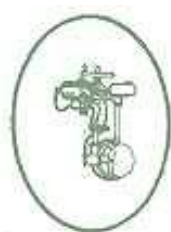
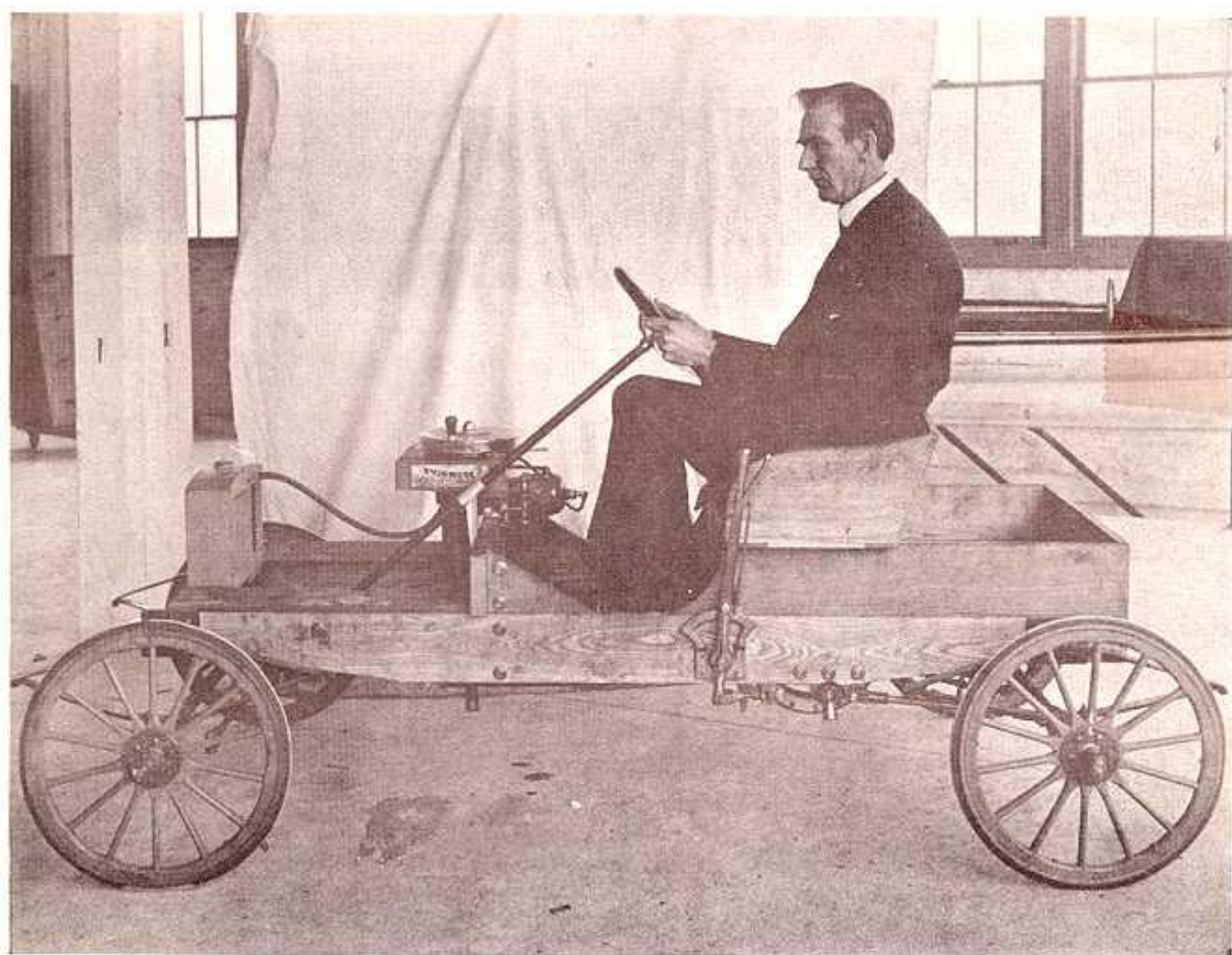


The **ANTIQUÉ OUTBOARDER**



The Pioneering Authority

First Outboard Car?



October

1974

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 from Jim Nixon, 4781 Fifth Avenue, Youngstown, Ohio 44505, U.S.A.

CLUB OFFICERS & PUBLICATIONS STAFF

President	Robert W. Brautigam 2316 West 110 Street Bloomington, Minnesota 55431
1st Vice President	Bob Zipps 182 Brentmoor Road East Hartford, Connecticut 06118
2nd Vice President	Walter E. Ellis 3724 Briarcliff Road Kansas City, Missouri 64116
V. P. Technical Services	Eric Gunderson 515 West Main Street Grass Valley, California 95945
Secretary	Milt Moos 369 Ottawa Avenue Westerville, Ohio 43081
Treasurer	John C. Harrison 1000 Northwest 54 Street Miami, Florida 33127
Membership Chairman	Jim Nixon 4781 Fifth Avenue Youngstown, Ohio 44505
Newsletter Editor	W. R. (Ron) Ellis RR 5 Jefferson City, Missouri 65101
Historian	W. Jim Webb 2560 North 97 Street Wauwatosa, Wisconsin 53213
Curator	Richard A. Hawie 31 Hillside Drive Easton, Connecticut 06612
Special Features	James L. Smith 330 O'Connor Drive Toronto 6, Ontario, Canada
Motor Registration	Donald Peterson 2884 Southeast Francis Portland, Oregon 97202

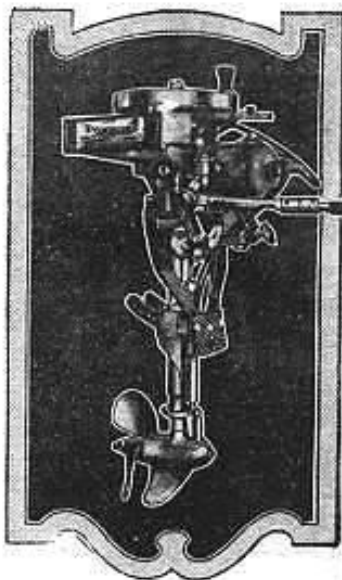


THE ANTIQUE OUTBOARDER CONTENTS



October, 1974

Letters to the Editor	Page 2	Front Cover:
Make Your Own Motor Stands	8	See "Could This Have
This May Be The Start Of Something!	10	Been the First Outboard
Provincial Airmotive Corp.	12	Powered Midget Car?",
Antiquity is a Pretty Name	18	Page 17.
The Roaring 20's	20	Back Cover:
First Warren-Youngstown Meet	24	Ray Rydell's most
The Cailles - Men, Not Just Outboards	30	fascinating motor house.
Let the Wind Do All the Work	37	



Exploring—1922 Style!

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

EVINRUDE Standard and Lightweight
DETACHABLE MOTORS FOR WATERCRAFT

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



Evinrude Outings No. 3—Hunting the wild water lily

EVINRUDE MOTOR CO.

679 Evinrude Bldg. Milwaukee, Wis.

The Antique Outboarder

Serial Issue 3 of 3
Volume 9 • No. 3

October, 1974

Published quarterly by the Antique Outboard Motor Club, Inc.
Publication offices — 2316 W. 110th St., Bloomington, Minnesota 55431

Single copies: \$2.00 except as included with Club membership. Subscriptions: Nonmembers — \$7.00 per year
Change of address should be forwarded two weeks in advance and zip code numbers should be included.

©A.O.M.C., Inc., 1974 All rights reserved.

LETTERS TO THE EDITOR

ASSOCIATE MEMBERSHIP?

Dear Bob: Here's an idea for a way to advance and perpetuate the Club, and swell the coffers a little, with very little expense.

I'd like to propose an Associate Member status, aimed primarily at the young people. In my mind, an Associate Member would be recognized as a full member with all privileges, except that he or she would not receive the publications. The dues would be \$4.50 per year, and an Associate Member would receive a card and a sticker, and would have the right to advertise for parts, etc.

Since most all would be children of members, the publication would not be necessary. For example, my son would join with that status and could (and does) read my copies of the Outboarder and Newsletter. They would also be recognized, officially, at meets.

I feel that this can be expanded to include Scout groups, with the leader as member, as well as YMCA, YWCA, YMHA, etc. This would also help to perpetuate the Club by getting young people interested. And they grow into adults.

My 15-year-old son Mark displays a real interest in the outboards, and won second place in the predicted log event in Pennsylvania last week. He spends many hours helping me work on old iron, and I know that official recognition would mean a lot to his ego. As I tell my wife, it's a healthy outlet for teenage energies. I know that Dave Reinhartsen's son would be interested, as would Walt Ellis' grandson, and Lee Schierbaum's son would join. I discussed this by phone with Walt Ellis while on a business trip this week to Kansas City, and he endorsed the idea. Perhaps some special consideration for kids who can't afford the dues would be in line.

At any rate, there is the basic idea. Please give it some serious consideration. I may be prejudiced, but I do think it will work.

The second thing on my mind is some sort of recognition for the wives of Club members. While they may or may not help directly in the collection or restoration of old iron, none of us could be active in the Club without their support. They deserve some sort of official recognition, if for no other reason than they tolerate us "iron nuts." I don't know how to achieve this recognition; maybe via some sort of open letter in the Outboarder or in the Newsletter. I don't know, but I'll drop the problem in your capable lap.

My son Mark and I took off on August 2 and drove from here to just East of Harrisburg, Pennsylvania and spent the night. The next morning we drove on out to Bob Grubb's meet in Phoenixville, Pennsylvania. We spent the day there, and had a ball. Milt Moos and Dave Caldwell also drove out from Ohio, and we formed our own caravan on the way home, arriving at 2:30 a. m. Sunday. A great time was had by all, and Mrs. Grubb even fed the whole group after the meet. See what I mean about recognizing the wives? At any event, it was great. We plan to take the same trip next year, too. Next is Milt's meet near Columbus, Ohio in late September, then next is mine here in Youngstown next June. Sincerely, Jim Nixon

OUR AOMCI STAR SHINES A LITTLE BRIGHTER!

Dear Mr. Brautigam: This is a report on the AOMCI exhibit and demonstration held in conjunction with the National Stock Outboard Marathon race held at Collingswood, New Jersey on July 13-14. Please use as you see fit.

There were approximately 12 exhibitors and approximately 35 motors on display. From all indications the program was a complete success. Much interest was shown and many questions were asked by the spectators, both young and old.

Channel 3 and Channel 6 (Philadelphia) sent television crews, and taping was done to show on the 6:00 p. m. and 11:00 p. m. news. Much time was devoted to the antiques. Radio Station WIP (Philadelphia) had spot announcements for a week previous to the races, and the AOMCI exhibit and demonstration was mentioned.

Those attending were: Tom Luce and family; Tony and Emily Caglione; Robert Grubb and family; Byron and Louise Shannon (a new member who signed up at the exhibit); Bill Salisbury and family; Robert Davis; Bob Thornton; Sam Vance and family; Charles Loshe; Phil Kranz; and Mort and Mary Daller.

The prize winners, who received six beautiful trophies donated by the M & E Marine Supply Co., were:

Oldest Running Service Motor	Tom Luce, 1910-1913 Waterman
Oldest Running Racing Motor	Mort Daller, 1929 SR 45 Johnson
Best Restored Service Motor	Phil Kranz, 1913 3 cyl. Thor
Best Restored Racing Motor	Bill Salisbury, 4-60 Evinrude
Most Unusual Service Motor	Bob Grubb, 1920 Amphion
Most Unusual Racing Motor	Bob Thornton, 4-60 Evinrude

There was a very well put together program book, with events listed and advertisers shown. I was surprised and pleased to see a half-page ad for the AOMCI with a cut of the insignia -- most impressive. It contained information regarding the Club, dues, etc. It also said to contact Mort if anyone was interested in joining. Perhaps we will have more members from this section. I hope so.

I believe this is the first time, outside the meet at the Johnson factory last year, that the AOMCI has been represented at as big an event as the one at Collingswood. National Championship Outboard Races always draw a very big crowd, both participants and spectators.

In conversation today with Dick Toone, Chairman of the Race Committee, we were advised that plans for a similar race next year are already under way, and that there will be an expanded schedule for the antiquers, tentatively for two days, and with a separate area of the lake exclusively for the antiquers' full-time use. We will keep you advised of further developments. Sincerely, Mary L. Daller

HERE'S A NICE LETTER PASSED ALONG BY JOHN GOULD . . .

Dear Mr. Gould, In December I wrote to cancel my husband's membership in The Antique Outboard Motor Club due to his death last June. Our son Jamie is very interested in Paul's motors and is upset that we will not be receiving any more copies of your magazine and newsletters. He has read all of Paul's past copies and has urged me to re-subscribe in his name. The last Antique Outboarder that we received was October 1973. Would it be possible to send him the magazine that he has missed so that he may have a complete collection? I am enclosing a check for \$9.00 based on Paul's 1972 membership records. If this is no longer accurate, please let me know how much more we owe you. Please make out the membership and subscription to James H. Daykin.

Although Jamie is only thirteen years old, he is trying to continue Paul's work on his motor collection. Your magazines will serve as an important manual and reference guide as he learns this new skill. Maybe someday he will be able to attend one of your Antique Outboarders meets.

Thank you for your kind letter of December 7 and for your help in reinstating Paul's membership through Jamie. Sincerely, Mrs. Paul H. Daykin.

AND ANOTHER NICE LETTER SHARED BY JOHN . . .

Dear Mr. Gould, I want to thank you for sending me the dues statement as you said you would last year in your letter. I'm enjoying the Club a lot and want to stay in it for years to come. I have been receiving the Club magazine and newsletters for the past year, and want to thank you for letting me be in it. Enclosed is my \$9.00 as dues for the next year. Thanks again, Yours Truly, Chip Morris. P.S. Looking forward to the Club some more. Recently I bought my first motor from a man in the Club, Perry Stanley, he lives in Wallingford, CT, and is a very nice man.

CHARLES HANSEN - A FINE GENTLEMAN AND ACTIVE MEMBER . . .

I read in one of our magazines about a fellow member acquiring and restoring a set of Elto Speedsters. I think this is a very good idea. From this I have decided to build up a complete set of K, KA, KS, KD one each of all K models. Then I will start on a set of A's opposed cylinder, also the alternate firing "A."

I plan to use this KD for my fresh water fishing motor. I have another KD-15 that appears to have been well kept and cared for. It is all complete except the starter rewind assembly. I selected this one for one in my K collection.

I drove 150 miles last Sunday to see an SR for sale. He said it once belonged to Doug Creech and he has heard it now is an antique, and he asked \$300.00.

It was not one of Doug Creech's motors, because I knew every one of his motors on sight. Doug had his own way on many visible things on his motors. We used to call these his trademarks. Doug had a KR that would run like a scared rabbit. He sold much of his racing equipment to Doc Taylor down in Orlando. Later we were having a race on the lake inside the Speedway in Daytona, Florida. A "C" racing runabout race was in progress and Doc flipped in the south turn and was killed. I don't know what happened to Doc's equipment after this.

Anyway, I told the man that was not one of Doug's motors and I never have heard of antique outboards. I offered him \$100.00. Then he said he would take \$200.00. I told him it is only worth \$100.00 to me, and in case he changed his mind I would mail him my check as a binder and would come back and pick it up at my convenience.

I suppose I do have the wrong attitude in telling some people I never heard of antique outboards. I feel the Club will be better off without these money hogs - GREEDY.

My son joined the Club a month or so ago. I gave him a Johnson AA-37 and an Evinrude 6039 Speeditwin to start him off.

I bought the Elto Ruddertwin Model G that was advertised in our Newsletter in Sanford, Florida, for \$25.00. I was overwhelmed at its appearance. It is very clean and nice. The prop doesn't even have a dent in it. He asked \$25.00. I didn't hesitate because I felt like this was cheap enough.

I visited John C. and Mike Gresh over in Panama City, Florida. We are old friends. We used to race together some years ago. We talked much about old times, hitting the bourbon all afternoon, then we went to a seafood restaurant and had the finest seafood I've ever eaten. Old John C. was doing fine until he started stacking the after-dinner wine (a fifth) on top of the bourbon we consumed prior to the dinner. We had a wonderful time, only it didn't last long enough. We also traded parts; I managed to bring him a Johnson K-80, PO steering handle and a few small parts. I stopped in all outboard dealers enroute I could see from the highway.

