

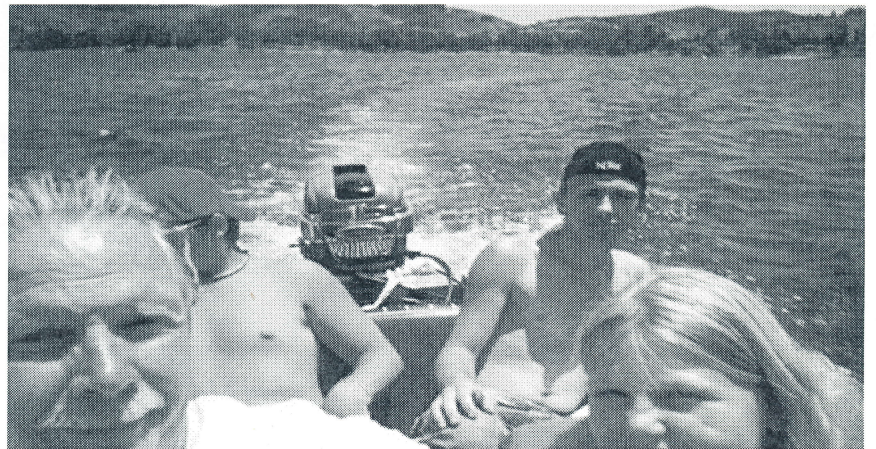
Antique Outboard News

SOUTHERN CALIFORNIA CHAPTER

February 2006
Volume 2 Issue 1

- Directions
- Les Gunnarson's project
- Build the Bullet
- Classic From Hawaii
- Dave's Tips
- Christmas Party

Sailing into New Waters! Big Meet at Lake Ellsinore April 1st! No Joke!!

