

The ANTIQUE OUTBOARDER



THE GREAT RACE

Lake Dallas, Texas (NP) - On August 20th, 1966, Lake Dallas thrilled to the outboard smoke and sounds of the 1920's. Lake Dallas was the scene of the world's first Antique Outboard Motor Race, sponsored by The Antique Outboard Motor Club and Valentine Marine Supply of Dallas. (Story and additional pictures inside.)

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The Antique Outboard Motor Club

The Antique Outboard Motor Club

1107 Pueblo Drive
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OLE AND BESS EVINRUDE

I KNEW THEM WELL

W. J. Webb

My lucky stars were out in force that day in December, 1925, when I answered a blind ad for a Sales Correspondent. They stayed out while I was being interviewed by B. Evinrude of the Elto Outboard Motor Company of 62 Mason Street and they have done pretty well by me since.

I needed a job. I had made a job change two weeks after I had married, and it hadn't worked out. When I received the Elto letter suggesting that I come in for an interview, my wife said "What a nice letter. I hope you like them."

I was somewhat surprised when B. Evinrude, Secretary turned out to be a woman, I had a little experience with female executives. They were likely to be overpowering, but not Mrs. Evinrude. I was put completely at ease, and the interview, which finally ended up as an hour long visit with the whole family, Mrs. Evinrude's sister, Dorothy Cary, Dorothy's fiancée, Jake Stern, Mrs. Evinrude's brother, Rob and of course, Mr. Evinrude.

So on January 4, 1926 I went to work at Elto. I spent the first day tearing down and building up one of the Elto rudder steered Light Twins. I have always been inordinately proud of the fact that it later started and ran fine.

The next day I was put to work in a business the like of which I had never seen before or since. The mail was brought in and Mr. and Mrs. Evinrude, Jake, Dorothy, Rob, our Advertising Manager, Bill Kiss, and I say down in Mrs. Evinrude's office to read it - yes, read it aloud. Each of us, except Ole, took turns. Orders, inquiries, requests for information and complaints - especially complaints were read and discussed - especially the complaints. Complaints were of top importance and were answered the same day received by letter, wire or sometimes even a phone call - or else Mrs. Evinrude made the fur fly. I was sent out of the mail session more than once to get a wire or a phone call off to the complaining owner RIGHT NOW. Motor orders were important of course, but parts orders were handled first. Mrs. Evinrude believed and backed her opinion that our first obligation was to help the man who was already an owner. What a way to learn a business...to be permitted to sit down with the owners every day, to discuss and learn every policy and the enlightened thinking back of it. The mail reading sessions continued into 1929 until the volume just got too big. However, Mrs. Evinrude would frequently go to the mail opening desk and scan incoming mail for items that let her keep in close touch with developments. She retired from active participation during 1929, and passed on in 1933.

Both Mr. and Mrs. Evinrude felt keenly that they had personally failed the owner whose Elto was giving trouble. Not only was prompt action taken to get the man running again, but corrective measures were considered for present or future production if the complaint indicated something fundamentally wrong. And it paid off - in hard core owner loyalty in the lean years as well as fat.

Truly, Mr. and Mrs. Evinrude tried their best to run their business on the Golden Rule basis.

Don't get the idea that the Evinrude's couldn't be tough if occasion demanded. In the spring of 1926, we ran into a sudden rash of trouble, mostly hard starting, the one thing the Evinrude's were most proud of. Thorough investigation proved that the factory superintendent had suddenly decided that we weren't building watches, as he put it, and had, without Mr. Evinrude's knowledge, told the men to get the work out regardless of quality. Ordinarily Mr. Evinrude was soft spoken and gentle, but he dressed down the superintendent and fired him in language as colorful and expressive as that used by the most accomplished Top Kick. We traced the production back to the start of poor quality and wired all dealers and distributors to return all motors within a certain serial number range.

The Elto service or adjustment policy was most liberal and more than fair. As a result, unscrupulous people took advantage of us at times. Mrs. Evinrude knew this but her standard answer always ran like this: "I would rather make the mistake of being too liberal nine times than deny some worthy person a needed adjustment just once." Once when I figured I had caught a customer "red handed" in claiming a replacement to which he was not entitled and had really scorched him in a letter, Mrs. Evinrude told me to tear it up and say only that we were sorry that our understanding of the facts was different than his and that the best we could do was to check over his old motor and be as reasonable as possible with the bill. "He will buy another motor some day and if we don't offend him, it might be an Elto;" so ran her reasoning.

Ole Evinrude was the most honest man, morally as well as financially, that I ever knew. In the eight years that I knew him, I never heard him utter an untruth or weasel around with words. He was quite shy and never "threw his weight around" unless it was absolutely necessary. If he had something to say, he waited for a break in the conversation to say it. But when he said something it was all solid and well worth listening to. He ran the shop. Mrs. Evinrude ran the office. Neither interfered with the other, although both consulted each other constantly. As the years advanced, the Evinrudes came to depend more and more on Jake Stern, the immensely capable man who married Dorothy Cary, and who became Executive Vice President of the Outboard Motors Corporation when it was formed in 1929 and who later successfully welded Outboard Motors Corporation and Johnson Motors of Waukegan into a real going concern after Steve Briggs and Ralph Evinrude bought control of Johnson from Hayden, Stone and Co. in 1935. Jake died of cancer in 1949 after several years of silent suffering.

Competition was keen in the 20's. Elto did as much advertising as anybody, and more than most. But one of the competitors seemed to be getting a great deal more publicity in one of the magazines than did Elto. Mrs. Evinrude hinted to the magazine's representative that we had sent them a lot of good PR Material but that very little saw print. No action. So Mrs. Evinrude took a years advertising and publicity mention by Elto and the competitor, showed the representative that Elto had actually spent more with the mag but had run a poor second in public mention and that something had to be done about it.

At this the man uttered words to the effect that no one could tell his

magazine what they could or could not print, and that it just wasn't cricket for any advertiser to try to influence publicity space. To this Mrs. Evinrude heartily agreed. But she also told the man that we had a choice as to when and where we spent our advertising money and that he would hear from us.

To make a long story much shorter, Mrs. Evinrude gave notice through our advertising agency that we were drastically reducing our schedule. The magazine screamed. Magazine brass came to call. Mrs. Evinrude remained calm and smiling and soft voiced. The schedule stayed reduced. Elto publicity appeared in satisfactory volume, although the brass said it would have done that anyway. In due time the Elto schedule was reinstated. Elto never took the short end of publicity again. The word got around that although Mrs. Evinrude talked softly, she carried a club.

Some years later the competitor's advertising manager left him and then told me that the reason his firm had a pipe line into the mag was that his president and the top brass of the magazine had been buddies for many years, and that they were surprised at Mrs. Evinrude's spunk.

Elto did a lot of direct mail work. Every registered owner was listed and contacted at least three or four times per year by mail, particularly at new model announcement time. Everyone who asked for a catalog went on the list and was certain to receive four letters the first year and at least two letters the next year. This meant a huge mail volume. Direct mail services were used to some extent, but when we had a big mailing or when time came to mail dealer supplies at various times each year, we would organize an office "mailing bee." Everyone in the office except Mr. Evinrude took part. The bee would start at office closing time, run an hour, stop for supper which was brought in, then proceed until maybe nine PM. Mrs. Evinrude used to work at the wrapping table. I can still see her with a sheet of brown wrapping paper pinned to each shoulder extending below the knee, wrapping, tying and sticking address labels on packages. Pay overtime? Sorry, no. If there was work to get out, we were glad to stay until it was out. Of course, we seldom called on people to give up their evenings, but when we did they were glad to do it. Such things went with the job in those days. And we worked five and a half days per week - 44 hours.

