

ANTIQUE OUTBOARD NEWS

SOUTHERN CALIFORNIA CHAPTER

John VanDyke's 1940, 12 foot plywood runabout built by his grandfather



November, 2002

Volume 4, Issue 6

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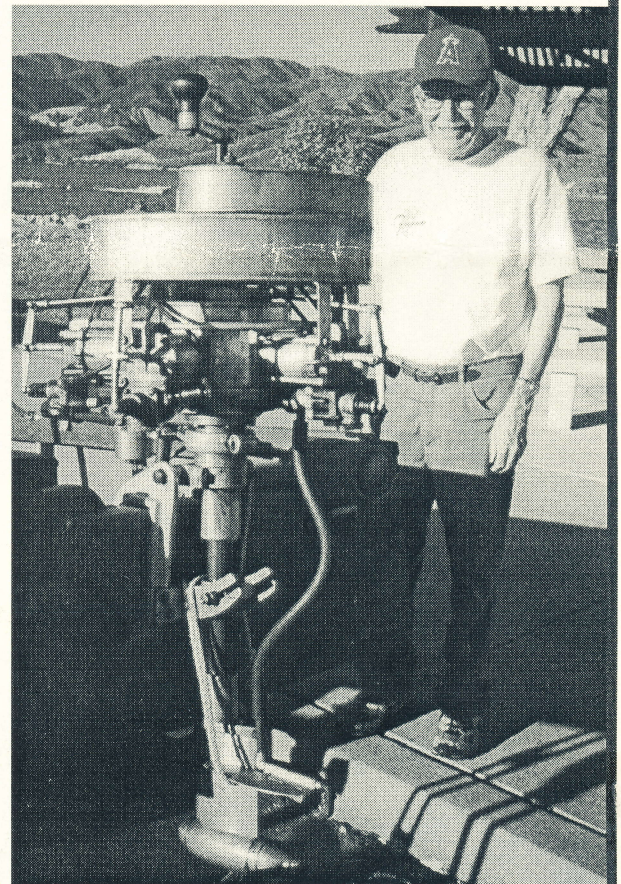
Lake Castaic Campers in Awe with the Arrival of John R. VanDyke

Just who is John R. VanDyke? (Picture at right) He is the grandson of Charles Ernest Van Dyke, inventor extraordinary.

John arrived about 5:00 p.m. the afternoon of our meet. The majority of members were gone, eight campers were relaxing - enjoying the best smoked salmon, salsa, and crackers you ever tasted, compliments of **Darryl and Sherry Webber**.

We looked up to see a man towing an antique wooden boat with an unusual, large outboard motor. Everyone rushed to meet new member, **John VanDyke**. As he parked parallel to the sidewalk - our mouths fell open, eyes widened, when the impact of what we

Continued on Page 4



Antique Outboard News
37230 Wildwood View Drive
Yucaipa, California 92399

Frank Fowler(2-1-03)
4918 Coldbrook
Lakewood, CA 90713

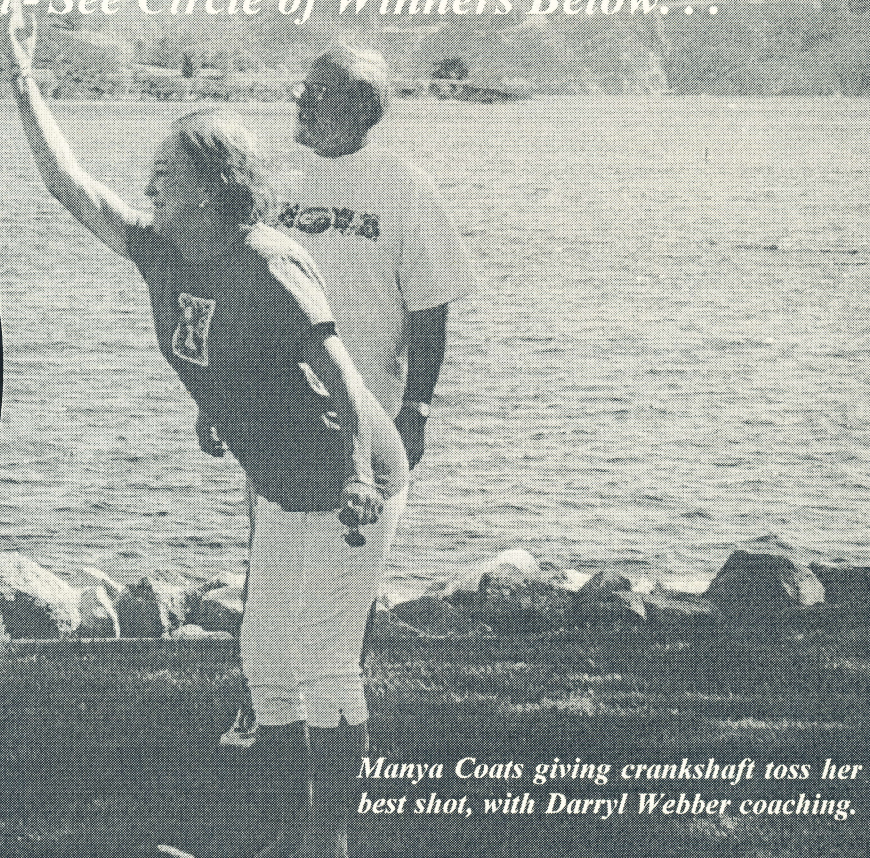


**DECEMBER 7TH
SPECIAL HOLIDAY MEET
PLEASE BRING MOTORS
TO SHOW, SELL, OR TRADE
See Page 3**

Crankshaft Throw - A Big Hit - See Circle of Winners Below. . .

