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Southern California Chapter



2005

HAPPY
NEW
YEAR

HOLIDAY GREETINGS

Bodie & Peter De Silva

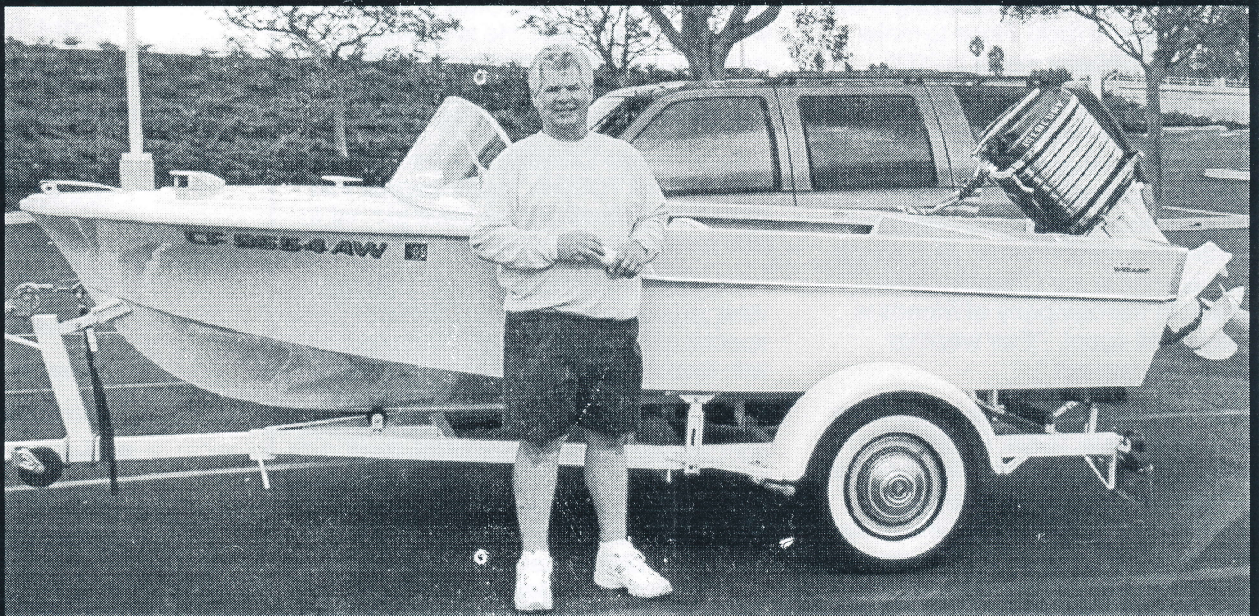
**Bodie & Peter De Silva Send Us New Year Greetings
as we Welcome 1st New Chapter Member of 2005,
John DeLeonardi . . .**

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Jan.

2005

Volume 7
Issue 1



The Voice

Of the Southern California Chapter by Lee Kinnel, President

It was fun talking with many of our Chapter members during the 2004 Holiday Season. Everyone was triple busy with Santa and like **Bud Barnett and Manya and Gerry Coats, and Dave Marotta**, all looked forward to dining and being with family and friends. **Buaas' and Coats' families** planned a New Years party at the Silver Strand on the beach, in their motorhomes. **FUN!**

Bob Hanover is anxiously awaiting completion of his son's home, only two doors up - plans to store his outboards there. *This will give you room for more motors at your house. Congratulations on your new 32' Sail Boat. Hope to see Bob & Meredith soon.*

Jeff Hixon is busily working on the restoration of Corvette cars. This is of great interest to many of us who would love to have one. *My wife, Jackie, says that a Corvette is the only thing she wanted in life and didn't get. Can you help us out Jeff?*

Thumbs up to Craig Butcher. **Ron Accornero** ordered parts from him and writes, "The 210 parts arrived safely. That prop was in amazing shape - never dinged a rock! Hope to make one of your Chapter meets in 2005."

And then there are people like **Darryl Webber** who at this writing is busy duck hunting with Richard, a friend he has had since high school, and sorry to say, probably both are in the rain and maybe snow. But, as we have learned in our Chapter, "time passed in the company of friends is always well spent. "Fair weather friends" we are not."

Tom, Ava and Joey Cabelus have had a great year, 2004. (Pictured center of this page.) They cruised the Eastern Caribbean, went to North Carolina to Cape Hatteras, and to New York for a family reunion. Joey loves

to travel, stay in hotels and eat in restaurants. "The easiest way to get him out of bed early is to tell him we're going on a plane."



Our First New Member of the Year 2005, (pictured bottom of the front page), is a Huntington Beach resident named **John DeLeonardi**. He became interested in the AOMC in a round about way. Someone gave me the Wizard boat - "just take it away." And take it away he did, and started fiddling around with it becoming obsessed with the restoration. As my work and

restoration progressed I needed contacts for parts and ran across the AOMC organization on the Website. John chased us around for several months and tied up with us at Newport Beach December 2, 2004, joining our Chapter. "I have 3 more Wizard boats and a Lake N Sea fiberglass outboard with a 75 hp. Evinrude - both 1962 models." Garage is full of good stuff but he is not buying or selling at this time. His Wizard boat won best outboard at the ACBS show in Big Bear Lake this last October. **Walt Thompson** encouraged John to join the AOMC National, which he readily did. He is looking forward to the many contacts and the next Outboarder Magazine (over 100 pages) which comes out Feb. 2005.

