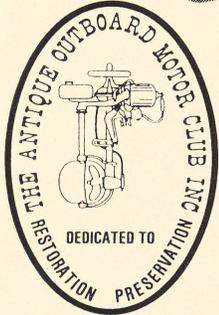


Antique Outboard News

SOUTHERN CALIFORNIA CHAPTER



November
2000

Volume 2, Issue 6

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COLLECTING OUTBOARDS & FRIENDS . . . OUR WINNING COMBINATION!

We definitely do feel revitalized as many of us shared memories and outboard experiences while camping for 2 days at the **BIG WEST COAST MEET** October 7th at Lake Castaic. However, we only "relived" our youth, and did not return to it as the charming picture below depicts. (Is this a picture of a

younger **Richard Plavetich** playing Captain of his vessel and manning his 5 hp. Champion motor? See story on page 11.)

The setting was beautiful. Our campground was on a hill overlooking the lake and the weather was perfect. Chips and delicious dips were available - the party had begun! **David Vaughn** arrived early

and ready to camp at 11:00 Friday a.m. in an attempt to beat the traffic. **Herb Maier** went to the wrong campground and turned up in fine shape early Saturday morning. **Dave and Pam Buas**, with friends **Ralph and Norma Krans**, **Darryl and Sherry Webber** and **George Kent** were all there to greet us when **David Dorius** and I arrived around 3:30 p.m., Friday.

Continued on Page 4



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

David Marotta (1-1-01)
32 Buccaneer Way
Coronado, CA 92118-3257



**OSO LAKE
December 9TH
BE THERE!**

Reflections of Lake Castaic Meet from Our Vice President, Tom Lockwood



I suppose it's possible there've been times in my life when I've had as much fun as I did at our meet on October 7th, but I'm not sure that I've had more fun.

I had invited **Wes Selvidge** to bring his Baycraft down to our meet after seeing it in Classic Boating Magazine and thought it would be a real treat for everyone to see it for a couple of reasons. . . the story behind the boat and how it ended up where it is today and the fact that it was originally an outboard boat. When Wes arrived that morning I was in total shock at his detailed craftsmanship. I've seen a lot of boats in my life, but never have I seen one with no mistakes. His generous offer to give anyone and everyone rides caught me totally off guard. Wes deserves a real commendation for not only resurrecting a boat from the bottom of Tahoe, (over 40

years), but building a true piece of artwork out of it. Many, many thanks to **Wes Selvidge** for bringing your boat and your friend **Ray Brady** to Castaic Lake and making our meet extra special. We hope you had as much fun as we did and will come back and see us again.

Thanks also to **Gerry Coats** for bringing my all time most favorite outboard - a beautiful Mark 20 Mercury. It ran great. And also to **George Kent** and his nice little Mark 5 Mercury and the unforgettable KE3 with that gorgeous "Coast Guard Approved" gas tank. (See picture on page 4)

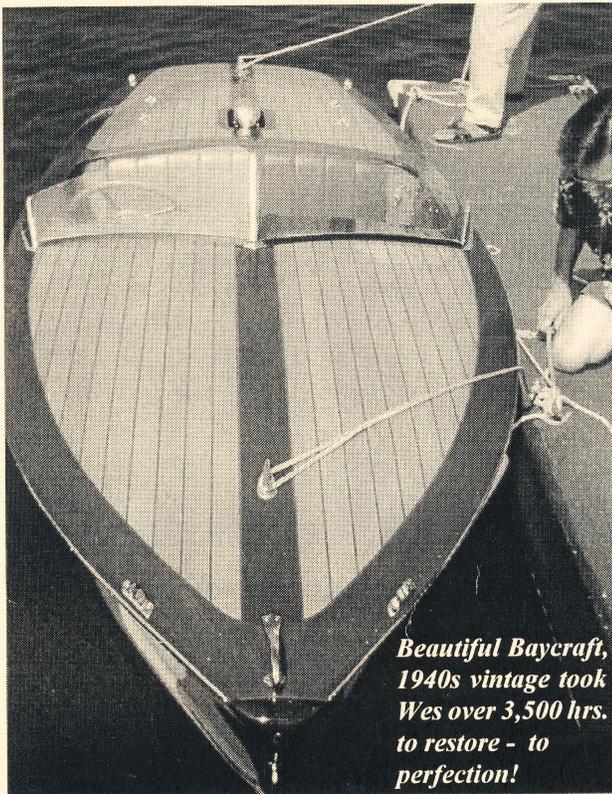


Accidentally discovered in 1994, in 100 feet of water at the bottom of Lake Tahoe, presumably to have sunk in the 1950's, this 14-foot wooden boat was raised and restored by Wes Selvidge. The biggest surprise was the motor. After 40 years under water, the crankshaft moved when turned with a wrench! When it was broken open, it appeared as if it had just left the machine shop. After a complete rebuild, the engine is both smooth and fast.

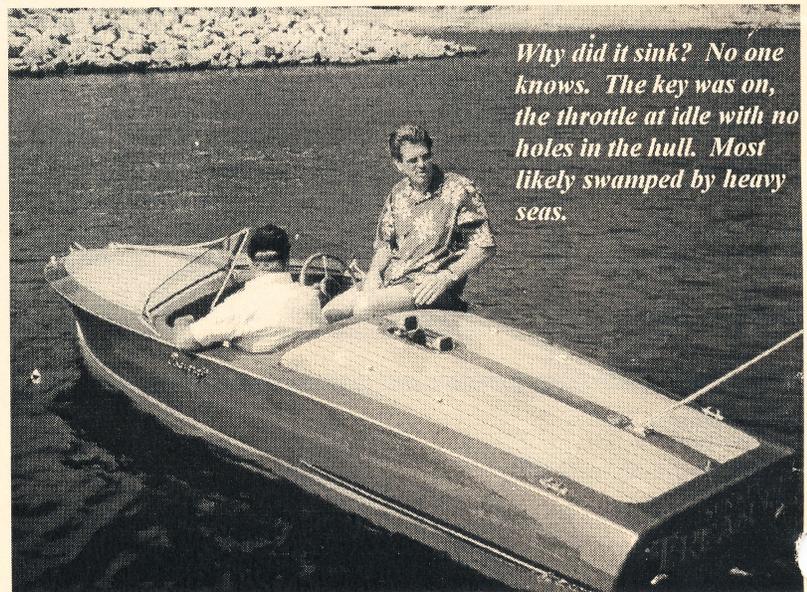
(See picture on page 4)

This was certainly a very memorable day and one I'll never forget. Great boating, great outboard displays, good trading and buying, great food and also **Jackie Kinnel** gets a real pat on the back for pulling through in a pinch for breakfast. Thanks, Jackie.

