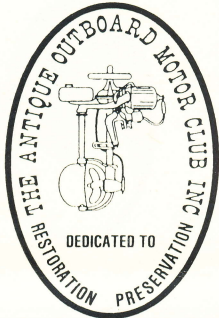


Antique Outboard News

SOUTHERN CALIFORNIA CHAPTER



JULY
2000

Volume 2, Issue 4

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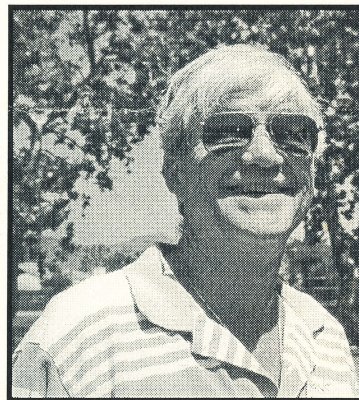
OUR NORTHERN CHAPTER MEMBERS "ROLL OUT THEIR RED CARPET"

By Lee Kinnel

"PARTY PUTTERERS" is the name **Tim Coleman** gave to our June 3rd Meet. He is definitely entitled to this honor after generously donating a motor to our Chapter to raffle for the third meet in a row. We thoroughly enjoy all our raffles and take our **HATS OFF TO TIM COLEMAN!**

As I write this article, I am getting ready for a trip to Roseburg, Oregon. **Tim Coleman** has struck again! He called me relating a story of a man in Oregon who is closing his outboard repair shop and wants to sell off some old motors and parts. I called the man, and the deal was done. Now mind you, this is at least a 1400 mile round trip in four days. Have I lost my mind or what? Later on in this article I will let you know what I found and brought back home - so keep on reading.

On the day of our June 3rd meet we anticipated hot weather, and a long trip from Orange County to Camarillo.



Walt Thompson from Morro Bay, surprised us by attending our meet.

Much to our delight the trip went fast and easy and the weather in Newberry Park was on the cool side - totally refreshing. **Dennis Byrne and co-host John Coultas** were on the scene to greet us. **We were ready to PARTY!**

Each time I read our Chapter's roster and see **Walt Thompson's** name I think, "We'll never see him, he lives so far away." But, it happened, Walt Thompson did show up and his wife, Pat, joined us for lunch. This was a special treat and we truly enjoyed getting to know them both. Of course, Walt acquired two motors to take home.

Speaking of lunch, **Dennis Byrne**, pictured below, cooking, really served us **FIRST CLASS!** The menu was complete with barbecued steak and cowboy beans with steak, potato salad, and garlic bread. What more could we ask for? Notice that in the background **Robert Argott** is watching Dennis cook with great anticipation.



Thank you Dennis Byrne for planning our meet, complete with "red carpet treatment," preparing and serving such a fantastic steak luncheon.

Continued on Page 4

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

David Marotta
32 Buccaneer Way
Coronado, CA 92118-3257



**NEXT MEET
AUGUST 5TH
SAN DIEGO**

Getting to Know Chapter Member Al Jarvis

By Al Jarvis

At our recent Newberry Park meet, our Chapter reporter/photographer approached me for information concerning my background, what sparked my interest in antique motors and when did I become a member of the AOMCI?

My reply of having been an investigator for the Department of Defense came easily.