Utterly honest themselves, the Evinrudes looked and hoped for complete honesty in all others, but were not appalled by human failures. Very early in the game I, as well as every one else found out that if there had been a mistake on any sort made, the best thing was to bring it right out, discuss it, decide on the best way to correct, and get it over with. Any attempt to cover tracks was invariably found out. Sooner or later most of the men who called on us would attempt a little fast talk or flattery with Mrs. Evinrude. It didn't work. Sincerity paid off. Nothing less did.

Ole Evinrude was a skilled pattern and model maker, an expert machine hand, and was equally at home in both ferrous and non-ferrous foundry practice. He gave plenty of good free advice to any number of people with production problems. He could and did tell local foundries how best to use Elto pattern equipment to get better pieces than they produced at first. Knute Thompson, of Racine Foundry told me that Ole understood core setting better than any other man he ever saw. And Knute had been in the iron foundry business all his life.

Both Mr. and Mrs. Evinrude knew what it was to want and be without even a nickel. And although they became wealthy, they never forgot their early days and while they never denied themselves anything in later years, they always saw to it that they got value received for every dollar spent. They never lost the common touch. They were completely at home in the presence of millions or otherwise. They were always genuinely themselves.

By the middle of 1930, the Depression was well entrenched and it was clear things were going to get much worse before they got better. Under the capable had of Jake Stern the Evinrude-Elto decks were cleared for action. Expenses were pared to the bone. The organization prepared to do what it had to do to survive.

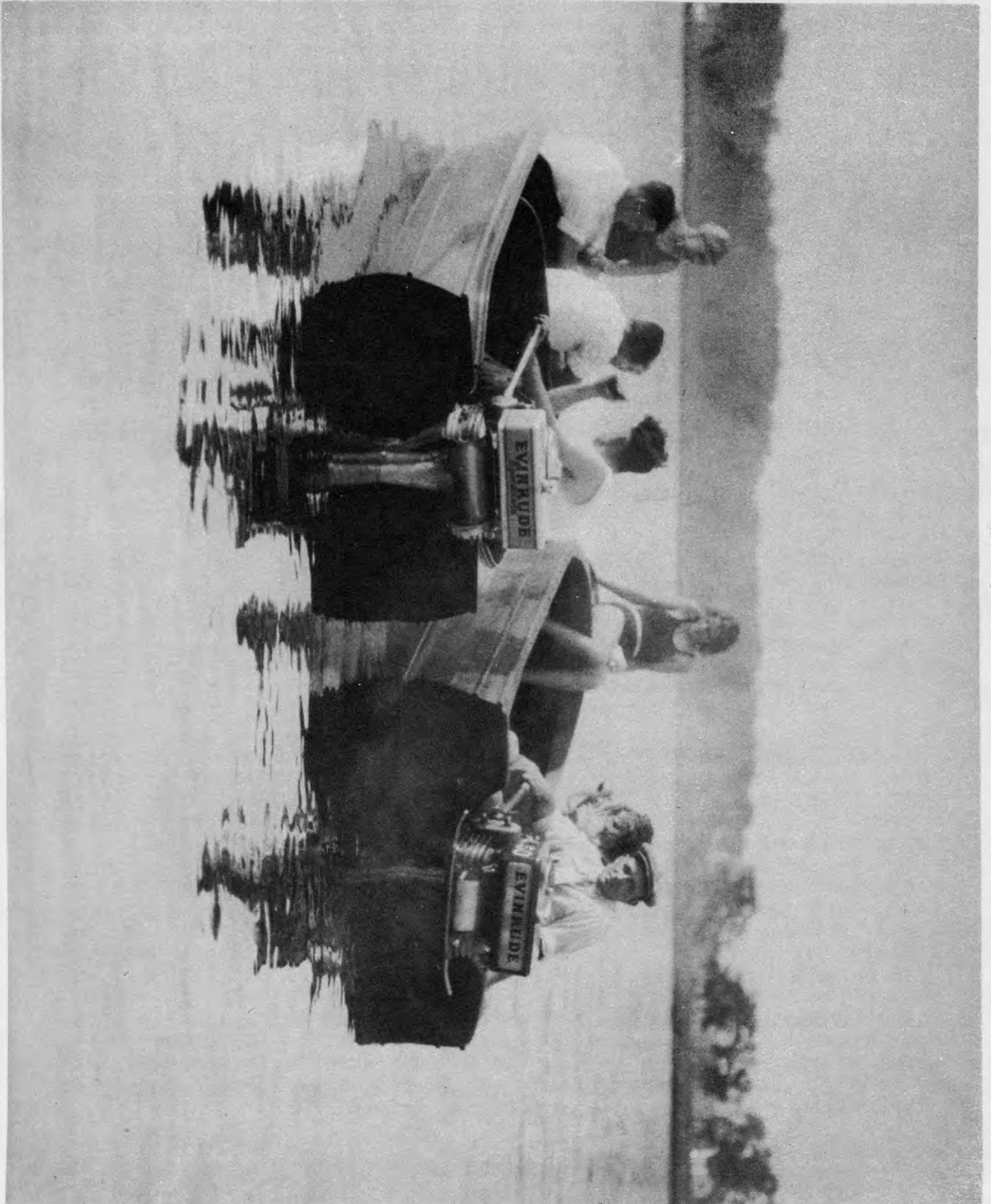
And it was here that still another facet of Ole Evinrude's character came forth. In spite of objections from the Board of Directors, Ole drew none of his President's salary from 1930 on. Personal gain was sacrificed for the good of his company. Had he taken what was rightly his, we might well have shared the fate of our competitors and gone either into receivership or bankruptcy. Things were that tight and close.

But make it we did, by the skin of our teeth. Salaries were cut as much as 60%. Shop and office hours were cut as low as 18 per week. We couldn't afford to pay 35¢ per hour for mailing help, so we salaried workers had daily mailing bees to handle our direct mail load. Our people were hurt, but they still had jobs.

Many an Evinrude old timer could tell you that on this day or that, Ole would drop by for a little chat, and when he left there would be a tightly folded check on the man's machine. Ole wanted no thanks, in fact I am told that on one occasion he rather abruptly asked a man to keep quiet. He always seemed to know who was hardest pressed.

Ole liked a good time. Around the Milwaukee Yacht Club it was well known that any thirsty soul, and there were many in those prohibition days, if worthy could find relief aboard the Bess Emily. But he had to be worthy. Ole could spot a moocher a mile away, and could be short enough on such occasions.

The Evinrudes left us many things. As an Engineer, Ole left us the fundamentals of sound design, as well as many innovations, that are still standard industry practice today. As a production man, he knew how to tool for and build the top quality in the industry at the lowest cost. This, together with Mrs. Evinrude's office administrative ability always permitted Elto to show a higher percentage of profit per sales dollar than any competitor. Mrs. Evinrude brought a whole new concept to Marine Engine marketing-in sales-service-advertising. She taught us that our first obligation must always be to the man who pays our wages - the customer. Together they left us the priceless heritage and example of complete integrity in all things.



