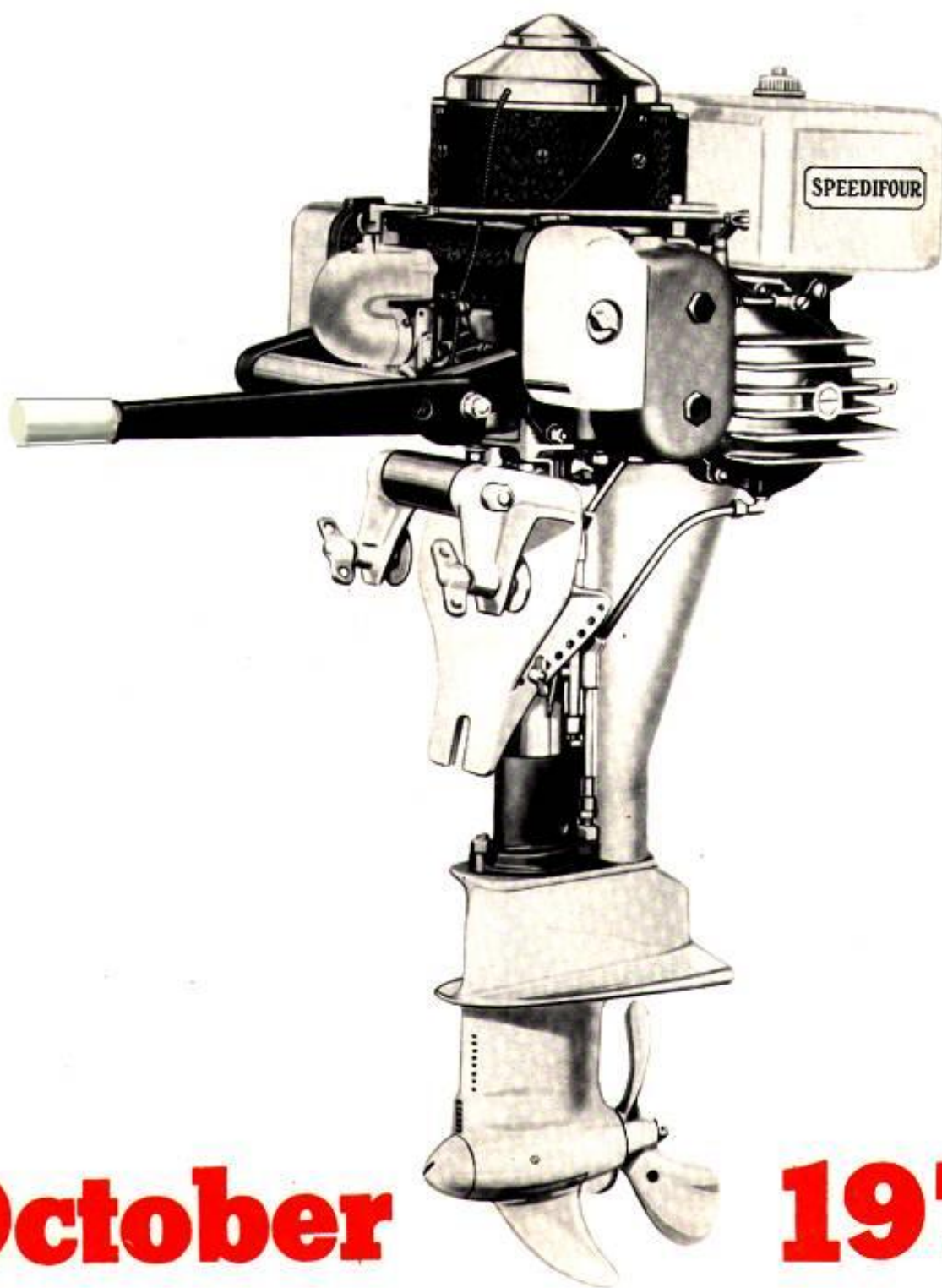


The **ANTIQUÉ**
OUTBOARDER



October

1977

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 \$12.00 per year. Other membership information is available on request from Ted Bieber, 1437 Kingstree Lane, Houston, Texas 77058, U.S.A.

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**Outboard
MOTOR BOATING**
125 West 30th Street, New York, N. Y.

DECEMBER, 1927

THE ANTIQUE OUTBOARDER

CONTENTS

17.28 M. P. H. for 80 Non-Stop Miles!

ADDDING to victory after victory on race courses, Evinrude completed on Oct. 17 one of the most remarkable speed-endurance runs of the year, when an Evinrude Fastwin Motor drove a 12-foot hydroplane, *Muy Pronto*, through rough open sea 80 miles from Santa Barbara to Redondo, California, in four hours and fifty-five minutes. *Muy Pronto* was piloted by Henry Hazzard. Plane was swamped to gunwales at times, but Fastwin never missed a shot.

Such a record is a fitting climax for the motors that also won:

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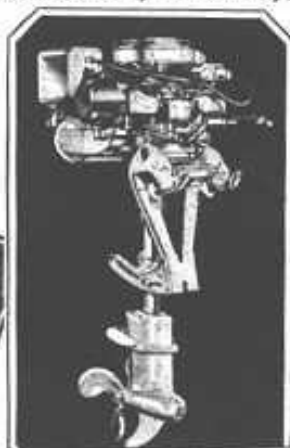
The beautiful Lorimer Trophy, won by an Evinrude Speedwin at Oakland, Cal., Sept. 9, 1927. Evinrudes finished first, second and third in a field of 20 entries on a 2 1/2 mile course with twelve turns. Winning time, 4:53. Picture shows entrants rounding the buoy near the judges' bench.



Helen Hentschel, driving Evinrude Speedwin, makes world's fastest speed record time of 30.316 M.P.H., Detroit Regatta.

EVINRUDE MOTOR CO., 1111 27th St., Milwaukee, Wis.

Kirk Ames, driving Evinrude Speedwin, set new world's record of 28.22 M.P.H., Newport Regatta.



Frank Oswald, driving Evinrude Speedwin at Washington Regatta, won A. C. F. Trophy, representative of Free-for-All Championship of America.



Evinrude Speedwin, winning Lorimer Trophy, Oakland, Cal., setting new Pacific Coast record of 27.9 M.P.H.



The Antique Outboarder

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October, 1927

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Change of address should be forwarded two weeks in advance and zip code number should be included.

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The President's Page

THE OUTBOARDER from the Publisher's Viewpoint

THE OUTBOARDER entails approximately 150 hours of work each issue. You may ask how it can take so long - well, here goes!

Nearly every article sent in must be edited and then typed on official sized paper supplied by the printing company. Letters to the Editor must be chosen and typed, and The President's Page must be written and then typed. Any addition or modification for the Decals, Chapters and Special Interest Groups pages must also be typed. Each page must be lined out so captions, titles, and pictures will fit on the page. All of the old ads must be cut out and pasted up; all of the interesting fill-ins must be typed and pasted up. Several trips have to be made to the printers for consultation on pictures, copies, etc.

Finally comes the search for a front and rear cover photo. Then page numbers must be pasted on after all the pages have been lined up in sequence. The Table of Contents page typed and illustrated. A final proof-reading of each page and all corrections made before the magazine is taken to the printer. The last step before publication is a discussion with the printer about the entire issue.

At the present time it takes the printer 2 weeks for photography work, printing, cutting and assembling pages, folding, covering, stapeling, and the final trimming.

The magazine is picked up at the printers. Each magazine has to have an address label and two stamps applied - a grand total of 540 labels and approximately 1600 stamps.

The very last and heaviest, step in sending you your copy of THE OUTBOARDER, is to box all copies, and haul them to the post office sub-station.

The 150 hours mentioned earlier is only the approximate time it takes the editors to put all magazine material together.

I would like to thank the ten or fifteen regular contributors of articles for THE OUTBOARDER; your efforts are appreciated. Material from the occasional contributor is also appreciated. For those who have never sent an article, please try - send something.

An article in the April Issue by Ron Guzzo was his first attempt (hopefully not his last) and I'm sure everyone enjoyed it. Just take some of those stories you've told at meets and put them in writing. Do it now - your help is urgently needed. We are having trouble finding enough material for this issue.

Afraid to write?? If you will send a couple of good pictures with a rough outline of where, what, when, and how, I'll find the time to write a short story from it.

The August Newsletter was mailed right on time.

THE JULY OUTBOARDER was mailed August 29th.

OCTOBER OUTBOARDER target date middle of September.

Walt Ellis

LETTERS TO THE EDITOR

NATIONAL COMING UP...

We had a meeting with the directors of the Shipyard Museum at Clayton, New York last night. The date of the "1978 National Meet" has been set. It will be August 11, 12 and 13, 1978.

As you know, we are right in the midst of preparation for our regular meet next week. It appears that we'll have a good turn out (on Aug 20,21).

Dick Fuchs has restored our museum's 1912 Waterman Porto. He's done an excellent job and we expect him to bring it to Clayton next week. I am, with Dick's help, putting together a story for AOMC ANTIQUE OUTBOARDER about this restoration. It's not ready yet. You should be receiving it within the next several weeks.

Enough for now, Riggs Smith

A RARE FIND... MORE MATERIAL COMING...

Friend Jim Ross has a fantastic memory, a long nose, and a tenaciousness beyond belief. He got a hint, of the will-o'-the-wisp type three years ago from a very high class both new and rare book dealer, of a very early Evinrude catalog. Tenaciousness paid off and he got it a few weeks ago. I have it now.

It is 6" x 9" with a full color cover and contains 64 pages describing all (motors, boats and accessories) Evinrude had to sell in 1915. We believe (because of dealer displays shown to be available) that the catalog was for the purpose of enticing dealers - not purchasers. Each page is printed on good enameled paper with many half tones and a pale green border on each page. The half tones are fascinating and though small, a magnifying glass does wonders. The catalog is in "new" condition.

I am enclosing a copy of page 28 and 29 that you may wish to reproduce. (See page 28 and 29 this issue.) It does solve the Model Letter prefix problem and does give specifications.

It intrigued us to think of a 25 cubic inch single (crank started) - really 1/2 of a giant twin - sold as a "canoe motor" minimum speed 200 RPM - maximum 500 RPM. This is listed as a model "E" or "F" at \$110.00 or \$95.00. The weight of this model is not given but interpolating on page 29, it must have been about 110 pounds. On a wooden canoe, it boggles the mind!

We are going to try to color photograph the original so copies can be made available. Gert and John Van Vleet

Hope to cover in addition soon:

1. The "F" very early Eltos.
2. The Hiawatha (1916) Montgomery Ward and its competitor, the Sears Motorgo (1916). I have both.
3. A bit on the Japanese Shoda Aircraft Mfg. "motor", a 4-cycle 11.5 HP @2350 very well made gizmo with many elegant features - impulse

to the Editor continued -

mageto - et al. Weighs dry about 136 pounds.

Bob Davis, Fred Lucas and I have them and Carpenter has one in his museum in N.H. We know of none that have run in the U.S.

FLASH! FLASH! FLASH! FLASH!

FIRST JAPANESE SHODA OUTBOARD KNOWN TO START AND RUN IN U.S.A...

Bob Davis of Palatine, Ill. arrived at Jim Cason's Meet at Silver Lake on August 21, 1977 with a Shoda, which promptly started and ran on command. Bob, did you give the command in Japanese or English?

All of this is from a geriatric, trade-school type mechanical engineer (quote) and his young, sprightly and infinitely patient wife,
Gert and John Van Vleet

"THE VAMP"... MINI MEET...

I have a number of boats in restoration. The ones which will be finished first are 13' Lyman standard service runabout and a Clinker built 13' Pidgeon of 1927 vintage. This is a narrow curvy hull which my Jane suggests that I paint black and name "The Vamp" after a picture we saw in a 1920's book of Theda Berra, the movie star of before either one of our times. I plan to power the boat with a Model 46 red head dual carb tractor lower unit Caille Streak. Should make a real fine piece that I hope to have running by the last week in October.

