



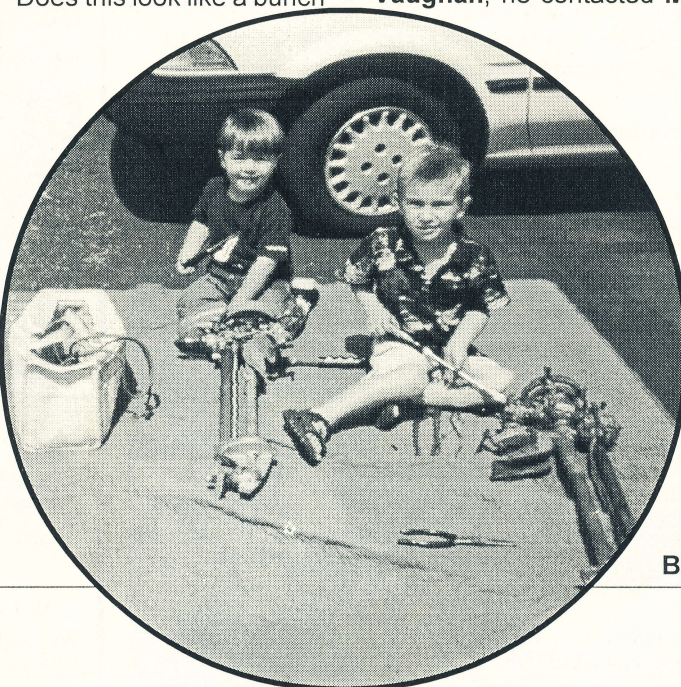
MacDonald Photo

ANTIQUE OUTBOARD NEWS

SOUTHERN CALIFORNIA CHAPTER, July, 2003, Volume 5, Issue 4

Check out the above group photo of our Chapter in front of the "Pride of Newport," formerly the "Ruben E. Lee." Does this look like a bunch of *Happy Outboarders* having a swell time? Believe me, a good time was had by one and all on June 14, 2003.

The picture to the right depicts **Conner and James Hanover (Grandchildren of Bob and Meredith Hanover)** who kept busy all through the meet working on their very own outboards. Well, let's see, could these be our future Chapter President and Vice President in the year 2020? **Dennis Byrne**, you're recruiting them kind of young or are you just insuring the future of our Chapter? Good planning Dennis!



We want to thank Orange County Vice President, **George Kent** for making this meet possible. At the suggestion of **David Vaughan**, he contacted **Marshall Steele** spokesperson for the "Pride of Newport" and made all the arrangements for our event, would you believe, complete with D.J. music and food! **Paul Brinkman, Jr.** assisted by placing many, many flyers announcing this meet in the hands of local shopowners. **Greg Mac Donald's** name is on many pictures in this Newsletter and he wrote most captions. What a team! What a great meet. **THANKS GUYS.**

THANK YOU to all who attended. Many of you brought friends, relatives, boats, and all of you brought outboards . . .

BEAUTIFUL OUTBOARDS!

Antique Outboard News
37230 Wildwood View Drive
Yucaipa, California 92399

Frank Fowler(2-1-004)
4918 Coldbrook
Lakewood, CA 90713

90713+1824 33



**AUGUST 2, 2003,
JOIN FRIENDS & MOTORS
ON THIS DAY - - SAN DIEGO
ON MISSION BAY!**



MacDonald Photo

Brad Menet, is the proud owner of this beautiful 1954 coldmolded "Inland 13" powered by a big 1957, 30 hp. Evinrude. The boat is available. Call 949-646-7748

Classifieds:

For Sale: 3 Elto Rudder Twins - all different models, and a 1 1/2 hp. Evinrude (1940's) Call Dennis: 805-498-9621

S-45 Johnson Parts Needed - Tiller throttle handle and carb elbow w/cover and thumb levers. Will take whole carb, if necessary. Call John 805-388-2825

For Sale: David Vaughan visited with JJ Johnson and found that he wishes to sell the following: Hybrid Caille lower unit with a Clinton Lawnmower engine, 1936 Evinrude 4185 Handtwin, 1946/45 Johnson, 1947 Evinrude Speedy Twin, 1947 Evinrude Speedy Four, 1959 Johnson FD-13R, Johnson Large Rotary Valve, Chriscraft Challenger, Merc gas tank, Evinrude Gas Tank, Chrysler metal outboard display stand. Call JJ Johnson: 949-240-8855

For Sale: My 14 foot Chris Craft Runabout is for sale - with 35 hp. motor. Contact Jeff Hixon at 805-642-7151

