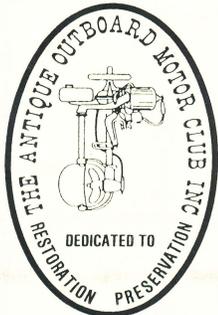


Antique Outboard News

SOUTHERN CALIFORNIA CHAPTER



MAY
2000

Volume 2, Issue 2

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APRIL FIRST MEET- A DAY TO REMEMBER



Jack Holtwick enjoying water sports
at Tri City Park on April First?
See story page 5

On the morning of April first, my upstairs window overlooking the Tri City Park Meet was very popular. Excitement was in the air and I was in my crow's nest, on the lookout for members arriving early so I could join them. My motors were packed and I was ready to go! About 7:30 a.m. I spotted a truck in our assigned area, and living directly across the street, I was there in a flash. Were we anxious?

Who do you think was there and had been waiting since the wee hours of 6:45 A.M.? **Bob Argott** got out of the truck with the biggest smile you have ever seen. He watched me unload and snatched up my Scott Atwater and Champion motors in a flash. Just recently Bob had a 1946 Wizard shipped to him from Dwight May in Kentucky. Later on in the day he eagerly purchased a 1956 Hiawatha from **Tim Coleman**. You see, he is trying to fill up his 40 x 60 metal building which houses some

Continued on Page 6

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

David Marotta
32 Buccaneer Way
Coronado, CA 92118-3257



VOTE TODAY!
USE BALLOT
PAGE 11

SEE YOU SATURDAY, JUNE 3RD

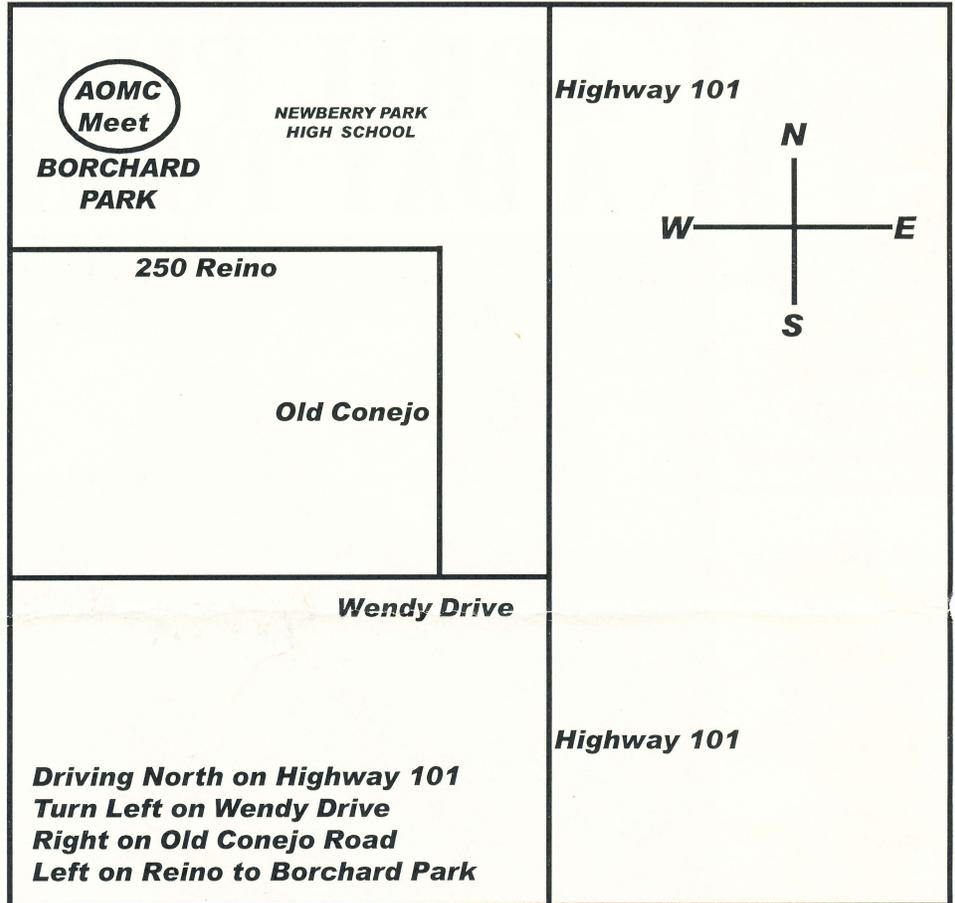
LOOK FORWARD TO VISITING WITH OLD FRIENDS,
MAKING NEW FRIENDS, EATING, & ENJOYING ONE HECK
OF A GOOD ANTIQUE OUTBOARD SHOW & SWAP MEET!

BORCHARD PARK

is located in Thousand Oaks/
Newberry Park and offers a
large, beautiful, private area
for us to meet, including
shade from the sun under covered
picnic tables and large
shady pine trees where we
will display our motors, win
door prizes, and enjoy a bar-
becue lunch. Our hosts are
Chapter members, Dennis
Byrne and John Coultas. The
park is open 24 hours, so set
your own pace - Dennis will
be there at 8:00 A.M. for you
"early trading birds" to do
your selling and swapping!

Questions? Lee's Car phone
on meet day 714-801-3284.
Home phone 714-996-6661.
Tom's phone 714-635-3295.

**SO, LET'S GET
READY TO RUMBLE
UP HIGHWAY 101!**



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

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

MEMBERSHIP APPLICATION

Name _____

Address _____

City _____ State _____ Zip _____

Date _____ Telephone _____

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

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

NEXT DRY MEET, JUNE 3RD, BORCHARD PARK, THOUSAND OAKS

We are looking forward to our next meet in Thousand Oaks with our Chapter members to the North. **Dennis Byrne and John Coultas** have made all the plans for us, complete with a barbecue lunch. I understand this will be about an hour and a half drive from Central Orange County straight up the 101 highway. It is exciting to meet and trade on new turf. Please plan to attend and make our meet a success. If you need transportation or more explicit instructions call Lee at 714-996-6661 or Tom at 714-635-3295 and we will do our best to help make special arrangements.

