? When did Kissel make them? Did Kissel ever make outboards for sale through dealers? Occasionally, someone as old as I am will wonder nostalgically about the Kissel Gold Bug, in my opinion one of the all time great pieces of automobile styling.

So I asked around and was referred to Milt Suckow, now Vice President and Plant Manager of the Chrysler Outboard Corporation in Hartford, Wisconsin. Milt worked for the West Bend Aluminum Company for years and when West Bend bought the Hartford operation from Kissel in 1944, Milt was put in charge of the manufacturing operations there. When West Bend sold its outboard business to Chrysler in 1965, Milt went along to Chrysler with the deal.

Here is what Milt wrote:

I have been stirring a bit, looking for information that might be of help to you, and came up with a copy of a chart prepared by the Kissel Engineering Department on September 27, 1943 which set down in somewhat organized form the specifications of all American made outboards at that time (Webb note: This was a good condensed chart of specifications on the various outboard models below 30 cubic inches piston displacement sold by Champion, Elto, Evinrude, Johnson, Lauson, Mercury, Neptune, Sears Waterwitch and Ward's Sea King.) As I recall, this chart was being poured over repeatedly back in 1944 by the Kissel engineers who had been assigned to developing new outboard motors to put into production after World War II. The Kissel efforts toward postwar design had been rather minimal. However, Bob Krueger was chief engineer, assisted by Herman Palmer as chief designer, along with a draftsman. They had a lab staff of three or four people working on prototypes. Bob Krueger, you may recall, along with Reuben Lueloff, later formed Power Products Corporation at Grafton.

Going back a bit on history, Jim, you will have to appreciate that some of the statements I make are on hearsay and memory, but these side lights may be of interest to you. The Kissel Motor Car Company produced automobiles until 1929. The story had it that a huge inventory shrink due to falling prices in 1929 caused a bankruptcy of the business. It apparently was one of those situations where operations were running one day until five o'clock and the next morning a sign on the door proclaimed the plant had been closed. As you can appreciate this was a severe blow to the economics to the City of Hartford, and many of the key people stayed in the area hoping that the plant would reopen. However, nothing developed until sometime during 1935.

The Kissel complex was a large sprawling collection of multistory buildings at various levels with total floor space of over 800,000 square feet. However, even at that time many of the buildings were old and of wooden construction with knob and tube wiring. It had a relatively modern steam generating plant with three Sterling boilers and several

Coriolis driven generators since the entire plant had been on DC current. From all we could see in 1944, the bulk of this plant was left just as it was closed in 1929 with stacks of material in process, such as drive shafts and automotive engine parts and body components still at their place of work, but badly deteriorated.

The Kissel property came back under the control of the Kissel brothers, George and William, in about 1934, and while things had become rather run-down the huge complex provided a wealth of machine tools, materials and other equipment to use as a basis for starting back in business. The Kissel brothers reopened the plant on a very limited basis and persuaded some of their former key people to help them start over. I know from firsthand conversation with some of these people that they went back to work for Kissel's based on the promise that they would be paid later for their efforts in re-establishing production. This small group went to work under very difficult conditions, and as I understand it first developed a vending machine pretty much oriented toward dispensing candy bars. They also worked on a furnace controller which never went into production, but the vending machines were commercially distributed during this time.

George Kissel and Herman Palmer, who had been the chief engineers of the engine and chassis group in the automotive days, started working on the design of an outboard motor. Two or three of the better buildings were cleared out and by bringing together appropriate machine tools from other areas, a line was set up to manufacture outboards. My understanding is that production was started in 1936, and so far as I know the Waterwitch motor was produced only for Sears. The Kissel concept which was still in effect in 1944 revolved about the availability of many used machine tools which were appropriately grouped around an assembly line or benches so that parts were machined and supplied to the line pretty much on the basis of a hand off type operation. In other words, parts were produced and fed directly to an assembly area where the motor was progressively assembled on benches and a rail. This operation expanded and prospered until the beginning of World War II at which time production had expanded to include the engines shown on the attached chart, that is, 1, 3, 3½, 5-3/4 and 10 HP engines. I understand the 10 HP was on a very limited basis because of mechanical problems. Production at that time had reached about 125 motors per day and had reached the point of an annual model change, at least in styling. This production was still confined to three basic buildings and employed a work force of about 135 people.

I had been working for the West Bend Aluminum Company during the early '40's and the entire West Bend plant had been converted to the manufacture of 20mm shells, and by 1944 they were badly crowded for room and were casting about for additional space. Apparently just by chance an inquiry was made concerning the Kissel property, most of which was still idle. One thing led to another, and after some negotiating and some contacts with Sears who for many years had been a large customer of West Bend, the West Bend Aluminum Company purchased the entire Kissel property with an understanding between West Bend and Sears that West Bend would develop and manufacture a completely new line of outboard engines for Sears after the war. The deal was completed on March 1, 1944, and several of us were assigned to the project at that time to aid in the transition. It was one of the most amazing experiences you can imagine.

As I mentioned previously, about 90 per cent of the property had been completely closed and neglected for the best part of 15 years, but these buildings were filled with equipment and materials dated back to the automotive days. For instance, a complete wood-working shop for producing wood car bodies were still intact with partially completed bodies in process, the forge shop was still as it had been with partially completed axles and universal joints rusting in stacks, a conveyerized paint line, several huge enameling ovens was something to see. These idle buildings became the scene of much activity during the next year or so in clearing out obsolete equipment, making building repairs, and installing new floors.

The operating business was confined to three basic buildings at that time and while outboard motors were completely out, the plant was very busily producing bronze components for the Naval Submarine Base at Newport, Rhode Island. Kissel had negotiated a contract directly with the Base for production of these complex parts which were mostly cast by Waukesha Foundry and machined by Kissel. The production consisted of parts such as the gyrobase, the gyrobracket, the propeller main bulkhead, and a main drive shaft, all of

With additional space available, West Bend immediately stepped out and obtained several additional Navy contracts which included the 14" powder tank, the 16" powder tank, a powder tank adapter, and several rocket containers in the 5" to 6" size. These projects were put into production in the newly cleared space and continued to run in high volume along with the torpedo parts until the end of World War II. Later West Bend produced the Zuni rocket launcher and the BLU-3 bomblet at Hartford in quantity for the Defense Department.

When West Bend took over in 1944, they immediately increased Bob Krueger's engineering staff and he was directed to start with a clean sheet and develop a new line of outboards for Sears. This development continued until the end of World War II, and the first Elgin outboard for Sears was produced in January of 1946. It was a 1½ air-cooled model. It was followed by a 2½ HP single cylinder, water-cooled, which was introduced in August 1946, and was followed by 3½ and 5½ HP alternate twins in early 1947. These basic models with alterations were produced for several years, and later a 16 HP and a 25 HP was added. During this period West Bend began producing a parallel line of motors with distinctive styling for sale under their own brand name in the export market. The Sears contract continued until May of 1963 at which time their arrangement with Sears was terminated, and West Bend proceeded to market their own engine in both foreign and domestic markets. During this time West Bend engineering had developed a very reliable single cylinder industrial engine of several displacements which became very popular in the chain saw and karting fields. These engines were built in several versions, including chrome bore on aluminum and cast iron sleeve models. They were built as plain bearing, and as high speed, antifriction bearing versions and became very popular in karting during its heyday, as winners in their fields. In fact, I just happened to think of the fact that our first large order of a vertical shaft, cast iron sleeve version was sold to R&M Manufacturing at Kansas City. They were using it on their new rotary type lawn mower. (Webb comment: This was in the late '40's.) These were actually the first rotary type lawn mowers I had seen in production, and this project kept us striving for more output during the first several years. As I recall it, this company was later purchased by OMC and possibly was one of the forerunners of the Lawn Boy division. (Now located at Galesburg, Illinois.)

From there on, Jim, it is pretty much current history, and, of course, you know that in January of 1965 Chrysler bought the entire West Bend motor operation and we have proceeded to build from there.

Just a few additional words on the Kissel cars which you mentioned in your letter ... when we came to Hartford in 1944 there were several remaining cars and trucks on the premises. I will give you a brief run down. A Gold Bug coupe with a black top and without the turtle cover was being used as a little pick up and mail car. It was in good repair, and after several more years of use was retired to the storage shed. It remained on the premises until just last year and Chrysler at that time presented it to the Wisconsin Historical Society at Madison as a permanent gift for their collection. Two other cars were on the premises still in running order. One was George Kissel's private limousine. It was a black four door Flying Eagle complete with all the trimmings, such as bud vases, curtains and drapes on the windows, and many such extras. It was used for several months by people communicating between West Bend and Hartford, but one day the transmission hung up during a jack rabbit start and the car was towed back home and sold to a local farmer to be converted into a pick up. Also, there was a red roadster with a black top and wire wheels. It was sold to a young man at Purdue who apparently used it for a time and it was never heard from again. Actively in use around the premises as yard mules and tow trucks, Kissels had been using two 1918 versions of their military trucks complete with solid tires and dual chain drive. (Webb comment: These had to be WW I trucks. A lot of them were used in the zinc mines around my home town.) These were the type with the crank out in front and built like a tank, but they sure could lug. They were pretty old and had seen their best days. We used them for another year or so about the yard and later they were junked out.

I hope my offhand ramblings will be of some help to you in compiling the historical outboard data which you are pulling together. I certainly would enjoy seeing a copy after it is completed. Best wishes, M. A. Suckow.

ATTENTION - MUNCIE BUFFS!

Here, at last, is the exact and accurate information on how and when the Muncie Outboard Motor came into being and, regretfully, what has become of it. The article below, which first appeared in the newspaper THE MUNCIE (Indiana) STAR on May 14, 1973, was written by Wiley Spurgeon, Jr., a former Vice President and General Manager of Muncie Gear Works Inc. While connected with Muncie, Mr. Spurgeon served as President of The Outboard Motor Manufacturers Association. He is now in the public relations business in Muncie. Mr. Spurgeon is also a grandson of Dr. William A. Spurgeon, the first President of Muncie Gear Works.

As one who knew the Spurgeons, from the time Muncie began to build outboards some forty plus years ago, I can only say with sincere regrets - so long, it was mighty nice knowing you. The Industry will miss you. The ANTIQUE OUTBOARDER thanks William DuBois Jr., Managing Editor of THE MUNCIE STAR for permission to quote the May 14 article and also for supplying the picture of THE BIG PUTT PUTT. Jim Webb

Sale Scheduled Thursday Auctioneer's Gavel to Sound Muncie Gear's End May 17 th

A 65-year-long chapter in the industrial history of Muncie is scheduled to end Thursday, to the accompaniment of an auctioneer's gavel.

Beginning at 10 a.m., the remaining assets of the former Muncie Gear Works Inc. will be sold at a public auction at the old Muncie Gear plant, 700 E. Wyser St.

The final hammer of the gavel will signal the end of a firm whose products included everything from military hardware to deep freezes, whose engineers developed such items as an early mini-bike (never marketed but prototype built in 1948), and whose lawyers successfully defended patent litigation brought against the firm in the 1930s by another outboard motor manufacturer and in the landmark case voided some of that company's patents.

The Muncie Gear building and its contents were acquired earlier this year by the Park Corp., a West Virginia firm. That is the corporation which arranged Thursday's sale.

THE NAME OF Muncie Gear Works dates to 1910, when a corporation by that name was formed to take over a two-year-old company with the fascinating name of Muncie High Wheel Auto Parts Co.

The High Wheel firm was one of many which sprouted up throughout the nation—and especially in the industrial Midwest—in the infant days of the automobile industry. It supplied components to some of the many, equally small manufacturers of horseless carriages. The impact of the automobile on the economy of Indiana itself can be judged from the fact that perhaps as many as 100 differently-named automobiles were manufactured in the state at such places as Albany, Muncie, New Castle and Union City in addition to Indianapolis, Kokomo, and South Bend.

Romantic name notwithstanding, The Muncie High Wheel Auto Parts Co. did not last long. In 1919, the Muncie Gear Works was organized with a capitalization of \$250,000, a sizeable sum in those pre-federal-income tax days. Its first president was H. L. Warner, and he was succeeded by T. W. Warner. Both are men whose names are perpetuated in the automotive industry by way of the Warner Gear Division of Borg-Warner Corp., and Warner Machine Products, a subsidiary of Essex International.

WITHIN A FEW YEARS in the teens, Muncie Gear Works was busily turning out clutches and transmissions for the automotive market, and as the Warners' other business interests demanded more of their time, they were succeeded in the Muncie Gear president's chair by Dr. William A. Spurgeon, a Muncie physician then in his late 50s who subsequently retired from the active practice of medicine to become a manufacturer.

