

(Continued)

"Somewhat in despair with the situation, we cabled London requesting six Evinrudes for experimental use - to test their ability to propel our large, heavy barges. We received six 1914 models which proved to be invaluable. They towed our Maheilas laden with 100 tons of military equipment, drawing four feet of water and traveling at a speed of four knots.

It was a grand sight seeing this flotilla of six ancient Mesopotamian craft moving slowly upstream with their 600 tons of cargo towed by the gallant Evinrudes, struggling away, popping and banging like mad... and cheered on by the troops. All very different from the new streamlined models propelling pleasure craft today."

AUSTRALIAN BOATERS RECALL EPIC 1928 VOYAGE

A recent wave of interest among Australian outboard sports enthusiasts in the difficult Sydney-Newcastle run on the east coast of Australia has impressed the public with the daring of the drivers and the speed and reliability of the modern outboard motor.

Recently one outboard enthusiast made the difficult 62-mile journey in 3½ hours and later lowered the record to three hours. He was using a 60-horsepower motor on a 14-foot hull. Subsequently, another modern sportsman further reduced the record time to two hours, 20 minutes in a modern runabout powered by a 40-horsepower outboard. Further assaults are expected to set new marks for the hazardous run.

For oldtime Australian outboard boating enthusiasts, however, no performance will ever quite equal in glitter or dash the feat accomplished almost 34 years ago by Larry Larsen. Piloting a fragile 12-foot, six-inch hydroplane named "Lady Evinrude", Mr. Larsen raced seaward at dawn of December 13, 1928, to set a record that stood for more than three decades. Powering the "Lady Evinrude" was a 16-horsepower Evinrude Speeditwin engine.

Just three hours and 40 minutes later, Mr. Larsen roared into Newcastle harbor and outboard boating history. The docks were soon thronged with cheering people, most of whom had never seen an outboard motor.

He had survived an encounter with sharks, some drenching nose-dives into big waves, and 62 miles of unpredictable ocean with little more than jarred bones. And he had vividly demonstrated that an outboard motor was deserving of much more respect than it had previously been afforded.

Outboards were then a novelty in most of Australia, but soon thereafter were imported in ever-increasing number - in great part because of the manner in which Mr. Larsen's voyage had fired men's imaginations and proven the outboard engine to be both powerful and dependable. The outboard had come of age in Australia.

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