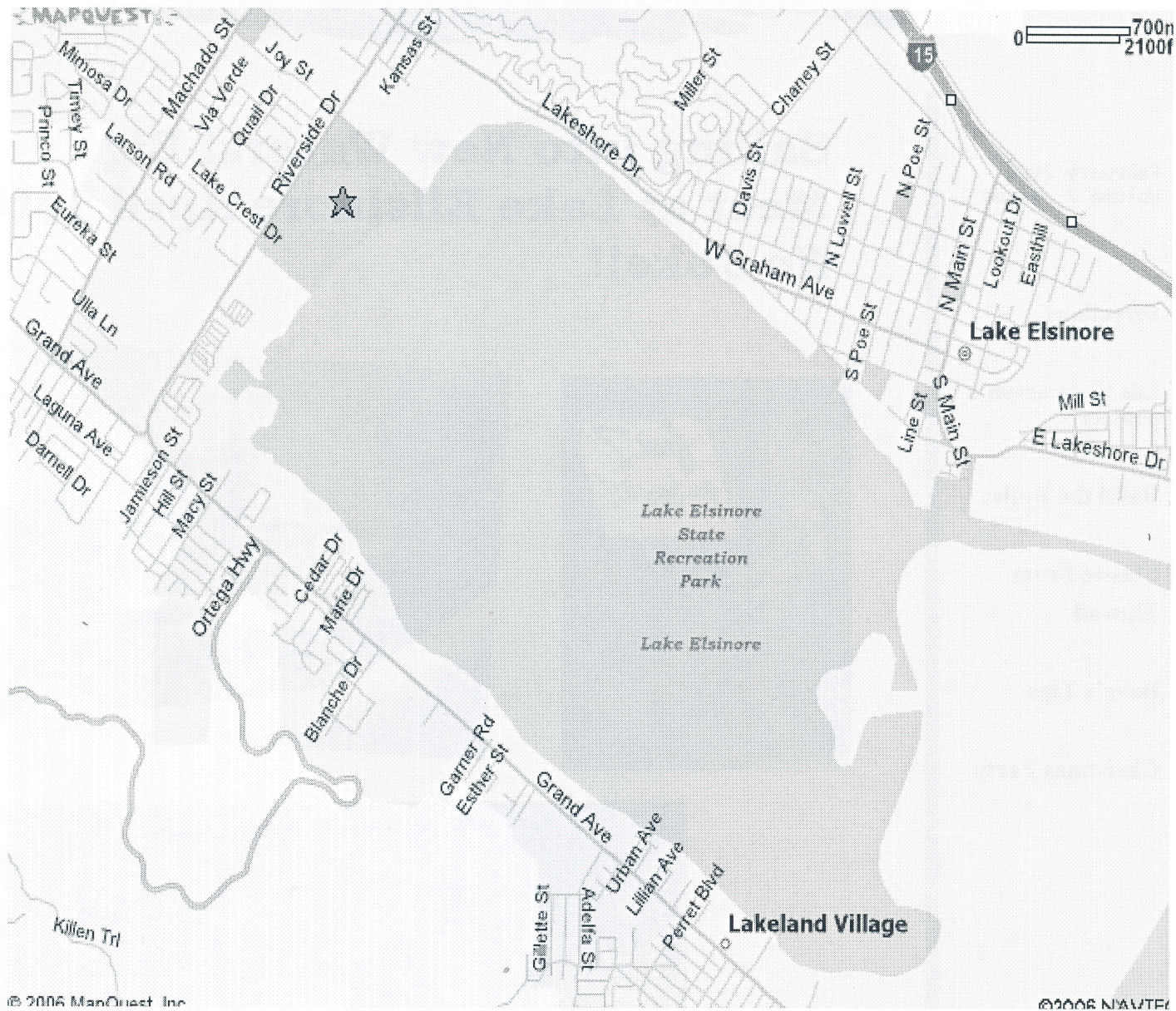


ANTIQUÉ OUTBOARD NEWS

Antique Outboard News
1240 Logan St Suite M
Costa Mesa CA 92626

Big Meet at Lake Ellsinore April 1st

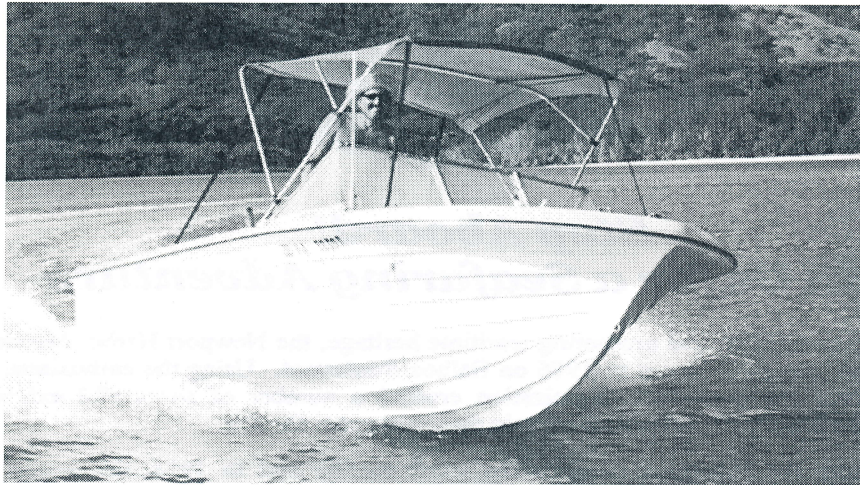
Lake Elsinore



© 2006 MapQuest, Inc.

©2006 NAVTEQ

Check out David Michelmore cruising the
waters of Hawaii In his classic Boat

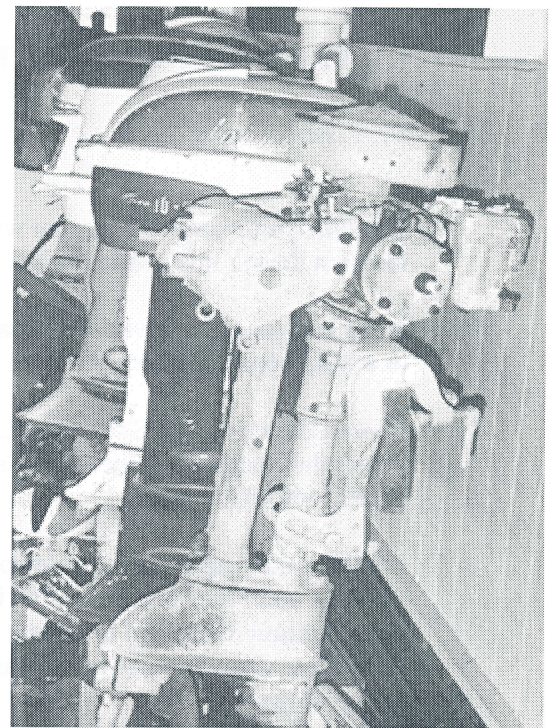
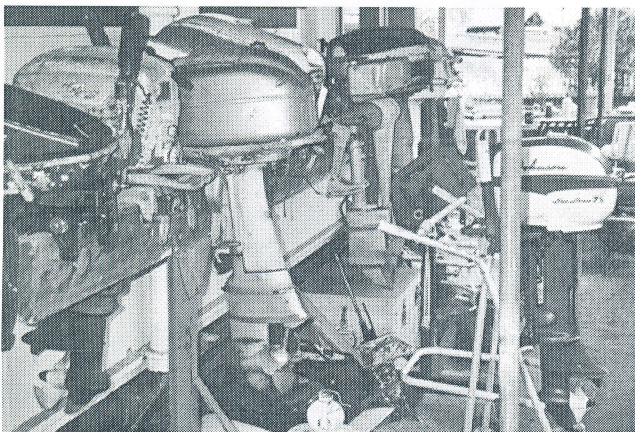


Aloha from Hawaii

Looking forward to coming to one of your
meetings. I have been working on motors for over 30 years
I have collected several nice old motors
All found here on Oahu. We have a
freshwater lake here, so I can run these
once in awhile

Dave's Classic Outboard Motor Collection

(Looks like you have some work to do Dave)

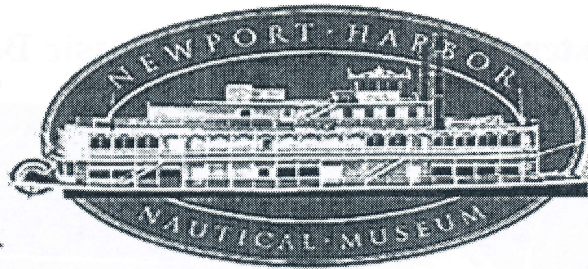


NEWPORT HARBOR NAUTICAL MUSEUM

Length
189 ft. 8 in.

