

The **ANTIQU OUTBOARDER**



October

1978

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 Walter Verner, 4304 Harding Road, Nashville, Tennessee 37202, U.S.A.

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THE ANTIQUE OUTBOARDER

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Front Cover: Lined up at the pits for the Northwest Divisional Championship Outboard Motorboat Races held in Kenosha, September 2, 1945.

Back Cover: Bud Finkl, twice winner of fastest time Class F Hydro races, September 1945.



The Antique Outboarder

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FROM THE PRESIDENT

Our present Parts Source Manual is obsolete, and I feel it needs to be reprinted as a tool to be used by members in locating parts for their restoration projects. There are three major problems involved in this updating process:

1. The who and where of the parts sources,
2. The time to do the job,
3. The money.

The last two have been solved already! Eric Gunderson and I will undertake the job, and the money is no worry. A very modest charge or donation will be asked for each copy and I am sure we will raise enough money to cover the costs involved. Extra copies will be available to sell to new members and that money will all go to the club.

Now!, how to find the available parts sources! I'm asking each member to send me a list of any parts source he knows of including the company's name, address, zip code, and, if possible, phone number. We would like to know what make engine he has parts for - please don't just say all makes, but specify Johnson, Scott, Elto, etc. List any and all sources you know of unless you know they are unwilling to do mail order business with our members.

Eric and I will carefully examine the lists and send a form letter to each company for confirmation of the make parts and willingness to be listed and do business with our members. If enough interest is shown and enough sources are received, we would hope to reprint the manual around January 1979.

Please send your information to me BEFORE November 15, 1978!

Walter Ellis
3724 Briarcliff Road
Kansas City, Missouri 64116

Beginning the first of September, Walter Verner, 4304 Harding Road, Nashville, Tennessee 37202, is assuming the duties of membership chairman. Please send dues, address changes, and requests for membership information to Walter.

The club wishes to extend its appreciation to Ted Bieber for the excellent job he has done as membership chairman these past two years.

July was the worst month for having the magazine returned with change of addresses on them. Here's what a returned book does to the club treasury:
OUTBOARDER postage, bulk mail \$.10@
Returned issue/address change .65@ A letter with change of address to
Remailing postage 3rd class .40@ the membership chairman costing at
If mutilated, new book approx. 1.20@ least \$.25 plus our time.

If the cost of the first magazine is included, the total would be \$3.80 a member.

Please advise our new membership chairman, Walter Verner, your change of address in time so your issue will reach you on time, and also save the club money.

Walt Ellis

LETTERS TO THE EDITOR

From Walter Verner, New Orleans, Louisiana...

A mini-meet was held in October '77 on the Algiers Cut-Off Canal south of New Orleans. Charles Hassenboehler and myself got together to try out my latest club project. The great part about the project is that it was all obtained from other members.

The boat is a Haggot and Pierre "F" run-about built in Stockton, California in the "50's". The forward top and sides are canvas. Note the handle for bow rider on the front deck. It was obtained via Ted Bieber of Houston from past-president Dave Reinhartsen in a multi-boat trade so complicated, it would take a Philadelphia lawyer to figure it out. As far as I know, we all came away happy



The engine is what I call a "POR" in that the power head is FO and the tower housing, lower unit and wheel are racing. The power head was a "parts engine in a box." It and the short tower housing and drive shaft were also obtained from Bieber. The lower unit came from John Harrison, the pistons from Bill

Salisbury, the con-rod bearing retainers from Charles Hansen, and the gas tank and A-500 Vacturi carburetor from Charles Hassenboehler.

As you can see, the result of a lot of swapping, trading and hard work is a really nice rig. We plan to try the boat, The Yellow Peril, with a Big Four this spring.

Thanks again to everybody who helped put it together.

#####

From Jim Altman, New Kensington, Pennsylvania



This Class M racing boat and motor is the holder of the World's Five Mile Record Class M/APBA. The owner and driver was the late Dr. R. D. Frawley of McKeesport, Pennsylvania. The race was at Lake Alfred, Florida on 2/1/1953, at 39/045 M.P.H. for five miles.

Mrs. Frawley has made a gift of this outfit to the Crawford Auto and Aviation Museum in Cleveland, Ohio for their collection of historic motor boats. When any of our AOMCI members are in Cleveland I

recommend that they visit this museum. They have beautifully restored cars, planes, outboards, and boats - even Tinker Bell is there!

This rig was restored to new condition Jim Altman and it is race ready to defend its laurels. It will be a perpetual monument to our club, and our friend, Dr. Frawley.

to the Editor continued -

From Jim Ross, Stewart, Tennessee...



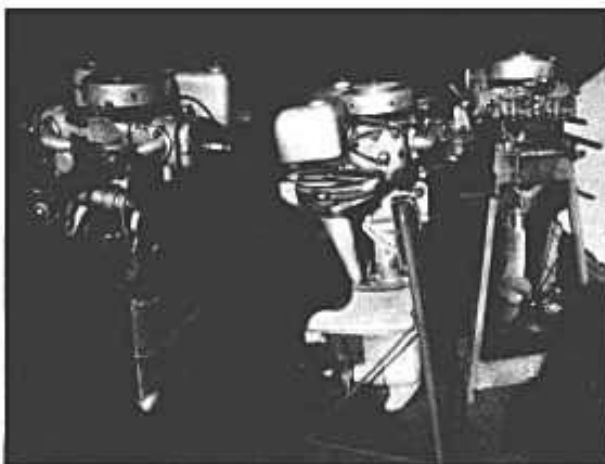
Enclosed is a picture of four 1928 Elto Quads at our summer '77 meet. We ran three at one time - my wife, Millie, wouldn't run hers. Left to right is Bob Davis, Jere Sairs, Millie, Ron and myself. The motor in front of me is 1928 Hi-Speed with Tynite pistons and rods, and a little 9½ x 14" racing prop. It sounds and runs like no other '28. I'm afraid to wind it out to top R.P.M. with all of those fragile parts.

###

From Wayne Schoepke, Wausau, Wisconsin...

As a new member of AOMCI in 1976 I first heard the name "Detroitter" in the April 1976 issue of THE OUTBOARDER.

How many "Detroitters" have come up since Phil Kranz's #7 was reported as the first registered with the club I do not know, but I now have two in my own collection. I found #2 right here in Wausau and the other was advertised out of St. Louis in the Newsletter. It is #16.



Wayne's two Detroitters & Caille Tractor

Phil has appointed me as the leader of the "Detroitter Special Interest Group". I am happy to take on this project and hope that the members will send any and all information they might have on these engines. Neither of us has very much information and we would like to run our engines. An Owners' Manual would be very helpful. I guess a Cross Seagull Manual might do it.

I don't know how hard it is to find engines in other parts of the country, but I find them rather plentiful in this area. It just takes a little looking. I have gathered up over 150 in the last couple of years and have passed over a lot more than that. Some were too modern and others were too costly.

#####

From Le Roi Russel, Prescott, Arizona...

Here's a little tip on finding old outboard engines. You can use it as you wish. I've found more old engine owners in bars than any other place.

First, the bar has to be near a lake or river where there are a lot of boats, and, it has to have some old timers as customers. Start the conversation on outboard engines and after it is going good, let them know

to the Editor continued -

that you are interested in buying old engines.

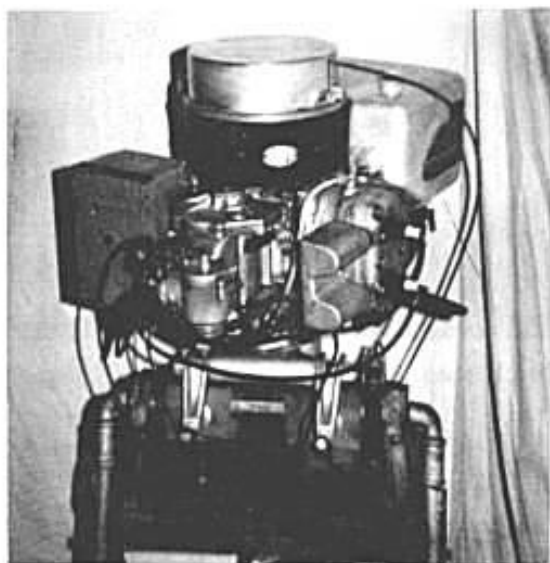
Pretty soon you'll have some customers telling you about the old engine he has in his garage or knows of someone who has one. Then you are in business. Don't use the word "antique" or the price will go up. Usually they are glad to get rid of the engine, and when they can get cash for them, they think they stuck you with an old engine! I found my KA-39 in like manner and have it all cleaned up and painted as original. I find that one coil has an open secondary winding. Would you know where I can buy one?

One more tip is that John Roby of 3703 Nassau Drive, San Diego, California 92115 has a book store and has a list of Nautical books with prices. It is catalog NA-104 (Revision A) and lists 1,872 books (in and out of print). If the book you want isn't in stock, he has a free search deal. I don't know the price of this (he just sent me one), but it has 81 pages.

#####

From Bob Sandrecki, Rochester, New York...

Here are a couple of pictures of my VE-50, serial # 147061 - quite a nice looking motor as old motors go - don't you think?



If you wonder where the motor came from, it was at one of those junk furniture and everything else places. I had picked up a small Neptune and several parts motors a couple of months there before. The owner told me a boat dealer wanted the 4 cylinder motor. I didn't dare ask what they wanted for it.

Two months later and although it was winter, the place was open and asking the the owner about selling the motor, he said that he would have to talk with his partner. The partner wanted the motor out of there to make room for something else.

So, I paid more than I wanted to pay, but as luck would have it, I didn't pay as much as they would have liked to have received from that VE-50.

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to the Editor continued -

From Tom Costello and "Cub", Tauranga, New Zealand...



Tom Costello

June 1978

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Thank you for sending over the magazine and newsletters - most appreciated and most enjoyable.

To Bob Brautigam may I add my special thanks for some memorable reading and lot of information.

"Hello" to Dave Reinhartsen - hope you stay with us as a life-long member and helper.

To Mark Wright - good to hear from you. I will reply.

To Bill Salisbury - this place is as good as ever - call again sometime.

Kindest regards to all club members and friends.

"Happy Blue Smoking" from Down Under

Back issues of THE OUTBOARDER available - \$2.00 @ includes postage - are as listed:

January	April	July	October
1978	1978	1978	1977
1976	1977	1977	1975
1975	1976	1976	1974
1974	1974	1974	1973
1972	1973	1973	1972
	vol 1 #2	1972	1970
		1970	

Also available: 4 page set Johnson Model Year Guide 1922 - 1964 \$1.00 set
4 page set Mercury Model Year Guide 1940 - 1969 \$1.00 set
Evinrude Model Year Guide Book 1909 - 1959 \$1.25 @
Price includes postage.

MAPS Winter Meet

The MAPS chapter winter meet was held on March 18th at the Ron Ellis residence in Jefferson City, Missouri. This meet is usually held in February, but last year we were "blessed" with a blinding snow storm (still had a crowd), so a later date was tried and the weather cooperated with a beautiful day.

By mid-morning Ron had a house full of people from as far away as 350 miles - just for a one day meet. Members from Indiana, Illinois, Missouri and Arkansas were in attendance. The morning was spent discussing old iron owned or seen; engines in Ron's basement; motorcycles, as there are three in Ron's basement; and, anything else of interest to a group of mechanically-minded fellows.

Then came a call to lunch, and as usual, there was too much of too many things to eat. But, what the heck, it takes energy to discuss old engines! During lunch, Ron Harrison found a seat by the fire in the Franklin stove and it took two men and a large boy to move him away from it.

After lunch our usual ten minute business meeting consisted of announcing our new officers: Clarence Sittin was re-elected President and Emmett Walls was elected Secretary-Treasurer. A treasurer's report was given and the meeting was adjourned before Clarence or Emmett had a chance to ask how they got elected!

Then a tour was made of Ron's new boat and engine works building, a 30' x 48' rough cedar sided building, complete with concrete floor, 16' sliding door and room for who knows how many boats and engines. It has its own electric plant and a standard-sized test tank is ready to be installed there. It really is nice.

