



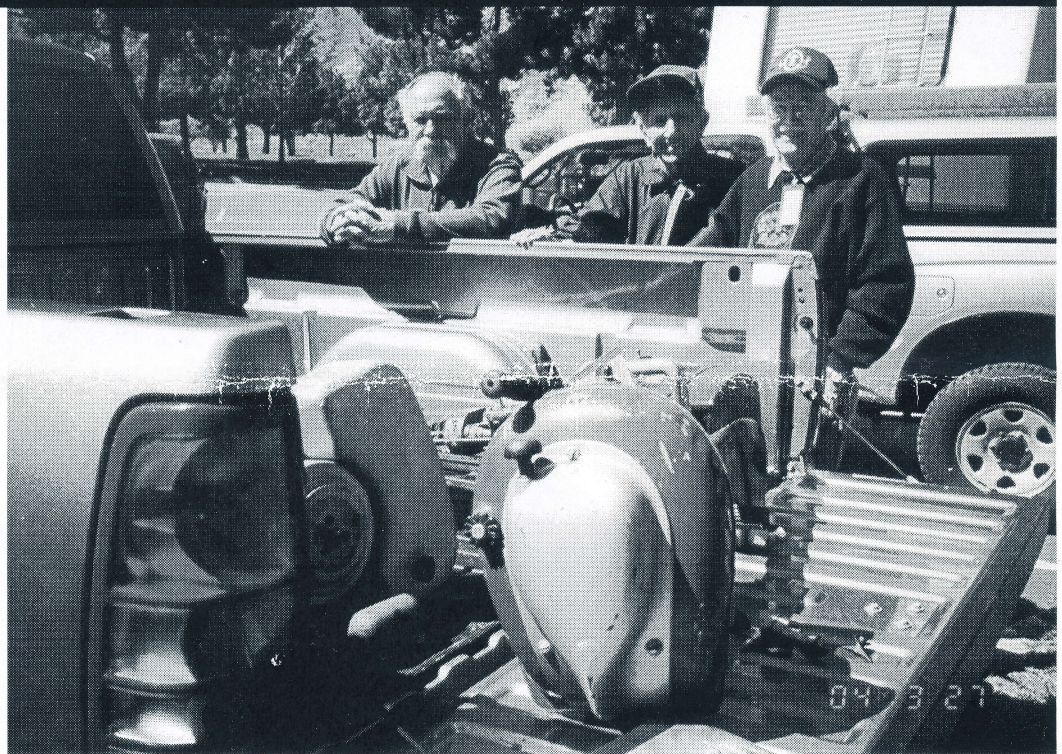
Antique Outboard News

SOUTHERN CALIFORNIA CHAPTER, May, 2004, Volume 6, Issue 3

The Antique Outboard Motor Club, Inc., was established in 1965 and currently maintains a roster of 3,000 members from ten countries. The nonprofit organization is a social group dedicated to the preservation and restoration of antique outboards - making friends and having fun.

Dates for the 2004 AOMCI international Meet and Tomahawk 25th Anniversary Meet are slated for August 5-7 in Tomahawk, Wisconsin. If you are lucky enough to make this event it is not one that you will forget quickly. It is hard for us, living in the West to imagine the abundance of antique/classic outboards recovered and available in the East.

The difference is that they have a bounty of fresh water lakes that have encourage outboarding for decades. In contrast, living on the West Coast we have few lakes, forcing us to take our motors to sea. The salt water took its toll through the years. Fewer oldies survived the salt, making outboard treasure hunting a real challenge in California today.



Outboard Treasure Hunting at Lake Castaic March, 2004 in the back of Dave Fullmer's truck, from left to right are; Dave Fullmer, his friend, John Santori, and John Van Dyke. Dave Fullmer retired from the telephone company in 1985. His hobbies are fishing, golfing, shooting, collecting old telephones, and of course antique outboards. John Santori is a retired banker and John Van Dyke a retired design draftsman who is busy restoring his grandfather's housecar, wooden boat and watching over the outboard his grandfather completely tooled from scratch - a beautiful museum piece. John and his wife, Mary, recently celebrated their 50th wedding anniversary.