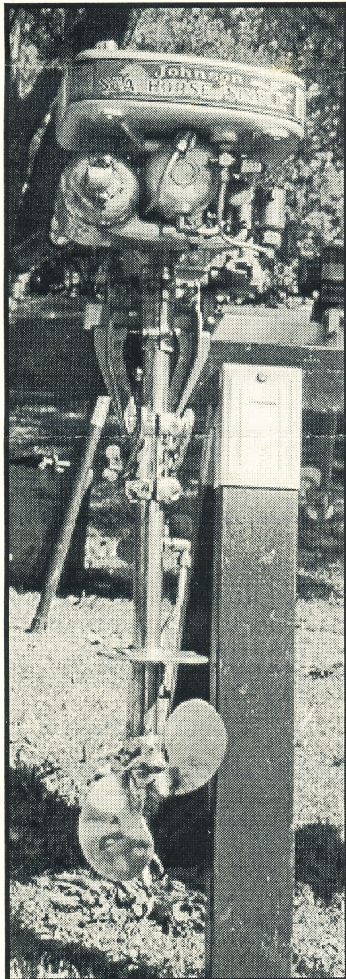
As a family, summer vacations were spent at Big Bear Lake, commencing in 1939. The following year, we launched a small, family-built sailboat which tended to be driven sideways by the wind rather than forward, much to the amusement of boaters with motors. In 1941, we returned to the lake with a 1941 Johnson HD-20, a 2 1/2 hp. motor which replaced the mast, sail and other allied parts. For ten consecutive years after that the motor provided faithful, reliable and trustworthy service. My children learned to operate it properly and for 35 years, we ran it in the backwaters of the Colorado River, south of Blythe, California. It is currently in the hands of one son who lives in Parker, Arizona, and still runs like a fine watch. Both he and his brother

who resides in the Blythe area have contributed various motors to my collection and now share an interest in antique motors themselves.

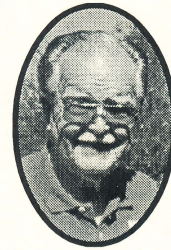
Their efforts were out done by my oldest daughter, who until recently, spent 18 years in Wisconsin. Although there were three National Members residing in the same small town, she was able to come up with many fresh water antique motors. In about 1984, during a visit, I mentioned to her husband that I had been forced to rivet together the return spring on the little Johnson. He directed me to the local outboard sales and service facility. It developed that the owner of this sales facility was an AOMCI member and he had many beautifully restored antique motors. He provided the replacement spring along with a Club Membership Application.

It has been nothing but FUN ever since.

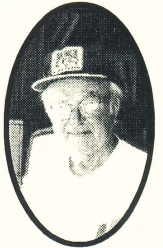
Above, see Al Jarvis with his Evinrude Zepher, 4 cyl. very small displacement, 1940-1941, 5.4 hp. Pictured at the left is Al's Johnson, J.25, 1.5 hp., 1925-1932. Both are restored beautifully.



UPDATE: Tom Briggs & "Doc" Eyre,



Tom Briggs is home from the hospital. He is not up to running the 100 yard



dash, but he is recovering very nicely. "Doc" Eyre is convalescing. We miss you both. Hurry and get well.

Newly Elected Board Members Through June, 2001:

Lee J. Kinnel, Pres.	714-996-6661
Tom Lockwood, V.P.	714-635-3295
Jackie Kinnel,	714-996-6661
Newsletter, Treasurer, Secretary, Photographer	

Cruising Economy

Article taken from July, 1929 issue Outboard Motor Boating Magazine (Thank you Larry Cupernell)

Just how economical it is to cruise in a modern power boat is well shown in the record of expenses of an actual nine day trip in one of the new A.C.F. 30 foot double cabin cruisers. There were two persons making this trip and an accurate account of all the expenditures for food, maintenance of the boat, including all operating costs shows that the cost per day was considerably less than \$4.00. There is little question but that this form of recreation provides as enjoyable and inexpensive a vacation as could possibly be found.

(With our present gas prices - this really describes the Good Old Days.)

SAN DIEGO HERE WE COME!

The decision is unanimous, Mission Bay in San Diego, "The World's Finest Aquatic Playground" will be the site of our **August 5th Wet Meet**.

Gerry Coates will arrive early to secure our site.

Simply take the Clairemont Drive turn off from the 5 freeway. As Clairemont Drive winds around, turn towards the bay. You will see the Visitors Center, and the sign "Boat Ramp" to the right. Turn right, follow the road past the launch ramp to the next parking lot making a left into what looks like a semi-private area with ample parking and - **you'll see your friends with lots of outboard motors to show and trade**. It is easy to find. I'll see you around 9:00 a.m., if not before!