Sincerely, Tom Lockwood



Beautiful Baycraft, 1940s vintage took Wes over 3,500 hrs. to restore - to perfection!



Why did it sink? No one knows. The key was on, the throttle at idle with no holes in the hull. Most likely swamped by heavy seas.

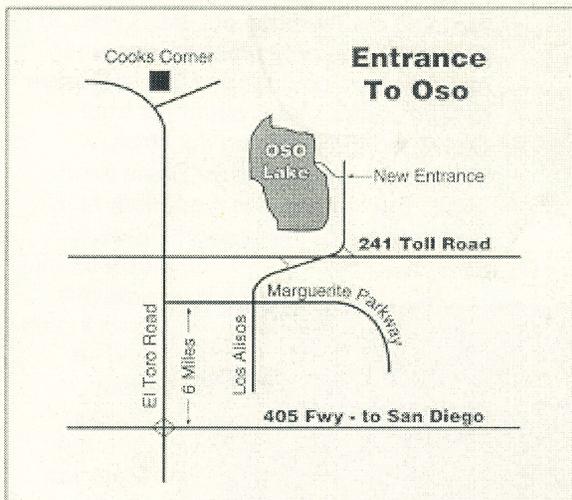
WE ARE "OH, SO" READY FOR OUR DECEMBER 9TH MEET AT OSO LAKE!

Make plans! Sort through your outboards for the ones you want to sell, trade or show - It's time to think about our next meet December 9th. **Oso Lake will be an outstanding location for the month of December.** Times: 9:00 a.m. until 2:00 p.m. We have had a wet start to our rainy season and Orange County is about as good as it gets if we are to hope for mild weather.

Our host, **George Kent**, will be serving lunch - hamburgers and all the fixings. **DON'T MISS IT!** This should prove to be a great meet and buying and selling is acceptable at OSO - put price tags on anything you want. What a welcome change! We more than appreciate **Bob Heerdt's** special invitation to all of us at OSO Lake and the two gifts of one day free fishing, boat and all, Bob donated for our raffle in Castaic. These passes were won by **Gerry Coats and Tom Lockwood.**

HELP! Please make the effort to call one of the five people listed below with your intentions of attending or not attending this meet. This is a tremendous help to us and **ALSO**, If you are planning to attend and something comes up at the last minute, **call us as soon as you can** - we had at least 30 pounds of leftover meat because we had many members who said "Yes" I will attend who did not show up or most importantly, **did not call and cancel.** What a let down for the Club! As I am sure you will agree, this isn't fair to our cook nor does it help our Chapter budget - we still pay for food when you give us a "yes" you are attending. And besides that, we look forward to seeing you and keep looking for you to drive in at any moment - **I hope everyone now understands the extreme importance of your calls to both RSVP as well as inform us of your change in plans, Call:**

Lee Kinnel	714-996-6661
Tom Lockwood	714-635-3295
Dennis Byrne	805-498-9621
George Kent	949-589-0678
Gerry Coats	858-272-3642



19387 Live Oak Canyon Rd.
Trabuco, California 92679
(949) 858-9313



Dave Buas Did you notice the beautiful, professional signs giving us direction and the 2 posters, one of which was on my motor home at the last meet? **Dave Buas** made them up on his computer - they were so great we couldn't believe it! **Thanks Dave for always being there to help.** Follow Dave's signs to direct you to Oso Lake on Saturday, December 9th.

We passed out new clip-on, laminated name tags at our San Diego meeting. It looks great to see everyone with their name tags on - our sincere **THANKS to Lonnie Yenny** who spent lots of time typing and printing our tags. Please do not lose your name tag! **It is important that you wear it at each and every meet or our investment won't work** - they were not cheap! As a helpmate, you may turn them in to Jackie at the end of a meet and we will make sure they are available each time.

Dues for 99% of our Chapter Members are due this December. Please look at your name and address label on this Newsletter. It will show your renewal date after your name. You may wish to send \$20.00 now or bring it to our meet in December. However you choose to pay, **please do not let your dues lapse and force us to give you a reminder call** - this is both costly and time consuming and truly shouldn't be necessary. Please Mail your check to AOMC/Lee Kinnel @ P.O. Box 746, Yorba Linda, CA 92885.

We made it through this last year without going broke or without a large pile of cash, so \$20.00 must be a good number. Putting the meets together and publishing the Newsletter is a lot of work, but

we have made so many good *Outboard Friends* it makes it worthwhile and great fun. I hope we are doing everything you want in managing this Chapter, if not, please contact us. **We have three new Board Members; Jerry Coats from San Diego, Dennis Byrne in the North, and George Kent in Orange County.** These men have been assisting us, as you may know, and with their names added to the Board we will all benefit greatly. This addition should spread the work out and make the new year 2001 an even stronger year for the Southern California Chapter than the year 2000.

I more than value all of your friendships. What a bonus it is to see you and talk with you often. I look forward to being with you on December 9th. (Note, December 2nd was mentioned in our last Newsletter as a meet date, but this date has been changed to December 9th).

We wish you a Happy Outboard New Year, and very Happy Holidays.

Sincerely, Lee Kinnel

Lake Castaic Wet Meet October 7th

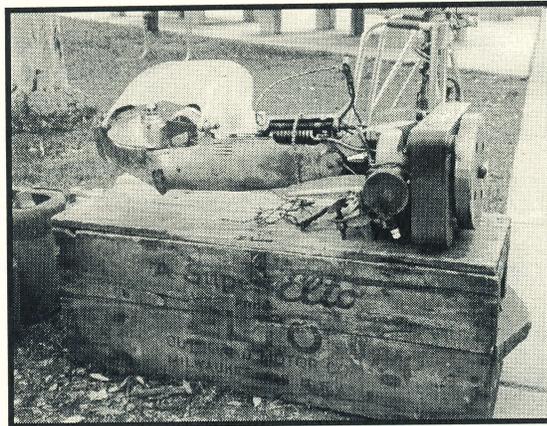
Continued From Page 1

We were all packed to the roof with outboards to sell and to show. Excitement was in the air and who do you think made the scene just moments later.



