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VOLUME 4

NUMBERS 1 & 2

APRIL 1969

 **THE ANTIQUE  
OUTBOARDER**





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 \$7.00 per year. Other membership information available on request. Address membership requests to A.O.M.C., Inc., 1107 Pueblo, Richardson, Texas 75080.

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**Club officers, addresses and duties:**

David R. Reinhartsen, President: 1107 Pueblo Drive, Richardson, Texas.  
Coordinator of club activities.

Christopher R. Owen, Vice-President and Test Editor: Route 3, Eau Claire, Wisconsin. Runs lake tests of antique motors.

Robert Brautigam, Editor, The Antique Outboarder: 2316 West 110th Street, Bloomington, Minnesota 55431.

Marcus Wright, Parts Acquisition: 30 Crest Drive, Little Silver, New Jersey. Helps members find parts needed in their restoration projects.

John C. Harrison, Treasurer and Technical Advisor: 1000 N. W. 54th Street, Miami, Florida. Reviews financial reports and gives advice on motor restoration.

Carole R. Reinhartsen, Secretary: 1107 Pueblo Drive, Richardson, Texas. Keeps records, etc.

Richard A. Hawie, Curator: 31 Hillside Drive, Easton, Connecticut. Helps in identification of rare motors and prepares a column, Notes From The Curator.

W. J. Webb, Historian: 2560 North 97th Street, Wawatosa, Wisconsin. World's foremost authority on outboard history. Author of a column, Of Historical Interest.

James L. Smith, Special Features Editor: 330 O'Connor Drive, Toronto, Canada. Preparation of special articles on unusual motors.

Ray Machen, Membership Coordinator: 624 Gardner Road, Westchester, Illinois. Distribution of Club literature.

Robert Zipps, Classified Editor and Editor of The Newsletter: 24A St. Regis Street, East Hartford, Connecticut. Management of the classified section, and preparation of a monthly newsletter.

Bud Cowdry, Racing Editor: 48 Farm Street, Danbury, Connecticut. Preparation of a column on the early days of outboard racing.

Richard M. Jones, Membership Secretary: 20505 N. W. 3rd Avenue, Miami, Florida, 33169. Keeps membership records.

Bob Hampton, Motor Registration: 54 Clinton Avenue, Eatontown, New Jersey, 07724. Registration of Antique Outboards.

Lowell Simmons and Paul Aruda, Special Assistants: 1107 Pueblo, Richardson, Texas 75080.



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**Cover:** A Model KD-15 9.8 HP Johnson on a light plywood runabout ruffles the calm surface of the Minnesota River at Mendota.

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## The Antique Outboard Motor Club Inc



# CLUB BRIEFS

Beginning with this issue, The Antique Outboarder has a new editor. Regular contributors of articles, pictures and other data for publication in the magazine should send their material to R. W. Brautigam, 2316 W 110th Street, Minneapolis, Minnesota 55431. Please indicate if photos are to be returned and include captions for each. All members are urged to submit any items for publication that you think might be of interest to other readers.

Many thanks to TC Chapter member John Koonce who lost a good deal of sleep and donated much time to preparing the address labels and seeing to the "fine print" for this issue.

The regular mailing dates for the quarterly Outboarder are the first of January, April, July and October. All input from contributors should be received at least three weeks prior to mailing dates in order to be included.

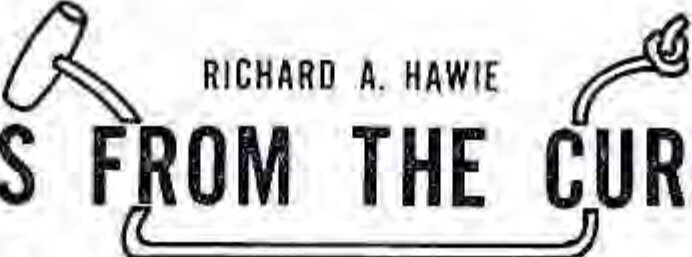
Thanks to the efforts of Dave Reinhardtson and others, The Antique Outboard Motor Club is now incorporated -in the state of Texas- as an educational institution. The new club designation is AOMCI.

The club is interested in more members and a wider circulation of The Antique Outboarder. Don't overlook the possibility of giving a relative or friend a gift subscription to the magazine at Christmas time or for a birthday, etc. The rate is \$4.00 per year. Let the Editor know too of any ideas you have for selling advertising space in the magazine. A better Outboarder will result from having more dollars available.

Bob Zipps, Editor of the Newsletter, writes: "Several members have written telling me that they have not been receiving their copies of the club newsletter. The reason for this in one word is 'Argosy'. Publication of the newsletter has been temporarily suspended because of the deluge of mail resulting from the Argosy article. Since the Giant Twin panic of 1968 and the great Five Hundred Dollar Fever spread across the Nation last summer, I have processed and answered 753 letters plus or minus a few. And then as the Form 101's began pouring back, there were times when I thought there would be no end to it. So something had to give. Therefore, everyone on the club rolls should have received the September, 1968 issue of the Newsletter. This was the last one mailed. If there is a member in the club who would like to assume the office of Editor of The Newsletter, and work with Bill Kelly, he (or she) would be most welcomed for as the tidal wave starts receding from Trader's Cove, I doubt that my work load will be the same, as before the Argosy article. Right now I have two stuffed envelopes waiting to be processed."

Advise the Outboarder of any intended Club meets to be held mid-summer or after. Other members might be interested in attending.





RICHARD A. HAWIE

# NOTES FROM THE CURATOR

I have finally gotten a close-up lens for my camera and hopefully we can add some pictures to my efforts. Since one picture is worth a thousand words, this article should contain 7000 words less than usual.

This time we will delve into the Koban motors. Bob Zipps is always after me for more Koban information; and Sam Vance and Bill Jones have turned up Kobans that they need information on. I did not check with Bob Hampton to see how many Kobans are presently in the Club; but the last population listing a year or so ago listed seven. Three of the seven were mine so this may not be the most popular article to appear.

Remember this is not an in depth study. In fact, I haven't even torn all three of my Kobans down. Restoration is not my strong point. On to a little history and identification of Koban.

If you have Jim Webb's book, you know that Kobans were made from 1914-1926 when the Evinrude Company bought the outboard line from Koban. If you haven't Jim's book, why haven't you?

The name Koban was a contraction of the names Koch and Banon who were the owners. Koban was one of the first to produce a twin cylinder opposed piston engine. I believe that all of the models that they made were twins and used rudder steering.

I have a copy of one of the Koban catalogs, and the first paragraph reads "The Koban was the first rowboat motor made with two cylinders, and in many important respects differs widely from all other detachable rowboat motors. It has back of it four years of unparalleled success--thousands of Kobans now being in use in every part of the civilized world." Since this catalog was undated, I at first thought it must be a 1918 edition since the company was started in 1914; however, the ads in the boating magazines would seem to indicate that this is a 1917 edition, and that their "four years of unparalleled success" is an ad man's four years.

It is, of course, risky to identify motors relying solely on advertising pictures because the actual motors were sometimes changed a little while the advertising cut was too often used throughout the year. When we are dealing with obscure brands that is what we have to do. Please keep in mind that this Koban data is gleaned (my wife is humming "Bringing In The Sheaves" as I type) from ads and the powers of deduction. I know I sound like a politician before election, but I have in mind a 1929 Elto ad which is



very confusing. This Elto ad has an artist's drawing of the 1929 Quad; and if you look closely at the drawing, you will see what looks like one single butterfly valve carburetor on a manifold having two branches, one to each crankcase. This would indicate possibly a three port or rotary valve engine. The 1929 Quad had dual poppet valve carburetors, and the ads later in the year had photographs of the motor as it was produced. Suppose that Elto had been as obscure a motor as Koban -- with few motors and little data surviving? I am afraid that I would think that the 1929 Quad was a single carburetor model. I hope that a letter to Jim Webb will clear up this Elto art mystery. I think that it points up the fact that relying on ads and artwork may not be 100% accurate.

The Kobans were not the most successful motors; and compared to the Johnson "Waterbug" and the Elto "Rudder Twins" of the early 1920's, they were massive and archaic.

There were several features that were interesting. The Koban may not have been the first, but as far as I can recall, it was the only motor made with detachable cylinder heads until 1929 when Johnson models V and S were made. All other motors which I am familiar with had the cylinder and head cast in one piece. I won't get into any discussion of the merits of the two methods, but a detachable cylinder head was certainly an unusual feature during the years that Kobans were built. Does anyone know of any other motor which had detachable cylinder heads before the 1929 Johnson V's and S's?

The cylinder heads were interesting in themselves. The 1914 models had finned heads like the modern air-cooled lawnmower motors. The fins were not as deep as an air-cooled motor. The first picture is of the 1914 model. The fins, perhaps ribs would be a better word, can be seen. This ribbed cylinder head was pictured only in 1914. I have seen pictures of one so I am sure one still exists.



2



1



3

The next two pictures are of the cylinder heads from a 1915-1919 era Koban. The name was cast into the aluminum cylinder head. No provision was made for water cooling the head. The cylinder itself was water-cooled. Turn the head over as in #3 and "voila" an



aluminum head with hemispherical combustion chamber, and on a pre-1920 motor. Did someone say Chrysler Hemihead? I don't know if the 1914 ribbed head had a hemispherical combustion chamber or not.

The 1915-1919 Kobans were interesting because the power head was cast in one piece. Both cylinders and the crankcase were cast enblock. The top and bottom crankshaft bearings were end plates for the crankcase. The next three pictures show motors of this era.

Number 4 is of the 1915 model. Notice the underwater exhaust tube just above the rudder. This is a magneto model. The carburetor is an "airfloat feed" type and is on the port cylinder. A passage was cast from the carburetor opening to the center of the crankcase.

**WITHOUT AN EQUAL**

The World's Greatest Rowboat Motor

Built on different lines. Has heavy cylinder joints which does away with vibrations.

It does not shake the boat.

*The Great*  
**2-CYLINDER  
KOBAN  
ROWBOAT MOTOR**



Does Not Shake the Boat

AGENTS AND DEALERS WANTED

**KOBAN MANUFACTURING CO.**  
241 N. Water St. Milwaukee, Wis.



The Koban  
4

**SPEED!**

1915 Koban



**KOBAN MANUFACTURING CO.**  
241 North Water St., Milwaukee, Wis., U.S.A.

The Great 2-Cylinder  
**KOBAN**  
ROWBOAT MOTOR

5

6

Number 5 is of a 1917 model D. The carburetor is mounted on the center of the crankcase. It is a poppet valve type. There is no underwater exhaust tube. This could be ordered extra, when buying the motor, for \$5.00! This motor had magneto ignition. There was also a battery ignition model D. The 1917 catalog also pictures a model C made with battery ignition only. This model C had an "airfloat feed" carburetor on the port cylinder. It looked like the 1915 model in picture #4 except that it had battery ignition. I would guess that they were trying to get rid of some back inventory. The model D was finished in pearl gray and was supposed to reverse with the pressing of a button, but the catalog doesn't explain how.

"It starts so easily that it is not even fitted with a cranking handle. Note that all others have a cranking handle." So says the 1917 catalog. Picture #6 is of the 1918 model. Standing up on top of the redesigned flywheel is a cranking handle which they said that they did not need in 1917! So much for an ad man's integrity; it was not much better than it is now.

The 1918 model looked like the 1917 model except for the new flywheel. Koban used the same cutout for their ads in 1919 as they did in 1918.

The third basic model group was made in 1920 and carried through to 1926 when Evinrude bought them. Picture #7 is of the 1920 model. It looks like the 1919 model, but look at the crankcase and you can see that the 1920 model has detachable cylinders. The bore and stroke of all the Kobans I have found listed was 2 5/8 bore and 2 3/8 stroke, 3 HP at 900 RPM. The 1920-1926 versions had much larger cylinder castings, but the bore was still 2 5/8. The outside diameter of the 1915-1919 models was about 4 1/16 inches while the outside diameter of the 1920-1926 models was about 4 1/2 inches. One half an inch is very noticeable when it is a difference in diameters. The water passages were larger and a lot more iron was cast on the cylinder walls.

I don't know if Evinrude Company sold any Kobans after they bought the company or not. The impression I get is that parts, sales and service for Kobans was probably provided, or at least hoped for, by the Evinrude Company. I think it is fair to say that Koban was bought and buried.

It is interesting that none of the unique features of Koban were adopted by Evinrude. The detachable cylinder head feature was not a characteristic feature of the Evinrude-Elto line before 1940.

Koban just faded into the sunset as we will do also. Next time we will try to picture some of the Johnson features mentioned last time, and we will see what may come up in the next month or so.

- 1 -- March, 1914 MOTOR BOATING p. 89
- 2 & 3 -- my 1918-1919 Koban
- 4 -- May, 1915 RUDDER p. 239
- 5 -- Feb., 1917 MOTOR BOATING p. 82
- 6 -- June, 1918 MOTOR BOATING p. 70
- 7 -- July, 1920 MOTOR BOATING p. 67

#### A PLACE TO VISIT ---

Near the town of Jensen Beach, Florida about 40 miles north of West Palm Beach is an exotic polynesian restaurant called "The Outrigger". Located on the Indian River, the restaurant is operated in connection with a marina. The owner is Frances Langford who, I understand, married into the Evinrude family. Moored at the marina dock is the Evinrude yacht "Chanticleer" - a craft of fine proportion approximately 125 feet long and complete with radar. Alas - under the fantail there's no sign of an outboard motor. However, the dinghy is powered by what appears to be a 55 HP model; and hanging from the ceiling of The Outrigger is a native canoe with a small 3 or so HP Evinrude mounted astern. Good atmosphere for boating fans!



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# TWIN CITIES MINNESOTA CHAPTER NEWS

**BOB BRAUTIGAM**

There's a swinging new group in the Twin Cities known as the Twin Cities Chapter of the AOMC. Our enthusiasm comes natural and our working stock comes from a thousand or more marine shops, back sheds, basements and second hand stores. We're not real sure just what it is we're dedicated to, but we aim to have a little fun, further the cause of old outboards and increase the club membership.

In October, 1968, the charter meeting of the Chapter was held at the home of the writer. Initial members and elected officers were: Ron Johnson, President; John Koonce, Secretary-Treasurer; and Bob Brautigam, Reporter. Our first business discussion included plans for regular monthly meetings, identification work, motor hunting, restoration, soliciting new members and possible displays.

We expect our closer chapter association will provide each of us more enjoyment of outboarding and permit a better organized response to the National Club activities. With due respect to these noble ideas, it's great to see each other's collections, compare notes and swap stories. Who else but an AOMC member would appreciate why I drove the family from Minneapolis to Utica, New York to haul home five dirty old motors - or why a fellow can spend most of an afternoon prowling in the 3 foot high grass behind a blacksmith shop looking for motor parts "thrown out there somewhere about 5 years ago?"

I guess most collectors have run into unique or humorous situations while motor hunting. I recall over two years ago buying a 1927 model 72T Lockwood from a motor shop in St. Paul. Then about a year ago, I bought another 72T Lockwood from a gentleman living fifty miles west of St. Paul. As I wrote down the serial number in my record book, I discovered that my new find, number 8196, was one digit removed from my earlier motor, number 8197. These two machines built side by side and separated for forty years, now hang side by side once more.

In November, the Chapter met at the home of Ron Johnson where we added a new member, Dave Johnson to the rolls. Our thanks to Ron's wife who served lunch highlighted by a cake with an outboard motor designed into the frosting. None of us patriots could bear to eat that part of the cake. I understand Ron puts that piece under his pillow each nite hoping he'll have better luck finding old motors.

Chapter president Johnson is an electrician by trade and comes by his interest in motors honestly. His parents own Johnson's Rippleside Resort on

Ripple Lake near Aitken, Minnesota. Ron keeps a Chriscraft plywood run-about at the resort where he does much of his motor running. Ron's favorites are the larger, faster motors and his pride and joy is a 1941 model 17.4 H.P. Sportfour Evinrude.

The Sportfour is a quad weighing about 98 pounds and priced in 1941 at \$255.00. Ron bought his from a neighbor at the resort for about 95% discount. Even after hanging in a barn for more than 10 years, the motor needed only new spark wires to make it run like new. I can testify to its speed - I watched him fly by me on Prior Lake this past summer.

Ron keeps some of his motors in his basement where he also has his shop. His wife says he spends hardly no time at all down there. The president's collection, as it's called, includes Johnson models J-65, PO-15, OK-55, A-35, and OA-65; the Evinrude Sportfour and 1929 14hp Fastwin models; a 1929 Elto Speedster; a 1935 A Model Champion; a 1933 Motorgo by Muncie and a few he hasn't shown off yet.



President Johnson with the three little Johnsons and a classic '29 Elto Speedster.



Ron again with his 22 hp Johnson and his favorite, the '41 Sportfour.

#### Service Tips -

Hard starting on the 1910 Looserod Single was usually remedied by removing the spark plug and adding a tablespoon of Ether to the cylinder. This is how the term "knuckle-buster" originated and explains why one sees so few 1910 Looserod Singles these days.





Typical scene in the Brautigam basement. From left to right on the front rack, a 1932 Evinrude Sturditwin, a 1939 Neptune 1.2 hp, a 1915 Evinrude and a Circa 1918 Model K Serial 1315 Evinrude. None of my Evinrude I.D. data admits to a model K, but there it is.



More units in moth balls. These are part of about 35 restored motors in what used to be the family room. In the front, left is a 1930 model OB-2 Neptune. The signs and decals pep up the appearance even though artistic license is sometimes taken.

# OUTBOARD RACING SINCE 1945

BY

## RAY LUCAS JR

Ray Lucas at 65 MPH  
with Johnson PR-65  
Richmond, Virginia, 1953

Some of the most remarkable outboards ever built were the racing engines produced by Johnson and Evinrude. I am sure not many people realize just how long these engines were competitive. Evinrude ceased production at the beginning of World War II, and Johnson stopped production several years before that. Yet, it has been only a very few years that if you wanted to win races there was no substitute for one of these engines.

My own racing career began in 1949 and extended ten years from that date. All but the first year was spent campaigning a PR-65, and that year was spent driving an Evinrude Midget. I will, therefore, largely confine my reminiscences to class C. In the years immediately following the war these already old racing engines commanded unbelievable prices. A C that was barely competitive (about 59-60 MPH) could be had for less than seven or eight hundred dollars, and that was when money was worth much more than it is now. If someone winning the Nationals could be persuaded to sell at all, two thousand dollars was not completely unheard of.

Besides the fact that engines were expensive it was not always possible to get a good one at any price. The best thing to do in these circumstances would be to employ the services of Marshall Eldredge -- if you could get them. Eldredge would take what you had and for about three hundred dollars plus parts get it going. Many drivers were constantly looking for "secrets" which made the winners go. There were, of course, no secrets; just a lot of machine shop know-how and the ambition to put it in practice was what created the fast motors. Of course, the engines were modified to some extent. They were ported, rotary valves were retimed, etc., but everyone knew about this. In any case, going racing in those days was both expensive and difficult to do.

Things soon got a little better, however. Several people started making parts for the old motors. Randolph Hubbell eventually produced enough SR





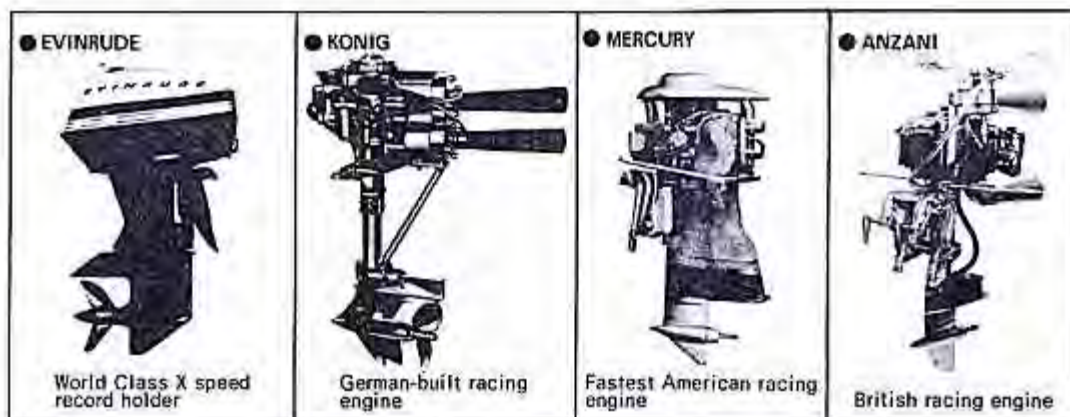
and PR replacements to construct new engines, which he did and offered them for sale. This was in the early fifties and if my memory serves me correctly, they sold for something in the neighborhood of five hundred dollars. Also, Pete Stampfel made stern brackets and other items, Fuller made rotary valves and rod roller retainers, Jones and Vincent made cylinders, Flannagan made crankshafts, and Wiseman made pistons. Hubbell is the only one still in the outboard business to my knowledge. His address is 2511 N. Rosemead, S. El Monte, California, and as far as I know, he still has just about everything.

Speeds continued to climb for all classes until the German Konig and British Anzani truly made the Johnsons and Evinrudes obsolete. The APBA one mile C hydroplane record was 63.549 in 1949. This record was set in 1945 however. In 1957 the C record had gone up to 73.566 and was set by an Evinrude. This record incidentally, stands today. This is somewhat misleading, however, since the current C kilometer record is 94.830 held by a Konig. It just seems that no one is interested in trying for the mile record since it is very hard on equipment. Nevertheless, a gain of ten MPH without any basic change in engines adequately demonstrates the potential these old racing engines possessed.

It was at the 1957 Nationals that the foreign engines became plentiful and began to write the end of the story for the Johnsons and Evinrudes. Although they did not start getting into the record book for two or three years, their superiority (in speed if not dependability) was evident. The current U.I.M. C record is over 100 MPH.

With really new racing engines once again available, all worthwhile efforts on the Johnsons and Evinrudes came to a halt. It was obvious that a Konig or Anzani was necessary to win in serious racing. I will never believe that the entire potential had been tapped in the PR-65, however. Much of the

fantastic speed in current class C racing reflects improvements in boat, lower unit and propeller design which came after the PR was given up as hopeless. Also, much has been learned since then about ignition and tuned exhausts. Of course, it would be idle to suggest that a PR-65 could ever go as fast as a VC Konig, but it would be interesting to see how fast one could be made to go by using what we now know, short of changing the actual engine design. 80 MPH would not be too hard to believe. And this engine design is at least 35 years old.



The general character of outboard racing has changed quite a bit in the past ten years in ways other than faster speeds. The new engines with light flywheels and not much low end torque must be held completely free of the water to be started. You need a pit crew of at least two good men to accomplish this feat. One man stands on either side of the engine and lifts the entire stern so that the propeller clears the water. The driver is in the boat during this exercise, and when the propeller is free he cranks. When the engine starts it is allowed to scream a few seconds and then the boat is dropped into the water. This makes for some spectacular pit scenes, but it is fairly hard on the pit crew. On the other hand, any of the old timers could easily be started in the water. You simply cranked, putted away about ten yards and then the power came on and away you went.

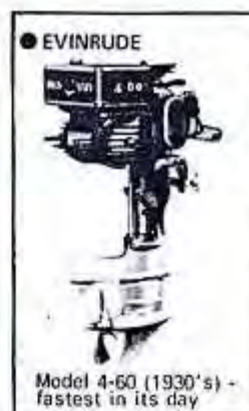
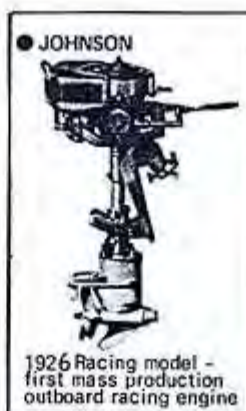
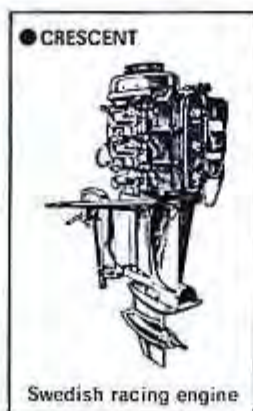
In class C racing of the past, if something went wrong with the engine, it was usually one of three things: a stuck or burned piston or broken roller retainers. Of course, if the engine was set up properly, these ailments were fairly infrequent. A stuck piston at 60 MPH felt like slamming on the brakes in a car. Then there were some of the more spectacular occurrences of stuck pistons. I saw a C win a race one time, and in the excitement the driver completely backed off the throttle as he crossed the finish line. This, of course, cuts off the fuel and hence all lubrication in a two cycle engine. He had to be towed in even though he won the race. I have also heard the story many times of Clint Ferguson "sticking up" while trying to raise his own class X record. According to reports he had been one way through the traps at about 90 MPH. On the return run he stuck a piston. At that speed Clint kept going with the steering wheel and part of the deck in his hands. This supposedly took place about 1939 or 1940.



Even though speeds are much higher today in the outboards, I do not think it is nearly the sport it once was. This is mainly because there simply are not many boats at any race. Fields of four or five boats are common today. This is unfortunate, but it perhaps will improve.



Possibly the first organized outboard race in the United States. The regatta was sponsored by the Pewaukee Yacht Club during the summer of 1911, and held on Pewaukee Lake in Wisconsin.



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# Lake

# HOPATCONG





## THE LAKE HOPATCONG ANTIQUE OUTBOARD MOTOR REGATTA

by Tom Luce

Compared to most of the drab scenery along New Jersey's super highways Lake Hopatcong is unbelievably beautiful. It is New Jersey's largest lake, nine miles long with 63 miles of shoreline.

The Lake has been "discovered" by boatmen. During an average summer season more than 15,000 powerboats are registered! And this figure excludes the sailboats, rowboats, canoes, kayaks, and antiques that venture forth to test their skipper's skills in navigating the shore to shore chaos of powerboat wakes. Things become a little less hectic, though, after Labor Day when Bikini-clad water skiers become less numerous, the wakes subside and the surviving fish begin to come out of hiding.

In keeping with this lower level of lake activity, Dr. Craver and I anticipated a quiet, informal outboard meet on September 14th. We expected that perhaps a dozen members would attend.

We were favored with perfect weather, and midway through that Saturday morning we tore up our schedule of activities. Members, their families and friends, and visitors poured into Len E's Pagoda parking lot. The influx didn't slow down until about noon when 24 members had registered with almost 100 antique outboard motors. This was enough to make the Regatta the largest meeting of club members yet to be held anywhere.

The "board of directors" held a hasty meeting. We decided to postpone our auction, shorten the welcoming "speeches", and to hold the water-based activities immediately after lunch.

A 14-boat armada popped, chugged and lurched away from the docks to await the starting signal for the first event, a modified predicted log contest. What an experience it was to see 14 craft powered by antique outboards, mostly all running at the same time! What excitement to see them dodging each other in the small holding area! It is a credit to the boat handling abilities of our members that there were no mishaps.

All participants had previously handed over their watches and guessed how long it would take them to travel to the race course marker and back (distance unknown). After the smoke had cleared, it was discovered that John Jensen had won the contest with an error of only 5 seconds.

Eighteen antiques were then signed up for the Bang and Go Back Race. The fleet was divided in half according to horsepower, and two preliminary heats were held. The two best from each heat then "raced" for the hardware. It was a real photo finish when Mark Wright's boat powered by his Indian Arrow roared past Bob Zipp's at the last possible instant to win by the length of a shear pin.

Ken Hampton's and Vince Lentine's activities during the Bang and Go Back Races cannot be ignored. Ken Hampton very nearly swallowed the pipe he was smoking when his Elto's high tension wire broke loose and grounded to his aluminum boat. Vince Lentine gets credit for entering the smallest motor on the largest boat. At the starting signal his 17 foot Glastron runabout, which was "propelled" by a 1-1/2 H. P. Elto Ace sharing the transom with an idle Evinrude X-115, was heading exactly 180° away from the course marker. Wrongway Vince managed to swing his craft about against the drag of the X-115 just in time to see the winner cross the finish line.

Buddy Streat, winner of the last two Long Branch, N. J. trophies for the oldest running motor category, finally got some competition from Mark Wright. Mark's 1913 Evinrude completed the course without missing a beat.

Buddy still managed a visit to the trophy table. His superbly restored 1922 Caille Liberty Single took top honors in the mint condition judging. Anthony Caglione's English Villers was judged the most unusual motor at the Regatta and he joined John Jensen, Mark Wright and Buddy Streat at the trophy presentations.

As with the fellow who said he was "working on his second million dollars" (he gave up on the first), it is time for Dr. Craver and myself to stop thinking about the first, and start planning the Second Annual Lake Hopatcong Antique Outboard Motor Regatta. We would like to take this opportunity to thank all of you that came and contributed towards the success of this First Regatta. We hope to see you again next year.

REGATTA SUMMARY

Results of Contests and Judging

|                                  |           |                  |                            |
|----------------------------------|-----------|------------------|----------------------------|
| Predicted Log                    | 1st Place | John Jensen      | 1929 K-45 Johnson          |
|                                  | 2nd Place | Vince Lentine    | A-70 Johnson               |
| Bang and Go Back Races           | 1st Place | Mark Wright      | 1930 Indian Arrow          |
|                                  | 2nd Place | Bob Zipps        | 1939 LT-39 Johnson         |
| Oldest Motors to Complete course | 1st Place | Mark Wright      | 1913 Evinrude 'A'          |
|                                  | 2nd Place | Buddy Streat     | 1917 Caille 5-speed        |
| Mint condition                   |           | Buddy Streat     | 1922 Caille Liberty single |
| Most Unusual Engine              |           | Anthony Caglione | Villers                    |

Twenty-four Registered Members

|  |                                    |
|--|------------------------------------|
| Harry Bickel, Pottstown, Pa.             | Vince Lentine, Flemington, N. J.   |
| Anthony Caglione, Dover, N. J.           | Vincent Loss, Levittown, N. Y.     |
| Dr. Lloyd C. Craver, Lk. Hopatcong, N.J. | Tom Luce, Summit, N. J.            |
| Stan DuBois, New York, N. Y.             | Curt Reed, Berwyn, Pa.             |
| Ken Hampton, Eatontown, N. J.            | Dave Reinhartsen, Richardson, Tex. |
| Bob Hampton, Eatontown, N. J.            | Carl Sedell, Washington, D. C.     |
| Richard Hawie, Easton, Conn.             | Frank Shimer, Bellmore, N. Y.      |
| Harry Holden, Groton, Conn.              | Buddy Streat, Richmond, Va.        |
| Peter Hunn, Simsbury, Conn.              | Bob Thornton, Chevy Chase, Md.     |
| John Jensen, Fords, N. J.                | Sam Vance, Unadilla, N. Y.         |
| Phil Kranz, Altamont, N. J.              | Mark Wright, Little Silver, N. J.  |
| Sal Lentine, Flemington, N. J.           | Bob Zipps, East Hartford, Conn.    |



## Organization and Credits

**Organizers:** Tom Luce and Dr. Lloyd C. Craver

**Special Assistant:** Ray Sabia

**Advisors:** Mark Weight and Dave Reinhartsen

**Registrars:** Jean Luce and Nancy Wright

**Official Photographer:** Harry Bickel

**N. J. Marine Police Sanction and Patrol:** Chief William Fennecken and Officer Dick Bruckler

**Distinguished Visitors:** Hopatcong Major Martin Murphy; W. Chaplin Condit, retired automotive engineer, Sun Oil Co.; and Fred Jacoby, internationally known outboard racer.

**Contributors:** Many thanks to Len Eisenstein, Len E's Pagoda, who generously donated the use of his fine facilities including his 41-boat rental fleet; to Solar Oil Company for the case of Sunoco outboard oil; to Sal Lentine for the floating key chains; to Ken Hampton and the New Jersey Bell Telephone Company for the first aid kits.



Frank Shimer gets help.....



Marcus Wright and his daughter running a Silver Arrow made by the Indian Company



Trophy winners Anthony Caglione, Marcus Wright (2), Buddy Streat and John Jensen



Buddy Streat's 1934 Pigeon, Bob Thornton and Mayor Martin Murphy

THE ANTIQUE OUTBOARDER

Presents

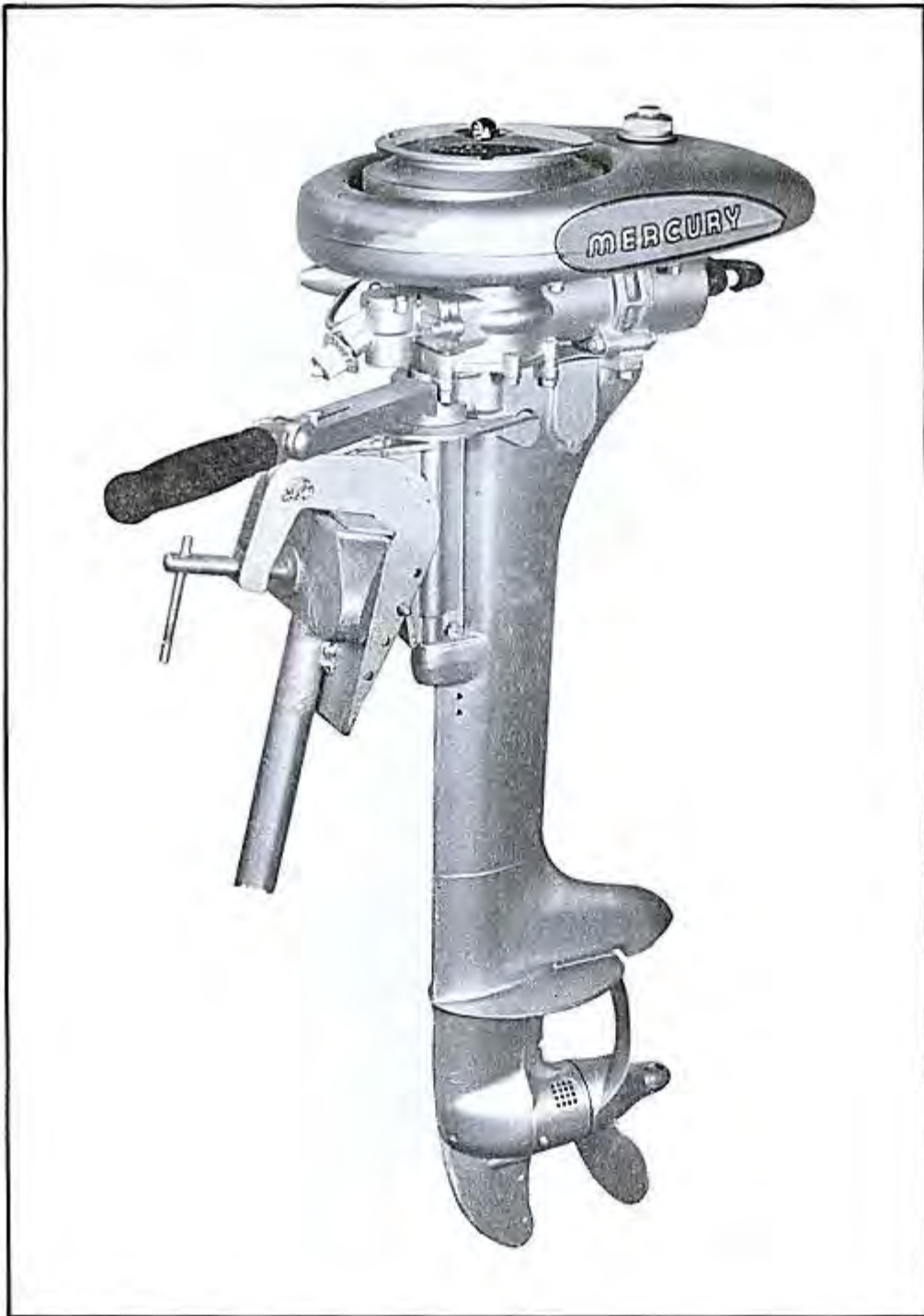
THE  
*Collector's*  
GALLERY

FEATURING

OUTBOARD **MERCURY** MOTORS

KIEKHAEFER CORP., CEDARBURG, WIS.



