



Antique Outboard Club News

Southern California Chapter

December 2023

Wishing you all a Happy New Year 2024!



In Attendance: Darryl Webber, Pete Przybylski, Frank Fowler, Chapter Guest, Steve Johnson, Mark Hamer, Charlie Peterson, Jaxson Olds, Kip Fjeld, John Gragg, Glenn Strobehn, Tom Lockwood, Mark and Rachael Strikwerda, Bob Loll, Chapter President Paul Brinkman and his wife Marsha, Chuck Kober. Present but not pictured Doug Penn.

Each and every member of our wonderful group wishes to extend heart-felt thanks to our President of 14 plus years; Paul Brinkman. Only those who have held that office can completely appreciate all the hard work and attention that this position has required of Paul. For many of us; Paul IS the Chapter. His guidance and friendship has carried on for all these years; it's always a pleasure to attend a meet and share our hobby. Thank You Paul!

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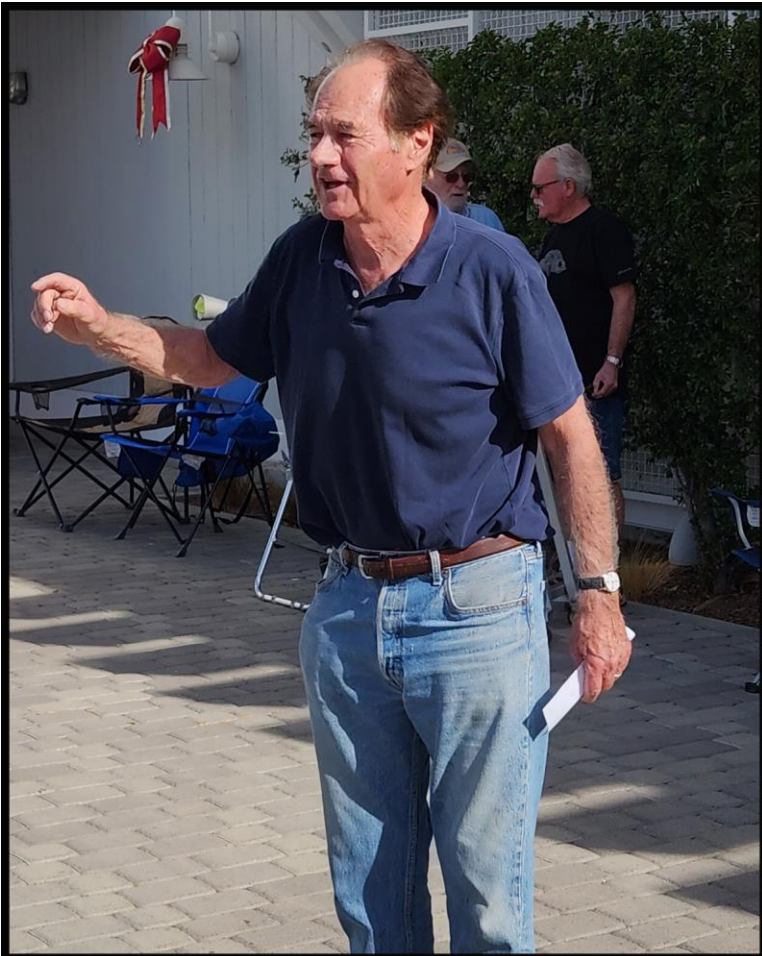
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Christmas Lunch at Woody's Diner: Thank You so much Paul!



Club President Paul Brinkman and his wonderful wife Marsha. Good Times!



Paul had raffle prizes for all!



Sharing our friendship at the Holidays! Great Day!

A great meet with great people and projects! Thank Paul!



Pete Przybylski shows off his newly restored model raceboats. Amazing attention to detail Pete!



Kip Fjeld, Frank Fowler and Darryl Webber check the beautiful curves of those Pipes!



Mark Strikwerda and Frank Fowler look over Darryl Webber's Anzani.



A couple of beauties there Frank! A Waterwitch and a Fishing Scott 7.5HP

Our Projects: Some “Done” and some “Needing Work”



Steve Johnson's Mercury KE-4. Brought back from a junker...it just needs a couple of screws to be done.



A Mercury “Super Silent Six” won't be so silent after Steve Johnson does his restoration. Can't wait!



Paul Brinkman shows off his ELTO PAL and ELTO CUB.



Be Legal on Lake Tahoe with this Lauson 4-Stroke ! Tom Lockwood brought this original example.