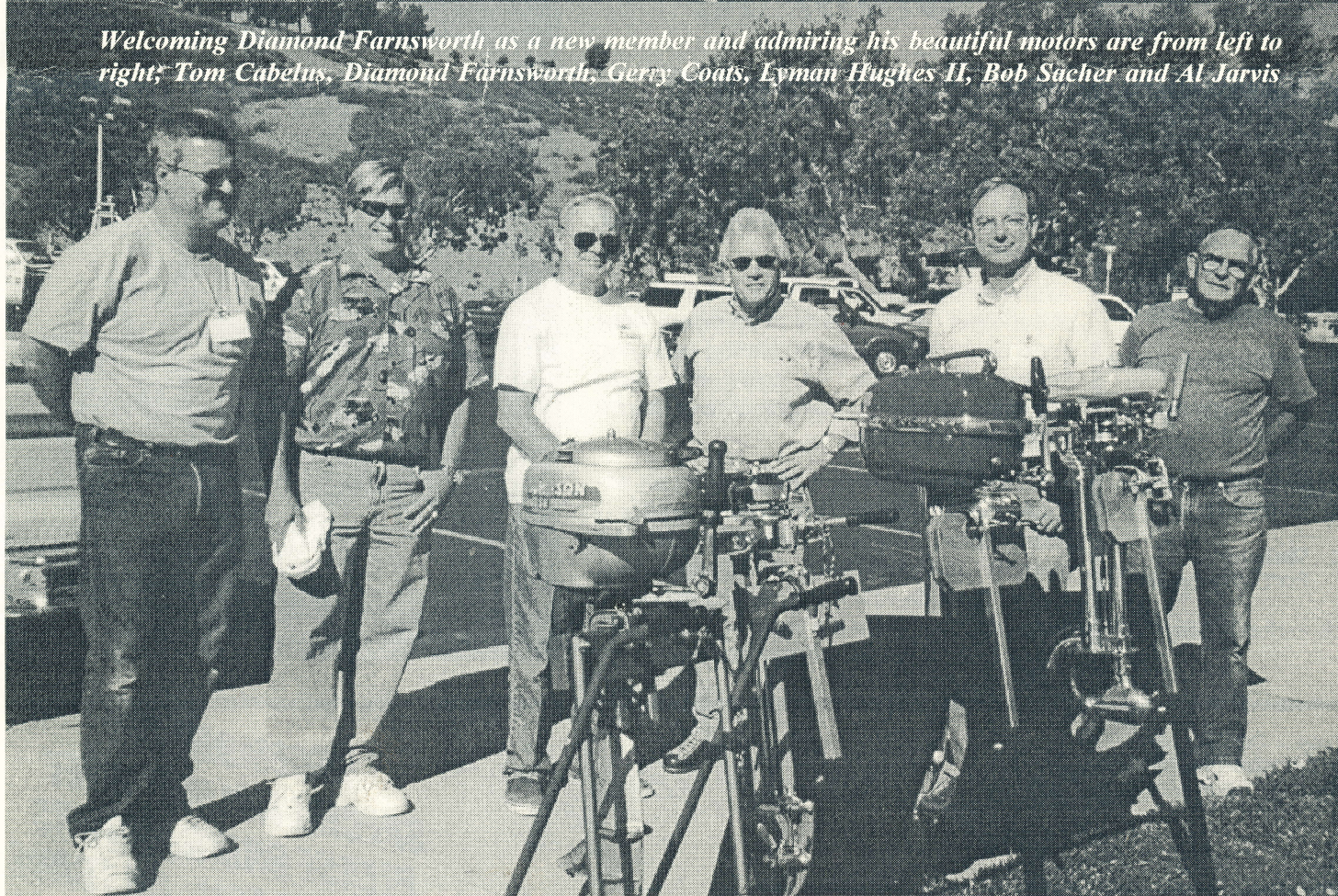


*Our crankshaft toss WINNERS;
Bob Sacher, Craig Butcher, Linda
Vaughan, and Bob & Meredith's
Grandson, Conner Hanover*



*Manya Coats giving crankshaft toss her
best shot, with Darryl Webber coaching.*

*Welcoming Diamond Farnsworth as a new member and admiring his beautiful motors are from left to
right; Tom Cabelus, Diamond Farnsworth, Gerry Coats, Lyman Hughes II, Bob Sacher and Al Jarvis*



HAPPY HOLIDAYS - SEE YOU AT PUDDINGSTONE, DEC. 7TH,

120 East Via Verde, San Dimas, California. Times: 9:00 a.m. to 4:00 p.m.

Everyone is anxious for our December meet. Why? Puddingstone is absolutely beautiful, peaceful and quaint.

Our sailboat area has been secured. We will have access to the boat docks adjoining our area. There is no upcharge for this special area, but you will be asked at the gate for \$6.00 per vehicle and \$6.00 per boat. (\$10.00 fee for motorhome entrance.)

Remember, all motor boats must be 12' or more to run on this lake, no exceptions. Also, DO NOT put "For Sale" signs on your motors or any sale item you bring. See Jackie for a bright orange sticky dot to place on all motors for sale.

Bring your smallest, slowest motor for our contest "How Slow Can You Go"? Please sign in and receive raffle tickets the first thing when you arrive. This is important so you will not "miss out" on your chance for a \$25.00 gift certificate or other prizes.

Lunch is a gift for you and your immediate family in appreciation of your fine membership, served by Sherry and Darryl Webber.