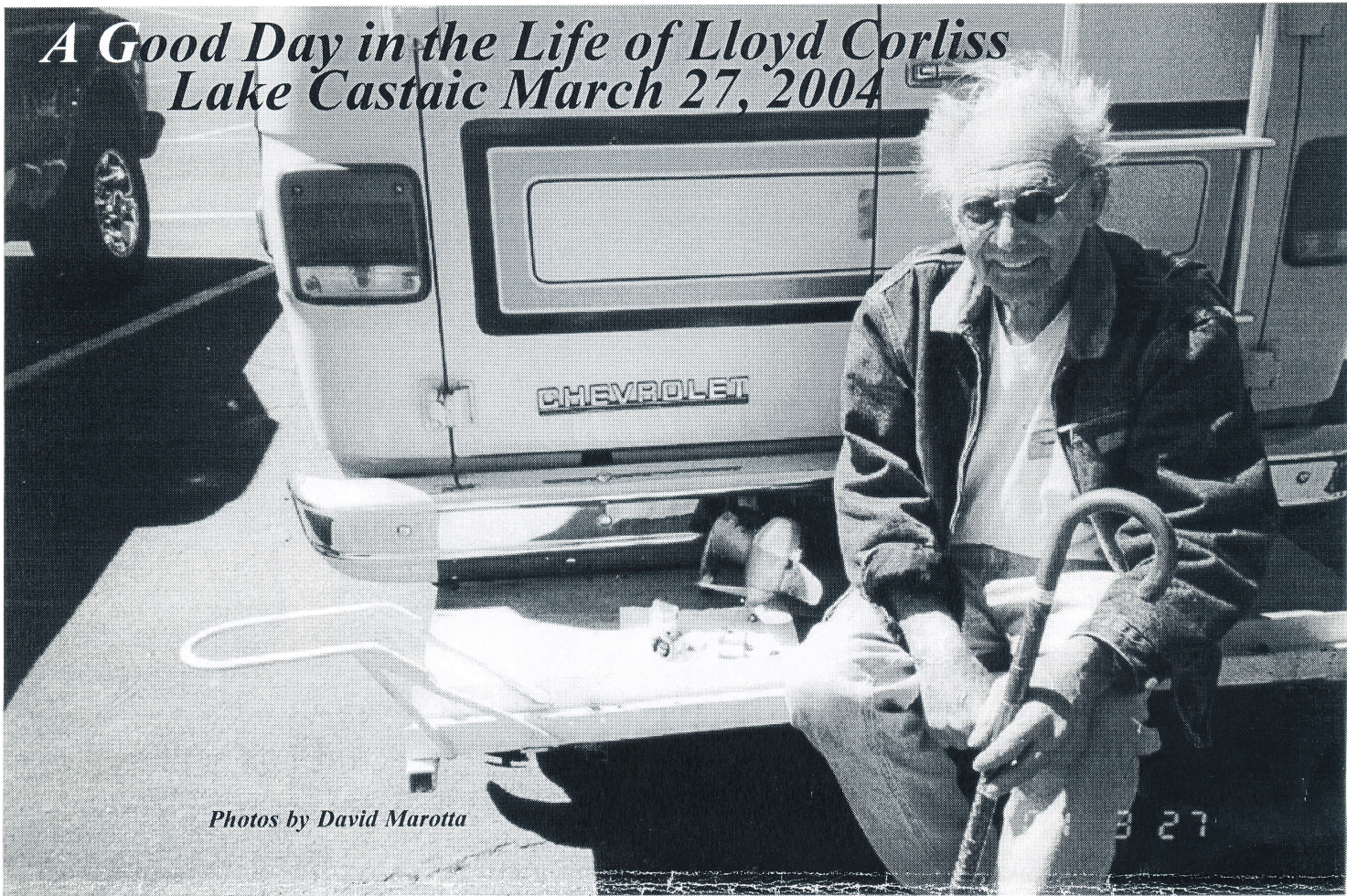
Antique Outboard News
37230 Wildwood View Drive
Yucaipa, California 92399



Frank Fowler (2-1-05)
4918 Coldbrook
Lakewood, CA 90713

*See You May 22nd -
One can do without
people, but one has
need of a friend.
Chinese Proverb*

A Good Day in the Life of Lloyd Corliss Lake Castaic March 27, 2004



Photos by David Marotta

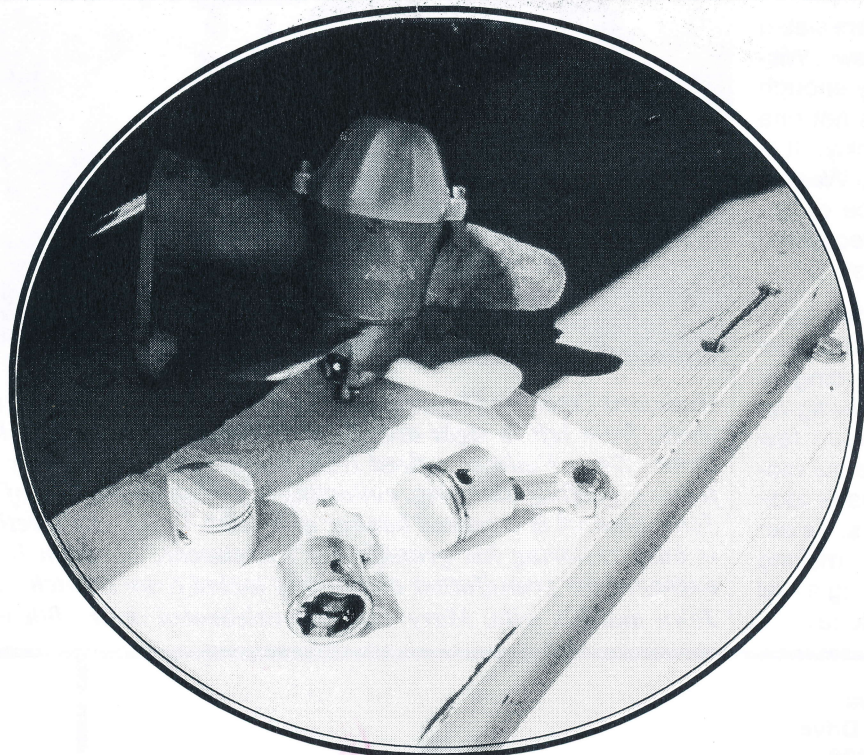
The simplicity of an engine with only three moving parts must last forever -- - except when two of the three are wasted!

Just my luck, to pick such an engine to disassemble and restore --- the find was less than o.k.

What to do?

It should be easy for an auto shop teacher to figure out. Bad luck again, no parts available.

After much searching, up step two former students who offer to make the missing parts! My response was "You can't do that," and a smile came over their faces. They replied, "Why not?"



Can't hardly wait for the sound of put----put when the motor is reassembled.

The first student, **Jay Roach** offered, "There are pistons hiding in this block of aluminum," (Yeah)

Aaron Machado added, "Look here, is a connecting rod."

Needless to say their kind of generosity is usually unheard of today. However, here is the proof of their skill. These parts came out beautiful! It is almost a sin to hide them inside the somewhat ugly British Sea Gull.

Take a look and see if you don't agree with me. I am very proud of these two students and most appreciative of their fine efforts.



OUR NEXT DRY MEET IS PLANNED FOR SATURDAY, MAY 22ND at TRI-CITY PARK IN PLACENTIA From 8 :30 A.M. to 3:00 P.M.

