

# Antique Outboard News

SOUTHERN CALIFORNIA CHAPTER



**JANUARY  
2000**

**Volume 2, Issue 1**

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Antique Outboard News  
P.O. Box 746  
Yorba Linda, California 92885

## Friends, Motors and Boats . . .

### *What More Could We Want?*

**O**h, yes, two more items . . . . . How about **WATER, AND LOTS OF IT** to wet our appetites for the thrill of Antique Outboard Motoring and **EIGHT** new Chapter Members in one day?

This is exactly what we experienced on December 4th at our meet on Puddingstone Lake. What a

treat for all of us to be together in such a private, beautiful, unique setting - a first time wet meet for many of us.

The very night before our meet a strong wind came up and the weather channel predicted it would blow though the next day, ceasing early afternoon. We were very concerned - even **Herb Maier** was worried - and he never misses a meet!

In fact, you guessed it, who was the first Chapter Member to screeeeetch in on December 4th - **Herb Maier** and he had been lost for 1/2 hour! But, neck to neck with his truck was **Paul Marsh, Arizona Chapter President**.

What happened next was unbelievable, a true feast for any members eyes . . . .

*Continued on Page 6*



*Southern California Chapter Members; from Left to Right; Weston Hook, Les Gunnarson, Tom Briggs & Robert Argott - holding the very 1st issue of our Newsletter (August 1999)*

David Marotta  
32 Buccaneer Way  
Coronado, CA 92118-3257



**Next Meet  
Saturday,  
February 5**

# 1999 - What A Blast!

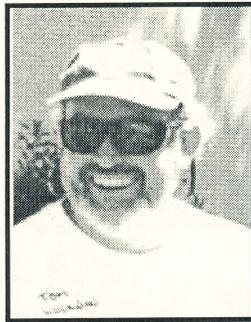
By Tom Lockwood  
Vice President

Well Friends, we made it. The end of the year, the decade, the century and the millennium all in one shot.

When put into perspective it truly is an interesting time in history. I find the last one and a half centuries the most fascinating because of the staggering strides of industrial and technological advancements. None of which would be where they are today without the discovery and processing of fossil fuel. Imagine running our outboards on anything other than a petroleum product. Oh, we could use electricity (boring and slow) but still wouldn't be where it is today without oil discoveries. And what about alcohol? Well, we would still need lubricants but knowing that it uses about twice as much as gasoline imagine a Rudder-twin with about a five gallon integrated fuel tank or a Fleetwin Evinrude with about a twenty gallon remote. Regardless of the scenario the past one hundred fifty years, even though complicated, are probably the most fascinating. I'm proud to be a part of this time in history and I'm really proud to be a part of this Southern California Chapter of the Antique Outboard Motor Club.

I'd like to at this time congratulate each and every member for their participation over the past year and especially the last meet at Pudding-stone Reservoir. The high percentage of smiles and every one going home happy was certainly a great way to start the holiday season. To say we had a good time is an understatement and I know we all look forward to the future which can be very bright for our Chapter.

Unlike clubs that I've been involved with in the past, each member in our Club is an outstanding and valuable



friend. If we pay close attention and participate at least as well as this past year, our Club can grow to be the finest Chapter in our National Organization, and provide us opportunities to have more fun than we've dreamed of.

We're very fortunate to have Lee and Jackie

Kinnel running our Chapter. They work exceptionally hard and produce what some have called the best Outboard Newsletter in the Nation. They work really hard for us and we're obligated to respond. I've never worked with finer people in my life.

Truly, my hope for the future is that our health stays good, our boats don't leak, and our motors always run good.

**HAPPY NEW YEAR EVERYONE!**



Tom & Lee Cartoon

Hey Tom, "You didn't notice what that guy was usin' for bait, by any chance, did you?"

## AD GUIDELINES:

Members: No Charge. Non-members: \$5.00 per insertion. Prices are not printed for motors and parts because we do not want to create a false impression of values. All ads must be printed or typed. No ad can be longer than 30 words, three ad maximum. For large inventories, list 3 including an invitation to ask for a complete list. Send ads to Lee Kinnel, P.O. Box 746, Yorba Linda, CA 92885

# CLASSIFIEDS

**DREAMING of a NEW BOAT?**  
Dream no more-**BOATS PLUS** has the right boat at the right price! Call Chuck Davis, new owner, 562-694-6308

**For Sale: 14' Westener Aluminum Bass Boat** w/side console, Galv. trailer, NEW steering, wheels & bearing buddies, windshield 20 horse Evinrude electric start, new 6 gal. tank, extra prop, anchor, life pres., electric trolling motor, call Dominick Clesi 562-860-3045

**For Sale: 1966 Johnson, 20 horse** electric start. Call Dominick Clesi 562-860-3045.

**Wanted- Lower unit for Mercury KE-7, KF-7 and KF-5,** Please Call Dave Williams at 909-735-7848  
**I Build "New" Beautiful Wooden Boats** - Call Grady Tate at, 520-282-4458

**Wanted-Carburetor for ELTO Super Single-a Tillotson MC1A** Call Gerry Coats at 619-272-3642

**For Sale: 1958 Johnson 50,** Call Jay at 562-594-9497

**Wanted-Mark 30 and Johnson QD10 for parts.** Stuck, no problem. Larry at 310-510-7228 or P.O. Box 1302 Avalon, California 90704

**For Sale: 1959 Evinrude 10 hp.** Call Tom Briggs at 949-631-5073

**Wanted-Mark 20 or Mark 25** in original-perfect condition. Call Lewis Eagle at: 310-472-4989

**Wanted- I Will buy OLD Fishing Lures,** reels, bamboo rods, misc. pre-WWII Fishing Tackle, Under 3 hp. Outboards pre 1940. Philip 805-967-8393

**Wanted - 12 hp. Goodyear Sea-bee** Call Tom Lockwood at 714-635-3295

**Wanted - Will buy an Evinrude or Elto Rudder Twin - ANY CONDITION!** Call Les Gunnarson at: 714-639-6127, E-Mail: LESLIEG121@AOL.COM