Paul Marsh from Scottsdale,

Arizona! We really feel privileged when he comes to a meet because he comes sooooo far. He left his home around 8:00 a.m. and arrived at Lake Castaic around 4:30 p.m., tent and all. What a sport! Now the next thing I have to tell



you will make **Les Gunnarson** wish he had never heard of England - this is where he was at the time of this meet. Les enjoys finding Rudder Twin outboards. They are his favorite motors of all! Tucked away in the back of Paul Marsh's truck was not only one, but two of these big hummers - and would you believe one Rudder Twin was even in its' original packing crate! This crate had leather handles and brass trim, special compartments for spark plugs and the original owners manual! The crate was as beautiful as the motor. See picture above. This would have been enough to melt Les Gunnarson's socks right off - but alas, someone had to be there to take his place and make the big purchase . . . someone had to do it, and would you believe that someone was . . . **Dennis Byrne** - and he did it eagerly! Now whether he purchased both Rudder Twins I do not know, but I do know he snatched up the beautiful one in the original crate.

Jack Holtwick got wind that I had a Mercury 20 and came to the meet Friday night to get it - he had to go to a wedding the next day but didn't want to miss out. The only problem was when he arrived we couldn't find **David Dorius** to take Jack's motor out of his truck - David had "gone fishing" for stripers. We looked and looked for David to no avail. But, as soon as it got dark here he came out of the canyon - the only

reason - it was too dark to fish and he was hungry. But, the Merc was worth waiting for; right Jack?

Tim Coleman bartered two Johnsons

from **Paul Marsh** and we all wished we had purchased Paul's gorgeous Bendix.

Say, did anyone see the race? I understand there was a "Great Race" between **Gerry Coats** with his 1946 KD4 Mercury 7.5 hp., and **George Kent** with his 1953 Mark 5 - both with 12 foot aluminum boats. Rumor is that one fellow beat the other badly - the loser went home with a promise to "retune his motor" for the next meet. Looks like this "Great Race" will be on again soon. George's "racing motor" is pictured below - what a pretty picture with the Castaic Lake and hills in the background.



Can you name the different looking motor pictured below?



Tom Lockwood worked with **George Kent** honing cylinders and reassembling the 1948 Mercury, 3.6 hp KE3 above. They worked so hard that when George brought it to the meet they were really anxious to get it running, so anxious that they duck taped a plastic gas can on it, line and all, and off it went. **Tom Lockwood** says, "If you bring your oars, your motor will always start." "There is truth in that, says George, I did and they ran beautifully."

We were privileged to have **David Vaughan**, our "resident outboard artist" talk with our Chapter. His subject of course, "Restoring your antique outboard motor."

Among many other vital steps, David emphasized, "Be sure to adequately lubricate your engines when you put them back together." He said, "To restore a gas tank to perfection often times takes as long as restoring the engine. Don't use an open flame welding any old gas tank - it could explode!"

Thanks a million **David Vaughan** for your fine presentation and answering our many questions.

... Filled with Outboard Surprises and Many New Faces

To say we ate well would be an understatement - to say "we ate wonderfully well" would be more like it.

We simply can't say enough praise to our cooks, and their helpers. The super picture at bottom left is **Dennis Byrne** preparing mouth watering barbecued chicken for our lunch. If you have ever eaten Dennis' cowboy beans you'll never want to eat anyone else's or attempt to cook them again yourself! His beans put all I have ever eaten to shame. Many thanks to **Al Jarvis** for coming through for us and being Dennis' second cook, **Craig and Corinne Butcher** for a surprise Sunday breakfast.

Darryl Webber made the biggest, warmest campfire and his sweet wife, Sherry, offered hot chili to all campers. We thank you both so much for your friendship and hospitality.



Silhouetted in a picturesque setting with Lake Castaic in the background, David Vaughan shares his expertise taking us through the many steps of outboard motor restoration, "A true labor of love with no big mysteries, just a lot of work."



Gerry Coats, visitors Ralph & Norma Krans, and Manya Coats relax after lunch and enjoy fine conversation and scenery. We hope all our visitors had a swell time and we'll continue to see them regularly.

I understand **Paul Brinkman, Jr.** made off with your Martin 100, Darryl. Paul is a lucky Guy and we more than thank him for donating the J.A.G. knife won by **Paul Marsh** from Arizona.

Bob Hanover won the nice, red Neptune motor donated by, you guessed who - **Tim Coleman** who has now given us 5 motors to raffle in a row! We can't thank you enough Tim.

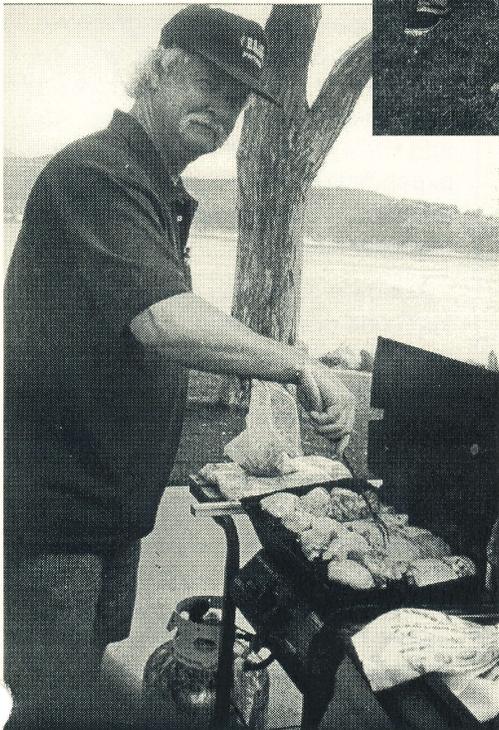
Our thanks to **Dom Clesi** for donating the nice Evinrude that **Dennis Byrne** won in the raffle.

