

The ANTIQUE OUTBOARDER



Outboard Historian Jim Webb takes a pre-production 1928 Quad over the wake of another test boat during testing in the Fall of 1927. Ralph Evinrude took the picture with a Graflex. Things were rugged then, no steering wheel, but he did wear a life preserver since the temperature was right at freezing that November day. The jump was made at about 35 mph and movies show that the boat was out of water for about 30 feet. After seeing the movies, Mrs. Evinrude forbade any more shenanigans like that.

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The Antique Outboard Motor Club

THE ANTIQUE OUTBOARDER

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A.O.M.C.

The Antique Outboarder

is an official publication of The Antique Outboarder Motor Club. The first issue was printed in January of 1966, and succeeding issues are mailed in January, April, July and October. The Antique Outboard Motor Club was organized in October, 1965 and is beyond any doubt, non-profit. The club is devoted to people all over the world who are interested in these fascinating engines, their restoration and their preservation. Club headquarters: 1107 Pueblo Drive, Richardson, Texas 75080.

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"souping", but in so doing I would omit 20 more whose friends might well say, "Why not Zilch? Got something against him?"

The boys in racing today tell me that the same thing still applies. The racing motor makers start them with a fine product, but new "souping" ideas help immensely.

These boys filed ports, streamlined gear housings, planed heads, polished bypasses, welded here, took off there, lapped by the hour with Bon Ami and oil, fiddled with carburetors, intakes, lined up and realigned. Plenty of stuff was ruined, but in so doing they found out just how far they could go in this or that direction, before passing the breaking point. They worked by the hour with combinations of propellers, gears, boats, loads, trim. Some of the top boys had one combination for a hot, dry day and another for cold and damp weather.

And fuels! Everything under the sun - Benzol, alcohol, TNT, casing head gas, and other secret ingredients by the score. Eventually most of them came to Dynax. Remember that? But more than one had his own little bottle with which he improved Dynax.

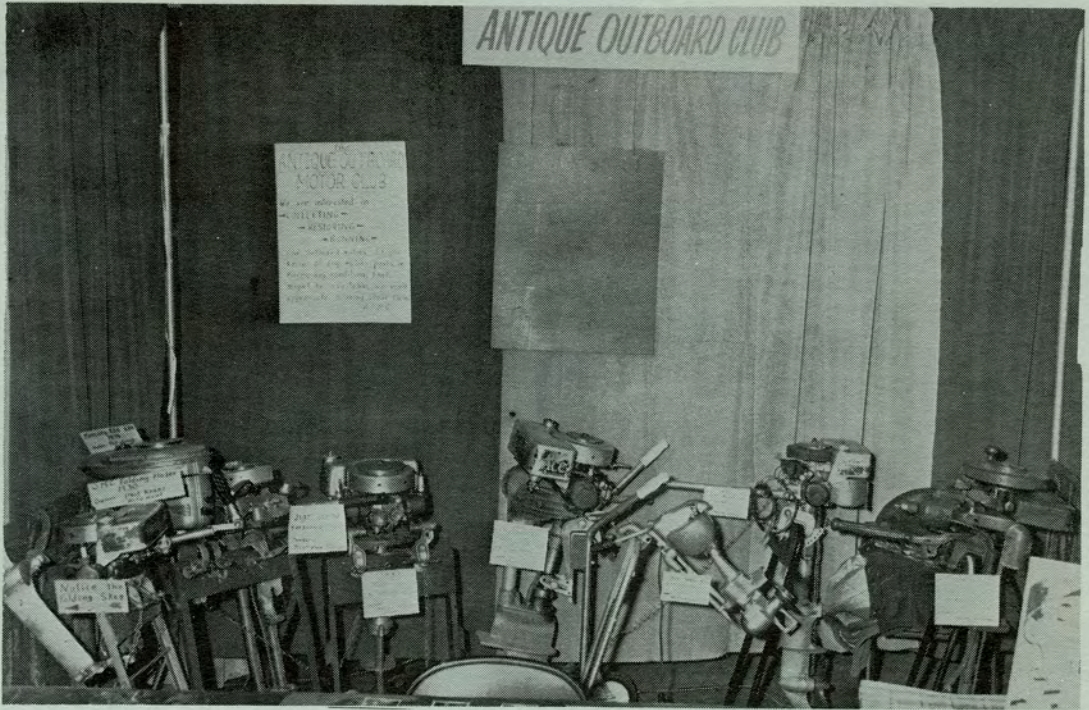
And what a winner came up with one year would be incorporated in the next year's production models. So was the racing motor breed improved. In fact, if somebody came up with something good early enough in the year, the change would go into racing motor production right away. For a time, we used to guarantee to keep current year's racing models up to date with any changes for a period of 90 days or so after purchase.

Those were the days! We could decide on a change this morning, have the pattern changed by tomorrow morning, get the foundry to rush us castings the next day, machine them the day after that and have them in motors by the next weekend. But those were sand castings, small volume items. And in those days, we had machinists who could make a piece like a print with a lathe, a mill, and a drill press; craftsmen who had "served their time", and were proud of their abilities. You find such men only in the tool rooms nowadays, and not enough of them at that. Fast changes can still be made - but with today's specialized high production tooling, the costs are astronomical.

