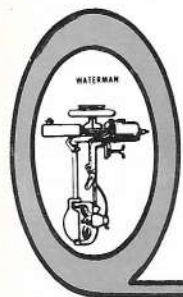


VOLUME 5

NUMBER 1

JANUARY 1970



THE ANTIQUE OUTBOARDER



Johnson
WATER-BUG

LIGHT TWIN

From California -

1969 CALERO DAM MEET

AOMCI

by Bill Salisbury

The California Meet was held this year at Calero Dam in Santa Clara County on October 19. This was the first meet held in Northern California and we had a total of eight members attend along with members of their families and friends.

It was a beautiful Sunday and members started showing up shortly after eight o'clock in the morning. We set up our display at the main launching ramp and used an area convenient to the ramp and to the water.

The morning was absorbed becoming acquainted with other members, getting boats in the water and tuned up, and of course, joy riding. One of the highlights of the morning was a rescue performed by Eric Gunderson when he towed a new, fancy Donzi back to the ramp after it's owner, trying to show off, roared away from the ramp -- for about 15 feet and hit an underwater rock, wiping out his prop, shaft, and strut. Eric did it with his nicely restored 1937 Neptune 4 HP Twin. He got lots of applause from not only the Antique Outboard Club members, but other spectators as well.

The afternoon started off with the judging of the most unusual motor and motor in best condition. The judges were Frank Nunes, Bob Hackl, and Eric Gunderson. A trophy was presented to Paul Rawn for the most unusual motor and the judges came up with a tie, but since both of the motors were owned by Paul, he still walked home with the hardware. The unusuals were a Clarke Troller and a 1929 Cross Twin 4 cycle.

The Best Condition Trophy was presented to Bob Jevarian and his son Rich for their work on a superb Indian Silver Arrow (1930). The judges had to make a very difficult decision here as there were quite a number of outstanding restorations.

The Oldest Running Motor Trophy was won by Carl Castle for his 1928 Johnson A-35, also beautifully restored. This was the first time Carl had even tried to start his motor and he was obviously pleased when it started easily and ran for the five minutes prescribed by the rules without stopping. There were older motors at this meet, but not running. Chuck Stoker almost won the prize for his J-25 Johnson, but there was no serial number to be found on it and therefore we could not establish the age.

The Bang and Go Back Race was held next. Unfortunately, we had only three entries for this one. Rich Jevarian was using a Champion Single, Eric Gunderson was using his Neptune Twin, and yours truly was using the notorious '38 Johnson PO-38. Eric Gunderson took the honors here. I had the PO going so fast that I couldn't make the turn at the pole boat when the gun went off. Son David and I nearly went for a swim!

The final event of the day was a predicted log event and a surprise event at that. All watches were turned in along with estimates of the timed run. Rich Jevarian won this one with his Champion Single. He estimated his time at 7 minutes even and his actual time was 6:44! That is pretty good counting, Rich!

As you probably know, California is a big place and our members are scattered all over the place. We were all quite pleased with the success of the meet and the enthusiasm shown at the meet. We know that next year we will have a better attendance and more participation especially for the water events. So get them ready for next spring and be ready to make them perform! You'll be hearing from me.

Our thanks to Bill Seibel, who couldn't make the meet all the way from Seattle, but who sent his entry fee as a donation to help with costs. Hope you can make it next year, Bill! A special thanks to Carl Castle who expertly took the meet photographs and helped with the organizing.



Bob Jevarian (L) receiving "Best Condition" trophy from Bill Salisbury (R). Rich Jevarian looks on.



Paul Rawn receiving "Most Unusual Motor" trophy



Eric Gunderson receiving "Bang and Go Back" trophy

At Last!!

A
Really
Portable
Out-
board
Motor!



Weights under 10½
pounds. Only 21
inches over-all.

The CLARKE TROLLER

The motor without gears,
pumps or water jackets

Put it in your duffle bag or on the floor of your car. It won't leak oil or fuel in ANY position.

A motor that will be your pet, just as much as your favorite fishing rod or gun. Light, easily carried—take it wherever you go, whether to some crowded inland lake or to some far-off haunt in the distant woods.