Some of us rode back to Ron's house in a trailer pulled by an old John Deere tractor, while others walked. At any rate, upon returning to the house it was time to say happy good-byes and start the long drives home.

Some may ask why would you drive that far for a one day meet?! If you knew the people in our chapter the question would never enter your mind. You would just be there!

by Walt Ellis



◀ This is a picture of Ron's new storage building in Jefferson City, Missouri.

Speedifour, World's Greatest Outboard

by Emmett Walls

We found "IT" at an Antique Car Flea Market among a bunch of fenders, wheels, transmissions and other priceless goodies. Upon inspection we found that "IT" was a 1941 Model 7031, 33 H.P., with the prop and front cowling missing.

The owner told us how easy it was to start and how well it ran. He was willing to part with it for \$25.00. As we were leaving, he told us how badly he hated to load this 150 pound monster back in his truck at the end of the day.

When we arrived at home, my #2 son, Jay, decided that we should have this motor and that he, with the help of his brother, would remove it from the flea market and transport it a quarter of a mile to the parking lot in their coaster wagon. The two boys departed with the coaster wagon and \$15.00 in their pocket and shortly returned with our Speedifour.

Upon arriving at home we proceeded to put it on the test tank, gas it up and cranked ourselves silly. Our Speedifour responded with not a single pop. We then went through the usual restoring by cleaning the gas tank and carburetor, cleaning the points, installing new spark plug wires and then a new set of sparkplugs. The heat range problem was easily solved as we bought the only 18 M.M. plugs the parts store had, and they were two sizes too hot. Our Speedifour responded by starting and running great on the test barrel. With the prop on, a small twist of the throttle would send 50 gallons of water as high as the house!

We installed the Speedifour on our bass boat - complete with stick steering and remote throttle - and made our first run on Good Friday, 1974. It was a cold miserable day and we were the only boat on the lake. After warming up the engine, checking the cooling water flow, and clearing the idle zone, I told my #1 son, Van, to put it on full throttle and I would adjust the mixture and spark for maximum speed. We went approximately a half of a mile and burned the top off of the #1 piston. When you are making adjustments on a Speedifour it is easy to tell when you burn the top off of a piston: the motor sounds sick and blows fuel all over you!

Most experts will tell you that too hot a heat range spark plug will cause a melted piston. Well, I guess they are right, at least about spark plugs. We heli-arc welded a new top on the piston and machined it down to stock. We also got the right heat range spark plugs. If you insist and make the parts store order the plugs you can get any heat range you want as long as you buy a box of ten. (Has anyone ever heard of a 10 cylinder motor?)

Speedifour cylinders are cast in pairs, and off-set when bolted to the crankcase. We found that the high side pair were not getting as much cooling water as the low side pair. The water pump discharge is through a copper tube to a wye fitting that supplies both sides. We filled the cylinder fittings with brazing rod and drilled them out with different hole sizes so that both sides received the same amount of cooling water.

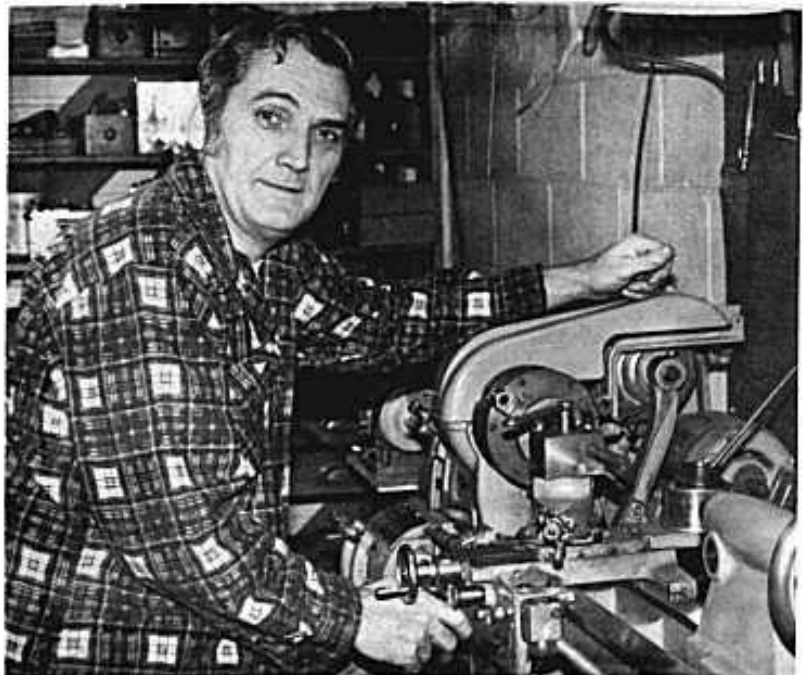
We ran our Speedifour the rest of the summer and learned of its personality and strange starting habits. If the points had just been cleaned it would start and perform perfectly for about a half a tank of gas and then refuse to start until the points were cleaned again. It also would refuse to start downwind or downstream from the desired destination. A trip without the toolbox on board was inviting disaster!

We soon developed the habit of taking our 1940 LT-10 Johnson along. It will start on one pull no matter what, and motor us back to the dock. This starting problem was related to the top main bearing being worn and allowing a film of oil to get on the points. We tried all kinds of felt

washers and pipe cleaner seals to stop this problem, etc.

Finally, on a trip to Michigan, we launched the boat at a public beach and poled the boat through approximately 50 people swimming in the shallow water. We heard all kinds of comments about the old motor - one guy asked if it came off of a lawn mower! We finally got through the crowd, and with all of those people watching that old Speedifour refused to start. After hearing a few comments from the watching gallery and wearing myself out cranking, I told that Speedifour that it had refused to start for the last time and was going to get the deep six. When I began unscrewing the transom clamps my two sons, with the help of their cousin, pinned me in the bottom of the boat and held me there until I returned to sanity. We then had to pole the boat back through all the swimmers and listen to more comments while we were loading up to go home.

When we arrived at home I decided that this Speedifour would never again be allowed to treat me like that in front of an audience. We bought \$25.00 worth of SAE #660 bronze bar stock and I machined new bearings for the crankshaft. The two piece bronze center main was bored out and then a set of inserts similar to automotive bearings were made for it. Oil grooves for all three bearings were made with a boring bar and by cranking the carriage back and forth on my lathe to act as a shaper. By maintaining perfect concentricity between I.D. and O.D. of the new bearings, no line boring was required. The troublesome top main was fitted with a one-half thousandths clearance and the crankcase was bored out to take a lip oil seal. (No more oil on the points.)



Emmett A. Walls, Speedway, Indiana
machining new bearings for the Speedifour
crankshaft.

On our first trip out in the same lake at the same place where we burned the top off of the piston, we stuck the top main bearing. It's easy to tell when the top main sticks: the motor goes chug and tilts into the boat and you coast to a stop! We were surely glad we had that LT-10 along!

Most experts will tell you that one-half thousandths clearance on a top main bearing is not enough. Well, I guess they are right about that too!

We opened up the clearance on the top main and our Speedifour now became even more dependable than the LT-10. After three seasons of running, including pulling two sons who like to water ski, the points have never been cleaned and that old Speedifour will start in less than four

pulls every time!

Speedifours have a compression release on two cylinders but do not close the by-pass port like the release charger on Johnson motors. The compression release, therefore, does nothing to help the motor start but only makes it easier to crank. They do leak and make the motor oily, so we blocked ours off with a plate and do not use it. Women and kids shouldn't crank Speedifours anyway!

Another unique feature of the Speedifour is that it idles good with the spark advanced. You can have good remote control without a remote spark adjustment lever. Our motor is cranked, idled, and ran wide open with one spark lever adjustment: full advanced. Starting cold is accomplished with spark full advanced, high speed needle one-half turn rich, choke on, and throttle cracked. Starting hot is accomplished by applying the rope and pulling vigorously. The motor is cranked from a standing position in order to put some muscle into it. When she is going to start, the vigorous rope pull is continued into a fall forward into the boat thereby preventing the cranker from going over the transom into the lake when she takes off.

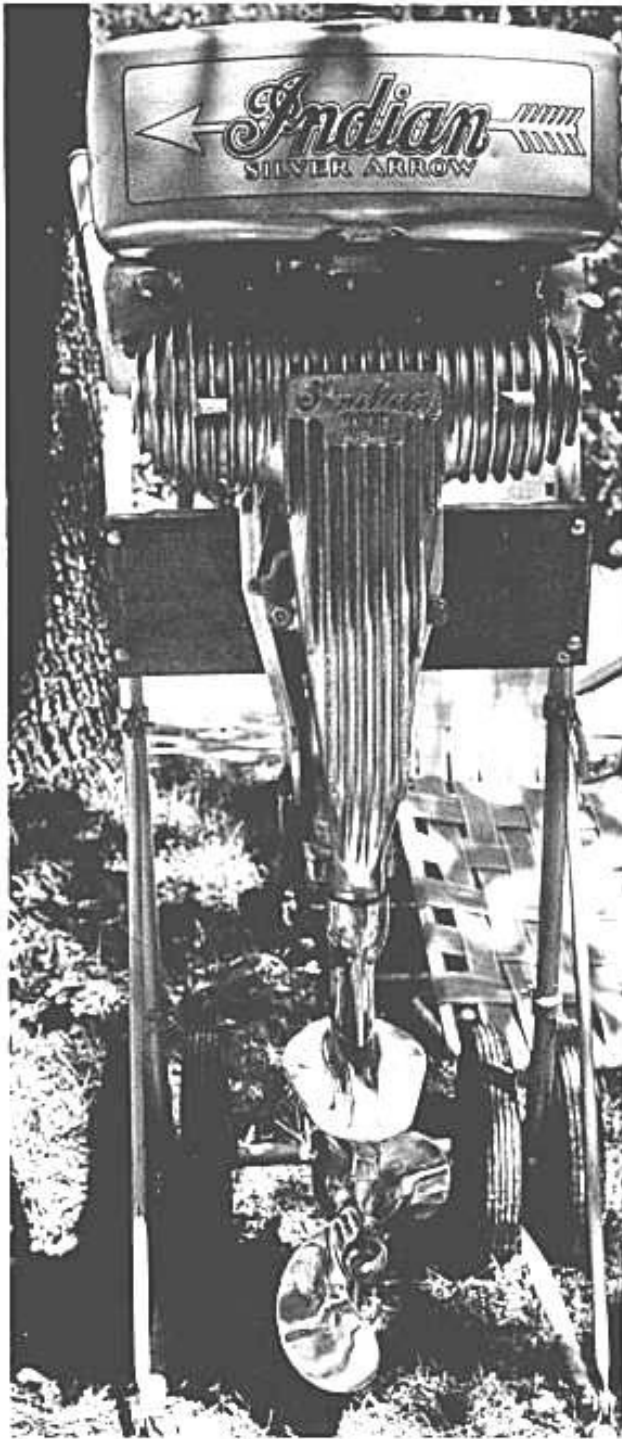
Our future plans are to install a super "C" lower end with Speedifour gears, racing prop, and open exhaust stacks on a class "D" Speedliner utility racer. We hope to run 40 M.P.H. - if it floats!

Finis



TOM LUCE (L) RUNS HIS TWO YEAR RESTORATION PROJECT, A 1919 KOBAN, WHILE KEN MATTHEWS STEADYS THE BOAT WITH THE OARS.

An Indian 'Reborn'



concluding article

The previous two articles on the "Indian Restoration" were written by Ron Ellis -- this conclusion, please note, is written by Walter Ellis, Ron's father. As you will remember, this motor was located in Springfield, Missouri by MAPS Chapter member, Casey West. He told me about it and the story began.

Ron put many hours into the complete restoration of the engine. It was disassembled, completely cleaned, all parts checked, new rings made and installed, all parts polished, bolts, nuts and screws deburred, a new rubber tiller grip ordered from the West Coast and a new decal obtained from John Van Vleet. You can see the excellent results. This picture was published in the Springfield, Missouri Newspaper at the MAPS Spring Meet at Table Rock Lake this June.