**7,000 New & Used Vintage Parts + & much more, what do you need?** Call E.L. Eyre at: 818-896-8790

**For Sale: 1957 Evinrude, 7 1/2 hp.,** Call Don at: Amber Marine: 949-646-6918

**For Sale: 1941 3.1 h.p. Mercury,** Call Don at: 949-646-6918

**For Sale: 1968 Evinrude, 3 h.p., suitcase motor + I have extra parts for all makes.** What do you need? Call Don at: 949-646-6918

**For Sale: 1958 Johnson, Fat 50's** Call Jay Salmont 562-594-9497

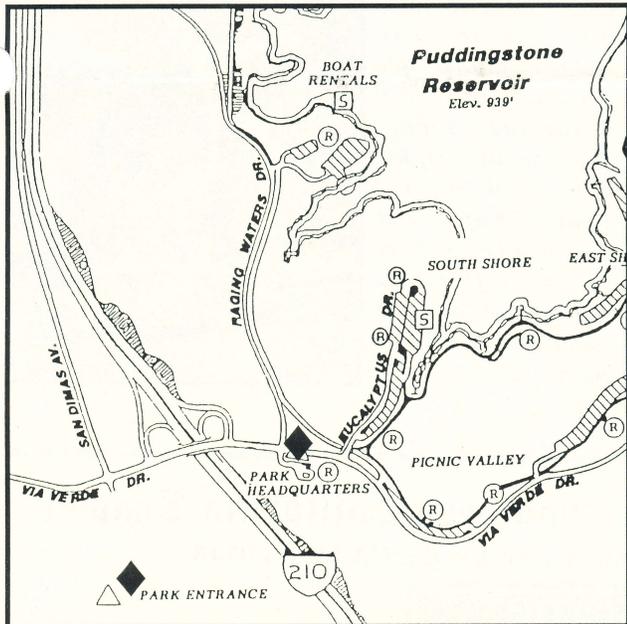
# First Wet Meet of the New Millennium, February 5, 2000

Both The Southern California Classic Boat Club and the Media are Invited!

It's not often that we get a second chance in life, but if you missed the December 4th meet, this is yours! Popular consensus has it that Puddingstone Reservoir is the perfect place for another wet/dry meet with its privacy, picturesque landscape and especially adequate dock area.

**BIG SURPRISE!** The Classic Wooden Boat Club has been invited for a joint meet with us on February 5th. It will be fun to get to know these people with whom we have so much in common, share our hobbies and marine stories. Some of the beautiful wooden boats coming are outboard powered too. **Bring your whole family, don't miss this special treat.** Thank you **Larry Ginsborg** for helping plan our joint event.

Look for **Juventino M. Gomez**, Field Deputy from the Board of



\*The 210 becomes 57 Fwy. South. The 57 South Crosses I-10, 160 and I-5

Supervisors, County of Los Angeles. We are pleased that he has shown a keen interest in our meet and has accepted our invitation to be present.

The media has also been invited. Be sure to bring your very best to show as well as your trading items. Anyone who needs help unloading, please ask. Everyone is excited to have another wet meet, including me,

I have worked long and hard to make my boat ready. How's yours coming? **Let's get ready and GO FOR IT!**

**We'll meet at the exact same place as last time, Saturday, February 5th, 9:00 a.m. to 4:00 p.m., in the Sailboat Area of Puddingstone Reservoir, 120 East Via Verde, San Dimas, California.** **This time Park Officials have agreed to check us in and allow us to launch our boats at the Sail Boat Launch Ramp.** For further instructions call me at 714-996-6661 or call Tom Lockwood at 714-635-3295. I will have my cell phone on during meet day to assist if you have a problem, 714-801-3284. Park fee: \$6. per car and \$6. per boat.

**I will put out more signs** showing directions than I did last time! No one will get lost!

We will have a **time schedule** for our meeting and lunch:

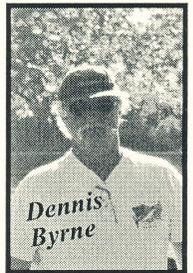
A **very short** meeting will be held at 10:30. (See, I'm getting organized -thanks for your patience). We will vote on your favorite Chapter Name, so write it down and bring it with you. Bring friends too.

**New Chapter Member, Rick Edmisten**, noted fishing and tackle collector (for over 20 years), is bringing his display of fishing lures and books. Rick encourages us to check our fishing tackle boxes for valuable items of which we may not be aware and to look for them in

our travels - could add up to big money for you! **Do bring any old fishing items/antique tackle you may have** for free appraisal and possible sale. Rick collects it all from leather tackle boxes, glass minnow traps, fish mounts, advertising, lures and reels. He has written 3 books on the subject and has been on radio, T.V. many times. Very Interesting!

Hot lunch will be available immediately after the meeting (Soft drinks and bottled water will be available at 9:00 a.m., and throughout the whole day.) Please bring folding chairs if you can. Do call me with any suggestions you may have as we are trying to improve with each meet. Remember, all boats will be inspected for coast guard approved equipment. Wearable personal floating devices are required for each person on a boat. Do not put price tags on anything you want to sell. This is a park rule.

**Dennis Byrne** from Camarillo has suggested a "Workshop" to be initiated at our meets. You men with outboard



expertise, please bring a few of your favorite tools, so you may participate if you would like. With so many new outboard enthusiasts, this should prove especially helpful. Workshop can begin as early as you would like but please remember to break at 10:30 for our short meeting. (Let's play it by ear - we may have too much activity to begin the Workshop. If so, we'll get it started at the April meet for sure).