Dick Jones and I will be up at Lake Clay in the last week in October for a sort of a mini meet with two or three boats, possibly four. If anybody else would be interested in coming, we would be delighted. We stay at the Lake Blue Motel in Lake Placid, Florida. That is the address, just off Route 27. A really idealic place on a Florida lake named Lake Clay, 3/4 of a mile wide and 2 miles long. Perfect for old boats and a wonderful place for a rest.

That's about the dope for now. Thanks for all you are doing for all of us.
John Harrison

In a recent letter John writes - I talked at length this morning with Dick Hawie who is a real font of information, in particular about my 13' Pigeon which is nearly finished.

Walt, I need one thing for that tractor lower unit engine, and that is an MS21 Tillotson Carburetor. I have one, but not the other. I bugged the Tillotson Company, and they did not have any either. They sent me, for free, two new substitutes which are really not right, and which will require adapters. However, it will work fine if worst comes to worst...

John also mentions that Dick Hawie wrote an article on Pigeon boats in the January 1972 magazine.

HELP WANTED...

I've acquired 3 (new) old motors since our last correspondence and I'm going to need some help from the membership for all of them. I've written to Bill Kelly about a Merc Mark 20-H, set up for racing and I hope he'll be able to help me locate some parts. The motor's in good shape but primarily needs the insides of the quicksilver unit replaced. I need a copy

to the Editor continued -

of the parts list and an owner's manual, if anyone has one.

I've also acquired a Neptune 10A16 which I think is a 1940 model 16 HP., although from the design it looks as if it might be 7 or 8 years older. The driveshaft and lower unit turns, the powerhead is stationary. I don't think it's particularly rare, but it's interesting. I also need a copy of the parts list and other information and a source of parts, although the motor appears to be complete and in reasonably good shape.

The third is an Evinrude Speeditwin #603, the 1931 25 HP. electric start model. IT's in fairly good condition. The only missing part is the carburetor air horn. It's been setting in a shed for a number of years exposed to moisture and looks a bit rougher than it probably is. I also need a copy of the parts manual and any other information anyone can give me. John Harrison told me he has the same model in rough condition and has offered to give it to me for parts.

I talk to and occasionally meet with Charles Hansen of Jacksonville. Charles has a couple of motors that we're dickering on and I suppose one of these days we'll make a deal, but as long as we continue dickering, it gives me an opportunity to talk to and meet with him occasionally.

I haven't made a great deal of progress on my VE-50. Originally I was simply going to clean it up and get it operating, but as I take parts off for cleaning or repair, I keep going further and further. My Oldtown boat is in the yard upside down with most of the paint removed. If I don't get some of these projects completed soon, I'm going to have to retire and devote full time to my hobby.

Very truly yours, Jim Wickert 112 Cherry Hill Circle, Longwood, Fl.
32750

THE HALLIGAN PLANE...

We received a very nice letter from J. Francis Halligan thanking us for granting permission for the Illinoian-Star, Beardstown, Illinois to reprint our article on this aircraft.

He wrote that the entire story appeared in the July 29, 1977 edition. The paper has a circulation of 3,000 to 4,000 - going to Florida, California, and all parts of the country to former residents of the area. So, Gene Yonker's article was printed a few thousand more times than originally expected.

Mr. Halligan attended church the following Sunday and various people stopped him to say how thrilled they were to read the article.

Editor's Note: SEND THOSE ARTICLES IN NOW! - No telling when someone you know who lives far away might be reading an article by you in their evening paper.

THREE RARE ONES...

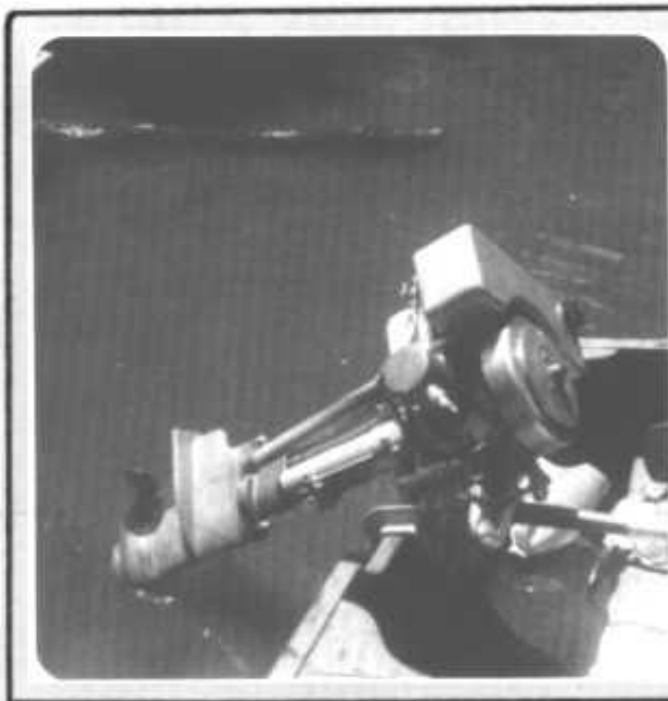
Don Peterson writes that Bob Davis of Palatine, Illinois has three German outboards - an Effzett built 1913 or 14 about 3 HP, a Hausse built 1913 - 14 3 HP, and a Rot-Bart which Jim Webb says is the granddaddy of the Caille Liberty Drive.

to the Editor continued -

VACATIONING WITH "OLD IRON"...

I wanted to take a small piece of "Old Iron" with me on my vacation. Seriously considered an A-50 but had a 1934 Evinrude 8.5 HP "Fleetwin" buried in the pile and having a preference for opposed rather than alternate-firing engines, decided to restore, rebuild, and take it with me.

It turned out to be a dandy and after a few minor problems - like water in the gas - it ran like a sewing machine.



The pictures are of the engine at rest, yours truly at the tiller, and a really good one of the engine and daughter Suzanne.

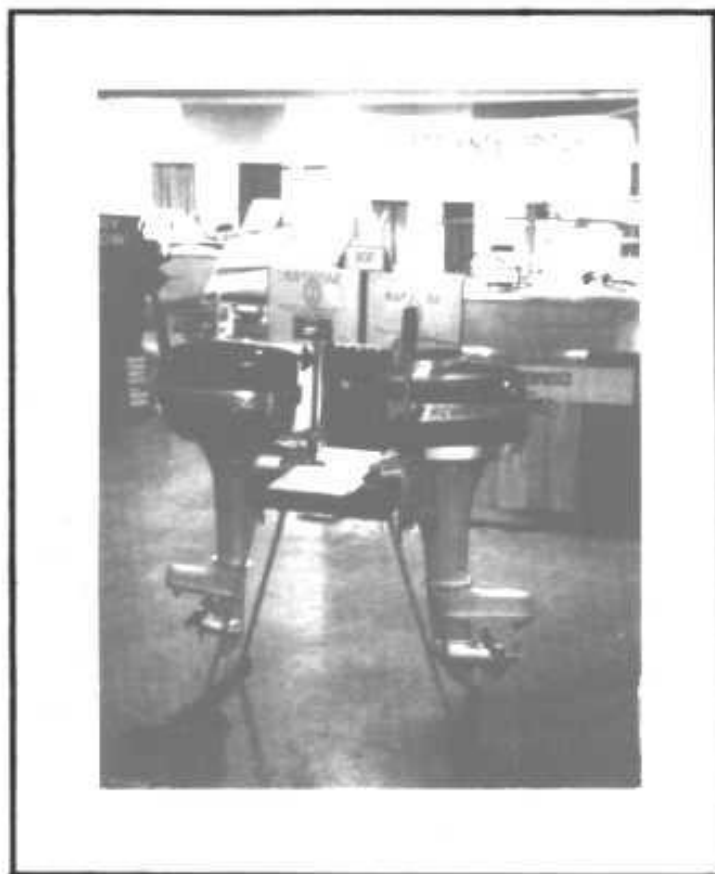
The boat is a 1932 Thompson cedar strip (note bailer) that was purchased by my grandfather. It needs some cleaning up, but is still in good shape.

Take care,
Walter Verner



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ANTIQUÉ OUTBOARD MOTOR CLUB, INC. YANKEE CHAPTER

Name _____ phone _____

Address _____

City _____ State _____ Zip _____

I have joined the Club yes no. Date _____

I have the following motors _____ parts _____

that I want to restore dispose of _____.

Make	Model	Year	Condition

Comments--

Dick Fuchs, Yankee Chapter President, displayed two motors at the Hartford Civic Center Boat Show this spring. Dick had a supply of cards printed that people could sign if they had an interest in joining the club. He also sent a follow-up letter to all who returned the card. A copy of the card and the letter follows. GOOD IDEA, DICK! We really need those new members.

A copy of Dick's letter is on the following page.

The Antique Outboard Motor Club



"YANKEE CHAPTER"

Hello Fellow Outboard Enthusiast,

I am President of the "Yankee Chapter" of "The Antique Outboard Motor Club, Inc." which covers all of New England, Eastern New York State and part of N.Y.C.

We are quite fortunate in having a fairly large group of enthusiastic members with a very full and active calendar coming up this spring and summer.

The club members represent a large cross section of people; old and young, from all professions, students, and best of all, to a large extent, families. Often times a member's children become interested and start their own "collection" of motors. Sometimes however, a young person is interested and starts a collection on his own and the parents "help" and become interested themselves.

If you perchance, are not interested in the Club and it's activities, but have an old outboard motor(s), or parts, that you wish to dispose of, please fill out the enclosed card and mail it back to me. Please fill out the card anyway even if you join with your comments.

We look forward to your joining and enthusiastic participation.

If I can be of further assistance, please don't hesitate to contact me.

Richard W. Fuchs 17 Deerfield Lane Simsbury, Connecticut 06070
203-658-6440

NEPTUNE
new 1948

NEPTUNE Ned sez:

*By cracky th' feller that ketches fish
is th' one that keeps fishin' stead
of rowin' and wishin'! Brother, buy
a NEPTUNE!*



SEND
FOR
FOLDER

NEPTUNE
OUTBOARD MOTORS

MUNCIE GEAR WORKS, INC. Muncie, Indiana, U. S. A. -8-



Johnson SEA-HORSES capture 3 MORE REGATTAS

SWEEP GOLD CUP, MID-EAST, AND HARMSWORTH CLASSICS



L. E. Preston and the Penn Yan "Creestepper," equipped with a Sea-Horse "32" with which he established new competition record of 40.227 M. P. H. at Gold Cup Regatta, Red Bank, N. J., August 26th.

WINNERS

Harmsworth Regatta

Class B, Division II—Won by S. J. Brobeil; John Maypole and William Forham tied for second place; all drove Sea-Horse 16's.

Class C, Division II—Won by S. J. Brobeil, driving Johnson Sea-Horse 16, a Class B motor.

Class D, Division II—Won by William Gunniss; second, L. E. Preston; third, Harry Ferris; all driving Sea-Horse 32's.

Field International Trophy—Won by L. J. Preston, driving a Sea-Horse 32; second, R. Flanagan; third, R. C. Graham; also driving Sea-Horse 32's.

Gold Cup Regatta

Class B, Division II—First four places won by Johnson Sea-Horse 16's. First, W. B. Tuck; second, H. B. Joy, Jr.; third, Jack Brockey; fourth, Ed Hauptner.

Class D, Division II—Won by H. Fraser; second, L. E. Preston; third, I. Troast; all driving Sea-Horse 32's.

Class E, Division II—Won by L. E. Preston (new American record established); followed by H. Fraser, both driving Sea-Horse 32's.

