



Antique Outboard News

SOUTHERN CALIFORNIA CHAPTER



January
2002

Volume 4, Issue 1

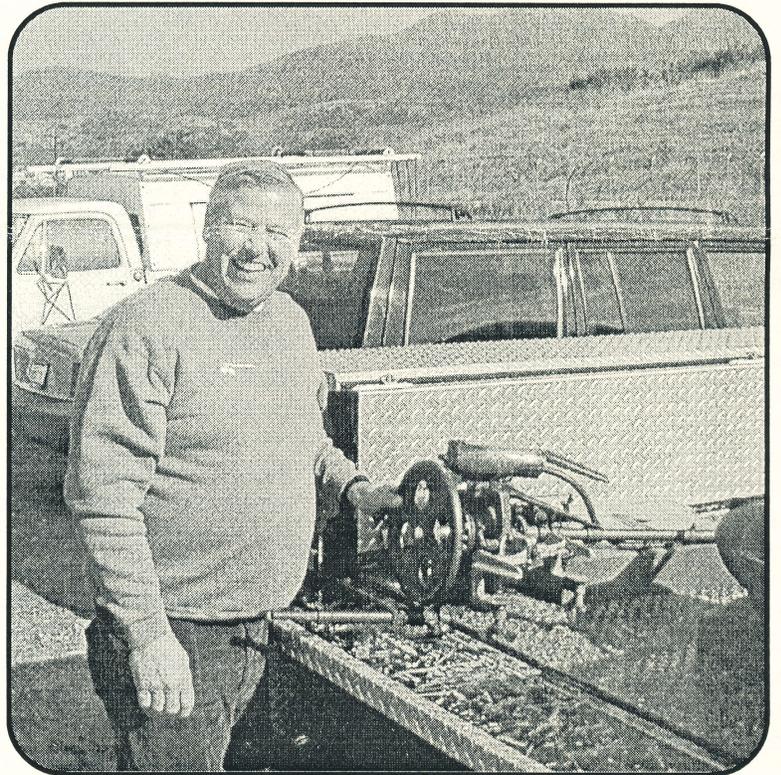
In this issue,
Page:

- 1 Dave Buuas' Caille
- 2 "The Voice"
Classified Ads
- 3 Surprise Meet
- 4 Lake Oso Highlights
- 6 Free Entertainment
By, Greg MacDonald
- 7 Cruising the Delta
By, David Marotta
- 8 Overboard for
Outboards
- 9 Mystery Man/Motor
- 10 Ad - Evinrude Racer

Oso Yields Rare "CAILLE"

We all have our "Dream Machine", so to speak. For a long time Dave Buuas, pictured at right, has been wishing, hoping, dreaming and yes, even scheming for his favorite motor of all, a **CAILLE**. This is why, in our last issue we wrote, "If you know of or have a dirty old *Caille* just hanging around, taking up space, please call **Dave Buuas**."

Well, this message must have reached the right person, because much to Dave's surprise a 1917 *Caille* did show up at Lake Oso. In case you don't know, *Caille*'s are about as scarce as hen's teeth. Anyone who turns loose of one must be a little touched or worse yet, must like **Dave Buuas** better than a much sought after *Caille*.



This smile is worth a thousand words. You guessed it! YES, it is DAVE BUAAS smiling the smile that only he can do best. He had finally found his "Dream Machine."

Antique Outboard News
37230 Wildwood View Drive
Yucaipa, California 92399

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



**NEXT WET MEET...
"SURPRISE"
FEBRUARY 2ND
SEE PAGE 3**

"The Voice" of The Southern California Chapter

By Lee Kinnel, Chapter President

Joy Justice mailed in her membership November 10, 2001 with the following comments:

Thanks for sending me the information regarding the AOMC Newsletter. Thanks again for the write-up on my father "Zeke" Justice. He'd be proud to know he hasn't been forgotten. Also, I spoke to my Uncle Ed, Sr., about some products for your future meets. It looks promising.

I look forward to becoming a member.

Sincerely, Joy Justice.

Thank you for your membership and nice note, Joy. It will be swell to get to know you. The thing we do best is relax and have fun, and you will do just that with some of the nicest people you have ever met. Joy, look for an April, 1984 edition of our Outboard Magazine - It features a "Joy Motor." (I have made a copy of this article for you.) Since this is your name, it might be fun to own one.

When **Les Gunnarson** called to say, "I Will attend the Lake Oso meet", he mentioned that he had been to the Hershey Pennsylvania swap meet. If you have never heard of it, this meet is huge consisting of mostly antique and classic cars. Les went because he really loves the old motorcycles and was disappointed because there were not many there. Also, he said he missed out on a very rare outboard - "an Elto Quad early 4 cylinder - almost like a row boat motor or a Rudder Twin."

We welcome **Ralph Sampson** from San Gregorio, and **Daniel Arata** of Downey into our Southern California Chapter. Both of their memberships were do to the suggestion of **Dennis Byrne** to invite local, National Members to our Lake Oso meet, and of course ask them to join our Chapter. **Good work Dennis!** I have talked with both of these great new members and encourage you to call them too.

Let's call each other often and get to know at least 5 new members in the coming New Year. The more friends we make, the stronger our Chapter will become.



It is always fun hearing from **Chuck Johnston** who resides in Onyx (Lake Isabella.) He found a 1970's suitcase motor and called to ask if it was worthwhile

picking up. **Bob Argott** had a beautiful 1967 Johnson 3 hp., collapsible motor, he found in Big Bear, at our San Diego Meet. Motors from the 60's and 70's are going to become collectible, without a doubt. So I encouraged Chuck to "Go for it", especially if it is in nice condition. Chuck also enjoyed our Chapter Christmas Card, featuring **Richard Plavetich** as our colorful outboard Santa and encouraged us to "Keep up the good work."

Another man who picked up a classic suitcase motor in pristine condition is **Harry Martin**. He is anxious to show it to us at the February 2nd meet. This meet is starting to build up momentum - and will be especially exciting if we can confirm Pudding Stone Lake as our meeting place. **We all do love Puddingstone.** Do you remember two years ago having a meet with over 60 people there? This is because it is so centrally located and a beautiful setting complete with our own private boat docks. So, lets start the New Year off right, and join your friends to beat our previous record of 60 outboard enthusiasts. "The more the merrier."

Incidentally, **Tim Coleman** has found not one, but TWO *Dragonfly* motors. They were built from 1954 to 1964. His source has implied that he has access to many more motors, and you know Tim, he will share the wealth. Tim has contributed greatly, through motor donations, to make sure we are solvent.

