

# The ANTIQUE OUTBOARD



## MEMORY'S WHARF

by Charles A. Parsons

Come stroll with me to a place I know,  
Hidden in the mist of years;  
Back to a wharf where gulls dip low,  
And the sound of an outboard greets your ears.

No high powered gleaming monster this,  
Or the product of a space age need;  
For we have entered a world most people miss  
In their search for pleasure and speed.

Here in this harbor, built to last,  
Row on row, restored as new;  
Are some of the motors from out of the past,  
Waiting to bring back memories for you.  
Most all these relics are rusting away,  
With gas tanks dented and dry;  
Their props have not turned in many a day,  
A sight to make an antiquer cry.

Some names are still around,  
While others have long since gone;  
Singles and twins and quads abound,  
In this group, collected from hither and yon.

There's Evinrude, Gray, Joy and Johnson,  
Bendix, Neptune, Pal and Thor;  
Lawson, Caille, Clark and Champion,  
Waterwitch, Lockwood, Motogodille and Wonder.

Like old soldiers, they never die,  
Nor will they fade away;  
So long as friends like you and I,  
Visit memory's wharf each day.

# THE ANTIQUE OUTBOARDER

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# DEC. 1928

## Specifications of Outboard Engines

### JOHNSON OUTBOARD

- 1-cyl., type 2-stroke, 2-in. bore, 1½-in. stroke, 1.72-h.p., 3,000 rev., 26 lbs., \$115.  
2-cyl., type 2-stroke, 2-in. bore, 1½-in. stroke, 2.4-h.p., 3,000 rev., 37 lbs., \$140.  
2-cyl., type 2-stroke, 2¾-in. bore, 2¼-in. stroke, 7.15-h.p., 3,500 rev., 61 lbs., \$165.  
2-cyl., type 2-stroke, 2¼-in. bore, 2¾-in. stroke, 11-h.p., 3,500 rev., 85 lbs., \$210.  
2-cyl., type 2-stroke, 3-in. bore, 3½-in. stroke, 17.75-h.p., 3,400 rev., 110 lbs., \$275.  
2-cyl., type 2-stroke, 2¾-in. bore, 2¼-in. stroke, 11-h.p., 3,800 rev., 61 lbs., \$175.  
2-cyl., type 2-stroke, 2¼-in. bore, 2¾-in. stroke, 16.5-h.p., 3,800 rev., 85 lbs., \$220.  
2-cyl., type 2-stroke, 3-in. bore, 3½-in. stroke, 25.75-h.p., 3,500 rev., 110 lbs., \$290.

Dimensions from inside top of mounting bracket to center line of propeller:

- Light Single Motor . . . . . 19¼ in.  
Light Twin Motor . . . . . 20¾ in.  
Standard Twin Motor . . . . . 21¾ in.  
Big Twin Motor . . . . . 23¾ in.  
Giant Twin Motor . . . . . 24½ in.

Ignition—Flywheel Magneto.

Lubrication—Oil and gas, mixed.

Carburetion—Own

Reversing Mechanism—Motor pivots.

Name of Engine—Johnson Outboard Motors.

Johnson Motor Company,  
Waukegan, Ill.

### EVINRUDE OUTBOARD

- Utility Single—1 cyl. 2½ in. bore, 2½ in. stroke, 2 h.p. 1,000 rev. 72 lbs. Distance from top of stern bracket to bottom of propeller, 27¾ in. Adjustable to 31¾ in.  
Sportwin—2 cyl., 2 in. bore, 1½ in. stroke, 2½ h.p., 2,600 rev., 44 lbs. Distance from top of stern bracket to bottom of propeller 25¾ in.  
Fleetwin—2 cyl., 2¼ in. bore, 2 in. stroke, 6 h.p., 4,000 rev., 55 lbs. Distance from top of stern bracket to bottom of propeller 27½ in.  
Fastwin—2 cyl., 2¾ in. bore, 2¼ in. stroke, 12 h.p., 4,000 rev., 69 lbs. Distance from top of stern bracket to bottom of propeller 28 in.  
Speeditwin—2 cyl., 2¾ in. bore, 2½ in. stroke, 16 h.p., 4,000 rev., 85 lbs. Distance from top of stern bracket to bottom of propeller 29¼ in.  
Ignition—Magneto.  
Lubrication—Oil in gasoline.  
Carburetion—Carburetor or mixing valve.  
Name of Engine—Evinrude.

Evinrude Motor Co.  
Milwaukee, Wis.

### SUPER ELTO

- 2-cyl., type 2-stroke, 2½-in. bore, 2-in. stroke, 4 h.p., 1700 rev., 55 lbs.  
21 in. from top of mounting bracket to center of propeller \$145.00  
24 in. from top of mounting bracket to center of propeller, \$150.00.  
2-cyl., type 2-stroke, 2½-in. bore, 2-in. stroke, 7 h.p., 3500 rev., 62 lbs.  
23 in. from top of mounting bracket to center of propeller \$165.00.  
28 in. from top of mounting bracket to center of propeller, \$170.00.  
33 in. from top of mounting bracket to center of propeller, \$175.00.  
4-cyl., type 2-stroke, 2½-in. bore, 2-in. stroke, 18 h.p., 3800 rev., 92 lbs.  
23 in. from top of mounting bracket to center of propeller \$275.00.  
28 in. from top of mounting bracket to center of propeller \$280.00.  
33 in. from top of mounting bracket to center of propeller, \$290.00.  
4-cyl., type 2-stroke, 2½-in. bore, 2-in. stroke, 18 h.p., 4300 rev., 90 lbs.  
23 in. from top of mounting bracket to center of propeller, \$295.00.  
28 in. from top of mounting bracket to center of propeller, \$300.00.  
33 in. from top of mounting bracket to center of propeller, \$310.00.

Ignition—Battery.

Lubrication—Automatic, under high compression.

Carburetion—Carburetor.

Reversing Mechanism—Push button.

Name of Engine—Super Elto.

Elto Outboard Motor Co.  
Milwaukee, Wis.

### LOCKWOOD OUTBOARD

- 2-cyl., type 2-stroke, 2.1-in. bore, 2-in. stroke, 7-h.p., 4,200 rev., 50 lbs.  
2-cyl., type 2-stroke, 2¾-in. bore, 2¼-in. stroke, 10.85-h.p., 4,200 rev., 70 lbs.  
Distance from top of inside mounting bracket to center line propeller, 23¾ in.  
Ignition—Eisemann flywheel magneto.  
Lubrication—Oil with gasoline.  
Carburetion—Own.  
Reversing Mechanism—None.  
Name of Engine—Lockwood.

Lockwood Motor Co.  
Jackson, Mich.

### HARTFORD OUTBOARD

- 2-cyl., type 2-stroke, 2½-in. bore, 2-in. stroke, 8-12-h.p., 5,600 rev., 60 lbs., \$170.00.  
Distance from top inside of mounting bracket to center line propeller, 23 in.  
Ignition—Bosch Magneto (flywheel).  
Lubrication—Oil in gasoline.  
Carburetion—Tillotson.  
Reversing Mechanism—None.  
Name of Engine—Hartford Sturdy-Twin.

The Gray & Prior Mach. Co.,

### AMPHION OUTBOARD ENGINE COMPANY

- 2-cyl., type 2-stroke, 2½ in. bore, 2-in. stroke, 3,400 rev., 62 lbs., \$120.00.  
2-cyl., type 2-stroke, 2½ in. bore, 2-in. stroke, 3,400 rev., 57 lbs., \$135.00.  
2-cyl., type 2-stroke, 3 in bore, 2½ in. stroke, 3,400 rev., 78 lbs., \$180.00.  
2-cyl., type 2-stroke, 2½ in. bore 2½ in. stroke, 3,200 rev., 64 lbs., \$110.00.  
1-cyl., type 2-stroke, 3 in. bore, 2½ in. stroke, 2,600 rev., 40 lbs., \$80.00.  
Distance from the inside mounting bracket to center propeller shaft, 24 in.  
Ignition—Magneto.  
Lubrication—Mixture, Gasoline and Oil.  
Carburetion—Own.  
Reversing Mechanism—One way clutch on inboard.  
Name of Engine—Amphion.

Amphion Outboard Engine Co.

305 Twenty-Fourth Street, Milwaukee, Wis.

### CAILLE OUTBOARD

- 1-cyl., type 2-stroke, 2½-in. bore, 2½-in. stroke, 2-h.p., 1,000 rev., 70 lbs., \$85-\$120.  
2-cyl., type 2-stroke, 2½-in. bore, 2-in. stroke, 10-h.p., 4,800 rev., 63 lbs., \$185.00. Inside top of mounting bracket to center line of propeller 21¾ in.  
Carburetion—Caille.  
Name of Engine—Caille 5-Speed, Model 22.  
2-cyl., type 2-stroke 2½-in. bore, 2-in. stroke, 12-h.p., 5,500 rev., 63 lbs., \$185.00. Inside top of mounting bracket to center line of propeller 21¾ in.  
Name of Engine—Caille Commodore Model 32.  
2-cyl., type 2-stroke, 2¾-in. bore, 2½-in. stroke, 16-h.p., 4,500 rev., 91 lbs. \$220.00. Inside top of mounting bracket to center line of propeller, 23¾ in.  
Ignition—Bosch Magneto.  
Lubrication—Oil with Gas.  
Carburetion—Tillotson.  
Name of Engine—Caille Admiral Model 42.  
1-cyl., type 2-stroke, 3¾-in. bore, 3½ in. stroke, 4-h.p., 250-800 rev., 150 lbs., \$107.00.  
1-cyl., type 2-stroke, 4¾-in. bore, 4½-in. stroke, 6-h.p., 250-800 rev., 200 lbs., \$145.00.  
1-cyl., type 2 stroke, 5½-in. bore, 5-in. stroke, 8-h.p., 100-600 rev., 335 lbs., \$190.00.  
2-cyl., type 2-stroke, 2¾ in. bore, 2½-in. stroke, 4-h.p., 1,000 rev., 58 lbs., \$140.00.  
2-cyl., type 2-stroke, 3¾-in. bore, 3½-in. stroke, 8-h.p., 250-800 rev. 280 lbs., \$250.00.  
2-cyl., type 2-stroke, 3¾ in. bore, 3½-in. stroke, 8-h.p., 250-800 rev. 280 lbs., \$190.00.  
4-cyl., type 4-stroke, 3½ in. bore, 4-in. stroke, 14-h.p., 1,000 rev. 50 lbs., \$645.00.  
Ignition—Battery or Magneto or weatherproof.  
Lubrication—Oil mixed with gas and sight feed lubricators.  
Carburetion—Schlegel—Zenithe.  
Reversing Mechanism—Optional.  
Name of Engine—Caille Perfection.