It is the lightest, cleanest, simplest practical motor ever made available for sportsmen, campers and canoeists. Motor operates under water, thus cooled by direct submersion. It is always cool and always clean.

Carburetor and ignition mechanism, inclosed within metal housing, make engine waterproof, rainproof and sprayproof. Can be carried freely with tank full of gasoline.

Center of gravity well below the waterline—actually contributing to stability of boat or canoe.

Uses 6-volt "hot-shot" type battery for ignition system similar to that used in motor cars—light dry cell provides current for ignition as well as for legally required light.

Clean to handle—will not soil hands or clothing—smooth, streamlined exterior of polished aluminum is always bright and immaculate.

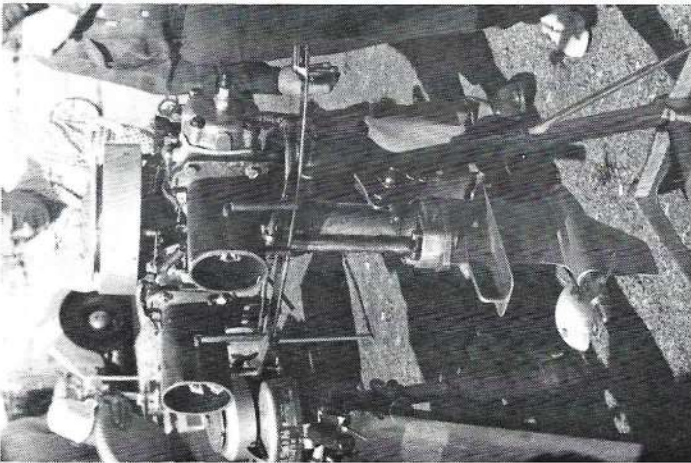
Easy to carry, stores in small space. Very economical. Powerful, developing 1.2 horsepower. Operates approximately 1½ hours on a quart of fuel.

APRIL, 1938



You CAN take it with you

Clarke Engineering Co.
9350B Grinnell Ave. Detroit, Mich.
D. R. CLARKE ENGINE CO.
225 Richmond St. W. Toronto, Canada



This is the side of Frank Nune's 1938 Speeditwin seen by the losers

A list of motors at the California Meet:

Chuck Stoker

- Johnson J-25
- 1939 Johnson KA-39
- Johnson KA - NY Pumper
- 1941 Waterwitch
- Frank Nunes

- 1938 Evinrude Racing Speeditwin
- 1938 Johnson LS-38
- Caillie Twin - unknown vintage

Bob Jevarian

- 1938 Neptune Model 1438
- Evinrude Model B
- Champion Model 12
- Neptune Twin Model 15B4
- 1930 Indian Silver Arrow Model D01004
- Penta Twin Model U-21

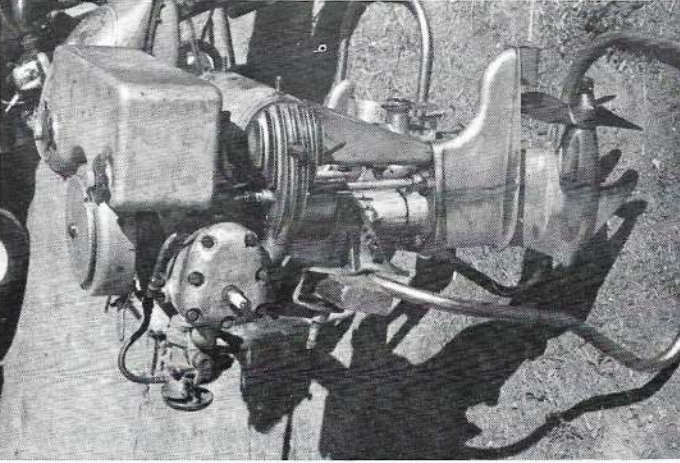


This Silver Arrow of Bob Jevarian's speaks for itself.

Paul Rawl

- Caillie Twin 5 Speed
- Bendix Single Model SM
- Clarke Troller Model TP
- 1929 Cross Twin 4 Cycle
- Shoda Twin 4 Cycle - WWII Jap barge motor

- Carl Castle
- 1928 Johnson A-35



Paul Raun's 4 cycle Cross Twin. Notice 2 caps in tank- one's for oil.

