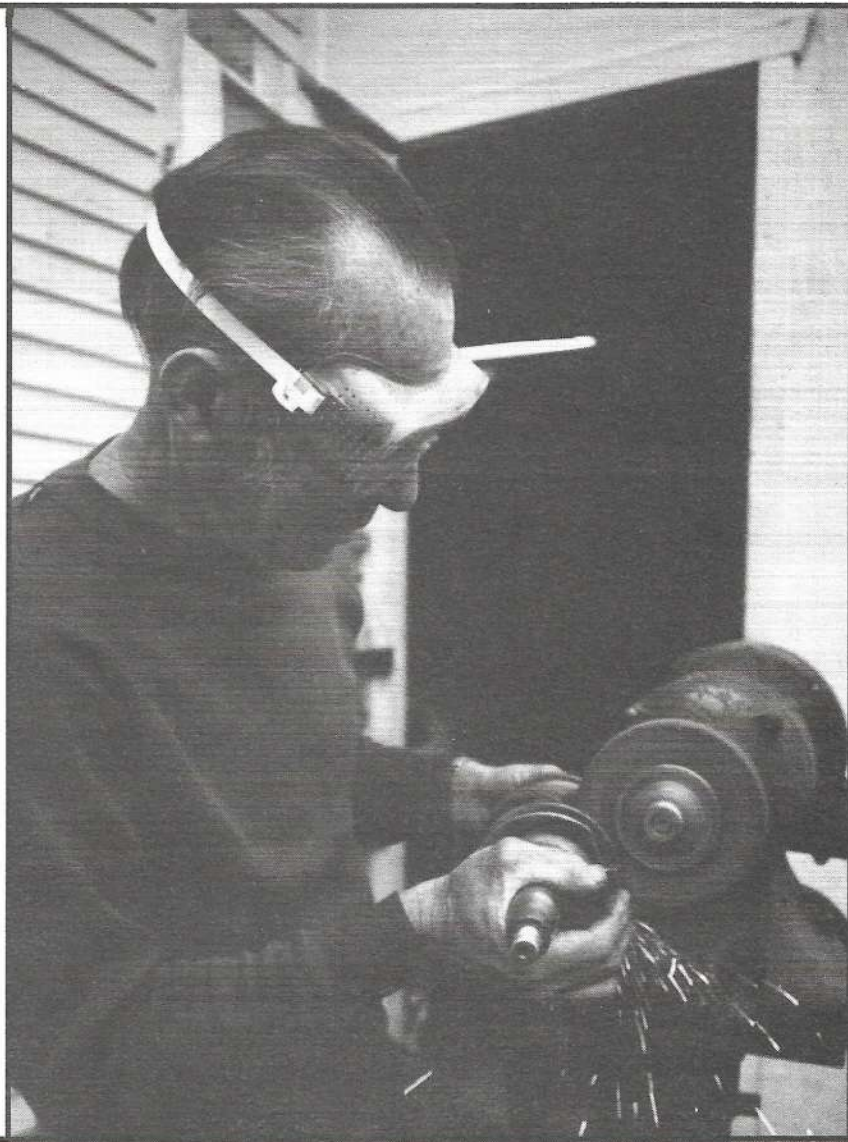


the
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Outboarder



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July 1985

Please feel free to contact these people about anything pertaining to meets, motors, etc.
Send a self-addressed stamped envelope if an answer is requested.

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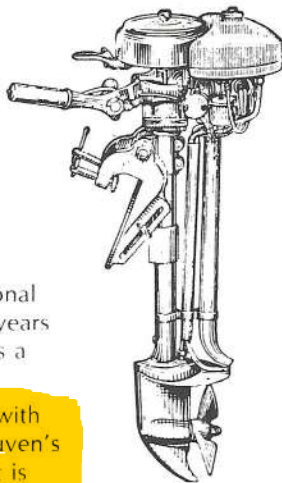
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Cover Photo: John Toprahanian, National World Competition Holder. Four years national high point holder modifies a P-500 crank.

