

The **V** - age

in outboarding is here

SPONTANEOUS
45200
MT. CLEMENS, MICH.
HO. 35746

Johnson

PRESENTS

11 DEPENDABLE

NEW SEA-HORSES

FOR 1958

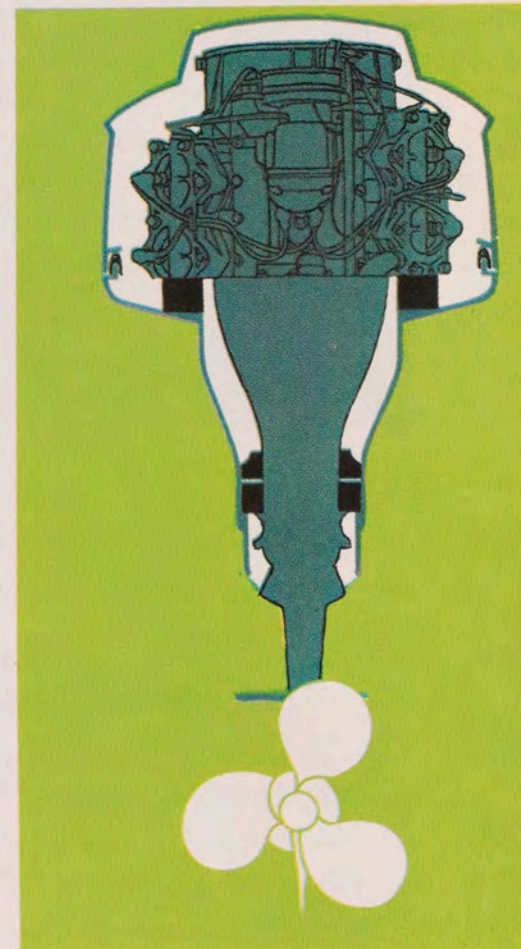
PRECISION-ENGINEERING BRINGS YOU ALL THESE V-50 FEATURES FOR 1958:

the new V-principle in outboards

THE V-PRINCIPLE is entirely new in the field of outboard motor manufacture, and it provides an opportunity to develop mechanical features never known to outboarding before.

"V"-type construction allows a very compact grouping of parts and reduces the height of vertical engines to almost half. The engine is inherently *balanced* at engine speed, and reciprocating forces of one pair of pistons are always balanced by the other pair, reducing vibration to a minimum. Firing impulses occur every 90 degrees in firing order of 1, 2, 3, 4, giving an exceptionally smooth flow of power to the crankshaft.

The V-engine also features a single die-cast block for greater rigidity. The crankshaft is the prime moving part of the engine, and V-construction allows it to be as short and rigid as possible. In fact, it is *only* 14¹⁵/₁₆" long!



AMAZING NEW SUPER-QUIET FEATURES • The new super-sealed motor cover, new super-quiet motor mounting system, and new high-spiral gears . . . all add up to another Johnson engineering achievement!

The motor is sealed positively at all joints with airtight rubber seals, and this new housing goes *right down to the waterline*. Thus, this entire motor housing is a sealed shell which acts simply as a giant air intake silencer. Within this shell, the motor is floated on rubber cushions.

A BEAUTIFUL PIECE OF FINE MACHINERY! • This is a precision-built unit that Johnson engineers present with pride. Needle, roller and ball bearings of the highest quality are used on all critical moving parts in the V-50. This illustration shows the bearing assemblies in the lower unit. You can also see the new quiet spiral bevel gears and stainless steel propeller shaft.



SINGLE CARBURETOR • You don't need a mechanic's license to see that *this carburetor operates properly!* It is a *single carburetor* with two barrels in a *single body* with a common butterfly shaft.

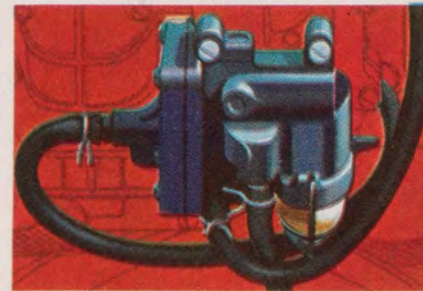
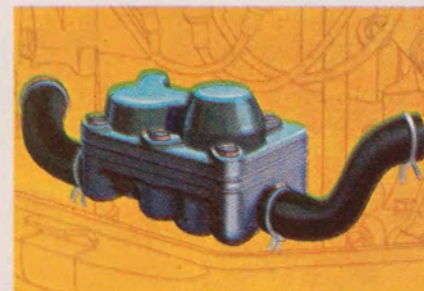
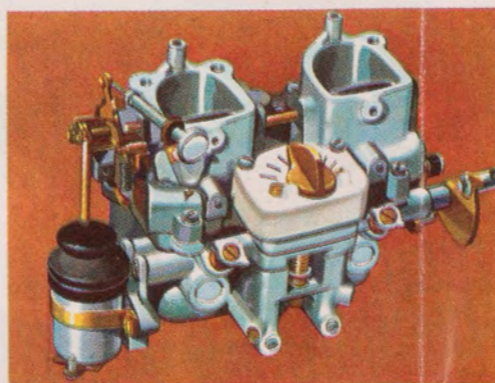
Best feature is the fact that both high speed adjustments are *synchronized in a single lever!*

THERMOSTATICALLY CONTROLLED COOLING SYSTEM • Smoother operation . . . and longer engine life . . . are provided by this new recirculating water cooling system. Temperature is controlled to provide best performance at all engine speeds regardless of outside water temperatures.