By the early 1930s, Kenneth A. Spurgeon, son of the president, was operating the company as its general manager, and he subsequently became its president, a post he held until his death in 1967.

The automotive parts business was beginning to change in the 1920s, but Muncie Gear transmissions continued to be widely-sold, with customers including International Trucks and the Ford Motor Company, which used the Muncie product in its Model T trucks. A mid-1920s historical account of the county reports that Muncie Gear at that time employed 150 people.

For the first 25 or so years of its varied corporate existences, Muncie Gear occupied a facility of about 25,000 square feet facing Vine Street extended, just west of the Chesapeake and Ohio Railroad passenger station.

Stock in the thriving company was sold to the public in the 1920s and control was acquired by Chicago interests. Diminishment of the auto parts market in the late 1920s, followed by the 1929 stock market crash and the depression which followed, led to a reorganization, in which control was again gained by Dr. W. A. Spurgeon. He in turn, eventually sold his interest to his sons Kenneth, William Chase and Wiley W. The latter two were executives of the firm at the time of their deaths in 1948 and 1954.

THE FIRM, having seen its automotive parts market disappear, and reorganized under the name of Muncie Gear Works Inc., embarked on a program of manufacturing that has few parallels in Muncie history, with employment ranging from highs of 700 during World War II, the early 1950s, and even as recent as 1969, to lows of less than 50 in the late 1950s.

Among products developed, experimented with, and manufactured in varying amounts by Muncie Gear between the 1930s and its demise were:

—A full line of outboard motors, using, from time to time, the brand names of "Neptune," "Skipper," "Mighty Mite," and "Muncie," as well as outboards manufactured for such distributors as Sears Roebuck and Co., and Montgomery Ward.

—Transmissions for potato diggers.

—Automatic coal stokers, which were distributed world-wide under the brand-name "Master" as well as sold to such wholesalers as the Crane Co.

—One of the first commercially-successful heat pumps, a device in which heat is taken from the ground and used to heat buildings in the winter, and where through use of a reverse process, buildings are cooled in the summer.

—As an offshoot of the heat pump, a full line of air conditioners for residential

and commercial use.

—One of the first commercial deep freeze units, only a few of which were manufactured because of the onset of World War II.

—Power lawn mowers.

—Parts for the ill-fated Muncie 18 Gyroplane.

DURING WORLD WAR II, the Muncie Gear plant was the first to convert locally into defense products, and in the years 1940-45, it turned out 37-millimeter gun carriages, aircraft parts, an outboard drive for barges and landing craft that eventually led to the development of the inboard-outboard stern drive popular with today's boaters, and rocket components. To do this, it expanded into the old Aladdin Lamp plant at 18th and Hackley, and the Republic Steel Plant at 20th and Monroe.

The firm barely had time to crank up the stoker, outboard and heat pump production after World War II when the Korean conflict forced the outboard motors into a back-seat position and rocket motors became the prime product of the Muncie plant. Stoker production was phased out because of the diminishing market (fewer buildings were being heated by coal). Outboard production was cut back, moved to a plant on East Willard Street which subsequently burned, and then moved to Cordele, Ga., in 1958. The heat pump and air conditioner business was moved first to a plant at 18th and Hackley streets, and then also relocated in Georgia.

Muncie Gear's last period of big employment and production came in the last half of the 1960s when local employment jumped from about 25 (mainly turning out Muncie 18 parts) to some 700—all of whom were building rocket parts for the Department of the Army for use in Southeast Asia.

The Georgia operation involving outboards and air conditioners grew at a steady pace, and was employing some 50 people by mid-1969.

It was announced in June, 1969, that all of the stock in Muncie Gear Works Inc. had been purchased by Applied Devices Corp., College Point, N.Y.

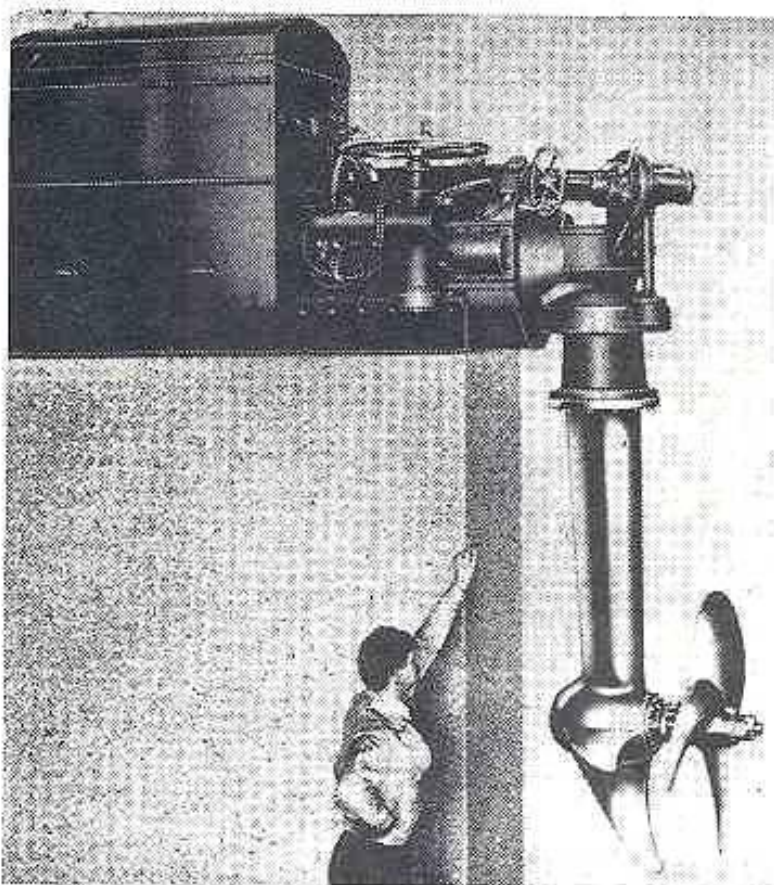
ALTHOUGH W. A. Spurgeon (son of Kenneth A. Spurgeon) and Wiley Spurgeon Jr. remained with Muncie Gear during a transitional period, the New York firm took over active management soon after. The outboard motor business was moved back to Muncie in 1970, but was never made operational here, and in 1972 it was sold to E. Ray Abrams, a former Muncie Gear employe, who now is manufacturing "Mighty Mite" outboards at a Florida site.

Applied also moved the air conditioner facility from Cordele to Atlanta in 1971, and soon after that sold it to a group of Cordele businessmen headed by Sias

Brown, a former Ridgeville man who had managed the Cordele plant for Muncie Gear. That group moved it back to Cordele, where it remains in business.

When Army contracts for rocket parts were not renewed in early 1972, Applied Devices shut the Muncie plant down except for a small caretaker force and the 100,000-square-foot facility has been idle since then.

According to advertisements for the auction sale, the building itself—which was first enlarged to some 65,000-square-feet in the mid-1930s, with the advent of the stoker business, and then expanded to cover all most all of the rest of the available land in the area in 1940—will not be offered for sale Thursday. Park, the present owner, has not indicated its plans for the structure, which it purchased less than five months ago.



Big Putt-Putt

This stern drive unit for barges was built in production quantities by Muncie Gear Works Inc. in the 1940s for the Navy. The firm also built two prototype units of a later design of its own for the Navy—and the design developed in Muncie in 1955 remains the Navy "standard."

Makes Good beyond Your Hopes

because it is built on sound engineering principles all through.

Play Safe in Buying a Row-Boat Motor
you can't afford to take any chances. No matter what style of motor you require, there is a

Wisconsin Motor

that will suit you. For six years the standard little motor has been making thousands of users. And so would, when you realize its mechanical construction. It has a number of exclusive features that you should know about. Write for catalog 20 DAY.

WISCONSIN MACHINERY & MFG. CO.
19 Stuart Street, Milwaukee, Wis.

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

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

1913-1916

Not easy to adjust, the No-Ro carburetor was mounted at the rear of the crankcase near the sometimes hot manifold. Note how the gasoline tank is mounted above the flywheel. Not pictured is the starter or spark advance mechanism used. The water jacket was stamped or spun metal. Motor shown is the 1916 model.

COLLECTOR'S GALLERY

By Don Peterson

"Comparisons Make Owners"

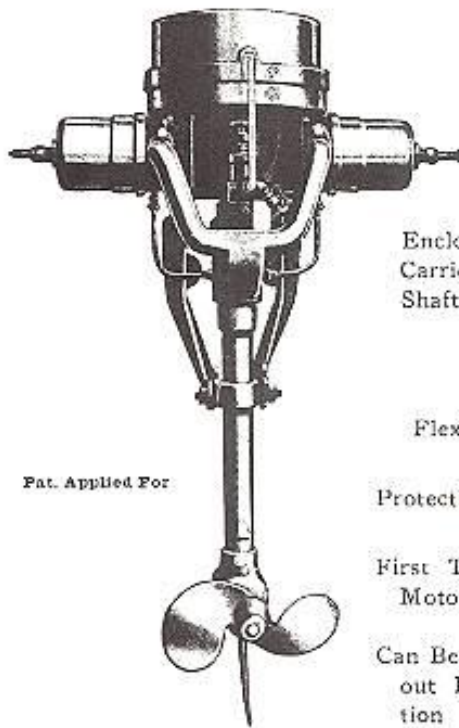
3
Real H. P.

No-Ro

\$75
Complete

PRESTO MOTOR

Simplicity Motorfied



Pat. Applied For

Features—

Disastrous Vibration
Eliminated

Enclosed Power Plant

Enclosed Under-water Exhaust
Carried Down Through Propeller
Shaft Housing

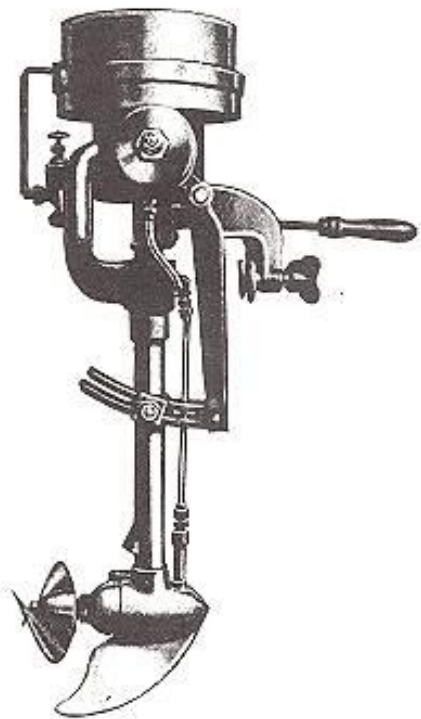
SIMPLICITY

Flexibility of Two Cylinders

Protection from Grease and Injury

First True Detachable Row Boat
Motor

Can Be Applied to Any Boat With-
out Reinforcing Stern Construc-
tion



Remember—The WRONG Principle Is NOT CHEAP at ANY PRICE

It cost the automobile industry millions of dollars and minutes to discover single cylinder engine practice impractical. If not, why has the single cylinder been cast to one side? When you can get up-to-date engineering features at the same price, why pay for obsolete principles—Profit by experience.

No-Ro Motor Works, Inc.

Boston, Mass., U. S. A.

AQMC

AT THE 1000 ISLANDS BOAT SHOW

FROM: ESTHER L. LEVY, Public Relations
250 West 57th Street
New York, New York 10019
Tel: 212-586-4575

Regards,
Tom Luce

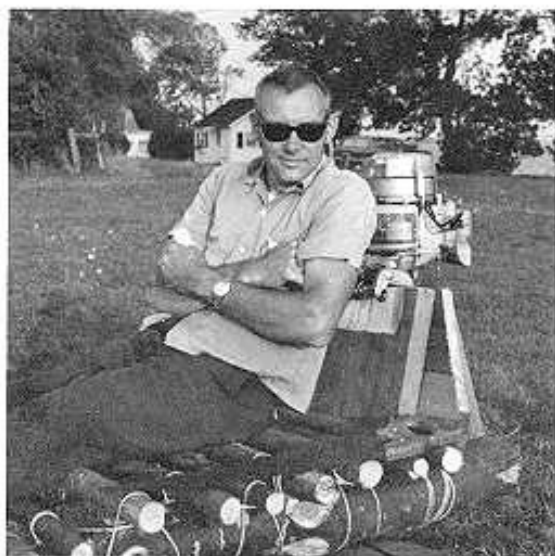
FOR: 1000 ISLANDS INTERNATIONAL COUNCIL

This sassy little 9'4" mahogany dinghy, without ribs, walked off with the "Antique outboard motor and boat" award at the 9th annual 1000 Islands Antique Boat Show in Clayton, New York. Built in the 1920's, the "Oops" is owned by H. Thomas Luce of Westfield, New Jersey. Some 125 boats - from skiffs to cruisers - dating as far back as the 1870's were entered in competition in their respective classes for the coveted awards.

