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Nov.

2004

Volume 6
Issue 6

Southern California Chapter Planning Big Holiday Meet



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December 4th
Newport Holiday Meet
Bring Family & Friends,
Bring 2 or 3 or MORE!

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Look Who Found
a 1950's
Classic Racing Boat

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Read the Details of
Craig Butcher's
Outboard Accident Report

LAKE CASTAIC MEET, OCTOBER 2, 2004

By Craig Butcher
Vice President of the East

What a beautiful day for a meet, clear blue skies, warm temperature and cool water. What more could you ask for?

Well, we could ask for one other thing! How about a ton of motors for sale? It seemed as though everyone picked up a new motor today to add to their collection. If you missed this meet you will read the following and weep:

For instance, **Bob Sacher** was busy all over the meet picking up a Muncie OB1 from **Gerry Coats**, and a Firestone 5 hp., Johnson 2 hp., and British Sea Gull from **Craig Butcher**. Craig arrived early with a trailer load of motors from a recent motor safari and put them all on the block for \$20.00 each. **Charlie Morse** and **John Van Dyke** each picked up a Sea King 5 hp. **Paul Brinkman** found two Martin 60's and a Martin 100 along with a 520 Water Witch. **Darryl Webber** picked up a nice bronze racing prop from under the nose of **Gerry Coats**, but Gerry got the near perfect early Merc tank that **Darryl Webber** was checking out all day long for just a song. Even Darryl's cries of, "I would have paid \$50.00 for it," couldn't help him as the deal was done!

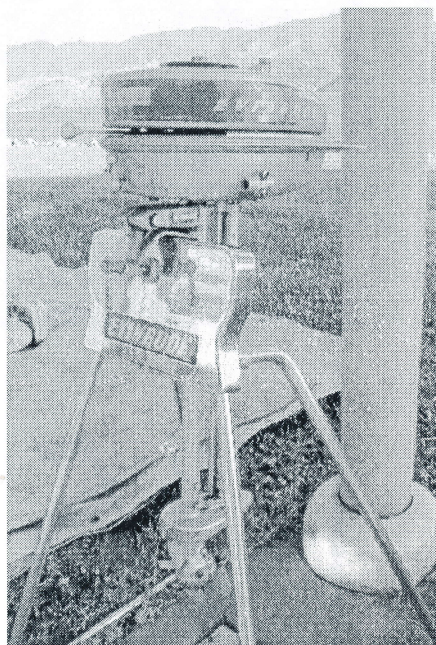
A much prized Mercury KF-9, which was the first Mercury 4 cylinder was snapped up by **Jack Holtwick**. He couldn't have been happier to find it.

Gerry Coats scored big when he picked up a Mark 25 and Mark 25 Electric.

The Emperor of the North, Dennis Byrne brought several beautifully restored motors, (shown on mahogany engine stands built by **Jeff Slobodian**) a 1914 Elto Rudder Twin, Evinrude Ranger, 1932 Evinrude Pal and a Yamamoto Model 110 racing motor used in Japan in the pari-mutuels. This is racing just like a dog race or horse race. He left early to head up to the Northern California



Al Jarvis at Lake Castaic meet on October 2nd. heck out his beautifully restored motors from left to right; 1941 Elto Ace 18, 1939 Johnson MD39 - 1.1, 1941 Neptune AAI - 1.7, 1935 Johnson J75 - 1.5, 1930 Johnson J25 - 1.5, 1938 Pal - 1.1, 1941 Midget Single - 1.0.



Our Emperor of The North, Dennis Byrne, owns this great looking, professionally restored, Evinrude Ranger

meet at Copperopolis, California on Sunday. Dennis hoped to meet up with **Walt Thompson** and **Bob Meyer** there.

Kevin Thomas and his family camped with us Saturday night. He explored the lake with his friend, **Andrew Vaught**. They both had a great time in a small inflatable raft with an Evinrude 6 hp., and British Seagull for power. Andrew is a National Member, and we hope he will also join our local organization. On page 8 of our September, 2004 Newsletter is a picture of Andrew's Javelin motor. He was very surprised to see his motor in our Newsletter.

Lisa Thomas made brownies for the second meet in a row. We love to be pampered with her delicious goodies!