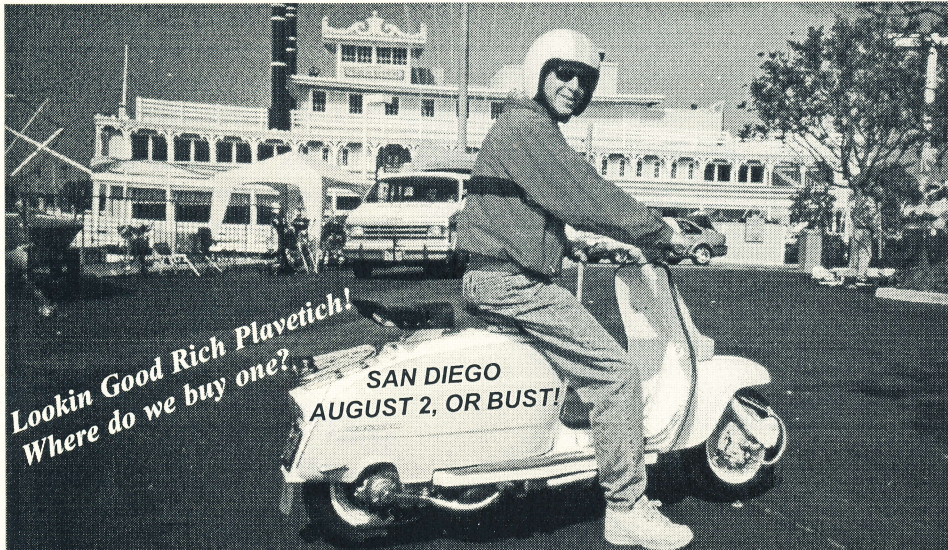
HELP! Bob Sacher needs a 4-6 cylinder early Mercury motor, Call: 949-722-8823

For Sale: 1956 & 1957 Evinrude 7 1/2 hp. Fleetwings Restored. 1949 Johnson 10 hp. Restored. 1952 Johnson 10 hp. and gas tank very good original condition. Call Lee: 909-790-8168.

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

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

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



*Lookin Good Rich Plavetich!
Where do we buy one?*

**SAN DIEGO
AUGUST 2, OR BUST!**

Need OMC Parts?

Contact Craig Butcher who recently made a buy-out from a local dealer for all their antique parts, and brought them to the Newport Show. Craig, pictured below, also sold this rare Martin 75 at the show to guess who? You just never know what motor or parts Craig will turn up - keep in close contact with this guy!

As a favor to all of us, Craig has categorized all Herb Maier's (recently deceased) antique outboard literature. Call him for information you may need, on any given motor or to add your name as a reference for members to contact. We hope to compile a vast library readily available to all of us.

THANKS CRAIG! WE APPRECIATE ALL YOUR TIME AND EFFORTS!



At John Coultas' fine suggestion, we would like to compile an E-Mail list of all our Chapter Members so we can communicate more closely. To get on this new list simply E-Mail me; leekinnel@cybertime.net

This is our third meet at Mission Bay, San Diego. If you're coming long distance, the trip is definitely worth it. Just ask **Jack Holtwick!** He comes a long way and spends the night before. We are on grass, some shade under a tree. It is usually overcast and cool all morning with the bay and beach area to our back. **COOOOL sounds good!** Bring your swim trunks and suits and please do not forget to bring your gaggle of outboards to show as there is a public sidewalk in front of us.

Big thanks to Gerry Coats who has offered to arrive early to secure our Mission Bay site, and host our lunch.

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, 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.

**DON'T MISS
AUGUST 2ND
MEET AT
SAN DIEGO,
MISSION BAY
OUR HOST,
GERRY
COATS**

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 6 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: 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. Some San Diego Hotel accommodations include:

- Bahia Resort Hotel 619-539-8770**
- Catamaran Hotel 619-488-1081**
- Dana Inn & Marina 619-222-6440**
- Hyatt Islandia Hotel 619-224-1234**
- Hilton Resort Hotel 619-276-4010**
- San Diego Resort 619-274-4630**

Try to take an extra couple days and make a family affair out of this meet. Your kids 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.



**LOOK FOR
THE
PETER
DE SILVA
FAMILY**

At this meet we will be asking for suggestions to improve our meets and Chapter in general. Put on your thinking caps and plan to be verbal!

Please consider contributing to our Chapter banner, if you haven't done so. **George Kent** has almost enough money for a nice one - he just needs a little more help.

