

Antique Outboard News

SOUTHERN CALIFORNIA CHAPTER



MARCH
2000

Volume 2, Issue 2

In this issue,
Page:

- 2 Thanks Classic Boat Club
- 3 Next Meet
- 4 We Love Mercurys World's Fastest
- 6 Motor Repairs
- 7 Classifieds
- 8 Feb. 5th Meet
- 10 The Source and Membership Application
- 11 David Vaughan's Museum Exhibit
- 12 1953 Mercury Ad

DYNAMITE MEET HELD FEBRUARY 5TH

By Lee Kinnel
Chapter President

Momentum began picking up for the February meet way back in December for me! In December, I told **Tom Lockwood** how happy I would be if I only had one Mercury outboard motor. He said, "You'll find one." By the 22nd of January I had captured 5 Mercurys and 35 other brands including the BIG, BIG PRIZE, a Clarke Troller! Consequently, I was so elated I could have bounced to the February 5th meet on my head!

Of course, there are Clarke Trollers and then there are CLARK TROLLERS - take a look at the picture on the right - alongside the most gorgeous LOCKWOOD you will ever see is yes, the most gorgeous Clark Troller you will ever see, belonging to **David Vaughan**. But, alas, mine does have promise.

Continued on Page 8

*Antique Motors Fuel New Exhibit
at Newport Harbor Nautical Museum*



*Our Chapter Member,
David Vaughan (above)
Receives*

*Beautiful Press By
Laurie Morrison,
The Log Newspaper*

David Vaughan, a retired Newport Harbor High School teacher, bought an old outboard engine from a friend to teach students that The

Continued on Page 11

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

David Marotta
32 Buccaneer Way
Coronado, CA 92118-3257

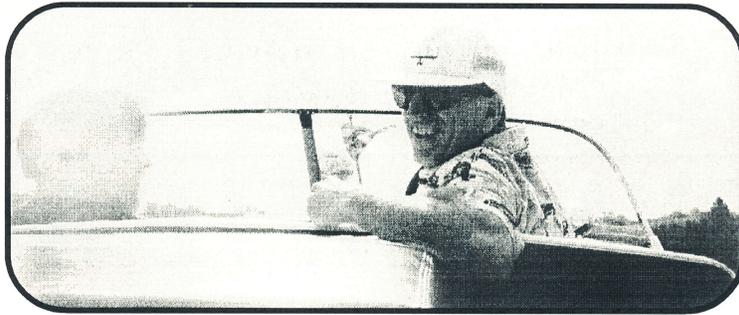


**NEXT MEET
SATURDAY,
APRIL 1ST**

THANKS CLASSIC BOAT CLUB FOR JOINING US!

Bob Hanover, pictured right, at the helm of **Ken Hanover's** (Bob's son) beautiful 1959 Chris Craft, has just turned around to announce that he is going to "Hit it, are you ready?" **The Butcher twins** and my wife, **Jackie** had a very, very special time racing around Pudding Stone Reservoir at what Bob said was 30 mph. It felt like 50 mph to them and boy did they have fun! Just ask **Jack Holtwick**, pictured on the left what a fine ride and super wooden boat this is. We were all so impressed! A big **THANKS to both KEN AND BOB** for taking many of our Chapter Members on rides throughout the entire day.

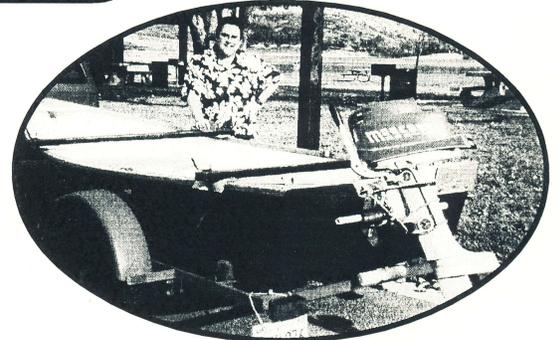
It was a pleasure to meet all the people from the **Classic Wooden Boat Club**. They have a standing invitation to all our events. A special thanks to **Mary and Mike Evans** for helping serve our Bar-B-Q lunch. Mary and **David Dorius** eagerly volunteered.



David Marotta, experienced yachtsman, was seen in his white clothes working on the engine of one of the classic wooden boats. We didn't get a picture, but I am sure the owners appreciated his vast expertise. **Way to go David!**



This is what it is all about! **Paul Brinkman and his Son, Cam**, are pictured in the circle at the left in their 1960 Micro Mini. Paul works many hours and lots of week ends. Our event gave father and son the opportunity to enjoy quality time together.



Western Outdoor News brought new member **Greg Wilkinson** to us on February 5th (above). He wants to sell the above rig complete with a 1957 Mercury 10 hp. We tried to talk him out of doing just that. If interested, turn to our Classified Column on page 2.

Pat and Steve Hurley (in oval inset) brought their 1931 Mullins Rocketeer, red and white steel boat, pictured below. This outstanding couple won the 50-50 raffle while they were launching their boat. How lucky can you be!



The silhouette above is hard to recognize without his big South of the Border hat and his amigo, **Dave Buaas**. But, yes this is **Gerry Coates** waving in victory, and yelling happily, as his engine starts and he is off on a joy ride around the lake. **Gerry Coates** brought the swell Mercury ad for the Newsletter that you see on the back page. He also acquired two Mercury outboards this past January from **Chuck Davis**, owner of **Boats Plus in La Habra**. See, Mercurys are out there - we just have to keep looking.