Thanks to **Barbara Fackiner** & **Brad Monet** we had a tremendous luncheon. She planned and prepared the best sloppy joe sandwiches you have ever tasted with salads, beans and fancy cookies! We can't thank her enough for all her efforts and to think she, "enjoyed doing it." She was assisted by **Sherry Webber, Manya Coats, Corinne Butcher, Mary Evans, and Virginia Przybylski** - what teamwork! **What a perfect day in outboard U.S.A.**

The icing on the cake was the fact that many members whom we had not seen for a long time were present and we had three families of visitors in attendance. For instance, how nice it was to be with **Diamond Farnsworth, Bob Sacher** and **Charlie Morse** again. Did you enjoy the cover picture on this Newsletter of **Diamond and Paul Brinkman**? We hope that visitors **Mitch Farris, Jerry Hoving, Steve Mc Mullen** and their families will join us again December 4th. This meet, should be a real hoot with lots of polished motors, looking their best to dazzle passers by. Yes, lunch will be available - **George Kent's** prize winning chili for (\$5.00) with hot dogs and trimmings -lots of nice raffle prizes.

We wish all of you a very meaningful holiday season. We look forward to seeing each and every one of our members December 4th at Newport, and during the coming New Year, 2005.

JOIN US FOR OUR SPECIAL HOLIDAY MEET, Newport Harbor Nautical Museum Saturday, December 4, 2004

Our December meet will be held on Saturday, December 4th.

Big Thanks to Marshall Scott, Museum Director, for allowing us to meet on the museum premises.

The museum itself does not open until 10:00 a.m., therefore we shouldn't have difficulty finding a parking space. We can set up our motors the same as last time, up front near the fence by the harbor. But, don't forget to take your vehicle and park it way up top of the parking lot and in the back to make room for restaurant and museum visitors. If you don't park in the back after you drop off your motors, you will be asked by the museum to do so. Just to make sure we can display up front, I plan on arriving no later than 8:00 a.m.

The address of the Newport Harbor Nautical Museum is 151 East Coast Highway in Newport Beach. Both **David Vaughan and George Kent** are familiar with these surroundings and can answer any questions you may have that will not be answered on this page.

Directions: From Pacific Coast Highway going North: The museum is between Bayside Drive and Dover Drive. Turn LEFT onto Bayside Drive and then immediately RIGHT into the Yankee Tavern Parking lot. Continue straight past Mama Gina's Restaurant and you will see the museum at the end of the parking lot.

From Pacific Coast Highway going South: The museum is between Bayside Drive and Dover Drive. Once you cross the bridge over the Back Bay (you can see the Museum Riverboat on the Right) move into the right lane and turn RIGHT into the Balboa Marina then RIGHT again and drive to the end of the parking lot.



By Boat: Enter Newport Harbor and sail past Linda Isle towards the Back Bay. Tie up to the Museum dock for Free during your museum visit. They have 10' draft at high tide. Note: Dock space may not be available if a Tall Ship is visiting. Call ahead for dock information to Marshall Steele (949) 675-8915.

George Kent just won a Chile Cookoff and is anxious to cook his special creation for us. We'll have plenty of hot dogs to go with the prize winning chile and Christmas cookies.

We expect a large turn-out at our December 4th meet and will have extra raffle prizes for you to win.

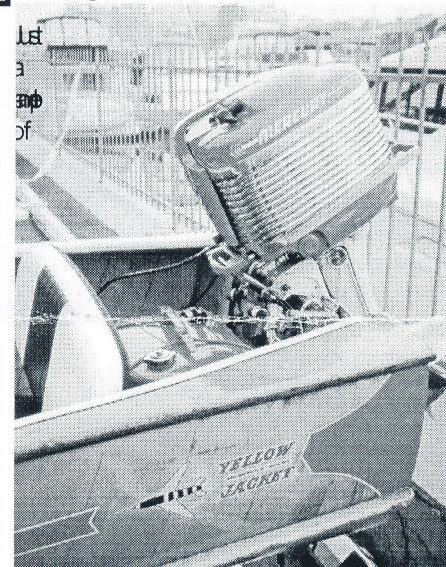
George is doing his best to have music, via DJ, making this a very, special, cheery, holiday party.