This is our 3rd meet at **Tri-City Park in Placentia**. It is easily accessible off the 57 Freeway and Imperial Highway. (See map below). We will be occupying the same private area, with private parking, beautiful grass and trees.

Please invite your wife or significant other to this meet which will be within prime shopping distance - only 3-6 blocks away. The man-made Tri-City Lake is only steps from a paved lake side walking path - totally treed and picturesque! The ladies will love it!

Tri-City Park 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 visiting, showing and trading our engines. **Bring lots of friends, motors and parts to sell and show.** I look forward to seeing you again. This meet spot is not out of the question



"Gerry Coats Finally Found Some GOOD Green Motors," says Craig Butcher.

for most of us to drive. So, we should have a great turn-out. **Please BE THERE!**

Our election time is here. Those who have not sent in their ballots will be casting them at this meet. To date, no one has submitted their name for President, or Newsletter Editor. This forces me and Jackie to run, or we will not have a Chapter at all in the coming year! We have all worked too hard to let that happen. We will run for this, our 6th year, but June of 2005, you must elect a new team. In all fairness, we need to take turns, if for only one year at a time.

Our Vice Presidents will remain the same except for one change: **Craig Butcher** will be added to our ballot as Vice President in the East. **Steve Hurley** has elected not to run again this year. We appreciate the help and enthusiasm he has brought to our Chapter and hope to see Steve, May 22nd.

TRI CITY PARK DIRECTIONS



Part of our "Bean Gang" Gerry Coats & David Buaas stirring the Cowboy Bean & Steak Pot with pretty Manya Coats supervising, Lake Castaic 3/27/04. BIG THANKS to all for helping cook & setup



Photo by David Marotta

One Man's Trash, Another Man's Treasure

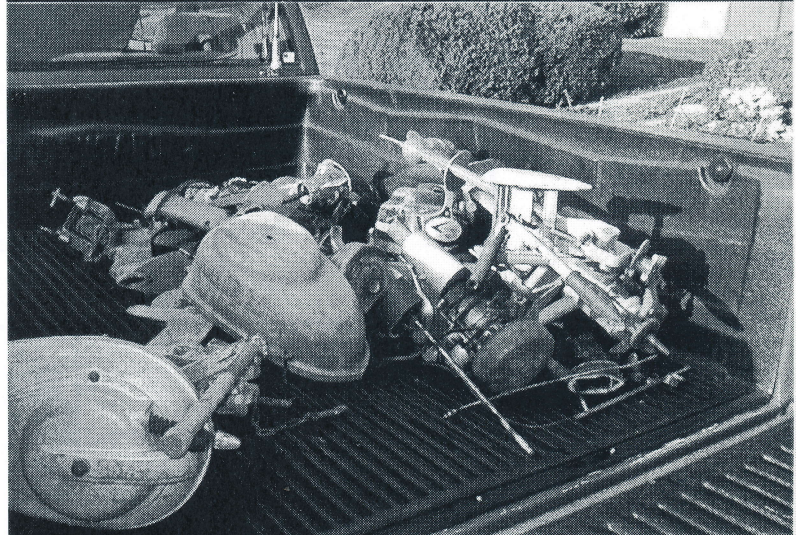
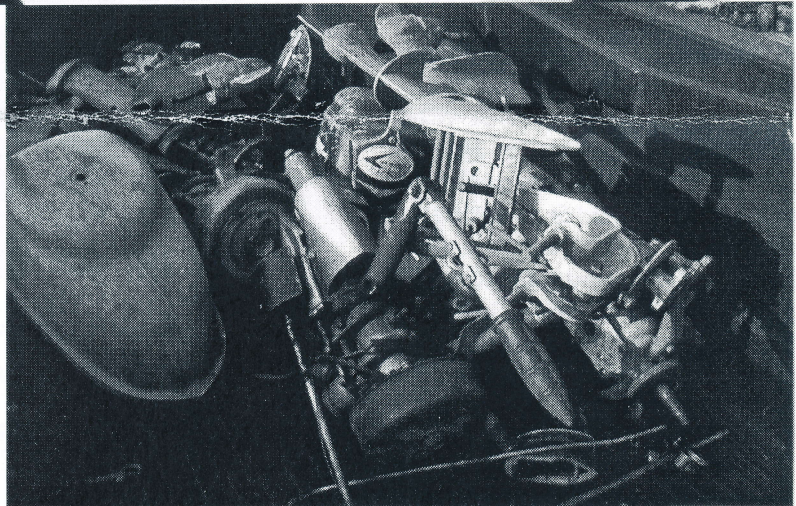
By Gerry Coats
San Diego Vice President

This treasure trove of old Mercury pieces and parts was recently acquired from an individual that was cleaning house - actually cleaning out his side yard. His motivation was to repair the side yard fence. It appeared that the only thing holding up the fence were the old Mercury's.

His choices were one, leave well enough alone (my choice anytime) or two, remove all the pieces/parts and repair the fence. Since the Mercury's were no longer needed to hold up the fence, they were deemed excess and passed along.

Among the items acquired were two reasonably complete motors, which will be restored. The rest of the parts will be passed along to others.

Might even be a fence post in there for someone!



“You Say it’s a What? And it’s Worth How Much?”

These were the excited words spoken by **Ken Marnoch**, pictured at the right, as he carefully listens to **Craig Butcher** tell him the vital statistics of his motor. Craig went on to say that the motor is a 1947 Flambeau model 5-46-1, - which is a real nice motor. We welcome Ken into our Southern California Chapter! (He also builds model boats.) How did he hear about us? **Dennis Byrne** brought us another fine member. **Good work Dennis!**

Each meet seems to take on its' own character, filled with lots of fun and surprises. Our last Castaic meet was no exception. The night before the meet the wind was so strong it felt like it would blow our R.V.'s in the lake. A lot of us had never felt wind that strong.