At the meet Saturday this beautifully restored motor had a card tied to it that simply said, "Happy Birthday, Dad! Wife and Son." My wife, Phyllis, asked Ron to purchase the motor for my birthday. She paid for it and Ron supplied all of the many hours necessary to make a mint edition of a real rare oldie.

More members should have a wife and son like this. Now, Phyllis and Ron, for next year --- how about a Cross Radial or a TR 40??

by Walter Ellis





Magic Brews

by Conrad Trautner

For those of you who don't like to paint your motors, but have motors that have been used in salt water, help is at hand! I have spoken to a good friend of mine who used to be a chrome plater. He says that the base of metal aluminum is salt and that whatever acids you use to get rid of the salt will eat those precious parts. These parts can be rid of the salt if the following steps are taken:

1. Disassemble the entire motor.
2. Wash all parts with gasoline, kerosene, or a solvent thoroughly by using a cleaning brush. The parts must be cleaned of all grease and grime - S.O.S. pads are extremely helpful.
3. Use lacquer thinner and steel wool to remove the remaining leftover paint and oil film. Do not use paint remover as it will turn the aluminum black.
4. Care must be taken with the MAGIC BREW: $\frac{1}{2}$ cup of costic soda or lye for each gallon of boiling water. Dip the part in the solution for very short periods, until it has the desired appearance. The castings will have a brand new whitish appearance. This solution is used on cast aluminum only, and does tend to pit a very little bit or give a sand cast appearance.
5. If a stronger solution is desired, you may add a little more lye.
6. The parts that have been exposed to this MAGIC BREW do not have to be neutralized - just wash off with water.
7. If the crank-case is to be dipped and the internal smooth surfaces are not to be distorted, hand brush a coat or two of clear lacquer, not "shellac" lacquer, on the inside. Lacquer is a resin base and lye will not attack it as quickly.

* * * * *

For those of you who have cast iron cylinders that are stopped-up with flakes of cast iron, follow thses steps:

1. Shake the cylinder until you are "blue in the face."
2. Be sure all the freeze-plugs are out. Have a screwdriver handy to break out the chips that will not come out of the openings. Be careful not to damage the threaded openings while doing this. When all, or most of the chips have been removed, plug all openings except one.
3. Pour concentrated muratic acid in the cylinders and let set for 7 to 15 hours, depending on how badly it was rusted.
4. Flush thoroughly with water.
5. Neutralize the acid by placing the cylinders in a solution of $\frac{1}{2}$ cup baking soda for each gallon of boiling water. Allow to set for approximately one hour.

FOOT NOTE: Both of these solutions are extremely dangerous and should be used with caution. This Brew as such is not recommended by the club and is to be used only at members risk.



RICHARD A. HAWIE

NOTES FROM THE CURATOR

continued from July issue -

The 1934 National Championships were held at Philadelphia, Pa., on the Schuylkill River in Fairmount Park. It was in September; but Yachting's article says September 2nd and 3rd, while Motor Boating says September 15th and 16th. I don't have Rudder for 1934. I would tend to think 15 and 16 were the correct dates, for the Nationals were not usually held before Labor Day.



Among the noteworthy events was the fact that Clint Ferguson won more than one class. He was the first to take two titles at the same championship. Frank Vincent won Class B II for the third year in a row! This was the first time that had happened. Hilda Mueller had won Class A II in 1930 and 31. Mr. Vincent must have known something about SR's the other drivers didn't, for he won the Class B II title four times in 12 years. Miss Maryland Codd of Towson, Maryland lost the A II title by two seconds!

The 1934 National Champions were:

<u>Class</u>	<u>Name</u>	<u>Address</u>
A I	Clint Ferguson	Waban, Mass.
B I	Clint Ferguson	Waban, Mass.
C I	Lewis Carlisle	East Islip, N. Y.
F I	Horace Tennes	Chicago, Ill.
M	Sam Crooks	Rumson, N. J.
A II	John Yeager	Cochituate, Mass.
B II	Frank Vincent	Tulsa, Okla.
C II	Mulfors Scull	Ventnor, N. J.
F II	Walter Everett	Tulsa, Okla.

Mile trials were held the following day at the race site. Four records were set.

<u>Class</u>	<u>Speed</u>	<u>Name</u>	<u>Address</u>
M	28.843	Sam Crooks	Rumson, N. J.
A I	45.868	Tom Tyson	Chestnut Hill, Pa.
C I	54.179	Lewis Carlisle	East Islip, N. Y.
C II	54.342	Earl Vincent	Tulsa, Okla.

The 1935 National Championships were held September 21st and 22nd in Tulsa, Oklahoma on Lake Sequoyah, a city reservoir. This year 15 starters were allowed per class, and the championships again went to the drivers with the least time for two heats, with one exception. In Class B II Fred Jacoby, Jr. and Frank Vincent tied with times of 13:24.0. Fred Jacoby, Jr. was declared the winner as he had a faster heat than Vincent. I don't know how the 1935 rules would cover the case of both having tied

in their heat times. Mr. Vincent's domination of this class is further shown when you consider that he won three years in a row and tied for the title the fourth year. Wouldn't it have been interesting if the rules allowed a match race to determine the winner in case of a tie? Another oddity was that all the amateur champions were teenagers except Lewis Carlisle who was 21!

The 1935 National Champions were:

<u>Class</u>	<u>Name</u>	<u>Address</u>
A I	Bob Mitchell, Jr.	Dallas, Texas
B I	Lewis Carlisle	East Islip, N. Y.
C I	Clint Ferguson	Waban, Mass.
F I	Lewis Carlisle	East Islip, N. Y.
M	Elmer Schneider	St. Louis, Mo.
A II	Thom Cooper	Kansas City, Mo.
B II	Fred Jacoby, Jr.	North Berien, N. J.
C II	Herschel Turk	Tulsa, Okla.
F II	Bob Grabau	Kenmore, N. Y.

The time trials were held September 23rd at Lake Spavinaw, which is 70 miles northeast of Tulsa. The temperature was reported to be 100 degrees during the day, and it's amazing that any records could be set in such heat, but six were. The outstanding feat was a 70.588 MPH run by George Coleman, Jr. of Miami, Okla. -- the first time 70 MPH had been reached by any outboard. Mr. Coleman set a world's Class X record of 69.383 MPH breaking Jean Dupuy's record of 65.21 MPH.

The records set were:

<u>Class</u>	<u>Speed</u>	<u>Name</u>	<u>Address</u>
M	33.388	Elmer Schneider	St. Louis, Mo.
A II	48.258	Ruth Herring	Fort Worth, Texas
C I	56.878	Lewis Carlisle	East Islip, N. Y.
C II	56.083	Herschel Turk	Tulsa, Okla.
F I	61.644	Lewis Carlisle	East Islip, N. Y.
X	69.383	George Coleman, Jr.	Miami, Okla.

It is interesting that though Oklahoma had a large number of top notch racing drivers, we now have only one member from Oklahoma. One of the reasons for this somewhat detailed work is to let the members know who these folks were and where they lived. Some of them may still live in their old home towns, or maybe in your town. None of the amateur champion drivers of 1935 would be over 65. There is a good chance many are still alive. Why not check your phone book -- you might find one of these past champions in your area. We might get some more members or at least some interesting stories from them. It might be hard to trace one with a common name like Bob Mitchell, Jr. if he has moved from Dallas, but if the name Herschel Turk is in your phone book, it's probably THE Herschel Turk.

The 1936 National Outboard Championships were held once again in the World's Fair Lagoons in Chicago. The 16th Street Bridge had been removed; however, there was still a dogleg in the course and numerous flips occurred.

One of the sad things at this National was the decline in coverage of it by the three boating magazines. Rudder had a two page article and pictures; Motor Boating had pictures and a summary, but no article; Yachting had one picture and scant mention.

The most noteworthy event was that Clint Ferguson won three classes, being the first one to do that. The time trials were held at Cedar Lake, Indiana. Only four records were set as the weather was quite warm and there was a disturbing wind.

The 1936 National Champions were:

<u>Class</u>	<u>Name</u>	<u>Address</u>
A I	Clint Ferguson	Waban, Mass.
B I	Clint Ferguson	Waban, Mass.
C I	Clint Ferguson	Waban, Mass.
F I	Don Frazier	Rantoul, Ill.
M	Nell Cooper	Kansas City, Mo.
A II	Paul Wearly	Muncie, Ind.
B II	Bob Meyer	Evanston, Ill.
C II	Bob Meyer	Evanston, Ill.
F II	Harry F. Vogts	Madison, Wis.
CRR	Ward Angilly	Marysville, Calif.

Records set at Cedar Lake, Indiana September 21st, 1936:

<u>Class</u>	<u>Speed</u>	<u>Name</u>	<u>Address</u>
B I	50.992	Clint Ferguson	Waban, Mass.
M	34.488	Nell Cooper	Kansas City, Mo.
CRR I	48.066	Ward Angilly	Marysville, Calif.
CRR II	46.7545	Andy Laird	Tracy, Calif.



Left Bob Grabau F II Champion 1935. 4-60 on the transom. Right: Fred Jacoby, Jr. B II Champion 1935. Probably Johnson SR rather than PR.



Left: Lewis Carlisle F I, B I Champion 1935. 4-60 on the transom. In the middle: Bob Mitchell, Jr. A I Champion 1935. Johnson SR on transom, oddly enough with a 1929 flywheel. A strange thing because National Champions usually had the latest equipment. Right: Thom Cooper A II Champion three years. Johnson KR with unusual gas tank. All pictures from November 1935 Motor Boating, page 28.



more National Champions -



Right: Harper Chance, Pennsauken, N. J. at the 1936 Championships in Class C. Never a national champion, Harper is still active as a Stock Outboard Inspector in Region 3, New Jersey and Pennsylvania. He has devoted almost 50 years to boat racing as a competitor and official worker, a true champion. From November 1936 Yachting, page 37.

Left: Herschel Turk, 1935 C II Champion and first man to break the 60 MPH mark with an outboard. From November 1936 Motor Boating, page 28.

Handwritten signature

Alky Drivers Recollections^a and News *from Mary Daller*



Fred Jacoby, Jr., formerly of North Bergen, New Jersey and now residing in Fort Lee, New Jersey, was the Mr. Pro of alky outboard racing during the 1930's and 1940's. Fred raced everything from A to F using the famous Jacoby Flyaway hydro hulls designed and constructed by the Jacoby family.

Fred was a gentleman pro in every sense of the word. He was a quiet person who minded strictly to the business at hand. He was a good, fair, and honest driver. He set many records - some of which, it is presumed, still stand today. Fred has still not retired - besides racing, he is well known as a scenic artist, doing bill boards, posters, etc. for Broadway shows, television, circus, etc.

Quoting from the September, 1937 issue of Motor Boating:

"Maintaining his position as the outstanding driver in the United States, Fred Jacoby, Jr., of North Bergen, N.J. is keeping himself on the top of the professional outboard racing heap with a succession of notable victories.

Since the opening of the 1937 season with the Albany-New York marathon race he has competed in a dozen APBA sanctioned regattas and has piled up a record of 17 first places, 11 seconds, 4 thirds, and 3 fourth places in thirty-five races.

Known everywhere as co-designer with his father of the famous Jacoby Flyaway outboard racing hulls, Fred is also a motor fuel distributor of considerable importance in the motor boat racing world, and maintains the sole agency in the State of New Jersey for Texaco outboard racing fuels. In compiling his string of victories Jacoby gives ample credit to his exclusive use of Texco marine products and his consequent freedom from mechanical troubles."

In a recent letter to me, Fred recalled a little bit about his old outboard racing days.

"When I think back I wonder how I was able to race as much as I did. A lot of the credit goes to my father and my brother Emile, always behind me. That was a combination that was hard to beat.

The 1941 Albany to New York marathon, the last one run with hydroplanes, brings back a hair-raising memory when I think about it. I was leading the race and as I was passing the pier at Piermont, I had to go through a line of shad poles. This was near the finish line and I was running light at about 50 mph. I was wearing goggles and I didn't see too well ahead of me. There was a wire stretched across the poles and I just ducked in time. It caught the collar of my life jacket. I went on and won the race. I used an SR 60 B Johnson motor and I made the fastest time. That record still stands and probably will unless they run the race with hydros again. I also did not use alcohol fuel and averaged 42+ mph."