Caille Motor Co.

6210 Second Boulevard, Detroit, Mich.



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## ASSOCIATE [\$50.]

EVINRUDE MOTORS, Milwaukee, Wisconsin  
RALPH EVINRUDE, 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.

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# 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.

Club officers, addresses and duties:

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

Sally Nance, Editor: 904 Redwood Drive, Richardson, Texas. Preparation of the Antique Outboarder.

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

John C. Harrison, Treasurer and Technical Advisor: 1000 N.W. 54th Street, Miami, Florida. Reviews financial reports and gives advise 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, Ontario, 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: 48 Farm Street, Danbury, Connecticut. Preparation of a column on the early days of outboard racing.

Anthea T. Aitken, Membership News, 503 North Waterview, Richardson Texas. Anthea prepares special articles on the members.

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



# Johnson Giant Twin

## Model TR-40

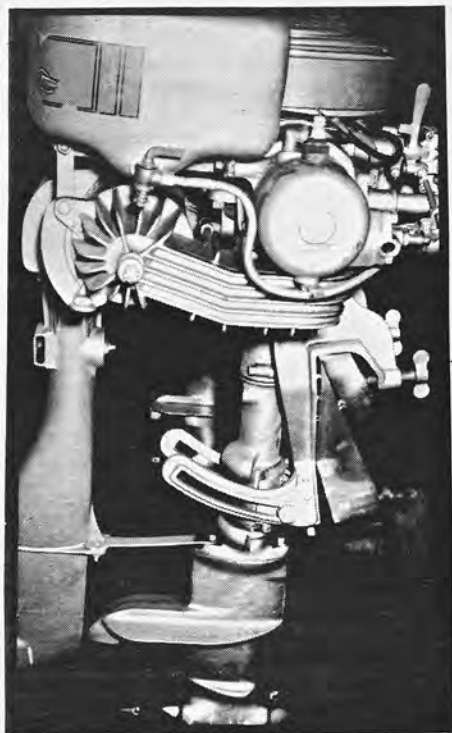
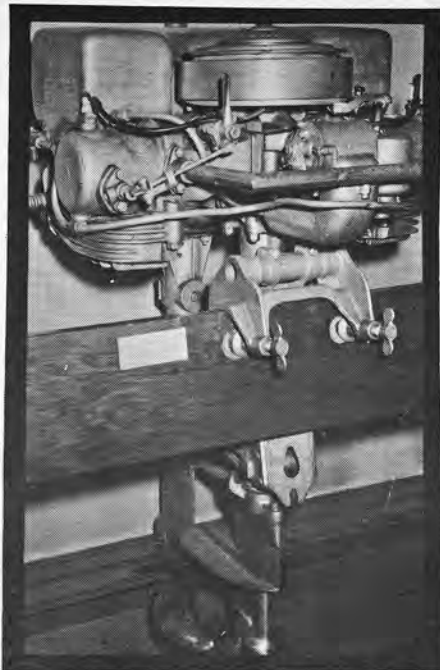
J. I. Smith

The Johnson Motor Company of Waukegan, Illinois entered the field of outboard motor manufacturing with its little two horsepower opposed cylinder Model A twin in 1922. In following years this enjoyed much popularity and basically the power head was changed very little over a period of fifteen years. Typically this powerhead was of two cycle, three port construction, the crankcase not only serving as compressor but as a base for bolting on the cylinders and the driveshaft housing. The carburetor was attached directly to the crankcase and faced forward.

This design subsequently served as the basis for larger engines and by 1926 the first adaptation made its appearance, the six horsepower Big Twin Model P-30. The following year in 1927 the Johnson Company presented the K-35, somewhat lighter than the P-30 but with equivalent horsepower. This K-35 was the forerunner of a long series of "Standard Twins". However in that same year the Big Twin, now designated P-35 and provided with an additional five cubic inches attained eight horsepower.

About this time the boating public began to think of faster outboard motors and the manufacturers were made aware of the possibility of public favour by producing motors with more speed capabilities. In the summer of 1925 the model P-30 made its first competitive appearance achieving an unheard of sixteen miles per hour. This marked the beginning of a major speed fight among the principal manufacturers, Johnson, Evinrude, Elto, Caille and Lochwood because as they thought, the winners would have much publicity and prestige thereby enjoying greater sales. As time went on the manufacturers not only developed racing motors but employed expert drivers who toured the country engaging in competitive boat races.

By 1928 the harassed Johnson engineers had doubled the horsepower of the P-35 and under the designation PR-40 it actually developed sixteen horsepower. Later the same year lo and behold they presented the Giant Twin Model TR-40 probably the biggest engineering blunder ever seen in outboarding, a machine which would make a modern Johnson engineer hide his face in embarrassment. This fantastic behemoth had a powerhead like a gigantic blown up A-35. A huge opposed two cycle, three port twin of 49.93 cubic inches, it had a cylinder bore of three inches, a stroke of three and one-half inches and



a back breaking weight of 110 pounds. Bearing a price tag of \$275.00 it was undoubtedly the largest opposed twin ever built and its dimensions included a width of 25 inches, depth 24 inches and a height of 43 inches. The maker claimed that it developed 25.75 horsepower at 3500 RPM and since independent certifying groups were not as yet employed, nobody could say that it didn't.

Construction was along the lines of its smaller predecessors except in much more massive proportions. Its directly opposite cylinders used offset rods. The sectional crankcase was fitted with large bronze upper and lower main bearings. The huge float feed carburetor, an oversized edition of that found on the light twin, held a cupfull of gas in the float basin. A big rectangular brass steering rail which doubled as a carrying handle also served as attachment for the tiller handle. The whole was topped off by the heavy flywheel, mag plate and cast aluminum four gallon gas tank.

As rope starting was the order of the day, a decompression lever was attached to the starboard cylinder in an effort to lessen the pull on the rope and facilitate starting. A cylindrical shaft simultaneously cut off the fuel charge to that cylinder. Owners were advised to use one pint of "Mobileoil A" per gallon in normal service and one quart of "Mobileoil B" under racing conditions. With a weak intensity spark at low cranking RPM's together with inefficient carburetion, one could imagine that starting a machine of this proportion could be a hit and miss and at times a very frustrating experience.

The Giant Twin had a rectangular muffler of sheet iron with holes punched at the bottom for release of exhaust. A rotating shutter fitted at the same area could increase the number of holes by being turned manually. In later models in what appeared to be an afterthought, a cast aluminum downpipe was

added to give underwater exhaust. This was welded on the back of a cylindrical shell muffler and was supported below by a strap similar to the P-30. It only served to add even more to the large unwieldy appearance.


The lower unit gearcase housing appeared to be much smaller in size compared to the remainder of the engine. In fact its gears were much too small and weak considering the power imposed on them by 49 cubic inches and a broken pinion gear was usually the result of a heavy hand on the throttle. The bronze propellers used were of incredible size: for normal service, tree blade, diameter twelve inches, pitch thirteen inches and for racing, two blade, diameter eleven and three-quarters inches, pitch eighteen point one inches. There was no water pump, cooling pressure being maintained entirely by a water scoop facing forward at the rear of the underwater unit.

The life span of the Giant Twin was relatively short. After a delayed introduction in 1928 as the Giant Twin Model TR-40 it was continued with very limited sales in 1929 as the Model T-45 Sea Horse "25." However in spite of its impressive appearance, its engineering was crude, unbalanced and disproportionate. Its performance was disappointing, starting was difficult, portability awkward and it had built in weaknesses for breakage as previously mentioned. By 1929 other more dependable and economical models were available in the large engine field particularly the S-45, P-45, and V-45. The Giant Twin was quietly dropped and presumably buried by the Johnson Motor Company. The few which were sold could probably be useful to their owners only as curios or as anchors for their boats. However the experience while costly, undoubtedly had a tempering effect on the manufacturer. The regular and racing models of the early thirties were much improved, evidence that the lessons learned from the Giant Twin were not in vain.

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# "Boro Housewife"

## Tells of Addiction

by Mrs. Sal Lentine

A short time ago, the sports editor of our county newspaper interviewed my husband, Sal, and published an article about his antique outboard collection. In it, the writer referred to Sal as a "boro sportsman" who collects and races the motors.

I, the wife of this sportsman (who is better known around home as the "big sport"), demanded equal recognition on the household bulletin board, and actually got more than my share when I did an article on myself paralleling his. I am now known in Flemington, New Jersey, as the "boro housewife" who cleans and picks up when the "boro sportsman" is finished collecting and racing his outboards.

I have often read that there is always a woman behind a great man in any field. In this field, particularly, the woman MUST be behind the man. That is where the old gas drips out, the grease from the lower unit hits the furniture, and the used paper towels fall by the wayside. As the nearly constant companion of a man not often matched in enthusiasm for his hobby, I have become somewhat of an expert in my own field. I can sling an old motor over my shoulder in order to seat a guest, and in some cases, when a bigger motor is involved, I have been known to drag Sal's specimens across the living room carpet at a pretty mean speed.