Toward morning the wind subsided some, but was still threatening the meet. Enter **Dennis Byrne** . . . "Well, let's just move the group down to a more protected area, between the hills." We got an o.k., and we were off to a nice meadow away from the wind and the water. The day turned out to be beautiful, sunny, and the wind more than tolerable.

Many members had driven for three hours - one way! Even **Bob Myers** from **Camp Connell** arrived with **Darrell Sorensen** of **Chowchilla**. See page 9 for his beautiful array of Mercury's. Look at the back of your ballot. Darrell gave us his **Boat Racing Schedule** for the rest of this year. Sounds very interesting, doesn't it? Let's go!

Bob Myers brought motors for sale and several nice ones found new homes. We had rare



*Photo by
Craig Butcher*



*Photo by
Craig Butcher*

OMC parts galore for sale - Thanks to **Darryl & lovely wife, Sherry Webber**.

In the picture to the left you can see **Dennis Byrne** pointing to his perfect Johnson in the foreground. He is busy giving me his sales pitch.

Being a lifelong salesman myself, he didn't have a chance . . . or did he?

Well, the next time you come to my house check out my collection. . . there you will see a mint, original, 5 1/2 hp., 1955 Johnson. I can't help it if he is a better salesman than me.

Dennis is also a great cook! Let's hear it for the scrumptious cowboy beans and steak luncheon that followed. He wants to thank everyone for the tremendous help you gave him with the luncheon.

My special thanks to YOU, our friends, for your attendance, helping make our meet such a sweet success.

A MILITARY JOHNSON - By Bill "Oil Can" Milligan, Christmas, Florida

OMC/World War II

When the call to war came, American business and industry shifted immediately into war production. OMC was no exception. During World War II, the company manufactured outboard motors for military use, including landing boat motors for the Navy. U.S. Army storm boats powered by Evinrude four-cylinder engines, developed from the racing 4-60 model, carried troops in the first crossing of the Rhine River. Additionally, OMC adapted its operations to manufacture a variety of equipment for military use, including bomb fuses, aircraft parts, magnesium compass

indicators, direction finders, generators, compressors, firefighting pumps and pump engines and die castings.

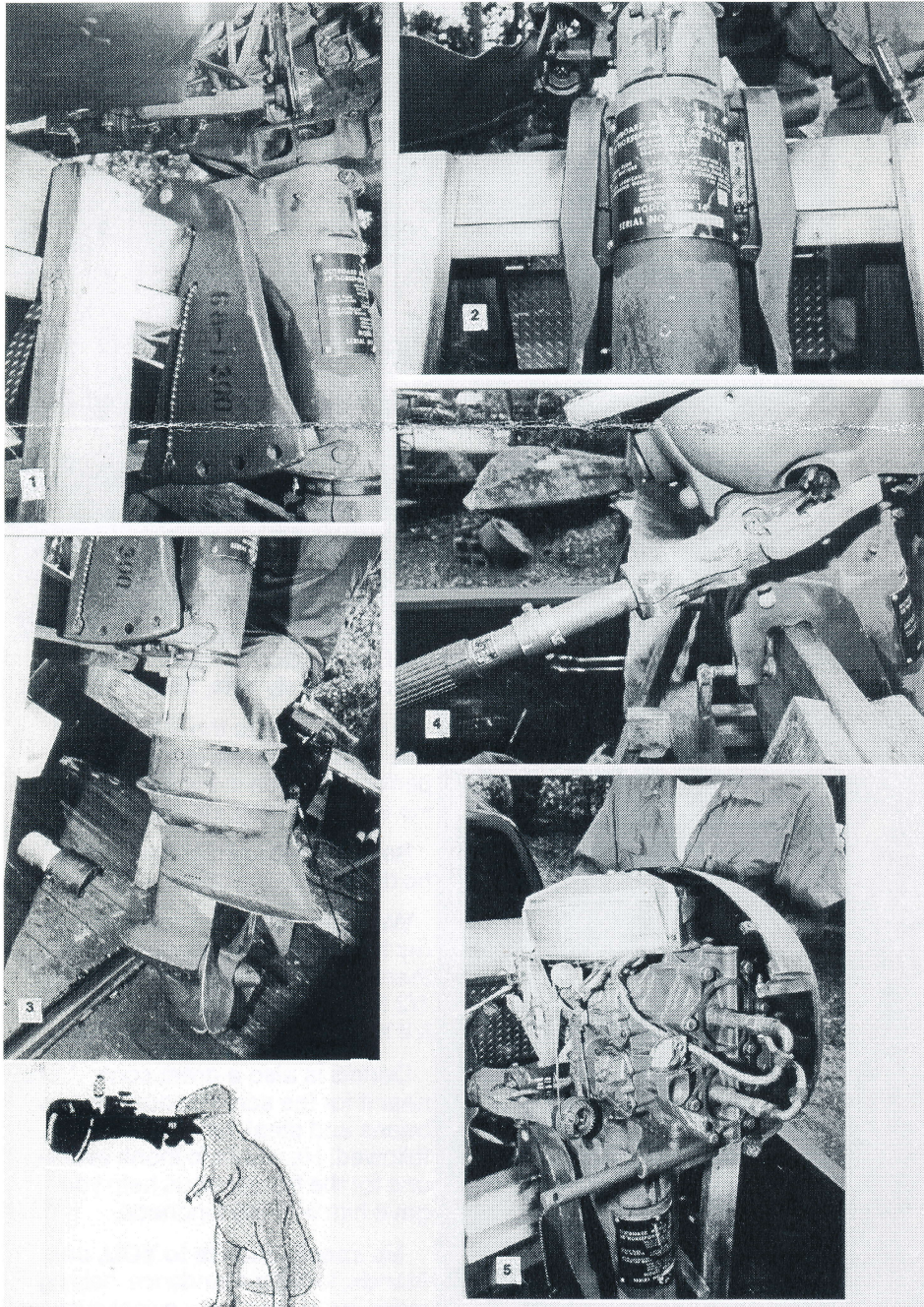
I have had the privilege of returning to life and service a 1953 Johnson 25 hp, (see photo #10), RD-14M, (military) #68-1300. It has the most beefed up transom clamp, pivot exhaust tube, (tower?), (see photos #1,2, and 3), and tiller arm, (see #4). They could support a V-6 of 140 hp! The steering radius is 180 degrees along with a full shift gear case, (see #3, forward, neutral

and reverse, I have not been near one of these beasts since serving in Korea with the U.S. Army, 1950-53.