ABS 7315

Photo on the next page was taken by
Bill Lingard. Tom Luce is Captain and Jim
Bowen is Crew.

Photographs below were taken by Tom Luce. Pictured is Phil Kranz posing with a boat he built several days before the Clayton Show, based on a design appearing in a boating magazine from the twenties. It's called "The Boat Who Wouldn't Float". Material list includes pine logs and binder twine, plus a first aid kit. Note the bandage on Phil's thumb! The boat made a big hit with the kids but not with the Conservationists.





THE SCRAPBOOK of ANTIQUE ADS



1925

Automatic tilts and patented lead tilting clutch. Propeller protect with motor and boat. Anywhere you boat will float the L-A Twin propeller without damage from under-water obstructions.

LA Twin—the most powerful outboard motor of its weight

FOR power and speed per unit of weight, the L-A Twin stands supreme in the outboard field. It develops at least 3 H.P.—drives the ordinary rowboat at least 8 miles or more per hour—and weighs but 52 lbs. complete. And now, with the McNab-Kitcher Manoeuvring Rudder as an extra, you are assured of the *last word in control*.

Note these additional features: Most powerful magnets in outboard field. Rope and rudder steering. Indestructible gas tank. Float feed carburetor. Under-water parts made of non-corrosive aluminum alloy. *Quiet exhaust*. Airtight lubrication. See your dealer or write for full particulars.

LOCKWOOD-ASH
—MOTOR—COMPANY—
5116 Jackson St. Jackson, Mich.
Builders of Marine Motors for 22 Years



For Your Boat

1925

Ecto

Designed and built by Ole Evinsrud

Quick Detachable Rowboat Motor

Powerful, Light Weight, Speedy, Quiet Running, Practically Vibrationless. Starts on a quarter turn. Easily carried with you anywhere you go. No towing, no work, no bother. Fast ride and enjoy the greatest of water sports. Blow down for fishing. Speed up for racing. Great power.

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describing all the new features, especially the famous Propeller Pump-Only. Also has it, write today. Ecto-OUTBOARD MOTOR CO., Dept. 44, 1101 Broadway, New York, N.Y. Distributors: Marine Bldg., Milwaukee, Wis.



By Don Peterson

\$37

Puts This Motor on Your Boat

Only \$17.00—then no more renting your motor. Blasted handle and sliding handles. Out

"Pay as You Play"

plan makes it easy to take care of the balance. Covers any Caille motor. Ask your dealer or write us for details.

5 Speed Twin
Caille


Speed change made mechanically and positively by raising or lowering steering handle in ratchet. Provides full speed forward, trolling speed, fast reverse, slow reverse and neutral. When set as neutral, motor runs while boat stands still. Exclusive Caille feature.

Other Features 1925

Twin cylinders—oil lubrication. Light weight. Zenith carburetor. Kammagn magnets. Motor tilts over obstructions. Rope starter. Beautiful finish. Fully guaranteed. Send for details—now.

THE CAILLE PERFECTION MOTOR CO.,
6345 2nd Boulevard Detroit, Mich.

ARROW
3-Cylinder 4-H.P.
Detachable Rowboat
Motor



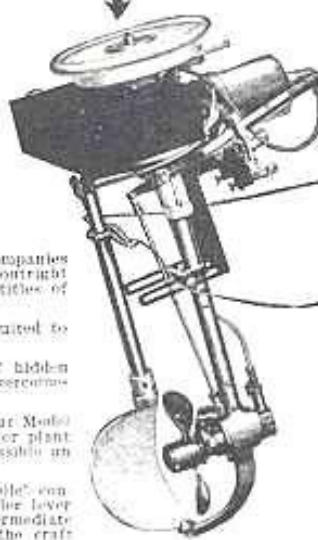
A PERFECT TRIO

INBOARD
K-1, Single Cylinder, 2 H.P., 36 lbs.
K-2, Double Cylinder, 5 H.P., 60 lbs.



1917

WATERMAN
PORTO
Single-Cylinder 3-H.P.
Detachable



Years of painstaking experiment by two separate companies have been brought together in one company by our outright purchase of all patents, patterns, tools, good will and titles of the Waterman Motor Company's Marine Motors.

In the models shown you will find a type exactly suited to your needs.

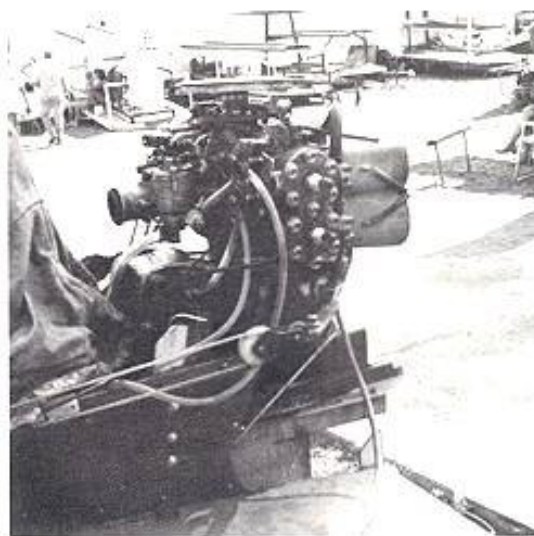
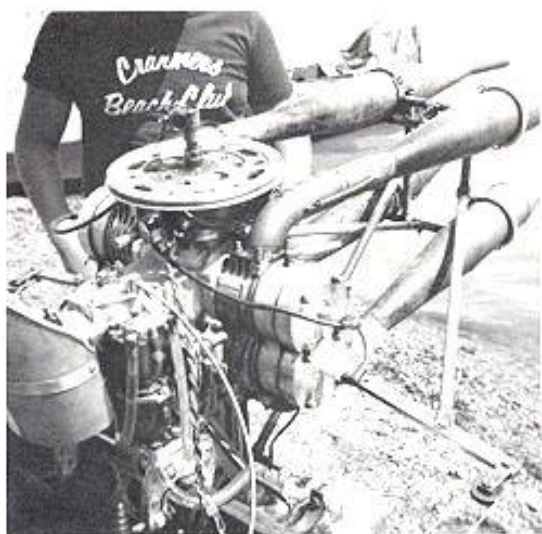
If you are confronted with treacherous waters full of hidden reefs and snags, the new Tilting Device of the Arrow Motor absolutely overcomes this peril. This makes it perfect for shallow water or for easy beaching.

For the canoe lover, Model K-1, Single Cylinder, 2 H. P. (36 lbs.) also our Model K-2, 5 H. P. (60 lbs.) exactly fill the requirements of a light-weight power plant which strengthens the light craft in which it is installed. It makes possible an easy home-coming after a day of freedom in the wilds.

The Single-Cylinder, Waterman Porto, is the same of easy "automobile" control for motor boats. You can raise or lower the friction clutch propeller lever and adjust it to a snooty for trolling quietly, full speed ahead or any intermediate speed. The independent rudder device means steering from any where in the craft even when the engine is not running.

Catalogs of our complete line of perfect 1924 motors are yours on request. Let us tell you about our 1-4 Special Motor of more power for larger boats. Write today.

ARROW MOTOR & MACHINE COMPANY



STILL
hangin' in there.....
1973
DePue Nationals
photos by Jim Cason

Speeditwins, 4-60's and even a PR-50!
John Toprshanian's mighty mean Yamarude
at top left. This year, John added a
tuned exhaust system.



THE NEW ENGLAND REGIONAL MEET

THIS YEAR AS LAST YEAR,
THE BEST WAS RIGHT HERE: IN '73

BY: BOB ZIPPS

PHOTOS: STEVE PATTERSON



(Above) CHARGE!!! The LeManns start of the First Quarter Century Race. (Below) Wow, all of those motors from one trunk!!!!

And when we say the best, we mean the best. The best in accessibility, the best course, the best in restorations and the best in turnout (second only to our National Meet).

A record 31 members, many of them first timers, came with families and friends to a site described by Mrs. Don Hines as follows: 1) A Picture Post Card Setting 2) tall Trees provide shade 3) Everything can be seen from anyplace 4) Plenty of room for kids 5) Facilities are: Picnic tables, comfort stations, broad-sloping-paved ramp, dock.



The weather was perfect, and the competition was extremely keen. The emphasis this year was on restoration, and some of the most beautiful motors imaginable were brought to the meet, and the judges had a most difficult time. But the most impressive thing about the meet was the number of members, relatives, friends, and spectators that attended. It was great!!! Absolutely GREAT!!!!!!



Stan Dubois, Dick Schaber & Bill Andrulitus. That's Bill's absolutely beautiful Hartford Twin.



Tom Hines, Brad, Phil Kranz & Greg. Now let's see. Step one, mount motor on transom.....



Everett Shippee and Dave Bono in boat with LT-37 Johnson. This motor is in the Little Kicker Category.



John Gustaffsen hefts a 1931 Sport four on to a 1946 Penn Yan. Tom Malloy & Bob Gustaffsen help.



Ahhhhhh!!!! A 1929 Lockwood Chief. Phil Kranz and Norma Mullings.



Two long time Conn. members, Perry Stanley and Head Judge for the day Peter Hunn.



"Outboard" Bob Davis, Matt Kowalski & Bill Andrulitus check out an Elto Rudder Twin



Asst. Mechanic Ruth White holds rope sheave for Carl Spivey working on a 1930 Indian



Scott Evans and Larry Myers set up 1946 Lauson. That's part of my Magnum Tunnel in the background.



Dick King & Randolph King watch Len Norman set a Johnson Pumper. Motor thru a rod late in the day.



Dean of Antique Outboarders Doc Craver (center) talks with Bruce Croning and Bill Davis



Tom Luce sets up his 60 MPH model MS-38 Johnson. Secret is Yankee Racing Fuel held by Bob Davis.



Brad Snow's (4th from left) stable or restored Mercs looked great. Others are: Carlton Richards, Peter Hunn, Stan Dubois, Brad, Bill Andrulitus, Matt Kowalski & Norm Mullings



Trophy Winners: (L to R) Bill Andrulitus, Doug Evans, Len Norman, Bob Grubb, Tom Luce, Phil Kranz. Missing from the photo is Brad Snow.

ORGANIZATION & CREDITS

Meet Chairman: Robert H. Zipps

Photographer: Steve Patterson

Registrar: Tricia Zipps

Course Set Up: Bill Andrulitus

Sponsors: Johnson Outboards & Glastron Boats

Judges:

Peter Hunn

Vinny Loss

Frank Shimer

Bill Andrulitus, West Hartford, Conn.,

Rick Carvell, Cornwall, New York

Bob Davis, Weartown, N.J.

Stan Dubois, New York, NY

Dick Fuchs, Simsbury, Conn.

Johns Gustafsen, Amityville, NY

Tom Hines, New Haven, Conn.

Peter Hunn, Simsbury, Conn.

Randolph King, Brookfield, Mass.

Phil Kranz, Slingerlands, NY

Tom Luce, Westfield, NJ

Len Norman, Auburn, Mass

Bill Salisbury, Toms River, NJ

Frank Shimer, Bellmore, NY

Carl Spivey, Westport, Mass

Bob Zipps, East Hartford, Conn

Dave Bono, Westerly, Rhode Island,

Doc Craver, Lake Hopatcong, N.J.

Bill Davis, Lake Hopatcong, N.J.

Doug Evans, Ridgefield, Conn.

Bob Grubb, Pottstown, Penn.

Don Hinas, Stoughton, Mass.

Bill Hodges, Cohoes, NY

Dick King, Sutton, Mass.

Matt Kowalski, Windsor, Conn.

Vinny Loss, Levittown, NY

Bill Lyman, S. Hadley, Mass

Carlton Richards, Worcester, Mass

Dick Schaber, Newington, Conn.

Brad Snow, Middletown, Conn

Perry Stanley, Wallingford, Conn

PLEASE PATRONIZE OUR SPONSORS!!!!!!!!!!!!!!!!!!!!

JOHNSON MOTORS GLASTRON BOATS

THE FAGEOL STORY

by Donald Peterson

Late in the summer of 1955, Lou Fageol, the famous driver of the unlimited hydroplane, Slo-Mo-Shun V, lay flat on his back in a Seattle Hospital with severe injuries suffered when he flipped the big boat. Lou had been averaging 117 miles per hour when the accident happened. Seemingly it was the end of a remarkable career, and life, yet Lou hung on.