I picked up one Johnson KA-39 for \$10.00 in one place and a Johnson A-75 in another place. He told me I could have it, to get it out of his way. He was so nice I gave him \$10.00 anyway. I brought home three motors.

My advice to any fellow Club member is - if they don't want to get stuffed with good food, a good time and most everything else - I suggest they don't let John C. Renfro catch them in Panama City

I looked through the list of Special Interest Groups. I see we don't have one for the Johnson K models. I will assume this position, job, etc. K models are one of my favorite motors. This will (maybe) give me a chance or opportunity to assist other Club members interested in the K's. I don't know it all, but I will do the best I can.

I am enclosing two photos of me in my Johnson KR-Fillinger Combination. I would like to have them back when you are finished with them. You may submit them in our Outboarder if you wish. I also have some photos of me testing my SR on a Sid-Craft for proper setup.

In regard to the KR photos, note how the KR has the boat on top of the water, not plowing. This is the same KR I still have.

I will never forget the day in north Georgia, when Dieter Konig cleaned house with all the KR's. This was my first time I met Dieter. He is a fine fellow even if he did clean us out. Best Regards, Charles W. Hansen.

Editor's Note: A better man to head up the K Johnson interest group couldn't be found anywhere. Please take note, Sam V., and send Mr. Hansen a Charter.

M. LAMOUREUX - A MAN OF MANY TALENTS ! ! ! !

Dear Sir, I enjoyed the article on Mahlon Lamoureux in your January 1971 issue of The Antique Outboarder. I have known "May" all my life it seems. His inventive genius has made many things besides Hilborn injectors go. He even made a cross for the top of a church that rotated and could be seen for many miles.

His greatest invention for the future of Man had to be the "jungle gyms" he built for three of the local schools before they were everywhere, about 1949. It taught a lot of city kids how to get around off the ground. Sincerely, Dick Lamoureux, 13220 Hansworth Avenue, Hawthorne, California 90250. P.S. In one of your issues you could ask May (Mahlon) what he plans to do with the 5 ton truck full of junk.

MEMO FROM MORT . . .

Bob, I have simply not had the time to complete and run the "Bullet." Yet to do: transom braces, finish color coat and lettering, install steering, throttle, lifting handles, etc. I have all of these on hand; simply lacked the time.

However, I will have the 1929 "Bullet" and my restored SR-45 Johnson running for this meet at Collingswood, New Jersey, and will be sure to send you a picture. (Motor is finished.) Mort Daller. P.S. Tom Luce is to be praised for his efforts in lining up the Collingswood AOMCI Meet. I am only the middleman.

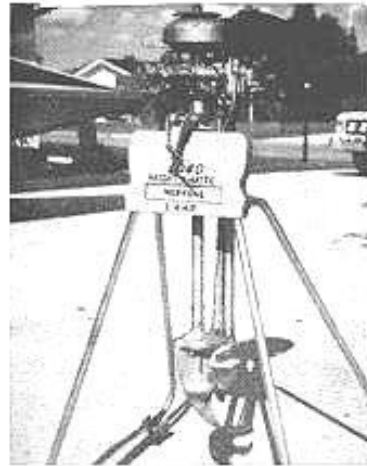
SOME BEAUTIFUL RESTORATION WORK . . .

Dear Bob, Shortly after it was announced in The Antique Outboarder that I was to become a member, Charles Hansen wrote to me and sent some photos. I took some of mine and sent them to him.

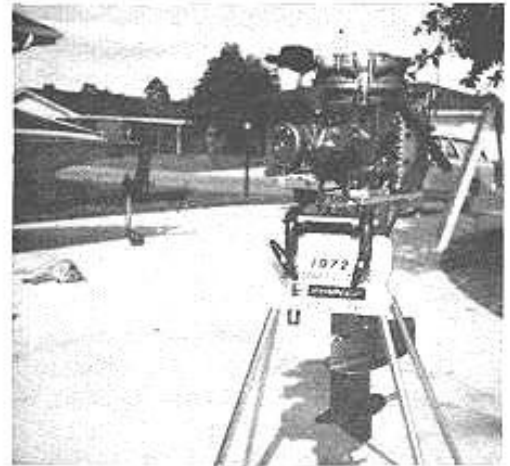
Enclosed are the ones I took. If you wish you can publish them in the next newsletter or magazine. If possible, I'd like them back. Regards - - - Still looking for an "SR,"
John E. Schubert.



1952 Mercury Mark 15 with quicksilver housing, minus gearcase.



1940 Neptune Mighty-Mite.



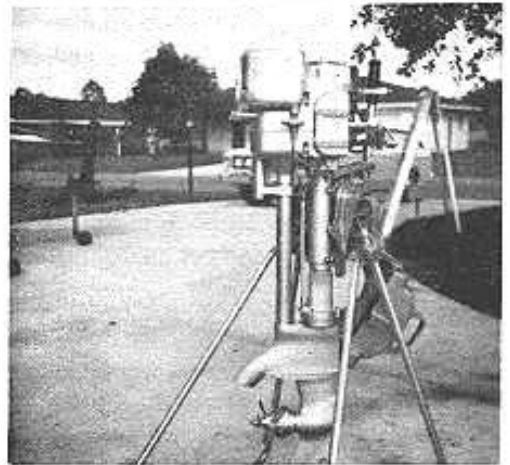
1972 Evinrude Sportster, adapted to quicksilver housing and gearcase for stock outboard Class 25 SS.



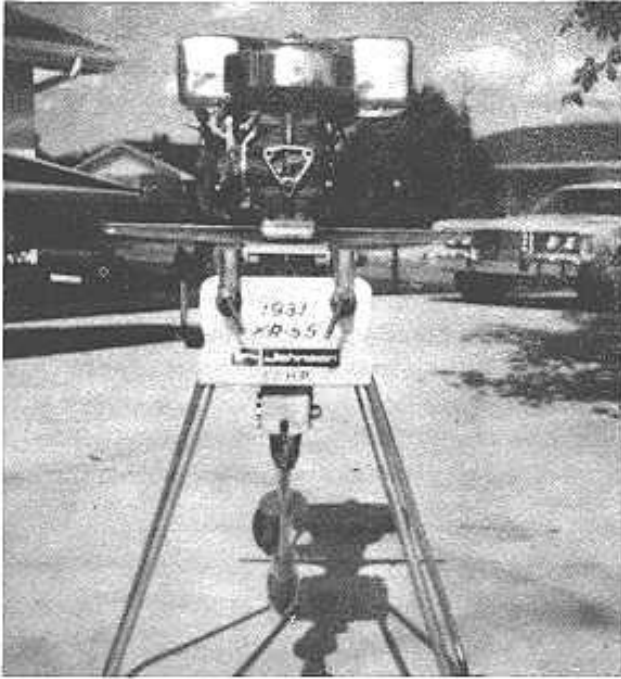
1939 Elto Fleetwin.



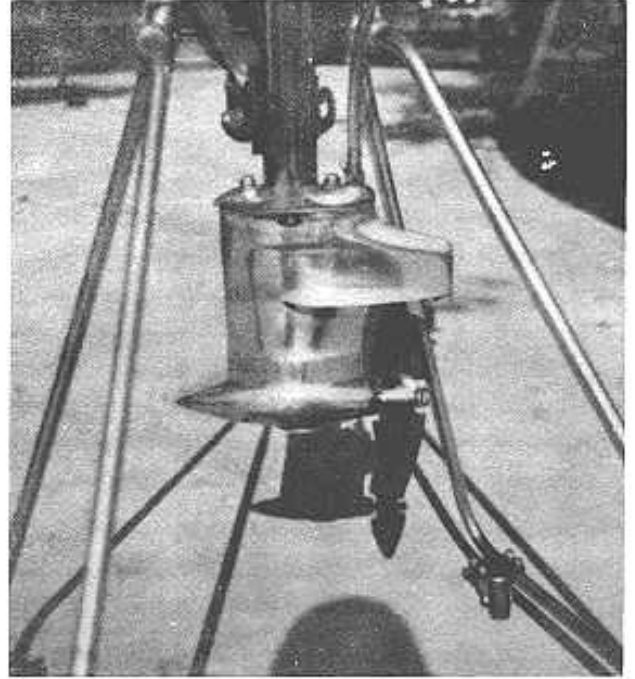
1939 Elto Fleetwin.



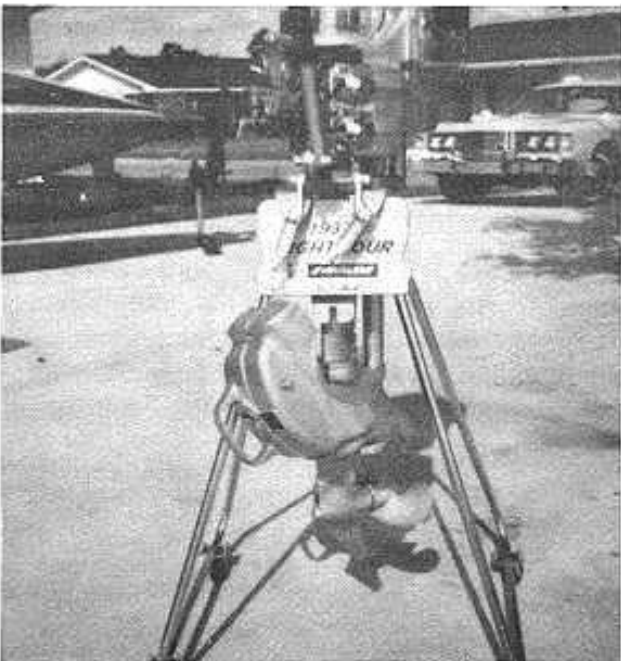
1937 Evinrude Lightfour, side view.



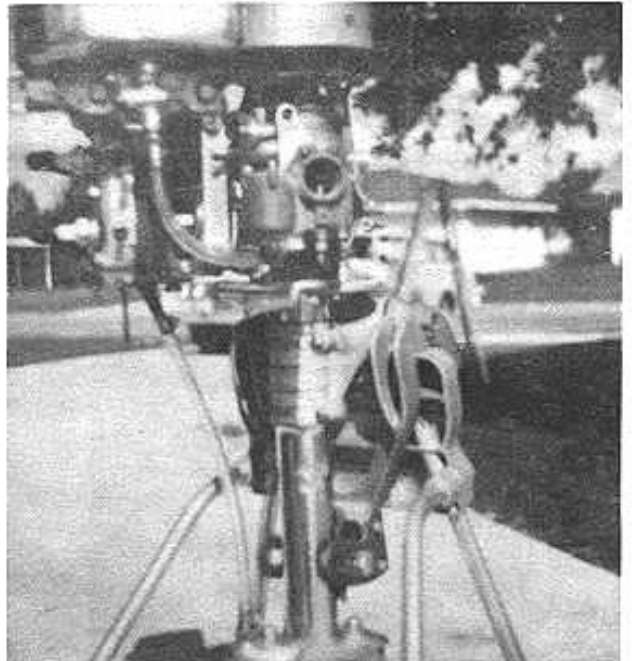
1931 Johnson KR-55 "A" racing engine, gearcase with propeller.



1931 Johnson KR-55 "A" racing engine, front view.



1931 Johnson KR-55 "A" racing engine, "exhaust," side view.



1937 Evinrude Lightfour, front view.

Make Your Own Motor Stands

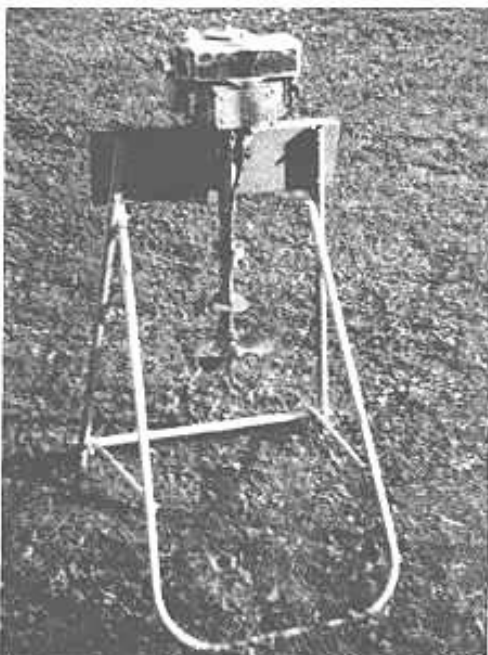
by Ron Duckworth

A couple of years ago I looked high and low for some good outboard motor stands that were either used or new, and not too expensive. There just didn't seem to be many around, so I decided to try and make some. The result really did surprise me, in that the materials cost less than \$6.00 per stand (probably higher now!), and that they are very light and sturdy. The plans shown are large enough to handle the heaviest antiques, such as the big four Evinrudes, etc., but are still very light. As a bonus, they are easily collapsed for transporting to meets and for storage.

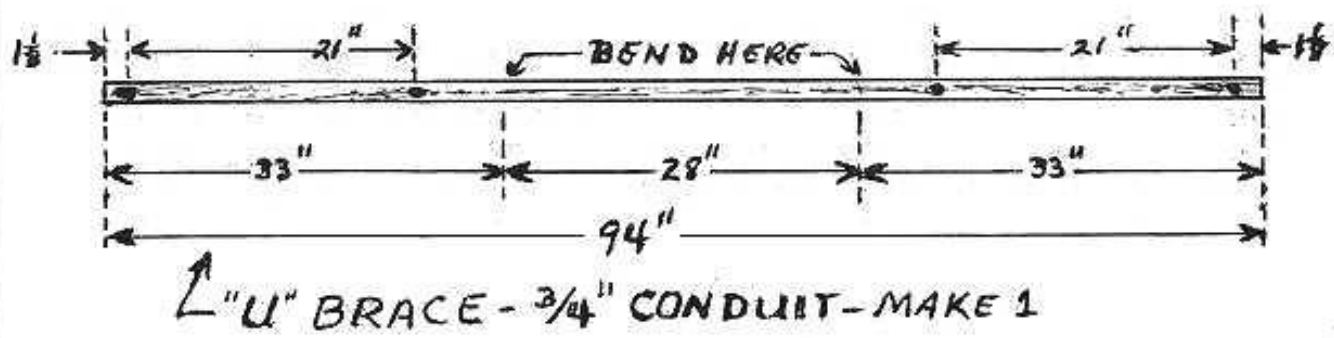
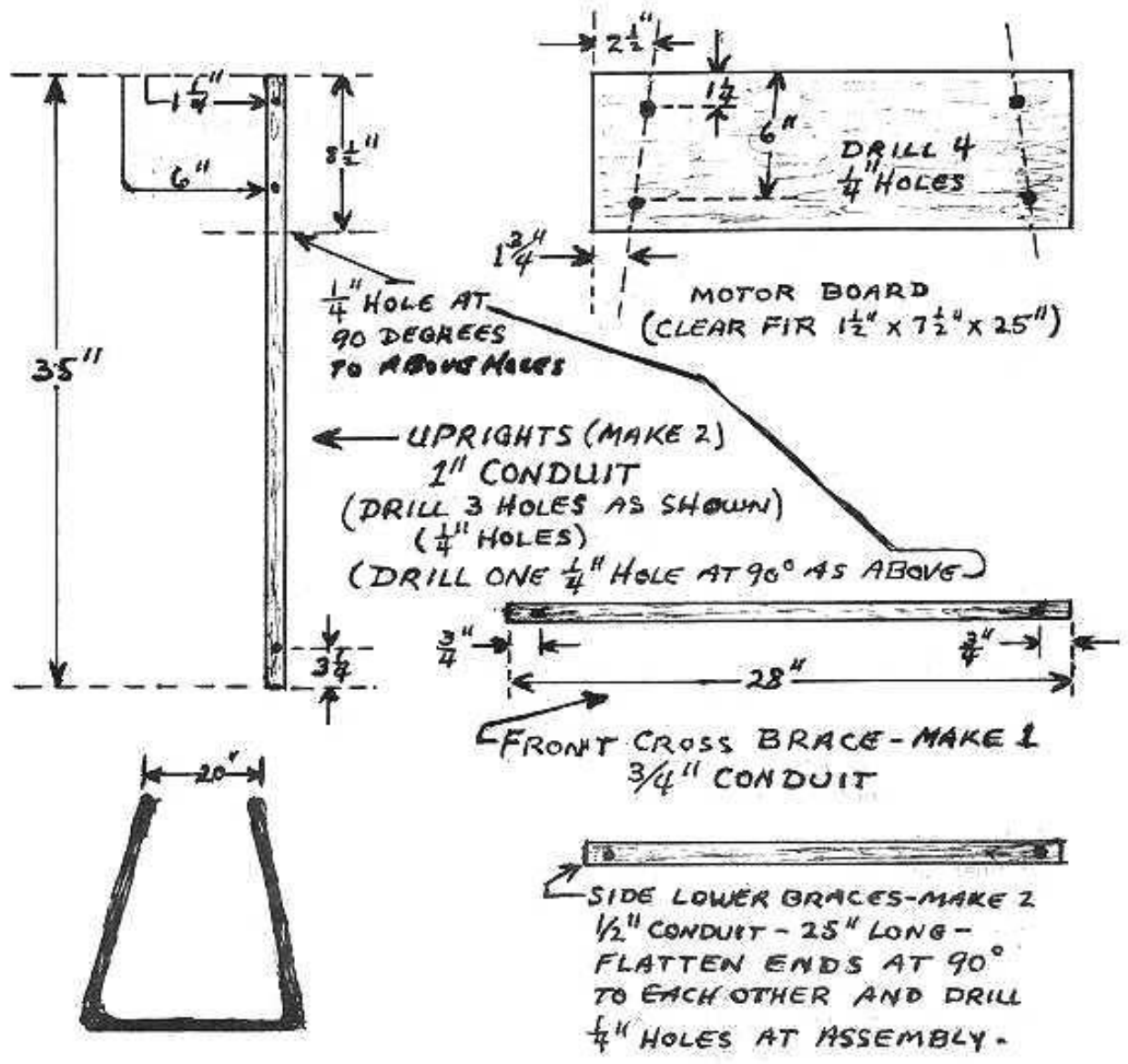
This size of stand is ideal for large motors, and will handle two small motors. I sent the plans to AOMCI member George Harness in Winnipeg and he widened the stand to handle two medium-sized motors. A pair of wheels on an axle can also be added to make the large motors easier to move around. The motor shown is a 1934 Evinrude Lightwin and gives an idea of the size of the stand.