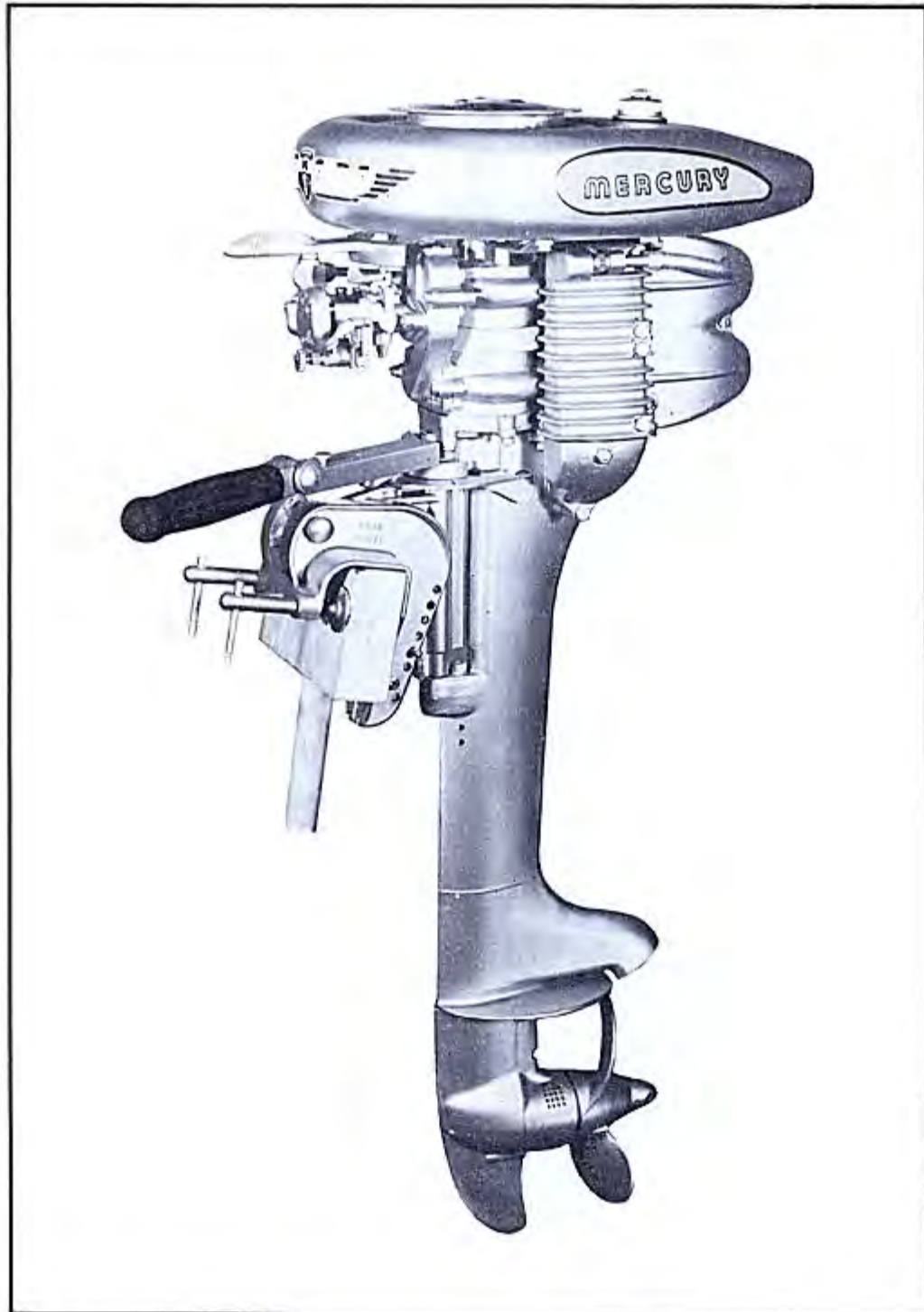


1940 MERCURY "STANDARD"  
MODEL K2, 3 HP SINGLE

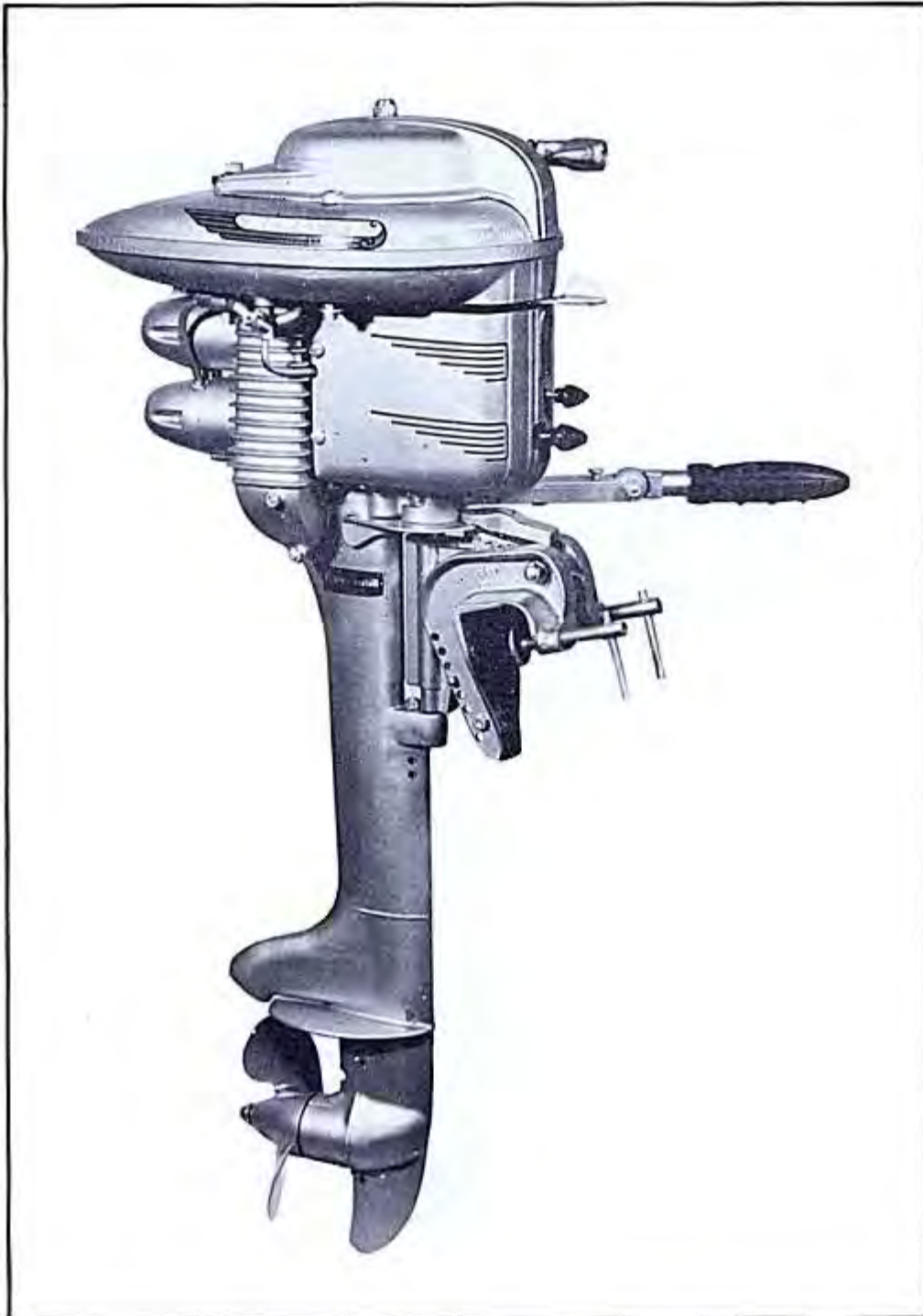


⊘ 1940 MERCURY "STREAMLINER"  
MODEL K3, 3 HP DELUXE SINGLE ⊘





1940 MERCURY "ALTERNATE"  
MODEL K4, 6 HP TWIN



1946 MERCURY "ROCKET"  
MODEL KD4, 6 HP TWIN



KIEKHAEFER MERCURY OUTBOARDS, 1940 to 1949

| Designation           | Model | Year    | Spark Plug Model | Spark Plug Setting | Magneto Model | Breaker Setting       | Horse Power | RPM  | Bore   | Stroke | Cu. In. Displ. | Engine Weight |
|-----------------------|-------|---------|------------------|--------------------|---------------|-----------------------|-------------|------|--------|--------|----------------|---------------|
| Special.....          | K1    | 1940    | Ch. J-8J         | .025               | Eisemann      | .018                  | 2.5         | 3600 | 2"     | 1 3/4" | 5.5            | 27            |
| Standard.....         | K2    | 1940    | Ch. J-8J         | .025               | Eisemann      | .018                  | 3           | 4250 | 2"     | 1 3/4" | 5.5            | 28            |
| Deluxe.....           | K3    | 1940    | Ch. J-8J         | .025               | Eisemann      | .018                  | 3           | 4250 | 2"     | 1 3/4" | 5.5            | 31            |
| Alternate.....        | K4    | 1940    | Ch. J-8J         | .025               | Eisemann      | .018                  | 5           | 4250 | 2"     | 1 3/4" | 11             | 41            |
| Alternate Deluxe..... | K5    | 1940    | Ch. J-8J         | .025               | Eisemann      | .018                  | 6           | 4250 | 2"     | 1 3/4" | 11             | 43            |
| Comet.....            | KB1   | 1941    | Ch. J-8J         | .025               | Eisemann      | .018                  | 2.9         | 4000 | 2"     | 1 3/4" | 5.5            | 31            |
| Comet Deluxe.....     | KB1A  | 1941    | Ch. J-8J         | .025               | Eisemann      | .018                  | 3.1         | 4000 | 2"     | 1 3/4" | 5.5            | 32            |
| Streamliner.....      | KB2   | 1941    | Ch. J-8J         | .025               | Eisemann      | .018                  | 3.2         | 4000 | 2"     | 1 3/4" | 5.5            | 32            |
| Torpedo.....          | KB3   | 1941-42 | Ch. J-8J         | .025               | Wico          | .018                  | 3.2         | 4000 | 2"     | 1 3/4" | 5.5            | 36            |
| Rocket.....           | KB4   | 1941-42 | Ch. J-8J         | .025               | Eisemann      | .018                  | 5.8         | 4000 | 2"     | 1 3/4" | 11             | 42            |
| Rocket Deluxe.....    | KB5   | 1941    | Ch. J-8J         | .025               | Eisemann      | .018                  | 6           | 4300 | 2"     | 1 3/4" | 11             | 46            |
| Rocket.....           | KB4-1 | 1946    | Ch. J-8J         | .025               | Eisemann      | .018                  | 6           | 4000 | 2"     | 1 3/4" | 11             | 42            |
| Comet.....            | KD3   | 1946-47 | Ch. J-8J         | .025               | Sci.-Eise.    | .018                  | 3.2         | 4000 | 2"     | 1 3/4" | 5.5            | 32            |
| Rocket.....           | KD4   | 1946-47 | Ch. J-7J         | .025               | Sci.-Eise.    | .018                  | 6           | 4000 | 2"     | 1 3/4" | 11             | 42            |
| Comet.....            | KD3S  | 1947    | Ch. J-8J         | .025               | Sci.-Eise.    | .018                  | 3.2         | 4000 | 2"     | 1 3/4" | 5.5            | 36            |
| Rocket.....           | KD4S  | 1947    | Ch. J-7J         | .025               | Sci.-Eise.    | .018                  | 6           | 4000 | 2"     | 1 3/4" | 11             | 46            |
| Comet Deluxe.....     | KE3   | 1947-48 | Ch. J-7J         | .025               | Scintilla     | .018                  | 3.6         | 4000 | 2"     | 1 3/4" | 5.5            | 36            |
| Rocket Deluxe.....    | KE4   | 1947-52 | Ch. J-7J         | .025               | Phelon        | .018                  | 7.5         | 4000 | 2"     | 1 3/4" | 11             | 54            |
| Rocket Deluxe.....    | KE4A  | 1947    | Ch. J-7J         | .025               | Scintilla     | .018                  | 6           | 4000 | 2"     | 1 3/4" | 11             | 54            |
| Lightning Deluxe..... | KE7   | 1947-49 | Ch. J-7J         | .025               | Scintilla     | .018                  | 10          | 4000 | 2 1/4" | 2 1/4" | 19.8           | 59            |
| Comet.....            | KF4   | 1949-50 | Ch. J-7J         | .025               | Phelon        | .018                  | 3.5         | 4000 | 2"     | 1 3/4" | 5.5            | 38            |
| Comet.....            | KF3   | 1949-50 | Ch. J-7J         | .025               | Scintilla     | .018                  | 3.5         | 4000 | 2"     | 1 3/4" | 5.5            | 38            |
| Super 10.....         | KF7   | 1949-50 | Ch. J-7J         | .025               | Scintilla     | .018                  | 10          | 4000 | 2 1/4" | 2 1/4" | 19.8           | 61            |
| Super 5.....          | KF5   | 1949-52 | Ch. J-7J         | .025               | Phelon        | .018                  | 5           | 4200 | 1 3/4" | 1 1/2" | 7.2            | 41            |
| Super 5.....          | KF5   | 1949-52 | Ch. J-7J         | .025               | Scintilla     | .018                  | 5           | 4200 | 1 3/4" | 1 1/2" | 7.2            | 41            |
| Thunderbolt.....      | KF9   | 1949-50 | Ch. J-7J         | .025               | P.-Morse      | .010 + .000<br>- .002 | 25 + *      | *    | 2 1/8" | 2 3/8" | 39.6           | 122           |

All models use Kiekhaefer Quicksilver 2-cycle engine oil, 3/8 pt. mixed with each gallon of gasoline. Quicksilver models require 3/4 pint oil mixed per gallon. All models use Kiekhaefer Aeromarine Gear Lubricant in lower unit.

MODEL  
310

# SENIOR Speedster

An antique ELTO and the Club team up  
to make a boyhood dream come true

When I was a young boy, we lived during the summers in our beach house in Wuem Beach, Washington. From the time I can remember, I was always fascinated with boats and outboard motors. Sitting on the beach, I could tell by the sound who was running his motor and how big it was. I was fascinated with the square tanks - and the bigger the tank - the faster it was - to me,

My father had several motors in storage, and all needing parts. It was just after the war, and parts were still hard to get. I wanted my father to get a 22 HP or larger motor and always hounded him about it, and finally before the summer of 1946, he promised me a big surprise.

One day, standing on the boathouse rail, I heard a motor that sounded like no other I had ever heard. As the boat came closer - I saw it was my dad - and our big motor. And a fine motor it was - a 14 HP 310 Elto Senior Speedster. The knob on the flywheel made it very unique, and it looked every bit as fast as any motor I had ever seen.

We borrowed our neighbor's 10 foot sea sled that summer, and we water skied and used a surfboard behind it. It was a perfect match, as the sea sled was light, and on the straight-away it would reach an exciting speed, but you had to watch the turns a little.

We ran the Speedster for two summers, and put a few 22's to shame, and then towards the end, a friend of my dad was skiing one afternoon, and Dad made a sharp right hand turn - too sharp - it flipped - and boat and motor and Dad and batteries went in all directions! Dad was not hurt, but the salt water had taken its toll, and it was the end of the Senior Speedster.

Years afterwards I often thought of that old motor, and made up my mind to find one someday.



Soon after joining the AOMC, I saw an ad in the Outboarder. There it was - a 310 Senior Speedster! I wrote, and proceeded to buy it. It was in excellent condition. After 21 years, I had found my Senior Speedster! This motor, and then others, started a trend, and now - in the back of the house, and along the side of the carport, stands a barrel - a very modest test tank.

On Sunday afternoons, my cheering section gathers - all the neighbor kids and my 6 - and I proceed to start these old antiques. As a motor starts - sputters and backfires, and then runs - spraying water all over, the kids yell and jump up and down. When the motor dies, they yell for more! What a rooting section! If a stranger in our neighborhood was to inquire where I live, my neighbor would reply - "Just go down 6th Street slow until you hear the damndest racked you ever heard, kids yelling and some damn fool out there starting motors - that's it" - that's where I live.

---

## THE KG-9, MK-40 AND US

Stan DuBois

As you may have guessed by the title, the participation in the old outboard hobby is a family affair. I am the only antique buff in the family; the rest just enjoy boating and related sports, - skiing, etc. There are four of us, - my wife Vera, my son Robert, and teen-age daughter Kathy.

We don't live on the water, so we have tied the hobby in with our vacations and with visits to many delightful places throughout the United States. On our trips we camp out, and camping is a great sport in itself. Most lakes have camp sites, some are private, some state-operated, the rest are federal-owned. All have running water and bathrooms; some even have hot showers! The charge is usually \$1.50 to \$2.00 per day.

I don't like to pull a trailer, because at times we may travel several hundred miles to visit a lake. We carry everything on top and in a station wagon. The boat on the roof is right side up, and carries the light camping equipment, such as gas cans, boat cushions, etc. The heavy items, such as motors, etc. are carried inside the wagon.

At the camp site we sleep in a thermos pop tent which goes up in two minutes, and can be set up on a flat rock, no ropes or pegs. However, I do peg it down if it is windy. While camping we have found through trial and error and much changing of equipment, that your camp must go up quickly, or camping becomes a chore and no longer fun. We use air mattresses and sleeping bags, if it is cold. All sites have tables; - you need a stove, pots and pans from your kitchen - and you are now ready.

I like to carry two identical motors, and in this way I am never stuck for parts, - at least not up to this writing. I have both small and large motors; but when we travel I use only the 4 cylinder 25 H. P. because we need the extra push for water skiing.

The KG - 9 and MK - 40 Mercurys are the first 4 cylinder motors in the Mercury line. They are in fact Mercury antiques, even though they were post-war (49 to 53). There is very little difference between the two; the largest difference is that the MK - 40 has a recoil start and the KG - 9 has a rope start. I shall have details and performance data when my KG - 9 is finished and run; this will be in a later letter. Presently I am working on 2 KG - 9s and 2 MK - 40s and one Super-ten. I never run in salt water, so my engines remain in excellent condition.

The boat I have now has been restored, and I shall refinish it again for the coming summer. It is a 13-1/2 foot Sid craft, a racing utility and weighs 180 pounds which makes it easy to load and unload. It will carry four people. Also, it pulls a skier nicely. It is quite safe on the turns and in rough water. It is not the softest riding boat around, but not the hardest either. For our use it is just about perfect.

Here is a thought for the antique outboard collector who would like to run his motors but has no boat: Most camping areas on the water rent boats!!! You can carry your motor in the trunk of your car along with a tent, a stove, and a can of beans and have a great time. If you are lucky, you may even catch a fish to go with the beans. Enough jokes - I always carry fishing equipment, but never get to use it because we are always so busy with the boat and motors.

I am always glad to hear about a good camping and boating area. If you know of one please drop me a line. I would also like to hear from anyone who has or is restoring a KG - 9, MK - 40 or Super-ten. By this time you might think that I'm interested only in Mercurys. NOT SO. I have hopes of also owning a 4-60 Evinrude and a PR-65 Johnson on which I have a line. I may get lucky!

See you all at the next meet. Keep your plugs dry!



Yours truly,

Stanley DuBois  
430 East 72nd Street  
New York City, New York  
10021

Stan's Magic Carpet to  
antique motor adventure

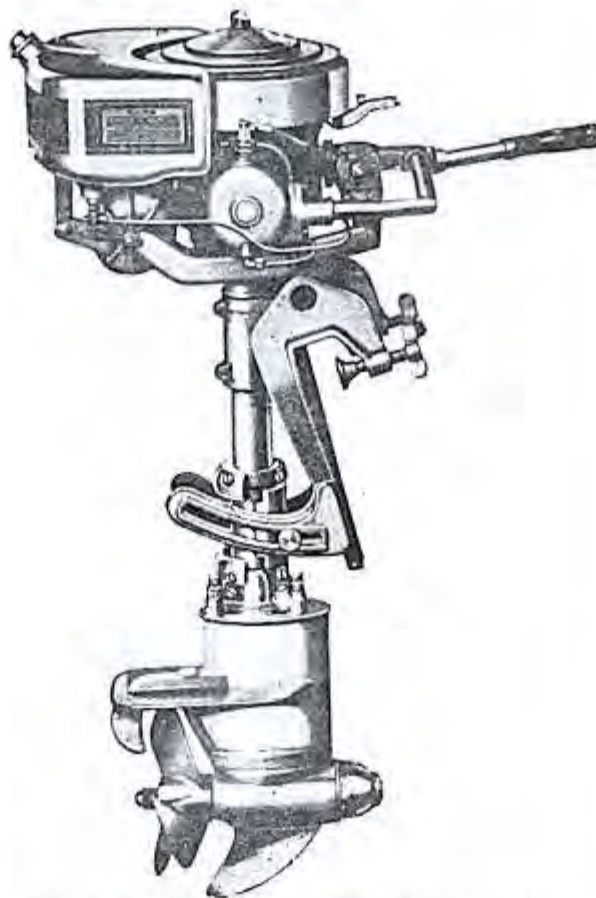


AOMCI  
SPECIAL *Feature*

JOHNSON BIG TWIN

SIX HORSE POWER

*Model P-30*



JOHNSON MOTOR COMPANY  
WAUKEGAN, ILL.

BY J.L. SMITH

From the Model A Light Twin which had proved highly popular during the preceding four years, the Johnson Motor Company evolved the Big Twin, Model P-30. According to Bowman's Encyclopedia the Big Twin made its first competitive appearance on July 4, 1925, and took the racing lead at White Lake, Michigan. Here, it easily dominated the events and set a peak speed record of 16.68 mph, but by the end of the season this mark had been improved to 23.32 mph.

From 1922 competition between Evinrude and Johnson had been very lively. Each presented very colorful claims to the extent that these two companies accounted for the bulk of advertising in the area of outboarding. The P-30 was a natural outcome of this competition and the motor was immediately used in racing to demonstrate superiority over others.

However a close inspection of the Big Twin would indicate that it is more nearly suited for work horse capabilities. The construction throughout is rugged and heavy. The massive flywheel is ten inches in diameter. Inside is the single coil, condenser and point assembly mounted on the stator plate which can be rotated to advance and retard. A pulley plate on the flywheel provides for rope or "armstrong" starting, usual at that time. For spark plugs the old adage "when in doubt try C-7's" would be in order for these are the ones recommended.

Apart from the general appearance of the powerhead, the P-30 departs radically from the Model A Light Twin particularly in the muffler, driveshaft housing and lower unit. Exhaust manifold castings are of aluminum alloy and finned for better cooling. The P-30 was designed with an above water exhaust system. Beginning with the Model P-40 and sometimes retrofitted to the P-30, the Johnson company furnished a round sheet iron muffler which has a squarish extension projecting backwards from it. A cast aluminum exhaust pipe is bolted to this and extends downward into the water in an effort to provide quieter operation. About halfway down its length a valve is built into the pipe which can be adjusted to allow for above water release of the exhaust. At its base, the pipe is supported by a steel strap bolted to the lower unit.

The driveshaft housing is large and of cast aluminum alloy but the lower unit itself is a source of wonderment in its massive proportions. Again of cast aluminum, it is roughly the size of the units used in much later 25 HP engines. No water pump is used. Employing a pressure vacuum system, water for cooling is forced into a scoop by propeller thrust and forward movement of the motor and drawn out a rearward facing exit by exactly opposite forces. All in all the motor gives the appearance of a heavy duty machine. The final surprise comes when we see the weight at 80 lbs. and the horsepower specified at only six at 2500rpm. The instruction manual recommends 3/4 pint Mobiloil 'A' per gallon for oiling in ordinary service



and 1-1/2 pints Mobiloil 'A' oiling for high speed service in racing trim. The welded sheet aluminum gas tank has a capacity of 2-1/2 gallons. A variety of 2 and 3 blade lynite or bronze propellers were available depending on conditions of use.



The large cast iron opposed cylinders have a bore of two and seven-eighth inches and with a stroke of one and three-quarter inches there is a total of 22.7 cubic inches piston displacement. Inside there are strong bronze connecting rods and sturdy case hardened crankshaft with large bushings for the journal bearings. Needle and roller bearings were not as yet in common use.

Mounted on the split type crankcase and facing forward is the Johnson made float feed carburetor, a larger edition of that found on the Light Twin and carburetion is likewise accomplished using the port system. The familiar rectangular shaped carrying rail made of brass tubing and bolted to the cylinders also serves as support for the steering handle.



With a price tag of \$210.00 the P-30 Big Twin was continued through 1926. The following year in 1927 the Big Twin designated P-35 was available but with some changes including an increase of about five cubic inches in piston displacement. However the P-30, the first of the larger opposed twins set the pattern and demand for more powerful engines. Competition racing provided the impetus for improvement and the P-30 was undoubtedly the forerunner of a series of large opposed twins culminating in the highly successful PR-65. From it also developed a host of larger utility twins including the Model PO produced as late as 1950. Of relatively short production, probably few samples of this remarkable engine survive today, but we must salute the P-30 Big Twin as a true pioneer in the outboard motor industry.

*A New and Convenient Container for Extra Gas*



*Makes It Possible to Fill Tank With Utmost Ease*

## The Elto Spare Gas Can

This new and convenient container, for extra gas, is equipped with a flexible pouring tube and special nozzle to fit opening in the Elto Gas Tank.

It is compact, requiring a space of only a trifle more than 9 inches high. The flexible pouring tube slips inside of can when not in use.

### Holds Two Gallons

The Spare Gas Can holds two gallons, which, added to the capacity of the motor tank, provides a very convenient cruising radius.

It is made of heavy galvanized steel, painted a bright red. Leak proof. Made to last. No ordinary knocking about will mar or dent it. The flexible tube makes it possible to fill the Elto tank without the slightest inconvenience. No funnel needed. Every drop goes directly into the tank.

With an Elto Spare Gas Can under the seat, Elto owners need never run out of gas.



**\$3.50** EACH  
F. C. B. MILWAUKEE

## Gem Grease Gun - \$2.00

This gun has been on the market for some years. The barrel is made of heavy steel in an excellent gun metal finish. The Gem Gun is easily operated and rapidly converted from grease to oil and back again.

This gun has proven by many years of use that it is practically indispensable. Heavy grease can be packed into either end and the screw plunger allows the gear housing to be packed tightly with grease.

The barrel is 1 3/4 in. in diameter, 7 in. long. The gun has a capacity of 8 ounces of grease or oil.



## Kapo Life Saving Water Vest

The Kapo Life Saving Vest is an absolute guarantee of safety when racing, boating, fishing or hunting. Cut with generous arm holes, won't bind. Tie strings make it easily adjustable. Let out or take up to suit the wearer. Strong, not easily ripped, O. D. cloth contains enough Kapo Ceibasilk to float any person for hours.

Size 2--32 to 36 Chest . . . . \$6.50  
Size 3--38 to 44 Chest . . . . 7.00

## Kapo Life Preserver Pillow

Artificial Leather Pillows are filled with 1 pound Kapo Ceibasilk which is 4 times more buoyant than cork. Size 16x16 in. These pillows will pass Government inspection taking the place of cork filled life preservers on pleasure boats. In addition to affording a measure of safety they also are a great comfort especially when boating, racing, fishing, hunting, etc.

Price \$2.00





### Three Great Motors



*Super Elto*  
QUAD



*Super Elto*  
SPEEDSTER



*Super Elto*  
SERVICE TWIN

*The*  
**Super-Elto**  
*Starts with a quarter turn*

Four Accessories  
Every Outboard Owner  
Should Have



ELTO OUTBOARD MOTOR COMPANY

OLE EVINRUDE, *President*

62 MASON STREET MILWAUKEE, WIS.



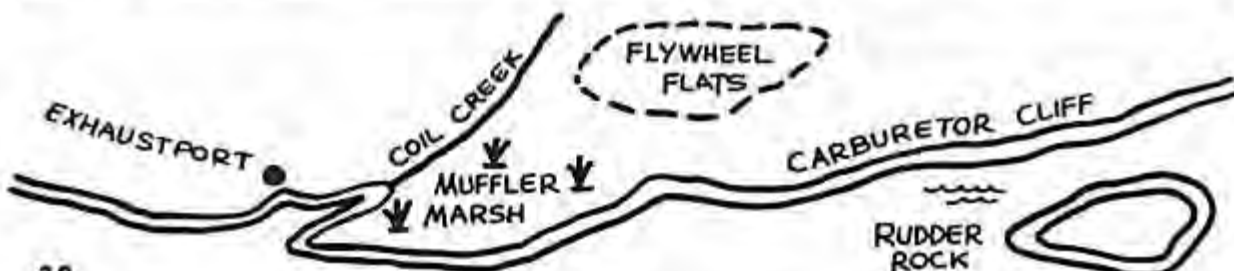
You may have noticed in the Trader's Cove of the October 1968 issue, that in addition to printing the model and serial numbers of the Johnson and Neptune motors in the motors for sale section, the year of manufacture and horsepower of the individual motors was printed. This information is obtained by researching each motor for in 99% of the cases the owner was not aware of the year of his motor or how much horsepower it had.

This month, the list of motors researched included not only Johnson and Neptune, but also Elto, Evinrude, and Sea King. Model names are given where applicable. What's the reason for all this. The answer is the first sentence I ever wrote in the Antique Outboarder way back in October of '66, "In order to make this section, the Classified Section of the Antique Outboarder, a much more enjoyable and infinitely more informative Section." The last thing in the world that I want, is for Trader's Cove to come out like a telephone book.

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GENERAL REQUIREMENTS APPLICABLE TO CLASSIFIED ADVERTISING

1. a) Members- Complete AOMC Form 101 or include: Make, Year, Model, Serial, number of cyl, runs or not, condition of compression and spark, list parts missing, give overall condition, features, price, state if member.  
b) Non-members must complete AOMC Form 101. Obtain forms from writer.
  2. Advertising rates: Members- Free; Non-members- \$1.00 per motor.
  3. Closing dates: All ads must be received not later than not later than the 1st of the month preceding the date of issue.
  4. Transactions based on good faith: Deliberate misrepresentation, or violation of the code of business ethics and good sportsmanship, will constitute grounds for refusal of advertising, and may result in disbarment from this club.
  5. Warning to purchasers: The AOMC will accept no responsibility for any unsatisfactory transaction involving articles which either have or have not been described in accordance with the provisions of paragraph one.
- 





## MOTORS FOR SALE

- BENDIX- Mod SMD, Ser D3634, single cyl, runs, complete, good comp & spark, Paul Labprise, 3002 Mayfair Victoria, Texas
- BENDIX- MOD SMD, Ser 502247, single cyl, runs, complete, broken prop, Lynn Anderson, Box 491, Lewisville, Idaho
- CAILLE- Liberty Single, runs, complete gas tank slightly dented, good over all cond, Bruno Pisaneschi, 7306 Lakeview, Ava RD #1, New York
- CAILLE- Mod ?, Ser ?, large opposed twin, does not run, good comp, fair cond, Lawrence Howard, 6539 Dodson Road, Wyoming, New York
- CAILLE- Mod 1b, Ser 18005, Red Head, good comp, complete, variable pitch prop, Lionel Schensol, 121 East St. Wrentham, Massachusetts
- CHAMPION- Mod SIG, Ser 39370, 1941 ? single cyl, complete, starts on first pull, N.M. Dietrich, 1569 Sunnyvale Walnut Creek, California
- CLARKE- Troller, Ser TP391740, single cyl, does not run, good comp, no spark Frank Power, 2520 East Dorothy Lane, Kettering, Ohio
- ELTO- Ser 3905, 1922, 3.0 HP, opposed twin, has rudder, runs, complete, Joseph Mallett, 199 Hope Avenue, Worcester, Massachusetts
- ELTO- Lightweight, 1929, (should be Ser 309-), casting that holds nameplate damaged, complete, David Evert, Route 2, Union City, Michigan
- ELTO- Mod C, Ser 22959, 1925, 3.0 HP, opposed twin, has rudder, battery ign, runs, complete, Alvin Brown, 259 Mt. Ida Ave., Lancaster, Ohio
- ELTO- Mod H, Ser 34728, 1926, 4.0 HP, opposed twin, fair overall cond, runs, complete, Frederick Johnson, 1749 Mentor Ave., #28, Painesville, Ohio
- ELTO- Mod J, Ser 54106, 1927, 4.0 HP, opposed twin, has rudder, battery ign, complete, last ran in '54, James Conway 720 Jacobson, Madison, Wisconsin
- ELTO- Speedster, Mod 355, Ser 63455, 1928, 7.0 HP, opposed twin, battery ign good cond, Alvin Brown, 239 Mt. Ida Ave., Lancaster, Ohio
- ELTO- Senior speedster, Mod 311, Ser 0451, 1930, 14.0 HP, opposed twin, runs, complete, August Suess, 145 Pippin Way, Santa Cruz, California
- ELTO- PAL, Mod 4253, Ser 03355, 1938, 1.1 HP, single cyl, runs, complete, gas tank leaks, Marvin Schmitz, 1409 7th, Peru, Illinois
- ELTO- Aoe, Mod 4351, Ser 06099, runs, shut off valve on gas tank missing, rust in gas tank, Edward Ashland, 1031 Jane N.E. Albuquerque, New Mexico
- EVINRUDE- Mod ? Ser ? (Row Boat Motor from description), gas tank bracket missing, runs, Robert Tucker, Box 401, Paoli, Pennsylvania
- EVINRUDE- Mod ? Ser ? Row Boat Motor, complete, keyway on crankshaft damaged, runs, Richard Fischer, 528 Larschied St. Green Bay, Wisconsin
- EVINRUDE- Row Boat Motor, Ser 6235, 1920, 3.5 HP, single cyl, complete, does not run, needs coil, Cecil Hartwell, RR#1, North Vernon, Indiana
- EVINRUDE- Row Boat Motor, Mod A, Ser 107892, 1920, 2 HP, single cyl, one motor clamp missing, Ray Westfall, 5353 N. 58th, Milwaukee, Wisconsin
- EVINRUDE- Big Twin, Mod LAT, Ser 1572 (opposed twin, running cond, complete, has twist reverse, Robert Purdy, 2320 Hickory, Portage, Indiana)
- EVINRUDE- Fleetwin, Mod F, Ser 2F-499, 1929, 7.0 HP, opposed twin, good comp, gas tank dented, Bernard Heimos, 1556 Algonquin, Des Plaines, Illinois
- EVINRUDE- Speeditwin, Mod U, Ser 1U303 opposed twin, 1929, 20 HP, runs then stalls, spark & comp good, Donald Peterson, 1050 NW 6th, Salem, Oregon
- EVINRUDE- Speeditwin Electric, Mod 630 Ser 0007, opposed twin, runs, complete ameter does not work, Richard Warnock 1836 Ridge Road, Union Hill, New York
- EVINRUDE- Handitwin, Mod 4218, Ser 01176, opposed twin, runs, complete, good cond, Robert Beideck, 34 Hubbard North Chili, New York
- EVINRUDE- Fisherman, Mod 4227, Ser 00903, 1937, 4.4 HP, opposed twin, runs, complete, William Morris 807 Springwood Drive, Orlando, Florida
- EVINRUDE- Mate, Mod 4263, Ser 00572, 1939-41, 0.5 HP, single cyl, runs, complete, Vernon Lewis, Glenwood Road, Riverside, Washington
- ELTO- Speedster, Mod 355, Ser 65620, 1928, 7.0 HP, runs, complete, battery ign, Edward Kowaloyk, 3714 Pearl St., Batavia, New York
- ELTO- Senior Quad, Mod 732, Ser 2, 1935 31.2 HP, needs handle brackets & plug covers, lower unit marginal, Bill Kelly 10201 114th Pl. NE, Kirkland, Wash.
- EVINRUDE- Sport Single, Mod 432, Ser 0302, 1933, 2.2 HP, single cyl, complete runs, Edward Kowaloyk, 3714 Pearl St. Batavia, New York



## MOTORS FOR SALE

- EVINRUDE- Ranger, Mod 426b, Ser 03349, 1939, 1.1 HP, single cyl, can run, rope starter pulley missing, R. Brandes, 40 Home, Gillette, N.J.
- EVINRUDE- Sportwin, Mod 430b, Ser 02908, 1939, 3.3 HP, Twin cyl, tiller & carb bowl missing, tank leaks, C. Myers, 4416 NE 40th, Portland, Oregon
- EVINRUDE- Handitwin, Mod 4307, Ser 02452, 1939, 3.0 HP, runs, twin cyl, Harry Bradley, 520 Ann Street Lake Charles, Louisiana
- EVINRUDE- Lightwin, Mod 4313, Ser 00544, 1939, 5.0 HP, runs, carrying handle missing, Ed Hajder, 5600 35th Ave. North, Minneapolis, Minn.
- EVINRUDE- Speeditwin, Mod 6039, Ser 09172, 1941, 22.5 HP, runs, complete, Fair cond, Claude Wells, Box 181, Rawlins, Wyoming
- EVINRUDE- Zephyr, Mod 4378, Ser 02253 4 cyl, runs, complete, gears in lower unit need replacement, Quentin Pech 1145 N 17th, Manitowish, Wisconsin
- EVINRUDE- Lightfour, Mod 4383, Ser 04695, 1946, 9.7 HP, runs, complete, K.D. Buckingham Jr., 424 Fond du Lac Ave., Sheboygan Falls, Wisconsin
- EVINRUDE- Zephyr, Mod 4404, Ser 72381 1948, 5.4 HP, 4 cyl, runs, rewind starter worn, rope started, C. Saunders 1236 Balmoral, Pittsburgh, Pennsylvania
- EVINRUDE- Ranger, Mod 4407, Ser 09557 1946-47, 1.1 HP, single cyl, runs, complete, skeg broken, David Hicks, 1015 Jefferson, Traverse City, Mich.
- EVINRUDE- Speeditwin, Mod 6039, Ser 51080, 1950, 22.5 HP, opposed twin, runs, complete, C. MacFarlane, RR #1 St. Andrews, New Brunswick, Canada
- LAUSON- Ser 70B2281, year ?, HP ?, cyl ?, 4 cycle, air cooled, runs, Edward Kowalczyk, 3714 Pearl Street, Batavia, New York
- LAUSON- Mod S350, Ser 13754, single cyl, 4 cycle, air cooled, runs, complete, Gordon Oberg, 2810 Bemidji Ave., Bemidji, Minnesota
- LOCKWOOD-ASH- Row Boat Motor, Mod A, Ser 208, Has an Evinrude tank, has rudder & knuckle Buster. J. Noonan, 7454 W. Thurston, Milwaukee, Wis.
- MARTIN- "100", Perfect cond, original Black & Hammertone finish, runs, complete, Bill Kelly, 10201 114th Pl. NE, Kirkland, Washington
- NEPTUNE- Mod OB-15, 1931, 16.0 HP, Readily restored, Eiseman Magneto MS47A carb, Bill Kelly, 10201 114th Pl. NE, Kirkland, Washington
- JOHNSON- Mod A, Ser 2220, 1922, 2 HP, opposed twin, runs, complete, neat & clean looking, Russell Larson, 2519 Green Street, Racine, Wisconsin
- JOHNSON- Mod A, Ser 18459, 1923-24, 8 HP, opposed twin, runs, complete, T.M. Bliss, 4616 Creatview Road, Sylvania Ohio
- JOHNSON- Mod A-25, Ser 24228, 1925-26 2 HP, opposed twin, complete, rust in cylinders, John Winslow, 1141 North 78th, Seattle, Washington
- JOHNSON- Mod A-25, Ser 39235, 1925-26 2 Hp, opposed twin, runs, complete, William Hermsmeier, 1449 Bolkinwood Drive, Freeport, Illinois
- JOHNSON- Mod A-25, Ser 40243, 1925-26 opposed twin, will run, complete, Chat Hook, 202 North Martin, Waukegan, Illinois
- JOHNSON- Mod A-35, Ser 48990, 1927-28 2.5 HP, opposed twin, Leonard Weismiller, 8991 Quandt, Allen Park, Michigan
- JOHNSON- Mod A-35, Ser 76543, 1927-28 2.5 HP, opposed twin, runs, complete, Stanton St. Peter, 2654 Edison Street San Mateo, California
- JOHNSON- Mod A-35, Ser 7, 1927-28, 2.5 HP, opposed twin, runs, complete, John Zanotti, 2660 Maywood Drive, San Bruno, Cal.
- JOHNSON- Mod K-35, Ser 67946, 1927, 6.0 HP, opposed twin, runs, complete, motor leg has weld, Jack Harju, Route 3, Mc Gregor, Minnesota
- JOHNSON- Mod K-40, Ser 80677, 1928, 7.15 HP, opposed twin, runs, steering handle missing, John Bierma, 74 Glen Cameron, Thornhill, Ontario, Canada
- JOHNSON- Mod ?, Ser ?, (no model # but he says its a Giant Twin) (I'd ask for a photo with him next to it), runs, Compl, J. Polivka, 2734 Veteran, Los Angeles, Cal
- JOHNSON- Mod A-45, Ser 123683, 1929, 3.0 HP, opposed twin, runs, complete, Andrew Salitros, 8700 Portland Ave. Bloomington, Minnesota
- JOHNSON- Mod A-45, Ser 124567, 1929, 3 HP, opposed twin, tank dented, prop chipped, runs, Darrell Anderson, 3011 Twin City Drive, Council Bluffs, Iowa
- JOHNSON- Mod K-45, Ser 104706, 1929, 7.15 HP, opposed twin, runs, complete, gas tank dented, M. Weatherbee, 219 Crowley, Buffalo, New York
- JOHNSON- Mod S-45, Ser 124865, 1929-32 13.0 HP, opposed twin, runs, complete, Donald Warner, 104 Wheeler Ave. Toronto, Ontario, Canada