Back Cover Photo: Two little Indians with Phil Brookes on the back of Van Leuven's Aluma Craft. The one on the right is Howard's and the one on the left is Phil's.

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SPECIAL INTEREST GROUPS

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

- Class "F" owners — Dave Reinharsten, 7417 Whispering Pines, Dallas TX 75240
Johnson PO — Bill Salisbury, Jr., 535 Fielder's Lane, Toms River, NJ 08753
Johnson V Series — John Harrison, 1000 NW 54th St., Miami, FL 33127
Johnson A Series — Bob Zipps, 182 Brentmoor Rd., East Hartford, CT 06118
Wooden Boats — Don Caller, P.O. Box 3006, Alexandria, VA 22302
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Eltos — Sam Vance, Box 33C, RD2, Unadilla NY 13849
Scott — Mort Daller, 7801 Gov. Printz Blvd., Claymont, DE 19703
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Amphion — Phil Kranz, 4472 Bullocks Rd., Slingerlands, NY 12159
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Decal Research — Norm Mullings, P.O. Box 93, Granby, CT 06035
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Champion — Terry Kilcoyne, 3251 Nicollet Ave., Minneapolis, MN 55408
Koban — Terry Kilcoyne, 3251 Nicollet Ave., Minneapolis, MN 55408
Neptune — Dora Kawalek, 3249 Nicollet Ave., Minneapolis, MN 55408

From the Chapter Presidents...

From the Puget Sounders Chapter President

There is something in the wind about **The Oregon Webfoot Chapter** challenging the **Puget Sounders** in a race with Speeditwins and PO-like H.P. motors at a future meet. When is it going to be, Mr. Peterson?

Bill Seibel
President, **Puget Sounders**

P.S. Have had many comments on the technical information index column in the April issue. Many Thanks to John Sergeant.

Puget Sounders Winter Meet

by Howard VanLeuven, Chapter Secretary

Gary and Pat Blendheim were the host and hostess for the Puget Sounders Winter Meet at their home in Seattle on March 9, 1985. Upon my arrival, I was pleased to see Mike Hanson back from school. He had his usual display of motors and parts.

There had been rumors that an Indian was in his display. I hardly got to look for it when Phil Brooke arrived on the scene. In Phil's haste to get the Indian loaded up, he had parked too close to a fire hydrant and the offense came to the attention of a state trooper. I understand he escaped with a warning, however.

The potluck dinner was such a culinary delight that many of us could not do justice to it all the first time around and had to go back for seconds.

Following the potluck was a chapter business meeting. Our national President, Dudley Davidson, reported on the national scene. The date of the Vantage meet was set for May 19, but was changed to May 12 because of a conflict with the Rollins Lake (California) meet on the same date. Bob Sperring announced that the Lake Tapps meet will be held on September 8. No date was set for the Lake Kachees meet.

Two other meets are in the planning stages, but nothing definite at press time. I understand from Cora that there were 18 names on the sign-in sheet. Thanks, Gary and Pat, for a fine meet.

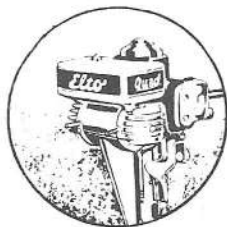
In attendance at the Winter meet:
Bill and Cora Seibel, Seattle
Ken Ver Hey, Tacoma
Gary and Pat Blendheim, Seattle
Bob and Ada Sperring, Enumclaw
Tom and Barb Albertine, Seattle
Howard and Jean VanLeuven, Ellensburg
John Gruenewald, Kirkland
Phil Brooke, Jr., Spokane
Dudley and Helen Davidson, Seattle
Mike Hanson, Bremerton
Clyde Fowler, Seattle
Jerry Bell, Seattle

Everyone had a fine time. Mike Hanson got rid of most of the motors he brought to sell. Bill Seibel got an ancient Neptune; Howard VanLeuven got a couple of pumper heads, and we won't mention the price he paid; Jerry Bell got a KS-15; Phil Brooke got the Indian; and there were several others who came away with more than they had when they arrived.