CLASSIFIEDS

For Sale: Flambeau Model 174050, Evinrude Elto Handy Twin, 12 hp. Sea King (Free), WaterWitch Model MB571-10, Super Elto Rudder Twin Model "C"
Call Dennis: 805-498-9621

WANTED: Merc Mark 58 Lower Unit
Call Bob Eddy 909-371-6386

For Sale: Any part for Merc 500
Call Larry Cupernell 310-510-7228

WANTED: Evinrude Zephyr, Call Bob Rummage 602-273-9239

For Sale: 1940, 2 hp. Sportsman Evinrude, 1947, 2 hp. Evinrude, 1949 5 hp. Scott - Call Gerry at 858-272-3642

WANTED - Remote Control Quick Silver for Mercury Mark 15 - Call Steve 909-337-2754

For Sale: Dawecraft C-Hydro Plane New hardware, Call John 480-464-5870

For Sale: Great 1952 10 hp. Johnson, 1957 rebuilt 7 1/2 Evinrude, 1964 9.5 hp. Johnson, top condition - Call before 9 a.m., Jack Golden at 310-271-4298

FREE GAS CANS - Call Dennis: 805-498-9621

WANTED - 25 hp. serviceable motor or larger. Call Dennis 805-498-9621.

For Sale: Mercury MK20, Mercury KH7, Mercury KE4, Johnson QD16, Johnson QD14, Johnson QD13. Call Bob Myers at 209-795-6904.

WANTED - Copy or original Service Manual for 57' Mercury Mark 10. Call Greg Wilkinson at 818-957-6267

WISHING you had a **FREE** 55 gallon metal barrel? Call Harry 909-822-5402.

LOOKING For a Sun Fish Sail Boat? I've got it! Herb 760-228-2936

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

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

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

Wanted - 55' Wizzard WM7 and 52' KG7 Mercury. Call Walt: 805-772-9469

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

Wanted - Martin 20, 66 & 200. Scott Atwater 5, 7 1/2 & 10 gold and green Please call Lee at: 909-790-8311

For Sale: 1937 Johnson Sea Horse Model PO-37, 22 hp. Owned since 1949 by James H. Todd (626) 336-6485

Wanted: 18 hp. Evinrude or Johnson Bay Cruiser. John 714-957-6250

For Sale or Trade: 16' Glasspar Delmar 1955 twin 35 electric Johnsons trailer original controls. **CHEAP!** Much more inc. boats and motors + parts. Love to trade! Send for list: Jim Quinn 2110 16th Avenue, San Francisco, CA 94116. Call: 415-921-5973

Wanted - Mercury Outboard Motor KG-7, KG-7H, KG-7Q. Also want 50's era three-point hydroplane i.e. Neal, Swift, Pabst, Jacoby, Sid-Craft, etc. Call Lyman Hughes 949-489-3823 - E-Mail: lbh2@compuserve.com

Wanted-Mark 25 Face Plate, Call Larry Cupernell 310-510-7228.

SURPRISE! SURPRISE! SURPRISE!

WE'RE BACK AT PUDDINGSTONE RESERVOIR FEB. 2ND

120 East Via Verde, San Dimas, California.

We are extremely pleased to announce that we have come to a favorable agreement with Bonelli Park (Puddingstone Reservoir). The manager of the Lake, Jolene LaMont, has always been extremely interested in having our Chapter meet at this lake. Jolene has been so kind as to invite us to be a member of the Park Board and that will allow our meetings to be park sponsored events - this means we will secure our most favored sailboat area with launch ramps and docks at no cost to the Club. There will be a \$6.00 per vehicle & \$6.00 per boat fee, as there is for every guest coming into the park, but this will be the only charge to our Chapter. (\$10.00 fee for motorhomes)

I am sure you will agree that **Bonelli Park is one of the most desirable meeting locations we have found yet.** I hope you are as excited about being back at this park as I am and will plan to join us and bring all your friends, boats, motors, neighbors, and relatives to Puddingstone Lake on February 2nd. **Believe me, this picturesque sailboat spot is so beautiful that you will want everybody you know to be there!**

Remember, all motor boats must be 12' or more to run on this lake, no exceptions. Also, **DO NOT** put "For Sale" signs on your motors or any sale item you bring.

Lunch will be provided for the nominal sum of \$5.00. This will include a sandwich, drink, and salad. Please try to have the exact sum of \$5.00 and pay for lunch when you sign in first thing in the morning. You will receive a "lunch ticket" to hand us when you are served. (This will eliminate the possibility of the park asking for a portion of our lunch fee, as they indicated in the past.)

PLEASE CALL YOUR CLOSEST REGIONAL VICE PRESIDENT, OR LEE KINNEL, AS SOON AS POSSIBLE SO WE CAN ORDER YOUR LUNCH AND MAKE PLANS TO PARTY WITH YOU AND YOUR GUESTS!

PLEASE BEE THERE 9A.M.-4P.M.



Puddingstone Meet will put a Smile just like Kip Fjeld's (above) on all of our Faces!

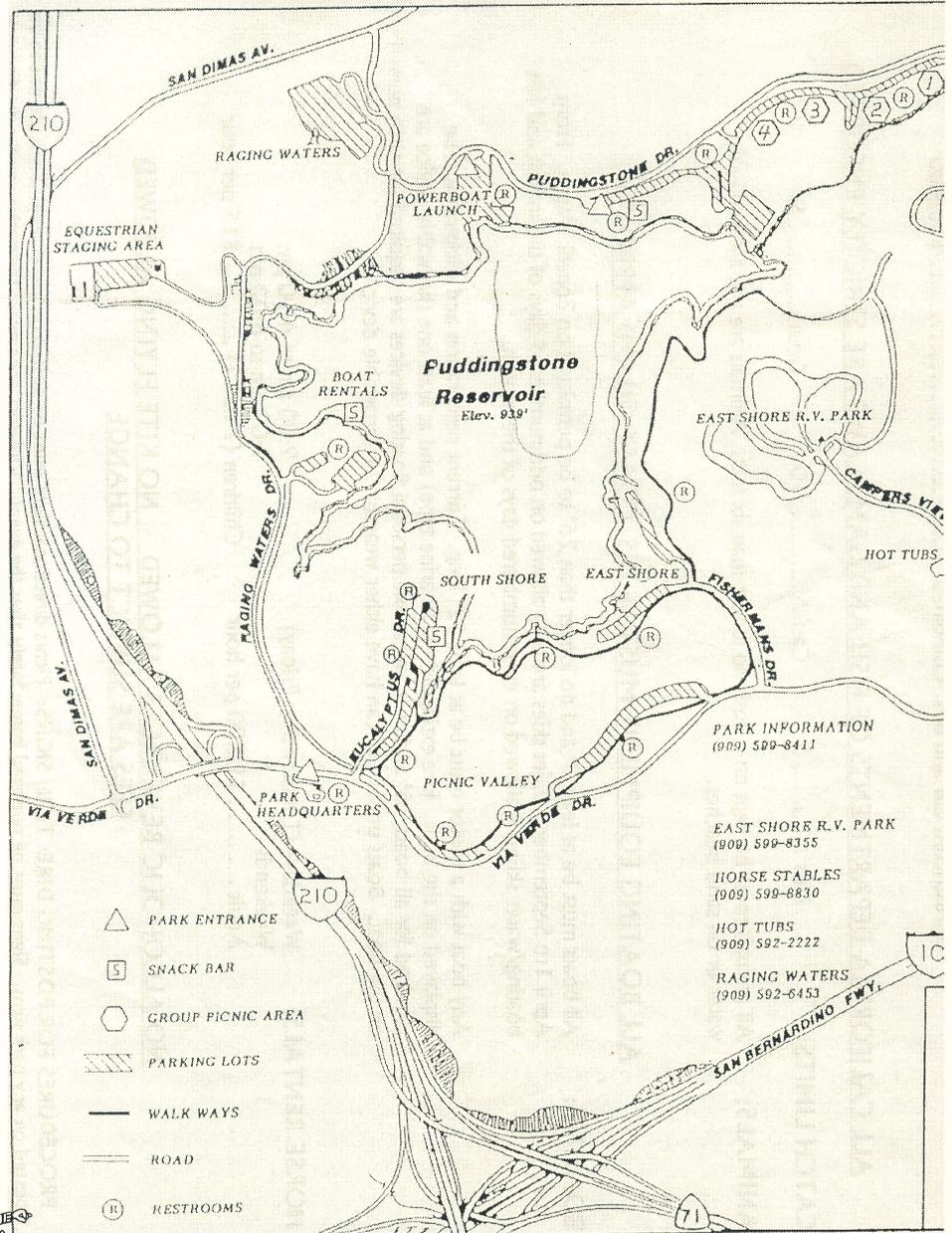
PLEASE CALL THE FOLLOWING REGIONAL VICE PRESIDENT IN YOUR AREA TODAY:

NORTHERN CALIFORNIA:
DENNIS BYRNE
805-498-9621

SOUTH, SAN DIEGO COUNTY:
GERRY COATS
858-272-3642

WEST, ORANGE COUNTY:
GEORGE KENT
949-589-0678

EAST, SAN BERNARDINO COUNTY:
LEE KINNEL, CHAPTER PRES.
909-790-8968



HIGHLIGHTS OF LAKE OSO, DECEMBER 2001

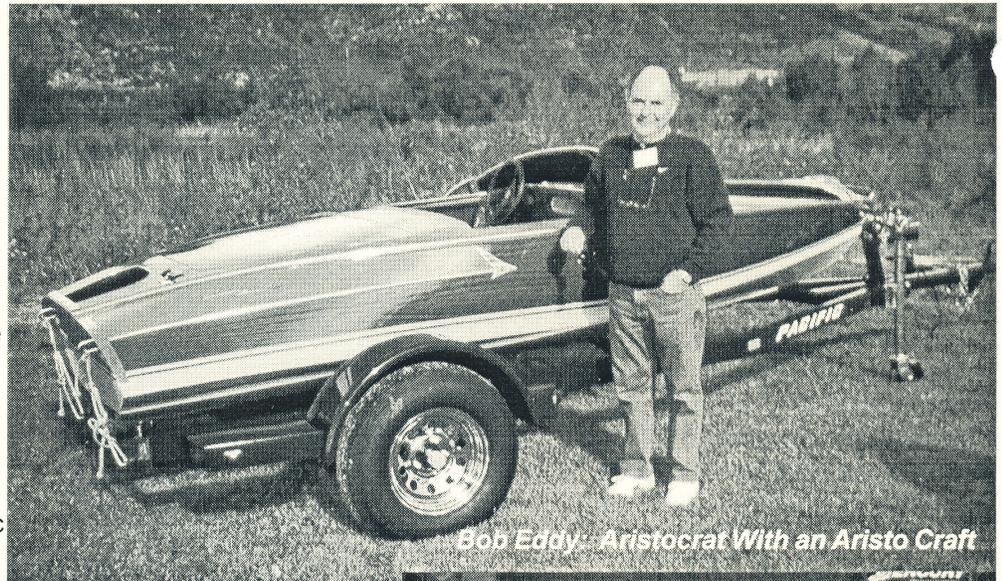
Bob Eddy: Aristocrat With an Aristo Craft

*By, Greg MacDonald
Southern California
Chapter Member*

Back in the late fifties everyone who picked up a Rudder or Sea magazine was dazzled by the picture ads for a boat like none other ever beheld. Wild, futuristic design, a runabout bow that transitioned to a hydroplane aft, bright mahogany hull set off with brilliant yellow accents, and a futuristic windshield that was an outlandish green.

As I was driving around Lake Oso for about the fourth time taking in the scenery and ok, let's face it, trying to find a route down to the lakeside for the meet, I realized something. I was following an Aristo Craft! I had never seen one in person - and more astonishing it appeared to be brand new. How could this be; they haven't made these for forty years! I stopped and met the proud owner, **Bob Eddy**. As much as we were enjoying driving around the upper perimeter we decided to put our heads together and jointly resolved to discover the mythical trail to Oso Lago.

The reason that the boat appeared new is that it is new! Bill Turner, the son of the original builder, William Turner, is building them again in Alpharetta Georgia to the exact original specifications. Not only that, but the original equipment is being used to build them. Even the beautiful alloy castings are from the original patterns. A little over a year ago Bob heard about the rebirth of the Aristo Craft and had to have one. He ordered it and arranged for it to be trucked here to a boat trailer company. Although it took a year it was worth the wait, but upon unloading the boat for the trailer it was discovered that it had two holes in the bottom from improper shipping cradling. Bob had the boat taken to Classic Boat in San Diego for repairs

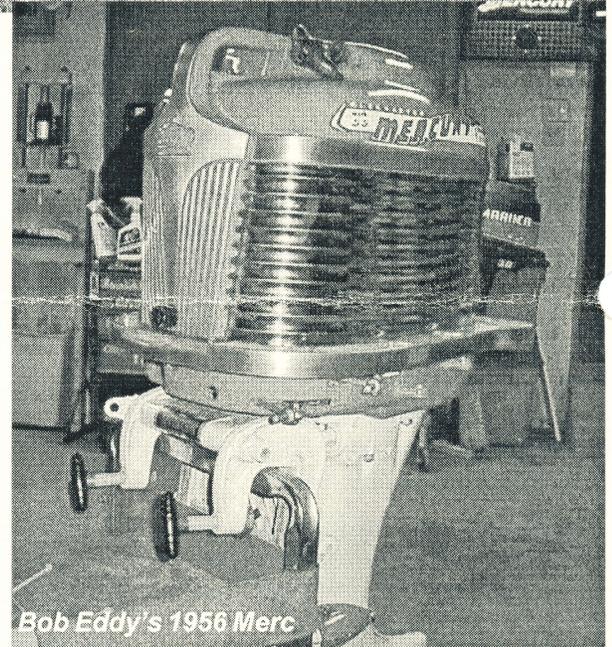


Bob Eddy - Aristocrat With an Aristo Craft

and the boat was completed just in time for Lake Oso meet.

