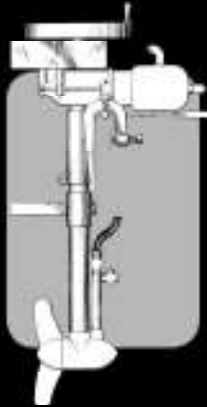


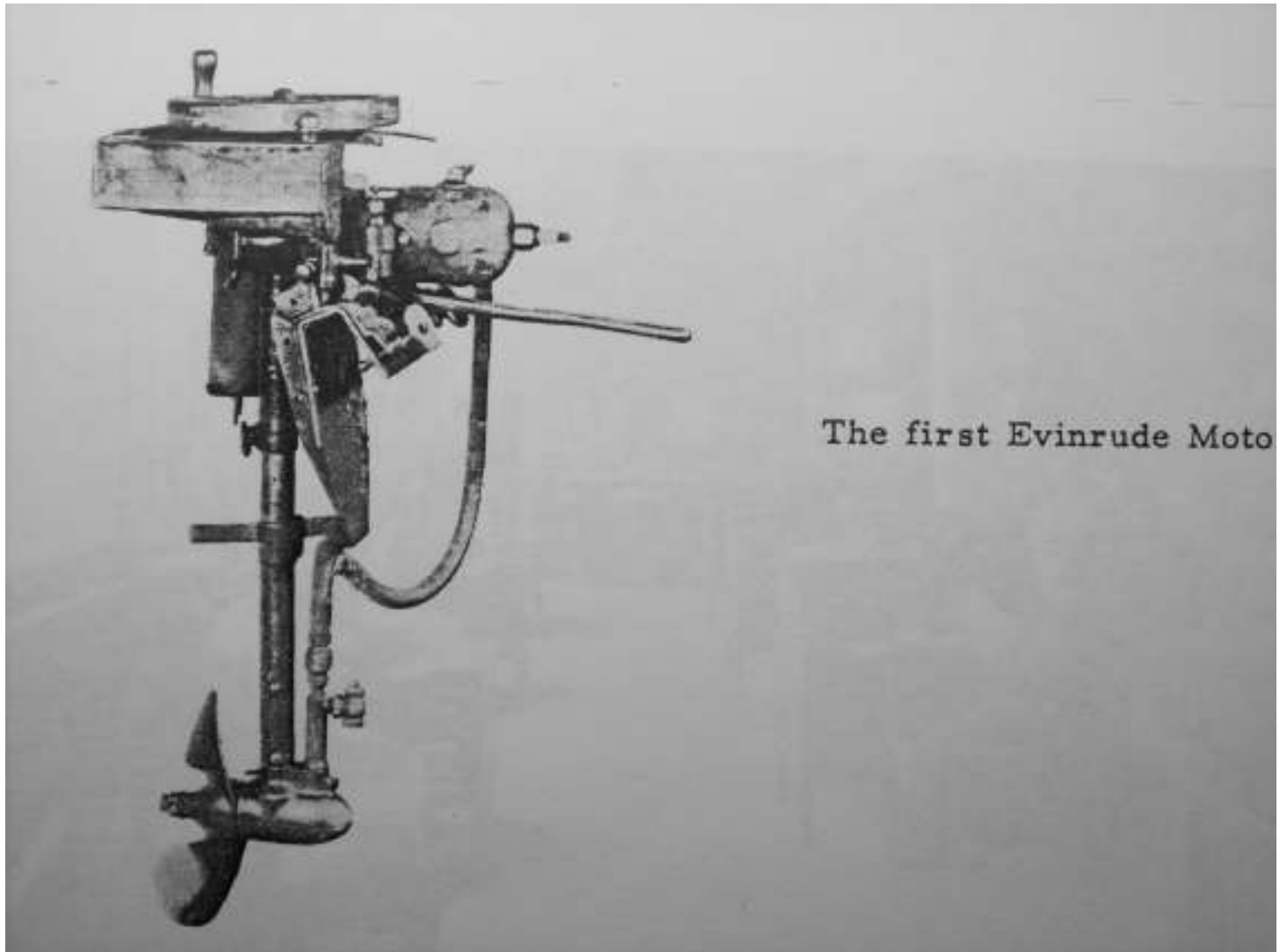
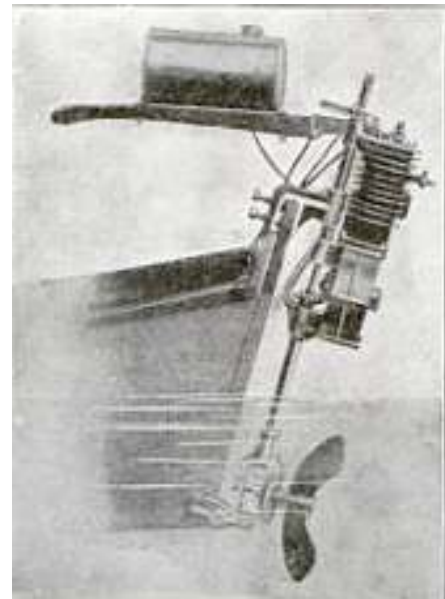