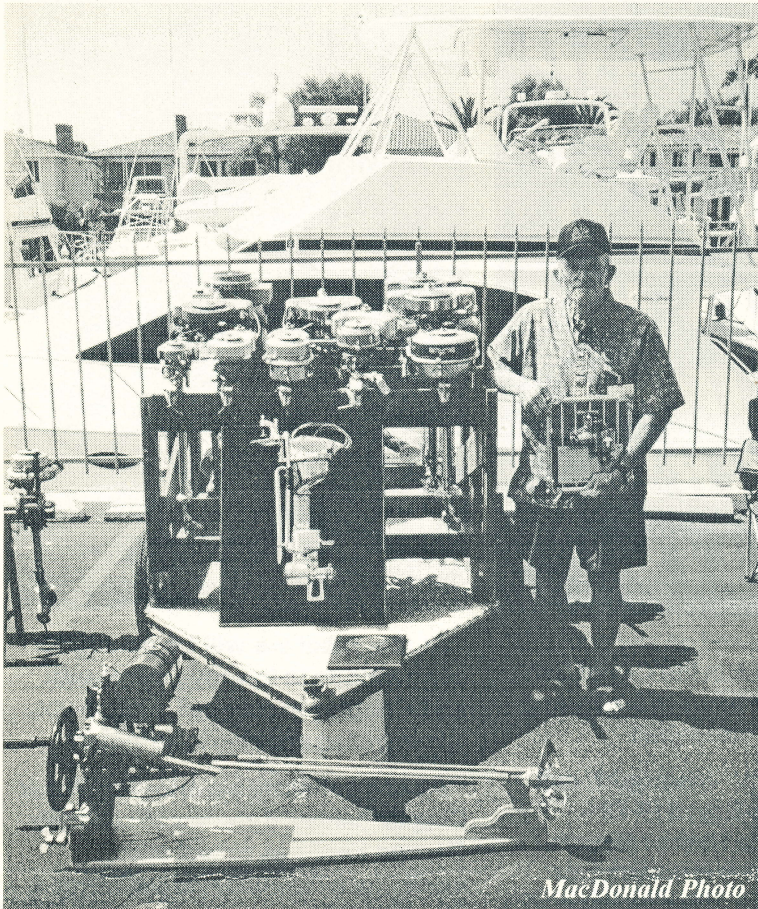
Bring a friend who might be interested in joining our Chapter. WE NEED NEW MEMBERS. Before the last meet we sent out 20 invitations to those who have shown interest in the past. **Cort Rockwood** received one of these invitations and attended. It was great to see him again. Hopefully, we have kindled his desire to join us in San Diego - maybe he'll entice **Richard Wendt** to join us too. We'll be looking for **Bill Myers of Garden Grove** and **Ken Ikert** with their fine array of motors.

***Please be thoughtful enough to call one of the Vice Presidents listed below with your meet intentions so we may plan lunch.**

- George Kent, West 714-751-2679**
- Gerry Coats, South 858-272-3642**
- Dennis Byrne, North 805-498-9621**
- Steve Hurley, East 909-337-2754**
- Lee Kinnel, Pres. 909-790-8168**

WE LOOK FORWARD TO BEING WITH YOU IN SAN DIEGO, MISSION BAY.

We Asked You to Bring Outboards . . .



MacDonald Photo

Above, David Vaughan, the "King of Outboards" showing a few of his subjects and the trophy he was awarded at the Wooden Boat Meet for Best Restored Outboard.



MacDonald Photo

Your Looking at Outboard "Eye Candy" at its Finest :

David Vaughan has almost his complete inventory of restored motors on this trailer. When we say restored, we mean more beautiful than when they were new and polished to the hilt! They are as follows:

- | | |
|-----------------------|----------------------|
| 1925 Johnson AB25 | 1920 Caille Liberty |
| 1925 Caille 5 Speed | 1940 Evinrude Ranger |
| 1921 Evinrude Rowboat | 1937 Evinrude Scout |
| 1928 Lockwood Ace | 1938 Evinrude Pal |
| 1940 Evinrude Ace | 1939 Evinrude Cub |
| 1940 Clarke Troller | 1939 Evinrude Mate |

What motors does David Vaughan have on display inside the "Pride of Newport?" The following six:

- | | |
|-------------------|------------------------|
| 1940 Evinrude Pal | 1940 SeaKing (Merc) |
| 1941 Lauson | 1923 Elto Rudder Twin |
| 1928 Super Elto | 2nd WW Japanese Kinuta |

Below left, Jack Holtwick and Lee Kinnel checking out Lee's collection of Martins. Below right, a closer shot of Lee's favorite Martins; 40, 45, 60, and 75. He must know the Editor of this Newsletter to have his motors on the same page with David Vaughan's!