Fageol was known among the local Seattle boat racing enthusiasts as "Leadfoot Lou", and was considered the top unlimited driver in the country. With Lou Fageol at the wheel, the Slo-Mo-Shun boats completely dominated the unlimited racing game from 1950 until the accident. Seattleites can still remember vividly, those awe-inspiring "flying starts" Gold Cup races. They were usually the most dramatic part of the race.

This colorful fellow began his boat racing career back in the fall of 1927, when he bought one of the new Model, 16 hp Speeditwins which had just been introduced. Being an excellent engineer, Lou modified the engine.

On May 26-27, 1928, Fageol won first prize in the San Joaquin Regatta free for all. He also won second place in his class. In the '30's, after a disagreement with race officials over filling an engine crankcase with plastic wood to produce more power, Lou left the outboard ranks, and began racing inboards. With his "So Long" boats, Lou worked his way to the top of his class.

It was by accident that Fageol entered the Slo-Mo-Shun racing team, as Ted Jones, the driver for the 1950 Harmsworth Trophy race broke his hand just before the big race. Stanley Sayres, the "Slo-Mo's" owner asked Lou, who was attending the race as a Harmsworth Committee Member if he'd drive the boat. Lou accepted and went out and broke every existing Harmsworth record on the books.

Then, lying in the hospital hour after hour, with one career obviously finished, Fageol began thinking of an idea; a new concept of outboard and inboard power. He began to draw plans as his health improved.

Those plans were the means for the birth of "Vertical Inboard Power". "Stand them on end", was Lou's theory. The outboard was developed by using a Crosley, 4 cycle automotive engine, and a Scott Atwater type lower unit. The results of the first tests were encouraging.

In 1956 the first models came off the line, and sales were good. "We're turning out thirty-five engines a day now, and in the very near future we'll be making 50", Lou was quoted as saying.

The 1956 outboard motor was a 4 cylinder, 4 cycle, 35 horsepower engine with 9 to 1 compression ratio. The horsepower ratio was about 5 lbs. per horsepower. The new "Fageol 44" Outboard, as it was called, had a single lever remote control which was quite unique.

For 1957, Fageol introduced a new 55 hp outboard called the "Gold-Cup 60". This model was streamlined around the cowling, and had an 11 to 1 compression ratio, a torque of 60 foot lbs. at 3,000 RPM, and a displacement of 60 cubic inches.

The 1958 line was basically the same, but during this year, Lou Fageol died unexpectedly, never quite completely recovering from the spill with the Slo-Mo-Shun V.

In 1959, the Fageol marine division was sold to the Crofton Manufacturing Company of Los Angeles.

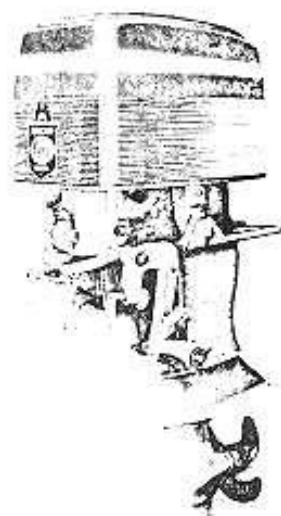
Homelite division of Textron Industries bought Crofton's rights in 1961, and refined the old Fageol 55 into the smooth-running Homelite 55.

Several years ago, Fisher Pierce Boat Company bought Homelite's rights to the engine, and renamed it the "Bearcat 55". Later they developed a larger, 85 hp engine. Both these engines are of high quality and are worthy, great, great-grandsons of the old Fageol 44.

Credits - Motor Boating 1956, 1957. Seattle Post Intelligence 1956, 1957.

FAGEOL OUTBOARD MOTORS

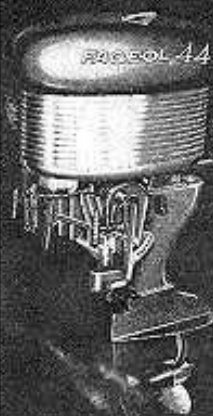
Year	Models	Price	HP	GaIn	Wt
1956	Fageol "44" Electric	\$695	35	44	175
1957	Fageol "44" Economy	\$25	35	44	191
	Fageol Gold Cup 50	-	55	50	-
1958	Model 35	867	35	44	191
	Model 40	940	40	44	191



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FAGEOL 44 V-I-P
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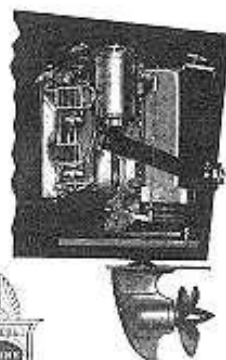
The space-saving patented V-I-P gives the Aqua-Queen more usable area than boats of longer over-all length. Special V-I-P trimming feature and gyroscopic flywheel action assures safe operation under

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1957

PO OWNERS' REPORT

by Bill Salisbury

There is an old saying that no news is good news. I know that there has not been a PO Special Interest Report for quite some time. At last, I have some news, but it is good news - for the most part.

First, piston rings are still available from OMC for the PO. The part number is 29-10. Your dealer will probably have to wait a while as the distributor will probably have to order them from the parts depot. I have ordered them on two different occasions and gotten them without undue delay. I don't know how much longer they will be available.

It is easy to find out which parts are still available for any engine manufactured by OMC. Simply look up the part number in the price list and if there is a price listed, then the part is available.

Second, the PO decals have been completely sold out. The profits from this project has been turned over to Eric Gunderson who has had Sea Horse "15" and "24" decals made. Eric is now starting a new project, that of making Evinrude-Alto 480 decals. The profits from this project will be used to fund other decal projects. More PO decals will be coming in the future.

I had a rather distasteful experience a few days ago with my trusty PO. For years this engine has been faithful, but the other day it came close to being on my "bad list". Son, David, and I were out in some rough weather and apparently some dirt became lodged in the idle passages of the carburetor. The engine stopped when we slowed to an idle and would not start. I have experienced this problem before with a PO and so I knew what the problem was, and what to do to fix it. If this happens to you, don't waste your time, energy, or vocabulary trying to coax it to run. It will not under any circumstances, run with that idle jet clogged, unless you can somehow crank it fast enough so that there is enough venturi velocity for the high speed jets to begin feeding the fuel into the airstream.

The symptoms are good spark, dry plugs, even after considerable float tickling and choking. Also if the front cover is removed from the carb, fuel will be apparently available, but vaporized fuel never reaches the cylinders. The machine will just not start!

To get it going, try turning the idle mixture screw gently closed and back it out to the last setting. Try starting with about two cranks of full choke. If no action, try removing the idle passage drain screw at the bottom of the carb and let the fuel drain out of the carb, hopefully taking the dirt with it. Try cranking again with two cranks of full choke. If no results, remove the top of carb, remove the idle mixture screw and blow into that hole that the mixture screw came out of. Reassemble carb and start engine in normal manner. If a start is successful, turn up the wick and head for home. Don't slow the beast down until you are within rowing distance of the dock because chances are, you will again pick up more dirt, putting you back in that old predicament again. As long as you keep the rpm fairly high, the high speed jets will keep you going. Then take your machine home and do a first class job of carb cleaning. This Vacturi carb is a marvelously simple and reasonably efficient carb, but it will not tolerate dirt in the idle passage. Also recommended is that you install an in-line filter in the gas line. This will assure that after your carb has been meticulously cleaned that it will stay that way even if a bit of dirt gets into your tank. (I saved my old gas line so that I can reinstall it to have the engine in original condition for display!)

To say that I was not in the best of moods when David and I finally arrived at the boat ramp tired, sunburned, and rope burned, is at least an understatement! And several hours late, to boot. We had to disassemble that carb no less than eight times in order to get home, and had to do it in rough water and wind. One time we had to slow down and stop the engine because we ran over a plastic cup that stuck itself over the end of the lower unit and caused cavitation. Of course, after removal of the cup the idle jet was again clogged and PO would not go. It seems like somebody was out to get us that day!

It may be of interest to know that I have started this PO with clogged idle mixture jet by having a friend tow my boat up on a plane. At about 15 or 20 mph with lower unit in

water, cranking the engine once will overcome the inertia and the engine will continue to turn over due to the force of the water acting against the prop. By then fiddling with the throttle and choke you can get the engine to run on the high speed jets! If you don't believe this yarn, I will be happy to demonstrate this seemingly ridiculous phenomenon!!

RACING

TO RUN A RACER

by Eric R. Gunderson

Running a racing engine is probably the most exciting part of the Antique Outboard scene. Racing engines can become very cantankerous if a few simple suggestions are not followed. The biggest troubles are fouled plugs and dirty fuel, and these are the most important things to keep an eye on if your engine is hard to start. In fact, there are many pitfalls in running a racer, some just have to be learned by experience, but others can be avoided. So, here's what to look out for.

Before you go to the lake:

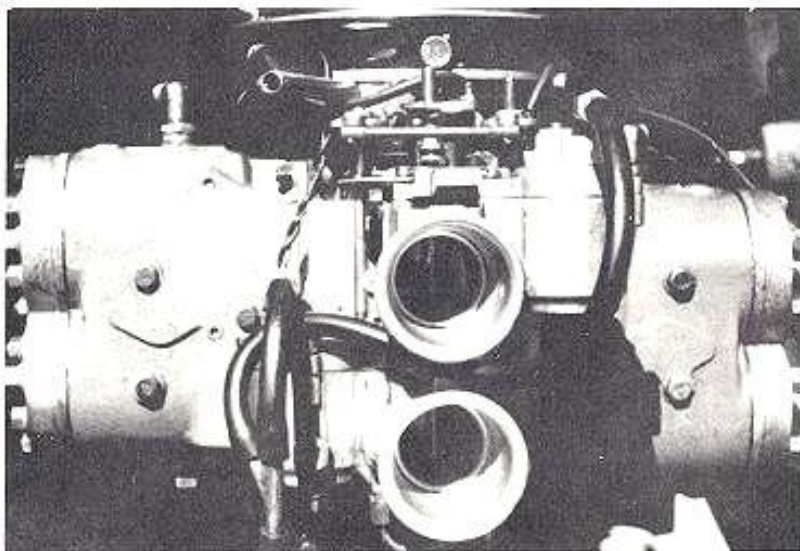
If you are using a battery ignition engine, be sure the battery is fully charged. Motorcycle batteries work best and are good for a day of running without worry. Be careful to not overcharge because this can ruin a battery in short order. Mix your fuel fresh. Fuel that has been around a while can absorb water from the atmosphere, and it can evaporate from the tightest container. Be sure the tank and fuel system are clean and filter the fuel into the tank. Check to be sure that there is a good strong spark, and fire the engine to be sure that it will run before heading off to the lake. Fill the lower unit with that good old Texaco black outboard grease (#950). Hypoid oil will let the engine run a little faster, but has a tendency to be washed out of the unit very quickly and water never was known for its lubricating qualities. Set the transom height so that the prop will run at least 3/4" in the water or deeper. It's best to start with the transom height as low as possible and the biggest prop available. This will hold the RPM down while you are getting used to running the boat, and hopefully keep the engine from overrevving. Attach the lower unit to the boat or steering bar. Hitting a log at 65 MPH can snap a drive tube and send the unit to the bottom and you looking for another. The vent in the gas cap should be at least 1/8" in diameter and you need a fuel shutoff valve preferably at the carb inlet to keep the engine from flooding when it isn't running. Be sure that there's a 1/16" hole in the bottom of the carb between the throttle butterfly and the engine to drain off excess liquid fuel. Plugs should have a light brown chalky appearance or be new. Black plugs are fouled and won't fire.

To the lake:

Try to coax a friend with a 17-38, 40, Speedifour, or similar water pumping engine to go to the lake with you in case the fire goes out at the wrong end of the lake. Racing engines don't pump water at less than 15 MPH and are useless for towing other racers. Before launching, again fire the engine on the trailer to be sure it will run and to warm the cylinders. Get all of your gear, helmet, life jacket, paddle, squirt can with gas, and knee pads if you need them, into the boat and launch away. Did you put in the drain plugs in the transom? If the boat is filling with water you probably forgot them.

To start the engine:

Open the throttle and squirt gas down into the heart of the engine. Leave throttle open, flood carb with the float pin until fuel just drips from the venturi tubes, point the spark advance lever straight forward, turn on the battery and pull like mad. If it doesn't fire, pull again. Reprime before the third pull. It will start this time. When the engine starts open the throttle wide until the boat planes, keeping an eye on the tach and the other out for other boats that always seem to be right in front of you.



A while back, John Toprahanian did some experimental work on Evinrude X motors. Here's one of his 2-carb reed valve cases with Vacturi Carbs.