The fear I used to experience when one of his old motors roared to life has been tempered to a feeling not unlike parental pride, - I have even gotten to the point where I can recklessly hold down a throttle on an outboard he is starting without swooning from fright.

In the majority of marriages when the parties are involved in separate fields, certain difficulties arise. Not so in ours. When both of us are at home, away from the public scrutiny to which a "boro sportsman" and a "boro housewife" are constantly subjected, Sal and I lead perfectly normal and harmonious lives. The only friction I can honestly attribute to our individual fame is that which occurs whenever the 40-odd outboards that make their homes in our basement inch over the boundary that separates my laundry room from his workshop. Expert in cleaning up that I am, trespassing in my laundry room is one thing even I can not tolerate.

This harmony that we enjoy, and the unique quality of our hobbies, is a constant source of interest to our neighbors and friends. The peacefulness of our home can be appreciated only in the light of the obstacles we overcame to obtain it. My association with the antique outboard is a story that can be ranked only with the great romances of all time.

A few years ago, I was among the millions of people who look at an outboard motor, particularly an old outboard - and see nothing but dust, grime, and grease, with an occasional glint of steel that suggests bygone days of power and glory. In those days, I would have glanced quickly away until my eyes fell, perhaps, on a shiny, new 100-horsepower Evinrude. I had no idea that a Mate was a motor. Not only didn't I know that the Indian Outboard Motor Company made Silver Arrow outboards, I wasn't even aware of the fact that they were famous for making motorcycles. When someone mentioned a lower unit, I assumed they were speaking of a motor that was more completely submerged in the water when mounted on a boat. If the terminology was foreign to me, the enthusiasm generated by one of these denizens of the deep was even stranger.

Tagging along on excursions all over the state, I spent most of my time reading in the car while Sal went on his treasure hunts. Occasionally, when I was in an adventurous mood or the junk piles looked especially promising, I would steal away from the group and try to make my own discoveries. Twice, I lugged lawn mower motors to the car. Another time I dug through a heap of old machinery to retrieve what turned out to be an old power saw.

Slowly, slowly, I acquired the glance of an expert. I was able to scan a garage and pick out old, if not unusual, motors. I became so discerning, in fact, that one time in Florida I passed up a motor I thought was too common. I later learned that it was part of the personal collection of Ralph Evinrude.

Those were the early days of my husband's courtship of antique outboards. They were also the early days of his courtship of a modern bride-to-be, and the only words I can use to describe his success in both hobbies are adroitness and tact. For two years, dressed sometimes in full dating



regalia, I glared at my arch-enemy in dark cellars, old barns, or wherever the hunt took us. Often, when my threats had been heard and the motors lay dusty and ignored, I'm sure they glared back.

There were times when I wondered if my fiance really wanted to be married, or if he was simply afraid to go into all those dark cellars by himself. There were also times when I cleared my throat for 15 minutes, lost to a rusted magneto, and drove myself home. The one thought that urged me on whenever I was on the brink of throwing in my starter cord was the fact that if I gave up, those darned motors would probably never stop grinning.

In the midst of my inner struggle, Sal made a find that simplified my introduction to his hobby. He brought home a small motor, a Ranger that weighed no more than 10 pounds and was in fairly good condition. The night he proudly presented it to me in front of my amazed family, I became a

full-fledged collector, there was no turning back. A rule which now governs our joint collecting expeditions has worked out fairly well. The only condition determining whether a new find goes into his collection or mine is that I must be able to carry it 10 steps without a struggle before I may have it.

Since the number of motors within my carrying range is small, my collection will never be known for variety. It now consists of the original Ranger and nine more of its relatives, plus one Evinrude Mate. (The Mate belongs to me when we are at home; to Sal elsewhere.)

My addiction to the antique outboard habit was confirmed last spring when I was planting my first flower beds. My tallest gladioli and hardiest petunias are those that popped up in a land-locked rowboat in our back yard and twined themselves around a dignified old outboard, whose gas tank is held as high as it must have been when it was the boating man's dream.

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# Racing the Antiques

by Bud Cowdery

An article in the January issue about Johnson V-45 and V-50 has prompted me to cover some of their racing history. This will have to be done entirely from memory, so dates and time periods will not be exactly accurate. The general situation, however, will be correct as pertains to the eastern United States.

Around 1930, Johnson brought out an opposed four-cylinder rotary valve engine with models for both pleasure and racing. This was known as the V-45 or Johnson 32. The latter designation indicating the rated horsepower of the racing version. Events for Class D hydroplanes were included on several race programs. A year or so later, Johnson brought out an engine very similar to the V-45 but with a different rotary valve and crankshaft, known as the V-50 or Johnson 50.

A few racing events were scheduled for this class, but to my knowledge none were run because of an insufficient number of entries. Usually only one to three drivers appeared with this equipment. Approximately one year later, the Class E was eliminated. However, the engines were permitted to race in Class F with the Evinrude 4-60's. Since participants with the Johnson 50 did not enjoy an success against the larger Evinrude engines, it was only a short time before they became extinct on the race course.

After a couple of years of racing for the Johnson 32 (Class D), it was noted that their speeds were usually slower than those posted by the Johnson PR (24 hp-30 cu. in.) Class C powered outfits. As a result and to reduce the number of classes, the drivers voted to eliminate Class D but to permit these engines to compete in C Class. For about the next two years, an exceptionally fast D hydroplane could beat a mediocre C outfit, so there were still come competing.

The one man in the east who would not give up on the Johnson 32 and who probably en-

joyed the most success with this engine - racing first in Class D and later in Class C - was Bob Boles of Humarock, Massachusetts. Incidentally, in addition to operating a profitable Johnson agency and pleasure boat business, Boles also built racing hydroplanes. His boats were known as the "Humarette" for Class A and "Humarock Babys" for the larger classes. He employed a very famous racing driver and mechanic, Marshall Eldridge, for his and his customers' motor work.

Over a 20-year period, from the late 1930's to late 50's, the existing outboard racing classes as recognized by APBA and NOA were A, B, C, F and C-Service. Many competitors, especially after World War II, wondered what happened to D and E and why the skip in letter designations from C to F. Today there is still no E Class in Outboard racing. However, NOA recently established such a stock racing class.

During the late 1950's, outboard racers started to enjoy some success in Classes A, B, C and F using modified Mercury stock engines. The leader in the modification of these engines was a Mr. Christner of Quincy, Illinois. Also quite active in this respect was Randolph Hubbell of El Monte, California. As the Mercurys became popular, a Class D was recognized again in the late 1950's to accommodate the Mercury Mark 40H and 55H since these were 40 cubic inch engines. This Class is quite active today, using the Christner loop engine and the four-cylinder Konig.

I trust the above will help in some way to clarify the D and E outboard racing class designations. Perhaps some of our readers have some records available for the early 1930 era and can offer some more detailed information. Although I participated in Class A and B in those days, I never did drive a C or D rig.

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# new jersey meet



Tom Luce and Walter Wright, Marc's brother, join Marc for a ride with Marc's Caille Liberty Twin.



Buddy Streat runs his 1922 Caille Liberty Single that won him third place in the first race.



Bob Hampton running the 1928 K-40 Johnson that he finished a 1½ year restoration job on only the day before the the Meet. Successfully, too. With it he took first place in the second race.



Buddy Schlick and his fine-running 1935 Elto 5.1. Buddy took first place in the first race with this one.



Dr. Craver is signed in for the Meet by Nancy Wright. The trophy custodian is Heather Wright. Dr. Craver and Tom Luce have scheduled another meet for September 14. You'll probably be hearing from them.



Meet Auctioneer Tom Luce watches as Dr. Lloyd Craver poses with his newly-acquired Johnson KA-37.



The Reed Family study the Johnson Giant Twin ignition pullers. They didn't get it running this time but they sure tried - real hard!

According to Marc, someone complained to the Maine police that someone in the Meet area was shooting ducks. Upon investigation, it turned out to be Meet officials firing the signal gun. Photographer for the highly successful Meet was Harry W. Bichel of Pottstown, Pa. He drove an outboard with a 125 hp. Merc to get shots while the races were in progress.



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# Refinishing Outboard Motor

## Gas Tanks

### GEORGE HARNESS

The first step in restoring the older, square-type gas tanks is, of course, to remove the larger dents. Sometimes this means cutting the tank open, but small dents can be filled with fiberglass materials now used in automobile body repair shops.

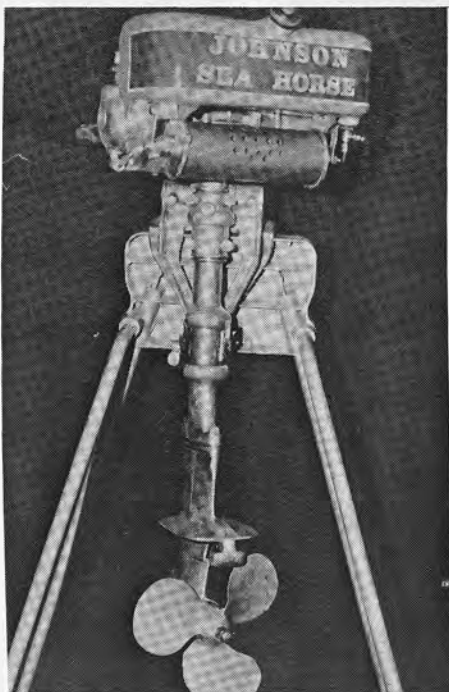
When filling is completed and the tank sanded down, apply a coat of zinc chromate primer, then a couple of coats of silver enamel. When thoroughly dry, mask the top and bottom, leaving a center band around the tank about 2 1/2 inches wide. This band is painted red in the case of a Johnson motor, to imitate the original red decal. The tank is ready for lettering when the band is dry.