TOMOS OUTBOARD MOTORS

By Doug Penn



Some years ago a friend who had just returned from a big boat show and swap meet in New England asked me if I'd ever heard of the TRAVELER outboard motor. I did some research which produced a photo of a "TRAVLER" outboard hood but not much else to go on. Could that have been an "on purpose" misspelling? Was that the outboard my friend had seen?

Peter Hunn's Old Outboard Book in the 3rd edition does have one short paragraph on Traveler. Turns out that Travelers were made behind the iron curtain in what was then Yugoslavia and is now the independent country of Slovenia. The port city of Koper was home to the Tomos Motor Cycle Company, starting in 1948. Tomos started making small motorcycles and mopeds in 1954 after acquiring a production license from PUCH of Germany. These were sold under the TOMOS name, mostly for the Eastern European market.

TOMOS started making outboards based on the PUCH MS50 power head sometime in the mid-1960s. 1964 is the date most often quoted. The first engines evolved into the TOMOS 4, a small engine of 4hp which at one time was one of the most popular and successful outboards worldwide. By 1983 TOMOS was the largest outboard manufacturer in Europe.



Why don't collectors find any of these engines in the US? Well, for the simple reason that the brand was never actively imported into the US until very late. Unlike British SeaGull which had a number of strong distributors and a dealership network which imported tens of thousands of pint sized outboards into the US, TOMOS was content to build their market share in Europe only.

All this changed in the late 1980's. By that time Tomos had built a respectable product line that included a hp range from 3hp to 18hp. Their best selling 4hp was the price leader. The rest of the line featured an 18hp water cooled twin that was even offered in a long shaft electric starting version.

In 1989 Nissan decided to import and sell the TOMOS outboards in the US. From 1989 to 1991 they marketed the TOMOS line under the brand name Traveler or Travler. This arrangement lasted only three short years, probably because of the 10 day War caused by Slovenia's Declaration of Independence from Yugoslavia in June 1991. The engines we find in the states today are the result of that 3 yr run. Nobody seems to know why Nissan, which had been selling their own outboard in the US since 1985, wanted TOMOS. There is no indication that Nissan had any investment or direct connection to TOMOS. The Tomos engines were in fact a hp range that Nissan already had covered. So why? Whatever the reason, the union was short-lived.

Unlike the Yugo cars which also came from Yugoslavia, the TOMOS outboards were rugged and well built. In many of the harbors along the coast of Croatia, Montenegro and Slovenia the small fishing boats still have Tomos 4 engines on them.

On the following pages you will find a list of the models that were sold in the US from 1989 to 1991; along with various images of TOMOS outboards..

TOMOS Models

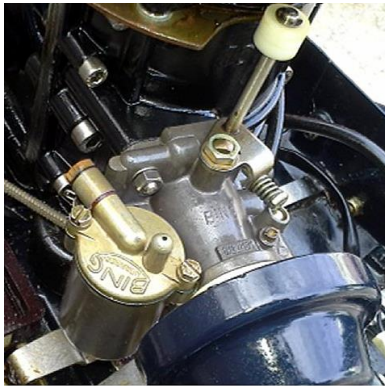
HP	Dry Weight		Cyl	Start	Tilt	Fuel Type		
SPORTSMAN T4L	4	36	0	0	1	Manual	No	Gasoline
SPORTSMAN T4S	4	35	0	0	1	Manual	No	Gasoline
SPORTSMAN T4.8L	4.8	41	0	0	1	Manual	No	Gasoline
SPORTSMAN T4.8S	4.8	40	0	0	1	Manual	No	Gasoline
SPORTSMAN T9.9LE	9.9	89	0	0	2	Electric	No	Gasoline
SPORTSMAN T9.9SE	9.9	86	0	0	2	Electric	No	Gasoline
SPORTSMAN T9.9L	9.9	80	0	0	2	Manual	No	Gasoline
SPORTSMAN T9.9S	9.9	77	0	0	2	Manual	No	Gasoline
SPORTSMAN T18LE	18	89	0	0	2	Electric	No	Gasoline
SPORTSMAN T18SE	18	86	0	0	2	Electric	No	Gasoline
SPORTSMAN T18L	18	80	0	0	2	Manual	No	Gasoline
SPORTSMAN T18S	18	77	0	0	2	Manual	No	Gasoline



The motor on the right appears on the website <http://www.malabarka.eu/>; a Museum in the Northern Adriatic region. It is described as an outboard produced by TOMOS for the Military. No HP is specified; it is not stated how many (if any) of these larger motors were ever produced or where they were put to task.