OUR NEXT DRY MEET IS PLANNED FOR SATURDAY, APRIL 1, 2000 from 10:00 A.M. to 3:00 P.M. NO APRIL FOOLIN! JUST FUN AND LOTS OF IT

WOULD YOU BELIEVE WE NOW HAVE 63 MEMBERS IN OUR CHAPTER? We are enthusiastic and ready for an April 1st meet and hope you are too!

The spot to meet will be at **Tri-City Park in Placentia**. This is easily accessible off the 57 Freeway and Imperial Highway. (see map enclosed). We will be occupying a private area, with private parking, beautiful grass and trees. If you will remember we also met here in the fall of last year.

Tri-City also offers great biking for kids and adults, swell picnic areas, and they stock some small fish for the not too serious fisherman. We will not be permitted on the lake with a boat nor can we run our engines. But, we can have one heck of a good time showing and trading our engines. I really look forward to seeing all of you again. It has been a while.

Please don't forget, we will discuss and vote on a motto/logo and Chapter name. Any ideas you may have will be greatly appreciated!

Door prizes have been a lot of fun. We have obtained some great ones for this meet. If you have suggestions or wish to donate, please call me.

It would be fun to have another **Outboard to Raffle** too. We have not found an engine at this writing for the raffle. If you have one please let Lee or Tom know. **Tim Coleman** sure helped make our day with his donation last time.

(For your information, we did try to return to Pudding Stone Reservoir, to no avail. It was such a perfect place for us. I will talk with you at the meeting on April 1st of their demands and you can decide if you want to comply with Pudding Stone costs, rules and regulations for a future meet. We certainly did thank them for the last two beautiful meets we enjoyed at the Reservoir.)

Each meet seems to take on its' own character, filled with lots of fun and surprises.



Richard and Susan Plavetich amazed us at the last meet with their "garage sale find." It is a Wen Mac Toy Outboard. Unbelievable! Did you see it? (See picture above) Try not to miss a meet. If you miss only one, you miss a whole lot.

Did anyone see the extensive toy outboard collection on the internet this past month. The owner was asking only \$35,000.000? Ha! Wonder what the final bid was?

It was a pleasure to have two members from **Arizona** stop by this past month for a visit. **Tom Lockwood** and I spent an enjoyable evening with **Vernon McKinley**, here on business from Mesa and I met with **John Tucker**, also of Mesa, as he passed through Orange County. Would you believe he was here because he found a Mercury Mark 6 right on our own turf in Huntington Beach and came over to claim it. We sure missed that one! We teased him about getting it right out from under our noses, but we had a great time getting to know him. John says he knows of perfect places in Arizona for us to meet. **George Kent** will be telling us about his great find for a

meet also in Arizona. **Be ready to talk about meeting locations on April 1st. We need your input and suggestions for the remainder of the year 2000.**

Newsletter Editor's Message: Normally, the Newsletter would have been out the first week of March. Plans for this meet did not happen easily or quickly. To make matters worse, our computer crashed the end of February. We were able to save our Outboard Club Files, but the scanner is not working properly and our pictures are not even close to being as nice as we would like in this issue. This is real disheartening when we have so many fine pictures to show. The pictures you send in are a big help too. I would like to sincerely thanks those who have contributed articles and ads to make this Newsletter a whole bunch of fun. My special thanks to **Bob Sacher, Larry Cupernell, Gerry Coates, Les Gunnarson and Tom Lockwood.**

We all hope you enjoy reading this issue of your Newsletter and will be happily inspired to join us at our next meet on **April Fools Day**. As you know, our meets are a hoot from beginning to end. Everyone goes home with a smile on their face and usually a new/old motor. Remember to bring potential new members too.

It would be a real helpful BONUS to the Board if each of you would take time to call either Lee or Tom with your plans to attend our April First meet, try to call no later than March 24. **Your R.S.V.P. would be a special help** in planning lunch and a great assistance in lessening our telephone calls. Our telephone numbers are **Lee: 714-996-6661, Tom: 714-635-3295. Please call us today with a YES!** As always, we will be more than pleased to hear from you.



BEE THERE!

Do We Love Our Mercury Outboards, Or What?

*A Guide to the Potential Buyer of Mercury Outboards
From the Encyclopedia of Outboard Motorboating, 1954 Edition
Compliments of Tom Lockwood, Vice President*

*Due to Mercury's reputation for speed,
hence its trade slogan,
"Full Jeweled Power."*

During 1954 an estimated 500,000 outboard motors were sold. Production estimates for 1955 are 25% above this figure. Indications are that the outboard-motor manufacturing industry is a solid and growing one and the sport of outboard motorboating continues on the upswing.

MERCURY

Mercury motors are made by Kiekhaefer Corporation, Fond du Lac, Wisconsin. This manufacturer entered the outboard-motor manufacturing field in 1939 and has moved ahead rapidly to become one of the leaders in the industry. Much of the present Mercury popularity is based on the high-speed performance of the motors, which, since 1949, have dominated four of the five stock boat racing classes.



*Jack Holtwick
"like new"
1957 Mercury Mark 10
is a gift from a friend!*



*"Mercury Man"
Tom Lockwood
He DOES love Mercury's!*

*Les Gunnarson's
1948 Mercury Twin
KE-7 Lightning
found at a swap
meet in Turlock*



Mercury's reputation for high speed has been based on antifriction ball, roller and needle bearings used throughout the motor. Hence its trade slogan, "Full Jeweled Power."