I use the "Letraset" method. Available from most commercial artist supply stores under the name "Letraset Instant Lettering," the letters are on sheets of paper, which when rubbed over on the back, are transferred to the painted tank surface. The letters come in a great variety of type styles.

For a white line around the red decal background, I use AXC tape, which comes in rolls in a plastic container.

The finished tank looks almost like the original, except for the missing fuel mixing instructions which is not really noticed by the average person when admiring old motors in display.

Below is a photo of my A-35 Johnson which I refinished.



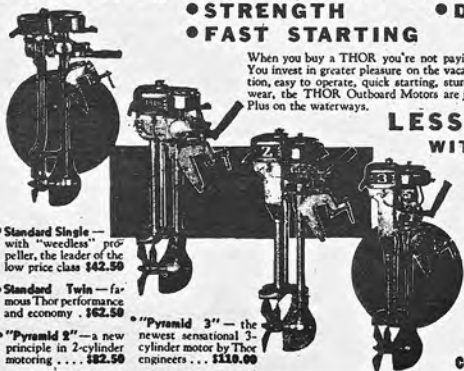
## VACATION TIME! . . . And THOR . . .

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# The Indian

## Silver Arrow

### M. S. Wright

This rare and interesting engine well-worn but complete, was acquired through The Antique Outboarder. Three are known to belong to AOMC members. As nearly as can be determined, the engine was introduced in 1930 shortly after the 1929 Stock Market Crash. Considering that the Indian was a newcomer in a declining market, it is easy to speculate that only two or three thousand were built. Few remain today. Business dropped off badly in the period when this engine was offered for sale; Johnson built 31691 engines in 1929, 24779 in 1930, only 8548 in 1931 and a mere 6103 in 1932. Business was very poor then, causing many good companies to fail, and making an almost impossible situation for new competitors.

Our Curator, Mr. Richard Hawie, believes this engine is a later model of the Gray and Prior "Hartford" Sturdy Twin, of 1929 and earlier. It probably was built by Gray and Prior for the Indian Motorcycle Company to be sold through their motorcycle dealers, although not all of their dealers sold them.

Engineering was very competently done. This engine is rather light at 62 pounds and had a high rated 4500 RPM, making the Indian quite advanced for its day. Aluminum was used wherever possible and quality was good throughout. A surprising number of bolts and screws are aluminum where one would expect to find steel. Everything in the accompanying photographs is aluminum except the tubing, steering handle and twist grip (stock Indian Motorcycle), spark plugs and wires. In fact, the only steel or iron is in the shafts, gears, crankshaft, rings, wrist pins, sleeves, flywheel magnet, magneto and flywheel nut. The lower unit has a ball thrust bearing.

The Indian, built not only to deliver power but also to endure, was high output for a stock service engine of the early thirties. The crankshaft is quite adequate. The bronze connecting rods have a surprisingly large cross section for strength. The 2-ring Bohn aluminum pistons are of heavy castings, utilizing larger diameter wrist pins than one



might expect. The ports are of uncommonly large area which helps explain the good acceleration and high RPM characteristics of this motor. The size of the ports is such that 3/16"-width pinned piston rings are used to provide sufficient ring strength so they won't break when passing the ports. Main bearings are bronze bushings. The cast aluminum cylinder water jackets have iron sleeves with machined porting. These sleeves extend into the crankcase nearly two inches, requiring the crankcase to be heated for assembly or disassembly.

Steering is good, idling is smooth, and top RPM is quickly attained, as the speed flexibility of the Indian is quite good. Slight adjustment of the high speed jet results in optimum RPM at the throttle setting being used. The exhaust cutout must be used at idling RPM or the engine will stall. Cooling water is supplied by a water scoop aft of the propeller and cast into the cavitation plate.

Tested on an 11-foot Skimmar fiberglass cathedral hull weighing 165 pounds, the Indian produced a measured speed of 20.03 MPH at an estimated 4000 RPM. On a lighter boat, or with slightly less propeller pitch on the Skimmar, its 4500 RPM would undoubtedly produce more MPH than above. For comparison, on the same boat, a 1934



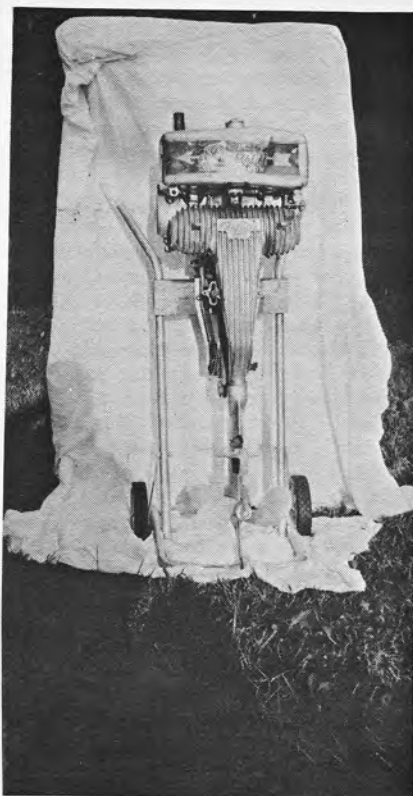
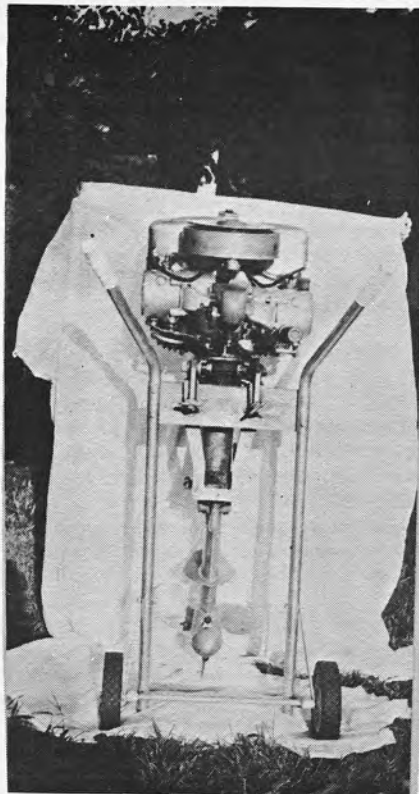
Evinrude Fleetwin rated at 8 1/2 HP and turning at a measured 4400 RPM produced a measured 19.44 MPH. A 1937 Johnson KA-37 rated at 9.3 HP and turning at 4300 RPM produced 17.16 MPH. The Indian was obviously at work, not straining, and doing a good job.

The Indian Silver Arrow is a good service engine. I would like to run mine regularly

but prefer to run it only at club meets and for the enjoyment of serious collectors when they visit. A well-built motor, it deserved a fate better than losing out because of poor market conditions. Had the Indian been introduced in better times, it might well have gained a fair share of the outboard motor market. Those who bought them new, over 35 years ago, must have been pleased owners.

## Specifications

Original Price	(Unknown)
HP and RPM Rating	10 @ 4500
Engine	Simultaneous firing, opposed 2 cyls.
Bore, Stroke	2 1/2" x 2", 19.7 cu ins.
Carburation	Tillotson MS20D
Ignition	American Bosch Magneto FY-6-ED-2
Propeller	2-Blade Aluminium, 10" x 10"
Gear Ratio	1.66 to 1
Weight	68 Pounds
Best Speed	20.02 MPH measured
Slowest Speed	4 MPH (estimated)
Points Gap	0.024"
Spark Plugs	#7 Champion, 0.025" gap
Fuel Mix	3/4 Pt. Oil/1 Gal. Gasoline



# OWNER'S REPORT Johnson PO-15

by John Harrison

In 1936, the Johnson Company was seeking a way to simplify the excellent P-70 and P-80 design. The external gear-driven rotary valve was efficient but also very expensive to manufacture, and was another assembly which was subject to mechanical failure.

The PO-15 was the final design of the Johnson PO series which was built from 1937 through 1948. This was the ultimate in a long development line of 30-cu. inch service engines. It is simple, rugged and dependable. Many thousands of this engine were produced for both civilian and military use in World War II. There are still quite a few in existence. It is an excellent unit for a restoration project due to the relative accessibility of parts and simplicity of design and, perhaps most of all, because of the fact that Johnson ignition coils have stood the years far better than others.

## PERFORMANCE

On a light 13- or 14-foot boat, the PO offers an excellent range of performance by using two or three different propellers. Assuming a good basic power head, propellers are the key to performance.

For slow trolling for long periods of time or for towing a heavy boat or a small barge, use a 12 x 8 three-bladed prop. The engine will, of course, over-speed dangerously if this prop were used in a no-load condition.

If bearing, piston and rotary valve clearances are within tolerances, the PO is one of the most reliable starters ever made. One drawback with the PO is that it is a bit noisy with the muffler plate off. It is quiet with the plate on, but that quiet costs about 20 per cent of the engine's power. I recommend a muffler plate drilled with two 1-inch holes or the open muffler cover used on military models. Low speed vibration is another detriment of this opposed twin but it is something you just have to live with.

For pulling water skiers, use a 12 x 10 three-bladed prop. This will also over-speed to about 4800 rpm at full throttle on a no-load boat condition so don't use this prop for high speed cruising unless the boat is pretty well loaded down. For high speed cruising at light load, the 10 1/2 x 12 1/2 prop is best and very efficient.

I would emphasize the fact that with the PO or with any antiques, props are the key to optimum performance.

As for hot rodding the PO, I don't recommend it. It is difficult to change the intake valve timing and the connecting rod roller retainers have a tendency to break after the engine is run at, say, 5500 rpm for any length of time. I have seen some very fast PO's with racing lower units, but I would advise a P-60, 70 or 80 for hot rodding a C Class Johnson. Keep the PO strictly for service use.

*"Bantamweight"*

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**2 1/4 H. P. Single**  
Weight 27 lbs. Runs 1 1/2  
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**Silent Electric Model**  
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Weight 41 lbs. Runs 1  
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# indoor antique outboard meet

Easton, Conn.