Following all the leads that have been given to me, here are a few past race drivers that I have been able to track down.

Gerry Sheeran died while quite young.

Joel Thorne (a scion of railroad and banking millionaires), some years back while piloting his own plane got lost in a dense fog in Los Angeles and was killed in the crash of the plane. He was also involved in the Indianapolis Seedway races.

more about drivers -

Lewis Carlisle is the pilot for the Los Angeles Dodgers Baseball Club. In the late 30's, Richard Pope and his brother, Malcolm, were very active in outboard racing, pro ranks - Malcolm the driver, Dick the mechanic. However, they had an opportunity to buy a lot of swamp land in Winter Haven, Florida...today Cypress Gardens is one of the leading attractions in the state of Florida and the country. Dick is a multi-millionaire. Malcolm used to do all the stunts on water akis and one of the first to go off the water and fly in the air by kite. Malcolm died several years ago. Dick and his son run the tremendous enterprise.

Rusty Heinz was killed in an automobile accident. His older brother, Howard, runs the pickle factory.

JUNE, 1928

Outboard
MOTOR BOATING

151

Century Traveler

—a new runabout for
the latest outboard motors



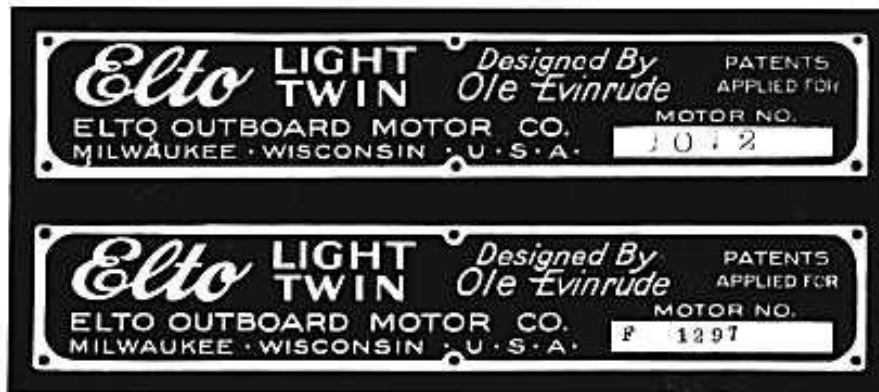
THE Century Traveler is the latest and finest outboard runabout on the market. This beautiful 17 ft. runabout, developed after careful study and experiments with the 1928 outboard motors, is a most remarkable boat. It embodies the fine handling qualities of the best inboard runabouts. An exceptionally safe, seaworthy and dry boat, developing 25 miles per hour with one person and 20 miles per hour with four to six people with Class C Motors.

True to Century custom, the boat is built of mahogany. It is finished natural throughout. Polished aluminum hardware gives the Century Traveler a handsome finishing touch. A built-in oil drip pan sunk in the after-deck drains overboard. This exclusive Century feature keeps the boat clean under all conditions. The built-in tool and battery boxes at either end of oil pan under the stern deck are most attractive and convenient. The seating arrangement has been worked out so as

to afford the passengers the utmost in comfort. The two large cross seats with lazy backs will accommodate three persons each, while the large stern seat will accommodate two people with plenty of room for the operator. The space under the forward deck is separated from the cockpit by a mahogany bulkhead and door affording excellent stowage space. To fully appreciate this wonderful boat, write today for complete information and price.



The CENTURY KID
America's Fastest Outboard Hydroplane



Less than twenty five miles east of us, in a now crummy building in "right downtown" metropolitan Milwaukee (at 104 E. Mason - on the Milwaukee River), Elto began manufacturing in 1921. The Elto operation occupied nearly the entire building by 1928.

Now, only 56 years later, much of the history of the early years of this operation escapes fans who once watched early Ruddertwins being tested in the Milwaukee River just west of the factory.

As a matter of fact, these photostats were made in a portion of that building called the Manufacturers' Home.

The Ruddertwin plates shown are identical in form except for the stamped numbers. The numbers F 1297 (and F 1617 - not shown) have smaller characters than 1012 (and 2853 - not shown). The characters on 1012 and 2853 appear identical.

No "F" series Elto appears in the Evinrude Item 4138 Model/Year Guide.

Jim Ross reports seeing a third "F" Elto belonging to a non-member in the southeastern Wisconsin area. All we know of came from the Wisconsin area.

All "F" Eltos seem to have had water pumps so they must be of the pre-"C" Propello rudder series.

Models F 1617 and 1012 have the front plug in the timer. The other two timers have the front hole plugged with (identical) factory parts.

The model 2853 has been converted (in field or factory for \$34.00 per Jim Ross's catalog) to Propello style rudder configuration available to owners of all serial numbers below C-12001 but of very different dimensions than the "C" series cooling system components.

These motors are of an era 5 years before Jim Webb worked for Elto and he can give only speculative help.

Are there others known?

Can any of our experts explain them?

Hopefully we club members can more diligently obtain and record the pertinent history of other "great" motors - such as the Martin, before information sources become unavailable with time, and thus become future "puzzles" to us.



EVINRUDE MOTORS

DIVISION OF OUTBOARD, MARINE & MANUFACTURING COMPANY

EVINRUDE - *Elco*

MILWAUKEE · WISCONSIN · U·S·A·
CABLE ADDRESS "EVINRUDE"

April 28, 1937.

Mr. Earl Bentley,
c/o General Delivery,
Bradford, Pa.

Dear Sir:

Thank you for your letter of April 22nd.

We are pleased to enclose a folder, which will give you complete information on the F and X power heads as used by a good majority of the Midget Race drivers throughout the United States.

I believe you will find that this folder will prove itself to be self-explanatory.

I believe the power head in which you will be mostly interested will be the F Power Head which lists \$265.00. This price covers the Power Head equipped with iron heads. If you desire detachable heads, add \$25.00 net to the list price of \$265.00.

I am sorry but we do not manufacture or supply superchargers of any sort. Where these can be obtained, I am sorry, but I cannot inform you at the present time.

It is rather hard to state just what the average speed of a 460 Power Head in a Midget car is. Over a fifth mile track the gear ratio is in nine chances out of ten, set up on an eight to one basis. This would make a speed of approximately 77 miles per hour. On a quarter mile track the gear ratio is seven to one, or six and a half to one and this would give you speed up to around 90 miles per hour. One of our midget car Power Heads has been driven at speeds up to 135 miles per hour. This was not on a race track but on the open highway. The revolutions per minute of these motors is between 6000 and 8000.

If we can be of any further service to you, kindly do not hesitate to call on us, through our representative and distributor for the state of Pennsylvania, the Dyke Motor Supply Co., at Pittsburgh, Pa. These people are

Mr. Earl Bentley,

April 28, 1937.

-2-

well informed on racing motors, and will be only too pleased to assist you further in any way they can.

Cordially yours,

EVINRUDE MOTORS



Sales Department.

R. W. Clausen
RW

Encl.

Earl Bentley of our Yankee Chapter has had experience with Midget Racers in the 1930's. So, after reading the July '77 OUTBOARDER's article "What's New", he went through his files and found the preceding letter and data pertaining to Elto - Evinrude motors used in Midgets.

As Earl pointed out in his letter, the spec folder lists 3 powerheads: the Speeditwin, the 4 - 60, and the OMC "X". He also included an R & R Giant from the 1930's, which shows the adapter gear box for outboard powerheads.

He also mentioned building a small test tank that performs very well - thanks to Ron (test tank information also found in July '77 OUTBOARDER).

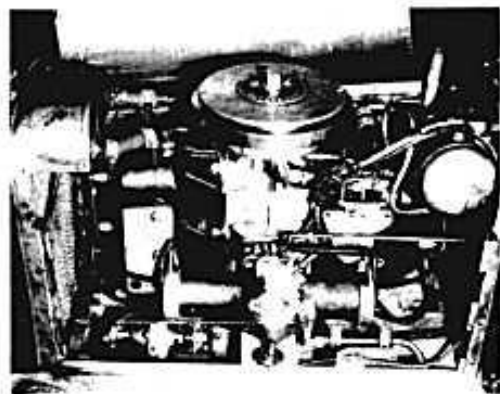


-21-



EVINRUDE-ELTO ENGINES

for Midget Racing Cars



The compact "460" or "X" Power Head fits snugly and securely under the hood of the Midget racing car. Cars so equipped are running consistently.

The same Evinrude and Elto engines which provide dazzling water sport summer after summer are now duplicating their victories in Midget race cars. More and more drivers find that they have the high power and speed, quick acceleration and the sturdiness required to win consistently. Evinrude-Elto racing engines are thousands of miles beyond experiment. Outboard Motors Corporation Engineers and specialists have developed their speed, power and dependability to a degree where reliability parallels that found in the best slow speed service engines. Because they are 2 cycle, gearless internal rotary valve design, simplicity is retained, parts are fewer, weight low. Since the engines are practically standard, parts and service are readily available.

THE "460" ENGINE

Evinrude-Elto engines, suitable for Midget cars, are built in two styles. The 59.4 cu. in. "460" engine is of 4 cylinder opposed, single rotary valve type. It develops 60 Horsepower at 5500 R.P.M. It is the same engine which has performed so creditably in famous runs on the water in the hands of Geo. Coleman, Frank Vincent, Jimmy Rogers, Chas. Cabot and scores of other well known drivers. At present "460's" are in use by Ronny Householder, Pat Warren, Bill Holmes, Bill Betteridge, and other Midget car drivers. (See specifications and prices on reverse side).



Ronny Householder, whose racing, started on the Pacific Coast is a consistent place winner in the Midwest circuit.

THE CLASS "X" ENGINE

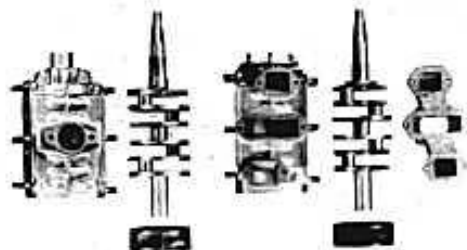
This famous engine is a specially built 61 cu. in. job with dual rotary valves. Plant dynamometer tests have shown it to develop 87 H.P. at 6000 R.P.M. The dual rotary valves permit much more rapid fuel velocity and decidedly greater acceleration and rapid scavenging. This is the motor with which Horace Tennes successfully repelled the invasion of foreign drivers of much larger and more powerful engines in Florida waters in March, 1933. Class "X" engines are being used in Midget cars by Wally Mitchell. (See specifications and prices on reverse side).



This entry, driven by the veteran Terry Carly, built from Geo. Coleman "stubs" at Miami, Oklahoma.



This beautiful car owned by Chas. Allen has successfully participated in many thrilling Pacific Coast events.



A view of vital parts of the "460" and "X" power heads: crankcase, crankshafts, center bearings and "X" intake manifold.

Inquiries Invited

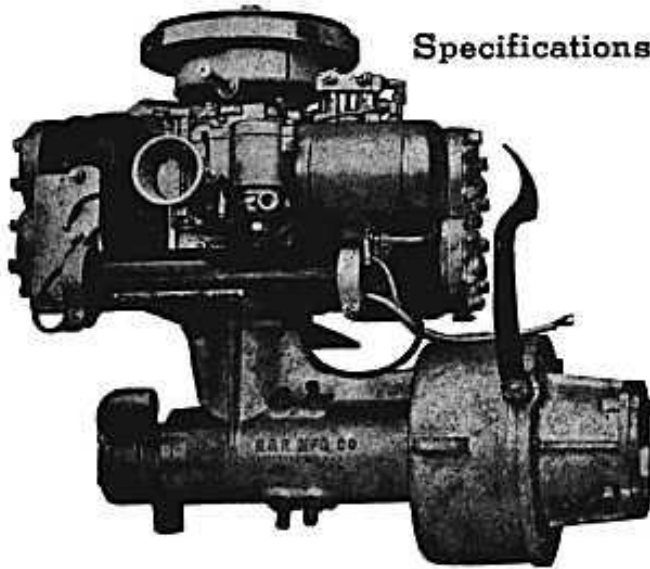
We have on file a considerable amount of information based upon the experiences of a large number of Midget car drivers. While we do not pretend to be Midget car experts, we are cheerfully willing to assist to the fullest extent possible any one who writes us.