Darryl must have an exact head count to place his order with the caterer. Please understand that if you don't call, you may not dine. Call today:

EMPEROR OF NORTHERN CALIFORNIA:
DENNIS BYRNE
805-498-9621

SOUTH, SAN DIEGO COUNTY:
GERRY COATS
858-272-3642

WEST, ORANGE COUNTY:
GEORGE KENT
949-589-0678

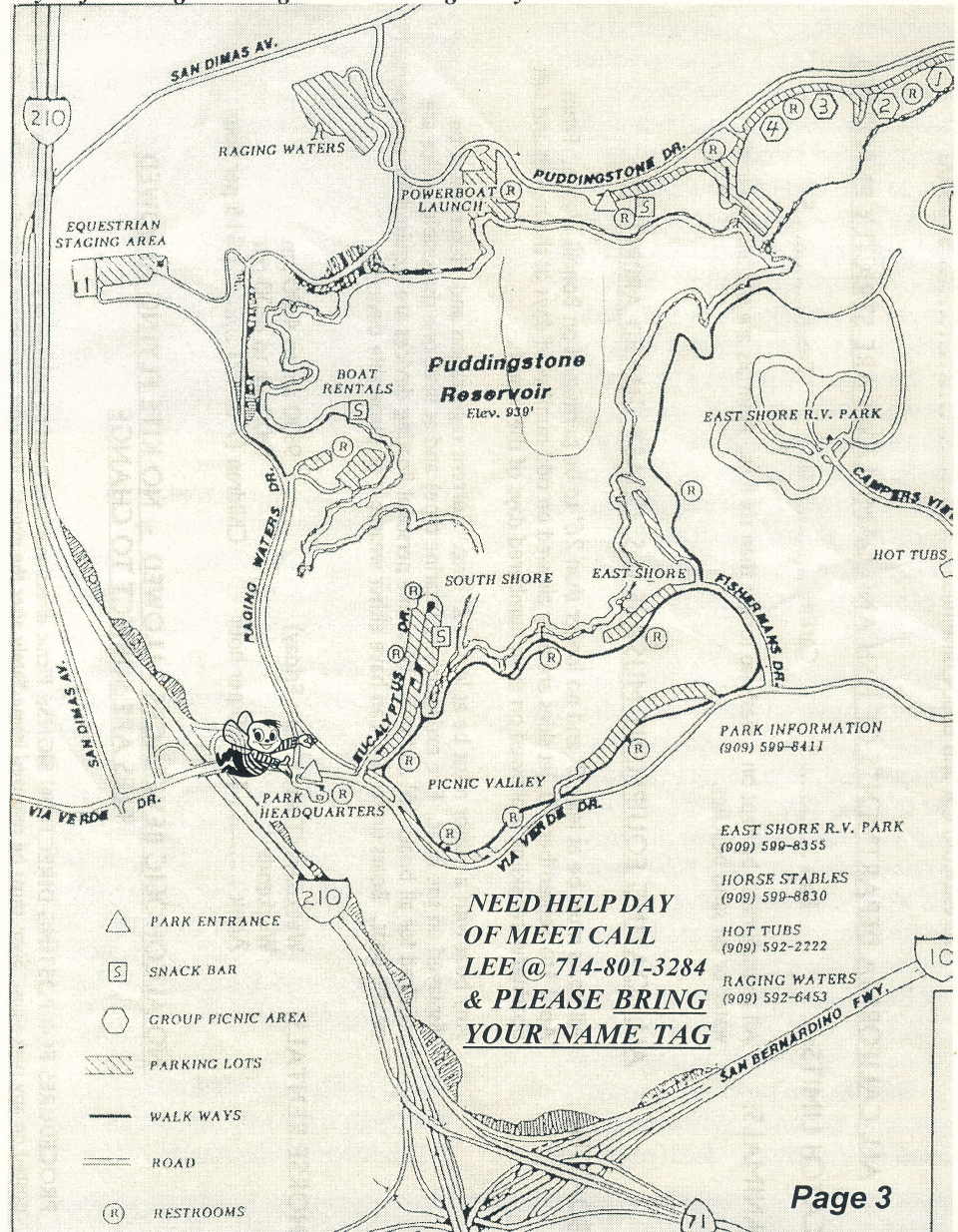
EAST, SAN BERNARDINO COUNTY:
STEVE HURLEY
626-798-8927

LEE KINNEL, CHAPTER PRES.
909-790-8168 OR CELL: 714-801-3284
SHOULD YOU HAVE TROUBLE DAY OF THE MEET, FINDING PUDDINGSTONE, CALL LEE ON HIS CELL PHONE.

We need your friendship. Please join us for games, prizes, food and fun. Be sure to bring your name tags, outboards, family, and LET'S PARTY!



Our mission is to seek and preserve Antique & Classic Outboard Motors - and in so doing make new and lasting friendships. Results: Mission is exceeding all expectations - reflected in the above happy faces of Lee Kinnel and David Vaughan offering a toast to you for "All good things in the coming new year."