The ignition system under the flywheel, at first glance appears standard, every component is copper braided cable grounded, points, condensers, and coils. The condensers have a special water proof encasement. Spark plug wires, (see photo #5, are sheathed like that of aircraft protection, plugs are EJ-6-J Champions, ground wires are on the hood cowlng mounts.

Gear case (foot?), (see photo #3), has the appearance of the 1959-60 Super Sea Horse, with extra webbing or gusset supports, a large support bolt trailing known as the extra or fifth bolt, the water pump is the same design of the early RD's, 1951-54. Prior to 1955, RD-17 did not have the extra supports mentioned, I suspect military specifications. The prop is three bladed, 6 pitch, 11 inch diameter, (see #6), gear ratio is standard, 1.73/1, tug boat power, this configuration would allow the use of this outboard on the stern of the Battle Ship Missouri as auxiliary power! Well, maybe a little smaller boat.

The recoil starter is standard, (see #7), flywheel is encased in what appears to be an angel food cake pan upside down fastened to a dish under the armature plate, (see #5-#7), with clips and screws and the three legs of the recoil starter. The flywheel appears standard but weighs twice as much. The pistons were stuck, no crank movement. Travis Wills, the owner and prospective new member, (see #7 photo, and I removed the cylinder head, by pass covers, exhaust manifolds, carburetor and leaf plate for cleaning the interior of the block. We removed rust and crud from the cylinders with a drill and rotary brush, PB Blaster, heat hammer tapping, wrenching, grunting, cussing, with many repeats of the above to final freedom, to our surprise the rings were not stuck, nor were the pistons and cylinder walls scored. (Cont nextpage)



A MILITARY JOHNSON

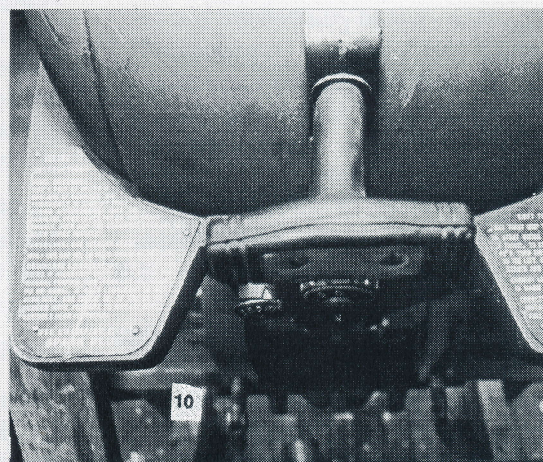
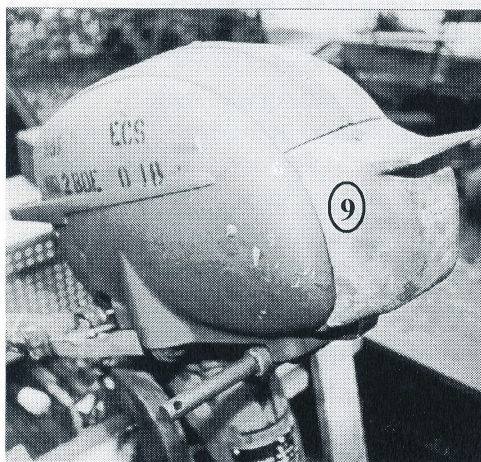
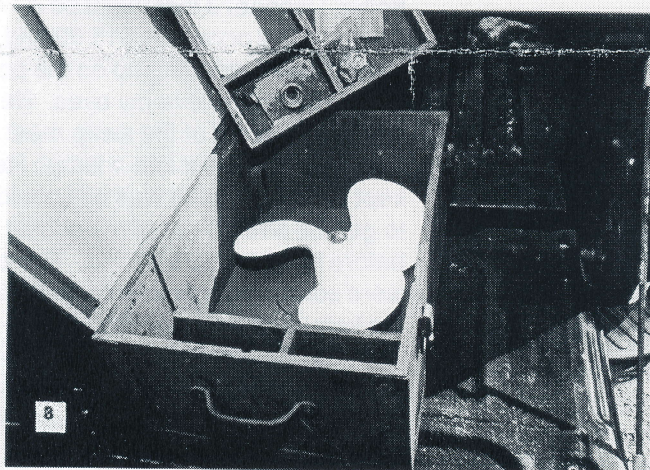
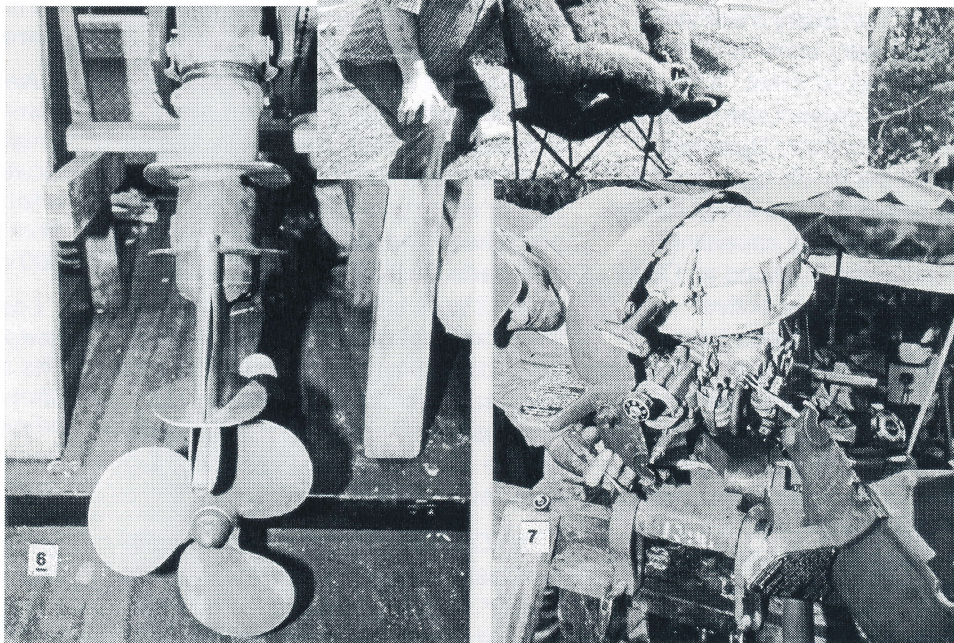
Continued from page 6

