

Antique Outboard News

SOUTHERN CALIFORNIA CHAPTER

July 2009

Volume 5 Issue 2

EXCITING ANTIQUE OUTBOARD MEET IN MISSION BAY ON AUGUST FIRST



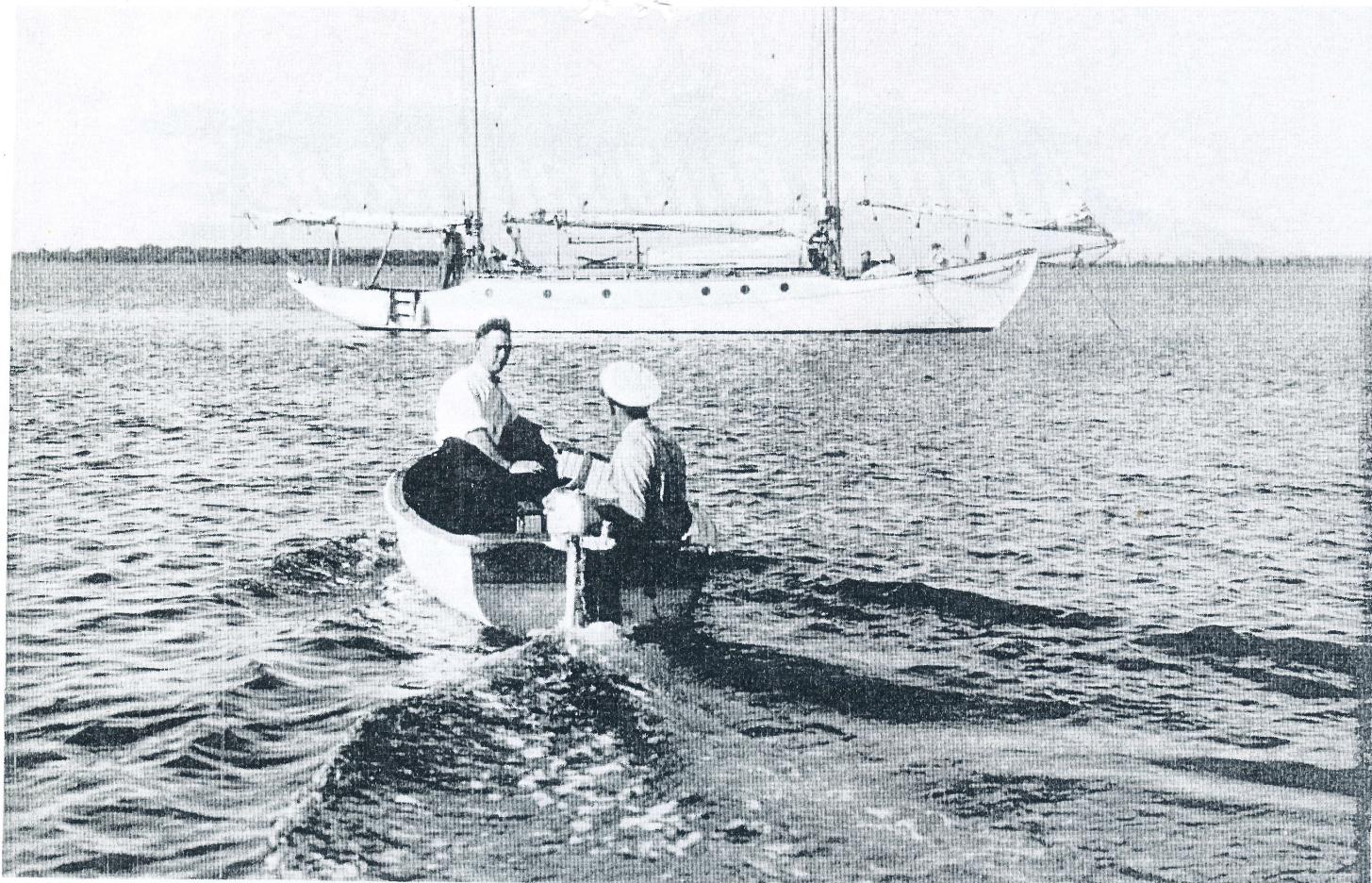
Everyone is looking forward to the upcoming antique outboard meet on August 1, 2009 at Mission Bay in San Diego. The setting is superb on the grass in between the beach and the parking lot. Great food will be supplied by Vice-President Gerry Coats and his trusted cohort, Dave Buaas. This is one of the best meets of this year....please don't miss it !

