



Antique Outboard Club News

Southern California Chapter

June 2025

The Lights Weren't on and Nobody was Home!



In the years that I have been “hanging out” with the Southern California Chapter,,,,,this was a first. Bonelli Park was closed....and that closure forced a cancellation of our meet which had been scheduled for May 31st for nearly 2 months. It came to our attention when Mark Hammer inquired about boating regulations.....we were greeted on the Bonelli Park website with an ominous warning that the whole place was closed down due to an electrical fire. Tom Lockwood and Bryan Petroff.....both living or working close in to Bonelli.....made in person or on the phone inquires and were told the same thing. What first sounded like a short closure kept getting extended.....so a cancellation notice e-mail was (very reluctantly) sent out. The Park remains closed at the publication date of this Newsletter. Such a shame.....not only for our group....but for the thousands of locals who enjoy the park on a regular basis. Few places offer the amenities that Bonelli does; especially for wet meets.

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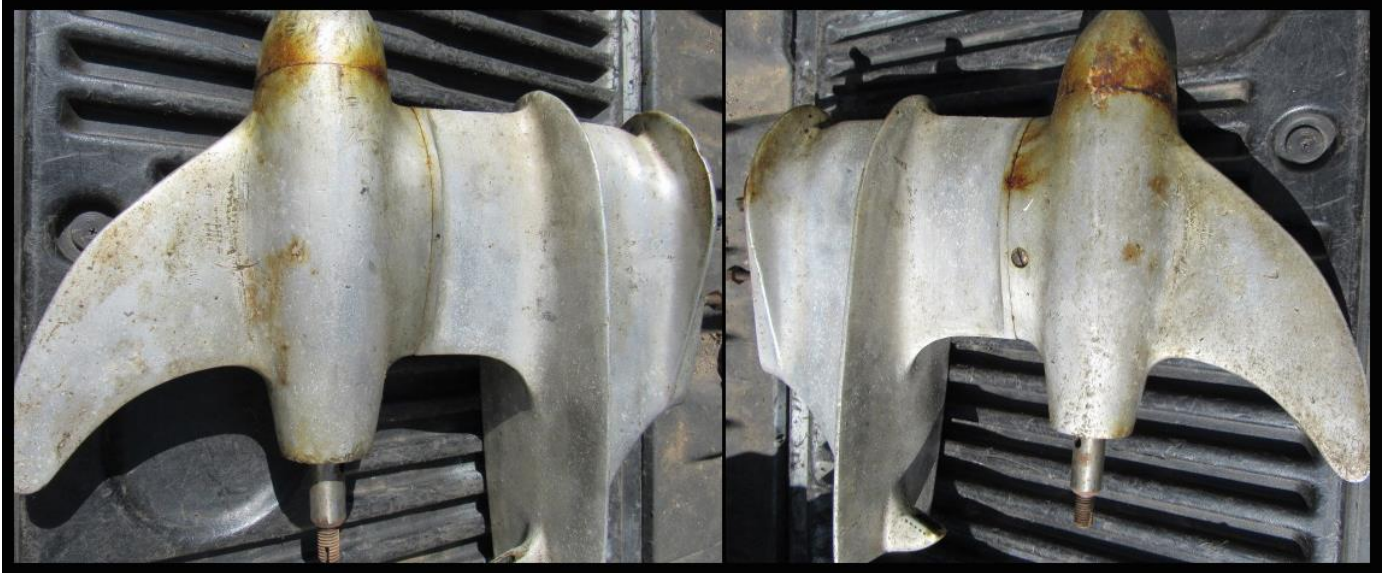
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Chapter Website: <http://www.socalaomci.com>

National Website: <http://www.aomci.org>



What Some Members Have Been Up To.....



Doug Penn ran across a “Mystery Gearcase”. Care to take a guess as to what motor it is designed for? There’s an answer hidden somewhere in the Newsletter



Member John Gragg keeps VERY busy. This is just one of his restorations since we’ve seen him last. A BEAUTIFUL Gale 84GG9014 John; they didn’t look that good on display at Monkey Wards!

A Few More “Before and Afters”



When you talk about attention to detail....you think of John Gragg's beautifully restored 1948 Johnson TD-20. And; according to John....it runs as good as it looks! Beautiful John! Let's get it on the lake!