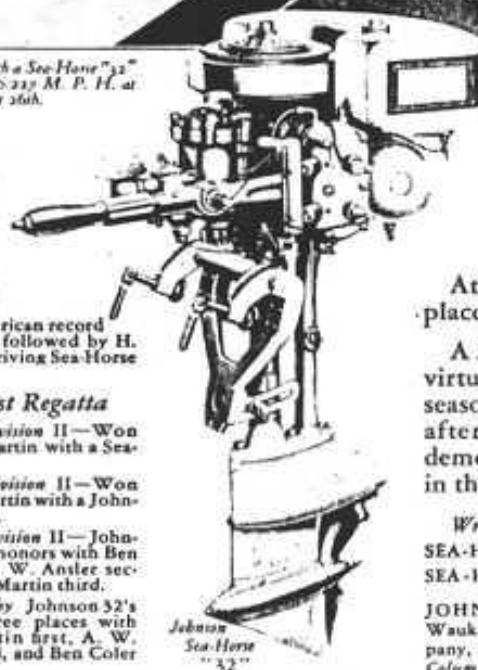
Mid-East Regatta

Class B, Division II—Won by George Martin with a Sea-Horse 16.

Class C, Division II—Won by George Martin with a Johnson 16 motor.

Class D, Division II—Johnson captured honors with Ben Coler first, A. W. Ansler second, George Martin third.

Dawes Trophy Johnson 32's won first three places with George Martin first, A. W. Ansler second, and Ben Coler third.



TRUE to the championship form they have repeatedly shown all year, Johnson SEA-HORSES wound up (both literally and figuratively) a brilliant season of victories by winning the Class B, C, and D, Division II events, and the Field International Trophy in the Harmsworth Regatta at Detroit on Labor Day. The Class C, Division II event was won with a Class B motor having one-third less cubic inch displacement than allowed to the Class C rating.

Honors in the Gold Cup Regatta at Red Bank, New Jersey, and Mid-East Regatta at Marietta, Ohio, including the coveted Charles G. Dawes Trophy won by George Martin, also were carried off on August 26th on the backs of Johnson's speed demons.

In the Gold Cup, the SEA-HORSES not only won the B, D, E, and Free-for-All, but also a Johnson SEA-HORSE "32" driven by L. E. Preston, established a new American record of 40.227 m. p. h. over a 6-mile course in Class E, Division II.

At Detroit, Johnson SEA-HORSES won 12 places out of a total of 18.

A motor may win a race here and there by virtue of speed alone, but to pass through a season of gruelling contests, adding triumph after triumph—this Johnson record is a demonstration of dependability unmatched in the history of outboard motoring.

Write for free color-illustrated catalog of Johnson SEA-HORSE "Single" and "3" for light utility, and SEA-HORSES "10," "16" and "32" for heavier going.

JOHNSON MOTOR COMPANY, 3095 Pershing Rd., Waukegan, Ill. In Canada: Canadian Johnson Motor Company, Ltd., Peterborough, Ontario. Distributors for British Columbia: Hoffer's Ltd., Vancouver, B. C.

THE WORLD'S LARGEST MANUFACTURER OF OUTBOARD MOTORS
ORIGINATORS OF WATER-COOLED UNDER-WATER EXHAUST AND RELEASE CHARGE

THE Yankee Chapter NEWS

On April 2nd, 1977, the day my whole family had looked forward to finally arrived. It was a very special day for us for it was the 10th anniversary of the Connecticut Indoor Meet.

The meet was in the planning stage for several weeks as the whole family wanted to make it something special. My daughter, Christine, is handy with arts and crafts, and decided to make an artificial flower for each of the ladies attending. My son, Dave, made specially inscribed name tags for all the members and their families that attended.

Christine and David then decorated the rec. room and garage with posters and strung crepe paper streamers on the rec. room ceiling - that was really nice. My wife, Trish, ordered a large "number" cake from a local bakery. My job was to get the garage (where my collection is) in shape so the aisles were passable. It was easier said than done!



All the preparations were completed and the big day came. In a matter of an hour or two, my driveway was full of cars as well as both sides of the street. A corner of my lawn was covered with a treasure of motors and parts. It was just beautiful!

After a fine lunch prepared by my wife, we had a short Yankee Chapter business meeting with our Chapter President, Dick Fuchs. Since education has always been of primary importance at the Connecticut Indoor Meets, two seminars were held. The first seminar was given by Larry Carpenter of Laconia, New Hampshire on repairing gas tanks by cutting a hole in the bottom, pounding out the dents, and welding the hole shut. Larry

went into step-by-step detail, which resulted in a most interesting as well as informative discussion. The second seminar was on the making of gaskets as well as the selection of gasket materials.

The day was over in a flash, and after buying and trading motors and parts, members and their families headed home talking about how running on the water was right around the corner.

Members, their families and friends, who attended the meet were:

Ed Baird

Stuart, Florida

Larry and Ann Carpenter and family
Laconia, New Hampshire

Bill Andrulitis and Nancy Knettell
Manchester, Massachusetts

Dick Fuchs
Simsbury, Connecticut

Phil Kranz
Slingerlans, New York

Peter Friedrich
a friend of Sam Vance - from
West Germany

Bill and David Salisbury
Toms River, New Jersey



Dave and Christine Zipps with the TEN
number cake

George Korner
Toms River, New Jersey

Tom and Jean Luce and family
Westfield, New Jersey

Sam Vance and son, Chris
Unadilla, New York

Rich Hawie
Easton, Connecticut

Dick and Phyllis Perry
Halifax, Massachusetts

Dick and Doris Schaber and family
Newington, Connecticut

Jim and Joan Bissonnette
Collinsville, Connecticut

Tim Murphy
Saratoga Springs, New York

Tom Manley
Ansonia, Connecticut



Trish and Bob Zipps

Dave Blaze
Seymour, Connecticut

Dick Gallagher
West Simsbury, Connecticut

Norm Mullings
Granby, Connecticut

Brad Snow
Middletown, Connecticut

Earl Bentley
Windsor, Connecticut

Bill Pohlman
Bristol, Connecticut

Frank Ray
Farmington, Connecticut

Roger Breunig
Meriden, Connecticut

****Article submitted by Bob Zipps****



Front cover credit: Evinrude Electric Starting Speedifour - A 35 H.P. four cylinder outboard motor for the swankiest runabouts and outboard cruisers. Displacement - 50 cu. in. - Class "E". Service type primarily, but powerful enough to drive fast runabouts 30 to 40 miles per hour. Splendidly constructed of finest materials. Rotary valve is gearless, being built integral with crankshaft. Efficient silencer expels exhaust fumes and noise underwater. Furnished with electric starter or cord as desired.

Back cover credit: Warner Turner, West Bend, Wisconsin with hard starting 1899 Submersible Electric. Also pictured in upper left, reading clockwise: 1940 Waterwitch, 1946 Elgin, 1930 Lockwood OMC. Foldlight, 1928 Elto Speedster, 1927 Ruddertwin, 1899 Submersible Electric, 1946 Mercury KD-4, 1932 Elto Super "A", 1935 Johnson K-75.

The picture below is a close up of the above motors.



★ Keep on Trucking ★



Several of you old time iron buffs may remember my pushing the stationary engine and thresher shows several years ago as a good place to show those old outboards. Well, we are still at it and as you can see from the above photos, we have simplified the transport and display of engines considerably.

This display consisted of ten engines ranging in age from a 1926 Rudder-twin to a 1939 Clark Troller; horsepower range is from 1.2 to 40. All engines stay mounted in the truck and are tagged for easy identification with a tag under the thumb screw pad.

These photos were taken at the first Russellville, Missouri Stationary Engine and Tractor Show held in June, 1977. There was one other outboard at the show, a Caille Liberty Single! Photos were taken of our display for use in several local papers and we were asked to be sure to return for the 1978 show.

We are continually surprised at the nice people we meet, and the "I know where there is an old motor with a knob on top!" Needless to say, this often leads to a better acquaintance.

So, try it, you will like it. Our only problem now is: Man, are those stationary engines heavy and where do you put them?!

Best of Cranking,

Ron Ellis

Ronald displaying membership form
in photo upper left.



OLE EVINRUDE AND THE OLD FELLOWS



By Gordon MacQuarrie

Andrew Evinrude was a man of the soil. Before he and his family migrated to the United States and settled on a homestead in Dane county, Wisconsin, he had been a farmer and a landscape engineer in Norway. He felt that the only absolute security a man could give himself and his family was land . . . "there is one sure refuge - the land where a man can grow his own food and be safe against the world."

Andrew was determined that his son, Ole, would carry on as a farmer when he was gone. "'The farm's the place for Ole . . .'" Often the father said it, out of his own deep affinity for the soil and his deeper affection for the chunky son with the far apart eyes and the blonde hair." He was blind to the Viking stirrings in his son's heart - fearful of the Viking blood running in his son's veins that made the boy have such a questing nature.

Ole did more than his share of chores on his father's farm. He was "a wizard at doing things requiring manual dexterity. He was lightning quick with his hands. He could mend a broken harness or repair a wagon axle better than most men when he was 12 years old."

At the country school he attended he was a daydreamer until it was time to study arithmetic. "A boy can do things with arithmetic. With arithmetic a boy can solve a problem. He can start out knowing little about the problem and when he has finished it he has started from a given point, gone somewhere, and wound up at the logical point of conclusion." He loved arithmetic and was very good at it. But, the Evinrude family of three was poor and he was needed on the farm, so his formal schooling ended in the third grade.

As Ole grew older he disliked farm work all the more, but still liked to work with machinery. The boy just had to put his love of arithmetic together with those skillful hands. The "Viking yeast" had begun to work, and it led to a "terrific clash between this father rooted to the soil and the Viking son."

"One day Andrew found Ole working on a fearful device - a sailboat!"

"Ole Evinrude, son of a farmer, high and dry and safe on the land in inland Wisconsin building a sailboat . . . such a fearful device . . ."

"It was a thing assembled instinctively from scraps of lumber, a thing built by young Ole with care and accuracy. It was constructed 'out of his head', the family recalls. The only sailboats he had seen were in picture books."

"Andrew Evinrude saw it half built in back of the barn. Rage possessed him for he knew now he was fighting against something in Ole he could -15-

never understand. He destroyed the boat with an axe, hacking and chopping until it was mere kindling. He made Ole carry the kindling to the back stoop of the farm house and pile it neatly."

Ole Evinrude cried. He did not eat his dinner. He could not sleep. As he lay in his bed his mind and his heart could not let that sailboat remain piled alongside the back door. He knew of a flat spot on a wooded hill where he could build his boat again - a spot where his father would not see it and destroy it. He would have to steal the boards and the hammer and the nails one at a time and hide them from his father. This made Ole hurt inside for he was a good boy and he loved his father, but he also had Viking blood surging through his veins now.

"In the oak grove Ole went back to his labor of love. He worked hard for Andrew. Andrew marveled at the way his son responded to his every command. Andrew thought: 'It's good to discipline a boy now and then. Makes a man out of him.' Meanwhile, Ole was finishing a 16-foot sailboat."

"Ole built his boat in the oak grove instinctively, as he had built his first. At the time Ole was building his second boat, he figured out mathematical problems with a broad, blunt thumb moving along a carpenter's rule. He used a carpenter's rule as some people use an adding machine, or as an Oriental uses an abacus. Or as a carpenter uses a steel square, in which there is a vast world of mathematics."

"Until he died, Ole Evinrude always carried a carpenter's rule. He never owned a slide rule."

"Inevitably Andrew discovered the boat. Ole was absorbed in the finishing touches the evening his father walked into the grove. But this time, there was no scene. With a heavy heart Andrew accepted the inevitable. He talked calmly with his boy."

"The completed boat did not leak. Ole proved it to his father by filling the hull with water. The boat was ready to go. It had a spruce mast. It had a sail made from old canvas. And it did not leak. Once it soaked up the pails of water Ole poured into it, not a drop of water came through the seams."