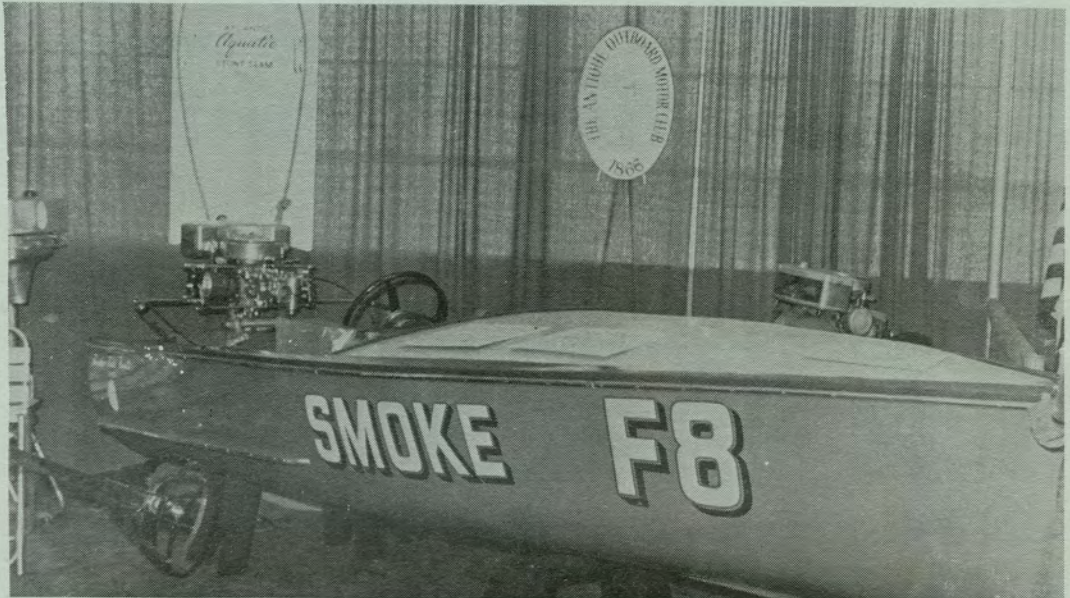


IN THE OLD DAYS
a flat rock and
ingenuity had to
substitute for
machine shops.

SHOWS



THE ALBANY BOAT SHOW



THE MIAMI SHOW
John Harrison's 1940
Barker-Todd with
Model P Johnson

SPECIAL MEMBERS

SPONSORING [\$100.]

KIEFKHAEFER CORPORATION, Fond du Lac, Wisconsin

ASSOCIATE [\$50.]

FVINRUDE MOTORS, Milwaukee, Wisconsin
RALPH FVINRUDE, Jensen Beach, Florida

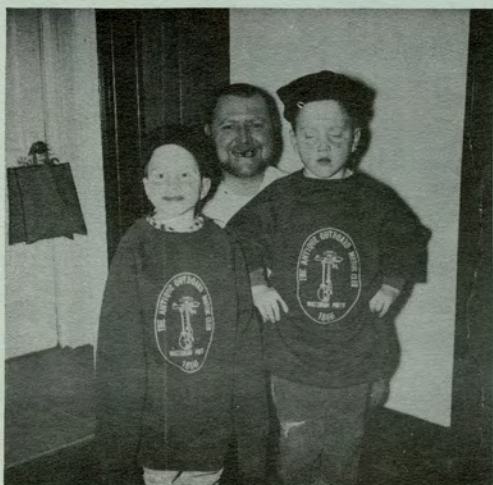
CONTRIBUTING [\$25.]

THE BIG W OUTBOARD MOTOR MUSEUM, Lake Winnepesaukee, Wolfeboro,
New Hampshire

These members have contributed to the club's growth and activities through the purchase of a Special Membership. In recognition and in appreciation, they are so listed.

The Antique Outboard Motor Club

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These high quality shirts are imprinted with the official club emblem. Order yours in S-M-L-XL; black or burgundy with white emblem; short or long sleeves.

price: \$4.95 each p.p.

Send check and information to

Tom Zimmer
390 Sherwood Lane
Algonac, Michigan

Mark (l.) and Mike Zimmer with Dad.

DEVELOPMENT

OF THE ELTO QUAD

W.J. WEBB

SPEEDSTER

The idea of a four-cylinder outboard motor occurred to Ole Evinrude almost simultaneously with his plans to build the Elto, the first twin cylinder - or other type outboard for that matter - to make wide use of aluminum. This was in 1918. Twins were on the market then, but none had been successful. All were heavy, slow, and generally hard to start.

However, he kept his nose to the two-cylinder grindstone (no doubt with plenty of help from Mrs. Evinrude), perfected it, made it a success from both an engineering and a commercial standpoint. But the four-cylinder idea never left him, and in 1923, with problems easing a little, Ole secretly built three four-cylinder outboards, using the same cylinders, pistons and rods that had worked so well in the three-hp Elto Light Twin. Piston displacement of the twin was 15.904 cu.in. - 31.808 cu.in. for the four.

There were two big problems - ignition and boats. Ole used battery with make and break, and it didn't work too consistently. It was not until 1927 that he found out how to make an Atwater Kent timer that would work as well as he wanted. Besides that, the boats then available were mostly displacement and couldn't use the power.

Ole never gave that early Quad a real try, but he always kept it in mind. They were doing well enough as it was and he had lots of ideas for making the Elto Twin a better motor, among them the Propello Pump, the first water cooling system that wouldn't wear out. He had lots of ideas about gear ratios and the like, but after a few abortive attempts, the Quad was shelved.

In 1926, Elto's Seattle distributor, S.V.B. Miller persuaded Ole and Bess to let him take one of the old Quads out to Seattle and try it on one of his fast (for those days) boats. Outside of rapid burning of the make and break ignition points, the Quad worked well. Miller was ecstatic. But the whole project was kept pretty well under wraps.

The need for speed was not recognized, and at this most opportune time, the Evinrude's son Ralph, entered the picture. A sophomore at the University of Wisconsin, Ralph said, "We must have the Quad for 1928." From the time school let out in June until New York Boat Show time in January, Ralph devoted all of his considerable energy to pushing the Quad and Speedster for the 1928 market. This pushing went on morning, noon and night, seven days a week. Without it, we wouldn't have had those motors ready and would certainly have missed a big part of the 1928 market."

In 1926 Oie had increased the bore of the Light Twin to $2\frac{1}{2}$ inches with the stroke remaining at 2 inches. This gave a cubic displacement of 19.6 cubic inches on the twin and 39.2 on the Quad. The Speedster was simply the Light Twin turned loose with a 3-to-2 gear reduction, provision for an adequate spark advance, and some carburetor changes that permitted what the auto boys of today call "deep breathing".