Antique Outboard News
1240 Logan ave. M
Costa Mesa Ca. 92626

Frank Fowler
4918 Coldbrook
Lakewood, CA 90713

5071381824 0709





M. Rosenfeld

THE OMNIPRESENT OUTBOARD

The Motor Industry's Contribution to the Fuller Life Afloat

By EVERETT B. MORRIS

THE legend of Ole Evinrude, his desire to cross a lake to get some ice cream for a girl friend, his distaste for rowing in hot weather and the consequent invention of the outboard motor is as familiar to boating devotees as "Little Red Riding Hood" is to kindergarten classes.

Evinrude is usually credited with being the father of the outboard industry, the founder of a business that will have turned close to 100,000 of these handy little engines loose on the world this year.

But how many of you ever heard of a chap named Waterman, from Detroit, who actually beat Evinrude to the substitution of gasoline for muscle in small boat propulsion?

Evinrude was by no means the first recreational boatman to become weary of whipping up an ash breeze every time he wanted to go somewhere in his skiff. But, with the exception of Waterman, he probably was the first person to do something about the situation. A few years before Evinrude's inventive genius brought forth the forerunner of the modern outboard motor, Waterman had rigged up a gasoline engine with two sets of exposed bevel gears to drive a propeller shaft, clamped the cumbersome contraption to the transom of a boat and made the use of oars unnecessary except in not infrequent cases of mechanical failure.

This, historians believe, was the first authentic outboard, if not exactly portable, marine engine. Nothing came of Waterman's experiment commercially. It remained for Evinrude to move in that

supposed to have begun about 1906 and continued until he applied for a patent in 1910. That started what is now a great industry and in the early years of the next decade there were dozens of motors other than Evinrude's on the market.

They were cut pretty much from the same pattern — slow, one-lung, two-cycle jobs that were long on cast iron and brass and, not unlike the earlier automobile engines, short on reliability. They were not particularly convenient and were as expensive as they were fearsome.

The first one I ever saw belonged to an old gentleman who used to row a smart little white skiff around Swift's River and the quiet stretches of water above old Dummy Bridge in Onset, Mass. He used to come our way nearly every day with no company except for a dog.

One day he surprised us all by appearing for his customary trip through the bridge with one of the then new-fangled outboard motors clamped to the transom of his boat. As he *putt-putted* up the channel at a speed commensurate with his age and dignity, we noticed that his oars were in the rowlocks, ready for immediate service. And we noticed, too, that when he beached the boat and went off for a tramp in the pine woods he took the oars with him.

It was obvious that although he feared thieves might row away with his skiff, he believed that they wouldn't get very far trying to make off with it under power. It was a long time before he acquired enough confidence in the motor to



Although sometimes overcast, it was a beautiful day at the Lake Arrowhead Wooden Boat Show. Over forty entries were displayed at four docks and the classic boats ranged from the late twenties through the early sixties.



Les Gunnarson and Kip Fjeld brought this outstanding Calle twin outboard to the Lake Arrowhead Wooden Boat Show. This beauty was restored by Les and was a real show stopper as patrons passed the Antique Outboard display along the sea wall.



Frank Fowler , Kip Fjeld, Les Gunnarson and Paul Brinkman, Jr enjoying the Lake Arrowhead Wooden Boat Show. Visitors stopped to enjoy the antique outboards and the club welcomed two new members from the Southern California area.

somely illustrated booklet describing this wonderful little marine motor that numbers among its users—Peary, the discoverer of the North Pole; Stefansson, the explorer; Theodore Roosevelt, who purchased two Evinrudes for his South American expedition; the Governments of 22 countries, including the United States; and thousands of sportsmen and pleasure-seekers in all parts of the civilized world.

There is an EVINRUDE dealer in your town—we'll send you his name on request. Just say "Mail me a copy of your booklet and tell me where I can see an EVINRUDE."

The Evinrude is as carefully designed and constructed as the finest automobile engine and can be operated by anyone—man, woman or child—without previous experience.

The Evinrude is made by the world's largest manufacturers of detachable rowboat motors and sells at a price that puts it easily within reach of all. Write to-day for booklet describing the 1915 model—the last word in portable marine motors.