R. A. Hawie

When I began my collection of motors in 1953 my interest was in racing motors. I expected to fill the cellar with Lockwood Racing Chiefs, Caille Tractor unit Racers and all the fabled Johnson, Evinrude and Elto racing motors. My early ads for old motors limited them from 1925 to 1936 over 7 HP; I was not looking for old fishing motors. Much to my disappointment I found that old racing motors were not lying around in abundance. You can find motors that have been raced, but to find motors that were built as racing motors by the manufacturers and still resemble the original product is not so easy. I selected 1925 as a starting date because that's the year outboard racing began to make the boating magazines. I used 1936 as a cut-off because that's the year Johnson merged with O.M.C. I asked for motors over 7 HP because I figured that I'd eliminate the fishing motors and concentrate on the larger motors so that I'd have a better chance of finding the racing motors, none of which were less than 7 HP. I soon found out that people did not know the horsepower of the motors they had nor the year, and even if they did, they wrote anyhow hoping I'd be interested in their motors. I've since reconsidered limiting my collection to a certain era. This early limitation on interest has made my work a little harder now. Every time a bulky envelope arrives from Dave I have my work cut out for me, for at least one letter will be requesting identification of a motor in the 1913-1918 era, and I have to do some digging back through my magazines. Unfortunately I have a couple of gaps in the collection around 1913. The gentleman I bought them from told me he tried for twenty years to fill the gaps but was unsuccessful. I am filling in the gaps in my knowledge; my notebook gets fatter and fatter thanks to the rare motors the members have been turning up.

Recently I got a request to supply information on a "Detroit" motor. Jim Webb didn't even list Detroit in his list of most of the brands in our second newsletter. I found it listed in 1915 RUDDER but no more than the address. Although I don't think the Detroit is unusual mechanically, it certainly is one of the rarest ones I've heard of to date. I hope that Terry Hatch who owns the motor will write an article about the motor. I'm particularly interested in where he found it and how it got from Detroit where it was made to Altoona, Pa., where Terry lives. I don't believe that in 1915 nation-wide marketing was as prevalent as it is today. There is usually an interesting story to a motor that got that far from "home" if it can be tracked down.

I may be taking the editor's prerogative but I ask all of you who have unusual motors to take a stab at writing an article about it for the newsletter. Besides the routine details about the construction of the engine, there is often an interesting story about where the motor came from and its individual history.

Our mail has reminded me of a fact that I neglected to mention in my coverage of Lockwood in the second newsletter. Lockwood for several years around 1915 - the exact era I'll buck to Jim Webb - made the motor sold by Sears Roebuck called Motorgo. The name Motorgo was on the back of the gas tank and as this side of the tank often rested on the floor the name often mildewed off. So you may run into a Lockwood that's a Motorgo. I have a Motorgo which you can still recognize by the name on the back of the tank. It has a serial number stamped on the cast aluminum exhaust manifold. Right now serial numbers on some of these old extinct motors mean nothing to us but perhaps we can some day record all the numbers that members have and make some sense out of them. I can see our President sneaking into his place of employment in the wee hours of some Sunday morning to run a list of serial numbers through a computer.

Unfortunately when the so-called "Private Label" motors became more common the boating magazines did not list them in the annual listing so they become harder to identify although some of them are not exceptionally rare. It's interesting to note that Champion Spark Plug Co. lists outboard motors in the spark plug listings that I have never even hoped still exist!

Well, on to Caille! Many of them still exist. Caille like Lockwood and some of the others built small inboard engines, both two and four cycle, and when outboarding became established commercially around 1913, they began building outboards. Caille went out of business in the thirties; they are not listed in the 1934 motor listings in the boating magazines. They did not list racing motors in 1933. Cailles were well engineered motors, and they used some features which were not used on other motors of their time. They had one of the first, if not the first, rewind starters. The powerheads on the Caille motors did not pivot when the lower unit turned. The torque tube had a flange and the motor handle turned the torque tube and lower unit. There is an advantage here in that you don't have the cylinders pivoting around on the back of the boat. I don't have a pre-1922 Caille, but all the Cailles I have have this feature including the racing models. I believe that it was used as early as 1915 when they introduced their five speed model. This was a feature which they used on most service motors. It was an adjustable pitch propeller which was controlled by a ring and yoke on the steering handle in five steps. This gave two speeds forward, a neutral when the propeller blades had no pitch, and two speeds reverse. The 1913 Waterman model C14 also had an adjustable pitch propeller, but this was infinitely adjustable through its whole range of adjustment. A third feature of the Cailles was the use of priming cups on the cylinders. Even the racing motors had them! The priming cups had petcocks which enabled you to pour a little gas into the combustion chamber to start the motors if they were hard to start.

The machining of the Cailles I have is very good; I feel that it's superior to that of the other motors in my collection. The machining of the adjustable propellers is a thing of beauty.

Caille motors had model numbers and serial numbers and many of the models had names, but the model names are not well known. They did refer to some of their five speed motors as Junior and Master Five Speedtwins. Evinrude used the model name Speeditwin, still does as a matter of fact, so care should be taken not to be confused by the difference between Speedtwin and Speeditwin. The serial number usually is on the support between the cylinder and the transom clamp. Unfortunately I haven't any serial number lists as yet for Caille. The model was usually designated by a decal on the gas tank. This is often scratched off, so it does make it difficult to identify Cailles without pictures or a very good description.

Caille also made "Liberty Drive" singles and twins. These motors had a straight drive from the power head to the propeller, no gear box or right angle drive.

Strelinger and Gierholtt also made motors similar to the Liberty Drive Cailles.

The problem of value is one that we all face, both from the side of buyer and seller. What is the value of a 1907 Waterman? a 1929 Lockwood Racing Chief? What is the value of a 3 carat diamond? Quite a bit if you are on an expensive cruise ship; practically nil if you are shipwrecked on an inaccessible island with little chance of rescue! I don't think that it is too far-fetched equating antique outboard motors with diamonds. When used for industrial purposes, diamonds have a utilitarian application; when used as jewelry, they are a useless accessory of our culture. An antique motor when used as a fishing motor or for family fun has a utilitarian purpose; when restored and kept in a collection it is also a useless accessory of our culture. A flawless diamond has great value as jewelry; in industry its value would drop to the value of industrial diamonds for its flawlessness would have no value as an industrial diamond. A 1907 Waterman would have greater value as a rare example of outboardiana but be practically worthless if used as a fishing motor when compared to modern fishing motors. Now I realize this may sound like heresy to some of our gung-ho members, but let's face it; a 1966 three HP motor - Johnson, Evinrude, Mercury or Chrysler, take your pick - is a much better engine for use on a boat than the 1907 Waterman.

So returning (after a long trip) to my point, the value of old motors is set by the "marketplace" which is us, the collectors, since the motors are worthless as utilitarian motors. Now there is a great tendency to buy a rare motor for \$15.00 or \$20.00 and then value it at \$100.00 or \$150.00. The problem here is that

those selling have only a few motors to sell so they don't get hurt by inflated values; but the buyers, us that is, are hurt when prices become inflated if we want to acquire a reasonably representative collection. Since collectors are the only ones interested in old motors now, we hurt ourselves by inflation. Don't believe that the word won't get around if prices go up on old motors. Have any of you run into the fable that Evinrude would give you a new motor if you had an old one, "real old" that is? I have many times. It causes lots of headaches because the seller never believes you until you tell him to go ahead and try Evinrude. This usually causes delays in bargaining and hard feelings. It certainly doesn't make things easy.