Bring your boats, Jet Skis, Wet Bikes, Wave Runners, etc. All vessels must comply with California and US. Coast Guard requirements for minimum safety equipment. Personal flotation devices are required for each person on board for all vessels. All boats exceeding 16 feet in length as well as all power boats must carry a Type IV throwable PFD on board. The boat registration certificate/card is required to be carried on board the vessel at all times, and must be presented to any peace officer upon request.

Fishing is permitted in all areas of Mission Bay, except in Swimming Areas, Water-ski Landing and Take-off Zones, Special Event Areas, Personal Watercraft Areas, and from any bridge. Fishermen in boats should stay away from water-ski areas and are not permitted to anchor in or near the center-span of bridges, or so as to obstruct the free navigation of any area.

Dogs are not allowed on any public beach or public park in the City of San Diego between the hours of 9 a.m. and 3 p.m., leashed or unleashed.

To camp in a R.V. overnight, call Campland-on-the-Bay: 619-581-4200, and De Anza Harbor Resort at:



Try to take an extra couple days and make a family affair out of this meet. Imagine how much FUN the BUTCHER TWINS are going to have (pictured above with their father, CRAIG) in San Diego. They can swim, roller blade, bike ride, boat ride, fly a kite and after the meet visit Balboa Park & see all the museums, the Zoo, Sea World, the Old Spanish Light House in Point Loma, beautiful Aquarium in La Jolla, take Mom shopping at Sea Port Village, to mention only a few great places to visit and enjoy with your family.

619: 273-3211. It is unlawful for any person to camp, sleep or lodge overnight on any public beach or in any public park in the City of San Diego.

If you plan to stay at a hotel CALL TODAY, as the summer is a busy time.

Hotel accommodations include:

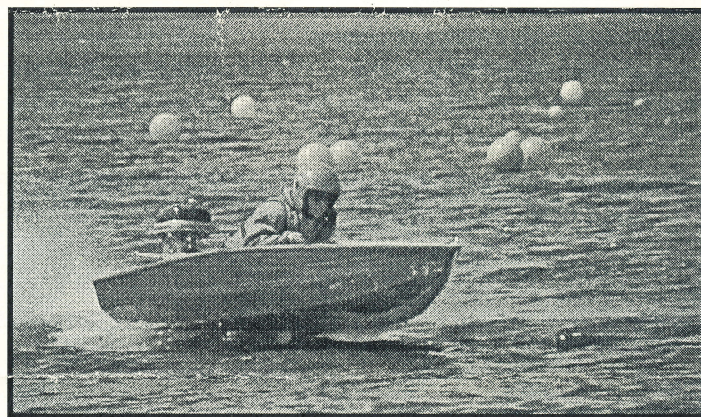
Bahia Resort Hotel	619-539-8770
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Dana Inn & Marina	619-222-6440
Hyatt Islandia Hotel	619-224-1234
Hilton Resort Hotel	619-276-4010
San Diego Resort	619-274-4630

Do you think **Jack Holtwick** will be performing jumps with the Dynafoil watercraft which we spotlighted on the front page of our May Newsletter? I would sure like to see that jump, Jack.

Our newest members, Pat and Steve Hurley (in oval inset, below) brought their 1931 Mullins Rocketeer, red and white steel boat to our last meet at Puddingstone. Do you remember meeting them? They are pictured below. It is a compliment to all of us that they decided to join our Chapter and we welcome this fine couple wholeheartedly.



Hopefully, Bob Myers from Camp Connell pictured below -flying across the water in the new boat he recently built, will join us too. We are anxious



to meet Bob. **Gerry Coates** will have his boat available for Chapter Members to take a ride.

An easy lunch of Hot Dogs, smoked beans flavored with beef & bacon, soft drink, and ice cream sandwiches will be sold for a nominal sum. Sounds so good.

San Diego Meet promises to be one heck of a great day by the sea and one heck of a great outboard show!

Please **CALL ME TODAY** & say you'll be there! Lee: 714-996-6661

NEWBERRY PARK MEET, JUNE 3RD

Our first member to arrive at Camarillo on June 3rd was **Les Gunnarson**. He has learned that the "Early outboard enthusiast gets the motors." Les was kind enough to point out that, "There are two 1941 Elto Pals at the meet today. **Jack Holtwick** has one with him and so does **Tim Coleman**. In fact, he said, I even have the original literature with me, advertising 1941 Elto Outboard Motors."