Breadth
52 ft. 6 in.

Height 65 ft.



Tons
Burthen
900 Tons

Capacity
500
Passengers

Step Aboard! Join Us for a Seafaring Adventure

Dedicated to preserving and promoting maritime heritage, the Newport Harbor Nautical Museum first opened its doors in 1986 on Balboa Boulevard. Using the enthusiasm of local residents, the grassroots organization erected a number of successful exhibits recounting the history of Newport Harbor in their one-room facility.

Over the years the collection outgrew the small facility and in 1994, the Board of Trustees launched an ambitious campaign to secure a larger, professionally run maritime museum for the community. Their search was aided by the generous gift of the riverboat restaurant, *Reuben E. Lee*, located at the head of the bay. The showboat, a landmark in the harbor, was built in 1963 by Blurock and Associates to replicate a traditional delta paddlewheeler.

Re-christened the *Pride of Newport* in 1995, the Museum moved into our new home that fall, and began to transform the 13,000 square-foot restaurant into a beautiful museum. Today, the Museum boasts three galleries, a classroom, conference room, library, as well as a restaurant and museum store. Visitors can explore the history of Newport Harbor, enjoy our beautiful model collection of ships of the Pacific, and be treated to one of our temporary exhibits on display in the Grand Salon. Programs for children and adults are available through our education department and wonderful fare is awaiting visitors in the restaurant.

PRIDE OF NEWPORT TO SET SAIL

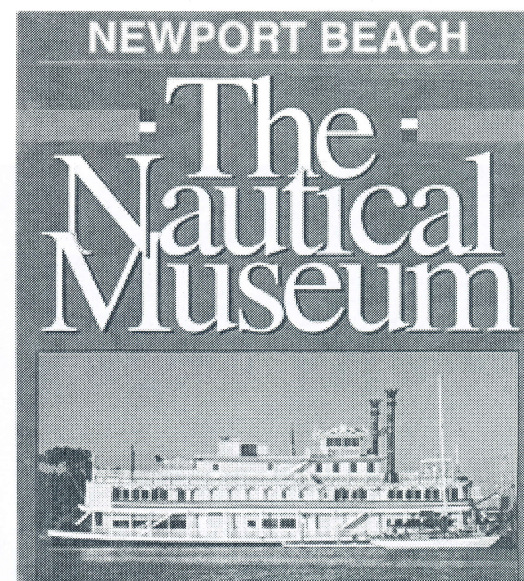
By: P. Brinkman, Jr.

The Newport Nautical Museum will be moving it's location during this coming year.

It has been home to a variety of nautical events such as a Ship Model Gallery, Antique

Photo Collection, the Ships Store...and of course where the Southern California Chapter Antique Outboard Motor Club meets.

It will be moving across the Newport Harbor to the Pavilion and Fun Zone area of he bay. It will host one more Antique Outboard meet this spring before it Relocates. Many thanks to its Manager, and our Host, Marshall Steele.



A Boat load of thoughts from Dave Vaughan



TOOLS FOR DISMANTLING AN OLD OUTBOARD

Most of you already have some assortment of tools. What I'll endeavor to do in this installment is to list the tools needed to dismantle a simple outboard of the 30's design. This is by for not a complete list and as the years go by you'll probably add a heck of a lot more to your inventory.

I think it is very important to have quality tools if you want them to last. Most major tool companies give a lifetime guarantee for the majority of their lines which means that they feel that their tools are virtually indestructible and in general they are right. Can you ruin a tool, you bet you can, but if you use tools sensibly they will last a lifetime. There are many off brands being offered by discounters that are well made but keep in mind that they probably won't be around in a few years. Do I have some of these discount tools, yes I do, and they do the job that they were designed to do but if they break I'm out of luck. A real cheap tool is usually not worth buying because it will let you down when you most need it. OK, enough said, so lets get on with the listing.

For the kind of work you are going to do a 3/8 drive set of sockets will suffice very nicely. You will need:

- * A ratchet
- * A 2" & 4" extension
- * A universal and a series of sockets (3/8", 7/16", 1/2", 9/16", 5/8", 11/16", 3/4", 13/16", 7/8", 1")
- * A 13/16" spark plug socket
- * A set of combination wrenches (3/8", 7/16", 1/2", 9/16", 5/8", 11/16", 3/4", 13/16", 7/8", 1")
Most sets usually go to 3/4", so you'll have to buy the 13/16", 7/8" and the 1" separately
- * An 8oz. or a 10oz ball peen hammer
- * A dead blow rubber hammer
- * A 6" & 12" crescent wrench (adjustable open end wrench)
- * 3 or 4 flat blade screw drivers of various sizes. Be sure to get a small one that will fit little screws

They didn't use Phillips style screws in the 30's but somebody may have substituted them so

- * Get a #2 Phillips screw driver.
- * A 3/8" impact wrench with blade and Phillips socket attachments. (This is the type you hit with a hammer)
- * A propane torch with instant ignition and fueled with MAP gas
- * A 3/4" x 6" to 8" piece of round aluminum or copper/brass

At this point you might notice the absence of weapons of mass destruction such as standard pliers, vice grips, punches and chisels. These tools might be needed but whatever they are used on will probably be unusable and have to be replaced. These are usually the tools of a redneck mechanic and their use should be avoided if at all possible.