April 6, 1968



Talking motors are Bob Zipps, Outboard-er "used" motor editor; Marcus Wright, prime mover of the Long Branch Meet;

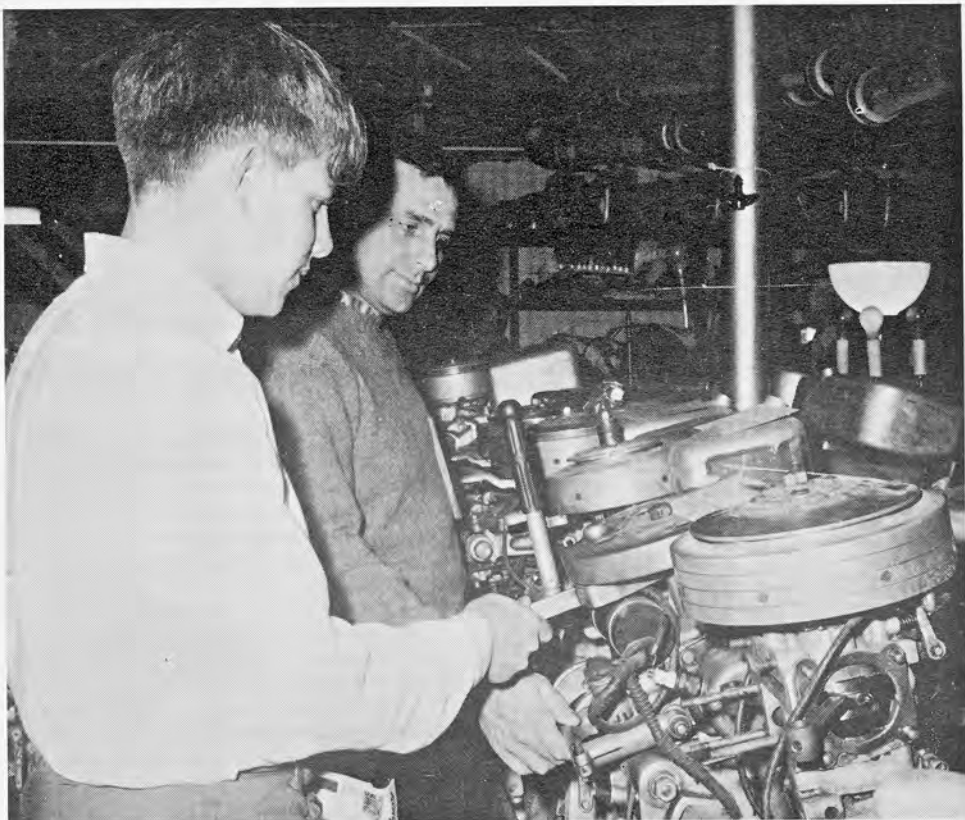
Bill Lyman, owner of a Hartford Sturdtwin; and Richmond, Virginian Buddy Street.



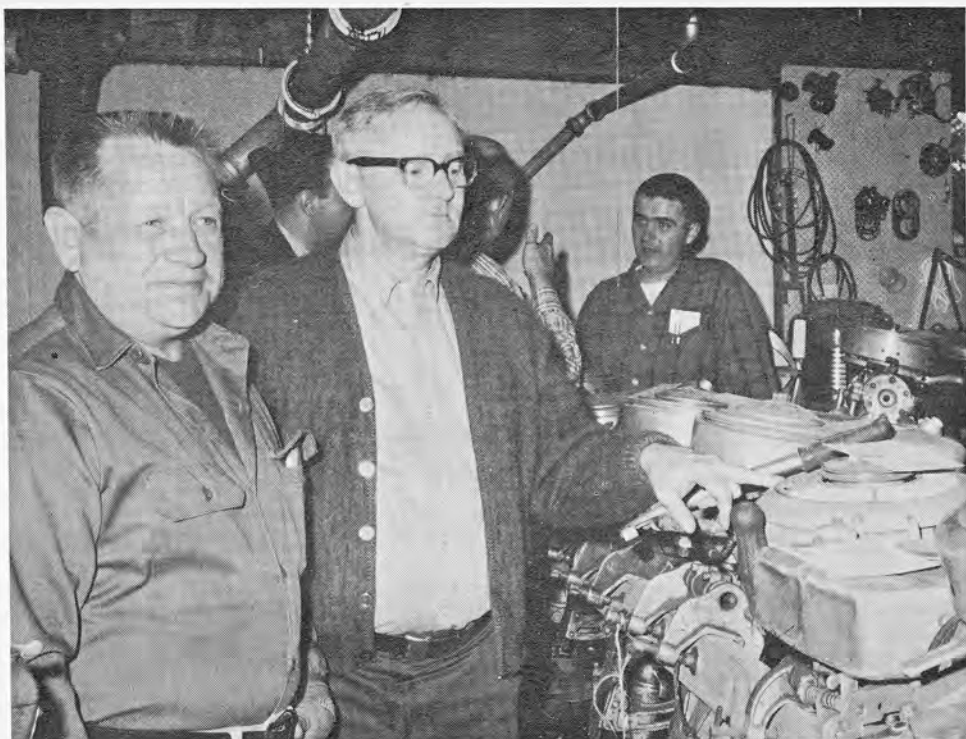
Official Meet photographer R. C. Hawie.



Jack Bryant and Dr. Lloyd Craver do a little "dry land boating".



Peter Hunn and his father examine an Elto Hi-speed Speedster which may have been tested by Jim Webb.



Fellow Long Islanders Charles Kuhnappel and Frank Shimer wonder how that Bendix aircooled single got away from them. Its last owner also lived on L. I.



# New Orleans

# or Bust!

C.R. Owen

What is one of the best ways for an outboard motor company to get publicity? Win a race? Yes. A speed record? Yes. But how about an endurance run? Johnson did this last year with their V-4's all the way up the Mississippi. Our club is an organization which has many of the same needs as Johnson. Although we are non profit we do need publicity. So how about an antique outboard motor endurance run?

Let's consider for a moment ourselves as a competitor of the modern outboard motor, (which we are not, but it adds spirit). We have to compete on the same level in order to get publicity. Obviously our motors are neither as fast or as dependable as those Johnson 100's. How do we get around this? Compete with a different class of motor for a different distance. We set our own mark.

Crazy as it may sound this is exactly what I am suggesting to other club members who will have the time and this is exactly what I propose to do myself in the summer of 1969. My particular endurance run may sound far-fetched but if it succeeded we could possibly get a minute on Huntly-Brinkley NBC news. I plan to boat from Wabasha, Minnesota to New Orleans and back.

Obviously if any motor is to hold up for this distance it will have to be very understressed. The motor chosen for this feat will be a 1923 Elto Service twin. It will be carefully prepared during this summer and a good stock of critical spare parts will have to be

purchased. The boat chosen for the task is a 1923 14 ft. dunphy displacement row boat which will also be prepared carefully for the trip. Boat and motor were chosen for their identical age, good structural condition and in the case of the motor low fuel and battery consumption.

The Mississippi is loaded with marinas for replenishment of supplies so this will provide little difficulty. The front of the boat is to be tented to provide shelter and dry storage. The remote control setup for the Elto rudder is ideal. I, myself, have had many years experience in canoe tripping and feel very well up to the month or two spent on board. Obviously charts and maps of the river will have to be procured and studied. There is still a great chance that the trip will not be completed. But that risk is what gets publicity and makes the whole thing fun and worth doing. The very outlandishness of the trip may be its success.

Before I am judged completely insane let me repeat that I am serious and I am asking any member who can offer suggestions (other than to give up) help, maps, charts or possible financial assistance to please write me and do so. I plan to spend over a year in study, planning and preparation. Anyone wishing to write help, or even bring a boat and join me will be enthusiastically received. Our club in essence deals with impracticality, so lets keep with the spirit of the thing. If a new motor can do it, then so can an old one!

## THE NEW ANTIQUE OUTBOARD MOTOR CLUB POINTS SYSTEM

D. R. Reinhartsen  
C. R. Owen

In order to establish competition within the club, and to regulate the behavior of its members during the approaching boating season, the following points system has been set up.

Stopped by game warden for a courtesy check.  
Noisy over-water exhaust.  
A lot of smoke trailing the boat.

Offer someone whose new motor has conked out the use of tools or a tow.  
In a race pass up a boat with a newer motor. (Advice: Pick on the little guys.)  
Backfire your motor through the carburetor. (Instructions: Retard spark, open throttle.)  
-10 points if a fire starts.  
Lose an impromptu race.  
Public hard starting.  
Get towed in yourself. (By Gosh! Row back-no towing)  
Exhaust muffler burns. (5 points / square inch triples with degree.)

# PRESIDENT'S CORNER

## D.R. Reinhartsen

The big news this time? It's an article in the July issue of Argosy Magazine covering last year's New Jersey Meet. Believe it or not, we're getting 20 to 50 letters a day in response to it, and have turned up a large number of motors for sale - like say 200-300!

We've gotten quite a few membership inquiries as well as a number of letters from people requesting identification of their motors.

Unfortunately, the article didn't emphasize two of the more important aspects of antique outboarding - restoring and running. It sure was good publicity though.

Thus far, we have collected \$180 toward incorporation of the Club. As you know, we need \$300, so we're \$120 short. Come on Antiquers - pitch in!

Meets are scheduled for August 24th at Lake Dallas, Texas; August 17th at Big Bear Lake, California; and at Lake Hopatcong, New Jersey on September 14th. BE THERE!

I'm trying to arrange business plans in such a way that I'll be in New Jersey for the Sept. 14th Meet. I'm really looking forward to beating Marc Wright out of some sort of trophy.

I just had 3000 copies of our literature printed and will send a few copies to everyone. Please distribute them to people who might join. More members mean more money in the "kitty."

