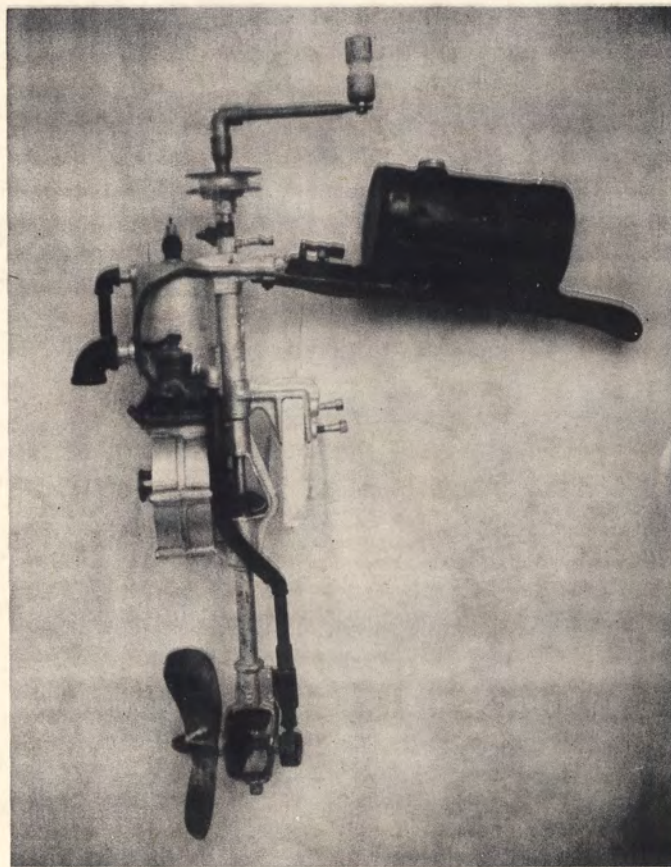


The ANTIQUE OUTBOARDER



"To me the hobby of restoring antique outboards is mostly to see how well I can get these old engines back to original condition; to bring them back to life, especially when it takes two or three of these rusted out and bent up old derelicts to make an antique outboard in showroom condition. When that time comes, I stand back and admire the work, and can think only of how enjoyable and rewarding my hobby is."

H. W. Seibel

The pictured 1907 Waterman was restored by J. W. Hunt.

VOLUME 1

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JULY 1966

The Antique Outboard Motor Club

The Antique Outboard Motor Club

1107 Pueblo Drive
Richardson, Texas

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Club Officers:

D. R. Reinhartsen	President and Editor
C. R. Owen	Vice-President and Test Editor
J. C. Harrison	Treasurer and Technical Advisor
C. R. Reinhartsen	Secretary
R. A. Hawie	Curator
W. J. Webb	Historian
J. F. Johnston	Restoration Advisor
J. L. Smith	Special Features Editor
L. Douglas	Membership Co-Ordinator
R. Machen	Membership Co-Ordinator
H. Copeland	Public Relations Consultant

"THE OLD ORDER CHANGETH"

So things ain't what they used to be, but if you ask me, which you haven't, it's too bad in some ways, like the value of a dollar, and in some others it's a good thing they ain't - like in matters pertaining to Boating Safety.

In 1964, the last year for which accurately surveyed figures are available, there occurred a total of 3912 accidents in which there was injury or loss of life. In 945 of these accidents, 1192 people lost their lives. That is 1192 too many.

There are lots of angles to consider and we haven't the room to go into them here, so lets take just one angle with a universal appeal - racing - inboard as well as outboard - we'll stick to the outboard. Sixteen people were killed in boat racing in 1964. Could have been a lot worse. But that's what we'll talk about.

About forty years ago they began to get some real speed in outboard racing. 15- 16- 19 MPH - and that was traveling. And not the least attractive part was the lovely exciting sound those big 6 HP Johnsons made. And people began to watch - thousands of them - and by the dozens they began to get into this thrilling game.

In 1926 a wild man by the name of Vic Withstandley won the Hudson River Marathon - it was a 71 mile jaunt then 35 plus miles up the Hudson and back from the Colonial Yacht Club - with a Johnson Big Twin on a Baby Buzz design boat. And he averaged 15 plus MPH. Motor Boating magazine printed a picture, which said that this was winner Vic Withstandley crossing the finish line, and if that was correct, and I don't believe Motor Boating would lie, then Vic ran that race without a life preserver. That was not unusual. The really rugged guys used to think such items sissified.

They had a few safety rules for boat racers, but in the Middle West at least, only the inboard race boats observed any of them. No one seemed to care much what happened to those noisy, ill bred, and socially unacceptable outboards anyway.

Things began to get a little tougher in 1927, when for the first time, the number of outboard race boats began to outnumber the inboards. The American Power Boat Association (APBA) and its Midwest counterpart, The Mississippi Valley Power Boat Association (MVPBA) began to make a place for outboards in regattas, and to require outboard drivers to toe some of the safety marks. APBA took the lead here in establishing an outboard race code of rules, which included what were then adequate safety previsions. Later on the National Outboard Association (NOA), another fine racing group with headquarters at Knoxville, came into being and still operates.