Once the engine is running, it will take a good 5 minutes to warm up during which time the carburetors should be adjusted. Adjust the carburetors alternately for best running. The usual setting is 1½ to 1¾ turns open or in the case of needle levers, just to the right of center. Reversing is accomplished as in Elto twins except in the case of the Quad, it is extremely tricky and takes quite a bit more practice.

Notice that the Quad fuel tank outlet is placed in such a position that unless the

engine is level, the top carburetor can be higher than the fuel level in the tank. Thus, when the tank is low on fuel, the top cylinders will likely be starved for gas. This and the astounding fuel consumption of the Quad makes for a few more pit stops than you plan. Performance-wise, the Quad is a dream. It will power a 12 foot aluminum boat to about 28 miles an hour. It will, with some difficulty, pull a water skier. Quads are relatively rare and are one of the most classic and reliable antique engines which you can own.



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ANDERSON	SEA GULL	KOBAN	WATERMAN
ARROW	DETROITER	(Bought by	(Sold to Arrow
(Bought Waterman	EMMONS	Evinrude, 1925)	Motor Co.
in late 1916)	FEDERAL	NATIONAL	1916 to 1917)
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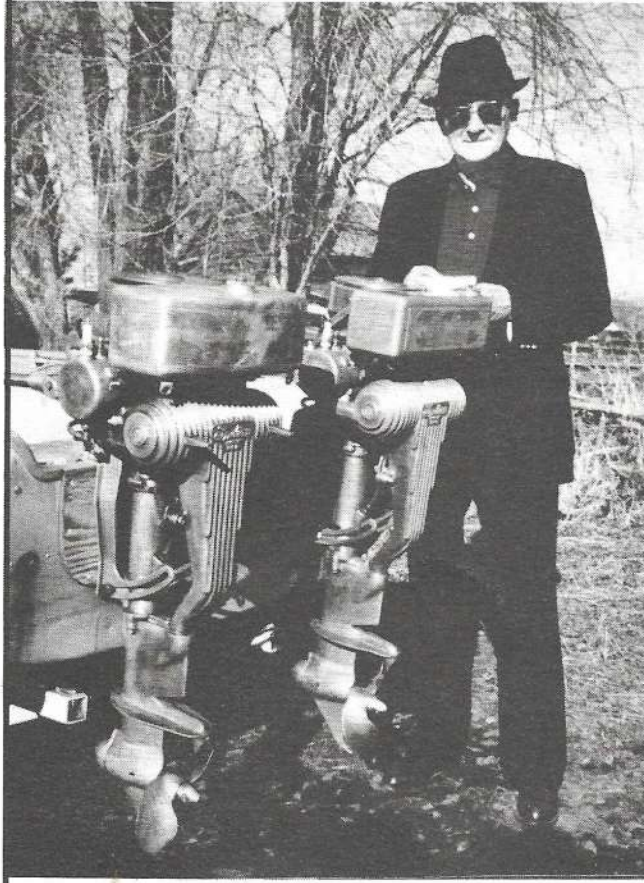
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**OUR
20th
YEAR**

**COMMENTS FROM THE
INDIAN GROUP LEADER**

September 10, 2019

At the time of publication of the July 1985 issue of The Antique Outboarder, there was nobody listed as the Indian Special Interest Group Leader; however, two men popped up in this issue who both ultimately served as Indian Group Leaders. Those two men were Howard VanLeuven and P. S. Brooke. Both gentlemen were mentioned in the Puget Sounders Winter Meet article on page 6. In addition, if you look carefully at the back cover, there are two Indian Silver Arrows shown on the back of an aluminum boat. The later version on the left was owned by P. S. Brooke and the earlier version on the right was owned by Howard VanLeuven.



Tom Oncken
Indian Special Interest Group Leader