Special thanks to Charles Parsons for the poem on our cover. Chuck says it just came to him one day.

As you've noticed, the Antique Outboarder is changed again - this time with a different format and easier-to-read typeface. It's all part of a continuing effort to produce a better magazine at a lower cost.

Is anyone interested in a Spring Antique Outboard Meet near Miami, Florida? If so, perhaps one can be planned for around March.

Jim Smith answered an ad for a Gray Gearless. The guy wants \$200 for it. Don't pay those prices! Jim has an OK-75 Johnson which he uses regularly and has just acquired a Bendix Single.

Many have sent letters to me and have not yet received an answer. This is a result of the press of summer and business. Members Lowell Simmons and Paul Aruda have been helping with answering a lot of the mail so it shouldn't be long before you get an answer.



# Small Motor -

## Big Results

E. E. Coyte

A good "mini" antique outboard today has considerable appeal, not only as a functional motor, but definitely a wonderful conversation piece.

Evinrude in 1937 made the PAL ELTO 0.9 H. P. which only weighs 16 1/2 lbs. but has performed nevertheless, faultlessly and continually over these 30 years.

It always occupies a favorite spot in the trunk of the car and is as much a part of it as the tire jack. Then it is ready for a spin in any body of water, and that's how it has been for these many years.

It has pushed all sorts of boats and whatever was available at the particular spot. Most of these boats were "scows" and intended for much heavier outboards. Yet this "mini" antique never has been rowed or towed home.

Traveling back and forth from Florida to

New Jersey it has been put to the test many times. Up north in New Jersey it has plied Barnegat Bay, Manasquan, Shark, Shrewsbury and Navesink Rivers. In Pennsylvania, Lake Nuangola. In Florida, Halifax and Caloosahatchee Rivers, and Lakes Munson, Talquin and Jackson.

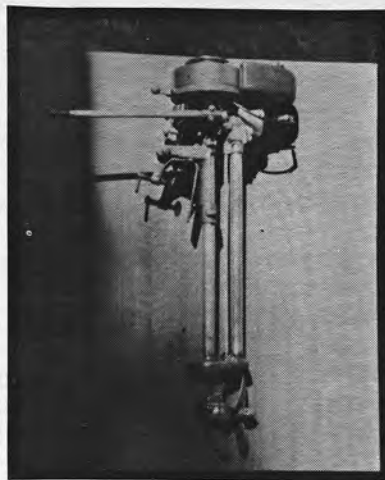
It's nice to always have this antique handy in the car trunk. The aroma it gives off is delightful and it never fails to create interesting conversation. Many times when it is in operation, it has been noted how some boatmen with speedier motors would circle this little curiosity to see how a motor of less than one horse power could push such a load.

So if you live to the age of eighty like the writer, and are not in a hurry to get anywhere fast, put one of these "mini" antiques (if you can acquire one) in the trunk of your car and live it up.

Any challengers?

### SPECIFICATIONS

Year	1937
Model	ELTO PAL #4203-03816
Original Price	\$37.50
Horse Power	0.9
Engine	Single
Bore	1-3/8
Stroke	1-3/8
Gas Capacity	1 quart
Ignition	ELTO Magneto
Carburetion	ELTO
Weight	16-1/2 lbs.
Prop	2 blade aluminum
Speed (maximum)	5 1/2 MPH
Speed (troll)	Crawl



# New Members

- Paul Aruda, 702 Hawthorne, Grand Prairie, Texas 75080
- John L. Beadle, 15 Brownell Rd. Kirksville, N.Y. 13082
- Charles E. Boyd, o/o Boyd's Outboard Motors, 5669 West  
Mud Mill Rd., Brewerton, N.Y. 13029
- John J. Bryant, 2872 Main St. McConnellsville, N.Y.  
13401
- Richard I. Choyce, 661 6th Ave., Des Plaines, Ill.  
60016
- H. W. Dinkmeyer, 4 N 671 Wood Dale Rd., Wood Dale, Ill.  
60191
- Stanley DuBois, 430 E. 72nd St. N.Y., N.Y. 10021
- Thomas H. Fisher, 836 Tanglewood Dr., Springfield,  
Ohio 45504
- Garth Fuller, 802 Larkspur Dr., Sandy, Utah 84070
- Richard J. Gaiser, 538 Monterey Rd., Palatine, Ill.  
60067
- Lee Getschow, James Bodway, 431 N. Dearborn St.,  
Chicago, Ill. 60610
- Frank E. Gleeson, Rt. 3, Box 66, Wayzata, Minn. 55391
- E. Davis Hartley, 3401 Amherst Rd., Rocky Mount, N.C.  
27801
- Loyd Helmley, Loyd's Marine Store, 6720 E. Main St.,  
Mesa, Arizona 85201
- John L. Herberg, 1452 North Shore Dr., Moline, Ill.  
61265
- Edward Kant, 201 Young St., Waupun, Wisc. 53963
- James R. Katek, 21W 150 Coronet Rd., Lombard, Ill.  
60148
- W. H. Kelley Jr., Kelley's Marine Service, Branchport,  
N.Y. 14418
- John Koonce, 1049 24th Ave. SE, Minneapolis, Minn.  
55414
- Dick Lemon, 2107 Douglas St., Rockford, Ill. 61103
- Raymond E. Lucas Jr., 804 North Hills Dr., Johnson  
City, Tenn. 37601
- William S. Lynn, Prince William Marina, Occoquan, Va.
- Douglas G. J. McKay, 3 Woodside St., Salem, Mass.  
01970
- Robert F. Moore, 92 Barker Ave., Eastontown, N.J.  
07724
- Milton H. Moos, 369 Ottawa Ave., Westerville, O. 43081
- Merle E. Norton, 502 Ave. G, El Campo, Texas 77437
- Robert J. Peterson, 796 W. Larpenteur, St. Paul, Minn.  
55113
- William Allyn Schlick, 225 Belvidere Ave., Fanwood,  
N.J. 07023
- Lowell E. Simmons, 703 Thompson Dr., Richardson, Texas  
75080
- R. W. "Rolly" Stoker, 2141 E. Hastings St., Vancouver 6,  
B.C. Canada
- David V. Vihlein, 6820 N. 43rd, Milwaukee, Wisc. 53209
- Bob Wenig, Bob's Sporting Goods, Houghton Lake, Mich.  
48629
- E. P. Wood, 360 Marquette Ave., Sept. Iles, Quebec  
Canada

# motors I have known

Donn Booth

I got acquainted with outboard motors in 1945 when my parents rented a camp on Skaneateles Lake in New York. Dad had a late 20's Johnson he commuted the half mile to where the car had been left. I can remember my mother, brother and I watching him on rough days until he disappeared out of sight in the old boat, with waves threatening to swamp the thing. The neighbors complained about the noise the motor made when he would start it at 7 or 7:30 each morning, so he made an underwater exhaust for it.

He tried to get the Evinrude dealership in 1945 but couldn't so a year later he was appointed the Martin dealer. We bought a camp on the lake that year and I had my first boat and motor - a Martin "60" on a Thompson 14-foot fishing boat. I was King and the lake was my kingdom.

Dad said, "That motor never gets cold and only has two speeds - fast and faster!"

As the years went by Martin built a utility racer, then the Martin "100". But in 1950 the Martins went and Dad became an Evinrude dealer.

I got a 12-foot Feather Craft runabout and a 1949 Speeditwin, then came the 25's, 30's, 40's, 50's, 75's, etc. In 1955 I raced BSH with a new Swift and a Super 10 Hurricane. But I was doing too well, always first or second, and a little big for my britches. I flipped and had 55 stitches in my left arm. I almost lost it. My nerve was gone after that experience. I've tried 48 cu.in. and 280 cu.in. hydros since and skiing etc. has been the rule.

I got interested in antique outboards when some fellows from Indiana came to the lake and asked if I would be interested in a 4 hp Evinrude they had in their car. It was a 1934 OMC Fisherman. "Too old. \$5 and that's too much," I said. But the more it sat around the shop, the more interested I became. So, that engine was my first restoration project. It ran beautifully!

About the same time I read an article in the June 1963 issue of TRUE magazine about old outboards, the bug bit and I wanted some of those "old-timers" I had seen go on the junk pile or to others for a few dollars.

The opportunity soon came to buy the first Evinrude my father had sold as an Evinrude dealer - a 1950 Speeditwin with tool kit, owner's manual.

After than I swapped a Scott-Atwater for four Eltos and an Evinrude, a Lockwood-Ash carburator for a Caille, Etc. The best motors I have were given to me, and the most ex-



pensive was the Speeditwin for which I paid \$20 (no value for the sentiment.) But most have averaged from \$2 to \$10 or one for one.

People who know I'm interested in the old motors have brought me books and other literature, and last year I bought George Barns boating magazine collection from his widow. George Barns was one of the brothers that were known as The Skaneateles Boat and Canoe Co., founded in 1893.

My fathers died in 1964 and I have been running the business for my mother. The business is called Booth's Electric which Dad started before World War Two, working with automobile electric systems. But after the war, outboard motors, boats, and small motors came into the business picture. Today the business handles Evinrude, Grumman, Glas-tron and Tee Nee.

From my sports car days (I attended the Jaguar Service School in Coventry, England in 1958), I have a 1947 MG-TC and a 1959 Alfa Romeo Spyder. Other interests include several running lights from old steam boats, anchors, a parlor heater, a smooth-bore squirrel gun, a few clocks, a few stationary engines (F-M, International, etc.), some washing machine engines (Maytag, B&S, Associated, etc.), a 1906 (?) Wonder engine - marine, 3 hp, direct reversing - a 1919 (?) Skaneateles row boat, and a quarter interest in a 1960 Piper Comanche, plus trying to build our home.

Old motors aren't my only interest, it just seems that way.