But the race drivers of that day, at least in the Midwest, didn't roll over and play dead and follow a lot of sissy rules. This was a bunch of rugged and sometimes wild individuals, and no one was going to come in and spoil their fun. Rules were O,K, but only when they didn't interfere with the racing business at hand.

Those who were around the circuit 39 years ago (I was) will remember George Knight who drove for J. T. Millikin of St. Louis. I can't imagine how George got the nickname of "Homebrew", but that is how he was known. George was a fine driver and a good fellow to have fune with, but he had a mind of his own. Once at Peoria, when they were just beginning to enforce some of the rules, George was out on the course without a life preserver, along with a number of others. The Race Committee got all of them to come in and don life jackets except George. Finally one of the Committee told George they would disqualify him if he didn't wear a life vest. In a few well chosen words, George told the man where to go, and also said that if he won and was disqualified they had better be able to run faster than he could. George didn't win, but he placed, and he was not disqualified. But he did wear a life vest ever after that. And in short order all the boys were in line.

As far as I know, APBA always enforced such safety rules as they had. At first not too many were needed. I don't have a 1928 rule book to which to refer, but I attended a good many good sized regattas that year, and the only safety rule that I remember seeing enforced was the one about a life preserver. Patrol boats were appointed on the spot. Once at Madison, where there was a good sized two day regatta in progress, one of the race committee came to me asking if I had a fire extinguisher in my boat. Yes. Did I have a spare life preserver or two. Yes. O. K. Would I be ready to go out on the north end of the course in event of a collision or a dump. Sure. Could I get some one to go with me? Sure. O.K. You watch for trouble on the north end.

The drivers ran motors on just about any kind or size boat that took their fancy. Matching boat weight and piston displacement hadn't been thought of yet. At the 1928 National Outboard Championships in Wilmington, North Carolina, Ralph Harrington, a 225 pound giant, ran his Elto Quad on a boat that the 98 pound Genevieve Atwood has used in Class A. Any of you remember the little red haired Genevieve Atwood? She sailed into the turns with the best of them and neither gave or asked any quarter. She and her husband Ben, also red haired, were mighty well known in those days. If memory serves, they won several National Championships.

Anyway, Ralph won the Open or Free-for-all Championship at Wilmington with that outfit, and no one thought much about it, except that all agreed that Ralph had a lot of guts running that big motor on that small boat.

At that some National Championship Regatta, the Race Judges raised a real rookus when they refused to let a very courageous young lady race her Lockwood Chief on a contraption that looked like a surf board. It was about 6 feet long, maybe $3\frac{1}{2}$ feet wide, maybe a foot thick. There was no cock pit or steering arrangement. The young lady stood upright while under way, steered by shifting her weight, and controlled speed with a cable. She demonstrated to the judges that she could turn with the best of them, but after due consideration, the judges refused to let her run as a protection to all concerned. It seems she had been racing most of the summer and had won her share with the outfit. I still think the judges were right.

should an accident happen, the victim will have immediately available the best of care with provision for hospitalization.

Today, outboard racing is as safe as any mechanized sport can be made. Again, this is due to sound self imposed legislation developed to meet requirements as needs arose.

With competition speeds ranging from 42.8 MPH in the little Class M to 80.00 MPH in F, there is real need for safe equipment as well as common sense safety practices. Were we to run today's motors by 1928 rules, I fear that the slaughter might well put outboard racing out of the picture.

We hear and read a lot about the "Boating Safety Problem". We are in considerable danger of having legislative busybodies fetter the fine sport of boating with rules that will drive many from it. Every one of us who drives a boat can work against such restrictive legislation by using common sense while we are boating.

In short, if every one of us did his best to look out for the safety of himself and his fellows as do the APBA and NOA in their racing activities, we wouldn't have a safety problem to talk about, because there wouldn't be any.

JOHNSON

"WATER BUG"

The lightest, liveliest, motor on the water

The marvelous light weight motor—only 35 pounds. The easiest motor to portage. The Johnson universal steering feature drives the boat forward, backward, sideways, or in complete circle with equal ease. You feel no shaking of boat or canoe and hear no loud noise. If you strike a log, rocks or shallows, motor tilts automatically and returns.

The motor is finished in lynite and nickel. No paint used.

To really appreciate this motor you should see it. We will be pleased to show you it in action at any time at our boat house.

Sudbury Boat & Canoe Co.

ALLAN CHALMERS

RAMSAY LAKE

SUDBURY



The Hi Speed motors were racing versions; they could be identified by the letter H after the serial number. The serial number was on a brass nameplate on the gas tank. The serial number was usually on the crankcase under the starboard cylinder, although the letter H for the Hi Speed motors was not repeated on the crankcase. The Hi Speed motors also had an auxiliary manifold on the back of the motor between the cylinders under the gas tank and just above the muffler. The Elto did not have underwater exhaust before 1930. You have to have a good flashlight and sharp eyes to see this manifold unless you dismantle the motor. The Hi Speed motors are rarer than the service motors, and it's usually a good idea to make sure whether you have found one or not. After the merger the Elto motors differed from the Evinrude motors in that they had battery ignition while the Evinrude motors had magneto ignition. Most had normal battery ignition not the Atwater Kent ignition; in other words, you pulled the flywheel over with a rope in the direction it was going to run rather than flipping it backwards as in the Atwater Kent type.