## MOTORS FOR SALE

- GALLS- Liberty twin, opposed, runs, complete, clean, good overall cond, Walter Kushion, 120 South Main St., St. Charles, Michigan
- GALLS- Liberty twin, opposed, runs, tank slightly dented, good overall cond, H.M. Randall, Box 5095, Yucca, Arizona
- GALLS- Mod 109, single cyl, variable pitch prop, runs, complete, Harry Bialik, 1576 Beardsley St. Muskegon, Michigan 49441
- ELTO- Mod G, Ser 30466, opposed twin flywheel, ignition & carb missing, Edward Baron, R.D. 1 Box 122, New Salem, Pennsylvania
- ELTO- Mod J, Ser 53350, opposed twin, runs, complete, 1927, 4 HP, Thomas Simek, 532 North 52nd St., Wauwatosa, Wisconsin 53212
- ELTO- Speedster, 1929 ?, opposed twin, runs, skeg broken, steering handle missing, Floyd Studebaker, 1810 Champlain, Ottawa, Illinois
- ELTO- Mod 355, Ser 65212, Speedster, 1928, 7 HP, opposed twin, runs, complete, Floyd Cook, 410 Hamilton Washington, Illinois 61571
- EVINRUDE- Row Boat Motor, Mod A, Ser 7, single cyl, complete, has reverse, Stanley Cobbett, 800 Washington, East Bridgewater, Mass.
- EVINRUDE- Row Boat Motor, Mod A, Ser 52700, single cyl, does not run, complete, Marty Silvi, Box 6015, West St. Paul, Minnesota
- EVINRUDE- Row Boat Motor, single cyl, has cracked water jacket, runs, complete, E.D. Hughes, Rt 2 Box 13, Philomath, Oregon 97370
- EVINRUDE- Row Boat Motor, single cyl, Mod B, Ser 17336, runs, complete, good cond, Olin Salmon, 4 South Central Ave, Mechanicville, N.Y.
- EVINRUDE- Row Boat Motor, single cyl, Mod A, Ser 116311, 2 HP, 1921, Mr. S. Mueller, 305 East 26th, Kearney, Nebraska 68847
- EVINRUDE- Sportwin, Mod N, Ser 15072, opposed twin, runs, "a fine looking motor from photo- RZ", Rev. Butts, Box 208, Stockton, Missouri (2.5 HP, 1928)
- EVINRUDE- Fastwin, Mod-Ser 128034, 14 HP, 1929, opposed twin, complete, does not run, Michael Lindgren, 602 Liberty Uniondale, New York 11553
- EVINRUDE- Sportwin, Mod 409, Ser 3572, 4 HP, 1932, opposed twin, complete, runs, Frank Ceustard, Box 152, Trumbull, Connecticut 06611
- EVINRUDE- Sportsman, Mod 4091, Ser 1974, 1.5 HP, 1935, single cyl, runs, complete, A.E. Lill, 55 Woodlawn, St. Charles, Missouri
- EVINRUDE- Speeditwin- Electric Start, 21.1 HP, 1935?, Mod ?, Ser?, opposed twin, frozen motor, C. Ebbinghaus, R.R. 2, Albany, Indiana
- EVINRUDE- Speeditwin, Mod 6015, Ser 0038, 21.1 HP, 1935, runs, complete, John Kunz, 5030 South 68th, Greenfield, Wisconsin
- EVINRUDE- Sportsman, Mod 4146, Ser 04639, 1.5 HP, 1936, single cyl, runs complete, Richard Schleder, 153 Bernice Stockton, California
- EVINRUDE- Speedifour, Mod 7026, Ser 00179, 33.4 HP, 1938, 4 cyl, almost new cond, runs, complete, G. Neuens, 3307 N. 76th, Milwaukee, Wisconsin
- EVINRUDE- Ranger, Mod 4265, Ser 02479, 1.1 HP, 1939, single, runs, complete, Gustave Ozag Sr., 4251 West Irving Park Road, Chicago, Illinois
- JOHNSON- Mod J-25, Ser 37742, single cyl, runs, complete, very good cond, Hartland Smith, Box 452, Birmingham, Michigan
- JOHNSON- Mod A-25, Ser 20701, opposed twin, 2 HP, 1925, does not run, complete Byron Elsabough, Box 414, Tyler Ave., Miller Place, New Jersey 11764
- JOHNSON- Mod A-25, Ser 39961, opposed twin, 2 HP, 1925, runs, complete, Louis Baldyga, 82 Palmer Street, Three Rivers, Massachusetts
- JOHNSON- Mod A-35, Ser 73810, opposed twin, 2 HP, motor frozen, exhaust manifolds & muffler missing, G. Richter, 3657 Burbridge, Cleveland Hts. Ohio
- JOHNSON- Mod K-35, Ser 38874, opposed twin, 6 HP, 1927, runs, complete, Kenneth Kowalk, 624 Kent Street, Wausau, Wisconsin 54455
- JOHNSON- Mod K-35, Ser 53725, opposed twin, 6 HP, 1927, needs muffler, runs, G. Neuens, 3307 North 76th Street, Milwaukee, Wisconsin 53222
- JOHNSON- Mod F-35, Ser 49756, Big Twin, 8 HP, opposed twin, complete, runs, Norman Krause, Rt 1, Box 418, Rainier, Oregon 97048
- JOHNSON- Mod F-40, Ser 72853, Big Twin, 13.15 HP, 1928, does not run, Has cracked water jackets, complete, Norman Coope Box 664, Avalon, California 90704
- JOHNSON- Mod V-45, Ser 116637, 4 cyl, 26 HP, 1929, runs, complete, fair cond, Clarence Minor, 40 Turnpike Road, Townsend, Massachusetts 01469



MOTORS SEEN

MOTORS FOR SALE

JOHNSON- Mod J-25, Ser 131839, 1932  
1.5 HP, single cyl, runs, complete,  
almost new cond, G. Castle, 20085  
Redwood, Castro Valley, California

JOHNSON- Mod PR-7, Ser ?, has exhaust  
stacks, vacturi carb, raced until 2  
yrs ago, runs, Ronald Rowland, Box 77  
Bloomingsdale, Ohio

JOHNSON- Mod F-75, Ser 223671, 1935,  
3.3 HP, opposed twin, does not run  
complete, Jack Wyant, 4869 Mayfair  
North Canton, Ohio

JOHNSON- Mod ?, Ser 550374, large  
alt twin, (looks like K series) runs,  
rewind starter drags, C.L. Ragland,  
5819 Horton, Mission, Kansas

JOHNSON- Mod 100, Ser 235362, 1936  
1.7 HP, single cyl, runs, complete,  
Good cond, W.K. Rhinesmith, 10031  
Old Orchard Road, La Porte, Texas

JOHNSON- Mod 200, Ser 237799, 1936  
3.3 HP, opposed twin, runs, complete  
gas tank has weak spot, C.A. Moore,  
1436 North 52nd Street, Ft. Smith, Ark

JOHNSON- Mod 200, Ser 237808, 1936,  
3.3 HP, opposed twin, runs, complete,  
needs new muffler, James Bell, 34  
Gulliver Road, Toronto, Ontario, Can.

JOHNSON- Mod P-80, Ser 250172, 1936  
22.0 HP, opposed twin, runs, complete  
good cond, \$25, Robert Purdy, 2320  
Hickory, Portage, Indiana

JOHNSON- Mod PO-37, Ser 283280, 1937  
22.0 HP, opposed twin, runs, complete  
has racing stacks, Richard Washinsky  
Rt. 1, Cass Lake, Minnesota 55822

JOHNSON- Mod LT-38, Ser ?, 1938, 4.2  
HP, alternate twin, runs, complete,  
slight dent in tank, Edward Kowalczk  
3714 Pearl, Batavia, New York

JOHNSON- Mod MS-39, Ser 316521, 1939,  
1.1 HP, single cyl, runs, complete,  
tank dented, Richard Warnock, 1888  
Ridge Road, Union Hill, New York

JOHNSON- Mod PO-39, Ser 309194, 1939  
22.0 HP, opposed twin, runs, complete  
Has two of these motors, Chet Hook,  
202 N Martin, Waukegan, Illinois

PARTS WANTED

JOHNSON- Mod A-45, needs starboard  
cylinder, Marcus Wright, 30 Crest  
Drive, Little Silver, New Jersey

X ( JOHNSON- Mod PO-15, Ser 484031, 1945,  
22.0 HP, opposed twin, runs, complete,  
good cond, Frank Gotrones, 3462 South  
Lundy, Tucson, Arizona )

( JOHNSON- Mod PO-15, Ser 784349, 22 HP,  
1941-50, opposed twin, runs, steering  
handle missing, L.A. Wilson, Box 764  
Big Piney, Wyoming )

( JOHNSON- Mod POLR-15, Ser ?, 22.0 HP  
1941-50, opposed twin, runs complete,  
John Watson Sr, 329 South Cherry St.  
Richmond, Virginia )

( LOCKWOOD- Mod NA, Ser 158B, 1914 ?,  
single cyl row boat motor, has rudder,  
battery ign, runs, complete, W. Garland  
Box 514, Coeur d'Alene, Idaho )

MOTORGO- Mod ?, Ser ?, very old single  
forwardpointing cyl, cast gas tank, brass  
lower unit, complete, Nick Nocchi, 7507  
Mulford, Niles, Illinois

NORTHWESTERN- veryold forward pointing  
single, water pump & exhaust manifold  
missing, prop shaft & flywheel poor, H.C.  
Williams, 9709 Sixth, Inglewood, Calif.

NAPTUNE- Mod OB-16, Ser 9396, 1932, 16  
HP, opposed twin, runs, complete, good  
condition, Robert Purdy, 2320 Hickory,  
Portage, Indiana

SEA KING- Mod 415, Ser 0313, opposed  
twin, folding lower unit, runs, complete  
1932-34, 3.0 HP, Charles Hayden, 2804  
Ohio Ave, Baltimore, Maryland

WISCONSIN- very old forward pointing  
single, has knuckle buster, fair cond,  
Arnest Pepe, 1402 Fairview, Caldwell,  
Idaho.

ELTO- Mod C, Ser 12542, 1924, 3.0 HP,  
opposed twin, complete, has rudder,  
fair cond, Thomas Garavacha, 13399  
Avenston, Detroit, Michigan

EVINRUDE- Row Boat Motor, Mod B, Patent#  
16237, single cyl, runs, complete, 1915-  
28, Mera Nowell, 2873 Chestnut St,  
Erie, Pennsylvania

EVINRUDE Sportwin, Mod 409, Ser ?, 1932  
4.0 HP, opposed twin, runs, complete,  
good cond, J.L. Puttock, 7384 Lake St.  
Pulaski, New York

PARTS WANTED

KOBAN- needs later style gas tank,  
exhaust manifold, muffler, William Jones  
Ely Lake, Eveleth, Minnesota

JOHNSON- Mod A, needs cast aluminum gas  
tank, will buy parts motor to get tank,  
Larry Ward, 2460 Riverside Drive,  
Beloit, Wisconsin



MOTORS FOR SALE

|   |  |
|---|--|
| ELTO- Lightwin, has rudder, Mod 7, Ser 7, ran 3 years ago, complete, good cona, Larry Cariveau, 12502 West Honey Lane, New Berlin, Wisconsin  | JOHNSON- Mod LT-38, Ser 289008, 1938, 4.2 HP, alternate twin, runs, complete C. Hulmes, 2112 Northeast 63rd Street Vancouver, Washington     |
| JOHNSON- Mod A-80, Ser 132678, 4 HP, 1930, alternate twin, complete, runs, Jonn Mattern, 8304 Grand Avenue, Omaha, Nebraska                   | JOHNSON- 2 motors Mod HS-10 & HS-15, 2.5 HP, alternate twin, 1 runs & 1 is parts motor, Elmer Mohr, 709 Shadyside, West Mifflin, Penn. 15122 |
| JOHNSON- Mod PE-50, 20 HP, 1930, opposed twin, runs, complete, good cona, Al Meinke, 15110 Hook Hollow Rd. Novelty, Ohio                      | JOHNSON- Mod LT-10, Ser 379705, 5 HP, 1940, alternate twin, complete, needs tuning, Ralph Birdwell, 9 Magnolia Petaluma, California 94952    |
| JOHNSON- Mod J-25, Ser 163549, 1932, single cyl, motor is brand new & never on boat, L. Stevenson, 4715 Dunberry Lane, Minneapolis, Minnesota | LOCKWOOD- Mod 72F, Ser 6935, complete opposed twin, 7 HP, 1927, runs, John Zidow, 214 Lawndale Avenue Ottawa, Illinois 61350                 |
| JOHNSON- Mod J-65, Ser 206116, 1930, single cyl, 1.4 HP, complete, runs, tank dented, Al Kulupka, 100 Prairie St. Spring Valley, Illinois     | NEPTUNE- Mod 82D, Ser 2882M, 1932, opposed twin, runs good, complete, has new gas tank, C. Ebbinghaus, R.R.1, Albany, Indiana 47320          |
| JOHNSON- Mod 7, Ser 7, single cyl, model from late thirties, runs, complete Tom Dickey, 1016 Dean Drive Northwest, Atlanta, Georgia 30318     | NEPTUNE- Mod 11B2, Ser 49319H2, runs, single cylinder, complete, hard starting, Merle Fuhrer, 806 North Miller, Santa Maria, California      |
| JOHNSON- Mod 210, Ser 267837, 3.3 HP, 1937, twin cylinder, runs on only one cylinder, Max Hoffmann, 304 East Second, Trenton, Illinois 62293  | THOR- Ser 12148, single cylinder, runs, complete, fair condition, Harry Tinklepaugh, 1219 North 19th St. Kansas City, Missouri 66102         |

PARTS FOR SALE

JOHNSON- Mod K-50, thru KD-15 many misc parts. Johnson- Mod A-50 thru A-80 many misc parts. Bill Salisbury, Member 1105 Hunterston Place, Cupertino, California 95014

LITERATURE FOR SALE

Miscellaneous old magazines for sale. Jerry Heermans, 16925 Southwest River Lane, Tigara, Oregon 97223

MOTORS WANTED

JOHNSON- Mod A-35. John Gould, Jr., 4707 Massachusetts Avenue, Indianapolis, Indiana 46218

PARTS WANTED- HELP fellow members!!!!

LOCKWOOD- Ace, Mod 92A, Ser 12299, needs magneto coil; ELTO- Super "C", Mod 60B, Ser 0010, needs flywheel and complete ignition system. Paul Daykin, 331 Washington Street, Geneva, New York

LOCKWOOD- Ace, needs magneto plate assembly complete. Walter Weidmann, Route #2, Voornessville, New York

JOHNSON- Mod A-35, needs carburetor parts. John Gould, Jr., 4707 Massachusetts Avenue, Indianapolis, Indiana 46218

PARTS WANTED

MERCURY- Mod KG9, needs test wheel for stock lower unit, 12.5 to 15 inch pitch Johnson prop for stock lower unit, one set of exhaust stacks, Stan Dubois, 430 East 72nd Street, New York, N.Y.

EVINRUDE- Ranger, Mod 4407, needs lower unit gear housing, SAA KING- Mod 379, needs coil, would buy whole magneto assembly for good coil. Philip Graen, 901 East Jefferson St. Bloomington, Illinois

ELGIN- Mod 571-85301, needs flywheel, Mark Schoeb, Cleveland, Minnesota

MOTORS WANTED

JOHNSON- Mod P-50 thru P-80, any one example. JOHNSON- Mod TR-40 or T-45 any condition. EVINRUDE- four cycle twin. EVINRUDE- pre 1935 Speeditwin Fastwin, ELTO- any model before 1935 over 5 HP. Any larger HP motor of an obsolete make such as Lockwood Chief Neptune Master Twin etc. MERCURY- Mod KG9 Thunderbolt with rope start. Bill Kelly, 10201 114th Place NE, Kirkland, Washington

PARTS FOR SALE

WATERWATCH- Mod MB, Ser 571-20, everything except rods. Philip Graen, 901 East Jefferson St. Bloomington, Illinois

JOHNSON- Mod Ka gearcase complete; Mod J rods & aluminum pistons; Mod A thru Mod 210 rings, standard bore; Models HS, HA, MS, MD rings, standard bore, .010 & .020 oversize. Plus many old parts too numerous to mention, write and ask by part number and description. LOCKWOOD- Acc, ignition coil. Bill Kelly, 10201 114th Place NE, Kirkland, Washington

MOTORS SEEN

ELTO- Mod H, 1926, D. Archibald, RR 1, Clearwater, B.C.  
 ELTO- Mod 4286 Pal, 1941, R. Baum, 610 Deernurst, Webster Grove, Missouri  
 ELTO- Mod 4284 Cub, 1939, G. Beney, 560 Montrose, St. Paul, Minnesota

MOTORS SEEN

CAILLE- Large opposed twin, variable pitch prop, Jack Albright, 5924 North Driscoll, Spokane, Washington  
 CAILLE- Large opposed twin, 22.5 HP?, Floyd Ammon 200 South 43rd St. Louisville, Kentucky  
 CAILLE- Large opposed twin, variable pitch prop, Geoffrey Brose, 2369 Pine St., Napa, California  
 CAILLE- Mod 15, opposed twin, variable pitch prop, John Cook, Box 1509 El Centro, California  
 CAILLE- Liberty Drive, John Zekel, 2175 Orchard, Dubuque, Iowa  
 ROBERTS- 3 cylinder inboard, old, John Zekel, 2175 Orchard, Dubuque, Iowa  
 CAILLE- Mod 46, Class C, Vernon Freeze, 203 Shumway, Buffalo, New York  
 CAILLE- Mod ?, has Bosch Mag, Walter Kushion, 120 S Miami, St. Charles, Mich  
 CAILLE- Liberty Twin, William Papp, 315 Robinson, N. Tonawanda, New York  
 CAILLE- Large opposed twin, variable pitch prop, James Wareham, 322 South Duluth Apt 10, Sioux Falls, S. Dakota  
 CLARKE- Troller, William Burmeister 1537 York St. Lima, New York  
 CLARKE- Troller, Charles Calkins, 213 Main, Addison, Michigan  
 CLARKE- Troller, Harold Clemons, Millport, New York  
 CLARKE- Troller, L. Leahy, 337 Kelvie Avenue, Kirkland Lake, Ontario, Canada  
 CLARKE- Troller, Lynn Martin, 4248 Neptune, Salt Lake City, Utah  
 CLARKE- Troller, William Naus, 2030 Clinton, Toledo, Ohio  
 CLARKE- Troller, George Nygaard, 1277 Selma, Westland, Michigan  
 CLARKE- Troller, William Schultz, 1616 Brown, Saginaw, Michigan  
 ELTO- Mod 4253 Pal, William Schultz, 1616 Brown, Saginaw, Michigan  
 CLARKE- Troller, Robert Stanfield, 538 N. Lake, Harrison, Michigan  
 CLARKE- Troller, Robert Swyers, 208 S. Crawford, Troy, Ohio  
 CLARKE- Troller, Paul Welton, 5414 Knox, Shawnee Mission, Kansas  
 ELTO- Mod 4256 Acc, H. Alexander, 5201 Green Valley, Knoxville, Tenn.  
 ELTO- Mod J, 1927, Jackson Barnes, RD #1, Rock Stream, New York  
 ELTO- Mod J, 1927, Robert Beidle, Box 226, Cornucopia, Wisconsin  
 ELTO- Lightweight, 1929, A. Borchert, 701 Chapman, Mankato, Minnesota

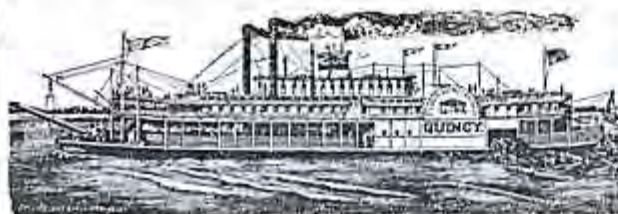


## MOTORS SEEN

ELTO- Mod G, 1926, H. Basman, 320  
Michigan NE, Grand Rapids, Mich.  
 ELTO- Brass lower unit, H. Brosinger,  
 2231 S 64th, West Allis, Wisconsin  
 ELTO- Lightwin, 1927, C. Brownell,  
 Hiway 41 W, Marquette, Michigan  
 ELTO- Speedster, #5b212, 1928, F. Cook  
 410 Hamilton, Washington, Illinois  
 ELTO- Lightwin, L. Andrews, 304 West  
 Washington, Pasadena, California  
 EVINRUDE- Row Boat Motor, L. Bartlett  
 Swedeberg, Missouri  
 EVINRUDE- Row Boat Motor, T. Bruce,  
 1534 Union, Alameda, California  
 EVINRUDE-Mod 4313, 1939 Lightwin, J.  
 Bushaw, Warren, New Hampshire  
 EVINRUDE- Mod A, Row Boat Motor, C.  
 Caballero, 911 Main, Susanville, Calif.  
 EVINRUDE- Mate ?, Alan Comeau, 56  
 Stearns, Leominster, Mass  
 EVINRUDE-Mod 4404, 2 motors, Zephyr,  
 C. Coston, Rt 3, Ex 568, Hoquiam, Wash.  
 EVINRUDE- Mate ?, W. Cox, 103 E Lynn,  
 Seattle, Washington  
 EVINRUDE-Mod 5039, 1946 Speeditwin, W.  
 Curtis, 2801 Crockett, Ft. Worth, Texas  
 JOHNSON- Mod KA-10, 1940, R. Barr, 95  
 Main, Canton, New York  
 JOHNSON- Mod HS-10, 1940, S. Simpson,  
 2715 Center, Ingram, Pennsylvania  
 JOHNSON- Mod A, D. McNall, 28 Angora,  
 Scarborough, Ontario, Canada  
 JOHNSON- Mod A-45, 1929, A. Allen,  
 4127 S. Garfield, Spokane, Wash.  
 JOHNSON- Mod A-25, 1925-26, R. Nelson  
 Rt 2, Milaca, Minnesota  
 JOHNSON- Mod P-40, 1928, N. Cooper,  
 Box 664, Avelon, California  
 JOHNSON- Mod J ?, W. Culver, 1625  
 Morningside, Merritt Island, Florida  
 JOHNSON- Mod OA-55, 1931, J. Knight,  
 3086 Warrior, Hueytown, Alabama  
 JOHNSON- Mod K-40, Mrs. F. Kettendorf,  
 Star Rt 3, Fairbanks, Alaska  
 JOHNSON- Mod A-35, 1927-28, R. Johnson  
 Breedsville, Michigan  
 JOHNSON- Mod J-25, H. Green, 1708  
 S 12th, Lafayette, Indiana  
 JOHNSON- Mod EN, S. Gerrish, West  
 Peru, Maine  
 JOHNSON\*- Mod S-45, 1929-32, S. Gerrish  
 West Peru, Maine  
 JOHNSON- Mod P-30, 1928, W. Hoy, Box  
 304, Central Valley, California  
 JOHNSON- Mod V-45, 1929, C. Addison,  
 Box 103, Winter Harbor, Maine  
 JOHNSON- Mod 100, 1936, C. Hawkinson,  
 319 NE 60th, Seattle, Washington  
 ELTO- Pal, J. Bridenbaugh, 712  
 Lafayette, Logansport, Indiana  
 ELTO- LIGHTWIN, W. Brosman, Manhattan  
 Park, Pennellville, New York  
 ELTO- Mod 4203 Pal, L. Buitenbuys, 12  
 Evergreen, Kingston, Massachusetts  
 ELTO- Super Lightwin, M.E. Creighton,  
 Box 382, Gig Harbor, Washington  
 EVINRUDE- Row Boat Motor, R. Barr, 95  
 Main, Canton, New York  
 EVINRUDE- Old Speeditwin, Don Bixer,  
 7204 E 104th, Kansas City, Missouri  
 EVINRUDE- Mod 432, 1933 Sport Single,  
 F. Burke, 3114 N Newhill, Milwaukee, Wis  
 EVINRUDE-Mod N, Sportwin, W. Butts,  
 Box 208, Stockton, Missouri  
 EVINRUDE-Mod 4322, 1941 Lightfour, E.  
 Gazier, 200 N 3 East, St. Anthony Idaho  
 EVINRUDE- Mate ?, G. Cooley, 1417  
 Union, Schenectady, New York  
 EVINRUDE-Mod 4092, 1935 Fisherman, K.  
 Cote, RR 2, Kankakee, Illinois  
 EVINRUDE- Row Boat Motor, G. Cullen,  
 13527 115th, Edmonton, Alberta, Canada  
 EVINRUDE- Row Boat Motor, D. David, 2010  
 S.W. Blvd., Tulsa, Oklahoma  
 JOHNSON- Mod A, S. Simpson, 2715 Center  
 Ingram, Pennsylvania  
 JOHNSON- Mod J-80, 1936, R. Higgins, 7074  
 Brentwood, RR#1, Brentwood Bay, BC, Canada  
 JOHNSON- Mod B, D. Brownell, 1280 Glines  
 Santa Maria, California  
 JOHNSON, Mod K-40, 1928, V. Haines,  
 207 E Proctor, Carson City, Nevada  
 JOHNSON- Mod K-40, 1928, R. Fiorini,  
 1984 Kingdon, Pontiac, Michigan  
 JOHNSON- Mod SE-50, 1930, Electric, P.  
 Boudreau, 11 Dennison, Waltham, Mass  
 JOHNSON- Mod K-50, 1930, J. Marx, 217  
 S Mayhew Box 253, New Buffalo, Mich.  
 JOHNSON-Mod A, 1924, A. Lumm Jr., 3997  
 W Bancroft, Toledo, Ohio  
 JOHNSON- Mod J-75, 1935, W. Miles, 277  
 King George, Ottawa, Ontario, Canada  
 JOHNSON- Mod 100, 1936, M. Garriga, 611  
 Murray, Gilroy, California  
 JOHNSON- Mod PO, J. Adams, Rt 74 Box  
 19, Maykota, Minnesota  
 JOHNSON- Mod 100, 1936, S. Gerrish,  
 West Peru, Maine  
 JOHNSON- Mod A-45, 1929, C. Chapulis  
 7252 W Pratt, Chicago, Illinois  
 JOHNSON- Mod F-75, 1935, B. Hodgins  
 199 Loach, Sudbury, Ontario, Canada  
 JOHNSON- Mod K-35, 1927, B. Crary,  
 1614 4th, Jackson, Michigan  
 JOHNSON, Mod KA-37, 1937, D. La Rue,  
 814 S Summit, El Dorado, Kansas



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Carl L. Castle, 4655 Elmhurst Dr., San Jose, Calif. 95129  
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Wesley Lively, Blairstown, Iowa 52209  
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Frank Stock, 1460 Forest Ave., Portland, Maine 04103  
Warner J. Turner, 174 Wickert Dr., Rt. #4, West Bend, Wis.  
53095
- W. H. Venturella, 275 Viewland Pl., San Pedro, Calif. 90731



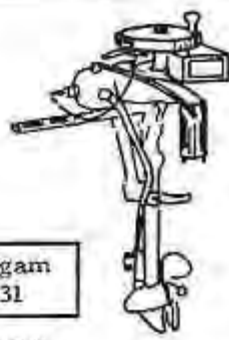
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January - April 1969

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# 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



THE SCENE AT LAKE HOPATCONG, NEW JERSEY



July 1969

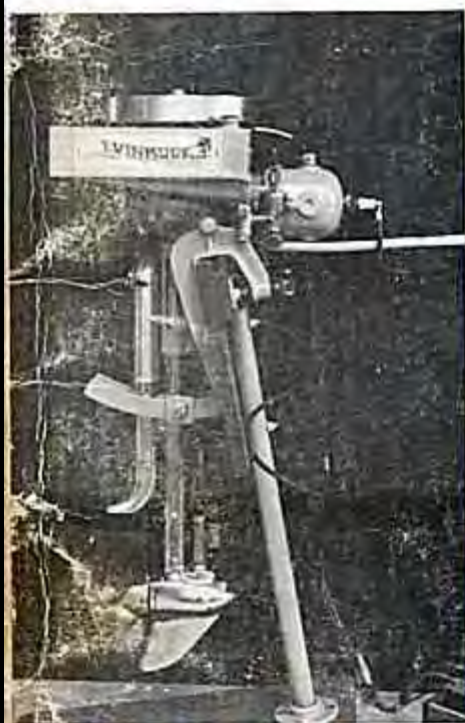
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VOLUME 4

NUMBER 3

JULY 1969

# THE ANTIQUE OUTBOARDER



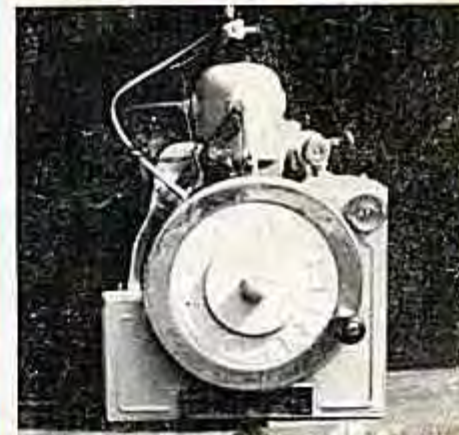
1913



1914



1915





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 \$7.00 per year. Other membership information available on request. Address membership requests to A.O.M.C., Inc., 1107 Pueblo, Richardson, Texas 75080.

---

Club officers, addresses and duties:

David R. Reinhartsen, President: 1107 Pueblo Drive, Richardson, Texas.  
Coordinator of club activities.

Christopher R. Owen, Vice-President and Test Editor: Route 3, Eau Claire,  
Wisconsin. Runs lake tests of antique motors.

Robert Brautigam, Editor, The Antique Outboarder: 2316 West 110th Street,  
Bloomington, Minnesota 55431.

Marcus Wright, Parts Acquisition: 30 Crest Drive, Little Silver, New Jersey.  
Helps members find parts needed in their restoration projects.

John C. Harrison, Treasurer and Technical Advisor: 1000 N. W. 54th Street,  
Miami, Florida. Reviews financial reports and gives advice on motor restoration.

Carole R. Reinhartsen, Secretary: 1107 Pueblo Drive, Richardson, Texas.  
Keeps records, etc.

Richard A. Hawie, Curator: 31 Hillside Drive, Easton, Connecticut. Helps in  
identification of rare motors and prepares a column, Notes From The Curator.

W. J. Webb, Historian: 2560 North 97th Street, Wawatosa, Wisconsin. World's  
foremost authority on outboard history. Author of a column, Of Historical Interest.

James L. Smith, Special Features Editor: 330 O'Connor Drive, Toronto, Canada.  
Preparation of special articles on unusual motors.

Ray Machen, Membership Coordinator: 624 Gardner Road, Westchester, Illinois.  
Distribution of Club literature.

Robert Zipps, Classified Editor and Editor of The Newsletter: 24A St. Regis  
Street, East Hartford, Connecticut. Management of the classified section, and  
preparation of a monthly newsletter.

Bud Cowdery, Racing Editor: 15 Crestdale Road, Danbury, Connecticut. Preparation  
of a column on the early days of outboard racing.

Richard M. Jones, Membership Secretary: 20505 N. W. 3rd Avenue, Miami,  
Florida, 33169. Keeps membership records.

Bob Hampton, Motor Registration: 54 Clinton Avenue, Eatontown, New Jersey,  
07724. Registration of Antique Outboards.

Lowell Simmons and Paul Aruda, Special Assistants: 1107 Pueblo, Richardson,  
Texas 75080.





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Cover: Three early Evinrudes from the Editor's collection.

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*The Antique Outboarder*

Volume 4 • No. 3

July, 1969

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*Change of address should be forwarded two weeks in advance and Zip code numbers should be included.*

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## The Antique Outboard Motor Club Inc



# CLUB BRIEFS

Contributors of articles, pictures and other data for publication in the magazine should send their material to R.W. Brautigam, 2316 W. 110th Street, Minneapolis, Minnesota 55431. Please indicate if photos are to be returned and include captions for each. All members are urged to submit any items for publication that you think might be of interest to other readers.

The regular mailing dates for the quarterly Outboarder are the first of January, April, July and October. All input from contributors should be received at least three weeks prior to mailing dates in order to be included.

The club is interested in more members and a wider circulation of The Antique Outboarder. Don't overlook the possibility of giving a relative or friend a gift subscription to the magazine at Christmas time or for a birthday, etc. The rate is \$4.00 per year. Let the Editor know too of any ideas you have for selling advertising space in the magazine. A better Outboarder will result from having more dollars available.

The club would appreciate each member checking his own membership expiration date and voluntarily sending in his next year's dues. This will save a lot of President Reinhartsen's time and postage money.

To clear up the mystery of the Elto Quad carburetor pictures mentioned on page 4 of the April, 1969 Antique Outboarder, Mr. Ralph Evinrude has kindly offered the true facts:

The 1929 Quad originally was introduced in the early part of that year with a single float feed carburetor to which a manifold was attached, feeding both the upper and lower crankcases thru dual poppet valves for each crankcase. The early advertising and original literature for this model covered this configuration.

However, this particular manifolding in the field caused severe leanness in the upper left cylinder, with the result that in April of that year the float feed carburetor was removed and each crankcase was fed separately thru jets in the poppet valves, the same as in the 1928 Quads. Subsequent photographs and advertising showed this later configuration.

The formation of local chapters is well underway with new units being formed in New England and California. Peter Hunn of Simsbury, Connecticut is organizing "The Yankee Chapter" and both Bill Salisbury and Rick Anderson are talking up one or maybe two chapters for the West Coast area. That's great news and should be good encouragement for other member areas that want to organize and enjoy the fun that chapter association brings. Let's keep the ball rolling and by all means, let "The Outboarder" know of your chapter activities. So far, other chapters exist in the Twin Cities (Ron Johnson) and Florida (John Harrison).

Christopher R. Owen of Eau Claire, Wisconsin who is Vice President of the Club and Test Editor of the Antique Outboarder plans to leave for service with the U.S. Navy. Our best wishes to Chris on his tour of duty. I guess Chris' plans to go down the Mississippi River with his Elto Service Twin will have to go on the



shelf for a while. No doubt Chris can look over the international outboarding situation and who knows, if the stories about Government procurement are true, Chris may find some antique outboards packed in mothballs, in some warehouse.

The Antique Outboarder stands corrected!

Mr. Joe Swift, Public Relations Director of Kiekhaefer Mercury has called our attention to an error appearing in the April issue, within an article titled "Outboard Racing Since 1945". On page 12, below the photograph of the Evinrude engine is a caption stating "World Class X Speed Record Holder". According to Mr. Swift:

The above statement is an error probably resulting from confusion over the definition of Class X. Class X was established by U.I.M. (Union of International Motorboating), and this category limits the cubic inch piston displacement of the powerplant to one litre, or 61.02-cubic-inches. The record in Class X was established May 4, 1960, at Seattle, Washington by Burt Ross, Jr. with a Jones Hydroplane powered by a 60-cubic-inch Mercury engine running over the kilo at 115.547 miles per hour. Only records approved by U.I.M. become world records. Thus, Mercury established, and still holds, the Class X world record.

In 1966 Evinrude established a U.I.M. Class I record of 131.051 miles per hour using an engine of 89-cubic-inch piston displacement. This record was never recognized by the American Power Boat Association because in A.P.B.A. there is no such class. As a matter of further information, the American Power Boat Association Class F hydroplane record was established in November of 1964 by Hugh Entrop with an Entrop Hydroplane powered by a 60-cubic-inch Mercury engine. This record of 110.485 miles per hour still stands.

Naturally, the Antique Outboarder is anxious to keep the record straight on these hard won speed records.

Be sure to attend a meet this summer. If none appears close enough to your area, get together with a few close-by members and have a meet of your own. Take a few pictures and send them in to the magazine along with a few details and highlights. The known 1969 meet schedule appears on the next page. Continued on page 39

#### AOMCI ANNUAL POINT SYSTEM

By C.R. Owen & Dave Reinhartsen

A numerical system of rating AOMCI member achievements during the year. First published in 1968 the system has been refined for 1969 to reward outstanding service.

- |   |  |
|---|--|
| 5 Stopped by Game Warden for courtesy check                         | 3 Public hard starting                       |
| 2 Noisy overwater exhaust   | 5 Getting towed in yourself                  |
| 2 A lot of smoke trailing boat                                      | 5 Exhaust muffler burns                      |
| 2 Provide tools or a tow to someone whose new motor has conked out. | 10 Lose motor in lake                        |
| 4 In a race, pass up a boat with a newer motor                      | 6 Rained out at meet after arrival           |
| 2 Backfire your motor (10 additional points if a fire starts)       | 1 Old motor purchased over objection of wife |
| 3 Lose an impromptu race  | 2 Test barrel tips over                      |

# 1969 MEETS

CHECK YOUR NEWSLETTER FOR DETAILS OR CONTACT MEMBER IN CHARGE. BE A HIGH POINTER!



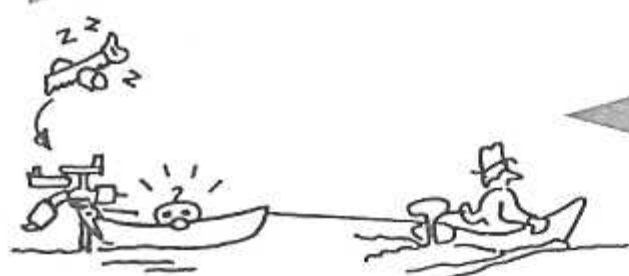
*July 12*  
**TWIN CITIES**  
 B Peterson

Calero Dam  
**CALIFORNIA**  
 B Salisbury  
**AUG 10**

*Lake*  
**HOPATCONG**  
 Sept 13  
 T Luce



**AUG 23**  
**DALLAS**  
 D Reinhartsen



THE SHAME OF 5 POINTS





# OF HISTORICAL INTEREST

..... *W J Webb*

## ABOUT THE AUTHOR . . . .

The July 1969 Antique Outboarder wishes to salute Mr. W. Jim Webb for his many achievements in the field of outboarding and his most willing and capable support of the Antique Outboard Motor Club and the club magazine. Mr. Webb is the author of a book entitled "The Pictorial History of Outboard Motors", the result of years of experience and research.

Mr Webb was born January 30, 1901 in Shullsburg, Wisconsin and graduated from high school there in 1919. Raised on a farm, Mr Webb also worked on a variety of odd jobs from janitor to mineworker during high school and later as a mathematics tutor, waiter and pinsetter while in college. Three years after graduating from the University of Wisconsin, Mr Webb joined the Elto Outboard Motor Company in 1926. After holding several managerial sales positions, Mr Webb became Vice President and General Manager of Evinrude Motors in 1952 and held that job until his retirement in 1963.

Mr. Webb has been a director of the Milwaukee Association of Commerce, Wisconsin State Chamber of Commerce, Wisconsin Manufacturer's Association, Better Business Bureau, and Employers' Association of Milwaukee. He was president of the Employers' Association for two years.

He is a member of the Milwaukee Yacht Club, Lake Beulah Yacht Club, University Club, Blue Mound Golf and Country Club, and the Antique Outboard Motor Club. How Mr. Webb became so much a part of outboarding is best expressed in his own words.

"Back in 1912 when I was 11, my uncle, a most kind, understanding and patient man, packed my aunt, two cousins, himself and me into a model T and drove us from his Darlington, Wisconsin home to Lake Mason at Briggsville, Wisconsin--a total of 98 miles. That day marked the first time I ever saw a body of water that I couldn't wade across--but more importantly, it also gave me my first view of one of the flat bottom fishing skiffs, propelled by an Evinrude motor.

Toward the close of what was, up to that time, one of the high point days of my life, a lone fisherman with his Evinrude put-putted past the Griffith establishment, where we were staying, down toward Briggsville. I stood and watched him and waded out in the water to catch the last glimpse as he anchored down near the dam.