The plans and the photos are self-explanatory, but a few comments might help here:

1. The lower side braces are flattened on both ends but at a 90 degree angle to each other. One flat end is bent over the front cross brace and the other is bent partially around the rear "U" brace. This adds a lot to the rigidity of the stand.
2. Wing nuts can be used on these side brace bolts to aid in quick folding.
3. The rear base of the "U" brace will have a high point at the center after bending with the tubing bender. After stand is assembled, place this high point on a 4" x 4" and bend the base down at the corners. This will take out a tendency of the stand to "rock" on the rear base area.
4. The upright legs can have some rubber or plastic chair leg cups on them to protect the floor.
5. Tools needed are: electric drill and bits; conduit bender; hack saw; wood saw; center punch; hammer.
6. Check around on the conduit. I found varying prices at the electrical shops.



If you need motor stands, I'm sure it will be worth your time to make some of these. Whatever ideas you may have to improve on this stand, please drop a note to The Antique Outboarder.



HEAVY DUTY MOTOR STAND

This May Be The Start Of Something!

Writing something for The Antique Outboarder is not the easiest thing in the world for me, as I really don't consider myself an antique motor enthusiast, but rather an old boat nut. I do have eight or nine old motors, most of which run, but I use them mainly to drive the old boats which I so dearly love. Maybe I can explain my position and thereby justify this tale -- and possibly convert a reader or two.

First, let me say that I am a mechanical klutz. If something doesn't run, I study it very carefully for awhile, tap it gently a couple of times, and then go find somebody to fix it. Working with wood is something else, however. I enjoy it and have an average home-owner type of proficiency. This relatively low level of skill is ample for most old boat restorations unless one is striving for museum quality.

Of the nine boats I presently own, two are, if you'll pardon the expression, fiberglass. One is a fourteen footer for fishing and the other is an eight foot tri-hull in which my nine-year-old son flies around the lakes with his trusty Evinrude four horse. There are two home-builts: a fishing boat and a sailboat -- which is another subject and also a lot of fun. "Glen L" has plans for a fifteen foot double-ended dory which could be modified with a forward motor well to make a real interesting boat for a small old motor.

But, back to old boats. I also have a sixteen foot canvas covered cedar canoe by Rhinelander Boat Company, and an ancient duck boat made of cypress, which rows like a dream. Then there are a sixteen foot 1926 Thompson fishing boat, a 1926 or '27 Centruy Kid step runabout which I've been working on for a year, and a restored postwar sixteen foot Correct Craft mahogany inboard. Aside from the fiberglass hulls, the total investment in money is under \$1500. The amount of time involved is another story entirely.

Good old boats are about as easy to find as good old motors -- they take a lot of hunting. I have had most success in the old established resort areas of northern Wisconsin, but there should be some to be found in places like Michigan, upper New York, and Minnesota. There were some beauties made in Canada. Any boat that has been hauled around on a trailer or that has been near salt water should be viewed with suspicion. Homebuilts should generally be avoided because, although the craftsmanship may be excellent, the materials are usually not up to the standards of the old-line commercial builders.

Restoration is mainly simple carpentry and painting, along with lots of time and a place to work. We have a two-car garage which is insulated and heated by a gas wall heater. The two cars sit out year around. With the use of modern materials, many old boats can be finished up to provide an excellent showcase for your old motors and lots of fun in use. Minor rot can be controlled with compounds like "Git Rot." The new polysulfide caulking compounds are far superior to anything available years ago. Fiberglass, used judiciously, can be a big help. The boat will not be a perfect restoration; but only close inspection will reveal the cheating, and the fun and interest are still there.

The sixteen foot Thompson, which is my most recent acquisition, has not been touched as far as restoration goes. It needs a bit of work and will get it when time permits. The interesting thing about the forty-eight-year-old boat is that it has never been under a roof of any type. It

has been stored on a wood rack about eighteen inches off the ground when not in use for almost fifty years. There are two small areas of rot at the top of the transom and a hell of a lot of paint to remove, but the interior still has a natural varnish finish. It moves out very well with my Evinrude A for power.

Which brings us to the questions I get most when I happen to mention that I own nine boats. The first is, "Are you some kind of nut?" The answer, of course, is "Yes." The second is, "Where do you store them?" I am fortunate in having a cottage in Wisconsin with room under it for several boats, but I think anyone could store a well-constructed, well-painted wood boat in his backyard for an indefinite period of time without damage to the boat or complaints from the neighbors. Good air circulation and provision for moisture to run off are the only necessities.

Incidentally, once your interest in old boats and old motors is known, leads for other equipment are easier to come by. My Thompson with the A on it appeared in the local Fourth of July parade this year, towed behind a Model T Depot Hack. It looked great, took second prize, and led me to an Elto Handifour in real good shape at a reasonable price from someone who saw the parade.

I would be very interested in hearing from others in the hobby who share my interest in old boats. I have a lot to learn, both about techniques and about the history and background of some of the builders. If anyone knows of any books on the subject, please let me know.

Thanks for listening.

Bill Dinkmeyer
Four North 671 Wood Dale Road
Wood Dale, Illinois 60191



Jim Branagan



BIG SAVINGS ON GOVERNMENT SURPLUS

PROVINCIAL AIRMOTIVE CORP.

Honey Harbour, Ontario, Canada



JOIN THE



May 6th/74.



Dave Reinhartsen
7417 Whispering Pines,
Dallas, Texas, 75420,
U.S.A.

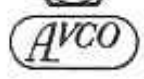
Robert Brantigan,
2316 W. 110th Street,
Bloomington, Minnesota, 55431,
U.S.A.



Dear Sirs:



(1) Since you people have put a squib in your Antique Outboard Motor Club newsletter about our parts, the roof has fallen in on us in the form of mail requesting parts information, we averaged from one to three letters per day, we never expected this volume of mail, and as we have a policy of answering all letters sent to us either by a special letter or printed information, we have had to give up answering these people and put together a general information brochure. A copy of part of the contents of this brochure is enclosed for your examination.



PLEXIGLAS

(2) We would point out that these parts are part of an obsolete section of our present day business endeavour, we are now in the business of selling aircraft and ground-power engines, parts, instruments, controls, aircraft hardware, tools and manuals by mail order, in connection with this operation, we receive from 5 to 35 letters per day, so you can see that we already have a full plate of work.



(3) We have devised a special method of making outboard parts available to your members, its a simple sales system, based exclusively on the point of handling the matter economically, if your members are not willing to help us make it an economical, time and cost saving operation, then we will just have to close down the operation. We envision the sales of this material at REASONABLE prices, based on your people helping us to help them, paper work is costly as you know, also it is costly to take a highly paid man off a paying job and have him root out 1946 and prior model parts, as these, as pointed out in the information sheets are now contained in bulk boxes with no numbered information attached to same, consequently this material must be picked out by memory recognition, and in some cases much measuring and checking is required.



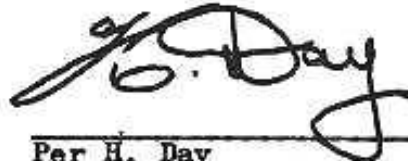
(4) We would ask you to thoroughly go over the content of the writings enclosed, and if you think that this is a fair and equitable system of selling parts to your members, then we would be pleased to be advised of this. We would have to get the brochure material printed up by the use of the Xerox process, this cost plus cover, mailing and handling, we think would warrant the charge of \$[REDACTED] for same. If suitable to you we would ask you to make an announcement in the Club's Newsletter regarding the general line of our proposed sales method and the \$[REDACTED] cost of the brochure.

(5) You could, if you wish, make known that we also would be pleased to receive genuine offers for the bulk purchase of our entire stock of outboard parts, that is a stock based on 1923 to 1946 parts, or 1923 to present day parts. We really have plenty to do with our time handling our present day aircraft engine business, anybody who is willing to make a genuine offer on the parts to us would be able to pick them up at a reasonable price.

(6) Incidentally, we have never received a copy of your Club Newsletter or information on joining the Club, I am an old hand at the outboard motor game and are much interested in the older models, we look forward to hearing from you shortly, thank you, and,

Sincerely yours,

PROVINCIAL AIRMOTIVE CORP. LTD.



Per H. Day Manager



BIG SAVINGS ON GOVERNMENT SURPLUS



PROVINCIAL AIRMOTIVE CORP.

Honey Harbour, Ontario, Canada

JOIN THE

May 13th/74.



Robert Brantigan,
2316 W. 110th Street,
Bloomington, Minnesota, 55431,
U.S.A.

Dave Reinhartsen,
7417 Whispering Pines,
Dallas, Texas, 75420,
U.S.A.



Dear Sirs:



(1) Further to our letter of May 6th never sent to you and enclosed, the further we get into the finding of parts and manuals, the more we unearthed, so we just added page after page of printed material for use in our information brochure, consequently the costs of producing same has risen, this is the reason the price factor has been removed from the May 6/74 letter. As it is now we have 17 pages of information and 6 pages of request for quotation sheets.



PLEXIGLAS



(2) We figure on charging \$2.00 for this brochure, it costs us 25¢ per page to have it produced by Xerox, plus we have to pay for a cover, assembly and mailing costs, therefore we are asking your members to pay slightly less than 1/3d. of the cost. This is a temporary system of printing with us and if after a trial period there is still a continuing demand we would then have a revised manual printed up by the cheaper offset printing method.



(3) Enclosed you will find a copy of the brochure, we would appreciate your comments on same. To help us decide on the advisability of reprinting the brochure by the offset method will

you advise how many members you have, thank you,



Sincerely yours,

Handwritten signature



BIG SAVINGS ON GOVERNMENT SURPLUS

PROVINCIAL AIRMOTIVE CORP.

Honey Harbour, Ontario, Canada



JOIN THE

May 14/74.



Mr. Robert Brantigan,
2316 W 110th Street,
Bloomington, Minnesota,
U.S.A.

Mr. Dave Reinhartsen,
7417 Whispering Pines,
Dallas, Texas, 75420, U.S.A.



Dear Sirs:



(1) In going over our older manuals we have come on some information of the type that we think would be of considerable value to your members, such as lists and pictures of early model special service tools, shear pin model and size lists, a "New" parts list for Mercury Models manufactured 1939-1953 condensed in chart form and converted to new parts numbers March 15/55.



(2) We also found a specifications list on Champions starting with first motors produced and included is prices on same.



An early model propeller list for Mercurys, we have a lot of this type of information as we never threw an "obsolete" sheet of paper away on parts, specifications, equipment, etc. in all the time we were in business from 1924 on. Last Sunday we concentrated on raking up obsolete manuals and I would think that we collected about 500 pounds in weight of same, we still have left our working manuals for modern motors, these are not included in the 500 lbs. collected.



(3) You can advise us if you think that this older model technical information would be of value to your members, if so we



Page No. 2

(3) cont'd. would make up an "Antique Outboard Motor Technical Manual". I would guess that we could provide about 75 to 100 pages of real interesting material. Cost . . . this is a matter that would have to be gone into with your members, you could put a note in your newsletter that we could make this available either by Xerox, if the demand is low, or by the offset printing method if you could develop a good fixed requirement for a number of same. To produce this by offset would make a great saving, we could give an estimated price on production by both systems of printing once we have your comments on the fact that your members would be interested.

(4) Just came to mind, on Sunday found an Evinrude and Elto consolidated list of parts from earliest models and on, also found a manual on the twin Elto that has the rudder steering, the damdest things turn up, found five full boxes of early model Johnson parts, all bagged and identified, the identification if the labour saver. Having never received any information on your organization, therefore would not know what your thinking is, and what you have done about getting re-runs on hard to get parts. It's a positive shame what some dealers are charging for certain parts like Mark 20 pinion gears and drive shafts, we understand that some dealers are getting as high as \$50.00 each for these pinion gears.

(5) According to the amount of members you have, and they having a requirement for a fixed number of a certain part, I would think that it would be possible to get these parts re-run. Let us know what the situation is in general in your return letter, you could circulate your members in the newsletter and ask them to indicate what they are interested in that is a generally known short part, if we had some information like this then by talking numbers you may be able to get re-runs, I have a trip to make to the Johnson factory at Peterborough, I

Page No. 3

(5) cont'd. will hold off on it for two weeks pending hearing from you with a general comment. Incidentally, the reason we are slow in getting off our three letters to you is that we want to include them with our information brochures, these we have Xeroxed in Toronto.

Sincerely yours,



H. Day Manager.

COULD THIS HAVE BEEN THE FIRST OUTBOARD POWERED MIDGET CAR?

Odds are that it was. Anyway, the speed demon shown here is the famous inventor of the outboard motor flywheel magneto, Jump Spark Miller. Sorry, his real name has been lost in my memory -- but no one in the early days knew him by anything but "Jump Spark."

Although he was always well-sold on the dry-battery as-ignition, Ole Evinrude knew well the advantages of a good magneto. The old Bosch exterior type in wide early use was subject to the vagaries of weather as well as getting hit by this and that. So, early in 1912, Ole Evinrude asked Jump Spark Miller, the top ignition man of that time, to see what he could do about building a fully protected magneto for the Evinrude. Clearly, Miller succeeded well, but it was quite awhile before available materials, insulation and the like, were able to take fullest advantage of Miller's invention. Before the magneto was completed, Ole Evinrude had departed.

The picture shows how ingeniously Miller mounted an Evinrude Single in a light cart which he and Ole put together, or so the story goes. Drive was through a shaft and sprocket, although the photo does not clearly show it. Speed was said to have reached a monstrous 12 or 15 miles per hour. Could have been -- downhill.