Lake Castaic Meet October 5, 2002 - A Special Time to Remember

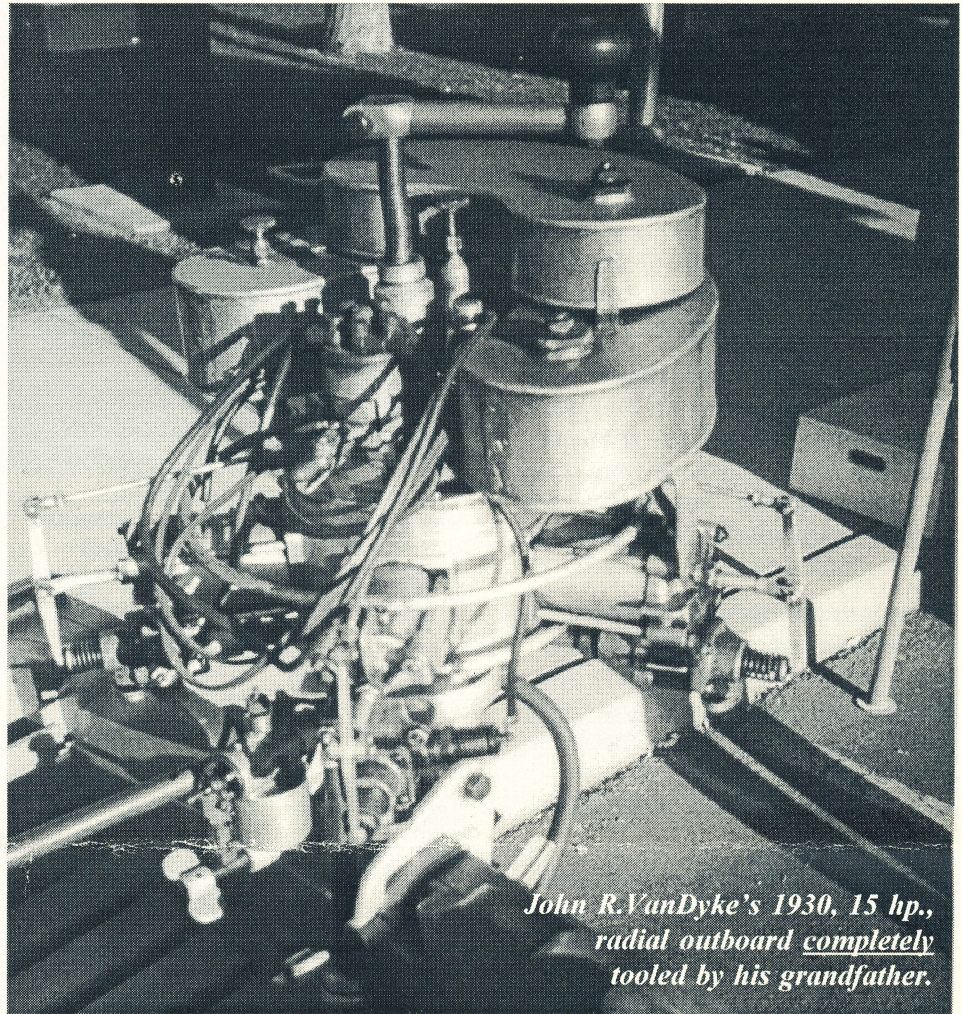
Continued from Page 1

were seeing became a reality. . . would you believe John's grandfather, Charlie, tooled this magnificent motor from scratch in 1935.

John said, "It is a dry sump system with separate gas and oil tanks, water cooled with a two cycle valve arrangement, approximately 15 hp. Ignition is from a model T or model A coil and two 6 volt dry cells."

David Vaughan, described what he saw, as follows; "This motor should be saved for future generations in a museum. The radial outboard engine has 5 cylinders aligned around a central carrier bearing. This configuration allows for a slim profile and a continuous thrust of power with 5 explosions for every revolution of the crankshaft. There is one overhead actuated exhaust valve for each cylinder with no exhaust manifold. According to its owner, it is very loud due to the direct exhausting. The intake is through a single simple carburetor which goes into a crank-case distribution system to transfer ports. The ignition is distributed through a simple distributor mounted on the engine with the spark being provided by a coil in a box separate from the engine. All parts were designed and built by its inventor. It is mind-boggling when you think that he made the patterns and cast the necessary parts and did all the machining. The entire project is truly amazing."

Howard Hughes would have been proud to have owned this motor. Our appetite for the odd and unusual antique outboard motors had been well fed this day thanks to the arrival of **John R. VanDyke**. We also give special credit to "**The Emperor of the North**," **Dennis Byrne**, for helping locate this new member. He suggested that we again send samples of our Newsletter to all those in Southern California, who are National Members but not affiliated with our Chapter . . . **BOOM**, we received a most welcome call and membership from **John R. VanDyke**. John regrets that



John R. VanDyke's 1930, 15 hp., radial outboard completely tooled by his grandfather.

he will not be able to make our December meet, but look for him at the February gathering. You will not want to miss talking with him and seeing his fabulous antiques.

Other inventions by Charles E. Van Dyke include two identical 12' plywood runabout boats. He and a friend built these in 1940 and used this 5 cylinder radial outboard on the boat, plus he built a small 1 hp. trolling motor by using a Power Products engine and then building the driveshaft, gears and propeller onto it. The Hennipen Canal is about 20 miles north of Kewanee, Illinois, and that was their favorite place to go boating.

A brief history of Charles VanDyke's inventions; about 1905 he built a moped motorcycle. John still

has the wood patterns for the engine he made. Prior to 1912 he built a snow mobile.

In 1912 he was a precision machinist, toolmaker, pattern maker, gun smith and cabinet maker. In 1916 he built his first cycle car from a kit. In 1918 he built his second cycle car and in 1921 he built a touring car body on an Oakland chassis. Prior to 1924 his inventiveness really got started when he built the first model of a valve grinding machine. A five cylinder radial airplane engine was built in the 1930's and in 1934 he built a house trailer. He built two harps and played in an orchestra. He invented a popcorn machine and a rotary lawn mower and more.

John, thank you for sharing your amazing collection with us. Welcome to our Chapter. Hope to see you soon.

Lake Castaic Highlights . . .

Remember the mystery motor donated by **Bob Argott** and won by **Tom Cabelus**? It turned out to be a gem. Feast your eyes on the picture to the right - a restored 1940 Mercury Single to be proud of! Tom has it looking soooooo nice! He also brought two top notch water barrels for us to run our motors. They worked perfectly, and we **thank you very much Tom** for all your work and efforts. We had fun running our motors.

We planned a contest for "How slow can you go." The slowest motor being the winner. But, the wind came up and made it impossible for the contest to be held. **George Kent** brought two boats to the lake for this special event. **Thank you George for all your extra preparation** - let's schedule this event for December 7th at Puddingstone. You may want to pay yearly dues at that time too. Check your address label on this Newsletter, if the expiration date following your name is between now and in January, we'd appreciate your payment so we don't waste your money using extra postage to send individual reminder notices.

Approximately 38 people attended our October 5th meet, only 19 signed in. Must have been a pretty good meet when our resident expert, **David Vaughan** found a motor he would like to own! Eleven members stayed for 2 nights of free camping and a social get-together we will always remember. The more the merrier - try to camp with us next time. We laugh so much it is hard to just keep sitting on your chair! **John Coultas** sold, for pennies of the value, rare motor parts he picked up for us at "Doc" Eyre's sale.