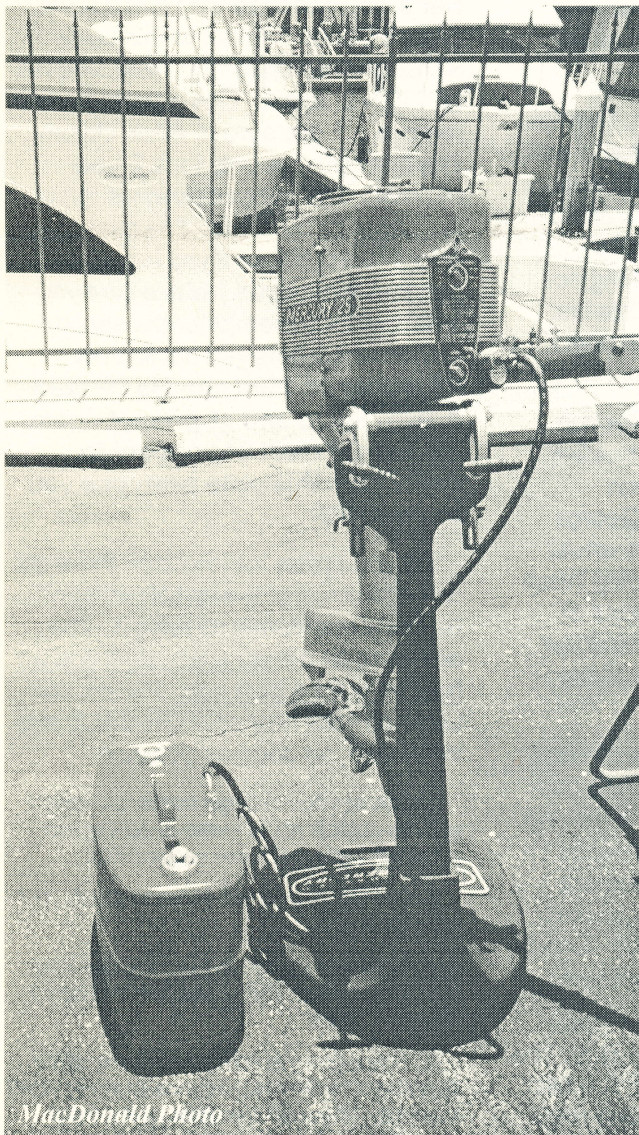


... And Bring Outboards You Did!

Gerry Coats tells the story of his "glamorous," red, Mercury KG9:

The KG9 shown on this page and displayed at Newport in June was originally purchased in Tomahawk, Wisconsin in the late 1950's and used by the original owner for a few seasons, then sold to the owners brother-in-law. This gentleman was a patternmaker by profession and a very competent mechanic. He totally overhauled the motor, having the crankshaft balanced, the pistons milled and weighed to within a 1/2 gram of the others, etc. **Jim Pratt, of the Southern California Chapter of AOMC** purchased the motor and shortly thereafter resold the motor to me. The motor was painted black and was devoid of the tiller handle and throttle, as many of these motors were after it was discovered that tiller operation was almost impossible due to the tremendous torque generated by the "25" horsepower. Rounding up a replacement tiller handle and throttle mechanism took a bit of detective work but the parts were located and the restoration commenced.

The first challenge was getting the motor operational. After

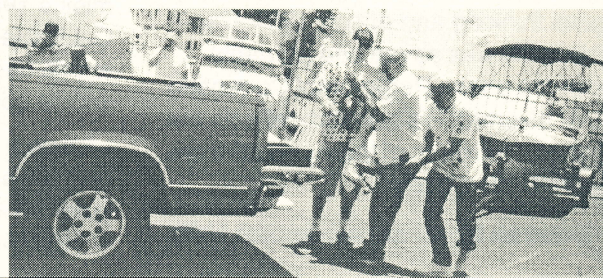


If an outboard can be described as glamorous, this is it - Gerry Coat's 1950 "Red" KG9 Mercury rated 25 hp at 4,000 rpm, but in actuality puts out 40 hp. at 6,000 rpm. Check out the gleaming prop!

cleaning the points, the motor started on the second pull. Then it was off to the test tank. Again it started promptly and proceeded to flex the sides of the plate steel tank and throw water everywhere at anything over an idle. This is one potent motor!

After getting the tiller handle welded back on and the throttle reconnected it was ready for cosmetic restoration. This has been a fun project and all the more rewarding due to the excellent mechanical condition of the motor. Should be a really interesting ride when it's dropped on the transom of my 12 foot aluminum boat! Below picture shows **three men loading** this red beauty on its matching red truck for a trip back to San Diego, and home.

*Mercury first introduced the KG9 in 1949, the first in-line 4 cylinder Mercury motor. The advertised horsepower was 25 but like all Mercury motors of that era it was considerable underrated. It could "blow the doors off" craft powered by the larger 50-horsepower Evinrude Quads of the late 1940s. Mercury only made a few red KG9's, late in the 1950 production. By late 1951 the open chrome flywheel and rope start had been replaced with a recoil starter. Not as sexy but certainly much safer.



“The Voice”

of the Southern California Chapter by Lee Kinne

As you know, Chapter Member, **Herb Maier** recently passed on. His daughter thoughtfully made sure we received all the outboard literature he had collected through the years. The following was found in this box:

August 18, 1945

AWARD OF SOLDIER'S MEDAL

By direction of the President, under the provisions of Army Regulations 600-45, as amended, the Soldier's Medal is awarded to the following named enlisted man:

HERBERT N. MAIER, Private First Class (then Private), Headquarters Company 362d Infantry, United States Army, For heroism on 20 December 1944, near La Garda, Italy. When he saw an Italian farmhouse afire and learned that a little girl was trapped in the flaming building, Private First Class Maier performed most heroically. Disregarding personal safety, he rushed into the blazing house, fighting through the smoke, until he found the child. He dragged her to safety, then extinguished her burning clothes with his hands. With the girl out of danger, Private First Class MAIER then rushed to his vehicle, procured a fire extinguisher and started battling the fire. Since the building was near the Regiment Command Post he realized that the flames might attract enemy shell fire. With the aid of his assistant driver, Private First Class MAIER finally was able to put out the fire. He then stopped a medical jeep and obtained first aid for the badly burned child. Through Private First Class MAIER'S quick thinking and action, the Italian child's life was saved and probable shell fire on the Regimental Command Post diverted. His heroism reflects the highest traditions of the Armed Forces of the United States.