Rowboat Motor Journal

Official Publication Of The
**Southern
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Chapter**



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The first Evinrude Moto

Image not often seen is this starboard side view of Ole Evinrude's original "coffee grinder" motor. The version most often seen is a view of the port side.

About "The RBM Journal"

The Rowboat Motor Journal was created in order to provide rowboat motor-related information to any and all interested parties, as well as be used as a means of communication between collectors of the early motors that form the foundation of the marine outboard engine industry as well as the original building blocks upon which our hobby is based. Intended for quarterly publication, it is a non-profit enterprise with all information (technical or otherwise) procured, verified within reason for accuracy, and assembled strictly through the work of volunteers.

To that end, participating members are encouraged to share their expertise and understanding so as to assist in the future preservation of not only the motors themselves, but the knowledge there-of. Members may be solicited by the Editor to assist with providing in-sight with respect to restoration techniques, part reproduction, shop practices, motor information and any other pertinent exchange of data, up to and including publication of donated pictures or images, detailed accounts of current restoration projects, recent "new" old motor discoveries or acquisitions, or pictorial demonstration(s) of rowboat motors on display or in actual use.

The Editor of the Rowboat Motor Journal and its contributors assume no responsibility whatsoever for any incident or injury that may arise from any use of information (in whole or in part) presented within the contents of this publication.

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From The Editors Desk....

The holiday season has already passed, and I hope everyone had a very Merry Christmas and enjoys a most prosperous New Year. Many of us will make and break resolutions for 2010, but I'm sure the resolve to work on and run rowboat motors is one aspect that none of us have to worry about trying to live up to. Personally, I have a couple of unnamed rowboat motor projects that I promise will get finished up this year in plenty of time to get on the water at an AOMCI event or two.

Important announcement regarding distribution of emails to Chapter members.

Although I do not receive email in a spam folder per se, my Internet provider captures it for me and stores it online, where I can access it at my leisure and delete or forward it as I see fit. What I've noticed is that some of the Chapter related emailings are being returned and captured in the online spam filter. I happened to notice that at least 5 or 6 emails are being returned for various reasons. Some turned out to be email addresses that are no longer valid or in use, but in other cases, it seems that Comcast does not want to accept any mail coming from my Internet provider. Comcast claims that my IP (Execulink) is responsible for a high amount of spam traffic. If any of you happen to talk to a fellow Chapter member who reports that they do not receive emails from Chapter Headquarters anymore, please advise them to contact me ASAP to make sure I have a valid email address for them, or to find out if their mail service is also rejecting mail coming from my IP. Thank you for your patience and support in this matter.

I have had a fair amount of positive response from members with respect to the Evinrude Rowboat Motor Identification Chart. I had made a couple of errors, one of which was corrected and one that wasn't. The part I missed referred to the use of lead babbitt in the crankshaft end of the Evinrude RBM connecting rods. Harry Nicholson had made some notes about how Evinrude used babbitt in the connecting rods up to and including motors built in 1914,

but did away with the babbitted rods in 1915 and up. Please make a note of that if you are keeping score, and update your spreadsheets accordingly. Keep in mind that this is a "living" document, to be reviewed and revised as new information is brought forth or discovered.

In a noteworthy development, AOMCI member Dave Bono has undertaken the project of building a replica of an 1896 American. An actual surviving sample of this legendary motor, sometimes referred to as the "grand-daddy of rowboat motors", has never been found. All we have for evidence that it even existed is a single picture found in a late 19th century book. Dave is using simple photographic evidence to formulate dimensions for the various parts needed to construct his American engine. As of this writing he has completed the majority of the powerhead. With Dave's permission we are publishing some photographs taken of his motor as it undergoes the construction phase.