I usually try to figure how little it will cost to get them to part with the motor. If they are shipping it, you really are paying them for the trouble of sending it. I have passed up many old motors because I felt the price was unrealistic. Would you believe that my feet still hurt after a hard day's work, taxes didn't go down, politicians still lie before election, the world still kept turning and life continued pretty much the same?!?! Try it next time someone offers you a "real old" motor with original bill of lading, owner's manual, etc., at a bargain price of \$100.00 or \$200.00. Say no thanks and go home. Often you'll hear from them later on at a reasonable level. If not, what have you lost? At least you have not "dropped a bundle" for someone else's forty year old JUNK. The whole message is: if you are a true collector, not a speculator, you'll be sorry if you start driving prices up.

WOW!!! "new motors are better than old ones" and "forty year old junk." If some irate member hasn't mailed me a bomb before next newsletter, I'll try to touch on some of the highlights of racing. It's an important part of our history because the manufacturer used racing to advertise outboarding and as a proving ground.



The Elto and Johnson corners of Dick Hawie's basement. That "junk" literally fills the room.

THE ELTO TIMING MECHANISM

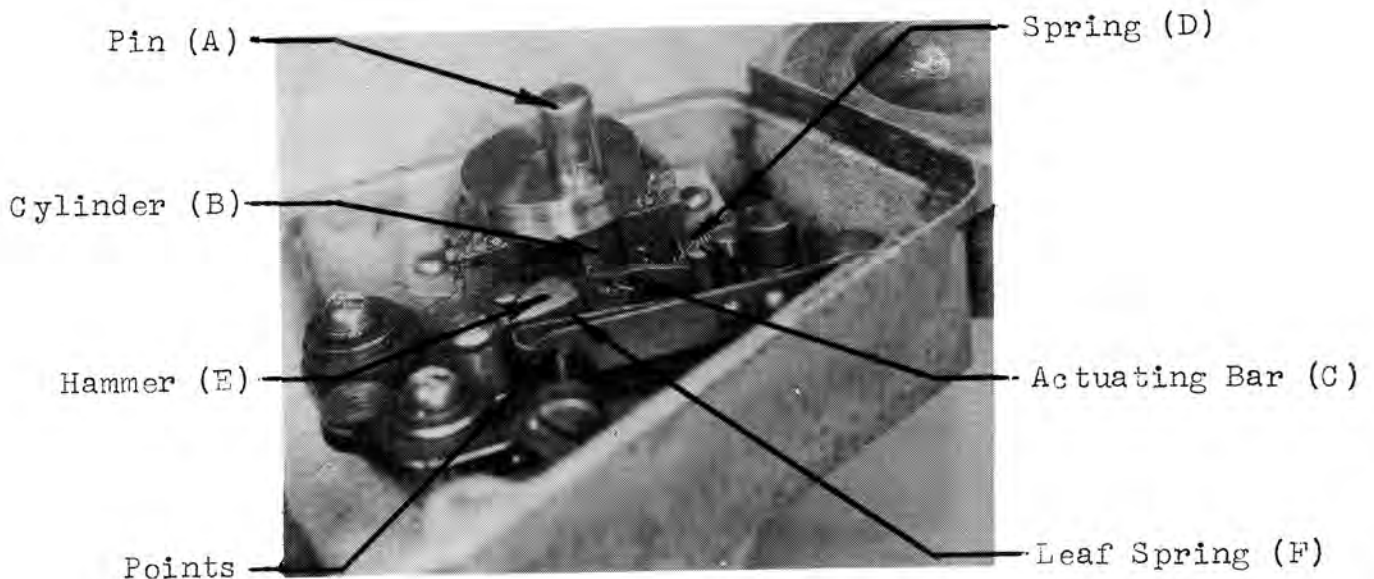
C.R. OWEN

In the first issue of the Antique Outboarder I promised an article on the Elto timing mechanism. This is that article; I am sure that you will find it very interesting.

The Elto outboards had a very unique timing mechanism, one which is completely different from any other outboard. The Elto, in contrast to modern motors uses the ignition timing as the only means of controlling the motor speed. Moving the timer to the right advances the spark, just as other engines, however this timing system has the following additional features:

- 1) The coil circuit is always open, except for 3 to 5 milliseconds per crankshaft revolution. This means that the battery can be left connected to the motor with no danger of discharge.
- 2) The points are closed the same length of time (3 to 5 milliseconds, depending on production tolerances) at slow speed and at high speed. The same hot spark is produced at all engine speeds.
- 3) The mechanism is a governor - that is, once you set the rpm you desire, the mechanism acts so as to maintain that rpm setting. Thus, when Jim Webb made the world's first jump, he didn't worry about the engine over revving - The governor action prevented that.

Now - how does it work? The close-up photo below shows what the device looks like. The pin (A) is driven through a connecting rod by an eccentric on the crankshaft. This causes the cylinder (B) to rotate through an arc of about 45 degrees for each rotation of the crankshaft.



The actuating bar (C) has a catch on it which catches in a slot milled in the cylinder (B) as (B) rotates clockwise. Thus (C) is pulled along by (B) until (B) rotates so far that (C) is no longer "caught", and (C) is released. The spring (D) then pulls the actuating bar (C) back. On the way back it is forced somewhat to the right because of the design of the cylinder (B). Forced to the right, it pushes against the hammer (E) which in turn pushes the leaf spring (F), and the points close for a period of time determined by springs (D) and (F) and the weight of the bar (C). (Note that it will take a certain amount of time for the actuating bar to travel from its released position to the position at which the points close.) The points having re-opened, the cylinder (B) continues its counter clockwise rotation back to the rest position.

The above explains how the battery circuit is kept open, for the points are always open unless the motor is running. It also explains why the points are closed for the same period of time during each cycle of the timing mechanism - The period of time that the points are closed is determined only by the springs and the weight of the actuating bar.

It does not however explain how the device acts like a governor. Qualitatively this can be explained as follows: When the actuating bar (C) is released by the cylinder, it is moving at a velocity proportional to the engine speed as it is indirectly driven by the engine crankshaft. At this point its momentum carries it further - how much further depends on the bars velocity at release.

Assume that the engine is running very slowly. Then the actuating bar (C) is also moving slowly. As the bar is traveling very slowly at the release position the points will close the period of time that it takes for the bar (C) to be pulled by spring (D) from the release position to the close of points position.

If however, the bar is moving downward very rapidly at the release position, (High engine speed) it will continue past the release position for a period of time, and then be pulled in the opposite direction by spring (D). As a result of the extra distance that the bar (C) travels, it takes a longer period of time for it to reach the close of points position.

Thus, if the engine is running slowly, a short time after the bar is released, the points will close. If the engine is running fast, it will be a relatively long time after the bar is released that the points close. The spark is therefore retarded by a period of time due to the automatic action of this device. The amount of time that the spark is retarded is a function of the engine speed.

For the mathematically inclined, the time delay T, as a function of engine rpm w, is approximately proportional to *

$$T = 1.57 - \sin^{-1} \frac{.5 - w \sqrt{w^2 + .75}}{w^2 + 1}$$

* Just goes to show that we Antique Outboarders are versatile - A copy of the derivation is available on request.