The short blurb in Les's literature describing The 1941 Elto Pal states that it is one of the lightest, handiest and most economical of outboards. Weighs only 14 pounds and runs 1 3/4 hours on a single quart of fuel. Super-magneto ignition and flood-proof carburetion. Patented Co-Pilot vibrationless steering. Underwater silencing and trouble - proof centrifugal pump cooling. Drives good boats up to 6 miles per hour. 1.1 N.O.A. certified brake H.P. at 3750 R.P.M.

With this description in mind, please enjoy the pictures of both of these men at our meet, proudly displaying their Elto Pals, at the top of this page. We kept watching for



Tim Coleman with his 1941 Elto Pal



Jack Holtwick with his 1941 Elto Pal on the back of his 1941 Ford Pickup

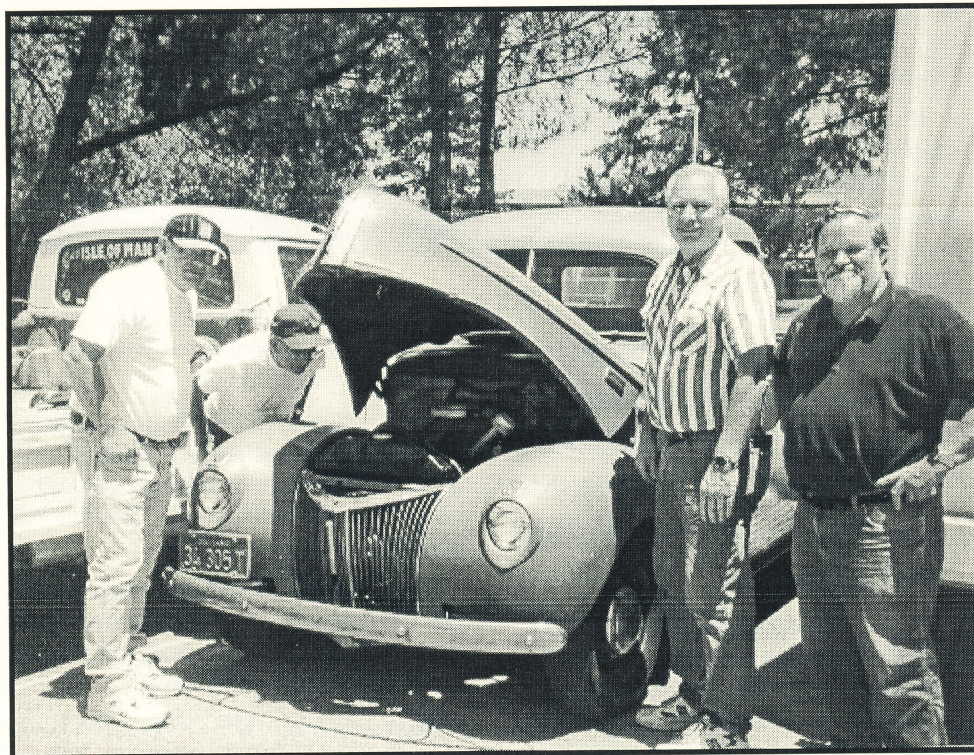
Jack Holtwick to arrive, thinking he must have gotten lost. But when he showed up in his newest purchase, a 1941 Ford Pickup, we knew he had

carefully taken it slow all the way! Pictured below, admiring Jack's pickup are from left to right, **John Coultas, Al Jarvis, Lee Kinnel and Jack Holtwick**.

DO WE HAVE FUN OR WHAT? If you did not get a chance to make this meet, be assured, you were greatly missed. We watch for each and every one of you to drive in, especially for those who say they are attending.