If you haven't already done so, join the National TODAY. You'll be glad you did! An application has been placed in this newsletter for your convenience.

They say "Happiness is a warm puppy." Well, maybe a warm puppy and a special antique outboard. When I spoke with **Bob Argott**, he was holding a warm pup on his lap, and yes, he was just as happy as can be. We wish Bob, and ALL our Chapter Members one of the Best New Years they have ever had. **Remember, "The nicest place in all the world is right beside a friend - SEE YOU February 12th at Lee's Marine.**

Meet Attendees

December 4, 2004

Newport Beach

Harry Martin
Nene Martin
Alan Jarvis
Matthew MacDonald
Greg MacDonald
David Marotta
David Vaughan
Linda Vaughan
Tom Cabelus
Ava Cabelus
Joey Cabelus
Paul Brinkman, Jr.
Walt Thompson
Dennis Byrne
Kevin Thomas
Bob Thomas
Lisa Thomas
Jack Holtwick
John De Leonardi
Mitch Farris
Kip Fjeld
Les Gunnarson
Larry Feece
Garry Lawson
Dave Buaas
Gerry Coats
Frank Fowler
George Kent &
4 Guest Musical Entertainers
Lee Kinnel
Jackie Kinnel
Dom Clesi
Craig Butcher
David Erkell
Weston Hook
Brad Menet
Barbara Fackiner
Richard Plavetich
Susan Plavetich

Next Meet - February 12th, Lee's Marine Rain, Wind, Sleet and Snow Sends us Ducking for Cover!

At this writing it is snowing outside my home in Yucaipa. The forecast is for 10 degrees tonight at Big Bear Lake. I live just down the hill! This year we have endured the most snow in fifty years in Yucaipa. Cold, Cold, Cold.

It didn't take much to inspire me to plan our meet on low ground in February - NO, NO, much more than that - how about a place to jump inside if it is cold and rainy. Therefore, I contacted **Rob at Lee's Marine**. Rob kindly agreed to open his garage for us, if need be, on February 12th. I am determined to make this a very "dry meet."

DIRECTIONS TO LEE'S MARINE are inserted inside the front page of this Newsletter. Did you notice that we had approximately **40** enthusiasts at our Newport meet Dec. 4th? Think we can top that February 12th? Let's try. If you haven't been able to make it for a while, please come out. We do miss those not present - as years pass, we learn that our friendships mean the most of anything we have. **Please plan to BEE at LEE'S.**



The most sun I have seen lately is on Al & Barbara Jarvis' great greeting card, "Warmest Wishes for a Happy Holiday." Al says, "Guess what those two are looking for?" Must be an outboard powered sleigh.



Look for **George Grew**, a new Chapter prospect. George is from Corona, has an interest in our Chapter, and is planning to attend this meet. He is a very interesting person, who once owned the largest collection of antique fishing lures known. Please help me watch for George and make him feel welcome. We'll be looking for **Larry Feece** too - he was a visitor last meet, bringing his 1918 Johnson Brothers Motorwheel. A great guy!

I am going to take a good look at all my outboard goodies and decide what is a keeper and what should be sold. If you plan to do the same in the new year, please bring your extra motors and parts to this meet. **Rob, the owner of Lee's Marine** works on antique and classic motors - he may be interested in your parts, too. This is a good time to unload, and make room for something more desirable. **You never know what you may find.** **Paul Brinkman** found a WWII Evinrude raft motor that **Walt Thompson** had at our last meet and **David Vaughan** picked up two Water Witches. **Harry Martin** found a Neptune Mighty Mite to buy for his grandson for Christmas.

Wonder if **Gerry Coats** will have his 1956 racing boat finished in time to show. (See page 5 of our November Newsletter). He is working hard on it - Gerry is full of surprises. It should be something to behold - Mercury KG9H powered! The boat set many records in "D" utility class in the late 1950's.



Remember this picture? Jack Holtwick and Lee Kinnel standing in the sacred presence of Darryl Webber's red and white Sea King. Notice the drool on their shoes. The motor has never been run! Through the graciousness of Darryl it now has an elated new owner. Come to the meet February 12th and find out who!



Kevin Thomas and his Mom, Lesa December 2004 at Newport Beach. Be assured, Kevin will make it to Lee's Marine. How do I know? Kevin hasn't missed a meet since joining - we enjoy being with Kevin, our youngest member, his family and friend Andrew, big time!

NEWPORT BEACH NAUTICAL MUSEUM, DECEMBER, 2004

By Greg MacDonald,
Our Star Reporter & Photographer

I thought the Newport Meet went very well, didn't you? Winter is a good time to meet there without all the crowds and traffic, plus the ship model exhibit was exquisite and many of our members were able to enjoy it.

We had some really extraordinary outboards and boats on exhibit, plus a couple of superb special interest autos. Some of my never-before-seen favorites:

Cort Rockwood brought a sensational outboard motor display complete with a restored 1937 1.1 hp Johnson, restored fishing rods and reels, plus other related memorabilia. Equally captivating was his transportation to the meet: an exquisitely restored 1956 MGA roadster with lots of chrome. Nice work, Cort! See page 9.