- Jim Webb

Antiquity is a Pretty Name

by Ron Duckworth

Here are some photos of my old 13-foot ex-inboard that I finally got restored. My wife claims no one could afford to buy it if I multiplied the hours spent on it by \$4.00 an hour!

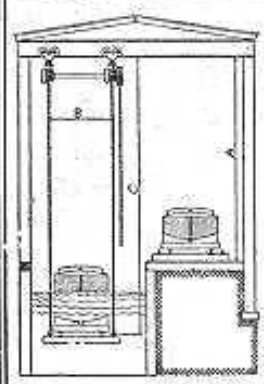
The boat is cedar planked, copper nailed, and is about 30 to 40 years old. It originally was a one-cylinder, air-cooled inboard type that narrowed at the stern. We tried it out last Sunday in rough water and found that with the 15 HP Oliver the boat is pretty tricky! I am going to install controls and a wheel up front, and it should be better with more weight forward. I also plan to use it with other old motors in the 5 to 15 HP category.

The Oliver is a 15 HP electric start unit that I bought at a garage sale for \$15. It appears to have very few hours on it, and runs like a clock! I had to purchase another Oliver, for the same price, to get a prop for this one.

The pram in the picture is a 10-footer and has a 1940 Johnson HA 15 motor on it -- a good combination. The lady next to the boat in one photo has red hair and is my wife, Carmen. She's a real booster for my hobby.







**MORRIS
BOAT HOISTS**

*Keep your boat
high and dry
when not in use*

To keep your boat in good racing trim, the bottom must be kept smooth, and the boat must be kept high and dry when not in use. Water absorption adds 1/3 to the weight of hull. With Morris Triple-gear Boat-hoists one man will raise your boat from the water in a few minutes.

Write Today for Catalog

HERBERT MORRIS, Inc.
BUFFALO, NEW YORK

1928

Advertising Index will

The Roaring 20's

TWO WINNERS

Albany to New York—April 14



KIRK AMES and WILKINSON

FINISH FIRST with

BALUBRICOTE

The FIRST and ONLY BOTTOM LUBRICANT

BALUBRICOTE
Put Up in Quarts
Costs You Only

\$2.00

Gallon Price - - \$7.50
Sent Parcel Post
Anywhere, C. O. D.
Prices slightly higher
West of the Rockies

"That Balubricote finish on the bottom of my Baby Whale made good, I'll say!"

Kirk Ames.

"Talk about greasing the ways—this Balubricote greases the waves!"

J. E. Wilkinson.

BALUBRICOTE is recommended for all Sport Craft whether owned for racing or not.

Ask Your Dealer for BALUBRICOTE
Or Order Direct from Makers

BAHL CHEMICAL COMPANY

124 ELM STREET

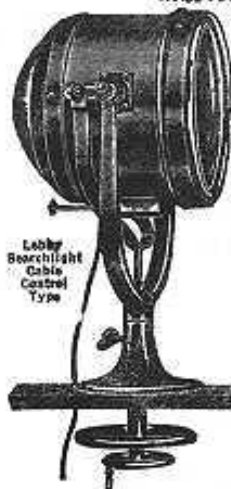
FALL RIVER, MASS.

1928

A Better Search Light In Every Way

LEBBY

TRADE MARK REG. U.S. PAT. OFF.



Lebbby
Searchlight
Cable
Control
Type

Following are results of recent tests at Corning, N. Y., Laboratories:

Size Light Tested	Test Voltage	Projection in Beam C. P.
7"	12 v.	340,000
10"	12 v.	450,000
14"	32 v.	710,000

THAT'S WHY!

Made in 3 sizes and equipped for following voltages: 6, 12, 24, 32, and 110 V. Finished in Polished Brass, Battleship Gray, Nickel-Plated, Crodon-Plated, and Black Nickel.

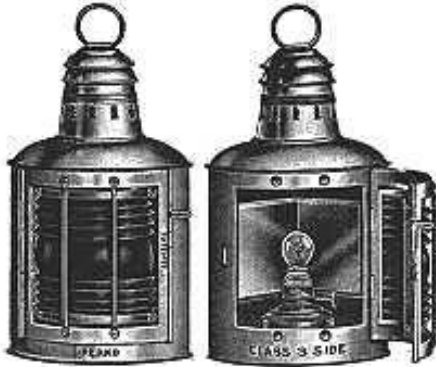
We also manufacture a complete line of running lights and cabin fixtures. Let us know your requirements.

THE NATIONAL MARINE LAMP CO.
FORESTVILLE, CONN.

1928

Advertising Index will

Something Really New!
**Perko De-Lite
 Running Lights**



(Closed) (Opened)

The Lamp with the Front Door

PERKO DeLite Running Lights represent the first advancement in marine lamp design in years. Both oil and electric equipment is installed permanently and either can be used separately. Made in both brass and galvanized. All models have hinged doors, stamped from highly finished brass, which open forward and allow lighting in the stiffest breeze,—a feature absolutely exclusive in the Perko DeLite Running Light. Fresnel lenses easily replaced by unscrewing bars on door. Perko DeLite Running Lights are ten years ahead in design, but cost you no more than ordinary old fashioned lamps.

Write today for complete information on Perko line of modern marine lamps.

PERKINS MARINE LAMP CO.
 1945 PITKIN AVENUE BROOKLYN, N. Y.

found on 3rd last page 1928

1928

Get It at **ZUNDEL'S**
 HEADQUARTERS FOR MOTOR BOAT SUPPLIES



**Kapok Life Preserver
 Speed Boat Type**

MADE especially for the motor boat trade and wherever a life preserver is required that will fit snugly to the body, permitting coat to be worn over it. Four sizes: Nos. 1, 2, 3, and 4. Size No. 3, 38" to 40" chest, \$5.50.

We have a most complete stock of boat supplies. Write today for copy of latest catalog and price list.

IMMEDIATE DELIVERIES

R. W. ZUNDEL, Inc.
 1 Block from South Ferry
 47 Whitehall St.—2 Front St.—New York, N. Y.

The
**BRANFORD
 OUTBOARD
 MOTOR BOAT**

Racing Type
 Price \$15.00

**CARPENTER OUTBOARD
 MOTOR BOAT
 FITTINGS**

Polished Aluminum
 Streamline Combination Light

Mahogany
 Outboard
 Flagpole
 and
 Flagpole
 Socket

Outboard
 Flagpole
 and
 Stern
 Light

Our new Bulletin of
 Outboard Equipment
 shows the latest de-
 vices and accessories
 needed to outfit this
 popular boat. SENT
 FREE.

Established 1840

GEO. B. CARPENTER & Co.
 MARINE SUPPLIES

Outboard
 Bow Plate

SAILMAKERS and
 RIGGERS

200 W. Austin Ave.
 CHICAGO

Outboard
 Fin

1928

ELGIN TACHOMETER
 for
OUTBOARDS
 with
SPECIAL DRIVE

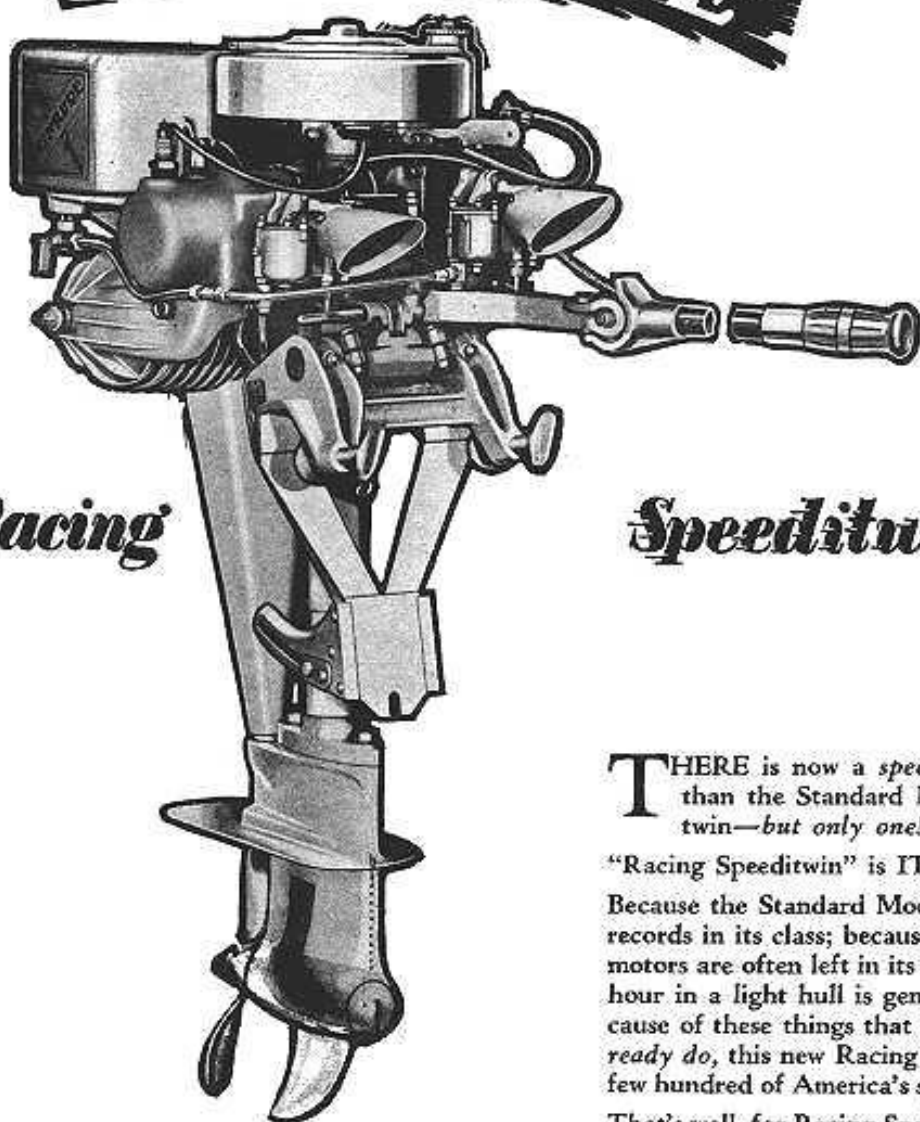
Installation requires about 2 minutes
 for
**Johnson, Evinrude, Elto,
 Lockwood**

Tachometer Reads Direct 0—5,000 r.p.m.
TACHOMETER DIVISION
ELGIN NATIONAL WATCH COMPANY

EAST **CENTRAL WEST** **WEST**
 W. & J. Tiebout Geo. B. Carpenter Co. Seattle Marine
 New York City Chicago Equip. Co.
WEST. CANAD.
 SOUTHERN CALIF., Clem Stoes, San Diego Haffers, Ltd.

Announcing

EVINRUDE



Racing

Speeditwin

THERE is now a *speedier* twin-cylinder outboard than the Standard Model EVINRUDE Speeditwin—but *only one!*

“Racing Speeditwin” is IT!

Because the Standard Model holds many of the speed records in its class; because much larger, four cylinder motors are often left in its wake; because forty miles an hour in a light hull is generally thrill aplenty . . . because of these things that Standard Speeditwin will *already do*, this new Racing Model will appeal to only a few hundred of America's sportsmen.

That's well, for Racing Speeditwin is built with such infinite care that only limited production can be achieved.

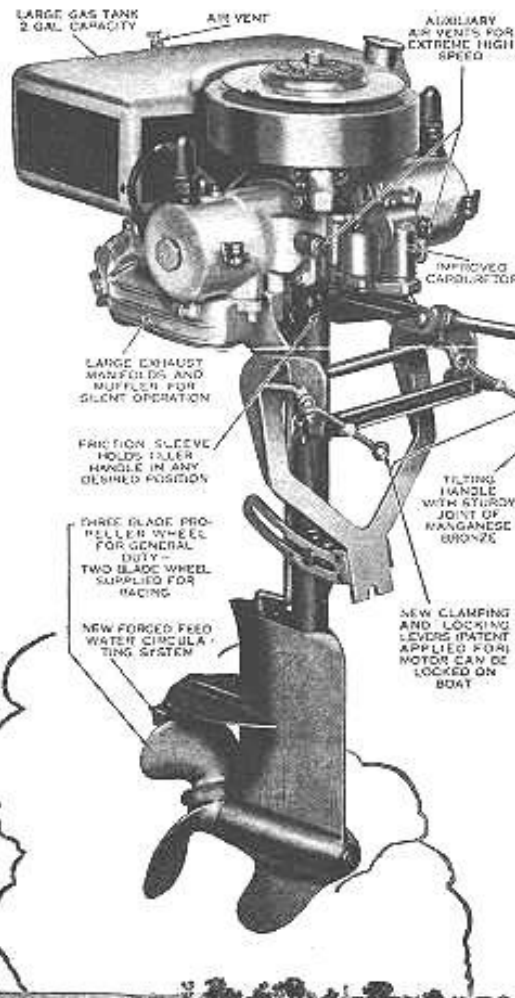
The story of how Racing Speeditwin is built, and of its features such as two special carburetors, timed ports and special intake manifold is one of the most interesting of the year. Write for it!

1929

The new CAILLE RACER

Speedier ~ ~ ~ More Powerful

~ ~ many New Exclusively
CAILLE Features



Speed Over 33 Miles Per Hour

This new motor in racing trim on step hydroplanes and other high speed hulls regularly attains 25 to 30 miles per hour, and, a recorded speed of over 33 miles per hour has been made with this new Caille racer.

Over 10 Horse Power

Through Caille advanced engineering this motor has been developed to the highest degree of efficiency. This startling increase in power is accomplished by enlarged engine ports, increased carburetor intake area, and auxiliary air ports for extremely high speed. Actual brake tests show development of well over 10 H. P.

Special Racing Wheel

For fast racing speed Caille supplies a two-blade propeller wheel specially designed for efficient operation at extremely high speeds. By reversing the propeller shaft the wheel may be placed in front of gear housing (a patented Caille feature), permitting its operation in solid, unbroken water without the slightest cavitation.

Two-Gallon Gas Tank

The brightly polished, heavy aluminum gas tank of two-gallon capacity is an important feature which makes the Caille Racer a true utility motor in addition to its speed features.

Silent Operation

One of the outstanding features of the new Caille motor is the ingeniously designed muffler which makes the performance of this motor as smooth and silent as your automobile.

Water Pump Eliminated

Through a system of forced water cooling Caille has developed a new cooling principle which effectively cools the motor at all speeds.

An Improvement on the Famous Caille Motor that Won
1st, 2nd, 3rd and 4th Place
1927 HARMSWORTH REGATTA

See this new Caille perform—Compare it with any other motor for speed, endurance, general utility and all-round dependability. It will exceed your greatest expectations.

CAILLE MOTOR COMPANY
Detroit, Mich.



1928

First Warren-Youngstown Meet

by Jim Nixon

It is hard to believe that only 9 days ago I was perspiring up a storm, trying to get a couple of outboards of dubious craftsmanship running, taking pictures, greeting members, working my tail off and having a real ball.

After a week of beautiful weather preceding our first Warren-Youngstown Area Meet on June 9 at Mosquito Lake State Park, I was the first to utter a little prayer of thanks for yet another lovely day.

Son Mark, daughter Beth, and wife Joanne all helped unload a total of eleven of my motors (loaded the night before) from "her" wagon plus "his" car, along with all of the related stands, signs, card table, chairs, etc. We had barely set up when in pulled Ed Diederick, looking for Milt Moos. Howard Diederick pulled in right behind him, along with the rest of the family. It wasn't long before others drifted in, one at a time, and slowly but surely a display area took shape.

Special thanks are due to Dave Caldwell, Ed Diederick, and Lee Schierbaum (a former neighbor of mine from Avon, Ohio who joined the Club that day). Since none of the dealers showed up as promised, the three boats these fellows brought were the only ones available, and without them the day would have been a total disaster -- unless, of course, one likes to sit and watch old outboards on stands all day.

Lee pulled his 35 HP Evinrude (disgustingly new) from his rig to let me try my Speeditwin. Well, that set the stage for the rest of my day. After I dislocated my shoulder (I think), someone else took a turn on the starter rope and we finally got the monster running, only to find it was overheating. And after I had polished all that brass, too. Never left the dock. Scratch one ride.