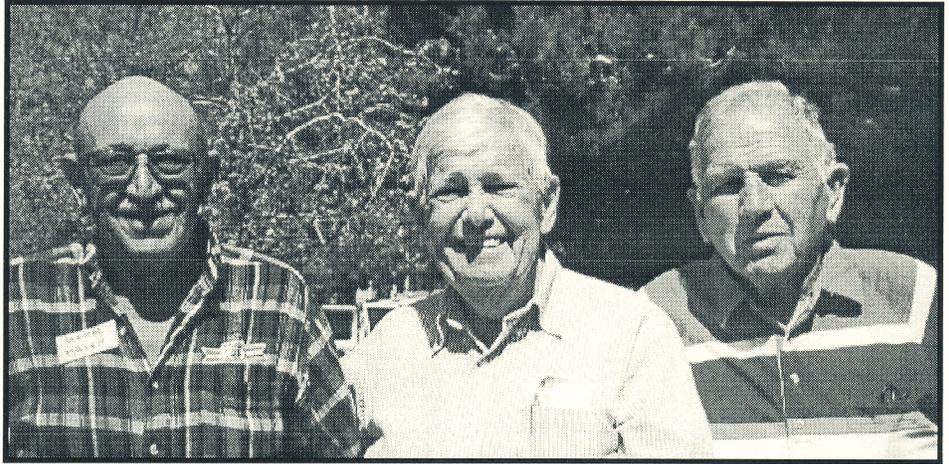
Your presence at all meets is very important to us, and besides, **you'll never know what antique outboard just might show up!** **George Kent** found his new Flambeau two meets ago - a happier antique outboard owner you will never find. **In fact, you'll never know just who might be there!** **Lonnie Yenny and Jackie Kinne** are still amazed at the fact that **David**



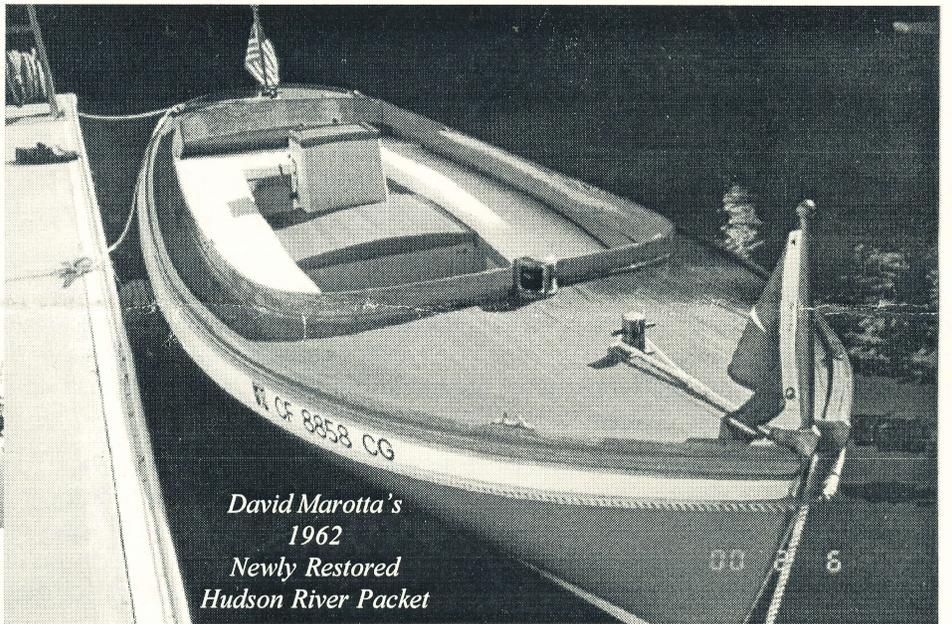
David Marotta reminiscing with Lonnie Yenny

Marotta from Coronado Island in San Diego seemed to come from no where and become a member of our Chapter. Both Lonnie and Jackie had worked with David Marotta several years ago at Donnelley Marketing. To say they are pleased to become acquainted with him once again is an understatement! Look at the BEAUTIFUL 1962 Hudson River Packet wooden boat David has just restored, pictured center. He restored it in his private slip in front of his home and it resides next to his beautiful 45 foot Trawler.

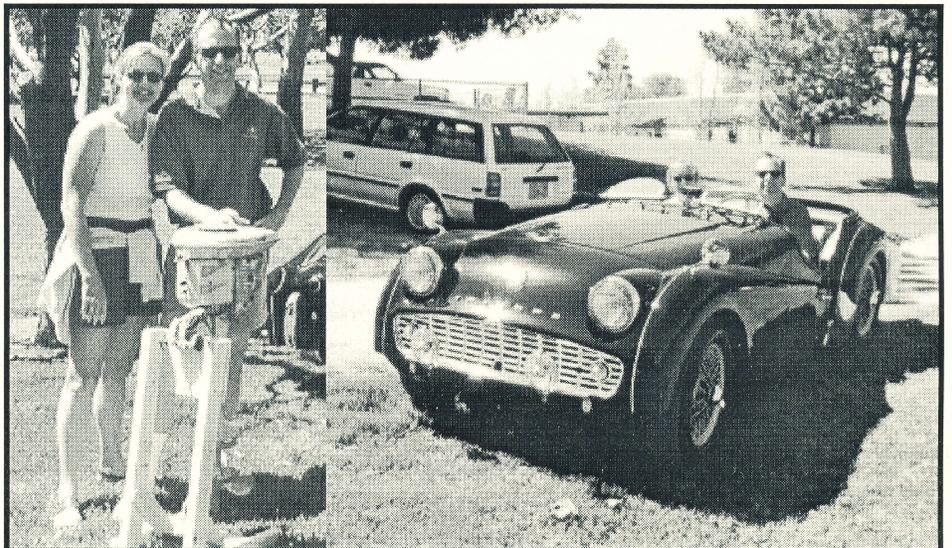
The Plavetich's, Susan and Richard (right) dazzled us by arriving in their Triumph TR3 and showing their swell Mercury Rocket at last meet. You are one lucky man Richard, and **we will all be watching for you June 3rd on highway 101 as we all drive to the meet together!**



We join with Herb Maier, Neil C. Smith and Ray Mc Carville (left to right) in saying that we "More than look forward to seeing all of you on June 3rd."