The Quad was two Speedster powerheads, one atop the other with a changed Atwater Kent ignition system that permitted perfect battery ignition without the point burning that had plagued the early Quads.

Development of the Speedster and Quad went forward at the same time, with the Speedster being ready for production in September of 1927.

Either Ralph Evinrude or I personally gave a final boat test to every one of the first 1200 Speedsters that we produced in the Fall of 1927. Every one of those first Speedsters had to check $22\frac{1}{2}$ miles per hour by stop watch timing over an accurate course on the upper Milwaukee River or it was sent back. We used either a Thompson Step Plane or a Penn Man Baby Stepper. Several times a day, we would rush up to the river test spot just above the North Avenue bridge, test a load of motors, rush back to the office, and wait for the next call. Either one or the other of us was at the river most of the day.

The big trouble lay in getting Ralph to quit for the day. After the day's testing chores were over, we would usually do some test running on something special.

Ralph was prone to stay out running until it was too dark to see. More than once I was sent up to the river to tell Ralph to quit for the day. This was easier said than done. Finally we put in a phone at the river boat house. I have seen Ralph come in blue with cold with the request to "fill 'er up for just one more run".

Most of the test running on the Quad was done after the summer residents had left Oconomowoc Lake where the Evinrudes had their summer place. Ralph, Rob Cary, and I did nearly all of the development running on the Quad in October, November and - until the lake froze - in December. Rob was Mrs. Evinrude's brother and was also the Elto Service Manager. We managed to keep the Quad just about 100 percent secret until the New York Boat Show in January.

It was during one of the late November test sessions that I chanced - at full speed - to cross the wake of a boat that Rob was driving out of a plane. I took off in a big jump. Ralph saw it and immediately said, "What a picture that would make." So the very next day we went to the lake again with a Graflex camera. Rob drove one boat out of a plane throwing as big a wake as possible. I would approach from the after port quarter, cross the wake as close to the stern of Rob's boat as possible and Ralph would attempt to photograph me in mid-air. He got several

good pictures, one of which was the center piece of Elto advertising for 1928. This was the first jumping picture made as far as I know. Mrs. Evinrude was delighted with the pictures, but when she saw movies that were taken at the same time, and saw how close we came to colliding a couple of times, she said, "No more of that." Also she said that had she known what we were planning to do when we went to the lake that day, she would not have permitted it, which is why we didn't tell her.

The first Quads had bronze connecting rods and iron pistons. But the next Spring the fine performance of the Evinrude Speeditwins forced us to make a mid-season change and come out with a Hi-Speed model which had aluminum pistons, aluminum rods, larger ports, larger carburetor openings, etc. From 3500 RPM, the Quad's speed went up to 4300 plus. That Fall, Eldon Travis set a new World Time Trial record of 41.748 MPH with a Quad.

That year, the Quads cleaned up at the National Championships at Wilmington, N.C.

A great deal of the outboard engineering and other engineering too, of that day was done on a "cut and try" basis. Rough out an idea, make it, try it, hope it works. If it doesn't, change it and try again.

Ole Evinrude probably had less "cut and try" than most as he used to say he could better spend his time correcting mistakes on the drawing board before they got into the shop than in rushing around afterwards. He was a straight sound engineering thinker. His work had few frills. He made mistakes like others, too, but his cussess proved that he didn't make many. And when he made them, he refused to spend months trying to prove a mistake was right. He corrected it as fast as he could.

In 1930, Ole Evinrude came out with his crankshaft rotary valve, and until the advent of the reed valve in Evinrude's 1935 Sportsman, the crankshaft rotary valve was as good and trouble-free a method of intake as there was. The gear driven rotary valve did a good job efficiency-wise, but was more subject to mechanical troubles.

From the 50-cubic inch Speedifour in 1930, it was just a short step to putting two Evinrude Speeditwin powerheads atop each other and making the Elto Big Quad or the Evinrude Big Four in the Service versions and then the Four Sixty in the racing version. These motors had 59.6 cubic inches.

The fine record of the Johnson 32 forced the development of the 4-60. In racing trim this fine 39.8 cubic inch motor could beat the 49 cubic inch Evinrudes and Eltos although the latter had better load lugging ability.

And now to say something that I'll bet 99 percent of our Antiquers already know. While the Evinrude, Elto and Johnson engineers did a fine job in the designing and building of the basic racing machines, it took the individual ingenuity and initiative of the dozens of racing drivers, who were at the same time good mechanics and fine practical engineers, to get the best out of these motors. I could name 20 who made great contributions to the fine art of

the editor's CORNER

d r REINHARTSEN

As you've no doubt noticed, there is a different flavor to the Antique Outboarder. The reason - we now have a professional journalist, Sally Nance, and the entire publication of the Antique Outboarder is in her hands. Succeeding issues of our Club magazine promise to be better and better.

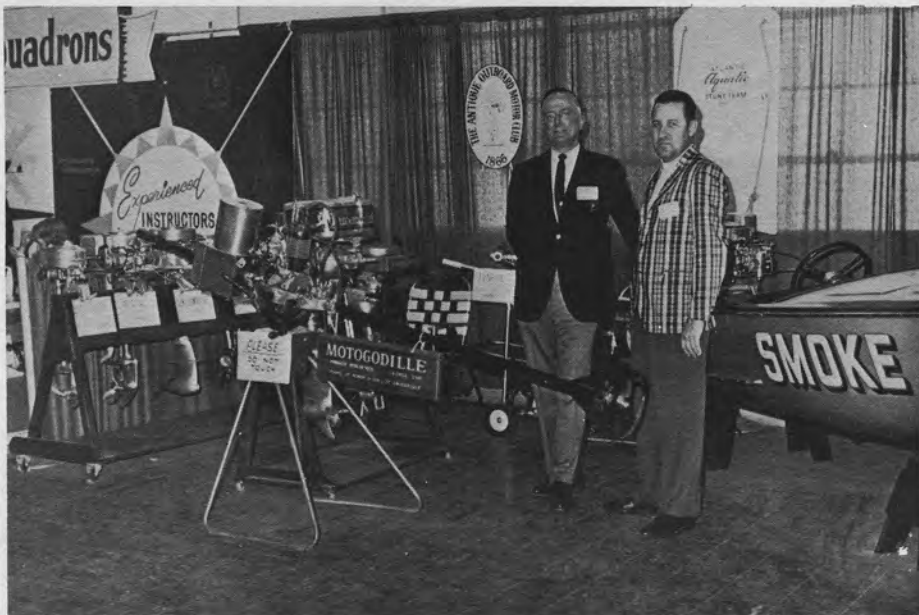
There have been some other changes too.