HIGH EFFICIENCY FUEL PUMP • A newly engineered fuel pump of high efficiency which will pump fuel from either the regular six-gallon Mile-Master fuel tank (non-pressurized), or a built-in non-pressurized tank of any size. *No changes* in the engine are necessary to do this. The fuel pump also incorporates a replaceable Saran filter.



EASIER STEERING • Provided by an ingenious anti-friction steering pivot. Needle bearings at both ends of the pivot shaft do the job. Bearings are sealed in grease and *never need attention!*



THREE NEW TILTING DEVICES • This is a large motor, and Johnson developed three devices to add new ease to physical handling. One is to tilt the motor from within the boat. Another is to hold the motor at proper tilted position while traveling on the highway, and another to hold the motor out of the water when moored.

UNIT MAGNETO • The height of this big engine was reduced considerably by the use of a separate distributor type of magneto. This is a very high output magneto of Johnson's own design, and can easily be removed from the engine *in one piece* for servicing. It is mounted on special anti-friction bearings for smooth operation and reduced load on the control lever.



Johnson SUPER SEA-HORSE V-50

Through the years, American boating families have always looked to Johnson to provide the newest, the best in outboard power. Now, for 1958, the manufacturer that has built and sold more motors than anyone in the marine industry, again sets the pace . . . by introducing a revolutionary engineering concept.

First of its kind . . . finest of its kind . . . the big Super is a Johnson triumph inspired by the finest in automobile V-engine design. This superb V-4 engine boasts a whopping big 70.7 cubic inches of displacement, and will bring smoothness, response and big-engine quietness never known to outboarding before!

Let the great new Super Sea-horse V-50 introduce you and your family and your boat to the "V"-age in outboarding. You'll be proud that you did!





COMMERCIAL USES



A simple statement of fact is that no outboard motor ever built can do a better job in commercial work than the husky new JOHNSON Sea-horse V-50! Durability, dependability, tremendous power and inherent engineering for long life and low maintenance make this the exact answer to the power needs of loggers, commercial fishermen, oil men and a hundred other vocations that require dependable, economical power for their boats. These men have always chosen Johnson, because they know what Johnson dependability means. Now Johnson Motors presents a new type of outboard motor that will give commercial boat operators advantages they've never known before!