20HP TOMOS
Perhaps the last of the TOMOS



BING Carburetor on the 9.9. Recognize the off-center mounting.



A NOS Travler!
If this was yours....would you run it?



Want one? There's an 18HP for sale in NY right now!

TOMOS



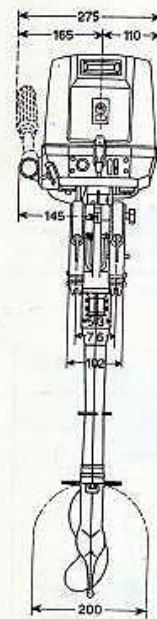


Fig. 3

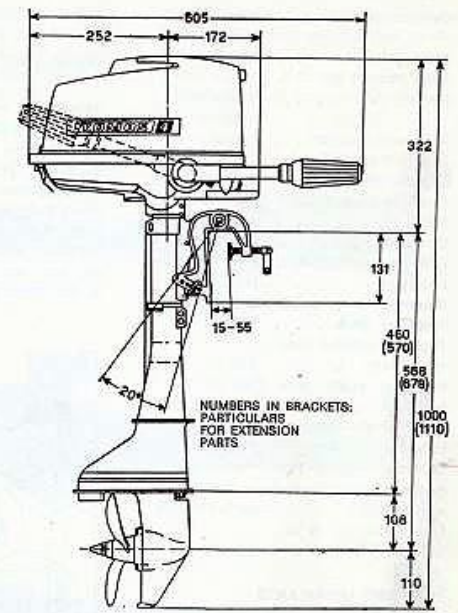
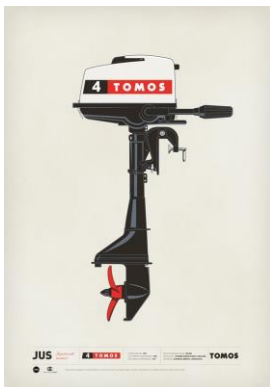


Fig. 4



T 10
T 18
T 9,9
T 20



TECHNICAL DATA

ENGINE: Single cylinder, two-stroke, fan cooled with exhaust outlet below the anti-cavitation plate.
Recoil starter.
Water cooled exhaust.
Lubrication of engine by petrol and oil mixture.

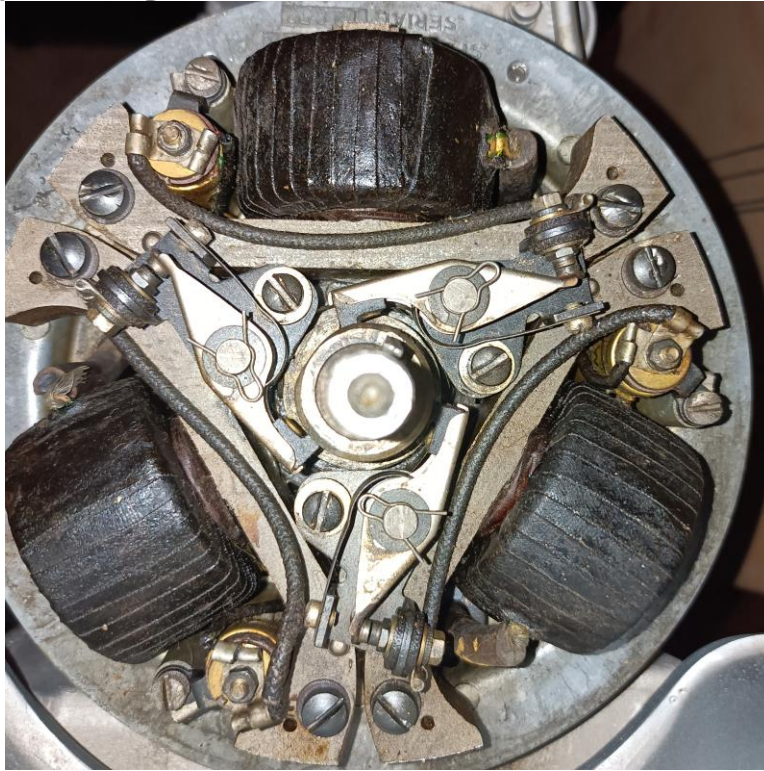
Stroke volume 39,6 ccm
Diameter of cylinder . . . 42 mm
Stroke 43 mm
Compression ratio 7,5 : 1
Maximum power 4,5 b. h. p.
Permissible r. p. m. at full load 4600—5800