*David Marotta's
1962
Newly Restored
Hudson River Packet*



April 17, 2000



Mr. Mike Antonovich
5th District Supervisor
Los Angeles County
615 E. Foothill Blvd. "D"
San Dimas, California 91773

Dear Mr. Antonovich:

I would like to express my appreciation to you and your very efficient Field Deputy Juventino M. Gomez in assisting our organization, The Southern California Chapter of the Antique Outboard Motor Club with a meet we held at the Bonelli Park February 5th. We truly love the park, its beautiful lake and facilities. Jolene Lamont, Park Manager, was also very helpful to work with and friendly during this time. Please praise both of these employees for their keen customer relation skills and fine attitude.

We had about 60 members attend including about 7 or 8 boats on February 5th. As you know the park charges \$6.00 per car, plus \$6 for each boat and \$10 for a motorhome of which we had two. We were told that we comprised about 2/3 of all the visitors to the park on that day. My guess is approximately \$402.00 went in your till from our group on February 5th.

We contacted Jolene about having further meetings at the park and we were told that there would be a slight change in the monetary cost. Not only would we pay the \$6 per car for getting into the park she requested an additional \$125.00 for the use of the site (sailboat area) and we would be charged \$14.00 per hour for a park attendant.

Mr. Antonovich, I find it hard to understand why these additional costs are necessary, in that at our last meet we shared the area with fishermen, float-tubers and park visitors, which we find quite acceptable. As far as the \$14.00 for a person to oversee us at our meet, I might find this a necessary fee if we were a young rock-n-roll organization that would cause noise, mess or destruction. Our group is comprised mostly of senior citizens that go to these meetings to enjoy looking at the mechanical wizardry of yesteryear, enjoy friendships and boating. We do clean up behind ourselves and we do make sure that our members are not a problem to the park or fellow visitors.

After we were notified of the additional costs we were forced to look elsewhere, do to our limited funds, and plan our activities at other parks. We had our next meet April 1, in Orange County, in a very nice park. Not only was the entrance cost zero, but the total cost for using the park was \$50.00 which they were so kind as to waive when they found so many senior citizens were involved. We've also contacted park locations in Santa Barbara, Ventura, San Bernardino, Riverside and San Diego Counties and found that they were quite excited for us to attend and display our antique marine items for a very low or in some cases, no fee.

I find it hard to understand that by increasing costs to the point that persons such as us cannot attend during the winter months it can possibly be a benefit to you and the park system. Isn't winter the slow time for the park, wouldn't you benefit greatly during the winter months with our attendance? How can you afford to turn away approximately \$1,200.00 each year? This could be your approximate till if we attend only three times, we would like to enjoy your facilities more often than that!

Please help us negotiate an attendance package to Pudding Stone Reservoir. We look forward to enjoying the lake's privacy, beauty and location for many years to come. May we hear from you at your earliest convenience so we may schedule at least 3 meetings.

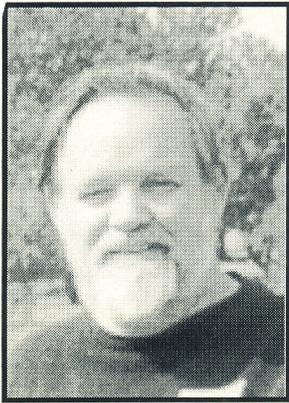
Sincerely,

Lee J. Kinnel

Lee J. Kinnel
President Southern California Chapter
AOMC
P.O. Box 746
Yorba Linda, CA 92885
Phone: 714-996-6661

"Jumpin" Jack Holtwick

Continued from Page 1



APRIL FOOL! No, Jack did not do this spectacular jump at Tri City Park on April first. But, as he describes it in his own words:

The jump pictured is intentional, performed in flat water, similar to a wheelie on a motorcycle. The picture was taken to help promote a show about unusual watercraft, which was held at the L.A. Convention Center. Pictures appeared in several newspapers, including the L.A. Times.

The watercraft pictured is known as a Dynafoil (and no, I didn't go over backwards). It is a small hydrofoil boat with one strut aft with a dyhedral foil and a propeller, and one strut forward for steering and to support the surface sensing foils. The surface sensing system, which keeps the craft properly positioned by mechanical means was invented/patented by Dave Cline of Newport Beach in December 1975. The Dynafoil is powered by a 440cc Xenoah twin cylinder, water cooled (Chaparral Snowmobile) 2-stroke, gasoline engine. The state of tune is about 36 hp. The top speed, in stock form, is about 40 mph.

Since I was a kid I toyed with designing a hydrofoil boat. But, Dave did it so much better, its almost like he designed it just for me.

Concerning my interest with outboard motors, I was ruined from birth. I was born in Bremerton, Washington, where there are more boats per capita than anyplace else in the world, and raised in Hawaii, on the island of Oahu. So, I didn't have a chance, and I love it!

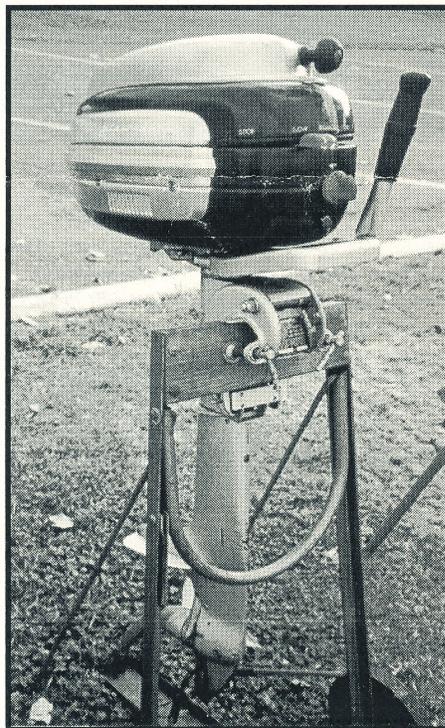
When I was 10 years old, living in Hawaii, I "worked" in a gas station in Kaneohe Oahu, "repairing" outboards. I was given a small Waterwitch motor, for my trouble, which was the one motor I could never get to run. Years later I found that these motors had a very weak ignition system - ah well!