It was an honor to have known Herb.

We received a call from **Jack Holtwick** to say how "Pleased I am with the Antique Outboard Archives 1969-1979 and Martin Outboard CD's I bought at the Newport Beach Meet. They are great."

If you did not take time to purchase these two CD's, simply send \$5.00 each and an additional \$1.75 for postage to Lee Kinne's return address on the front of this Newsletter. Any additional contribution you would like to make will go in the kitty for our new Club Banner. (Did you notice in the Martin CD that there is one section that lists all the Martin outboards that have ever been stolen. Also in this CD is a complete section on Oliver and Chris Craft outboards and Universal inboard engines.

In case you haven't noticed, **Dennis Byrne** always brings avocados to sell, proceeds donated to our Club treasure. This is a swell gesture and I want to thank him for his thoughtfulness - especially since I buy everything not sold at the end of the day. This last bunch was simply divine - the best I have had in years.

Both **Dennis Byrne** and **George Kent** are actively involved in building our local Chapter. We enjoyed meeting several new people George brought to our last meet. We would appreciate each of you dropping these men a call with any suggestions or help you may offer. The future of our Chapter depends on increased membership.

In talking with **Bob Eddy** and **Walt Thompson** we find that they are both contemplating a move. Bob is moving to Arizona and we expect him to not miss a single meet of the Southern California Chapter! Walt would like to reside back at Newport Beach. Good luck to both of these fine members.

It was a pleasure to see **Jeff Hixon** and his exciting 1932 **Hollycraft**. The question in my mind, Jeff, did you talk to anyone at the Newport Beach meet

who knew something about the boat's history? I know you were hoping someone might shed some light on it. The boat had been stored in a garage on Balboa Island since the thirties. Hope to see Jeff & Lori in San Diego.

Just wanted to let everyone know, who haven't already heard, the four major credit bureaus in the U.S., will be allowed, starting July 1, 2003, to release your credit information, mailing addresses, phone numbers, etc., to **ANYONE** who requests it. If you would like to "opt out" of this "release of your information", you can call 1-888-567-8688. It only takes a couple of minutes to do. Once the message starts, you'll choose OPTION 2 (even though Option 1 refers to this e-mail, STILL choose option 2). Next, choose OPTION 2, again. This is a permanent remove . . . (Be sure to listen closely. The first option is only for a 2-year removal. The second option is to be permanently removed. The third option is for you to choose if you have been previously removed.) Make sure you wait until they prompt for the second option, which opts you out forever. **REMEMBER: First choose OPTION 2, then listen and at prompt again, choose OPTION 2 to opt out forever. Pass this onto everyone you know, ASAP.**

Did you notice that we took the want ad section out of the last Newsletter? No body mentioned missing it. The ads were so old we are hoping you will help us build a new one. Please call Lee with your new ad, FOR SALE and WANTED, as soon as possible.

Do mosquitos or bugs bother you when you are outside at the meets or fishing and hunting? Here are some suggestions:

1. Use Bounce Fabric Softener sheets, just wipe on and go.
2. Take one vitamin B-1 tablet a day April through October. This works I haven't had a bite in 33 years.
3. This is going to floor you, but one of the best insect repellents someone found is Vick's Vaporub. **When all else fails - get a frog!**

Down a Lazy River With No Oars

SOLUTION

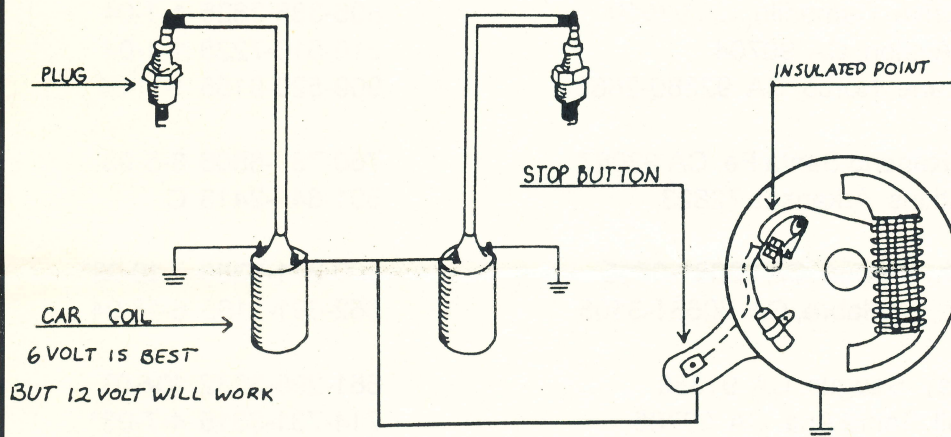
The solution, as many readers have guessed is this. There were many old cars and trucks in the wrecking yard. The majority still had their engines and coils intact with plenty of spark plug and lighting wires. Salvaging several coils, two long spark plug wires and several lengths of lighting wire was an easy task. I knew the primary winding on the outboard motor was good so hooking 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.