26th year **EVINRUDE-Elto**

MIDGET RACING CAR DEPT.

Complete Class A Racing Midget Car, complete with two extra Dayton Wheels, powered by Elto Four-Sixty F Motor. List price	\$1425.00
Same car powered by Elto Four-Sixty X Motor. List Price	1625.00
Complete Class A Midget Racing Car powered by RCO Flash Double Overhead Cam Motor, four cycle, 99.98 cubic inches	1675.00
We also build all the parts for same and are listed as follows—	
Round Nose Racing Frame for two-spring job, list price	35.00
Racing Frame for three-spring job, list price	35.00
Front Spring for two spring frame—white nickel	5.50
Rear Spring for two spring frame	6.50
Two Springs for three spring frame — \$4.50 each	9.00
Three piece Racing Body with radiator shell made of 16 gauge Aluminum	175.00
Radiator Shell—polished—any core can be fitted	25.00
Radiator Complete—with polished shell and 4-inch Core	48.50
Special Welded Gas Tank, made turn plate with filler cap	15.00
Full set of RCO Scissor Bill Friction Shocks, made of Manganese Bronze, Chrome plated. (Front and Rear)	25.00
Tubular Front Axle for the two-spring job, fitted with Model A hubs, plated, with radius rods and spring perches	45.00
Rear Axle System, made from Model T Ford for 44" tread with safety hubs (Ball bear- ing with short torque all ready to install with 40-tooth ring gear and 9-tooth pin- ion, plated, with radius rods	65.00
RCO Gear Box, complete with water pump and ball bearing transmission bearing to fit Model T torque tube	89.50

This is the gear box that is used by all the Class A Midget Racing Cars. It is a complete unit and motor can be taken off in five minutes, due to the spline connection.



Specifications of the R & R GEAR BOX

Weight complete, 46 pounds.
Made of Aluminum.
Full ball bearing.
Hardened bevel gears.
Adjustable Clutch, multiple disc running in oil.
Automatic oiling system.
Clutch broached to receive Model T Ford
Universal Joint.
Ball Bearing Transmission Ball Joint for
torque tube.
Racing Type centrifugal water pump.
All thrust taken by ball bearings.
Self-centering slip spline to fit Elto Motors.
All parts perfectly balanced. We recommend
the 16/10 to gear reduction in gear box.

R. C. O. GOLD CUP MIDGET RACING ENGINE

This Midget Racing Engine is the double overhead cam type, having a bore of $3\frac{1}{4}$ " x 3" stroke, 99.54 cubic inches. Ball bearing crank shaft, full pressure oiling system to tubular rods. Compression ratio 10 to 1. Cylinders are separate from crank case, with a duplex chain drive for the cams. Five-quart oil sump in crank case. Magneto drive carries the oil and water pump all in one unit. We use the Scintilla magneto (Vertex). The engine carries an oil multiple disc clutch with the end of the clutch housing arranged to fit the model T torque tube. This engine will develop up to 100 h. p. at 7,000 r.p.m. Complete with two Winfield racing carburetors \$850.00

All Prices are F. O. B. Anderson, Indiana, U. S. A.



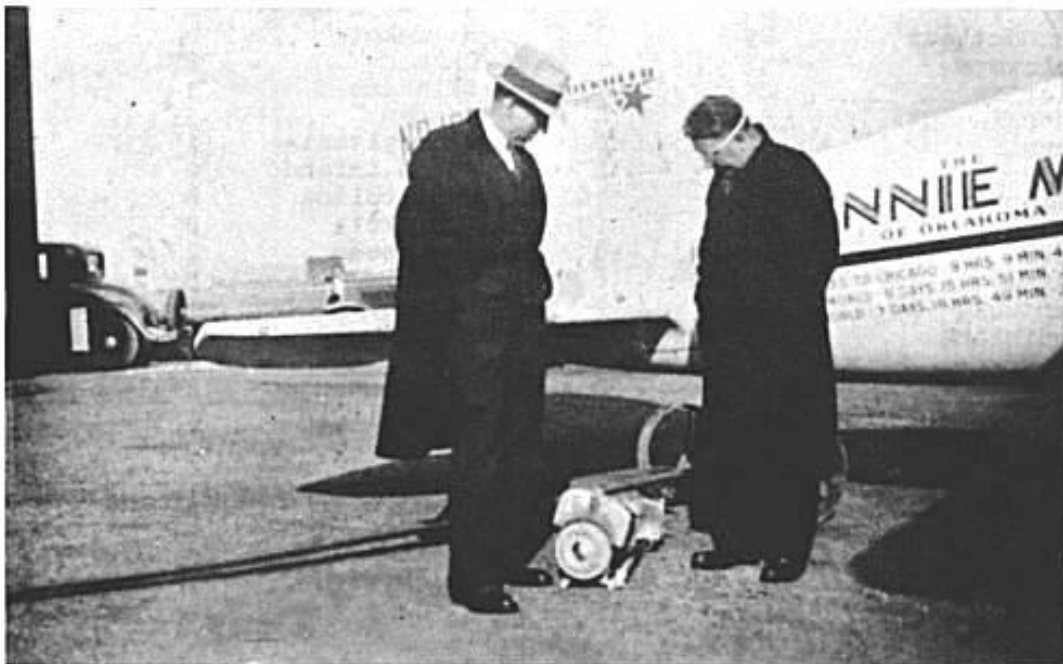
OF HISTORICAL INTEREST

..... *W J Webb*

Not many of you youngsters ever heard of the great humorist, columnist, and cowboy actor, Will Rogers. Still fewer will remember Wiley Post, one of the world's top aviators back in 1935. Will Rogers conducted a short daily column in many national newspapers. He always talked a lot of common sense, and I remember that it was commonly said that the politicians of those days feared Roger's sometimes caustic comments more than the attacks of their political enemies.

In July of 1935, Will Rogers and Wiley Post took off on a hunting, fishing and camping trip in the Alaskan wilds. On August 5th, 1935, they crashed shortly after take-off from Point Barrow, Alaska and both men were apparently killed instantly.

Warren M. Conover, who helped the three Johnson brothers launch the very successful Johnson Outboard Motor, sent me this picture which shows him and Wiley Post right after Warren had presented Post with a brand new Johnson Single at the 1935 New York Motor Boat Show. At that time Wiley Post offered to fly Conover up to Hartford to see the Pratt and Whitney Engine plant. Warren refused as he had little confidence in the piston engines of that day.



Warren writes, in part, as follows: "Here is a copy of a picture taken at the Newark, New Jersey Airport at the close of the New York Show. I had just presented Wiley Post with a J-25 Single. Post told me all about the planned trip that he and Rogers were going to take. He said they were fitting out 'an old plane' just for camping and fishing - bunks, stove and 'all the comforts of home'. The engine was to be a new Pratt and Whitney with some things yet to be tested.

They were just taking off from near Point Barrow after spending the night in a wild-and-out-of-the-way-place when the engine stalled and quit just over the tree tops. It fell in about two feet of water on lots of rocks. It seemed at the time that Post may not have let the engine warm up enough.

After Post and Rogers were killed, Pat Tanner, then the Johnson Vice-President of Sales, contacted Mrs. Post to try to recover the little Johnson motor for the Johnson Museum. But she said that when the first white men on the rescue mission entered the plane, it had been entirely gutted of everything of value. Even the clothing had been stolen from the bodies.

We lost two mighty fine men.

Courtesy of Warren M. Conover
Written by W. J. Webb

MEMBERSHIP COMPARISON BY STATES
JANUARY 1977 VS. JULY 1978

STATE	JAN '77	JULY '78	STATE	JAN '77	JULY '78
Alabama	2	3	Nevada	0	1
Alaska	2	2	New Hampshire	3	6
Arizona	2	4	New Jersey	26	23
Arkansas	0	1	New Mexico	1	1
California	37	39	New York	58	71
Colorado	0	0	N. Carolina	2	2
Connecticut	25	31	N. Dakota	0	0
Delaware	3	4	Ohio	27	28
Florida	29	27	Oklahoma	1	3
Georgia	3	2	Oregon	5	6
Hawaii	0	0	Pennsylvania	13	16
Idaho	1	1	Rhode Island	0	0
Illinois	45	46	S. Carolina	2	4
Indiana	16	19	S. Dakota	0	0
Iowa	7	8	Tennessee	2	4
Kansas	4	6	Texas	3	5
Kentucky	5	4	Utah	1	1
Louisiana	2	3	Vermont	0	1
Maine	0	4	Virginia	11	9
Maryland	6	6	Washington	26	29
Massachusetts	14	19	West Virginia	1	0
Michigan	18	20	Wisconsin	32	35
Minnesota	22	22	Wyoming	0	0
Mississippi	2	2	Washington D. C.	1	1
Missouri	13	13	Canada	15	21
Montana	1	1	Over Seas	4	3
Nebraska	1	1	TOTAL	494	557

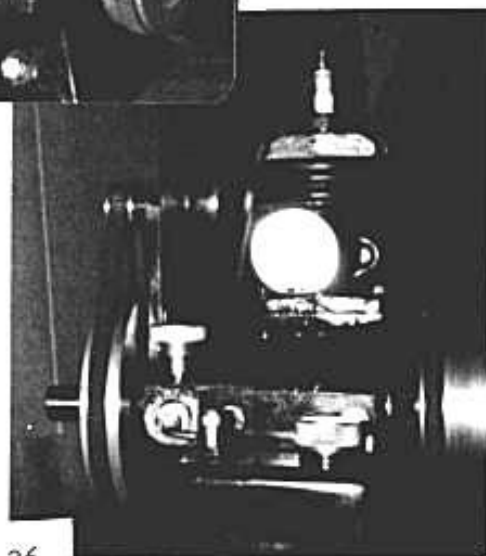
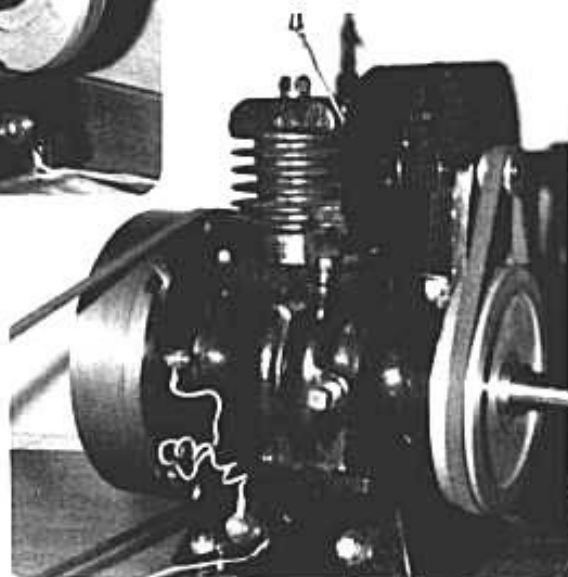
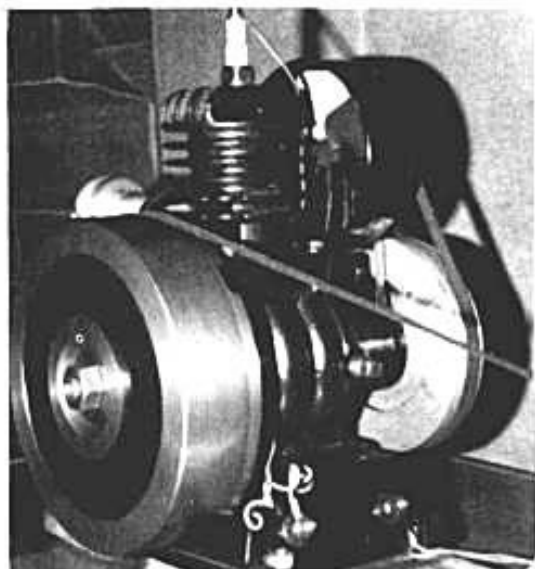
A Master Craftsman

by Walt Ellis

It seems that you find everything while looking for old outboards - some leads turn out to be good and some bad. One of mine turned out to be much more than just interesting, even though the gentleman collects stationary engines and not outboards. The gentleman is Earl Rains of Eldon, Missouri. Eldon is about 10 miles from the Ellis' lake cabin on the Lake of the Ozarks. WE were in town for supplies and a small motor repair shopkeeper told me to be sure to see Mr. Rains.