**P.S. Dennis Byrne**, don't forget to bring **John Coultas and Bruce Sheppard**. We miss all those Chapter Members who are ill or cannot make our meets. We also appreciate the ones who attend, not feeling well but have been bitten with the "Outboard Bug" and "Chapter Spirit" won't let them stay home. **Dom Clesi and Tom Briggs** you are the greatest for getting out of a sick bed to come to our meet. **See you again February 5th! We hope everyone will be in top shape at this time and ready to PAAARTY.**

*Thanks to all for your Support!*

*Lee Kinnel*



## *Southern California Chapter Exceeds Goal of 50 Members by the Year 2000 New Goal - One Hundred Members by 2001!*

**B**ring just one new Chapter Member into the Antique Outboard Club this next year and we'll make our goal easy. You saw how much fun could be had with 40 enthusiasts - can you imagine 100? **WOW - Let's Do It!**

If you are just thinking about joining and haven't made up your mind, let me tell you that we have one of the nicest groups of people I have run across in a long time. We have good clean fun! And we try to do so in as nice an environment as we can find. We vary in all occupations and all age groups. I can't say enough about the caliber of people with whom we meet. And, our ladies are starting to get interested too. You can't beat the Antique Outboard Club for quality family fun. Our next meet, February 5, is a repeat of the last one. It will just be bigger and better, more boats, more people, just more of everything. The Classic Wooden Boat Club has been invited to meet with us. I have not seen a group of beautiful restored wooden boats for a long, long time. Coupled with our beautiful outboards, what a treat that will be!

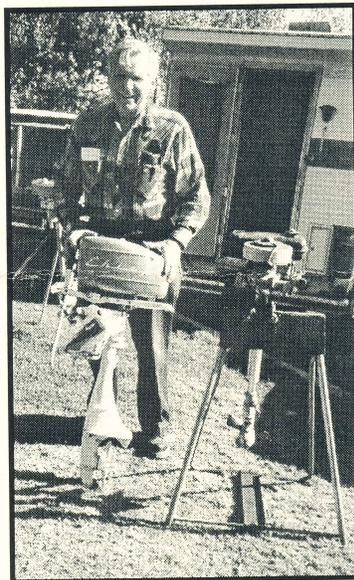
Included in this Newsletter is a roster of our current members. Simply pick up the phone and call any of them for a quick reference. Ask them if they had fun at our last meet. Then fill out the application form below and mail it in to insure your year 2000 to be the very best yet! Let's have fun together.



*John Kent, Bryan Miller and George Kent. They don't miss a meet and they are always smiling. John just picked up a Mercury outboard and is he ever enthusiastic. We hope to see even more of the three of you in the year 2000!*



*Al Jarvis, pictured left, is as interesting a man to talk with as you will ever find. He has seen a lot of life and he genuinely cares about our members and has helped many get started in this rewarding hobby. Bob Argott, right, shown with his Clinton Chief. It was a pleasure to meet you for the first time. We sure do love our outboards & all our members.*




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

Mail this application and \$20.00 to P.O. Box 746, Yorba Linda, CA 92885-0746

MEMBERSHIP APPLICATION

Name \_\_\_\_\_

Address \_\_\_\_\_

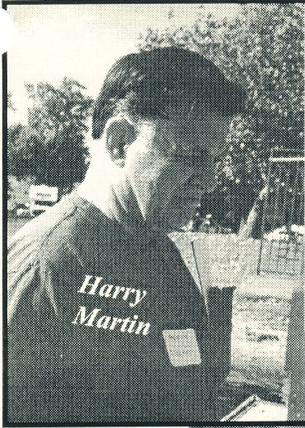
City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Date \_\_\_\_\_ Telephone \_\_\_\_\_

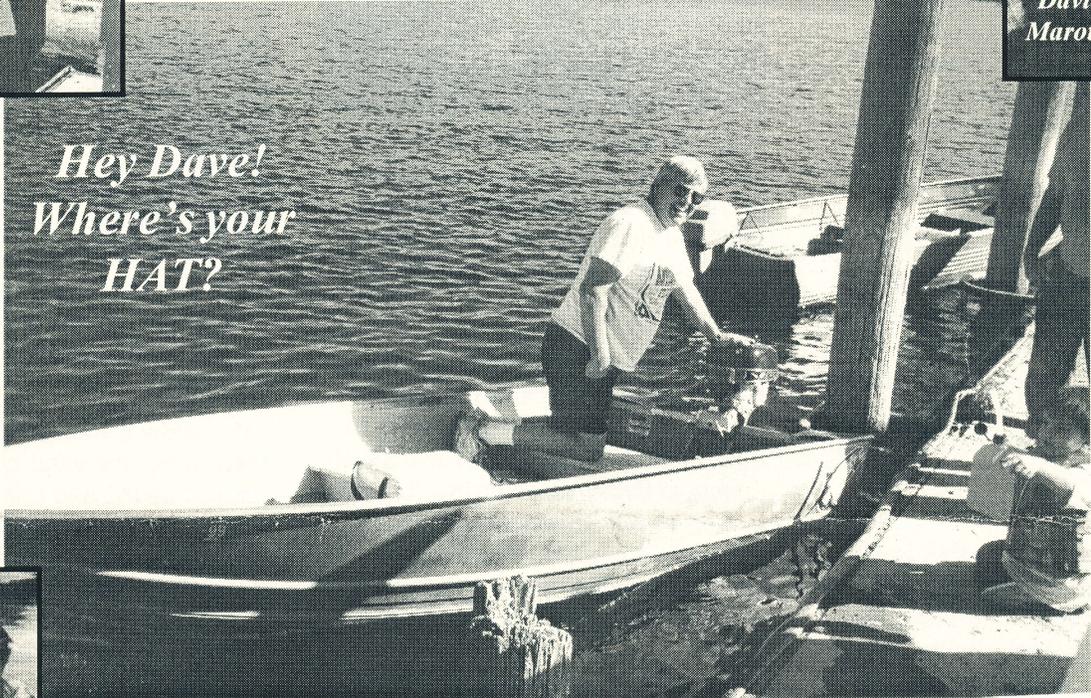
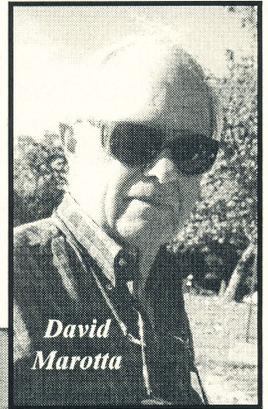
*What do you receive for your membership in our Southern California Chapter?*