Jim Altman really separated the men from the boys with his restored Evinrude Class M Midget Racer, his A-25, and a 1920 Elto Ruddertwin. He also brought an early model 3 HP Martin, and all of them looked like the day they left the factory.

Milt Moos was his usual self, accumulating various and sundry parts and acting as official guide to the many curious "civilians" who stopped by.

Bill Horst, with Mrs. Horst as passenger, put on a little show near the dock by expertly working the kill button on his Elto "C" going forward and reverse, forward and reverse, etc. His started disgustingly well and ran like a clock.

Then there was my second attempt to go outboarding. I borrowed Ed's boat and mounted my trusty Elto "G," hooked up the battery and shoved off. Some busted knuckles later, I borrowed Milt's battery (mine HAD to be bad), only to discover that it wasn't a battery problem. Lee Schierbaum's little Elto Pal (which he starts by flipping the flywheel with one hand) brought us back to the dock. Did you ever have a day when you found out that not one but two of your motors were allergic to water?

Howard Diederick also had one that was allergic to water, since he too had starting problems with his 1915 Evinrude Single "Detachable Rowboat Motor." Looks like Howard and I have some more work to do.

Lest we forget, Dave Caldwell must have struck the local Park Ranger as a hippie (well, he does have a beard), because when Dave fired up his PO-15 mounted on his vintage Lyman and took off from the dock, he had his back to the marker buoy that says "NO WAKE." Unfortunately, he came back in the same way, and the Ranger let go with both verbal barrels. He even threatened to throw us all out of the Park if anyone did that again. Later on, when the Ranger had simmered down, he was very nice about the whole thing, so all ended well. Wonder if that was why Dave rowed out some distance from the dock later on when he took Charles Pelton for a ride?

Besides the dealers who failed to show up, one VIP was missing that had been invited. He is the former Caille inspector, who was looking forward to the day. (I found out later that he became ill on the Friday before and just wasn't up to the trip.) Art Caille had also planned on being there, but had to cancel when his daughter arrived from El Paso.

Paul Saeger brought his vintage Fleetwin, and I hope enjoyed the day as much as the rest seemed to, and as much as we enjoyed his company.

Last but not least, a word to those of you who have never hosted a meet. Never have I spent so many hours of preparation, mailed so many invites, driven so many miles to run so few outboards in my life. Would I do it again? You bet your Liberty Single I would, simply because so many came from so far to bring so many beautiful vintage irons and make the whole thing worthwhile. I wouldn't do it again next week, mind you; but look out next spring. So brace yourself for a day so hot it makes your skin feel three sizes too small, and HOLD A MEET.

One last plaudit to the Ohio Department of Natural Resources, Division of Parks and Recreation, and the local Park Rangers. Their assistance and space allocation were invaluable, as was the special permission from their home office to run unlicensed outboards for the day. They even came by late in the day to find out what they could do next year to provide better service for us. That type of cooperation is hard to beat.

By the way, Charles Pelton of Lorain, Ohio attended his first meet here, and we learned of his history as an outboard racer. He left promising to buy a boat and be at Milt's meet in September. We all look forward to that.

PARTICIPANTS

- | | | |
|---|---|---|
| <p>1. Milt Moos with:</p> <ul style="list-style-type: none"> a. Model 309 Elto Lightweight b. Caille Model 30 c. Neptune OB-2A d. Johnson AC-25 | <p>c. 1938 Evinrude Class M Midget Racer</p> <p>d. Early 3 HP Martin</p> <p>5. Lee Schierbaum with:</p> <ul style="list-style-type: none"> a. Evinrude Lightfour b. Elto Pal c. 1939 Waterwitch <p>6. Paul Saeger with:</p> <ul style="list-style-type: none"> a. 1928 Evinrude Fleetwin <p>7. Bill Horst with:</p> <ul style="list-style-type: none"> a. Caille Liberty Single b. Elto "C" c. Neptune 4A-38 <p>8. Dave Caldwell with:</p> <ul style="list-style-type: none"> a. Johnson A-45 b. Johnson A-50 c. Johnson PO-15 (on the Lyman) | <p>9. Charles Pelton</p> <p>No motors — first, but far from last, meet.</p> <p>10. Jim Nixon with:</p> <ul style="list-style-type: none"> a. 1929 Caille Motorgo b. Johnson "A" c. Johnson A-25 d. Johnson A-35 e. Johnson K-70 f. Johnson AT-39 g. Neptune OB-17A h. Evinrude Speeditwin 6039 i. Elto Super "G" j. Sears Waterwitch k. 1938 Champion Twin |
| | | <p>TOTALS:</p> <p>10 members, 35 motors</p> |

Photos courtesy of Jim Altman.



Jim Altman's (L to R) early 3 hp Martin, Class "M" Midget Racer, Elto Ruddertwin and A-25.

Bill Horst's Liberty Single.



Two shots of Ed Diederick's 1907 Waterman.



Milt Moos' (L to R) AC-25, OB-2A, Caille Model 30, and 309 Elto Lightweight, followed by Lee Schierbaum's Lightfour and Pal.



Jim Nixon's (L to R) Caille Motorgo, Elto Super "G," Champion Deluxe Twin, Waterwitch, followed by Lee Schierbaum's Waterwitch.



The ladies: (L to R) Mrs. Nixon, Mrs. Schierbaum, and Mrs. Horst.



Lee Schierbaum (in boat), then (L to R): Jim Nixon, Mark Nixon, Bill Horst, Lee's son Cheyenne.

Photos by Jim Altman and Jim Nixon.



Milt Moos with his father-in-law, who was visiting from Florida.



The ladies again: (L to R) Mrs. Horst, Mrs. Schierbaum, Mrs. Nixon, Beth Nixon.



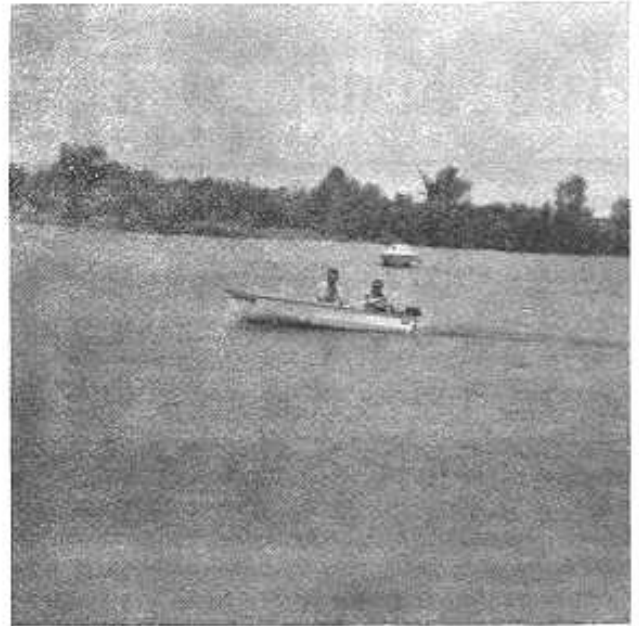
Jim Altman (far left, seated) with Mrs. Altman (nearly hidden) and visitors relaxing in some shade.



The Park Ranger unleashed his "white tornado" on Dave Caldwell.



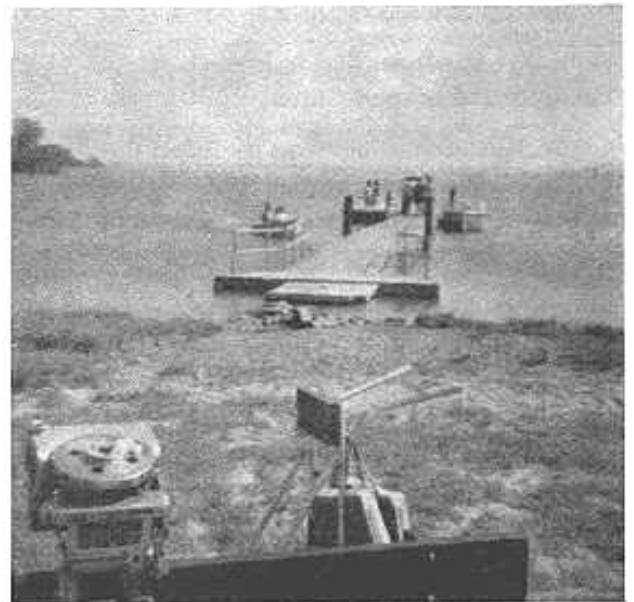
Dave Caldwell in his PO-15 powered Lyman.



Ed and Howard Diederick "doing their thing."



AOMC members, back row, L to R: Howard Diederick, Milt Moos, Charles Pelton. Standing, front, L to R: Jim Altman, Paul Saeger, Ed Diederick, Jim Nixon. Kneeling, L to R: Bill Horst and Dave Caldwell.



Ed and Howard rowing in to dock, no doubt to cut down on the wake.

The Cailles Men, Not Just Outboards

by Jim Nixon

On March 27, 1974 I had the unique opportunity to meet Arthur Caille of Detroit, grandson of one of "The Caille Brothers." This fine gentleman was kind enough to discuss some of the family history, and allowed me the privilege of taking home the family scrapbook and a photo album.

From this meeting and the data furnished in the books, the following accounts of the Caille Brothers evolved.

Two brothers, Adolph, a former cabinet maker, and Arthur, a technician, began their career as partners in The Caille Brothers Company in Detroit in 1892, not in the manufacture of outboard motors, but in "coin-in-the-slot" machines.

This beginning was to bring the financial success needed and spark the inventiveness of these two men, starting an empire that staggers the imagination.

The Caille Brothers Company had many areas of recognition regarding slot machines, and were known all over the world as the quality leaders of their day. They combined a keen sense of human behavior with mechanical talents to produce machines "almost human," as one Detroit newspaper stated.

For example, slot machines of that era had glass windows where the player could see the jackpot accumulate. Thus, when a machine paid off and the window was emptied, few players would bother trying to "beat the machine."

The Caille Brothers had the answer: a dual jackpot. When one jackpot was won, a second rotated into view which continued to lure players. That idea, for obvious reasons, met with immediate success.

Such inventiveness led to branch offices in Chicago; San Francisco; Jersey City; Windsor, Ontario; Paris; and China.

Other mechanical devices included the penny candy and gum dispensers, penny scales, and coin-operated "moving" picture machines. The brothers invented The Penny Arcade and operated many installations using their own products.

A bench hand at The Caille Brothers Company, John H. Kunsky, was to play a large part in the future of one of the brothers. During his employment he saved enough money to buy a few slot machines, placing them in taverns, etc., in Detroit on a percentage of the take basis. He soon enlarged his operation and left his employers to go it alone.

He continued to prosper and was sought out by Arthur Caille as a partner in The Casino Company, formed to operate Penny Arcades.

While on a trip back East, Kunsky saw an invention demonstrated which he reportedly ordered on the spot for shipment to Detroit. This invention was a motion picture projector, and The Casino Theater on Monroe Avenue in Detroit was the first motion picture theater in that city and one of the first in the nation.

The success of this venture was exceptional, and the company grew by leaps and bounds. Soon one of the four largest theater chains in the country (after acquiring the West Coast Theaters,

Inc. chain of 200-plus theaters), this facet of business grew to become First National Pictures, Inc., then The Kunsky Theater Corporation. In 1929 a well-known concern bought 70 per cent of their stock for \$5,000,000. This concern was Paramount Film Corporation.

While Arthur Caille divested himself of his theater interests in 1912, he has to be considered a true pioneer in that industry.

Other facets of the Caille Brothers' empire embraced such things as the forerunner of the "juke box." Taking Thomas Edison's record player, the two brothers reworked it for coin operation and added yet another star to their long line.

Still another item produced by the brothers was the Caille Cannon. This small brass cannon, mounted on wheels, was used on yachts and lawns for firing salutes. Anyone seen one lately?

Perhaps one way to envision the scope of this empire is to list the companies with which the Cailles were associated: The Caille Brothers Company, The Casino Company, Caille-Perfection Motor Company, Caille-Richards Company, Caille Products Company, Caille Land and Investment Company, Caille-Schiemer Company, J. H. Kunsky Theatrical Company, West Coast Theaters, Inc., First National Pictures, Inc., Kunsky Theater Corporation, and Paramount Film Corporation. At least one of the Caille brothers was either directly associated with each of the above or initially responsible for its growth.

Oh, yes, they made outboards, too. On July 17, 1929 they opened their new showroom to the public. This room, 120 feet in length with a 20 foot ceiling, proudly displayed the various Caille Outboards on boats, and the public responded en masse.

That same year they introduced a new motor, The Companion. According to ads, it was designed to break down like a shotgun and fold for easy handling. This motor also featured an auxiliary water pump which would allow for cool operation even when trolling all day long. It developed a maximum 6 HP and had a 2 1/4 inch bore x 1 3/4 inch stroke, for 13.916 cubic inches displacement, and had a speed range of 400 to 4500 rpm. And, has anyone run across an electric start Caille? They made one, according to Art.

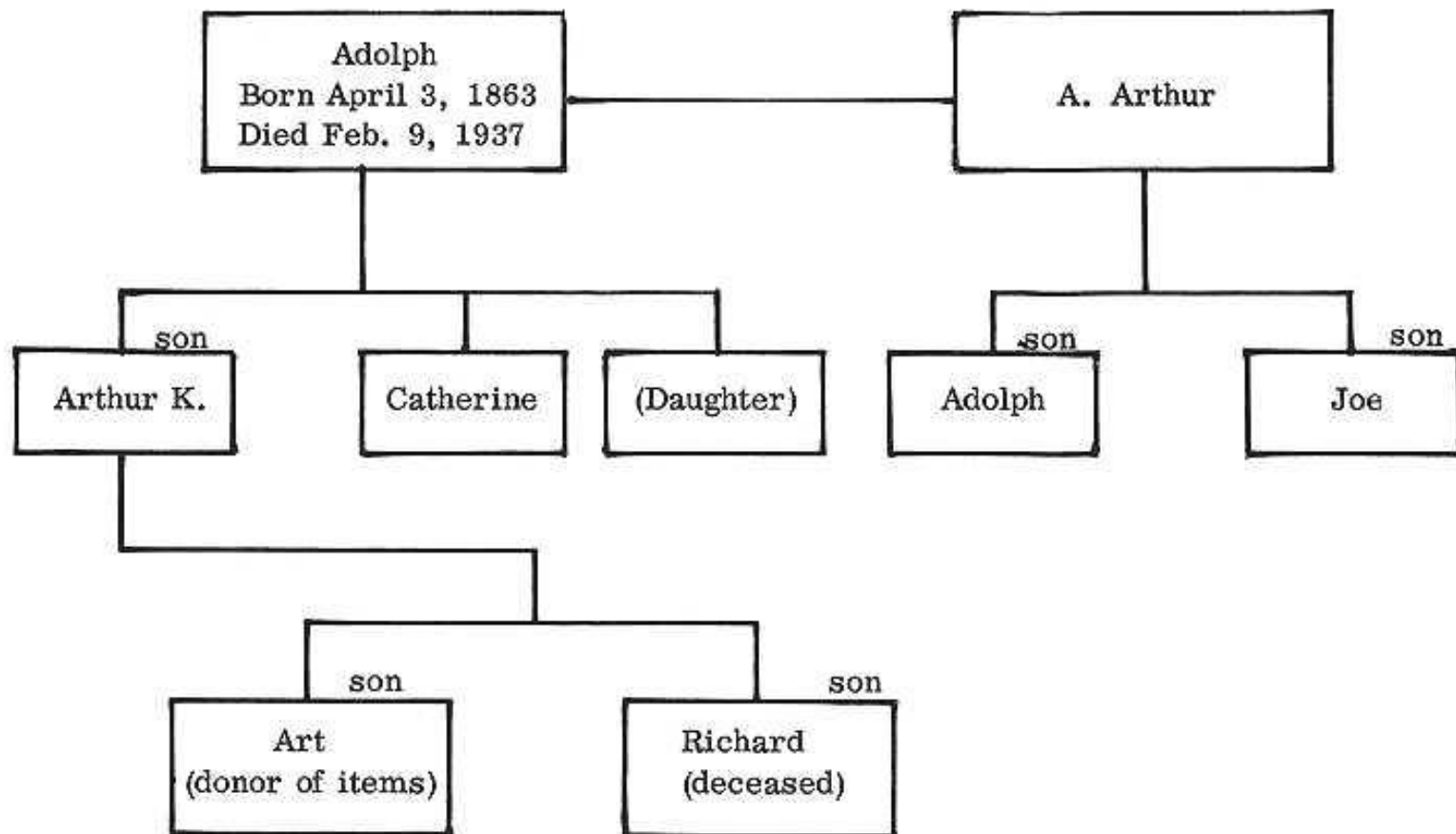
No attempt will be made here to trace the history of the outboard motor made by Caille, but perhaps the names of some of the racing operators who used Cailles will bring back memories. In the 1929-1930 era, the following names come up:

C. R. Clark and Von Saver, teamed for an endurance run of 98 hours and 42 minutes using a Caille Commodore "32"; William Miller of Auburn, Rhode Island; Joe Brubaker; Adam Cappel, who set a world record of 41.906 mph at Albany, New York using a Caille Red Head Model 50; F. A. Sutherland, first place at Albany in Class "B" using a Caille Red Head Model 40; M. C. Martin, first place in Los Angeles using a Caille Red Head Model 40; Les Collins, first place Class "B" at Wyandotte, Michigan; Verne Martin, first place Class "C" at Wyandotte, Michigan; Les Collins, first place, Class "B" at Monroe, Michigan and first place, Class "C" at Monroe.