We cleaned the carb, reset the leaf plate, filed the points, checked the ignition electrical system and proceeded reassembly. When all was completed, torqued cylinder head, a compression check was performed dry, #1 cyl=110 lbs., #2=109 lbs. The spark plugs lit up like 4th of July fireworks. Several hours of test tank running, twiddling with the carb jets the "Old Girl" was running like a singer sewing machine, a new one! Another compression test, #cyl=130 lbs., #2cyl=131 lbs. I believe this motor has very low hours. No knocks in the block, no clank in the crank. Final hood assembly and the spark plug door, (see photo #9), appears that of a dinosaur.

Travis and I have installed the RD-14M on his 1955 Lone Star, 20 ft. aluminum Cabin Cruiser, that is being restored. We displayed his "RIG" at Hank Wendts wet meet February 28, 2004, on Big Sand Lake, between Orlando and Disney World, Florida. The cruiser is silver color at present, all the paint has been removed and prepped for refinish. The contrast of a silver finish and the olive drab motor was a real attention grabber. A follow up report and photos of the Lone Stars progress and how the RD-14M Old Veteran will handle the boat. The motor was accompanied by a well constructed wooden tool box, (photo #8, spare prop, shear pin, but no tools, or service manual. There is a pocket in the lid for the operating instructions. Would anyone please advise me of the whereabouts for procurement of such military manuals by calling me at 407-568-2845. Or, write to me at 25153 Antler St., Christman, Florida 32709.

Thanks for the article Bill. Good to hear from you and girl friend, Gracie. You needed a gorilla just to help move this motor around!

**Bill
Milligan
with
girl friend,
Gracie**



"The Voice of the Southern California Chapter"

You probably don't remember me. I'm **Pete Przybylski** (Priz-Bill-Ski). I joined the Club last summer at Mission Bay in San Diego. It seems like I've had a conflict of dates on every meet since then. I'm especially sorry to miss another Lake Castaic meet. It was reading about an earlier Lake Castaic Meet in a complimentary Newsletter that prompted me to join up in the first place. The thought of the fun at these "wet" meets seems very appealing! Anyway, I am going to attend an Open House for admitted prospective students at San Diego State University with my son, Scott, tomorrow 3/27. Since the program is quite long and Lake Castaic is pretty far from here, I don't think there will be time to drive up later in the day. I don't really have any show motors but I did want to see what was for sale! Thanks for all your efforts with the meets and the communications in the Newsletter. Best regards, Pete.

Dear Pete: We had a real swap meet on March 27! Oodles of parts and just something for everyone. I even bought a 1955 Johnson 5 1/2 horse in beautiful, original condition. Sorry you missed! In the meantime please E-Mail the story about your Firestone Viscount with pictures for printing in our Newsletter.

Many of us have enjoyed the video tape **Ronald Lietha**, President The Northwoods Chapter, sent to us from the Tomahawk, Wisconsin meet. One motor stand in particular was something else - would you believe two tear, circular and rotating! This tape is 3 1/2 hours long filled with beautiful outboards, Ron's superb collection of old advertising and racing boats. If you would like to take it home to view, please pick it up at our next meet. The International Meet will be held in Tomahawk, Wisconsin this year. It is the 25th. Two days prior to the International meet there will be a huge auction of 400 motors - 8 boats and lots of parts and literature. These items belonged to a large collector selling due to health problems.

Bud Barnett from Dewey Arizona writes, "I have been a collector of Cubs and Mates since I was 16 years old. My first Cub was brought in from old Balboa Basin Marina as something left upside down in a locker. They were in the process of cleaning out the area and brought it up to our store to see what it would cost to get it running. The new price at that time was \$28.50 and the repair was at least that much as salt water was all through the powerhead and would require many new parts plus the labor. He ended up giving it to us and Joe Carver, my boss said I could have the "junk". I spent days just making out the order for new parts such as all the gaskets which were usually 5 cents each. Our parts source was out of San Francisco. I now have 4 Mates or Cubs.

The Clarke start was due to an ad in the Costa Mesa paper for an "Evinrude Troller". I looked twice at the ad and thought, "Evinrude" never made a troller, I wonder if that might be a Clarke? The price was \$15.00 and when I saw it standing up on the porch I could hardly believe my eyes. He said he bought it at the swap meet and intended to make it into a lamp! He kept on talking but it was all I could do to get the \$15.00 out of my pocket before he changed his mind. There were some minor problems, but with the help of several Antique Outboarders from all across the country, I was able to turn it into a real beauty. My second one was complete and in the showcase at Wrights Hardware. I went to school with Hal Wright and talked him down to \$50.00. It was complete but needed some loving care. The polishing was quite a job but I had studied to be a silversmith and was up to the task.