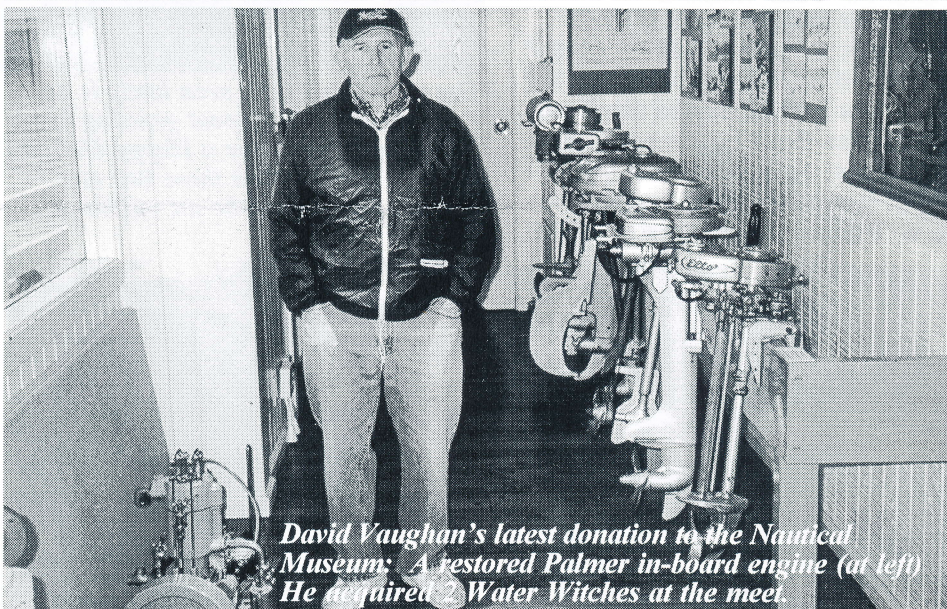
David Erkell displayed two show-stoppers: A Mercury 30H racing engine from 1956 and a 1922 Evinrude rowboat motor that glistened with special painting, plating, and polishing.

John DeLeonardi (brand-new member pictured on front page of this issue) towed a beautifully restored 1959 Wizard runabout powered by its original (also restored) Monster Mercury 70+ hp Dock Buster. The latter was so-named because someone at the factory forgot to include a neutral for these motors. The intrepid skipper could either start the motor in forward take off - or he could start it in reverse and haul mail in the other direction, but there was nothing in between!

Richard & Susan Plavetich arrived in their painstakingly restored 1957 BMW Isetta 300 which is nicer than new. The car's engine, with 13 hp, is smaller than most outboards! See super picture, page 9.

David Vaughan, AKA The King of Outboards, has added a new engine to his permanent display at the Nautical Museum: a Palmer one-cylinder inboard engine which he has restored to the Vaughan standard.

David Erkell and two of the most beautiful outboards in captivity.



David Vaughan's latest donation to the Nautical Museum: A restored Palmer in-board engine (at left) He required 2 Water Witches at the meet.

*Rarest of the rare:
Larry Feece's 1918 Johnson
Brothers Motorwheel.*



NEWPORT BEACH NAUTICAL MUSEUM, DECEMBER, 2004

George Kent & Paul Brinkman did a fine job preparing the lunch with his award-winning chili and gourmet” hot dogs. Another highlight of the meet was seeing Gerry Coats’ old Evinrude rowboat motor finally coaxed to life after a 100 or so pulls with Dave Buas’ help! Lee Kinnel & Walt Thompson loudly cheering.



Picture by P. Brinkman, Jr.



Chef “Boy R George” in command of the Galley



Lunch aboard the “Baby Flyer” (L to R) Greg MacDonald, Garry Lawson, and Matt MacDonald



The Emperor of the North with a few of his subjects. (Dom Cles checking weather in background.)

"You Can Never Have Too Many Projects"

By Les Gunnarson
Southern California Chapter

Because I collect old motorcycles as well as old outboards, I thought building a motorcycle sidecar that would also be a small outboard powered boat would be an interesting project.

Actually, this is not an original idea as an English sidecar manufacturer made a boat/sidecar called **The Canterbury Bell**.

When I mentioned my idea to Bob Foster he indicated he would like to build it in trade for my extra NSU 251 OSL motorcycle. (Bob has also repaired outboard fuel tanks and other parts for several local club members as he is an expert on aluminum fabrication and repair.)

The boat design has evolved from a simple functional boat to a miniature "Chris Craft". A perfect brass wind-shield frame was acquired at the Turlock Swap meet which fits this theme. It was recycled from an old

1920/30's Lake Tahoe cruiser. The transom and many other parts are made from solid mahogany. The hull is to be "skinned" with mahogany plywood.