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 with whom to socialize and have fun!
6. Questions? Call Lee at 714-996-6661

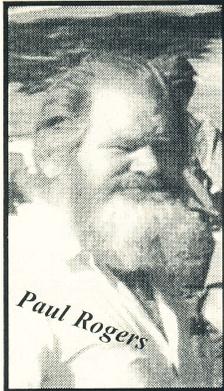
# GET READY FOR MEET FEBRUARY 5, 2000



Harry Martin (left) and David Marotta (right) looked on as Dave Buaas prepared his boat and motor for a trip around the lake. Dave had ignition problems, but soon overcame them and had a lot of fun. Zachery Allen Andrews, age 4, is also on the dock - bottom right hand side of picture cheering Dave Buaas on and of course, offering some helpful advice to get his outboard started. Zachery came to the meet as a guest of Paul Rogers, owner of Icarus Marine, accompanied by his father, Dick Andrews. For all engine repairs be sure to call Paul Rogers - Westbend and Chrysler Outboards are his specialty, but he also works on O.M.C. and Mercury. Prepare your boats and outboards - we look forward to seeing you on February 5, 2000.



*Hey Dave!  
Where's your  
HAT?*



*Below, left Paul Rogers, Dick Andrews, and Zachery Andrews prepare to leave the dock. Robert Argott is looking on.*



*Paul F. Brinkman Jr. just arrived and is taking his 8 foot 1960 Micro Mini "out to sea." It was quite seaworthy and it was enjoyed by all.*

# DECEMBER 4TH WET MEET - FUNTASTIC!

Continued from Page 1

... **Paul Marsh** pulled out a 1921 ELTO RUDDER TWIN. A BEAUTIFUL ONE! It shown like gold bullion, all polished and beautifully restored.

Who would get to the meet first to buy it? The race was on as we watched intensely for each member to arrive. **Les Gunnarson** must have been anticipating something good or he has a real keen "outboard nose" because he was on the scene in about 15 minutes, drawn to it like a magnet, keeping his cool he began bidding. Just moments later... **SOLD to Les Gunnarson**, sum unknown. Now about this time "Outboard Happiness" is radiating all over Les Gunnarson's face. He is, without a doubt, the happiest antique outboard owner on earth! Yes, this man could fly! Les had been looking high and low for just the right Rudder Twin and he had finally found it! See picture top of this page taken right after his fabulous purchase.

The whole day kept up this same exciting momentum with lots and lots of buying and selling and pleasurable, highly important conversations, about you know what.

**Paul Marsh and Vernon McKinley** (both new Chapter Members) had brought several outstanding outboards and parts to sell from Arizona Chapter. We more than enjoyed getting to know these two men, trading motors and outboard stories.

**San Diego** was also represented quite well with **Weston Hook, Gerry Coates, Dave Buas and Dave Marotta**. They teased and tantalized us with some of their engines until the end of the day - and finally, yes, yours truly became the new proud owner of Dave Buas' Martin 100. Thanks Dave, I am very pleased. Oh, by the way I am minus one Commando - some say they saw **Al Jarvis** walking across the parking lot with it saying something about sending it back east for a Christmas present to a friend. What is **Tom**



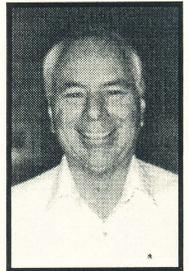
*Paul Marsh and Les Gunnarson immediately after Les had purchased his pristine 1921 ELTO Rudder Twin. Paul had kept it for show in his living room. Would you believe, he still has two left!*

**Lockwood** going to tease me about now that the Commando is gone? He'll find something, I bet. Much to our surprise, **Arlene and Rick Smith**, guests of **Craig and Corrine Butcher** looked at the Commando and said, "That looks just like a lawn mower engine." Imagine anyone thinking that of my Commando! (Just a lucky guess).

Our door prizes were a lot of fun and enjoyed by all. Donations came from **Arizona Hunting and Angler Magazine, Lee's Marine, Our Chapter Member, Paul Brinkman** donated a souvenir knife from the **T.V. Series J.A.G.**, and our own treasure. If you wish to donate a

door prize for our next meet, conventional or funny (use your imagination), call me with your ideas. Let's have fun!

I can't tell you how thrilled we are, yes, I mean **THRILLED**, with the huge turnout of Chapter



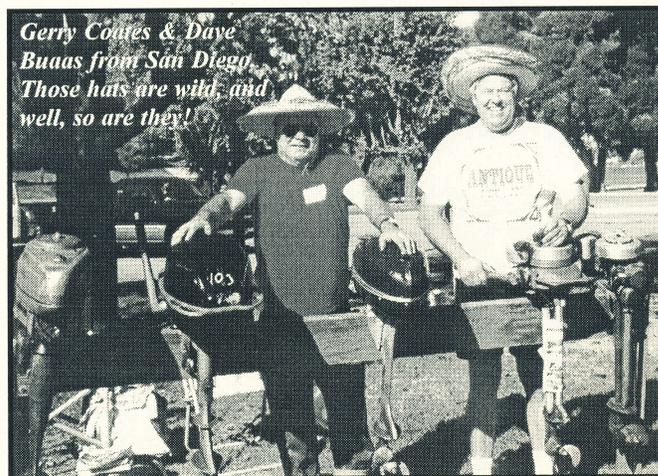
Members, their lovely wives, friends and visitors attending the December 4th meet. (A total of 41 in all). **Tom Lockwood** and I still haven't taken the smiles off our

faces and at this writing the meet was weeks ago! **Thank you one and all for a beautiful time of comradery at it's finest!**

We knew it was going to be a good meet when the wind completely passed us by, and our pretty visitor, **Arlene Smith** found **TWO** four leaf clovers on the Puddingstone grass just before the meet. We need this "Lucky Lady" in our Club. How about joining our Chapter Arlene and Rick?