By the way, while I'm thinking about it, I need a special favor, **could everyone please call me** at least a week before every meet so we may plan for food and prizes, etc., and tell me whether or not you will be able to attend. You have no idea what a help this would be. Please call: 714-996-6661. **Thanks.**

The day continued to surprise us with the arrival of **National Member, Jeff Moerer** and his son **Ryan**. We expected Jeff to arrive and bring a 1949 Mercury motor for **Jerry Coates**, but we did not expect him to **give away two outboards** to our members. **Harry Martin** was pleased to



NEW FRIENDS, OLD FRIENDS, MANY LAUGHS



New Chapter Member Jeff Moerer and his son Ryan

receive a Johnson Motor and I was given an early Chrysler motor. This was an especially nice gesture from an especially nice man. Jeff won a Sears tool set as a door prize. His Chapter Membership was received June 22nd! We are looking forward to enjoying many more good times with **Jeff Moerer** and his family.

Chapter member, **Wayne Richards** (pictured above) was delighted that he only had to drive about two blocks to the meet. It was a treat to meet **Wayne and Gail, and son Lewis**. Lewis probably preferred to be playing baseball, but he didn't let it show and had a good time sharing his very nice outboards with us. Hopefully the Richards will plan to join us in San Diego on Mission Bay, August 5th.

With all the activities San Diego offers, it would be a good time to plan a family vacation. There are hotels as well as a recreation vehicle park right on the bay, complete with Sea World, the Zoo, La Jolla fish Aquarium, boating, fishing, bike riding, roller blading, Balboa Park Museums, Sea Port Village Shopping for the ladies - to mention only a few avenues of



Chapter member Wayne & Gail Richards & Son, Lewis

entertainment in San Diego.

Remember, at our meets, Members are available and waiting to help you with problems and to assist you in getting your motor running. At the June 3rd meet, **Tom Lockwood**, our Chapter Vice President, assisted **George Kent** in completely reassembling the lower unit of a Mercury Mark 5.

George Kent recently acquired a beautiful book entitled "The Legend of Mercury." It has 208 pages of information and would be a tremendous asset to any antique outboard library.

Herb Maier discovered a great coil tester at Radio Shack. It is a digital meter number 22802 with in-box auto ranging and sells for \$24.00.

Harry Martin was the lucky winner of the 7 1/2 hp. Elgin donated for raffle by **Herb Maier** and the Sears screwdriver set door prize. Can you believe we were fortunate enough to have two engines to raffle at this meet. Spoiled we are! We love ya Herb.

Dennis Bryne won the raffle for the Spiegel Brooklure, 5 hp., donated by **Tim Coleman**. I have not been able

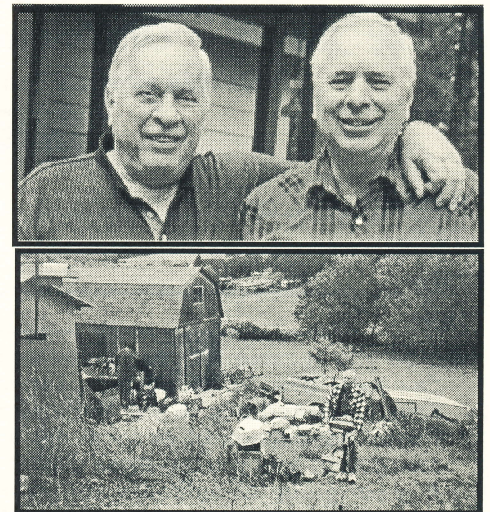
to reach Tim for a couple days by phone. Gosh, in order to keep us in outboards to raffle he must be a busy man on the road. He has a big, big heart and we all truly appreciate his generosity.

On page one I told you I was planning a trip to Roseburg, Oregon on a tip from **Tim Coleman**. Well, what a trip it was - 2000 miles in four days! But, did I find any outboards? **YES!**

At my first stop I almost dropped my teeth when a man pulled out a beautiful, original, 1949 Mercury Hurricane. It had hardly been used. He was selling it because it didn't have enough power for him. When I got it home I discovered that the propeller's clutches were not tightened to specks. By tightening these I greatly increased the power. The motor suddenly came alive!