It would make good theatrical reading to say that from that day on I set my sights on having something to do with making that marvelous Evinrude contraption. But, in

the high and dry country around my home town of Shullsburg, Wisconsin, there just wasn't any boating and darn little swimming. So the Evinrude incident remained no more than a memory until one day late in 1925, when I received an invitation to discuss employment with B. Evinrude of the Elto Motor Company. B. Evinrude turned out to be Mrs. Ole Evinrude, Vice President and Secretary of the Elto Outboard Motor Company, of which Mr. Ole Evinrude was President.

I badly needed a job and so on January 4, 1926, I started to work at Elto. That evening I told my wife-- 'I think this is it. The people are tremendous, and these outboard motors are something I know I will enjoy like nothing I have ever done before'. And so it went for the next 37 years and 10 months, until my retirement on November 1, 1963.

For the first 26½ of those years I worked in the sales department--the last 11 plus I was in Management--but I was always more a salesman than anything else. I found every aspect of the marine industry to be a most thrilling and interesting activity. The industry people--the dealers--the owners--the publishers--the happenings--the boat shows--the marine products--and, of course, the outboard motors themselves, contributed to the richest personal experience imaginable."

# MYSTERY MOTOR

Calling all club detectives...

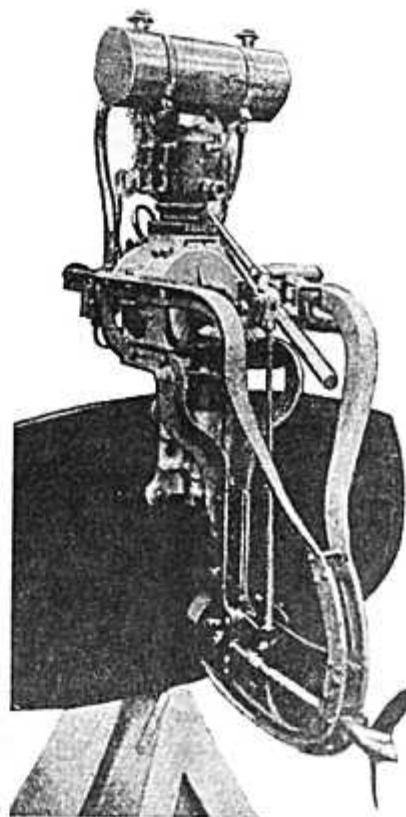
The Foreign Section of the April 25<sup>th</sup>, 1907 issue of MOTOR BOAT (US) Magazine carried this picture and write-up under the title "A Novel Propeller Outfit":

"An interesting combined propeller and rudder device has recently been brought out abroad, and is shown in the accompanying illustration. As will be noted the motor, which has a single vertical cylinder, is mounted upon an angular frame which is extended downward in the shape of a rudder and also forms a good bearing for the propeller shaft. The fuel tank is located above the motor, and the ignition outfit is attached to one side of the frame. The entire device turns in a socket in a plate attached to the stern of the boat, thus acting as a rudder. It can also be removed by lifting it out of the socket and leaving the plate attached to the boat."

This Expert is stumped - Help! Help!

(continued next page)

## WHAT IS IT?





July 1969

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The mention of fuel tank and ignition outfit indicates that this is an internal combustion motor. It probably came from France, since the French were doing a lot in this direction at that time. But the trail ends before it goes that far.

I have examined every available issue of American Boating and Scientific and Mechanics magazines from 1903 through 1909 and if any contained any mention of this outfit, I missed it. I have also checked through all of the French, British and German boating magazines that I could find here and during two trips abroad and drew blanks everywhere. Copies of the photo and write up sent to French, British and German libraries and authorities met with no success. No one that I have been able to contact in the Scandinavian countries "goes back" that far. Then, too, the ravages of two wars haven't helped accuracy of records.

But you can't fool me - - somewhere, someone knows all about this strange motor, and I certainly would like to have the true word from that person. Who knows, maybe, if we give 'em the chance, the Russians may claim it.



---

*Sunflower Boat Works* . . . Designers and Builders of The Sunflower-Craft  
F. A. Woodzicka . . . Lake Tomahawk, Wisconsin

The Antique Outboard Motor Club.  
Minneapolis, Minn.

Dear Sirs:

Find enclosed a photo of a Submerged Electric Outboard Motor built in Menomonie, Wisconsin about 1906. We have one of these motors in our museum and another one on a 16' row boat. Voltage used is from 8 to 12 volts.

We also have about fifty other motors in our museum from 1912 to 1950. Also two old Koban motors.

Sincerely,  
( F. A. Woodzicka )

*Ed. Note -  
Sounds like  
an interesting place  
to visit. The  
Sunflower Museum  
also has antique  
cars on  
display*





RICHARD A. HAWIE

# NOTES FROM THE CURATOR

To paraphrase the old rhyme about the wise old owl who sat in the oak:

The poor old curator is in a stew,  
The more I learn, the less I know;  
I have trouble telling  
A Lockwood from a Motorgo!

The foregoing was prompted by an unsuccessful attempt to identify a motor for Jim Smith. It also signals that in a moment of lunacy I will sidestep into the catacomb of private brands where all motor identification experts eventually become entombed in "who built which for whom when"!

But first, Jim Webb has kindly cleared up the Elto art mystery of 1929. The first picture is an Elto ad of early 1929. <sup>(1)</sup> The ad is an artist's drawing of the motor, not a photograph. You can see that there is only one carburetor, and it looks like a Tillotson not the usual Elto poppet valve carb. Now the only way you can have one carburetor for four cylinders is to use a rotary valve or check valves at the crankcase opening. Elto did not introduce the crankshaft rotary valve until 1930, and Johnson held the patents on externally geared rotary valves. Did Elto plan the Quad with rotary valve a year earlier than it was produced?

Here is what happened according to Jim Webb's best recollection:

" The first models of the 1929 Quad did in fact employ a float feed auto carburetor with a Y manifold ahead of check valves. And it ran beautifully. The only trouble was that it was hard to start for all but experts who knew just how to rock the charges into the cylinders how to prevent over or under choking and finally how to give the flywheel just the right flip. Ralph, Charley Koller, Rob Cary and I had no trouble at all, but others had so much that it was decided to go to the twin carbs like the 1928.

But, meanwhile, the ad agency had made its drawings from the first models and it was too late to change. The catalog was correct, as we had time to change that. You have good eyes."

I am afraid that if my attempts at photography don't improve, I'll be the only member with good eyes as I have the advantages of looking at the original pictures. Some day A.O.M.C. members may be identified by their thick glasses gotten from trying to look at my photos closely.





Photo ① Single Carburetor 1929 Hi-Speed Elto Quad



Photo ② 1929 Elto Quad Hi-Speed model with twin poppet valve carbs

② The second photo is of my 1929 Elto Hi Speed Quad, as they were produced; you can see the typical poppet valve carburetors. The 1929 Quads were 50 cubic inch displacement; the 1928 Quads were 40 cubic inch displacement, and the 1930 and later Quads had internal rotary valves. So if you are lucky enough to find 1928, 1929 and 1930 Quads, they are different. Pick them up if you can. Now the interesting question arises - did any of those single carburetor Quads get out of the engineering department and are any around today?

While looking at the Quad listings in the Evinrude service manual, I was reminded of the fact that sometimes typographical errors creep into motor listings. Both the manufacturers and the annual listings in the boating magazines are guilty. Often when there is a long list of motors of the same model, one of the specifications is repeated on the next line for a different model. The 1929 Quad is listed after the Service Twin on page 9-14 of the Evinrude service manual and until the revision of 1958 the bore and stroke of the Service Twin  $2\frac{1}{2}'' \times 2''$  was repeated as the bore and stroke of the 1929 Quad. The correct bore and stroke of the 1929 Quad is  $2\frac{3}{4}'' \times 2\frac{3}{32}''$ , which you will find listed in the revised manual. You can find errors and omissions in Evinrude's listing and in all other listings I have seen. This is not an indictment of Evinrude but a suggestion that any motor listing be used with a little judicious caution.

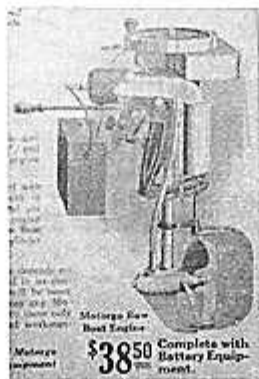
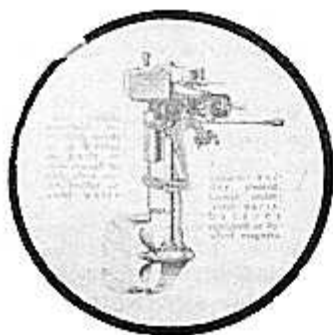
Since Lockwood became part of Outboard Motors Corp. and Lockwood was also a supplier for some of the private brands, I guess we can logically look at Lockwood again. Some of this has been covered before, but since I can now picture the models it may be of more help.

Private brands are usually hard to identify, because they did not usually advertise in boating magazines if at all and no pictures exist of many of the models. Motorgo marketed by Sears is one exception; they advertised some years so pictures of some models exist. Their models were sometimes listed in the annual outboard motor list-

ings in the magazines. Unfortunately the boating magazines were very advertiser-oriented in their editorial content; no "ad" - no "ed" so to speak. You could design a 100 HP outboard, which would go 200 MPH or push a 75' yacht, and if you didn't advertise, the magazines ignored you.

There was a second reason why private brands are hard to identify, and that is because there seemed to be a desire to hide the identity of the manufacturer. This is why you will run into a motor with no name cast on or stamped into it anywhere; usually the gas tank is repainted or the decals are gone.

Since Sears & Roebuck is such a large retailer, their Motorgo brand is often found. Jim Webb says that Caille made the first Motorgos for Sears about 1913. By 1916 the Lockwood and Motorgo motors looked almost exactly alike. The ads even showed the same 4 cylinder, 4 cycle inboard engine for both Lockwood and Sears!



Above ③ 1916 Lockwood  
Center ④ 1916 Motorgo  
Right ⑤ 1925 Motorgo

The two pictures are of the Lockwood and Motorgo models of 1916. ④ The only point of difference is that the Motorgo is a battery ignition model and the Lockwood is a magneto model. Hence there is a difference in gas tanks and flywheels.

Jim Smith sent me a picture of a motor which he thought might be a Motorgo. Some research turned up the following picture from 1925. ⑤ This motor looked like his except that his has a horizontal muffler, and the strengthening rib on his transom clamp was cast inside. I had a letter all written when I found this Lockwood ad in a 1923 magazine. ⑥ The Lockwood looks more like his as the transom clamps are the same; so I don't really know whether he has a Lockwood or Motorgo. You can see that the two motors look the same except for the transom clamps. I have not found any Motorgo ads in 1923 to compare with the 1923 Lockwood, and in 1924 Lockwood ads began to feature their twin cylinder models. They still made a single but did not show it in their ads.

Tom Luce has a motor which is obviously of Caille manufacture of about 1929 or 1930, but the gas tank has a Motorgo decal and no Caille markings at all.



I have an operating instruction sheet and repair parts catalog of the Motorgo Outboard Motor, Model OB 3, made by the Muncie Gear Co., Muncie, Indiana. This is probably a 1932 model. You can see that it all depends on what model and which year you are talking about as to who built what.

A problem arises on these unmarked motors if they are magneto models, because the magnetos usually do have manufacturer's names on them. I sometimes get letters requesting me to identify an Eisemann or Bosch outboard motor! Eisemann and Bosch were two magneto manufacturers; they did not make whole outboard motors. It becomes more confusing because Eisemann magnetos which were used on Lockwood motors used magneto model numbers which were similar to the Lockwood motor model numbers!

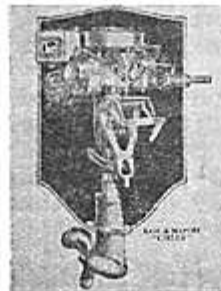
The Lockwood Twin Model T was made from 1925 through 1927. <sup>(7)</sup> This is the 1927 model 72T. The earlier model "T" was similar.



Photo <sup>(6)</sup> 1923 Lockwood Single



Photo <sup>(7)</sup> 1927 Model 72T Lockwood



Below: Photo <sup>(8)</sup> 1928 Lockwood Models Ace and Chief

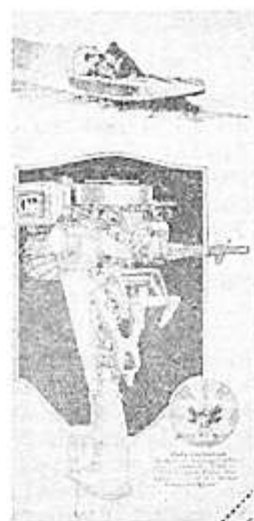


Photo <sup>(9)</sup> Lockwood Silent Chief 1929

The Ace and Chief were introduced in 1928. <sup>(8)</sup> The Ace was similar to the earlier model "T"s except for the lower unit. Notice that both Ace and Chief came "factory equipped" without skegs. The 1928 Chief had above water exhaust and a distinctive carburetor which was mounted in the manifold. Even though service motors, these motors were designed for high speed as the large exhaust manifold cast on the cylinder indicates - the Ace, being a Class A motor, was model 82A; and the Chief, being a Class B motor, was model 82B.

In 1929 the Chief was changed slightly - having underwater exhaust. This was the model 92B "Silent Chief." The Ace retained its 1928 look though it was model 92A. I can't find a picture of the 1929 Ace, but I believe that it retained overwater exhaust. <sup>(9)</sup>

The 1929 racing Chief model 92BR is rare, so rare that I have only one not-too-clear picture of it. New member Dick Michel had a picture of a motor he wanted identified at our last indoor meet, and it was a Lockwood Racing Chief! It was in a welding shop, and he got it without knowing he had one of the rarest of motors since he had never seen a picture of a Racing Chief. (10) In hopes that more Racing Chiefs are waiting to be recognized, I include this poor picture of one. Look for a cylindrical gas tank, dual carburetors, and two large glass oil cups on a Lockwood Chief. Kirk Ames was the winner of Class "B", in the Around Manhattan Marathon. The tube from the motor along the deck is a tachometer drive cable. He is wearing a life jacket and a tam or beret, depending on which side of the channel you come from. As with auto racing, hard helmets didn't come into use until the mid and late 1930's. Tams and linen or leather aviator helmets were popular though.

In March of 1929 before the OMC merger, Lockwood mentioned a new motor, the "Flying Four", details to be announced in April. The 1929 motors listed in the racing rules in March included the "Flying Four", bore 2 3/8", stroke 2 1/4", Class D motor. By the time of the OMC merger in April, the "Flying Four" was not mentioned in the ad which listed the products of the Outboard Motors Corp. It was supposed to be a 4 cycle engine and never got out of the experimental stage, but several engineering models were produced.

If you enjoy chasing "elusive butterflies", you will find that both Rudder and Motorboating in 1931 list a Lockwood "4-60". This motor had the same specs as the Elto and Evinrude 4-60 and was not listed in 1932. I can't find a Lockwood ad in the few 1931 magazines I do have and can't find it listed in the Evinrude motor list which even includes some Sea King models. There is one gap in the model numbers of the 1931-33 big Quads and Big Fours. The model numbers run from 800 to 829 except that there is no model 805! I wonder why?

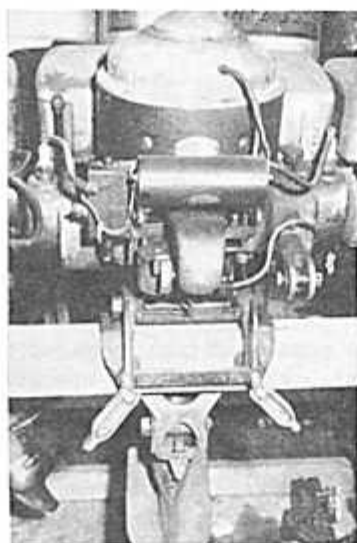
Lockwood also put electric starting on the Chief in 1930. (11) It is model 163 and it is only listed in 1930 in Evinrude's master list, but Motorboating lists model 163 in 1931 and 1932. It has battery ignition as all the early electric starting motors, but also has a different manifold and a Tillotson carburetor, instead of the usual Chief carburetor of earlier models.

I have several mystery motors, ones I can't identify positively as to make and year. One of them was obviously a Lockwood Silent Chief, but the flywheel had no identification where Lockwood usually cast their name. The serial number 5000424 was unusual for the other Chiefs I have or have been asked to identify had 5 digit serial numbers. I found the answer in a Bendix ad for their Eclipse inertia starters. (12) This is a Sea King motor, but a Lockwood Chief none the less; no way to hide the characteristics. A search through Evinrude's model-year guide turned up a Sea King #9188, Evinrude model 500, 1931-33, 15.0 HP so my mystery is solved -- unusual





Photo 10 Racing Chief by Lockwood



Left: Photo 11 Chief Electric  
Above: Photo 12 Sea King

serial number and all, it's a Sea King by Lockwood. The serial number on a Lockwood can be found on the crankcase just under the carburetor if it is missing on the top of the flywheel. There is no model 500 listed in the specification section of Evinrude's service manual; you need the model-year guide 1909-1959 item 4138. It is a wonderful help, and someone did a lot of work on it. You can date a Speeditwin 6039 by actual year according to serial number blocks instead of saying 1939-1950 which is the span of the 6039 model designation.

Evinrude motors are easy to identify as long as you can find a serial number, but impossible to identify by model name. There are, for instance, over 95 model numbers using the name Lightfour!

Mark Wright who has several Amphion motors reminds me that Amphion used detachable cylinder heads, along with Koban and Johnson.

Summer will be upon us before the next issue. I am partway through some research on Cross and Waterman. If someone has a pressing desire to find out about one or the other, let me know.

Photo Credits

- (1) March 1929, MOTOR BOATING, Page 6
- (2) my own 1929 H1 Speed Quad
- (3) Jan. 1916, MOTOR BOATING, Page 53 - Lockwood
- (4) Jan. 1916 MOTOR BOATING, Page 86 - Motorgo
- (5) Jan. 1925, MOTOR BOATING, Page 136B - Motorgo
- (6) June 1923, MOTOR BOATING, Page 129 - Lockwood
- (7) Oct. 1927, MOTOR BOATING, Page 99 - "T"
- (8) Sept. 1928, MOTOR BOATING, Page 172 - Ace & Chief
- (9) Sept. 1929, MOTOR BOATING, Page 177 - Silent Chief
- (10) Aug. 1929, RUDDER, Page 123 - Racing Chief
- (11) my model 163 Lockwood
- (12) July 1931, RUDDER, Page 116 - Sea King

A MASTERS



BOATMETER

on your bulkhead insures accurate dead-reckoning. You can read your boat's speed any time with less effort than looking at your watch.  
Model B indicates to 16 m.p.h. .... \$18  
Model C indicates to 27 m.p.h. .... \$18  
Model G indicates speed to 24 m.p.h. .... \$17  
Sold by Marine Dealers. Standard equipment of leading builders. Send for Catalog. Muncie, Indiana



Assuming your antique outboard is in good condition complete with a clean carburetor, tank, fuel screen and an ignition system in good operating order you also need the correct spark plug to permit the engine to start easily and run hour after hour with no problems. 100% running success is attainable with the proper plug.

The combustion temperature of modern gasolines is very much different from the fuels available when your engine was built. For this reason, antique spark plug lists advising the use of a particular number spark plug are more often wrong than right. Modern plugs lists showing the old engines usually are incorrect too, as the recommendations are based on the older listings.

Spark plugs that are too cold will foul out quickly. Plugs of too hot a heat range will cause misfiring, loss of top RPM and can be directly responsible for burning a hole in the crown of aluminium pistons.

The life of the antique outboarder is much easier today due to wide heat range availability of spark plugs which fit all the old engines. Forty or more years ago the exactly correct heat range plug to suit a particular engine wasn't available. If the plug fit the threads of the cylinder it was used. Often, the plug would foul or burn out in an hour or two of running. Spares were mandatory. A lot of the outboard's reputation for being unreliable was undeservedly earned from frequent spark plug failure.

Using the correct heat range spark plug with outboard oil in carefully measured proportion will result in a sweet-running engine for an amazing amount of hours with no spark plug problems at all. In my collection of twenty-odd running antiques of vintage 1907 to 1940 with RPM ratings from 750 to 4800 RPM there have been no troubles with, or attributable to, spark plugs after once determining by experiment the correct plug the engine should wear. My 1928 Elto Speedster has been used as a family service engine for two seasons. The same plugs are still good enough to use for the third season. Part of the answer is to use outboard oils which contain none of the plug-fouling ingredients present in auto, or 4 cycle, engine oils. Too much modern oil fouls plugs, too.

Just how do you arrive at the correct plug to use? Simple! Run the engine wide open with the recommended plugs on a boat (as opposed to a test tank) for 5 to 10 minutes. Stretch this to 20 to 30 minutes for grandfather engines that run under 2000 RPM at full speed. Shut down and remove the plug(s), examining the color of the insulator. If it is black, the plug is too cold. An insulator color that is white to almost red means the plug is too hot. Accordingly, try a plug one step hotter or colder. When the insulator comes out of the freshly shut down engine from tan to almost chocolate brown in color, you have the correct plug. Rarely, a change of two heat ranges is needed to get the correct heat range.



Plug selection is just a matter of common sense. Visualize what is going on inside the combustion chamber for a moment and you will soon learn to recognize a proper or improper plug upon examination. The plug insulator must run just warm enough to burn off the oil in the fuel so it won't foul, therefore the tan to nearly chocolate brown color of the properly suited plug.

Should any of your antiques be rated to turn about 4000 RPM or beyond it is possible to be bedeviled with a rare spark plug condition which causes the engine to pre-ignite and stop in a fraction of a second from full throttle! The plug insulator color can be OK, too. The chances are the ground electrode of the plug was glowing red hot, causing preignition. The remedy for this is to run with a very slight enrichment of the high speed needle and shorten the ground electrode with a hacksaw, bending it inward after shortening so you can achieve the correct spark gap.

Many two and four cylinder engines built in the twenties and early thirties have different actual compression ratios from cylinder to cylinder due to dimensional variances from the machine shop. Don't be surprised if you find the same engine needs different range (heat) in spark plugs for each cylinder.

The first time you run any newly acquired antique outboard, take some different heat range spark plugs along. Make up your mind you are going to experiment to determine the correct plugs for your engine. You will be rewarded with an easy starting, reliable and sweet running antique motor- ample reward for coaxing an old engine back to life.

| Most used 18mm Champion plugs |   |   |
|-------------------------------|---|---|
| Range                         | Old numbers   | New   |
| Hot                           | <del>10 COMM</del><br>C-15, C-7, 9<br>8 Comm, 15-A, 7<br>6 Comm, 6M, 6MJ<br>5 Comm, H-17A, 5M, 5MJ<br>4 Comm, H-16A<br>R-7, R-16<br>R-1, R-17 | <del>023</del><br>D-21<br>D-16<br>K-15-J-014<br>D-9-J<br>D-6<br>K-61R<br>K-58R<br>K-55R |
| Cold                          | R-11, R-18  |   |

| Most used 7/8" Champion plugs |                               |                               |
|-------------------------------|-------------------------------|-------------------------------|
| Range                         | Old numbers                   | New                           |
| Hot                           | 20<br>3 Comm<br>2 Comm<br>C-4 | W-20<br>W-18<br>W-18<br>C-16C |
| Cold                          | 1 Comm<br>0 Comm              | W-14<br>W-10                  |


Most used 1/2" pipe thread Champion plugs


| Current numbers            | Range |
|----------------------------|-------|
| 32, 34<br>33<br>30<br>A-25 | Hot   |
|                            | Cold  |


Champion plugs for some popular antiques


|                           | Old    | New   |
|---------------------------|--------|-------|
| Johnson A-35              | 5MJ    | D-9-J |
| Johnson LT series         | -      | J-8-J |
| Elto Speedster            | 5MJ    | D-9-J |
| Elto 1921-25              | C-7    | D-21  |
| Elto 4 HP, 1926-31        | 5MJ    | D-9-J |
| Evinrude single (1909-28) | 1 Comm | W-14  |
| Waterwitch (late 30's)    | 7      | D-16  |


**The HOOD**





  
A/C/T  
10c


  
R/A/C  
10c


  
C/T  
9c

  
T/W  
8c

  
H/T  
8c

  
R/2  
5c

  
S/S  
12c

  
A/S/S  
15c

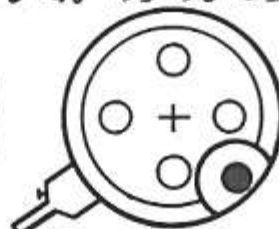
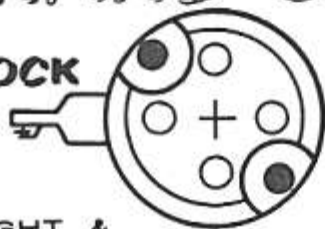
THE RAJAH COMPANY • BLOOMFIELD, NEW JERSEY, U. S. A.

# RUNNING HAND CRANKED ELTOS

9:00 O'CLOCK

by

MARCUS WRIGHT &  
DAVE REINHARTSEN



7:30 O'CLOCK



REVERSE

Elto outboards are the easiest starting hand cranked outboards ever built. In their day they were advertised to "Start with a Quarter Turn" and this they indeed will do. As they start so differently from any other outboard many a good man has given up entirely or was frustrated because he could always start the engine - - - but only in reverse!

This article is intended to get those unstarted Eltos running again with the boat going forward! These engines are so reliable, one deserves to be in every collector's stable. Most Eltos found turning freely on discovery will run well as is with a little servicing.

Two cylinder battery ignition Eltos from 1921 to the early 30's have a cranking knob on the flywheel. Either 6 or 7-1/2 volt Hot Shot batteries work well and last a season. Elto ignition systems draw 0.5 amp per coil at 3500 RPM. This means a Hot Shot battery will last about 70 hours under continuous usage, and about 200 hours under intermittent usage. A "lantern battery" will last about 10 and 25 hours under the same conditions.

## LUBRICATING INSTRUCTIONS

| Model                       | Motor/Model No.        | Pints of oil per gallon of gasoline |
|-----------------------------|------------------------|-------------------------------------|
| 1921-1925 Service Twin      | 1000-29999             | 1/4                                 |
| 1926-1930 Service Twin      | 30000-59999, 358 & 359 | 1/3                                 |
| 1928-1929 Service Speedster | 60000-69999            | 3/4                                 |
|                             | 80000-89999            | 3/4                                 |
| 1929 Hi Speed Speedster     | Stamped "H"            | 1 1/2                               |
| 1928 Quad                   | 70000-74999            | 1                                   |
| 1929 Quad                   | 75000-79999            | 1                                   |
| 1930 Speedster              | 300-340-348            | 3/4                                 |
| 1931 Special Speedster      | 905                    | 1                                   |
| 1930-1933 Senior Speedster  | 310 to 313, 360 & 361  | 3/4                                 |

All fuel should be thoroughly mixed in a clean, separate can. Fill the gearcase with LUBRIPLATE #105 or equivalent grease often. Timer points are set at 0.009" to 0.010".

Eltos with a 2-1/4" bore, 3 HP, 1921-25, serials 1000 up, models A, B, C, D, use Champion C-7 or D-16 spark plugs best. The 2-1/2" bore, 4 HP, 1926-31, G, H, J, K, 358 and 359 models run best with Champion 5MJ or D-9-J plugs. The various 7, 9 and



11 HP 1928 and later Speedster series with 2-1/2" bore, 2" stroke perform best with Champion 5MJ or D-9J plugs. Larger and later Senior Speedsters models 310 thru 313 use Champion 6MJ or K-15-J plugs as do the little Foldlight engines. Most Eltos require 0.032" plug gaps. Perfectionists will note often one cylinder can sometimes use a plug one step hotter or colder due to that cylinder having slightly more or less compression from machining differences.

If your Elto is to start promptly, fuel and ignition systems must be clean. The coil and battery are normal if a 3/8" to 1/2" spark is obtained. Clean the fuel tank, strainer screen, fuel line and blow out all carburetor orifices with compressed air. Nine out of ten hard starting Eltos have a filthy carburetor or fuel strainer.

Start your Elto the first time out of the water on a stand so you get the feel. Run it only about 10 seconds so you don't overheat those precious cylinders! The heat and vibration of running will loosen up almost all rust and scale; therefore it is a good idea to disconnect the water lines and fittings and blow the water jackets out with compressed air after initial running. When you later run the engine on your boat, correct cooling should be assured. Look into those water jackets with a flashlight. If you can't get all scale out, the water jacket expansion plugs can be removed. These are standard, and new ones can be obtained at an auto parts store.

Connect the battery, fuel up and open gas tank vents and fuel shut-offs. Set Service Twin mixing-valve type carburetors at about 1-1/2 turn. Speedsters should be set 2 - 2 1/2 turns open. Some models have a carburetor needle valve adjusting handle. Turn toward the starboard cylinder when starting. Turn toward port cylinder when warmed up to best running position. Keep this in mind: moving the needle valve lever to the extreme right and rocking the flywheel gives motor gas, while with the lever to the left, rocking the flywheel gives motor air. If motor apparently is flooded, rock air into it. If starved, rock gas into it. Other carburetors with floats are set 1-1/2 to 2 turns for cold starting.

Forward starting position for timer handles is 7 o'clock for 3 and 4 HP slow speed models and 8:30 o'clock for faster revving models such as the Speedsters or Quads.

**STARTING ELTO TWINS**--Wear a glove, or tape the knuckles of your starting hand. To prime, rock the flywheel back and forth several times using choke if equipped or holding up a carburetor crankcase valve with your finger if not choke equipped. An alternate method of priming is to rock the flywheel back and forth while pressing the stop button on the timer. For engines with an exhaust cut-out under the Starboard cylinder, open for starting. Using the flywheel knob, rapidly bump the flywheel left (counter-clockwise) against compression, letting go of the knob simultaneously.

If the engine fires, the flywheel knob will jerk out of your hand turning clockwise, and be carried past the next compression stroke. If it doesn't fire, it will merely get additional priming. As soon as the engine starts, immediately advance the timer handle to 5:30 o'clock (6:30 in higher speed models) to prevent stalling. Set carburetor needle leaner as engine warms. If the engine started backwards, you had the timer advanced too far. Try again at 5 to 10 degrees less advance. Sometimes it is easier to start early 3 HP models setting timer at 5 o'clock and pulling flywheel very quickly through compression, or clockwise.

On the boat, Eltos take up to 5 minutes for full warm up and final carburetor cruise setting. For trolling find the best needle setting to give even running but keep enough RPMs so cooling water runs in a steady stream. At high speed, set the needle by turning in until the RPM just barely begins to drop, then open  $1/8$  to  $1/4$  turn. Restart warm engines without priming or choking.

Eltos are reversible. Higher speed (3500 plus RPM) models reverse when running forward by moving timer to 6 o'clock, pressing stop button until engine nearly stops running - then release the button. Speed control in reverse is by moving timer handle opposite from forward running: fast becomes slow, slow becomes fast. To achieve forward running again, set timer at 8:30 o'clock and use the rest of the procedure above. Practice this and it will come very easily to you later for close-quarter maneuvering! For slow speed engines (1350-1700 RPM) the timer positions are 5 o'clock to reverse and 7 o'clock for forward, same procedure. Tilt bolts should be adjusted tight for reversing.

While familiarizing yourself with your Elto, you may find a position of timer advance beyond which no more RPM will be gained. This is particularly true of Eltos rated at 3500 or more RPM. Never run beyond this point - the engine is telling you it cannot handle any more advance in spark timing. Perhaps you are driving a heavy or heavily loaded boat. Try the engine on an aluminum boat sometime. You will be surprised how much faster it will turn.

STARTING ELTO QUADS -- Basically the Quad is two Speedsters, one on top of the other with a bearing between crankcases and a crankshaft with four throws. By the way, most Speedster and Quad parts are interchangeable. When you restore your Quad, make sure the center main bearing is in good shape; otherwise the engine will be extremely difficult to start. The Quad is alternate firing; that is, the upper and lower banks of cylinders fire alternately. You may also have a lot of trouble when you rebuild your Quad because you have connected the wrong coil leads to the wrong set of points. Set it up in the following manner: With the timer set in the 8 o'clock position, the point leads should be connected such that the wrong bank of cylinders fires at approximately TDC when the engine is turned over very slowly. It is set up this way because of an extremely long time lag in the timer assembly. This is discussed further in the July, 1966 issue of The Antique Outboarder.

Starting is accomplished in much the same manner as Speedsters or Service Twins. However, two flywheel knobs are used and two sets of knuckles should be taped to prevent the inevitable and painful removal of epidermis. Priming is accomplished in the same manner described previously; however, you will find that it is easier to start your Quad if you prime both sets of cylinders before attempting to start operation. This is done by priming one set first, then rotating the flywheel  $180^\circ$  and priming the other set. Ignition should be cut off during priming. Open the carburetor needle valves an extra  $1/2$  turn for starting, then rock the flywheel against compression, letting go of the knobs as previously described.

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  $1-1/2$  to  $1-3/4$  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.



## *YOUR FELLOW AOMCI MEMBER.....*

# **CLARENCE SITTON**

2101 N. 4th St.  
St. Charles, Mo. 63301

First, let me introduce myself. My name is Clarence Sitton. I'm 46 years old, the son of a blacksmith, and have been a carpenter for many years. In the years past, I have spent much of my time on the water, cruising, skiing, etc. This is a year round hobby with me as I build and maintain my own boats and motors. My latest, now several years old, is a 19' cruiser - bunks, sink, head, stove - the works. My own design. The machinery which propels this craft is a single Evinrude 75 HP 1960 model. It now has nearly 2000 hours on it and has never been back to the dealer. I suspect it has more hours on it than all the oldies I have put together.

I am in the process of building a test tank. Cut a 275 gallon oil tank in two. Should have it reinforced and a mounting board on it soon. Another gadget I'm working on is an electric starter for old motors. If this works like it should, I'll get out some drawings for other people whom have starting rope blisters. It works OK on my 16 HP Caille but won't wind the 22 HP. I'm in the process of changing the pulley.

As to the motors I'm working on, I've finished restoring the two Cailles and the Evinrude Storm Motor. The Cailles are real show pieces and I hope they run as well as they look. The Storm Motor is now in nice shape although it has really been a challenge. AOMC member Grossmor tipped me off to its whereabouts - standing against a tree in his harbor. As it turned out, it didn't belong where it was standing. After a lot of telephone calls and a couple of weekends running around, I finally located its owner. We made a deal. It had sunk on a boat last fall. It must have been under for a couple of weeks when they finally pulled it out. All they did was to remove the spark plugs and stand it against the tree. You can imagine the condition it was in. My wife suggested I keep track of the hours put into it; about 115 hours to date.

The 4-60 that I have, I've seen in operation many times. It was the personal motor of my local Evinrude dealer. He is now deceased but he really thought a lot of this motor. It was the fastest rig on the river for about ten years or so. In 1958, while he was on a buying trip East, his wife sold it for \$250. When he returned he was very unhappy, raised a lot of Cain around the store, then went looking for his motor. He found it alright, but he had to give the fellow \$300 to get it back!

Having purchased about eight new Evinrudes and a couple of used motors from him over the last 20 years, I know the family quite well. His two sons run the store and his wife remarried and moved away from here. I was in their place looking for some parts for my Storm Motor when one of the sons asked if I would like to have the 4-60 - just name a price! I stammered around for a while and finally suggested \$10. He said "sold". It had been hanging in their shop since '57 or '58 but looks as if it just came out of a box.

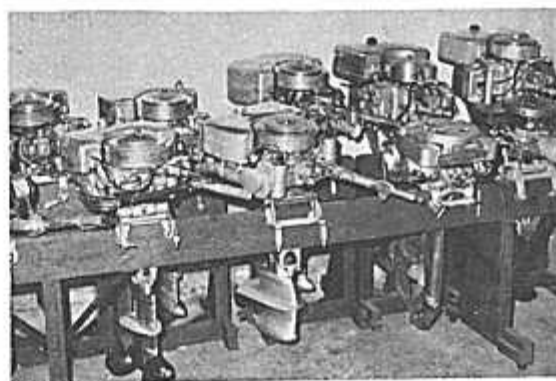
Behind every motor, there is a tale. The Japanese motor came quite by accident also. A fellow with whom I was working ran across it, loaded it on his truck in the rain and mud and hauled it to me for free! I gave him a case of Falstaff for it. It is a 2 cylinder, 4 cycle with overhead valves, push rods, oil pump and all kinds

of things Americans don't have on theirs. I've had it over a year and just recently had a magneto built up for it. When I get a little time, I'll take some pictures of it as it is being restored.

I called a meeting of all the AOCM members in this area on April 4, 1968 at member Grossman's Boat Store. Three of us were there: Wayburn Niemeyer, Joe Grossman and myself. We spent the evening looking at Joe's collection of old motors. He is the oldest marine dealer in the midwest. He showed us such things as sales records of Cailles, Evinrudes and Lockwoods in years 1912-1916. He also has a lot of old advertising brochures of these oldies. Joe is known as Mr. Houseboat now, but I can remember when he set up and ran some of the fastest rigs around.



Here are some photos of my collection. That's me above with the XXII $\frac{1}{2}$  HP Caille. In the upper rt. corner is my wife with the 16 and 22 HP Cailles and the Japanese military motor. At the right (center) are the S-45, P-65 and V-50 Johnson motors and a couple of Big Four Evinrudes. On the lower right photo (front row) are a modified early P-series Johnson, a modified Lockwood Chief, An Elto Model G and an early Evinrude single.