The Evinrude motors and the Elto motors of the C. M. C. era had the serial numbers on a small nameplate. This was usually on the motor clamp bracket or the steering handle. Sometimes the serial number was repeated on the crankcase, but I have several which have been welded and the number is obscured.

Although I have little information regarding them, Koban should be logically mentioned now. Koban was a Milwaukee concern; they built one of the first two cylinder motors. They were in operation from 1914 to 1926 when Evinrude Co. bought them out. Enough history -- Koban made only twin cylinder motors and I don't believe that they built any after 1926, so a Koban is an old motor automatically. Anytime you can find a motor at least forty years old, without any further checking, why I'd say pick it up quickly. Unfortunately I have no serial number or model lists of Koban. The early ones were cast in one piece; that is, the cylinders and crankcase were one mild steel casting. If you have any foundry knowledge you'll appreciate this casting job. The cylinder heads are aluminum and have the name Koban cast on them. The heads incidentally had hemispherical combustion chambers! Koban used ruder steering. I have three Kobans: one with cylinders cast on the crankcase and two with separate cylinders. I have not as yet dated them.

A lot of the lesser known motors can be catalogued, but it requires time to dig through old magazines to find the specification lists and the ads. Sometimes the ads give more information than the editorial material.

Well, next time we'll move on to Caille (pronounced Kāle according to their ads) and the summer should produce a few weird experiences to discuss also.

OUTBOARD MOTOR MUSEUM

The opening date of the world's first public outboard motor museum is July 2, 1966. The museum is the work of one of our most enthusiastic members - John W. Hunt.

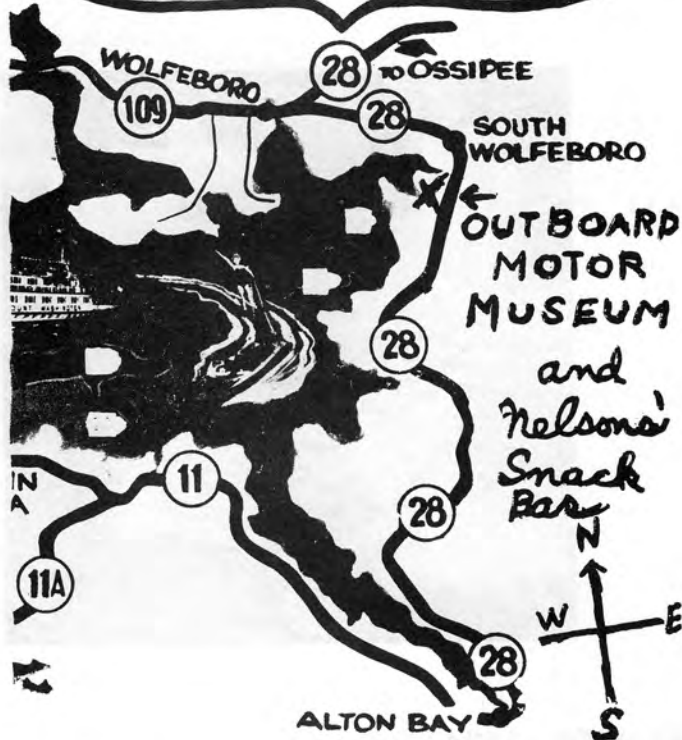


The museum will be in this building and will display new motors too - if anyone is interested in them. Directions on how to reach the museum appear on the next page.

John asks that members write to him relative to motors that they have to sell which could be used at the museum. Even if you have written before, John says, "Write again."

One of the motors on display is the 1907 Waterman pictured on the cover of this magazine. This is a very rare motor (Edmund Diederick is the only other member to own one), and is well worth a trip to New England to see.

I learned from John that the area around the museum is quite a tourist area. Perhaps you may be going to New England for a vacation this summer. It sure would be a nice chance to see some swell outboards.



The
Big

W INNIPESAUKEE OLFEBORO

Outboard Motor Museum

Route 28 So. Wolfeboro, N. H.

Over 45 motors including

1907 Waterman
1912 Joymotor
1913 Gray Gearless
1914 Evinrude
1914 Koban
1915 Caille
1919 Johnson Bicycle Motor
1922 Johnson Outboard

plus Evinrudes, Eltos, Johnsons, Cailles,
Clark, Mercurys, etc.

Open every day from July 2 to Labor Day
12 noon to 5 p.m.

Admission

Men 75¢

Children 16 or under and Women 35¢

JOHN W. HUNT, D.M.D., Prop.

Member of

The Antique Outboard Motor Club

For Information Write:

Box 426, Wolfeboro, N. H.

AT THE SAME LOCATION

NELSONS' HILLTOP SNACK BAR

Open every day from June 30 to Labor Day
11:30 a.m. to midnight



Your Test Editor, Chris Owen, and his 1928 Elto Quad.

THE JOHNSON A SERIES
(Alternate Firing)

J. L. Smith



JOHNSON Model A-70 (1934)

The Johnson Model A-70 (1934) is one of a series of alternate firing light twin cylinder outboard motors beginning with the "Sea Horse 4", Model A-50 of 1930. Prior to that time, two cylinder outboard motors were commonly of the opposed cylinder construction with attendant strenuous cranking pressures needed on the starting rope, and torque or rotational tendencies occurring in the powerhead during operation.