Thus, when we hear the word Caille, we might remember that outboards were only a portion of the total impact left on our history book pages by the brothers Caille, Adolph and Arthur.

NOTE: Mr. Art Caille of Detroit (member in good standing of the AOMC) is the grandson of Adolph. While no longer connected with any of the former Caille Brothers' areas of endeavor, Art is a successful businessman in his own right. I'm sure he would appreciate a short note from Club members to thank him for his generosity in allowing the irreplaceable scrapbook and photo album to be used for this article. He is another example of the fine persons connected with the AOMC.

CAILLE FAMILY TREE

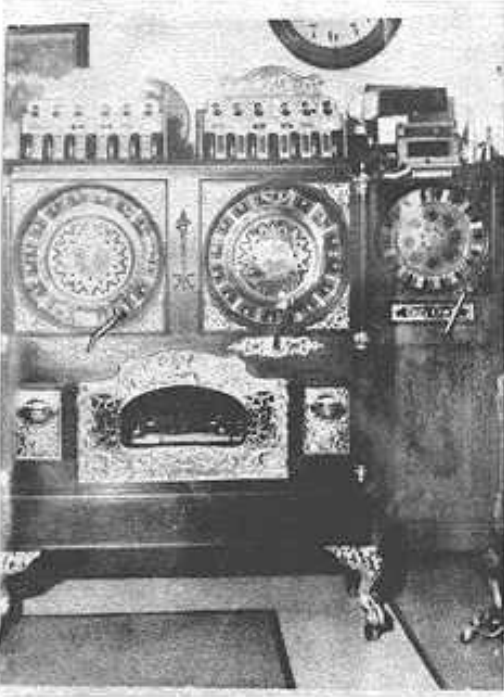




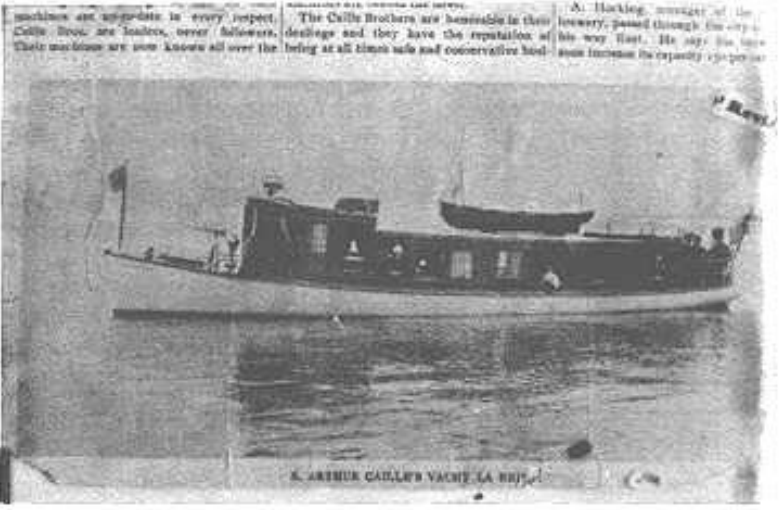
A. A. Caille, one of the original Caille Brothers.



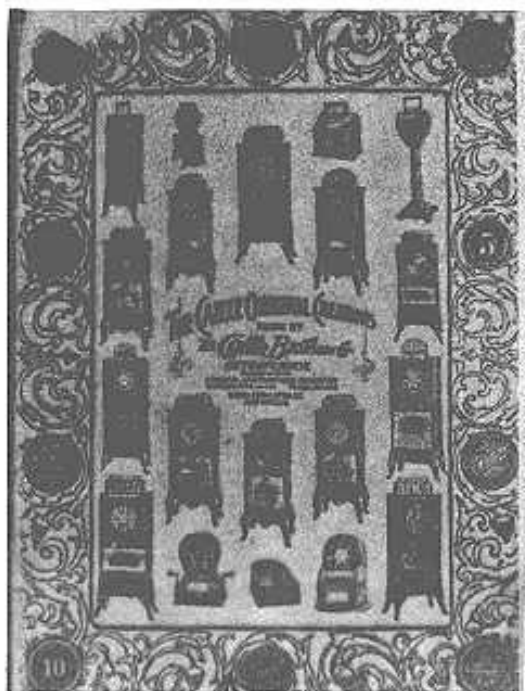
Caille plant (artist's rendering).



Caille slot machine for 12 players (6 using nickels, 6 using quarters).



A. Arthur Caille's yacht "La Reine," shown in a 1901 photo.



Caille brochure for slot machines.



Caille show room, July 17, 1929.



Caille ad, September, 1931.



Caille ad, December, 1932.

Caille Red Heads Set New World's Record

By their own telegraphic reports of standing victories for Caille Red Heads, one racing to five every point of the compass!

Starting west, Adam Eggerl, who drove a Caille Red Head world 50 at an average speed of 11,000 mph., drove faster faster than the fastest record, set a new world's record for Class "C" at Albany! In the same event, E. A. Hubbard won first place in Class "B" with a Caille Red Head world 50!

In Los Angeles, B. C. Dierke who stole his Red Head world 50, against the finest outboard competition in the world.

John Curren who first place in Class "C" at Dallas, while Arthur Jarvis who first place in Class "B" for Caille who first place in Class "B" and Victor Shultz who first place in Class "C" at Vancouver, Michigan, California won both Class "B" and "C" at Houston, Michigan. Caille victories everywhere!

Win again or enjoy the same exhilaration and excitement in every meeting with a Caille Red Head five hours of your day's time!

CAILLE MOTOR COMPANY
4210 Second Street, Detroit, Michigan



Write Today
for New 1930
Catalog



Caille ad, 1930.

A RECORD of ENDURANCE by CAILLE

A REAL TEST AND ACHIEVEMENT BY AMERICA'S FOREMOST BUILDER OF DEPENDABLE OUTBOARD MOTORS



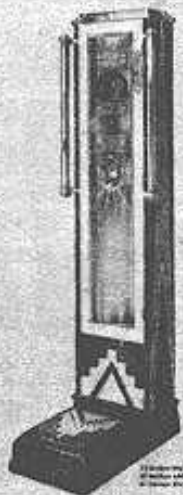


98 HRS. 42 MIN. RUNNING TIME... MOTOR STILL PERFECT

There is a world for endurance, motion and dependability which is nothing short of phenomenal. It takes not 12 months of constant riding—but over a single year. Over 170,000 miles and four months of continuous operation—and the motor continues to perform as well as the day it was built. This Caille record is a real test of every outboard motor's endurance. It shows that Caille has the extra reserve to withstand the most grueling service to which one can subject it—and will be ready and fit for more work another year. This was done with the new Caille 10-hp. outboard motor—made here in Caille, Michigan. This Caille outboard motor is the most dependable boat that ever hit water. Caille's reputation for building good—and best—outboards is everywhere. You can depend upon your Caille outboard motor.

CAILLE MOTOR COMPANY
4210 Second Street, Detroit, Mich.

Caille ad, October, 1929.



CABLE BEAM SCALE—"SCALE"

This Caille Cable Beam Scale is a simple, accurate, and reliable instrument for weighing in bulk. It is a beam scale, and its construction is such that it is not affected by temperature changes. The scale is made of stainless steel, and it is completely rust-proof. It is also completely fire-proof. The scale is made of stainless steel, and it is completely rust-proof. It is also completely fire-proof.

THE CAILLE BROTHERS COMPANY
4210 Second Street, Detroit, Michigan

Caille scale.



CABLE PLATFORM SCALE

This Caille Cable Platform Scale is a simple, accurate, and reliable instrument for weighing in bulk. It is a platform scale, and its construction is such that it is not affected by temperature changes. The scale is made of stainless steel, and it is completely rust-proof. It is also completely fire-proof.

THE CAILLE BROTHERS COMPANY
4210 Second Street, Detroit, Michigan

Caille scale.



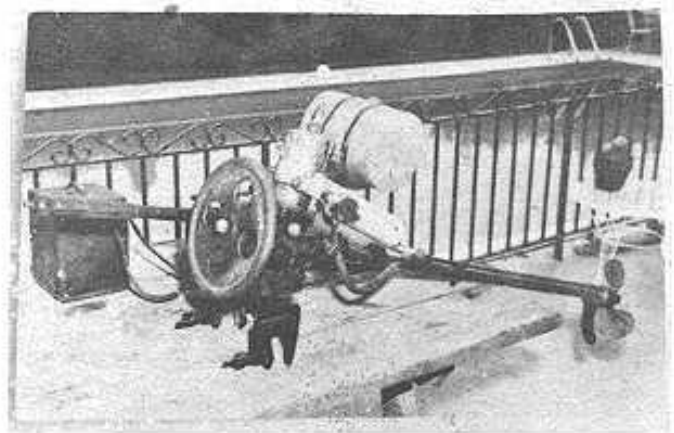
Art Caille (scrapbook donor), as a younger man.



Four Caille "Coin-in-the-Slot" machines.



Adolph and Arthur Caille with
T. L. Smith (plant manager)
with Caille racing trophies.



You know this one.

Let the Wind Do All the Work

by W. Jim Webb

Just recently my good friend Pieter Van Donkelaar, who is Chief Engineer of the Outboard Marine plant in Bruges, Belgium, sent me copies of a couple of pictures that he ran across in some old European boating magazines. They are reproduced here, including the Dutch captions, which are roughly translated.

Isn't that 1895 Reddingsboei met schroef-voortstuwing a dilly? With lamp, sail, and flying pennant, the lost mariner would have to be seen by someone. And with hand and foot power for vertical as well as horizontal propulsion, he would be bound to get somewhere. The only problem would seem to be flotation capacity, since nothing in the line of equipment to keep afloat or in vertical position seems to be in evidence. According to the inventor, the vertical propeller should get the flotation job done, but somehow I doubt it. Anyway, I could never find that anyone went into production on the device.

Another one is that amphibious vehicle in which the mariner is shown inside of what looks like a big glass ball. He sits in a saddle provided by a transverse axle and apparently moves the ball in treadmill fashion. This looks a little weird and maybe it is. But within the last few months I remember seeing a Canadian Club ad showing a boy and girl walking inside a big flexible plastic ball that was floating in some kind of a lake, pool, or canal located in Holland, I believe. So maybe the inventor with his glass ball wasn't so far off base after all. One of the problems would be how to make a water-tight glass ball with a properly mounted axle inside plus a reasonably easy way to get the mariner in and out. Also, what would the guy do for air after awhile?

And then Mr. H. Williams of England suggested the ingenious combination of the old windmill and an outboard gear housing. It might not go very fast, but it would surely be economical, and, best of all, not even the hardest nosed of the environmentalists could accuse it of polluting anything.

All right, you slide rule experts, get to work and figure out how large that windmill propeller would have to be to develop, say, one horsepower with a ten knot breeze.

And don't laugh. If we run out of gas, a lot of us may find that Mr. Williams may not be too far away from a good solution to our energy problems. Probably not very many AOMC members remember how we farmers used to depend on the windmills to pump water for all the livestock. And when the wind failed, as it was likely to do in July, it was -- "Jim, get on the pump." It used to take me six hours to fill our 40-barrel stock tank. Luckily, that happened only two or three days in a year,

But let's not laugh too hard at these ideas. They prove that men were thinking seriously about improving marine propulsion methods, and like all pioneers, they had to run up many a blind alley. If it hadn't been for serious and courageous thought, plus the ability to proceed in the face of public unbelief and early failure, we would still be without the telephone, wireless, airplane, electric light, and -- well, you name it.

The receipt of these picture copies reminded me of some rather laughable and extremely irritating experiences that I had with the publisher of my book on the History of Outboard Motors. I had sent all of the pictures along with the manuscript. Bob Carrick, a skilled boating writer, had gone over the whole works, cut and rearranged some of the copy, and then sent everything to the publisher.

Shortly, I received an agonized phone call from Bob which ran about as follows: "Those bleep bleep publishers just called me, and somehow they have mislaid 18 pages of your manuscript, along with photographs. They want you to send duplicates right away."

So I dashed about like a squirrel in a cage, dug up additional pictures and pages of copy, and sent 'em in. Then the publishers wrote and said that there must have been some mistake, as they had some of the duplicates that I had sent, but were lacking others, and wouldn't I hurry -- no "please" included -- as I was holding up production.

So I dashed some more, and got the remaining pictures and pages. By this time I was somewhat disenchanted with publishers, and it did my peace of mind no good to have Bob Carrick tell me that this was not at all unusual with publishers, that given even half a chance they would always lose or screw up something on every job.

Fortunately, I was inspired to insist that I be permitted to check the final proofs so that I could be sure of the figure reference numbers. They had confused several of those, so I insisted on rechecking the last proofs again. Believe it or not, they had interchanged the Foldlight shown on page 43 with the Lightfour shown on page 42. They had it right the first time, but with true genius got it wrong the second time. And if you think it was easy trying to explain the mistake over the phone to a gal who neither knew nor cared what an outboard motor was, think again.

So if you ever become inspired to write a book and have it published, insist on the most careful proof checking. Even so, some mistakes did get through in my case.

To return to the Reddingsboel mentioned above, I had found this in our Scientific American (which, by the way, was one of my best sources), and had sent this to the publisher; but it ended up on the cutting room floor.

Does a sailing boat make the best use of the wind? Sailing enthusiasts may think so, but H. Williams doesn't, and he here expounds his ideas of getting that wind to turn that propeller, and in this age anything is possible, isn't it?

Apart from the pure enjoyment of controlling a sailing boat, one of the chief advantages of sail over power is the fact that there is no expensive fuel to buy. Others are, no noise, smell, fumes, or the fire hazard from having inflammable petrol aboard. Also, for a small boat, the cost of a suit of sails is considerably less than that of an equivalent engine. The source of power, being the wind, is free.

But deflecting the wind by means of sails is not the only way of using this force. For instance, a windmill can be used to drive an ordinary water propeller.

That this is quite feasible has been proved by the fact that some time ago the late Lord Brabazon actually used this idea in a small sailing boat hull, with success.

I do not know the details of this installation, but I visualise a "windmill" similar to those used to pump water or to drive small domestic lighting plants. The vanes would be of light alloy, high enough to catch the wind, on a tripod made of tubes of the same alloy. The motion of the revolving vanes would be transmitted through bevel gears to a vertical driving shaft, at the lower end of which another set of bevel gears would connect the driving shaft to the propeller shaft, as shown in the diagram (Fig. 1).

The windmill would be kept facing the wind by the usual vertical vane fixed on the lee side of the revolving vanes.