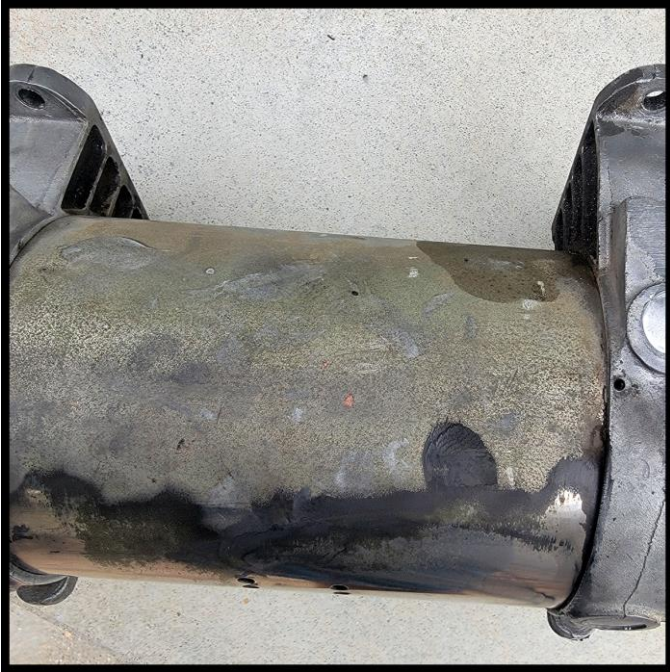


Ever seen a Mini-Hummer? Just look in Steve Johnson's driveway for this one! We all want rides; Steve!



As if the Johnson MS-38 and the Flambeau weren't enough.....Bryan Petroff knocked out a cool Waterwitch. You make it look so easy Bryan!

Need Inspiration? All it takes is time and effort and Skill!



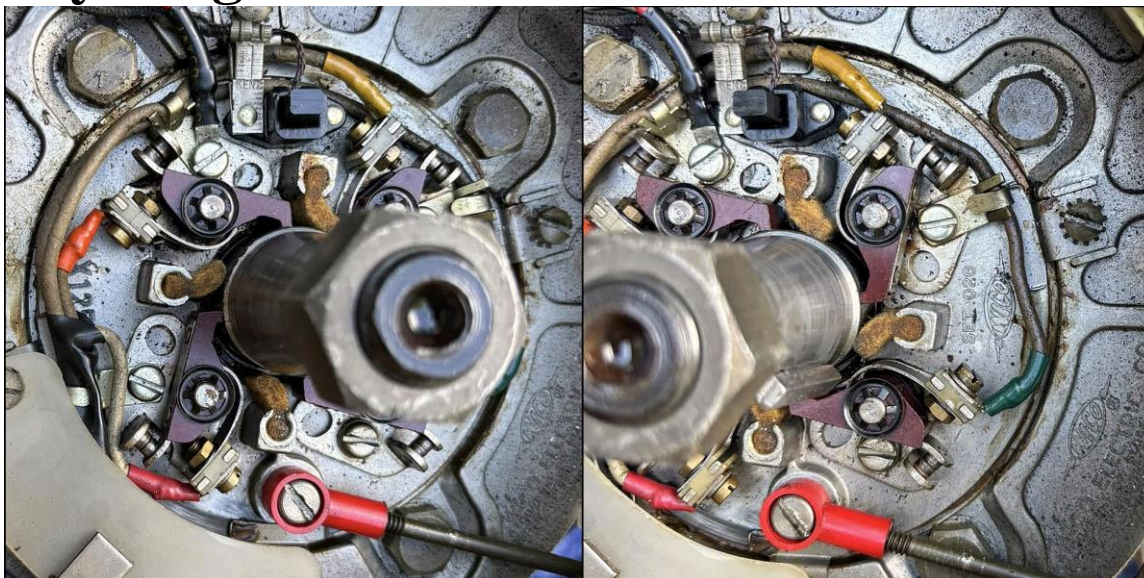
Ever try to polish a muffler?

Bryan Petroff went to work on his latest acquisition: an ELTO Speedster. All it needed was everything.....