Earl had quite a collection of old stationary engines, but the one that impressed me was largely built by him. It appeared to be a carbon copy of a large engine until he began to explain that the cylinder and crankcase are two-thirds of a twin cylinder Maytag engine. The base was made of 1/8" plate. The Maytag fly wheel and magneto were discarded and a junk fly wheel found and machined to 6.5" O.D. The junk fly wheel had a straight shaft hole so the shaft

on the Maytag was modified and rekeyed to fit. The fly wheel has a back-up plate on it's inside and the points and condenser are mounted inside the cavity. The coil is mounted in the base. The fan used to cool the cylinder was fabricated



by Earl. The carburetor is the standard one built in the Maytag base with a 1/8" copper line feeding it. This line encompasses a needle adjusting valve in the fitting at the tank to meter the gas.

I looked at the gas tank and said, "You made that, too!" He agreed, but asked if I knew what he had made it from. I decided it was a top cover of a 3 unit automotive-type regulator. Sure enough, he fit a bottom to the cover, carefully fit the outlet fitting into the top, and, I believe used the pouring spout from a one quart can fit into the cover for the filler. He machined an aluminum cap to go over the tank cap, drilled an air vent hole and painted it red - really a work of art.

You must wonder about the long belt to the small cylinder! The cylinder is the window actuator motor from a Ford, is 12 volt, and has enough power when connected to a 12 volt car battery to crank the eng-

gine and start it. The actuator motor being of a permanent magnet design, then becomes an excellent generator. It now operates a car light bulb which puts a little load on the engine.

The engine is 11½" tall to the top of the plug and 10" wide across the crank-shaft. All told, it is really a nice piece of work. I asked Mr. Rains how long it took to complete this project. His first answer was that he really didn't know. I then asked if he would guess it took closer to 10 or to 100 hours, and he quickly answered that he was sure it was closer to the 100 figure.

Mr. Rains is 67 years old - looks 55 - runs a very clean, two stall garage and has the machine shop tools and expertise to build engines. He appears to really enjoy his work and hobby.



Paradise Lost

by Bill Kelly

How many club members do you know with a genuine 1929 Elto Quad? Better yet, how many do you know with a 1929 High Speed Quad?

Here is the story of how I found, and lost, that very article - perhaps this compendium will help me find it again. Do you have it?

The story starts in the eastern Washington desert town of Ephrata, in a scrap pile. I received a phone call from a man who had an old outboard and wanted me to help him identify it. He described it as having four cylinders and two carburetors - the exhaust parts showed, but it had another exhaust manifold on it. He was missing the tank, muffler, handle, lower unit, prop, plug covers, flywheel, timer, etc. I described Elto parts to him and he rooted through the pile and found everything but the coils!

This took a couple of months and a number of phone calls. He said on the last call that he would bring the motor over to me since as I was kind enough to help him find the parts and identify the motor. The whole matter slipped to the back of my mind and it was quite a while later that a car pulled up to my shop and in the back was a 1929 High Speed Quad! Yep, that was the motor from Ephrata! I hadn't realized it was a High Speed motor, but I should have from the strange exhaust (really intake) system described.

The motor was unloaded and set on a stand in my shop. I couldn't believe it - the motor was the very one at the top of my list and was complete enough to restore. However, there was still one more hurdle - the price. Now I was willing to pay a reasonable amount for the motor, but the asking price was a trade for a brand new 2 H.P. I felt that this was a bit much --- figuring that we would come to around a \$75.00 compromise. The motor sat. The price stayed the same. The motor sat - two months passed. I stared. I called other AOMC'ers and related my story, asking what their Quads cost/were worth. The gentleman called me again and informed me that he had a party in California who would trade him and if I wanted the motor I still had first dibbs on it. A couple of weeks passed and I figured that I'd called his bluff, but he arrived and either wanted the 2 H.P. or the Quad. I blew it. I gave him the Quad.

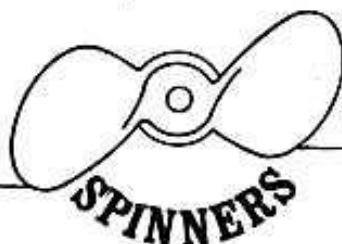
Do you have it? I'd like to get it back!!!



**MID-
AMERICA**



PROP



M.A.P.S.

by Casey West and Emmett Walls

The MAPS Chapter Annual Spring Meet, sponsored by Casey West, was held the 9th thru the 11th of June at Wilderness Point Resort on Table Rock Lake in Missouri. The weather cooperated and the week-end was beautiful.

Jim Ross drove across Tennessee and Missouri to bring his 1928 High Speed Elto Quad racer and demonstrated it for us. He used $1\frac{1}{2}$ pints of oil to a gallon of gas - the smoke trails that he left around the lake are still there. Disregarding that, we all hope that he will continue to attend. His trip was not in vain as he managed to trade Casey out of an old Elto single.

John and Gert Van Vleet came all the way from Wisconsin hauling a trailer load of outboard motors in addition to a Nimbus motorcycle - that's dedication for you. John brought his Evinrude A knuckle buster that is polished like a jewel and then, spent a lot of time running Gert's Elto Pal, thus keeping his motor clean. He's a sly old fox.

Allen Le Baugh, a new member, and family attended for the first time. We hope that they considered the trip from Iowa worth-while. Allen brought a Japanese Konuta that was strange looking but fun to run.

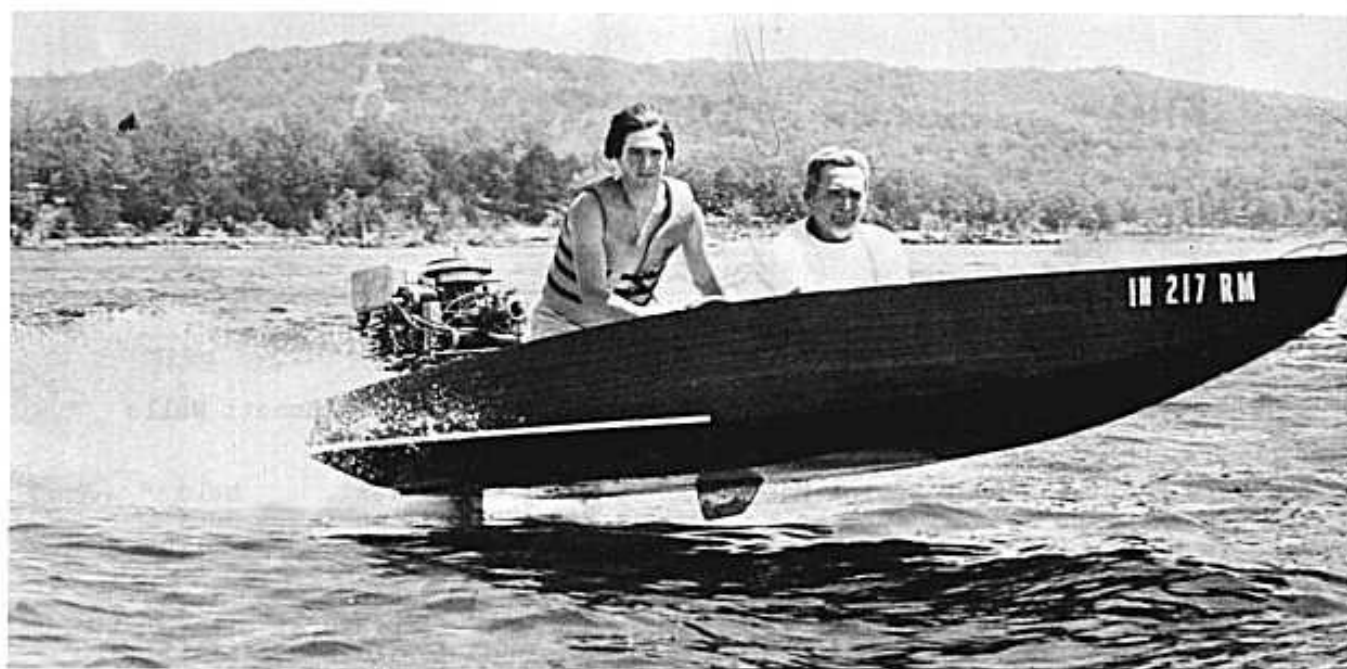
The Emmett Walls family have driven from Indianapolis so often that they are thought of as being close neighbors - the same way that we think of Gene Yonker and family who seem to think nothing of driving long distances to attend.

Gene Yonker delivered a beautiful Elto Speedster that he had restored for Bob Davis. He also ran a PO on 1 cylinder!

Bob Davis who now operates a machine shop downstream in Mountain Home, Arkansas brought along his family, his 1913 Hasse motor that looks as though it was manufactured yesterday and runs on a mix of benzene and castor oil. This German engine made quite an impression on the local news media. Bob also brought his new World War II Japanese Shoda motor which he burnt the paint off of the manifold when he wound it up, but he took Casey for a ride - seems that Casey had never been that close to an operating piece of Japanese military equipment.

As always, Casey and Catherine West were not among the early arrivals although they had only 60 miles to drive -- that's what age will do for you! Casey had a brand new (birthday present from wife) bass boat with a strange looking 35 HP outboard on back.

Bob Ponciroli and his family, as well as Ron Ellis and family are considered next door neighbors when it comes to distance. Both Bob and Ron came equipped with motors, boats and tools all loaded into trailers that gave the impression that they meant business. Bob and his Dad ran several



Jay and Emmett Walls
High Speed 4 60 on "D" Speedliner

motors including a Johnson K and a 1930 Caille. Ron brought his Neal Hydroplane with it's PR 65 - good for arm exercise. Ron's Dad, Walt, had an Indian Silver Arrow that had been beautifully restored by Ron as a birthday gift to Walt from wife and son.

The water was choppy during most of the meet, but in spite of that, Jay Walls gave an excellent demonstration of a High Speed 4 60 on a "D" Speedliner for the local press photographer. The photographer, being a cute young thing in tight blue jeans, didn't seem to distract Jay too much -- that young man is really dedicated to the old outboard cause. His brother, Van, was appended by the water patrol and given a safety check while running the bass boat with an Evinrude Speedifour. Van passed with flying colors except for lacking a whistle --- and we thought we had chicken in the armed forces --- Casey's new bass rig didn't pass either.

Saturday evening everyone enjoyed having dinner in Kimberly City. Then, an exchange of the white elephant gifts was followed by the awards ceremony conducted by Walt Ellis and Casey West. When those two characters got through, no one knew what awards were given for, and after listening to the presentation speeches no one wanted to ask. The awards and recipients were:

Phyllis Ellis -----	Golden Cup Good Girl Trophy
Ron Ellis -----	Silver Wrench Mechanic Trophy
Emmett Walls -----	Cotter Key Special 4 60 Trophy
Jay Walls -----	Johnson Go-Fer Trophy
Van Walls -----	Champion Lake Test Plug Trophy
John Van Vleet -----	Rotating Evinrude Trophy
Allen Le Baugh -----	New Member, First Meet Novice Award
Bob Davis -----	Expert Trophy
Bob and Ken Ponciroli ----	Mercury Owners Award

Two of our most avid collectors, Clarence Sitton and Willis Talbot, could not attend and we missed their comradeship and expertise assistance.

The Jaycee's Kenosha Regatta

September 2, 1945

The Northwest Divisional Championship Outboard Motorboat Races held in Kenosha, Wisconsin on September 2, 1945 was an unprecedented sporting event for 50 drivers and over 5,000 spectators. The Regatta was the first formal activity in the new yacht basin in Eichelman Park, which was one of the most modern nautical set-ups in the mid-west at the time.