Since then I have collected a ridiculous number of all types of motors. I'm sure all of you with this similar "disease" can understand.

I, however, have compounded the problem by also collecting a variety of boats, motorcycles and cars (sick)! When earlier in this column I said I was ruined, I knew what I was talking (writing) about.

Aloha,

Jack Holtwick E-Mail: skip4@flash.net



Jack Holtwick's 1947 Hiawatha, twin cylinder, 5 hp. This motor is very original and hardly ever used! He got it from a friend.

Tom Briggs & "Doc" Eyre,

Our Very **BEST WISHES** go out to both of you for a complete and speedy recovery. At this writing (May 2) Tom is hospitalized and Doc is on the mend, getting stronger each day.

Now What?

By Larry Cupernell

After painstakingly restoring both a Mark 55 and a Mark 30 mechanically and cosmetically, we come to the next step. What to do with them!

Ideally we could store them in a nice 2-car garage and use them on weekends on some 50's mahogany run-about that we keep in the back yard. Next problem - anybody with enough money to have a 2 car garage and back yard where I live, in Catalina, could easily park a Dusenberg in it.

We have been fortunate enough to have an old hotel lobby for a living room, complete with ocean view, hand carved renaissance furniture and a stairway no longer in use.

Solution - put the Mercs on the stairway where you can wander up and take a closer look or ignore them. Outboard motors have played part in just about everybody's life around here. So, they receive more attention that you might think, and not all from mechanically minded men. Some women seem to have some interest and memories about part of life spent on the water - from fond times with uncle Harry's faithful old green Johnson to stories of sharks and sea monsters off the east end of Catalina Island. The people you would think would show some interest almost never do.

So, if you have a way to discretely display one of your ancient kickers, try it. You may find they're more people friendly than you might think!

Continued From Page 1

great old cars too. **Bob won a Scott Atwater in the raffle generously donated by Tim Coleman. Great Day for Bob Argott!**

I looked up to see **Herb Maier** burning up the road, code 3, with his special built outboard truck loaded with beautiful motors. We began bartering with Herb immediately and having the time of our life. **Tim Coleman** being the next to arrive said, "I am going to have to stop doing this - I am just having too much fun."

We knew by now it was going to be one heck of an April Fools Day Meet, and THE PARTY HAD BEGUN!



Above, from left to right; **Bob Argott, Tim Coleman and Herb Maier.** Tim looking quite spiffy in his newly designed AOMC shirt. The trading was on . . . with **Tim Coleman** eagerly purchasing a prewar Neptune from **Herb Maier.**

Tom Lockwood was now on the scene and immediately found a, you guessed it, Mercury Mark 30. Does Tom love Mercurys or what! Later in the day he also purchased a Mercury 400. This was going to be "a



day to remember." Tom also had another very special treat in store for him. **Bill Ringland and his wife**

arrived bringing Tom a whole stack of Old Outboard Magazines dating back to the 1970's. He was delighted to receive this wealth of information and plans to share the articles with us in our Newsletter.



Pictured above: Conney Cupernell, Larry Cupernell and Grandson, Isaac Reguero. The Cupernell's always amaze us by hardly missing a meet and come all the way from Avalon on a boat, of course. Larry was the happy winner of our 50-50 drawing.



Les Gunnarson brought these two interesting motors to show. Can you tell what they are? The one on the left is a 1937 Sea King made by Thor (Prior to Mercury taking over Thor.) He found it at a Long Beach Swap Meet. On the right is a 1938 Bendix found in a San Diego swap meet. Thanks Les, for sharing.

David Dorius is pictured below, under a shade tree with several outboard enthusiasts admiring his "catch of the day." If you look closely, you can see a British Seagull, Evinrude Zepher 4 cyl., a Johnson and an Evinrude 4 cyl., 9 horse. David is our newest, and maybe the youngest Chapter Member. He brings with him much enthusiasm and has offered to help us set up a Website for our Chapter, complete with E-Mail so we can correspond and keep in touch with each other. He will help all Chapter members who would like to participate and learn how to use the computer more efficiently. We could put our Newsletter on the Website and our personal classifieds.

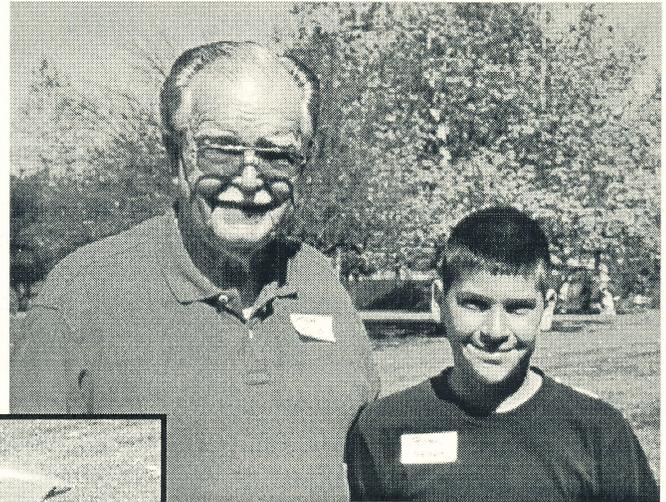


Left to right; Dom Clesi, David Dorius, Al Jarvis, Don Hoffman and Neil C. Smith all gathered to admire David Dorius' newly acquired antique outboard motors

At the meeting it was suggested that we purchase name tags, or identification badges for all Chapter members. We are now in the process of doing just that! They are not a cheap item, but everyone agreed they are a necessary one.

We also discussed how great it was to meet at Lake Puddingstone and how badly we felt that we could not satisfactorily get together with the lake officials to set another date. It has really been a big disappointment to all of us thinking we may never be able to go back. By this writing a letter will be in their hands in an attempt to convince them that we have a lot to offer, both monetarily and of special interest to their visitors. We will report at the next meeting of any response we may receive. See letter page 4.