As sure as Evinrude made outboards, I've probably overlooked several tools, but at this time this is all I can think of. I'll add them as I think of them.

In the next installment, now that we're all geared up, (I bet you can't wait) I'll tell you how to dismantle that gem in the rough and get it ready for refurbishing.

A Boat load of thoughts from Dave Vaughan

This is the first article, in a series of articles, on my ideas, observations and the "how to", in the restoring of outboards. I'll try to be as down to earth as I can so as not to lose your interest and hopefully I can sow a seed in you trying your own motor restoration. I entertain any input or suggestions or for that matter any corrections in what is to come. Enough of this, let's get rolling with how to start.

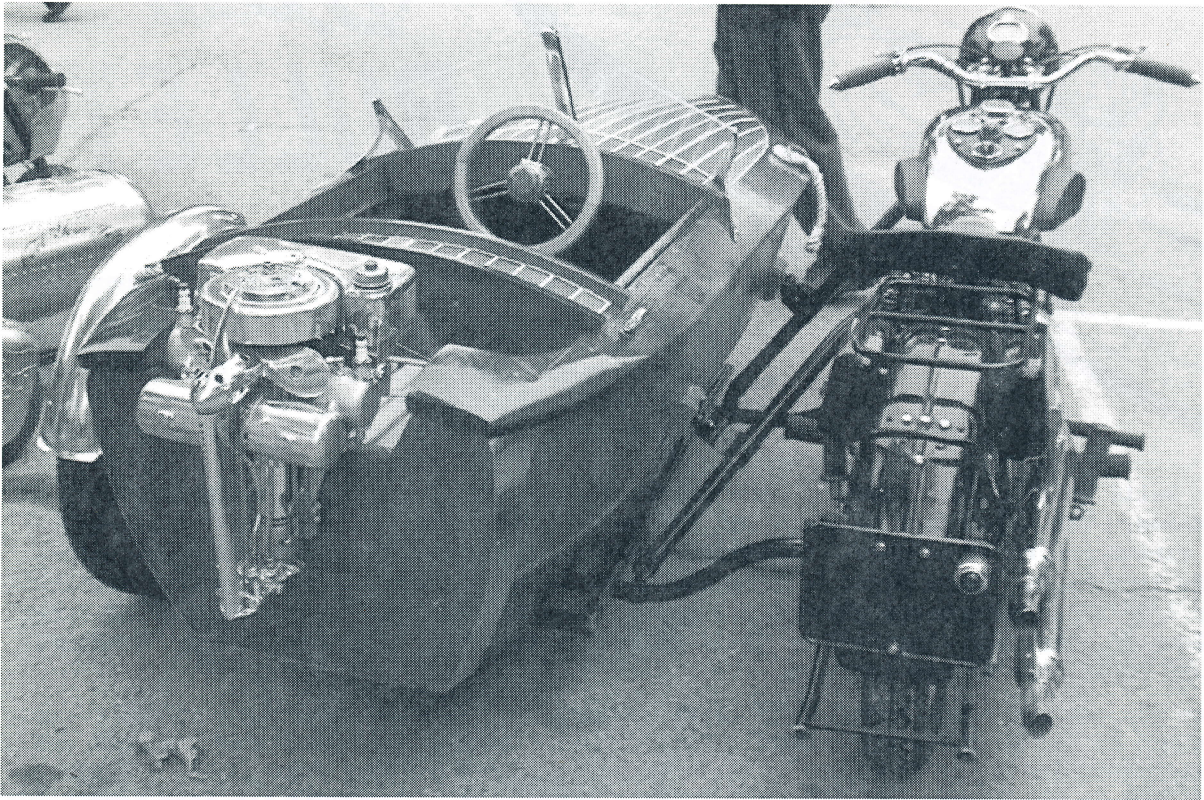
For starters, get an outboard that is simple and is restorable. As you get better you can challenge yourself with a more difficult project but for starters get a cheap old OB. Try to get a complete popular engine, that was made in the thirties, as they seem to be less complicated and parts are fairly easy to get. If possible get a single cylinder motor but a two cylinder will suffice. The better the gas tank the faster your project will go because straightening a tank is by far the hardest part in outboard restorations. Avoid salt water engines, if possible, which is somewhat difficult in our area. Next start researching for any parts literature and copies of the owners manual. This information is not as hard to find as you think. If you have trouble give me a call and I'll direct you in the right direction. A picture is worth a thousand nuts and bolts when you're trying to dismantle or when reassembling an engine. Line up a source of decals as these really give the finished product a classy professional look. Get a box of baggies for your parts. It's easy to lose a part or wonder where it goes but in a baggie with a note to yourself you'll be amazed at how smart you are. If you already don't have a stand make one. A piece of a 2x6 or 2x4 clamped in a vise is as simple as you can get but if you're handy with wood you can make a floor model which later can be used in starting your OB. It would be very helpful if you study up on two cycle theory as it makes understanding what you're to do much simpler.

In the next newsletter I'll discuss the tools you'll need, tool usage and how to get that rascal apart.