"There was nothing Andrew could do except help Ole load the boat on the farm wagon and haul it to Lake Ripley in Jefferson county."

"Andrew remained on shore. Ole got in the boat. He shoved it beyond the shallows and hoisted his sail. He had never been in a sailboat before. While Andrew watched, Ole sailed his boat as though he had been sailing all his life."

"He was just 16 years old then."

"He sailed his boat instinctively. He had built it instinctively. It was a natural process. The Viking yeast was working . . ."

"Heaven knows what ancient Viking gods whispered to Ole that day on Lake Ripley. They must have been close to him. They must have told him when to duck as the heavy spruce boom swung across the gunnels, and when to head 'er into the wind."

"He had never been in a boat before."

"He was 16 years old."

"Andrew Evinrude knew now that he had lost. He knew that Ole was not for the land. He knew there was no use trying to get Ole to 'settle down.' He knew Ole would never be happy in the long Wisconsin winter sorting tobacco in a warehouse."

"The old Norse gods were moving in on Ole. They were elbowing Andrew out of their way. The Old Fellows who whisper in the rigging of tall ships took charge of Ole. The Old Fellows whispered to him: 'You've sailed your own boat. Now what are you going to do, Ole?'"

"They said: 'There are bigger boats to sail Ole . . .'"

CHAPTER TWO

"And so it happened that Ole Evinrude who was to become the world's genius of the outboard motor, and the founder of a new American industry, walked off the farm." And walk he did - the entire 20 miles to Madison, Wisconsin.

Fuller & Johnson, a farm machinery shop, hired the deadly earnest, sixteen year old, Norwegian boy for 50 cents a day. When Ole felt he had learned all of the tricks of the trade known by the Fuller & Johnson machinists, he moved on to another machine shop.

He had to keep learning - learning from people and learning from books. "At night after a day's work, Ole went to his boarding house and read engineering books. He studied algebra, calculus, and trigonometry under the light of an open gas jet . . ." He learned so fast that he became an expert mechanic in a very short time. "Of course the Old Fellows were helping him. They were always at him, goading him."

He left Madison for Pittsburgh, Pennsylvania. There he worked in the steel mills until he decided he knew more about steel than his employer.

So he left Pittsburgh for Chicago, Illinois. A tool works company hired him immediately, but later had little for him to do.

Feeling confident of his skills and abilities, he left Chicago for Milwaukee, Wisconsin. "His first step was to open a pattern shop. Despite his shyness, which made it impossible for him to assume the hard-boiled business front, it was not long before his skill was discovered and the E.P. Allis Company engaged him as a master pattern-maker and consulting engineer."

Ole began living in a colorful old boarding house operated by a firm-handed Mrs. Doyle. "When Ole began building his first engine, Mrs. Doyle not only permitted him to do it in the basement but she herself offered him advice and, in fact considered herself an indispensable assistant in the project. To the other boarders who pooh-poohed Ole's contraption Mrs. Doyle let it be known that 'the young man will build his ingen in Mrs. Doyle's basement and there'll come a day when he'll make it run and the rest of yez will be as proud of him as I am now!'"

"Indeed the day - or rather the night - did come when the 'ingen' ran. The boarders were at supper, enjoying Mrs. Doyle's home-cooked vittles by ample illumination from Welsbach gas mantles overhead. Ole, the star boarder whom Mrs. Doyle so well loved that she would let him come late to his meals, was down in the basement, his experimental engine hooked-

up to the gas feed pipe."

"Everything was all set. Ole gave the wheel a turn and the engine burst into an ear-splitting roar. It ran perfectly - and about as silently as a ten ton truck speeding across an old-fashioned bridge with loose planks. All of the gas supplying the house was sucked into the innards of the roaring motor and every light in the house went out."

"The explosions in the basement fairly rattled the dishes on Mrs. Doyle's table, frightening some 30 boarders out of their wits. But in the darkness and confusion and over the reverberations from the basement there was heard the voice of Mrs. Doyle - not too cool, but full of faith: 'Tis nothing but Ole's motor. I told yez it'd run! Now you'll excuse me while I go down in the basement and bate the ears off Mr. Evinrude.'"

"Thereafter no more motors were operated in Mrs. Doyle's basement."

CHAPTER THREE

Ole Evinrude now had the reputation of being able "to create anything from metal or wood." With the popularity of the horseless carriage increasing, Ole decided to build his own. "It was a four-cylinder, air-cooled friction drive job which successfully carried Ole over the sandy hills of the southern Wisconsin lake country to fishing places."

"He decided that what the automotive world needed was a standard gasoline engine. He designed and built the engine. The firm of Clemick & Evinrude was formed. It was a going concern. Included among the orders was one for 50 portable engines for the United States government."

Everything was going his way - the reputation of the best mechanic in Milwaukee, a prospering company, and a girl. Her name was Bess Emily Cary. She attended school all day and came to Clemick & Evinrude at night to do the bookkeeping. She "had a mind of her own" and soon knew she was in love with Ole Evinrude. He was in love with her also, but was so shy he could only "hem and haw and stutter" around her.

The Old Fellows had him trained so that he couldn't stop going forward even if he tried. Thus, he ended his partnership and formed his own company, the Motor Car Power Equipment Company. He was trying to build a standard motor plant for the horseless carriage, but he just couldn't do everything himself. He needed somebody to attend to the front office for him.

"Maybe Bess Cary would help . . . It was in his mind for weeks before he screwed up his courage to ask her. Bess said: 'I'll take care of your books, Ole.' Ole mopped away the perspiration on his face and went back happily to the machine shop, out back."

"Poor Ole was having a terrible time."

"In the first place he was in love and didn't know what to do about it."

"In the second place the new venture went badly for lack of capital to support it."

"And in the third place, the Old Fellows kept goading and prodding him - 'Farther, Ole.'"

"The Motor Power concern failed. Ole abandoned it. He was licked now. His father had been right after all. Ole should have stayed on the farm."

CHAPTER FOUR

"Ole was a failure."

"At his lowest ebb, busted, whipped, desolate, Ole's gods had not yet deserted him. They whispered to him again: 'Bess . . .'"

"Bess Cary . . . the same, constant one, who'd gone to school clear through the eighth grade and went out looking for a job after her parents died and someone had to look after the Cary kids. Bess, tiny Bess, never husky, but awful brave. Six Cary kids besides herself to look after and she with that Irish heart of hers assuming the job without a qualm or a complaint, and without a cry for help - at age 13."

"There was Bess . . . always Bess. The only thing Ole held against her was that she got through the eighth grade, while he had got no farther than the third grade himself."

"'Bess . . .' the Old Fellows kept whispering to Ole."

"Ole did not ask her right away. He went back to his old trade as pattern-maker in an old beat-up shop near Milwaukee's Kinnickinnic River. It was typical of Ole that he would not ask another to help him unless he had something to offer in return. That's why he waited until he had a little money before he asked Bess if she would be his wife."

Bess was 20 years old when she and Ole (then 29) eloped. It is recorded in family history that Ole was too shy for a big, fancy wedding. Bess married a man who was almost broke - a man "who had failed twice to convert his mechanical genius into hard cash."

"The Old Fellows must have loved how things were going now. They kept chanting: 'Farther, Ole . . .'"

"It was easier for Ole now."

"He had Bess!"

Ole flung himself into his work as pattern-maker. He had a little shop near old Ferry and Pittsburgh Streets in Milwaukee. J. C. Busch, retired machine shop owner tells how it was. His eyes dance when he speaks of Ole Evinrude:

'He was a crackerjack, a hell of a square man. What he didn't know about gas engines nobody knew. I was in debt over my head and rented Ole shop space. He was poorer than I. I trusted him. He never forgot it.'

'That old shop was torn down long ago. It was just a dump. Ole got his power from a belt going up through the floor. He heated it with a pot-bellied stove. I've seen him stay with a job until he staggered on his feet. He'd forget to eat.'

'His wife would phone him and urge him to come home for supper. He'd say: 'Soon as I can, Bess.' Then he'd go back to work and keep going until he licked the job.'

And hard he worked on his newest idea: a gasoline motor hitched up to a propeller. If this contraption was stuck on the end of a rowboat you wouldn't have to row against the wind. This idea came to Ole as he rowed against the wind two miles to deliver "liquid" ice cream to his Bess one Sunday afternoon.

"The contraption which he made was not the first outboard motor in the world. The Germans had built a ponderous one, and another concern had built one and put it on sale. Both had failed. Bess Cary's brother Russ remembers how it was then:

'I was Ole's apprentice boy in the pattern shop. My brother Bob, now test engineer, was shop handy man. Ole did pattern-work in exchange for material for his first motor. When he finished it, Bess said it looked like a coffee grinder.'

'Ole and I took the motor down to the Kinnickinnic River at the foot of National Avenue. Never will forget it. We rented an old tub for 50 cents. That was real money.'

'We clamped on the motor and started 'er up.'

'It was April, 1909. The big coal boats were outfitting for the season. We passed a half dozen of them tied up at the docks. The crews came running to look down at us.'

'They waved and yelled, but we couldn't hear them. They'd look over the side at us going by as though they couldn't believe what they saw. They'd wave, and when Ole'd open 'er up, they'd wave harder.'

'Couldn't hear a word they said. Those deck hands were all for us.'

"Thus it was that an audience of deckhands on the greasy Kinnickinnic River witnessed the premier of the world's first successful outboard motor."

"Ole went home excited. He poured it all out to Bess - how it shoved that old rowboat at five miles an hour! Bess said: 'Fine, Ole. What will you do with it now you've got it?'"

The inventor had no answer! Bess urged him to make another one, an even better one. So, between pattern making for others, he built Evinrude Motor #2. He loaned this motor to a friend for the weekend. When his friend returned the motor he had an order for 10 more, and the cash to pay for them!

CHAPTER FIVE

Ole made all ten motors by hand. Each weighed 62 pounds and each was priced at \$62.00. "Sixty-two pounds of hand-built Evinrude mechanical genius at one dollar per pound."

"Orders poured in, so that Ole did less and less pattern making for others. When 25 of them had been sold and were churning up the waters-20-

of Pewaukee and other nearby lakes. Bess sat down and wrote an advertisement which was inserted in a Milwaukee paper: 'DON'T ROW! THROW THE OARS AWAY! USE AN EVINRUDE MOTOR!'

"Bess had made a little study of the motor that had failed. She learned that it was not at all like her Ole's motor, and further, that the makers had adopted the slogan: 'Don't Be Afraid of It!'"

Bess howled out loud when she discovered that negative slogan. Then she sat down, and with full confidence in her husband, wrote that history-making ad: 'THROW THE OARS AWAY!'"

"Since that ad was published, millions have thrown the oars away in favor of Evinrude-made motors."

The orders began to pour in and additional space had to be rented for the factory. Ole was completely happy manufacturing them with Bess in the front office handling the advertising and bookkeeping.

As well as handling all the details of the front office management, Bess had to care for their young son, Ralph - their only child. She was not well, but "by now of course the Old Viking Fellows who whisper in the rigging of ships had opened up a direct line to Bess Cary."

"In that first little factory things were just like they used to be when the immaculate Bess was keeping the books for Clemick & Evinrude and Ole was out in the shop wearing greasy overalls. Bess' brother Russ recalls: 'They were the happiest couple in Milwaukee. They were happy when they were broke. They were happy when they were rich.'"

CHAPTER SIX

"The firm of Evinrude, or rather the firm of Ole and Bess did so well that it moved to new quarters in 1911. The Evinrude motor was a spanking success, on the way to becoming a national institution."

"In the fall of 1911 came the end of the boating season. Orders dwindled, disappeared. And there were Ole and Bess with a full-fledged factory on their hands. They had people working for them who had to be paid every week. They were people just like Ole and Bess, with families to raise, mouths to be fed. They were loyal, faithful people. They had to eat."