Dick Jones of Miami, Florida is our membership director, handling all renewals and new memberships.

Ken and Bob Hampton have taken over motor registration, and have just completed an extensive file of who owns what.

Bob Zips now has the Newsletter in full swing. The Newsletter, as you know, is intended to increase communication between members by keeping us informed once a month, rather than once every three months.

BOAT SHOWS - BOAT SHOWS - That's the big news of this issue. Dick Jones and John Harrison had a fine exhibit in the Miami Boat Show. That's John and Dick below.



Roy Machen had a fine display at the Chicago Boat Show. We'll include some pictures of that display in the next issue.

Walter Weidman had a display at the Albany Boat Show. Phil Kranz was a great help to Walter, manning the booth when Walter couldn't. A picture of the display is below. Walter wanted to display some 84 motors, but they wouldn't let him.



We are presently in contact with lawyers with a goal of incorporating the Club as a non-profit institution in the state of Texas. Fees will be about \$300 but this much will be saved in the coming years in insurance, postage and taxes. We could sure use your help when it comes to meeting the expenses.

By the way, when I talked to Mr. Weidman on the phone, it became evident that he is somewhat of a walking encyclopedia when it comes to Cailles. Anyone have any Caille-type questions? Ask Walter Weidman.

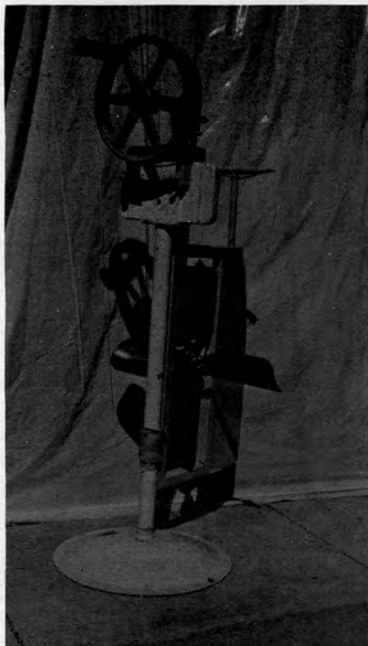
Marcus Wright in New Jersey has already had his Elto Speedster in the water - on March 30th! Marc is hard at work on a 1928 Elto Quad and should have it ready for the New Jersey meet to be held June 1 at Pleasure Bay Marina, Long Branch, New Jersey. June 8 is an alternate date.

Communication between members has always been a major goal. Marcus Wright is corresponding by tape recorder with Bill Kelley, Dave Reinhartsen, and Tom Costello of New Zealand. We've found that this is an excellent way to keep in touch for it saves a lot of time.

Members: send in some suggestions for future articles - we'll try to fill your requests.

Howard Jung of Monterey Park, California was so intrigued by the picture of the Reese patent of 1866, that he built a replica of

it. If anyone is interested in building a replica of it, Howard has plans and instructions.



Reese patent - 1866

Howard Jung

Bill Kelley of Kirkland, Washington is now in charge of member news. All letters which I receive, I pass on to Bill who edits them for incorporation in the Newsletter and magazine. Take time to write Bill a letter telling him what you're working on and what motors you have added to your collection.

Along with his other activities, Marcus runs a parts hunting service for the Club. If you need parts, identify yourself as a member, and give as complete a description as you can of what you need. If you have extra parts, let Marc know so that they may be bought by members who need them.

ANTIQUÉ OUTBOARD MEETS

April 6	Dick Hawie
June 1	Marcus Wright
August 4	Bill Kelley
August 24	Dave Reinhartsen

MAKE PLANS TO BE THERE!!

Member News

Bill Kelly

1928 Elto Quads - Marcus Wright and Bill Kelly. (More later)
Evinrude 4-60! - Dave Reinhartsen
Mercury KD-4 (sleeper) - Emmett Walls
Evinruse "U" Speeditwin - Don Peterson
Cross Radial! - Bill Seibel
Johnson XR - John Toprahanin

What are you building? Large or small, let me know.

Don Petersen, Salem, Oregon writes, enclosing an ad which reads: "AMERICA'S first outboard motor, 1905 Waterman. Complete with crank - \$1000." (Nice round number, eh?) What would we do to the gold market if we bought and sold at these prices? Wonder what that one figures out to by the pound?

Bill Wold, Rt. 1, Box 229C, Eatonville, Washington, a new member, 15 years old, needs some parts for a KD-4 Mercury which he is restoring. Anybody got a spare lower unit? He needs a handle bracket and some propeller clutch parts.

Marcus Wright and I have been trading parts back and forth to try to build up a pair of 1928 Elto Quads. With any kind of luck, we will do it yet. With only 5000 serial numbers, probably less made, and one heck of a lot less left, the plot thickens. Should be a fine machine when done though.