The booklet tells all about the Waterproof Magneto built into the flywheel, which makes a separate electric battery unnecessary; the Maxim Silencer, that makes the motor almost noiseless in operation; the Shock Absorber, which reduces vibration to a minimum; the Weedless Propeller, that enables you to glide through lily pads and marine vegetation without stalling the motor; and last, but not least, the Automatic Reverse, that makes it possible to instantly "back water" while running full speed ahead, a great advantage when approaching a landing or maneuvering in the vicinity of other boats.

EVINRUDE MOTOR COMPANY
 8 Evinrude Block, Milwaukee, Wis., U. S. A.

DISTRIBUTING BRANCHES:
 69 Cortlandt St., New York, N. Y. 218 State St., Boston, Mass.
 436 Market St., San Francisco, Cal.
 182 Morrison St., Portland, Ore.

(373-9540)



***Early spring time boating on Goguac lake Battle Creek Mich.
Article: by John W Kent***

On Goguac is an Indian name, for lake with many trees and an island. The white settlers continued the interpretation of the name by building roads, houses, beaches with diving boards, and polluting this lake with fertilizer run-off and septic tank effulgence.

Willard Beach was the only sandy beach that we ever saw. Some lake shore residents imported sand, so they could swim and not walk around on muddy silt. This was a very intense operation, as well as expensive.

At the end of Woodrow Ave., was this lake. On the right was a simple dock running out into the lake about 30 feet. A dozen or so aluminum row boats were tied up waiting for a fisherman to rent them. Odell, as he was affectionately could usually be found inside a small building. There he sold night-crawlers, lures, fishing rods and reels, candy, soda, snacks, and, hats. It was a little short of one-stop shopping, but he had all the basics a fisherman would need for a day of fishing.

Every four or five years, he would sell his fleet and replace them with shiny new boats. This was always a big deal for Odell and the kids in the neighborhood.

One spring, the ice melted on the lake, and it rained and rained and was generally cold and miserable for weeks and weeks. Odell was thoroughly convinced that there was not going to be summer this year. He started to make me a believer. He reinstalled the dock, but the boats remained stacked next to each other on the shore.

In addition to renting boats he also rented dock space for the summer. One slip was rented to a gentleman, with an aluminum boat that was, maybe 16 feet and had an off-brand outboard motor. The motor was dark mustard yellow and was very powerful. He had launched it as soon as the dock was in the water. The rains had filled it with water. He was bailing out the water with a large tin can when I walked out on the dock. I offered to help and together we got rid of a lot of water. The boat had a drain plug on the transom. The plan was, remove the plug and as the boat picked up speed the water would be automatically siphoned away leaving the boat nice and dry. Then all he had to do, was replace the plug.

It was all this big motor could do, to get the boat, full of water, moving even slowly. In terms of speed it

was a long way from planing. Eventually it did get up on top of the water, and wow, this boat could really move. Across the lake was Willard Beach and we friend spotted two girls walking out on the diving board. It was early Spring, and the water temperature was only slightly above freezing. We made a bee line for the diving board.

My friend was almost my dad's age and was cool and suave around these girls. I was a young teenager and learning fast. Suddenly, he wasn't so cool and suave at all. Water had been silently rushing in the drain hole, threatening to sink the boat and us with it. Did I mention that the battery was almost dead when we started out? With barely enough power, the engine came alive and we beat a hasty retreat to the other shore. We did slow down long enough to replace the drain plug. There were many lessons learned that day.



Club President, Paul Brinkman, traveled to the Santa Barbara area to visit member John Van Dyke who is completing his grandfathers Graham House Car from the 1930's. This amazing project has taken John over five years and he and his wife are planning to take the restored vehicle to the National Graham Meet this summer.



THE SOURCE

OMC PARTS

LEE'S MARINE

13910 Struikman Rd., Cerritos, CA
Telephone 714-739-1003

SEA-WAY MARINE, INC.

2505 HARBOR AVENUE, S.W. Seattle,
Washington, 98126

Telephone 206-937-7373

COAST OUTBOARDS

RICK CALVIN

51 K Street

Chula Vista, California

Telephone 619-498-1220

MARTIN PARTS

RUSS LARSON

1499 County Road #11

Mead, NE 68041-0449

Phone: 402-624-2345

SCOTT ATWATER PARTS

DON WEBB

340 Dry Bridge Road

Mexico, NY 13115

Telephone: 315-298-5708

MERCURY PARTS

BELK'S MARINE SUPPLY, INC.