On the rear cover page of the previous journal, the patent drawing teaser was solved by Harry Nicholson, and described as follows;

Chester A. Hoefer, inventor from Illinois, associated with Spinaway. Patent 1,160,410. The 2 improvements are: the folding flywheel handle in a recess, and a tiller holding device with teeth on the tiller arm stub mount interlocking by natural spring action with teeth which are screwed to the cylinder.

In this issue, we're presenting another patent drawing that y'all can have fun with, as the back page shows an illustration that I found in the patent office archives, but once again could not find in anywhere Orlin Johnson's book of Small Marine Propulsion Devices 1866-1950. But don't despair, as clues to the answer may be right under your nose.

With this being officially the last newsletter of the 2009 season, I would like to thank you all for your continuing support of the RBM Chapter, and wish all the best for 2010. *Regards, Christopher Scratch*

1896 American Replica Project Photos
These Images Appear Through The Courtesy of David Bono



Figure's 1 & 2 - Portside views of Dave's replica American powerhead





Figure 3 - Dave's American on display at the Mystic Seaport Show

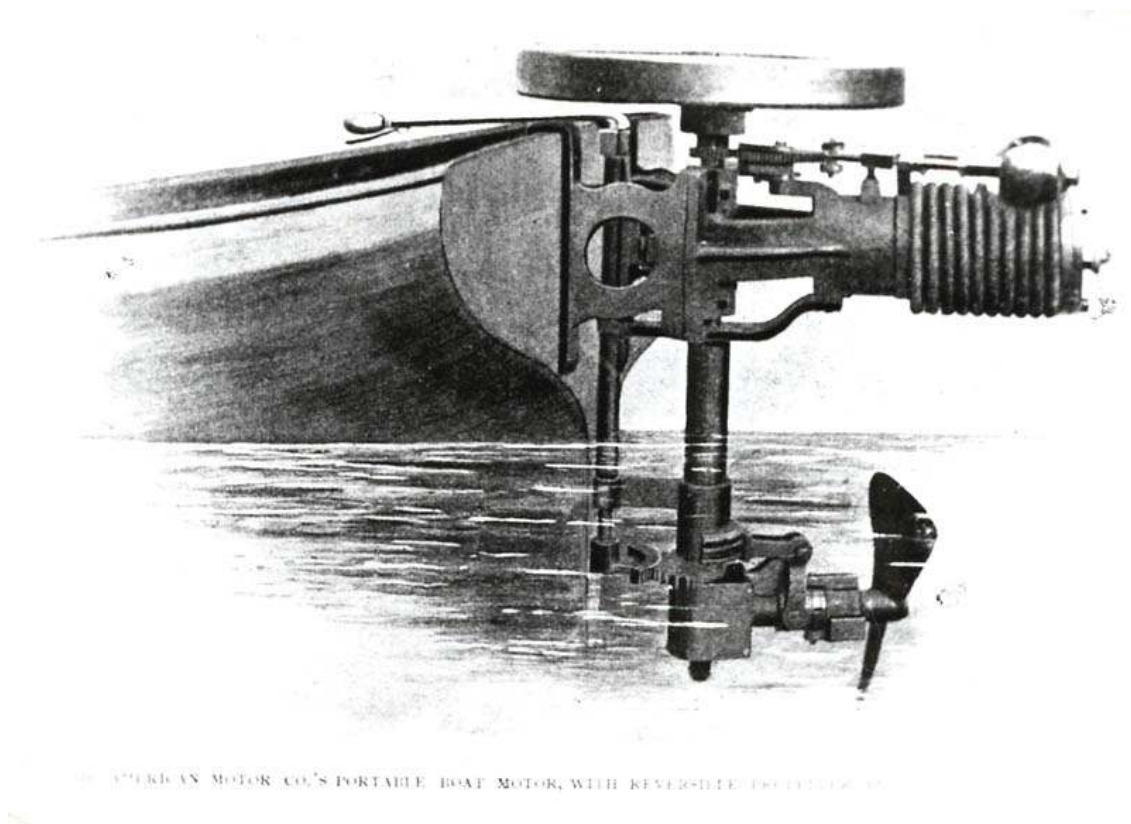


Figure 4 - Scan of the only known pictorial representation of the 1896 American



The New **CAILLE** **DETROIT** **5 Speed 1916 Model Motor**

With Starter

Pulling this Strap Starts It.