Three new members were added; **Diamond Farnsworth**, **Brad Menet** (pupil and friend of **David Vaughan**) and **John R. VanDyke**. We welcome all of you. Hope to see you December 7th.

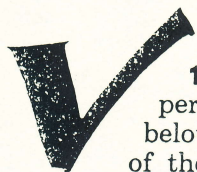
Dennis Byrne and **Manya Coats** prepared a great chili for lunch, and **Sherry & Darryl Webber** donated a huge, delicious, tossed salad. Our many priceless friendships matched the weather . . .

.. BEAUTIFUL! Enjoy the delightful picture below; **Michelle, Kevin and Andrew** with their "Grandpa Bob" (**Bob Eddy**) going for a ride in "Bits N Pieces."



7 points to check

for improved outboard performance



1. TRANSOM HEIGHT — For best performance, cavitation plate should be 1" below the bottom of your boat, or bottom of the keel if you have one. If it is lower you will experience back pressure, excess drag, added vulnerability to underwater obstructions. If it is higher, cavitation may be pronounced.



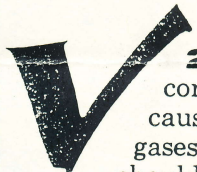
TOO HIGH



TOO LOW



CORRECT



2. CAVITATION — Cavitation is a condition where the motor runs wild because the prop is sucking air or exhaust gases. One cause can be a bent prop, which should be repaired immediately. If boat cavitates on turns, it is lifting too high . . . correct by lowering transom so prop can't break water. A too deep keel, extra keels, metal rivets, dents, foreign matter or some self-bailers can cause cavitation . . . correct by removing the projection, cutting down or tapering keel, etc.



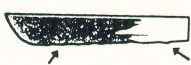
SELF BAILER



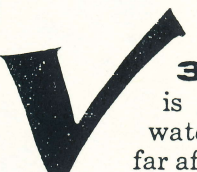
ADDITIONAL KEELS



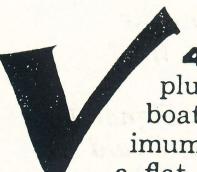
DEEP KEEL ON TURNS



METAL RIVETS, DENTS and FOREIGN MATTER

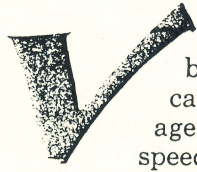


3. MOTOR TILT — Correct tilt angle is generally with motor perpendicular to water when running full speed. Tilted too far aft, boat will gallop and prop will cavitate. Too far forward, bow will dip, cutting speed.

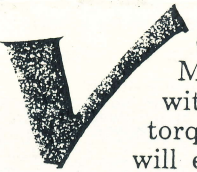


4. BOAT TRIM — Proper motor tilt plus correct weight distribution make a boat "trim" . . . it planes correctly for maximum speed and maneuverability, and leaves a flat wake. Distribute stowage weight and

passengers, and set motor tilt when loaded, to achieve proper trim.

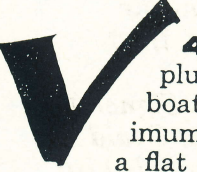
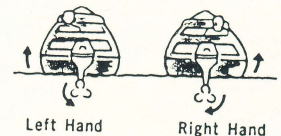


5. BOAT BOTTOMS — Distorted boat bottom, either a "hook" or "rocker" caused by high motor power, improper storage or poor support on a trailer, can reduce speed, cause galloping and hinder steering . . . check with a straight edge; if you find distortion, correct with extra ribs, stringers or other supports. Improper keel can cause serious cavitation . . . keel should be faired from an eighth to a quarter inch at transom on a taper to about 30" forward.

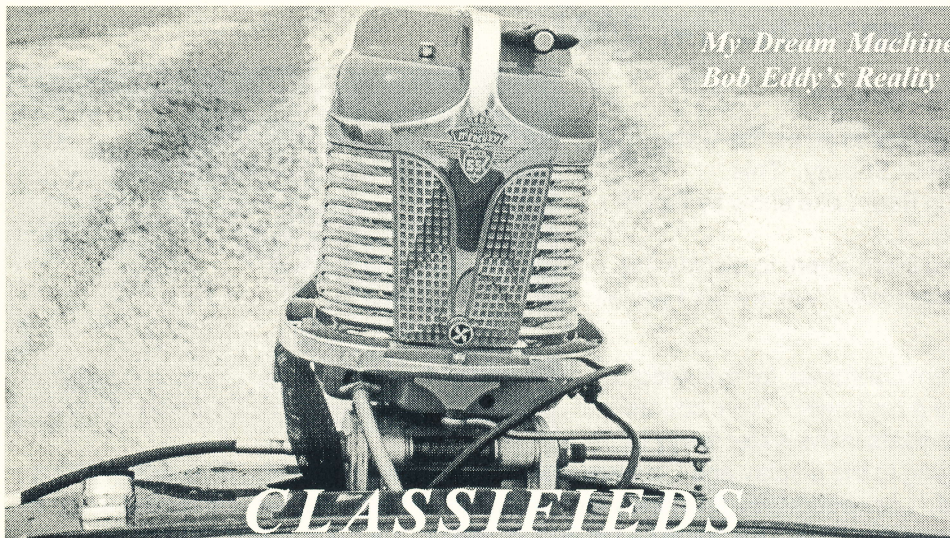


6. TORQUE VS STEERING — Many late model motors are equipped with lower unit features to compensate for torque. A properly set up steering mechanism will eliminate 90% of torque steering problems. Right-hand propellers should have steering on the right side of the boat, as the boat tends to lift on the right and will lift to the left if steering is there. Conversely, left-hand propellers should have steering on the left. Check for adequate size rope pulley, sufficient number of pulleys properly swiveled and proper cable tension. Should all these fail and the situation is still annoying, tilting the motor slightly on the transom may help.

PROPELLER TORQUE



7. CUSTOM MATCH PROPELLER — The proper propeller selector from following pages will give maximum improvement in performance. Many times 3 mph. may be gained over average all purpose propeller. In addition the engine is permitted to turn at its recommended rpm. for long trouble free life.