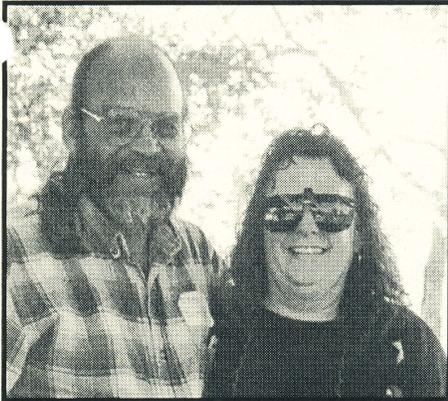
**Paul C. Hegness**, a National Member, arrived midday. Boy, do we need him as a Chapter Member! How about it Paul? We look forward to seeing you at our February 5, 2000 meet! This will be our first meet of the new millennium.

**Craig and Corrine Butcher** worked very hard to make sure we were all well fed. We had enough hot dogs and hamburgers for an army! It was not an easy task trying to keep food hot and me having our meeting at the same time. Live and learn, I promise to be more organized next time. **Craig Butcher** even brought his boat so



*Gerry Coates & Dave Buas from San Diego. Those hats are wild, and well, so are they!*

# DO WE ENJOY OUR CLUB FRIENDS OR WHAT!



we could use it to run our motors on the lake. **Thanks to you both, Craig and Corrine, for a big job well done!**

Have you noticed something else that is happening within our Chapter, something very special. . . . ladies are attending our meets - wives, friends and relatives.

I personally counted 8 in attendance December 4th. They seem to be enjoying themselves.

**Thank you Marguerite Lockwood, Tom's wife** (pictured above left) for all your help with our activities, **Mary Bele Smith, Neil Smith's wife** (above right) won a door prize!

She was delighted to win a box of candy, the first prize ever to have won in her life! **Vernon McKinley's daughter Lisa** (pictured with Vernon, below) also won a door prize of fishing lures which she can use on the lakes surrounding her new home. Lisa has her own 1960 Mercury outboard engine that is virtually new, and is she proud of it!

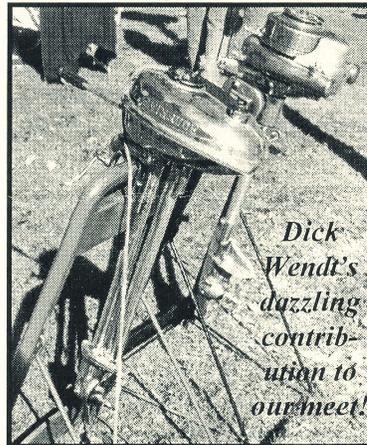
Good luck Lisa and Tom. We enjoyed meeting you.



Tom and I work toward finding new members on a daily basis, checking the National Directory to see who lives in our area that would enjoy our local



Chapter. Our reward came at the meet; **Cort Rockwood and Dick Wendt** appeared on the scene with gorgeous outboard equipment and Cort brought his pristine vintage fishing rods and reels. **YES - they both joined our Chapter!**



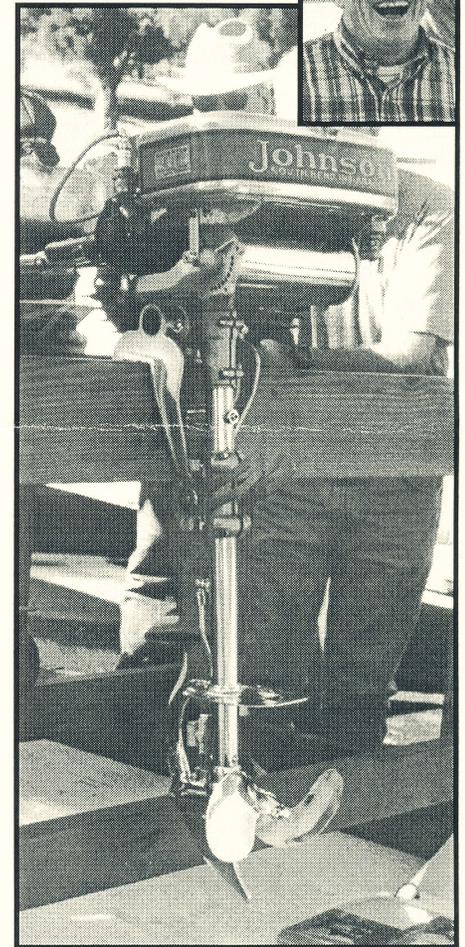
**Susan Plavetich, Richard's wife** also joined us Saturday for her first time, and is pictured below showing their 1940 D2F Play Boy, 5 hp., Champion Outboard.



Thanks Rich for bringing both of your beauties with you. We hope Susan had a good time with us and will come back again in February.

Our thanks to **Elona Hook**, for encouraging **Weston** to come to our meets, and coming with him too. We don't have your picture, but will try to get one next time. I understand Weston captured a Mercury Outboard from **David Vaughn**, and it is out being restored. Congratulations on your newest acquisition!

Speaking of **David Vaughn**, all I can say is **WOW.**



**You are awesome.** May your polish finger never tire. Your outboards are, unsurpassed in quality and restoration. You are truly an "outboard restoration artist" in the highest degree. The gorgeous Johnson above is one of several Dave brought to the meet. To miss seeing them or not having **Dave Vaughn** at a meet would be a huge loss. Everyone sincerely values your friendship.

# How to Recondition and Restore Your Pressure Tank

## Special Thanks to Bill Milligan

All paints, primers, clear lacquer are available from Tempo Products. Be sure to use only lacquer paints. Ospho (phosphoric acid) is available through paint suppliers. Other materials from Auto-Marine paint stores. Parts through Sea-Way Marine Inc., Seattle, Washington 98126. Phone number: 206-937-7373

### MATERIALS NEEDED:

1. Inexpensive Sand Blaster + bag of 30-65 grit sand for blaster. 100 lbs. will process 3 or more tanks
2. 1 gallon of Ospho, (phosphoric acid), metal etching liquid.
3. 1 spray can zinc chromate primer for aluminum tank top.
4. 1 can sandable primer, lacquer type.
5. 1 can gas tank red
6. 1 gallon mineral spirits.
7. 1 can clear lacquer
8. 1 gallon acetone (clean up).
9. 1 quart denatured alcohol
10. 1 can (40oz) aviation form-a-gasket liquid sealant.
11. 1 can semi-gloss black
12. 10 ft. double line fuel hose, (optional lengths for boat requirements).
13. 4 hose clamps (original) electrical cable ties or automotive screw hose clamps.
14. 400 grit wet/dry sandpaper, 00 steel wool.
15. 2 new "O" rings for hose connectors.
16. 1 fuel line connector to engine.
17. 1 new tank top gasket.
18. 1 new pump diaphragm gasket.
19. J.B. Weld Kit.