Please bring as many motors and boats as you can comfortably handle for sale and/or show. Last time we had several thousand admirers passing by to view our displays. Newport Beach is a fairly short drive for many of us - let's make extra effort to attend and make this our biggest outboard show of the year!

Be aware, the majority of us pay our Chapter dues every January 1, or at the December meet. Check the address label on this Newsletter for your due date and plan to bring your subscription current.

Do you have anyone you would like us to invite to this special meet with a written invitation? Let Jackie know and it will be done. We are sending invitations to all those whom we have not seen for a long time as well as prospective new members. **Check out Craig Butcher/Gerry Coat's new website: www.socalaomc.com** for GREAT pictures of the last meet.

Below, a fantastic sample of boat/motor you can expect to see. Proud owner, **Bill Nance, San Diego.**



Please join us December 4th, and help George by calling one of the following with your plans:

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:
CRAIG BUTCHER,
909-849-3200

*LEE KINNEL, CHAPTER PRES.

HOME 909-790-8168 OR CELL PHONE

DAY OF THE MEET: 714-801-3284

Industry News From Lang's Outboards

The new technology being introduced by all the manufacturers is quite impressive.

Mercury has reintroduced the Tower of Power, the only six cylinder in-line outboard. Starting in the late fifties and running strong for many years, the concept was dropped in 1988. Now the Verado continues the tradition, only as a four stroke. It is the only six cylinder in-line four stroke, giving it all the torque inherent in an in-line engine. It is small in displacement; 2.6L vs. 3.6L for the Suzuki 250 HP V-6 four stroke.

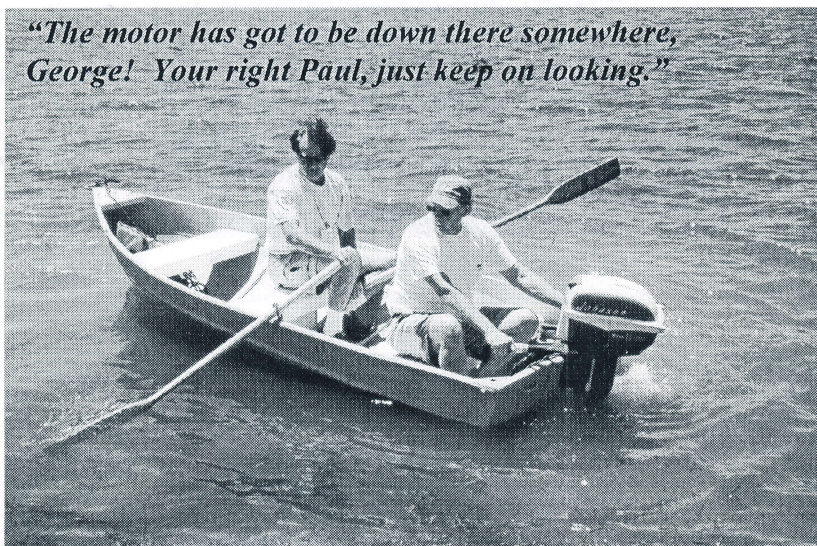
To compensate, Mercury added a supercharger. The major engine components are aluminum, cast using a pressurized lost foam process. Gray iron cylinder liners are just 1.5mm in thickness. The head features dual overhead cams and four valves per cylinder. The cams have a hollow shaft to save weight, with sintered steel cam lobes welded onto the shaft. The cam to valve stem clearance is factory set and maintenance-free for the life of the engine. This is the first production outboard engine with a supercharger—a Lysholm-type, positive displacement with two teflon coated aluminum rotors. The housing is anodized aluminum, and the supercharger is belt driven from the flywheel-end of the engine by V-belts, which also drive a 70 amp alternator. Power steering comes standard, and it has digital controls, which mean no throttle and shift cables.

The second innovation is the Evinrude Vindicator by Bombardier, a two-cylinder, two stroke direct injected outboard of 55 hp. This outboard can run on JP4, 5 and 8; diesel 1 and 2; home heating oil #1; kerosene; gasoline; ethanol and bio-diesel. This technology has been demonstrated for

the military on outboards of 30, 55, 80, 115, 150 and 200 hp., and is in the final stages of development.