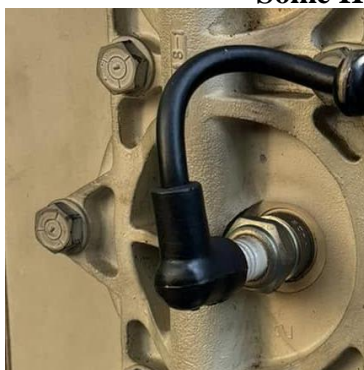


Since he became a member in 2024 Bryan has restored a Flambeau, a Johnson MS-38 "Sausage-tank", an Elto Pal, two British Seagulls, a Sears Waterwitch, and currently the 1929 Elto Speedster! Rumor has it that a Mercury Mark 25 is patiently waiting for attention. I doubt it will have to wait long! Great work Bryan!

Mystery Magneto! Four Sets of Points! What is it?



Some Hints Below



Can you identify it? The Answer is on Page 11.



From Days Gone By

Al Jarvis; at a Puddingstone meet back then . Many of you have great memories of Al and all the beautiful restorations he did. Mainly pre-war Johnson motors....restored with great detail and accuracy. Our group has been having great fun with great people for a long long time.



It all Started with Ted.

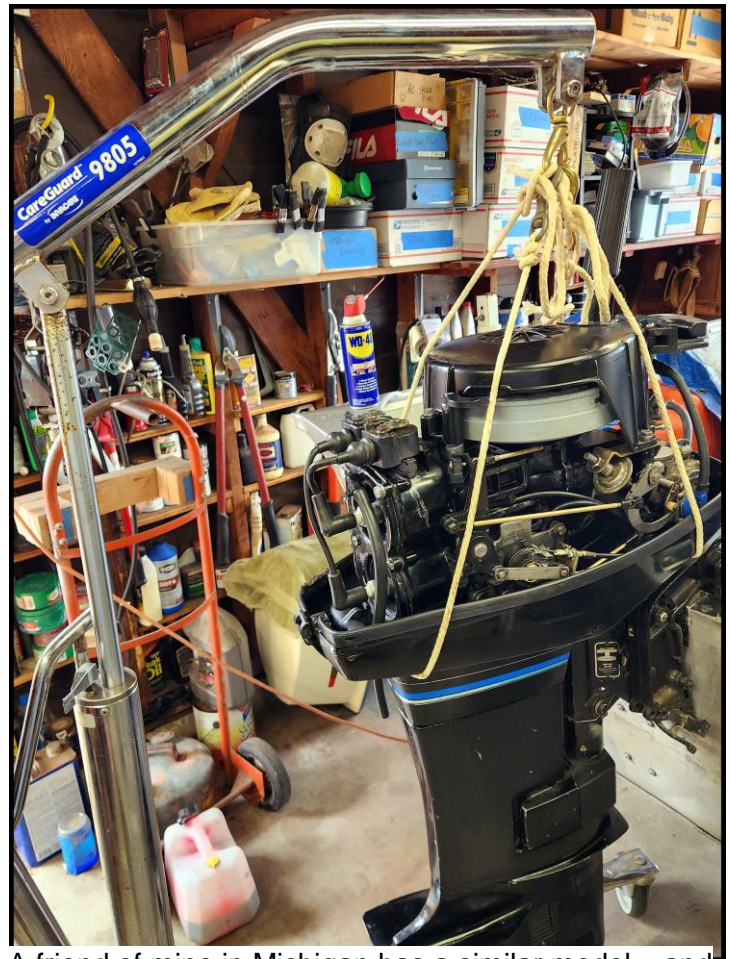
By Chuck Kober

Ted Hoyer started "Hoyer & Company" in 1951 after inventing a hydraulic lift for his own use. Today....they are still referred to as "Hoyer Lifts" throughout the industry but are manufactured under numerous names... with only minor differences. They are an outboard enthusiast's dream! Typically rated for 450+ pounds....they are more than capable of lifting all but the heaviest outboards.

Sure; you could use a "Cherry Picker" designed for automotive use.....but the "Hoyer Lift" takes up far less space and is a lot better looking.

Rigged with a hydraulic jack for lifting, they come in two basic designs; square tube and round tube. I always felt that the square tube would be preferable; primarily because I have seen friends use the readily available trailer hitch extensions to raise them up another 6 inches. Raising is not necessary for moving motors off a boat and onto a stand....and vice-versa. But a bit more height would be an advantage if one wanted to lift a long-shaft motor over and into a test tank.