From: David Vaughan <woodywagon@earthlink.net>
Subject: **Outboard Restoration. It's Not That Difficult**

Les Gunnarson's project finally completed with help from Bob Foster.

Beautiful Job Les!

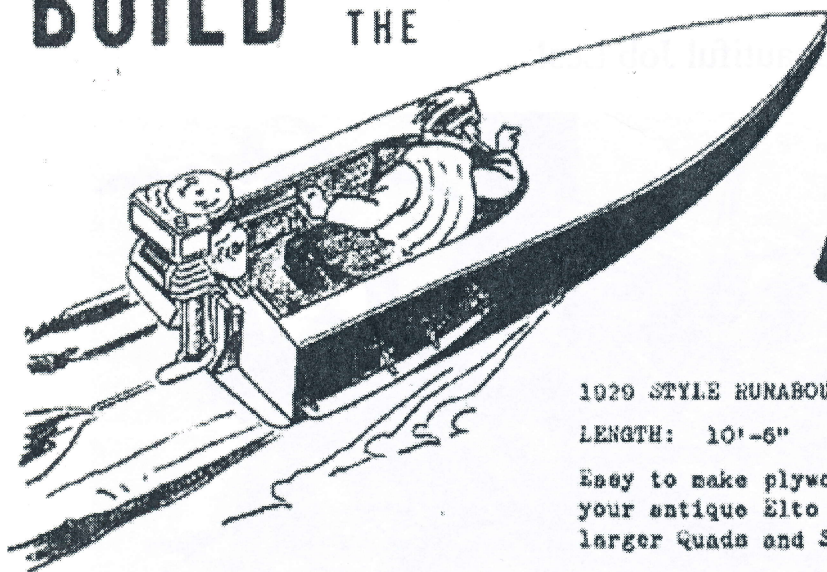


Here is the finished outfit. Bob Foster is the designer and builder of the boat/sidecar including the sidecar frame and attachment to the motorcycle. Bob is better known in the outboard club as the "fixer" of aluminum gas tanks as he has reworked a number of them for members. The sidecar was made to match the BSA (Birmingham Small Arms); green is the correct color for the bike. Making a boat/sidecar is not an original idea as one was produced in England called THE CANTERBURY BELL.

The outboard is a FOLDLIGHT sold as a Lockwood, Elto, Evinrude and Sea King in the early thirties. It is thought to be a Lockwood design because it uses the propeller as the water "pump"; a Lockwood trademark. The Elto version normally used the Atmater Kent battery ignition system while the others used a magneto. As the name implies, it is very light at 29 pounds and folds into a very small package. Power output is 2 3/4 horsepower which is about right for the boat. A folding motor was selected because the lower unit is out of the way when used as a sidecar. I traded a NSU motorcycle to Bob for the effort; I came out the "winner" on this one.

Les Gunnarson

BUILD THE



Club BULLET

1929 STYLE RUNABOUT TAKES UP TO 25 H.P. OUTBOARDS

LENGTH: 10'-6" BEAM: 4'-8" DEPTH: 18"

Easy to make plywood construction just right for your antique Elto Speedster, Lockwood Ace or the larger Quads and Speeditwins. Speeds over 30 MPH

To build Bullet, first assemble the materials and draw full size paper patterns of all frames. Cut all frames to shape and fasten together over the patterns using 1-1/4" # 8 screws and Weldwood glue. Temporary cross members should be screw fastened between the tops of the frame sides to keep the frame in shape. The transom frame is assembled on 1/2" thick waterproof plywood cut to size and fastened all around with 1" #8 screws about 2" apart and staggered to avoid splitting the wood. Use Weldwood or Resorcinol glue on all contacting surfaces.

Saw the stem to shape from 1-5/8" thick mahogany or oak stock leaving a little excess length on top to allow for trimming later. The stem can be notched for the keel and rough-bevelled prior to assembly. Now is the time for cutting chine, keel and clamp notches in all frames including the transom frame only. Construct the form from a 10' 2" X 10" plank as shown, notch for frames and mount stop any convenient legs at the proper working height. Next mount all frames, transom and stem on the form using temporary cleats and braces to align, until the 3/4" X 3-3/4" keel can be put in place using glue and two 2" #8 screws to each joint. Taper the keel as shown to meet the stem.

Next, spring the chines in place, fastening both sides simultaneously to prevent warping the hull out of shape. Working forward, fasten the chines with glue and one 2" # 8 screw in each notch. Trim chine notches to final shape as the work proceeds and finally the forward ends are bevelled and fastened to the stem. The clamps are next fastened to their notches and the stem using glue and one 2" #8 screw at each joint. Care should be taken to insure proper hull alignment and use the "good eye" to check for smooth curves in chine and clamp.

Finish the framework by trimming and fairing so that all plywood will lie flat and evenly. Use a batten as a guide during trimming. Next, install the two bilge battens midway between keel and chine, one on each side, using glue and one 2" #8 screw to each notch. Last, install the outer keel using glue and 1-1/2" #8 screws about 8" apart.