You who aspire to a Cross Radial - I was looking through some old magazines of about 1932 vintage, and came across "The Van Blerok Ensign", a four-cylinder, four-cycle, 30 hp outboard. This motor is a "flat four" similar to a Volkswagen engine in design. This unit has no gears, it uses a chain drive between the end of the crankshaft and the lower unit. The unit is nicely streamlined, and is of tractor design. The ignition is battery/distributor, carburetor is updraft, mounted at the front and feeding the cylinders through a Y-shaped manifold. Fuel is by pump from a remote tank. (I think this is the first outboard made without a tank on the powerhead.) Starting is electric, from a standard-type automotive design unit. Quite an interesting design - I wonder if anyone has or has seen one of these. They also made an inboard-outboard unit, also tractor for motors up to 250 cu.in. So, the 1-0 isn't that new of an idea either.

What next? Dick Jones in Florida picked up a model 200 Johnson from John Harrison. Upon disassembly, an object appeared to be obstructing the muffler. Would you believe - a bird's nest? Dick seems to think that what chased the birds out was John's hi-fi, which he says puts out about 110 decibels.

Got to put in a commercial - come see our antique outboard collection at Evergreen Marine, 516 Central Way, Kirkland, Wash. 98033, and take a look at our new Evinrudes too.

After much shuffling, I'm opening a Marina on April 1. Hope to have a corner devoted to yesteryear and the Club. Also, a corner devoted to making a living - this will be more or less the main idea anyhow!

Let me hear from all of you. My time is getting shorter and I need your help for the column.

VACATION TIME! . . . And THOR . . .

Pick a THOR Outboard Motor This Year for . . .

- STRENGTH
- DURABILITY
- FAST STARTING
- SIMPLICITY



• **Standard Single** — with "weedless" propeller, the leader of the low price class **\$42.50**



• **Standard Twin** — famous Thor performance and economy **\$62.50**



• **"Pyramid 2"** — a new principle in 2-cylinder motoring . . . **\$82.50**

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Bang a THOR down on hard concrete—you can't damage it! Brackets and transmission of steel stampings are built for abuse. All parts are sturdy, hard-wearing, designed for long service.



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Cedarburg Manufacturing Company
Dept. O-4 Cedarburg, Wis.



Victory Dinner - Dallas Meet, August, 1967.

Notes from the

CURATOR

R. A. HAWIE

David expected an article on the 1929 racing year. This is about spark plugs! The life of an editor is not an easy one. The indoor meet coming up and some other club-related research soaked up my time like a dry sponge. To paraphrase the TV ad - "What's an author to do?" Fortunately I had done some preliminary research on spark plugs some years ago.

Consider the modern spark plug; it has no moving parts, looks very simple, and does a good job as long as the rest of the motor cooperates. Almost all American outboard motors today use a 14 mm plug. The 14 mm refers to the thread diameter. Many motors we are interested in used 18 mm plugs. Since World War II the trend has been from 18 to 14 mm thread size.

Champion J4J is a representative plug used in today's motors. It has a steel shell which is rolled over the one piece ceramic insulator, a center electrode which extends up to the ignition terminal and a ground electrode which is welded onto the steel shell at the end of the thread. The second J in the name indicates that the ground electrode ends at the centerline of the center electrode. While a J4 plug will operate in an outboard which requires a J4J, the J4J is more efficient, having been designed for the service. While Mr. Stranahan and the other stockholders of Champion Spark Plug Co. will not be, you will be satisfied with the performance of an AC-M42K or an Autolite A2X in place of the Champion J4J. In other words, you can expect a comparable result from any of the three major American spark plug brands. If the names were hidden, the average person would have difficulty telling which brand was which. This is not too surprising as some 70 years of ignition technology would be wasted if three companies were still approaching a problem from very diverse angles. Granted there are subtle differences in the three plugs, but they are not noticeable to the layman.

This was not so in the early days of the century. In the January 1917 issue of Motor Boating, there were listed some 55 manufacturers of spark plugs! It seemed that there were 55 different types, too. This will not be a history of spark plugs nor a complete listing of all the plugs advertised in one year. We'll just look at some of the spark plugs produced in the 10 years from 1914 to 1924 or so. Not all of these plugs were used in outboards, but if you are at all interested in things mechanical, you'll be amused at least.

I think that one reason for so many ideas in spark plugs was that the investors were trying to make spark plugs rectify the other faults of motors of the time.

A major fault or deficiency was poor, poor insulation on the spark plug wires and the coils. We've all had old motors whose

plug wire looked like frayed rope. I have some old coils which look like lightning machines when put on a coil tester. The Connecticut Telephone and Electric Company, Inc. of Meriden, Conn. attacked this problem by putting the coil around the spark plug! There was no high tension lead, hence no leakage. Their ad claimed you could pour water over a "Connecticut Plug-Coil" without interfering with its efficiency. The plug-coil also eliminated need for a distributor which would be an advantage today, too, as a dampened distributor can still be a headache.

The Miller 1914 Procelain Spark Plug "Guaranteed" Pat'd Oct. 18, 1898, made by Chas. E. Miller of New York, is interesting due to the early patent date. I am in awe of anything pre-1900.

The Anderson Spark Plug Co. of Baltimore made the Anderson Glass and Steel Spark Plug. If you wanted to know what was happening, this was the plug for you. Glass and steel were welded together into a solid body. You could look into the combustion chamber! The ground electrode was a looped wire across the diameter of the plug.

Due to the low compression of the engines of the day, the poor ignition, and the fantastic size of the cylinders, starting in weather was often difficult. In 1914, a 2-5/8 inch bore was almost standard on all outboard motors. Consider that a Four-Sixty has only 1/8 inch more bore, and you will realize that the 2-5/8 is a large bore. The large inboard engines were unbelievable in size. A bore of 7 inches was common and 1 1/4 inches was not unusual. Such large cylinders do not promote easy starting. Priming cups were often used. Caille used priming cups on every model that I am familiar with, even their racing motors. On an inboard engine with a 1 1/4 inch bore, that priming cup could be a long way from the spark. A logical solution was a priming cup on the spark plug. Champion made a priming plug to "Get Rid of Cold Weather Starting Problems." Angled out from the steel shell of the plug was a needle valve and handle. A passage was drilled up the shell to the needle valve. The fuel dripped down the passage on the opposite side from the ground electrode. Remember that the spark plugs of that time were much bigger than they are today if you look at that J4J and wonder how it can be done.