I still have a few parts for the 1/2 horse Cub and Mate and I would be glad to help any way I could toward your collection.

E-Mail Bud at: bud777@lycos.com

We appreciate all the help you give us, Bud. Only wish you lived closer so we could be with you at our meets.

"I'm sure all of the Southern California members have the same experience with neighbors who love to snoop around when the garage door is open and I'm knee deep in outboards and parts", writes **David Marotta, Coronado, California.**

Well, yesterday such a neighbor came by with info on the "National Fresh Water Fishing Hall of Fame" located in Hayward, WI. Not that I am a fisherman, but the enclosed printout from the internet says they also have 300 outboards on display.

Looks real great Dave. We'll all keep this spot in mind as we vacation this summer. The brochure picture shows antique outboards lining one whole wall from top to bottom and completely around a large room. The room is also filled with antique boats and fishing rods and reels, etc. Look at: <http://www.freshwater-fishing.org/museum.html>

Brad Monet, owner of Amber Marine in Costa Mesa, makes a happy new customer by helping Arnie Johansen:

Dear Lee: Thanks for recommending Brad to me for restoring my Dad's old Sea King motor. I went by Brads shop last Tuesday. He noticed there were 2 pieces of sheetmetal missing (which I didn't know) and he said he would try to locate some. Maybe you could ask him what's missing and put something in the Newsletter.

I'm getting ready to put a new bottom on a 1956 Century 19' Runabout. The owner has owned the boat for years and it has been in storage in Florida. He recently went back there and brought it out to Bakersfield.

I gave your name and number to our boat club president so he could contact you about a display of motors in Lake Arrowhead on June 5, and 6th, for our annual boat show. We expect up to 60 boats in the water this year. We will give everyone rides. My latest is a 1932 Garwood 18'.

*You may contact **George Kent**, our outside activities representative, for showing motors June 5th & 6th in Lake Arrowhead. He always makes sure we are well represented.*

Laing's Outboard News

The big news from Mercury is the launch of the all new Project X family of motors at the 2004 Miami Boat Show. The new engine will be called Verado. It is the next generation of large 4 stroke engines, and will initially consist of four models ranging between 200 and 275 hp. Until now, the large Mercury 4 stroke engines were a combined project with Yamaha. The Verado engine though is entirely Mercury, from start to finish. Over 100 million dollars and four years were spent in the development. It is the first production engine in history to be supercharged. In the future, the new Verado technology will be extended down to the 115 to 200 hp range, eventually replacing the Optimax engine. Verado should be available in April, 2004. This fits in with Mercury's plan to eliminate all 2 stroke engines by 2007.



Darrell Sorensen's Array of Beautiful Mercurys

the first major breakthrough in outboard motor ignition in 50 years.

Thunderbolt can deliver almost twice the electrical energy, twice as fast, as any other electronic ignition system. Just turn the key and Thunderbolt ignition fires up your Mercury. From idle all the way to full bore, power is smooth and steady. Thunderbolt ignition dramatically increases your engine's reliability, efficiency and safety

cleaner than the 4 stroke."

It is nice to see that the 2 stroke outboard motor will not entirely disappear, at least for now.

HISTORICAL:

One type of promotion for outboard motors years ago was radio spots. These are seldom heard today, but were quite popular at one time.

Of course, Mercury had their own way of doing things, boasting, "Your customer will hear the difference - tie into Mercury Radio today!" Here is a recommended 50 second radio commercial from 1968:

Thunderbolt turns you on and keeps you going! Thunderbolt... designed and built by Mercury engineers...

because there are no breaker points to wear out or replace. No more ignition tune-ups - and timing never needs resetting. Mercury's polar Gap spark plugs last for years... not for a few weeks. Even badly fouled, shorted or oiled plugs run fine when you can zap 40,000 Thunderbolt volts through them. You get Thunderbolt ignition on every Mercury from the 50 hp. Merc 500 to the brand new 125 hp Merc 1250 - one reason they out perform anything in their class. See your Mercury outboard dealer and let Thunderbolt ignition turn you on!

Mercury even sponsored the evening news in the 60's; "Listen to Bill Stern, Chet Huntley and Harry Reasoner: all brought to you by your Mercury Outboard Dealer."

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

Mail this application and \$25.00 to Lee Kinneel @ 37230 Wildwood View Dr., Yucaipa, California 92399

MEMBERSHIP APPLICATION

Name _____

Address _____

City _____ State _____ Zip _____

Date _____ Telephone _____

What do you receive for your 1 year membership in our Southern California Chapter?

1. Our local Chapter Newsletter, rated one of the best in Nation. (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 909-790-8168



I'M FOR SALE!

CALL MILES KAPPER 818-985-8690

Classifieds:

For original, rare, AOMC Parts call Darryl Webber today with your parts# 909-790-6306
For Sale: 1956 Chris-Craft 18' Continental on cover this Newsletter. Call Amie 661-399-6114

For Sale: Johnson QD-10 w/pressure tank, original, low hours. Johnson TNL-27 mechanically restored. Misc. TD20 parts. Many Parts Catalogs. Call Ron 510-521-4846.
For Sale: Approx 25 motors- Eltos, Martin 40 & 66 & more! Call Tom 260-622-4735
For Sale: Boat, 1956 Chris Craft w/trailer & 138hp. Hercules. Rolf 949-279-4479

For Sale: 1967 Glaspar Boat, G3 with 65hp. Evinrude & trailer. Like New. Stored 30 years in Wisconsin, "Frozen in time." Call Bob: 949-722-8823
Wanted - Martin 200 and Martin 100 with twist shift, Scott Atwater 5, 7 1/2 - gold and green. Please call Lee at: 909-790-8168.
Wanted: Gear case for a Mark 30, also need rental space for motors & boats. Call Bob 949-722-8823