**Thank You For
Attending Lake Castaic
October 5, 2002**

*Butcher, Craig
Buaas, Dave
Pratt, Jim*

*Webber, Darryl
Webber, Sherry*

*Coats, Gerry
Coats, Manya
Jarvis, Alan*

*Coultas, John
Sacher, Bob*

*Byrne, Dennis
Cabelus, Tom*

*Menet, Brad
Duray, Nicholas*

*Vaughan, David
Vaughan, Linda*

*Hughes II, Lyman
Fullmer, Dave*

Fjeld, Kip

Farnsworth, Diamond

Hanover, Bob

Hanover, Meredith

Hanover, Ken

Hanover, Conner

Brinkman Jr., Paul

Williams, Dave

Van Dyke, John R.

Eddy, Bob

Eddy, Mary Ann

Johann Olafsson

Michelle Olafsson

Andrew Olafsson

Kevin Olafsson

Hixon Jeff

Kent, George

Kinnel, Lee

Kinnel, Jackie

Morse, Charlie

Thompson, Walt

WANTED: Darryl Webber's Martin 66 - Call Lee Kinnel at 909-790-8311

For Sale: 1956 & 1957 Evinrude 7 1/2 hp. Fleetwings Restored. 1949 Johnson 10 hp. Restored. 1952 Johnson 10 hp. and gas tank very good original condition. Call Lee: 909-790-8168.

For Sale: Flying Scott Hull Model 17A with Johnson Meteor Motor. Best Offer - Call Joy: 760-868-1169

For Sale: Several Motors including a 1942 Evinrude Stormboat 50 hp., Evinrude Zephyr, 7 1/2 hp. Elgin, 1947 Waterwitch, Big Twin 30 hp., Mark 78A 6 cyl. + parts and controls (basket case). Call Nels: 310-546-2357

For Sale: Klamath 14' Aluminum boat, complete with 15 hp. Mercury outboard and trailer - Call Herb: 760-228-2936

For Sale: Flambeau Model 174050, Evinrude Elto Handy Twin, 12 hp. Sea King (Free), WaterWitch Model MB571-10, Super Elto Rudder Twin Model "C" Call Dennis: 805-498-9621

WANTED: Merc Mark 58 Lower Unit. Call Bob Eddy at 909-371-6386

WANTED: Evinrude Zephyr, Call Bob Rummage at 602-273-9239

For Sale: 1940, 2 hp. Sportsman Evinrude, 1947, 2 hp. Evinrude, 1949 5 hp. Scott - Call Gerry at 858-272-3642

For Sale: Dawecraft C-Hydro Plane New hardware, Call John 480-464-5870

FREE GAS CANS - Call Dennis: 805-498-9621

WANTED - 25 hp. serviceable motor or larger. Call Dennis 805-498-9621.

For Sale: Mercury MK20, Mercury KH7, Mercury KE4, Johnson QD16, Johnson QD14, Johnson QD13. Call Bob Myers at 209-795-6904.

WISHING you had a **FREE** 55 gallon metal barrel? Call Harry at 909-822-5402

LOOKING For a Sun Fish Sail Boat? I've got it! Call Herb at 760-228-2936

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

Wanted - 55' Wizzard WM7 and 52' KG7 Mercury. Call Walt: 805-772-9469

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

Wanted - Martin 20, 66 & 200. Scott Atwater 5, 7 1/2 - gold and green Please call Lee at: 909-790-8311

Wanted - Mercury Outboard Motor KG-7, KG-7H, KG-7Q. Also want 50's era three-point hydroplane i.e. Neal, Swift, Pabst, Jacoby, Sid-Craft, etc. Call Lyman Hughes 949-489-3823 - E-Mail: lbh2@compuserve.com

Evinrude Antique Advertising Sign Spotted For Sale - in Riverside, 2 blocks W. of Marriott Hotel on opposite side of street. For more information call Dave Williams at 909-735-7848

I Have a List of Outboards for Sale - Call Walt Thompson at 805-772-9469

For Sale - Two Military Evinrudes located in Clovis. Call Dennis at 805-498-9621

**Only 18 Members Signed In &
Therefore Some Could Be
Missing From This List.
Please Sign In & Wear Your
Name Tag At Each Meet.**

Big Bear Lake, California, September 14, 2002

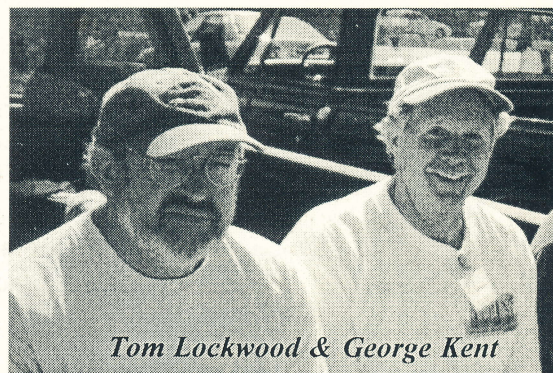
By John Kent

Members and friends were recently invited to an on-the-water show of the Antique and Classic Boat Society. This was our second invitation to the Big Bear Lake show by David Powers, President of the Society. He warmly greeted members as they arrived and showed them where to display the beautiful antique outboards. He said enthusiastically, "We are glad you all came today."

George N. Kent, Vice-President, of Southern California, for the Antique Outboard Club, said later, "It feels like we are a big family." Kent counted over 27 outboards on display and 5 outboard boats in the water ready to take people for a ride into the past. Contributing to the display and fun were, **David Vaughan, Al Jarvis, Bob Eddy, Miles Kapper, George Kent and Tom Lockwood**. Lockwood brought stands for the outboard motor display and rented a van to transport motors for those who could not attend the show. He played a big part in making the meet a success.