Bob and Meredith Hanover made a supreme effort to bring their 1928 Dumphy wooden boat, but the lug nuts broke and fell off. Please try again next time Bob. You were both a welcome surprise at the meet.

Wow, did you see **David Vaughan's** perfect array of motors; Ranger, Elto Mate, Elto Pal, Elto Scout, Elto Cub and a brassy Evinrude rowboat motor. These beautiful examples of early marine motors are now residing in the Newport Beach Museum.

At least 40 people were in attendance October 7th, 2000. **Dennis Byrne and Paul Brinkman, Jr.** put forth outstanding effort in planning the whole event. It is true, many hands make our work light - **Dave Buas** is frying a mean pancake in photo below - with my help, of course. Our heartfelt appreciation to all of you who attended for helping us make such great memories.

Lee Kinnel



Technical Tips

Balancing Antique Outboard Powerheads

**By Marcus S. Wright III
July 1970 Antique Outboarder**

Older 2 and 4 cylinder service engines were built when balancing and machining techniques were less refined. Machining differences caused port timing and reciprocating part weights of the same model to be better balanced on some engines than others, partially explaining why some antiques of the same model run better than others. Luck entered into the consistency, or lack of

it, on connecting rod, wrist pin and piston weights. Those machining differences often show up as inconsistent port timing too.

No suggestion is made to soup up service engines. Rather, this information is brought to the reader's attention so he may bring his engine's performance up to the standards designed into it. Careful balancing of weights and exhaust port timing on one 2 cylinder, opposed engine owned by the writer increased the RPM from 3500 to 4400 with no other changes. This engine, however, was an extreme case.

You will be surprised at how many of the older, opposed engines do not

simultaneously exhaust on both cylinders. Remove your exhaust system at the ports. When turning the flywheel dead-slow, by hand: do both upper piston edges clear these ports at the same time, or is one open and the other piston still covering its port? The slightest difference means unbalanced cylinders. The upper edge of the pistons must clear their exhaust port top edges at precisely the same time. This simultaneously releases combustion pressures in both cylinders; thereby improving engine smoothness and causing new air/fuel mix to enter both cylinders more nearly at the same instant - and in nearly the same quantities. Fuel bypass ports are sometimes "out" also, but synchronizing the exhaust timing will normally and automatically do the same for fuel breathing too. Exhaust timing balance is achieved by adding sufficient gaskets between the crankcase and the base of the cylinder with the late exhaust.

Connecting rod, wrist pin and piston assemblies of precisely equal weights in an opposed engine cancel out the imbalance of the other assembly. Should one of these assemblies weigh a few more grams than the other, the imbalance effect will be magnified to as high as 30 to 40 pounds, with higher RPM. The engine does not run mechanically smooth; therefore, HP and RPM is wasted because some is expended overcoming this imbalance, rather than being available at the propeller shaft.

Borrow a scale you can read to at least one gram. Weigh each part, recording weights of same. Each part weighing more than the lightest one of its kind will require a small amount of metal to be removed, to make the part the same weight as the lightest piece. Connecting rods can be filled or drilled where strength will not be reduced. Wrist pins can be ground off on one end to lighten. Cleaned pistons (no carbon) with rings can have small amounts of material taken off inside the piston, in areas where strength

Continued on Page 8

Outboard Basics



**Submitted by,
Harry Martin**

Part 1: How the Outboard Motor Works

I have observed that there are a lot of new members in our Chapter who are new to the antique outboard hobby, as well. This column was created especially for you.

Please let us know if it is helpful to you in getting started in this interesting and rewarding hobby. Only by your comments will we know whether or not to continue with Outboard Basics in

our bi-monthly Newsletter.

It is difficult to maintain an outboard motor without having a basic idea of its principle of operation.

The outboard engine is a piston-driven gasoline engine of the two-cycle or two-stroke cycle type as differentiated from the commonplace automobile engine which operates on a four cycle principle. The two-cycle outboard motor in many respects is more efficient than the four-cycle of comparable piston displacement. Light weight per horsepower developed and a high horsepower to cubic inch piston displacement are among the two-cycle engine's most favorable attributes.

The basic difference between the two-and four-cycle engines lies in the power impulse sequence. In a four cycle engine, each cylinder fires every other time its piston reaches the top of its travel, or moves the greatest distance from the crankshaft to which it is connected. Each cylinder of a two-cycle engine, by contrast, produces a power impulse, that is fuel ignited and expanding gases exert a thrust on the crown of the piston every time the two-cycle's piston reaches the extreme of its travel.

The reason for the variance in names of the two designs then becomes apparent. The two-stroke or two -cycle produces power during every rotation of the crankshaft, with the piston making an in-and-out thrust or two strokes. The four-cycle produces its power every other revolution of the crankshaft, the piston

Continued on Page 9

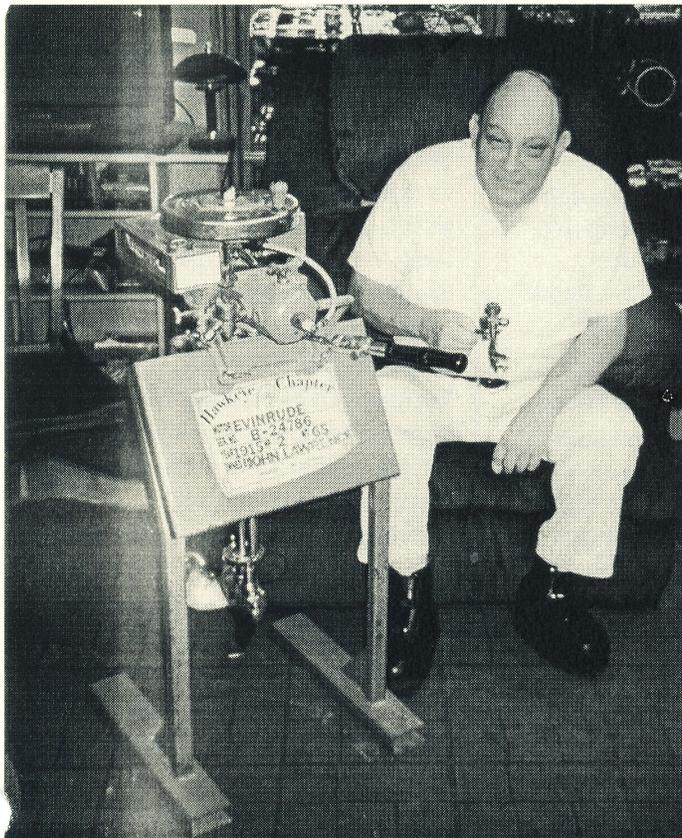
“Wish I lived Closer to the Club - It Looks as Though Your Having a Great Time”

Bud Barnett, from Dewey Arizona, was nice enough to send us the beautiful picture (right) of his 1940 Evinrude, recent restoration, and we were pleasantly surprised to see both he and his wife at our meet, October 7th.