While Ole continued working at the Walker Street factory Bess wrote scores of letters hunting for new markets for the Evinrude motor. The market had always been largely in the United States, so it was amazing that an export company that delivered goods to Norway and Sweden "decided to risk taking a few motors. As it turned out, the export company couldn't get enough Evinrude motors to supply the overseas demand. The people of the fjords went for Ole Evinrude's motor as unerringly as Ole had sailed his own boat on Lake Ripley."

"It was unbelievable. The Evinrude plant was running full blast. All the employees met their bills, and the Evinrude Company like a prize fighter almost counted out, was on its feet - winning!"

"How that shot in the arm came about is another incredible chapter in the Evinrude saga. Knowing it makes one wonder if the Old Vikings were

on the job in that New York export office."

A young clerk in the export firm, Oluf Mikkelsen, saw the letter from Bess in his superior's wastebasket. He persuaded his boss to take a chance on the motor. "The boss was sold and in no time at all young, sharp Oluf Mikkelsen wrote a letter which started out:

"'Mr. B. Evinrude --'"

"In the course of time, bright young Oluf Mikkelsen, who himself had gone hungry in New York looking for work, formed the outboard distributing house of Oluf Mikkelsen. Ole and Bess liked him and today (1947) the Mikkelsen establishment on New York's Fourth Avenue stands as a monument to the vision of a young immigrant who picked a letter from B. Evinrude out of a waste basket."

"By now the Old Viking Fellows were laughing out loud - 'Little Ole shipping motors back to Norway where he was born!'"

For three years, the firm of Ole and Bess poured outboard motors at the world. Competitors, savoring the rich scent of quick profits, came and went in the picture. The name Evinrude went 'round the world. So well did Ole and Bess deliver the goods that to this day Evinrude is synonymous with outboard, just as Kodak is with camera."

"Ole and Bess turned out thousands of motors - Bess in the front office, Ole out back testing each motor in a tank to make sure it was perfect."

"They were very happy. They had come a long way."

CHAPTER SEVEN

In 1913, Bess' health failed and she could no longer come to the office. Ole had to trade his overalls for pressed pants and enter the front office world of the business. The company continued to flourish but Ole was unhappy without Bess at his side all day. He sold the company.

"Fred Huehn, close friend of Ole, remembers how it was then -

'Ole sold out when he was on top of the world. I knew his wife was sick even if Ole never told me. I knew. I knew him so well I could tell when he walked up my steps how tired he was. When Ole figured he was all wore out, I'd broil him a lake trout with bay leaves and onions.'

'After he sold out he bought a great big Packard. It was half as long as a street car. He made that car all over again. I used to go down and watch him working on the Packard. It had wheels so high! When he got through re-building that car - well, Packard ain't yet made an automobile like it.'

'It was good for 50 miles an hour. You could sleep in it. You could open up the back end and there was a restaurant!'

"Ole and Bess climbed into the Packard and drove west with young Ralph sitting between them."

"Transcontinental motor travel in 1913 was rugged. Highways were unmarked. Hard-surfaced highways were few and far between. There were -22-

motorist's guide books which showed the driver how to go:

'Turn left at the red barn, continue for six miles and go right on dirt road branching off where new silo stands . . .' Ole and Bess and Ralph in the Packard loved it. It was adventure and the two Evinrudes were so used to trying the new thing now that anything tame would have palled."

"When they got tired of bucking sand and hills and mud, they pulled the car up alongside the road and camped on the spot. In the course of their long journeying, Ole re-outfitted the Packard. If a piece of equipment proved inadequate, he got rid of it, or made it over to suit himself."

"It was a good thing Ole was doing the driving, and that he knew machinery and how to make it work. When they got stuck, Ole used his mechanical ingenuity to move the heavy car. He never let Bess do a thing. This was a journey in search of health for Bess."

And Bess did grow stronger little by little. In the fall of 1915 they went to Florida. Ole bought a small cabin cruiser. "It was his first chance to enjoy boating since his sailing on Lake Ripley." The Evinrudes had such a happy time on the boat that Ole decided they must have a larger one built for extensive cruising.

"So he designed the 42-foot Bess Emily. He designed the engine too - a powerful V-8, highly advanced for its day. With this able boat the Evinrudes cruised the Great Lakes all the summer of 1917."

Now that Bess was much stronger, the family went to Louisiana for the winter. "It must have been then that the Old Fellows decided it was time for Ole's wonderful vacation to end."

"In the comfortable hotel room in New Orleans, the old restlessness hit Ole . . . hard! Ideas that had been quietly germinating during those happy years began to seethe in his brain."

"He must have a drawing board."

"Bess watched familiar shapes appear on big sheets of drawing paper. Ole poured out the mechanical details to Bess, and Bess, with color in her cheeks, said: 'H-m-m-m-m-m . . .'"

CHAPTER EIGHT

"Back they went, the perfect partners, to Milwaukee. Ole full of the mechanics of his new outboard motor, and orderly, quick-thinking Bess with her mind once more on business matters."

"Others had come into the outboard field with one-lunger motors, quite like Ole's first one, down to the single ring on the single piston. Various models came and went."

"The firm of Ole and Bess settled down in Milwaukee and made the dirt fly. They could well afford it. Bess was her old self, and Ole had a new idea. Kipling had people like Ole in mind when he wrote:

'They copied all they could follow
But they couldn't copy my mind,

And I left 'em sweating and stealing,
A year and a half behind.'

"Ole's mechanical brainstorm was a lightweight outboard motor with TWO cylinders. The pessimists had a field day - "

But the pessimists were certainly proven wrong when Ole's motor hit the market in 1921. The name of this new phenomona was coined by Bess from the first letters of Evinrude Light Twin Outboard: ELTO.

"Ole got back in overalls and bess took over the front office. They were in their element again. Tens-of-thousands of Eltos were sold and to this day the Evinrude people in Milwaukee are re-conditioning ancient Eltos because they are terribly proud of any motor Ole and Bess turned out."

"For years the partners were terrifically busy. Even in their hours of relaxation. Their summer place at Oconomowoc Lake, with its big boat-house and fleet of boats was practically a laboratory and test course for the factory."

"Ole engineered many new Elto models. As interest in racing grew, he designed fast motors."

"In 1928, again boldly stepping beyond the field, he brought out the first four cylinder outboard. Instantly it became the fire ball of the outboard world. It was the granddaddy of all the blue-blooded 'fours' which are today the pride and joy of the Evinrude organization."

With Elto becoming "big business", one person could no longer handle all the details of the front office. Bess, therefore, had to set up an entire business operation to handle finance, sales, and advertising. She supervised the entire organization, but never was a major decision made without a thorough discussion with Ole.

Bess signed her name "B. Evinrude" in the beginning days to hide her sex. "For years and years, she received answering letters which went like this:

Mr. B. Evinrude
Elto Outboard Motor Company
Dear Mr. Evinrude:

"Hundreds of business men to this day remember the time they went into the Elto plant to see 'Mr. B.' and were met by a smiling woman who could never quite hide her amusement at their confusion."

A pair like Ole and Bess couldn't escape publicity for long. "In due course, the newspapers and magazines burgeoned with stories of 'the perfect partnership.' The perfect partners just kept on making the best outboard motors they knew how to build."

"Ole and Bess had the world by the tail, and it was a good world."

"They had kept their factories going. They had fought and licked illness. Together they had proved that men and women are partners, that it is up to both of them to pitch in together."

"With the Elto organization stepping faster and faster, in 1929 the logical thing happened. The Evinrudes' old company, and their new one, were joined in happy marriage, absorbing a third manufacturer in the process."

"Ole became President."

Ole and Boss
Evinrude



****CHAPTER NINE****

"Then Bess faced and made a difficult decision. As far as business was concerned, she made up her mind that it was time to dissolve the partnership. She had helped Ole to the topmost rung of the ladder. Now there were many able men, many trained by herself, all devoted to Ole, to carry on for her. She was tired, and she was not well. Ole moved into a big new front office, but there was no Bess smiling across the big desk."

Ole and Bess' dream ship, Bess Emily III, had been finished the year before and was a home afloat. Ole couldn't stay in the office without his wife, so they set out again to enjoy their happy cruising life.

Bess Emily III explored the far shores of the Great Lakes, the rugged island-studded coasts of North Channel and Georgian Bay, and the tricky passages of Whalesback, MacGregor, Whitefish, and Bay Finn. They made friends everywhere and found a deep contentment.

But Bess' health began to fail again. She died on Saturday, May 13, 1933. Ole was desolate and "those who knew him best think he was never again his old self."

"Outwardly there was no visible change in Ole after Bess' death. He went back to the big plant north of Milwaukee's Capitol Drive. Once more his blunt right thumb measured off on a carpenter's rule, and bright young research engineers in the plant wondered how it was that he could calculate to the thousandth of an inch in that fashion."

"Some days he sat in the front office, just doing nothing. It made little difference now, in the plant. The Evinrude company was so thoroughly founded, so well-manned, so efficient, that it plunged along famously. Actually, it was bigger than Ole or Bess ever dreamed it could be. The perfect partners seem never to have known completely how well they had built."

Ole became more shy, more of a loner than ever before. He busied himself with overhauling the Bess Emily III's engines, amateur photography, and marksmanship. He clung to his old friends of his struggling days.

"Never talkative, but a good listener, Ole talked less than ever after Bess died. Big, friendly Fred Huehns, who can talk a blue streak, tried hard to make it appear that things were 'just like they used to be.' Never, after Bess died, did Fred mention her name in Ole's presence; nor did Ole. They kept up the fiction of 'everything as usual' until, Fred recalls:

'Ole came to see me. When he walked up the steps I knew something was wrong. Mind you, I've seen Ole tired many times, like when he was just starting out and working hard enough to kill an ordinary man.'

'I said "Ole, what's the matter?" He said: "I'm just a little tired, Fred." That's the first and last time I ever heard Ole Evinrude admit he was tired. I knew something was wrong, but I didn't know any way to help. I knew he was a lonely man. What could I say, or do about it? You just don't barge in on a man like Ole with advice. He was living by himself.'

'I said: "Ole, let's go catch the biggest lake trout in Lake Michigan and have a feed." He said he was too tired. He went home, and I never saw him alive again. Several days later, I picked up the paper. He -26-

died suddenly. Only one thing ever happened to me that upset me more than that. I lost a boy in the war.'

"Fourteen months after Bess died the Old Fellows came for Ole."

"There was a great-to-do. Newspapers assigned star reporters to write the story. Officials, engineers, draughtsmen, mechanics and the floor sweepers and janitors in the Evinrude factory went to the funeral."

"Tool-makers, carpenters, truck drivers, electricians, molders were there. Every good mechanic in town was there."

"The Old Viking Fellows had Ole all to themselves now. They had not deserted him. They took him in and whispered:

'Bess.'

"I think that's how it was."

Gordon MacQuarrie

AOMCI received permission from Evinrude to paraphrase and reprint the story of Ole Evinrude and the Old Fellows by Gordon MacQuarrie. We would like to thank Jim Webb for obtaining this permission for us. We would also like to thank Charles Hansen for loaning us his copy of this book.





1915 EQUIPMENTS AND PRICES

EVINRUDE DETACHABLE
ROWBOAT MOTORS.

All motors equipped with Built-in Magneto and genuine Maxim Silencer.

Model	EVINRUDE STANDARD	2 HP	3½ HP
"A"	Standard Reversible, <i>with</i> Automatic Reverse	\$80.00	\$110.00
"B"	Standard Reversible, <i>without</i> Automatic Reverse	70.00	95.00
EVINRUDE COMMERCIAL			
Made in one size, 2 HP only.			
"C"	Commercial Reversible, <i>with</i> Automatic Reverse	70.00	
"D"	Commercial Reversible, <i>without</i> Automatic Reverse	60.00	
We recommend magneto ignition but can furnish the old style coil and battery ignition at a reduction of \$5.00 from above prices.			