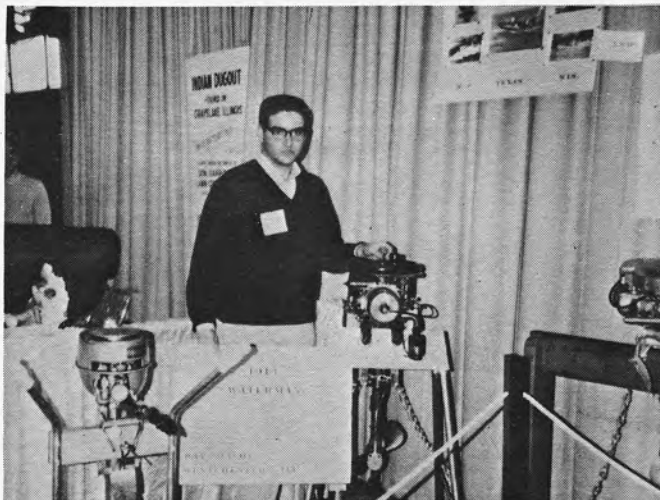
Donn Booth displays a 1926 Caille Pennant, one of 23 pre-1940 motors in his collection. Nine more in his possession are pre-1950.

# THE CHICAGO BOAT SHOW

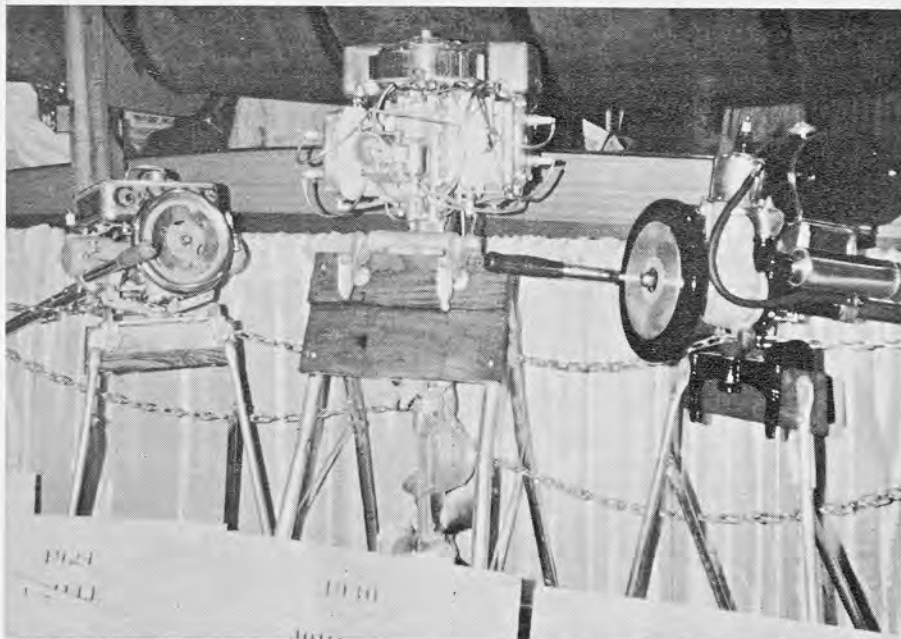
*ray machen*



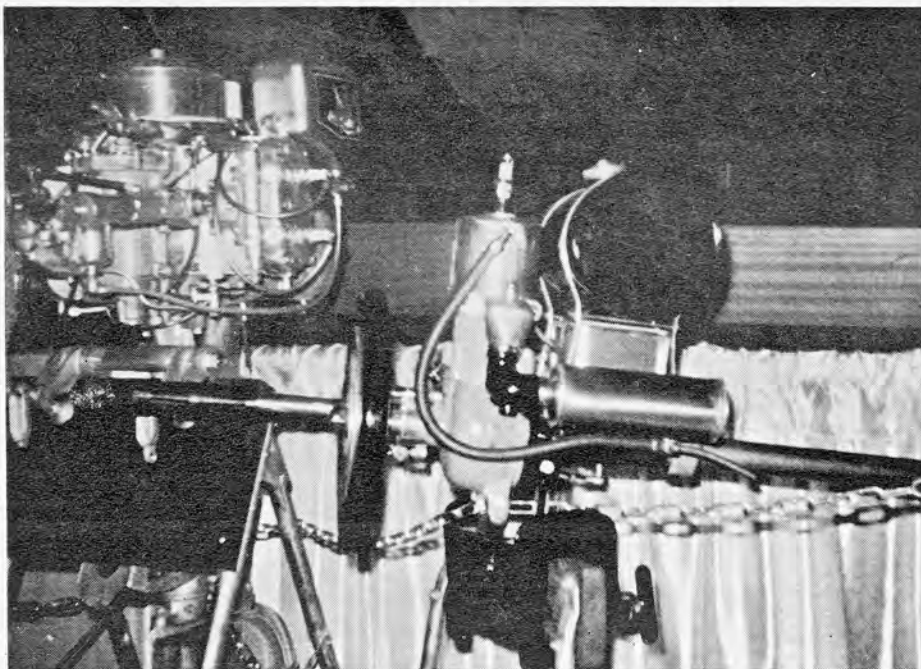
Member R. W. Brautigan is joined by his brother-in-law for the Chicago National Boat Show - 1968. Bob brought a 1928 Elto Speedster, 1927 Gopher, 1930 Johnson V45 and 1924 Caille Liberty Twin and Lockwood Ace to the show.



Show visitor Gary Sherman poses with Ray Machen's 1913 Waterman. Ray also showed a 1918 Evinrude, 1937 Bendix Eclipse and 1941 Mercury.



A further look at Bob Brautigan's exhibit at the Chicago Boat Show. Another exhibitor was Lawrence Masters of Des-Plaines, Illinois who showed a 1922 Johnson Twin (Serial No. 507), 1953 Johnson (Serial No. 1,000,507), Elto Quad, 1938 Champion, 1939 Elto Pal and 1932 Thor.



The 1927 Gopher and 1928 Lockwood Ace shown at the Chicago Boat Show by Bob Brautigan. Philip Graen of Bloomington, Illinois also attended the show with a 1938 Johnson MS-38, Caille Liberty Twin, 1937 Elto Handitwin, 1938 Johnson KA-38 and 1926 Evinrude Sportwin.





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# ECLIPSE

*Air-Cooled* OUTBOARD MOTORS *Electric*

# TRADER'S COVE

## R. H. ZIPPS

These are times when members are more or less on their own when setting prices of antique outboard motors. Since guidelines or a "blue book" have not yet been established except for the "five to fifteen cents per pound rule," bargaining is the only practical way of getting a fair price for raw motors, when dealing with non-members.

How about sales with members? In almost all cases, members are reluctant to give up a motor regardless of its degree of restoration or how many of the same kind of motor that they may have. This is so because members do not want to set give-away prices for important parts of their collections. Also most members are looking toward the future and are trying to build up their supply of spare parts as well as the number of motors in their collections.

Just how can members deal with one another? The answer is simple. Trade motors! If there is a motor that you have your heart set on and you find out through Ken and Bob Hampton who in the Club has one, write and see if you can get them interested in a motor that you have. In addition find out what motor they would trade for it and be on the lookout for that particular model.

For example, the last time I saw Bill Lyman of South Hadley, Massachusetts, he told me he would trade one of his two Elto Quada for a Caille Liberty Twin. Now Quads are scarce but so are Liberty Twins so this would appear to be an even swap. And most important of all no one suffers for money is not involved. So all of you who have a duplicate Liberty Twin, and have been searching to the extent of excavating old junk yards for an Elto Quad, contact Bill. By the way, Bill has two pre-1920 Liberty Singles, so the trade would have to be for a Liberty Twin.

Another important method of obtaining motors from members is at the auctions at the various meets. Several motors including a basket case went on the auction block at the New Jersey Meet and with only a couple of exceptions all motors went at fair prices. So when attending meets, bring all the motors along that you would like to sell.

Be sure to get your copy of the July issue of Argosy. They have published the long awaited article of motors at the 1967 New

Jersey Meet. Two full color pages of motors are shown and Ward Kennedy presented a tastefully worded introduction on a third page along with a picture of budding songstress Vicki Carroll showing how light an Evinrude Mate really is. In addition, the Club is featured on the last page of the Magazine along side of a photo of Vicki at the tiller of a KA-37 Johnson. This is excellent advertising for the Club and will most likely result in many inquiries.

### GENERAL REQUIREMENTS

FOR

### 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. Forms can be easily obtained by contacting this writer.
2. Advertising Rates: Members - Free, Non-members - \$1.00 per motor advertised.
3. Closing dates: All ads must be received not later than the 1st of the month preceding the date of issue. Issues are mailed on the 1st of January, April, July, and October.
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 disbarment from AOMC.
5. Warning to Purchasers: The AOMC will accept no responsibility for any unsatisfactory transaction involving articles which either have or have not been described per paragraph 1.

**NOTHING ELSE LIKE IT**

# Motors For Sale

CHAMPION - 1936, Mod SIE, does not run, single cyl., compression good, spark good, needle valve missing, needs lower unit bearing, Mark Schoeb, Box 125, Cleveland, Minn. 56017.

ELTO-Mod C., Ser 15216, Twin cyl, runs, complete, battery ignition, has knuckle buster, good over all cond., W. E. Benedict, 6013 Cedar Lake Road, Minneapolis, Minn. 55416.

ELTO - Mod D, Ser 23053, Twin, does not run, breaker point plate missing, compression excellent, almost new condition, John Moray Jr., 4351 Greenbrier Road, Long Beach, California.

ELTO - Mod K, Ser 49814, Twin, ran last in 1963, complete, good overall cond, comes with service manual, \$25. Mrs. George Howard, 2751 North East 48th Street, Pompano Beach, Florida.

ELTO - Mod K, Ser 50830, Twin, in running cond, good overall cond, no broken parts, Mr. B. A. Langdahl, 3928 Hermantown Road, Duluth, Minn. 55811.