My "Hoyer Lift" is the round tube version....made by a company called Invacare. I have used it a few times now....and cannot imagine being without it at this point. Safer, easier; now I feel that I can expand into the heavier higher HP engines that would have required a friend's help to move around



A friend of mine in Michigan has a similar model....and being a machinist....he is currently working on a round-tube-style extension....one for his lift and another one for mine. That will be great to have....but probably not 100% necessary for the way I use the lift most of the time.

These lifts are available used and can be found on Craigslist and Facebook Marketplace.....anywhere from "free" on up. They might come with a fabric "sling"...but you won't use that so don't worry if it's missing or damaged. For outboard use....just 2 pieces of rope are all you will need. Some are electrically powered and will rise and fall with just the push of a button. Such extravagance is hardly needed for outboard lifting; especially since electric power would be required. I would suggest selecting one of the simpler manual pump versions.

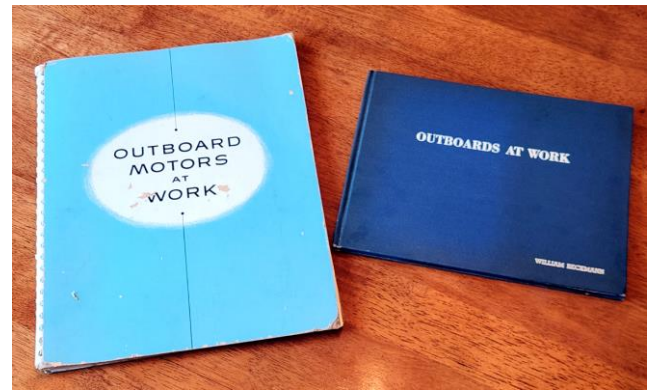


Square Tube Model with Extension Installed

OUTBOARDS AT WORK

by Doug Penn

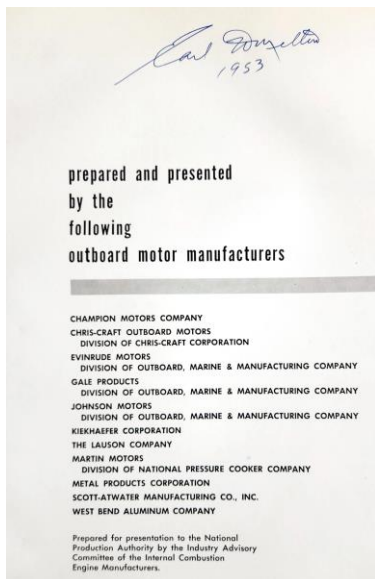
Old outboard sage and Evinrude Special Interest group leader Garry Spencer once wrote in response to a question by a Dick Gorz on the AOMCI website: "...You may be in possession of one of the rarest outboard books written. From what I can tell, only a few dozen were published. These were given out at an emergency meeting of the National Production Authority in Washington DC in early 1951 by Joseph Rayniak."



Joseph Rayniak was the General Manager of Johnson Outboards at the time and represented the entire boating industry at that meeting. Reading this posting sent me searching in the outboard motor library that my son and I have been building since the 1970's. I was quite certain that we had a copy of that very book and we do!

If there were possibly only 60+ copies printed, that would make "Outboards at Work" even scarcer than a Gutenberg Bible, of which there are over 70 known complete copies and hundreds? more partial sections and pages.

The original copies were spiral bound and folio size (14"x12") and 156 pages - clearly not a printing that was intended to last. The ephemeral nature of this book explains why so few copies have survived.



Our copy has the owner's name Earl W Melton and the date - 1953. Armed with that name and date I turned to Jane, my genealogist extraordinaire wife and expert people finder. Within minutes she was able to tell me more about Earl Melton than I would have ever thought possible. It turns out that Earl W Melton was an accountant at the Gale Division factory of OMC in the early and mid 1950s. He may have been at the National Production Authority meeting in 1951. If not, he was certainly involved at some level with the planning. Earl died in 1980 at the age of 67 in Farmington, Illinois. There is a later, updated, and more condensed version of the same title that was also printed by OMC International Division. This version was printed in 1958. This 1958 edition is hardcover and only 56 pages. All photos in both editions are black and white. The exact number of copies of this later version is unknown.