Johnson SEA-HORSE V-50

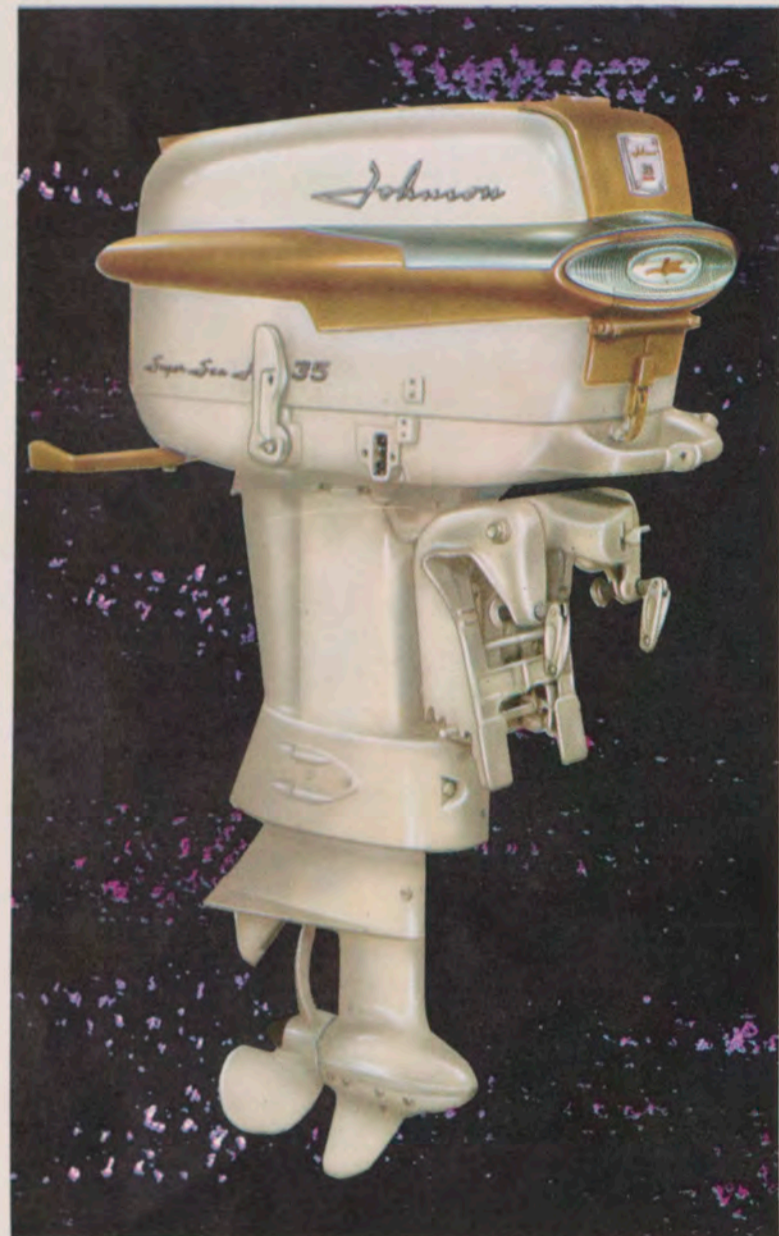
MANUAL STARTING

Engineered for a wallop that'll make your boat sit up and take notice, the giant new Sea-horse V-50 is silk-smooth, mighty quiet and ready to report for duty . . . with no strain! This is the most effortless, most efficient outboard ever engineered by Johnson, the world's largest maker of the world's preferred outboard motors.

Face it, mister . . . you're in the "V"-age of boating when you crack the throttle of Johnson's terrific new V-50, a motor you can assign to any job with confidence, with pride. Carry loads you've never carried before . . . drive boats you've never driven before!

This motor delivers rated horsepower with no strain; full thrust is instantaneous; and it does the job quietly. It's lightning without thunder! Best of all, it has traditional Johnson dependability. That means it's built to do the job you need, and to live for a long, long time.





Johnson SUPER SEA-HORSE 35

Here's another newcomer to the Sea-horse family . . . a superior 35 to lead the line of Johnson 35's . . . truly a motor that tops its class, and it's jam-packed with major mechanical features of its big brother, the fabulous V-50.

Newly engineered and newly styled, the Super 35 is a versatile new motor that can be called on for anything from water skiing to heavy-duty cruising . . . and handle every job more quietly than ever before! The same engineering principles that make the V-50 amazingly quiet were applied to the Super 35 . . . a sealed motor cover that acts as a shell, housing the engine right down to the waterline, plus new super-quiet motor mounting techniques.

As always, the name "Johnson" on this magnificent new Sea-horse means dependability . . . the kind of superior performance that is the hallmark of Johnson Sea-horses the world over.

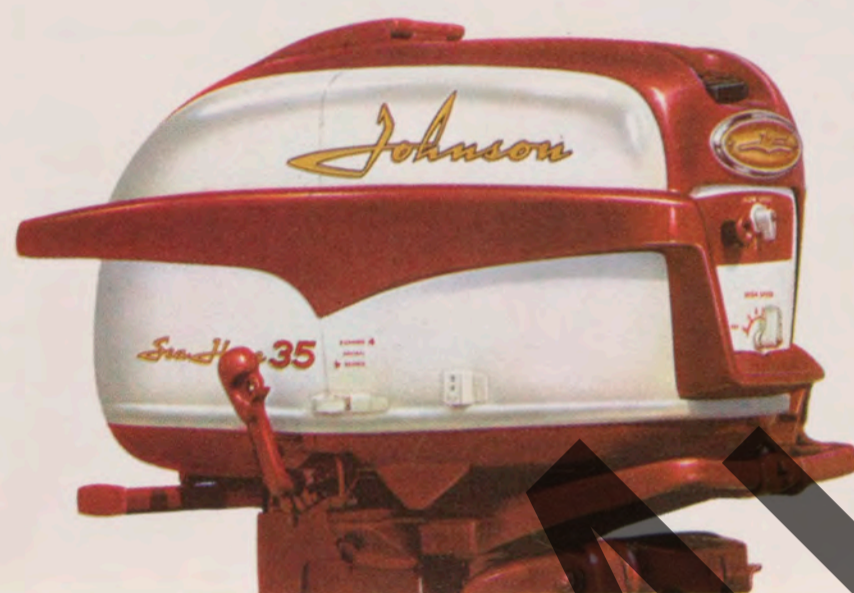


Johnson SEA-HORSE 35 ELECTRIC STARTING

This is the Sea-horse that launched thousands of American families on the water last year. It combines the ease of electric starting with load-lugging Johnson dependability and high-power performance. In single or in twin use, this Sea-horse powers everything from sturdy utilities right up to the largest outboard cruisers.

It's truly an all-family outboard . . . with speed, and smooth acceleration for water skiing . . . with the muscles to carry heavy loads . . . and with electric starting to make it a cinch for any member of the family to be the "skipper."

New color styling and a long-life premium automotive paint make this Sea-horse even handsomer than it was last year. For all-round family fun, you can't beat a Sea-horse.