Daren Goehring is building a 1956 Merc 55 for the "Rough Start" (a name given it by the folks at Classic Boat,) and when it is finished and clamped on, the boat's speed will be limited only by Bob's trepidation with the throttle lever.

It's a beauty and next time you see it might be in the wake, trying to keep up - but remember you'll be following an Aristo Craft!



Bob Eddy's 1956 Merc

Al Jarvis wrote the following:

If you missed the Lake Oso Meet, the need for a **Chapter logo** again surfaced and this led to a discussion of T-shirts being printed with the logo and an appropriate Chapter name or slogan. **George Kent** was wearing such a shirt which he had designed and **Tim Coleman** said he had one he considered would be a sure seller. When no further comments or suggestions were received those present were advised that any suggested logos or chapter names would be considered for approval by the membership. Al found an envelope from 1986 showing that we did, indeed, have a name back

then, "Canoe." He feels that our current membership can come up with something better than Canoe, and he suggests that we vote on this at our next business meeting.

The desire for **Chapter By-Laws** was also brought to a vote, with one vote in favor - thus, the issue was dismissed at this time.

We now have a complete list of "Old Outboard Paints Available" from Peter McDowell in Unionville, Ontario Canada. Thank you, **David Marotta**, for sharing this list with us.

HIGHLIGHTS OF LAKE OSO, DECEMBER 2001

Just Turned 50 and Still Turning Heads

**By, Greg MacDonald
Southern California
Chapter Member**

George Kent loves to run his restored 1950 American Marine runabout on Lake Havasu and turn more heads than can those thundering big block, mega-buck Warlocks and Scarabs. George swears it's a chick magnet! Groovy Baebee!

Back in the early fifties you didn't have to be rich to have a decent lake boat that you could fish with, go picnicking, or even go aqua planing or water skiing. Typically these were in the 14 to 16 foot range and were wood: wood planked, fiberglass over wood, pressure molded, but always wood. Fifty years later these boats have become quite scarce and George was fortunate to find a 1950 American Marine fourteen-footer in Indiana (where they were originally built.) George can tell you some stories



**George Kent Showing his 1950
American Marine Runabout**

about how he managed to get the boat from Indiana to California two years ago; suffice it to say that it was not a high-ball express delivery.

Possibly what attracts the chicks is the gleaming chrome and gold 1957, 35 hp., Johnson Golden Javelin. Or is it that classy spotlight or maybe the gleaming Philippine mahogany?

Or is it George?

George had the boat in the water at Lake Castaic and on the trailer at Oso. Either way it is a show stopper and proves that today, as in 1950, you don't have to spend great sums of money to have a real object of pride, just the knowledge to recognize a treasure when you see it.

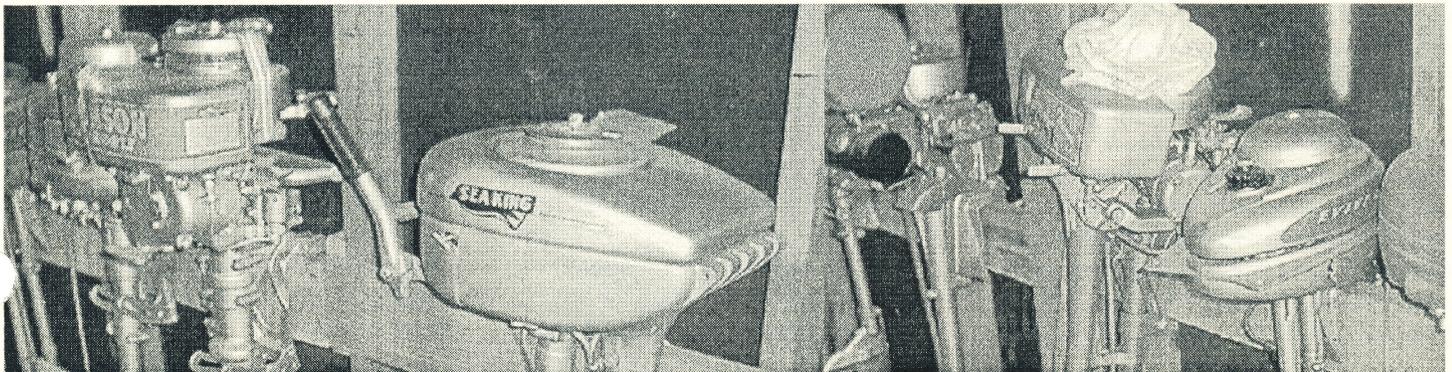
How Do You Find Old Outboard Motors?

"A little work and a lot of luck" says Dennis Byrne, our Northern Region Vice President . . .

As a result of a little work and a lot of luck, I have been able to add 8 quality motors and upgrade 4 additional motors to our collection.

My first good fortune was the result of a trip to Prescott, Arizona to visit with Mary Jones. She took time out of her busy schedule to show me over 40 motors she had for sale. To make room for my new additions on my return trip home I was forced to leave my father-in-law in Prescott, Ha Ha. Mary has approximately 35 motors remaining available for sale.

The second bit of luck occurred Thanksgiving weekend when I ran an ad in the Fresno bee. The result was unbelievable, over 20 calls in 5 days. Motors available included everything from a 1909 Evinrude to a 1970, 100 hp mercury. I still have over 15 motors to look at. I have a list of motors available with phone numbers. See Sample Below. Good luck and good hunting.



Free Entertainment at the Ramp

By Greg MacDonald, Fallbrook, California

Summer Sundays in Newport Beach I used to get up early and bicycle first to the donut shop to pick up a couple of Spudnuts and some hot chocolate and then directly to the launch ramp. I would settle in on the bench next to the 10-minute dock and ready myself for hours of entertainment - similar I guess - to other kids my age going to a baseball game or a movie.

The more entertaining events at the ramp seemed to be the ones that were the most repetitious. I found myself actually giving names to these events and would then take delight in observing the many variations that took place. Unlike watching a ball game this was necessarily a passive activity on my part, as any yelling or laughing could have resulted in my being punched out or being tossed into the drink.

Here are a few of the events that pop to mind:

- The Drain Plug Caper - A sinking boat has always been the boater's worse fear; why was it then that every other boat that was launched was sinking? My guess was that drain plugs were removed after washing and during storage and then not replaced in spite of the big sign at the entrance: **"IS YOUR DRAIN PLUG IN??"** I began noticing a pattern here. A fellow would back in and launch his boat, float it over to the 10-minute dock, get back to his car and trailer, hose off the trailer, and then try to find a parking space. There was a correlation between the time it took him to do all this and the time it took for water to rise in the bilge enough to short out the battery (was that called deep cycling??), float his sack lunches, and saturate all the jackets. This was

the best case scenario because just as often as not there was no drain plug to plug the dike.