Bill Salisbury

- 1938 Johnson PO-38
- 1939 Johnson KA-39
- 1933 Johnson A-65
- 1931 Caillie-Motorgo
- 15 HP 20 cu. in.
- 1930 Johnson K-50

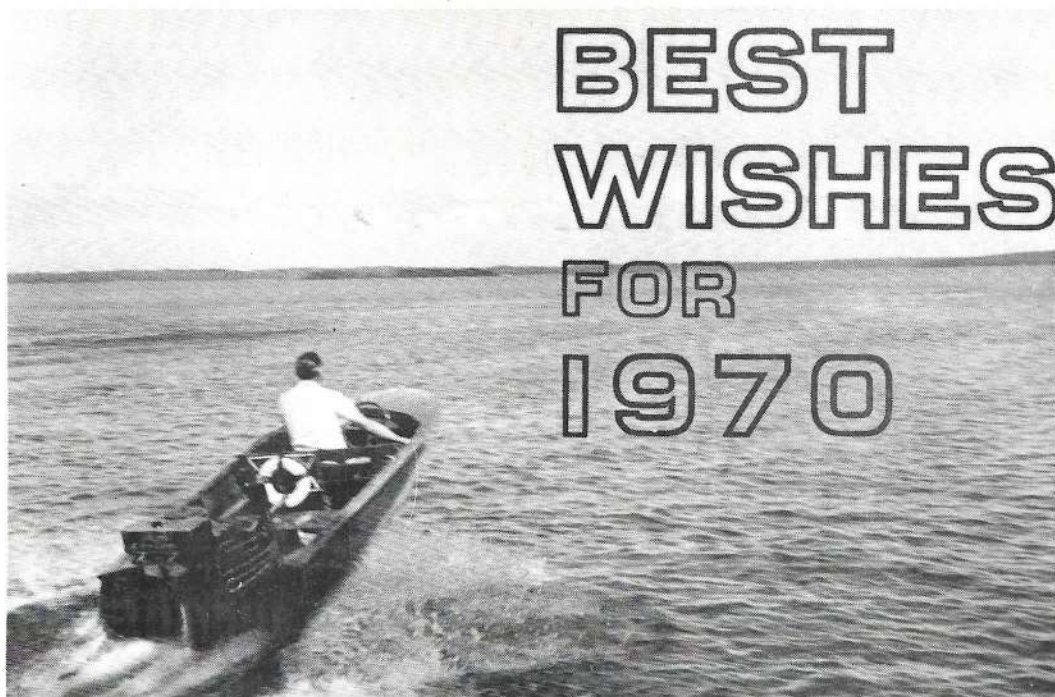
- Eric Gunderson
- 1937 Neptune Twin OB35A

The Antique Outboard Motor Club Inc.

Published, 2316 W. 110th St
Minneapolis, Minn 55431

Home Office, 1107 Pueblo
Richardson, Texas 75080

PRINTED MATTER - NO COMMERCIAL VALUE



BEST
WISHES
FOR
1970

AOMCI 5TH YEAR

COMMENTS FROM THE
INDIAN GROUP LEADER
September 15, 2019

The Indian outboard made a brief appearance in the January 1970 issue of The Antique Outboarder in an article about the 1969 Calero Dam Meet beginning on page 36. Apparently Bob and Rich Jevarian presented a pristine Indian Silver Arrow outboard at that meet and walked away with the "Best Condition Trophy".

A nice photo of their motor appears on page 38. Below the photo is a list of all motors that were in attendance and Bob Jevarian's Indian is described as a "Model D01004". I must point out that I do not agree with the model number as given. "D01004" is the serial number from Bob's outboard which is unique to his outboard only. The serial number identifies his motor as the 4th Indian outboard manufactured in 1930. By the way, since I took over the Indian Special Interest Group Leader's position, I discovered Bob's Indian outboard displayed in the Tahoe Maritime Museum in Homewood, CA.



Tom Oncken
Indian Special Interest Group Leader