The whole assembly of windmill and driving shaft tube would pivot round the driving shaft as centre. The assembly could also be turned by hand away from or towards the wind, so as to alter the speed of the boat. Turned from 0 to 90 degrees would stop rotation altogether; turned past this point would cause the vanes to revolve

in the opposite direction, the speed increasing until 180 degrees was reached -- full-speed astern. A very simple reversing gear!

Obviously, the power and speed produced would be utterly dependent on the wind, and no wind at all would mean no progress. But this also applies to sail. The advantages of this system over petrol or oil as a source of power are the same as those already stated for sail.

Those over sail are as follows:

1. The ability to sail a direct course in any direction, even dead into the wind; no tacking, and "going about," with the constant changing of sides, adjusting jib sheets, etc.
2. No heeling -- or, anyway, very little, and so greatly reduced chance of capsizing.
3. No easily torn or distorted sails to be repaired or replaced at recurring intervals, and no hoisting, reefing or changing sails during a trip.
4. No lateral resistance required, in the form of fin or bilge keels, with the extra weight and increased draft. Or, in the form of a centre-board, which means cutting a slot in the hull, and fitting the necessary trunk, always a potential source of leaks, especially as the boat ages.
5. Little particular skill required to master the technique of handling the craft. (But many may not consider this to be an advantage!)
6. It should be possible to produce a simple wind-driven engine of the type envisaged, certainly for no more, and probably for even less than the total cost of mast, spars, sails and rigging, and it would have a much longer life than rigging and sails.

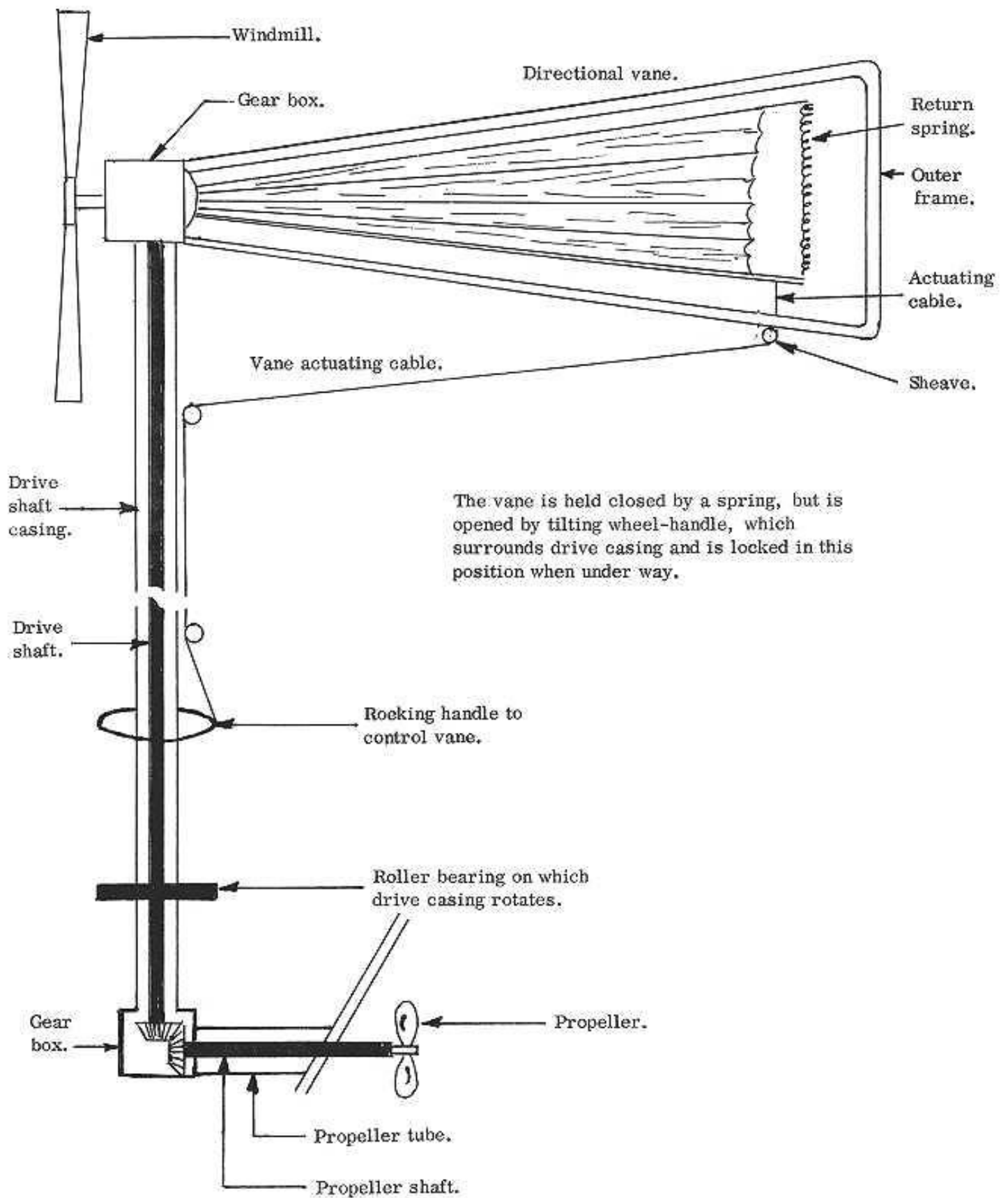
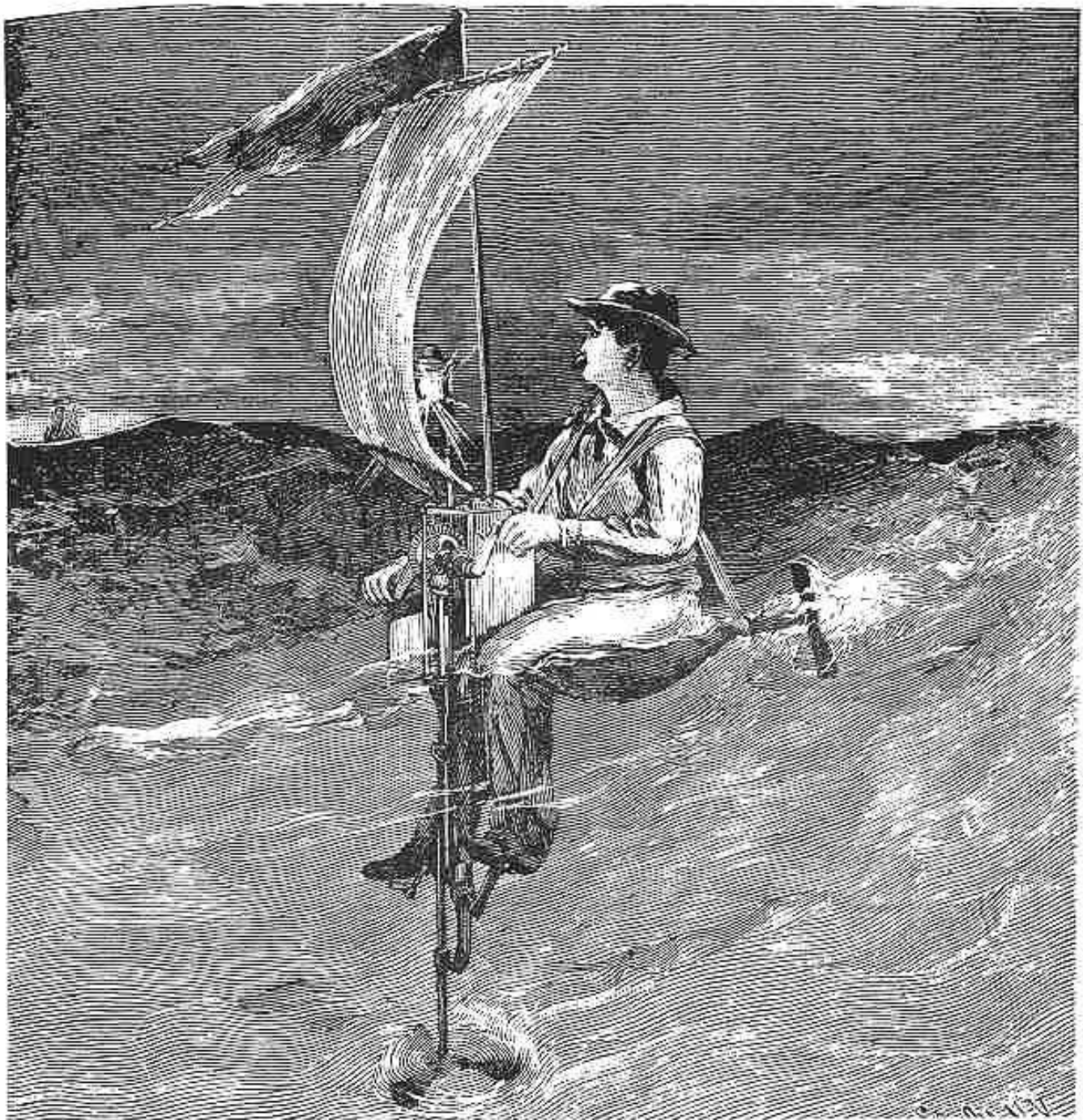


FIGURE 1. WINDMILL-POWERED BOAT MOTOR.



Lifesaving device with propeller propulsion.

Reddingsboei met schroef-voortstuwing (1895).

I have not the technical or scientific knowledge to produce a detailed design (it would be necessary, among other things, to know the ratio of gearing up or down required between wind mill and propeller, the size and pitch of vanes of the windmill, also of the propeller, and various other factors.) But surely a suitable design could be produced by the skilled technicians employed by some marine engineering firm?

If a clutch were provided in the drive, the windmill could be disconnected from the propeller and connected to drive a bilge pump, which might be left running when the craft was left on moorings, to keep it free of water from rain or spray.

For small craft, the whole installation, on a rather smaller scale, could be combined in one unit, mounted on the transom, like an outboard engine, in fact.

This would actually be a wind-driven outboard. The windmill would, in this case, be supported on a sufficiently robust, but light, tube, encasing the shaft. This casing, as before, would be free to revolve independently of the lower part (which itself would be free to turn) for trimming to the wind, and going astern. Steering would be by turning the lower part, as with an ordinary outboard. In either model, it should be possible to fold the directional vane out of action, to facilitate turning.

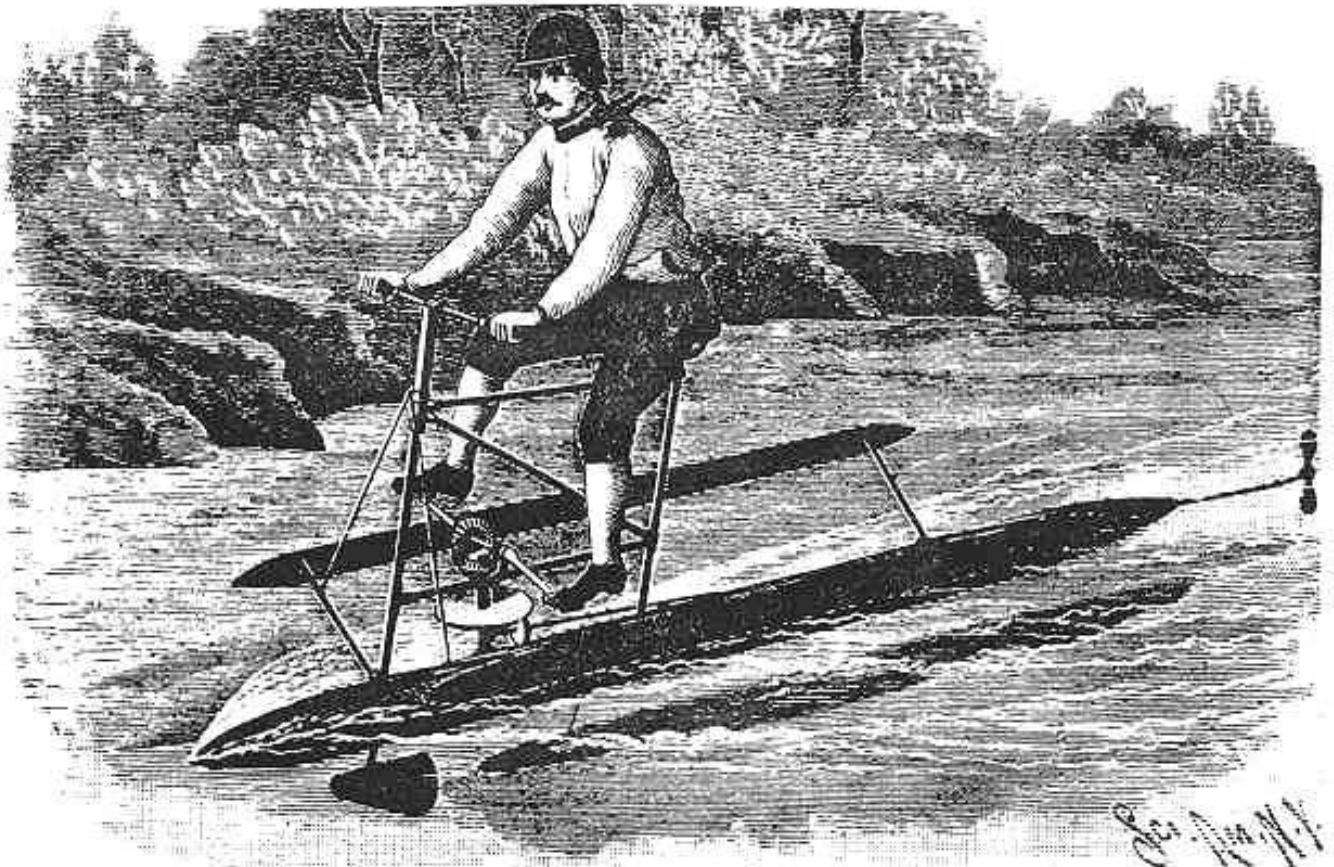
Manufacturers, what about it?

Yet another way of using wind power is to use it indirectly.

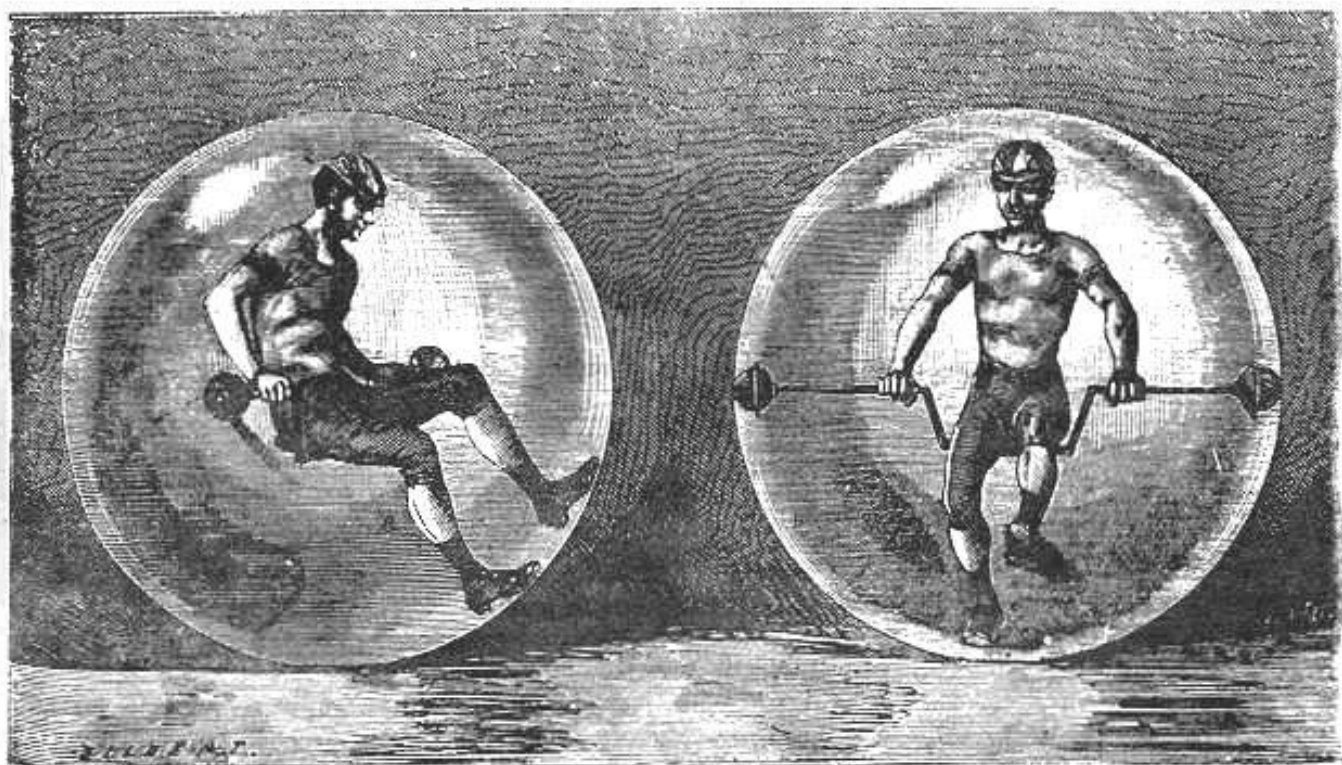
Some years ago, I used to see advertisements for an electric outboard, run from

a car battery, which seemed to me a good idea, but it is no longer advertised. Two batteries would have been needed, one in use, and one on charge, or taken out as a spare.