So, on this trip I ended up with the Mercury Hurricane, four Mercury Mark 20's, one Evinrude, two Johnsons and three Martins. I was disappointed in the Martins and believe them to be only parts motors. Many of the places were very hard to find and to get back out of with a motor home and a trailer. It was indeed quite an experience.

Below is a picture of me hauling a Mercury Mark 20 out of a remote outboard graveyard in Roseburg and of me and my friend Adin Bailey from Klamath Falls, Oregon who with his sister, June, helped me greatly in my search for vintage outboard motors.



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

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

MEMBERSHIP APPLICATION

Name _____

Address _____

City _____ State _____ Zip _____

Date _____ Telephone _____

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

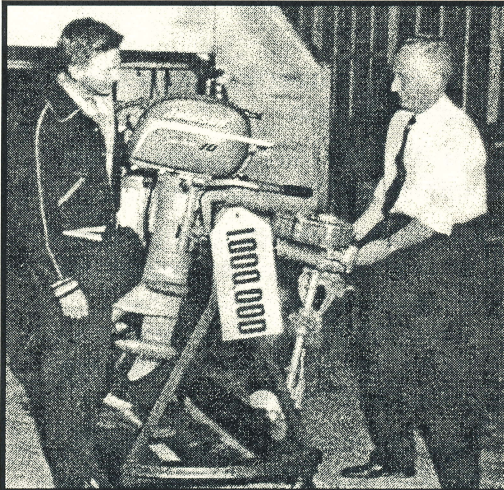
1. Our local Chapter Newsletter. (Approximately 6 per year)
2. Free classified ads in our Newsletter for both Wanted & For Sale items.
3. Postal notification of all local dry and wet meets. (Approximately 6 per year)
4. Members to help you find those difficult parts to locate and help you sell your unused items.
5. A great group of outboard enthusiasts with whom to socialize and have fun!
6. Questions? Call Lee at 714-996-6661 or Tom at 714-635-3295

JOHNSON OUTBOARD MOTORS

Lou, Harry, and Clarence Johnson were the sons of a Danish tool dresser who let his red-headed kids have the run of his home workshop while they were growing up in Terre Haute, Indiana. By 1912 Lou had designed and built a steel-framed 750 pound monoplane rated America's first, powered it with a V-form engine he and his brothers had created, and flown it as well.

The Johnson School of Aviation followed until a tornado wiped it out. Already the boys had built 20 boats. One, Black Demon III, established a successful racing record powered by two inboard engines of Johnson design that turned on 180 horsepower each. In 1917 they formed Johnson Motor Wheel Company to produce a small twin-cylinder 1 1/2 horsepower air-cooled engine that could be used to power a bicycle. A year later the company moved to South Bend and was booming until the 1921 postwar recession knocked them out of business.

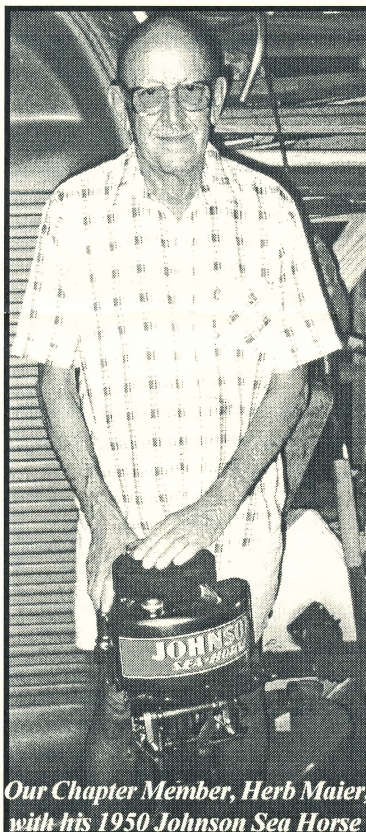
Reorganizing they adapted their light little 1,200 rpm aluminum power plant to drive a two-horsepower outboard. Total weight was only 35 pounds. By December 1921, the Johnson Motor Company was in production. More than 3,000 Johnson Waterbug motors were turned out that first year, each selling for \$140. Seven thousand were made in 1923. Exceptional light weight, plus full pivot steering so the complete engine could swing around for powering astern, were strong sales features. Lighter still, a single-cylinder, 1 1/2 horsepower, 27 pound motor was added to the line in 1925 and as racing became more popular and the demand for power and high performance increased, a six-horse model, 2300 rpms, was created for 1926. This was the 1926 Johnson Big Twin, which really "went to the races" by setting the world's water speed record. It set the record at 16 miles per hour, but by the end of the year, it had re-written the record book many times, bettering its previous records to



The 1,000,000th Sea-Horse is shown with the First Johnson Outboard.