Ready for planking now, install the side planks first. Use paper patterns if desired or cut to shape after bending the sheet around the side and marking the chine and clamp lines with a pencil. Leave a tiny bit extra for trimming. After coating all mating surfaces with resorcinol type glue, clamp the side in place and fasten with 1" #8 screws or 1" annular groove boat nails spaced about 2" apart. The bottom is planked next after marking and cutting to rough shape. If you wish, use old fashioned aviation glue on all bottom joints, lay cloth strips along the chine, transom and keel, recoat with glue and apply planking with screws about 2" apart. Nails can be used if desired. If the old way sounds like a lot of mess, use resorcinol glue instead. Be sure and allow the bottom plywood to extend over the transom by more than 6" so that the transom tails can be shaped as shown while final trimming of the planking is done.

The exposed edges of the plywood at the stem are covered with a 1/2"X3/4" oak strip fastened with glue and screws. Do not round off the chine corners except ever so little to prevent splintering of the wood. Turn the hull over with the aid of a friend or two, remove the temporary frame ties and the building form. Fasten all deck beams and cockpit supports with Weldwood and 1-1/2" #8 screws. Use a thin wood strip to act as a guide for drawing the curve of the deck beams, and get a little fancy if you want with the dash-board beam as shown in the frame section. Notch the 3/4"X1-3/4" deck batten and 3/4"X 1-1/4" deck carlins in place and trim framing to receive decking. Install stem and transom knees as shown using glue and long screws. Now is a good time to clean and vacuum the inside of the hull and paint or varnish as you choose. Light gray is OK.

Attach decking using glue and 1" #6 screws placed 3" apart. Trim evenly along sides and attach the oak moldings to cover the exposed deck edge. Shape the cockpit sides as shown allowing for a gradually increasing curve at the dash. The floorboard is a piece of 3/8" or 1/2" plywood about 30" square and rounded at the corners. It's a darn good idea too to plan on some kind of grab rail or handle to hold onto when at high speed. Construct the motorboard using two pieces of 3/4" plywood glued and screw-fastened together and bolted to the boat, 3/8" plated bolts, through 1-3/4" thick oak spacers. The tail knees should be installed so as to not interfere with changing the motorboard itself, if a different size is desired.

Although this entire boat can be planked and decked with 1/4" exterior fir plywood, a more professional appearance can be achieved using mahogany marine plywood, at least for the decking. Fill all screw heads with Duratite or similar filler and finish with three coats of marine paint or varnish. A suggested color scheme is gloss tan on sides and bottom, varnished natural oak sheer moldings and varnished mahogany deck with blue or red striping of your choice. The word "Bullet" could be made from decal letters and varnished over for protection.

The stabilizers are constructed of 1/4" plywood and fastened as shown about 1" above the bottom using small braes angles. The forward 16" or so of the stabilizer should be gently curved upward to about an inch at the most, at the front. These stabilizers are sometimes useful with the larger motors. This may be a smaller, wilder boat than you've driven before so get used to her before making full throttle turns or making jack-rabbit starts. Install a simple seat, steering wheel and some kind of throttle if you want, but these were not real common in 1929. If you try your hand at building Bullet, drop us a line, along with a photo.