By 1930 Johnson engineers had pioneered in the construction of alternate firing twins. These reduced remarkably the pull required on the starting rope. In addition the motors ran very smoothly since there were two power impulses for each revolution of the flywheel rather than one as in the case of the opposed firing twins. Torque on the steering handle was reduced and vibration was cut down to a marked degree.

The Model A-50 along with its big brother the Sea Horse 12, Model K-50 used a rotary valve and crankshaft in one piece which eliminated rotary valve and crankshaft gears resulting in fewer moving parts and no gear noise. Exhaust gases were discharged into the driveshaft housing to below water level. This eliminated a separate exhaust pipe and made possible full pivot steering and complete reverse without stopping the motor.

These engines could be bought with a manually controlled exhaust cut-out lever at the back of the exhaust expansion chamber. When the lever was in the open position starting was easier and although very noisy, the engine ran more efficiently and at slightly higher RPM at full bore. As an option, an automatic cut-out could be obtained. It was positioned about half-way down the driveshaft housing. When motor speed was reduced to almost its minimum or if motor was stopped, the cut-out remained open to facilitate easy starting with no back pressure. In this position exhaust gases were discharged above water. As soon as the motor was started and speeded up the exhaust valve automatically closed by water pressure and the exhaust was again discharged below water.

Cooling was accomplished with a pressure vacuum system. The action of the propeller forced water into the intake and at the same time caused a suction which pulled water through the discharge port. The system eliminated pump moving parts and exposed water pipes.

The alternate firing twins differed considerably in magneto construction, each spark plug being activated by independently operating coils, condensers and breaker points.

The Model A-50 was continued through the years 1930, 1931 and 1932. The 1933 Model A-65 and the 1934 Model A-70 were made the same except for the addition of a connecting link from the magneto spark advance-retard control to the throttle which facilitated operation by synchronizing spark and throttle advance and retard.

The 1935 model, designated A-75, sported a protective spark plug enclosure held closed by spring pressure, a new double jet full range carburetor with the synchro control mentioned above, and a Co-pilot to further reduce operational torque.

The Model A-50 was unofficially rated at 4 H.P. at 3500 RPM with a weight of 45 lbs. The models A-65 and A-70 were officially certified by the N.O.A. to develop 4.1 H.P. at 4000 RPM and weighed 46 lbs. The A-75 was certified to develop 4.5 H.P. at 4000 RPM and weighed 48 lbs. For two more years in 1936 and 1937 the model was available as A-80 and AA-37 unchanged in construction from the A-75.

The A engines being of superior construction carried a higher production cost and naturally commanded a higher retail selling price. Nevertheless they were continued during the "hungry thirties" but eventually under pressure of competition and other factors, a lighter and cheaper motor was engineered in 1937 by Johnson and designated Model LT-37, its performance was favourable and this year marked the end of production of the famous Model A, alternate.

So successful was the alternate firing principle as introduced with the A-50 that by 1950 most manufacturers had discontinued opposed firing twins. Nowadays, with many refinements of engineering we enjoy smooth, trouble-free and powerful performance with outboards of much larger size and power, but we must always remember the debt we bear to the men of vision who made this possible by devising the "Sea Horse 4", Model A-50.

MOTOR OPERATION AND REPAIR

J. C. HARRISON

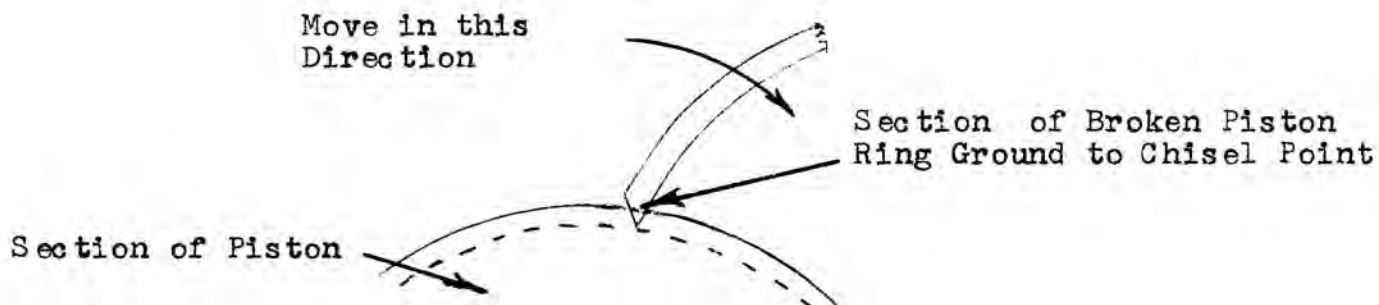
Can old head gaskets be re-used? If so, are there any tricks to use in re-installing them?

With regard to re-using old metallic head gaskets, it has been my experience that if they have not been broken, kinked or corroded, they are perfectly satisfactory to use. Use some solvents to clean them as well as is possible and then with a piece of emory cloth lying on a piece of plate glass polish them up on both sides lightly.