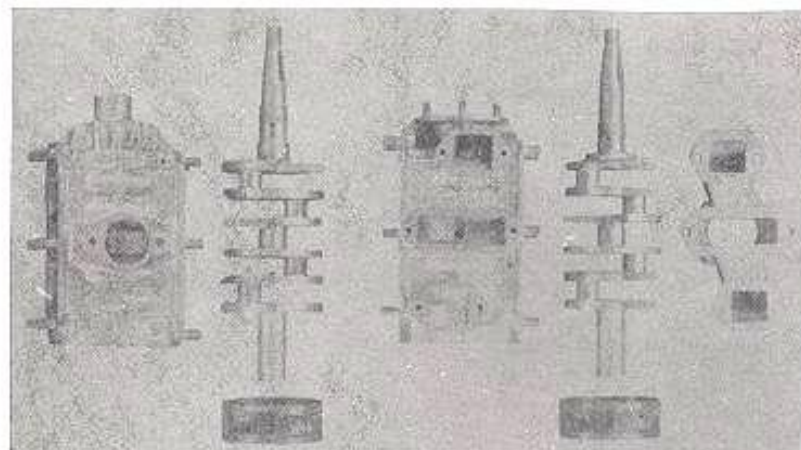
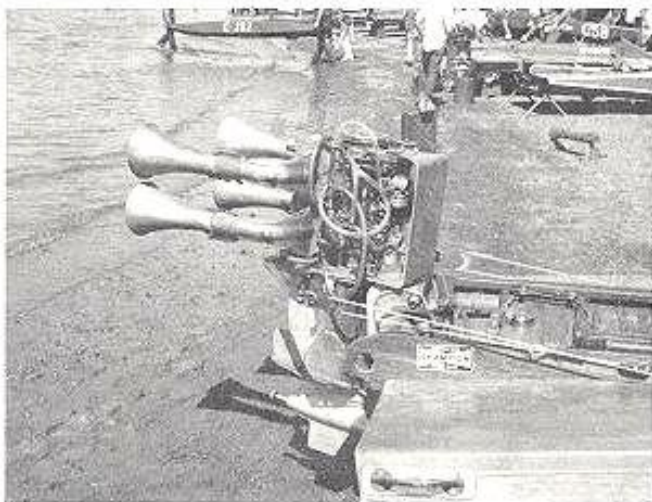


Fig. 3—A view of vital parts of the "460" and "X" Elna power heads, crankcases, crankshafts, center bearings and "X" intake manifold.

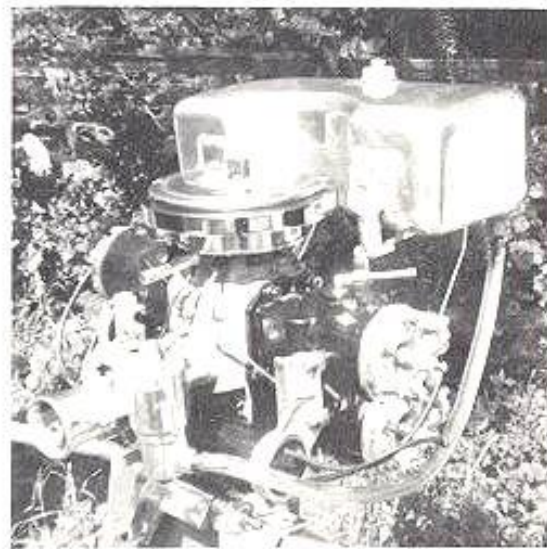
The X motor has a 2-9/16" stroke. There are 4 pie-shaped rotor cuts in the crank- top, bottom & center. Top main has only one double row ball bearing as on the OMC twin cylinder "C" motors.

29



This is a Mercury Quincy Looper set up on Konig lower unit.

At right, Ray Rydell's Super Beautiful 4-60. Lower unit, transom bracket, carb, flywheel gas tank, heads and accessories are polished. Cylinders are black. Looks like the motor could use a 4-60 decal!



Don't forget to advance the spark to the stop. Another starting method is to use a stand to hold the prop clear of the water until the engine starts, and then have someone push the boat off. If the engine doesn't seem to "grab" the water it is cavitating. To stop this lower the transom height, or try another prop. If the boat porpoises, this can be remedied by adding ballast (sand in a Duffel Bag works fine) securely in the bow. The propshaft should exactly parallel the bottom of the boat, and is best set with a level. Watch the RPM always. 6500 for alky and 5500 and low compression for gas. Use 1 1/2 pints of 30 or 40 wt outboard oil or more if you are using gas in a high RPM engine. Don't get too far from shore if you don't have someone to tow you in when you run out of fuel. When you finally do run out of fuel or perseverance, watch out for that wake following you. If you stop suddenly it will come right in the boat with you if you don't move forward.

Clean up:

Remove the lower unit from the engine, shake out all the water if the grease has been washed out, and refill with grease. Clean the castor off with gas. It's easy to do before the castor hardens but a real job if you wait a few months. Remove the tank and carb and get all of the fuel out and rinse both with clean gas with all of the plugs out of the carb. Now you're ready for the next time.

In the professional racing business the biggest reason for losing is either not starting or not finishing. Most of the boats in a given race are quite evenly matched and driving skill determines the winner. It's amazing to see the number of racers that fail to get their engines going before the one minute gun. They have only five minutes, so a quick start is a necessity. This is one of the reasons that the old timers still have a chance against the exotic machinery that's racing today. A correctly set up PR will start the first pull every time. That's a nice feeling.

Notes and additions:

John Teirahanian pushed his Yamarude to a fourth in the National Championship Races at DePue, Ill. in August. He sent along these photos on an Evinrude "A" that he did some experimentation on. He reports that he is now working on expansion chambers for the Yamarude. That's all the Mercs need!

The H-65 did have a muffler. Ray Eydell has a shop manual that shows a cutaway and the muffler looks like a large speedster muffler with a large number of holes and is water cooled. Anyone seen one of these?

There was an Evinrude Speeditwin racer after the Hex. It used a 6 bolt head that was round with an offset spark plug. Was this the 6043? Has anyone seen one?

HEY! STICK THIS ON YOUR MOTOR. AT LAST, THE REGISTERED ANTIQUE DECALS ARE AVAILABLE.... Pictured at the right, the decals measure 1 X 3", background is gold, lettering is black and trim is red. Write Don Peterson, 2884 S.E. Francis, Portland, Oregon 97202. Price per order is \$1.00 for the first and 25c for each additional decal. Decals permitted to be displayed on motors registered in the Club files only.



DON'T FORGET, THE NEW CLUB SELF-STICK EMBLEM IS AVAILABLE FROM JOHN GOULD, MEMBERSHIP Chairman. Price is 25c each, not counting the one you get free when you renew your membership. The new emblem reflects the dates 1866 to 1950 - 84 Years of Outboarding. This means that any motor built through the year 1950 is an official antique qualifying for participation in Club events.



Tomorrow's Outboard— What Shape Will It Be?

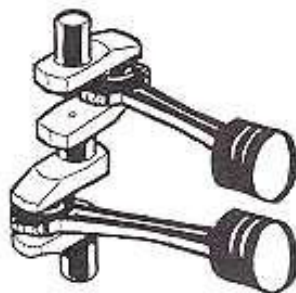
Outboard-motor designers have been experimenting with all kinds of shapes—flat fours and sixes, radials, Vs, even jets. Here's a quick look at some of their concoctions.

MANUFACTURERS OF outboard motors, contrary to their counterparts in the auto industry, settled years ago on a basic type of engine—the in-line. Without doubt there are significant differences between the makes of motors. But over the years the in-line generally has been favored, whether it was a two, four or—in the case of this year's Mercury Mark 75—a six-cylinder job. With one or two exceptions over the years, cylinders have simply

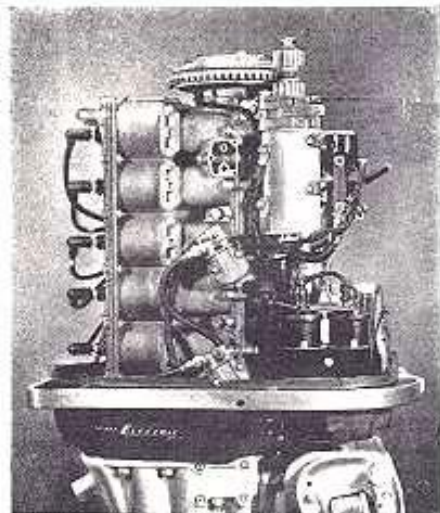
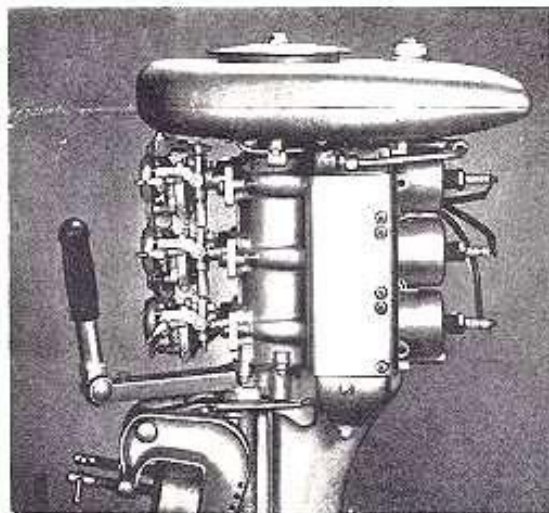
been stacked directly on top of each other.

But designers haven't been resting on the past. Through the years, engineers of the Kiekhaefer Corporation have built a good many test motors of unusual types. They've even tried jets, though they feel a true jet is too dangerous for outboard use. On these pages are a few of their experimental motors. But nothing stands still. It's a sure bet that in the near future some firm will turn to one of the types below. ★ ★ ★

In-line Motors



These are the current stand-bys. The diagram shows how cylinders, fired in sequence, rotate crankshaft. As more cylinders are added, the motor becomes smoother because there are more firing impulses per revolution. Until recently, most manufacturers stayed with alternate-firing twins, increasing the bore size for greater horsepower. Mercury, however, expanded upward into the four, and last year into the six-cylinder engine shown below right. The experimental motor below left is a three-cylinder job. Tests showed it would require three carburetors or a complicated manifold system. Alternate-firing in-line engines are the most compact in width for the horsepower, are smooth-running, idle well and are economical to build. However, they become higher in silhouette as cylinders are added

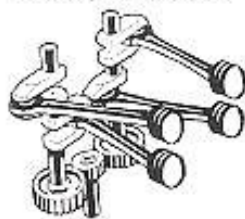


Sometimes it's fun to look back on someone's predictions and see just how close the fellow called the shots. This article, reprinted from the September, 1957 POPULAR MECHANICS magazine shows certain Mercury experiments - some of which are interesting to say the least. Note on the last page of the article that the radial type motor pictured has been built of mostly old Thor motor parts, which puts the experimenting back into the late '30's. The V type engine made its debut with OMC shortly after the article was printed.

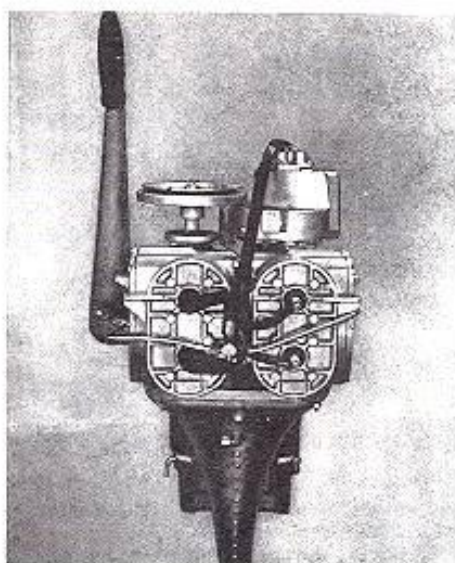
Submitted by Gary Tischart, Baudette, Minnesota

"Flat" or "Square" Motors

A "square" motor is, in effect, two in-line motors geared together to turn a common driveshaft. The photo shows an experimental flat or square four, which actually was made by welding together a pair of two-cylinder in-line engine blocks. Each pair of cylinders turns its own crankshaft, and the two shafts are geared to turn the driveshaft. The resulting engine is extremely compact, and basically is inexpensive to manufacture because the blocks and many of the parts are common to existing in-line engines. However, the one additional part

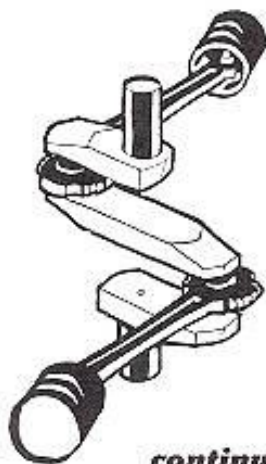


necessary is a gearing system, and this is the major disadvantage of the flat or square-type motor. The required gearing tends to be both noisy and expensive. For this reason the square type probably will never see service as an outboard motor.