20. Small Bondo kit, body filler
21. 1 set of decals, (see source page of last Newsletter)
22. Air supply to maintain a minimum of 100 P.S.I.
23. Face shield or hood for sand blasting
24. Patience and T.L.C.

### CLEANING AND PREPARATION PROCESS:

- A. Remove old hose, filler cap and tank top with/gauge. Set aside for later disassembly. See parts breakdown.
- B. Remove inner support bracket.
- C. Empty contents, rinse with mineral spirits, blow dry.
- D. Rinse tank with acetone, 8-12 ozs., will suffice. Blow dry.
- E. Dry . . . **CAUTION**; acetone is highly flammable! Do this process outside on a cool morning away from flame or spark. Acetone evaporates at a high rate, faster with higher temperatures, also removes all oil residues.
- F. Sand or Bead Blast entire tank inside and out. Place blaster nozzle inside tank, oscillate in all directions. The result is that it creates such turbulence inside that the interior of top will be blasted clean. Turn tank upside down, empty out sand, blow in clean air to remove sand, dust and rust.
- G. Optional process; If severe rust condition exists, use 8 ozs. of ospho, slush around all sides, same with inside top, set tank upside down to drip dry. **CAUTION**. . . Ospho is phosphoric acid, employ rubber gloves, follow directions.
- H. While tank is drying, disassemble tank top and support bracket. Remove diaphragm carefully, it is spring loaded, both sides. Note parts breakdown. Discard old top gasket and diaphragm. Inspect all parts for corrosion, weak springs, replace if necessary, check valves and sight glass "O" ring.
- I. Sand blast top, housing and support bracket, prime with zinc chromate, set aside to cure.
- J. Fill in tank dents- (major)

with bondo, inspect tank for any pin holes from previous rust and sand blasting. J.B. Weld holes if any. Two hour cure time for J.B. Weld. Sand smooth all repairs with 80-100 grit paper, final sand with 400 grit. Tank is now ready to prime coat. Exterior only, with automotive sandable primer, allow one hour in sun to cure. Sand with 400 grit wet/dry or with 00 steel wool, air blow dust and steel residue from tank.

- K. Spray paint tank, exterior only, red, follow instructions on can.
  1. Paint bottom first, let cure about one hour in sun, best results.
  2. Turn tank upright painting sides and top, let cure in sun.
- L. Next day; paint tank top components (exterior only) semigloss black, let cure one hour, cover with clear lacquer. Also, apply several coats to finish tank. Let cure one hour or more.
- M. Reassemble tank top with new diaphragm (dry). Inspect pickup tube, clean screen carefully, do not puncture. Do not attempt to disassemble, it is a sealed unit with check valve - the passage is only one way, up! If a malfunction occurs, replace! Test primer pump after assembly, emerge tube and screen in tall cylinder of fuel mix, fuel should exit at hose barb on tank top.
- N. Tank top is now ready for installation, use liquid permatex (air craft type) to seal gasket both sides. Replace new gasket (dry) under mounting screw heads.
- O. Wipe off excess permatex with denatured alcohol after installation of tank top.
- P. Install decals. After thoroughly dried, cover with several coats of clear lacquer, protects decals from scratching. Also spray filler cap, restoring it to new life condition.
- Q. Replace double fuel line, connector with new "O" rings and hose clamps.
- R. Wa La, you have a tank like new, worthy of your efforts.

**If you have any questions call me after 6 P.M. at 407-568-2845 Eastern Time. Bill Milligan, Christmas Florida. I'll even restore it for you!**

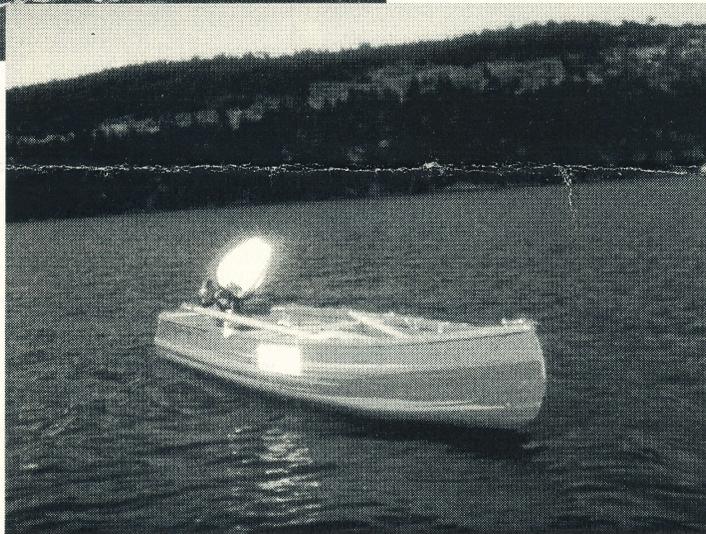
## Our New Chapter Member - A Wooden Boat Builder from Sedona Arizona

**W**e appreciate the new memberships, calls, and interest shown us by the Arizona Chapter. **Grady Tate**, an accountant from Sedona recently joined our Chapter as did **Paul Marsh**, Arizona Chapter President residing in Scottsdale and **Vernon McKinley** from Mesa. We wholeheartedly welcome them.

