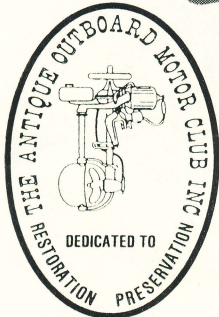


Antique Outboard News

SOUTHERN CALIFORNIA CHAPTER



January
2001

Volume 3, Issue 1

In this issue,
Page:

- 1 3 New Members!
- 2 Next Meet Feb. 3
- Oso Lake Meet
- 6 The Source
- 7 Steve Woods' Visit
Classified
Obituary
- 8 New Roster
- 9 "The Voice"
Real Men Have ...
- 10 Technical Tips
Outboard Basics
- 11 Wooden Boats Live!
- 12 Kiekhaefer Story
- 13 Hugged Your Merc?
The Merc Mystique
- 14 Tribute to
Carl Kiekhaefer

We Thank Bob Herdt, Lake Manager, as Oso Meet Yields Three New Members

Lake Oso Meet was a delightful experience, situated in a picturesque brick courtyard built high above and overlooking the lake. Sounds nice? It is, indeed. In fact, we plan another trip here in December, 2001. Guess who arrived first, 7:45 a.m., at Lake Oso - **David Marotta!** Looks like **Herb Maier** has some pretty strong competition. He was first to arrive almost all last year.

Each bi-monthly meet is a welcome change of pace and an opportunity to slow down and relax with all 75 Southern California Chapter Members. I am astonished to think we have made this many friends in little over a year. I remind you of the old saying, "If you have just one good lasting friendship in a lifetime you are a rich man." If this is true then we are all very wealthy.

To many of us, our meets are a marvelous escape from every day life - a world where the stock market goes into shock if Alan Greenspan says good morning unenthusiastically.

Each meet brings many sur-



New Chapter Member Marc Bigenho from Los Alamitos is welcomed by our President, Lee Kinnel

prises. Our very best compliment is when we acquire new members. We wish to welcome **Chad Chamberland**, **Marc Bigenho** and **John Kent** as new members. Marc is in the picture above. Chad arrived accompanied by **Rus Chamberland**. He had a swell time at the meet and couldn't get over how friendly everyone was to him. He had learned of our show on the Internet, and

"loves anything that runs, especially flywheels." To say Chad was overwhelmed when **Dom Clesi** presented him with a "free" outboard motor, to encourage him in our hobby, would be an understatement. **John Kent** is our third new member - we have enjoyed his companionship this past year and had hoped he would join.

Continued on Page 4

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

David Marotta (1-1-02)
32 Buccaneer Way
Coronado, CA 92118-3257



**Next Meet
February 3rd
See Page 2**

TRI CITY PARK IS RESERVED FOR YOU ON FEBRUARY 3RD



The Paul Brinkman, Jr. Family

After contacting a number of members it seems to be the consensus that they wish to meet in a centralized location in February, so all can attend. This, coupled with the task of an eminent move of my personal household in February, we have decided to have our next meet at the Tri-City Park in Placentia.

We have had two very successful meets at Tri City Park in the past, and I am sure that we can make this equally as enjoyable. We met here last April 1st. There is no entrance fee and so far we haven't been charged for reserving this huge area. They like us! The park is very large covered with trees and grass with a nice man made lake. They won't let us put our boats or motors in it, small fish are stocked for the not too serious fisherman. It is also a great park for children to bicycle and wives to enjoy a very beautiful walk - or do some serious shopping only blocks away.

Arrive early and take advantage of a great **PANCAKE BREAKFAST from 7:00 A.M. to 9:00 P.M.** This will be followed by our normal outboard activities, swapping lies, selling parts and bagging our new outboard prizes.

Please contact me as soon as possible to inform us of your intent to attend or not so we can buy food for breakfast and lunch and finalize all plans. The charge for one or both of these meals is \$5.00 per person. **Call me at 714-996-6661.**

The Southern California Chapter of the AOMCI is indeed, family oriented. We are happy to see all wives and children in attendance. This gives the entire family a great opportunity to get outdoors, away from the T.V. and computers, and soak up a few rays - "smell the roses" so to speak. Friends are always welcome.

The **Paul Brinkman Family**, pictured at the top of this page, wish you a very Happy "Outboard New Year." Paul never misses a meet and his son, Cam, comes with him often.

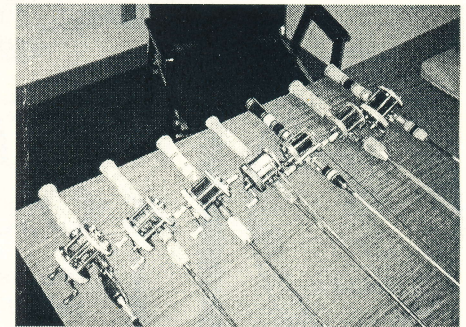
Our tentative meet schedule for the year 2000 is listed below.

Castaic Lake is scheduled for overnight camping on two dates:

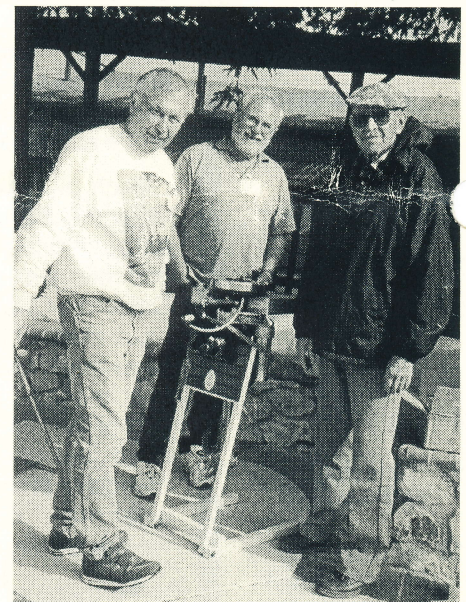
- | | |
|-------------------|-------------------------------|
| April 7 | Castaic Lake |
| | Big West Coast Meet |
| June 2 | Newberry Park or Casitas Lake |
| August 4 | San Diego Bay |
| October 6 | Castaic Lake |
| | Big West Coast Meet |
| December 1 | Oso Lake |

The two Castaic dates, designated as West Coast Meets, are the events in which we encourage all outboard enthusiasts from northern California and our bordering states to join us for camping and a fun weekend.

You just never know whom or what you will find at our meets. Try not to miss even one! Check out the beautiful fishing equipment, 1946/1947 Presidents, owned by **Cort Rockwood**:



Darryl Webber loves to tease us with his perfect, never used, red and white 1959 Sea King. Below Darryl is standing between **Les Gunnarson** and **Herb Maier**. They are admiring his 1921 Evinrude. It is a beauty too!