Its present ten models include the Mercury Mark 5, a 40-pound alternate-firing twin of 5 horsepower with a

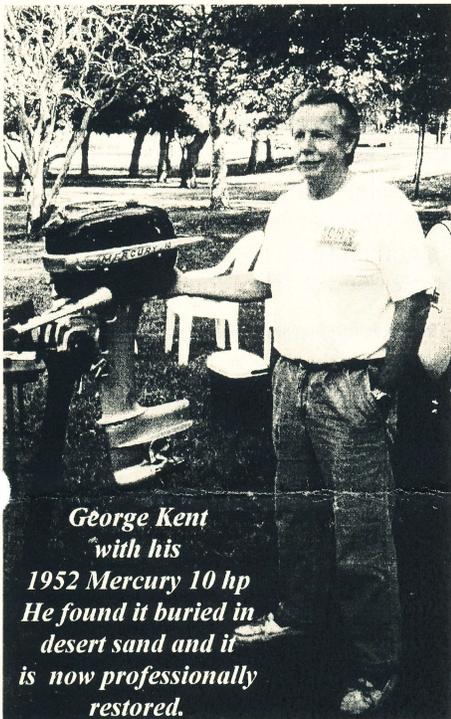


*Mercury enthusiasts Casey Patelski
and his father Kazimer joined our
Chapter at February 5th meet.*

unique and handy-to-operate push-button neutral clutch; the Mark 6, 42 pound, 5.9 horsepower push-button neutral; the Mark 7, a 7 1/2 horsepower alternate-firing twin; the Mark 20, a 16 horsepower alternate-firing twin; the Mark 25, alternate-firing, 18 horsepower full gear shift with Dynaflex suspension; the Mark 25 Electric with 12-volt ignition key starter; the Mark 55, a 40 horsepower four-cylinder-in-line alternate firing and the Mark 55 Electric. In addition to these eight listed, Mercury also makes a Mark 20H, a Class B stock racing motor equipped with Mercury's famous streamlined Quicksilver Hydro Short lower unit, and the Mark 40H, the record holding Class D motor.

Continued on Page 5

MERCURY WORLD'S FASTEST OUTBOARD



*George Kent
with his
1952 Mercury 10 hp
He found it buried in
desert sand and it
is now professionally
restored.*

The Mark 20, the Mark 25 and the Mark 55 have full shift, forward, neutral and reverse. The Mark 55, designed primarily for powering large outboard cruisers, fast family runabouts, heavy commercial fishing boats and ideal for towing water skis, is completely integrated for remote-control steering and shifting with no visible steering handles on the motor powerhead nor visible gear-shift lever.

The Mark 5, with neutral and 360 degree full pivot reverse, equipped with multiple disc propeller clutch eliminating the need for shear pin, lists at \$185.

The new super Silent Mark 6 costs \$210.

The Mark 7, which like the 5 has a unit cast one-piece gear housing, is priced at \$220.



Larry Cupernell, Chapter Member from Avalon, California leans on his healthy-looking 1957 Mercury Mark 30. It resides in his living room with a Mark 55

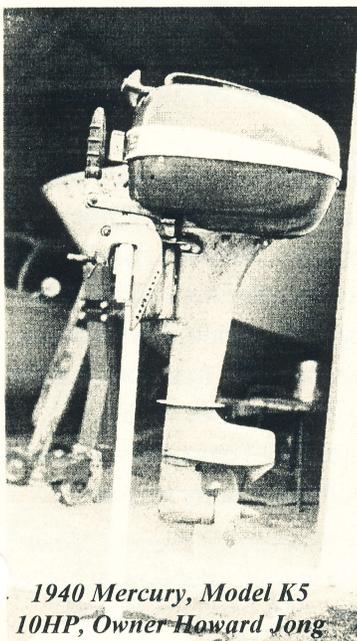
The Mark 20 with remote fuel tank and dropped forged unbreakable

aluminum clamp swivel bracket lists at \$338. The 20H, the stock record holder in Class B, sells for \$405.

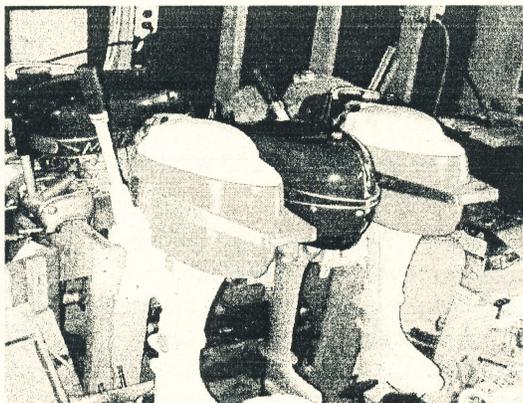
The Mark 25 lists at \$373 in conventional form and with electric starting sells for \$463.

The high-speed Mark 55 which features a sealed undercowl offering a maximum protection from spray from following seas is priced at \$562 with the electric starting model listed at \$688.

Remember, these are all 1954, "NEW" selling prices.



*1940 Mercury, Model K5
10HP, Owner Howard Jong*



Beautiful Mercury display belonging to proud owner, Gerry Coates, Chapter Member, residing in San Diego.