- The Torpedo Plug. You will remember this one. The vanishing spark plug was the second most often occurring event at the ramp and it went something like this: The boat is launched and all systems are go



Author, Greg MacDonald at San Diego Meet

except the motor won't start. There is a primitive instinct in all of us outboarders to check the plugs before any other trouble shooting takes place. A true outboarder could have a piston jutting out through the flywheel and he would still check the plugs first, I would. This might have something to do with the old days when the manufacturer would have us mix equal parts of oil and gas - or was it more oil than gas - I don't remember. Nearly 100 years of development of the outboard motor allows us to lean over the motor and water and almost see the plug we're removing. Once unthreaded, gravity takes over and it is a goner. This can be embarrassing the first time but the second or third plug down calls for some serious cover up: "Looks as if they're all bad, Jake, we'll have to buy a whole net

set!" I often wondered if the Navy designed their torpedoes after a Champion J6J?

- Cable Drag - This wasn't seen too often but the occurrence that I remember vividly was with a newly restored mahogany Chris Craft runabout being launched. The prideful skipper was so busy making sure that the boat got off the trailer without a scratch that he forgot to remove the winch cable from the bow eye and signalled his better half behind the wheel of the car to "hit it!" She was concerned more with getting the spinning wheeled car and trailer up the ramp than she was with what was going on with hubby behind. The Chris went bouncing up the corrugated concrete and his yelling and screaming went unheard.

- First Time Backer - By the time the first-time boat owner had picked up his new 16' Bell Buoy and picked up his family and neighbors the launch ramp would be full. This meant a tiny slot but lots of spectators and trailer backing consultants to help out. After this one was over I would usually hop on my bike and leave for the day. Besides being exhausted just from watching I knew that nothing would be able to top this for pure entertainment value. There was the standard jackknife, the double and triple jackknife, the harrowing starboard and port near-misses and no misses, the hysterical multitudes, and the once proud and confident new boat owner reduced to a sweating, emasculated noodle before his boat would even reach the water. Years later I saw "The Long, Long, Trailer" with Lucy and Desi. Desi had it easy compared with some of the launch ramp first-time backers I saw!

There were Many more events that I had isolated such as the Tow Vehicle as a Vessel, Great Gatsby and the Old Salt Prizefight, The Actual Starting of Twin Scott Atwaters, etc., but I'll save these for another time

Look Who's Been Cruising the Delta . . .

Note received from **David Marotta**, Coronado, CA:

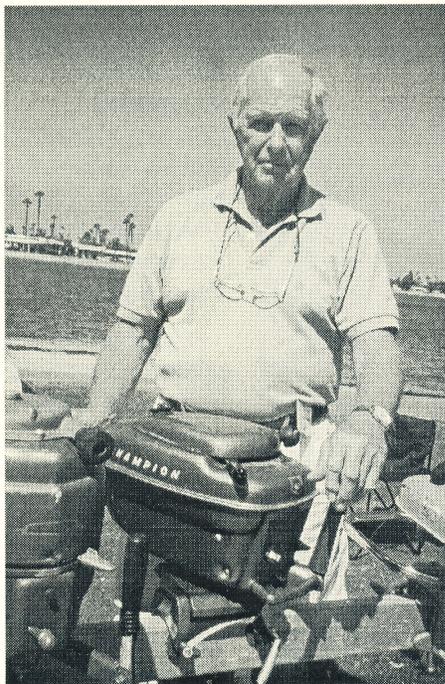
Sorry I missed the BIG meet at Lake Castaic, but as you know, we were cruising in the San Joaquin Delta from the middle of August.

Gerry Coats left a message on my home phone regarding the meet, and when I returned the call and told him where I was his response was, "What are you doing up there?"

During the days of the meet we were on a side trip with several other boats, cruising up Georgianna Slough to Freeport where we anchored for the night, and had dinner at the old Freeport Inn on the Sacramento River.

The next day we opened a few more bridges and docked at Old Town in Sacramento for two days. This gave us the opportunity to tour the capital and the wonderful Railroad Museum. This museum is a must for anyone with the time in the capital.

After dinners at the Delta King Riverboat and Frank Fats in the city,



David with his very nicely restored, blue, Champion at the San Diego Meet in August.

we cruised down the Sacramento River, opening more bridges, and docked at the town of Ryde. The town consists of an old Art Deco hotel,

beautifully maintained with a fine restaurant and bar, and an art gallery with the regions resident artist, Marty Stanley, showing his work.

The final day of this adventure brought us all the way down the Sacramento River to San Pablo Bay, weaving through the hundreds of fishermen having a great time pulling in the salmon going up river to spawn.

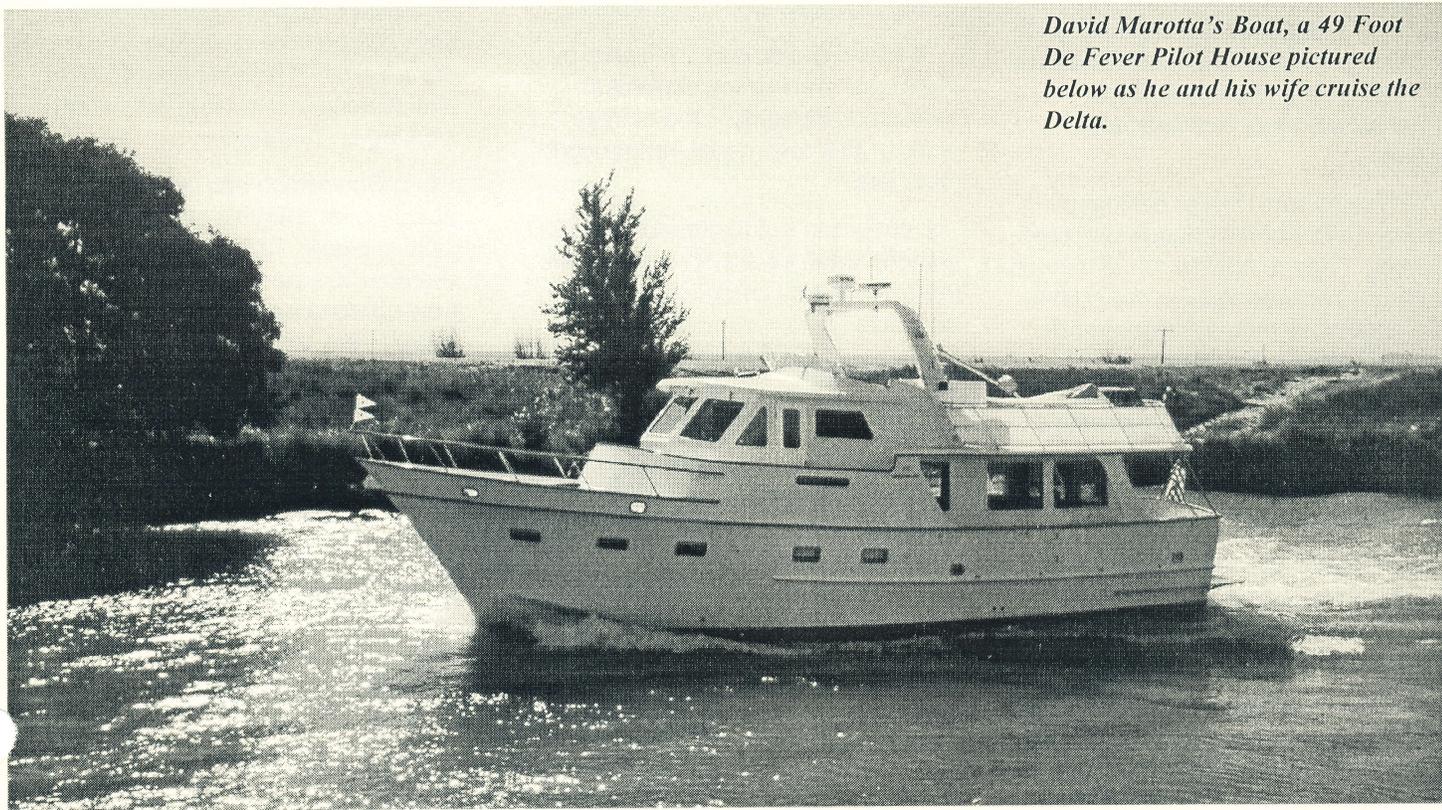
Even though we have spent a number of years cruising the Delta, we have not gone this far north before, it's another world.