In some of **Herb Maier's** memorabilia was the following note:

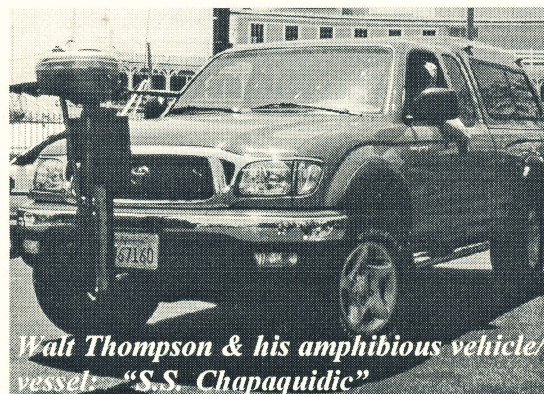
Hi Jackie:

Here are the plans that **Dennis Byrne** needs for the Rudder Twin that has no primary coil. He will have to use a battery to power his car coils. When he sees this diagram (above) he will know what to do.

Herb

The following people won prizes at the Newport Beach Meet:

Craig Butcher
Walt Thompson
Brad Monet
John Kent
Bob Hannah
Darryl & Lynn Kolstad
Bill Myers



Walt Thompson & his amphibious vehicle/vessel: "S.S. Chapaquidic"

LOOK WHO JOINED US AT NEWPORT BEACH JUNE 14, 2003

Marshall Steele
Rich Plavetich
Bill Myers
Ken Ikert
Craig Butcher
Rich Lowe
Cort Rockwood
Paul Brinkman, Jr.
Ken Carr
Les Gunnarson
John Coultas
Weston Hook
Elona Hook
Dennis Byrne
Bob Eddy
Doug Watson
George Kent
Joe Castone
Santa Ana Castone
Walt Thompson
Greg MacDonald
Matthew MacDonald
Gerry Coats
Jack Holtwick
Alan Jarvis
Barbara Jarvis
John Van Dyke
Bob Hanover
Meredith Hanover
Conner Hanover
James Hanover
Bob Hannah
Lynn Kolstad
Darryl Kolstad
David Vaughan
Linda Vaughan
Brad Monet
John Kent and Mona
Lee Kinnel
Jackie Kinnel

ANTIQUE OUTBOARD MOTOR CLUB
SOUTHERN CALIFORNIA CHAPTER
July, 2003

Expires:

Accornero, Ron	3409 Catalina Avenue, Alameda, CA 94502	510-521-4846 2-15-04
Argott, Robert	P.O. Box 666, Cali Mesa, CA 92320	909-849-3817 1-1-04
Barnett, George "Bud"	12200 Highway 69, Dewey, AZ 96327	928-772-9005 10-7-03
Boss, Dale	7195 Colony Rd., La Mesa, CA 91941-4565	619-469-9056 H
Bosworth, Russell	29285 Kern Ct., Cold Springs, CA 95335	209-965-4322 4-9-04
Brinkman Jr., Paul	2815 Park Place, Laguna Beach, CA 92651	949-376-9997 1-1-04
Buaas, Dave	4604 Fargo Ave., San Diego, CA 92117	858-272-0327 1-1-04
Butcher, Craig	P.O. Box 844, Banning, CA 92220 Cell: 909-313-8098	909-849-3200 1-1-04
Byrne, Dennis	5333 Via Dolores, Thousand Oaks, CA 91320 Cell: 805-469-7120	805-498-9621 1-1-04
Cabelus, Tom	10332 Merick Avenue, Westminster, CA 92683	714-554-9111 1-1-04
Coats, Gerry	4625 Fargo Ave., San Diego, CA 92117	858-272-3642 1-1-04
Coleman, Tim	7226 Del Rosa Ave., San Bernardino, CA 92404	909-889-6618 1-1-04
Corliss, Lloyd	961 Roble Lane, Santa Barbara, CA 93103	805-965-2455 1-1-04
Coultas, John	2325 Parkway Drive, Camarillo, CA 93010	805-388-2825 1-1-04
Cupernell, Larry	P.O. Box 1302, Avalon, CA 90704	310-510-7228 1-1-04
Crandell, Richard	2010 Paddock Lane, Norco, CA 92860-2663	909-520-9155 1-11-04
De Silva, Peter	P.O. Box 1392, Rancho Santa Fe, CA 92067	760-737-8606 8-5-03
Dwiggins, Don	149 East Bay, Atkins, Arkansas 72823	501-641-2413 C
Eddy, Bob	1358 Baldwin Dr., Corona, CA 92881-0705	909-371-6386 7-10-03*
Evans, Mike & Mary	1031 Arbolita Dr., La Habra, CA 90631-3105	562-691-1165 6-15-04
Farnsworth, Diamond	28184 Myrtle Way, Saugus, CA 91350	661-296-3232 10-6-03
Fjeld, Kip	11641 Ranch Hill, Santa Ana, CA 92705	714-731-3315 4-7-03*
Fowler, Frank	4918 Coldbrook, Lakewood, CA 90713	562-925-8955 2-1-04
Fullmer, Dave	18148 Gresham Street, Northridge, CA 91325	818-885-8587 1-1-04
Goehring, Daren	1455 Lynn Oaks Dr., Alpine, CA 91901	619-659-8262 4-6-03*
Gunnarson, Les	5210 E. Glen Albyn, Orange, CA 92869	714-639-6127 1-1-04
Hanover, Robert	1049 Calle Las Trancas, Thousand Oaks, CA 91360	805-498-9313 1-1-04
Hixon, Jeff	406 Nova Court, Ventura, CA 93003	805-642-7151 2-2-04
Holtwick, Jack	22928 Leadwell St., West Hills, CA 91307	818-347-1987 1-1-04
Hook, Weston	2046 Soledad Ave., La Jolla, CA 92037-3903	858-454-2340 1-1-04
Hughes II, Lyman	28 Stoney Pointe, Laguna Niguel, CA 92677	949-489-3823 1-1-04
Hurley, Steve	P.O. Box 709, Blue Jay, CA 92317-0709	909-337-2754 5-18-04
Jarvis, Al	421 Via Malaga, Redondo Beach, CA 90277	310-373-2897 1-1-04
Johansen, Arnold	8952 Quail Hollow Court, Bakersfield, CA 93312	661-832-4927 4-2-04
Johnson, J.J.	33482 Coral Reach, Dana Point, CA 92629	949-240-8855 1-1-03*
Johnston, Chuck	P.O. Box 153, Onyx, CA 93255	760-378-1948 1-1-04
Jong, Howard	2101 Pebble Ct., Monterey, CA 91754	323-263-6443 H