The fuel selection changeover is made by the operation of a two-position switch on the starboard side of the engine: One position is for gasoline and the other position is for all other fuels. The Micro-processor takes care of the rest.

"The motor has got to be down there somewhere, George! Your right Paul, just keep on looking."



Production versions of this system will be limited to gasoline, diesel and kerosene. The vindicator is made possible by the marriage of direct fuel injection and an innovative ignition system that is capable of firing the sparkplug multiple times during the power and induction stroke.

SERVICE:

With the unpredictable weather we have gotten over the last few months, hurricanes and all, the most common question asked has been: What should I do if my motor has been submerged? I hope this never happens to your engine, but if it does, the correct response can make the difference between your motor running again with no damage done, and the motor becoming junk. Time is of the essence. Our goal is to get the motor running as soon as possible, hopefully within a day or two. As soon as the motor comes out of the water, remove the spark plugs and crank the engine over by hand until water no longer

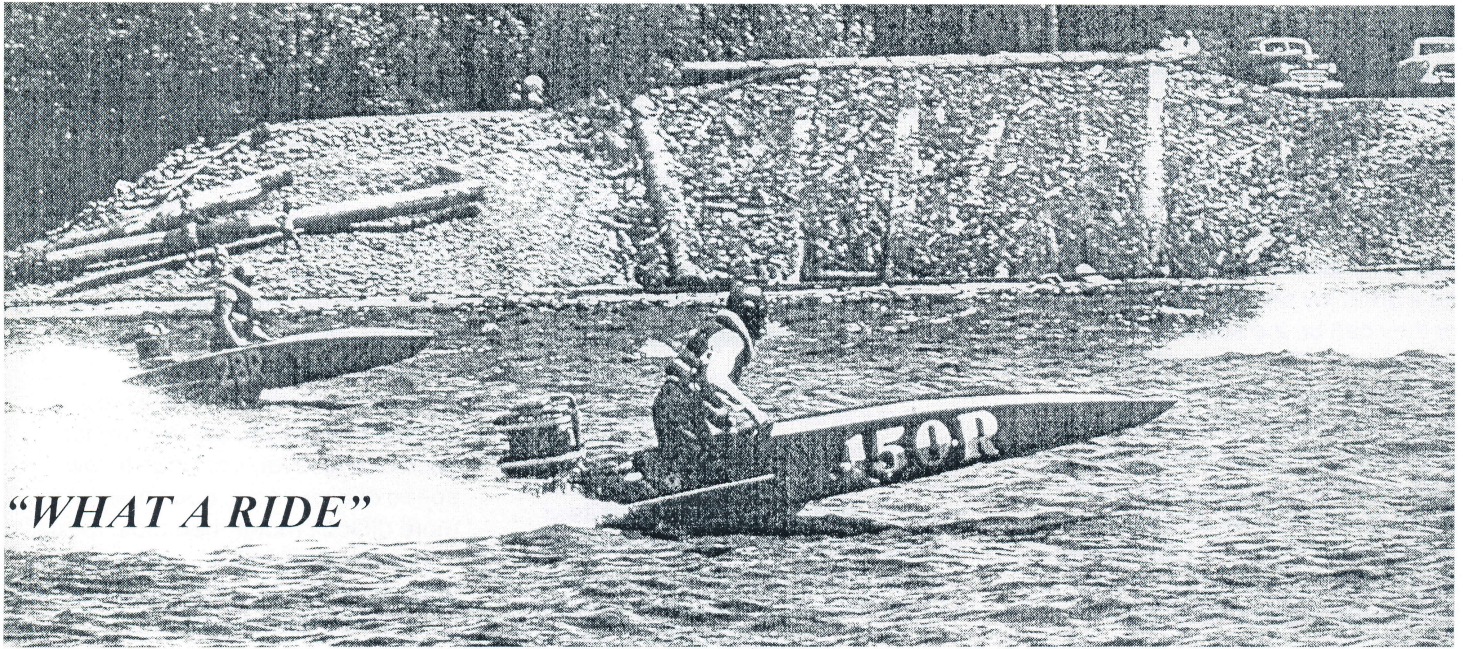
comes out of the spark plug holes. If it is a large HP engine with electric start, try cranking it over with the starter, if it works. If the starter does not work, you may have electrical problems best serviced by your local repair facility. In any event, try to get as much water out of it as possible, and squirt a liberal amount of oil in the cylinders. If your motor cranks

over smoothly, we will next need to drain the fuel system. If the gas tank has been submerged it probably has water in it. Drain the gas tank and refill with fresh gas with some dry gas added. Next remove the gas line going into the carburetor, and let fresh gas flow through the system and drain into a container. When there is no longer any sign of water coming out, re-attach the fuel line to the carb. Then look for a fitting on the bottom