In the past years I have used many different sealants in conjunction with the use of second hand metallic head gaskets. The best by far in my experience is a compound called Never-Seez - made by Never-Seez Compound Corporation of 2910 South 18th Avenue, Broadview, Illinois. This is a metallic lubricant which will stand high heat and pressure and keeps heads from freezing in place as well as doing an excellent sealing job.

What is the best way to clean the carbon from piston ring grooves?

As for cleaning carbon out of ring grooves, a piece of broken piston ring ground to a flat chisel point on a grinder wheel is the best tool I have found. Care must be taken not to cut your fingers when using this tool as quite often the square edges of the used piston ring are very sharp. Diagram of the grind I am speaking of is shown below.



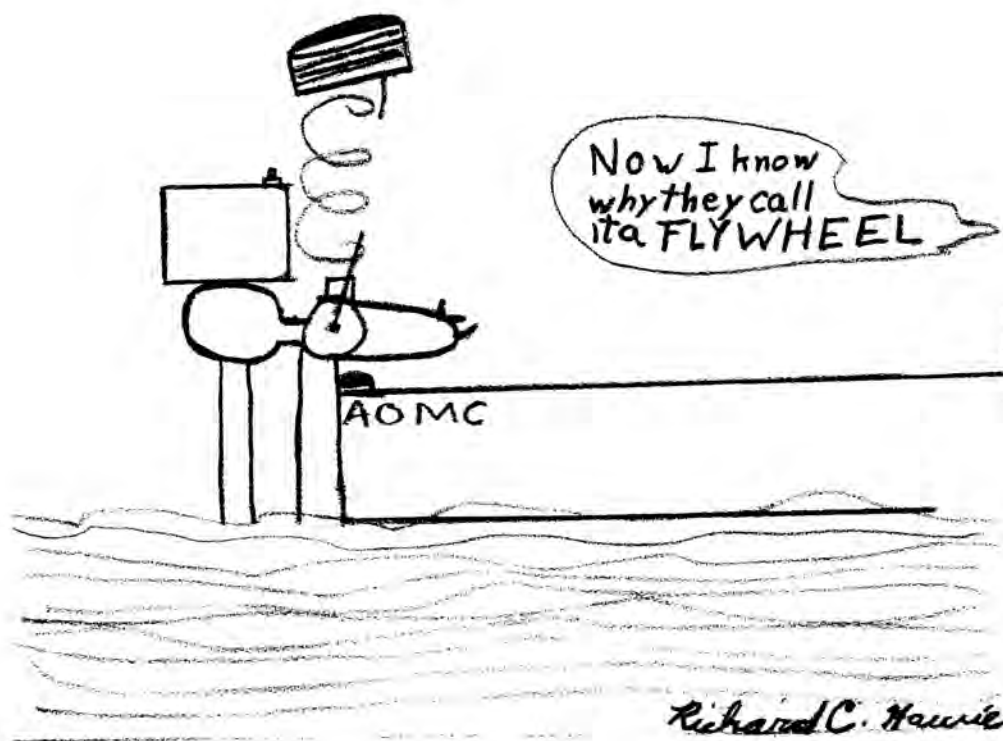
John Hunt wonders why older two cycle engines are harder to start hot than cold.

As to why some of the earlier two cycle engines are harder to start hot than when cold, I would say that the reasons are precisely the same as a modern two cycle engine and there are two-one, that electric systems do not work so well hot as they do cold and, two, that hot lubricants do not seal so well as cold since they lose viscosity and, if there are any excessive clearances or untrue surfaces, the reduced viscosity of the lubricants accentuates the problems.

John Hunt has written, asking for some hints on freeing frozen parts.

This is an excellent question and, particularly in the salt water area, one that is very often a necessary question. Most often the problem is aluminum to aluminum and I have the answer here as long as it is not a fuel tank. With a fairly large flame from an acetylene welding torch, heat the two parts very carefully until all oil, paint and corrosion virtually disappears. The color will turn to a dull gray and continue heating very carefully until beads of sweat appear on the area. Now submerge the parts in fresh water or, if this is not possible, pour water on them. You will hear a sharp snap as the parts separate and you will be able to remove the clamp screw or whatever other aluminum to aluminum item is involved. Occasionally it is necessary to repeat this performance but very seldom. Great care must be taken not to get either of the parts involved too hot so that they are deformed. What happens in the heating process is that the cater of crystalization thus is driven off from the corrosion and the volume of corrosion thus reduced and broken down.

With regard to gas tank caps and gas line fittings there is always danger of fire or an explosion with these units and a great deal of judgement must be used as to how much heat can be applied. If there is any question at all as to the condition of the contents of the tank that is involved, do not use heat. With regard to steel bolts, the acetylene torch and penetrating oil used after heating will usually break them loose.



THE EDITOR'S CORNER

D. R. Reinhartsen

As a result of my last plea for help, Lorne Douglas of Winnipeg and Ray Machen of Westchester, Illinois offered to help with the administration of The Antique Outboard Motor Club. Lorne and Ray will assist by mailing literature to people who express an interest in the club. Their titles will be Membership Co-Ordinator.

Lorne and Ray were the only ones who replied to my plea for help in the last issue. We still need volunteers to answer letters, write articles and prepare copy for the printer. We have impressive titles for all who assist. Should I appoint volunteers?