2014 Parker Ave.,

Holmes, PA 19043-1415

Telephone: 610-532-4344

GRUBB'S MARINE

(send .33 for catalog)

402 Walnut Street

Spring City, PA 19475

Telephone: 610-948-8855

DICK SHERRER MARINE, INC.

12328 E. Firestone Blvd.

Norwalk, CA 90650

Telephone: 562- 868-9809

ELGIN, SCOTT,

WESTBEND PARTS

LAING'S OUTBOARD MOTORS

Telephone 1-800-463-9001

DECALS

DECAL HEADQUARTERS

Telephone: 410-822-1740

COAST OUTBOARDS

Telephone: 619-498-1220

CATALOGS & MANUALS

OMC manuals and parts catalogs

KEN COOK CO.

P.O. Box 25355

9929 W. Silver Springs Dr.

Milwaukee, Wisconsin 53225

INTERTEC PUBLISHING

P.O. Box 12901

Overland Park, KS 66282-2901

Telephone: 1-800-262-1954

Fax: 1-800-633-6219

DON DWIGGINS

149 East Bay

Atkins, Arkansas 72823

Telephone: 501-641-2413

PROPELLERS

YORK PROPELLERS

JOHN YORK

1631-B N. Placentia

Anaheim, California 92806

Telephone: 714-773-5444

GAS TANK DENT REMOVAL

(Go through Jack Holtwick)

Call Jack at;

Telephone: 818-347-1987

GASKETS

Vintage Motor Gaskets to fit Mercury
Outboards 1959 and older. Call or write

for catalog:

DOUG BROOKE

604 W. 19th

Spokane, WA 99203

Telephone: 509-747-0517

RUBBER GRIPS

Send \$1.00 for catalog-5 to:

FOX GRIP, INC.

5181 Greencroft Dr.

Dayton, Ohio 45426

Telephone: 937-837-8783

MAGNETOS

(Restore/Repair):

Jack Hurt

J&M CAROUSEL

1711 Calavaras Drive

Santa Rosa, CA 95405

Ph/Fax: 707-544-1026

Ph/Fax: 800-789-1026

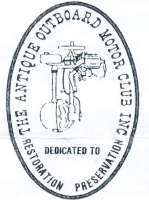
JOIN THE NATIONAL!

Membership Opportunity

Belonging to the National Antique Outboard Motor Club, Inc., entitles you to receive "The Antique Outboarder" magazine. What a tremendous resource! I always look forward to receiving each and every issue. I'm never disappointed as it is always full of letters, photos, and articles on my favorite subject, Antique Outboard Motors. This information is submitted by enthusiastic, unpaid member-contributors who want to share their intense interest with other members. This is what makes our magazine great! On August 2, 2003, we held a meeting of the Southern California Chapter and it was voted unanimously that each member must belong to the National Organization when seeking membership in our local Chapter. The National covers all of us with insurance for each and every meet. For your convenience, below is a National Application for you to fill out and mail in.

Clip Here

The Antique Outboard Motor Club, Inc.
National Organization



About The Club

Outboard motors have been manufactured for more than 80 years. Therefore, it is no surprise that a number of people should become interested in collecting antique outboards. The interest became so widespread that by 1960, antique outboard collectors began to correspond with one another. In October 1965, five collectors planned and organized "The Antique Outboard Motor Club." In January of 1966, the first issue of THE ANTIQUE OUTBOARDER was printed. Thirty copies were mailed to members. By January of 1983, membership had increased to approximately 1,000 people in the United States, Canada, Mexico, England and New Zealand. Our growth continues.

JOIN NOW - Receive Quarterly Antique Outboarder, Magazine Monthly Newsletter!

Mail this application and \$50 (dues are for two years) payable to:

ANTIQUÉ OUTBOARD MOTOR CLUB, INC.

P.O. BOX 69 • SUSSEX, WI 53089 U.S.A.

MEMBERSHIP APPLICATION

The Antique Outboard Motor Club, Inc.

Name _____

Address _____

City _____ State _____ Zip _____

Date _____ Telephone _____

Number Pre-1950 motors collected _____ Number post-1950 motors collected _____

Main interest (brand) _____ Please allow 4-6 weeks for processing.