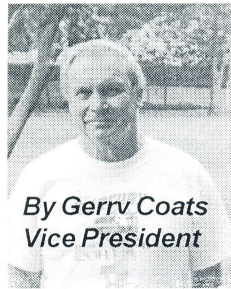
of the carb to drain the bowl. It may be a drain, or it may be the access nut for the high speed jet, or it may be the high speed needle. Let all the water and gas drain out of the carb. Next inspect the ignition system. If you have a newer engine with electronic ignition, you will probably still have spark. If you have an older engine with points and condensers, you will have to pull the flywheel and blow out all traces of water with compressed air. Next, try to start the engine. It should start and run. I would suggest letting it run for at least 30 minutes to remove all traces of water from the engine and you should be o.k.

Our thanks to Jeff for this super informative article and keeping us so well informed in the industry.

You can E-Mail Jeff at: jeff15798@wzrd.com or call him toll free 1-800-463-9001 or visit his website at www.laingsoutboards.com



“WHAT A RIDE”



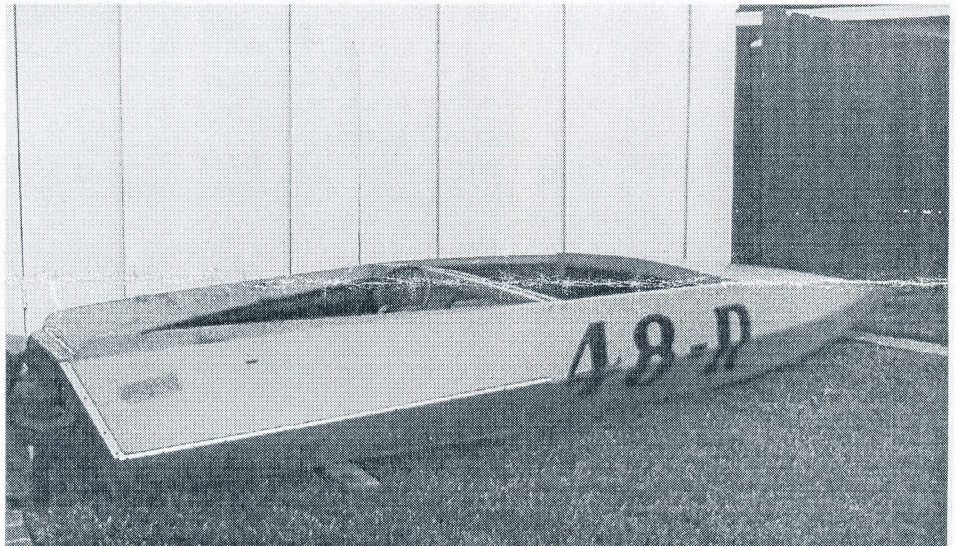
**By Gerv Coats
Vice President**

It's amazing how one thing leads to another. In this case, it was the acquisition of a Mercury KG9. The motor was far too large,