The month of April was an exciting one for the club, in that the President was interviewed (and ran his 1917 Evinrude) on an Easter Sunday television program. An article about the club appeared in the Dallas Morning News and two radio interviews were taped for KRLD and WFAA. This publicity was a part of the advertising of Valentine Marine of Dallas, and the club is \$85.00 richer as a result of an exhibit of the president's motors in the Valentine showrooms.

May was an exciting month too, for Dick Hawie and I finally met after countless letters. Dick has a fantastic collection, and many photographs were taken for future issues.

May 24th was a landmark, for John Hunt and I met after many letters. I got to see some of John's treasured motors and took some photographs of them.

These last few months have been exciting ones for Chris (Kit) Owen, for in June he graduated from Wayland Academy and will enter Grinnell in September to study Mechanical Engineering (to further along the outboard industry). Sincere congratulations from all of us to our very talented Test Editor. I hope someone gives you a Cross Radial for a graduation present, Chris. By the way, Chris' article on the Elto-Timer mechanism will appear in the next issue.

I'll be away the month of June (This is being written on May 31st) and as a result this issue of The Antique Outboarder will be late in reaching you. It's a shame there are no volunteers to assist in my absence.

The actual membership of the club now stands at 155. I am very pleased with the rate at which we grow, however, we do have to keep contacting people. The more members we have, the more we can offer for your dollar. If you know of someone who would like to receive our literature, please send his name and address to the club. We will see that he gets the information.

Another new member of the staff is Jim Smith of Toronto. Jim wrote the article on the Johnson A Series and a previous article on the Speedibee Racer. Jim is a dentist (one of three in the club) however, his club office is that of Special Features Editor.

Incidentally, we have a few professional people in the club, three dentists, a psychiatrist, an optometrist, a Ph.D. EE, three doctors and a mortician. I know very little about most of the members; how about sending in a note about yourself so that we can all get acquainted?

Chris Owen may be coming to Texas in late August. At that time a race using antique outboards will be filmed for a television presentation. About four boats will compete, but we would love to have more. Can anyone else make it down here at that time?

Somehow the following paragraph was omitted from Jim Webb's article in the last issue. It is an important one too, for it establishes the year during which outboarding really began.

"But if was Ole and Mrs. Evinrude who really brought permanance to what still, in 1909, lacked some of the elements necessary to becoming an industry. They offered the boating public a product that combined completely sound engineering, quality production, excellent merchandising, and good customer service, and it was from this that the Outboard Industry "took off"!.

I recently had an opportunity to visit with member Joe Michelini in Chicago. Joe runs Airmarine, Inc. in Chicago and has just started an Air Taxi Service. He designed Science and Mechanics Craft Print #297, a very fast hydro, and was the first to have a prop riding hydroplane - in 1950. If you get to Chicago, by all means stop in at Airmarine, Inc., for you will find a very interesting fellow.

We have a Public Relations Director! Hal Copeland, of the Hal Copeland Public Relations firm has joined the club, and has volunteered his services as a public relations consultant.

And that is the status of your International Antique Outboard Motor Club. Yes, international, for there is a member in England, and a member in New Zealand. How about that!

"EVINRUDING" THROUGH THE WATER

TO THOSE who desire the pleasure of motor boating without the usual large investment of a motor boat, the



is the acknowledged solution of the problem. This portable motor attaches to and detaches from any rowboat in less than one minute without any change in the construction of the rowboat.



How I Love to
"Evinrude".

The motor carries like a satchel as it weighs but 50 lbs., and it will drive a rowboat eight miles an hour. It has a weedless propeller; it starts with a swing of the fly-wheel (no cranking), anyone can operate it. Summer pleasures that you never realized before are open to you if you own one.

Beautifully illustrated catalog sent upon request.

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New York City Show Rooms: Hudson Terminal Building, 30 Church Street, N. Y.
California Show Rooms: 423 Market St., San Francisco, Cal.
Seattle Representatives: Woodhouse Gasoline Engine Co., 68-64 Marion Street.

Evinrude Sportwin

Frank Taylor
Box 1, Route 5
Ravenna, Ohio

Johnson Model A-50 4½ hp. (good cond)

Telesfor Schoeler
440 Palmwood Lane
Key Biscayne, Florida

Lockwood-Ash 7.8 hp.

Jack E. Martin
Kenosha, Wisconsin

Muncie Model No. 5 B 39

Donald E. Wallace
1807 Lagoon View Drive
Tiburon, California 94920

Johnson 3 hp. A-42, 1932?