32.14 mph by the end of the year. Sales of this remarkable motor reached 14,417.

By 1929 the Johnson Motor Company had graduated from Waterbugs to Sea Horses in 2, 3, 10, 14, 16, and 32 horsepower models and was establishing a new million dollar plant in



Our Chapter Member, Herb Maier, with his 1950 Johnson Sea Horse

Waukegan, Illinois. It had spent \$600,000 for the year on advertising and promotion when the stock market crashed. The first of the Sea-Horses were the Sea-Horse 16 and 32. These featured water cooled underwater exhaust, offset cylinders, twist-grip throttle control, and a rotary valve that boosted horsepower by 50% by permitting a larger charge to be taken into the crankcase. These motors operated at 5,000 rpms, and set a new world speed record for outboards of 49.34 mph.

Total sales of outboards of all brands were 59,000 in 1929. The depression hurt. Sales were only 12,000 in 1932.

On November 6, 1952, the 1,000,000th motor rolled off the Waukegan assembly line, to appropriate fanfare. This motor was a QD-14, which developed 10 horsepower. There were 60,000 of these motors produced over a four-year period. It would go 20 miles an hour, and featured a forward-neutral-reverse shift and connections for the Ship Master remote control unit. The QD series of motors also featured rubber motor support mounts for better noise vibration suppression.

Just seven years later, in 1959, the 2,000,000th motor was produced. This was a V-75, which was 25 more horsepower than the previous year's highest model. The V-type engine had just been introduced the year before with the V-50.

Being used to milestones by this time, the 3,000,000th motor was produced in 1968. This was a loop-charged Sea-Horse 55, one of the first of the loop-charged Johnsons. Loop-charging is a more efficient method of getting the fresh fuel into the combustion chamber while getting the old gases out. The loop-charging system allows for lighter pistons, and the engine also runs cooler, allowing the engine to run at higher rpms, generating more power, without raising the temperature.

Technical Tips

Installing Decals

Submitted by Herb Maier after our last meet when 2 of our members won \$25.00 gift certificates to Decal Headquarters. Article taken from October 1984 Antique Outboarder

a. Surface to which transfer is to be applied must be clean and reasonably smooth.

b. Apply thin coat of transfer cement to surface slightly larger than area to be covered by transfer.

c. Immerse the transfer in water (blue and silver transfers in cold water) (old style bronze transfers in hot water - hot water makes these transfers more pliable). When transfer starts to free from paper, remove from water.

Do not leave in water until transfer floats in water.

d. Slide transfer from paper and apply to surface.

e. Rub transfer out gently by hand until smooth and in position.

f. Then rub transfer gently with soft piece of rubber such as a windshield wiper blade (a damp cloth or soft rubber roller can also be used) to wash out bubbles and all moisture between surface and transfer.

g. After transfer has dried for at least 24 hours it is permissible to spray a thin protective coat of Spar varnish over transfer. This will tend to make transfer stand up better.

The above procedure covers all transfers with the exception of those on thin onion skin paper.

When using this type of transfer proceed as follows:

a. Mix solution of one-half naphtha and one-half toluens.

b. Dip transfer, take out immediately shaking off excess fluid.

c. Press transfer in position on tank, removing backing paper. Wipe any solution from tank surface as soon as possible.



I hide when my owner applies decals - the air turns blue!

How To Make a Spark Plug Reducer Bushing

Submitted by Herb Maier from October 1992 Antique Outboarder

If you are restoring an old outboard motor that had a short spark plug, such as the 1935-36 Evinrude Sportsman which used a J 1-15 Champion, you can make a reducer bushing to take a newer style 14mm short plug.