So, what do you think guys? Do we have a swell Chapter and great people with whom to associate? **Let's give it all we've got in the new year and make 2001 even a better year than the last.**

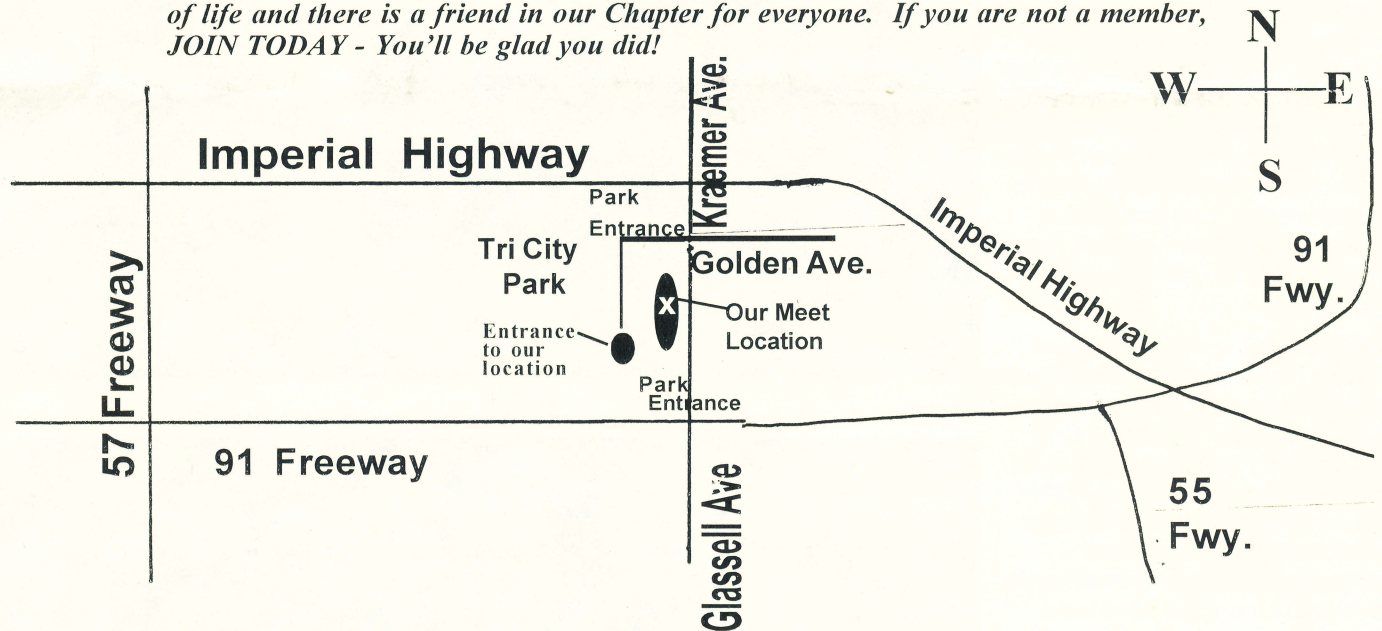
We can do this by keeping in touch, attend as many meets as possible and bring a neighbor or a work associate. Try to make a new friend at each meet. And, oh yes, check your address label - if your dues are up, please send them today! I look forward to seeing you February 3rd. Best Wishes for the New Year -

Lee Kinnef

BRING YOUR FRIENDS & ENTIRE FAMILY

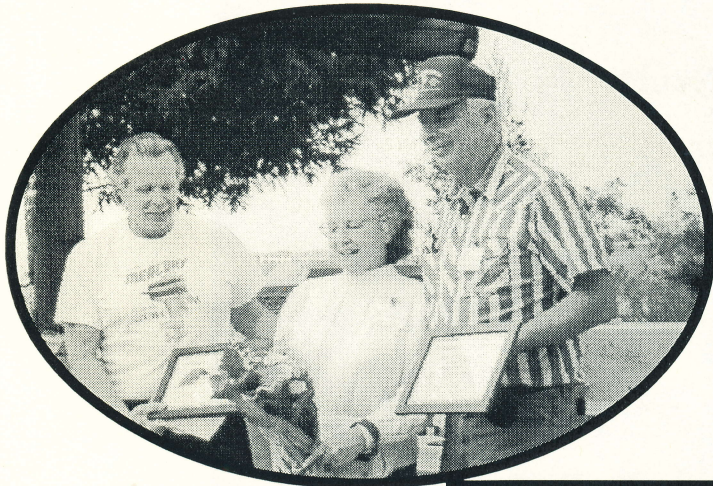


Our members pouring over an interesting motor at the December, 2000 Oso Lake Meet - they include from left to right; Craig Butcher, Dom Clesi, Steve Woods, Unknown Person, Al Jarvis, Jack Holtwick, Chad Chamberland, David Marotta, Lee Kinnel and Richard Lowe. Can you distinguish who the man is behind Steve Woods - sorry, we can't. We are more than proud of our Members - they are from all walks of life and there is a friend in our Chapter for everyone. If you are not a member, JOIN TODAY - You'll be glad you did!



TRI CITY PARK is 2 blocks south of Imperial Highway on Kraemer in Placentia. Enter the park at the main entrance at Golden and Kraemer by making a right at Golden. As soon as you are in the park turn left immediately. You will see us parked and outboards displayed to your left parallel with Kraemer Ave. FOLLOW THE SIGNS. For help or questions on the day of the meet, call Lee at 714-801-3284 or during the days preceding the meet call at 714-996-6661. We may have walk by people, so bring your "SHOW MOTORS" and don't forget your TRADE MOTORS as we all enjoy buying and selling. We will be glad to help you load and unload if this is a determining factor on what you bring. The more motors / parts / literature you bring, the more fun we'll have. "DO WE LOVE OUR MOTORS, OR WHAT"? And we especially appreciate the opportunity just to be together as friends on this, OUR 1ST MEET OF THE YEAR 2001. (Rain date -Call Lee-714-801-3284 Hopefully the following Saturday)

George Kent Makes Presentation at Oso Lake



At the meeting it was unanimous that we all wanted to send Newsletters to AOMC National Members in Northern and Central California, Oregon, Washington, Nevada and Arizona. We want to reach out to these neighbors and create an interest in our **Big West Coast Meet at Castaic Lake**. A meet has been planned at Castaic twice a year, tentatively April and October. We are waiting for dues to come in so we can justify the extra expense of mailing.

Tom Lockwood just called me. He has made a find, and he is one happy outboard motor guy. A gentleman advertised 4 motors; Merc KE4 Rocket, Johnson 3 hp., Firestone 7 1/2 hp., and a 5 hp Sea King. Tom answered the ad and was able to bag all three. **Congratulations, nice going Tom.**

Our host, **George Kent** is shown above presenting **Lee and Jackie Kinnel** with two beautifully framed certificates of appreciation for "Outstanding Dedication and Service to the Southern California Chapter of the Antique Outboard Motor Club. The certificates are dated December, 2000 accompanied with our AOMCI insignia. Jackie also received a lovely bouquet of mixed fresh flowers (her favorite) which were enjoyed for over two weeks. Lee and Jackie wish to express their heartfelt thanks to all members for their thoughtfulness.

George Kent worked very hard with **Bob Herdt** to make Oso Meet a complete success. And a success it was in every way! Our head chef was **Tom Mc Fadden** who cooked some mean hamburgers. I understand he cooked in the service for hundreds of men at one time.

Dennis Byrne brought condiments, helped with lunch and donated a motor "Spiegel" to raffle. **Dom Clesi** won the motor. It was a grand party. Thanks very much guys. In the center picture **Bob Hurdt** is speaking to us about the lake, and you can see the beautiful built-in barbecue and rock archway in the elaborate patio where we had our meeting and ate our lunch. It is unanimous that **Bob Hurdt** would make a great Chapter member! How about it? When was the last time you had that much fun, Bob?