Edwin L. Johnson
741 W. Main St.
Cherokee, Iowa

Evinrude Model A-12074 1919

Aurthur Tuma
Rt. 7, Box 233
Hot Springs, Arkansas

Old Town Canoe with
early 1900 Inboard

Donald W. Beauregard
Crescent Street
Stow, Massachusetts

Evinrude Light-4, 9.7 hp. 1936

E. S. Kaupla
4835 S. Courtland Pkwy.
New Berlin, Wisconsin 53151

Evinrude Serial No. 4042-0930 (4 cyl.)
Evinrude Serial No. 4146-03168 (single)
Johnson Serial No. J 65-202895 (single)

Richard L. Flood
919 West 7th Ave.
Emporia, Kansas 66801

Evinrude Single (Old)

Octave W. Brearley
Box 346, Mechanic St.
Gilbertsville, Massachusetts

Evinrude Pre-1917 (good cond)

Art F. Lufkin
Dean's Mileage
4th Avenue and Main
Crookston, Minnesota 5616

Evinrude Elto Ace 1.4 hp. 1937

Merrill M. Wood
Drinon Drive
Morristown, Tennessee

Elto Light Twin

R. E. Underwood
Box 57
Seeley Lake, Montana 59868

Elto Light Twin 1925

Harold Alexander
Esmond, North Dakota

Johnson

Fred Schindel
214 Kansas St.
Horicon, Wisconsin

Johnson A-45 2½ hp. 1929 (Beat)	Jeff Bonner Rt. 2 Box 35-A Bradford, Arkansas 72020
Evinrude Twin 5 hp. 1920's	Claude A. Miller What Cheer, Iowa
Evinrude (Old)	Merle Ballou, Sr. Randall, Minnesota
Evinrude Inboard 1913	C. G. Andress Sheringham Point Light House Rt. 2 Victoria, B. C., Canada
Elto Lightwin (Old-in original box)	Peter R. Mund 149 Hooker Avenue Poukeepsie, New York
Caille (2 cycle with gear shift) Caille Single 4½ hp.	Lester Deventer 5560 Via Alcalde Tucson, Arizona 85788
Evinrude-Elto 1922 (Good condition)	Carl D. Miller 326 North Wayne Street Van Wert, Ohio
Caille Single (Variable pitch prop)	W. M. Buffett P. O. Box 280 Grand Bank, Newfoundland, Canada
Elto Lightwin	Logan W. Muster 807 Main Street Phoenix, New York
Evinrude Sportwin 1926 (Good condition)	Allen E. Grass RFD 1 Box 173 A Plymouth, New Hampshire
Ferro 1917	Norbert C. Mogg 1811 Lodi Street Syracuse, New York
Elto Speedster (Good)	Ed's Radiator Shop 148 Brock Street Brockville, Ontario, Canada
Evinrude Single (Old)	V. J. Gruinn Proctor, Montana 59929
Elto Lightwin Super G-36399	John P. Morell 50 Oakview Avenue Struthers, Ohio 44471
Evinrude M-P2394 (For parts)	Robert A. Johnson 514 Brown Street Jackson, Minnesota

Evinrude Model B
Evinrude Speeditwin
Elto $\frac{1}{2}$ hp.

Waterwitch $2\frac{1}{2}$ hp.

Thor (Old)

Johnson P-30

Johnson K-80 10 hp. Long Shaft

Evinrude Single (Old)

Elto Lightweight 1927 (Demonstrator)

Neptune 5 hp. 1938 4-A-39

Johnson V-45 1929
Johnson Model 300 1926

Johnson F-70 3.3 hp.

Waterwitch Serial 571-10

Sea King 1.5 hp. (Manufactured in 40's)

Elto Lightwin

Evinrude 1928

Carl Wickman
506 West Fulton Street
Waupaca, Wisconsin

Jack L. Owings
721 Lincoln Avenue
Woodland, California

Carl O. Lindblom
341 North 39th Street
Milwaukee 8, Wisconsin

William F. Ganz
Second Street
Fox Lake, Wisconsin

H. E. Ham
6109 Haverford
Indianapolis, Indiana

Francis L. Talmadge
7007 Arizona
Hammond, Indiana

George J. Laabs
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Mequon, Wisconsin

Andrew Meunich
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St. Paul Park, Minnesota

John S. Colburn
493 Danbury Road
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Stanley Bolit
710 Cathy Lane
Mt. Prospect, Illinois

Thomas Morales
14784 Midland Road
San Leonardo, California

Walter Morris
10 Forestdale Road
Spring Valley, New York

R. J. Bozdick
3801 Martha
Omaha, Nebraska

Jim Zilverburg
1667 North Snelling
St. Paul, Minnesota

Johnson 13-15 hp. 1928	Raymond Nannini 93 Country Lane Penfield, N. Y.
Evinrude Single (Old, needs cylinder)	Adrian Hill Box 214 Patagonia, N. Y.
Elto Light Twin	Geo. R. Knudtson Rt. 2, Box 110 Independence, Wisconsin
Neptune Twin OB63a \$25.	G. E. Maines 301 N. Lynhurst Dr. Indianapolis 24, Indiana
Koban 2 Cyl, (Runs)	S. W. Finch Nordman, Idaho
Evinrude Single (Old - And many parts, Will trade for rowboat)	John M. Montgomery Evansville, Wisconsin
Evinrude Single (Old, but fair cond)	Joseph Vass 2133 Dority Blvd. Toledo, Ohio
Elto Twin (Old)	Louis C. Abel 2320 So. Southland Dr. Oak Creek, Wisconsin
Caille (2) 2 cyl. 10 hp. 1929	H. Schuler 22319 Benjamin St. St. Clair Shores, Mich.
Elto Lightwin 1925	Kenneth Wyman 9 Highland St. Woodville, N. H.
Unknown (Straight shaft, drive motor)	J. C. Cludas 200 E. Railroad Ave. Meridian, Idaho 83642
Elto 2 Cyl (Old) Evinrude (Old)	Ralph R. Hayes 35 Cranfield St. New Castle, New Hampshire
Evinrude Speeditwin (Old)	Sidney Rowland 1613 W. 16th St. Sioux City, Iowa 51103
Elto Lightwin 4 hp. 1926	Eugene J. Flicek 307 Sunset Ave. North New Prague, Minnesota 56071