One of the boats was a beautifully restored 1950 American moulded plywood boat with a 1957 35 hp. Golden Javalin Johnson. When asked about the boat, Kent said, "I love riding in it, I feel like 16 years old again. It attracted a lot of attention on the water. The best and shiniest motors were on display on the shore and public enthusiasm was heart warming. New members have been found through this kind of activity in the past and it is expected to find some new members this time too.

On Saturday evening an awards banquet was held and Bob Eddy, George Kent and Miles Kapper attended. The Antique Outboard Motor Club was recognized during the awards ceremony for their enthusiastic support of the Antique and Classic Boat Society, for the past two years. Their appreciation of our club was very much appreciated by those attending. Those who participated, including President Dave Powers said that, "We look forward to future events between the two clubs." Five members hold memberships in both clubs. Kent said, "We all had a great time and made many new friendships."



Tom Lockwood & George Kent

Industry News From Laing's Outboards

E-Mail: Jeff15798@wzrd.com

Dramatic changes in the outboard world continue. The long and historic line of West Bend-/Chrysler-Force will officially come to an end in 2002. Mercury Marine, who produced Force outboards and had continued to supply many West Bend and Chrysler parts, has announced that they will no longer support these motors after this year. That means that all Force dealerships will be dropped, and no more parts will be produced. Mercury will totally disassociate themselves from West Bend-Chrysler-Force.

What this means is that anyone who owns one of these motors should start to stock up on replacement parts while they are still available. The aftermarket companies will continue to carry some parts like points and condensers, fuel parts, gaskets and some impellers, but anything that is just made by Mercury will be hard to find after the current stock is gone.

When asked why Mercury will no longer support these engines, the Mercury representative said, "It is too expensive."

We are now down to two American outboards: Mercury and Johnson/Evinrude. Which will be the next to go?

It is becoming increasingly difficult to tell one motor from another without a scorecard. Rumors are flying that Mercury will be marketing a 225 HP 4 stroke outboard that will be made in Japan by Yamaha. Whether this indicates a problem by Mercury in developing their own big 4 stroke engine, or if it is just an interim measure while Mercury puts the finishing touches on their own motor is hard to say, but the agreement actually calls for Mercury to buy as many as 4000 full Yamaha engines.

Mercury and Yamaha have worked

together on various projects in the past, with several joint venture agreements dating back to 1972, under which one would provide a specific component to the other. In some

cases, Mercury would get engine blocks only and then build up the powerheads; in other cases, Mercury would provide the powerheads or cylinder heads with Mercury-built parts and send them back to Yamaha. When Bombardier took over OMC, they agreed to continue OMC's supply agreement with Suzuki. Many of the small Johnson 4-stroke engines will be made by Suzuki.

Bombardier Motor Corp (BMC) is expanding the Evinrude and Johnson lines for 2003. In the Evinrude line of direct-fuel injected two strokes, BMC is broadening the offering with a 200 HP High Output outboard. This will come with a 20 inch shaft and Lightening gearcase featuring a high performance nosecone and low water intakes. As before, the Johnson line will include conventional, carbureted two strokes and four stroke outboards.

The "Voice"

of The Southern California Chapter

We received the following letter: Dear Lee, per our conversation of today, I am enclosing a check in the amount of \$100.00 that I would like to contribute anonymously towards the raffle at the forthcoming meeting of the AOMC to be held at Lake Castaic on October 5th. Do with it as you see fit. Good luck and my best to Jackie.

Please be aware that the \$25.00 gift certificates you received at Lake Castaic were graciously donated with the compliments of this fine, anonymous Chapter member.

Our Chapter is definitely a group effort and **YOU are ALL making it work** with great meet attendance, suggestions, finding new members, photos, donating gifts and buying extra raffle tickets, etc. **I want to sincerely THANK each of you for your fine efforts.**

The following note was received from **Peter De Silva:**

Jackie and Lee: Thanks once again to all for your effort on the Mission Bay meet. We were there only briefly, but we're glad to have visited and you certainly made us feel welcome. Plus, it was good for Madelyn to see it's a family group event. Next year, we'll bring a boat and several motors, and try to get **Weston Hook** to do the same!

Peter, we truly enjoy being with **Madelyn and Bodie** and the families of all our members. You are right, we are a family oriented Chapter - Big Time! **Enjoy Conner Hanover**, age 3, below, with **Craig Butcher**. He couldn't wait to show his very own motor at Castaic Lake. **Craig** thoughtfully gave the Neptune to Conner. Hopefully, many of our children will develop a passion for antique motors, like Conner, keeping our Chapter alive for many years to come.



Searching for lost Treasure - I have Returned & the Following is the Truth! By Jim Pratt



As you read in the last Newsletter, I left on vacation to Lake Malachi in Ontario, Canada with my younger brother, Bill, and his two

young sons Carson and Julian. We were determined to find Pop's old boat lost in this lake in 1938.

In 1938, Pop and two friends were crossing the lake at 2:00 a.m. in the morning on a pitch black night a couple weeks after the ice had melted.

The boat plans were for a 16 foot runabout, but he and his brother had scaled them down to 8 feet. So, we had three college kids in an 8 foot boat! The driver had his families' Evinrude Compact 4 on the transom and he was supposed to bail every now and then as the motor occasionally spit a little water over the transom.

As fate would have it, the threesome were singing too loudly to bail, and then, as Pop put it, "The boat just

disappeared."

I've returned from our Lake Malachi trip and you would never believe what happened. The following is the truth!

As you recall I left determined to find the Evinrude Light Four Pop lost in 1938. Supplies included an Atlantis underwater camera on a 100 foot cable, an underwater metal detector on a 50 foot cable, a 250 pound strength magnet on a long rope, and a mechanically operated 3 prong grasping hook I fabricated which stands about 5 feet tall and will clutch almost any size outboard.

We drove long hours and reached the lake in 3 1/2 days with, as our 10 year old companion Carson put it, "all this exciting high-tech stuff."