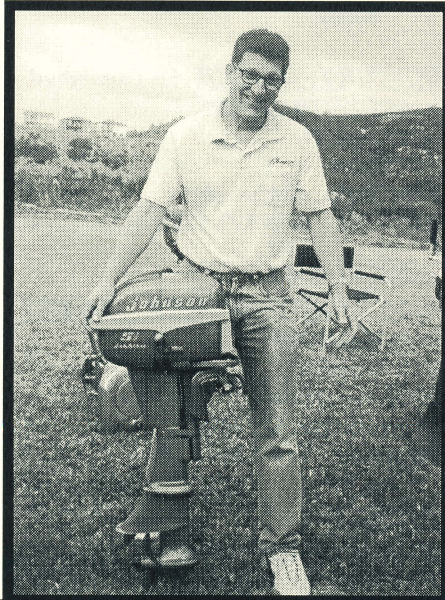


Can you name everyone at the table below?



Reminiscing Lake Oso . . .

Miles Kapper arrived with two beautiful companions; his daughter, Victoria Beth and an original 5 1/2 hp, 1955 Johnson. Would you believe, the motor was for sale! All of our vintage enthusiasts wanted to buy the Johnson in the worst way. We all kept bidding higher and higher but Miles had not heard the right figure and much to our dismay said good bye at the end of the day. I thought he had gone home with his motor but learned a little later that it did indeed sell to one of us evidently **Dennis Byrne** pursued and offered that magic amount - **SOLD TO DENNIS BYRNE**. Feast your eyes on this motor, in picture at the right, with Miles Kapper proudly tantalizing us.



There seems to be something great at our meets for everyone. Even me! When **Cort Rockwood** arrived with a real nice Martin 45, I was pleasantly surprised but had mixed emotions. You know how you think, well I really like it but I don't know if I want to spend that kind of money. But, you guessed it, toward the end of the day I softened and told Jackie that it would be my Christmas present. What a con I am! I knew she would still buy me something even if I got this outboard but it sounded convincing at the time. Right? Thanks Cort for bringing this engine and also a 1946 Firestone, Elgin, and a 1938 Johnson. I don't know if you sold these but it is certainly nice to be with you and we hope to see you again in February. The picture at the right shows **Cort** holding MY MARTIN, our visitor from Florida, **Steven Wood**, new member **Chad Chamberland** and **Jack Holtwick** who is always the last man to leave any meet. Does this mean he enjoys them the most?



I informed you at Oso Meet of the problems OMC is experiencing. As I understand the story, OMC normally closes down for vacation the week between Christmas and New Years, but this year they notified all employ-

ees that the company would be closing the week before Christmas and would not re-open after the new year.

They have closed down their Outboard Divisions and Boat Divisions and filed for Chapter 11, bankruptcy. The Boat Divisions are said to be very profitable and are some of the most prestigious names in the U.S. today. Names such as Sea Swirl, Chris Craft, Aqua Sport and many others. OMC is one of the largest manufacturers of boats in the nation and has said that the Boat Divisions are profitable. The

problem seems to center in the Outboard Division with a major problem being one of the emission standards forced on them by the State and Federal Government. Their latest fuel injection system gives Evinrude and Johnson the cleanest and most economical 2 cycle outboard on the market. But, running the engine as lean on fuel and oil makes these outboards very problematic.

A number of companies have shown great interest in acquiring OMC. Some of the names I have heard are Toyota, Nissan and Penski.

It would be sad if the world's oldest outboard manufacturer ceases to operate. Evinrude and Johnson are still some of the most prestigious names in outboards in the world and let us hope that OMC finds its' way out of these problems.

I would like to take this opportunity to ask you, as members, to renew your membership by paying your yearly dues of \$20.00. I hope you find this AOMC Chapter as much fun as Jackie and I. We have been able to find more "real friends" in this organization than any other place in which we have been involved. Most, but not all members dues are due and payable the first of each year. For these members we have placed a reminder in the front of this Newsletter.

Please send your renewal in as quickly as possible - as you know it is the major source of revenue to keep our Chapter alive. Thank you to those of you who have already done so.

We would also like to inform you that Jackie and I will be moving in later January - early February to Yucaipa, located one hour east of our present home. We don't know what our phone number will be but as soon as we have this information we will pass it on to you. At this time we feel the move will not affect our commitment or activity in the Chapter.

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
Mexico, 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

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
714-774-1526

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 Calavaras 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 \$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?

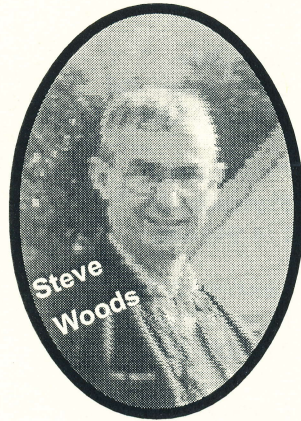
- 1. Our local Chapter Newsletter. (Approximately 6 per year)**
- 2. Free classified ads in our Newsletter for both Wanted & For Sale items.**
- 3. Postal notification of all local dry and wet meets. (Approximately 6 per year)**
- 4. Members to help you find those difficult parts to locate and help you 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 or Tom at 714-635-3295**

National Member, Steve Woods, Visits our Southern California Chapter

By Gerry Coats

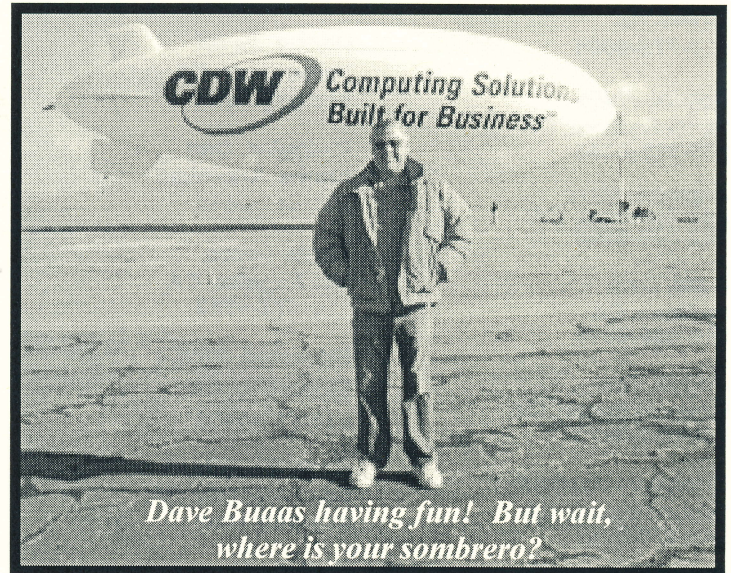
The people who collect and restore antique outboard motors are a diverse lot. They come from a multitude of backgrounds and interests. One member of the Antique Outboard Motor Club from the Florida area comes from a family with aviation interests. He followed the normal pattern, earning his private pilot's license but from there his employment became anything but normal. Steve Woods has earned his living as Chief Pilot of an airship owned by The Light Ship Group since 1993. An airship is commonly referred to as a blimp.

Steve was in San Diego recently, with his airship. With his interest in old outboards and a few hours to spare, Steve joined us at Oso Lake for our December meet. He is extremely knowledgeable and enthusiastic having more than 100 antique motors hanging on racks in his dad's hanger in Florida.