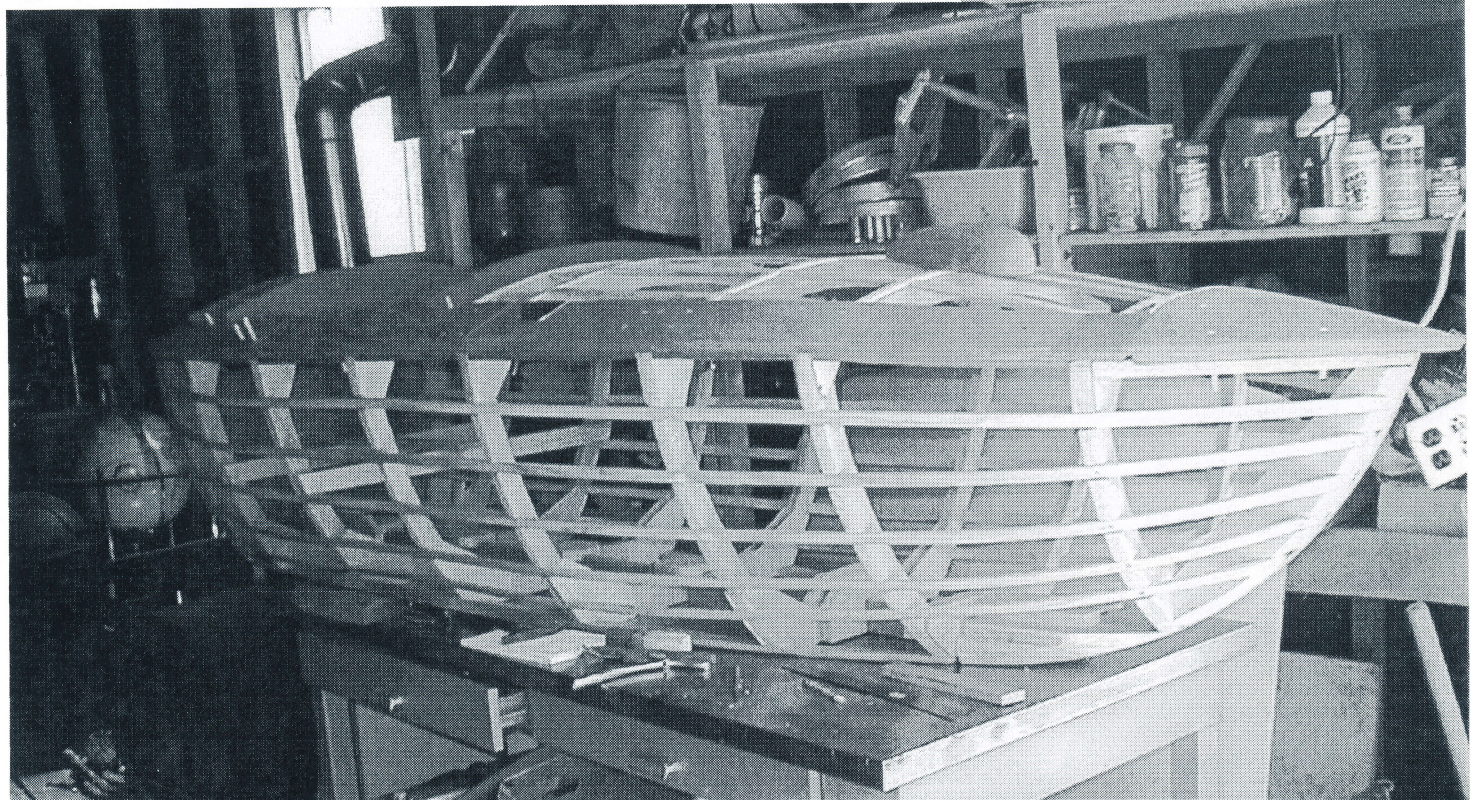
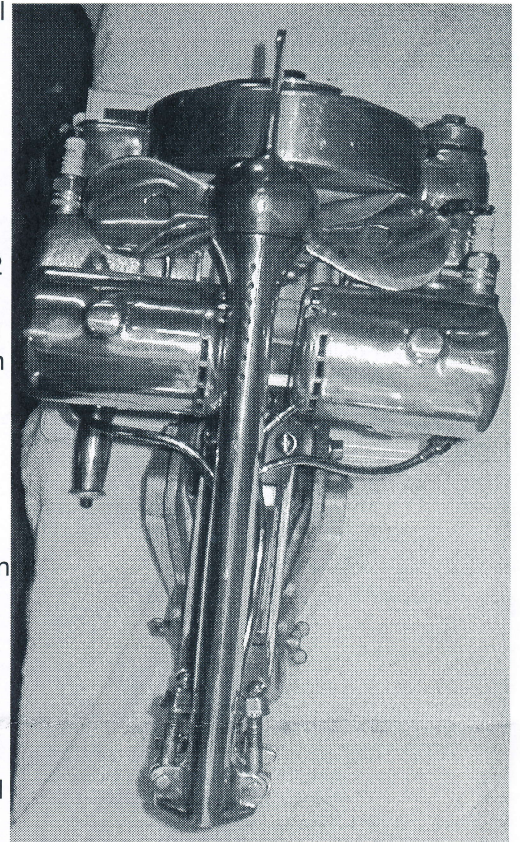
A 1930's Elto Fold-light outboard will power the boat since it can be folded up out of the way when used as a sidecar. Another advantage is that the motor weighs only 29 pounds; even the larger bolts and nuts are aluminum. The power output of 2 3/4 horsepower is just right. I have just finished restoring the little outboard which can be seen in the photos. It

was displayed at the last meet in Newport along with Jack Holtwick's excellent unrestored Fold-light.

The October, 2004, Antique Outboarder Magazine has an article on the Fold-light which confirmed my suspicion that it is a Lockwood design. The vented propeller as the water extraction "pump" is the major clue. All in all it is a very clever design. Two versions were made; one with magneto ignition like this one and one with the old Atwater Kent Timer.

battery ignition.

The boat/sidecar will be attached to a 1935 BSA OHV V-Twin. It is restored and ready to go as shown in the photo on page 7.