A few days later we went over to the train station where the annual lake picnic is held. Upon seeing my friend Ray I said, "Hey Ray, I've brought an underwater camera and I'm going to try and find my Dad's old Evinrude Light Four." To which Ray replied "I found one of those once off Simpson's Point. I lost a case of beer off the back of the boat and it was my last so I grabbed the anchor and jumped in after it. The beer landed right beside

the motor! And that is the honest truth."

Of course, Pop went down off Simpson's point and probably owes his life to Richard Simpson for rowing out at 2:00 in the morning to pull all three of them out in the year 1938. The ice had only been off the lake two weeks, so the water was real cold.

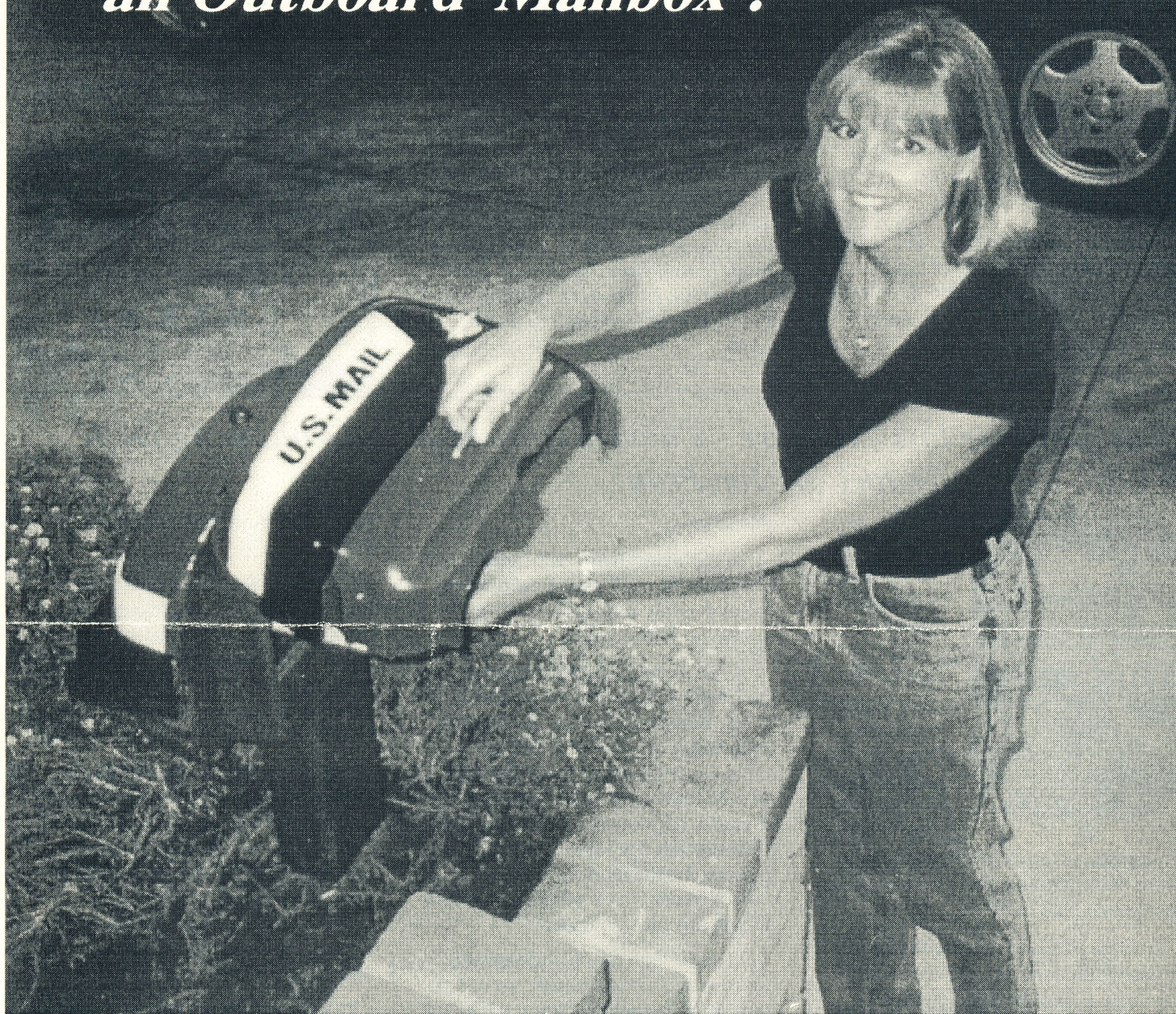
The good news is that Ray is an engine-class instructor at a college and the Light Four took a lot of work but it's up and running. I stand a chance of talking him out of it! His beer story dates back to 1980. I had never heard it before. He said no wood was attached to the motor so the bugs had consumed the hull completely.

The moral of this story is: YOU DON'T HAVE TO SPEND A BUNCH OF MONEY ON HIGH TECH STUFF. JUST KICK A CASE OF BEER OFF THE GUNNEL AND JUMP IN AFTER IT!

We left the Aluminum boat at the lake and brought back Pop's Scott boat and 40 hp. Scott motor. Pop was test lab manager at McCullough for years. He managed to be high bidder years ago when one of the test boats was available.

Yours truly, Jim Pratt

The Perfect Gift this Season, an Outboard Mailbox ?



In our last Newsletter we challenged everyone to guess just which Chapter member owns this unusual early 50's Evinrude, 7.5 hp. mailbox? On this page is another picture complete with his beautiful wife . . . you guessed right! **Susan Plavetich** is shown here displaying **Rich Plavetich's** unique outboard invention. *Do we have fun or what? A great gift idea?* I am sure Rich would be happy to share his exclusive set of mailbox plans with you.

A very Happy Holiday Season to each and everyone, and special wishes for the New Year, 2003. If I could have one wish for our Chapter this next year it would be that more families would come out and join us. The wives are having a great time together, and your children always make such a big difference. We look forward to seeing more families in the New Year, 2003.