ANTIQUA OUTBOARD MOTOR CLUB
SOUTHERN CALIFORNIA CHAPTER
July, 2003

		Expires:
Kapper, Miles	4922 Sancola Avenue, N. Hollywood, CA 91601	818-985-8690 1-1-04
Kent, George	1240 Logan Ave. "M", Costa Mesa, CA 92626	949-589-0678 1-1-04
Kent, John	1355 Logan Ave., #8, Costa Mesa, CA 92626	714-957-6250 1-1-04
Kinnel, Lee	37230 Wildwood View Drive, Yucaipa, CA 92399	909-790-8168 1-1-04
Lawson, Garry	6260 Hawarden Drive, Riverside, CA 92506	909-787-8062 6-8-03
Long, Bob	4430 Deer Lake Park Road, Julian, CA 92036	760-765-4790 1-1-04
Lowe, Richard	1810 E. Madison, Orange, CA 92867	714-997-9175 3-9-04
Mac Donald, Greg	1059 Schuller Lane, Fallbrook, CA 92028	760-723-7121 4-7-04
McCarville, Ray	202 N. Magnolia, Monrovia, CA 91016	626-358-3790 H
McTaggart, Mike	455 Rienstra Ct., Chula Vista, CA 91911	619-421-7487 8-4-03
Marotta, David	32 Buccaneer Way, Coronado, CA 92118-3257	619-575-5152 1-1-04
Marsh, Paul	11225 E. Laurel Lane, Scottsdale, AZ 85259	480-661-6834 C
Martin, Harry	7226 Big Sur St., Fontana, CA 92336	909-822-5402 1-1-04
Medeiros, Joseph	21335 Bay Crest Circle, Huntington Beach, CA 92646	714-962-0097 8-4-03
Menet, Brad	159 E. Wilson St., Costa Mesa, CA. 92627	949-646-7748 10-6-03
Milligan, Bill "Oil Can"	25153 Antler St., Christmas, Florida 32709	407-568-2845 C
Morgan, James M.	254 Belmont Avenue, Long Beach, CA 90803	310-732-3533 7-22-03
Morse, Charles	425 Madeline Drive, Pasadena, CA 91105	626-799-6392 H
Musser, James W.	1002 Kerria Lane, Camano Island, WA 98282	360-387-8311 10-1-03
Myers, Bob	P.O. Box 4422, Camp Connell, CA 95223	209-795-6904 2-17-04
Nance, Bill	4038 Country Trails, Bonita, CA 91902	619-482-1050 8-3-03
Newman, William	2727 Drake St., Bakersfield, CA 93301-1742	666-327-8970 3-23-04
Perez, Ryan	1100 Walling Avenue, Brea, CA 92821	562-697-5352 H
Peterson, Pete	15355 Running Deer Trail, Poway, CA 92064	858-748-1529 7-27-0
Plavetich, Richard	455 Los Robles, Laguna Beach, CA 92651	949-494-6806 1-1-04
Pratt, Jim	3440 Bayonee Dr., San Diego, CA 92109	858-270-4005 12-2-0
Przybylski, Peter	9296 Golondrina Drive., La Mesa, CA 91941-5646 619-463-6232	619-303-5395 7-7-0
Riggen, Brad R.	27311 Ridgewood Dr., Keene, CA 93531	805-648-1810 3-14-0
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The Martin 200 Silver Streak

By J.L. Smith
April 1976 *The Antique Outboarder*

Built by speed experts, for speed lovers, this great motor with its special Torpedo Lower Unit skims the waves like a breeze, gives you thrill after thrill as you show your wake. Martin "Twist-Grip" control lets you "go ahead as you look ahead" - a necessary safety feature for high speed operation. Equipped for remote speed and steering controls. Exclusive "big motor" built-in gas tank. Six gallon auxiliary tank optional or standard.