Take an old 18 mm plug with the removable center core, disregard the center core and holding nut. Drill and tap the base to 9/16" x 20 thread. If you don't have a 9/16" x 20 tap, your local bicycle repair shop should be able to do it for you, because English bicycle pedals are that size.

Cut off and use the 18 mm part to thread into the cylinder head, and you can thread the modern 14 mm short plug into the bushing.

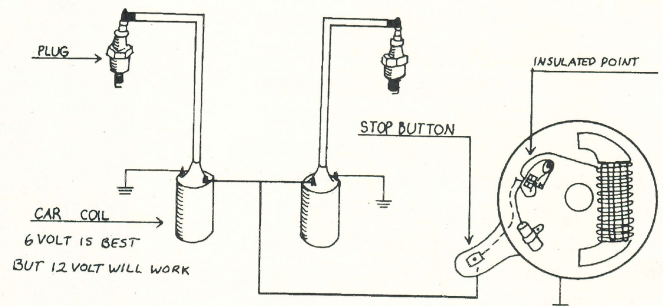
Down a Lazy River with No Oars - Solution

Submitted by Herb Maier, From January, 1984 Antique Outboarder

The solution, as many readers have guessed is this. There were many old cars and trucks in the wrecking yard. The majority still had their engines and coils intact with plenty of spark plug and lighting wires. Salvaging several coils, two long spark plug wires and several lengths of lighting wire was an easy task. I knew the primary winding on the outboard motor was good so hooding one wire from the stop button terminal under the spark advance lever to a terminal on the coil and another wire from a ground on the motor to the other terminal on the coil, I then ran the long spark plug wire from the coil to the plug, gave the motor a spin and got a good fat spark. I then tried two coils hooked up in parallel, got a weaker spark on both plugs, but the motor started and kept running.

There is a tip here for some of our members who have an old motor with a dead coil and are anxious to hear it run but have no hope of getting a replacement coil. Try this old trick.

Get an old car coil for each cylinder and refer to the diagram for hook up. Assuming of course, that the primary winding is good.



AOMC Southern California Chapter July, 2000

Argott, Robert
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909-849-3817

Beguhi, Philip
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Boss, Dale
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Briggs, Tom
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Brinkman, Jr., Paul
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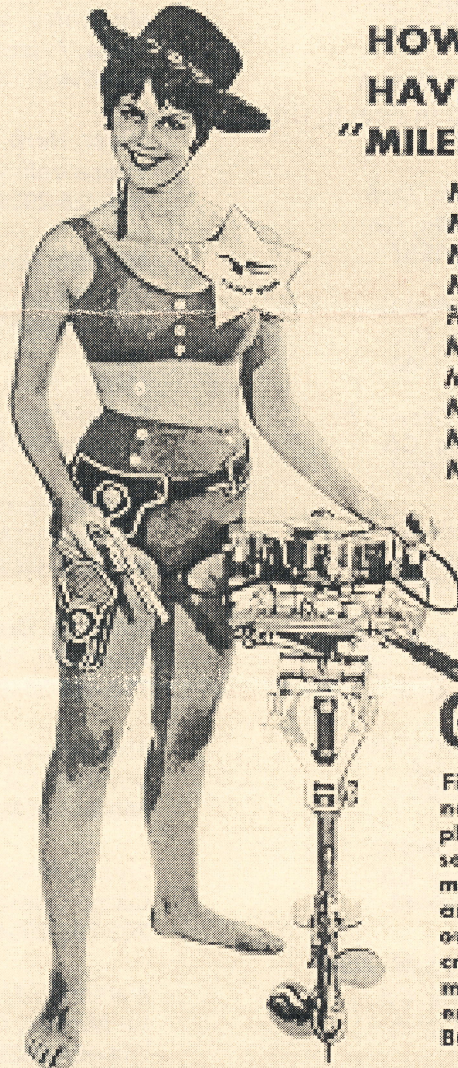
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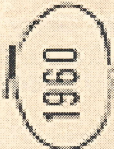
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