THE ANTIQUE OUTBOARDER

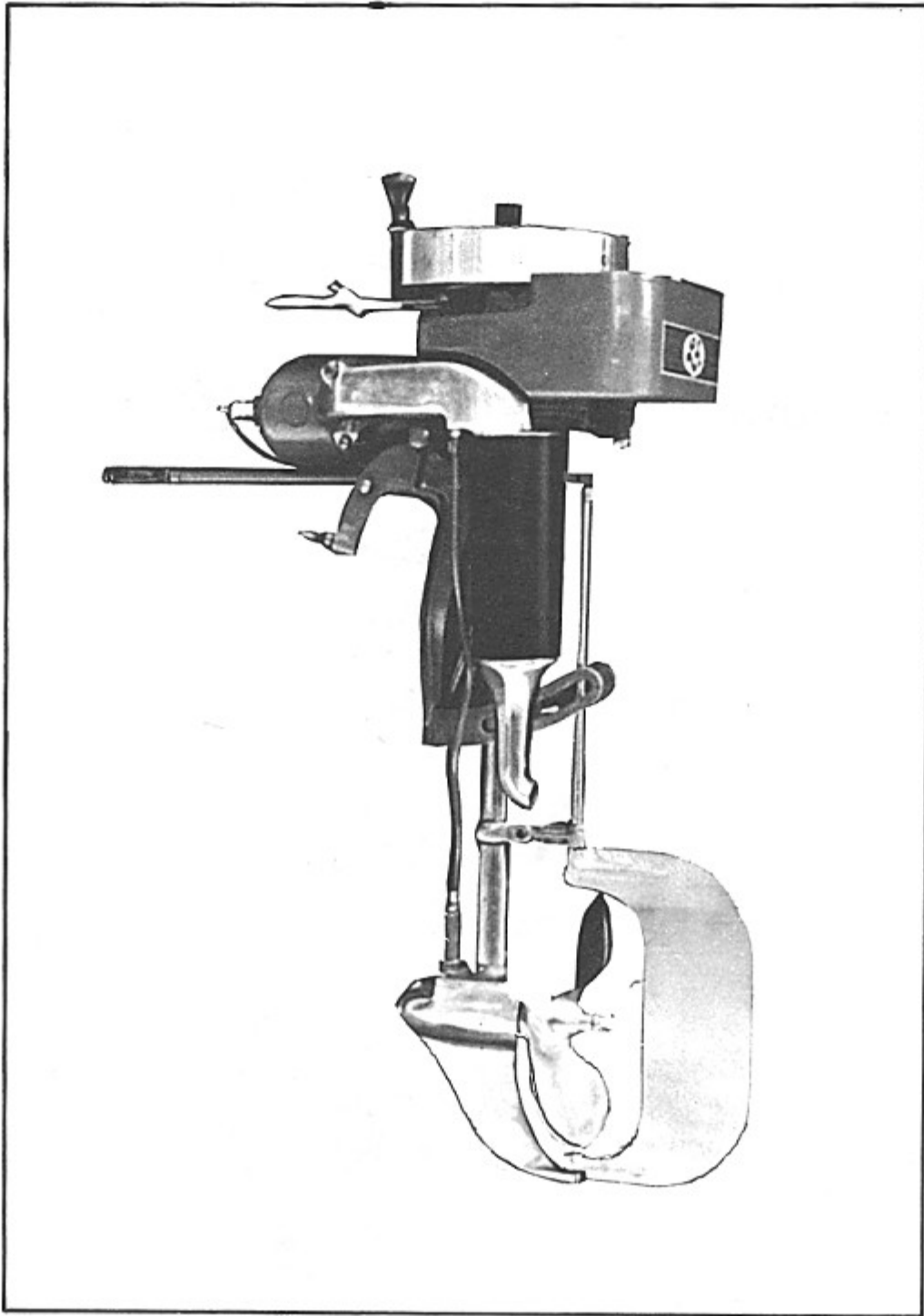
Presents

THE  
*Collector's*  
GALLERY

FEATURING

MARINE  ENGINES  
*Outboard*

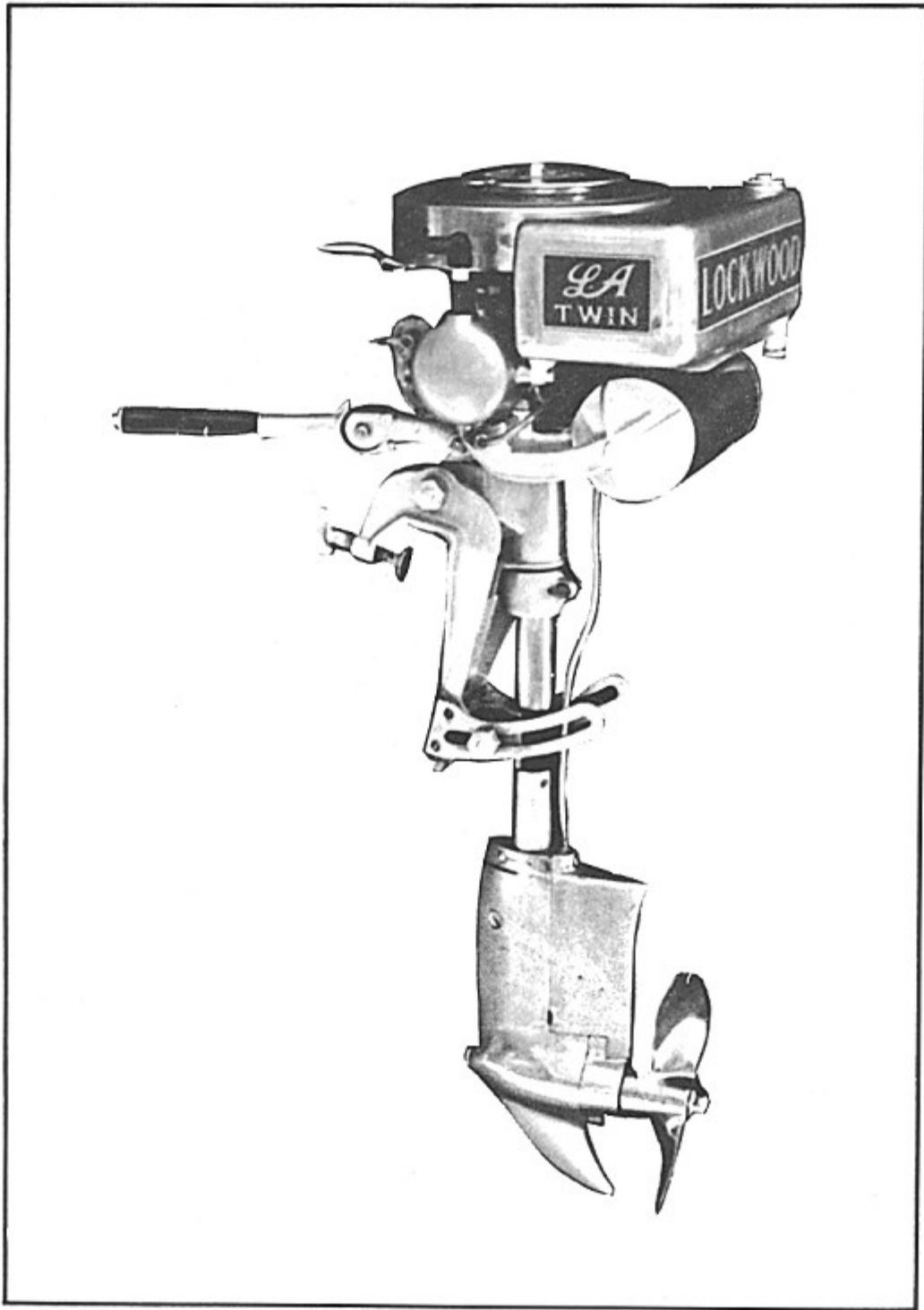
Lockwood-Ash Motor Co.  
1802 Horton Ave. Jackson, Mich.



1921 LOCKWOOD-ASH ROWBOAT MOTOR

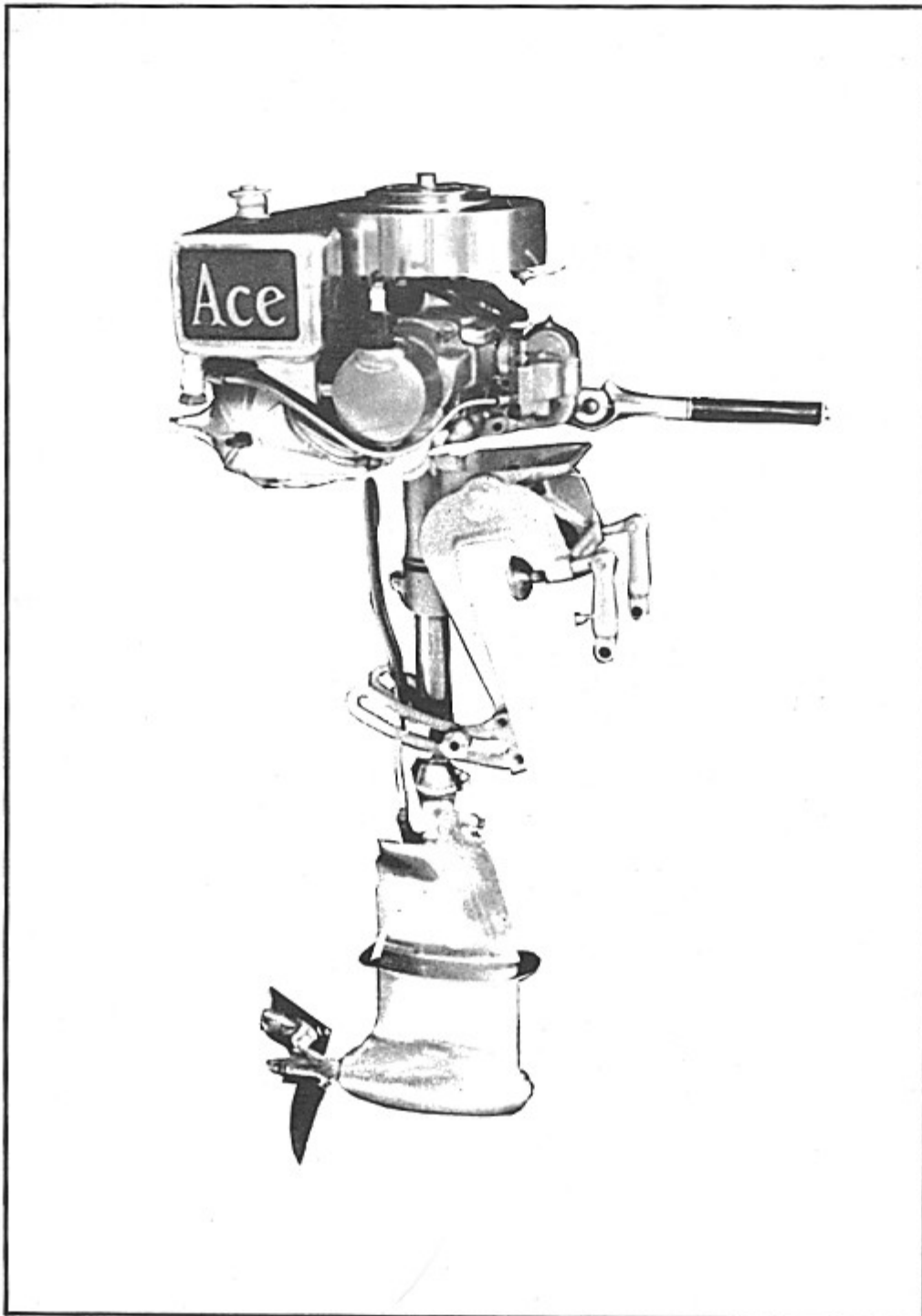






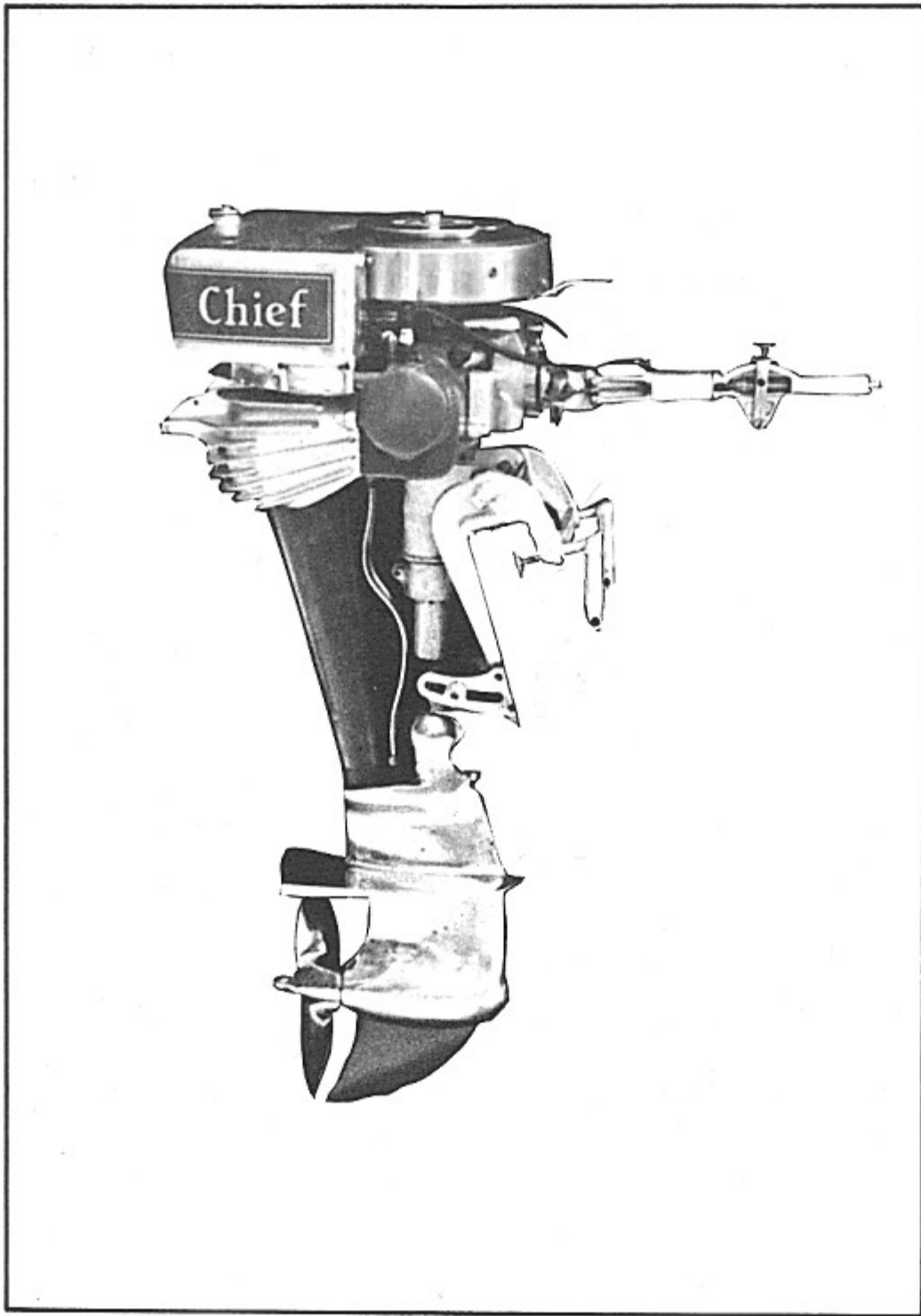
1926 MODEL 62T LOCKWOOD-ASH TWIN





1928 MODEL 28A LOCKWOOD ACE





1930 MODEL B LOCKWOOD CHIEF  
(with accessory skeg)



LOCKWOOD SERIAL NUMBER, MODEL NUMBER AND YEAR REFERENCE CHART  
1914 through 1930

| Year      | OMC Model | Type  | Cu. In. | Description   | H.P.  | RPM     | Weight | Price   |
|-----------|-----------|-------|---------|---|-------|---------|--------|---------|
| 1914-1926 | -         | -     | -       | L-A Row Boat Motor  | 2     | 800-900 | 65     | \$60.00 |
|           |           |       |         | NOTE: Lockwood Row Boat Motors were essentially the same through 1926, having a single cylinder and rudder steering. Minor changes in the shape of the rudder and gas tank configuration occurred in 1916 and 1921. In 1921, the gas tank was cast integral with the crankcase. |       |         |        |         |
| 1924-1925 | -         | T     | -       | L-A Twin  | 3     | 1350    | 53     | -       |
| 1926      | -         | 62 T  | -       | L-A Twin  | 3.85  | 2300    | 55     | 150.00  |
| 1927**    | 174*      | 72 T  | -       | Lockwood  | 5.5   | 3300    | 70     | 145.00  |
|           |           | 72 TS | -       | Lockwood  | 5.5   | 3300    | 81     | 150.00  |
| 1928      | 175       | 82 B  | 19.92   | Chief   | 10.85 | 4000    | 70     | 185.00  |
|           |           | 82 BS | 19.92   | Chief (starter)   | 10.85 | 4000    | 80     | 195.00  |
|           |           | 82 A  | 13.85   | Ace   | 7.0   | 4000    | 50     | 155.00  |
|           |           | 82 AS | 13.85   | Ace (starter)   | 7.0   | 4000    | 60     | 160.00  |
| 1929      | 169       | 92 A  | 13.85   | Ace   | 7.0   | 4500    | 55     | 170.00  |
|           | 171       | 92 B  | -       | Chief   | 14.0  | 3500    | 75     | 190.00  |
|           | 173       | 92 BR | -       | Racing Chief  | 14 +  | 4500    | 75     | 235.00  |
| 1930      | 160       | -     | 19.92   | Chief   | 11.0  | 4500    | 75     | 190.00  |
|           | 161       | -     | 13.85   | Ace   | 7.0   | 4500    | 55     | 170.00  |
|           | 163       | -     | 19.92   | Chief (starter)   | 11.0  | 4500    | 85     | 200.00  |

\* OMC Model Reference

\*\* In 1927 Model 72 T was Standard, 72 TS was Standard salt water, 72 TL & 72 TLS were longshaft standard and longshaft salt water.

This Table has been compiled from the best information available but should be considered as an unofficial guide.





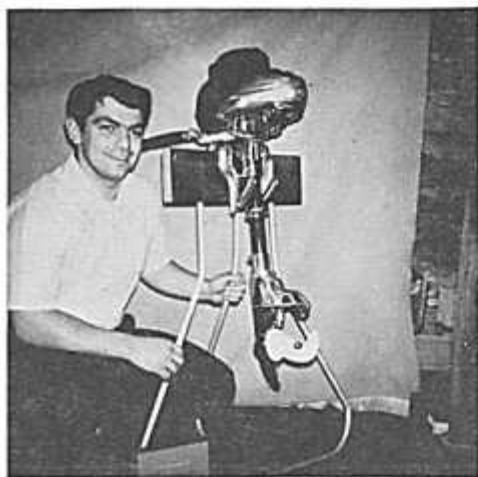
# TWIN CITIES MINNESOTA CHAPTER NEWS

## **BOB BRAUTIGAM**

In January, the chapter met at the home of John Koonce. Initial plans were made for coming local events to include one major display for mid-March and two outings for later in the summer. During the meeting we were pleased to welcome Robert Peterson to our chapter membership. Bob has a history of outboarding spiced by some racing.

Highlight of our chapter meetings is the visit to the workshop. John is fairly new at the motor collecting business but already has a good number of engines to work with. Two of the nicer units are 1928 Eltos - a Service Quad and a Service Twin. John's a little turned around though: his Quad ran when he got it, but doesn't any more. In spite of that, he's a good motor polisher and had a DS 38 Johnson ready for the March show. Other motors on John's basement rack include Seabees, Neptunes and Waterwitches.

A printer by trade, John has produced a good deal of printed identification material for chapter members and is readying name cards for display motors. He's a real creative guy and an aggressive member of the club. His enthusiasm has been an important asset to the success of our local organization. John's interest has been caught up by his wife Nancy who helps scrub up dirty motors and tells John which parts to paint and which parts to polish. Nancy's even looking for a motor of her own to restore. She even tells John to go down in the shop and get busy, I think she's the Bess Evinrude type!



Here's John with his DS 38 Johnson.



Don Carlson (vest) and Dave Johnson(back) give a Quad lesson.



John has just turned down an offer of \$75 from Don.



Some of John's printing work admired by (l. to r.) John, Bob Peterson, Don Carlson and Ron Johnson.

In February, the group got together at the home of Bob Peterson. Outside the weather was cold, the streets were slippery and snow was falling but inside Bob's spacious home we forgot all that in favor of boat and motor talk. During the meeting we enrolled new member Bill Slice and did more planning for the March exhibit. We even split up the work getting ready for the show with one fellow making the big sign, one making motor name cards, one making motor stands, others making the railing, etc. Things go easier it seems when every one pitches in.

Bob's collection already includes a Model B Evinrude and a Gray Gearless as well as an A-25 Johnson and others. Bob just has to be rated as our local champion negotiator - he bought the Gray for 10% of the original asking price.



Bob Peterson as he explains details of the unusual Gray lower unit.



Here's the Gray again, showing how nicely Bob's restoration job turned out.



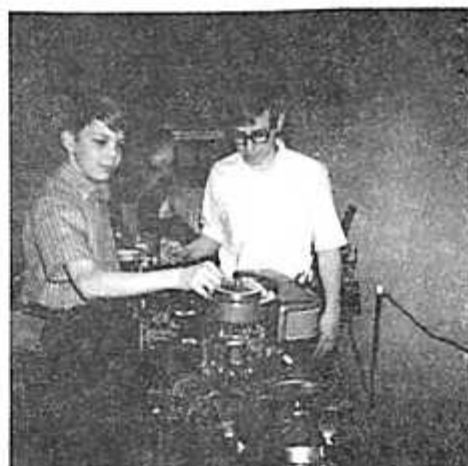
The March meeting was sponsored jointly by Dave Johnson and Bill Slice. No new members this month and after we all listened to another one of Sec'y-Treasurer Koonce's fund raising speeches, we adjourned to the workshop. I recall one time recently when Bill and Dave each had a motor in the living room! This is something I've never been able to sell at my house. The evening display though, was in the basement and an interesting exhibit it was.

Both Dave and Bill are still in high school. Some boys can't wait to get a car so they can chase girls. Dave, I know, is anxious for a car so he can chase after motors. Both these guys do nice restoration work. Bill has an LT-38 Johnson and an alternate firing Neptune. Dave has about 10 machines including a Service Twin Elto, A-50 Johnsons, and a couple of Champions.

Bill is taking a printing course in school and Dave works part time in printing shop. As a spare time project, they restored an old printing machine donated by John Koonce.



Ron Johnson and Bob Peterson admire a pair of Johnsons while Dave looks on.



Dave and Bill wipe off the fingerprints of the visitors.

Now they can duplicate technical dope, etc. for all of us. Dave's one wish is to locate a really big motor. With his enthusiasm, he'll have one before long.

Beginning March 15th and ending April 12th, the chapter held its spring display at the Elmer N. Olson store in Minneapolis. The Olson Company is the world's largest Johnson Outboard dealer. The Antique Outboard exhibit was part of the store's annual boat and motor show.

Several officials of the Johnson Division of OMC visited the old motor exhibit and some pictures were taken. We were advised that if possible, the pictures would be published in the Johnson Jotter, a company dealer type newsletter.

Needless to say, the antiques shown were all Johnsons. Each member of the chapter had at least one motor on exhibit. Dave Johnson and Bill Slice visited the store every day during the exhibit to make sure everything was presentable. The rest of us stopped in on busy evenings and weekends.

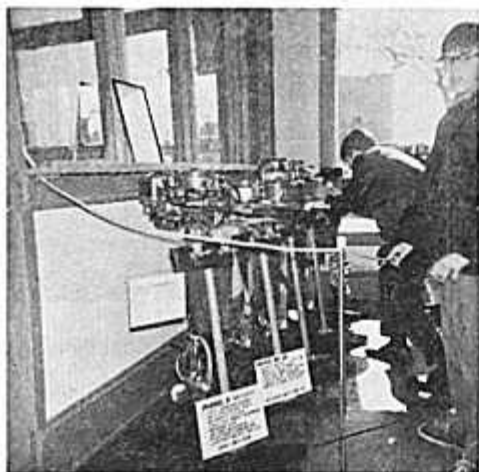
John Koonce provided his usual color to the show - he changed the color of his DS-38 two or three times. Some of the sales people in the store were sure John had brought in at least three different motors. We in the club knew it was the same one though, because when you pull out the starter rope, a sign comes up in back saying put-put.



Your Editor who's just big enough to hide a VR-45 and make a VR-50 look small.



A view of the display room. Notice the hand rail which was made by fitting  $\frac{1}{2}$ " conduit into a polished flywheel and stringing nylon rope between. Motor stands were all alike. A sign for each motor gave details.



Looks like a knob twirler at work while his accomplice stands guard.

John Koonce showed me some of his club correspondence the other day. I didn't know he was such an all-around authority. I think we should all share his commentary:

Dear John; I know I spend too much time in my shop working on my motors -- four or five hours a day-- but the other night when I came in early, I found my wife in the arms of another man. I was so upset, I dropped the crankshaft I was carrying. What should I do? Signed: Broken hearted

Dear Broken hearted; Don't despair. Give the crankshaft a visual check for knicks or scratches. If you don't see any, it's probably OK.

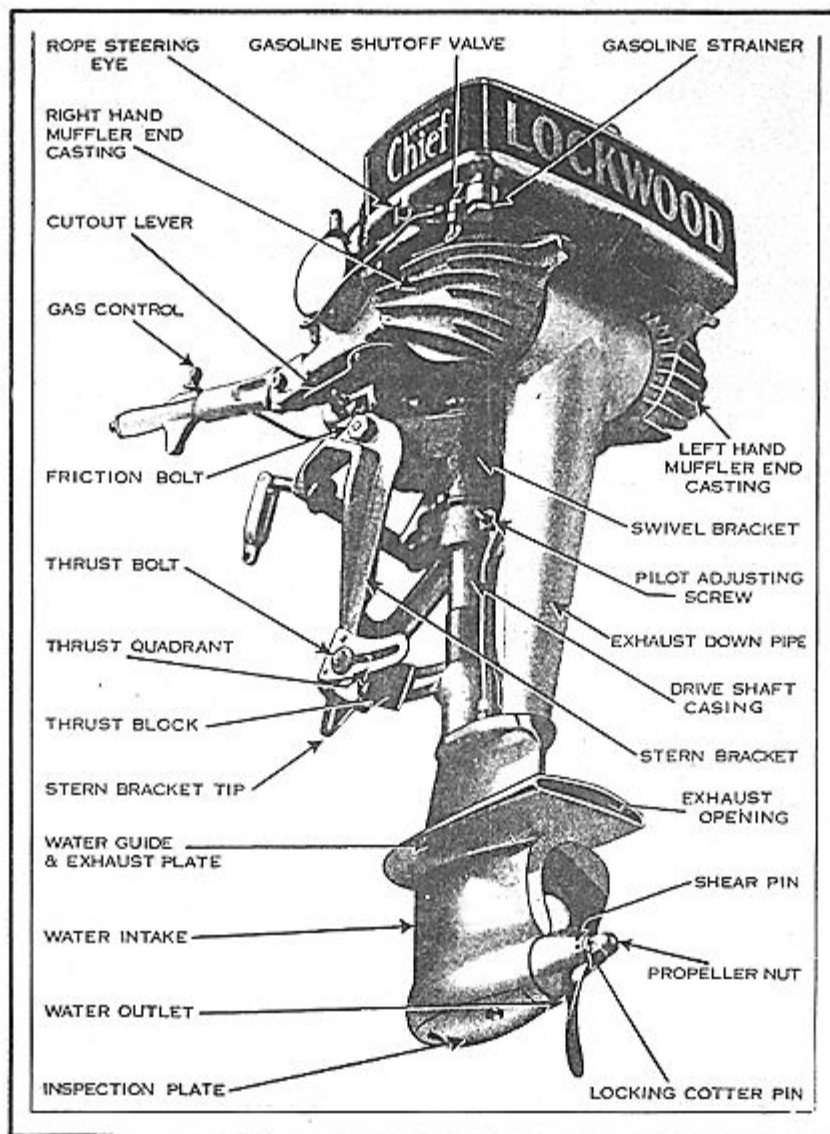
Dear John-

My 1919 Onelung Twin has fallen off the transom several times - into the lake - due to vibration. How can I keep that from happening again? Signed: Shook

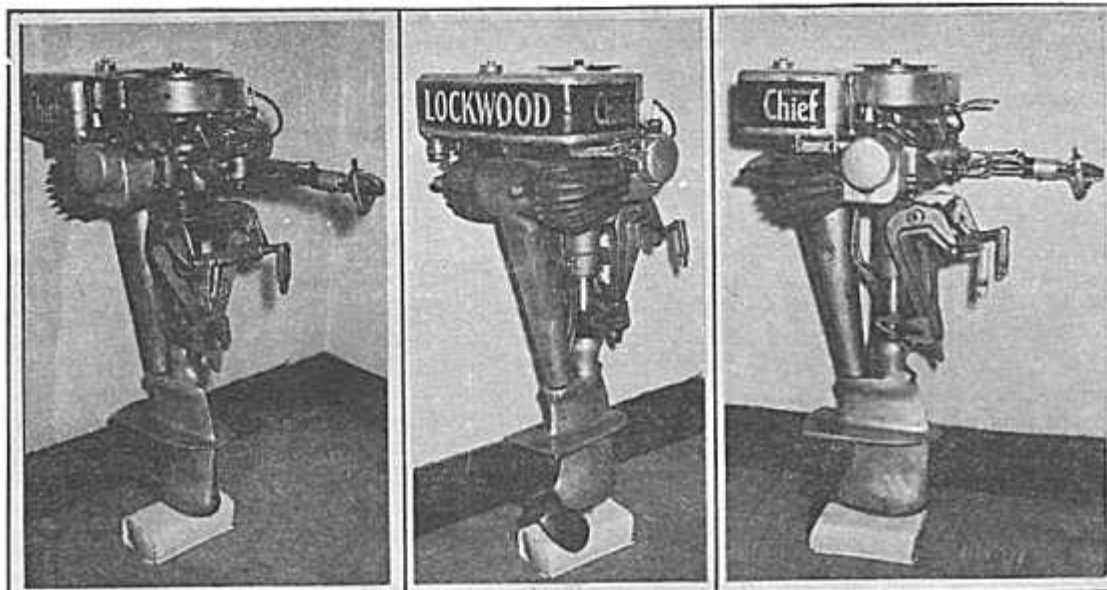
Dear Shook- Next time, leave it.



# AOMCI SPECIAL *Feature*



## 1930 LOCKWOOD Chief by J.L. Smith



### SPECIFICATIONS:

Model B Serial 21,290  
Bore: Two and Three-eighths inch  
Stroke: Two and one-quarter inch  
Cubic Inches: 19.92

Weight: 75 pounds  
Original cost: \$190.00  
H.P.: 11.0 at 3500 RPM  
14.+ at 4500 RPM  
(Racing)

**HISTORICAL:** Our Historian, W. J. Webb, provides the following information: "The Lockwood predecessor company, Lockwood-Ash Motor Company, was founded in 1904 to build 2 cycle marine engines. These engines were marketed under the Lockwood-Ash brand to dealers and boat builders, and under 'Motorgo' brand to Sears-Roebuck. In 1914 Lockwood-Ash brought out an outboard motor which continued with medium success until 1925 when a brilliant young engineer, F. T. Irgens, was hired. The effects of advanced engineering became immediately noticeable in 1926 as the L-A Model T began to make a name for itself in racing.

In 1927 Mr. A. L. Lockwood purchased the Ash interests and changed the name to the Lockwood Motor Company. In 1928 Lockwood brought out the Ace and Chief which won most of the Class A and Class B races that year. Sales rose and Lockwood now became a figure in the field.

This brought Lockwood to the attention of Steve Briggs, then President of Evinrude Motors and the Briggs and Stratton companies of Milwaukee. As Art Lockwood wanted to sell, Mr. Briggs had no difficulty in getting Lockwood to combine with Evinrude and Elto to form Outboard Motors Corporation in March of 1929. The depression hit in 1930 and as a result the Lockwood brand was discontinued for good."

**IGNITION:** Magneto parts including the single coil, condenser and breaker point assembly were manufactured by Eisemann. The heavy flywheel is  $9\frac{1}{2}$  inches in diameter and has a rope plate attached with three bolts. This plate has the model and serial



number stamped on and bears the script LA together with the lettering "Lockwood Motor Co., Marine Engines, Made in USA, Jackson, Mich." There is a handle for advance and retard positions of the magneto plate, these positions being firmly held by a ratchet. There is no stop button on this handle as provision is made for this on the steering handle. Spark plugs recommended are 18mm. Champion M-6.

**FUEL AND CARBURETOR:** The oiling suggested in the Evinrude manual is one pint to the gallon of gas while the Champion Spark Plug booklet recommends one-half pint. One could make a logical compromise at three-quarters pint to the gallon. The aluminum tank has a capacity of two gallons and is equipped with a vertical glass tube on the left side for sight viewing of contents.

The two intake manifolds are cast in one piece the central portion of which serves as a housing for a cylindrical insert. This insert at a certain point of rotation cuts off the air intake and acts as a choke and can be set in this position by manual operation of a choke lever at the front of the carburetor. Once the motor has started the lever is moved to the off choke position and a cable from the throttle lever on the steering handle continues to rotate this same insert. By varying the size of an opening into the manifolds the insert acts as a valve, regulating the volume of fuel intake for fast or slow operation. This valve together with its support, control levers, float basin, and high speed needle adjustment is bolted as a unit to the intake manifold. This special arrangement seems to be of Lockwood design. The throttle on the steering handle is not a twist grip control but acts similarly to a modern remote control lever in miniature.

Fuel vapour is carried by the two intake manifolds to intake ports at a portion of the cylinders nearest the crankcase. During the intake stroke these ports are uncovered allowing the fuel vapour to enter the crankcase and cylinder bypass. Then, as the power stroke occurs it becomes compressed and is forced to enter the firing chamber through a second set of ports via the bypass located at the top of the cylinder.

**CONSTRUCTION:** The heavy cast iron cylinders are only partially offset and the bronze connecting rods are straight but partially offset at their ends. Other manufacturers of this period used straight rods with completely offset cylinders. In this way Lockwood softened the staggered arrangement and achieved a somewhat more symmetrical appearance of the powerhead. As mentioned earlier intake ports to the crankcase are at the front of the cylinders close to the crankcase. Intake ports to the cylinders are at the top while exhaust ports are at the bottom. Aluminum pistons have three rings each, kept from rotating by pins. Two rings at the top end maintain compression during the power stroke and one ring at the piston skirt helps crankcase compression. The crankshaft rotates in solid bushings as ball and roller bearings were not in common use for the purpose at that time. At the bottom of the starboard cylinder is a manually operated valve. As it is rotated, perforations line up with holes in the cylinder casting so that exhaust from the cylinder can be released above water. Presumably this improved the starting characteristics.

There is a large cylindrical sheet iron muffler to which is welded an exhaust pipe of generous size. This in turn secures to the lower unit and exhaust is discharged under water. The lower unit is cast in one piece of aluminum alloy and differs from the usual in having no skeg. Instead, a curved section attaches with four bolts at the base and this can be removed for inspection of gears and bearings. Access for greasing is also accomplished by removing any of these four screws and

using a grease gun through the hole. The propeller, made by Michigan is marked 10" x 12 $\frac{1}{2}$ " and has two blades of bronze. The shear pin is described as being Tobin bronze .1817" diameter x 1 $\frac{3}{16}$  inches in length.

**COOLING:** A pair of cast aluminum exhaust manifolds bolt to the cylinders and conduct the exhaust gases directly to the round shell muffler. These manifolds are well equipped with cooling vanes and do a reasonable job of cooling, but nevertheless even a short contact with any part of the muffler system during the running of the motor will teach the operator to keep good clearance in the future.

The water cooling for the cylinders is provided for in a unique manner. A vertical series of holes in the forward edge of the lower unit allows for positive pressure of water as the boat moves forward. Water is conducted up a pipe just to the rear of the driveshaft housing and thence to the base of each cylinder. The water exits at the top of the cylinders and is conducted downwards by an adjacent pipe, through the lower unit to the forward end of the propeller shaft which has been drilled hollow. The propeller shaft has a pair of holes towards its rear portion which is covered by the hub of the propeller. However the hub of the propeller likewise is hollow. A hole in the rearward aspect of each blade connects through to the hollow part of the hub so that water is constantly being thrown out by centrifugal force.

**PERFORMANCE:** Although the standard 'Chief' described herein has not been in use for several years the writer had ample opportunity to assess it during the course of a summer when it was operated on several occasions. The boat on which it was used was a 15 ft. round bottomed displacement type skiff and speeds of from 14 to 16 miles per hour were regularly obtained depending on the load. Starting, while seldom accomplished on the first crank, was never disappointing and the overall performance of the engine was dependable. The noise factor was consistent with an engine of this size and type. It was also noticed that the motor kept a clean condition, better than some engines of this vintage. While direct tiller steering was usual in the period a steering wheel hookup would certainly facilitate use and give much more positive control of boat and power plant.

**CONCLUSION:** Undoubtedly the Lockwood could be considered a casualty of the depression. It was sturdy, well engineered and dependable and for its time displayed as many or more of the desirable features we would expect on any outboard. Despite this, the Outboard Motors Corporation, being hard hit in the early years of the depression when outboard sales fell off rapidly, had to trim costs and reduce the variety of the models produced in order to survive. If this had not happened we could easily imagine the name Lockwood being in the fore among outboards today.



#### THE EVINRUDE TROPHY

An interesting remembrance of times past is this Evinrude trophy awarded to race winners of the late 'teens and early twenties. About ten inches tall, the trophy was decorated with a bronze relief of an old Evinrude single on the other side. It was up to the dealer or distributor to secure the trophy from the factory and present it to the winner with as much fanfare as was possible. At first, Evinrude gave the trophies free to the dealers but soon hundreds had been awarded, sometimes not for the purpose intended. Few of the graceful, silver trophies still exist today.

W. J. Webb and R. Brautigam



# by R H ZIPPS *TRADER'S COVE*

One of the most important considerations members should give when buying motors whether they are located in the Trader's Cove Column or in the nook of some old outboard shop, and that is whether or not the motor is a salt water motor. Salt water can be a killer to cast iron cylinders. The vast majority of the boating public is not conscientious about taking adequate precautions when boating in salt water. If a motor was used years ago in salt water and then stored without being flushed, it is a sure bet the water jacket of the cylinder will be completely corroded.

This corrosion is constantly taking place and will do so until the outer water jacket bursts. And if you don't think that will happen, take a gamble on a salt water motor and don't do any preventive maintenance, and believe me you will regret the day you were born. What happens is that the salt water forms a coating over the interior of the water jacket. Corrosion starts and causes large flakes of metal to fall to the bottom of the water jacket. This process takes place until the entire bottom of the water jacket cavity is full of these flakes. The corrosion causes these flakes to bond and after a while since the flakes cannot expand because the bottom of the cavity is full, a tremendous pressure builds and causes the outer water jacket to crack. If allowed to continue large scale damage will occur. I have seen a case where the entire end of a cylinder water jacket was pushed completely off.

If for any particular reason, you decide to buy a salt water motor, take all the freeze plugs out as soon as you can (if the motor has removable heads, the heads should be removed). If the jacket is full of scale, drill carefully at every possible angle through the freeze plug holes. Hitting the cylinder firmly with a rubber mallet helps to loosen the scale. I will not attempt to go any further with the cleaning operation as that is a separate article in itself. The prime thing to remember is not to attempt to run the motor until the jackets are clear, or serious damage will result. Blowing through the water line proves nothing as 99% of the jacket could be plugged. The only sure way is to remove the freeze plugs and probe around.

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GENERAL REQUIREMENTS APPLICABLE TO CLASSIFIED ADVERTISING

1. a) Members - Complete AOCM Form 101 or include: Make, Year, Model, Serial, number of cyl, runs or not, condition of compression and spark, list parts missing, give overall condition, features, price, state if member.  
b) Non-members must complete AOCM form 101. Obtain forms from writer.
2. Advertising rates: Members-Free; Non-members- \$1.00 per motor.
3. Closing dates: all ads must be received not later than the 1st of the month preceding the date of issue.
4. Transactions based on good faith: Deliberate misrepresentation, or violation of the code of business ethics and good sportsmanship, will constitute grounds for refusal of advertising, and may result in disbarment from this club.
5. Warning to purchasers: The AOCM will accept no responsibility for any unsatisfactory transaction involving articles which either have or have not been described in accordance with the provisions of paragraph one.