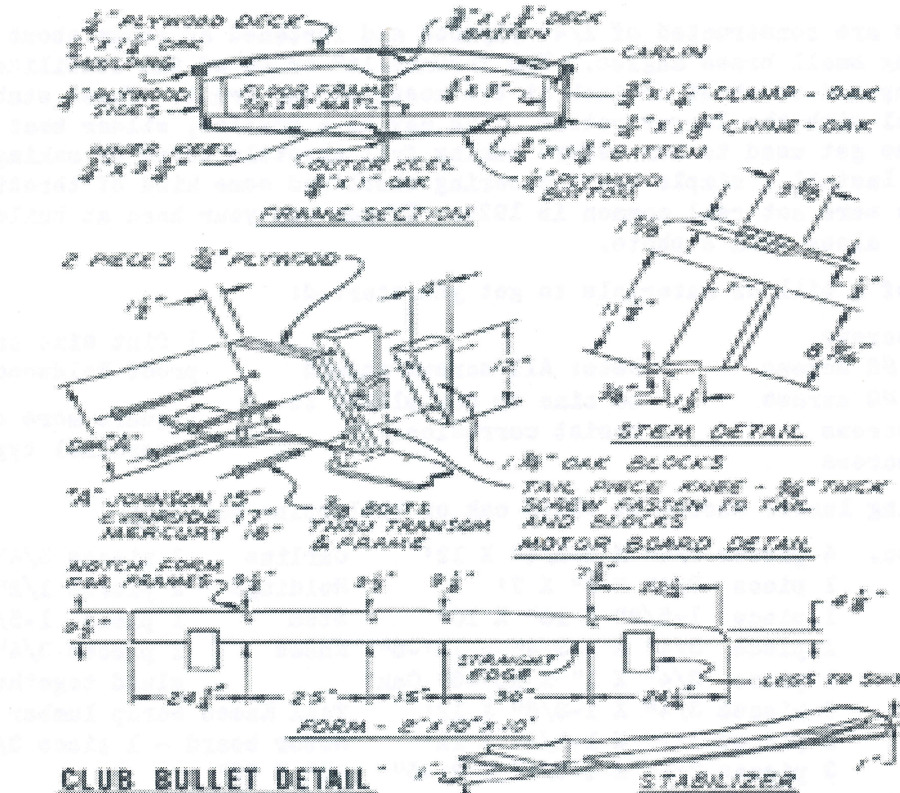
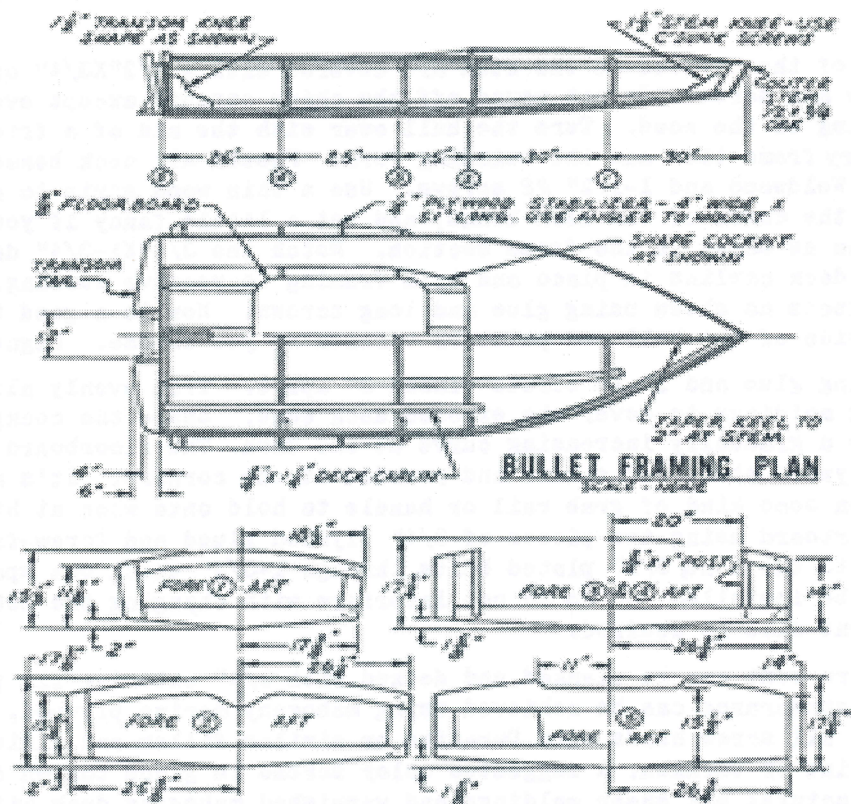
Here's enough of a bill of materials to get you started:

3 gross 1" #8 screws		1 Pint size can Water-proof Weldwood glue.
1 gross 1-1/4" #8 screws	Note: All screws should	
1 gross 1-1/2" #8 screws	be zinc or cad plated to	
1 gross 2" #8 screws	resist corrosion.	1 quart more or less of
2 gross 1" #6 screws		resorcinol type glue.

Note: All framing lumber should be white oak or Philippine mahogany

Framing and misc.	4 pieces 3/4" X 3-3/4" X 12'	Carlins	2 pieces 3/4" X 1-1/4" X 6'
Deck beams	1 piece 3/4" X 8" X 7'	Moldings	2 pieces 1/2" X 1-1/4" X 12'
Form	1 piece 1-5/8" X 10" X 10"	Stem	1 piece 1-5/8" X 12"
Inner keel	1 piece 3/4" X 3-3/4" X 10'-5"	Knees	2 pieces 3/4" plywood
Outer keel	1 piece 3/4" X 1" X 10'-6" Oak		glued together.
Chines	2 pieces 3/4" X 1-3/8" X 12'	Tail Knees	Scrap lumber
Clamps	2 pieces 3/4" X 1-1/4" X 12'	Motor board	- 1 piece 3/4" plywood
Battens	3 pieces 3/4" X 1-3/4" X 8'-6"		12" X 36"

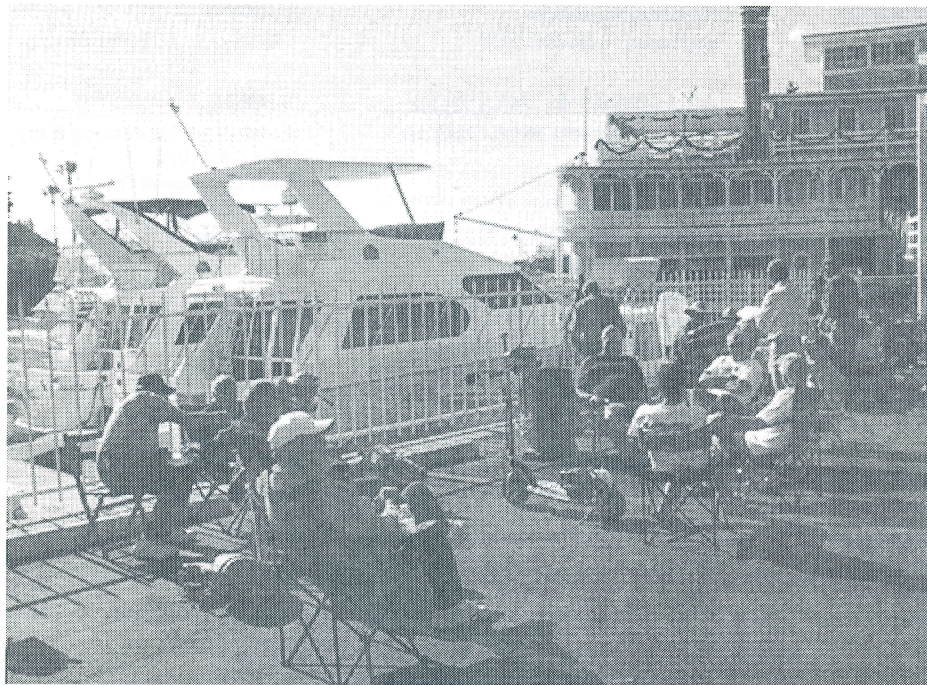
Plywood - Sides and bottom, 2 pieces 1/4" X 4' X 12'; Deck, 2 pieces 1/4" X 3' X 8'; Transom and floorboard, 1 piece 18" X 96" X 1/2" thick.