So, how does it govern? Suppose the engine is running at any speed, and for some reason it momentarily speeds up. This speed-up causes the spark to be automatically retarded, and the motor is slowed. Similarly, if the motor were to slow down for some reason, the spark would automatically be advanced, and the motor speeded up. Thus the motor is maintained at the speed the operator sets.

There is only one disadvantage to the device - Motors employing it must be accelerated by slowly moving the timing lever to the right - If the timer is moved too rapidly, the spark will be advanced too far, and the motor will slow down instead of speed up.

That's the story of Ole Evinrude's ingenious timer mechanism - It's specifications are:

Manufacturer:	Atwater-Kent (They made radios too.)
Points Setting:	.009 Inch
Power Requirements:	6 volts, 0.5 amp at 3800 RPM (Current drain is proportional to engine speed.)
Capacitor Size:	0.1 MFD
Period Points Close:	3-5 Milliseconds



I LOVE TO EVINRUDE

I call it Evinruding; this gliding along through the water in a motor driven rowboat and when I hang this portable motor over the stern of any rowboat (it attaches in less than one minute) and skim up the river or lake at an 8 mile pace, I feel that I am having a *real* summer. The



**EVINRUDE
DETACHABLE
ROW-BOAT-MOTOR**

is not cranked as other motors are; one simply gives the fly wheel a swing and the weedless propeller drives the boat along for hours and hours, anywhere. This motor weighs but 50 lbs., develops two full horse power, is reversible and above all carries in a canvas case just like a satchel. Anyone can operate it.

It Has Been Adopted by Four Governments

and is used extensively in the fishing industry as it runs in both salt and fresh water. The illustrated catalog which we will send to you on request shows the motor in use in different parts of the world. Write for a copy.

EVINRUDE MOTOR CO., 226 M Street
MILWAUKEE, WIS.

Members of National Association of Engine and
Boat Manufacturers.

New York Salesroom, 260 West Broadway

**CARRIES
LIKE A
SATCHEL.**



THE GREAT RACE
(cover story)

D. R. Reinhartsen

Smoke, Laughter, and shouts of "It's running," filled the air over Lake Dallas as contestants warmed their engines for the World's First Antique Outboard Motor Race. The event, sponsored by the Club and Valentine Marine Supply of Dallas, was the result of several months planning by Val Valentine Hal Copeland and Dave Reinhartsen.

The contestants were: Russ Casey, who drove a 1938 Johnson powered Aristocraft; Sandy Aitken, whose 1928 Elto Speedster took 4th place; Val Valentine, with a 1927 Lockwood; Al Montouri who used a Johnson J-25 or an old Mercury which ever was running; and Dave Reinhartsen with a 1928 Elto Quad.

Technically, the first contestant to get his engine running was Dave Reinhartsen, who was up til 1:00am the night before struggling with sticky float valves and a flooded motor. His knuckles came to the race ready-banded. Sandy Aitken was next with his '28 Speedster and showed considerable forethought by pre-banding his knuckles. Russ Casey's '38 Johnson came to life with a solid roar, and soon after Val Valentines '27 Lockwood joined the parade of powerplants. Now Al Montouri had his motors going several times, but never very well til the race started. Seems as though they needed a bit of coaxing.



THE KNUCKLE-BUSTER CUP

The race was staged in two heats of four laps around a one-half mile oval, and went quite smoothly considering the age of the motors. As a matter of fact, none of the motors ever conked out during the race. There was however, a bit of difficulty before and after.

The first heat had a ragged start due to the circling of the drivers as they tried to match the slow speed of the Al's Outboard entry. Casey and Reinhartsen met a large cruiser wake and near disaster in the second lap but came out merely wet and shaken. The cruiser it seems, had come to investigate the smoke. First heat standings: Casey, Reinhartsen, Aitken, Valentine and Montouri.

The second heat had a beautiful start, Al Montouri having changed motors. There were no mishaps and the second heat standings were Casey, Montouri, Reinhartsen, Aitken and Valentine. The overall standings and the prizes were: First, Casey, who won the Knuckle Buster Cup and a marine speedometer; Second, Reinhartsen, who won two tickets to The Blue Max and a pair of fresh water pearl cuff links; Third Place went to Al Montouri who won a Guy Lombardo record album; Fourth place winner was Sandy Sitken who won a kiss from his wife. Last place award went to Val Valentine, who not only sponsored the race but lost it. Val's prizes were a pair of ear plugs, an antique starting rope, and a box of bandaids. There just ain't no justice, huh, Val?

The timekeeper and judge for the World's First Antique Outboard Motor Race was Ben Posey, President of the Texas-New Mexico District of the N.O.A. Ben is an exceptionally fine person and we were very proud to have him referee the race.

After the prizes were awarded and the laughter had subsided, the contestants felt that something was missing. One knew the solution; "Let's do this again next year!" They agreed that that was a fine idea, so on a Saturday morning in late August, 1967, Lake Dallas will again thrill to the thundering exhaust of these powerplants of yesteryear. If the 1966 race was any indication, the 1967 race will really be something. More and bigger prizes, more boats, motors and races. Will you be there?



Russ Casey, Dave Reinhartsen, and Sandy Aitken with the winning boat and motor.



Hal Copeland, Val Valentine, and Al Montouri just after the presentation of the prizes.

MOTOR OPERATION AND REPAIR

J.C. Harrison

What is the story behind the controversy that arose in the late twenties about horsepower ratings?

I have inquired around considerably and I find that the differences in horsepower ratings comes not in a difference in definition but from the fact that one system gives you the horsepower of the bare engine with absolutely no accessories attached, that is no water pump, generators, or any other kind of accessories. The other rating takes the test with the full list of accessories attached. I am still not satisfied with this and I will keep dredging around but that is all that I can come up with at the moment. Let's all keep our ears open.

My 33 hp Evinrude project has bogged down. No matter what I do, I can't seem to break the rod bearing screws loose. Have you any hints?

I do have a number of comments and I have had some real battles on this score. Most important is to get a screw driver blade which really fits. It should be absolutely straight sided or nearly so and, better yet, should be a drive fit. This will get most of them but I imagine that the ones that you are talking about are somewhat wallowed out by now. My experience with these is that it is necessary to make a tool similiar to a C clamp. In the bottom end use a screw with a beveled point which will screw up tight into the bottom end of the connecting rod bolt. A screw driver tool should be made and fitted into a drilled hole in the other end of the C clamp. This screw driver tool should have a shoulder on it which rests against the underside of the C clamp body and a square end should protrude to which a wrench can be attached. I guarantee that this will get any of them. Of course a rugged C clamp body is a necessity. I have not had to make one of these up recently and have lost the one that I used to use back in my racing days or would be happy to send it to you. With regard to heat, I have used that with some success but you should not get the rod hotter than 400° or 500° at the most or you will take the temper out.

8 a.m. to 6:30 p.m. call 256-3111-1

model. sacriler. e \$60; efrige \$15; . 501

1 wa- alnut ide # 93 \$25

BOSE

21

Complete

SPORTING

• Sales • \$

CLASS

ANTIQUES—A model Johnson outboard 1st model ever built. Good running condition. \$1000. 233-5231

BOAT—1961 18' Glassbar sedan. 75 hp. Evinrude. Good condition. 244-6383

BOAT—21' Cruiser. 75 hp. Evinrude outboard. Tandem trailer with electric winch. \$1700. 238-1079

BOAT—'61 Thompson 19' Cabin Cruiser. Immaculate. Pier 3, Slip 55, Russell Marina. Best offer. 238-1197

BOAT—18' Switzer Johnson 30 hp. on trailer \$595. 14' Runabout on trailer \$100. 833-4887

BOAT—14' Dunphy runabout with trailer. All in

I'LL BET YOU DID'NT KNOW THEY WERE WORTH THAT MUCH!