Steve kindly offered to take any and all of us up in the airship if they could

make it to Brown Field in San Diego. The San Diego contingent, Dave Buaas, Gerry and Many Coats, Weston Hook and wife, took him up on the offer. Riding in an airship is truly a different kind of flying it's low and slow. Looking down from 1000 feet of altitude at San Diego Bay, downtown and Coronado at a cruising



speed of 30 mph (at one time he just stopped forward motion and we drifted) was a unique experience, one that will not be forgotten. Old outboards are a common bond for an uncommon group of people from all walks of life.

Thanks, Steve! Please let us know the next time you "fly in." We all look forward to seeing you again.

CLASSIFIEDS

For Sale: Johnson TS-20 and Johnson TN-26, 4 Elgins "to good home" Call Dennis 805-498-9621 or Fax at: 805-981-4022.

For Sale: 1956 & 1957 Evinrudes 7.5 hp., Sea-bee 5 hp., mechanically restored, SeaKing restored 5 hp., Call David at, 714-350-2792.

For Sale: 1966 Elgin 75 hp. Call Mark at 562-804-0661.

I Build "New" Beautiful Wooden Boats - Call Grady Tate at, 520-282-4458

For Sale: Martin "75", Waterwitch 5 3/4 hp., 1958 - 16 1/2' Lyman, 1966 65 hp. Mercury & trailer, good condition. Call Bob Myers 209-795-6904

I Know the location of several 50's motors and parts including a 1957 35hp Johnson w/electric start & controls, 7.5 hp. Johnson AD12 with tank - excellent. Dennis Byrne 805-498-9621

Wanted: Electric Trolling Motor, Call Scott Roberts 626-915-3314

For Sale: 1950 Glaspar 12' Row Boat with 57 Mercury 10 hp. & trailer + orig. gas can. Greg 818-957-6267

Wanted- Lower unit for Mercury KE-7, KF-7 and KF-5, Please Call Dave Williams at 909-735-7848

Wanted-Rebuildable power head for a Mark 45 & or Mercury 500 Larry at 310-510-7228 or P.O. Box 1302 Avalon, California 90704

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

Wanted- 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

Wanted - Martin 20, 66 & 200.

Please call Lee at: 714-996-6661

For Sale: 1937 Johnson Sea Horse Model PO-37, 22 hp. Owned since 1949 by James H. Todd (626) 336-6485 Lee Kinnel has pictures 714-996-6661

Jack Holtwick sadly informed us that **Terry Lamoreau**, a past secretary in our Chapter has recently passed away. Although most of us did not know Terry, we could tell from Jack's special words that he was a much loved individual with a keen interest in antique outboarding. The entire Chapter wishes to extend sympathy to his friends and family.

AOMC Southern California Chapter February, 2001

Argott, Robert
Cali Mesa, CA
909-849-3817

Barnett, George "Bud"
Dewey, AZ
520-772-9005

Beguhl, Philip
Santa Barbara, CA
805-967-8393

Bigenho, Marc
Los Alamitos, CA
562-594-5560

Boss, Dale
La Mesa, CA
619-469-9056

Briggs, Tom
Newport Beach, CA
949-631-5073

Brinkman, Jr., Paul
Laguna Beach, CA
949-376-9997

Buaas, Dave
San Diego, CA
858-272-0327

Butcher, Craig
Upland, CA
909-949-2292

Byrne, Dennis
Thousand Oaks, CA
805-498-9621

Cabelus, Tom
Westminster, CA
714-554-9111

Calvin, Rick
Chula Vista, CA
619-498-1220 Work
619-425-7942 Home

Chamberland, Chad
Perris, CA
909-940-4331

Coats, Gerry
San Diego, CA
858-272-3642

Coleman, Tim
San Bernardino, CA
909-889-6618

Clesi, Dom
Norwalk, CA
562-860-3045

Corliss, Lloyd
Santa Barbara, CA
805-965-2455

Cupernell, Larry
Avalon, CA
310-510-7228

Coultas, John
Camarillo, CA
805-388-2825

Davis, Chuck
La Habra, CA
562-694-6308

De Silva, Peter
Rancho Santa Fe, CA
Unknown

Dorius, David
Yorba Linda, CA
714-970-8640

Dwiggins, Don
Atkins, Arkansas
501-641-2413

Eagle, Lewis
Los Angeles, CA
310-472-4989

Edmisten, Rick
Studio City, CA
818-763-9406

Eyre, E.L. "Doc"
San Fernando, CA
818-896-8790

Fullmer, Dave
Northridge, CA
818-349-5121

Gunnarson, Les
Orange, CA
714-639-6127

Hanover, Bob
Thousand Oaks, CA
805-498-9313

Hanson, Nels A.
Manhattan Beach, CA
310-546-2357

Holtwick, Jack
West Hills, CA
818-347-1987

Hook, Weston
La Jolla, CA
858-454-2340

Hurley, Steven K.
Blue Jay, CA
213-367-1907

Jarvis, Alan
Redondo Beach, CA
310-373-2897

Johnson III, J.J.
Dana Point, CA
949-240-8855

Johnston, Chuck
Covina, CA
626-332-6074

Jong, Howard
Monterey, CA
323-263-6443

Kapper, Miles
N. Hollywood, CA
818-985-8690

Kent, George
Costa Mesa, CA
714-751-2679

Kent, John
Costa Mesa, CA
714-957-6250

Kinnel, Lee J.
Placentia, CA
714-996-6661

Lockwood, Tom
Baldwin Park, CA
714-635-3295

Lowe, Richard
Orange, CA
714-997-9175

Long, Robert
Julian, CA
760-765-4790

McCarville, Ray
Monrovia, CA
626-358-3790

Mc Kinley, Vernon
Mesa, Arizona
480-654-5315

Maier, Herb
Yucca Valley, CA
760-228-2936

Marotta, David
Coronado, CA
619-575-5152

Marsh, Paul
Scottsdale, AZ 85259
480-661-6834

Martin, Harry
Fontana, CA
909-822-5402

Mitchell, Don A.
Anaheim, CA
714-630-3849

Moerer, Jeffrey T.
Ventura, CA
805-641-3289

Myers, Robert
Camp Connell, CA
209-795-6904

Okeson, Lee
San Diego, CA
858-487-1561

Patelski, Casey
Costa Mesa, CA
714-556-3095

Plavetich, Richard
Laguna Beach, CA
949-494-6806

Richards, Wayne
Newbury Park, CA
805-499-0915

Ringland, Bill
Hacienda Heights, CA
626-336-9956

Rockwood, Cort
Tustin, CA
714-731-3323

Rogers, Paul
Garden Grove, CA
714-534-9476

Sacher, Robert F.
Costa Mesa, CA
949-722-8823

Schnack, Ted
Balboa, CA
949-673-1985

Smith, Neil C.
Monrovia, CA
626-358-5934

Tate, Grady
Sedona, AZ 86339
520-282-4458

Thompson, Walt
Morro Bay, CA
805-772-9469

Townsend, Eugene
Camdenton, MO
573-873-5178

Tucker, John
Mesa, AZ 85204
480-464-5870

Van Vlimmeren, Antonie
West Covina, CA
626-964-8811

Vaughan, David
Costa Mesa, CA
714-641-8625

Webber, Darryl
Lake Forest, CA
949-837-2493

Wendt, Dick
Rancho Santa Margarita
949-728-0242

Wilkinson, Greg
La Crescenta, CA
818-957-6267

Williams, Dave
Norco, CA
909-735-7848

Wright, Hoyle S.
Lompoc, CA
805-736-9650

Yenny, Lonnie
Anaheim, CA
714-779-2172

“The Voice” of the Southern California Chapter

Who do you think was the very first Chapter Member to call, excited to confirm his presence at the Oso Meet? You guessed it - **Herb Maier** from Yucca Valley. This was on November 7th and he was sorting through all his excess outboard stuff to bring for sale. What would we do without you Herb? You are deeply appreciated by all.