Measuring three-quarters of a mile, with four laps to each of the 12 races in the \$1,200 classic, the meet attracted skilled outboard jockeys from Wisconsin, Illinois, Indiana, Iowa, Michigan and Ohio. Harold Kinzler, Commodore Kramer and other officials of the Outboard Club of Chicago helped in the technical end of the race, such as the location of the buoys and the judges' stand, and providing a list of requirements for making the race desirable for the drivers. Therefore, the pits were perfect, parking facilities were convenient, and the towing service was excellent without any of the overturned drivers being in the icy water for over three minutes.

At the drivers' meeting before the race a vote was taken as to whether the boats should be put in or not, due to the three to four foot swells at the south end of the course. The vote was an unanimous "Yes!", even though it was evident that the fastest outfit wouldn't necessarily be the winner, as few boats would be able to get up to speed with such treacherous swells.

Such far-sighted drovers as Paul Wearly, Muncie, Indiana and Bud Finkl, Chicago, Illinois brought their rough water boats, and became the co-stars of the races. Wearly, a former National Champion, won all 4 events in which he was a contender, taking both heats in Class A and a pair in Class B Hydro Division. Finkl climaxed the program by setting the fastest time of the day, twice in succession, in the last two Class F Hydro races. His first time was 2 minutes and 31 seconds - after refueling, and without any rest, he gave a sizzling 2:30 performance.

According to Bud Finkl's brother, Charles, "The start and the fight for pole position was as important as speed and skill in the rough water. Those who missed out on their position either finished late, or tipped over trying to catch the field - Teddy Benda's 'swan dive' in front of the judges' stand had to be seen to be appreciated."

"Once you learned the knack of handling the swells it was easy, all you had to do in the runabouts was accelerate on the down side, shut off on the up side, jockey for position in the turns, balance the boat when it was in the air, and if you didn't bury the nose in the bottom of the swell and fly out too far at the crest, you would last for another lap if the outfit held together. The hydroplanes handle somewhat similar, but with enough difference that a good runabout driver rarely makes a good hydroplane pilot and vice versa."

As Eddie McKenna, sports editor for the Kenosha News, noted, "Spills were frequent as the dare-devil pilots manipulated their buzz-saw sounding shells like bucking broncos at clockings from 50 to 75 miles an hour around the bouncing straightaways and hazardous turns, but there were no crack-ups to mar the pulse-quickening thrills unreel'd every splash of way."

This regatta was sponsored by the Junior Chamber of Commerce, and the members found it took a great deal of midnight oil to stage such a top notch event. The regatta was sanctioned by the National Outboard Drivers' Association through the Chicago Outboard Association.

Summaries of the races:

Class A hydro first heat: Paul Wearly, Muncie, Ind.; Gil Hummell, Detroit; Ernie Erickson, Chicago. Time 3:03.
Class A second heat: Same as in first heat. Time 2:58.
Class C hydro first heat: Andy wandell, Concord, Ia.; Homer Kincaid, Carbon Cliff, Ill.; Bud Finkl, Chicago. Time 2:47.
Class C hydro second heat: George Walther, Cleveland; Johnny Witouse, Chicago; "Pop" Antink, Chicago. Time 2:50.
Class B first heat: Paul Wearly; Homer Kincaid; Henry Tietge, Cedar Rapids, Ia.. Time 2:39.
Class B second heat: Paul Wearly; Homer Kincaid; John Witouse. Time 2:45.
Class F service runabout, first heat: Ray Gabel, Cleveland, Ohio; Bob Peterson, McHenry Ill.; Marvin Braun, Cudany. Time 2:55.
Class F service runabout, second heat: Same finish as in first heat. Time 2:47.
Class F hydro first heat: Bud Finkl, Chicago; George Walther, Cleveland; Andy Wandell, Concord, Ia.. Time 2:31.
Class F hydro second heat: Bud Finkl; George Walther; Mike Prostek, Racine. Time 2:30. Fastest time of the afternoon.
Class M trophy race: Thelma Grace, Lake Bluff, Ill.; Bob Kramer, Chicago. Time 3:17.



Pete Sayl facing camera.



ESTIMATES FOR THE 1946 JAYCEE BOAT RACE BASED ON THE 1945 RESULTS

ESTIMATED MANPOWER

Pop Stand	10 men
Advertising	2 men
Bleachers & Snow Fence	2 men
Sanction & Officials (Contest Only)	1 man
Insurance	1 man
Pier	15 men
Ticket Booth	6 men
Ticket Takers	6 men
P. A. System	4 men
Receptionists	6 men 2 wives
Judges Stand	6 men
Pits	4 men
Guards	20 men
Patrol Boats	4 men
Coast Guard	1 man
First Aid Tent	<u>2 men</u>
TOTAL MANPOWER	90 men

ESTIMATED COST

Advertising in Papers	\$35.00
Advertising in Misc.	35.00
Bleachers & Snow Fence	250.00
Sanction Officials	25.00
	<u>115.00</u>
Creamer	50.00
Cannon	15.00
Clock	15.00
Rajeski	35.00
Insurance	125.00
Pier	400.00
Ticket Booth & Judges Stand	10.00
Tickets	10.00
P. A. System	50.00
Second Set of Notices	15.00
Misc.	30.00
TOTAL	<u>1100.00</u>
Prize Money	<u>1275.00</u>
GRAND TOTAL	\$2275.00





THE 1937 ELTO HANDIFOUR MODEL 4219

The Smallest Elto Quad 9.2 HP

The 1937 ELTO Handifour Models 4219 and 4245 thru 4249

by Jim Ross

The plain version of the popular Evinrude Lightfour Imperial was manufactured only in the year 1937. The probable reason for its short life was its late appearance on the market and the introduction of the cosmetically redesigned round tank version of the Lightfour Imperial. It was a companion motor for the Elto line of unshrouded motors: Handitwin, Ace, Pal, etc. Due to the number of Imperial models found nowadays with the shrouds missing, there may have been some basis for Elto to go back to a more basic design.

Unlike the Lightfour, the Handifour was made in rope start only. It was made in both the service model and heavy duty model, which had a larger lower unit and 5" and 15" longer extensions.

The lack of the shroud, the cylinder head castings and the carrying handle are the only major differences in the two models. The ends of the cylinders are cast completely rounded and there is no provision for the shroud. There is a lifting handle bolted to the steering arm bracket, and the muffler downpipe looks like it was stamped to form a carrying handle. This may or may not be original, but don't any of you restorers replace a Handifour muffler tube because you think it's bent. It seems to be made that way, and is listed as a separate part number from the Lightfour in the 1937 parts book. It does make a convenient hand hold to put the motor on or off a boat without your hand slipping up into a hot muffler while using the other hand to lift by the handle.

All other internal parts are the same except for the prop shaft, propeller and nut, which does not use the Elto style shear pin cup like the Lightfour. The motor has a bronze Michigna 2 blade E523 prop while the Michigan book lists the E522 - 8 3/4 x 9" aluminum 2 blade. I have a aluminum racing prop marked "4000 series Quad w/std housing" that fits the Handifour but not the Lightfour. The carburetors are the same but the flame arrestor discs and the adjusting needle and knob are different.

It is interesting that while Elto's principal ignition system was battery, the Handifour came with mageto only. Elto had marketed in 1934

and 1935 a few battery ignition shrouded models of the alternate firing Lightwin Imperial and Lightfour Imperials under the Elto name. These must not have been popular as the age of battery ignition was about over, and they were discontinued. I don't know of any of these existing but it does give us something different to look for. It is possible they were converted back to magneto. Beware of Lightfours bearing Elto decals!

All of this leads to a very rugged looking, strictly functional looking Quad. I only know of one other Handifour at this time. The serial number of mine is 0604 so this gives some idea of how many were made.

4219 Handifour	1937	9.2 H.P.
4245 Handifour 5" longer	"	"
4246 Handifour 15" longer	"	"
4247 Handifour Heavy duty	"	"
4248 Handifour H.D. 5" longer	"	"
4249 Handifour H.D. 15" longer	"	"

CHAPTER PRESIDENTS

Yankee Chapter	Dick Fuchs	New England
Knuckle Busters	Tom Glock	New Jersey Pennsylvania
Mid-West Chapter		
Florida Chapter	John Harrison	Florida
Long Island Ancient	John Gustaffson	Long Island, N Y City
Outboard Mariners		
San Francisco Chapter	Eric Gunderson	California
Twin Cities Chapter	Bob Peterson	Minnesota
Mid-America Prop	Clarence Sitton	Missouri and others
Spinners		New York State except
New York State	Sam Vance	N Y City & Long Island
Texas Chapter	Ted Bieber	Texas
Central Ohio Chapter	Milt Moos	Ohio

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 -
	Detroit - Wayne Schoepke

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.

submitted by Allen Le Baugh



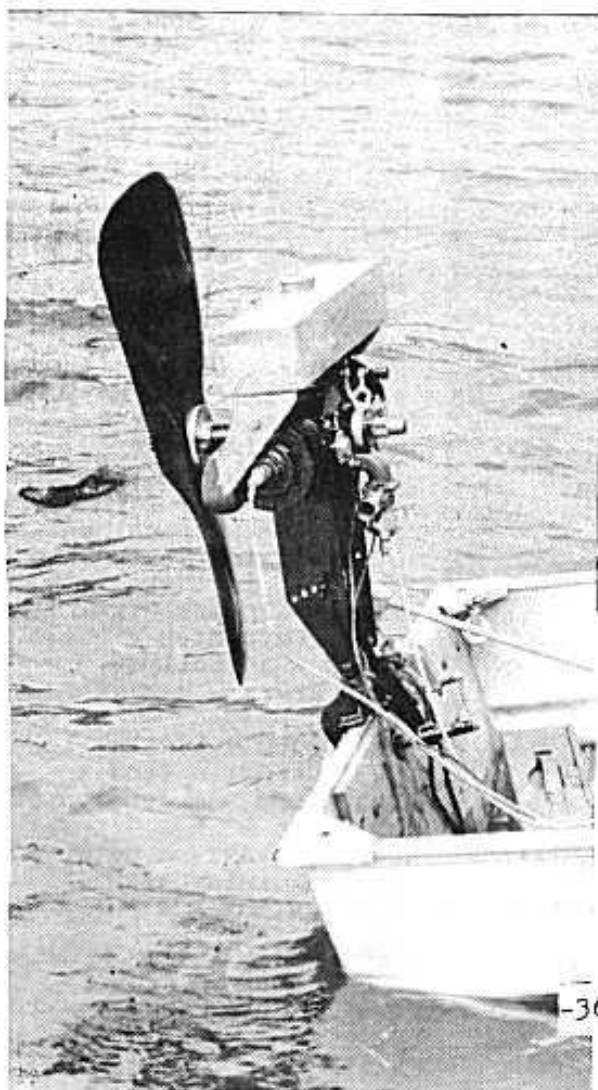
"WE'VE DROPPED IT 35 FEET... LAID IT ON THE OCEAN FLOOR FOR 6 WEEKS... AND LET IT RUN 250,000 HOURS WITHOUT HARM. NOW FOR THE FINAL TEST... A TYPICAL OUTBOARDER WILL ATTEMPT A MINOR ADJUSTMENT !"

THE Yankee Chapter NEWS

At Last, A Yankee "Wet Meet"!!

The annual May meet of the Yankee Chapter was held at the reservoir in Colebrook, Connecticut. This meet was devoted to the performance of the old motors in the water since at least half of the participating members attended the first Laconia AOMCI Meet at the home of Larry and Ann Carpenter the previous weekend.

Bill Andrulitis of Manchester, Massachusetts demonstrated an Aero-thrust, an air-driven unit with a 32" solid walnut propeller (pictured below). This mechanism has no



The obvious conclusion -- not trash, not correct way for tank testing.

method of steering and requires a special rudder attached to the boat. Andrulitis also showed a 1911 Evinrude that he had just finished repairing for a fellow member in New York.