Our next meet is planned in the Thousand Oaks area on June 3rd. Chapter member, **Dennis Byrne**, has worked hard on this event for us, and we look forward to being on his turf! We are trying to have at least three meets a year close to our members who travel the farthest. This includes Santa Barbara, San Diego, and Arizona. And, when you think about it, this is only fair. It will be fun to see and enjoy these new areas.



Tom Briggs, Past Chapter President proudly introduced his Grandson, Ryan Perez.

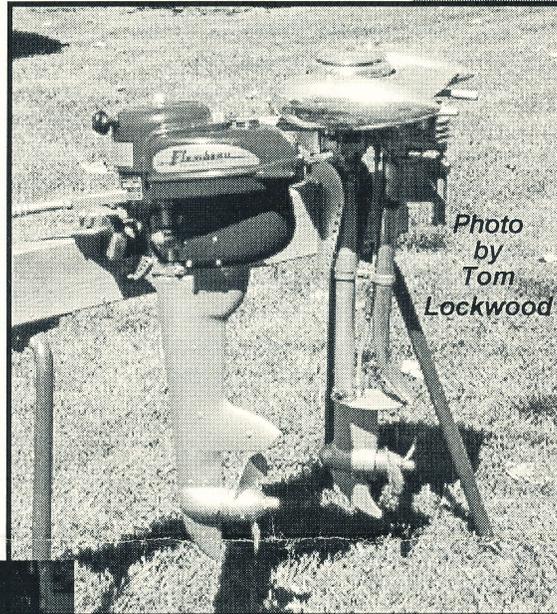


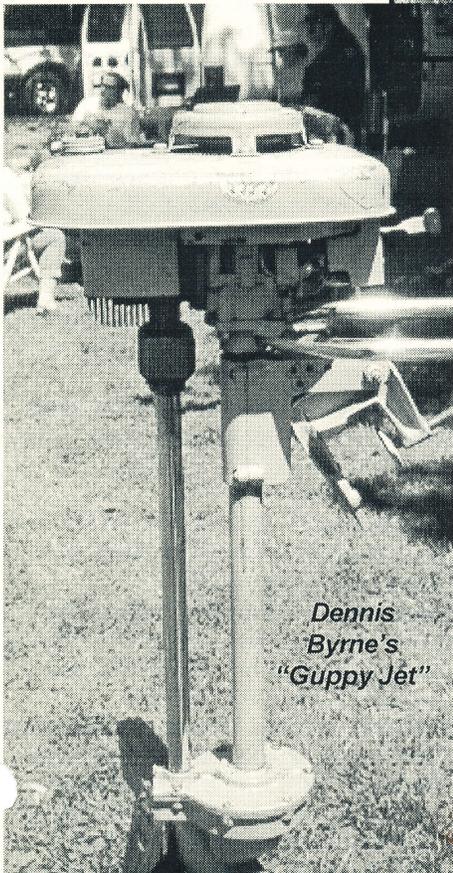
Photo by Tom Lockwood

purchased some prestine and unique antique wooden lures and some nice antique rods and reels. See, they are still out there guys! I recently heard about a guy motoring across San Francisco Bay at low tide who noticed a propeller sticking out of the sand. He pulled it up to discover a Martin 60. He cleaned it up and replaced only one connecting rod, reassembled it and it runs today! So, keep your eyes open, you may trip on one when your walking.

I hope you enjoy the picture below of **Al Jarvis'** pair of beautiful Johnson Seahorses. One is a 1935 1-1/2 hp., the other a 1934 3.3 hp. He got them both in a trade. **LUCKY AL!**

LUCKY US for having spent a great day together sharing our motors and building lasting friendships. See all of you June 3rd!

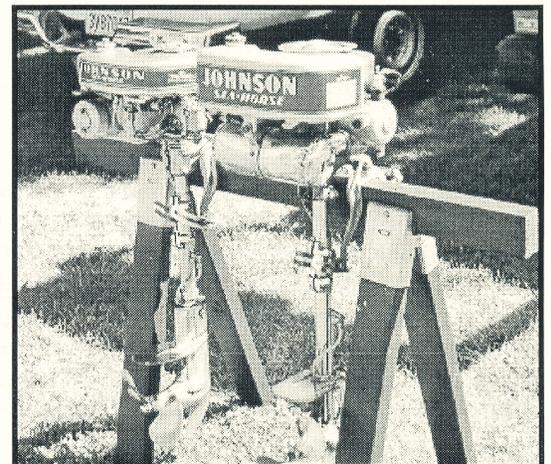
Lee Kinnel, Chapter President



Dennis Byrne's "Guppy Jet"

I feel sorry for anyone who missed the show, and didn't see **George Kent's** beautiful **Flambeau** (Ha, this rhymes) All kidding aside, the Flambeau is a show stopper! It is pictured above left with its companion a Kissel Waterwitch, also a fine motor. Wow, these are both great, George! **George Kent** is anxious for our Arizona meet, and brought some swell pictures to share.

Since the meet April 1st, and with **Tim Coleman's** help, I was lucky enough to purchase a 1948 Martin 40 in Lake Isabella. I couldn't be more pleased because when I put the starter fluid in the carburetor it started up immediately! Just to be safe, I did rebuild the carburetor, put in a new water pump. I polished it and couldn't believe how beautiful it is. I won't have to do another thing to it. At the same time, **David Dorius**



Magneto Tips

By Bill Horst
Outboarder Magazine 1975

When confronted with a mag that has no spark or a weak spark, NEVER assume that the coil is dead or weak or damp. Only rarely have I found a coil that was undeniably dead. I do not believe that a coil becomes weak; and since a coil is designed to function with a foot or so of the water, I doubt if moisture from the air will be a factor. This applies to motors up to about 10 hp; larger motors may have coil problems that are unique to the greater heat and vibration of a big motor.