Johnson SEA-HORSE 35 MANUAL STARTING

If even a Johnson Sea-horse was a bargain, the Manual-Starting 35 is it for 1958! Yes, it's a manual starting motor—but, because of a clever Automatic Compression Relief System, this motor starts as easily as engines half its size! You get all the high-speed performance, all the loadability, everything that makes Johnson the top name in outboards . . . but at a lower cost than the other 35's in the Sea-horse line.

This motor has the major features of the other 35's including Automatic Fuel Saver, which saves you one gallon of fuel in every five at cruising speeds . . . Safety-Master Slip-Clutch propeller . . . full-range silencing, full gearshift, up-and-off hood, and the brand-new electrical push button stop switch.

If you're economy minded, but still want big power, take a long look at the features of the Johnson Sea-horse 35!



Johnson SEA-HORSE 18 ELECTRIC STARTING OR MANUAL STARTING

There's a surprise in store for your boat when you welcome the new Sea-horse 18 aboard. This motor joined the Sea-horse family last year and has been winning popularity polls ever since! It's big-power performance at the lowest possible cost. Many a major big-motor feature is included . . . and it's available as an electric-starting as well as a manual-starting motor!

Versatility is the middle name of the most obliging Sea-horse you can own. It'll hustle a houseboat or zip across the lake with youthful water skiers. It'll hurry a crew of fishermen to the far away fishin' . . . or put real zing into a lightweight runabout.

In twin combination, it delivers the goods on those sleek, light and medium-weight cruisers.

And best bargain of all . . . the usual Johnson dependability that makes every Sea-horse worth more!



Johnson SEA-HORSE 10

Don't look now, but the famous Sea-horse 10, the old favorite fishing outboard, has been on a diet . . . and has lopped off seven pounds for 1958!

The fisherman wants plenty of power, but not the weight that goes with it. Same goes for "fishing families" who are breaking in the young ones. The amazing thing is that the 10's diet didn't cost a single feature that makes this such a versatile motor. It still has that smooth trolling ability . . . famed acceleration . . . along with full gearshift, full-range silencing, mighty easy starting and Safety-Master Slip-Clutch propeller.

Another bonus for 1958 . . . the price of the Sea-horse 10 has been lowered, too! So there it is . . . a mighty dependable Sea-horse is now easier to handle . . . easier to own . . . easier to enjoy. Fishermen: the line forms on the right!



Johnson SEA-HORSE 7 1/2

Small in size, but mighty big in action is the Sea-horse 7 1/2. It's smooth, kitten-quiet and packed with dependability features for the fisherman's utility or the small family boat. This easy-starting outboard has many major big-motor features, such as full gearshift, full-range silencing, slip clutch, and complete corrosion protection, too. The Sea-horse 7 1/2 for 1958 is finished in a wonderful new premium automotive paint which will protect the appearance of this motor better than ever before. Don't settle for less than a 7 1/2 when you want big, big features combined in a portable motor with ample power for many a load.



Johnson SEA-HORSE 5 1/2

The choice of fishermen everywhere is the famous Sea-horse 5 1/2, a motor that has broken record after record, year after year. It was the first small motor to boast big-motor features, such as full gearshift . . . it was the pioneer of all quiet outboard motors, and thus changed the entire sport of outboard-ing in just one summer. Then it became the most popular outboard in history . . . preferred by more people than any outboard model ever made!

It's quiet, smooth as silk . . . light enough to go anywhere . . . is remarkably sturdy, and outstanding for dependability. So easy to handle, so comfortable to use . . . so easy to start . . . so suited to the fisherman's needs.

For 1958, a new premium automotive paint makes this handsome Sea-horse look better longer. Try it this summer when you want a famously quiet fishin' partner!



FEATURES OF THE 1958 JOHNSON SEA-HORSES

POWER-MASTER GENERATOR KIT

A wonderful convenience is the well-engineered Johnson Power-Master generator, which is an optional accessory on the Super Sea-horse V-50, the Super Sea-horse 35 and the Electric-Starting Sea-horse 35. This is a 12-volt unit, with high output that will charge a low battery very quickly. It is an automotive-type unit which is equipped with a current and voltage regulator to prevent overcharging.