THE EDITOR'S CORNER

D. R. Reinhartsen

The big news of this issue is The Great Race - The World's First Antique Outboard Motor Race. This event marks the beginning of a series of such events to be held near Dallas, and in other parts of the country. Surprisingly it didn't receive much publicity, and it looked as though it might rain, yet we certainly had a good crowd of spectators! I think everyone had more fun than they ever could have had with new motors - there was a real feeling of pride in saying "I resurrected that motor that runs so well." At other times we were convulsed with laughter such as the time the Valentine Marine Supply entry towed the Al's Outboard entry back to the pits. It was decided on the spot that we should have another race in 1967 here in Dallas on a Saturday in late August.

We need you here in Dallas to make the second Antique Outboard Motor Race an even bigger success. Plan now to put your motor in the trunk come down, and race with us on Lake Dallas. If you like, I'll make motel reservations and arrange for the loan of a boat. I'm sure you'll have the time of your life.

Marcus Wright of 30 Crest Drive, Little Silver, New Jersey, has indicated that he would like to organize an Antique Outboard Meet at Long Branch, New Jersey in April or May of next year. My map shows at least 21 members living within 50 miles of Long Branch. At the rate the club grows, there should be 40 members in that area by next April. How about sending Marcus a card telling him that you would be interested. I'll arrange my schedule so that I'll be there on business; How about you?

One of my projects since the publication of the last issue has been the preparation of a map showing the location of each member. This map shows that some members live so close to each other that they ought to at least give each other a phone call. There are six members in the Los Angeles area, six near Seattle, ten near Minneapolis, five near St. Louis, 24 near Milwaukee-Chicago, six near Detroit, 21 near New York, and so on. Won't you glance through the membership list and give those who live near you a call.

We still need help with the clubs work. Right now there is desperate need for someone who will write a gossip column, telling the members about each other. How about it? Will you help?

A copy of the literature which the club sends out is enclosed. I would like you to mail it to the boating editor of your newspaper, to an interested friend, or to a local outboard dealer. This is a way we can recruit more members - the more members we have, the more we can get for our money.

Many members have written to ask "What motors should I try to get?" The question is short, but the answer long. I'll give a brief answer now, and a detailed answer in the next issue. The years we are interested in can be divided into four intervals - up to 1910; 1910-1922; 1922-1932; and 1932-1942. If you find a motor which was made prior to 1910, buy it. There are very very few of these. There are many 1910-1922 Evinrudes around, but very few other makes. Thus, you should

be able to find an Evinrude of this era and you should snap up any other make. By 1922 Johnson and Elto had entered the business, and the number of these available today attests to their quality. Other makes are relatively rare and some models, such as the 1926 Johnson P-30 or the 1929 Elto Quad are virtually non-existent. The 1932-1942 decade produced some new manufacturers, Evinrude and Johnson seem to have produced the most durable motors. These are fairly available for a restoration project, however, they begin to resemble the modern motors. There are some rare ones too, the Cailles, the Crosses, the Evinrude 4-60's, the Johnson P's and V's are all very desirable.

Those are some brief guidelines for your purchasing; I'll put some details in the next issue. Just remember that very few of these are worth more than \$50.00..

The club has received a fine letter from Bud Cowdery of Birmingham, Alabama, who has volunteered to write a sequence of articles on racing during the 1930's. Bud is especially well equipped to do this, for he still has clippings from the regattas he participated in that era. Bud is still quite a racer in the C-1 class. Let's hope he is not too modest and tells us about it in his column.

Tom Zimmer of Algonac, Michigan, has written, asking whether any of the members would be interested in sew-on patches, T-shirts, sweat shirts, cuff links, tie clasps or other such items with the Antique Outboard Motor Club insignia on them. If you are interested, please drop Tom or me a card telling us so.

The club has received a call for antique motors to be exhibited at the Greater Michigan Boat Show, January 28th through February 5th. If you can help the show in some way, please write Jack Grenard, Grenard & Leverenz, 2558 First National Building, Detroit, Michigan, 48226; or Mr. Frank E. Burch, Manager, Greater Michigan Boat Show, 12800 West Ten Mile Road, Huntington Woods, Michigan. The theme of the show is "Boating: Yesterday and Today." We are the only organization in the world that is interested in the yesterday part, so let's give them our help.

Counting this issue, the club has published four magazines, which means that our first year of operation is up. It also means that about 66 of the memberships will expire before we mail the next issue. I am sure you'll want to receive the January issue without delay, so please mail in your \$5.00 for your next year of membership. In fact, I'd prefer that you express your confidence in the club by mailing \$10.00 for two years, or \$15.00 for three. While you are at it, won't you send along a letter telling about yourself? We should get acquainted.

One source of immense pleasure is the way the membership continues to grow. As of this writing, we have 198 members in the club, and about \$200.00 in the treasury. I wish we had more of both. Our big expense has been printing. For example, the July issue cost \$227.00 for 300 copies. Figure in mailing costs, and it cost about 90¢ to get The Antique Outboarder to you. The next biggest expense has been typing, and then postage. I haven't given up the search for a good and inexpensive printer yet.

The people who join the club never cease to amaze me. There are at least five retired military men of rather high rank in the club.

There is also a surprising number of young men, between 15-18 years of age.

There are about 200 copies of the April issue left, and about 100 July issues. If any of you would like extra copies, you may have them for \$1.00 apiece. We also have extra decals at 50¢ apiece for those who would like additional copies of our emblem.

We have a new staff member, Robert H. Zipps, who is taking over the classified section from Chris Owen. This is a fine arrangement, for Chris will then have more time to devote to his other duties. As you will note, Robert is already doing a fine job with the classified section. Robert's title is that of Broker of Antiquities. Can you top that for an impressive title?

I received an awfully nice letter from Bill Lyman of South Hadley, Massachusetts, telling me about himself and his collection. He was one of John Hunt's first customers in the Antique Outboard Motor Museum. Bill runs a small trucking business for which he is a driver and chief mechanic. His hobbies are flying (a 1933 airplane), old motors and various types of power plants. In his collection of power plants, Bill has steam, gas, water, hot air, dog and horse treadmills, and a windmill. He has also collected twelve old cars, five tractors, six trucks and a motorcycle, an airplane and a one man gyrocopter. Cross your fingers - there is a possibility of a museum to house this wonderful collection.

Not long ago, I spent several days trying to get an engine with weak ignition going. It was a slow process, and certainly pointed up the fact that if you want your engine to start easily, you need a good ignition system. I have an article on ignition systems prepared, and will include it in a forthcoming issue. A few have seen it before, but there are some new tricks included so it should be helpful to everyone.

HELP-HELP says our Special Features Editor, Jim Smith, who is preparing an article on one of the most fantastic outboards ever made, the Cross 5 cylinder Radial. Rumor has it that only 13 of these were ever produced, and only three exist today. If you have any information on the Cross Radial, please communicate it to Jim Smith, 330 O'Connor Drive, Toronto, Ontario, Canada.