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Sea King (Wards, Complete)

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Johnson Model A-25 Pre-1930

Robert R. Humphrey
7750 Lemon St.
Fair Oaks, California 95628

Elta Motor 2 hp 1935 (good cond)

Antonia M. Meis

Elto Model 71252 (Good condition)	Robert L. Holdcroft
Johnson J-1 (Fair)	3806 Iva Street
	Compton, California
Unknown Make Motor No. A. M. 6591	Ralph Lubiewski
	1218 North Cleaver Street
	Chicago, Illinois 60622
Elto Lightwin	Martin Ives
	2707 North Mango Avenue
	Chicago, Illinois 60639
Evinrude Opposed Twin 1929	W. C. Gerth
	Lake Tomahawk, Wisconsin 54539
Evinrude-Single 1920 Model A	J. W. Grissom
	1303 East Lake Drive
	Walled Lake, Michigan
Lockwood Model 72T (Running)	Hans L. Amundsen
	Sparta, Wisconsin 54656
Johnson Model 210 1930?	Richard J. Edstrom
	Box 138
	Mountain Iron, Minnesota
Evinrude Twin 1936	Kenneth V. Carlson
	700 South Route 53
	Lombard, Illinois
Evinrude Model T	A. K. Bryan
	Lena, Manitoba, Canada
Evinrude Single Model B 1916	Harold F. Ahrens
	5025 Bernard Avenue North
	Crystal, Minnesota
Evinrude Single 2hp. 1914	Everett F. Parpart
	5844 North Linder Avenue
	Chicago, Illinois 60646
Johnson 1922 (Like new)	Art Pettack
	712 Wilcox Street
	Waupun, Wisconsin
Neptune (Very very old)	Alfred D. Henderson
	113 College Avenue
	Waterville, Maine
Elto Lightwin 3 hp. 1924	Ernest W. Westman
	215 Camden Place
	Steger, Illinois 60475
Evinrude Mate $\frac{1}{2}$ hp.	R. Russell Palmer
	1250 Sacramento Street
	San Francisco, California 94108

Johnson 5 hp. 1938	John Thacker 3118 Oak Ridge Madison, Wisconsin
Evinrude 14 hp. 1929	Norman Daily 88 E. Main St. Fredonia, N. Y.
Ferro	Charles W. Campbell 224 Gardener Ave. Dennison, Ohio
Johnson J-65 1.7 hp.	R. R. Blase 2747 DeMontreville Rd. North Saint Paul 9, Minn.
Elto Light Twin	Leighton M. Beers 1812 Moores Mill Road, N.W. Atlanta, Georgia
Elto 1922	Reuben W. Stankey 1026 41st Ave., N. E. Minneapolis, Minnesota
Elto ?	Pat Blumenthal c/o The Poodle 810 Hennepin Ave. Minneapolis, Minnesota
Evinrude 1917	George R. Johnson 4752 21st St. Milwaukee 21, Wisconsin
Johnson HD-20 2.5 hp.	Herm Hasselbring 5325 Fwing Ave., So. Minneapolis, Minnesota
Caille Liberty Drive	Douglas A. Adler 3009 Wildwood Road Middletown, Ohio
Johnson A-35 2.5 hp.	Austin A. Merriam 424 6th St. S. W. Rochester, Minnesota
Evinrude Model D (\$50.00 Ha, Ha)	Nathan Solomson 185 Park Road West Hartford, Connecticut
L. A. Motor Co. Single	John A. Kelly c/o Kelly Machine Works Birmingham Highway Montgomery 8, Alabama
Waterman (Running Condition)	Bruce B. Gavett Haystack Ski School Wilmington, Vermont

Johnson Single Model J-25 (Old)

Neil Conary
Weld St.
Dix Field, Maine

Evinrude Model 4156 2.5 hp.

F. E. Carlson
2056 Hanover Dr.
Cleveland Heights, Ohio 44112

Elto Light Twin Outboard Super G35900

Charles F. Darling
16 Union St.
Sodus, N. Y. 14551

Johnson 5 hp. 1939

Johnson 10 hp. 1939

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Motorgo (Sears)

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Cross Radial or Sea Gull

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5. Elto Lightwin- 1927-28

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6945 Stony Island Avenue
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Caille 15-16 hp. 1930
 Johnson 10 hp. 1937-38
 Evinrude Twin
 Johnson Single
 Elto 1.5 hp.
 Johnson Lt-38 Twin
 Waterwitch
 Champion Twin
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 Mercury 3 hp. Single

Elto Light Twin 1922 #2340

Evinrude Sport Twin 2.5 hp. 1926
 Evinrude Speeditwin 16 hp. 1928

Johnson 2.5 hp. 1924

Evinrude Rowboat Motor

Johnson Model HS and HA 2.5 hp.

Johnson 1928

Elto Quad (About 28-30)

OMC Engine (Old)

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