“I began this project in the late 1940's when the term “antique” had no real importance. Having been retired for eleven years, I began looking for unfinished projects and this one is now complete. This little motor was brought in for repair having been stored upside down in a marina locker for a couple of years. The new price at that time, 1940, was \$31.50. The cost of repairs was at least \$25.00 so the customer gave it to us. Since we were a dealer, I ordered all the necessary parts from John G. Rapp, San Francisco, and set about replacing the entire power-head. It's had salt water everywhere. I'm sure it has had at least 2 hours of running time since then!”



Arizona resident, and our newest Chapter Member Bud Barnett's beautifully restored 1940 Evinrude. Bud possesses vast antique outboard knowledge and we are hoping he will share more of his stories and thoughts in future Newsletters.



The Iowa Chapter Shares a Rare Find

Story By Paul Brinkman, Jr.



In the photo left, **John Lawrence**, a member of the Iowa Chapter of the Antique Outboard Club proudly displays his 1915 Evinrude model B-24786. John acquired this rare find over thirty years ago from Bill Engler, past president and a founder of the Iowa Chapter. This motor is the first to utilize a combination battery and magneto system. The crankcase and lower unit are all brass. He is also displaying a miniature Wen-Mac Outboard, manufactured in Los Angeles in the 1950's. John resides in Hiawatha, Iowa with his wife Irene and his son and daughter. Despite a severe illness that caused him to lose a leg, he continues to enthusiastically support the Antique Outboard Motor Club. John is also an avid antique cannon collector and is in the process of restoring an early Caille outboard motor.

Thanks Paul for sharing this interesting article. Keep em coming.

Big Bear Meet, 1970 - Were YOU There?

See, Our Chapter Does Have History . . . This was our very first recorded Meet.

The AOMCI Southern California Chapter held its first meet on August 8th and 9th at Big Bear Lake. This was Southern California's first meet, and was honored with the presence of new-comer Californian and Club President, Dave Reinhartsen.

Due to a last minute communications mix-up, only a few members were able to attend, but the crowd was swelled by their families and a number of friends and curious onlookers. Also, no formal events were held for lack of enough competitors, but instead the time was spent getting acquainted, swapping notes, setting up future trades and acquisitions, and of course, joyriding.

President Dave Reinhartsen stole the show by first racing a hull identical to his own, but powered with a late model 35 horse Johnson, and winning handily with his magnificent 33 horse Evinrude Speedifour. Next, he towed in another boat with a new but dead motor. And then to top everything, he contrived to be locked out of his car with his keys in the care of a friend who had gone to another area for a while. I tried to help out by opening the car and hot-wiring it so that he could drive it, and Dave immediately put me under citizens arrest! There were several questions asked about my past!

Other members and their motors included Rick Anderson with a thundering P-80 and an unrestored but nearly mint Lockwood Ace, Ron Byrd with an unusual Waterwitch twin, and myself with a 1940 Evinrude Zephyr and a 1941 Evinrude Lightfour.

Saturday night was spent at Rick Anderson's cabin with families and friends joining in a pot-luck dinner. Host Anderson also deserves special thanks for arranging for us to use a portion of one of the lake marinas, and for even getting the use of several of the marina's boats, free.

THEY DID IT IN 1970 - ARE WE READY FOR BIG BEAR IN 2001?

Balancing Antique Outboard Powerheads

Continued from Page 6

won't be lessened. By way of information, the average U.S. penny weighs about 3.1 grams. It would not be unusual to find many thirty or forty year old engines out of balance by as many as 30 grams (10 pennies). The symptoms are excessive vibration and lower top RPM. I find it quite easy, with patience, to get piston/connecting rod assemblies balanced to within 1/10 gram. Makes the motor smoother and faster.

Remember, the closer you balance, the better engine performance you'll have.

Tom & Lee Cartoon



Hey Tom, with three new Board Members we won't have to keep this Special Boat we used when we didn't know whether we were coming or going. Thanks Guys!

Simultaneous exhaust release will give you a better starting and higher revving antique, as one cylinder will not be working harder than the other. Better idling will be possible too because of the closer matching combustion conditions in opposite cylinders, which in turn makes possible finer carburetor needle valve adjustment.

CLASSIFIEDS

For Sale: 1956 & 1957 Evinrudes 7.5 hp., Sea-bee 5 hp., mechanically restored, SeaKing restored 5 hp., Call David at, 714-350-2792.

For Sale: 1966 Elgin 75 hp. Call Mark at 562-804-0661.

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

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

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

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

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

Wanted - Martin 20. Please call Lee at: 714-996-6661

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

Outboard Basics

Continued from Page 6

stroking in-out-in-out, four strokes per power impulse. As a result of this variance of power impulses, if engines of the two different designs are fitted with cylinders of identical bores, piston size, connecting rods and crankshaft, the two-cycle may be expected to produce twice as much power since each piston produces twice as many power strokes.

The four-cycle engine is fitted with individual fuel-vapor intake and exhaust gas valves for each cylinder. Though the mechanical means utilized to operate the four-cycle valving system adds to the manufacturing complication of the design, resulting in added weight, cost, and more parts to wear and maintain, the four-cycle power plant does make a more efficient use of fuel and converts a greater percentage of fuel used to power.

In our next issue, read how the piston serves your outboard, as we continue with **Outboard Basics** for the new Southern California Chapter Enthusiast.

(Taken from *Care and Repair of Your Outboard Motor*, by Hank Bowman - Publishers - Chilton Company Book Division)

A TAX DEDUCTION FOR YOU!