The Reflex Ignition Co. of Cleveland approached the problem directly with their Reflex Primer Plug. It had a priming cup screwed on top of the plug, the passage running down through the center of the plug so that the fuel dripped down the center electrode to the point of ignition. There was no ground electrode as such; the steel shell was drawn into a cup with several holes drilled in it, the center electrode protruding through a central hole. This patent Baffle deflected soot and dirt away from the interior and out through the gap at every explosion so they claimed. The Baffle was patented January 18, 1910. The Reflex Ignition Co. increased its capital stock from \$15,000 to \$30,000 in 1914 as their sales doubled in 1913. Today that doesn't seem like a large capitalization.

The Star Specialty Co. of York, Pa., made the Star Priming Plug. The priming cup was on top of the insulator and a spring loaded valve was pressed to let the fuel go down the center passage to

the electrode. This differed from the Reflex as the Reflex had the priming cup on top of the terminal nut, and the cup was unscrewed to allow the fuel to go down the passage. Both discharged the fuel centrally. The Star had a more conventional L-shaped ground electrode.

Poor fuel was another problem which faced the "ancient mariners". If you are on any type of mailing list, you probably have received advertisements for new design spark plugs, which give you such good gas mileage that you can't leave your car idling or your gas tank will overflow. Or so the blurbs would have you believe. These are usually plugs with double or triple ground electrodes. The idea is not new. There were many plugs of this type by 1917! The theory is that with several electrodes for the current to spark to, you will have several sparks instead of one. This doesn't work because the spark will jump to the electrode with the least resistance, usually the one with the closest gap. If two or three ground electrodes were gapped exactly the same, then the electrode with the least resistance would still get the spark. The resistance would be less because of such things as less carbon, a sharper end, a better weld at the shell end, or perhaps a little thicker electrode wire.

The Fulton Mfg. Co. of Milwaukee made the Eklips which was a triple electrode plug. Triple electrode refers to the number of ground electrodes; there is, of course, the center electrode.

The Stewart V Ray made by the Stewart-Warner Speedometer Co. of Chicago, had four ground electrodes. The core was made of "Petri-flint" which was supposed to be "as fracture-proof as science can make it." The insulating material gave a lot of trouble in those days. Much of the advertising was concerned with convincing the buyer that their insulating material was the answer.

The Bosch Magneto Co. of New York made the Bosch plug which was a triple electrode plug. The steel shell was rolled over the insulator like our modern J4J. This was unusual then. Most plugs of that era had a packing nut which held the insulator in the steel shell. 18 mm plugs, especially the racing plugs such as the Champion R7, are often of this two-piece construction.

The Emil Grossman Mfg. Co. of Brooklyn made the Red Head Big Boy which was also a triple electrode plug. Their insulating material was called Vitristone. Their electrodes were a special manganese alloy which had a great heat resistance.

The double electrode plugs had really descriptive names, perhaps to make up for the lack of electrodes which the other multi-electrode plugs had. Names like A I M Blazer made by the Auburn Ignition Mfg. Co. of Auburn, N.Y.; the Reflex Arrow made by the Reflex Ignition Co., the priming plug manufacturer; the Viking made by the John MacGregor Co. of Boston; the Sharp Kopper King made by the Sharp Spark Plug Co. of Cleveland which had all the steel parts copper-plated to prevent rust and short circuiting the Mosler Vesuvius made by R. A. Mosler & Co. of Mt. Vernon, N.Y.; or Benford's Monarch Golden Giant. Doesn't that have a ring to it? Imagine that name on the side of an "Indy racer" in May. I think that the admen of today are sadly lacking in imagination.



MILLER
1915 Porcelain Spark Plug
"GUARANTEED"

(Pat'd Oct. 18, 1898.)
 Only the finest quality of material is used.
 Made in Standard Sizes.
 Delivered to any part of the World by Parcel Post.

PRICE, 50 CENTS EACH

SPECIAL PRICE to Manufacturers, Jobbers, Dealers and Agents.

AGENTS WANTED
 in Unoccupied Territory.
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Birth of a Museum

Dr John Hunt



How does one get involved in starting and operating an outboard motor museum? It's necessary for me to go back some years to find the answers as to why I did.

I was at the impressionable age of about 10 years when one of the important milestones in outboard history was occurring. I refer to the introduction of the Elto Lightwin, the first Johnson - a 35-pound twin and the lighter weight Evinrude twins. These were the motors that fascinated me. The ads, the literature, were perused to the very last picture, word, and specification.

However, I never owned one of these motors when they were current. My first engine was a somewhat earlier model but it had one thing in particular to commend it - the price was right, \$35. It was one of the heavy old one cylinder Evinrudes, probably about a 1920 model. There were two things about it which I appreciated especially - it ran most of the time and it had the twist grip reverse which was similar in principle to that on the 1926 Evinrude Sportwin which I mentioned in the April 1967 Antique Outboarder. I later graduated to a used K-35 Johnson (6 h.p. 1927) and then to a new Johnson KA-38 (9.3 h.p. 1938).

After finishing college, the thoughts of those early motors still lingered in my mind so the first one I then acquired was the 1926 Sportwin - the story is also in the April 1967 A.O. Then a fine, very early Johnson, almost like new was added, then an Elto Lightwin.

For a time there was little further activity in the collecting line. I had seen an early Waterman (1907 model) but it was out of reach for the time being. Then two things happened. The Antique Outboard Motor Club was reactivated with enthusiasm, and I was again on the track of the 1907 vertical cylinder Waterman which this time I did acquire. Included with the Waterman was a copy of Popular Mechanics, June 1910 in nearly perfect condition with an ad showing an engine the same as the 1907.