Motor Repairs and Overhauls

From The Encyclopedia of Outboard Motorboating 1955 Edition

Compliments of Tom Lockwood, Vice President

The most frequent repair item in the automatic-rewind-type starter, with which most outboard motors of 3 horsepower or larger are equipped, is the replacement of the starter-cord grip, which may pull free from the cord itself. The replacement of a worn or broken starting cord and replacement of the rewind spring are also common.

Proper use of the rewind-type starter will minimize the need for repairs. When pulling the starting rope, use a strong, steady pull but do not let go of the starting handle or toggle and allow it to slap back into the motor cowling for this can lead to breakage of the starting handle, denting of cowling and damage to the rewind mechanism. It will cause the starting rope to disintegrate rapidly or pull free from the starting toggle.

Although failure of the automatic rewind starter is annoying, it is not a breakdown that renders the motor inoperative since nearly all motors include, under the cowling and rewind mechanism, an emergency starter pulley. All outboarders should carry in their tool and spare-parts kit an emergency starting rope. A 3' section of sash cord knotted at one end will suffice.

MERCURYS are equipped with what is called Magna-Pul starters. Magnetic rather than centrifugal force disengages pawls when the motor is running.

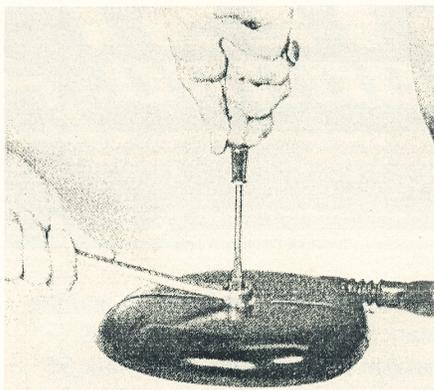
To remove the starter:

With screwdriver, pry starter handle bushing from handle.

Remove cable from handle.

On types including fuel tank on the powerhead, remove three Phillips head screws attaching the starter to the fuel tank (on top of starter plate) and remove starter.

On standard and S models, remove



Pre-loading starter spring in Mercury Mark 40. A screwdriver is used to turn the sheave shaft counterclockwise until the handle is against the guide bushing. An additional three 1/2 turns winds the spring to correct tension.

four screws and lock washers attaching starter to fuel tank.

On the Model Mark 40, remove the three Phillips head screws and the washers on the top of the starter assembly.

After removing starter handle, tie a knot in the end of the cable to prevent the starter from becoming unwound.

Remove friction plate.

Remove starter pawls.

You will note that with the starter assembly removed, an auxiliary starting plate is uncovered which may be used with a standard starting rope in the event of an emergency.

To remove a starter cable:

Remove four screws and washers from the starter pulley.

Unwind remaining cable from the pulley groove and pull the cable clockwise in order to enable the metal end of the cable to enter the round section of the locking hole in the pulley. Twist the cable 1/4 turn in order to turn the metal end flat so that the cable can be pulled from the pulley.

When installing a new starting cable, reverse this procedure by inserting the metal end of the starting cable flat into the pulley groove and pushing until the metal end enters the round section of the locking hole. Then twist the cable 1/4 turn to shift the metal end to a vertical position. Wind the cable tightly a complete turn counterclockwise in the pulley groove. Install four screws in the pulley (the first complete turn of the cable is made between the screws and the hub). Then wind the remainder of the cable into the pulley groove and pull the cable approximately 3 full turns in order to put tension on the spring. Then rewind the remainder of the cable. A temporary knot should be tied at the end of the cable to prevent the pulley from unwinding. Then install the pawls and install the starter friction plate by inserting three screws and washers and tighten them.

When replacing a starter spring, as a safety precaution, before removing the old spring, slip a piece of wire behind the outer coil, bend the wire around all coils and tighten the wire with pliers to prevent the spring from unwinding. Then by inserting a screwdriver under the spring at the anchoring pin location, the entire spring unit can be levered out.

New springs will be equipped with a retaining wire and should be placed into position with the retaining wire on. Once the spring is secured with the outer loop over the anchoring pin, the retaining wire may be cut and removed.

For other makes; Johnson and Evinrude, Scott-Atwater, Champion, Voyager, Majestic, this article continues to offer instructions on the automatic rewind starter in the same manner as it has done for the Mercury in the above article. Simply contact Tom Lockwood and he will furnish a copy to you.

Please submit your favorite "How To" article to us for publication in the Newsletter. We need your input!

Our First National Convention

As Reported in Popular Mechanics Magazine, December 1972

When does an old outboard motor turn into an antique? Once it reaches 30 years of age, according to the Antique Outboard Motor Club, 2316 West 110th St., Bloomington, Minn.

Recently 52 club members from 18 states got together at Sequoia Harbor, Antioch, Ill., for their first national regatta. They admired one another's old time kickers, operated some of them and gave out awards.

Oldest motor at the meet was a 1907 Waterman. A 1913 Evinrude and a 1913 Waterman tied for honors as the oldest running kickers, while the award for the best-restored old knucklebuster went to a 1915 Lockwood.

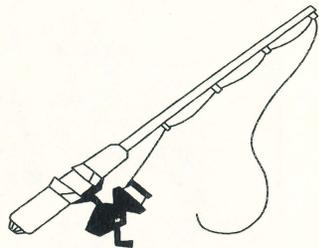
Johnsons still ready for racing included a 1938 Model HA, 1934 S-70 and 1928 twin.

Ancient outboards appear to be in as new collector's items. (Dec. 1972)

An Arizona Fish Story

For hours my friend Dorothy and I drove along a barren stretch of Interstate 10 through Arizona. The temperature exceeded 100 degrees, and we'd seen no sign of water or any vegetation to indicate moisture.