Thanks again for your efforts with the Chapter and especially the Newsletter. See you at Lake Oso.

Regards, David Marotta

David - It was great to read about your 2 month trip and imagine how much fun a boat like yours would be. We enjoyed your pictures, immensely. Thanks for sharing, and thanks especially for being a part of our AOMC Chapter. Try to help David identify his "mystery motor" on Page 9.

David Marotta's Boat, a 49 Foot De Fever Pilot House pictured below as he and his wife cruise the Delta.



Overboard for Outboards

While browsing through past Antique Outboard magazines, I found a special article in the July, 1972 issue highlighting our Chapter member, **Eric Gunderson** of Nevada City, California: The article, written by newspaper man, Frank Sweeney of San Jose, reads as follows:

Eric Gunderson doesn't exactly fit in with today's outboard motor boat crowd. That's because today's average runabout is a sleek, fiberglass creation pushed along by a neat chrome trimmed motor with a fancy paint job.

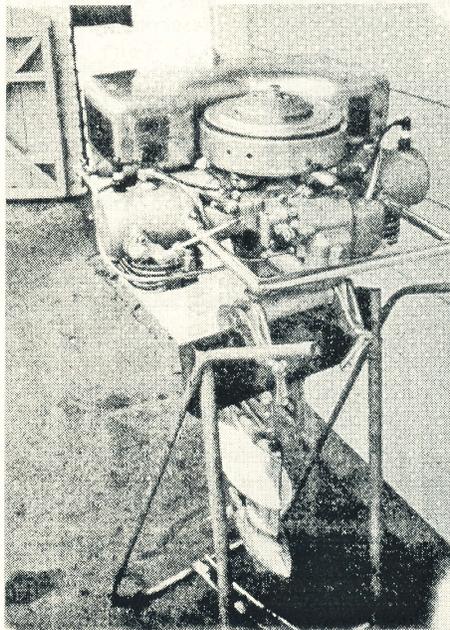
Gunderson more or less fits in with yesterday's crowd. His boats are wood; his motors are neither trim, nor painted. Their lines are cluttered with angular gas tanks, exposed flywheels, cylinder heads and spark plugs. Bulky above-water mufflers hang astern.

To Gunderson, they're a thing of beauty - all 23 of his antique outboard motors. They're not the run of the mill antiques destined to sit in the corner of a garage, or on a dusty museum shelf. Nineteen of Gunderson's polished aluminum motors are in running condition, and he uses them. "They sound like they mean business, and when you open that throttle, they do mean business," he said.

Gunderson, an entomologist who operates his own pest control business in San Jose, caught the outboard motor bug from one of his customers.

His first motor was a four-horsepower 1937 Neptune. He bought it complete. Some of the others didn't come along that easy. "Usually they come from

people who are trying to get rid of them," Gunderson said. He finds motors and parts at boat shops, flea markets and through the Antique Outboard Motor Club's Newsletter. Pictured to the left is a Johnson T Giant Twin, restored.



One of his prize possessions - a 25 horsepower 1928 Johnson - was assembled from parts gathered from a variety of sources.

The project began when he found a gas tank and carburetor at a Lodi boat shop. Gunderson finally

tracked down enough parts to put it in running order.

Not exactly an easy task, either. Only nine of these motors are still known to exist, said Gunderson.

"It was more or less a mistake by Johnson," Gunderson explained. Advanced designs hit the market shortly after this model, rendering it obsolete.

Gunderson's oldest motor is a 1927 Johnson with all of 2 1/2 horsepower; his newest a 50 horsepower 1943 Evinrude.

"Prewar outboards were either two-cylinder or four-cylinder opposed designs, while those produced after the war were inline-cylinder engines. There's nothing really exotic about them . . . simplicity is the whole thing," he says.

"They have so few moving parts, and most were 'handcrafted' in the factory. To someone who is familiar with their operation and knows how to run them, they're more reliable than today's motors."

He pointed out a 1929 Johnson on a stand in his garage. "It has never been overhauled in 43 years, yet still runs perfectly. I am sure you could run one of these motors all your life and never wear it out," he said.

For someone used to today's key-start outboards, the old-timers could be a little frustrating. It takes a hard yank on a starter cord to get things turning.

"I remember cranking myself across the lake the first time," Gunderson recalled.

They're not lacking in power, however. One of Gunderson's engines, a special racing job, has propelled his boat across the water at 57 miles an hour.

If its flywheel turns freely and the cylinder heads aren't rusted or cracked, it's probably in good condition, Gunderson explained. However, he advised beginning collectors to seek advice from someone who knows the subject. "There's an awful lot of junk floating around that isn't worth working on," he said.

Eric Gunderson has evicted his automobiles from his garage in 1972, picture below. What is your garage like now 30 years later in 2002? **Can you up-date us for our next Newsletter? We are oh, so curious!**



Mystery Motor Seeking Identification . . .

Can you help **David Marotta** identify the motor in the below two pictures? David, if you need a helpful tool in disassembling the motor, **Herb Maier** may have found the solution for you. . .