WANTED. . .

- ◆ 10 OR 15 HP. OUTBOARD MOTOR
- ◆ TO DONATE TO A NON-PROFIT ORGANIZATION - ALTHOUGH THEY DO HAVE A JOHNSON OUTBOARD MOTOR TO EXCHANGE WITH YOU!
- ◆ TAKE A \$350.00 TAX WRITE OFF FOR YOUR DONATION
- ◆ CONTACT DENNIS BYRNE @ 805-498-9621

"The Voice" of the Southern California Chapter

We received the following E-Mail message from **Manya and Gerry Coats**, immediately following the Castaic Meet: "I need the address of the personnel at Castaic Lake to send a thank you note. The nicest compliment was that they assigned us the sites and left us alone - no harassment. You and Jackie did another great job. Of course, I realize that the heaviest weight of responsibility fell on Jackie's shoulders - only cuz Lee didn't buy my almost new Mark 10. Thanks for a fun weekend." Gerry, Margo White, our representative from Lake Castaic received your most welcome thank you note and was more than pleased. She suggested that we have two meets there a year - one in the spring and one in the fall. In case you don't know, Gerry got into a fight with a wasp over his soda pop and the wasp won. It bit him on the tongue! Owieeeeeeee. We are soooo sorry.

Our newest Chapter Member, Bud Barnett from Dewey Arizona has alerted us to watch a movie on November 13th at 7:07 p.m. It is entitled Desert Regatta and would you believe it is about early outboard racing. It is on cable television, Turner Broadcasting System. Bud says it is quite good and was kind enough to call the station to get this information for us. **Thanks very much, Bud.** He also sent us an article accompanied with pictures of his newly restored 1940 Evinrude. Look on page 7 of this issue for his story. We invited him to join our Chapter and were we ever pleased to see him at the Castaic meet with his wife, - **HE DID JOIN.** So, Bud Barnett is our newest member. He is member number 71. Your presence was the "icing on our cake" at the meet, Bud. Hope to see you and your wife at **Oso Lake in December.** We would be pleased to print another story and picture of your perfect Clarke Troller. Is this possible?

Enjoy **Richard Plavetich's** article on page 11 about his 1940 D2F Play Boy 5 hp. Champion. **Thanks for this fine article, Richard, and all the support you give us.** Your friend **Ron Monn** looks like a prime candidate for our Chapter. Please thank him for coming to our meet and invite him to join.

Tom Lockwood called to say how much he enjoyed the meet. "It was the **BEST YET**, even better than Pudding-

stone and I will be writing an article for the November Newsletter." (See page 2)

Harry Martin brought his favorite book, called "Care and Repair of your Outboard Motor." He suggested that we have an on-going column in our Newsletter using this book for those of us who are "new to the game" so to speak. It has helped him tremendously, and he hopes it will help you too as we all learn together to restore our motors. (See page 6) **Thanks Harry.**

Paul Brinkman, Jr. called to say how much he too enjoyed the meet. See his special article on page 7 introducing us to John Lawrence from the Iowa Chapter. **What a Newsletter team! We appreciate your contribution very much, Paul.** Paul always helps us with his fine photography and as you know, he was able to find another J.A.G. knife too for a door prize which was won by **Paul Marsh** from Scottsdale, Arizona.

I enjoyed the comment that came from **Dave & Pam Buas'** guest, **Ralph Krans from Escondido.** He and his wife **Norma** camped with us for two nights. This couple really knows how to have fun and brought their beautiful new motor home. When asked to join our Chapter, Ralph's comment was - "I'll have to join for the great social life if nothing else."

You're right Ralph - we are a social club brought together through our love for the antique and classic outboards. The real magic the motors provide is giving us the opportunity to make new friends like you and Norma and build lasting friendships. We have all done just that in our Southern California Chapter. Our lives have become much richer as we get to know each other, - we're having "tons of outboard fun."

Sunday morning, after the meet, **Weston Hook** from La Jolla called asking, "Was the meet fun, what did I miss?" You missed a whole lot Weston - outboards you would have loved to have owned, renewing fine acquaintances and we missed you Weston and each member who was not able to attend. **J. J. Johnson** had a heart attack in October, which necessitated quadruple bypass heart surgery - he is recovering nicely and says his blood pressure is way down. Hurry and get well J. J. so you can come out and be with your friends - AOMC friends are "as good as it gets."

"OLD CHAMPIONS NEVER DIE..."



By Glenn Ollila
The Old Outboarder, 1970
(Courtesy of David Vaughan)

Back in 1935 is when Champion Motors was founded, as a sales organization. Ralph Herrington developed the first generation of Champion Outboards; that is, all the models built through 1942, when World War II interrupted production. The motors were manufactured by Scott Atwater from 1935 to 1942. Apparently the company name was acquired from Henry Olan, Sig Conradan Dutch Witch of St. Paul, Minnesota, who had built a small number of motors around 1927 and given up the idea. (See page 11), The Smallest, Oldest Champion.

In January 1944 plans for the production of new champions were introduced and a new line of Blue Ribbon Champions was born. By 1947 production was at a peak and about 140,000 units were manufactured during the year. Private label motors were also produced under names such as "Voyager", "Monarch" and "Majestic" for various hardware chain stores. Business was very good.

Dramatic promotion and publicity, coupled with a reasonably priced and rugged product seemed to promise even greater sales success. One promotion outboard focused on an endurance run. The Company encouraged the public to witness and record the continuous running of a standard Blue Ribbon Champion, which with the exception of brief intervals for the spark plug changes, ran for more than 15,000 hours, or the claimed equivalent of "130,000 miles or more than 80 years of operation in the hands of the average user."

Around 1955, sales were seriously in a decline, and it became apparent the public wanted higher performance. Champion responded with the "Tandem 33", a pair of 16 1/2 hp model 6N-Ds mounted to be run as a single unit. The market and the keen competition demanded a "third generation" development of higher performance outboards. However, the financial considerations precluded this, and Champion Motors



*1953 Champion Model 4 LH,
Owner, our Chapter Member,
Howard Jong*

ceased production in 1957.