## MOTORS FOR SALE

CAILLE- Large opposed twin; running condition; complete; sounds like a 20 cubic inch red head from the very late twenties or early thirties. Warren Husted Sr., 12 Burkhardt Ave., Bethpage, New York 11714

CLARKE- Troller, Mod T-39, Ser 2244; 1.2 HP; cylinder in lower unit; runs; complete; never used; Walter Hooper; 1003 Peninsula Drive; Traverse City; Missouri 49684

ELTO- Lightwin; Mod A; Ser 8205; 3 HP; 1923; opposed twin; has rudder; runs, good overall condition; Ellis Wroughton; 3000 Stewart; Boise, Idaho 83702

EVINRUDE; Row Boat Motor; Mod B; Ser ?; 2 HP; single forward pointing cyl; runs; complete; also has spare parts; good overall cond; Warren Husted Sr.; 12 Burkhardt Ave.; Bethpage, New York

EVINRUDE- Row Boat Motor, Mod A; Ser 100760; 2 HP; 1918; single forward pointing cyl; does not run; muffler & exhaust manifold missing; George Huebner; 314 Cleveland Ave; Buraula, Oklahoma 74432

EVINRUDE- Sportwin; Mod N; Ser 11540; 1926; 2.5 HP; opposed twin; runs ; complete; good overall cond; Gene Jacco; 6290 Hemlock Way; Rocklin, California 95677

EVINRUDE- Sportwin; Mod N; Ser 14271; 1927; 2.5 HP; opposed twin; does not run; mounting flange on carb body broken; not frozen; complete; Warren Husted Sr.; 12 Burkhardt Ave.; Bethpage, New York 11714

ELTO- Lightwin; Mod ?; Ser ?; opposed twin; 3 HP; has rudder; does not run; not frozen; complete; George Huebner; 314 Cleveland Avenue; Buraula, Oklahoma 74432

EVINRUDE- Sportsman; Mod 4091; Ser 0872; 1.5 HP; 1935; single cyl; runs; hard starting when cold; complete; comes with owners manual; Russel Dutton; Union Street; Richfield Springs, New York 13439

EVINRUDE- Sportwin; Mod 409; Ser 3572; 4 HP; 1932; opposed twin; runs; complete; comes with owner's manual and parts book; good overall cond; Frank Ceustard; Box 162; Trumbull, Connecticut 06611

EVINRUDE- Sportsman; Mod 4254; Ser 00178; single cyl; runs; broken prop; has three dents in tank; Warren Hustis; 17 Essex Road; Fishkill; New York 12524

JOHNSON- Water Bug; Mod A; Ser 16418; 2 HP; 1923; opposed twin; running condition; complete; Ernest Lazette; 126 Central Street; Ashburnham, Massachusetts 01430

JOHNSON- Water Bug; Mod AC-25; Ser 32032; 1925; 2 HP; opposed twin; prop missing; not frozen; good overall cond; George Huebner; 314 Cleveland Avenue; Buraula, Oklahoma 74432

JOHNSON- Mod ?; Ser 229890; twin cyl; running cond; not frozen; complete; Robert Sample; Hammer Creek Road; Canisteo, New York 14823

JOHNSON- Mod PR-40; Ser 92079; Big Twin; 1928; 13.15 HP; opposed twin; running cond; gas cap missing; small weld on one cyl; This model is the special racing Big Twin; Clinton Oak; 2825 Elgin; Muskogee, Oklahoma

JOHNSON- Mod A-75; Ser 224634; 4.5 HP; 1935; Alternate twin; does not run; not frozen; linkage rod and plate for exhaust bypass missing; Gas tank & exhaust manifold are welded; Edward Rasel; 8106 Stratman Ra; Baltimore, Maryland 21222

LAUSON- Mod Y4938; Ser 7084161; 1935? single cylinder; 4 cycle; runs; complete; fair overall cond; Warren Husted Sr.; 12 Burkhardt Ave.; Bethpage, New York 11714

EVINRUDE- Cub; Mod 4264; Ser 04968; 1/2 HP; 1939-41; near mint cond; runs perfectly; decals still legible; A.L. Dale; P.O. BOX 146; Ketchum, Oklahoma 74349



PARTS FOR SALE

AMPHION- Rods, piston, crankcase, crankshaft, lower unit transom clamp;  
 ELTO- 1928, Quad, Misc. parts;  
 NEPTUNE- 2 inch bore blocks, pistons, powerhead with lower unit; WATERWITCH 1938 or 1939, 2 cyl powerhead, lower unit; Mark Wright, 30 Crest Drive; Little Silver, New Jersey 07739

JOHNSON- Mod KR racer; chrome plated rotary valve type crankshaft; 2 chromed dome pistons with wrist pins (very high dome); one block(new or newly noneed) with stainless steel exhaust & two chromed water pipe outlets; one padded head & head bolts; one head gasket; N. Lefty Krusinski; 5791b Maple Hill; Mt. Clemens, Michigan

PARTS WANTED

MERCURY- 1940, Mod K-5, Ser 326; needs gas tank; Von's Outboards, 3256 Midway Drive, San Diego, California 92110

PARTS FOR SALE

JOHNSON- Mod A-50 thru A-80; Mod K-50 thru KD-15; Bill Salisbury; 1105 Hunterston; Cupertino, California

MOTORS FOR SALE

JOHNSON- Mod AT-10; NEPTUNE- Mod 10A6; Small JOHNSON made in South Bend; JOHNSON- Mod KA-39 in excellent cond; JOHNSON- Pacific pumper # 43327 NY; EVINRUDE- 3 HP, # 624830; all at reasonable prices; Chuck Stoker; 63 Wilson Ave.; San Jose, California

PARTS WANTED

MERCURY- Mod KF-5, needs lower unit; Marcus Wright; 30 Crest Drive; Little Silver; New Jersey 07739

KOBAN- needs:magneto, flywheel and steering handle; Gene Powell, 496 Oakwood Road; Huntington, Long Island 11743

JOHNSON - Model MS-38. Needs carburetor; Sam Anderson 1661 Emerald Drive, New Brighton, Minnesota.

MOTORS WANTED

EVINRUDE- 4-60; or Big Quad; any ELTO; VAN BLERCK ensign; KOBAN; CLARK; CROSS Sae Gull Twin; NEPTUNE Master Twin; OMC Speedi-bee; EVINRUDE- Speeditwin racer; Lockwood Ace or Chief; Bill Kelly; 10201 114th Place NE; Kirkland, Wash.

MOTORS SEEN

This month I have opened my files to the miscellaneous motors section.

CHAMPION- Mod D201568;R. Allison; 2315 25th Ave. San Francisco, Cal.

CHAMPION- Mod A; Ser 3029; J. Argyle; Box 32; St. Johns, Utah

CHAMPION- 1941?, 5 HP; N. Dietrich; 1569 Sunnyvale; Walnut Creek, Cal.

CHAMPION- no other info; Harry Greer; Plymouth, Washington 99346

BENDIX- Ser 7B8000; James Shandera; 7407 Alvarado; La Mesa, Calif.

BENDIX- Ser 7B7834; Bud Noble; 244 Roswell; Marietta Georgia

FIRESTONE; Ser 487-403376; George Rogers; Martins Beach; Willingboro, New Jersey

FIRESTONE- no other info; Harry Dean; Box Y; Clearlake Highlands, Cal.

Indian- Silver Arrow; L.R. Parkinson; 171 Lincoln Ave. Amherst, Mass.

LOCKWOOD- Mod 72T; Martin Johnson; Rt. 1, Box 331; Cook, Minn. 55723

LOCKWOOD- Ace; H.A. Nork; 820 Broadway; Marysville, Kansas

LOCKWOOD- Mod 82A; Robert Freerksen; RFD Lakeview Ave Mansfield, Mass. 02048

LOCKWOOD- "Foldlight"; Ross Parker; 2451 21st Ave. Rock Island, Ill.

MARTIN- Mod 200; Tom Graham; 828 S 10th; Lafayette, Ind.

OMC- Ser 4132123; Jerry Williams; Hodgdon; Maine

JOHNSON- Mod A; Ser 563111; Ross Parker; 2451 21st Ave Rock Island, Ill.

OMC- Ser 4240520; Manyel Gonsalves; Rt. 1, Box 371B; Half Moon Bay, Cal.

OMC- no other info; W.R. Martin; Rt 4, Box 82; Excelsior, Minn.

LOCKWOOD- Ace; Arnold Kruzell; 733 N. Jones Rd. Essexville, Mich.

OMC- ser 4012217; D.J. Little; 11 Stirrup; Albany, New York

SCOTT-ATWATER: Ser 16929; H. Dunning; Rt. 2; Gouverneur, New York



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SCOTT-ATWATER; no other info; J. Larremore; 719 Shell; Midland, Texas  
SEA KING- no other info; D. Sommers; 1105 Charlton West St. Paul, Minn.  
Misc. Motors: John Snyder 1222 Latta Lane; Orlando, Florida  
????????; no other info; Scheila Vachon; 2148 Cromwell; Houston, Texas  
????????; no other info; A. Laurent; 217 S Johnson New Orleans, Louisiana  
WATERWITCH- no other info; M. Reid; 11 Centre St. Chatham, New Brunswick  
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WATERWITCH- Mod MB-571-10 H. Tremblay; 223 W. 110th Chicago, Ill.  
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MERCURY- Mod KG-7; H.G. Shirrey; 10501 108th St. Edmonton, Alberta Canada  
SCOTT-ATWATER- #1-20; T. Nash; Box 267; Daroy, Montana  
THOR- Ser 7251; H. Geotke Box 246; Peewaukee, Wisconsin  
WISCONSIN- Row Boat Motor H. Karrer; 4925 N. 30th; Omaha, Nebr. 68111  
OMC- Mod 4156; B. Weesner; 119 West 7th St. Mishawaka, Ind.  
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MARTIN- #75; Kenneth Powers; 35 Pioneer Ave. Caribou, Maine  
SEA-KING; no other info; R. Beau; 6119 Maincloud; San Antonio, Texas  
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SEA KING- no other info; M. Pearson; 501 13th Ave Fulton, Illinois  
25 Motors; Robert Smith 1501 Holmes; Springfield Illinois  
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WATERWITCH- Mod M-B; P. Mc Dermott; 840 N. Main Randolph, Mass.  
WATERWITCH- no other inf R. Hall; Rt.1; Gladstone, Virginia  
MOTORGO- Has Rudder-J.C. Reichenbach; Rt 4; Black River Falls; Wisc.  
WATERWITCH- no other info; M. Jones; 409 Utah; Pittsburg, Kansas  
CHAMPION- no other info H. Klopff; 3529 McConnell Sharpsville, Pa.  
MERCURY- Mod K3; Alan Nogle; 729 College; Wintrop Harbor, Illinois  
SEA KING- Ser W7457; L. Bliesner; 8605 N. Granville; Milwaukee, Wisconsin  
WATERWITCH- no other inf B. Bordeaux, 187 Anchor; Oceanside, New York  
CHAMPION- Ser 1B6871; J. Gish; 4210 Dupont Ave N.; Minneapolis, Minn.  
CHAMPION- no other info J. Warrer; 394 N. State; Concord, New Hampshire  
CHRIS-CRAFT; no other inf A. Arnold; 29 Hopper; Pompton Plains, N.J.  
WATERWITCH- Ser C53633; W. Way; 215 E. Cheryl; San Antonio, Texas  
SEA KING- no other info; O.M. Goldman; Gen. Del. Martinez Lake, Yuma, Ariz  
SEA-KING; no other info M. Ricker; 908 Redwood Richardson, Texas  
SEA KING- no other info; A. Ruston; 49 Guelph; Stratford, Ontario  
???????; no other info; D. Davis 2851 Washtenaw Ave. Ann Arbor; Mich.  
???????; no other info; L. Bidwell; constantia, New York  
JOHNSON- alt twin; K series H. Scane; 32445 Hees; Levonia, Michigan  
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BANDIX- no other info; Carl Nelson; 6020 Chrisholm; Duluth, Minn.  
LAUSON- no other info; W. Broderick; 1122 S 5th; Clinton, Iowa  
6 Motors; Norman Alsen 628 Sycamore; South Milwaukee, Wisconsin  
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FIRESTONE- no other info; Wayne Buckland; Hooks, Texas  
CHAMPION- no other info; A. Pearson; 2620 E. 22nd; Minneapolis, Minn.  
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3 Motors; J.M. Zirbes; Castlewood; South Dakota 57223  
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Others-make request

Continued from page 3

For the Minnesota meet, member John Koonce plans to donate the trophy but won't tell us what the contest will be. Hope it's not one of those Le Mans start races. Those attending the Calero Dam, California meet, watch out for Bill Salisbury's terrorizing FO-38 that belches smoke and flame - and raises eyebrows.

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Terry Hatch  
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503 N. Waterview  
Richardson, Texas 75080

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1904 Tower Petroleum Bldg.  
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Neeley Johnson  
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Sinton, Texas 78387

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William Rust  
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Lowell E. Simmons  
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**WASHINGTON**

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William M. Kelly  
10201 114th Place N.E.  
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William Wold  
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John Eiring  
Eagle Lake  
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Hilton A. Erskine  
301 E. 5th St.  
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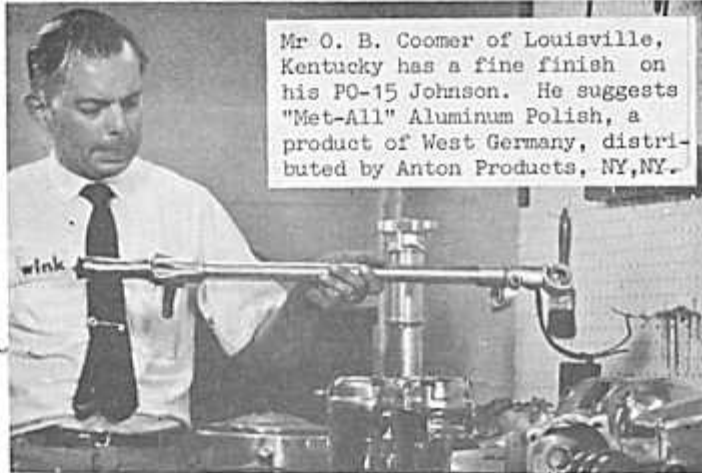


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July 1969

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# 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



# Florida

John Harrison, Harold Culp and Dick Jones and the attractive Antique Outboard Club booth, Miami International Boat Show



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VOLUME 4

NUMBER 4

OCTOBER 1969



# THE ANTIQUE OUTBOARDER



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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 \$7.00 per year. Other membership information available on request. Address membership requests to A.O.M.C., Inc., 20505 NW 3rd Av., Miami, Florida 33169.

---

Club officers, addresses and duties:

David R. Reinhartsen, President: 1107 Pueblo Drive, Richardson, Texas. Coordinator of club activities.

Christopher R. Owen, Vice-President and Test Editor: Route 3, Eau Claire, Wisconsin. Runs lake tests of antique motors.

Robert Brautigam, Editor, The Antique Outboarder: 2316 West 110th Street, Bloomington, Minnesota 55431.

Marcus Wright, Parts Acquisition: 30 Crest Drive, Little Silver, New Jersey. Helps members find parts needed in their restoration projects. Gives technical advice on 1921-28 Eltos.

John C. Harrison, Treasurer and Technical Advisor: 1000 N.W. 54th Street, Miami, Florida. Responsible for banking, funding control, financial reports and gives advice on motor restoration.

Carole R. Reinhartsen, Secretary: 1107 Pueblo Drive, Richardson, Texas. Keeps records.

Richard A. Hawie, Curator: 31 Hillside Drive, Easton, Connecticut. Helps in identification of rare motors and prepares a column, Notes From The Curator.

W. J. Webb, Historian: 2560 North 97th Street, Wawatosa, Wisconsin. World's foremost authority on outboard history. Author of a column, Of Historical Interest.

James L. Smith, Special Features Editor: 330 O'Connor Drive, Toronto, Canada. Preparation of special articles on unusual motors.

Ray Machen, Membership Coordinator: 624 Gardner Road, Westchester, Illinois. Distribution of club literature.

Robert Zipps, Classified Editor and Editor of The Newsletter: 24A St. Regis Street, East Hartford, Connecticut. Management of the classified section, and preparation of a monthly newsletter.

Bud Cowdery, Racing Editor: 15 Crestdale Road, Danbury, Connecticut. preparation of a column on the early days of outboard racing.

Richard M. Jones, Membership Secretary: 20505 N. W. 3rd Avenue, Miami, Florida, 33169. Responsible for membership records, renewals and club dues.

Bob Hampton, Motor Registration: 54 Clinton Avenue, Eatontown, New Jersey, 07724. Registration of Antique Out boards.

Lowell Simmons and Paul Aruda, Special Assistants to president: 1107 Pueblo, Richardson, Texas, 75080.



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## The Antique Outboard Motor Club Inc



# CLUB BRIEFS

CONTRIBUTORS OF ARTICLES, PICTURES AND OTHER DATA FOR PUBLICATION IN THE MAGAZINE should send their material to R.W. Brautigam, 2316 W. 110th Street, Minneapolis, Minnesota 55431. Please indicate if photos are to be returned and include captions for each. All members are urged to submit any items for publication that you think might be of interest to other readers.

THE REGULAR MAILING DATES FOR THE QUARTERLY OUTBOARDER ARE THE FIRST OF JANUARY, April, July and October. All input from contributors should be received at least three weeks prior to mailing dates in order to be included.

THE CLUB IS INTERESTED IN MORE MEMBERS AND A WIDER CIRCULATION OF THE ANTIQUE OUTBOARDER. Don't overlook the possibility of giving a relative or friend a gift subscription to the magazine at Christmas time or for a birthday, etc. The rate is \$4.00 per year. Let the Editor know too of any ideas you have for selling advertising space in the magazine. A better Outboarder will result from having more dollars available.

RICHARD M. JONES, 20505 N.W. 3RD AVE., MIAMI, FLA. 33169 IS NOW RESPONSIBLE FOR PROCESSING all memberships, membership records, address changes and dues transactions. AOMCI membership dues may be sent directly to Dick.

TREASURER JOHN HARRISON WILL NOW HANDLE ALL CLUB FINANCES TO INCLUDE BANKING, DISBURSEMENTS and funding control.

YOUR ATTENTION IS INVITED TO THE LIST OF NEW MEMBERS APPEARING ON THE INSIDE BACK cover. Extend a cordial welcome to the newcomers by writing or visiting. Who knows, one of them may have an extra Waterman for sale.

MEMBER BILL ROSE AND HIS DAUGHTER LUCILLE ARE ORGANIZING AN AOMCI CHAPTER IN THE WAUKEGAN area. Bill and Lucille are sponsoring the first meeting on November 8, 1969 at the Waukegan Public Library, 2:00 PM. Bill has sent out special invitations to all members in the immediate area. Chapter activities are most rewarding and all close-in members are urged to attend. Bill - we all hope you have a fine turnout and are looking forward to hearing more details of your meeting from you.

THE ANTIQUE OUTBOARD MOTOR CLUB IS ESPECIALLY GRATEFUL TO EVINRUDE MOTORS AND THE Ralph Evinrude Foundation, Inc. for their splendid support of the club treasury and their kind words of encouragement for our activities.

NO "SPECIAL FEATURE" OR "NOTES FROM THE CURATOR" IS PART OF THE ANTIQUE OUTBOARDER this issue. Both Jim Smith and Dick Hawie have promised to write a deluxe article next time.

MEMBER CHARLES A. PARSONS, 57 GORDON STREET, BRANTFORD, ONTARIO, CANADA HAS BEEN IN the hospital with a severe arm infection which may require skin grafts and a long time to heal. Chuck says it's his starter rope pulling arm too.

WATCH FOR THE ANNOUNCEMENT OF MARC WRIGHT AND DICK ANDERSON'S (CALIFORNIA) PARTS sources listing which will be available soon. This listing shows the location of just about every known old motor part in the country. Marc and Dick have worked over 2 years on this project and have had the full cooperation of Johnson, Evinrude and Mercury together with all their dealers.



CALIFORNIA MEMBERS - DON'T FORGET THE CALERO DAM MEET ORGANIZED BY BILL SALISBURY AND now scheduled for October 19th.

JOHN HUNT'S OUTBOARD MOTOR MUSEUM IS NOW LOCATED NORTH ON ROUTE 28N FROM WOLFEBORO TO Assipee about 4 miles out of Wolfeboro. Open hours are 1-4 PM Saturday and Sunday and Wednesday (maybe). The museum is closed until spring but I'll bet a note to John at 239 Main Street, Sanford, Maine, 04073 will get you full details of when best to visit.

JIM WEBB WRITES THAT EVINRUDE HAS AVAILABLE THROUGH ITS DEALER NETWORK, A SERIES OF entertaining films on watersports and boating. As a suggestion for chapter meetings or get-togethers, AOMCI members may wish to order one or more of these films. Recommended are "Report to Ole", a story of Bess and Ole and the part they played in the evolution of the outboard motor; and "Gooney Birds", a hilarious bird picture. Also available are films on record breaking outboard runs, fishing and boating holidays.

All films are 16 mm sound and color. They are distributed exclusively through Evinrude dealers. A dealer must process the order for you. He in turn orders the film from Solana Studios, P.O. Box 1068, Naples, Florida, 33940. Dealers have film request cards.

WHEN READING THROUGH THE OUTBOARDER, YOU'LL NOTICE MARCUS WRIGHT IS A STRONG CONTRIBUTOR for which we are grateful. Marc has a tremendous amount of experience in running Eltos and is glad to answer member inquiries - particularly about the 1921 to 1928 models. Marc offers this advice about fuel mixes: The state-of-the-art lubrication wise has improved since the early days and too much oil in the gas fouls plugs, causes hard starting and actually shortens the life of an engine. Marc uses 1/3 pint oil per gallon of gas and has had good success with all his engines on that mixture.

MY APOLOGIES AS EDITOR FOR OMITTING SOME KEY CLARIFICATION FROM MARC AND DAVE REINHARTSEN'S article on running Eltos in the July issue. Please note the 4th paragraph, 4th sentence on page 17. The wording should read: "The very earliest models have a crankcase valve travel (left) adjusting handle. Turn towards starboard cylinder when starting. (Turn toward port cylinder when warmed up and cruising - correct valve lift at this setting is .250)". This setting can be checked using a 1/4" drill as a feeler gauge."

Marc goes on to say that anyone trying to start one of the early 3 HP jobs without the correct setting will have fits and spend hours cranking for nothing. Only the '29 Quad has a carburetor adjusting handle as mis-applied to the text of the article. -- Hope this was not too confusing.



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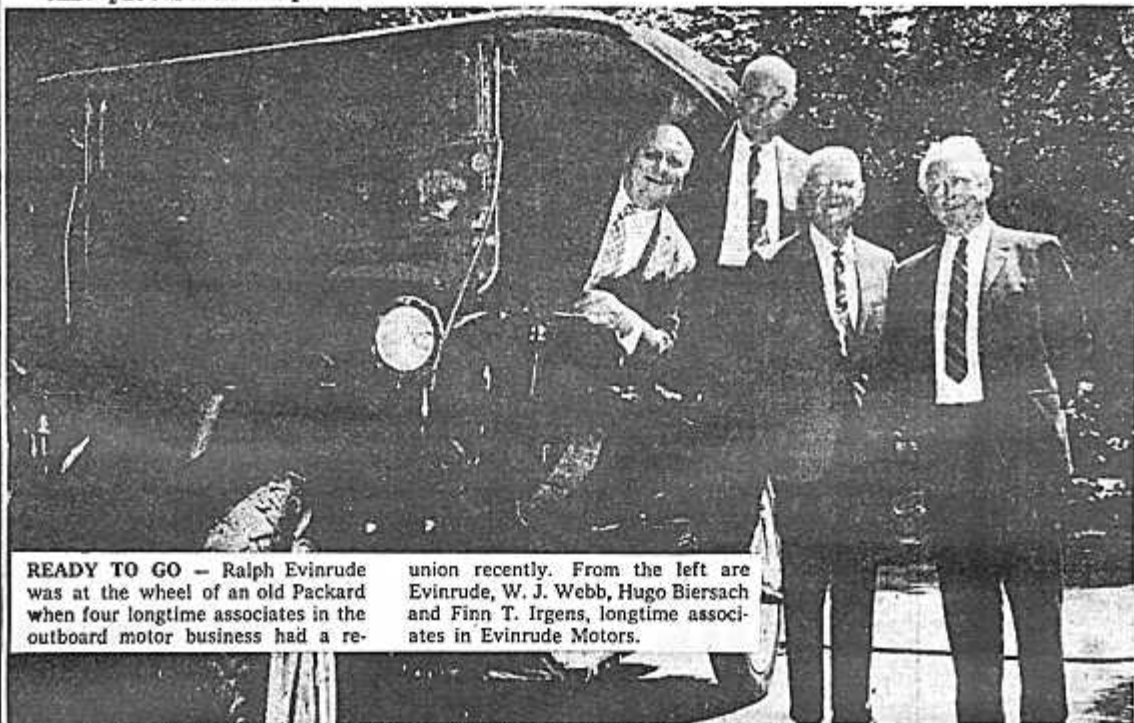




# OF HISTORICAL INTEREST

..... *W J Webb*

On Sunday, August 17, 1969, THE MILWAUKEE JOURNAL BUSINESS NEWS, page 12 carried this picture and caption:



**READY TO GO** - Ralph Evinrude was at the wheel of an old Packard when four longtime associates in the outboard motor business had a re-

union recently. From the left are Evinrude, W. J. Webb, Hugo Biersach and Finn T. Irgens, longtime associates in Evinrude Motors.

Mr. Ralph Evinrude is Chairman of the Board of OMC; Mr. Biersach retired as Evinrude's Advertising Manager 15 years ago; Mr. Irgens recently retired as OMC Vice President for Engineering and Research; and Mr. Webb is Vice President and General Manager emeritus of Evinrude. The four men have a combined experience of a century and a half in outboarding. Printed with the picture was an interesting article on outboarding addressing in part, the problems of the factory in selling motors to dealers and the public. Dealers were urged to put an engine in a barrel in front of their stores so that people could see how easy starting could be. Undertakers, doctors, lawyers, dentists, garagemen and die-hard fishermen were often signed up as dealers. Jim Webb tells a story of early saleswork . . . with many lessons; some were in salesmanship, and one was with sort of a romantic twist. Editor



REGIONAL DIFFERENCES IN MARKETING

In 1927 communications between various sections of the country were still primitive by today's standards. TV was unknown except in the Bell Laboratories. Radio, although still rapidly growing, was largely regional. So it was only natural that the differences in the people of the various sections of the country were far more marked than today. A northern salesman on his first trip south either learned to take it easy or he missed orders. The people were almost always open-hearted and friendly, glad to stop and talk, but not to be hurried. In any of the eastern mountain areas, the salesman walked warily until accepted or until complete lack of any Government connection was assured. In upper Vermont, New Hampshire or Maine he learned to roll with the icy stares and impregnable reserve until after several calls and continued impeccable behavior, he won the confidence of his customers. In the west, he learned to be free, easy, hearty, friendly, but not fresh.

On my first trip south, I got off the train at Memphis, with a carefully planned 4 hours (before the next train) to hurry through. The folks at Jones' Sporting Goods were glad to see me, but soon I could see them freezing up.

During a lull, while the boss was selling a Smith and Wesson .38 to a fellow (who was to use it later that day to make a believer out of his wife) another salesman said to me, "This is youah first trip Sahth, ain't it?" I agreed. "Well, y'all ain't gettin' to first base. The old man don't lak to be hurried. You let me go ahead and then make out like you got all day. Talk huntin' or fishin', but don't you ever push him." "But I have a train out of here this noon." "Yeah, I c'n see that, and if the ol' man's order don't mean anything to yuh, go ahead and catch the train." So when the boss came back, I said to my friend--"Go ahead, I'd like to look at some of these old guns."

Train time came and went, and when I left later that afternoon, I had an order and an invitation home to dinner plus another to go hunting next time.

Never again did I hurry a presentation in the south until I got to know the folks well. Life-long friendships with the finest people on earth were formed on that first trip. At first, I found it hard to understand how anyone outside of our rushing northern region could get anything done. The people in the south and west seemed to take things so easy, while we in the north were always in a hurry. I finally found out that those folks hustled when it counted--took it easy and went hunting or fishing when it counted--and always got the job done.

After finishing business at the store the Jones boys took me for quite a drive around Memphis and the surrounding territory, as far as Holly Springs down in Mississippi, where an uncle of mine had been wounded in the War Between the States.

We arrived home for dinner quite late to find Mrs. Jones more than a little perturbed because of a number of angry phone calls received from a Mr. Smith. "George," she said to Mr. Jones, "You better go right over. He wouldn't tell me what was bothering him, but he says neither he nor any of his people will buy another cent from you if you don't go see him right away."

George couldn't guess what was the trouble, but Smith was a good customer, also likely to be less strenuous in the presence of a stranger, so I was asked to go along and talk boats and motors if I got the chance. The chance never came.

We weren't more than half way from curb to house when Smith came out, obviously fuming. With only the briefest acknowledgement of my introduction, he began, "Damn you George, why'd you go and sell mah man that gun. He's used that .38 to kill his wife's boyfriend and they got him in jail. The judge is off huntin' and won't get back 'til Thursday and I got no one to do the chores. By God George, you get youah man ovah heah raght now and you keep him heah 'til I get Joe out, or

you and youah damn stoah can go to hell." Smith meant every word, no question about it. So George quickly agreed, went in the house, called Mrs Jones and told her to send his man, Slim, over right away.

But Smith wasn't through. He went on - "And anotheah thing, dont you evah sell one of mah boys anything on time again, without you see me first. If they want something, you tell 'em to see me and I'll fix it so they can get anything they really need. I pay'em good and keep'em out of jail. But I can't do it if you guys sell 'em stuff they shouldn't have." And so on.

Smith finally ran down, invited us in for a drink, remarked that he guessed - "You Yankees dont have troubles like that" - and that was nearly that.

As I found out on my next visit, Joe stayed in jail until Thursday when the judge returned and released Joe to Smith's custody. At the trial, Joe's lawyer, who was also on Smith's retainer, got Joe off with a manslaughter conviction, sentence suspended during good behavior, and remanded to the custody of Smith.

An incident which I felt was most tragic at the time, but which in retrospect taught me some valuable lessons, occurred in Florida in 1929. A man had bought an Elto a couple of years earlier. After some months he wrote complaining bitterly about performance. We wired him that although the motor was long out of the guarantee period we would replace with a new one, shipped prepaid, if he would return the old one at once. He agreed, and so we shipped the replacement. The old motor did not come back. Then we wrote several times and finally received a vituperative reply to the effect that we could have both motors back upon paying him \$145.00 plus freight on the first motor.

After some more writing we placed the account with a collector and finally advanced court costs for a trial which I planned to attend as I was going to be in Florida for the Colonel Green Regatta.

When I got to the county seat for the trial, a worried local attorney advised against my appearing in court, assuring me "this local boy has friends everywhere. His papa plays cahds with the judge. You might have to pay coht costs, why don't you just drop it?" But not me. I insisted on looking up the motors, and as I suspected they were both in daily use, pretty well beat up.

So I dragged the attorney to court. Our case came early. Our attorney read the wires and opined we ought to get one of the motors back. The defense attorney spoke stirringly for several minutes, ending with words something like this---"This hahtless Yankee cawpahration is trying to take the bread from the mouth of ouah bruthuh. Ah move foah dismissal." The judge dismissed. Everyone glared at me. The lawyer and I slunk away.

This lesson stood me in good stead a year later when I was attempting to collect a long overdue and substantial bill from a man in Mississippi. Our conversation was friendly even after I told him that in order to protect our interests, we would have to get a judgment against him. Then he said--"Mistah Webb, I sure wouldn't like for you to try that. I never been sued. My name is an honest one here for 100 years. You and me are friends and as a friend I'll tell you that there ain't a court in Mississippi that won't throw your case out if I fight it, and I'll sure fight. I'll pay because I owe it, but I won't stand any law suin'."

I had a hard time explaining matters to the boss, but a year or so later my friend paid, and that was that. And he remained my friend until his death.

Again in 1928, I traveled up in the state of Maine with our Boston distributor.



Before we started Herb told me that these were tough nuts to crack, and I had best let him talk as they knew him, and even if I was from the factory they would have to get used to me. In other areas dealers were always glad to see a factory man. Things always went well enough. I kept quiet until spoken to, answered questions and stayed in my place until the thawing was noticeable. The fact that I was with a trusted man helped greatly.

Finally, pretty well up in the state we hit an old boy who was giving Herb all kinds of trouble. I had noted a Sons of the Revolution insignia and mentioned the fact, asking to whom he traced. A slight crack appeared in the armour. I told him that I wasn't a SAR myself, but that my mother owned eight bars for her DAR. He didn't have that many and the temperature rose further. He mentioned that his forbears had been here better than two hundred years. I countered with the fact that in about two or three more years it would be three hundred years for my family. But he cracked wide open when I admitted also that one of my several times great-uncles had been hanged in Massachusetts, presumably for having violated the Sabbath by appropriating a neighbor's pig. Had he done it on any other day, a term in the stocks would no doubt have sufficed. Herb got a nice order.

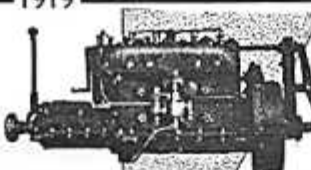
So after that in New England, I went fishing for Revolutionary relatives. Tricky maybe, but, after all, you use all the honorable weapons at your command in selling.

*W. J. Webb*


1919

**One of These Will Meet Your Needs**

Somewhere in the line of Lockwood-Ash Marine Engines is one that will meet your needs. From the clean-cut, sturdy 2 h.p. outboard engine to the big four-cylinder power plant are varieties in size to cover a wide range of power and speed requirements.



A highly developed 4-cylinder, 6-cylinder marine power plant. Believes up to 28 h.p. With or without rear water.




A light, compact 2-cylinder, 2-cylinder all-purpose engine, of few parts. Made in three sizes, 6, 8, and 12-h.p.


**Lockwood-Ash Engines Worthy of Your Choice**

Lockwood-Ash Marine Engines are products of an institution which always has placed quality first. Experience has pointed out the sizes that make up the well-selected line and the quality standard has dictated the thorough workmanship which is in every Lockwood-Ash Engine. Ask for the booklet that tells all about Lockwood-Ash Engines. Also ask about the 30 day trial plan.

Lockwood-Ash Motor Co.  
1900 Huron Ave., Jackson, Mich.



A simple, dependable 1-cylinder, 2-cylinder inboard engine for work or pleasure. Made in 7 1/2 and 4 h.p. sizes.



This portable 2 h.p. outboard motor engine is a favorite for both pleasure and work. Easily started. So a rowboat.

(56) **LOCKWOOD-ASH**  
MARINE ENGINES

**AEROPLANE MOTORS FOR SALE**



We have eight Aeroplane Motors for Sale. These motors were especially built for aeroplane service, but due to changes in design are not suitable for present use. Will make wonderful speed boat motors.

Special price to move quickly. Address Sales Order Department,

**Curtiss Aeroplane and Motor Corporation**  
Buffalo, New York



**EVINRUDE**

Detachable Rowboat and Canoe Motors are standard - Built-in Flywheel Magneto. Automatic Reverse. New method of balancing gives wonderfully even and vibrationless running.

**EVINRUDE MOTOR COMPANY**  
RED EVINRUDE BLOCK MILWAUKEE, WISCONSIN



1918

**McQUAY-NORRIS**

**LEAK-PROOF**

**PISTON RINGS**

# LONG BRANCH 1969

by Marcus Wright III

The third annual Meet at Long Branch, N.J. was held on June 28 at Pleasure Bay Marina on the Shrewsbury River.

Each Meet held has drawn more members than the one before - twenty this year. Engines were displayed, auctioned off, run, discussed. New acquaintances were made, technical information was exchanged and thanks to Harry Holden many members found good used lower units, tanks, powerhead parts and other items for \$1 each. Harry brought an entire trailer load of parts for Eltos, Evinrudes, Johnsons, Indians, Lockwoods, Neptunes and other motors! A parts gold mine!

Presenting Ladies Prizes for the first time, Jean Luce took first prize in the Bang and Go Back Event using a '29 Johnson A. Alexandra and Heather Wright tied for second place with a '39 Elto Pal and a '38 Neptune single respectively. The Men's Bang and Go Back events cup went to Sam Vance using a '28 Elto Speedster with Tom Luce earning the second prize using the Johnson A. Buddy Streat narrowly missed placing well with his fast (40+) Pidgeon powered with an alcohol burning Johnson PR-65 due to a passing cruiser throwing a nasty wake at him. He did not return to Richmond empty handed though, as we shall see.

The Oldest Running Motor prize was awarded on the basis of the oldest motor which would run a 3/4 mile course without stopping! Buddy Streat, who has never come home from a Meet without some category of a first prize, won with a 1917 Caille 5 Speed single. This same engine was bought used by Buds' father in 1922, used by Buddy as a young boy and won this prize the third time despite a broken piston ring and a leaking fuel tank! Sam Vance's near mint '22 Elto took second prize and ran faultlessly.

Tony Caglione's circa 1915 Racine won the prize for Most Unusual - the second time Tony has won one of these prizes. Richard Michels' '29 Lockwood Racing Chief was awarded second prize in this category. Both engines were spotlessly clean and a credit to their owners. Dick promises to run the Racing Chief at the Lake Hopatcong Meet so we can all see this very rare machine in action. The Racine is in perfect condition.

Engines winning the Mint Condition prizes were Tom Luce's '32 Evinrude Sportwin and Phil Kranz' '29 Lockwood Chief. One could readily see the amount of effort used in restoring these fine motors.



Buddy Streat in his 1930 Pigeon hull blowing the rust out of a PR Johnson at just over 40 MPH.



Sam Vance and sons in a 1959 "Bill's Landing" hull nursing a 1922 Elto to 2nd place, Oldest Motor competition.

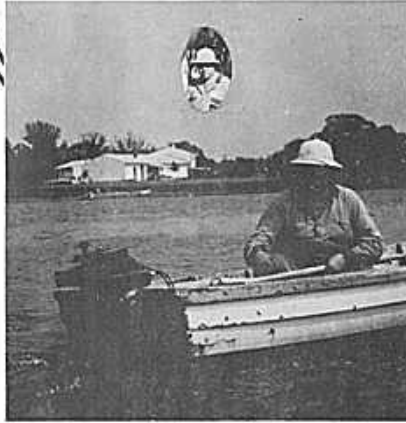


# LONG BRANCH *New Jersey*



Up- The Shrewsbury pits. Buddy Street docking, Tom Luce ready with his 1929 "A" Johnson.  
Down- Sam Vance (l.) shows Stan DuBois a wagon load of motors.

1st PLACE  
OLDEST MOTOR  
Buddy Street



1917 CAILLE

# A O M C I MEET *June 28, 1969*



Up- Bob Zipps (l.) helps Bob Hampton with a K-40 Johnson.

Down- Tom Luce runs his 1916 Evinrude in the oldest motor competition.