EVINRUDE DETACHABLE
CANOE MOTORS.

All motors equipped with Built-in Magneto and genuine Maxim Silencer.

Model	EVINRUDE STANDARD	2 HP	3½ HP
"E"	Standard Reversible, <i>with</i> Automatic Reverse	80.00	110.00
"F"	Standard Reversible, <i>without</i> Automatic Reverse	70.00	95.00
EVINRUDE COMMERCIAL			
Made in one size, 2 HP only.			
"G"	Commercial Reversible, <i>with</i> Automatic Reverse	70.00	
"H"	Commercial Reversible, <i>without</i> Automatic Reverse	60.00	
We recommend magneto ignition but can furnish the old style coil and battery ignition at a reduction of \$5.00 from above prices.			

ATTACHMENTS WHEN PURCHASED SEPARATELY.

	2 HP	3½ HP
Automatic Reversible Attachment complete..... (Applicable to any of above motors and any 1913 and later models)	\$10.00	\$15.00
Extra for Labor installing and attaching same.....	2.50	2.50
Magneto (Applicable to all motors except 1912 and earlier models)....	20.00	25.00
Extra for Labor installing and attaching same.....	2.50	2.50



EVINRUDE MOTOR CO.



DIMENSIONS OF PRINCIPAL PARTS OF EVINRUDE MOTORS

PART	Models A-B-C-D-E-F-G-H	
	2 HP	3½ HP
Cylinder, bore, ground to ½ thousandth inch.....	2⅝"	3¼"
Cylinder, stroke.....	2½"	3"
Upper crank shaft bearing diameter.....	3⅝"	4"
Upper crank shaft bearing length.....	3"	3⅝"
Lower crank shaft bearing diameter.....	3⅝"	4"
Lower crank shaft bearing length.....	4⅝"	4½"
Crank diameter.....	7⅝"	1"
Crank length.....	1½"	1⅝"
Driving shaft diameter.....	5⅝"	3⅝"
Driving shaft length.....	14½"	18½"
Propeller shaft diameter.....	5⅝"	3⅝"
Propeller shaft length.....	7⅝"	8¼"
Thrust bearing diameter.....	1"	1"
Thrust bearing length.....	1⅝"	1⅝"
Piston Pin diameter.....	5⅝"	3⅝"
Piston Pin length.....	2½"	3"
Propeller diameter, outside.....	9½"	11½"
Propeller diameter, pitch.....	13"	15"
Flywheel diameter.....	9¼"	11½"
Speed, working conditions—minimum.....	300	200
Speed, working conditions—maximum.....	700	500
Tank capacity in pints.....	7	14
Maximum extension of driving shaft.....	4½"	6"

WEIGHT IN POUNDS OF EVINRUDE MOTORS.

MODELS	A		B		C	D	E	F	G	H
Horse Power.....	2	3½	2	3½	2	2	2	2	2	2
Net Weight.....	70	115	67¾	106	70	67¾	60	60	70	67¾
Boxed Weight.....	110	165	100	156	110	100	100	100	110	106

USEFUL INFORMATION

A U. S. gallon of fresh water weighs 8.33 pounds and contains 231 cubic inches.
 A cubic foot of water (1728 inches) contains 7.481 U. S. gallons. 33½ gallons = 1 barrel.

CAPACITY OF ROUND GALVANIZED STEEL TANKS.

Diameter Feet	Height Feet	Capacity Gallons	Diameter Feet	Height Feet	Capacity Gallons	Barrels
5	5	675	6	6	1200	38
5	6	810	6	8	1600	50
5	8	1096	8	5	1800	57
6	4	768	8	6	2133	67
6	5	966	8	8	2854	90
7	2	486	8	10	3592	114
8	2	691	10	8	4580	145
10	2	1089	10	10	5680	180

RIVER RUN and SCHEDULE

by Walter Verner

It is interesting to note that back in 1968 then-member Chris Owen was trying to promote an antique outboard run down the Mississippi River. Few people know that ever since the famous race between the Natchez and the Robert E. Lee in the mid 1800's a race against time has been going on.

There used to be a race leaving New Orleans on July 3rd with an overnight stop in Greenville, Mississippi and arrival in St. Louis late the afternoon of July 4th. Big Bill Petty of Wapakoneta, Ohio is the current record holder of this race with a time of 22 hours and 27 minutes for the 1,038 mile run. But remember, this is running in daylight hours only.

The real record for a straight through run is currently held by Capt. Nick Cioli of New Orleans and the Tedford brothers of Little Rock, Arkansas with a time of 26 hours and 50 minutes. The run was made in a Catamaran hull with two 125 horse power Evinrudes.

I've personally felt that one man in a fast, seaworthy racing hull could beat this time, mainly because the pit stop time would be greatly reduced. The boat and motor combination would have to have a minimum top speed of 55 miles per hour.

Just for fun, let's rig up John Harrison's 58 mile per hour set-up that he ran at the National Meet and try to beat the record. We would need 8 six gallon tanks, 4 for the boat and 4 for the crew running on shore to fill between stops, a fuel crossover system, auto-pulse, 3 spare wheels, spark plugs, shear pins, pull ropes, 7 x 35 night glasses, two seal-beam lights on boat, one hand held spot light, and a 12 volt battery for lights. I'm assuming a fuel burn of 8 gallons per hour, so 4 six gallon tanks should give three hours running at top speed - a safe margin according to the pit stop schedule.

So, we leave New Orleans on the day of the first full moon after July 1st, at 4:00 p.m. This time of year is usually picked because of low water river conditions and little chance of fog. The 4:00 p.m. starting time allows for clearance of the ship traffic between New Orleans and Baton Rouge before dark and allows for maximum daylight running. Assuming everything stays together and the engine will start after each pit stop, the run will be made according to the following schedule and we will beat the existing record by two hours. Let's go!

OKAY John, Walter wrote the article and set up the schedule, now we're waiting for you. Walt Ellis

**Typhoon**

36 Miles per Hour



	Mileage	Speed	Running Time	Elapsed Time
Leave New Orleans				4:00 p.m.
New Orleans, La. - Baton Rouge, La.	135	55mph	2hr. - 30 min.	6:30p.m.
Pit Stop			15 min.	6:45p.m.
Baton Rouge, La. - Natchez, Miss.	133	55mph	2 hr - 30 min.	9:15 p.m.
Pit Stop			15 min.	9:30 p.m.
Natchez, Miss. - Vicksburg, Miss.	74	45mph	1 hr. - 40 min.	11:10 p.m.
Pit Stop			15 min.	11:25 p.m.
Vicksburg, Miss. - Greenville, Miss.	100	35mph	2 hr.-50 min.	2:15 a.m.
Pit Stop			15 min.	2:30 a.m.
Greenville, Miss. - Helena, Ark.	125	35mph	3hr. - 30 min.	6:00 a.m.
Pit Stop			15 min.	6:15 a.m.
Helena, Ark. - Memphis, Tenn.	73	50mph	1 hr. - 30 min.	7:45 a.m.
Pit Stop			15 min.	8:00 a.m.
Memphis, Tenn. - Caruthersville, Mo.	113	50mph	2 hr. - 15 min.	10:15 a.m.
Pit Stop			15 min.	10:30 a.m.
Caruthersville, Mo. - Cairo, Ill.	111	50mph	2 hr. - 15 min.	12:45 p.m.
Pit Stop			15 min.	1:00 p.m.
Cairo, Ill. - Chester, Ill.	109	50mph	2 hr. - 15 min.	3:15 p.m.
Pit Stop			15 min.	3:30 p.m.
Chester, Ill. - St. Louis, Mo.	65	50mph	1 hr. - 20 min.	4:50 p.m.

EVINRUDE MOTOR COMPANY
2724 27th St. Milwaukee, Wis.
Division of Briggs & Stratton Corporation—World's largest builders of portable gasoline engines.

EVINRUDE

3 to 45 M.P.H.




1929

1038

Average Speed
41.8 MPH

24 hr. - 50 min.



WORLD'S greatest sport — "Evinruding!" More fun than flying. More thrills at 30 than from a car at 60 M. P. H. Evinrude — world's fastest twin last year and winner of most endurance runs, offers still more power, more speed, — features for 1929.

OCTOBER, 1929
Vol. XLIV, No. 4

MOTOR
BOATING

Edited by
CHARLES F. CHAPMAN

a RECORD of ENDURANCE by CAILLE

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



Refueling in mid-lake! To achieve Caille's record-shattering endurance performance the motor had to be refueled while the boat was in motion. In rough water, passing the gasoline can was difficult work.

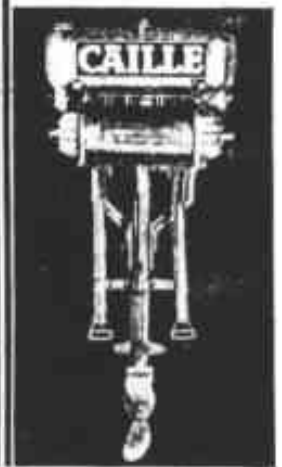


C. R. Clark and Von Bauer, plucky pilots of the Caille powered boat which ran for 98 hours and 42 minutes without stopping, at Lake Winona, Winona, Minn.

98 HRS. 42 MIN.

RUNNING TIME...MOTOR STILL PERFECT

Here's a record for endurance, stamina and dependability which is nothing short of phenomenal. 98 hours and 42 minutes of constant running—and never a single miss. Think of it. *Four days and four nights of continuous operation*—and the motor functioning as perfectly at the finish as at the start. This Caille record is very significant to every outboard motor enthusiast. It shows that Caille has the extra stamina to withstand the most gruelling service to which you can subject it—and still be ready and fit for more such service. You may never want to put your Caille to a comparable test—but it's fine to know Caille endurance is behind you—and that whatever the emergency you can depend upon your Caille to come through 100%.



Replica of the Caille Commander Model 31 which set the breath-taking endurance record. After 98 hours and 42 minutes of continuous performance the motor was still in perfect running order.