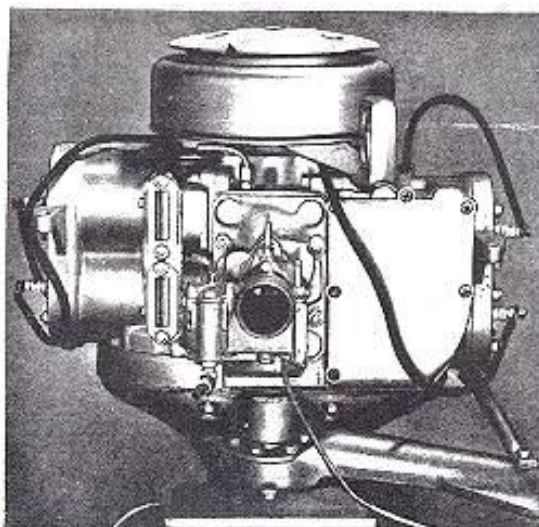
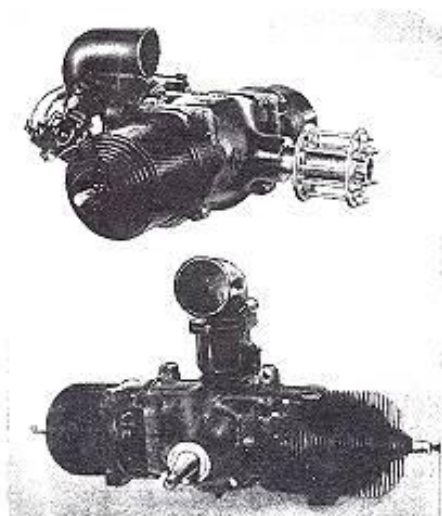


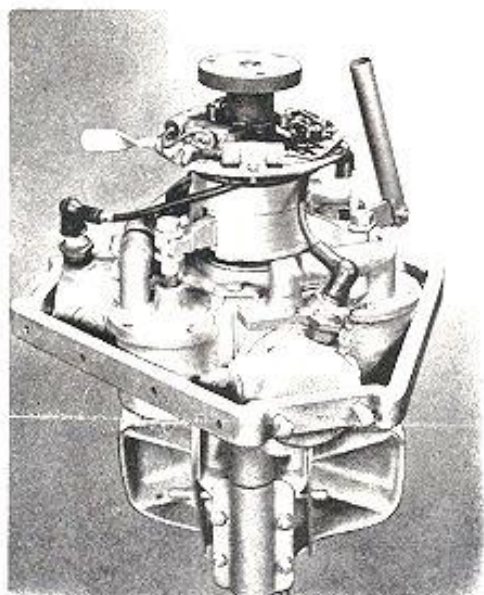
Opposed Motors

These motors, sometimes called split singles, have pairs of cylinders operating in opposition from throws of a crankshaft that are 180 degrees apart. This makes a highly efficient, perfectly balanced motor with a short crankshaft, relatively inexpensive to manufacture. It has obvious advantages for some portable power requirements. Below left are shown small two-cylinder opposed motors which were built to power aircraft target planes but which could easily be adapted to outboard use. Below (right) is an experimental opposed four, showing cylinders obviously mounted in pairs in staggered relation to each other. The biggest disadvantage of an opposed twin is the need for a larger flywheel, which in turn causes more shake. An opposed four is difficult—and besides can be dangerous—to crank



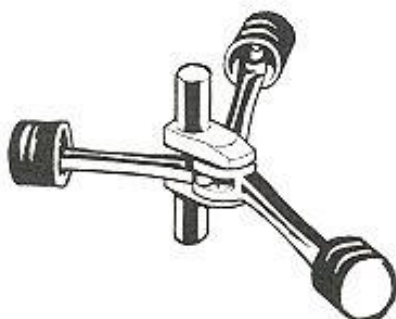
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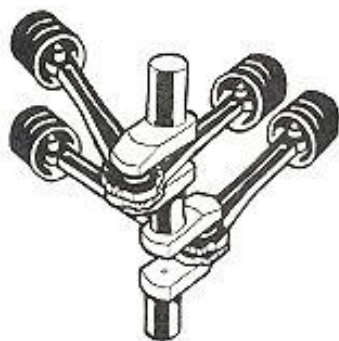


Radial Motors

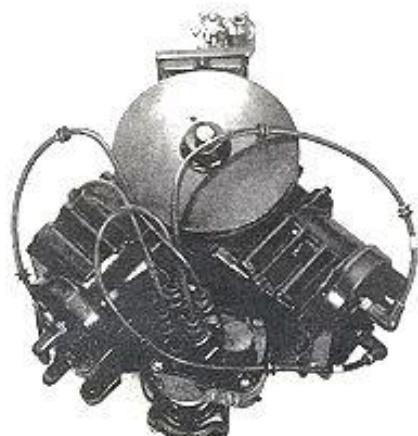
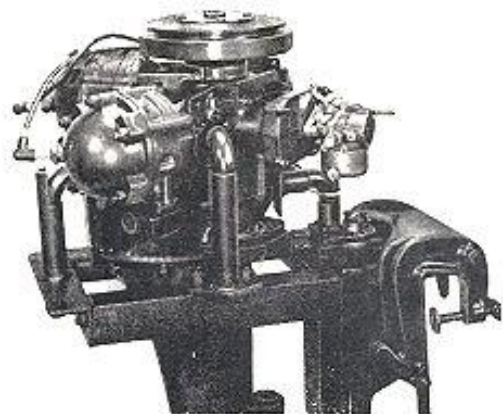
This type of motor is the old stand-by of the aircraft industry. Regardless of the number of cylinders, they all operate off the same throw of the crankshaft, as illustrated in the diagram of the three-cylinder radial below. At left is an experimental three-cylinder radial. In view of its efficiency as an aircraft engine, why wouldn't such a motor be ideal for outboard use? Mainly because of the absence of the usual pumping action in the cylinders makes costly superchargers necessary. The cost of an efficient supercharger can run as high as the cost of the rest of the motor. This would make a radial outboard motor too expensive.



V-Type Motors



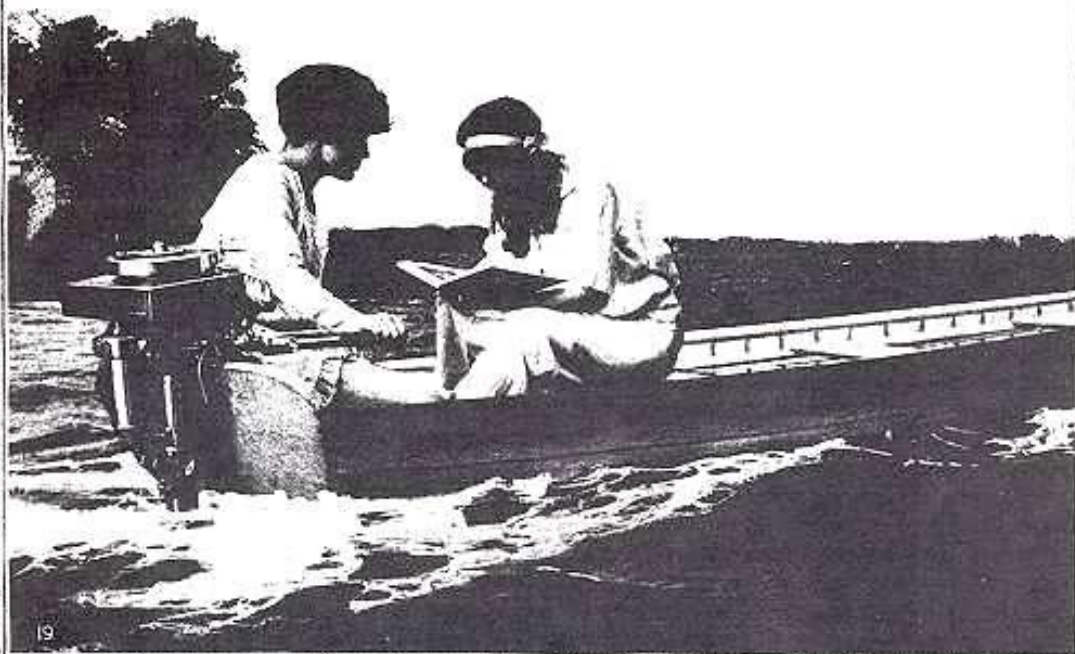
Most popular of the automobile engines today is the V-type. Why not an outboard V? A possible arrangement for such a motor is diagrammed at left. The photos below show an experimental V2 and an experimental V4. A V-design permits a shorter crankshaft, which has two advantages. A short crankshaft does not tend to "wind up" under stress, as a longer one may do. And the shorter shaft, in the case of an outboard motor, permits a lower silhouette. However, when the cylinders are spread into a vee, the resulting motor becomes wider. Thus a V-type outboard, when one is produced, will be both lower and wider than an in-line engine of comparable horsepower. Because of the rigidity of the short crankshaft and the popularity of V-type auto motors, the vee seems the most likely candidate for a new type of outboard, a type that might make its bow any time



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The December issue of "Motor Boat" for 1912 carried an advertisement for a spark plug which should have been a great aid to the owner and operator of the small inboard two cycle marine engine. The Jeffery-Dewitt Company of Detroit, Michigan offered what they termed a "visible gap spark plug" and claimed that this device "lays bare all ignition troubles." The plug differed from the conventional type in that it had a small "window" in the porcelain insulator surrounding the electrode running from the terminal to the firing gap. This electrode had another gap which could be viewed through the window. The idea was to inform the operator of a balky engine the nature and location of the trouble. If no spark appeared in the "window," there was a failure of current to the plug; if the spark appeared in the "window" but still the engine would not fire, the difficulty then most likely would be with the plug gap, provided of course that the engine had proper fuel and was not plagued with other problems, such as leaking gaskets, no compression, etc.

It is interesting to note that as far back as 1912 there were people interested in preserving old engines for posterity. This same issue of "Motor Boat" had an article on the Globe engine manufactured by the Pennsylvania Iron Works in 1895 and the writer waxed exceedingly enthusiastic over the quality of these engines setting forth an incident wherein one of these engines built before the turn of the century had "worn out three hulls" and then been retrieved from the bottom and given shore duty furnishing power for a yacht club lighting plant. Another Globe engine installed in a tug working in the harbor of Galveston had a miraculous "rebirth." It seems the fire was so intense that the engine became white-hot before the tug took its final plunge. Despite this heat treatment which melted off all the brass, the engine was salvaged, parts replaced and put back to work! Try that with your 1973 model!

The Regal Gasoline Engine Company of Coldwater, Michigan, announced a 5 h.p. medium duty engine for 1912 with an extended base to include the reverse gear. The makers declared that this particular model was finding favor with river fishermen on the West Coast who demanded reverse gears. Regal also offered a 3 and 4 h.p. light duty inboard engine without a reverse gear.

A newcomer in the marine engine field in 1912 was the Brown-Collins. This engine made by the Brown-Collins Gas Engine Co. of Hartford, Conn., came in sizes rated at 1-1/2 h.p. to 20 h.p. and were all two cycle. These engines featured two spark plugs per cylinder.

An engine catering to the oyster and fishing business off the East Coast was the Kuhner manufactured in Oxford, Md. This make was offered in both 2 and 4 cycle models and in horsepower from 4 1/2 to 75. Of particular interest to the oysterman was a 2 cycle engine rated at 6 to 7 h.p. The company was also putting on the market an oyster dredge winder powered with a horizontal stationary engine patterned after their line of marine engines.

From Red Wing, Minn., came an announcement of the "Red Wing Twenty." This was a 20 foot runabout equipped with a 20 h.p. two cylinder Red Wing engine of two cycle design. The company also produced at this time a line of both 2 and 4 cycle engines ranging in horsepower from 1-1/2 to 60.

Down in Bowling Green, Ohio, the Universal Machine Co. was turning out the "Toledo" line of inboard marine engines. Five sizes from 3 to 18 h.p. with one, two or three cylinders were offered. A 6 h.p. model equipped with a Wico self contained sparking device was offered for \$94.00 f.o.b. Bowling Green. This concern advertised that they were looking for a "few good agents" in areas where they were not represented as yet.