In February, 1958, Western Tool and Stamping purchased the Champion name and patents. They secured, and funded the development of a third generation of Champion outboards by Dale Kloss. By November, 1959, Mr. Kloss had completed the engineering of a line including 12, 25, 50 and 75 hp. models. Prototypes were built and running; the moment of decision was at hand! Western Tool and Stamping management declined to proceed with the substantial investment required to tool up for production and the effort was halted.

But, "Old Champions Never Die..." and as of this writing, October, 1970, the old 6N Hot Rod motor was still going and in competition. At the National Outboard Association championships in Alabama in 1970, three trophies went to the Champ.

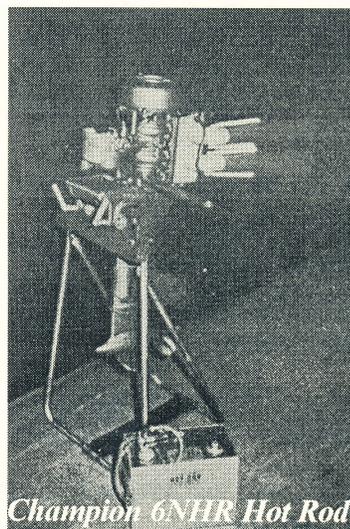
While the Kiekhaefer products were certainly dominating the racing scene back in 1954 when the Champion 6NHR first saw the competitive waters, how did the Champ emerge to fulfill its name and win the National Outboard Association B Hydro

Season Championship in 1955?

In 1956, 150 Champion Hot Rods were in the field and they romped across finish lines clocking speeds that proved they could hold their own in competition - and on occasion, came out on top. Larry Rogers, a Champion factory representative, amazed the field on one day, speeding first across the mark in a Swift hydro, clocking five miles at an average of 49.261 mph - then only .054 mph short of the NOA competition record.

For the sum of \$425. in 1956 you bought 46 pounds of Hot Rod. The 6NHR machine has a displacement of 19.94 cubic inches, the bore and stroke being 2-1/2" x 2-1/32". Fuel induction is by means of internal dual rotary valves of the two-port type with no cams, springs or reeds. The Hot Rod is equipped with a Carter concentric bowl type carburetor. The alternate firing twin has removable water cooled cylinder heads with cast iron sleeves in a die cast aluminum block. Basically, the 6NHR has much in common with the 16-1/2 hp. Champion general utility motor. Rotary valve timing, exhaust port timing and intake port timing are the same. Connecting rods and powerhead bearings and many of the stock parts were used with minor changes.

The 6NHR appears to be the end of the line, in more ways than one, for Champion. The Champion Motors Company ceased production in 1957.



Champion 6NHR Hot Rod

The Smallest, Oldest Champion

From Oct. 1969 Outboarder

It was an easy motor to find but very hard to learn anything about. I bought it in Stillwater, Minnesota in 1966 from a garage man for twelve dollars. It looked different from other old Champs that I had seen but I didn't learn why until later.

I started restoring this motor early in 1968 and I became more curious as the motor came apart. For one thing, I had never seen a motor with just one piston ring. I don't mean one or two were left out, I mean it was built with just one! I also found the crank shaft had no key way on it to line up and hold the fly wheel. You simply line up two punch marks and the taper holds it in place. Imagine hitting a rock with this motor. Besides shearing a pin, you knock your mag out of time.

Among other unusual features of this motor are a cast aluminum cylinder and cast iron sleeve, an all sand cast aluminum underwater exhaust pipe, and a cast aluminum gas tank. Even the prop and prop nut are sand cast and they look just as rough as they did coming out of the mold.

I wrote to Dick Hawie twice about the little Champ and even with the magneto and carburetor numbers we couldn't date or identify this motor. Finally, with the help of pictures and lots of foot work my father solved the mystery. He found one of the original builders, Henry Dolan of St. Paul. Mr. Dolan along with Sig Conrad and Dutch Witch had made thirty of these motors in 1927. They sold the name Champion Motors to Flour City Ornamental Iron Co., and it was produced in Minneapolis, Minnesota for many years.

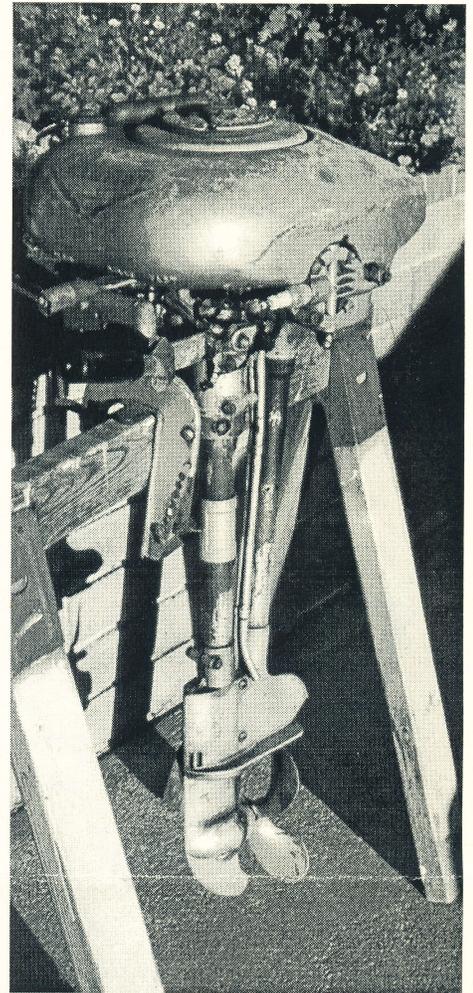
I finished restoring the Champ in time to take it to the Dallas "Great Race" in August of 1969. It lived up to its name by winning the prize for Oldest Running Motor. I still don't know the horse power for sure but I would guess 1 1/2 to 2 depending on the condition of that one poor ring. So, if you find a Champion that says St. Paul, Minn. on the rope sheave, grab it, because it's got to be a rare one!