Larry Cupernell was the next to call and say, “I have a lead on a Mercury, Mark 25 Electric, is it rare, should I bother buying it?” Well, after I dropped my teeth, you can guess my answer - “Larry, I only know of 2 others, **George Kent’s** and mine.” I hope he was able to pick up this rare find. As a follow up, on November 18th we received Larry’s dues for the year 2001 with this note: “Thanks for all your hard work and keeping a fun hobby affordable. By the way, I picked up the Mark 25 Electric. It cost a perfect 1957, 7 1/2 hp. Johnson.” Congratulations Larry Cupernell on a rare find!

Our very first \$20.00 Chapter dues for the year 2001 arrived on November 10th along with this note: Lee: Great Newsletter, the best yet. I have enclosed my check for 2001 dues. Look forward to seeing you at Trabuco on December 9th. Best to Jackie. Regards, **Dave Marotta**. He also called on November 15th and said, “I never get over the expertise of the Newsletter - it always goes above and beyond.” **Thanks Dave Marotta for your special membership, kind comments and support.**

Along with his dues for 2001 **Chuck Johnston** wrote, “Thanks for a great group of people. Sorry I could not attend the last meet. I found out that I had to have surgery and it was a priority.” We are glad this operation is over Chuck and look real forward to seeing you soon. Chuck has recently purchased a home in Lake Isabel and is in hot pursuit of antique outboards. His latest, a 1951 2 hp. Elgin. Our best wishes to you in your new home, Chuck, and happy outboard hunting.

Walt Thompson, from Morro Bay, has “picked up” an unusual motor. Picked up might be the wrong words

to use as it weighs 100 pounds! He is anxious for us to see it. Look for his article and picture, “What is This Thing?” in our next issue.

Just before the last meet a mystery package arrived at my home, via UPS. It is an especially nice Johnson. The bad thing was that it was mailed full of gasoline. Wowie! **Tim Coleman** could not attend the last meet but recently called to explain that he convinced a man to mail this Johnson to us as a donation for our Chapter raffle. So, prepare to win this beauty at the next meet. Tim recently spent one month in the hospital with a back problem and his father passed away since we last saw him. We are very sorry, and wish to express our sincere sympathy.

Richard Plavetich has been talking with **Lyman Hughs** who resides in Laguna Niguel. We sent him two of our most recent Newsletters with an application to join our Chapter. He is very interested in Mercury Hurricanes. I feel certain he will attend our next meet. Wasn’t **Gerry Coats** selling a 1947 KE5 7.5 hp Mercury? Lyman, you might want to check with Gerry Coats and consider this fine Mercury for your collection.

Steve Hurley has recently moved to Lake Arrowhead. We want to wish him the very best in his new home. His dog is named Kodiak and he moved to Kodiak Drive. He sold his home to a family named Foster and bought his new home from people named Foster too. Strange coincidences?

I talk often with **Dennis Byrne**. He is constantly coming up with antique outboard engines. If you are looking for a particular model I suggest alerting Dennis. He seems to have the nose for finding outboards.

Larry Cupernell wrote the following note after Lake Oso meet: Thanks so much for arranging such a nice meet. It provided a nice break for all of us. In these days of high-tech entertainment it proved to be nice for the grandchildren. They arrived home very calm, and “**A good time was had by all.**”

Real Men Have Black Motors or Mother Knows Best . . .

This is how the story goes as told by Larry Cupernell: (pictured below with his beautiful bird dog).

During the fall of 1961 Mercury was getting ready to release the first 100 hp factory outboard. One problem the straight six was looking awfully tall. OMC said the big six looked like the United Nations building with a grille. The Merc boys called it the “tower of power.” During a late night engineering session, chief engineer, Charley Stag’s mother came in looking for her long lost son. Charlie took time to show his mother various cowlings to make the motor appear smaller. Ann Stag galvanized the group by saying a large woman always wears a black dress. Why don’t you paint it black? Just for the heck of it they did. The rest is history.

Thank you Larry for the many fine stories you have submitted for the Newsletter. We love hearing from you and appreciate you very much.



Technical Tips

Flywheel Removal

Antique Outboarder July, 1990
By George Presser, Jr.

I have two motors with self pulling flywheels that are no longer self pulling because someone before me managed to break the center of the rope sheave by exerting too much stress on a very stuck flywheel. The results of this is missing identification marks and a very ugly flywheel.

I suggest not even attempting this method on an old unsure flywheel.

To achieve this, remove the flywheel nut and starter-pulley plate only.

Don't remove the flywheel. . . . make adjustments through the exposed apertures in the flywheel. To set the points gap, turn the flywheel until the points are **fully open** and set the gap to a full .020 in. (0.5mm) so that a .020 in. feeler gauge can be inserted

and withdrawn freely without affecting the gap. Lock the points adjustment and recheck with the gauge to ensure that the gap has not altered.

Finally, it is worthwhile to apply a little grease to the flywheel cam which operates the contact breaker mechanism. . . this can easily be done through one of the flywheel apertures. **If the flywheel has to be removed under no circumstances should an extractor be used.** Such an instrument will cause distortion or fracture.

Outboard Basics

Submitted by Harry Martin

Quoted from Hank Bowman's *Care and Repair of your Outboard Motor*



What is the piston's job?

This column was created to introduce new members to the mechanics of outboard motors and it is our second article. I hope each new member will find the column very helpful as we learn "outboard basics" together.

In the two-cycle engine the piston serves as both inlet and exhaust valve.

The top of each two-cycle piston is designed with a deflector on the crown of the piston. As the piston moves downward on its power stroke, the downward movement of the piston reduces the volume of the crankcase, and fuel vapor induced into the crankcase is compressed. As the piston continues its stroke toward the crankcase, it slides past intake holes or ports in the cylinder wall. Thus as the piston slides clear of the holes, the piston performs the same function as a four-cycle's valve opening. Vaporized fuel in the crankcase rushes under pressure through these holes. Slightly before the intake port is uncovered, another set of holes, the exhaust ports, are uncovered by the travel of the piston, and the exhaust gases under pressure seek to escape and rush out under pressure through the exhaust ports. So, nearly simultaneously, the burned gases are scavenged from the cylinder and a fresh charge of vaporized fuel is introduced. As the piston moves upward again, the exhaust ports and the intake ports are closed by the piston sliding past, and the fresh fuel vapor that has entered the cylinder is compressed.

Shortly before the piston reaches top dead center, a spark is produced by the spark plug and the compressed fuel vapor is set afire. The rapid expansion of burning gases forces the piston downward and the whole sequence is repeated.