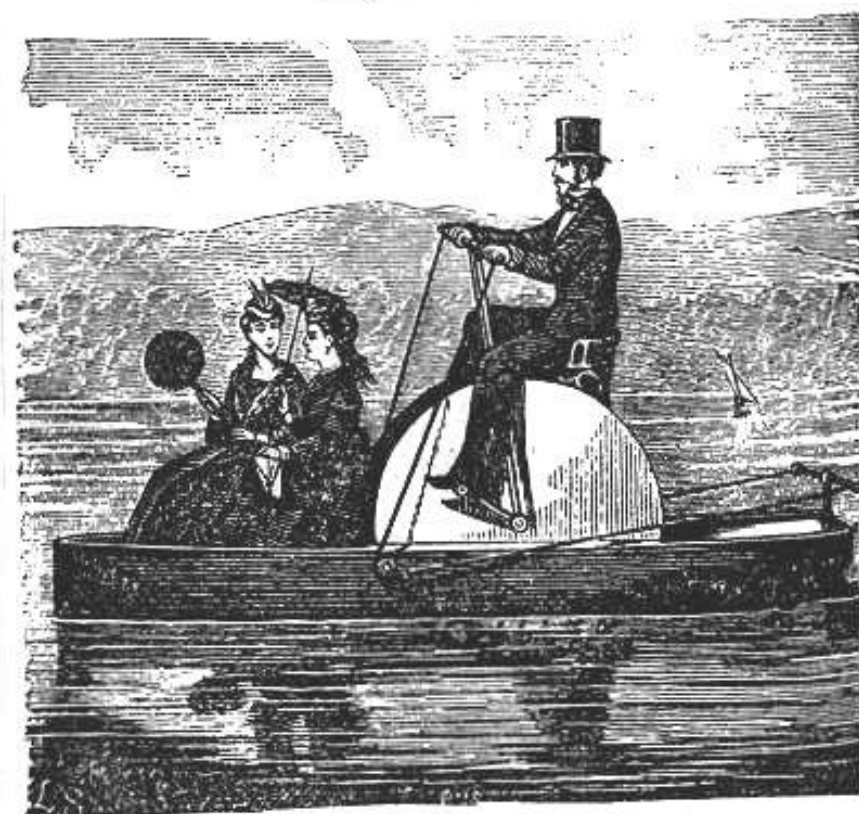
The charging could have been done at a garage, or on a home charger, both costing money. But a similar windmill to that described could be erected in the garden at home, and connected to a suitable dynamo -- possibly a used car one, and then the charging would cost nothing. Recently I intended putting this idea into practice, but by that time there did not seem to be an electric outboard obtainable. Cannot some enterprising manufacturer produce an improved form of this engine?



New waterbicycle.

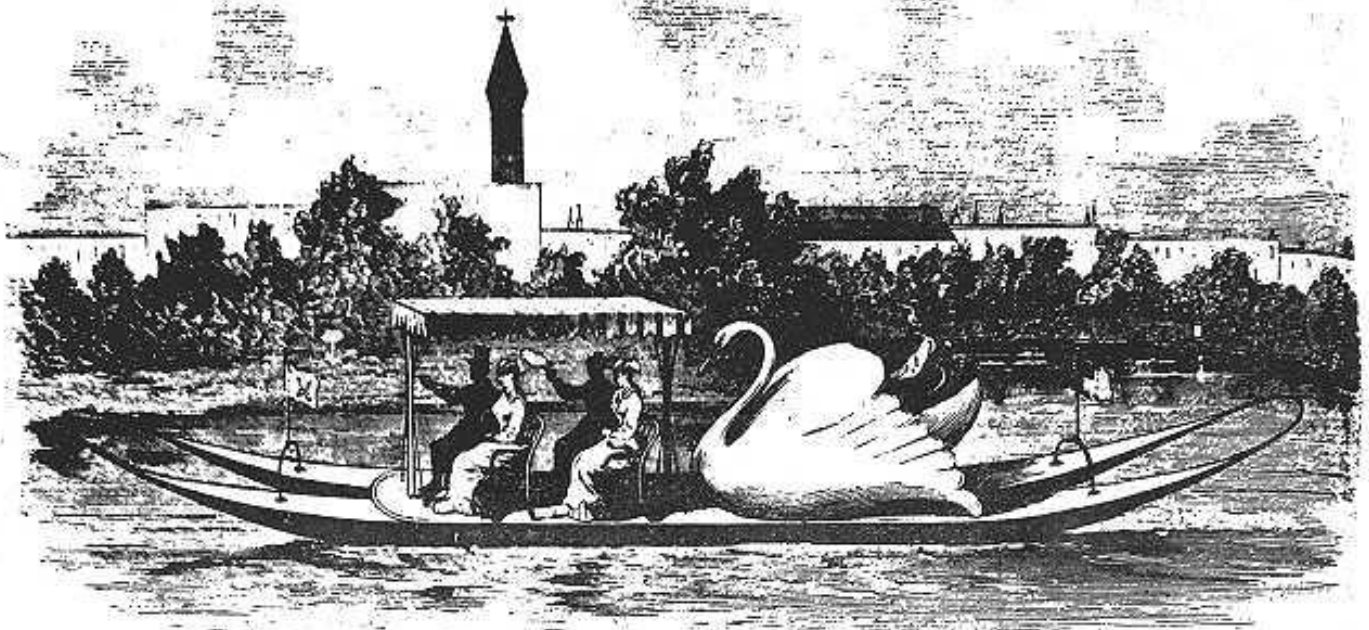


Amphibious vehicle.

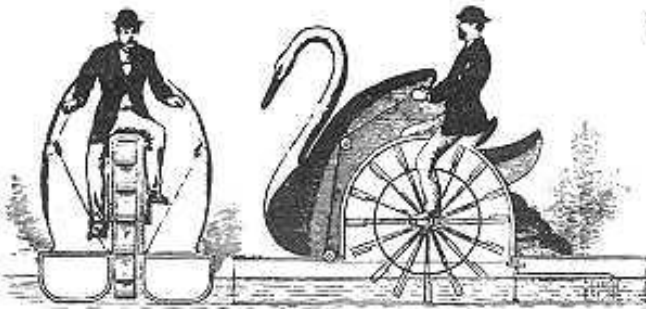


Waterbicycle.

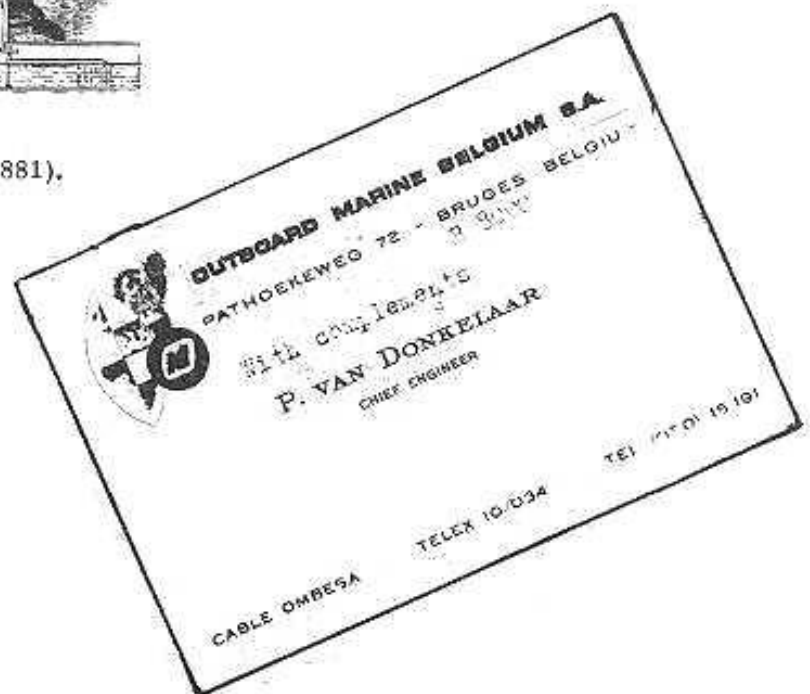
Waternvelocipede (1869).



Bicycle boat in the town park of Boston.
 Velocipede-boot in het stadspark te Boston (1881).

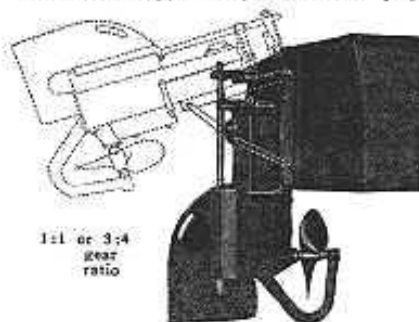


Square section of this boat.
 Doorsnede van de velocipede-boot (1881).



—the VAN BLERCK OUTBOARD DRIVE

Great with any inboard up to 250 cu. in. Tilts when you hit any obstruction. Triple roller chain transmits power to propeller. Write for details.



Van Blerck
MARINE MOTORS, INC.
 DIVISION OF GIFFORD-WOOD CO.
 420 LEXINGTON AVE., NEW YORK

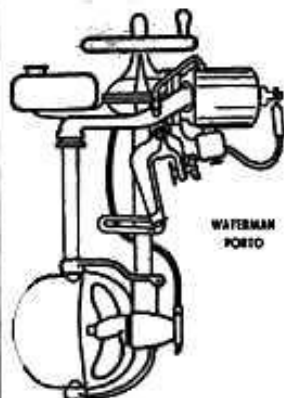
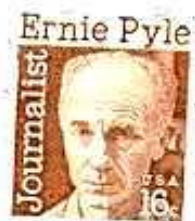
DECALS

---NEW---

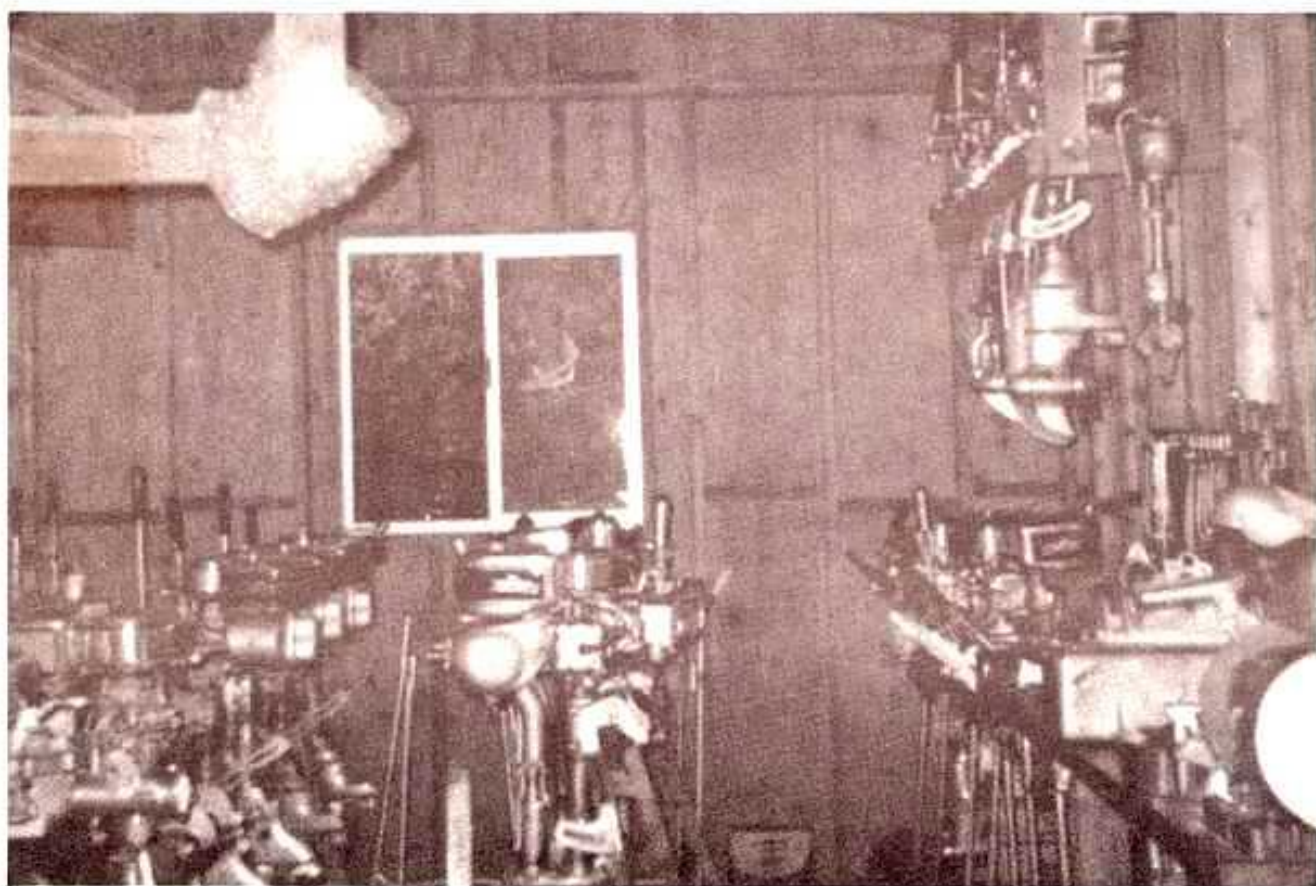
A decal adds that finishing touch to any restoration project. All are made close to original specification, in full color

For Evinrude Single, 1911 to 1928 \$4.95 set For Elto rear tank, any through 1928 \$3.95 each Water applied type	Order from: Robert Brautigam 2316 W. 110th St. Bloomington, MN 55431
For Johnson Sea Horse "16" or "24", fits early P and S models \$7.00 each For Evinrude 4-60 \$8.00 each	Order from: Eric Gunderson 57B Mt. Hamilton Road San Jose, Calif. 95114
For Johnson "Sea-Horse 32", fits models V-45, 65, 70; VR'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
For Johnson "K" models, patterned after P/N 27-227. Water applied; complete with starting and oiling instructions. Fits OK-55 & OK-60 too! \$5.00 each	Order from: Charles W. Hansen 2108 Broward Road Jacksonville, FL 32218
For Johnson alternate firing A models, patterned after P/N 25-244. Vinyl type, self stick. Also fits K-35, K-40, K-45, KR-40, A-35, A-45 and OA-65 \$6.00 each	Order from: Charles W. Hansen 2108 Broward Road Jacksonville, FL 32218
For Evinrude Scout, 1937, and others with similar tear-drop tank. Complete with operating & oiling instructions. \$6.00 each	Order from: Bob Grubb 1368 Meadowbrook Rd. Pottstown, Pa. 19464

The Antique Outboard Motor Club Inc.



Publishing Office: 2316 West 110 Street, Bloomington, Minnesota 55431



AOMCI 9TH YEAR