If there is no spark at all, check the points out first. Remove the flywheel. If the moving point works off the crankshaft, they can be checked and set with the flywheel off. If the point works off the inner hub of the wheel, the wheel has to be installed to set the points. An inspection plate is provided for this (usually it is under the rope sheave). Clean the points with fine sandpaper, making sure that they make and break. The fixed point is usually insulated. If the insulation looks OK and the points line up with each other, they are probably all right. If you have a continuity tester, remove the coil and cond wires from the fixed point to test the points. If you have a feeler gage and you know the proper setting for the points and plugs, set them by the book. If this is not the case, set both at about one sixteenth of an inch, or about the thickness of a dime. On some mags where the points operate off the crank, the point is moved by a separate pin between the point and the crank. Don't lose it.

If the spark appears weak, or if the motor is hard to start some of the time or most of the time and the motor runs great when it does start, replace the condenser. Use an auto condenser, chosen to fit the space. Don't worry about the capacity of the new condenser; a new auto condenser is much more suitable than a 40 year old new old stock condenser, and probably cheaper.

Plug wires that have a few cracks in them can be taped with plastic electrical tape. If the insulation is in very bad shape, they have to be replaced. Be sure the new ones are not the carbon type used in most autos; specify wire-type plug wires. If the wires are soldered to the coil, use a small iron and as little heat as possible.

Early Elto battery-fired coils had the condenser buried inside the coil in a sea of wax. These coils put out a very hot spark. If yours is weak, wire a new condenser into the circuit wherever it will fit. Ignore the old condenser.

If you know the type of plug recommended and plugs are available, by all means use them. If this is not the case, ask for a medium heat range plug that will fit the hole. Choose a plug that does not extend too far into the cylinder where it might be hit by the piston. If you are not sure about this, install the plug and turn the motor over slowly. If it does not bind, you are OK.

I cannot emphasize too much how important having a good condenser is to the mag, especially in opposed-type motors. The function of the condenser is to absorb and hold the current generated when the magnets pass the coil core or shoe. This occurs over several degrees of flywheel travel, and, as I understand it, speed enters into it, with less voltage being generated at cranking speed than when the motor is running. In an opposed motor, what appears to be a coil is really two coils sharing the same case. Since both cylinders fire at the same time, one set of points and one condenser have to provide for two plugs. I think that what is often regarded as a weak coil is most often a borderline condenser that will not accept a full charge at cranking speed. The above also includes opposed fours where both cylinders in one bank, upper or lower, fire at the same time, the other bank 180 degrees later.

CLASSIFIEDS

For Sale: Martin "75", Waterwitch 5 3/4 hp., 1958 - 16 1/2' Lyman, 1966 65hp. Mercury & trailer, good condition. Call Bob Myers 209-795-6904

Wanted: Wooden Boat 14-16 ft. Please call Steve Hurley 626-798-8927

I Know the location of several 50's motors and parts including a 1957 35hp Johnson w/electric start & controls, 7.5 hp. Johnson AD12 with tank - excellent. Dennis Byrne 805-498-9621

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

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, 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

Wanted-Rebuildable power head for a Mark 45 & or Mercury 500 Larry at 310-510-7228 or P.O. Box 1302 Avalon, California 90704

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

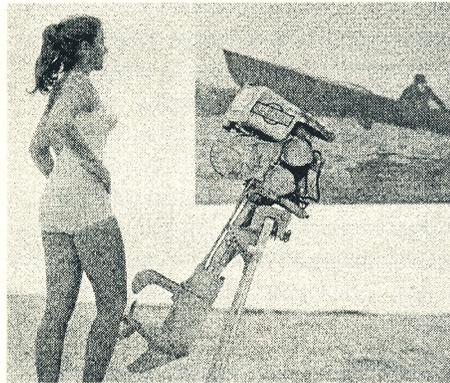
Wanted- OLD Fishing Lures, reels, bamboo rods, misc. pre-WWII Fishing Tackle, Under 3 hp. Outboards pre 1940. Philip 805-967-8393

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

Evinrude Light Twin Outboard

By 1921, Bess Evinrude was recovered from an extended illness, and Ole Evinrude was back in business producing a smaller, lighter motor called the **ELTO** (Evinrude Light Twin Outboard) at his



Elto's Super Quad, first four-cylinder outboard, set new world record, 41 mph in 1928

new ELTO Outboard Motor Company. Two-thirds the weight of the Evinrude, this lightweight engine pioneered the use of aluminum for marine powerplants. The twin-cylinder outboard revolutionized the marketplace. By 1924, ELTO was outselling the original Evinrude motor.

About this time, Ole's son Ralph, a university student, began assisting his father in designing and building experimental ELTO motors. In 1928, the father/son team introduced the first four-cylinder "Quad" engine that broke outboard speed records and dominated the industry.

The ELTO Cub and the ELTO Pal were built in the 1930's, and were extremely compact. The Cub developed 1/2 hp at 4,000 rpm and weighed in at 8 1/2 lbs., price \$29.50. The Pal was a larger engine, 1 1/10 hp at 3500 RPM, weighed 14 lbs. and sold for \$37.50.



HOWARD JONG'S 1927 ELTO



Polishing Brass

By David Vaughan

E-Mail: woodywagon@earthlink.net

Unfortunately, the key to polishing is a lot of elbow grease. I live in Southern California near the ocean and here is what I have to do to most of the parts that I polish:

First, the part has to be degreased and the salts neutralized. I do this first with solvents (parts cleaner, Gunk, lacquer thinner, gasoline, strong soaps or whatever works best) followed with an acid wash. Depending on which acid is used the metal may discolor or take on a dull shine.

The next step is to file (if needed) to remove surface imperfections, followed by lots of wet sanding starting with 240 grit then going to 400 grit and finishing with 600 grit. By this time

you should have a surface that is very smooth with a dull finish. Polishing is accomplished with a two step buffing, the first with a stiff cotton wheel impregnated with a course rouge compound, the second is with a fine polishing compound impregnated into a soft cotton wheel.

The next thing I do is clean the part, usually with lacquer thinner followed with a metal polish such as Mothers or Brasso or Neverdull or whatever works best. I now have to make the decision whether to coat the part or leave it for further hand buffing. Most of the time I do not coat aluminum and only coat brass/copper if it is going in an unaccessible location. Brass/copper looks best without a coating. When applying a coating be sure to first clean it with lacquer thinner. I prefer a good lacquer finish. Eventually, the part will show spots of tarnish and will require stripping the coating and repolishing.