A year ago, Grady Tate asked for a new boat for his birthday. His wife got him a book on how to build them! So, instead of getting a boat, he had to build his own. He had been working with wood for a long time, but this was an exciting challenge. He first made a canoe, then a row boat. The venture has worked out so well that he is now taking custom orders! Call: 520-282-4458. Preferring to build wooden boats up to 13 feet, he will consider working on larger vessels. His love for his work is reflected to us in these pictures:



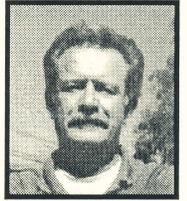
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Grady could not attend our December 4th meet, as he was out of town, but he is anxious to meet us, bring one of his masterpieces to show and yes, entice our members. We look forward to meeting you too, seeing your beautiful wooden boats and getting to know everyone in the Arizona Chapter.

Incidentally, Grady has another wish - in time for Christmas: He is intrigued with **Tom Roberts' 1924 Johnson "Light Twin."** If you remember from our last Newsletter, the entire motor comes apart and is stored in the original metal "suit case" box. It is awesome. Does anyone know of such a like-model for sale? If so, please call Grady at the number listed above. We'll keep our eyes open for you. Grady, it has been mentioned that Tom Roberts may be at our next meet with four generations of Roberts, including their suitcase motor. Better plan to attend this meet for sure. "If you can't find the outboard you want, build it", is the motto of our charter member, **Howard Jong**, who has built an outboard to scale. Hopefully, you won't have to build both a boat and a suitcase motor too! But if you do, you know with whom to consult.

## The Dussey of an Outboard - Well, Almost - Maybe . . .



By **Larry  
Cupernell, Avalon, CA**

**W**illiam R. Beckman worked alongside Fred and Augie Dusenberg as Chief Engineer and Draftsman from 1914-1928. Besides producing the famous cars, the Dusenberg brothers had numerous highly successful marine engines.

Beckman went to work for Johnson Outboards as Director of Engineers in 1928. About July 1, 1932, he received a telegram from Fred Dusenberg to meet him in Chicago to discuss a very important matter. Fred never made it. He was involved in an automobile accident on the way to Chicago and died later that month.

We will never know if Fred Dusenberg had a high performing outboard in mind or what!

### *Helpful Hints*

Our new Chapter Member, **Tom Cabelus** offered the following tip: To take off old paint (not original) from our outboards, simply soak them in Pine Sol - "The paint will come right off."

From **Walt Thompson, Morro Bay, California**; Don't fear running your engines in salt water, just run Cascade dishwashing soap through them in your barrel of fresh water after use and you'll never have a problem!

### *Your Board Members, So. California Chapter*

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Tom Briggs, Liaison	949-631-5073
Jackie Kinnel, Newsletter, Treas.	714-996-6661
Lonnie Yenny, Secretary/Photographer	714-996-6661

# BASIC EVINRUDE DEVELOPMENTS 1921 THROUGH 1958

Taken from *The Boating Industry Magazine*,  
March 1967

## Compliments of Howard Jong

**B**y 1921, Ole Evinrude was back in business producing a smaller lighter motor called the ELTO (*Evinrude Light Twin Outboard*) at his new ELTO Outboard Motor Company. Two-thirds the weight of the Evinrude, this light weight engine pioneered the use of aluminum for marine powerplants. The twin-cylinder outboard revolutionized the marketplace. By 1924, ELTO was outselling the original Evinrude motor. In 1928, Ole and his son Ralph introduced the first four-cylinder "Quad" engine that broke outboard speed records and dominated the industry. The 1921 Elto shown here was the first motor with through-the-propeller-hub exhaust.

The first electric starting Evinrude and Elto models were built in 1930. It's interesting that these engines used rotary crankshaft valves (later discontinued in favor of reed valves). And they had rubber mountings to help isolate the motor from the boat. The ELTO Cub and the ELTO Pal were built in the 1930's, and were extremely compact. The Cub developed 1/2 hp at 4,000 rpm and weighed in at 8 1/2 lbs., price \$29.50. The Pal was a larger engine, 1 1/10 hp at 3500 RPM, weighed 14 lbs. and sold for \$37.50.

In 1934, Evinrude laid the foundations for quiet outboards by enclosing the engine - the first "hooded" and styled designs.

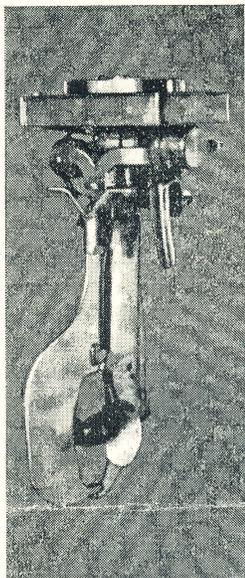
Gearshift Evinrudes were introduced in 1949, along with remote steering. In 1951, Evinrude introduced the 25 hp Big Twin - the first high horsepower gearshift remote-control outboard - the granddaddy of today's outboards.

In 1954, Evinrude introduced the Fleetwin, with Aquasonic "Whispering Power" silencing the noise by 50% and virtually eliminated vibration - a quieting system so advanced its principles are still in common use today.

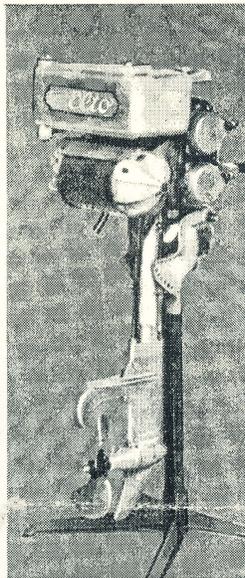
Beginning in 1958, Evinrude introduced the first in a series of short-stroke, low friction V-4 engines. Today, there are more high horsepower V-4 engines in use than all other types combined.