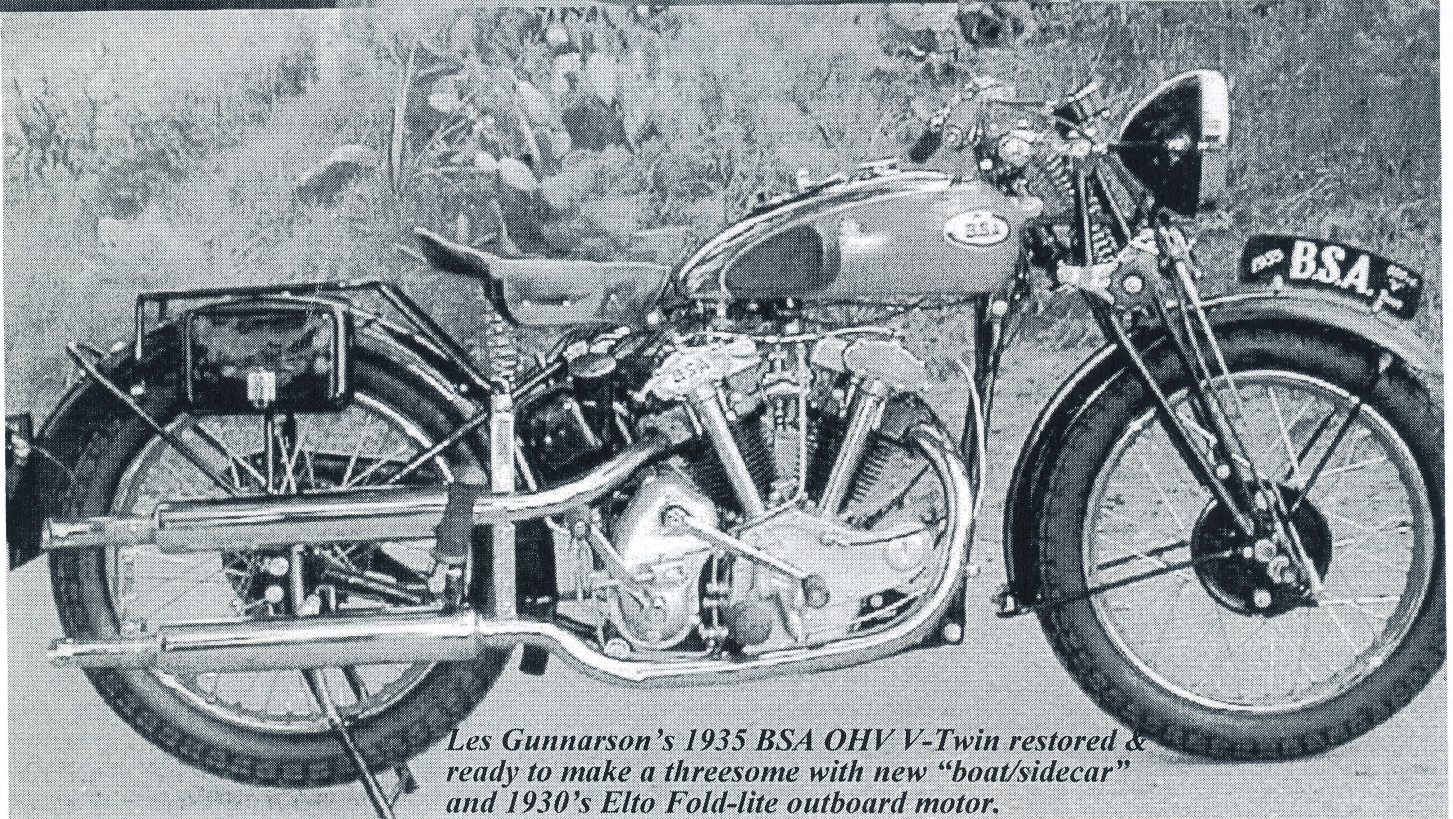
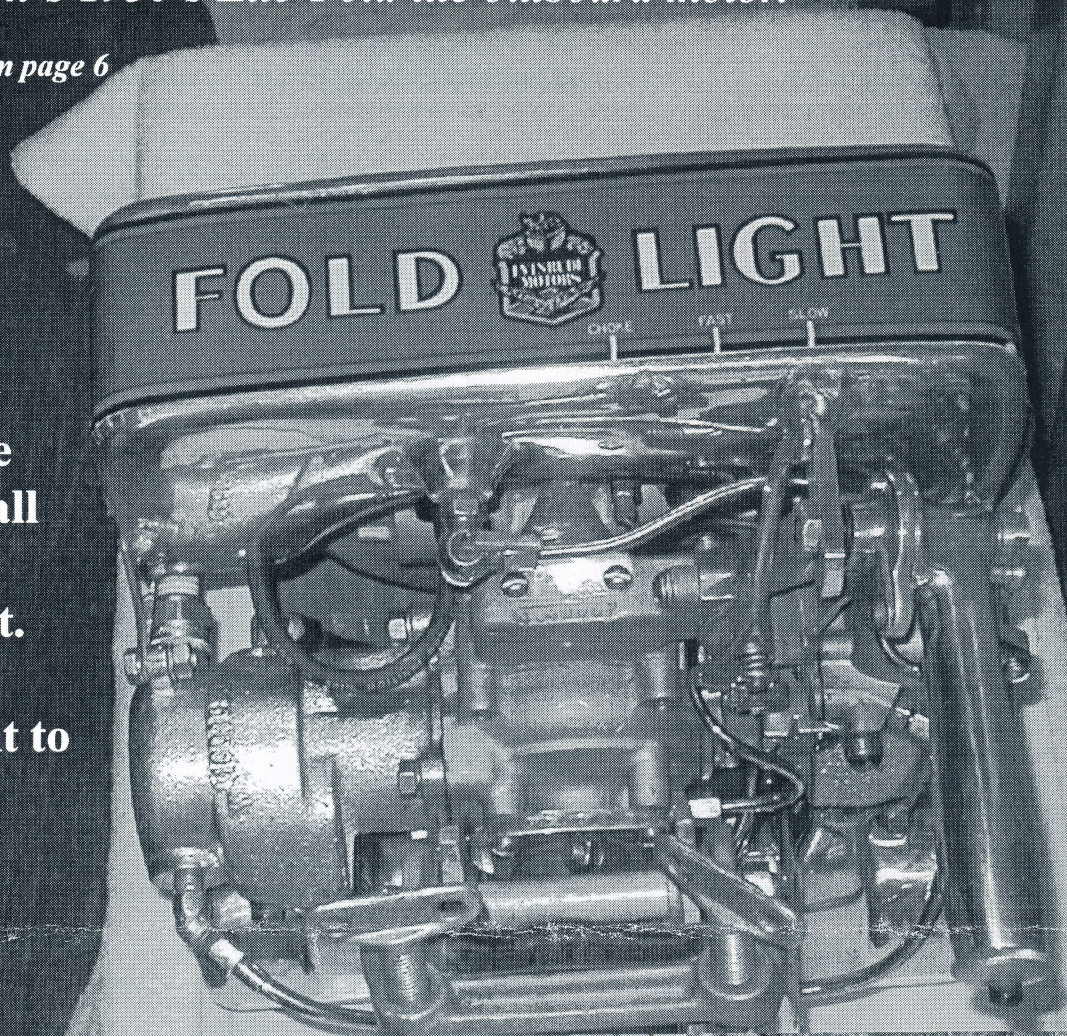