Then we happened upon an amazing sight! A man was walking about 20 feet off the road through the desert, carrying a fishing pole. We



knew there was some great fishing in Arizona, but not here!

We puzzled over the scene for many miles afterward. Stopping for lunch later we shared this mystifying experience

with our waitress, but she didn't skip a beat. "Oh, him," she said, smiling. "He works for the Highway Department. His job is to walk around with that fishing pole and relieve the boredom for drivers along that stretch of the road."

1967 Predictions for The Outboard

Taken from the Boating Industry Magazine, March 1967 Volume 30, Number 3

No one knows but everyone has an opinion on what's ahead for the outboard.

Some expect the Wankel rotating combustion idea to take hold: OMC has spent millions in license purchase and research. Others say that gas turbines are the comer; Kiekhaefer is considered among the most knowledgeable in the world on the subject. How about a radial engine? One was shown a few years ago. What's wrong with supercharging or turbocharging? Diesels have come and gone, 4 cycles have proven economical and practical but the 2 cycle outfits built in the United States are considered leaders the world over.

Isn't it ironic that one of the newest motors is a little 1 1/2 hp job not unlike the one which started it all about 75 years ago.

CLASSIFIEDS

Wanted: Electric Trolling Motor, Call Scott Roberts 626-915-3314

Want Parts: 1911 or 1913 Evinrude exhaust manifold and brass muffler: Steve Green in Australia E-Mail: outboard@networx.net.au

For Sale: Restored, Beautiful Wooden Boat, 1957 Cavalier 17' w/ 350 Chev. & New Trailer. Call Bob Hanover 805-498-9313

For Sale: 1950 Glaspar 12' Row Boat with 57 Mercury 10 hp. & trailer + orig. gas can. Greg 818-957-6267

DREAMING of a NEW BOAT? Dream no more-**BOATS PLUS** has the right boat at the right price! Call Chuck Davis, new owner, 562-694-6308

For Sale: 14' Westener Aluminum Bass Boat w/side console, Galv. trailer, NEW steering, wheels & bearing buddies, windshield 20 horse Evinrude electric start, new 6 gal. tank, extra prop, anchor, life pres., electric trolling motor, call Dominick Clesi 562-860-3045

For Sale: 1966 Johnson, 20 horse electric start. Call Dominick Clesi 562-860-3045.

Wanted- Lower unit for Mercury KE-7, KF-7 and KF-5, Please Call Dave Williams at 909-735-7848

I Build "New" Beautiful Wooden Boats - Call Grady Tate at, 520-282-4458

Wanted-Carburetor for ELTO Super Single-a Tillotson MC1A Call Gerry Coats at 619-272-3642

For Sale: 1958 Johnson 50, Call Jay at 562-594-9497

Wanted-Mark 30 and Johnson QD10 for parts. Stuck, no problem. Larry at 310-510-7228 or P.O. Box 1302 Avalon, California 90704

For Sale: 1959 Evinrude 10 hp. Call Tom Briggs at 949-631-5073

Wanted-Mark 20 or Mark 25 in original-perfect condition. Call Lewis Eagle at: 310-472-4989

Wanted- OLD Fishing Lures, reels, bamboo rods, misc. pre-WWII Fishing Tackle, Under 3 hp. Outboards pre 1940. Philip 805-967-8393

Wanted - 12 hp. Goodyear Sea-bee Call Tom Lockwood at 714-635-3295

Wanted - Will buy an Evinrude or Elto Rudder Twin - ANY CONDITION! Call Les Gunnarson at: 714-639-6127, E-Mail: LESLIEG121@AOL.COM

60 Chapter Members, Relatives, & Friends



Chapter President, Lee Kinnel (far right) showing his newest acquisition, a Clarke Troller to (left to right) Ben Coleman, Les Gunnarson, and Tim Coleman

Story Continued from Page 1

Upon arriving at the meet on February 2nd, we were surprised to see **Jack Holtwick** who had arrived at 7:45 A.M. He had a real good case of "outboard fever." Jack is pictured below with his prize Mercury's and a great original Hiawatha. He was last to leave too!



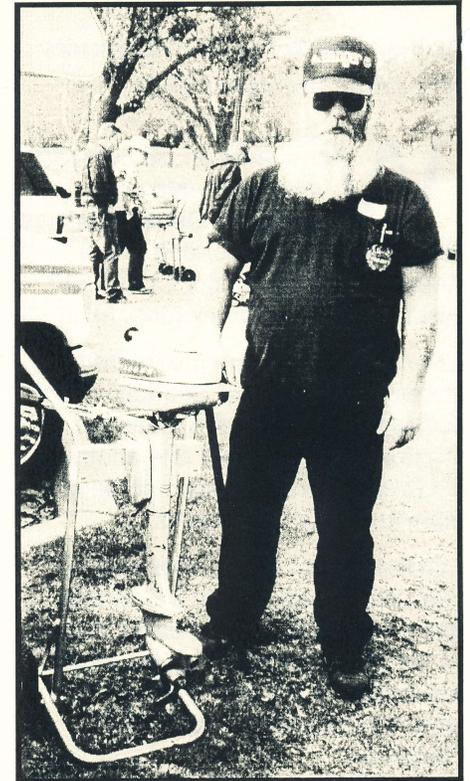
Jack Holtwick

Right next to **Jack Holtwick's** car was **Tim Coleman** and his brother **Ben**, unloading approximately 22 old motors. Yes, would you believe twenty two! Driving professionally throughout the U.S.A. he had picked up a whole truck load and brought them to trade. He was having the time of his life and we were anticipating every minute as he began to unload. From this