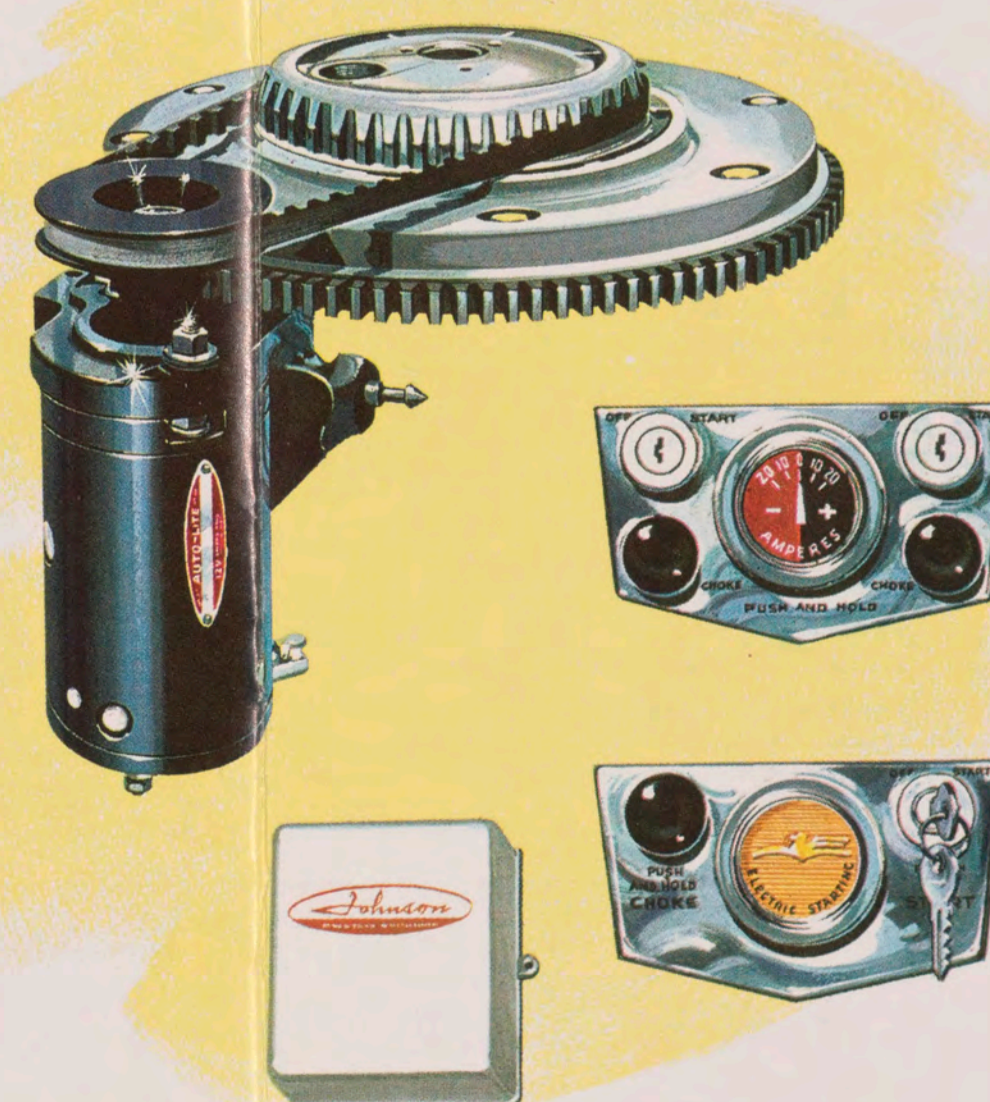
Run your battery without a care in the world. Running lights, cabin lights, radio, and other electrical equipment . . . all can be handled with the greatest of ease . . . your ease . . . with this generator kit.



FULL GEARSHIFT • Full gearshift, with positive forward, neutral and reverse positions, is a feature in all Johnson Sea-horses except the little 3. This gives your boat maneuverability that it could never have with old-fashioned motors!



ELECTRIC STOP SWITCH • A new safety feature is the electric stop switch connected to the magnets. This is a simple push button switch which stops your motor immediately. It is standard on all manual-starting models of the V-50, 35, 18 and 10 horsepower Sea-horses.



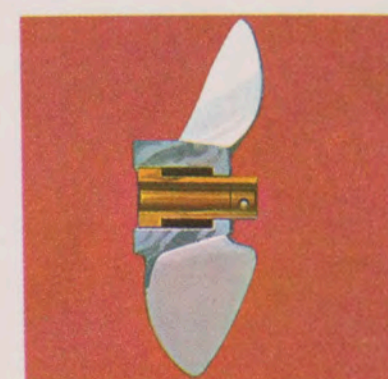
QUIET

Johnson Motors was the pioneer of the new era of quieter outboard motors. The wonderful new V-50 engine is amazingly quiet . . . through new engineering, new silencing methods particularly designed to suit this motor. The new silencing features were also applied to the Super Sea-horse 35. All other Sea-horses have famous Johnson Suspension Drive, which eliminates objectionable vibration and noise. Quiet outboard motors are here to stay and Johnson intends to give every Sea-horse owner the quietest outboards possible.

EASY STARTING

Today, a good outboard motor must be easy to start. Electric starting takes care of the job in the larger motors. Just turn a key and a powerful Johnson Sea-horse purrs into action! For larger motors that do not have electric starting . . . an Automatic Compression Relief System makes the mighty 35's as easy to start as motors half their size! Small motors feature the new balanced-pull starting, with a large-diameter oval pulley. Look for easier starting in your next outboard!