A Real Sportsman's Motor

Makes a power boat of any rowboat in a jiffy. Starts by simply pulling a little handle (see illustration). No cranking, no blistered hands, no aching arms and back.

Has Five Speed Adjustments

A high speed (7 to 10 miles an hour) for getting you to the fishing and hunting grounds in a hurry—an ideal speed for trolling—a slow reverse—a fast reverse, and neutral. All speed changes made by pressing button on steering handle without stopping, reversing or altering speed of motor. Pressing another button stops it. When set at neutral, boat stands still while motor remains running. This is positively the last word in rowboat motor design. Costs no more than less efficient motors.

Send for Details and Prices. Dealers Wanted

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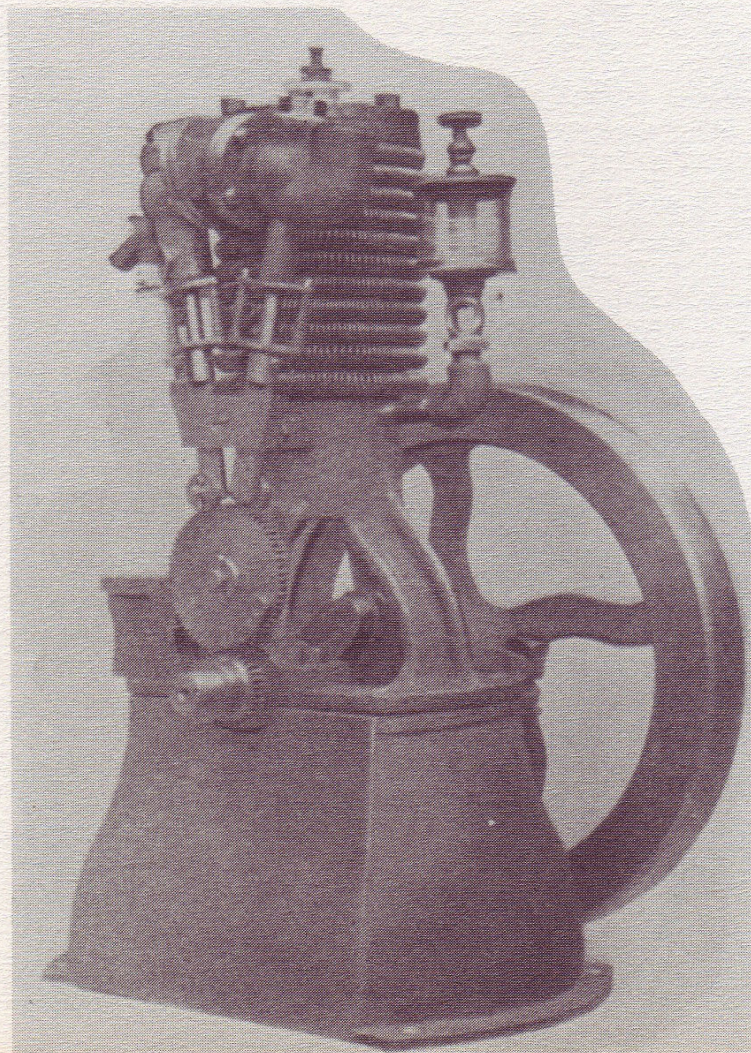
**Two Views Of A Caille 5-Speed RBM with gear-driven Bosch Magneto and recoil starter
(Owner - Tom Goeprich)**



In light of Dave Bono's replica project - here's a scan of some information on a utility engine built by the American Motor Co.