If you have any questions drop me a line. My E-Mail address is written at the beginning of this article.

Thank you David for sharing your expertise. We sure enjoy seeing the "fruits of your labor."

"Do You Really Know Your Outboards?"

1. Is the flywheel on a VE-50 Johnson nickel plated or polished aluminum?
2. Who made a motor that had provisions to store two spare spark plugs on the head?
3. Name one motor that had the recoil starter below the flywheel.
4. Who, and when were sold, different rotating props for their twin motor installations? Incidentally, one engine ran backwards or counterclockwise.
5. What motor had a prop on each end of the prop shaft?
6. Name one motor whose points were always open except at the instant of firing the plug.
7. On which motor did the crankshaft also serve as the propeller shaft?
8. Name one motor that had a wooden propeller.
9. Which two-cylinder motor had a horizontal crankshaft?
10. How did the Koban get its trade name?

Answers on page 11.
Questions from the Old Outboarder,
July 1982 - Compliments of Tom Lockwood

Pollution Study Exonerates Outboard Motors

*October, 1970 Antique Outboarder
Courtesy of Tom Lockwood*

Kiekhaefer Mercury shares the national concern about water pollution. Do marine engines contribute to the problem? To help answer this question, Kiekhaefer Mercury has sponsored an independent scientific study of Lake X, the company's fresh water test facility in Florida. Here are the results of this important pollution survey.

An independent pollution study of two Florida lakes has shown that no contamination exists in the waters tested due to exhaust gasses or liquids from marine engines. The survey was conducted by Environmental Engineering of Gainesville, Florida, at the request of Kiekhaefer Mercury, manufacturers of Mercury outboard motors and MerCruiser stern drives and marine inboard engines.

Sites of the study were Lake X, Kiekhaefer Mercury's principal marine testing base in Central Florida and nearby Cat Lake. Lake X supports a continuous 24-hour test program involving the use of outboard, inboard and stern drive marine engines. Company officials believe the lake carries the most concentrated boat traffic of any lake in the world. Since the test center was officially opened 10 years ago, approximately 3 million gallons of fuel and oil have been used in normal operation.

Environmental Engineering was retained to study the effects of exhaust emissions. Two studies were made. One was completed near the end of May and another in early August, 1969. Cat Lake, inaccessible and never used by powerboats was included in the examination as a basis for comparison. Results announced by Dr. H.D. Putnam, Professor of Environmental Engineering Sciences at the University of Florida, and a

member of the research firm, indicate **"no observable effect on plankton or bottom organisms in the Lake."**

In another paper of the two-part presentation, A.T. DuBose, Analytical Chemist for Environmental Engineering said "Numerous samples from both lakes were collected by our team and analyzed for organic compounds known to be found in exhaust emissions of internal combustion engines. Neither Lake X nor Cat Lake were found to have any of the organic compounds found in gasoline and oil." DuBose went on to say, "These organics are readily broken down into harmless materials by the bacteria already in the water, or are in such minute quantity our best equipment cannot detect them."

Both scientists recommended Kiekhaefer Mercury for backing such a comprehensive survey and making available the Lake X properties for analysis. They emphasized that

"No better example of confined fresh water could be found anywhere offering the extremes needed for such an in-depth examination."

There is a rapidly increasing public awareness of water pollution and the urgent need to preserve our recreational boating areas. The marine propulsion industry is being confronted with ill founded rumors and damaging innuendos that confuse the truth about fuel and oil residue deposited as the result of marine engine operations.

This is the specter of a "crusade" beginning to haunt recreational boating. Many of the accusations have no basis in fact. The hue

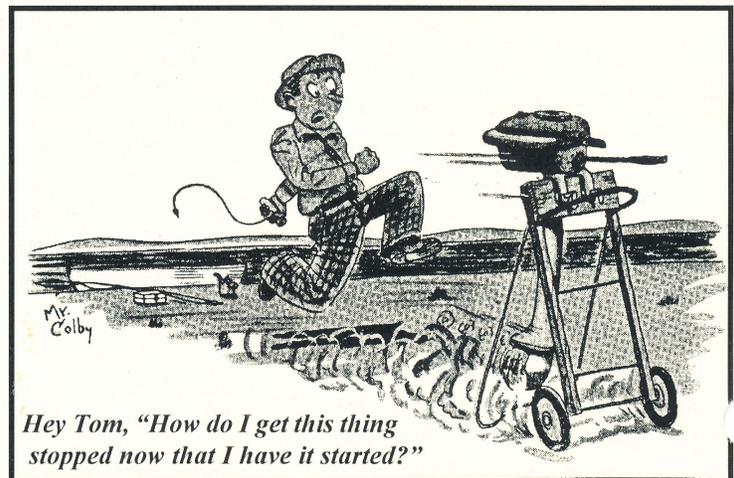
and cry is coming from sources without the technical knowledge, or the background in research needed to fairly analyze and present the entire picture.

It's interesting to note that during one of the surveys, higher than normal bacteria counts were discovered in a small section of one of the lakes. The reason for the high counts was traced to the fact that five house trailers were quartered too close to the lake and bacteria from human wastes were being washed into the lakes during periods of heavy rainfall. When the trailers were moved several hundred yards away from the lake, the bacteria counts dropped quickly to a level found in any other clean lake in the United States.

Lake X water proved to be excellent for the fish life it contains. A number of outdoor enthusiasts who recently sampled the fishing there were more than happy with the big, fat bass that were hauled from the lake. Some of these fish weighed 7 pounds!

It's important for Antique Outboarders to recognize the following condition described in Environmental Engineering's report:

"The greatest hazard to lake biota comes from refueling operations which take place near marinas. Here gasoline or oil spills settle to the bottom and destroy benthic organisms. Proper handling of fuels near these areas can prevent destruction of natural habitat."



Hey Tom, "How do I get this thing stopped now that I have it started?"

Election May, 2000

By Lee Kinnel, Chapter President

It has been approximately one year since we reorganized the Southern California Chapter, AOMC. We have been able to make significant advances, going from 0 paid members to over 60 in only one year. This has to mean that we are definitely having fun!