For 1953, Martin Motors Division of National Presto Industries, Inc., Eau Claire, Wisconsin had a notable breakthrough from its traditional line of "fishing motors." From 1946, when its first outboards were introduced, the company had kept a relatively low profile in the outboard motor field and produced a series of dependable quiet-running machines ranging from 2 HP to 10 HP. From the first their advertising appealed to the average user, such as the fisherman, the emphasis being on lightness, quiet operation, and dependability, rather than speed; and over a period of time Martin owners became very loyal.

It was somewhat of a surprise when the Martin Company announced the Model 200 Silver Streak. Such a specialized machine, expensive to produce and with limited sales potential, could prove to be a poor financial risk. Although cleverly designed, it was apparent from the first that it would never be a match in competition with the alcohol-burning Mercurys and Konigs. Its use appeared to be limited to the amateur racing enthusiast as a kind of hot rod.

An alternate-firing twin of 19.94 cubic inches, the 200 Model developed 20 HP at 5,000 RPM and weighed 70 pounds. Its list price complete with auxiliary fuel tank and pump was \$499.50. It is interesting to examine the 200, and right off, the slender and



beautifully streamlined lower unit catches attention. Using an almost square gear ratio of 15-16, very fast propeller speeds could be obtained with the two-blade 6 3/4" x 9 1/2" racing bronze wheel. For general purposes, the standard engine came equipped with a two-blade 7 1/2" x 8" aluminum or bronze propeller. Michigan had available as numbers AM420 and AM421 three-blade bronze props for heavier boats and for towing skis. These props were 7 3/4" x 6" and 7 3/4" x 7" respectively. However, the idea of using this machine for such a purpose, with its frictionless internal construction, special lower unit, and gear ratio, appears unrealistic. It was more suited for use on high-speed planing hulls.

All Martin 200s were equipped with 10 pint capacity black and silver gas tanks attached to the motor.

Particularly characteristic of the Martin outboard motors are the mechanically controlled intake poppet valves. Placed in a housing between the crankcase and carburetor, these valves have stems activated by cams or eccentrics integral with the crankshaft. Sturdy springs ensure prompt valve return after intake. The Martin 200 has four such valves, two for each cylinder. Since only one lobe is provided on the crankshaft for each cylinder, one valve will open slightly in

advance of the other.

The standard Streak Model 200 had a rounded lower unit nose piece or gear case cap. Suited for regular transom heights, it measured 27" from base of powerhead to lower tip of skeg. The aluminum two-blade prop was 7 1/2" diameter and 8" pitch. Fuel pump and auxiliary tank were optional equipment. The racing Streak had a pointed gear case cap, and the vertical dimension from base of power head to lower tip of skeg was about three inches shorter than the standard version. This was accomplished by substituting an entirely different intermediate housing between gearcase and driveshaft housing. This housing was shorter and markedly squared off at the rear. This model was suited for racing hydros and fast planing boats having a shorter transom height. In addition to these changes, the racing Streak came with fuel pump installed and auxiliary fuel tank. A bronze two-blade racing prop 6 3/4" x 9 1/2" was fitted.

Very little appears to be recorded in the racing literature regarding performance figures in comparison with current racing motors of the period such as Champion Hot Rod, Konig, and Mercury. It can only be assumed that the 200 did not offer serious competition and was suited only for the private enthusiast.

By 1954 the same engine, named the Silver Liner, was offered with Twist Shift forward, neutral, and reverse; but somehow adding extras did not improve sales volume. By 1955, faced with diminishing profits, National Presto Industries, Inc. discontinued its outboard motor division. Now, 21 years later, Martin outboards of various models may occasionally be seen still in service, evidence of their enduring quality and workmanship.

The president of our Southern California Chapter, Lee Kinnel would jump at the chance to own a Martin 200. Call him at 909-790-8168. He is trying to gather a complete collection. Likewise, the "Martin Bug" has bit Darryl Webber, too. Please give these guys a call if you know the whereabouts of any Martin motors.



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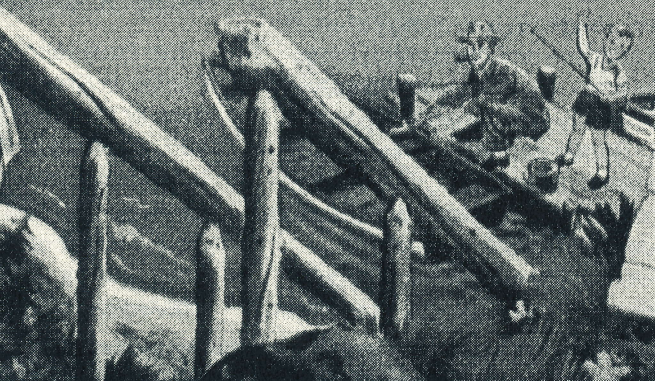
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