The Story Behind my old Champion Motor

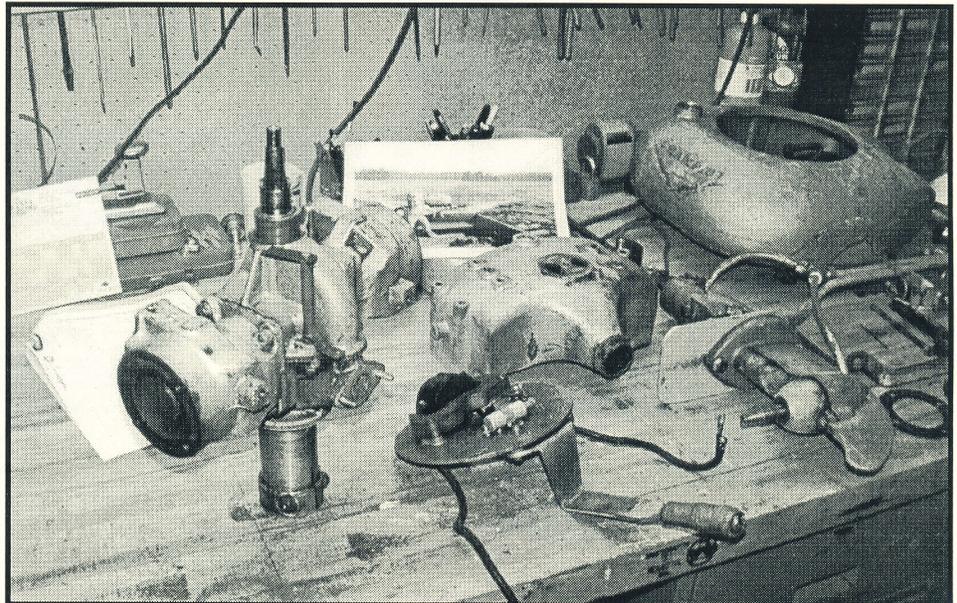
By Richard Plavetich

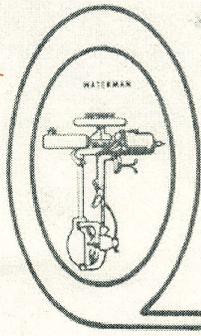
The 1940 D2F Play Boy 5 hp Champion was purchased new by my grandfather in Pittsburgh. Beginning in 1945, he took the motor every year to Lake Kashwakamak in Ontario for the family vacation at Twin Oak Lodge. In the mid-fifties, he purchased a 14' Peterborough cedar strip boat, and powered it with the Champion for a couple of years before replacing it with a 35 hp Johnson. From the late fifties through the late seventies, the motor rested under a workbench in the "shop" at the lodge.

When I discovered the motor after my grandfather's passing, it was frozen solid as a result of mice building a nest inside the exhaust manifold. Seems that they had crawled up the exhaust pipe and stuffed the manifold full of grains, nuts, etc. After soaking the cylinders in oil for a while, I hammered the motor apart in my high school shop class, only to properly restore it about five years ago after dragging it along with me through several moves cross country. It now occupies a prominent place in my living room along with a photo of my 60 year old uncle as a child with the motor on Lake Kashwakamak. See picture on page 1.



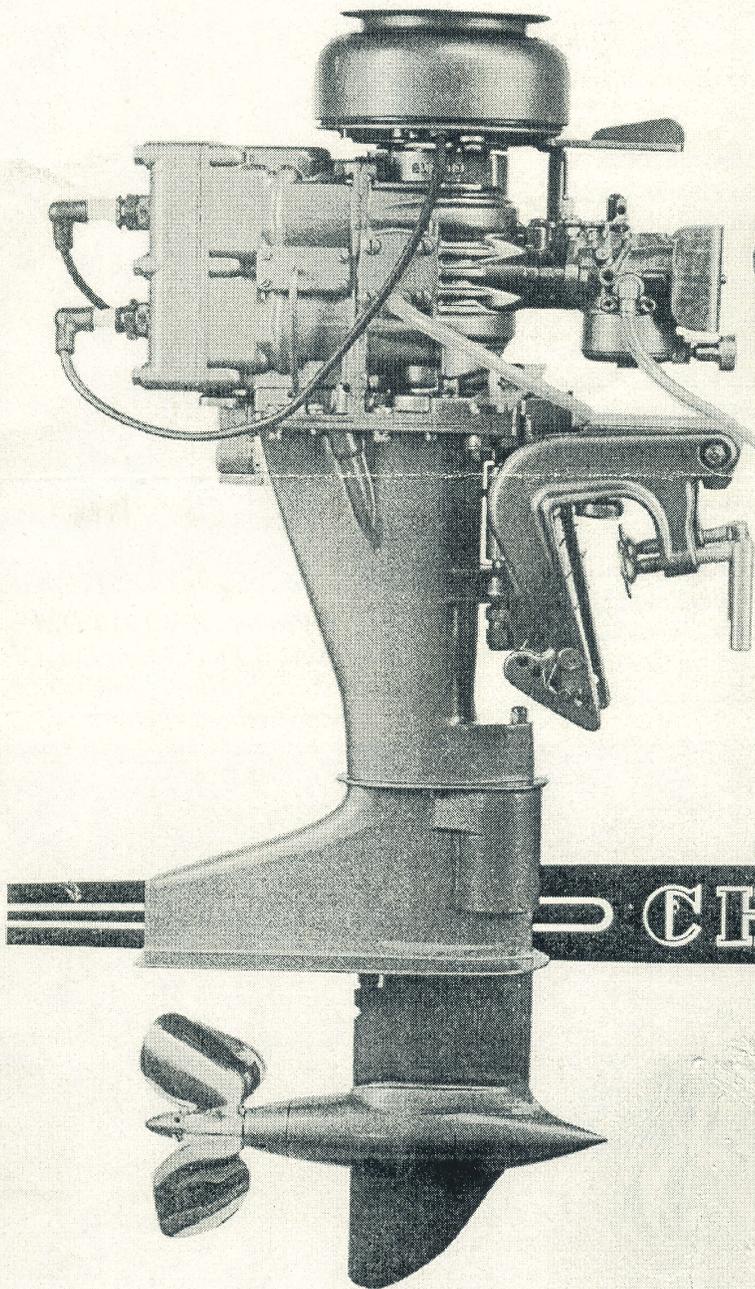
Richard Plavetich's 1940 D2F Play Boy, 5 hp. Champion restored (above) and disassembled (below)





THE ANTIQUE OUTBOARDER

The Pioneering Authority



CHAMPION

CHAMPION