group of motors **Tim Coleman** very generously donated a swell 1946, 2 horse Evinrude for our raffle. It was a real cutie and everyone, including myself, wanted to claim ownership of it in the worst way. Raffle tickets sold like mad! We were all having a wonderful time and concluded that this was our **BEST MEET YET**, and to think it was only 9:00 A.M.our meet had just begun! Tim is pictured top right next to the Evinrude he donated to raffle. What a guy. Thanks very much Tim for your huge and quite overwhelming contribution to our Members, Club Treasury, and adding so much enthusiasm to a meet we will never forget.

About that time, **David Dorius** (pictured right) quickly put his name on a motor which was being unloaded, and just in time . . .

. . . Looking down the road we could see an extremely large motor home coming our way. Very soon, **Hoyle Wright**, from Lompoc parked it and started walking over to see what was drawing such a crowd. He sized up the situation and made an offer for the



Tim Coleman & his 1946 Evinrude

balance of Tim's 20 motors that had just been placed on the grass.

Soon **Tom Lockwood** and others began moving this mountain of motors in front of the motor home . . . **SOLD - ALL 20 MOTORS TO HOYLE WRIGHT!**

It was a treat, indeed, to have Charter Member, **Howard Jong** in attendance. Howard is mentioned in

almost all of our Newsletters for article/picture contributions and was featured for his outstanding achievement in recreating the 1866 Reese Replica to scale! At last, we have a nice picture to print of Howard. In January, we received a call from a



David Dorius

Attend Dynamite February 5th Meet!



Hoyle Wright pictured with his precious cargo - 20 motors fresh from back East. Notice the second picture in oval of Hoyle to show off his completely satisfied smile depicting total "outboard happiness."

National Member, **Steve Green** who resides in Australia, attempting to talk with Howard about his 1866 Reese replica. Howard was amazed that

word had gotten to Australia about his accomplishments through our Newsletter, as we were too. Steve sent Howard a picture of his vast



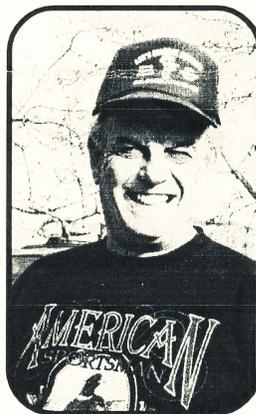
outboard collection. Anyone can correspond with Steve through his E-Mail: outboard@networx.net.au. He is very interesting and has outboards hanging from his rafters. **Howard Jong** talks often with Chapter Member **Neil Smith** about outboards and they knew some of the same soldiers in WWII. It is my hope that all members are using their rosters in this way, contacting each other and forming friendships within our Chapter. Remember, most all of us are new members, me included. It is more fun than I could have ever imagined to make friends with all of you, talk to you on the phone, and seek and find outboards together.

With 62 members in only 6 months we are **DEFINITELY WINNERS** - and it feels good to WIN!

Tom and I get such a kick out of seeing everyone having so much fun at the meets.

For instance, check out this face below, you all know him and he is always smiling, plus trying to talk me out of some of my prize motors.

You guessed his name, **Dom Clesi from Norwalk**. Get to know Dom and you will have a lot of fun too.



On the evening of January 11th, **Harry Martin** called me excited, saying that "**We have made the National AOMC Newsletter - FOUR PAGES FULL! I**

could hardly wait to get my copy the next day. We are all very proud. This is a first for our Chapter and many more articles will follow.

Our Chapter of the Antique Outboard Motor Club has definitely become a family oriented group. We are more than pleased to see families come to our meets. **Craig and Corrine Butcher** and girls never miss, and they always donate most of their time helping to make our outing a complete success. **A BIG Thank you to the Butcher Family for your time and also donating raffle tickets.**

Speaking of the Raffle, who do you think walked away with our prize outboard in the raffle? **Dave Buas from San Diego** was the lucky winner.



Familiar with the above logo? **Ed and Zeke Justice, and Ed Justice, Jr. of The Justice Brothers**, donated 3 cases of their products to us for door prizes! **Paul Brinkman, Hoyle Wright, Don Mitchell and David Marotta** were all lucky enough to win **Justice Bros. Products** in our drawing. Would you believe **Cam Brinkman** won the special knife from the **T.V. Series J.A.G.** that his Dad, **Paul Brinkman** donated. He was so pleased. **Tom Cabelus** won the shop cloths and laughed saying he has 5 dozen now. **Bob Argott** was happy to win the car spotlight. **Mary and Mike Evans** from the Antique Wooden Boat Club won candy and **Pat and Steve Hurley** from the Antique Wooden Boat Club won the 50-50 drawing! As you can imagine, they were not unhappy about that! **J.J. Johnson** won the Car Emergency Kit donated by **Tom Briggs** our Past President. Speaking of **J.J. Johnson**, (pictured below, left, with **Al Jarvis and Herb Maier**) **J.J. Johnson** has a bench top sand blaster big enough for power heads



and parts of lower units to loan to all Chapter members. Call him at 949-240-8855. **We do appreciate your many Chapter contributions, J.J.**