The Four HP Model was the mainstay of their line and was also sold under the Ailsa Craig name. The 9.9HP and 18HP share basic design and many components and are the same weight (77 pounds)

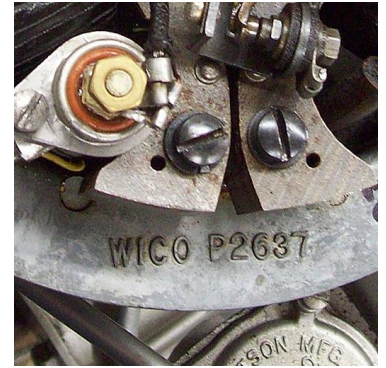
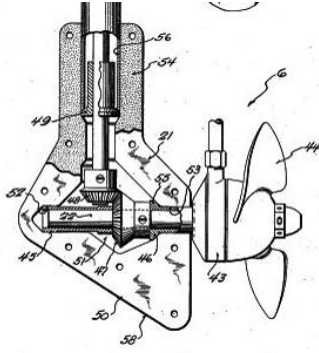


The 9.9-18-20HP Powerheads exhibit a clean modern design. Stator Plate shown on the right. The carburetor is mounted off-center to starboard; a TOMOS characteristic. Electric Start was offered.

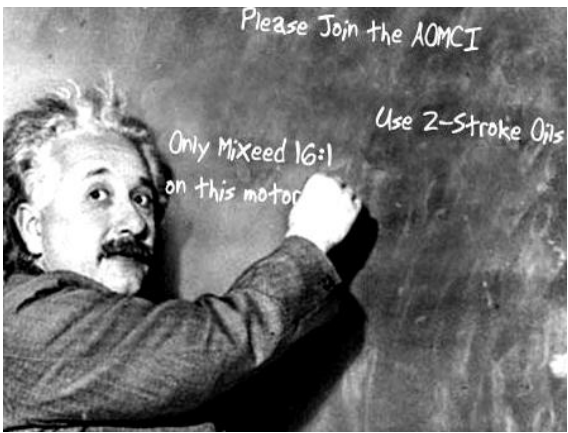
Mystery Magneto! What Motor is it from?



Some Hints Below



Can you identify it? The Answer is on Page 13.



Tell your friends: Have Fun! Join the AOMCI!

To quote Jay Walls.....outgoing AOMCI President....."The greatest benefit, next to our Antique Outboarder magazine, of membership of the Antique Outboard Motor Club is coming to a local Chapter and meeting others with the same interest in old outboards that you have....."



New Member SPOTLIGHT



**Meet John Gragg
and his Grandson Jaxson**

New National Members!

**Welcome John and Jaxson!
Great to have you in the
SoCal Chapter!**

Read John's Intro-Story:

Hello everyone. Chuck asked me to put together a few words to introduce myself to the group, so here goes nothing... I started turning wrenches as soon as I could pick one up. One of my most memorable endeavors involved a Sears lawnmower. I was probably 12 or 13, and I decided that my dad's lawnmower needed to be 'rebuilt'. Truth be told, I think I remember a friend I hung around with whose dad was some sort of mechanic, so he was always talking about rebuilding motors. He even had one of those super cool see-thru plastic V8 engines models that the kids were building back then. I wanted one soooo bad, but mom and dad spent our money on more practical things I guess.

Anyway, I got to taking this lawnmower apart. I have seen a few photos of older outboards that look a lot like our lawnmower. I wish I had paid more attention, but it was the motors that use the Tecumseh Engines. It had a horizontal, cylindrical tank in front of the engine, with a round case that split down low. I think the lower part of the case was about 2" tall, and the rest of the engine was above that. Mom helped me get the parts from the Sears Service Center. I put in a new piston, ring(s), and rod. If I remember correctly I also put in two new cam followers (not sure that is the correct description). They were solid pieces of metal that rode on the cam lobes and at the time I didn't even know for sure what they did. I just know where they went and that they pushed on something on the other side of the crankcase. I put it all back together, filled it with oil and pulled on the starter rope several times. *POOF*, backfire! I tried and tried, but it always resulted in backfire. (Remember, 12 years old. At this age you are convinced that if you just keep trying things will change.) Yea, right.

I took that motor apart and put it back together at least 4 or 5 times over the weekend. Finally, as I'm about to give up and my mom is just "DONE" with the whole greasy mess on the back patio, my dad comes home from work, cracks a cold adult beverage and comes out to sit on the porch with me. He, of course, asks what's the story with the lawnmower. I explain it to him and try to start it with him watching.