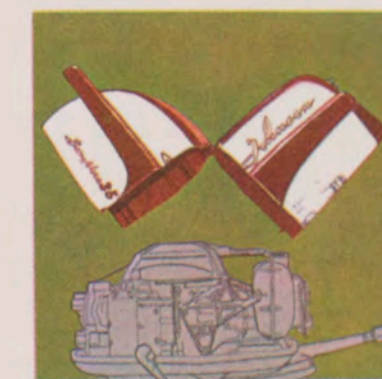
NEW LONG-LIFE COLORS • All Johnson Sea-horses for 1958 will have paint finishes that will make them the most handsome outboards on the water. All have a double-baked finish: (A) first a high quality zinc chromate primer-sealer and (B) a final coat of premium automotive paint. This new paint is standard finish for all Johnson Sea-horses to make them look better longer!



SAFETY-MASTER SLIP CLUTCH • All Johnson Sea-horses for 1958 are equipped with slip-clutch propeller protection. In the larger motors, the slip clutch consists of a rubber propeller hub inside the outer shell which allows the prop to slip when it hits an obstruction.



AUTOMATIC FUEL SAVER • You'll save one gallon of fuel in every five when you drive the big Sea-horses this summer! Yes, you get 20% or more savings when you operate your motor at "cruising range." Just ease the throttle back a little, and you'll be saving fuel dollars automatically!



UP-AND-OFF MOTOR HOOD • Johnson's famous up-and-off motor hood is on two of the Sea-horse 35's, the 18's, the 10, 7 1/2, and 5 1/2 horsepower motors. Complete accessibility to your engine. Just flip two snaps, and your hood is up . . . and off in seconds!



MILE-MASTER FUEL SYSTEMS • The Super V-50, V-50 and Super Sea-horse 35 are equipped with a new suction-type fuel system, the tanks are non-pressurized units. They can be unplugged at the motor or at the tank. Other 35's, 18's and the 10 have six-gallon tanks, the 7 1/2 and 5 1/2 have 4 1/2-gallon tanks.



Johnson SEA-HORSE 3

When you want the lightest, most economical Sea-horse, the champ is the Sea-horse 3, with its amazing small-motor performance. Patented Angle-Matic Drive lets you ride roughshod through shallow waters that are just loaded with weeds, stumps, rocks and other obstructions.

This "littlest" Sea-horse weighs only 33 1/4 pounds, and it's a rough-and-ready little jewel that'll work hard for you year after year under the most rugged conditions. Easy to start, easy to stow, and highly economical to operate!





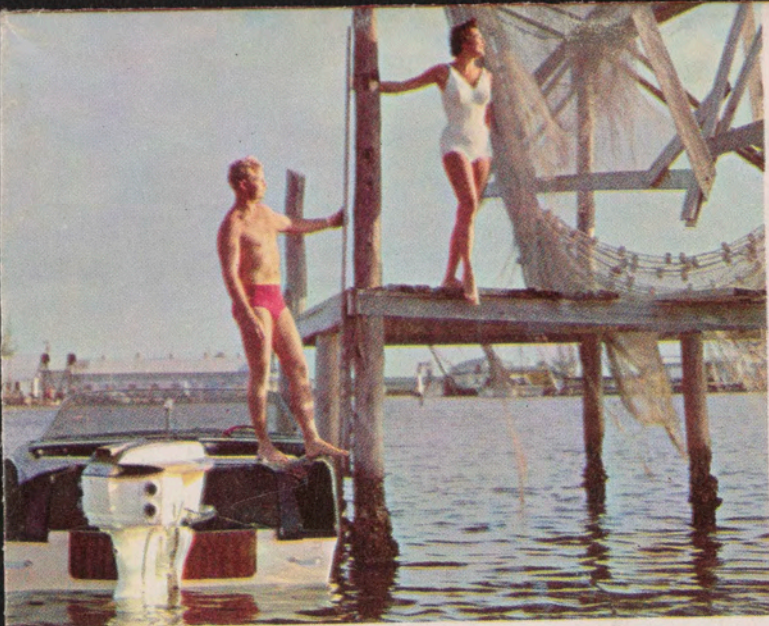
OBC Horsepower Ratings

Johnson Motors is proud to be a member of the Outboard Boating Club of America . . . and to take part in all efforts to standardize methods of determining horsepower . . . so that the American boating public can know and trust statistical data that is presented to them in all forms of printing and advertising. Horsepower ratings are determined *meticulously* by a disinterested outside certifier . . . an independent testing laboratory. Only motors representative of regular production engines are used, and only certified dynamometer test equipment used. Conditions of test are rigid so that allowable ratings are as near correct as modern science allows. Most outboard motor manufacturers ascribe to these methods, and agree that this strict approach to the designation of horsepower is for the good of boating in general.