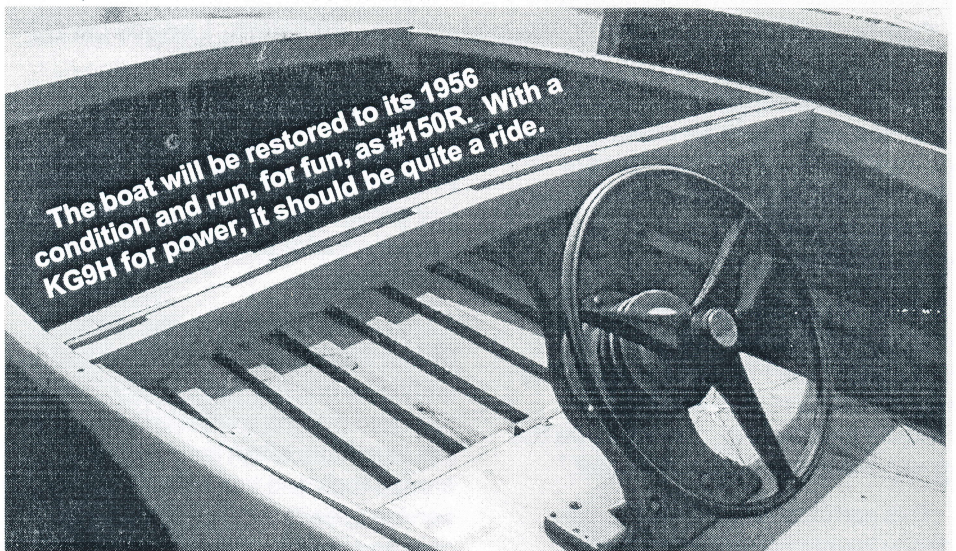
both in weight and horsepower for my available boats. So, it was only natural to get an appropriate boat for the motor.

Then I acquired a KG9H so the choice now had to be an appropriate “race” boat of the same generation as the motor. I contacted a number of old time West Coast racers and discovered #48R was available in Salem, Oregon and fit the requirements. The next step was getting the boat down to San Diego. This was accomplished in three steps; Salem to Pleasanton, California, back to Grants Pass, Oregon (Don't ask about that part) and then down to San Diego.

The owner, Gill Allen, was the designer, and primary driver of the boat which was raced as #150R in “C” Utility, “D” utility and “D” Racing. The boat set records in “D” utility class in the late 1950's. Gill has documented the history of the boat in detail with a number of photographs taken in the 1950's which were forwarded with the purchase papers.



After the boat was retired in the 1960's, it sat unused in a storage shed in Salem, which is where I first saw it.



The boat will be restored to its 1956 condition and run, for fun, as #150R. With a KG9H for power, it should be quite a ride.

Test Editor Tests the 1929 Elto High Speed Speedster

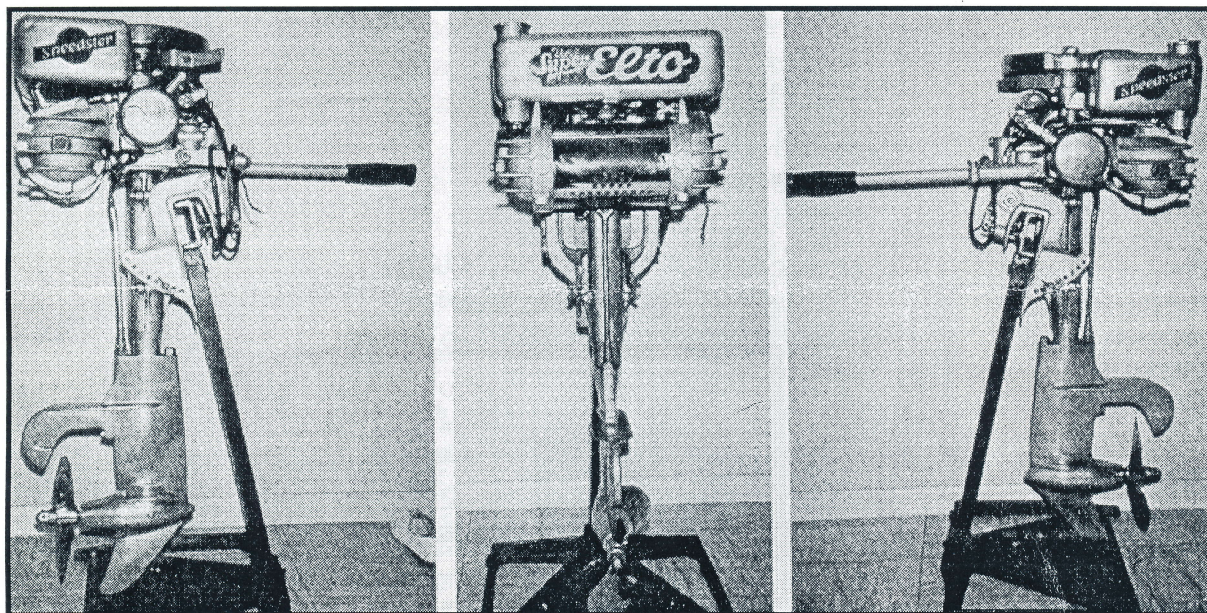
By Bob Grubb, Test Editor
Outboarder Magazine