Dave Vaughan Grand Prize Winner 2005

**No one had the heart to tell Dave he had won an Outboard Motor
(Not a Weed Eater)**



It was a great day at the Nautical Museum for our Christmas Party.
The weather was fantastic, the food was great and the people were wonderful.
Thank You All it a great year

Your President George Kent

THE SOURCE

OMC PARTS

LEE'S MARINE
13910 Struikman Rd., Cerritos, CA
Telephone 714-739-1003
SEA-WAY MARINE, INC.
2505 HARBOR AVENUE, S.W. Seattle,
Washington, 98126
Telephone 206-937-7373

COAST OUTBOARDS

RICK CALVIN
51 K Street
Chula Vista, California
Telephone 619-498-1220

MARTIN PARTS

RUSS LARSON
1499 County Road #11
Mead, NE 68041-0449
Phone: 402-624-2345

SCOTT ATWATER PARTS

DON WEBB
340 Dry Bridge Road
Medco, NY 13115
Telephone: 315-298-5708

MERCURY PARTS

BELK'S MARINE SUPPLY, INC.
2014 Parker Ave.,
Holmes, PA 19043-1415
Telephone: 610-532-4344
GRUBB'S MARINE
(send .33 for catalog)
402 Walnut Street
Spring City, PA 19475
Telephone: 610-948-8855
DICK SHERRER MARINE, INC.
12328 E. Firestone Blvd.
Norwalk, CA 90650
Telephone: 562-888-9809

MERCURY PARTS - Continued

COAST OUTBOARDS
RICK CALVIN
51 K Street
Chula Vista, California
Telephone: 619-498-1220

CHRYSLER,

WESTBEND, FORCE PARTS

ICARUS MARINE
PAUL ROGERS
13902 Newhope
Garden Grove, CA 92643
Telephone: 714-534-9476

DECALS

DECAL HEADQUARTERS
Telephone: 410-822-1740

COAST OUTBOARDS

Telephone: 619-498-1220

CATALOGS & MANUALS

OMC manuals and parts catalogs
KEN COOK CO.
P.O. Box 25355
9929 W. Silver Springs Dr.
Milwaukee, Wisconsin 53225
INTERTEC PUBLISHING
P.O. Box 12901
Overland Park, KS 66282-2901
Telephone: 1-800-262-1954
Fax: 1-800-633-6219
DON DWIGGINS
149 East Bay
Atkins, Arkansas 72823
Telephone: 501-641-2413

GAS TANK DENT REMOVAL

DENNIS WEBB DESIGNS
831 So. Lime Street
Anaheim, California 92805
Telephone: 714-535-3874
714-774-1528

PROPELLERS

YORK PROPELLERS
JOHN YORK
1631-B N. Placentia
Anaheim, California 92806
Telephone: 714-773-5444

GASKETS

Vintage Motor Gaskets to fit Mercury
Outboards 1959 and older. Call or write
for catalog:
DOUG BROOKE
604 W. 19th
Spokane, WA 99203
Telephone: 509-747-0517

RUBBER GRIPS

Send \$1.00 for catalog-5 to:
FOX GRIP, INC.
5181 Greencroft Dr.
Dayton, Ohio 45426
Telephone: 937-837-8783

MAGNETOS

(Restore/Repair):
Jack Hurt
J&M CAROUSEL
1711 Calaveras Drive
Santa Rosa, CA 95405
Ph/Fax: 707-544-1026
Ph/Fax: 800-789-1026

The Antique Outboard Motor Club, Inc., Southern California Chapter

Mail this application and \$25.00 to AOMC/George Kent, 1240 Logan St., Suite M, Costa Mesa, California 92626

MEMBERSHIP APPLICATION

Name _____
Address _____
City _____ State _____ Zip _____
Date _____ Telephone _____

What do you receive for your membership in our Southern California Chapter?

1. Our local Chapter Newsletter. (Approximately 6 per year)
2. Free classified ads in our Newsletter for both Wanted & For Sale items.
3. Postal notification of all local dry and wet meets. (Approximately 6 per year)
4. Members to help you find those difficult parts to locate and help you sell your unused items.
5. A great group of outboard enthusiasts (approximately 100) with whom to socialize and have fun!
6. Questions? Call (714) 751-2679 George Kent, Chapter President [E-Mail GNKIS@AOL.COM]