The movement of the piston also produces another action. As the piston moves upward or outward on a compression stroke, a low pressure or partial vacuum is created in the crankcase. This unseats a reed - or butterfly-type valve in the crankcase or manifold which sucks an air-fuel mixture from the carburetor. When the piston starts its downward stroke again, and the gases in the crankcase are compressed, the reed - or butterfly-type valving is forced under pressure to reseat or close over the intake port or ports. These valves, small spring leaves of steel or beryllium-copper, or other metal alloys compounded to resist fatigue, vary somewhat in their degree of opening. As engine speeds increase, crankcase pressure varies, causing an automatic metering of amounts of fuel induced into the cylinders.

The correct procedure is as follows: Unscrew the dome nut (anti-clockwise) and remove starter-pulley-plate. Squirt penetrating oil, thinners, or a suitable solvent down the keyway slot and leave for at least five minutes. Refit the dome nut, without the starter-pulley-plate, and screw it down fully.

With the spark plug removed, rotate the flywheel until the piston is furthest from the spark plug hole. Retain this position and get an assistant to lift up and keep the flywheel lifted with both hands (two people are essential, the operation cannot be achieved single-handed).

Strike the dome nut a good hard blow with a hammer to release the flywheel - light blows are useless.

Before replacing the flywheel and starter-pulley-plate, grease the taper. The dome nut must be refitted really tight. Use a well fitting spanner in conjunction with the hammer. Do not in any circumstances slacken off the base of the magneto, which is tightened by means of a screw slotted for a screwdriver, and is permanently set at the Works. The position of the base controls the timing, and the timing position is vital, and fixed. If, for any reason, the magneto baseplate has to be removed, **before** it is taken off make the crankcase and the magneto base so that the base is replaced **exactly** as before removal. It would be wise to have some padding on the floor to avoid damage to the lower unit when it falls off the flywheel.

I hope you never have a flywheel pulling problem again. This principle works!

Antifreeze Keeps Wooden Boats Alive

Submitted by Herb Maier

Taken from the *Small Boat Journal*

Realizing that many of our Chapter members own wooden boats, and **Grady Tate** even builds new ones to sell, Herb thought this article may be informative and/or useful.

The New Hanover County Museum in Wilmington, North Carolina had a problem. After three months in storage, the juniper (white cedar) planks on its reproduction whaleboat had all shrunk so that the paint film on the outside had cracked and pulled open at each lap. I got a garden sprayer and a couple of gallons of ethylene glycol permanent antifreeze and sprayed the oil-finished inside of the boat from bow to stern and gunwale to keel. The antifreeze leaked through every plank seam and spattered on the floor. About two weeks later, I came back and repeated the treatment; there was much less leaking. After the third treatment, there was no leaking, and the cracks in the broken paint film had closed up. I had used only two gallons of antifreeze in the total treatment.

Antifreeze swelled the boat tight because it interacts with the cellulose of wood much as water does. The swelling is permanent (so long as the boat is not back in the water) because antifreeze does not evaporate; in fact, it is so thirsty an absorber of water that it pulls water out of the atmosphere.

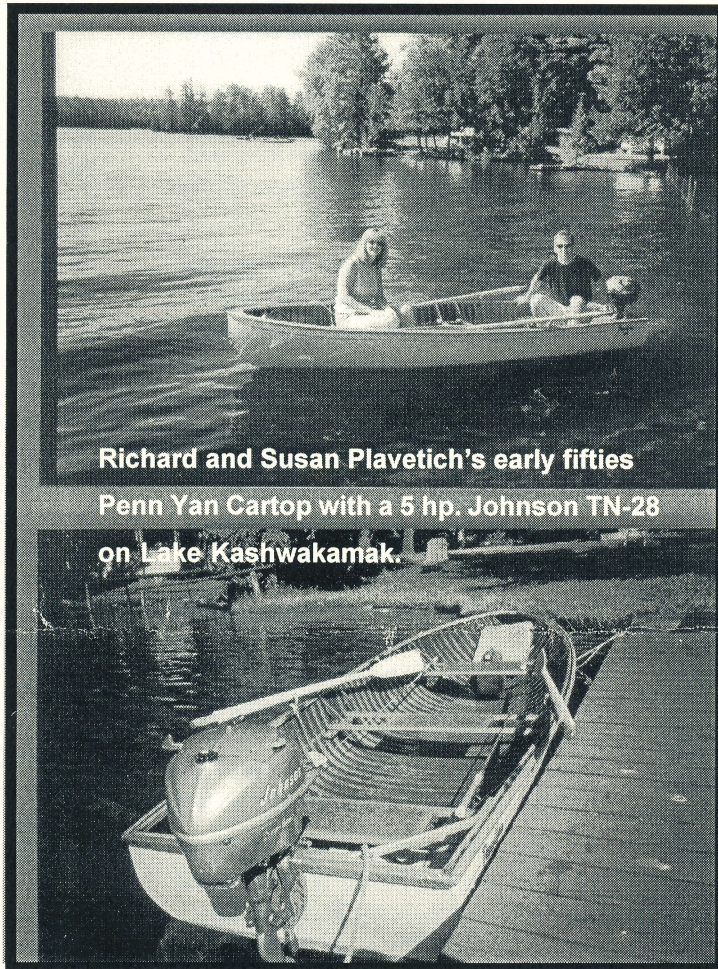
Keeping wooden boats from shrinking when they are hauled out for the winter may be the most useful application of treating wood with antifreeze so far as boat owners are concerned, but the treatment can do other useful jobs for boatbuilders and woodworkers. It can keep green wood from cracking as it dries, and has proved to be an effective

treatment to prevent the ends of boards cut from green logs from checking. It can also close up cracked wood. A billet of live oak on my wood pile had been drying for about a year and both ends were cracked badly. I stood the billet on end in a shallow pan of antifreeze for a month and then cut it in half to photograph the difference in the ends. I routinely use antifreeze to flatten

tight. This might be the first step in refinishing checked plywood on a boat, but it would not be permanent unless protected by a moisture impervious finish.

How does the antifreeze treatment affect boats? Does it stain? Does it affect finishes? Does it corrode metals? Are there any problems with handling and using it? I can say this from my experience:

1. The dyes in antifreeze are very weak and do not discolor even the lightest woods. When you are treating mahogany and walnut, the antifreeze gets dark colored from the materials it extracts from those woods.
2. On the whaleboat, the antifreeze went right through the oil finish inside; on the outside, it absorbed through the oil-base enamel without discoloration. I have had it soak through latex paint, lacquer, and varnish without staining or lifting the finish. It does not soak through epoxy resin or polyurethane varnish.
3. When ethylene glycol antifreeze was first developed, the biggest problem was preventing corrosion in automobile engines. The current formulations do not corrode cast iron, steel, aluminum, copper or brass.
4. Ethylene glycol (antifreeze) is toxic by ingestion, inhalation, and skin absorption. If you follow the basic rules for handling



Richard and Susan Plavetich's early fifties

Penn Yan Cartop with a 5 hp. Johnson TN-28

on Lake Kashwakamak.

cupped boards (pine, oak, mahogany) by painting it on the concave surface.

Surface checking is another wood cracking problem. Flounder Bay Boat Lumber of Anacortes, Washington, uses antifreeze to prevent checking on the flat grain surfaces of large fir timbers. In the fall of 1986, I had some sheets of yellow pine plywood that had been painted with two coats of latex house paint and used to loft the Simmons Sea Skiff. I cut two adjacent pieces that were checked badly and treated one by painting it with antifreeze a couple of times. Its checks have closed up and are still

boatbuilding finishes, solvents, and chemicals, you won't have any problems. Its sweet taste attracts animals, and pets may drink it, and could die, if you leave open containers around.