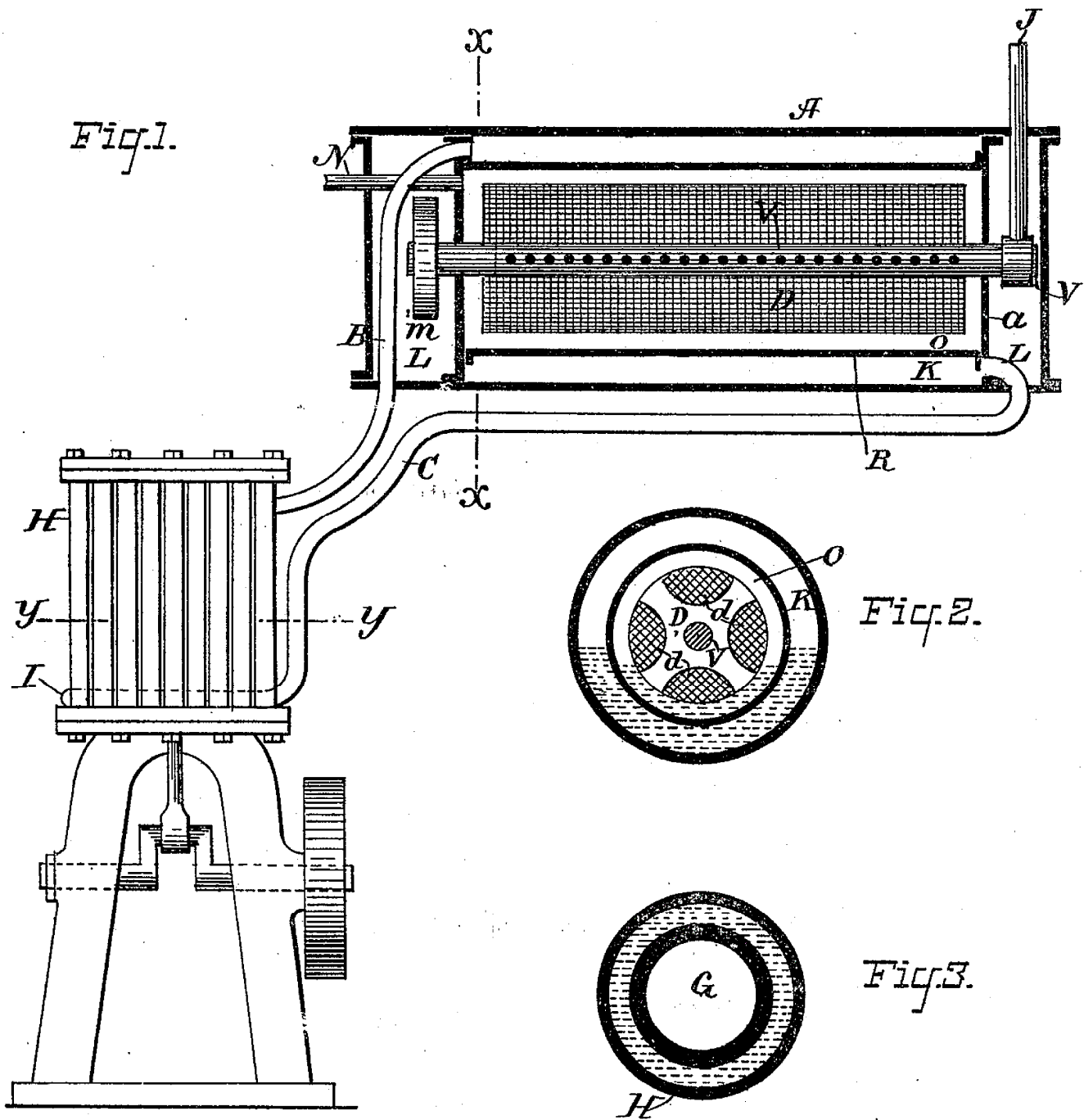
American Motor Co. New York, New York

During the late 1890s, American Motor Company of New York introduced their little 1 horsepower engine. Of four-cycle design, it featured electric ignition through two insulated electrodes into the cylinder — these were fired by a high tension coil. No water jacket was used — coiled wire was wrapped around the cylinder wall to extend the air-cooling surface. The engine shown here only weighed 50 pounds; a similar style with two cylinders weighed but 75 pounds. When equipped with the cast iron base shown here, the engine was suitable for stationary power uses, but without the base the engine was well adapted to marine duty.



THE BACK PAGE

FEATURING ROWBOAT MOTOR ITEMS OF INTEREST



Here's another patent drawing to figure out. It's not actually for a rowboat motor, but it is related to a legendary motor that we'd all like to find. I know I'm making it way too easy, but I'll only ask you to tell me who the inventor was, and what company he was associated with.