From this time on my collection increased rapidly and the idea of placing the motors on display began to take shape. I had spent my summers for many years at Wolfeboro, N.H. on Lake Winnepesaukee commuting to my office each day. Lake Winnepesaukee has a very large summer population, most of the people are interested in boating, and the area is rich in boating tradition, so it seemed a logical place to try to focus attention on our collection of old and unusual engines.

In the late Spring of 1966, we decided on our location for the summer season and rented the property. This was on a well-travelled highway but not on the waterfront. It was a roomy, airy location and we did quite well. Although our association had been a pleasant and satisfactory one, the owner decided at the close of the season, to go back to a full restaurant operation for 1967. So we had to look for a new location for the next year.

Later in 1966, agreement was reached relative to the Greater Michigan Boat Show in Detroit and 50 motors were selected for the trip. The rest went into storage.

Early in 1967, we found a new location for the museum, in the center of Wolfboro and on the waterfront of Lake Winnepesaukee. It was agreed with the owner that I was to have the second floor of the building, then under construction, for my museum. Despite some construction difficulties, we opened very nearly on schedule, just after the Fourth of July. The museum is roomy, comfortable even on the hottest days, and the view from the French doors on the lake side is worth the price of admission, or nearly so!

The motors are arranged in rows - not according to age but groupings are made along certain lines. The very small motors are placed together, the electrics and hand-driven models are grouped together. In a separate area last season, were the new 1967 motors which were consigned to us by manufacturers and dealers. In this way, they could be examined and compared at leisure.

I realize that technically there is a definite distinction between engines and motors but by usage and to avoid the monotony of one word, we are using the two words more or less interchangeably as applied to outboards.

After my vacation was over and I was commuting to my office, I had the assistance of two young people plus my son who kept things moving quite smoothly in my absence. When I was not there one day, a visitor, after seeing the 1914 Koban, left me the 1914 folder for this motor. The description was "The Perfect Rowboat Motor". An improved motor (2 cylinders) but not quite measuring up to such a glowing description. Incidentally, I find the early catalogs, instruction manuals, and advertisements almost as fascinating as the motors themselves.

Hung on the walls of the museum are a number of framed maps, pictures, etc. Included are pictures of Ole Evinrude, Bess Carey Evinrude, Cameron B. Waterman, a copy of the original patent papers granted Mr. Waterman in 1907, a good composed picture of the horse boats (the original two horse power deal) used on Lake Winnepesaukee in the 1800's.

We ended the season with 72 motors on the floor. Some of the most interesting include an early electric (1900-1910), 1907 vertical cylinder Waterman, 1914 Caille with 5-speed propeller, 1914 Joy Motor, 1916 Evinrude 2 cylinder 4 cycle, 1926 Evinrude Sportwin, 1914 Evinrude Single (very good condition, running at last try), 1918 Johnson bicycle motor (mounted), 1922 Johnson (one of the very oldest), 1914 Gray Gearless, and a 19?? hand-driven on a wooden frame.

I plan to be at the same location this summer and expect to have a minimum of 75 motors on display. As plans now stand, we will open on Saturday, June 29 and remain open daily through Labor Day. Probably hours will be 10 a.m. to 5 p.m., Monday through Saturday, and noon to 5 p.m. Sundays. To help the cause, we make a small charge which, for 1968, we expect will be less than a dollar.

I would like to acknowledge the fine help and cooperation I have received from the manufacturers, dealers, club members and all others who have assisted us in our project.

Anyone wishing to check specific information on the museum should write to the Big W Outboard Motor Museum, Box 426, Wolfeboro, N.H. 03894

Due to space, etc., I am not in a position to enlarge the museum to any great extent. However, there are a few items which I should like to purchase to complete our collection. This includes a Johnson Giant Twin (TR-40), early Elto Quad, Evinrude All Electric Evinrude Class M racing motor, Waterman horizontal cylinder about 1914 and a few others. Let me know if any of you have anything that you think might prove a worthwhile addition to the museum.

EDITOR'S NOTE: Dr. Hunt tells me that it's great vacation country up that way. In addition to Lake Winnepesaukee, there are dozens of beautiful smaller lakes. Within an hour or so, you can drive to the rugged New Hampshire mountains, the sandy beaches of the Maine Coast, and the rugged, rocky shoreline farther up the coastline.

So why don't you outboard buffs plan a trip to the northern New England area this summer and include a visit to the Big W Outboard Motor Museum in your itinerary?



Dr. John Hunt with some of the 72 antique outboards in his museum at Wolfeboro, N.H. by Lake Winnepesaukee.

TRADER'S COVE

R.H. ZIPPS

Like a horse and buggy go together, so do Antique Outboard Motors and Literature pertaining to Antique Outboard Motors. Collecting the literature and learning as much as possible about the oldies is just as important as collecting the motors themselves.

Recently a brilliant contribution to literary world of antique outboards was made by our own Jim Webb, in the form of his book "The Pictorial History Of Outboard Motors". I received my copy two weeks ago and started reading it on arriving home from the book store. I was so captivated, I read the entire book the first day. The next day I reread it again in its entirety. As a result, I would recommend this book to all our members.

Loaded with photos would be an understatement for Jim's book. There are pictures and diagrams of outboards of every era. Considerable detail is taken when discussing Ole Evinrude, the Johnson Brothers, and the events leading up to the formation of Outboard Motors Corporation. Jim really shines in this area and I am sure that all members will find this interesting, if not even fascinating.

For your personal copy, order "The Pictorial History of Outboard Motors" by W.J. Webb with Robert W. Carrick from Renaissance Editions Inc., 527 Madison Avenue, New York, N.Y. 10022. The cost is \$10.00 and is well worth it. You can order the book direct, but service would be probably more prompt through a book store in your area.

More on literature: Years ago I can remember seeing several ads for the "The Encyclopedia of Outboard Motoring" by the late Hank Bowman. I kept putting off the day when I was "going" to place my order and one thing led to another and I never did buy it, unfortunately for me! I have several other works by Hank and he definitely knows his boats and motors. When Dick Hawie referenced the Encyclopedia in our October 1967 issue of the Antique Outboarder, it was if the knife in my side was twisted one revolution for not having bought it when it was readily available.