STUCK?

YOU NEED GIBBS!

Finally...a reliable source for Gibbs, the first patented penetrant.

Loosens engines, stuck bolts and parts. Treats all metal surfaces. Until a decade ago Gibbs couldn't even be put into spray cans because it penetrated the valves in the can when pressurized! Available in single can, two, six & twelve can packs.

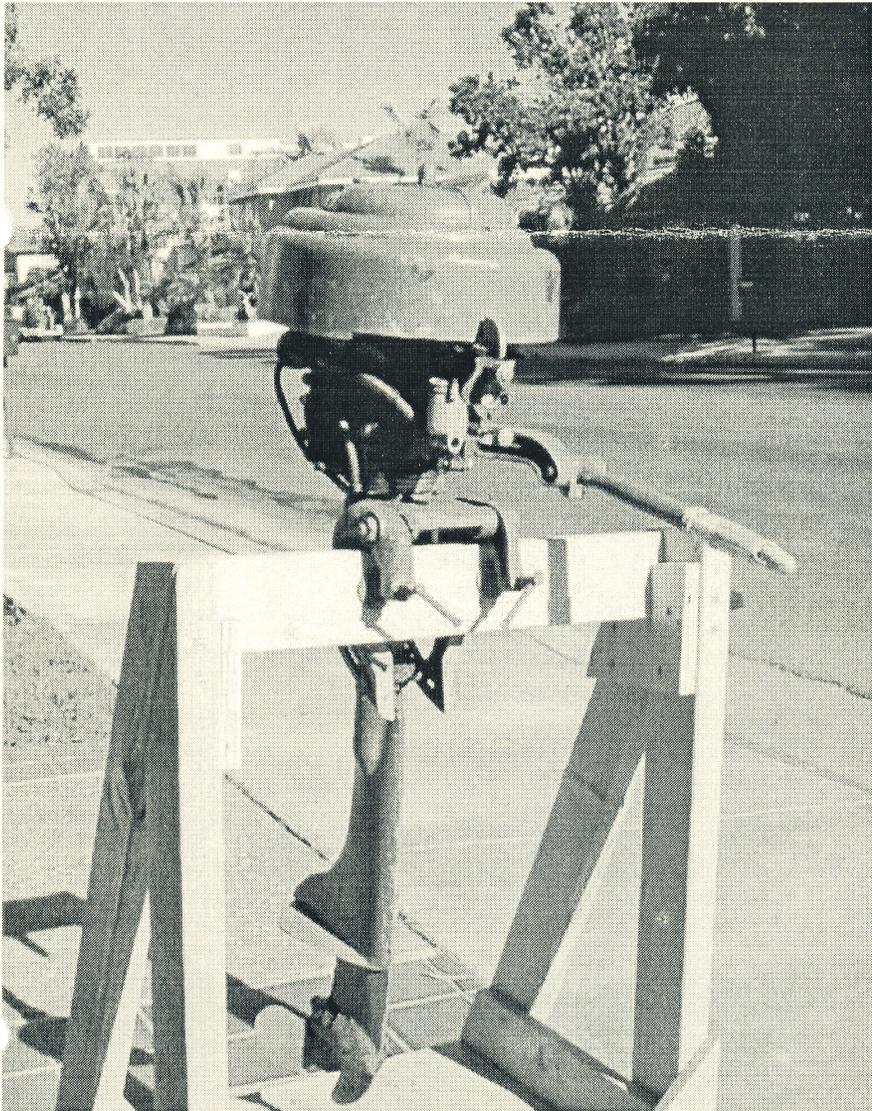
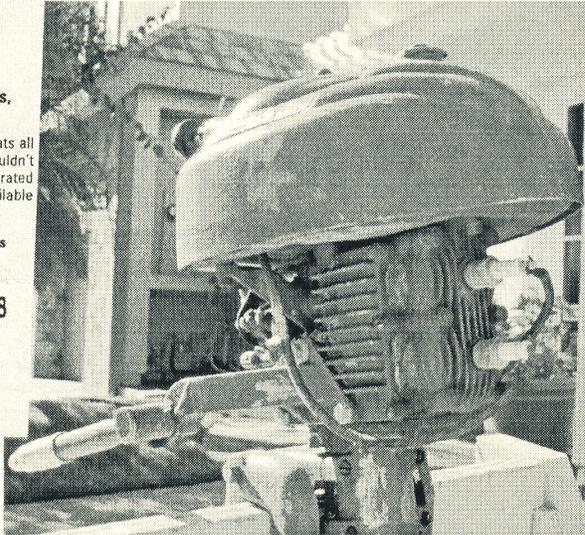
In 25 years no customer has returned this product due to dissatisfaction.

Cali toll free.

Revolutions pm (800) 358-5308

E-mail: dickdid@airmail.net

GIBBSTM
BRAND



Mystery Man Revealed

In our November, 2001 Newsletter, page 7, you had the opportunity to guess just which Chapter Member was pictured working on an

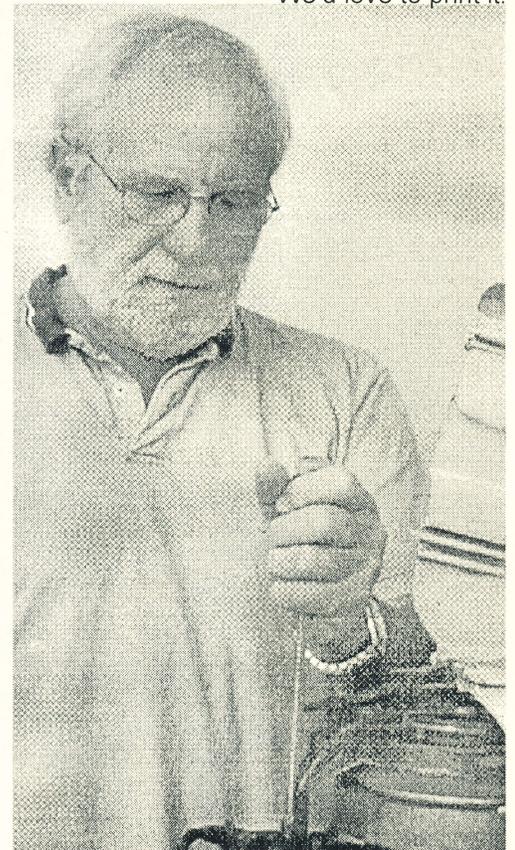
outboard in the year 1960. To see if you guessed right first look at the 1960 picture to the left, and compare it with the recent, 2002, picture at the bottom of this page in the very same pose.