This is the first test I have made on a knob start Elto. To those of you who have not had the experience, these motors can be a great joy and genuine fun to run or they can be the source of very poor vocabulary. The Atwater Kent Battery ignition system used on these engines has been described in the pages before. Due to its design and battery power, it can produce a hot spark at zero R.P.M. and the timing arrangement allows for turning the flywheel backward through the off compression area and "bumping"

stopped. When it got loaded up, I would have to bump it a few times to get it to fire and then it would start an insane oscillation between compression in either direction until it cleared itself enough to get past a compression and continue to run. With the timer in the correct location, it will usually, but not always, start forward.

I have a 1928 Elto Quad which had been out of service since about 1935. The former owner related to me how that motor had one time started backwards and naturally pulled itself up into a tilted position and his reaction was to try to push it back down. He still, after all these years, has the

of R.P.M.'s for the time. The 1929 literature said this engine was capable of up to 4800 R.P.M.'s! This engine also incorporates an auxiliary air intake on the aft side of the crankcase which automatically gives the engines more air at high R.P.M.'s necessitating a readjustment of the needle valve to a richer position. Mark Wright once described this engine as an "Engineer's Outboard." The requirement of readjusting the mixture for each changeover, from high to low speed or vice versa, does make it a more difficult motor than most to run. This engine will not run well at all unless the R.P.M.'s are allowed to get up into the 4000 range.



The height relationship of the fuel tank to the carburetor on these engines on many boats means that the tank must be kept nearly full to keep the carb supplied. The full tank running time figures are theoretical only. I could not begin to run the tank dry.

There is no water pump on these engines.

The water is forced through the engine by the propeller. The pickup being immediately behind the propeller. The water exits out the bottom of the muffler end castings. This motor was capable of much slower speeds than the 1450 R.P.M.'s shown in the table but it would not reliably cool at any slower speeds.

Gearcase design on these engines appears very sleek and streamlined.

Overall, this engine shows very good engineering and enjoys quite a following (deserved) among our club members.

Original List Price \$190.00, Weight 67 lbs., 40" High, Length 29 1/2"

against compression in the backward direction where a spark occurs that pushes the flywheel in the forward direction and hopefully . . . Off you go! Hence, the advertising claim "starts with a quarter turn."

They can well do what the ad claims, but if something is amiss or you simply don't know the habits and requirements of your engine as to mixture and priming. They can be the grand champion "Knuckle Buster."

This particular engine had a tendency toward flooding after being

scars in the palms of his hands.

Despite all this, when they work right they are a true joy. The simplicity of just giving that knob a quarter turn and have the motor spring to life is really satisfying.

This particular engine, the High Speed Speedster, incorporates some additional unusual technology. The rods and pistons were made of Lynite (an aluminum alloy) instead of the bronze rods and iron pistons of the service speedster. The lightweight rods and pistons allowed for unheard

The Ups and Downs of Outboard Collecting

Gentlemen: On line three of my accident report form, I listed "multiple barrel abrasions" as the description of my accident. However, your letter has requested a more detailed explanation, and I trust the following will be sufficient:

I am a collector of old outboard motors. On the day of the accident, I had just discovered a mother-load of old motors. As I stood in the hayloft, I realized that there were about 500 pounds of motors, parts, tools and test barrel. Rather than carry this all down by hand, I decided to lower them down in the barrel using a pulley attached to the ridge beam.

I first secured the rope to a tree trunk at ground level, then climbed back up and loaded the motors, parts, etc. into the suspended barrel, I then went back down carefully and untied the rope, holding it tightly to ensure a slow and safe decent.

I will, at this point, ask you to refer to line seven of my report where it indicates my weight as being 162 pounds.

I was suddenly dragged across the lawn to the base of the wall, and then lifted straight up the side of the barn at a rapid rate. Unfortunately, I forgot to let go of the rope.