So I contacted the bookstores in the Hartford area without results, for the book has long been out of print. After months of hunting success finally came at the New York Boat Show. A marine book store has a display at the show and by chance I asked them if they had Hank's book. A quick search of the shelves at the show had negative results but a check of their inventory sheets indicated that they had copies. Without hesitation, I placed my order.

After reading the book, there is no question that it deserves all praise that Dick Hawie gave it. For your copy write: Bookboats Inc., 118 East 59th Street, New York, N.Y. 10022

See you next month in the newsletter or better yet, at one of the Great Races.

MOTORS FOR SALE

EVINRUDE- Mod 4237, Ser 00942, opposed twin, runs, gas tank dented, broken propeller, Mr. A.K. Sagen, Box 274, Troy, Montana, 59925

EVINRUDE- Mod 4265, Ser 00257, Single cyl, 1939, Ranger, runs, complete, Starts up but does not continue to run, good over all cond, \$25. Mr. Gene Strom, 111 Delaware Street, Shelton Washington 98584

JOHNSON- Mod A, Ser 5480, 1923, opposed twin, fine running cond, excellent compression, complete, no dents, prop like new, George Westerhouse, East Ohio St. C.R 4- Box 165, Monticello, Indiana 47960

JOHNSON- Mod A-25, Ser 44081, opposed twin, runs, complete, good overall cond, comes with original carrying case, Ray Josephson, 53 Valley View Drive, Farmington, Connecticut

JOHNSON- Mod AB-25, Ser 20781, opposed twin, good compression, runs, complete, good overall cond, Mr. M. Eder, Prairie Bible Institute, Three Hills, Alberta, Canada

JOHNSON- Mod AB-25, Ser 41132, opposed twin, runs, brass lower unit,, 1925, complete, Mr. D.S. Burroughs Jr. 206 North Aiken Street, Fuquay-Varina, North Carolina 27526

JOHNSON- Mod A, Ser 1696, very low serial number, opposed twin, excellent condition, Larry Ward, 2460 Riverside Drive, Beloit, Wisconsin

Muncie- Mod 17A1, Ser E32237, single cyl, runs, complete, good over all condition, \$25. Richard Parry, 25 William St. Dansville, New York 14437

MOTORS WANTED

EVINRUDE- Mod A, Row Boat Motor, any condition, any year, Peter Hunn, 124 Old Farms Road, West Simsbury, Connecticut 06092

JOHNSON- Four cylinder with rotary valve and vacturi carburetor Larry Ward, 2460 Riverside Drive, Beloit, Wisconsin

CLARKE- Troller, James L. Smith, 350 O'Connor Drive, Toronto 6, Ontario, Canada

CLARKE- Troller, Donn Booth, 21 Otter Creek Place, Cortland, New York 13045

MISC.- Small antique inboard engines, Donn Booth, 21 Otter Creek Place, Cortland, New York

CAILLE- A, B, or C Twin

LOCKWOOD- Service Chief

JOHNSON- P-50 thru P-70

JOHNSON- V-50 thru V-70

EVINRUDE- Early Speeditwin, Mod U,T

EVINRUDE- Lightfour Imperial 9.8 HP

ELTO- 1930-34 Quad

Bill-Kelly, 10201 114th Place NE, Kirkland, Washington 98033

WONDER ENGINE- 1900-1906, 3 HP, made by Wonder Manufacturing Co. of Syracuse, New York,- Donn Booth 21 Otter Creek Place, Cortland, New York

PARTS WANTED

JOHNSON- 1929, Mod K-45, Ser 104712, needs lower unit complete less prop, Charles Parsons, 57 Gordon St. Brantford, Ontario, Canada

JOHNSON- Mod TR-40, needs 12 x 18, or 12 x 20 prop, Curt Reed, 511 Woodside Ave., Berwyn, Pennsylvania

EVINRUDE- Mod A or Mod B cyl block or parts motor under \$15. Bill Kelly, 10201 114th place NE, Kirkland, Washington

PARTS WANTED

EVINRUDE- Mate, needs cowls, swivel bracket, carb insert and linkage

JOHNSON- HS-HA Series, needs good set of brass or steel gears,

JOHNSON- P or V Series, needs special flywheel nut used with rewind starter

Bill Kelly, 10201 114th Place NE, Kirkland, Washington

HELP!!

BENDIX- very rare TMD power head to trade for any motors in my "motors wanted ad" in this issue. Bill Kelly, 10201 114th Place NE, Kirkland Washington

LITERATURE WANTED

YACHTING- Sept. 1928; Sept. 1925; June 1941; April 1943; June 1947; May 1948; Jan. 1952; Jan. & March 1958; March & Nov. & Dec. 1959; 1938 all; 1953 all; June & July & August 1926; April & May & July & Oct. & Dec. 1927; Jan. & July & Dec. 1929; Jan. & Feb. & April & May & July 1930; March & April & May & June & July 1931; Jan. & March & April & May & June & July & Oct. 1932; Feb. & March & April & May 1940

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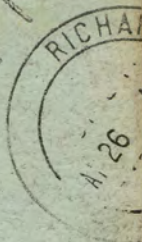
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1914 Gray Gearless - property of
Dr. John Hunt's Big W Outboard
Motor Museum in Wolfeboro, N.H.

THE ANTIQUE OUTBOARD MOTOR CLUB
1107 PUEBLO RICHARDSON, TEXAS 75080

PRINTED IN U.S.A.



Walter L. Weidmann
c.o Weidmann's Outboard
Voorheesville
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Dr. John Hunt puts across Lake Winnepesaukee with the aid of a Caille Liberty Drive. His Big W Antique Outboard Motor Museum is located on the water's edge in Wolfeboro, New Hampshire. John says it would run a s-l-o-w race.