# EVINRUDE

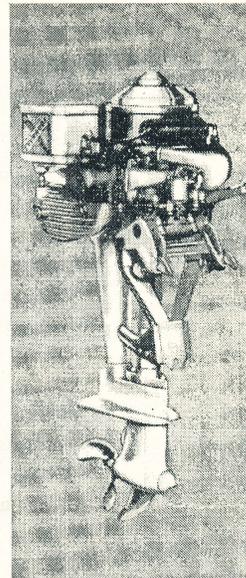
first in  outboards  
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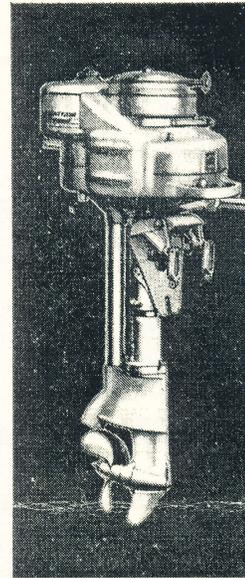
1921 Elto—prop-hub exhaust



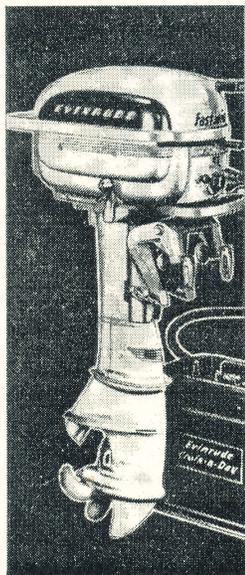
1928 4 cyl. 60 mph Evinrude



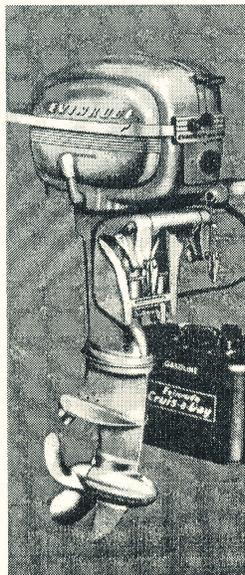
1930 Electric start Evinrude



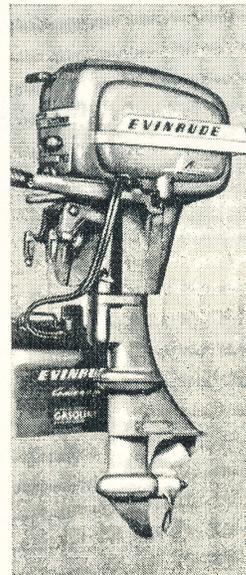
1934 First "hooded" Evinrude



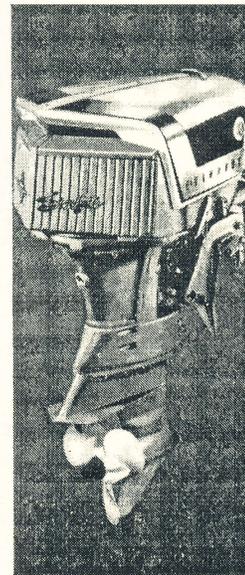
1949 Gearshift Evinrude



1951 25 hp Big Twin



1954 Fleetwin — 50% quieter



1958 First V-4 outboard

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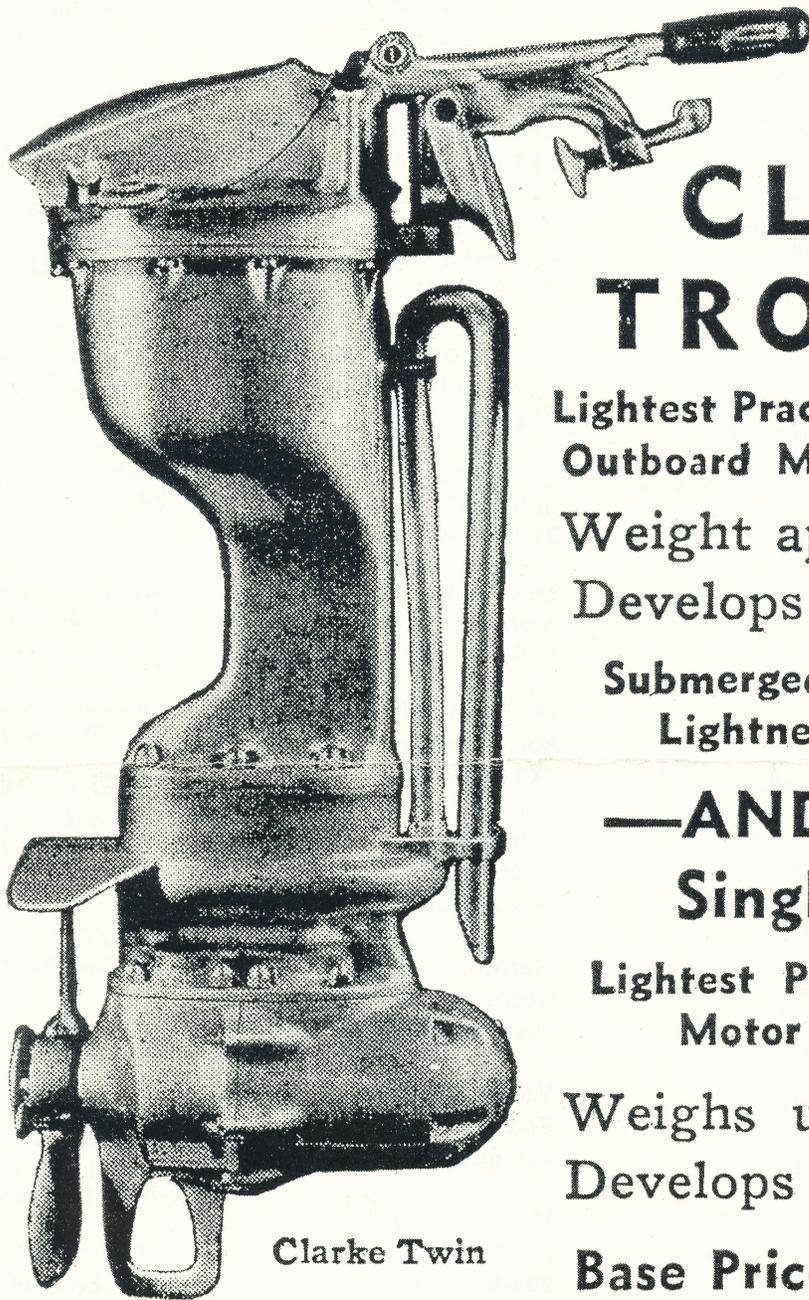
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