But, glycol's toxic properties may be a plus in treating boats. It has been shown to kill staphylococcus bacteria and to prevent molds better than ethyl alcohol. The plywood in a dark, damp corner of my storage shed was sprouting fungus growths, I sprayed with antifreeze and they dried up and disappeared. All of this says to me that wood treated with antifreeze is not likely to rot.

CARL KIEKHAEFER

His Automotive Innovations Put Him Years Ahead of His Time

From "Circle Track" July 1985

I did It My Way." The song was not composed for him, but it certainly describes Carl Kiekhaefer.

Many descriptions apply to the engineering genius of powerboats and Stock race cars. For the personal side of the man: Strong-willed, obstinate, perfectionist, openly demanding, secretly generous, unforgiving. For the business side: Inventor, innovator, industrialist, self-made millionaire, workaholic, overcomer of obstacles.

Obstinate: Because of a fancied slight (Ford racing engineers didn't give him the same goodies they had in their factory-backed race cars), he parked the Lincoln that he'd campaigned in the '52 Mexican road race. He then concentrated full-bore on Chrysler products carrying on open warfare with Ford Motor Co. for several years, all to Chrysler's benefit, with NASCAR and AAA national championships. Remember the Chrysler 300?

As an inventor, Kiekhaefer developed the paper-filter air cleaner and induced Purolator to manufacture it. Soon paper filters replaced oil bath filters in automobiles everywhere.

Generosity: He was the first Stock car owner to pay his race drivers retainer salaries. He paid his mechanics time and a half for overtime, and there was a lot of that. He'd hand a set of car keys to a driver, after some major accomplishment, and point him in the direction of a new automobile in the hotel parking lot. It was the driver's to keep.

In 1925, at age 19, he left the family farm in Mequon, Wisconsin, to work as a design detailer at Nash Motor Company in Milwaukee, moving later to Stearns Magnetic Corporation as a machine designer. He ultimately became chief engineer.

In 1939, he paid \$23,000 for a defunct outboard-motor factory in Cedarburg, Wisconsin. A year later, at 35, he arrived at the New York Boat Show with a load of re-engineered and reworked versions of the engines he'd found in the plant. The advanced design and streamlined styling caught the fancy of the public and dealers, and in a few months, he had 45,000 orders for his new Mercury outboards.

Then came World War II. With the outboard-motor business on hold, Kiekhaefer created special engines for the military, from motors for heavy-duty, two-man chainsaws to powerplants for radio-controlled aircraft. He received four Army-Navy commendations for developing more than 50 different engine applications for the military.

Kiekhaefer entered the '51 Pan American road race with two Chryslers from the Indiana dealership of Indy car owner Murrell Belanger. One of the cars, driven by Tony Bettenhausen, the '51 AAA Indy car champ, came in third, setting a record for the final leg of 114.33 MPH. Kiekhaefer was ecstatic.

Kiekhaefer's drivers included many Hall of Famers: Flock, Mundy, Baker, Junior Johnson, Herb Thomas, Jim Paschal, Jack Smith, and Alfred "Speedy" Thompson. Louis Jerome "Red" Vogt was one of his top mechanics.

Even after retiring, Mundy maintained a lasting relationship with Kiekhaefer. "I think I understand the man more. He was a real soft-hearted guy. He just had so much on his mind, and he demanded perfection from everybody, but he gave you the best equipment. He never took anything out of racing. The mechanics put in a lot of overtime, at time and a half. It might be two or three o'clock in the morning and they wanted to go home, but Carl wanted to

keep on working. That's the kind of guy he was. That's part of the reason he won so many races. When others would go to sleep, he would still be burning the candle."

In 1955, after graduating from high school in Miami, Bobby Allison worked for Kiekhaefer in Wisconsin, testing motors and boats on Lake Butte des Morts. It's an experience he won't forget - he nearly froze to death when a boat was swamped and sank under him on a 15 degree day. In 1956, Allison worked in the Kiekhaefer racing ships in Charlotte, North Carolina, maintaining the white Chrysler 300s and fueling the cars on race days on the dirt tracks of NASCAR. It was there that Allison became acquainted with the Kiekhaefer regimen of planning, organization, precision, and discipline which has served him well in his racing career.

The Kiekhaefer regimen included flying the race car engines back to Wisconsin after every race. They were disassembled, and all components wear would be calibrated and recorded. It was during one such inspection, after a dirt track race that Kiekhaefer noticed that the oil-bath air cleansers were clogged, and the dirt was causing engine wear. He experimented with some available materials and invented the paper-filter air cleaner.

Red Vogt recalls: "Carl was a perfectionist in everything he did, whether it was boats, race cars, or whatever. He had the best, most sophisticated, and largest setup of the time, of anybody, even the automobile manufacturers. He had it organized exactly like it ought to be. He was ahead of his time. Everything he did had to be exact or else it was no good."

Have You Hugged Your "Merc" Today?



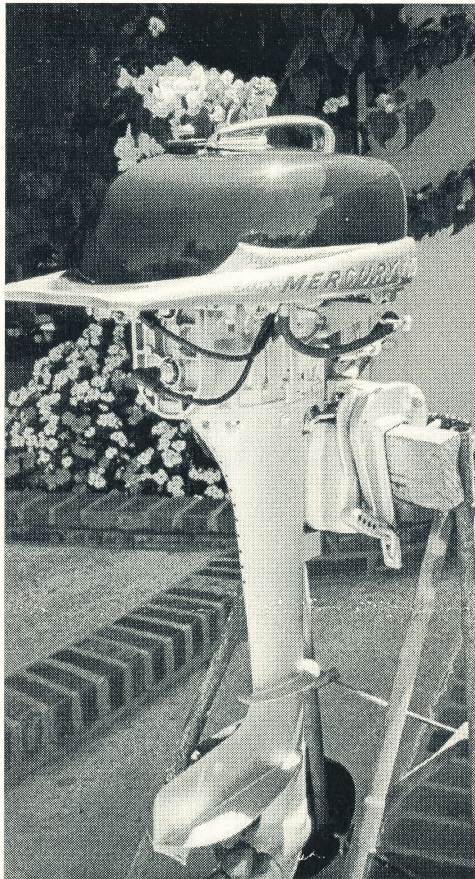
Mercury Outboards, Life before and after...

By
Gerry Coats

When asked how I became interested in Mercury Outboard Motors I can point several factors. An interest in mechanical things, boats, and a kid named Jimmy Roth.

Back in 1953, in Detroit Michigan, our "gang" hung out at the local Mercury dealer, among other places. Jimmy was an astute business person, having a lucrative newspaper route and always had a lot more money than the rest of us. He bought a 12 ft. runabout powered with a Mercury KG7. I countered with a 11 1/2 foot "B" utility powered by a KF7 for \$350.00, borrowed from my dad. I was 3-4 mph faster than Jimmy but that didn't last long as Jimmy bought a "B" utility and dropped his KG7 on the back... little did I know, the KF7 was rated for 10 hp and that's about what it put out. The KG7 was rated for 10 hp but old man Kiekhaefer, seeking dominance in the racing world, was getting 18+ hp out of the same appearing motor. Needless to say, Jimmy was again on top with his "B" and KG7. I'm sure this friendly competition would have continued but it was not to be. My parents moved to New Mexico. Great beach, no water.