The May, 1912, issue of "Country Life in America" carried an advertisement for a rowboat priced at \$20 manufactured by the Michigan Steel Boat Co., of Detroit, Mich., which featured watertight compartments. For the same price of \$20, you could purchase a canoe from the Detroit Boat Co., also located in Detroit, Mich. Both of these firms offered boats equipped with engines for the 1912 season for the sum of \$96 and \$94.50 respectively. Sixty years ago these prices appear to indicate great bargains, but we must remember that wages were low and a person would have to work for quite awhile at the prevailing rates to accumulate enough to purchase any kind of a motorized boat.

The Mianus Motor Works of Stamford, Conn., proclaimed in a full page ad in "Motor Boat" for December, 1912, that this was their fifteenth year of manufacture and that their engines were "Guaranteed for Life." Engines in sizes from three to thirty horsepower were offered all in two cycle, three port configuration. The ad further advised that these engines were built to recent United States Government specifications and that they were used in nearly all of the Government Departments. The connecting rods employed what was termed "Fahrig Metal" for the bearing material.

J.S. Gaffga & Company located at Greenport, Long Island, N.Y., offered a line of two cycle engines featuring make-and-break ignition. Jump-spark ignition could also be supplied in the form of the Perfex system. The engines manufactured by this concern bore the name "Greenport" and were offered in sizes from 3 to 15 h.p. and all parts were claimed to be interchangeable.

The Camden Anchor-Rockland Machine Company of Camden, Maine, manufacturers of the Knox line of marine engines, was touting the exploits of one of its products fitted to a boat that had successfully completed a voyage from New York City to Rome, Italy. The "Sea Bird" was equipped with a three h.p. Knox operated on kerosene. At this time great emphasis was placed on the fact that many of the marine engines offered for sale would operate satisfactorily on kerosene, alcohol or distillate. The Knox makers claimed that their line of engines would operate satisfactorily on any of these fuels without the use of large superheating chambers. This claim was due to the fact that engines were using a carburetor known as a "Model D" designed and perfected by John M. Bird, president of the company. The "natural life" of a Knox engine was claimed to be 12 to 15 years with ordinary care. Many of these engines found employment in the extensive fishing fleets being operated off the coast of Maine at this time.

Other makes being offered in 1912 included the DeLong 2-1/2 h.p. Type "A" at \$39.50 and the 3 h.p. Type "B" at \$49.50; the Gile 3 h.p. at \$38 made in Ludington, Mich.; the Watkins single cylinder rated at 3 h.p. and a two cylinder rated at 6 h.p.; and the Watertown made in Watertown, N.Y., and offered in sizes from 1 to 6 cylinders and in horsepower ratings from 3 to 90 h.p.

Bruns, Kimball & Co., Inc., of New York City ran a full page ad in the December 1912 issue of "Motor Boat" stating that they would accept a used marine engine as part payment for a new marine engine and make a most liberal allowance. In the course of this transaction, the prospective purchaser was advised that no money was required until the new engine was shipped, the trade-in acting as a deposit. The company further advised that they had on display in their showrooms at all times over 150 marine engines of various types and sizes. Thus the concept of the "trade-in" so common in the automobile business seemed to have been off to a good start over sixty years ago!

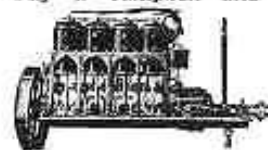


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by Walter A. Ellis

Well, first you must have a meet at the Lake of the Ozarks. At which time, you meet a swell fellow member, named Wayburn Wieseyer, from Warthasville, Mo.

In general conversation, Wayburn mentioned that he knew of a hydro and 2 super 3 racing engines. I questioned him but all he remembered was that an elderly lady owned them. She lived in Carrollton, Mo., and, as he further remembered, on a lake. He had no idea of her name or any other information.

The following week I drove to Carrollton in an effort to locate the equipment. I arrived at noon and proceeded to the court house. Only one older woman was there. She asked if she could help me and I told her that I was looking for a woman and didn't know her name or where she lived. Her reply was a kind look and a statement - tell me something about her. I told her the story of the hydro and 2 engines. She said, "You must want Mrs. Liebarger who lives about 4 blocks from here on Brewery Lake", a small man-made fishing lake of about 1 1/2 acres.

I drove to the lake and found the lady. Yes, she had the boat and motors in a shed across the lake. Yes, they were racing engines. Yes, they were for sale. We went over to look at them.

The boat and motors had not been used for years and the engines were laid up on a high bench. They had been stored with plenty of oil in the cylinders, were free and in very good shape considering their age. The boat was sitting up on saw horses and was sound. It was a Neal 13 foot hydro in good condition except some dry cracks in the bottom of the hull. There was a canvas ship cover made like a pillow case for the boat. However, it was in poor shape.

At this point, I was ready to buy if the price was right. She stated that she might take \$450 for the works. I smiled, and told her I knew they had sentimental value as her deceased husband raced them for years, but that I would not consider that kind of money.

So she turned the lights out, locked the door to the shed and walked back to the house. I followed and as I was getting into my car she said how about \$250? I again said sorry, thanked her for her time and offered to run an ad for her in our newsletter to see if I could help her sell them. The following Sunday I called her and asked if she had decided on the ad. At this time she finally asked what I would consider giving for them. I told her a top of \$125. She said a local man wanted them for a lot more than that and ended the conversation.

About 2 p.m. she called me and said the local man had no money and that I could have them for \$125 if I would come after them today.

Now it is 2:30 Sunday afternoon and I need to rent a trailer. I put the wife and dog in the car and took off to a filling station to rent said trailer. The first station had only one 10 foot trailer and it had a flat tire. The attendant was not interested in fixing it. The second station had no trailer; the third one had a trailer but it had defective lights. Well, we rented it anyway and went after the boat and motors.

Upon arriving there was a man to help load the boat and motors. Believe it or not, she had set a box containing 10 bronze and 2 aluminum racing props out and said that you might as well have the whole kit and kaboodle.

I know the engines were set up for fuel but she now informed me that they were built by Dick Neal. The cylinders, etc., were chromed and they are ported and relieved and highly polished including the rods - so much for the purchase.

My son, Ron Ellis, Jefferson City, Mo., is restoring one of the engines and the boat. I am restoring the second engine.

Note, one of the advantages of being the father is that the son does most of the work. We are setting one engine up for gas and one for fuel. We hope to run them in October

MAPS meet at the Lake of the Ozarks. They should make a sweet running combination.

There are two morals to this story - one, never fail to follow up a lead and two, never pay the first price asked. Now, if someone would only give me a lead on a Cross Radial.

FLORIDA PANhandle

by Michael Gresh

After a year of being ill with stomach and liver problems, I'm finally getting some time for my motors. So, the weekend of August 26 was planned as a first chapter get-together. As it turned out, John C. Renfroe and myself were the only members present at this more or less planning meeting!

John C. and I had been writing letters since 1966, when I was still in high school (in St. Pete.) and he in Dothan, Alabama, with his parts business.

Well, we kept in touch and when I moved to Pensacola to go to college and John C. to Panama City, we decided to get together.

I saw the Quad Marcus Wright had owned and many pictures John C. had of his racing days. John tells many stories!

I told of meeting Bill Salisbury, Marcus Wright and Tom Luce and of my New Jersey PO; in fact, we pulled the lower unit down on the PO as John C. had a number of parts for it, as well as much, much literature for almost any motor one could think of!

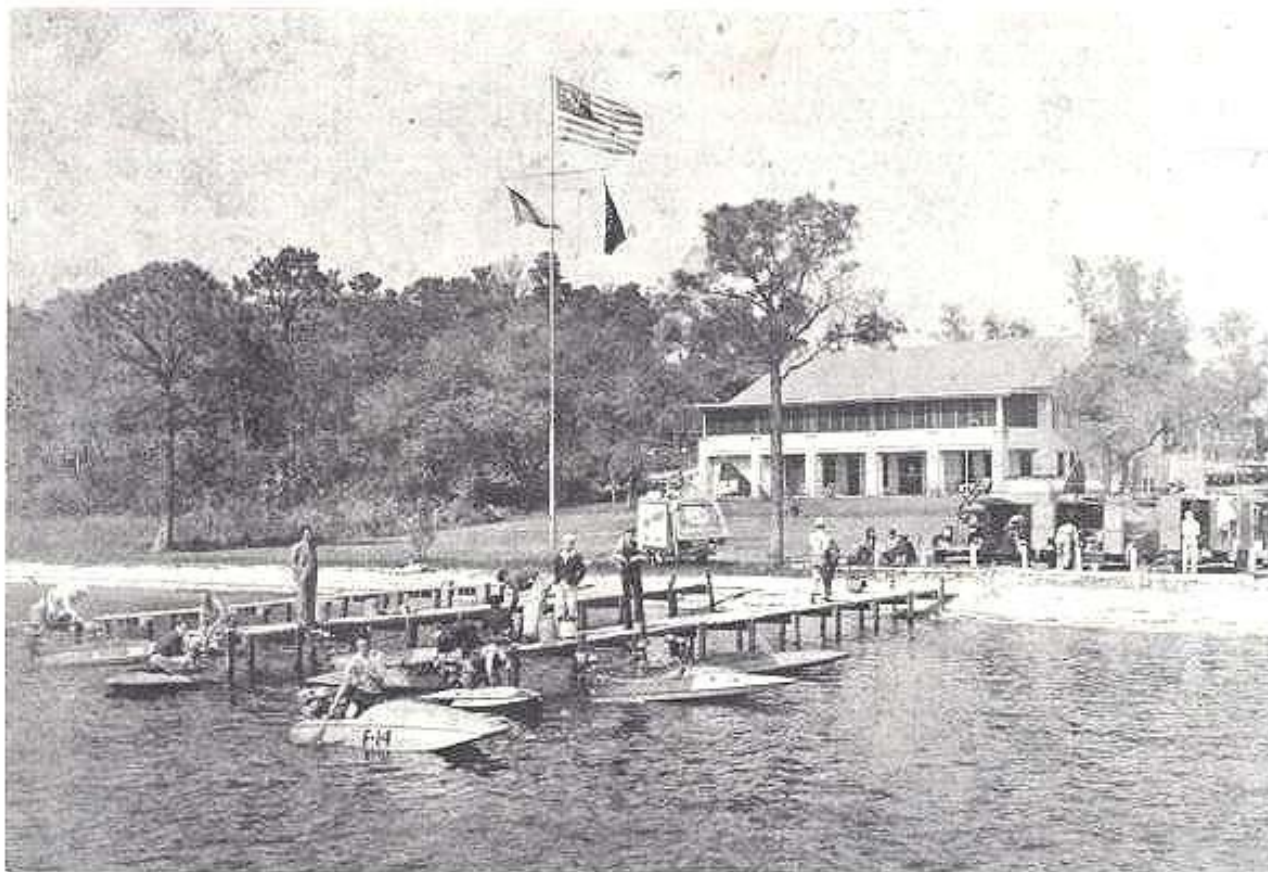
I ended up with some parts for my S-45 and PO's, he even had the hard-to-find spark plug covers for the PO.

As things came to a close, we talked of getting together at Disney World with John Harrison and of John C. starting up his parts business again - in all, an eventful and exciting weekend, with a lot of fun and old kickers.

Enclosed are pictures of John C. Renfroe at St. Andrews Bay Yacht Club in 1937. The other picture is of my father, Herv, taken at Clearwater, Fla., around 1929 - I have more pictures and articles of that time.

Below: Herv Gresh in FLORIDA KID III





Above: A 1937 race scene at St. Andrews Bay. John C. Renfroe is driving in the race.

THE SAN FRANCISCO CHAPTER
ANDERSON RESERVOIR MEET, 29 APRIL 1973

by Eric Gunderson

Anderson Reservoir was cold and foggy at 8:00 AM. There was no wind and the conditions were perfect for running some racing machinery. First to arrive was Dale and his Alky PR/Hydro rig. Shortly, Rich Kretschmer showed up with his PR/Hydro. Since this is one of the areas most popular lakes, we made haste in getting the PR's set up and ready to go. Everything was ready on Dale's and we attempted to start it on the trailer to warm the cylinders and be sure it would run before launching. Of course we forgot to bring a squirt can of gas for priming and the PR wouldn't even snort at us no matter what we did. Rich suggested that we use his and the PR was set; the lake was smooth, and quiet, all we needed was some competition. By the time Dale had launched there was a 6 cyl Mercury hydro type ski boat roaring around. Dale got started and roared off after him. They blasted around the lake several times and soon all that could be heard of the PR was a burble and silence. Did it blow? Had he crashed? We immediately fired up the Giant and thundered after him. No. Mr. Denning had just run out of gas and was waiting patiently at the lake for his dose of Pennzoil/Giant smog. He did beat the Mercury, but the Merc driver may not have known that it was a race. By this time the lake was getting busy so we decided to retire the hydros for the day. When we got back Mike Cope and Gene Crook and son were waiting for us. Mike had just gotten a Sr Speedster. While on his way to the dump, Mike spotted the Sr hanging on the back of the pickup in front of him. It was about to get the "heave ho" and the fellow was happy to let Mike have it. Can't get much closer to losing one than that. Gene Crook is a new member who is starting out in a big way. He already has about 6 engines in fine condition and several more in the wings waiting for parts.