Les Gunnarson's 1930's Elto Fold-lite outboard motor.

Continued from page 6

Imagine a motorcycle sidecar that would also be used as a small outboard powered boat.

We can't wait to see it Les!



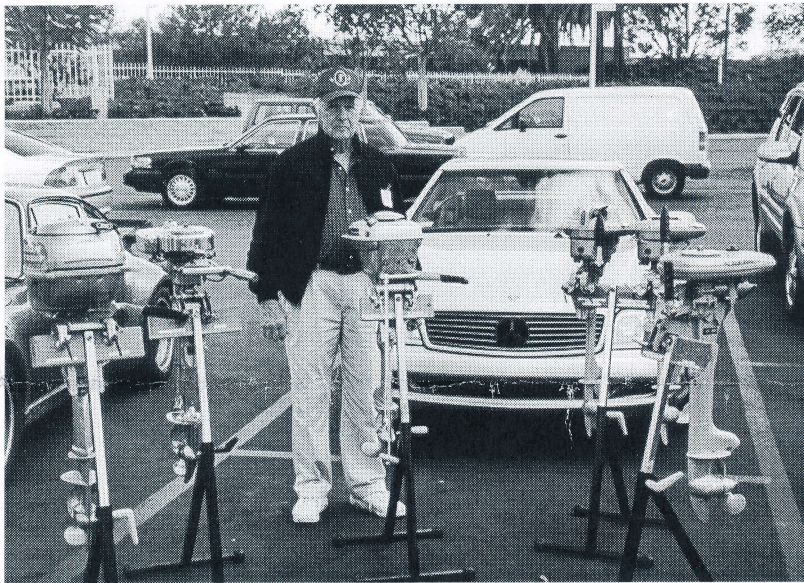
Les Gunnarson's 1935 BSA OHV V-Twin restored & ready to make a threesome with new "boat/sidecar" and 1930's Elto Fold-lite outboard motor.

We Thank Jeff, at Laing's Outboards, for the Following Industry News

Outboard motor technology continues to evolve to suit the ever changing demands of the marketplace, as well as a myriad of upcoming antipollution regulations. Most of the technology enhancements are aimed at the direct injected two strokes. Evinrude's new E-TEC, and Mercury's Optimax are making strong challenges to the popular 4 strokes. Evinrude's E-TEC was introduced last year in two and three cylinder engines. This year they are unveiling the V-6 version of the E-TEC. They will be available in big-block 200, 225 and 250 hp models. These are not brand new powerheads as were the five original E-TEC engines. Evinrude's 3.3L (200cid), 90-degree big block V6 forms the basis for the new V-6 E-TECs. It's the same block Evinrude that has been used for years, but with different pistons, sleeves, exhausts, intakes and butterfly plenums. The old 3.3L block's cooling system has been extensively re-engineered to better cool the engine when running at full throttle. The pistons have been redesigned and the wrist pins moved to reduce piston slap. The oiling system has been changed so that the oil is delivered directly to the connecting rod bearings for better lubrication, and less oil is used in the process. The heart of the E-TEC system is a new fuel injector for the direct-injection system. Unlike Evinrude's Ficht system (still used on the small block V-6 engines and on the V-4's), which employs a solenoid at each cylinder to force fuel into the combustion chamber, E-TEC uses a coil surrounded by a magnet to move the piston. The coil acts just like a speaker coil, but drives a piston instead of a cone. The amount of fuel delivered to the cylinder depends on the length of the piston stroke. The E-TEC system has two major advantages: First, the E-TEC coil can develop more pressure (up to 700 psi) than the Ficht solenoid (500 psi), and

secondly, the polarity of the coil can be reversed, allowing for better control of the piston and a quicker plunger return.