SEA-HORSE SPECIFICATION CHART FOR 1958

BRAKE HORSEPOWER CERTIFIED BY O.B.C.	*SUPER SEA-HORSE V-50 H.P. at 4000 R.P.M. ELECTRIC STARTING	*SEA-HORSE V-50 H.P. at 4000 R.P.M. MANUAL STARTING	SUPER SEA-HORSE 35 H.P. at 4500 R.P.M. ELECTRIC STARTING	SEA-HORSE 35 H.P. at 4500 R.P.M. ELECTRIC STARTING	SEA-HORSE 35 H.P. at 4500 R.P.M. MANUAL STARTING	SEA-HORSE 18 H.P. at 4500 R.P.M. ELECTRIC STARTING	SEA-HORSE 18 H.P. at 4500 R.P.M. MANUAL STARTING	SEA-HORSE 10 H.P. at 4000 R.P.M.	SEA-HORSE 7½ H.P. at 4000 R.P.M.	SEA-HORSE 5½ H.P. at 4000 R.P.M.	SEA-HORSE 3 H.P. at 4000 R.P.M.
NUMBER OF CYLINDERS	4	4	2	2	2	2	2	2	2	2	2
PISTON DISPLACEMENT	70.7 cu. in.	70.7 cu. in.	40.5 cu. in.	40.5 cu. in.	40.5 cu. in.	22 cu. in.	22 cu. in.	16.6 cu. in.	12.4 cu. in.	8.84 cu. in.	5.28 cu. in.
BORE AND STROKE	Bore 3"—Stroke 2½"	Bore 3"—Stroke 2½"	Bore 3¼"—Stroke 2¾"	Bore 3¼"—Stroke 2¾"	Bore 3¼"—Stroke 2¾"	Bore 2½"—Stroke 2¼"	Bore 2½"—Stroke 2¼"	Bore 2½"—Stroke 1¾"	Bore 2½"—Stroke 1¾"	Bore 1½½"—Stroke 1½"	Bore 1½½"—Stroke 1¾"
GEAR RATIO	.586	.586	.572	.572	.572	.578	.578	.578	.578	.578	.609
FUEL CAPACITY AND AVERAGE FULL SPEED RUNNING TIME	6-gallon Mile-Master System 1 hr.	6-gallon Mile-Master System 1 hr.	6-gallon Mile-Master System 1½-1¾ hrs.	6-gallon Mile-Master System 1½-1¾ hrs.	6-gallon Mile-Master System 1½-1¾ hrs.	6-gallon Mile-Master System 2½-3 hrs.	6-gallon Mile-Master System 2½-3 hrs.	6-gallon Mile-Master System 4 hrs.	4¼-gallon Mile-Master System 3½-4 hrs.	4¼-gallon Mile-Master System 3½-4 hrs.	4.88 pints 1½-1¾ hrs.
DRIVE	Gearshift Neutral-Forward-Reverse	Gearshift Neutral-Forward-Reverse	Gearshift Neutral-Forward-Reverse	Gearshift Neutral-Forward-Reverse	Gearshift Neutral-Forward-Reverse	Gearshift Neutral-Forward-Reverse	Gearshift Neutral-Forward-Reverse	Gearshift Neutral-Forward-Reverse	Gearshift Neutral-Forward-Reverse	Gearshift Neutral-Forward-Reverse	Full Pivot Reverse
SPEED CONTROL	Remote or Manual	Twist-Grip	Remote or Manual	Remote or Manual	Twist-Grip	Twist-Grip	Twist-Grip	Twist-Grip	Twist-Grip	Twist-Grip	Single Lever
OPERATION	Remote or Manual Control	Remote or Manual Control Electric Stop Switch	Remote or Manual Control	Remote or Manual Control	Remote or Manual Control Electric Stop Switch	Remote or Manual Control	Remote or Manual Control Electric Stop Switch	Remote or Manual Control Electric Stop Switch	Remote or Manual Control	Remote or Manual Control	Manual
WEIGHT	205 lbs. (Long model 208 lbs.) Fuel Tank 13 lbs.	197 lbs. (Long model 200 lbs.) Fuel Tank 13 lbs.	138 lbs. (Long model 140 lbs.) Fuel Tank 13 lbs.	129 lbs. (Long model 131 lbs.) Fuel Tank 13 lbs.	123 lbs. (Long model 125 lbs.) Fuel Tank 13 lbs.	87 lbs. (Long model 88½ lbs.) Fuel Tank 13 lbs.	77 lbs. (Long model 78½ lbs.) Fuel Tank 13 lbs.	67 lbs. (Long model 68¼ lbs.) Fuel Tank 10 lbs.	59 lbs. (Long model 60 lbs.) Fuel Tank 10 lbs.	56 lbs. (Long model 57 lbs.) Fuel Tank 10 lbs.	33¼ lbs. (Long model 33¾ lbs.)
STERN HEIGHT	20" (Short model 15")	20" (Short model 15")	15" (Long model 20")	15" (Long model 20")	15" (Long model 20")	15" (Long model 20")	15" (Long model 20")	15" (Long model 20")	15" (Long model 20")	15" (Long model 20")	15" (Long model 20")
PROPELLER	3-blade rubber-floated aluminum, 13" dia., 13" pitch	3-blade rubber-floated aluminum, 13" dia., 13" pitch	3-blade rubber-floated aluminum, 10¾" dia., 13¼" pitch	3-blade rubber-floated aluminum, 10¾" dia., 13¼" pitch	3-blade rubber-floated aluminum, 10¾" dia., 13¼" pitch	3-blade, rubber-floated aluminum, 9¼" dia., 11" pitch	3-blade, rubber-floated aluminum, 9¼" dia., 11" pitch	3-blade, rubber-floated aluminum, 8¼" dia., 8½" pitch	2-blade aluminum, brass bushed, weedless, 8" dia., 8½" pitch	2-blade aluminum, brass bushed, weedless, 8" dia., 7¼" pitch	2-blade aluminum, brass bushed, weedless, 6½" dia., 6¼" pitch