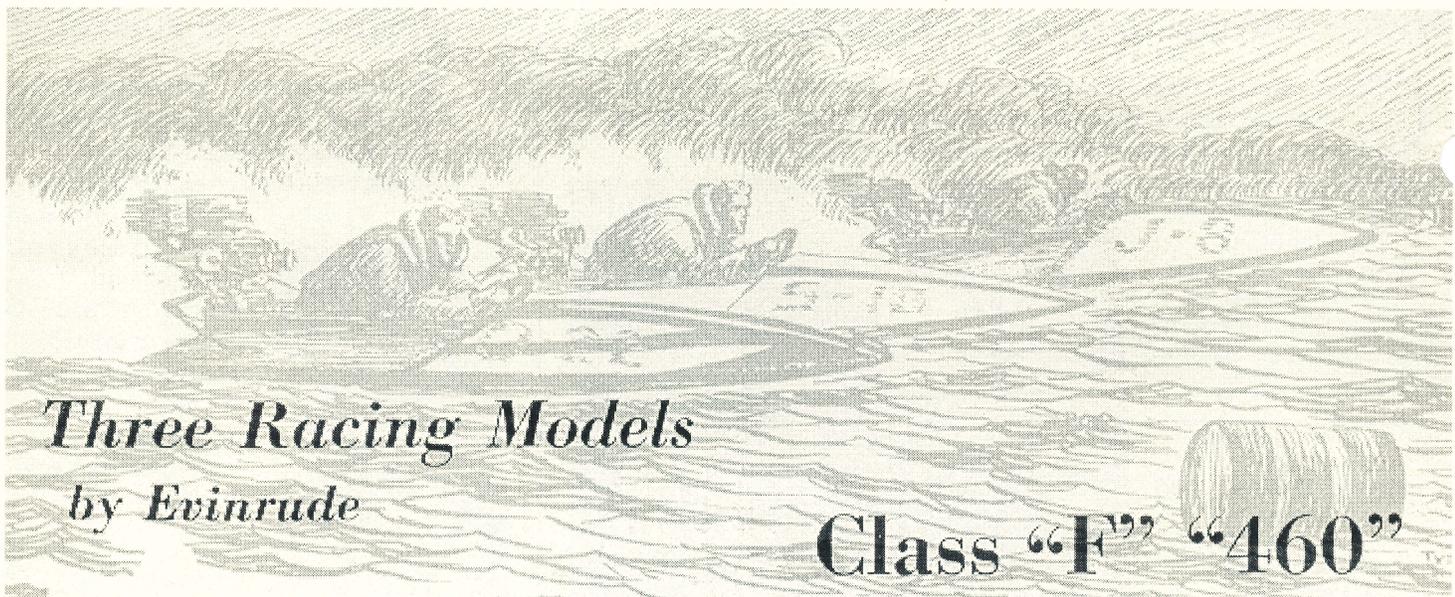


If you guessed right, you guessed **Darryl Webber!**

We hope you had a lot of fun seeing these pictures and thank Darryl for helping us with the "after shot."

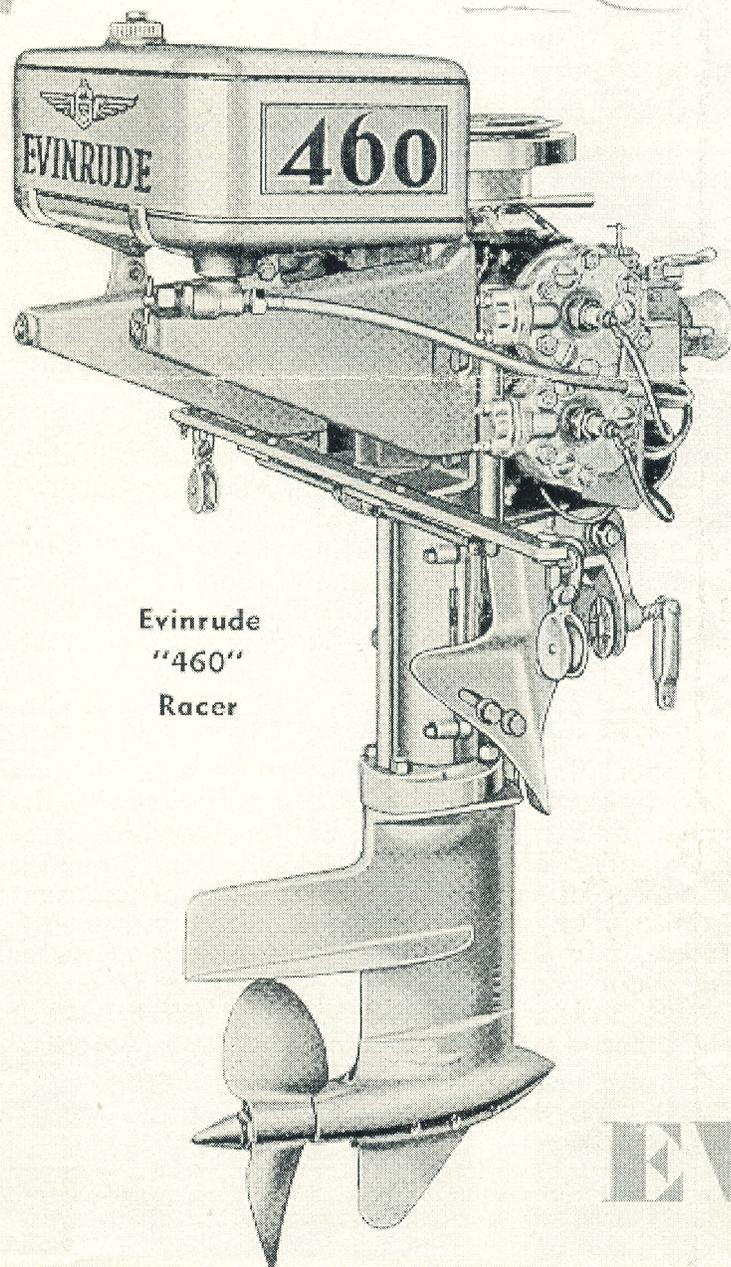
Have you got an older picture that you can submit? We'd love to print it.





Three Racing Models by Evinrude

Class "F" "460"



Evinrude
"460"
Racer

THIS most powerful of "stock" racing motors needs no introduction to outboard drivers. Since 1931 a succession of constantly improved record breaking "460" models have headed the annals of outboard racing. And now a model transcending all previous ones in power-performance is offered for top-speed competition.

The "460" engine consists of 4 cylinders with detachable heads, bolted to an aluminum alloy crank case containing the internal rotary valve crankshaft. The balanced flywheel is of solid steel. Ignition is provided by hot-shot battery and timer actuated by cams on the crankshaft. A Vacturi carburetor is used.

The gear-housing is fully speed-lined. A two blade bronze propeller is supplied as standard equipment, if desired. Centrifugal pump cooling.

Due to their high power, remarkable stamina and quick pick-up, 460's continue as favorites with many of the crack drivers of Midget racing autos.

EVINRUDE