HELP - Check out new internet title: socalaomc.com - Craig Butcher recently created it for us, but he hasn't time to keep it up. Do you? Call Craig if
Wanted, 2 Motors: Johnson 5 hp. Model T.D. 20 - and a Johnson 2 1/2 h.p. HS20 - They need to be in nice external condition. Call Jack 818-347-1987
Need OMC Parts? Contact Craig Butcher of the Southern California Chapter. He made a buy-out from a local OMC dealer **Call: 909-849-3200.**

For Sale: Evinrude Motor for Bike. Call Rudy 909-625-5035
Wanted: I Buy Mercurys - Call Ralph 760-735-8702.
For Sale: 115 hp. Merc. 1984 W/control & gauges, 50 hp. Merc., 1972 LIKE NEW. Call Bob: 805-498-9313

Wanted: Hood for Firestone Viscount 12 hp. (Westbend built) Believe early 60's motor recovered on bottom of Lake Erie. Call Pete: 619-303-5395 or 619-463-6232
For Sale: Evinrude 18 Electric Start - needs some parts. Would like to trade for green Johnson 5 hp. Call Bill: 619-482-1050 or nancebng@aol.com
NeededS-45 Johnson Parts - Tiller throttle handle and carb elbow w/cover and thumb levers. Will take whole carb, if necessary. Call John 805-388-2825

For Sale: My 14 foot Chris Craft Runabout is for sale - with 35 hp. motor. Contact Jeff Hixon at 805-642-7151
For Sale: 1956 & 1957 Evinrude 7 1/2 hp. Fleetwins Restored. 1949 Johnson 10 hp. Restored. Call Lee: 909-790-8168.
For Sale: Dawecraft C-Hydro Plane New hardware, Call John 480-464-5870

March 27, 2004

Meet Attendees:

Frank Fowler
 Manya Coats
 Gerry Coats
 Sherry Webber
 Darryl Webber
 Meredith Hanover
 Bob Hanover
 Harry Martin
 Darrell Sorensen
 Bob Myers
 Alan Jarvis
 John Van Dyke
 Jeffrey Slobodian
 David Marotta
 Craig Butcher
 Brad Menet
 Barbara Fackiner

Dave Fullmer
 *John P. Santori
 Dave Buaas
 Jackie Kinnel
 Lee Kinnel
 Jack Holtwich
 Frank Fowler
 **Ken Marnoch
 Paul Brinkman
 Dennis Byrne
 Lloyd Corliss

**New Member-see page 5

*Prospective member below,
John Santori



**BALLOT,
MAY, 2004
ANTIQU
OUTBOARD
MOTOR CLUB
SOUTHERN
CALIFORNIA
CHAPTER**

** Please feel free to nominate the person(s) of your choice. Be sure to vote for 4 Vice Presidents to cover our four areas. Send your ballot to Lee Kinnel at 37230 Wildwood View Dr., Yucaipa, CA 92399 (You may also bring ballots to next meet at Tri City Park.)*

PRESIDENT

Lee J. Kinnel _____
I wish to nominate: _____

VICE PRESIDENTS(4)

Gerry Coats, (South) _____
I wish to nominate: _____

George Kent, (West) _____
I wish to nominate: _____

Dennis Byrne, (North) _____
I wish to nominate: _____

Craig Butcher, (East) _____
I wish to nominate: _____

SECRETARY

Jackie Kinnel _____
I wish to nominate: _____

TREASURER

Jackie Kinnel _____
I wish to nominate: _____

NEWSLETTER EDITOR

Jackie Kinnel _____
I wish to nominate: _____



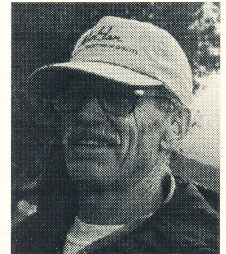
Modesto Welding / Sierra Trailer (209) 527-0982

APBA
AMERICAN POWER BOAT ASSOCIATION
www.boatracinr11.com

REGION 11



Darrell Sorensen
csr4c@jps.net



Bob Myers
rmyers@goldrush.com

2004 APBA Region 11 Race Schedule

www.boatracinr11.com

March 13-14	Thermalito Afterbay, Oroville, CA (Kilo/ Marathon)	Joe Johnson (707) 446-2525
May 8-9	Rollins Lake-Greenhorn, Grass Valley, CA	Mike Wilson (530) 263-3442
May 9	Trinity River, Hoopa, CA (River Race)	Larry Darneille (541) 479-0985
May 22-23	Salt Springs Valley Res., Copperopolis, CA	Mike Wilson (530) 263-3442
June 5-6	Lake Minden, Nicolaus, CA	Joe Johnson (707) 446-2525
June 19-20	Salt Springs Valley Res., Copperopolis, CA	William Clinton (209) 474-2965
June 19-26	Marysville, CA (Jet Boat World Championship)	creative.solutions@attbi.com
July 3-4	Ellis Lake, Marysville, CA	Allen Sutfin (503) 671-1336
July 17-18	Thermalito Forebay, Oroville, CA (SO/J Div.)	Joe Johnson (707) 446-2525
July 23-25	Sacramento River, Sacramento, CA (Cracker Box)	David Hadden (707) 443-7982
August 14-15	Lake Francis, Dobins / Marysville, CA	Allen Sutfin (503) 671-1336
Sept. 11-12	Salt Springs Valley Res., Copperopolis, CA	Lonnie Morris (209) 931-7734
Sept. 25-26	Lake Minden, Nicolaus, CA	Joe Johnson (707) 446-2525
Oct. 9-10	Shadow Cliffs Park, Pleasanton, CA	Joe Johnson (707) 446-2525