According to Bombardier engineers, the soot problems that affected early Ficht systems have been totally eliminated with E-TEC. The new system's increased injection pressures ensure better atomization of the fuel, and a redesigned nozzle swirls the fuel as it enters the combustion chamber. In addition, the intensity and duration of the spark ignition is tailored to the needs of the engine depending on the engine speed and



loading. All three features contribute to cleaner burning and increased spark plug life. The E-TEC line of engines will continue to expand. The technology can be used on engines as small as 3 hp.

The next set of antipollution regulations the marine industry will have to deal with is carbon monoxide (CO) emissions. The direct-injection two strokes offer the lowest CO levels of any current technology, so they are best prepared to handle the new regulations. The four stroke outboard manufacturers have recently been looking into the implementation of catalytic converters. This has been a proven method for reducing CO emissions in autos for years, but it remains to be seen how catalytic converters will hold up to the marine environment, and what affect it will have on the price of four-strokes.

NEW PARTS - Laing's Outboards is always searching for new supplies of parts for old motors. We have recently found a supplier of new breaker points for the 3 cylinder Scott-McCulloch motors from 1960-69. These are newly made, not old stock. We also have a fresh supply of new cylinder head gaskets for the same 3 cylinder Scotts. Another new item we just discovered are new ignition coils that will fit the 16 hp Scott Atwater and Firestone motors. I know of many motors that were junked due to lack of coils; well, no more. They will also fit many other motors with a Wico ignition with the large size coil arbor.

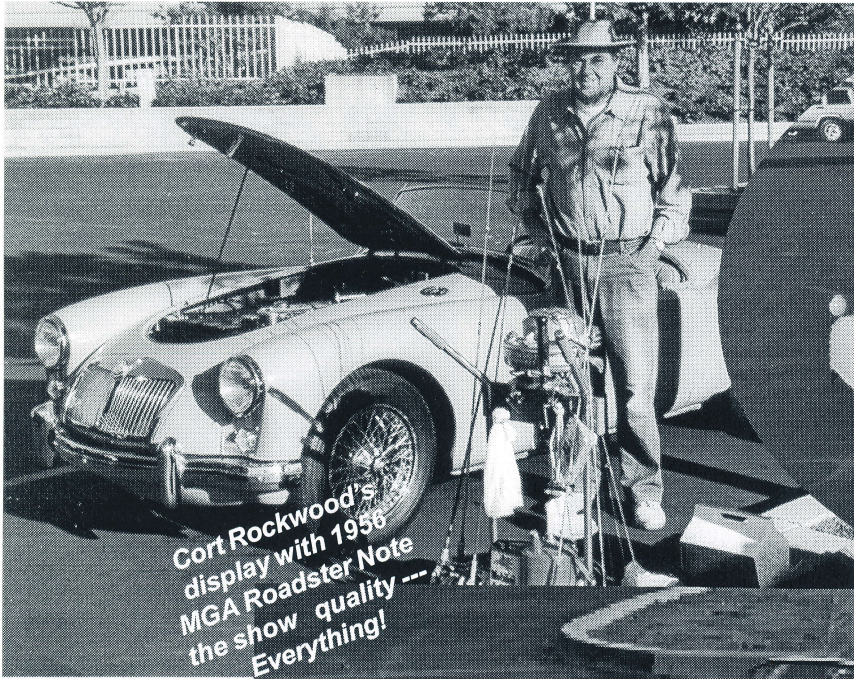
We have just acquired the assets of an old time Mercury repair shop. We will be disposing of some extra items on E-Bay in the coming weeks. Items will include old Mercury parts books in Mercury counter racks, a Mercury microfiche machine with cards, old test wheels, many NOS parts, and more. Our seller name is jeffl5798. Add it to your favorites.

For questions, advice, to make suggestions or order products, E-Mail us at Jeffl5798@wzrd.com or call toll free 1-800-463-9001 or visit our

website at:
www.laingsoutboards.com

We originally found out about Laing's Outboard News from our Chapter Member, David Marotta, pictured center of this page with some of his handiwork. He is always looking out for us.

Look forward to reading an article David Marotta found recently in the Professional Boatbuilder Magazine in our March 2005 Chapter issue. It is entitled, The Doctor Is In. The author, Lincoln Davis, has been an outboard mechanic for over 45 years and it is very interesting to read of his opinions and observations over the years. This article may take a couple Newsletters to print, but it will be most enjoyable, I assure you. His private collection, and museum consists of mostly Mercury motors representing various stages of development in outboard technology.