It is time for elections and as we stated at the last meet, we will have the final election results at the meet of June 3rd. Please mail in your ballots or bring them with you to the next meet. The ballot below has the name of the incumbent officers that are running for re-election, also below each incumbent's name is a line that you can enter your name or a write in candidate of your choice.

We also talked about having key members in the Santa Barbara, San Diego and Arizona assisting the Board. These people will be asked to assist the Board in the near future. At this time, I would also like to point out that **Tom Lockwood** has been a great value to me during this last year and even more important than that his contribution, commitment, and enthusiasm for our Club is more than apparent. I urge you to vote for Tom Lockwood!

Jackie Kinnel, has given countless hours to the Club and I am sure that you all enjoy her Newsletters, and again, I urge you to vote for her.

I hope you look at our Club as I do, as a means of having fun and enjoying good friends. I understand throughout the United States that clubs, churches, and associations are having a very difficult time sustaining membership and the only way we will continue to grow and enjoy our outboards is by your participation and your commitment to having fun at each and every meet.

Please fill out your ballot and send it to P.O. Box 746, Yorba Linda, CA 92885 or bring it to our next meet.

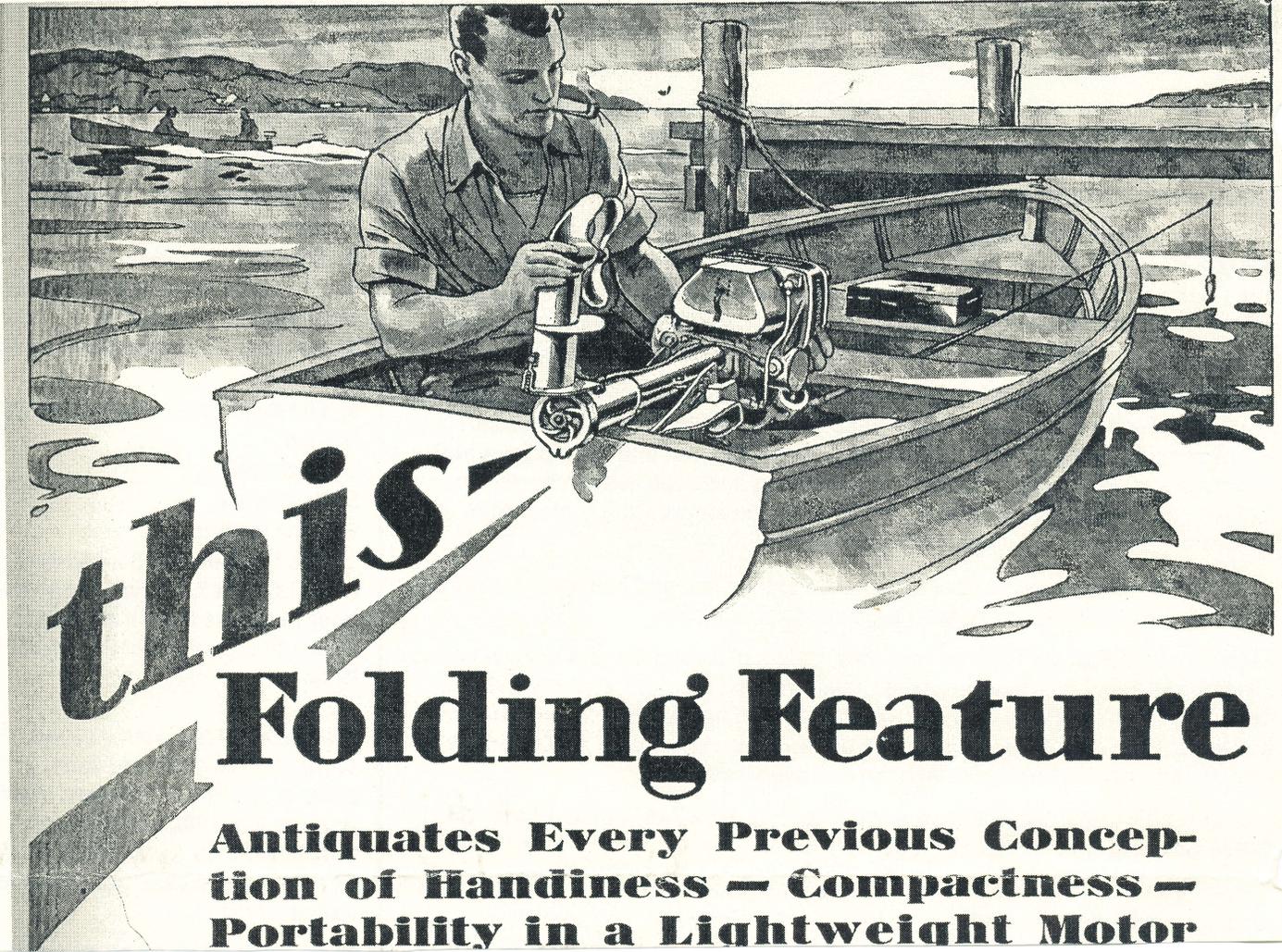
Thank you for all the help and friendship each and every one of you have shown to me this last year.

“Do You Really Know Your Outboards?”

Answers:

1. Neither - The UE-50 has no flywheel. The armature acts as a flywheel.
2. Mercury - Mark 5
3. Champion -2J - 1947
4. Elfo - 1924 to counterbalance torque and make boat steer better.
5. Sorriano - Racing engine from Spain and Italy.
6. Elfo Ruddertwin with Atwater Kent ignition.
7. Clark Troller.
8. Aerothrust.
9. Amphion twin
10. Mr. Koch and Mr. Bannon were partners in the Koban venture so the trade name was taken from the first two letters of Koch and first three from Bann. Result Koban.

For a score of ten - your a genius. For a score of seven - your an expert. For a score of five you are average. Anything less, the July, 1982 issue of Antique Outboarder says to get out the books and do a lot of studying. “You’ll have fun and learn a lot too.”



this

Folding Feature

Antiquates Every Previous Conception of Handiness - Compactness - Portability in a Lightweight Motor