ELTO- 1937, Mod 4203 - Ser 01935, single cyl, 0.9 HP, runs, complete, fair to good overall cond, Frank Schlachter, 1615 Cleveland Avenue, Racine, Wisconsin.

(The following ad is being taken directly from the Form 101. The reader can explore the ad further if your curiosity is aroused.)

EMMILY EVINRUDE - 1910, Ser none, Mod none, single cyl, runs, gas tank leaks, steers by rudder, Theodore McGee, Box 744, Seaford, Delaware 19973. (In Jim Webb's book, he says that Ole names his boat "Bess Emmily", hence I assume that Emmily is her middle name. If Mr. McGee means that Emmily is written on the motor then? ? ? ?  
& - the motor steers with a rudder?)

EVINRUDE - Rob Boat Motor, single, runs, complete, good overall cond, owner has two of these motors, Kuester Service, 608 Roosevelt, Niagara, Wisconsin 54151.

EVINRUDE - Row Boat Motor, 1915, Mod ?, Ser ?, single cyl, complete, runs, good compression, no parts damaged, has knuckle buster, August Lenz, 307 2nd Street, Hartford, Wisconsin.

EVINRUDE - Row Boat Motor, Mod A, Ser 99935, Single, good compression, no spark, complete, has reverse, Byron Spangler, 134 South Spring Street, Beaver Dam, Wisconsin, 53916.

EVINRUDE - Mod ?, Ser ?, Opposed Twin, Lower Unit Folds, perfect running cond, complete, starts on 2nd pull, Tilloston Carb, SEE PHOTO BELOW - Gilbert Raabe, 2608 North 38th Street, Milwaukee, Wisc.



EVINRUDE - Opposed twin, Mod ?, Ser ?, does not run, good compression, good spark, complete, Lower Unit Folds, good overall cond., Walter C. Parks, 709 Green Acres Drive, Talladega, Alabama 35160.

ELTO - Mod C, Ser 27465, 1925 opposed twin, will run with tuneup, complete, battery ignition, bottom tip of rudder broken at mounting hole, good overall cond, Mr. J. T. Foster, 2111 Bruce Avenue, Louisville, Kentucky 40218.

EVINRUDE - Row Boat Motor, Mod B, Ser 55194, Single, runs, Gas cap and steering handle extension missing, good overall cond. excellent comp, Mr. Robert Anderson, 306 Apt. 2, Garfield Street, South Pasadena, California 91030.

EVINRUDE - Row Boat Motor, Mod A, Single forward pointing cyl, Gas cap missing, runs, 1916, good overall cond, Mr. R. D. Battenberg, 5324 East 10th Street, Indianapolis, Ind.

EVINRUDE - Big 4, runs, new rings, battery ignition, think steel flywheel, compression perfect; (heads, swivel bracket, lower unit by Hubbel) Short Hydro Length, crankcase and cylinder block aluminized, lower unit highly polished, \$40.00 Mr. Clarence Sitton, 2101 North 4th Street, St. Charles, Missouri.



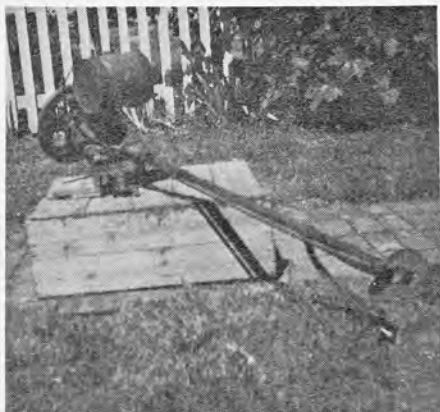
# Motors for Sale

BENDIX - Eclipse, Ser ?, Mod ?, Single cyl, runs off of hot shot battery, runs, good over all cond, has broken skeg, Mr. Louis P. Rager, 3771 29th Ave. South, St. Petersburg, Florida.

BENDIX - Eclipse, Ser D 1340, Mod SMD, Single cyl, magneto ignition, runs perfectly, complete, very good overall cond, Mr. G. E. Fenton, 55 Imlay Street, Hartford, Connecticut (See Photo Below)

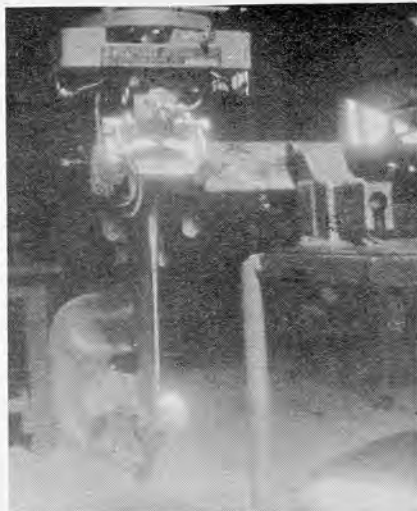


CAILLE - Liberty Drive, Single cyl, Mod?, Ser ?, runs, battery ignition, has priming cup on cyl, tank not original, Mr. Thomas Kirby, 2717 Westside Drive, Lot 90, Pasadena, Texas 77502. (See Photo Below)



EVINRUDE - Row Boat Motor, Mod A, Ser 106554, Single forward pointing cyl, runs, complete, good overall cond, has reverse, slight dent in gas tank, James Carnitz, 3505 Concord Avenue, Madison, Wisconsin, 54714.

ELTO - Mod C, Ser 21904, 1925, opposed twin, runs, complete, battery ignition, has rudder, has knuckle buster, good overall cond, (See photo below) Mr. A. E. Witt, 1909 Prairie Road, West Palm Beach, Florida 33406.



CHAMPION - Ser S1D 11122, Single cyl, runs, complete, good overall cond, has few little rust spots, Mr. Francis Hallsey, 34 Tobler Terrace, Wethersfield, Connecticut 06109.

EVINRUDE - Sportfour, 1934, Ser 0273, Mod 9000, 4 cyl, excellent compression, running condition, 16.2 HP, skeg broken off, good overall cond, Mr. Gene Yonker, 802 East Esther Street, Taylorsville, Illinois

EVINRUDE - Row Boat Motor, Mod A, Ser 91021, Single forward pointing cyl, runs, has reverse, showroom condition, (See photo below), Mr. John Omundson, 715 4th Avenue North, Estherville, Iowa 51334.



# More Classified Ads

## MOTORS FOR SALE

EVINRUDE - Row Boat Motor, Mod A, Ser 95565, Single forward pointing cyl, runs, complete, good overall cond, has reverse, Mr. Jack Geske, 1420 Burek Avenue, Wausau, Wisconsin 54401.

JOHNSON - Mod F-70, Ser 218965, 1935, opposed twin, runs, complete, good overall cond, dent in muffler and tank, remainder perfect, tank decal partially missing, comes with original tool kit and parts catalog with assembly drawings. \$35.00 Mr. Fred Emmert, Bel Arbor Apts. #3509, Belmont, California 94002 (See Photo Below).



LATE ADDITION TO THE "MOTORS FOR SALE" SECTION OF TRADER'S COVE

ELTO - Sportsman; Mod 4296; Ser 01765; single cyl; good running cond, complete; small dent in gas tank; very good overall cond; has original sealed National Outboard Association certified brake horsepower medalion; Richard C. Orlick, 31 Olive Street, North Hampton, Massachusetts 01060.

## LITERATURE WANTED

ANTIQUE OUTBOARDER - January 1966 to July 1967. Gene Yonker, 802 East Esther Street, Taylorville, Illinois.

## PARTS WANTED

EVINRUDE - 1928 Fastwin, Mod U, needs steering handle, Walter Weidmann, Route 2, Voorheesville, New York.

WATERMAN - forward pointing single, needs exhaust pipe, John Harrison, 1000 North West 54th Street, Miami, Florida 33127.

ELTO - 1928 Quad, needs timer and gas tank, Marcus Wright, 30 Crest Drive, Little Silver, New Jersey.

ELTO - 1928 Quad, needs flywheel with knuckle busters also a two blade prop. Mr. Jere Sairs, 4817 North Woodruff Avenue, Milwaukee, Wisconsin 53217 (Whoops, I see from a separate letter from Marcus that Jere also needs a steering handle bracket for his Quad)

JOHNSON - Mod AB-25 Waterbug, needs Starboard Cylinder. EVINRUDE - 1916 Row Boat Motor needs Exhaust Manifold and water pump. HOWARD JONG, 2101 Pebble Court, Monterey Park, California 91754.

ELTO - Racing Super "C" needs two 6 bolt cylinder heads. CAILLE - 20 or 30 cubic inch racing Red Head needs tractor lower unit. JOHNSON - Waterbug needs gas tank, exhaust manifold and muffler. Walter Weidmann, R. D. #2, Voorheesville, New York.

Old Spark Plugs needed for the collection of Ray Machen, 624 Gardner Road, Westchester, Illinois, 60153.

## MOTORS WANTED

EVINRUDE - Foldlight or early model JOHNSON. Harold Warp, 1100 North Cicero Avenue, Chicago, Illinois 60651.

ELTO - Cub, 1/2 HP, will trade any one of 3 pre 1915 motors. David V. Uihlein, 6820 North 43rd Street, Milwaukee, Wisc.

JOHNSON - Mod HS-10, alternate twin, ELTO - Mod 4307 and 4308 Handitwins (4308 is the long shaft version of the 4307) Gene Yonker, 802 East Esther St., Taylorville, Illinois.

CLARKE - Troller, Wayne Sargent, 3 Pine Crest Lane, Dover, New Hampshire 03820.



THE ANTIQUE OUTBOARD MOTOR CLUB

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Walter L. Weidmann  
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Voorheesville  
New York 12186 D'68

Printed Matter  
No Commercial Value



John Hunn, Bob Zipps and Buddy Streat look at a Giant Twin partially hidden by a Johnson VR-50. The only way to fully hide a Giant Twin is with a boxcar!