I received a letter from Chris (Kit) Owen last week, which I would like to share with the entire club. Chris writes; "Well, I just got a hold of the coolest deal. I am now the owner of an antique racing runabout. I don't know what make it is, but I think it is a Thompson. It has lapstrake sides, and I think it had a lapstrake bottom, but that has been replaced by Masonite. I am going to replace it with plywood. It is quite sound under about 150 coats of paint. The camp used to own it, but they don't need it anymore so I got it free. It is 11 feet 9 inches long, and I am sure it is pre-WW II. It certainly looks it." You know Chris, You have a good start there. Why don't you start a club! Let's call it The Antique Racing Boat Club.

TRADER'S COVE

In order to make this section, the classified section of the Antique Outboarder, a much more enjoyable and infinitely more informative section, the following general requirements applicable to classified advertising have been formulated.

1. Strive to include all of the following information:

- a) Manufacturer
- b) Year of Manufacture
- c) Model Number
- d) Serial Number
- e) Number of Cylinders
- f) Whether or not in running condition
- g) If not in running condition, describe compression and spark in detail.
- h) Complete or parts missing. Enumerate missing parts
- i) Over all motor condition: Restored, almost new, good, fair, poor, rusted, dented, cracked. Select one and describe
- j) Unusual features

A quick perusal of the advertisements in this issue will easily reveal that they are far from complete and would not entice prospective buyers to the degree that if the motor was described completely. Be sure to elucidate item lj) above as this will instill the desire for someone to buy your motor

- k) Price you are asking

2. Closing Dates: All advertisements must be received not later than the 5th of the month preceding date of issue. Issues are mailed on the first of January, April, July and October.

3. Transactions based on good faith: Deliberate misrepresentation, or violation of the codes of good business ethics and good sportsmanship, will constitute grounds for refusal of advertising, and may result in your disbarment from membership in the Antique Outboard Motor Club.

4. Warning to purchasers: The Antique Outboard Motor Club will accept no responsibility for any unsatisfactory transaction involving articles which either have or have not been described in accordance with the provisions of paragraph 1.

5. Forward submissions to the Trader's Cove Section to:

Robert H. Zipps
24 A St. Regis Street
East Hatford, Connecticut 06108

TRADER'S COVEMotors for sale

CAILLE- Single Cylinder, Basch
Magneto, Water Cooled

CAILLE- Single Cylinder, Liberty
Model

CAILLE- Twin Cylinder, Liberty
Model

CAILLE- Twin

B. J. O'Boyle
302 Roosevelt St.
Exeter, Pa.

Robert L. Gotts
223 Linden Street
Nothville, Michigan

Edward P. Newlin
1111 N. Riverside Drive
Pompano Beach, Florida

Bill Good
3290 South Doroning
Denver Colorado

Champion- 1929 (?), 3 hp

Herbert E. Genz
236 N. Blaine Avenue
Bradley, Illinois

CLARKE- Troller, Great Shape

Mel Havens
18 Highway
La Salle, Ontario, Canada

ELTO- 1922, 3HP, Serial # 2715,
coil (?) missing

John A. Hagey
1318 Floyd Blvd.
Sioux City, Iowa

ELTO- Lightwin, 3 HP, 1925

Fred W. Campbell
6701 1/2 West Diversey Ave.
Chicago, Illinois

ELTO- Super Lightwin, Serial #
52261, Patent dates: Jan. 15,
1924 & Feb. 3, 1925

Edward Kowalcyk
3714 Pearl Street
Batavia, New York

ELTO- 1928 (?)

H. Storey
Box 267
Blairmore, Alberta, Canada

ELTO- 1932, 1 1/2 HP

H. S. Burnett
3719 Reveille
Houston, Texas

ELTO- Opposed Twin

Jeffrey A. Jackson
1166 Greacey Pt. Road
Mamaroneck, New York

ELTO- Handitwin, 2 1/2 HP, 1936

Donald Torbet
912 Park Street
Perry, Iowa

TRADER'S COVE

ELTO- Serial # 93328

ELTO- Ace, 1938, Running Condition

ELTO- 1 1/4 HP

ELTO- 16 HP (?)

ELTO- Twin, Battery Ignition

Evinrude- 1916, Model A, Single
Cylinder

Evinrude- 1916, Single Cylinder

Evinrude- Rowboat Motor, Serial
#65353, 2 1/2 HP, Patent
dates: Aug 22, 1911 & Mar.
31, 1914. Ran 2 years agoEvinrude- Serial #39A-94465, Single
Cylinder, has reverse, sell 420 Tenth Street
or will trade for 10 HP motor Breckenridge, Minn.Evinrude- Model A120045, Serial
142778

Evinrude- Model A, 1921, 2HP

Evinrude- Two Motors, 1920 (?),
Good ConditionEvinrude- 1927, Single Cylinder
Working ConditionMotors for saleJohn Hawes
Ava, New YorkPhilip A. Tennessen
5934 N. Sunney Pt. Road
Milwaukee, WisconsinHarry Wildeson
1420 Sunset Drive
Wasco, CaliforniaGeorge W. Wicks
1027 Midway Drive
Bemidji, Minn.Mott Peck
912 N.E. National Bank Bldg.
Scranton, Pennsylvania-----
Edward G. Youngs
Success Dynamics Co.
P.O. Box 1391
Huron, South DakotaR.W. Krinn
Rt. 18 Box 139
Indianapolis, Ind.Joe Wilkening
420 South Beckham
Tyler, TexasEdward Braun
420 Tenth Street
Breckenridge, Minn.Michael Doyle
Rt. 1 Box 167
Jordan, New YorkA.E. Ross
622 Marian Avenue
Lima, OhioMilton Svoboda
2326 East Avenue
Berwyn, IllinoisNorman Wood
33 Wasson Court
Saint John, New Brunswick
Canada

TRADER'S COVE

Evinrude- Sportwin, 1929

Evinrude- Light Weight, 1931

Evinrude- 1931, 4 HP

Evinrude- Twin, Brass Motor

Evinrude- Sportsman, 1935, 1 1/2 HP

Evinrude- Sportwin, 1937

Evinrude- Speeditwin, 1937,
Electric Starting !!!!!

Evinrude- Foldlight

Evinrude-

Evinrude- Zephyr, 1940

Evinrude- Sportsman, 1941

MOTORS FOR SALER.J. Ambrose
925 Lacroix Avenue
Green Bay, WisconsinPaul N. Kelble
216 Dallas Street
Payne, OhioWayne Sword
502 Hales Lake Blvd.
Grand Rapids, Minn.Allan Meade
4805 North Muscatel Street
Rosemead, CaliforniaRobert J. Elrick
619 South Eighteenth St.
Chesterton, IndianaTim Jenvey
519 Edgerton
Howard City, MichiganDale Bailly
7495 Orchard Street
Westminster, ColoradoHugh A. Brown
444 Fairlawn Avenue
Toronto 12, Ontario, Can.Hugh A. Brown
444 Fairlawn Avenue
Toronto 12, Ontario, Can.J.N. Mac Donald
17533 Roy Street
Lansing, IllinoisCol. Benj. R. Rush
U.S. Army Eng. Center Brigade
Quarters 68
Fort Belvoir, Virginia-----
GRAY- Serial # GG762, single
cylinder, Chain Drive, Knuckle
buster, complete except for coil

Clarence L. Murr
Rt. 1 Box 523
Red Bluff, California-----
JOHNSON- Model A, Serial #8706, 2 HP