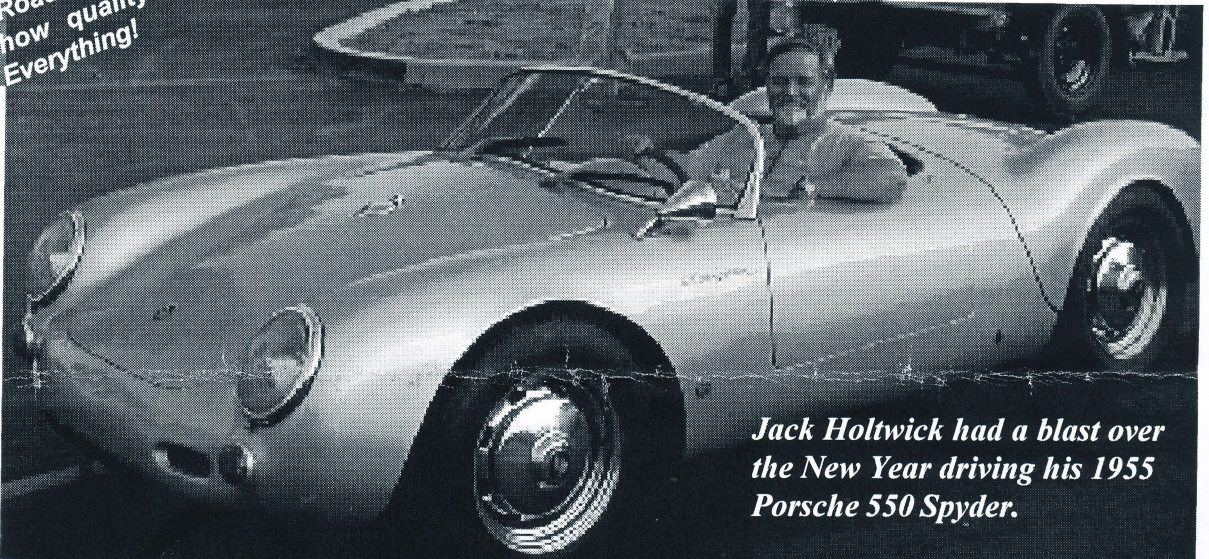


Cort Rockwood's display with 1936 MGA Roadster Note the show quality --- Everything!



Richard and Susan Playevitch arriving by 100 point Isetta

Our Rides can be Equally as Interesting as our Outboards!



Jack Holtwick had a blast over the New Year driving his 1955 Porsche 550 Spyder.

This extremely rare Mercedes Benz SL was purchased in 1997 by Weston Hook and restored completely. This is the picture from pages 54 & 55 of the Mercedes Benz Classic Magazine, Jan. 2004 with a complete history of the car. Look closely - Weston is at the wheel. Both car & owner are also featured with a huge 2 page spread in Auto Bild Magazine, November, 1997.



CLASSIFIED

Need Help? Call Rob at Lee's Marine - Specialists in all early motors at 714-739-1003

Wanted: 1950's, 15/18 or 25 hp. motor sporter@mercedid.org (209-722-5761)

For Sale: 1957 Cadillac Monterey classic outboard runabout 15 foot, with 35 hp. Evinrude. Lots of extras + new galvanized trailer. Call Paul Chapin 386-668-2473

For Sale or Trade 3 Mercurys: Mark 20 Mercury, restored, Mercury Hurricane, restored, Mercury Cruiser, unrestored. Please call Lee at: 909-790-8168.

Bunch of Motors 4 Sale: Call Vernon McKinley 480-654-5315

For Sale: ELEVEN MOTORS; Merc Mark 35A, Evinrude Speed Twin, 1934 4 hp Evinrude, Scott Atwater - 5hp., Corsair - 7.5 hp., Johnson TD20 - 5 hp., Johnson JW10 - 3 hp., Hiawatha - mod 25-7970, Sea King - 5 hp., Johnson QD10 - 10 hp. 1945, Evinrude 9.7 hp. 1945, All unrestored. Call Paul 805-544-4471.

For Sale: Race Boat, motor & trailer - 1953 Feather Craft Boat - Twin cockpit deluxe runabout 12' aluminum race boat. XInt condition, original trailer. Merc Mark 25 motor with remote tank and controls. \$4,200 / \$3,700 without motor. Call Mike: 916-962-2942

Wanted: Restoring 1937 Johnson Model 210 - Need; complete carburetor assembly, carb to crankcase clamp, carb air intake tube, tank to carb fuel line, and a propeller. Please E-Mail me at ronacco@earthlink.net

For Sale: 3 motors for \$350.00; Light 4 Evinrude, Zephyr, Mercury Mark 28. Call John 909-414-8552.

NICE TRAILER - to show & transport motors to meets. Call Bob at 949-722-8823
For Sale: 1936? Neptune, 2 h.p., 1940 2 1/2 h.p. Johnson, 1951 7 1/2 h.p. Scott, 1948 10 h.p. Merc. Call Mike 619-421-7487

Wanted: Long Shaft Tower Unit/Intermediate Housing for Mark700 Call Larry 707-677-3485

For Sale: 1957 Century Palomino, 35 h.p. Johnson & trailer. Complete but needs serious restoration. Call Bill at 661-327-8970

For Sale - 1968 Tahiti 18 1/2' Ski Boat W/1976 Mercury 150 h.p. Just rebuilt and FAST! Good trailer. Call Jim 858-354-2225.



Need Help With Outboard Restoration or Repairs? Don't forget Outboards are Brad Menet's business - Brad IS HIGHLY recommended @ 949-646-7748

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Frank Fowler (2-1-05)
4918 Coldbrook
Lakewood, CA 90713



LOOK!
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