Dad paused, took a big sip of his favorite calming tonic and asked "are you sure you put it back together correctly?" Having just spent the better part of what turned out to be a horrible weekend unsuccessfully trying to start this motor, I told him that I was absolutely sure. But I also was smart enough to tag on to that with "but something is wrong, right?"

Dad then gave me the 12 year old version of 'timing' in an internal combustion engine. Once he talked valves, camshaft, crankshaft and gears I knew what he was leading up to. So we talked for a minute and I was just about to tear the motor apart again when he asked what I was going to do differently. I answered honestly that I didn't know yet. It was then that I learned a life lesson that has stayed with me for years and years. Dad said "Son, do you think the folks who put these engines together at the assembly plant build them and test them until they get the gears in the right place? (Referring to the placement of the cam gear in relation to the crank gear.) Of course, I answered 'no'. So dad said, I'll bet if you take your time and look at everything carefully you will be able to figure out how those folks on the assembly line know exactly where to put the cam gear in place on the crankshaft

Too late for a 'long story short' blurb, so I'll just finish up. I opened up the motor for the last time, wiped everything down and started at the cam gear and crankshaft. I just didn't see it. Dad came back out and made me use gasoline to clean the cam and crankshaft so I could get a better look. I must have stared at both for about 10 minutes before I finally saw it. Timing marks! I grinned and looked up at him. He congratulated me and stayed while I put it all back together for the last time. The motor started 2nd or 3rd pull and ran great for many more seasons. A great lesson on engineering/motors that I've kept with me for all these years.

How does this lead to outboard motors? I needed something to tinker with. I already overhauled the stern drive on my '95 Mercruiser Alpha One Gen 2, but that was very expensive and very difficult. So I was cruising through Craigslist one day not even necessarily looking for outboards and I saw this '49 Sea King for sale up in Lytle Creek, CA. I drove up there and brought it home for \$20. I didn't know a thing about what I was going to do with it. It turned over, but was 'sticky'. I found AOMCI with a Google search and joined up that very day.

Within just a few days I was hooked. So many things about this hobby were attractive to me. The wonderful group of people who give their time to answer questions for everyone, even the newbs. The fact that I have something to tinker on for days on end for the sum total of a \$20 investment. I was able to clean parts, make adjustments, and get things working. Once I tested compression and thought there was a good chance the motor would run, it was "All Ahead Full". The best part of it all was Chuck Kober reaching out to me via email and introducing himself and the local club. I didn't know there was a local club and was really hoping to be able to share my new hobby with others. Thank you Chuck!

I now have 6 motors and on the lookout for more. My collection thus far: '48 Sea King - GG9014A, '49 Sea King - GG9014A, '48 TD20, '49 TD20, '54 QD15 and a '55 CD12. All in process, a couple running, all of them should run once completed. I have them in various stages of repair. My '49 TD20 will likely be a full restoration, once I get it running 100%. I absolutely love this hobby and I am so glad I found it. I am very grateful to those who join me in this work we call fun, this work to save and preserve this awesome history of old motors and the engineering behind them (that has kept them viable for all these years!) I am dedicated to saving every single motor I can possibly get my hands on, and I hope to help grow this club so we can have big meets with lots of motors to show off!

A couple of photos of me back in the day working on my '68 Firebird 400 (circa 1980). I bent a pushrod and my testosterone got the better of me insisting I build the whole motor (I read a lot of Car Craft™, Motor Trend™ and Hot Rod™ magazines back then). I lost the photos of the completed motor, but it had the anodized fittings, steel braided hoses, big Edelbrock manifold and carburetor, (and the list goes on and on...). I had no insurance and the car was stolen off the street 3 years later. Never to be seen again. ☹



A few of my collection and my storage area:



'48 TD20



49 Sea King 5 hp



49 TD20



54 QD15

My adopted nephew, Jaxson Olds recently joined the AOMCI. Jaxson is my nephew through marriage/divorce. His Aunt was married to my brother in law. Nice kid, wants to be a diesel mechanic or do something with his hands when he gets out of school. Perhaps even an electrician. He's not sure.

I've introduced him to outboard motors, in fact the '48 Sea King was purchased with him in mind. He gets to work on that motor, at my house with my tools. I will guide him as best I can, helping him with basics of an internal combustion engine, wiring, tool use, etc. One innate trait that I see in him that will take him far is his desire for order and cleanliness, He is great with cleaning up after himself and working neatly. I notice it because I am the polar opposite. I have to work hard at keeping things neat and putting my tools away after using them.