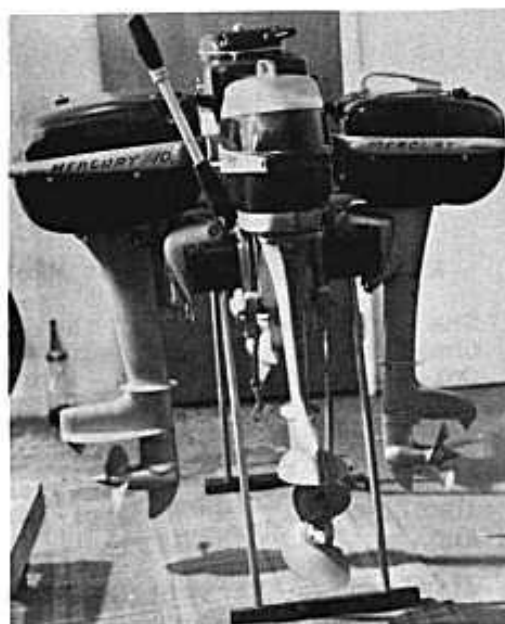
Bob Zipps of East Hartford, Connecticut, raced through the water with his 1934, 13 H.P. Johnson. This is not the prize of his Johnson collection - his 1925, 2 H.P. Johnson Water-bug was rented to Paramount Studios for the filming of THE GREAT GATSBY.

Tom Luce of Westfield, New Jersey, showed his 1918, 12 H.P. Evinrude and his 1941 Sea King. Tom did not

bring his "Celebrity Saw-horse" motors - a 1928, 7 H.P. Elto Speedster and 2 Caille five-speeds that he rented to CBS for the filming of THE DAIN CURSE (April '78 OUTBOARDER).

Earl Bently of Winsor, Connecticut brought a 1939 Indian to the meet. He is also active in restoring and racing old motorcycles - his 1906 Indian motorcycle took first place in the national meet in Schenectady, New York last year. He is currently restoring a 1912 Thor motorcycle and a 1929 Lockwood outboard.

Bently also brought a Pacific pumper that was used as a firefighting apparatus during World War II. Bill Lyman of South Hadley, Massachusetts brought a similar old power pump and the two were demonstrated at the water's edge. The Lymans also brought a 1917 Johnson Motor Wheel (an early moped).



Preparations are being made for the selling and swapping of parts and motors.

A "brace" of Dick Fuchs' restored Mercurys.

Many other old motors were run at the meet --- after all the motors were shut down and the tail-gate swap shops were closed, 40 of the 45 present went to Dick Fuchs' house for a hamburger cook-out.

The Yankee Chapter members were thrilled to have had such a successful outdoor meet, as their September '77 meet on the Connecticut River was rained out. Mr. and Mrs. Dick Schaber of Newington then hosted the meet in their home.

- Trophy winners were:
- Larry Carpenter - brass motor - an Eclipse
 - Phil Kranz - semi-shroude moto
 - Bob Grubb - little kicker
 - 1938 Champion Bendix
 - Bob Zipps - A Johnson ove 20 cubic inches
 - Carl Spivey - a motor of special interest

The above article was condensed from articles in Soundings and The Winsted Evening Citizen, and were written by Claire Vreeland, wife of club member Paul Vreeland. Articles and pictures were submitted by Dick Fuchs. -37-



Mary Daller

The above picture of Mary was taken in Boston, Massachusetts, August 1937.

The following article about the race appeared in September 1937 Motor Boating.

The Midget Class brought out nine of the little boats driven by young women and only two by boys. Mrs. Mary Daller took first place in both heats, thereby winning a new midget motor for herself. In the final check up Miss Frances Defibaugh took second on points and Miss Clara Bell, third. The two boys were out of the final score as Paul Birbarie was last in the first heat and Richard McFadyen and Elsie Tipon beat the gun in the second heat and were disqualified. Mrs. Mary Altman of New Kensington, Pennsylvania after winning a third place in the first heat, turned over before the start of the second heat.



Mrs. Mary Daller and her husband, Morton, of Claymont, Delaware are both members of AOMCI. Mary is the Secretary-Treasurer of the Knuckle Buster Chapter and writes a newsletter for the chapter.

NEGOTIATING FOR ANTIQUE OUTBOARDS

Marcus S. Wright III

October 1969 Reprint

One can often find an antique worth owning, but to find an engine at anything other than an unreasonably high price is unusual. Don't be discouraged - back off and think!

Realizing that dollars and emotions are sometimes mixed in the seller's mind, try to figure a way to handle this bird so he will agreeably sell you the engine at a decent price. Establishing a good rapport with the seller will usually result in buying the engine at first contact. You should be prepared, however, to spend years in negotiations, in some cases.

Some sellers place a high dollar value on their engine, but will listen to reason and examples. The owner of a 1907 Waterman wanted \$700.00. Over the phone, I told him of another club member who had paid \$25.00 for his engine in good condition, but that I thought his engine was worth \$75.00 and would pay that price. I advised the owner not to give me a yes or no at that time because I would be 400 miles closed to his city in a week and would visit him if we could arrive at a reasonable figure. We closed the deal for \$100.00, or about \$2.00 a pound, for a 60 year old engine! High, but like acreage on an island, no more are being made.

When writing to owners about their engines, list your questions so they have to answer many as "no": Parts list included?, Owner's Manual included?, Decal good?, Original paint job?, Running?, What missing parts?, Original shipping crate?. The more "no's", the better the message gets across that he has to sell you on his engine.

A particularly effective ploy is to enclose a check noted for payment in full with your offer to buy. About two years ago, I acquired an Indian Silver Arrow in this manner. Satisfied from photo and general condition statement by letter from the owner, my response was to reply with a check for \$25.00 with shipping instructions. This man delivered the engine to my door several weeks later. Result: a rare 1930 Indian at about 30¢ a pound.

Johnson, Evinrude, Elto, Caille, Lockwood, Waterwitch, OMC and Thor engines, in that order, are the most plentiful antiques. Take along a copy or two of The Antique Outboarder and show your prospective seller so he can see for himself he doesn't have the only engine of that type in the Hemisphere! Many owners of Model A Evinrudes are chastened when advised that about 150,000 of these engines were built from 1909 - 1928 and are quite plentiful. These are the folks who like to tell you they can exchange them with the Evinrude Company for a new model.

Time cools many people way down. One very rare engine I have was bought for less than the asking price by the single expedient of waiting two months before answering the seller's offer and enclosing a check for 35% less than asking price, with a polite cover letter which explained after giving a lot of thought to the matter, this was the best I could do.

The higher the seller's price, the fewer antiquers who will be interested. This means you can really go to work on the owner. Set a schedule for

eventual purchase within a year to 18 months. It can be a real sport in bringing the fellow down to earth on his price. Get friends to write or call on him, each one leaving an offer close to your, but never the same as yours, otherwise he will think you are sending your friends over. A few months of this treatment and he usually get the idea his engine is iron, not gold.

Some folks are a little slow in getting down to business. After the second or third visit and you feel you know your man fairly well, don't overlook the "Juice of the Grape". After lifting a few with your quarry at a friendly tavern, you may get the guy to sell it to you cheap because you are going to give HIS engine a GOOD HOME and he owes that engine a chance at posterity because you are going to see to that! Feeding vanity sometimes works.

Engines are sometimes priced way out of reason and the owner will not budge, no matter what you do. Occasionally, these engines can be bought from his Estate for a fraction of original asking price! Never lose track of a desirable engine.

Good engines can sometimes be found from salt water areas. When you find one, though, beat the verbal salt water drum loud and clear as this is often worth quite a bit of money to you.

Running engines are worth more than dead ones. Should your prospective engine be dead and you feel the price would be appropriate if it were alive, ask the seller if he will make it run for you. Often, this will pave the way for a better price.

Shake the flywheel, turn it, and muttering to yourself, "Oh, oh", point out loose rod, piston or gear noises. Any spark? Take your time to create the impression you know your subject - this often gives the seller the solid impression you are an authority and makes him a lot less sure of himself. This weakens the seller's case and is better for yours. Many folks back way off when confronted with a pleasant, genial, polite and firm person who knows his subject cold!



The "Motor Behind"

You've heard of "the man behind the gun,"

You've heard of "the man with the hoe;"

The "motor behind the boat" has come,

It has come to stay and to go!

When home and dinner are far away,

And winds are dropping low,

Let down your sails: with a "motor behind"

No need to look for a tow!

In the heat of the day or the evening's cool,

When rowing is hot and slow,

Just hang out your motor and light a cigar;

You've a rowboat you don't have to row! -40-

Now sailors, canoeists, and rowers all,

And campers and fishermen, too;

The "motor behind" is designed for you,

Get one! That's all there is to do!

Don't paddle or row like a galley slave crew!

You may work when you wish

And rest when you will,

Row, sail or paddle, or just sit still,

Portage on trails o'er dale and hill,—

And the "motor behind" will fill the bill!

DECALS

Decals add that finishing touch to your restoration
These are to original specifications and in color.

Evinrude Single 1921 to 1928 \$4.95 @
Elto rear tank, any thru 1928 \$3.95 @
Water applied type.
Robert Brautigam 2316 West 110 th Street
Bloomington, MN. 55431

Johnson Light Twin, 1921-1927, plus A35.
With start and oiling decals. Exact duplicates
of originals. Water applied \$5.00 @
Bob Zipps 182 Brentmoor Road
East Hartford, CN. 06118

Johnson Sea Horse 32, fits V65, V70, VR's
VE's. Johnson Sea Horse 25, fits all
Giant Twins, V45, V75.
Evinrude Speedifour & Big Four. Modern. \$10.00 @
John C Harrison 1000 N W 54th Street
Miami, FL. 33127

For Evinrude Scout, 1937, and others with
similartear-drop tank. Complete with oiling
and operating instructions. \$6.00 @
Bob Grubb 1366 Meadowbrook Road
Pottstown, PA. 19464

Metal name plates for front of gas tank.
Fits all ELTO Ruddertwins \$5.95 @
George Loeb 7037 Suburban Avenue
Norfolk, VA. 23505

Johnson Sea Horse 16 or 24, also fits
early P and S modela. \$7.00 @
Evinrude 4-60 \$8.00 @
Eric Gunderson 515 West Main
Grass Valley, CA. 95945

Johnson K, from P/N 27-227 with S and O
Instructions, also fit OK55, OK65.
Water applied \$5.00 @

Johnson alternate firing A models
from P/N 25/244 also fit K35, K40,
K45, KR40, A35, A45, and OA65.
Vinyl type, self stick. \$6.00 @

P/N 11-124-J, model 100 and others. \$4.00 @

P/N 41-213 fits LS 37, 38, 39 and more \$4.00 @

P/N 29/151 Fits PO with Sand O inst. \$7.50 @

Johnson A35, A45, and Sea Horse 3
from P/N 13-576 Water applied \$6.00 @

Charles Hansen 2108 Broward Road
Jacksonville, FL. 32218 all postpaid

For Lauson motors, state single or twin.
Give model number if possible. \$5.00 @

E. Walton- Ball 1940 Ellesmere Road U 8
Scarborough, Ont. M1H 2V7

Neptune 2 H P1035-1946 \$4.50 @

3.2 to 9 H P 1930- 1947 \$5.50 @

16 H P 1936-1942 \$6.50 @

Johnson DT 37-38-39-10 \$6.00 @

Johnson HD 39-10-15 \$5.50 @

Johnson MD 38-39-15 and LS & DS 37-38 \$5.00 @

Johnson TN models, red letters white trim \$7.00 @

Champion 1926 to 1938 and 39D3D only \$6.00 @

1941-42 3.6 HP, S4G, D4G, S1G. \$4.50 @

Blue Ribbon 1947-1852, fits later models
but not exact. \$6.50 @

Waterman exact duplicate C 16 fits others \$5.50 @

Terry Kilcoyne 3251 Nicollet Avenue
Minneapolis, MN. 55408

We appreciate your HELP -

SEND IN YOUR DUES ON TIME

REMEMBER TO SEND IN YOUR CHANGE OF

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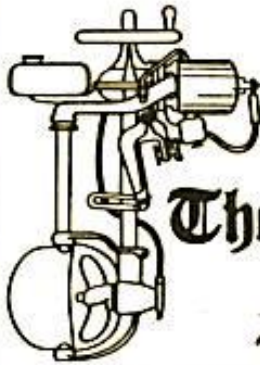
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AOMCI 13TH YEAR