SLIP CLUTCH	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
SILENCING METHOD	Suspension Drive, Intake Silencer, Sound-Sealed Hood, Sealed-in Powerhead, Underwater Exhaust, Exhaust Relief Silencer, Quiet Gears.	Suspension Drive, Intake Silencer, Sound-Sealed Hood, Sealed-in Powerhead, Underwater Exhaust, Exhaust Relief Silencer, Quiet Gears.	Suspension Drive, Intake Silencer, Sound-Sealed Hood, Sealed-in Powerhead, Underwater Exhaust, Exhaust Relief Silencer, Quiet Gears.	Suspension Drive, Intake Silencer, Sound-Sealed Hood, Sealed-in Powerhead, Underwater Exhaust, Exhaust Relief Silencer, Quiet Gears.	Suspension Drive, Intake Silencer, Sound-Sealed Hood, Sealed-in Powerhead, Underwater Exhaust, Exhaust Relief Silencer, Quiet Gears.	Suspension Drive, Intake Silencer, Sound-Sealed Hood, Sealed-in Powerhead, Underwater Exhaust, Exhaust Relief Silencer, Quiet Gears.	Suspension Drive, Intake Silencer, Sound-Sealed Hood, Sealed-in Powerhead, Underwater Exhaust, Exhaust Relief Silencer, Quiet Gears.	Suspension Drive, Intake Silencer, Sound-Sealed Hood, Sealed-in Powerhead, Underwater Exhaust, Exhaust Relief Silencer, Quiet Gears.	Suspension Drive, Intake Silencer, Sound-Sealed Hood, Sealed-in Powerhead, Underwater Exhaust, Exhaust Relief Silencer, Quiet Gears.	Suspension Drive, Intake Silencer, Sound-Sealed Hood, Sealed-in Powerhead, Underwater Exhaust, Exhaust Relief Silencer, Quiet Gears.	Intake Silencer, Underwater Exhaust, Partial Exhaust Relief Silencer, Quiet Gears.
PERFORMANCE	Perfect for medium and heavy cruisers, medium and heavy runabouts, big utilities, light cruisers and medium-sized offshore boats. Water skiing. Heavy-duty commercial craft.	Perfect for medium and heavy cruisers, medium and heavy runabouts, big utilities, light cruisers and medium-sized offshore boats. Water skiing. Heavy-duty commercial craft.	Single or in twin combination for cruisers, medium to heavy runabouts, utilities and day cruisers. Water skiing. Heavy-duty commercial craft.	Single or in twin combination for cruisers, medium to heavy runabouts, utilities and day cruisers. Water skiing. Heavy-duty commercial craft.	Single or in twin combination for cruisers, medium to heavy runabouts, utilities and day cruisers. Water skiing. Heavy-duty commercial craft.	Twin combination for light cruisers and day cruisers and medium runabouts . . . single on light to medium runabouts, light to medium utilities, and other lightweight hulls. Water skiing. Auxiliary.	Twin combination for light cruisers and day cruisers and medium runabouts . . . single on light to medium runabouts, light to medium utilities, and other lightweight hulls. Water skiing. Auxiliary.	Light runabouts, fishing utilities, skiffs, heavy-duty large canoes, auxiliary for sailboats and other craft.	Very light runabouts, fishing utilities, skiffs, dories, dinghies, large canoes, auxiliary for sailboats, and other craft.	Very light runabouts, fishing utilities, skiffs, dories, dinghies, large canoes, auxiliary for sailboats, and other craft.	Dinghies, fishing boats, children's craft, any canoes, auxiliary power.

*SEA-HORSE V-50 PERFORMANCE The outstanding quality of the world's first V-engine outboard is its superior ability to handle loads with ease . . . maintaining high-speed ranges with loads that would bog down the ordinary outboard motor! As you increase the load, the slight lowering of boat speed will amaze you. You'll power bigger boats with heavier loads than ever before!



NEW HORIZONS in boating are yours with the superb new Johnson Sea-horse V-50 outboard motors. As out-boarding enters the "V"-age, 1958 will be the greatest year yet to go JOHNSON!

JOHNSON MOTORS

*A Division of Outboard Marine Corporation
Waukegan, Illinois*

Antique Boat Museum