So I will leave you with this... For those who have spent the time to read this, I offer a treat. I have already committed to Chuck, Doug (Penn) and Paul Brinkman that we will have the Summer meet at my house in Riverside, CA. My wife's birthday party is usually within the 1st two weeks of August, so either 2nd or 3rd week of July or 3rd or 4th week of August we will have a burger and hot dog grill at my house. The treat? The 1st one to hit me up on the message center on AOMCI web site gets a \$10 cash door prize. Let's see who reads this, right?

Last, but not least. I don't know which motor I really want, but I am dying for a '56 – '58 Johnson. The Red/White combination on the hood is what I love the most. I've seen a couple on the various sites on Facebook, but I usually forget to write notes as to which ones interest me the most. I would have already bought a few of them if it weren't for the fact they are so dang far away! Those East Coast (Great Lakes) guys have it SOOOOO good! Please keep your eyes open for something worth picking up and getting running or even restoring.

Stay well my friends, thank you for an awesome club!

Constantine Super Meet Heads Up!





**Some of you have already taken note that the theme for the 2024 Constantine Super Meet is
RBM!**

Row Boat Motors! Run them! Show Them! Work on them! BUY-SELL-TRADE



**Consider attending if you can; looks like the "best of the best" motors and the folks who work on
them are going to show up . July 11-14 in Constantine Michigan**

Buy/Sell/Trade Section

WANTED TO SELL/TRADE

	<p>1961 Mercury 800 6 Cyl One Year Model Full Gearshift (NOT DR) 80 HP Brass Prop Controls and Cables Inc. S/N 1402812A</p>	<p>\$300.00 PRICE DROP!!! Contact Paul Brinkman kahunainlaguna@yahoo.com</p>
	<p>Mercury Mark Parts Motors Two to choose Located in Bakersfield Priced to Sell!</p>	<p>Contact Bill Newman AOMCI Member 661-327-8970</p>
	<p>1958 Mercury Super Silent 6 Runs, Pumps, Complete Two to choose from</p>	<p>Contact Chuck Kober cwwk@cox.net</p>
	<p>Large Collection For Sale Mercury, OMC, Martin, Scott and others Located in Bakersfield Priced to Sell One or All!</p>	<p>Contact Bill Newman AOMCI Member 661-327-8970</p>

WANTED TO BUY/TRADE

	<p>Wanted: Cowling for West Bend built Firestone 12HP 1960 Looks similar to picture at left</p>	<p>Contact Pete Przybylski pryzpn@gmail.com</p>
	<p>For a Lauson T600 Twin Wanted: Eisemann 62D Stator Plate with points, etc. Good Coil or Bad Coil. Let me know what you have</p>	<p>Chuck Kober cwwk@cox.net</p>



Answer to the Mystery Magneto Quiz



Magneto images courtesy of AOMCI Member Walt Chute

A WICO P-2637 Used in the THOR TRIPLE

Magnetos are fun, interesting and challenging. So many different versions exist. I always enjoy pulling the flywheel on a newly acquired motor to have a look at what lurks underneath.

The magneto featured in this edition of your Newsletter is something few of us have ever seen. The motor that it is used in is also something that few of us have ever seen....although a wonderful example is owned by Chapter Member Tom Lockwood.

What Magneto is this and what engine is it from? It's a WICO P-2637 and it was designed for and used in the elusive THOR PYRAMID THREE outboard.....originally made by what was then known as the "Cedarburg Mfg. Company.....Said to develop 6.2HP....it was the very first three cylinder outboard to be made in the US. Beyond "Scarce" or "Unusual"....The Thor Triple is "RARE". Records indicate that there were 20 manufactured in 1938....and another 20 in 1939. The later versions had a different gearcase, venturing away from the stamped-steel version used in 1938. Note that difference in the images above.

Serial Numbers as suggested by "someone from Mercury":

1938: F101-F120 Thor Pyramid 3

1939: 3k-6002-3K-6021 Thor Alt. 3

Joining the National AOMCI

Please see Tom Lockwood or Paul Brinkman.
The Application for submittal can be found at:
[/ https://aomci.org/wp-content/uploads/2019/09/
New-Membership-Application-AOMCI-19.pdf](https://aomci.org/wp-content/uploads/2019/09/New-Membership-Application-AOMCI-19.pdf)

Next Meet Information:

Chapter President Paul Brinkman has tentatively scheduled our next meet in March 2024 at Doug Penn's home in Altadena. Swap Meet Style!
Watch your e-mail for more information.