CAILLE MOTOR COMPANY

6210 Second Blvd., Detroit, Mich.

BROOKLURE

Spiegel, Inc.
Manufactured by GALE PRODUCTS

MODEL	SERIAL NUMBER	BORE & STROKE	H.P.	SPARK PLUG	RETAIL PRICE
		<u>1950</u>			
"150"	230-50-1	1 5/8 --1 1/2	1.5	J6J	49.50
"300"	230-50-3	2 1/8 --1 1/2	3	J6J	79.95
"500"	230-50-5	1 15/16--1 1/2	5	J6J	112.50
"1200"	230-50-12	2 3/8 --2 1/4	12	J6J	185.50

BUCCANEER

Manufactured by GALE PRODUCTS

1950

1B10		1 5/8 --1 1/2	1.5	J6J	64.50
1B9		2 1/8 --1 1/2	3	J6J	87.75
2B7		1 15/16--1 1/2	5	J6J	129.75
2B8		2 3/8 --2 1/4	12	J6J	219.75

CHAMPION

Manufactured by CHAMPION OUTBOARD MOTOR COMPANY

1941

S1G		2 1/8 --1 3/4	3	H10	44.95
D1G		2 1/8 --1 3/4	3	H10	54.95
S4G		2 1/4 --1 3/4	3.6	H9	54.95
D4G		2 1/4 --1 3/4	3.6	H9 Com	62.95
2G		2 1/8 --1 9/16	5.3	7	84.95
3G		2 1/8 --1 3/4	6.1	H10	99.95
M1G		2 1/8 --1 3/4	3	H10	44.95
M4G		2 1/4 --1 3/4	3.6	H9	54.95
M2G		2 1/8 --1 9/16	5.3	7	84.95

1942

1H		2 1/8 --1 3/4	3.9	H10	62.95
2H		2 1/8 --1 9/16	5.8	7	109.95
3H		2 1/8 --1 3/4	7	H10 Ch	149.95

MODEL	SERIAL NUMBER	BORE & STROKE	H.P.	SPARK PLUG	RETAIL PRICE
<u>1946 - 1947</u>					
1J		2 1/16 --1 3/4	4.2	7	127.00
2J		2 1/16 --1 3/4	4.2	7	139.50
<u>1948</u>					
1K		2 1/16 --1 3/4	4.2	7	127.00
2K		2 1/16 --1 3/4	4.2	7	139.70
4K		2 1/8 --1 3/4	7.9	7	188.30
<u>1949</u>					
1K Standard Single		2 1/16 --1 3/4	4.2	7	134.70
2K Deluxe Single		2 1/16 --1 3/4	4.2	7	149.70
4K Deluxe Lite Twin		2 1/8 --1 3/4	7.9	7	198.30
4KS		2 1/8 --1 3/4	7.9	H17A	250.00
<u>1950</u>					
1L		2 1/16 --1 3/4	4.2	7	132.50
2K		2 1/16 --1 3/4	4.2	7	147.50
2L-HD		2 1/16 --1 3/4	4.2	7	172.50
4K		2 1/8 --1 3/4	7.9	7	195.00
4L-HD Super		2 1/8 --1 3/4	7.9	7	220.00
4LS		2 1/8 --1 3/4	7.9	H16A	250.00

CHRIS-CRAFT

Manufactured by CHRIS-CRAFT OUTBOARD MOTORS

<u>1949</u>					
Model J		2 --1 1/2	5.5	J8J	185.00
<u>1950</u>					
Model K		2 1/2 --2 1/32	10	J8J	315.00
Model J		2 --1 1/2	5.5	J8J	185.00

CORSAIR

Manufactured by SCOTT-ATWATER

<u>1948</u>					
4820	4820 Series	2 1/8 --1 3/4	3.6	H10J	104.95
4821	4821 Series	2 1/8 --1 3/4	3.6	H10J	119.95
4823	4823 Series	2 --1 3/4	7.5	H10J	169.50
<u>1949</u>					
4921	4921 Series	2 1/8 -- 1 3/4	4	H10J	139.95

MODEL	SERIAL NUMBER	BORE & STROKE	H.P.	SPARK PLUG	RETAIL PRICE
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1949 Con't.

4927	4927 Series	1 11/16--1 43/64	5	H10J	169.95
4923	4923 Series	2 --1 3/4	7.5	H10J	189.95

1950

5020		2 1/8 --1 3/4	3.6	H10J	89.95
5021		2 1/8 --1 3/4	4	H10J	139.95
5027		1 11/16--1 43/64	5	H10J	169.95
5023		2 --1 3/4	7.5	H10J	189.95

ELGIN WATERWITCH

Manufactured for SEARS, ROEBUCK AND COMPANY

1941

571.50	T100001-T100600	2 3/8 --2 1/8	10	H10	129.95
571.35	AC13001-AC17442	1 1/2 --1 3/8	1	H10	24.95
571.41	S57001-	2 --1 7/8	3	J8	39.95
571.42	S65104				
571.43					
571.13	S45001-	2 1/4 --1 7/8	3.5	J8	53.45
571.14	S52603				
571.24	T30001-T30103	2 1/4 --1 7/8	5.75	J8	73.95

1942

571.15	S90001-S92355	2 1/4 --1 7/8	3 1/2	J8	73.95
571.36	AC18001-AC20724	1 1/2 --1 3/8	1	H10	28.50

1942 - 1945

571.44	S65201-S69979	2 --1 7/8	3	J8	45.95
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1945

571.44W	S70001-S78000	2 --1 7/8	3	J8	45.95
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ELGIN

Manufactured for SEARS, ROEBUCK AND COMPANY

1946

571.58301	301-1 Plus	1 1/2 --1 3/8	1.25	C13	56.50
571.58401	401-1 Plus	2 --1 9/16	2.5	C13	76.50
571.58501	501-1 Plus	1 3/4 --1 9/16	3.5	C13	107.95
571.58601	601-1 Plus	2 --1 11/16	5.5	C13	124.95

MODEL	SERIAL NUMBER	BORE & STROKE	H.P.	SPARK PLUG	RETAIL PRICE
<u>1947</u>					
571.58521	521-1 Plus	1 3/4 --1 9/16	3.5	C13	120.95
571.58611	611-1 Plus	2 --1 11/16	5.5	C13	129.95
571.58621	621-1 Plus	2 --1 11/16	5.5	C13	134.95
<u>1948</u>					
571.58701	701-1 Plus	2 --1 11/16	6	C13	94.50
571.58721	123000	2 --1 11/16	6	C13	136.95
<u>1949</u>					
571.58541	541-1 Plus	1 3/4 --1 9/16	5	C13	125.00
571.58731	731-1 Plus	2 --1 11/16	7	C13	140.00
<u>1950</u>					
571.58301	301-1 Plus	1 1/2 --1 3/8	1.25	A4-120	55.00
571.58401	401-1 Plus	2 --1 9/16	2.5	A4-120	75.00
571.58531	531-1 Plus	1 3/4 --1 9/16	5	A4-120	94.50
571.58551	551-1 Plus	1 3/4 --1 9/16	5	A4-120	119.50
571.58741	741-1 Plus	2 --1 11/16	7.5	A4-120	140.00
571.58821	821-1 Plus	2 9/16 --2 21/64	16	A4-120	277.00

EVINRUDE-ELTO

Manufactured by EVINRUDE MOTORS

<u>1941</u>					
Mate	426303001 Plus	1 1/8 --1	.5	H10	29.95
Ranger	426504001 Plus	1 3/8 --1 3/8	1.1	H10	47.50
Sportsman	436400001 Plus	1 3/4 --1 35/64	2	H10	65.50
Sportwin	436800001 Plus	1 3/4 --1 3/8	3.3	H10	99.50
Zephyr	435905000 Plus	1 1/2 --1 3/8	5.4	J6J	127.50
Lightfour	431503001 Plus	1 3/4 --1 35/64	9.7	M5	185.00
Sportfour	903500001 Plus	2 --2	17.4	M5	255.00
Speeditwin	603900901 Plus	2 3/4 --2 1/2	22.5	M5	280.00
Speedifour	703100501 Plus	2 1/2 --2 1/2	33.4	M5	347.50
Cub	426403851 Plus	1 1/8 --1	.5	H10	26.50
Pal	426607001 Plus	1 3/8 --1 3/8	1.1	H10	37.50
Ace	435100001 Plus	1 3/4 --1 35/64	1.8	C7	47.50
Handitwin	435700001 Plus	1 3/4 --1 3/8	3	C7	68.50
Lightwin	431303001 Plus	2 --1 5/8	5	M6	99.50
<u>1942</u>					
Sportsman	436405001 Plus	1 3/4 --1 35/64	2	H10J	74.50
Sportwin	436805001 Plus	1 3/4 --1 3/8	3.3	H10	99.50
Zephyr	435910000 Plus	1 1/2 --1 3/8	5.4	J6J	144.50
Lightfour	431508001 Plus	1 3/4 --1 35/64	9.7	M5	205.00
Sportfour	903500001 Plus	2 --2	17.4	M5	280.00
Speeditwin	603902001 Plus	2 3/4 --2 1/2	22.5	M5	310.00
Speedifour	703100501 Plus	2 1/2 --2 1/2	33.4	M5	385.00

MODEL	SERIAL NUMBER		BORE & STROKE		H.P.	SPARK PLUG	RETAIL PRICE
<u>1946</u>							
Ranger	433400001	Plus	1 3/8	--1 3/8	1.1	H10J	67.50
Sportsman	441200001	Plus	1 3/4	--1 35/64	2	H10J	90.75
Sportwin	437130001	Plus	1 3/4	--1 3/8	3.3	H10J	118.75
Zephyr	437800001	Plus	1 1/2	--1 3/8	5.4	J6J	158.75
Zephyr	438100001	Plus	1 1/2	--1 3/8	5.4	J6J	167.75
Lightfour	438300001	Plus	1 3/4	--1 35/64	9.7	M5	225.50
Lightfour	438900001	Plus	1 3/4	--1 35/64	9.7	M5	236.50
Speeditwin	603905001	Plus	2 3/4	--2 1/3	22.5	M5	341.00
Speedifour	703103001	Plus	2 1/2	--2 1/2	33.4	M5	432.00
Big Four	801400001	Plus	2 3/4	--2 1/2	50	R7-64C	575.00

<u>1947</u>							
Ranger	440700001	Plus	1 3/8	--1 3/8	1.1	H10J	74.50
Sportsman	441600001	Plus	1 3/4	--1 35/64	2	H10J	99.50
Sportwin	442100001	Plus	1 3/4	--1 3/8	3.3	H10J	122.50
Zephyr	440440001	Plus	1 1/2	--1 3/8	5.4	J6J	182.50
Lightfour	438916001	Plus	1 3/4	--1 35/64	9.7	M5	260.00
Speeditwin	603910001	Plus	2 3/4	--2 1/2	22.5	M5	350.00
Speedifour	703104001	Plus	2 1/2	--2 1/2	33.4	M5	435.00

<u>1948</u>							
Sportsman	442500001	Plus	1 5/8	--1 1/2	1.5	H10J	98.50
Sportwin	442300001	Plus	1 5/8	--1 1/2	3.3	J6J	147.50
Zephyr	440400001	Plus	1 1/2	--1 3/8	5.4	J6J	182.50
Lightfour	438916001	Plus	1 3/4	--1 35/64	9.7	M5	260.00
Speeditwin	603911004	Plus	2 3/4	--2 1/2	22.5	M5	350.00
Speedifour	703107004	Plus	2 1/2	--2 1/2	33.4	M5	435.00

<u>1949</u>							
Sportsman	442513001	Plus	1 5/8	--1 1/2	1.5	H10J	98.50
Sportwin	442343001	Plus	1 5/8	--1 1/2	3.3	J6J	147.50
Zephyr	442900001	Plus	1 1/2	--1 3/8	5.4	J6J	187.50
Lightfour	438933001	Plus	1 3/4	--1 35/64	9.7	M5	260.00
Speeditwin	603923001	Plus	2 3/4	--2 1/2	22.5	M5	395.00
	603926184	Plus					
Speedifour	703110001	Plus	2 1/2	--2 1/2	33.5	M5	485.00
	703112000	Plus					
Big Four	801500001	Plus	2 3/4	--2 1/2	50	R7-64C	645.00
Speedster	5101000001	Plus	2 3/8	--2 1/4	12	J6J	245.00
Sportster	4432000001	Plus	1 5/16	--1 1/2	5	J6J	149.50

<u>1950</u>							
Sportsman	4425-C	Plus	1 5/8	--1 1/2	1.5	H10J	75.00
Sportwin	4423000001	Plus	1 5/8	--1 1/2	3.3	J6J	135.00
Fleetwin	443400001	Plus	2 1/8	--1 3/4	7.5	J6J	190.00
	443425000	Plus					
Fastwin	443800001	Plus	2 3/8	--2 1/4	14	J6J	300.00
	443809350	Plus					
Speeditwin	603926185	Plus	2 3/4	--2 1/2	22.5	M5	395.00
Speedifour	703112001	Plus	2 1/2	--2 1/2	33.4	M5	485.00

MODEL	SERIAL NUMBER	BORE & STROKE	H.P.	SPARK PLUG	RETAIL PRICE
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FIRESTONE