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

HOLLOWAY'S MARINA & R.V. PARK

JOHN GILL

P.O. Box 3958

Big Bear Lake, CA 92315

Telephone 800-448-5335 909-866-5706

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

MERCURY PARTS - Continued

BOATS PLUS

CHUCK DAVIS

140 E. Whittier Blvd.

La Habra, California 90631

Telephone: 562-694-6308

CHRYSLER,

WESTBEND, FORCE PARTS

ICARUS MARINE

PAUL ROGERS

13902 Newhope

Garden Grove, CA 92643

Telephone: 714-534-9476

DECALS

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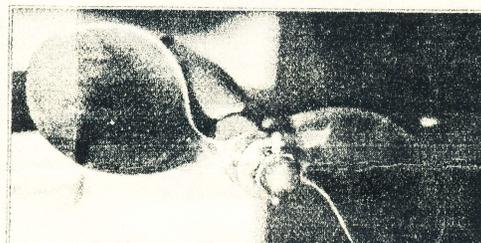
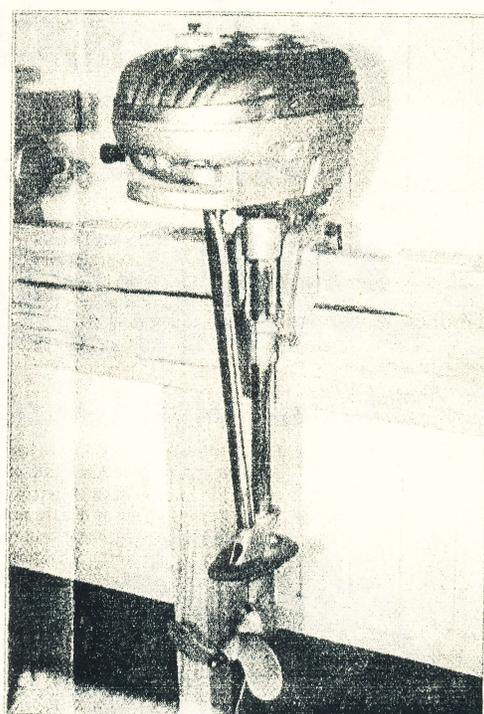
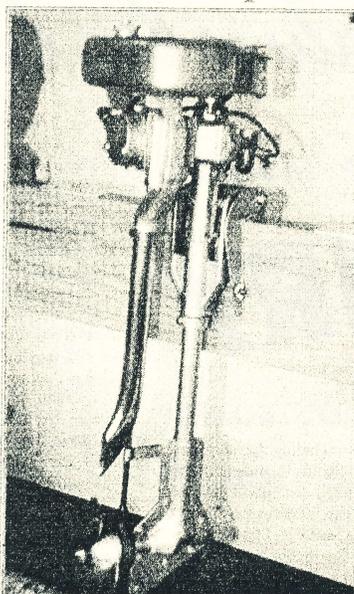
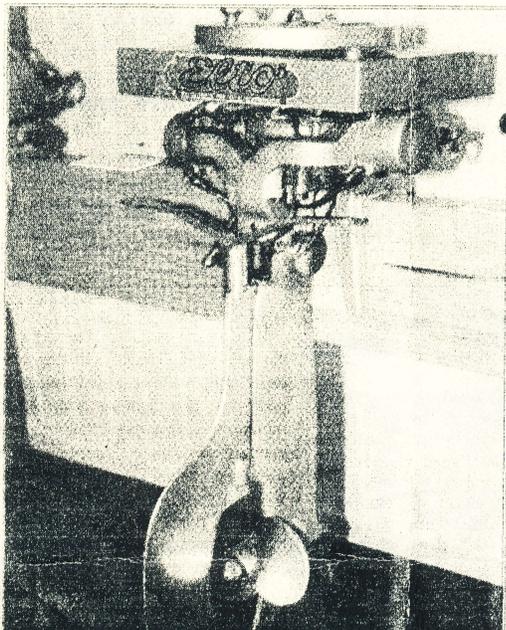
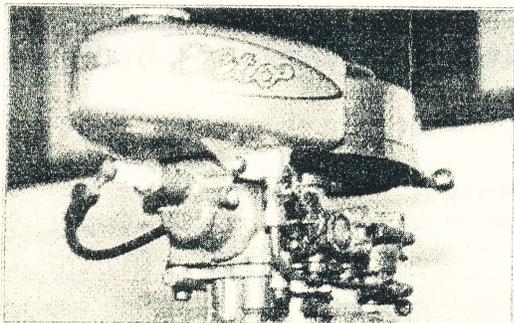
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Antique motors fuel new exhibit at Newport Harbor Nautical Museum



photos Laurie Morrison

A new, permanent exhibit at the Newport Harbor Nautical Museum features several antique outboard motors restored to better-than-new by David Vaughan, a retired schoolteacher from Costa Mesa.

Clockwise from top left: The Cub Elto, 1938; 2-hp Thor, 1934; Sport King, by Lawson, 1941; hand-polished propeller from 2-hp Thor above; the Elto Rudder Light Twin, 1923.

Continued From Page 1

anything can be fixed.

In the 25 years since, Vaughan has purchased more than 50 outboard engines, many of which he has painstakingly restored to museum quality. Seven of those models, including a 1928 Elto Super Speedster, a 1934 Thor and a 1941 Sea King, are now on permanent display at the **Newport Harbor Nautical Museum**.