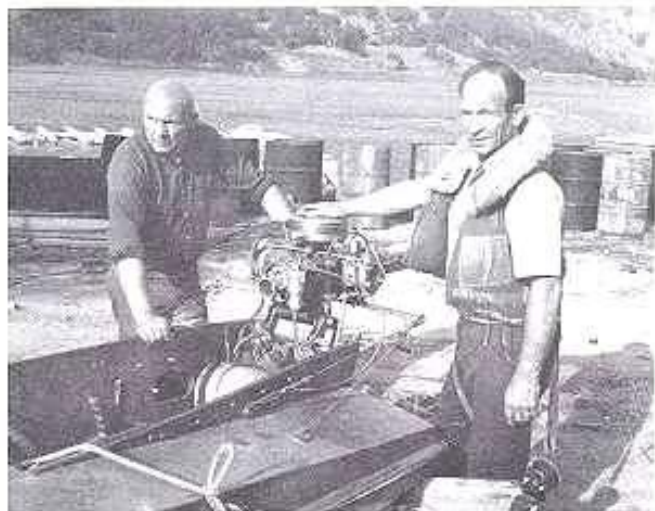
Here's Mike Cope acting as crew for Dale Denning's hydro.



Gene Crook and small son giving Dale a helping hand too. Race boat drivers need a lot of help!!!



The gallery- PR Johnson, KD-15 Johnson, #375 Sea King, A-35 Johnson, Speedifour and Sea King/Fleetwin.



Dale Denning compares notes with a visitor, Brack Cramer. Engine is an Alky burning hex-head Speeditwin racer.

The rest of the day was spent in the usual fashion exchanging stories, parts, leads and enjoying the afternoon sun. Bud Trevor showed up at noon and had some interesting photos of his PR and 460 rigs in Minnesota.

At 4:00 we decided that it was time to leave, the lake was a madhouse and as we were loading up to go, another rig came in. It was a non-member Brack Cramer, who had heard of our meet and wanted to show what a Hex-head Evinrude could do. This one had Hubbell stacks, inboard fuel and every modification possible. Unfortunately the time was late and the lake busy so he didn't get to run it. He did manage to run his new JH/Mercury runabout. It's sort of a contemporary midget setup, to be run by children in real races.

It was a fun day that went too fast as they always do. There was a sad note, at the finish. We were told that we couldn't run our open exhaust engines anymore because of the noise. However at sanctioned meets in the future it looks as though we can get a permit for a limited amount of running, so the PR hasn't been silenced yet. Thanks again to the members who showed up and we hope to see more of you next time.

Eric

TWIN CITIES SCENE

Ron Johnson

CASON'S SILVER LAKE MEET

At our last T.C. Chapter outing, Bob Brautigam said, "Ron, I have some good news and some bad news. The good news is we received photos and a note from Silver Lake, Wisc. The bad news is that Jim Cason thought someone else, who attended the meet, should try his hand at the story, (how about Ron Johnson?)." Thanks, Jim.

July 28-29 - Crowds enjoyed Silver Lake Summer Funfest. There was water fighting (a total of 22 teams of volunteer firemen), a water ski show, dancing in the street, a display of fireworks over the lake, plus many delicious things to eat (corn on the cob - 165 bushels, brats, barbecues, hot dogs, cotton candy, popcorn, pop and beer). Could there be any more? "YES", said Jim Cason of Cason Boat and Bait Marina, "There's room and time for Antique Boat Motors!" So there was a display of 70 motors, 3 runabouts, 2 Neal Hydroplanes and collectors from as far as St. Charles, Mo. and Minneapolis, Mn.

On Saturday, Clarence Sitton was first on the scene. Clarence put his PO on a 10' runabout belonging to Jim, flew across the lake, flipped over in 5' of water, picked up the boat and walked to shore. A request was made on Sunday for Clarence to give a demonstration, but Clarence said he had a wet coil. The motor was wet too!

Ray Hatton and his 2 sons did feverishly crank a 1911 Evinrude to win the "Oldest Running Motor" contest. He also got a plaque for "The Members Favorite" motor for his short-shaft Evinrude Mate. This motor's place at home is on top of the T.V.

Dick Choyce won the "Bang and Go, I" race with an Elto Rudder Twin and the "Best Restored Motor" award with his PO 15.

I won the "Bang and Go, II" race with a Lockwood. Joe Kinsey, a new member, won a plaque with his Gray Gearless for the "Most Unusual Motor".

Denise Cason, Jim's lovely and energetic wife has the registration files and is the only one who really knows how many members came. I will name some I can remember:

Robert Brautigam
Ray Hatton
Clarence Sitton

Frank Schlachter
Edward Kant
William H. Rose

Jere Sairs
Don Miller
Jim Cason
Joe Kinsey

Dick Choyce
Ron Johnson
Warner Turner



The gang at Silver Lake



Denise and Jim Cason



Ray Hatton and his award winning Evinrude - A real miniature!



Frank Schlacter (dark shirt) looks over a Neptune. Jim C. and D. Choyce at rt.



Here's Ray Hatton with his 1911 Evinrude - bench running.



Part of the 80 motors displayed. Joe Kinsey's Gray in the foreground.

Frank and Ruth (Rufus) Cason, Jim's dad and mom, served corn on the cob for us outboard buffs, Sunday afternoon, plus Jim and Denise maintained a table full of doughnuts, coffee and beer all weekend. Many thanks for the good time at Silver Lake. Happy motor starting, Pon.

SPEAK UP! *you chapters*

YOUR FELLOW AOMCI MEMBER.....

Mr. Charles Hansen, 2108 Broward Road, Jacksonville, Florida 32218, is one of our most talented and generous members. Mr. Hansen has a distinguished record in outboard racing and possesses a wealth of know-how, parts and literature which he freely offers to share with other members. An able correspondent, Mr. Hansen has shown his interest in the Club and its people by making almost immediate replies to the letters he receives. In the last few months, he has produced two types of Johnson decals - KA series and one for the alternate firing A models - which he has made available to other members for his cost. Both decals are of excellent quality.

His stock of parts includes connecting rods, crankshafts, flywheels, upper driveshafts and gear cases for PO Johnsons; and many other parts for Johnson PO, KA and alternate firing A Johnson motors. There are even some Evinrude parts in the bin!

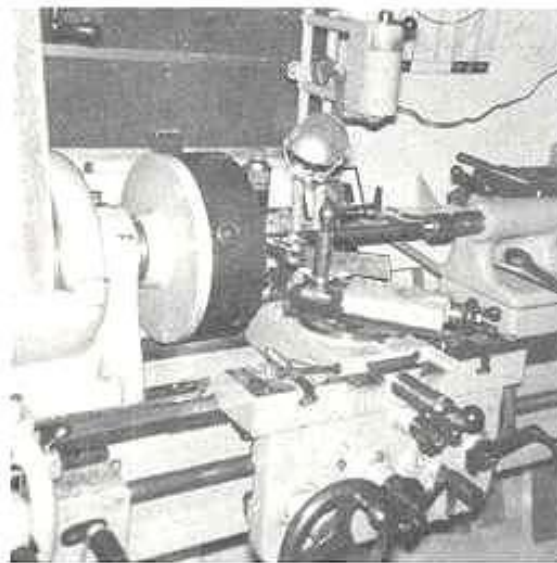
Mr. Hansen's racing interest spanned a number of years. He still has his Championship KR, now stiff from dried castor oil. Later on, he raced Konigs and currently is building up an SR Johnson which he plans to mount on a Konig lower unit. Other engines in his collection include a Speeditwin and a couple of Big Fours.

Ready for the next National Meet, Mr Hansen has several engines for display and running. One of the runners is a PO racer in which he has put many, many hours of hard work what with porting, balancing, steel hubbed flywheel, etc. The unit has special rod retainers and used to stay right in there with the "C" modified P-50's.

Those of you who remember Mabry Edwards will remember Mr. Hansen's KR race engine. Mr. Edwards used to drive for Hansen at major events, using the KR. Mr. Hansen will also be remembered for his willingness to help others in the Club. Drop him a letter!



On the left is a nice AA-37 from Mr. Hansen's collection. This unit is fitted with one of his decals. On the right is a PO-10 Johnson.



....This is the lathe in Mr. Hansen's shop. The machine hails from 1924 but is clean and shiny like new. It still turns out good work and is seen here with a vintage driveshaft between centers.

(continued)

ENGINES FOR SALE ?

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



Here's the lower unit of Hansen's KR. Mabry Edwards put it together. Note water tube on outside.



And the top end of the KR. Looks innocently like a KA. At 7500 RPM, there's quite a difference!

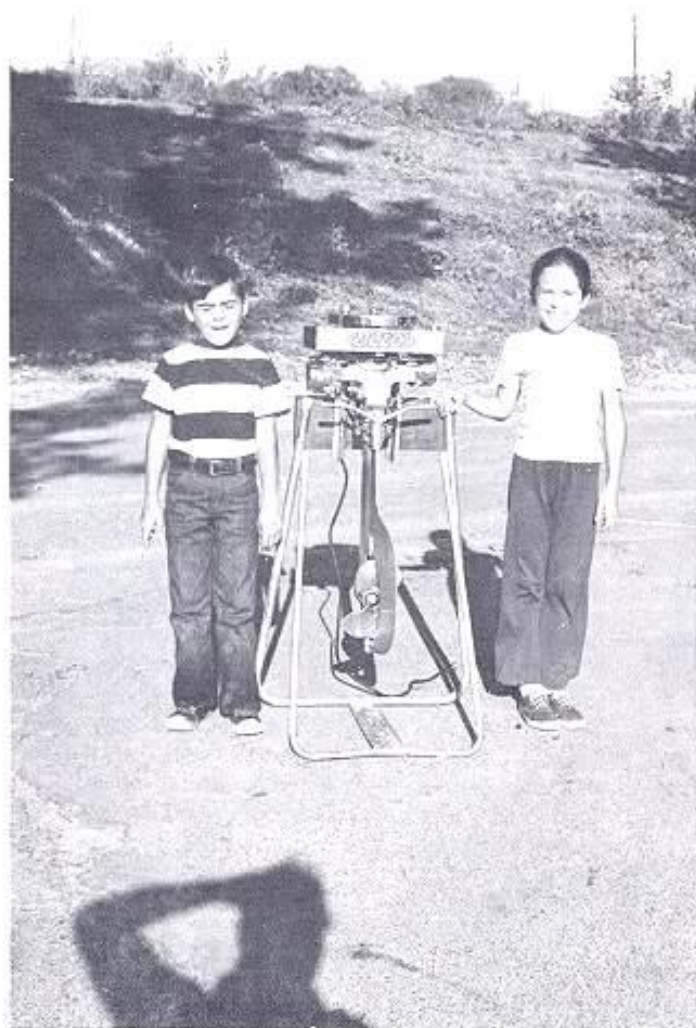


Photo at left shows Dave and Chris Zipp's posing with one of their Dad's recent restorations, a 1922 Alton.

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Gary Smith Rt. 3 Buckeye Lake Thornville, OH 43075	Harry C. Wing, Jr. Box 351 Greenfield, MA 01301	Chester Wickwire 90 So. Main St. Homer, NY 13077

Continued on page 2

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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For Elto rear tank, any through 1928 \$3.95 each Water applied type	
For Johnson Sea-Horse "16" or "24", fits early P and S models \$7.00 each	Order from: Eric Gunderson 57B Mt. Hamilton Road San Jose, Calif. 95114
For Evinrude 4-60 \$8.00 each	
For Johnson "Sea-Horse 32", fits models V-45, 65, 70; VE's and VE's. For Johnson "Sea-Horse 25", fits all Giant Twins For Evinrude, fits Speedifour or Big Four (specify) Like originals, pressure sensitive vinyl, \$10.00 each	Order from: John C. Harrison 1000 N.W. 54th St. Miami, Florida 33127
Metal nameplates for front of gas tank. Fits all Elto ruddertwins. Authentic! \$5.95 each	Order from: George Loeb 7037 Suburban Avenue Norfolk, VA 23505
For Johnson "Light Twin" 1921-1927 plus A-35. Includes "To start" and "Oiling" decals. Exact duplicates of original Light Twin decals. Water applied. \$5.00 set	Order from: Bob Zipps 182 Brentmoor Road East Hartford, Conn 06118
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