Our copy was a presentation to William Beckmann and has his name embossed in gold lettering on the cover. William R Beckmann was in public relations for the Evinrude Motors division of OMC during the 1950's. He had been a battalion tank commander in WWII and in his retirement he had his own public relations firm. He died in 2003 in Elgin, Illinois at the age of 84.





We can only speculate as to why OMC felt that a second edition was needed. The 1958 version coincided with the introduction of the V4 engines. The commercial model of the V4 is prominently featured in some of the photos.

It's almost certain that this later edition was an in-house publication targeting company management, employees, dealer principles, and industry insiders. It is unlikely that it was ever intended for the general public.

It would be interesting to know just how many other copies of the books are in the hands of club members or known elsewhere. There are none we can find on any of the antiquarian book sites. Could this be a case of scarce books that only a few people would recognize the significance of?



THE USES OF OUTBOARD MOTORS
ARE MANY AND VARIED.
EACH USE IN ITSELF IS IMPRESSIVE
BUT WHEN THE PRINCIPAL ONES ARE
GATHERED TOGETHER THE FACT THAT
OUTBOARD MOTORS ARE ESSENTIAL
IS CONVINCINGLY ESTABLISHED.



BUY/SELL/TRADE SECTION



**Restored Gale Sea King
1948 Model 84GG9014
New Rings; Cylinder Honed

Running Motor**

**For Sale or Trade
Contact John Gragg
Riverside
951-413-4355
\$250.00**



**Restored 1948 Johnson TD-20
Running Motor**

**For Sale or Trade
Contact John Gragg
Riverside
951-413-4355
175.00**



Annual Chapter Dues are Now \$30.00. (No Age Exemption)

**If you did not make it to the Christmas Meet and wish to remain a
member of the Chapter....please send your \$30.00 dues to
Paul Brinkman
2815 Park Place
Laguna Beach, Ca 92651**



**1946-47 Champion 2J
Single Cylinder 4.2HP
Complete
Bendix Magneto**

**For Sale or Trade

Contact Chuck Kober
cwwk@cox.net**

**The Two Mercury Outboards below are Donation Motors from Steve Johnson
Bid on these two.... benefit the Chapter and get yourself a great project!**



**A Complete Fresh Water Mercury
Mark 30
4 Cylinder
Elec Start Swing Starter Conversion
Ready for Restoration**

**Proceeds will be
Donated to the Chapter!

Contact Steve Johnson for
more Information**



**A Complete Fresh Water Mercury
Super Silent Six
2 Cylinder
Ready for Restoration**

**Proceeds will be
Donated to the Chapter!

Contact Steve Johnson for
More Information**

The "Mystery Gearcase" on Page 2 is believed to fit an early Anzani twin racing engine.
Not the Anzani racer from the 60'-70's but the factory racer early to mid 1950's. If you suspect different.....talk to Doug Penn.



For Sale: A Nicely Restored 1937 Sea-King (Thor)



Restored by David Vaughn many years ago, the Sea King presents well and turns over easy and smooth with compression. Nice polished prop. If you have been looking for a restored engine of this period.....consider this one. Serial Number W4575 which should put it as a 1937 model.

The price is \$300.00 and goes to the estate of the seller.

If interested contact Paul Brinkman or Chuck Kober. The engine is stored north of Santa Barbara.

Answer to the Mystery Magneto Quiz



The Four Cylinder 80HP West Bend “Golden Shark”

Introduced in 1961 and continued in production thru 1965.... when West Bend was sold to Chrysler Corporation. West Bend was eager to join the horsepower race of the time-period. A Battery driven ignition with automotive style external coils and an under the flywheel 20 AMP alternator to facilitate battery re-charging. Also sold under the Elgin Name thru Sears in 1961.

Joining the National AOMCI

Chapter Members need to be National Members

The benefits of National Membership are many and varied. The small annual fee gets you a beautifully done magazine “The Antique Outboarder”, access to the full aomci.org website, Member Registry and unlimited fun at meets all over the country.

Join via the Website aomci.org

Want to Join the Local Fun?

1. Come to a meet and say “HELLO”
2. Join the National AOMCI
3. Join the SoCal Chapter

National Membership is required to be a SoCal Chapter Member