Manufactured by FIRESTONE TIRE AND RUBBER COMPANY

1946

133-6-460	460 Series	2 1/8 --1 3/4	3.5	F50LF	91.00
133-6-462	462 Series	2 1/8 --1 3/4	3.5	F50LF	91.00
133-6-463	463 Series	2 1/8 --1 3/4	3.5	F50LF	91.00
133-6-464	464 Series	2 1/8 --1 3/4	3.5	F50LF	103.00

1947

133-7-476	476 Series	2 1/8 --1 3/4	3.5	Com J9J	99.50
133-7-477	477 Series	2 1/8 --1 3/4	3.5	Com J9J	112.50
133-7-479	479 Series	2 --1 3/4	7.5	Com J9J	164.50

1948

133-8-486	486 Series	2 1/8 --1 3/4	3.5	Com J9J	104.95
133-8-487	487 Series	2 1/8 --1 3/4	3.5	Com J9J	119.95
133-8-489	489 Series	2 --1 3/4	7.5	Com J9J	169.95

1949

10-A-1	133-9-486	2 1/8 --1 3/4	3.6	H10	99.95
10-A-2	133-9-489	2 1/8 --1 3/4	3.6	H10	109.95
10-A-51	133-9-4011	2 1/8 --1 3/4	4	H10	139.95
10-A-52	133-9-4912	1 11/16 --1 43/64	5	H10	169.95
10-A-53	133-9-4913	2 --1 3/4	7.5	H10	189.50

1950

10-A-71		2 1/8 --1 3/4	3.6	H10	89.95
10-A-72		2 1/8 --1 3/4	4	H10	139.95
10-A-73		1 11/16 --1 43/64	5	H10	169.95
10-A-74		2 --1 3/4	7.5	H10	189.95
10-A-75		2 1/8 --2	10	HT10J	249.95

FLAMBEAU

Manufactured by METAL PRODUCTS CORPORATION

1947 - 1948

2.5-46-1		1 15/16 --1 9/16	2 1/2	J7J	95.00
2.5-46-1		1 15/16 --1 9/16	2 1/2	J7J	108.50
5-46-1		1 15/16 --1 9/16	5	J7J	150.00
5-46-1		1 15/16 --1 9/16	5	J7J	163.50

1949

2.5-46-1		1 15/16 --1 9/16	2 1/2	J7J	105.00
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MODEL	SERIAL NUMBER	BORE & STROKE	H.P.	SPARK PLUG	RETAIL PRICE
<u>1949 Con't.</u>					
2.5-46-1		1 15/16--1 9/16	2 1/2	J7J	118.50
174050		1 15/16--1 9/16	5	J7J	154.00
174050		1 15/16--1 9/16	5	J7J	167.50

<u>1950</u>					
174520		1 15/16--1 9/16	2 1/2	J7J	98.50
174050		1 15/16--1 9/16	5	J7J	129.50

HIAWATHA

Manufactured for GAMBLE SKOGMO, INC.

Manufactured by SCOTT-ATWATER

<u>1941</u>					
121		1 15/16--1 35/64	2.5	J10 Com	49.95
122		1 15/16--1 35/64	2.5	J10 Com	62.95
251		1 15/16--1 1/2	5	J10 Com	89.95
252		1 15/16--1 1/2	5	J10 Com	109.95

<u>1946</u>					
131		2 1/8 --1 35/64	3	J9J	87.50
252A		1 15/16--1 1/2	5	J9J	124.50

<u>1947</u>					
25-7955		2 1/8 --1 35/64	3	J9J Com	87.50
25-7956		2 1/8 --1 35/64	3	J9J Com	97.50
25-7970		1 15/16--1 1/2	5	J9J Com	124.50
25-7971		1 15/16--1 1/2	5	J9J Com	134.50

<u>1948</u>					
84-OMI-25-7945A		1 5/8 --1 1/2	1.5	J9J	63.50
84-OMI-25-7957A		2 1/8 --1 35/64	3	J9J	93.50
84-OMI-25-7972A		1 15/16--1 1/2	5	J9J	127.50
84-OMI-25-7980A		2 3/8 --2 1/4	12	J9J	215.00

<u>1949</u>					
94-OMI-25-7957A		2 1/8 --1 35/64	3	J9J	93.50
94-OMI-25-7945A		1 5/8 --1 1/2	1.5	J9J	69.50
94-OMI-25-7972A		1 15/16--1 1/2	5	J9J	139.05
94-OMI-25-7980A		2 3/8 --2 1/4	12	J9J	219.50

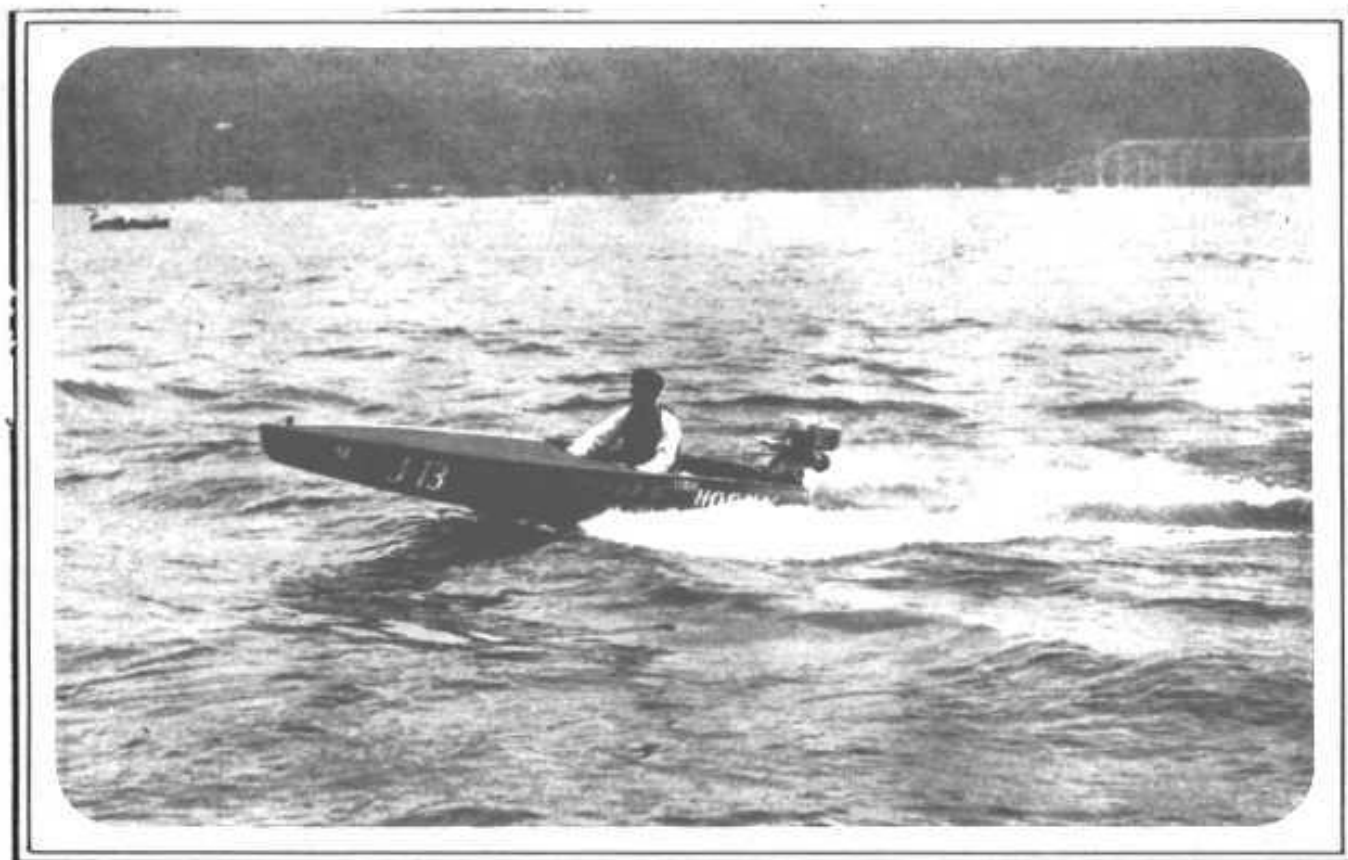
<u>1950</u>					
05-OMI-25-7958A		2 1/8 --1 1/2	3	J9J	84.50
05-OMI-25-7972A		1 15/16--1 1/2	5	J9J	117.50
05-OMI-25-7980A		2 3/8 --2 1/4	12	J9J	199.50

Special Interest Groups

Here's a list of the different Interest Groups intended to help focus on your needs for literature, information, parts and fellowship regarding your favorite motor or subject.

Giant Twin - Don Peterson	Racing - Eric Gunderson
Class "F" Owners - Dave Reinhartsen	Watermans - Dick A. Hawie
Johnson PO - Bill Salisbury	Research - Dick A. Hawie
Johnson V Series - John Harrison	Clarke - Phil Kranz
Johnson A Series - Bob Zipps	History - W. J. Webb
Antique Boats & Equip. -	Eltos - Sam Vance
Mercury - Bill Kelly	Cailles - Walter Weidmann
Unusual & Rare Motors -	Lockwood - Richard Anderson
Inboards - P. S. Brooke, Jr.	Martin - Glen Ollila

Notice that not all of the groups have leaders - volunteers are needed! Write to the V. P. of Technical Services: Eric Gunderson, 515 W. Main, Grass Valley, California 95945.



Typical of the boats driven by the competitors during the early years of the event was this Baby Whale piloted by Bill Hockenjos.

DECALS

A DECAL ADDS THAT FINISHING TOUCH TO ANY RESTORATION PROJECT. ALL ARE MADE TO ORIGINAL SPECIFICATION, IN FULL COLOR.

For Evinrude Single, 1911 to 1928. \$4.95 set Robert Brautigam
For Elto rear tank, any through 1928. \$3.95 each 2316 West 110 Street
Water applied type. Bloomington, Minn.55431

For Johnson Sea Horse "16" or "24", Eric Gunderson
fits early P and S models. \$7.00 each 515 West Main
For Evinrude 4-60. \$8.00 each Grass Valley, Ca.95945

For Johnson "Sea-Horse 32", fits John C. Harrison
Models V-65, 70; VR's and VE's. For 1000 Northwest 54th St.
Johnson "Sea-Horse 25", fits all Miami, Florida 33127
Giant Twins. Like originals, pressure
sensitive vinyl. \$10.00 each

Metal nameplates for front of gas George Loeb
tank. Fits all Elto Ruddertwins. 7037 Suburban Avenue
Authentic! \$5.95 each Norfolk, Va. 23505

For Johnson "K" models, patterned after P/N27-227. Complete with starting & oiling instructions. Fits OK-55 & OK-60 too! Water applied type. \$5.00 each

For Johnson alternate firing A models, patterned after P/N 25-244. Also fits K-35, K-40, K-45, KR-40, A-35, A-45, OA-65. Vinyl type, self-stick. \$6.00 each Charles Hansen
2108 Broward Road
Jacksonville, Fla.32218

Part #11-124-J series, model 100 possibly more. \$4.00
Part #41-213-LS-37,38,39 possibly more. \$4.00
Part #29-151-P O. S & O instructions included. \$7.50

For Johnson "Light Twin" 1921-1927 plus A-35. Includes "To Start" and "Oiling" decals. Exact duplicates of original Light Twin decals. Water applied type. \$5.00 set Bob Zipps
182 Brentmoor Road
East Hartford, Conn.
06118

For Evinrude Scout, 1937, & others with similar tear-drop tank. Complete with operating & oiling instructions. \$6.00 each Bob Grubb
1368 Meadowbrook Road
Pottstown, Penn. 19464

For Lauson motors. State whether Single or Twin. Give model number if possible. \$5.00 set E. Walton-Ball
1940 Ellesmere Rd. U 8
Scarborough, Ont.M1H2V7

The Antique Outboard Motor Club Inc.



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