The gallery with Tom Luce and Lester Flaskamp in front of Harry Holden's parts gold mine. "Lady Fox" was not included.



Judging was thoughtfully and carefully handled by Dr. Lloyd Craver and Frank Shimer. These gentlemen gave studious and extended considerations to their duties and rendered fair decisions despite so many really good entries - their choices were not easy.

Tom Luce handled Auctioneer duties in his usual good humored and efficient fashion. About a half dozen engines from the late twenties and early thirties were sold off-- good engines brought anywhere from 5¢ to 16¢ per pound, or about the same as an equivalent age, rarity and condition antique auto would bring per pound.

The Hamptons, Bob and Ken, rounded ou the Meet Committee handling the Pit Steward and Starter duties. While the Marine Police complained about Buddy Stroats' PR-65 great sounding open exhaust, we convinced them this was OK as the boat was running in a licensed Marine Event. Jean Luce and Nancy Wright handled the registrations, but the weather slowed everyone down with the 90 degree hear - very hot for New Jersey.

All had a lot of fun - why don't you put together a Meet in your own area? You will be glad you did!

## STARTING A DIFFICULT OUTBOARD

D. J. Heermans

Recently, I was reading the September 25, 1914, issue of good ole MOTOR BOAT, and came across an article, "How to Start a Motor Boat". Needless to say, I was quite impressed. The practical know-how of some of the old timers is something we could use today. The helpful hints offered could surely be of assistance to anyone having trouble starting a cantankerous old kicker. Therefore, I humbly submit some contents of said article for the benefit of AOMC members. Readers of "The Antique Outboarder" will surely agree that the old timers really knew their stuff. So, the next time a balky outboard is encountered, try one or more of the following hints:

1. Remove the spark plug, empty carburetor, and crank the engine.
2. Sandpaper the flywheel, take off the commutator, and crank the engine.
3. Kick the pup, blow cigarette smoke into the priming cock, and crank the engine.
4. Disconnect the prop, reverse the engine, empty the gas tank, and crank the engine.
5. Repeat a verse from the Koran, stick a wet towel between the cylinders, take off the lubricator, and crank the engine.
6. Take the motor entirely apart, put it together with your fingers crossed, drop a quarter in the tank, and crank.
7. Crank the engine suddenly without doing anything else. This often surprises it into running.
8. Turn your coat inside out, oil the rudder, throw the gasoline strainer overboard, stuff a cushion in the flywheel, and crank the engine.
9. Repeat the names of the Prophets in Arabic, put a gum drop in the cylinder, write your candid opinion of gasoline on the stern, roll up your sleeves, connect the battery with your watch, take off your necktie, yell "hell" into the gas tank, and crank the engine.

There isn't any sense in any of these rules, yet any one of them has been know to start a motor in its time.





THE SMALLEST OLDEST CHAMPION

by Richard M. Jones

SPECIFICATIONS

|            |                  |
|------------|------------------|
| Weight     | 30 pounds        |
| HP         | Approx. 1.5      |
| Bore       | 2 inches         |
| Stroke     | 1 1/2 inches     |
| Magneto    | Eisemann         |
| Carburetor | Tillotson        |
| Speed      | Are you kidding? |



It was an easy motor to find but very hard to learn anything about. I bought it in Stillwater, Minnesota in 1966 from a garage man for twelve dollars. It looked different from other old Champs that I had seen but I didn't learn why until later.

I started restoring this motor early in 1968 and I became more curious as the motor came apart. For one thing, I had never seen a motor with just one piston ring. I don't mean one or two were left out, I mean it was built with just one! I also found the crank shaft had no key way on it to line up and hold the fly wheel. You simply line up two punch marks and the taper holds it in place. Imagine hitting a rock with this motor. Besides shearing a pin, you knock your mag out of time.

Among other unusual features of this motor are a cast aluminum cylinder and cast iron sleeve, an all sand cast aluminum underwater exhaust pipe, and a cast aluminum gas tank. Even the prop and prop nut are sand cast and they look just as rough as they did coming out of the mold.

I wrote to Dick Hawie twice about the little Champ and even with the magneto and carburetor numbers we couldn't date or identify this motor. Finally, with the help of pictures and lots of foot work my father, Wallace S. Jones, of St. Paul solved the mystery. He found one of the original builders, Henry Dolan of St. Paul. Mr. Dolan along with Sig Conrad and Dutch Witch had made thirty of these motors in 1927. They sold the name Champion Motors to Flour City Ornamental Iron Co. and it was produced in Minneapolis, Minnesota for many years.

I finished restoring the Champ in time to take it to the Dallas "Great Race" last August. It lived up to its name by winning the prize for Oldest Running Motor. I still don't know the horse power for sure but I would guess 1 1/2 to 2 depending on the condition of that one poor ring. So if you find a Champion that says St. Paul, Minn. on the rope sheave, grab it, because it's got to be a rare one.

SATISFIED USERS SAY

**LITTLE GIANT**

OUTBOARD MOTOR

Easygo Mfg Co. Detroit, Michigan USA

**\$85<sup>00</sup>**      **1 1/2 HP**

*"Love it"*

J.B., Utah 1907



day spoiler

I GOT MINE FOR \$2<sup>00</sup> AT AN AUCTION





BARREL TEST - 1919 LITTLE GIANT SINGLE

By M.T. Tanke, Guest Editor

Motor tested - Model 1, Easygo Mfg. Co., Detroit, Mich.  $1\frac{1}{2}$  HP, 116 lbs, 3" Bore x  $8\frac{1}{2}$ " stroke, sales price - \$85. Barrel - 35 gal. capacity, Gerson-Stewart Barrel Co., New York, N.Y.

One AOMCI member says that in six years of trying, he has never been able to get his Little Giant started. Other folks have had the same experience at the lake, having to endure jeers and sharp remarks such as, "Get a Eveningrude"; "Try a smaller knot in the starter rope"; and "Look! I'm dog-paddling faster than you."

Fortunately I have an original owner's manual, printed on ditto, with handwritten corrections. Now we can demonstrate the factory method of starting the engine. First, fill the barrel with water and with the help of a couple friends, lift the motor carefully onto the barrel, making sure to put the propeller end into the water.

Next, running down the starting check list, open wide the gas cap vent screw; turn the gas shut off valve one quarter turn open; set throttle a little left of the "I" in Little Giant. Set air inlet valve on #8 and open needle valve  $1\frac{1}{2}$  turns. Connect ground wire to lug on transom clamp and clip red lead from battery to terminal "B" on coil. Next snap the high tension wire to the spark plug.

Then locate timer handle over the left furthest manifold hold-down bolt and fill both priming cups - the first with a teaspoon of gasoline and the second with two teaspoons of oil. Open compression release so handle points anywhere except directly at you.

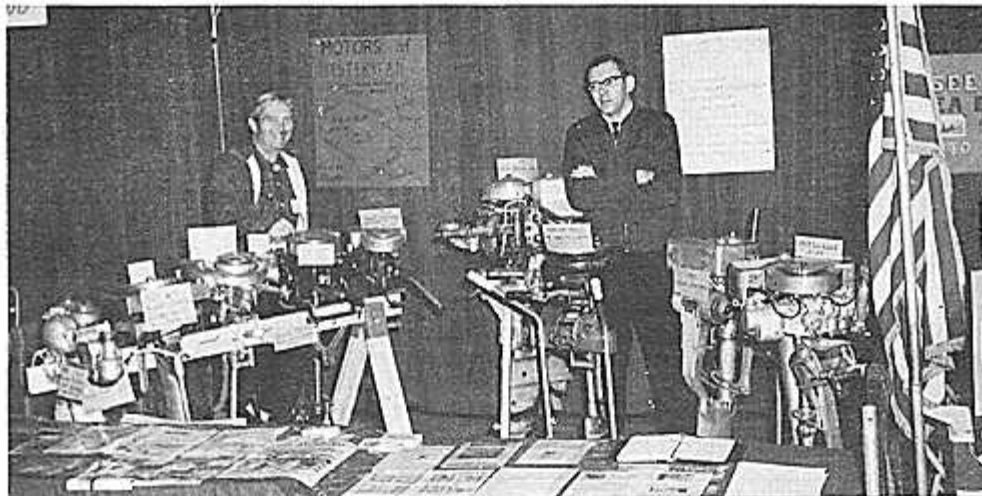
Now grasp steering handle with left hand and raise to the vertical position while depressing stop button with left thumb. Move flywheel handle to rear directly in line with gas filler cap. With stop button still depressed, rock flywheel back and forth about 12 times and hold against compression with right hand. Now, without moving either hand, see that all electrical connections are secure and all adjustments are properly made.

In one smooth motion, release stop button and pull down steering handle to clear flywheel while using right hand to push flywheel past compression. Quickly open and shut both priming cups and close compression release. If motor should start, adjust air inlet valve, gasoline needle valve and throttle with right and left hand while nudging spark lever slowly forward using the right elbow. Make sure your left leg is hooked over the steering handle so the propeller doesn't chew through the side of the barrel.

If motor doesn't start, repeat steps 1, 5, 17 and 6, followed by 3, 20, 8, 2 and 18, after 19, 4 and 9. If no results, turn to the trouble shooting guide on Page 1 of the owner's manual.

The test motor didn't start but tomorrow we'll try again, using warm water in the barrel. Anyway this motor is a great sportsman's companion. And you'll never forget you own it. A little heavy for canoes (116 lbs), fishermen will find its best forward speed is just right for trolling, because when you hook a fish going the other way, the boat will stop.





The antique outboard display at the Albany Show. All motors shown are owned by Walter Weidman (left) and Phil Kranz (right). Left to right, the motors are: Clarke Troller, Elto Cub, Elto Servicetwin, Waterwitch Single, Caille Pennant, Ther single, Johnson V-45, Champion single, Indian Silver Arrow and Lockwood Chief.



Here is the reason why Phil Kranz restores so many antique outboards. He has a chief mechanic shown with Phil and his Clarke Troller.

# AOMCI at the ALBANY BOAT SHOW

By Walter Weidman

THREE OF A KIND.....Impossible you say - true we don't look alike - well what I really mean is that all three of us own Clarke Trollers. The lady in the cover is professional model Joan Kniskern of Schenectady, New York.

By Your Editor.....

WOW! We don't have anything like that in the Twin Cities Chapter (Clarke Trollers I mean, of course).

## NEGOTIATING FOR ANTIQUE OUTBOARDS

Marcus S. Wright

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. Over the phone, I told him of another Club member who had paid \$25 for his engine in good condition, but that I thought his engine was worth \$75 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 closer to his city in a week and would visit him if we could arrive at a reasonable figure. We closed the deal for \$100, or about \$2 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 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 Bob Zipp's column 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.

A good negotiating tool is to have about a dozen AOMC August, 1968 Newsletters xeroxed. Give a copy to the prospective seller. Bill Kelly's article will provide him with much food for thought.

The higher the sellers' 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. Send him a xerox copy of Bill Kelly's August '68 Newsletter. Act stupid and mail him another copy about 3 months later with a cover letter saying he might be interested in this. Get friends to write or call on him, each one leaving an offer close to yours, 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 gets 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 prosperity 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 live, 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 sellers' 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!

Quote actual prices paid for your older engines and be sure to name drop a make or two the fellow you are dealing with probably never heard of. Better still, have one in your car and show it to him. He will tend to regard you as a pro and accept your offer as he will get the idea he may never get a better offer!

Another buying strategy is to state your price, lay down the cash where the seller can see it and let him savor the idea of turning his engine into dollars. Some just can't stand that pressure.

You have to stand right up to some people — look them straight in the eye, firmly but pleasantly, telling them that you can appreciate what they would like to get for their engine, but that it is only worth so much and you will gladly give them that. Don't be afraid to offer 10% to 30% of what they ask - you might get the motor right away, or possibly a few weeks later - after the owner has had a chance to think the matter over.

Never embarrass a seller to the point he can't "save face". An example would be he "has another buyer" at a big price, but will save the engine for you for one week, etc. Tell him to go ahead and sell the engine to the other fellow, but since you get into his town every few months, you will check back later just in case the other buyer changes his mind. The odds are excellent the engine will still be there, and at a better price.

#### -SOME BASIC RULES-

- \* Wait a while before replying to an offer to sell.
- \* Never reply the first time by telephone - send a postcard.
- \* Gauge the seller before showing extreme interest. Sometimes good strategy is to say, "Gee - I want it, but can't give you more than \$10".
- \* Size up the seller. What would his income be? Is money important to him? Act accordingly.

#### TIPS FOR RESTORING OR HANDLING OUTBOARD MOTORS-

Clarence Sitton writes that blind carburetor passages can be cleaned by filling a plunger type oil can with solvent and squirting the solvent through the tiny holes under pressure. Most of the time, you can easily see if the hole is open by how fast the solvent goes through. Use this type can with gas for priming.

The MOTOR BOATING magazine in 1930 carried a description of a tool just invented to hold the flywheel securely while the holding down nut is being tightened. The wrench consists of a heavy tape of braided fabric attached to a lever handle such that when positioned properly, its action of holding will clamp the rim more securely as greater pressure is exerted. The fabric protects the flywheel finish from scratches. Seems a modern version of this device could be made from a rubber belt and work just as well.

Don't forget to protect your back from painful strain by bending your knees and lifting a motor from the floor using those powerful leg muscles.



THE ANTIQUE OUTBOARDER  
Presents

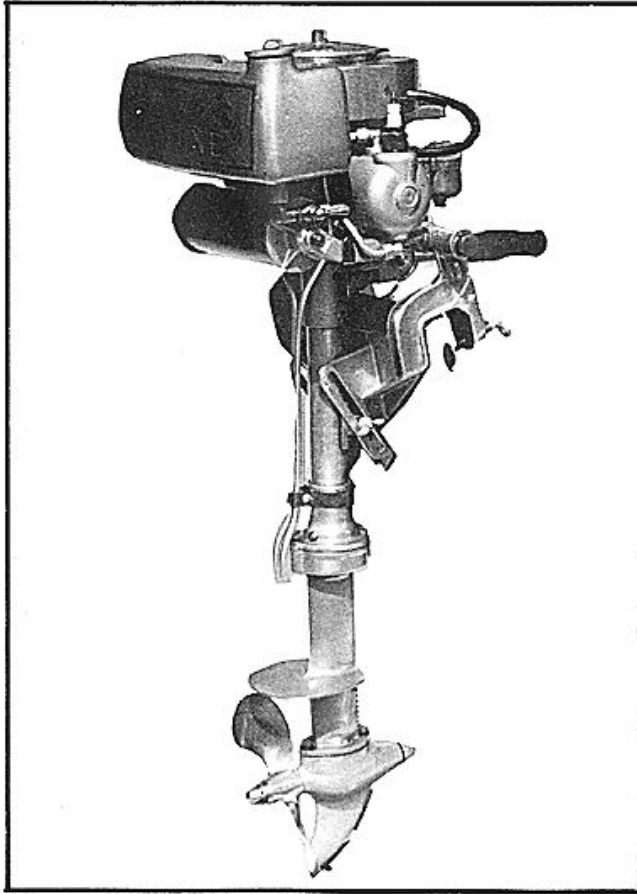
THE  
*Collector's*  
GALLERY

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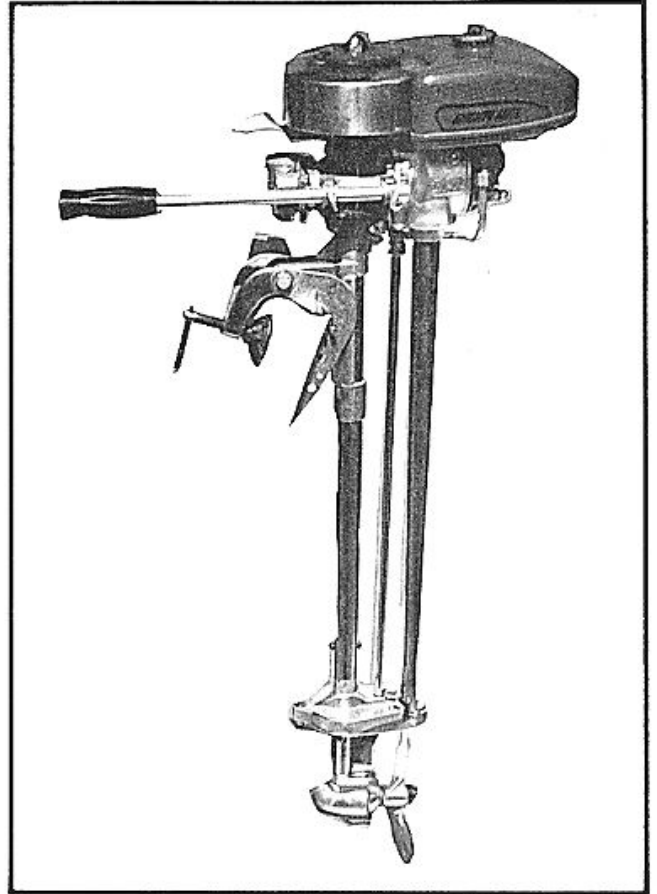
NEPTUNE  
OUTBOARD MOTORS

*Manufactured by*  
MUNCIE GEAR WORKS, INC.  
Muncie, Indiana

18



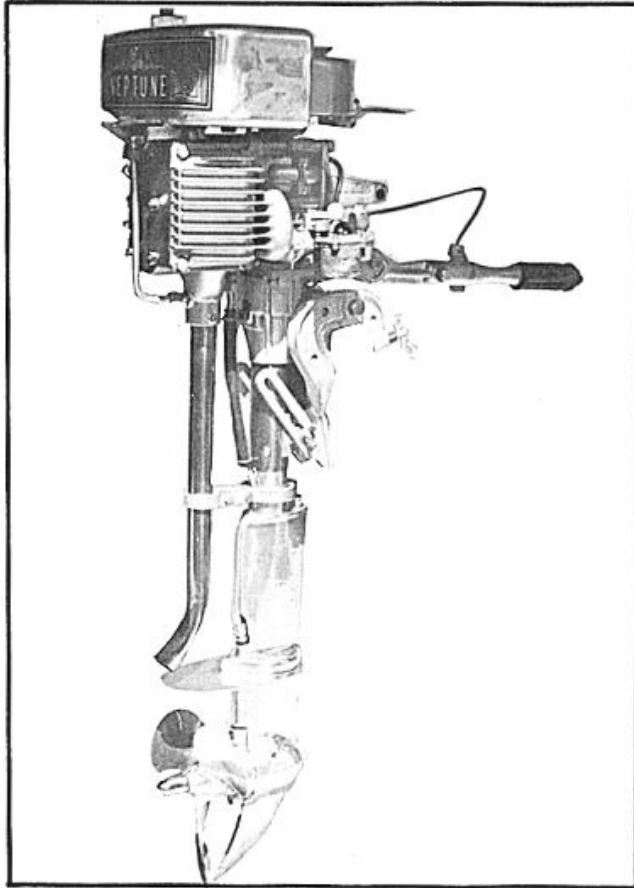
1930 NEPTUNE TWIN MODEL OB2A  
2.5 HP



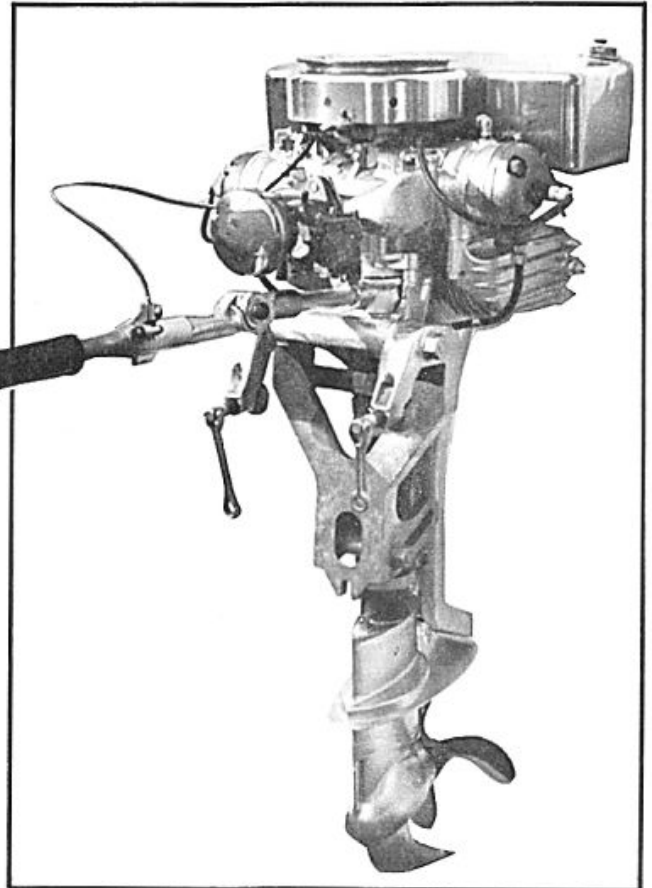
1939 NEPTUNE JUNIOR SINGLE  
MODEL 1A39, 1.2 HP



19



1938 NEPTUNE 9 MODEL 9A38  
9.0 HP



1933 NEPTUNE MASTER MODEL OB15A  
16.0 HP

NEPTUNE MODEL NUMBER AND YEAR REFERENCE CHART  
1930 through 1948

| <u>YEAR</u> | <u>MODEL</u>     | <u>DESCRIPTION</u>   | <u>NO.CYL</u> | <u>HP</u> | <u>WEIGHT</u> | <u>PRICE</u> |
|-------------|------------------|----------------------|---------------|-----------|---------------|--------------|
| 1930        | OB2              | Muncie Twin          | 2             | 2.5       | 42 lbs        | -            |
|             | OB2A             | Neptune Twin         | 2             | 2.5       | 45            | -            |
| 1931        | OB4A             | Improved Twin        | 2             | 4.0       | 56            | -            |
|             | OB2A             | Junior Neptune       | 2             | 2.5       | 42            | -            |
|             | OB2CB            | Muncie Twin          | 2             | 2.5       | 42            | -            |
|             | OB15A            | Neptune Master       | 2             | 16.0      | 95            | -            |
| 1932        | OB3, OB3U        | Motorgo              | 2             | 4.0       | 42            | -            |
|             | OB3A, OB3AU      | Junior Neptune       | 2             | 4.0       | 42            | -            |
|             | OB3B, OB3BU      | Muncie Twin          | 2             | 4.0       | 42            | -            |
|             | OB4A             | Improved Twin        | 2             | 6.0       | 47            | -            |
|             | OB15A            | Neptune Master       | 2             | 16.0      | 95            | -            |
| 1933        | OB4, OB4U        | Motorgo "4"          | 2             | 4.0       | 45            | -            |
|             | OB4A             | Improved Twin        | 2             | 6.0       | 47            | -            |
|             | OB4B, OB4BU      | Muncie Twin          | 2             | 4.0       | 45            | -            |
|             | OB31, OB31A      | Junior Neptune       | 2             | 4.0       | 45            | -            |
|             | OB15A            | Neptune Master       | 2             | 16.0      | 95            | -            |
|             | OB5, OB5U        | Motorgo "5"          | 2             | 4.0       | 45            | -            |
| 1934        | OB15             | Motorgo "16"         | 2             | 16.0      | 95            | -            |
|             | OB15A            | Neptune Master       | 2             | 16.0      | 95            | -            |
|             | OB15B            | Muncie Master        | 2             | 16.0      | 95            | -            |
|             | OB31A            | Junior Neptune       | 2             | 4.0       | 45            | -            |
|             | OB61A            | Improved Twin        | 2             | 6.0       | 47            | -            |
|             | OB32A            | Junior Neptune       | 2             | 4.0       | 45            | -            |
|             | OB16A            | Neptune Master "16"A | 2             | 16.0      | 95            | -            |
| 1935        | OB63             | Improved Twin        | 2             | 6.0       | 47            | -            |
|             | OB1              | Neptune Single       | 1             | 2.0       | 30            | -            |
|             | OB34             | Junior Neptune       | 2             | 4.0       | 45            | -            |
|             | OB64             | Improved Twin        | 2             | 6.0       | 47            | -            |
| 1936        | OB11             | Neptune Single       | 1             | 2.0       | 30            | -            |
|             | OB16A            | Neptune Master       | 2             | 16.0      | 95            | -            |
|             | OB35, OB35A      | Neptune Junior       | 2             | 4.0       | 45            | \$73.50      |
|             | OB12, OB12A      | Neptune Single       | 1             | 2.0       | 30            | 52.50        |
| 1937        | OB65, OB65A      | Improved Twin        | 2             | 6.0       | 47            | 93.50        |
|             | OB17, OB17A      | Master Twin          | 2             | 16.0      | 95            | 154.50       |
|             | 1A38, 1B38, 1C38 | Junior Single        | 1.2           | 1.2       | 17            | 39.50        |
|             | 2A38, 2B38, 2C38 | Neptune Single       | 1             | 2.0       | 30            | 57.50        |
| 1938        | 4A38, 4B38       | Neptune Junior       | 2             | 4.0       | 45            | 78.50        |
|             | 6A38, 6B38       | Improved Twin        | 2             | 6.0       | 47            | 98.50        |
|             | 9A38, 9B38       | Neptune 9            | 2             | 9.0       | 58            | 118.50       |
|             | 16A38, 16B38     | Master Twin          | 2             | 16.0      | 95            | 154.50       |
|             | 1A39, 1B39       | Junior Single        | 1             | 1.2       | 17            | 35.50        |
|             | 2A39, 2B39, 2C39 | Neptune Single       | 1             | 2.0       | 30            | 54.50        |
| 1939        | 4A39, 4B39, 4C39 | Junior Twin          | 2             | 4.0       | 45            | 74.50        |
|             | 5A39, 5B39       | 5 HP Twin            | 2             | 5.0       | 46            | 99.50        |
|             | 6A39, 6B39       | Improved Twin        | 2             | 6.0       | 47            | 94.50        |
|             | 9A39, 9B39       | Neptune 9            | 2             | 9.0       | 58            | 114.50       |
|             | 16A39, 16B39     | Master Twin          | 2             | 16.0      | 95            | 164.50       |




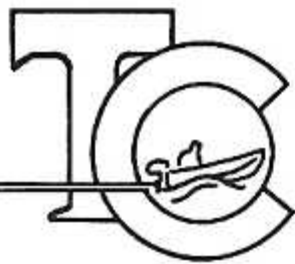
| <u>YEAR</u>                | <u>MODEL</u>        | <u>DESCRIPTION</u> | <u>NO. CYL</u>              | <u>HP</u> | <u>WEIGHT</u> | <u>PRICE</u> |       |
|----------------------------|---------------------|--------------------|-----------------------------|-----------|---------------|--------------|-------|
| 1940                       | 10A1, 10B1, 10C1    | Junior Single      | 1                           | 1.2       | 17            | -            |       |
|                            | 10A2, 10B2          | Neptune Single     | 1                           | 2.0       | 30            | -            |       |
|                            | 10A4, 10B4          | Junior Twin        | 2                           | 4.0       | 45            | -            |       |
|                            | 10A6, 10B6          | Improved Twin      | 2                           | 6.0       | 47            | -            |       |
|                            | 10A10, 10B10        | Neptune 9          | 2                           | 9.5       | 58            | -            |       |
|                            | 10A16, 10B16        | Master Twin        | 2                           | 16.0      | 95            | -            |       |
|                            | 1941                | 11A1, 11B1         | Junior Single               | 1         | 1.5           | 17           | 50.50 |
| 11A2, 11B2                 |                     | Neptune Single     | 1                           | 2.5       | 30            | 79.50        |       |
| 11A3, 11B3, 11AA3          |                     | Neptune Special    | 2                           | 3.5       | 33            | 106.50       |       |
| 11A4, 11B4                 |                     | Junior Neptune     | 2                           | 4.0       | 45            | -            |       |
| 11A6, 11B6, 11AA6          |                     | Improved Twin      | 2                           | 6.0       | 47            | 139.50       |       |
| 11A9, 11B9, 11AA10, 11AA10 |                     | Neptune 9          | 2                           | 9.5       | 58            | 187.50       |       |
| 11A16, 11B16               |                     | Master Twin        | 2                           | 16.0      | 95            | -            |       |
| 1942                       |                     | 13A12              | Neptune Master (Long Shaft) | 2         | 18.0          | 98           | -     |
| 1946                       |                     | 15A1, 15B1         | Junior Single               | 1         | 1.5           | 17           | 50.50 |
|                            |                     | 15B2               | Neptune Single              | 1         | 2.5           | 30           | 79.50 |
|                            | 15A3                | Neptune Special    | 2                           | 3.5       | 33            | 106.50       |       |
|                            | 15A4                | Junior Neptune     | 2                           | 4.0       | 45            | 138.00       |       |
|                            | 15A9, 15AA9, 15AA10 | Neptune 9          | 2                           | 9.5       | 58            | 187.50       |       |
|                            | 1947                | 17A1, 17B1         | Junior Single               | 1         | 1.7           | 17           | 70.00 |
| 17A2                       |                     | Neptune Single     | 1                           | 2.7       | 30            | 103.00       |       |
| 17A3                       |                     | Neptune Special    | 2                           | 3.5       | 33            | 138.00       |       |
| 15B4                       |                     | Junior Neptune     | 2                           | 4.0       | 45            | 138.00       |       |
| 15A6, 15AA6                |                     | Improved Twin      | 2                           | 6.0       | 47            | 170.00       |       |
| 15A9, 15AA9                |                     | Neptune 9          | 2                           | 9.5       | 58            | 218.00       |       |
| 1948                       | 18AA3               | Neptune Special    | 2                           | 3.5       | 33            | -            |       |
|                            | 18AA6               | Improved Twin      | 2                           | 6.0       | 47            | -            |       |
|                            | 18AA10              | Neptune 9          | 2                           | 9.5       | 58            | -            |       |

Note: In the early models, OB meant simply outboard. The letters OB were followed by the model number and a letter suffix. No suffix was used for Motorgo engines, A was used for the Neptune and B or C for the Muncie. The letter U in the model meant underwater exhaust.

From 1941 on, the letter A was used to indicate the standard model. AA was the code for the deluxe model with rewind starter and hood.

This table has been compiled from the best information available but should be considered as an unofficial guide.

|   |  |  |
|---|--|--|
|  <p><b>WATERWITCH</b></p> <p>OUTBOARD MOTORS</p> | <p>Sold exclusively by</p> <p><b>SEARS, ROEBUCK &amp; CO.</b></p> <p>"The World's Largest Store"</p> | <p>FOR SALE</p> <p>1937 Champion<br/>3.2 HP Deluxe Single<br/>Model D1C<br/>Perry's<br/>Sporting Goods<br/>Nisswa, Minnesota</p> |
| 1938  |  |  |



# TWIN CITIES CHAPTER NEWS

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MINNESOTA

## BOB BRAUTIGAM

On July 12th, the TC Chapter held its summer meet on Green Lake, near the town of Forest Lake, Minnesota. The lake is large and the Club activities were easily handled by good boat launching and picnic facilities. Before the day was over though, most of us were exhausted by the 95° humid weather.

Ron Johnson, Bob Peterson, Dave Johnson, Bill Slice and myself - all of us with family and friends along - participated in the meet. John Koonce and family couldn't make it and were missed....especially the colorful language John uses when a motor doesn't start. John was the man bringing the trophy so there was no big winner this year. This was all right since the temperature or something made it difficult to get two engines running at the same time.

Ron Johnson brought his favorite engine, an Evinrude Sport Four which during a family ride type warm up, collected weeds over the cooling water intake. Although the engine overheated and began to slow up, Ron thinks it will be OK. A few anxious moments though for Ron, but he had other bad luck too. During a maximum performance high speed run in front of the audience, Ron's 22 HP mint condition Johnson PO-15 developed a sharp rap which proved to be a loose flywheel. In just a few seconds running, the keyways in both the crankshaft and flywheel were destroyed. Ron brought along his OK 55 also but didn't try it and after the experiences with the PO and Sport Four, no one else would have either.



Here's some of the TC Chapter:  
1. to r.: Robt. Peterson, Dave Johnson, Bill Slice, Robt. Brautigam, and Ron Johnson.



A couple of tired PO's. Not shown but just as knocked flat were about 5 tired members.

## The Green Lake Picnic



Bob Peterson should have won a prize for his persistence. I'll bet he pulled the starter rope on his P-80 Johnson at least 500 times. About every third or fourth pull, the engine would fire a time or two - just enough to make a guy want to pull a couple more times. Hard as he tried, about all Bob got for his persistence was woozy from the heat. Bob also brought along his 1914 Evinrude which ran perfectly and his 1933 Neptune 16 HP which was for show purposes only.

Dave Johnson and Bill Slice teamed up with their PO 15's and ran circles around the rest of us. The boys created a mild sensation by running with the exhaust manifold inspection plate off. Dave's mother created even more of a sensation though when she marched down to the lake with Bill's mom, took control of Dave's A-50 Johnson and went for a ride. Dave was heard to shout at Ron who was just pulling away from the dock, "Don't run over my ma!"



Ron Johnson's daughter shows her driving style on his Sportfour.



Dave's mom demonstrates a new starting technique that works every time.

As for myself, my '36 Elto Handitwin and '21 Evinrude ran well as planned but my J model Servicetwin Elto ran only 600 feet and that after all my superfine tuning. Thanks to Marc Wright, I think I know what I did wrong. I also brought along a 22 HP Speeditwin and a 33 HP Speedifour, neither of which turned up properly.. . bad combination of props and too much oil in the gas, I think. The Speedifour was fitted with a 4-60 exhaust manifold which required some new water passage construction but looks great.

Again this year, our thanks to our families and friends whose support under the most trying conditions helped make for a fine summer get together.

#### KOONCE'S COLUMN

Dear John - I have a Brititish Seascum II, but lost the tiller handle. The only way I can steer now is to sit facing forward on the gas tank, astraddle the cylinder, with each foot pushing against the transom. Any suggestions? Signed: Bow Legged

Dear Bow Legged -- Yes, avoid quick starts and watch out for that big knob on the flywheel.

Dear John - Recently I acquired an old motor with a wooden crank handle on top. I put it on a boat and turned the handle as fast as I could. The boat moved a little bit but was pretty slow. Also, every time the crank comes around, something seems to drag or hold back. I think oars are easier to use. What do you think? Signed: H. Swollenhead

Dear Mr Swollenhead - I think something needs a head-shrinker - and not your motor!

# A Reliable Light Weight Inboard Motor

If your requirements call for a light weight inboard motor that will render maximum service at all times you should by all means examine the Arrow-Waterman line of marine power plants.

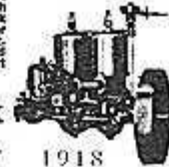
Waterman Model K-1 Inboard, one cylinder, 3 1/2 H. P., weight 20 lbs., bore 3/4", stroke 3"; cast iron equipped with aluminum crank case and base and copper water jacket. For your motor or small boat.



There is an ever-increasing demand for motors of this type for use in tenders and other small boats. The important factor in selecting a motor of this kind is weight; it is absolutely necessary to secure an engine that is not too heavy and yet that is built sturdy enough to withstand constant usage. The Arrow-Waterman line is manufactured to meet this demand and has earned an enviable reputation for consistency of performance, economy of operation and all-around dependability.

Arrow Waterman motors may be seen at Room 624, 33 Church Street, and at Ruppert and Colson's, Concord, 50 Church Street.

Waterman Model K-2 Inboard, 2 cylinder, 5 H. P., weight 60 lbs., bore 2 1/4", stroke 3"; cast iron equipped with aluminum crank case and copper water jacket. Specially suited for light weight boats.



ARROW MOTOR & MACHINE CO., Inc., 632 Hudson Terminal Bldg., NEW YORK

Factory: Newark, N. J.

Foreign Office, 47 Broadway, New York City

J. E. Sitterley, Foreign Sales Manager

1918

## THE TEST *of* TRUE FRIENDSHIP

By Don Peterson

1935 Evinrude Speediquad  
Model 7008; 31.2 HP; 140 lbs.



Finally, the mighty Quad was ready, and the many hours of repairing and replacing were behind. Today was the day of The Test.

My somewhat less than enthusiastic neighbor and I launched the boat in mid-morning. We paddled away from the landing with the intention of keeping well away from the rest of the slower traffic. Finally in the middle of the river, after about twenty pulls, I proceeded to flood the motor. Well, we paddled all the way back to the landing where our wives were giggling in the background.

Repairs being made, again we ventured out, and finally, with a BANG, the old warrior came to life, backfiring, sputtering, and spewing smoke in all directions, when all of a sudden, here came the Sheriff's Patrol!

Seeing them, I frantically pulled out my temporary license from my pocket, almost falling overboard in the process. Through the smoke, I waved it to them, they circled us, shook their heads, and departed down river. With the police out of sight, and with the speed handle on "fast", I attempted to set the high speed jet. Looking up I found myself on a "collision" course with a bridge. Feeling that discretion is the better part of valor, and the bridge was not going to move, I hit the stop button. BANG, the motor again sputtered, backfired--and stopped. My neighbor seemed to be getting nervous, judging from his white knuckles on the gunwales.

Going again, and as we headed in to the landing, we found our wives waiting in extreme anxiety. As we docked I quickly retorted, "Hell, we didn't go to the moon!" A few more adjustments, and the Old Speediquad showed her true friendship and real class. Even the women took a ride--proving their true friendship--with my solemn promise that the motor wouldn't "blow up again".

All in all, it was a great day for antique outboarding, and I sincerely feel that in time--a few years only--my neighbor will prove his true friendship once again by taking his life in his hands, and venture out with me and another old warrior.





# PROPS 'N CAR

By Marcus Wright III



## SELECTING THE PROPER PROPELLER

Selection of the propeller for best performance of your antique engine on your particular boat can make a large difference in the way both the boat and engine will run. Many antique engines have been around for so many years they are acquired with the wrong propeller someone put on somewhere back in the engine's past history because the proper prop was spoiled and the owner wanted to get going again.

Let's say you have your antique cleaned, serviced and running nicely as an engine. You put the engine on the boat and one of two improper conditions takes place. The engine revs up too fast and the boat is not making the proper headway or the engine turns below the rated RPM, labors, possibly overheats, knocks and the boat does not make proper headway.

Should either above conditions occur or you sense you should be getting better performance, borrow a reed type or electric tachometer from your local outboard dealer and determine the actual RPM of the engine. Is the engine turning more or less than its rated RPM? If below, you need one or two inches less pitch. If above, you need one or two inches more pitch, usually. Often you will find more boat speed resulting from the prop change. Make pitch changes one inch at a time.

Remember, it is less strain on the engine bearings and less conducive to preignition for an engine to rev a couple of hundred above the rated RPM than below it and is the preferred condition. Acceleration will be better and an extra passenger can be tolerated once in a while. Don't lose sight of the fact that overloading (too much pitch or diameter or both) does not permit the engine to turn rated RPM, therefore you will not get rated HP. Your boat speed will suffer to a surprising extent.

Propellers are sized with the first number being the diameter in inches and the second being the pitch. A light boat uses a higher pitch prop than a heavier boat.

Don't forget to adjust tilt angles so the propeller shaft is horizontal when under way. Load the boat as you would for usual running when testing.