Vaughan said that the hardest thing to refurbish is the gas tank. Usually made of soft aluminum, they take more of a beating than the rest of the motor's body as people tend to drop and bend them. To bring them back into shape, he cuts the bottom off to get inside to hammer out the rough spots then welds the bottom back on.

To bring the finish back up, Vaughan bead blasts the aluminum, a sand-blasting-like process, which puts

a fine finish on the surface. Although the surface can be painted, he prefers to top it off with a natural looking, clear varnish. He rarely paints his work, but if he does, it's usually on the gas tanks.

Of the restoration process, buffing takes the most time. Vaughan starts with sand paper, gradually working to a finer grit before a two-part buffing process. Of the many materials found on the engines, bronze is his favorite - and so is making it shine. "I don't hire out any part of the job, I do it all myself," said Vaughan, who goes as far as tracking down original manufacturer decals and factory literature.

Vaughan said his motors are obtained from various places and people, as well as from other collectors. He bought a 1920 Caille at a wooden-boat show. Several have been purchased at garage or estate sales, from auctions and engine

repair shops. Although he has a couple of American-made diesel engines, most of his collection is smaller models.

When several of his engines were completed he had hoped to place them in a museum. He said when he first approached the Newport Nautical Museum, curators did not seem interested. When Vaughan showed a sample of his work, interest grew. "In all these years, maybe 50 people had seen these engines," said Vaughan. "Within two weeks (of the exhibit opening), 15,000 people had seen them."

Vaughan has several museum quality motors. He entertains offers, but says "I'm not in it for the money, I love working with my hands."

A HUGE THANKS to Bob Sacher for submitting this special article. Please keep up the good "nose for news" Bob!

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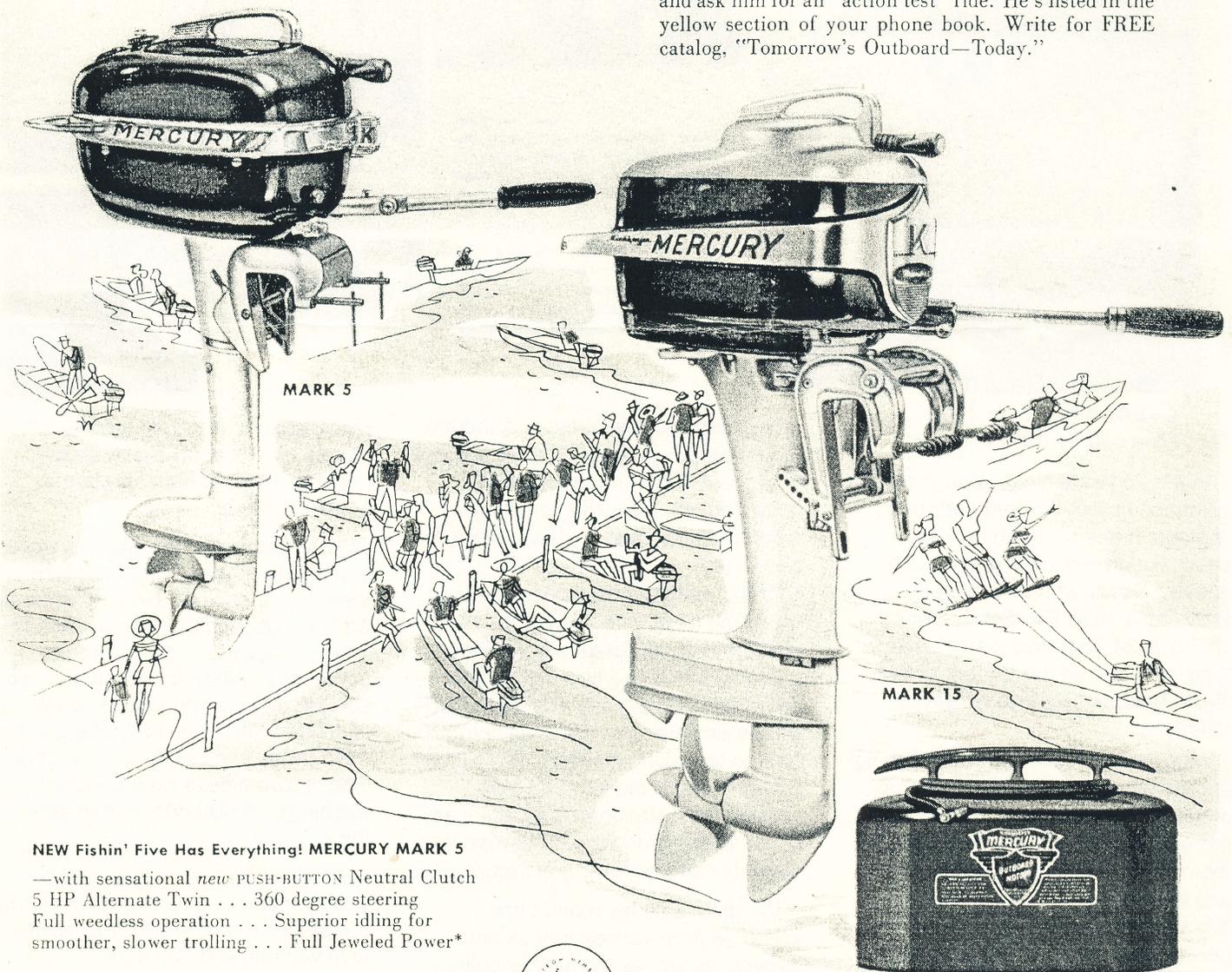
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