Years later, **Dave Buas** (neighbor and our Chapter Member who presently lives two houses away) asked me to join him in looking at a couple of old motors a fellow had in Imperial Beach. In the clutter of his shed were the remains of an old green tank Mercury. The fellow asked if I was interested but I passed. Dave concluded his negotiations and the fellow asked again if I



was interested in the Mercury. Again, sorry, no. Finally the fellow says, "I'm not interested in Mercury's, why don't you just take them." (By this time he had found another old Merc.) One was reasonable, the other was battered and badly broken. But, they were a challenge and they were Mercurys.

Two years and 22 Mercurys later, I got my KG7 (it's been slightly modified) and have recently found a "B" utility hull from the 1950's in Oregon. If I can get the hull down here and mount the KG7 my next step is to locate Jimmy Roth!

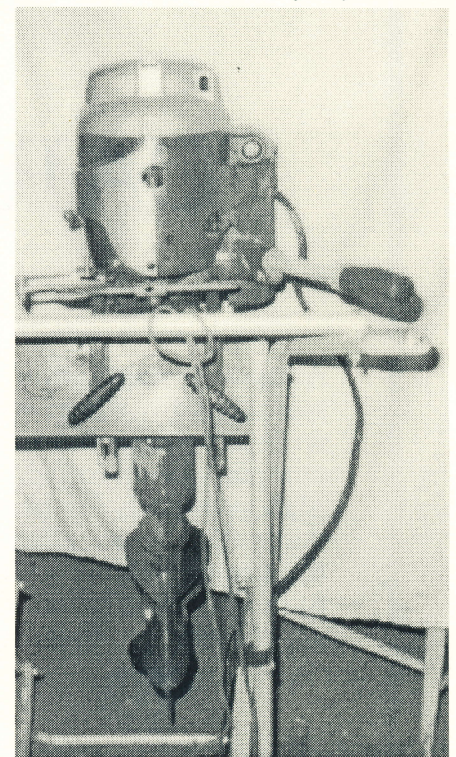
The "Merc Mystique" By Larry Cupernell

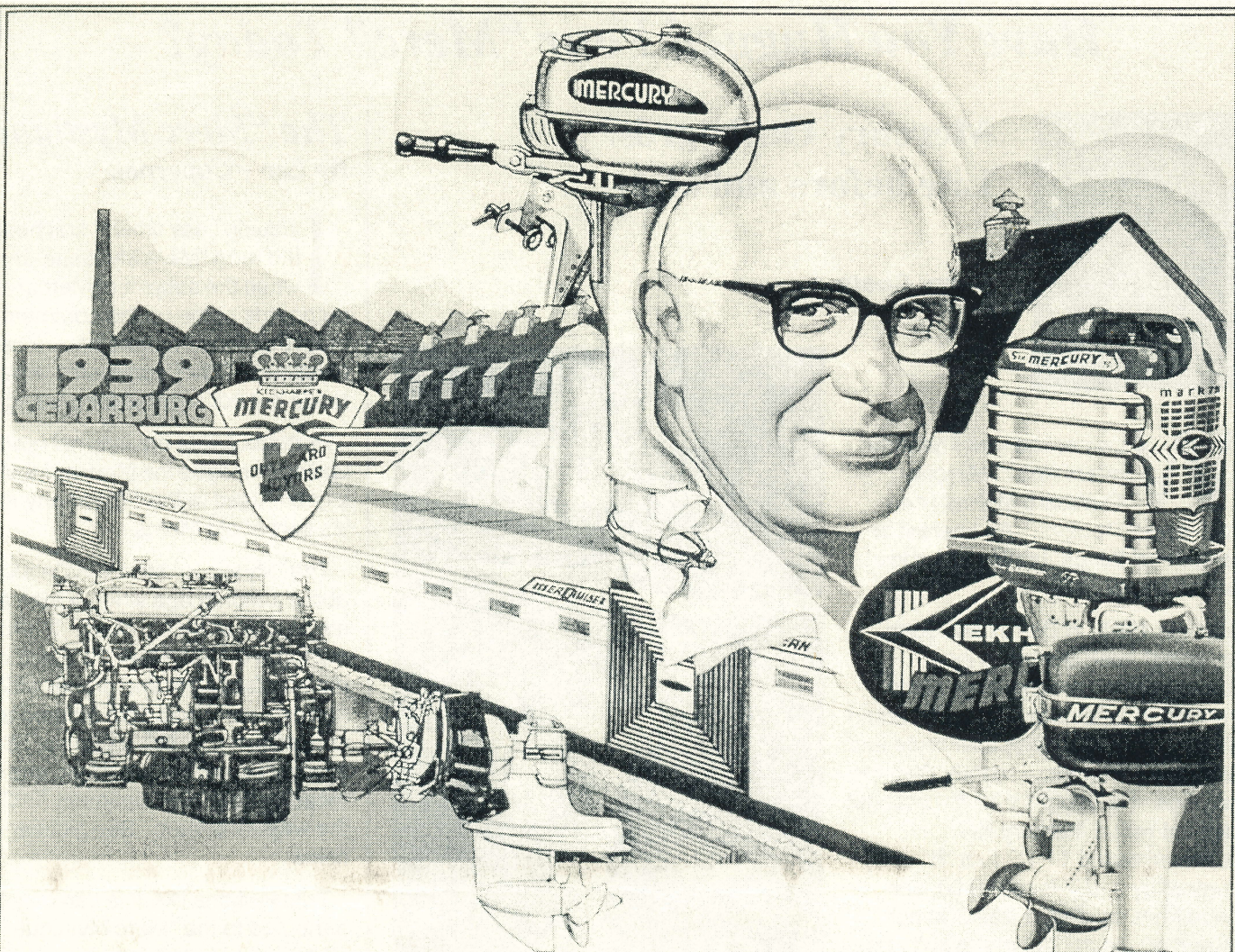
I couldn't say when I first heard the term "Merc Mystique" but when the subject of Mercury outboards came up the comment was often that those motors have a certain mystique. Other comments were also made but not suitable for printing.

Perhaps it was the internal reed valves or maybe the Mark numbering system used in the 50's at any rate it's part of old Mercs.

The "Mystique" struck in Catalina about a month ago when a man asked me to look at an old Merc. It turned out to be a 1955 Mark 25 Electric, missing faceplate and proper wiring harnesses. It was also painted a horrid blue. So, like a genius, I traded straight across for a perfect, and I mean perfect 1957 Johnson 7 1/2 for the wayward Merc. See picture below.

Transactions like this can only be attributed to the "Merc Mystique."





In memory of
CARL KIEKHAEFER
1906 - 1983

A man of imagination, an engineering genius, a gifted and energetic pioneer constantly searching for better ways to do things. Carl Kiekhaefer's contributions to our industry were unique and remarkable. His legendary foresight and intuition served not only the company he founded, but stimulated the growth of recreational boating as well. He set high standards for himself and for those associated with him; the beneficiaries of that dedication to excellence were the consumers who purchased the products he built and the dealers who proudly represented him. They appreciated that Carl committed himself to quality long before that term became a corporate buzzword. The company he founded continues that dedication to quality today.

*We thank Vernon McKinley
for sharing this fine tribute to
Carl Kiekhaefer*