Usually it is difficult to have your antique propeller repaired, repitched or replaced. Understandably the Club cannot endorse a specific manufacturer or supplier but there is one business house that won't look the other way when you need propeller work: Michigan Wheel Company, Grand Rapids, Michigan 49502. This firm has been in the business since 1903 and can repair or repitch almost any antique outboard prop. They also maintain lists of new propellers in dealers stocks - the writer has obtained new propellers this way at reasonable cost for 45 year old engines. Their files include the proper prop size information for specific engines.

Fine tuning of your antique outboard includes knowing if your propeller is correct for your boat and engine combination. This is another area for sweet performance attainment and satisfaction gained from having a fine running machine.

## SOME POINTERS ON CARBURETION

Any Antiquer knows that a carburetor must cause the oil/gasoline mixture to atomize the fluid and mix it with air in the proper ratio to have a clean exhaust and sharp running engine.

Remembering that 90% of engine starting and running troubles are ignition, let us take a look at the other 10%: Carburetion.

Surprisingly, few people will bother to educate themselves to set a carburetor needle "on the money" for optimum performance. And it's quite simple. With the engine running at cruising speed or full speed, turn the needle valve in about 1/8 turn at a time until RPM begins to drop. Reaching this point, back the needle out 1/8 turn at a time, just enough till the engine ceases to increase speed. This is your proper needle setting.

New Antique? Never ran it before? Forty-five years old and the previous owner didn't give you the owners manual with all those spark and carburetor settings? What to do? Start from the beginning!

Remove the tank. Put in some chain, stones or old bolts, dishwashing detergent and hot water. Shake and rinse till clean. Disassemble the carburetor and fuel screen - soak in carburetor cleaner.

With everything clean, begin the starting process with the fuel needle set at 1/2 turn, which may not be enough. Better too lean the first time than to flood! Increase opening 1/8 turn at a time until she catches, then set this needle as previously described as the engine warms up.

Should your carburetor have a float, flooding and bowl overflowing can be caused by the float level being set too high. Lower the float 1/8 inch at a time to see if this helps. A float level being too low will make large needle setting changes between high and low speeds necessary and possible cause fuel starvation at high speeds. If equipped, close the choke slightly at full throttle. Increased RPM means a low float level.

Most unlikely, but worthy of mention, is that antique motor you find that has the wrong carburetor! If the venturi is too small the engine will start well and run just fine, but the top RPM will be somewhat low. On the other hand, too large a venturi will make the engine nearly impossible to start. Also, it will probably "four cycle", or fire every other stroke as the air flows through the venturi too slow for good atomization thereby leaving most of the fuel to load the crankcase, allowing only a small amount of insufficiently atomized fuel into the combustion chamber.

Be sure your carburetor assembly is the one the builder specified. Check with another member having the same engine if there is any doubt.

Many of the Grandfather engines built before 1920 have an auxiliary air intake. Some such as the Kingston carburetors are automatic. However, those such as Schebler, Detroit Motor Casting and early Evinrude are set by closing them well down first. Use the fuel needle to get best running at about 1/2 speed. Then increase to top RPM which might be 1100 revs on such carbureted engines. Be sure to take along a generous supply of Patience Pills.

A properly adjusted engine will have a "clean" (not oily) exhaust outlet, there will be little if any smoke and will leave almost no interior residue which fouls plugs and sticks rings. Carburetors are generally highly reliable, require no attention except cleanliness maintenance. Don't blame starting problems on a known good carburetor. Should you experience starting difficulty, shut the needle valve



off and try it three or four times. If still no go, see if you have fouled plugs and any spark.

Cultivating a feel for proper carburetor adjustment of your engine will improve your confidence in your engine, your satisfaction with it, and a sense of accomplishment at being able to do what a surprising number of modern mechanics cannot!

## AN OPEN LETTER - WAUKEGAN <sup>O.B.</sup> <sub>MOTOR</sub> SHOW

Dear A.O.M.C.I. Editor,

I would like to let you know that I was at the A.O.M.C.I. show held in Waukegan, Illinois on August 14-17, 1969. Because of my work, I could only be there for a few hours on Saturday. I was very pleased to meet the show coordinator Mr. William H. Rose and his lovely daughter. They were most pleasant to talk with. I had never attended a show before and had a lot of questions which were cheerfully answered. Miss Rose is studying to be a nurse, and if she knows as much about a person's parts as she does motors, she will be a dandy nurse. Her knowledge of outboards is unbelievable. By the way, she turned 21 on Sunday the 17th of August and is still single.

The show was held in the Belvidere Mall. Mr. Rose did a wonderful job of setting up the 30 to 35 motors on display. I understand there were 4 members with motors entered.

Among the motors displayed were a 1913 Waterman, Caille tractor drive, Detroit Troller, Merc's, and Sea Kings.

Public interest was just great. Everyone from 8-80 stopped to look them over, the younger ones to ask about the funny looking motors, the older people to remember a part of their past.

Mr. Rose and his daughter were kept busy all through the show talking to the many visitors (7000-8000 people attended the show) and answering questions. I believe they also recruited some new members.

As I said before I had never been to a show before, and I want to say I was very pleased to receive the letter of invitation from Mr. Rose. This was a day I shall never forget.

Respectfully,  
Thomas R. Hagloch  
209 NW. 6th Avenue  
Aledo, Illinois

continued



**1913**

**On or Off in Five Minutes**  
Makes a Motor Boat of ANY Boat  
AND also "makes good" on shore

Here is the famous original Portable marine motor, now adapted for also running a hundred different small machines ashore. Simple-light-strong  
-SOLD ON THIRTY DAYS TRIAL--Money back if you say.

**"PORTO" the Marine and Stationary Engine Combined--TWO MOTORS IN ONE**

A reliable 2 h. p. motor that will drive an 18 ft. rowboat 7 miles per hour for 4 hours on a gallon of gasoline, or in five minutes can be mounted for use in shop, laundry, barn, or car using spare desired. Write (circle) for new "Two-in-one" catalog, mailed free. Orders filled in order of receipt. Don't delay.

WATERMAN MARINE MOTOR CO. 1507 Fort St. W., DETROIT, MICH.



### The Great 2 Cylinder **KOBAN** ROWBOAT MOTOR

Only by this 2-cylinder opposed construction can you avoid the vibration which makes riding uncomfortable, opens seams and ruins rowboats. Koban has more power, greater speed, than any other rowboat motor. Write for catalog. Dealers and agents wanted. Koban Mfg. Co., 246 So. Water St., Milwaukee, Wis.



Lucille Rose and Ray Machen who did yeoman service visiting with the spectators are shown in two views of the exhibit along with some fine looking antique outboards.

**MORE ON THE WAUKEGAN SHOW FROM BILL ROSE.....**

A very successful antique outboard show was held at Waukegan, Illinois in the Belvidere Mall from the fourteenth through the seventeenth of August, 1969. It is estimated that between 7,000 and 10,000 people visited the show during the four days. Thirty-three engines were shown ranging from Ray Machen's 1913 Waterman, Marvin Howell's Clarke Trol-ler, Tom Hagloch's Sea King through twenty-five Bill Rose engines. These included a K 1 model Sea King made by Mercury.

We had wonderful newspaper and radio coverage plus plenty of publicity on the Belvidere Mall marquis and other internal posters. The Club members other than Bill Rose came from 50 to 250 miles away.

Several writers and photographers took detailed pictures and notes during the exhibit. If anyone thinks that old outboards are scarce, take a second guess. At least 150 people in the Waukegan area indicated they had one or two of the oldtimers in the garage, attic, basement or elsewhere. However, when the word antique was used, big dollar signs appeared in their eyes. During the show we played down high values on the engines in order to help keep down inflationary prices and also to help preserve the security of the collections.

If the Club membership will show the same enthusiasm that the general public has shown in this area, members in the tri-state region made up of Illinois and parts of Indiana and Wisconsin should be able to organize a very active chapter of AOMCI. A chapter organization meeting is planned for 2:00 PM November 8th in the Waukegan Public Library. If sufficient interest is shown, a AOMCI Tri-State Chapter will be established.

To reach the Waukegan Library from either I-94 or US 41, exit at Illinois Rt 132 (Grand Avenue). Go east on Grand Av. crossing Lewis Av., Jackson St. and West St. (all stop lights). One block past West St., turn right onto Utica (one way south) and go one block while moving into the extreme left lane. Use the first parking lot on the left. Bill's daughter Lucille will be there to meet you and show you in. If you have slides or movies bring them along. Temporary officers will be elected, committees will be set up and refreshments will be served.

Your Club reporter and show organizer wishes to say thanks to all those who contributed to the success of the show.

P.S. I have noticed one or more inquiries about the MercoTronic Analyzer. I have used one for several years with considerable success. It is a simple, versatile machine and I prefer it over the Stevens or Graham instruments. A new MercoTronic machine comes with a easy-to-understand instruction manual and is more than adequate for most needs.

**Marine  
propulsion**



**around the  
world.**



# YOUR FELLOW AOMCI MEMBER.....

## FRED LUCAS

PO Box 461, Winchester, Indiana 47394

Fred writes his Cross Radial story

Before and during the early part of World War II I was doing a lot of boating. Since there are no lakes or rivers close to Winchester, Indiana, I had to travel some distance to get to the water. Going through Indianapolis one day I stopped at a boat and motor shop to see if they had any good used large motors 16-33 HP. Thirty-three horsepower was a large motor then. They said they had a big one back in the shop. I went back to look at it and it was a Cross Radial. However it was much too big and heavy for my use so I told them I wasn't interested in buying it - but I did stop in two or three times after that just to look at it because it was such a fascinating thing to see.

While serving in the armed forces during the war I learned to fly and after being discharged I took up flying instead of boating as a hobby but my interest in outboards never completely diminished.

Sometime around 1959 while visiting the local Evinrude dealer I noticed an old outboard motor under his bench and as I have a natural curiosity for antiques I got into a conversation with the owner and after much dickering I talked him out of it. It was completely covered with grease and dirt and we had no idea of its model, year, etc. We only knew that it was an old Evinrude.

After taking it home and cleaning it up I was amazed to find that the underwater parts, propeller, carburetor, etc. were made of brass and bronze. With the power head painted and the bronze polished it was a thing of beauty to see. (The motor was a 1917 Evinrude, Model A.) Immediately my interest in old outboards was sparked so I began picking up old motors when I could find them. I now have a total of 47, all pre-W.W. II vintage.

While in Indianapolis on business about 4 years ago I happened to remember that old fascinating radial that I'd seen several years ago so I drove to where the boat and motor shop used to be but they were gone and I didn't remember the owner's name or the name of the business.

I was going to give up trying to find it but the next morning while still at the motel I got the phone book out and called a few boat houses listed in it to see if any of them had any old motors and of course ask them if they knew the whereabouts of that old Cross Radial.

After about 12-15 calls I hit pay dirt. The Indiana Boat Sales had the radial and was wanting to sell it. Believe me, I lost no time going out there.

Mr. and Mrs. Myres were the owners. They used to have their business downtown but shortly after the war had moved to the northwest part of Indianapolis. Mr. Myres had acquired quite a little sentiment for this motor so they had kept it all these years.

Mr. and Mrs. Myres' son had loaned the Cross to the Indianapolis Tech H.S. Engineering class to tear apart and study. Although it was a nice gesture on his part it was a slight mistake for the Cross. They had treated some of the parts rather rough, but with the aid of a local machine shop and much work on my part I now have the Cross together again and I see no reason as to why it won't run as well as when new.

I really have very little information or knowledge of the Cross. I'm acquainted with a fellow who has raced against a Cross, but his knowledge of them is also rather limited. He did say they were quite temperamental but when running properly, could keep winding up until they disintegrated. I guess most of the fellows just couldn't resist running them full bore.

I have been told that these motors cost between \$1200 and \$1400 new which was quite a little chunk of cash back in the late twenties. They seem to be well designed and the machine work is excellent, even by today's standards.

Here are some specs and information taken from the data plate on top of the flywheel. Cross Gear and Engine Company, Detroit, Michigan. Serial No. 3106, Model No. 563. After grinding of valves set tappet to .010 clearance. Engine lubrication - use a high grade oil similar in body and character to Gargoyle Mobil "A". Crank case capacity 3 qts. Gear case - use Gargoyle Mobil "CW" or oil of similar body and character. Firing order 1 3 5 2 4.

The following information was copied from a 1928 Motor Boating Magazine and sent to me by Bill Seibel of Seattle, Washington, another Cross owner.

"Through its exclusive features of design, the Cross outboard gives lightning acceleration and flashing speed far beyond that of any other outboard engine. Using a racing wheel it will attain speeds of 45 to 50 MPH. This engine can be throttled from any part of the boat. Steering may be accomplished by turning the motor or by using a separate rudder. No muffler is used, yet the exhaust is perfectly silenced. Specifications include exaggerated "L" head construction with an extreme type of Ricardo combustion chamber, special design permitting the use of ordinary commercial gasoline on extremely high compression ratios. Zenith carburetor, Scintilla magneto, five cylinders, radial type, 4 cycle. Weight 135 lbs., 3500 RPM, racing or service gear ratios, force feed lubrication. "

There seems to be some variations in accessories used on these motors. Mine has a German made Bosch magneto. The 1928 June issue of Motor Boating pictures a Cross with a tractor type underwater and a 3-blade propeller. The crankshaft uses 3 large roller bearings for mains, is split into two parts and uses 2 large brass counter weights for balance. No. 3 cylinder holds the master rod. The four connecting rods are machined from a solid piece of steel. Pistons are aluminum with 3 rings, 2 compression, 1 oil. Being a 4 cycle engine it uses poppet valves. The exhaust sits above the intake. Each set of valves has its own camshaft, gear driven from the crankshaft.



Good job, Fred

The gas tank, crankcase, underwater parts, cylinder heads, etc. are cast aluminum; cylinder blocks are cast iron with steel sleeves and valve seats. Dry weight of my motor is 195 lbs which makes Motor Boating's 135 lbs seem to be a conservative figure.

Editor's Note:

The 1928 Cross Radial was listed in one source as a 35 HP @ 3500 RPM, 73 cu. in. machine weighing 145 pounds and priced at \$350. Bore and stroke was 2½ X 3-1/8 inches. In 1930, the same engine was listed at 50 HP, 74 cu. in. with a 2½ X 3 bore/stroke. RPM was up to 4000-4500 and weight up to 155 pounds. Also in the 1930 advertising, the Cross was shown to have electric starting and said to be completely remote controllable from anywhere in the boat.





Now that summertime activities are just about a thing of the past (at least for us Northerners), it's time to start some serious thinking about motor buying. And believe me, the fall and winter seasons are the best time to buy motors at reasonable prices. This is especially true of dealers who don't have people beating a path to their door as in the late spring and early summer. The chances are better for you when you offer a dealer \$10 to \$15 for an old motor when his store is empty rather than in May when he deals only in \$3000 to \$5000 rigs.

To help you off, I have assembled a long list of "Motors Seen" ads that follow that should be enough to keep anyone busy. There are many good motors in there. Count how many Row Boat Motors are listed and from that you can easily see that there are plenty around. So don't go overboard with high prices. I'm sure that there have been enough Evinrude Model A Row Boat Motors listed in all the past issues of the Antique Outboarder and Newsletters to enable every single member to have at least one of these classics.

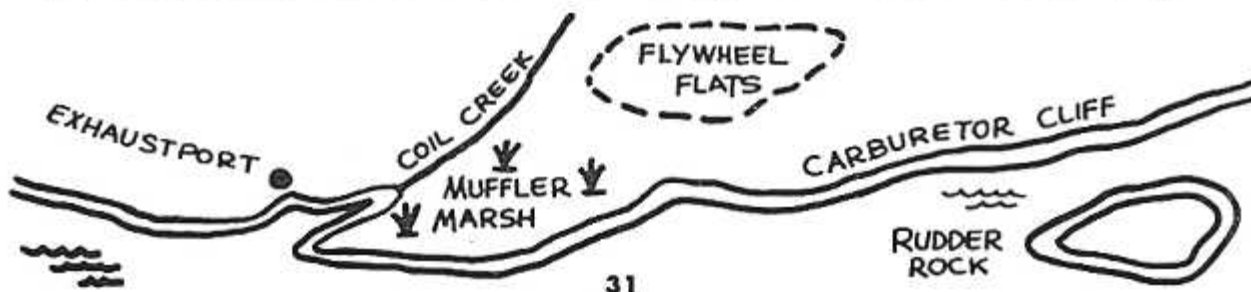
Some of the motors are listed with no other information. These are printed for those diehard antiquers who like nothing better than tracking down an unknown model to see what it may turn out to be. They are also printed for the benefit of those who live relatively close by the owner and it would be the simple matter of a phone call to uncover its full identity.

As usual there is still "fall out" from the Argosy article with people claiming that they have a thundering Giant Twin. All the ones that have not been verified are printed here. One person writing in claims he has a T-40. Who knows???????

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GENERAL REQUIREMENTS APPLICABLE TO CLASSIFIED ADVERTISING

1. a) Members- Complete AOMCI Form 101 or include: Make, Year, Model, Serial #, number of cyl, runs or not, condition of compression and spark, list parts missing, overall condition, features, price, state if member.  
b) Non-members must complete AOMCI Form 101. Obtain forms from writer.
  2. Advertising rates: Members-Free; Non-members - \$1.00 per motor.
  3. Closing dates: All ads must be received not later than the 1st of the month preceding the date of issue.
  4. Transactions based on good faith; Deliberate misrepresentation, or violation of the code of business ethics and good sportsmanship, will constitute grounds for refusal of advertising, and may result in disbarment from this club.
  5. Warning to purchasers: The AOMCI will accept no responsibility for any unsatisfactory transaction involving articles which either have or have not been described in accordance with the provisions of paragraph one.
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MOTORS SEEN

|   |  |  |
|---|--|--|
| ELTO: no other info; sorry;<br>Charles E. Wilson; Weaubleau<br>Missouri                     | ELTO: Mod 4281; Ser 6<br>01781; John Kohser, Rt<br>1; Red Wing, Minnesota                | ELTO: Mod 4253; Ser<br>02486; Linwood Bright; 828<br>Bvarta NE; Washington, DC.  |
| ELTO: no other info; sorry;<br>Herman Hansen, Rt 1;<br>Allenton, Wisconsin                  | ELTO: Lightwin; W.H.<br>Reichenbach; 538 South<br>Lodge; Lombard, Illinois               | ELTO: no other info; Paul<br>Rinkelweht; 1204 S 115th;<br>West Allis, Wisconsin  |
| ELTO: Ser 01859; Mod 4158;<br>John Roscoe; 102 Lake Louise;<br>Tacoma, Washington           | ELTO: no other info;<br>L.H. Rowell, Sr. 40 East<br>Indian; Norristown, Pa.              | ELTO: Mod J; Ser 47269;<br>R.W. Schuler; 17 Wells;<br>Middletown, New York       |
| ELTO: Mod G; Ser 30288; J.V.<br>Shand; 1271 Cambridge Ave.<br>Plainfield, New Jersey        | ELTO: no other info;<br>D.B. Smith; 1207 Rose-<br>mary; Concord, Calif.                  | ELTO: Mod 308; Ser 93083;<br>Robert Sundell; 22 Main;<br>Ridgway, Pennsylvania   |
| ELTO: Speedster; Ser 65598;<br>E.Y. Thompson; 1301 23rd Ct.<br>Phenix City, Alabama         | ELTO: no other info;<br>R. Tomaszewski; Rt 1;<br>Three Lakes, Wisconsin                  | ELTO: no other info;<br>B. Tulloch; Star Rt 2; Box<br>11; Port Angeles, Wiscons  |
| ELTO: Speedster; Ser 842685;<br>John Tyma Jr.; Droz Ave. Ridge<br>Road Bxt; Ambridge, Penn. | ELTO: Mod 4285; Ser 492;<br>J. Vinson; 100 S. Oak;<br>Sheridan, Arkansas                 | ELTO: Lightwin; Ser 17232;<br>G.C. Belt; 6759 S. Worsham<br>Whittier, California |
| ELTO: Mod J; Ser 48263; Harry<br>Hoggatt; 1638 South 50th;<br>Kansas City, Kansas           | ELTO: Mod G; Ser 24813;<br>G.W. Fisher; 30 N River<br>Rd.; Waterville, Ohio              | ELTO: no other info;<br>H. Burton; Rt 2, Box 211;<br>Sherman, Texas              |
| ELTO: Pal; no other info;<br>W.F. Spring; 207 E Union;<br>Burlington, New Jersey            | ELTO: Lightwin; Ser 4842<br>S.A. Raley; 14226 Elmdale<br>Detroit, Michigan               | ELTO: Lightwin; Mrs. C.<br>Walls; 15101 Talbot;<br>La Mirada, California         |
| ELTO: 1921 Lightwin; Jim<br>White; 314 11th Place NW;<br>Arab, Alabama                      | ELTO: Pal; Mod 4203; O.<br>Byrd; 1642 Cortez, Rd.<br>Jacksonville, Florida               | ELTO: Mod C; Ser 16584;<br>S. Kelsick; 10106 E 79th;<br>Raytown, Missouri        |
| ELTO: Mod 4253; Ser 00976;<br>T.B. Sword; Rt 9, Box 95AA;<br>Tyler, Texas                   | ELTO: Lightwin; M.B.<br>Ongley; 1353 S 300 W;<br>Bountiful, Utah                         | ELTO: Lightwin; Paul<br>Griffin; Cedarville,<br>Michigan 49719                   |
| ELTO: Lightwin; William<br>Conaway; 2022 Thomas Ave. N;<br>Minneapolis, Minn.               | ELTO: Mod 4313; Ser 4397<br>R.T. Garrett; Norris Yatch<br>Basin; Staatsburg, New York    | ELTO: Lightwin; Tom<br>Peru, New York  |
| ELTO: Mod G; Ser 35439; J.<br>Fredenbug; 1321 Junewood;<br>Oxnard, Calif. 93030             | ELTO: Lightwin; David<br>Brown; 20 Vickers; Sydney<br>Minea, N.S.; Canada                | ELTO: Pal; John<br>Anthony; Box 297;<br>Hinsdale, Massachusetts                  |
| ELTO: Mod 4286; Ser 06432;<br>Richard Leonard, Sr.; Box 184<br>Woodstock, Vermont           | ELTO: Mate; Paul Laird;<br>272 Helen Street;<br>Kingston; Ontario; Canada                | ELTO: Lightwin; Conley<br>Philqs; Box 128;<br>Advance, Indiana                   |
| ELTO: Quad; 1928; Ser 70446;<br>T.W. Haley; Box 96; Buda,<br>Illinois 61314                 | ELTO: Lightwin; Harry<br>Munro; RR #1 Madeira Park Marine;<br>Box 5-12; British Columbia | ELTO: Quad; Smithfield<br>Douglas Pike;<br>Centredale, R.I.                      |
| ELTO: Pal; Stanley Reyes;<br>3808 Clematis Ave.<br>New Orleans, Louisiana                   | ELTO: Lightwin; Paul<br>Cobb; 825 Bolivar Dr.;<br>Bradford, Pennsylvania                 | ELTO: no other info;<br>J.H. Robinson; 15442<br>Elgin; Channelview, Texas        |
| ELTO: Mod 4357; Ser 05148;<br>B.J. Gailford; 19 Gill Lane;<br>Iselin, New Jersey            | ELTO: Lightwin; Wayne<br>Bois; 16525 S State;<br>South Holland, Illinois                 | ELTO: no other info;<br>H.R. Vandagniff; Rt 1;<br>Kosh Konong, Missouri          |
| ELTO: Mod 4286; Ser 10614;<br>D. Blackwell; Blue Spruce,<br>RD #1; Pennington, New Jersey   | ELTO: Ser 82394 H; Larry<br>465 Powell; Pickering<br>Beach; Ajax; Ontario                | ELTO: Mod C; Ser 16191;<br>J.D. Sampley; Box 672;<br>Olivehurst; Calif.          |
| ELTO: Lightwin; L. D'Amour;<br>4B Bell-Irving; Trenton,<br>Ontario, Canada                  | ELTO: Speedster; Ser<br>80387; H. Keatts; 2216 S<br>Main; Little Rock, Ark.              | ELTO: Lightwin; R.<br>Haberstock; 304 South<br>Lakewood; Orlando, Fla.           |
| ELTO: no other info; W.<br>troupe; 6216 Dale; Newfare,<br>New York 14108                    | ELTO: Mod 4158; Ser 7;<br>H.W. Koplien; 4143 N 27th<br>Milwaukee, Wisconsin              | ELTO: no other info;<br>J. Cavanaugh; Box 296;<br>Pelalima, Calif.               |
| ELTO: Lightwin; F.G. Estey;<br>Division Street;<br>Dennisport, Mass.                        | ELTO: Speedster; Andrew<br>Harvey; 415 Johnston;<br>Port Alberni, BC, Canada             | ELTO: Mod 4266; Ser 7805;<br>H. Wirth; 608 Wicker-<br>sham; Ft. Benning, Ga.     |



MOTORS SEEN

EVINRUDE: Row Boat Motor Mrs. C.H. Schneider; N75 W15472; Menomonee Fls; Wis  
 EVINRUDE: Speeditwin; W. Patch; Minier, Illinois 61759  
 EVINRUDE: Row Boat Motor; M. Steilow; 1327 E 4th; Sioux Falls, South Dakota  
 EVINRUDE: 1/2 HP; R.M. Thurin; 9610 SW Eagle; Beaverton, Oregon  
 EVINRUDE: Mod 4263; Ser 03852; A. Eastwood; 6844 SW 55th; Portland, Oregon  
 EVINRUDE: Row Boat Motor H. Egan; 1398 B Street; Arcata, Calif.  
 EVINRUDE: Row Boat Motor P. Kosola; Britt, Minn. 55710  
 EVINRUDE: Mod 4261; Ser 00203; W.A. Moore; Box 201; Silver Springs, Fla.  
 EVINRUDE: Row Boat Motor R. Tucker; 19 Sunset; Paoli, Penn.  
 EVINRUDE: Sportwin; H. Edwards; Idaho Falls; Idaho  
 EVINRUDE: Row Boat Motor D. Dixon; 7336 E Garfield Scottsdale, Arizona  
 EVINRUDE: Mod 4346; Ser 00883; P. Kerr; Box 614; Santa Paula, Calif.  
 EVINRUDE: Row Boat Motor K. Boner; Box 123; Afton, Oklahoma 74331  
 EVINRUDE: Mod 9032; Ser 01088; R. Campbell; Cleveland, Ohio  
 EVINRUDE: Speedifour; W. Tesch; 74 Canton St; Tonawanda, New York  
 EVINRUDE: Row Boat Motor F. Wright; Box 4104; Stockton, California  
 EVINRUDE: Row Boat Motor R. Ducharme; RFD #2; Woonsocket, Rhode Island  
 EVINRUDE: Ser 05316; Mod 4362; F. Andrews; Box 452; S Webster, Ohio  
 EVINRUDE: Mod 6039; Ser 20130; L. Sava; RD #2; Cato, New York  
 EVINRUDE: Mod 4102; Ser 0241; C. DeWitt; Rt 4, Box 710; Brooksville, Florida  
 EVINRUDE: Mod N8; Ser 10343; J. Ducharme; 117 New Boston; Fairhaven, Mass  
 EVINRUDE: Quad; James Sweeney; 8308 W 82nd; Bloomington, Minn.  
 EVINRUDE: Mod 4148; Ser 0934; C. Nichols; 358 Marble; Cadillac, Mich.  
 EVINRUDE: Mod 4362; Ser 07503; W. Foster; 6655 Newbridge; Cincinnati, O.  
 EVINRUDE: Zephyr; D.J. RT 3, Box 658; Knox, Indiana  
 EVINRUDE: Row Boat Motor D. Ruff; 884 13th St. SW Great Falls, Montana  
 EVINRUDE: E. Sacks; Bank of Bethesda; Bethesda, Maryland 20014  
 EVINRUDE: Kleo Quad; G. Buffum; RD #1; Endicott, New York  
 EVINRUDE: Row Boat Motor R. Dueber; 2550 Jolis Pt West Linn, Ore. 97068  
 EVINRUDE: Row Boat Motor R. Wood; Box 126; Ozark, Missouri 65721  
 EVINRUDE: Row Boat Motor F. Christman; Star Rt 8; Cold Brook, New York  
 EVINRUDE: Row Boat Motor W.E. Gutzmer; 1257 E 3rd Salt Lake City, Utah  
 EVINRUDE: Mod 4263; Ser 63887; W. Porter; 2514 Pacific; Forest Grove, Ore  
 EVINRUDE: Row Boat Motor D. Fox; S. Franklin St. Ashley, Ohio  
 EVINRUDE: Row Boat Motor F. Richardson; 317 Orange; Missoula, Montana  
 EVINRUDE: Mod 4156; Ser 01958; M. Raymond; Box 131; McBrides, Michigan  
 EVINRUDE: Speeditwin; L. Hunt, Jr.; 14801 Blaine; Posen, Illinois  
 EVINRUDE: Mod 4263; Ser 03375; L. Dupuy; 69 Manor Copiaque, N.Y. 11726  
 EVINRUDE: Speeditwin; 1936 G. Fischer; 8708 Lerwick Sacramento, California  
 EVINRUDE: Row Boat Motor Egin, Illinois  
 EVINRUDE: Mod 7015 & 8008; B.H. Adams; 319 7th; Laurel; Montana  
 EVINRUDE: Row Boat Motor; H. Crouch; 38 Woodside Drive Belleville, Illinois  
 EVINRUDE: Scout; C. Kellam; 1951 N. 47 St; Spa. 73; San Diego, California  
 EVINRUDE: Mod 425; Ser 01811; J. Thomson; 98 Wollongong; N.S.W. Arncliffe; Australia  
 EVINRUDE: Mod A; Ser 118911; W. Shaw; 131 Hawley; Camden, Tenn. 38320  
 EVINRUDE: Mod 6039; Ser 00654; L. Dobough; 260 Airport Rd NE Warren, Ohio 44481  
 EVINRUDE: 1935; 2.5 HP?; A.J. Rost; 11454B Washington Place Los Angeles, California  
 EVINRUDE: Mod 6018 & 6039; W. Verboor; 411 N 1st; Hillsboro, Oregon  
 EVINRUDE: Mod T; Ser 2264; C. Brahm; 5000 N 132nd; Butler, Wisconsin  
 EVINRUDE: Mod H; Ser 10H158; R. Stevaken; 21 E 47th; Bayonne, New Jersey  
 EVINRUDE: Speedifour; S. Usdan; 120 Monroe; Memphis, Tenn.  
 EVINRUDE: Row Boat Motor; P. Gere; 2535 Great Neck; Copiaque, N.Y. 11726  
 EVINRUDE: Mod 4407; Ser 09557 D. Hicks; 1015 Jefferson; Traverse City, Missouri  
 EVINRUDE: Row Boat Motor; O. Orr; 1745 Nash Drive; Saint Joseph, Michigan  
 EVINRUDE: Mod 4271; Ser 01876 W. Middagh; Box 127; Verdi, Nevada  
 EVINRUDE: Mod 6039; Ser 11028 J. Baryo; 1112 E. Lemon Ave.; Leapoo, California  
 EVINRUDE: Mod 6039; Ser 07797 A. Shaffer; 236 S Market St; Wooster, Ohio 44691  
 EVINRUDE: Sportwin; 1940; W. Asal; 90 Barnham Rd. Avon, Connecticut  
 EVINRUDE: Sportwin; 1936; J. Witulaki; 430 Beebe St.; Alpena, Michigan  
 EVINRUDE: Fractional HP Motor; F. Willis; 494 Buena Vista; Redwood City, California



MOTORS SEEN

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|---|--|---|
| JOHNSON: Mod 100; W. Davis; 861 Conlins; West Hill; Ontario Canada      | JOHNSON: Mod KD; F. Maciejewski; 244 Lake; Sayner, Wisconsin                                 | JOHNSON: Large opposed twin; M. Mckean; 730 Indian #6; Sarina, Ontario Canada         |
| JOHNSON: Mod P-30; C. Weingartner; 106 S. Mulberry; Mansfield, Ohio     | JOHNSON: Large opposed Twin; H. Schroeder; 937 8th Ave. SW; Rochester, Minn.                 | JOHNSON: Mod P-49; F. Lauher; 157A Mt. Rd.; West Holyoke, Massachusetts               |
| JOHNSON: Mod J-25; W. Sprague; RFD Box 205; Machias, Maine              | JOHNSON: LS-38; W. Briggs 9660 Ivanhoe Ave.; Schiller Park, Ill.                             | JOHNSON: Mod A-35; R. Palmer 6417 Blaine; Spring Grove, Illinois                      |
| JOHNSON: Mod A; J. Deming; Rt 2, Box 440; Apopka, Fla. 32703            | JOHNSON: Large Twin; F. Wall; 69 Crescent; Sydney Mines, Nova Scotia                         | JOHNSON: K series twin; F. Dettloff; 13462 Steeflet; Gibraltar, Michigan              |
| JOHNSON: Mod MS-39; M. High; 409 E. Delaware; Deatur, Mich.             | JOHNSON: Large twin; M. Farr; 6165 Susan; Noraville, Georgia                                 | JOHNSON: Mod A-25; L. Sollers; 523 Harvey; Danville, Illinois                         |
| JOHNSON: Mod POLR-15; E. Delholm; Rt 2, Box 59; Pearl River, La. 70452  | JOHNSON: Mod KF-45; K. Merryman; 1218 St. Stephen Cahokia, Ill. 62206                        | JOHNSON: 5 HP; Frank Dalka; Rt #4; Rhineland; Wisconsin 54501                         |
| JOHNSON: Mod A; N. Boehm; 1377 Sunningdale; Groose Point Woods, Mich.   | JOHNSON: Large Twin; M. Korb; RR #3; Cadott, Wisconsin, 54727                                | JOHNSON: Mod K-35; C. Maurus; 1239 S Avon Belden; Grafton, Ohio                       |
| JOHNSON: Mod A-25; C. Noah; Box 210; Boline, Texas                      | JOHNSON: Mod A-35; J. Burgy; 729 Oakaale; St. Paul, Minn.                                    | JOHNSON: Mod LT-39; H. Rasmussen; Rt 2; Blair, Nebraska 68008                         |
| JOHNSON: Opposed Twin; G. Hamers; 4012 21st; Racine, Wisconsin          | JOHNSON: Mod HS-10; C. Qualls; RR #1; Dupo, Illinois 62239                                   | JOHNSON: No other info; E. Rawshe; 1114 American; Salt Lake City, Utah                |
| JOHNSON: Mod PO-39; R. Hulilt; 6104 W 79th; Prairie Village, Kansas     | JOHNSON: No other info; J. Boysen; 1100 S 7th; Sioux Falls, South Dakota                     | JOHNSON: Waterbug; L. Domzalaki; 12330 Glenfield; Detroit, Mich.                      |
| JOHNSON: 4 Cylinder; A. Beinold; Box 103; Osage Beach, Missouri         | JOHNSON: Mod OA-55; J. Dibelka; 147 Catalpa; Chicago, Illinois                               | JOHNSON: Mod PO-15; L. Hofecher; Rt 1, Sunnyside Rd.; Vermilion, Ohio                 |
| JOHNSON: Mod K-40; R. Rice; 5702 Van Dyne; Oshkosh, Wisconsin           | JOHNSON: Large Twin; T. Brown; 8034 S Marshfield Chicago, Illinois                           | JOHNSON: Mod S-45; L. Symons; 1533 Allen St.; Allentown, Pennsylvania                 |
| JOHNSON: Mod A-35; C. Robbins; Airport Rd. Sixes, Oregon 97476          | JOHNSON: Mod 300; D. George; 504 1/2 Maple; Durham, North Carolina                           | JOHNSON: Mod KA-10; W. Shink, Sr.; 24720 Ursuline; St. Clair Shores, Michigan         |
| JOHNSON: Mod A-25; G. Dickson; 1944 Davebrook; Clarkson, Ontario Canada | JOHNSON: Mod PO-15; M. Jeff; 3731 SE 14th; Gainesville, Florida                              | JOHNSON: Alt. Twin; W. Johnson; 4037 SW 65th; Apt 9; Miami, Florida                   |
| JOHNSON: Mod A; Ser 709; E. Freisleben; 2712 6th; Wausau, Wisconsin     | JOHNSON: Mod 300; M. Replogle; RR #1; Box 78; Orlando, Florida                               | JOHNSON: Mod 300; Gracie Davis; 803 S Allen; Centralia, Missouri                      |
| JOHNSON: Mod OK-15; J. Hall; Kirk's Ferry; Prov Quebec Canada           | JOHNSON: Mod A; F. Biba; 4843 Governor; San Diego, California                                | JOHNSON: Mod J; James O'Toole; Sauk Centre, Michigan 56378                            |
| JOHNSON: Mod LT-38; A. Hiller; 51 Paardeburg; Kingston, Ontario Canada  | JOHNSON: Mod OK-75; C. Boutilier; 70 Bay St. Trenton, Ontario Canada                         | JOHNSON: Mod AT-10; Christine Burdick; Box 242, RFD Turners Falls; Bernardston, Mass. |
| JOHNSON: Mod LS-37; A. Sirois; 10 Pleasant; Lewiston, Maine             | JOHNSON: No other info; C. Davidson; RFD #2; Athens, Pennsylvania                            | JOHNSON: Mod A-25; C. Porter; 661 Walker; Utica, New York                             |
| JOHNSON: Mod LT-37; H. Lindahl; Rt #2; Kane, Pennsylvania 16735         | JOHNSON: Mod A; W. Thomas; 2712 NE Regents; Portland, Oregon                                 | JOHNSON: 4 cylinder; W. Anderson; Box 742; Madras, Ore. (Does 40 mph on 12' Larson)   |
| JOHNSON: Mod KF-45; R. Fabian; Box 776; Fairbanks, Alaska               | JOHNSON: 3 motors; Bert Hansen; PO Delta Jet.; Mi. 227; Richardson Hwy; Black Rapids, Alaska | JOHNSON: Mod P-50; B. Scobie; Box 631; Grand Centre, Alberta                          |



MOTORS SEEN

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|--|---|---|
| JOHNSON: Mod K-50; Ser P. Durant; Box 737; Seward B, Alaska            | JOHNSON: Mod T-40???? R. Shupe; 137 Whittlesey Norwalk, Ohio 44857            | JOHNSON: Mod A-80; Ser 244377 J. LaFrance; Rt 3; St. Anna, Illinois             |
| JOHNSON: Mod A; Ser E955 R. Jeschke; 522 S 6th; Klamath Falls, Oregon  | JOHNSON: Mod A-35; BER 68949; R. Pearson; 1214 Major; Ottawa, Ontario, Can    | JOHNSON: Mod F-85; Ser 202586 H. Zimmerman; 1226 18th; Huntington, W. Va. 25701 |
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## LONG BRANCH SALE

The July 28th New Jersey Meet auction with Tom "Colonel" Luce presiding. Tom is standing on the sea wall with Harry Holden (R.) looking on. Bob Zipps (L.), Doc Craver (seated), Bob Hampton (plaid shirt), Dick Michel (holding L-A racer) and others are waiting to bid.