Harold Swech
6211 Deven
Chicago, Illinois

TRADER'S COVEMOTORS FOR SALE

JOHNSON - 1923, Model A, Serial #4875, opposed twin, 2 HP	Thomas F. Fleming Jr. 1741 Illinois Street Whittier, California
Johnson- Model A-25, Serial #25052	Thomas R. Even Box 72 Frost Road Palatine, Illinois
Johnson- Model J-27	Leo P. Lastuvka 1044 19th Street S.E. Cedar Rapids, Iowa
Johnson- 1926 (?), 2 1/2 HP (?)	Dan L. Mikel 150 A Racetrack Street Auburn, California
Johnson- 1927, Model J, 1 1/2 HP	Vernon Foster 216 Dorchester Place St. Louis 35, Missouri
Johnson- 1927, Model A-35, 2 1/2 HP	Carol K. Farrer 108 Cliff Street Dayton, Ohio
Johnson- Model K-50, Good Condition 1930	Monte E. Detherage 1515 Grant Street Wichita Falls, Texas
Johnson- Model A-80, 4 1/2 HP, 1936	John C. Babler Box 196 Monticello, Wisconsin
Johnson- Model PO-15, 22 HP	Marvin Kypfer Box 312 Williams, Arizona
-----	-----
Martin-	Mrs. E.B. Levy 1679 Tacoma Avenue Berkeley, California
-----	-----
Neptune- Master Twin, 1937, 10 HP	Andrew A. Finn 189 Lehigh Street Wilkes-Barre, Pennsylvania
Neptune- 1938 (?), 4 HP (?)	Mrs. Refa Pifer Box 91 Convoy, Ohio
Neptune- Serial #27530, Model #65(?)	A.L. Warden 803 Natoma Street Folsom, California
-----	-----

TRADER'S COVE

WARDS- 1930, 3 HP

WATERWITCH- 1946-----
Miscellaneous- Many old motors
from the thirtiesSubmerged Electric,
1901 (?)TRADER'S COVE

ELTO- 1928 Quad.- Muffler

ELTO- Lightweight Serial #92240.-
Propellor & Timer Lever

Evinrude- 1928 Speeditwin.-Muffler

Evinrude- 33HP Speedifour.- Starter
generator & coilsIndian- Silver Arrow.- Pistons &
Rings

Johnsen- Model A.- Port Cylinder

Lockwood- Chief.- Crankshaft,
connecting rod & cylindersMOTORS FOR SALEWilliam J. Lee
52 Laurel Road
Stamford, Connecticut-----
Robert L. Kaplan
R.A.C. Field Office Thailand
OSD/ARPA R&D Field Unit
APO San Francisco, Calif.-----
George Winter
1121 Summit
Spooner, WisconsinMrs. Mike Junjak
3217 Chicago Avenue South
Minneapolis, Minn.PARTS WANTEDJohn Harrison
1000 NW 54th Street
Miami, FloridaClyde W. Stanfield
Birmingham Tin Shop
3710 5th Avenue North
Birmingham, AlabamaKit Owen
1107 Pueblo Drive
Richardson, TexasDavid Reinhartsen
1107 Pueblo Drive
Richardson, TexasMrs. Harold L. Mahan
303 Larkspur Road
Washington, D.C.Robert H. Zipps
24 A St. Regis Street
East Hartford, ConnecticutDavid Reinhartsen
1107 Pueblo Drive
Richardson, Texas

James F. Andrews
3704 Avondale Drive
Ft. Wayne, Indiana
46806

John G. Blanton
Route 2, Box 138
Lake Wales, Florida
33853

Anthony Caglione
140 Elm Street
Dover, New Jersey
07801

Tom Costello
320 Cameron Road
Tauranga, New Zealand

Jack Dickson
4812 Rodney Road
Richmond, Virginia
23230

John Eiring
Eagle Lake
Eagle, Wisconsin

Philip G. Graen
901 East Jefferson Street
Bloomington, Illinois

Calvin Greenleaf
673 Main Street
Wakefield, Massachusetts

Michale C. Hardick
P. O. Box 1383
Oceanside, California

Burke D. Hardy
526 West 58th Street
Los Angeles 37, California

Terry Hatch
308 11th Avenue
Juniata
Altoona, Pennsylvania
16601

Charles E. Henderson
1307 La Valliere
Victoria, Texas

R. W. Hendrickson
Box 812
Elkader, Iowa
52043

Newton Hnos
F. Riestra 547-A
Guadalajara, Jalisco
Mexico

Jeffrey D. Hunt
239 Main Street
Sanford, Maine
04073

Tom Johnson
2040 West Wisconsin Avenue
Milwaukee, Wisconsin

Howard W. Jong
2101 Pebble Court
Monterey Park, California
91754

George H. Loeb
3701-3705 Parker Avenue
Norfolk, Virginia
23508

Gene Powell
496 Oakwood Road
Huntington, Long Island
New York
11743

Curt Reed
511 Woodside Avenue
Berwyn, Pennsylvania

William T. Rowley
Beekman Road
Hopewell Junction
New York

Paul E. Saeger
5056 Meese Road, Northeast
Louisville, Ohio

Clyde W. Stanfield
Birmingham Tin Shop
3710 5th Avenue, North
Birmingham, Alabama
35222

NEW MEMBERS

Philip C. Benedict
4903 Manitoba Drive #202
Alexandria, Virginia
22312

Bud Cowdery
1403 1st Place, N.E.
Birmingham, Alabama
35215

John Hansen
350 Paderewski Avenue
Perth Amboy, New Jersey
08861

P. Redina
3524 West 198th Street
Homewood, Illinois

G. A. Roach
69 Sutherland Trailer Court
Saskatoon, Saskatchewan
Canada

Gary Sherman
2804 West Rascher
Chicago, Illinois
60625

Frank M. Shimer
420 Shore Road
Bellmore, New York
11710

Gerald H. Swartzbaugh
Box 262
Richmond, Minnesota
56368

J. R. Whitbeck
R. R. 1
Hartington, Ontario
Canada

Hilton A. Wright
1900 Kirkwood Highway
Elsmere, Delaware
19805

Marcus S. Wright, III
30 Crest Drive
Little Silver, New Jersey

T. J. Zimmer
390 Sherwood Lane
Algonac, Michigan
48001

Robert H. Zipps
24A St. Regis Street
East Hartford, Connecticut

Willard Treach
1002 Park Drive
Paxton, Illinois
60957

Too Late to Classify:

G. Gordon Turner, 3864 Mission Boulevard, San Diego, California has informed the club that he has the following items for sale.

1920 Elto Lightweight Folding Motor # 90382
1926 Johnson 5 hp.
1928 Johnson 5 hp.
1930 Johnson 5 hp. # 151810
1930 (Approximately) Muncie 5 hp.

Johnson Parts and Service Manual 1922-1928 .

All items are said to be complete and in good condition.

Walter L. Weidmann
o. o. Weidmann's, Outboard
Voorheesville
New York 12186



THE ANTIQUE OUTBOARD MOTOR CLUB
1107 Pueblo Richardson, Texas 75080



Claude N. Mickler in his outboard craft "And How III," in which he set a new time of 78 hours and 51 minutes for the 1154 mile trip over the waters of the Mississippi from New Orleans, Louisiana, to St. Louis, Missouri.