About 16 feet off the ground, I met the loaded barrel coming down (which explains the fractured collarbone). Being slightly stunned, I still clung to the rope and continued upward, hitting my head on the loft door (thus the concussion and skull fracture) and was stopped only when the fingers of my right hand were two-knuckles deep into the pulley. Being two stories above the ground, I was reluctant to release the rope and remained momentarily suspended slightly above the loft door.

However, upon hitting the tailgate of

my pickup the barrel spilled its contents onto the ground and before I could negotiate my way over to the safety of the loft, the barrel (now devoid of the motors, parts, etc., and only weighting 40 pounds) started upwards as I began a rapid descent down the side of the building.

After slightly grazing the loft door (two fractured ribs), I met the barrel coming up (thus the fractured ankle and knee lacerations). I then landed on the pile of motors, parts etc., (cracking three vertebrae and spraining my wrist).

However, it was at this point - I am sorry to report - that as I lay there on my back atop a pile of motors, parts, etc., in pain, unable to move or stand staring up at the empty barrel above me in total disbelief, I let go of the rope!

Respectfully submitted,

Craig Butcher

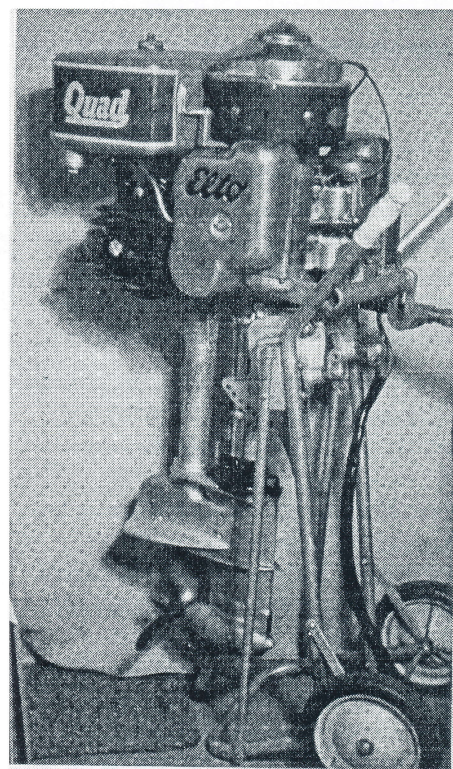
A Special Elto Quad From The Outboarder

When I first saw this Quad in Rochester, N.Y., I discounted it as being someone's "Rube Goldberg" set up, as it really looked rather strange. However the more I asked about it and dug into the parts list, I found that the modification was offered by the Elto factory in 1930. The modification consisted of removing the 29 Quad flywheel, timer, and gas tank. Elto made a special casting number 1001 which bolted in the original gas tank mount holes and also on the front of the crankcase. It has four studs which hold the field winding housing of the Owens Dyneto starter in place, and provides a wider mount for the 1930 gas tank. Apparently, the Elto factory provided an underwater exhaust accessory on my particular engine. The modifications really make an awesome brute out of this 1929 Quad.

Starting and running this quad is quite different from the usual knobs on the flywheel. The 12-V auto type battery is hooked up and the fuel is turned on, the arms on the needle valves are opened and the solenoid is pushed down firmly. When the engine starts the solenoid handle is pulled up one notch to the run position. The needle valves are adjusted to smooth out running. The speed control is in the twist grip controlling the position of the breaker point plate and the stop switch is in the last notch of the solenoid switch when it is pulled all the way up. What a ride!

Specifications:

Year/Model 1929 Quad 75625
Starter - Owens Dyneto-added 1930
Exhaust - Underwater silencer
Carburetor - poppet valve
23/4 Bore x 23/3 Stroke
Gas tank cap - 4 gallon
Spark plug - original 5M/replacement K15J
Propeller - 10 x 10 3 blade bronze



1929 Elto Quad

The Voice

Of the Southern California Chapter by Lee Kinnel, President

Letter to the President

On October 3, 2004, **Walt Thompson** and I had the opportunity to attend the NOR-CAL Chapter's Wet Meet near Copperopolis California.

The meet was hosted by **Bob and Precilla Myers**, and the hospitality extended was exceptional.

During the day the majority of the members took the time to say hello and welcome and asked if I was enjoying the meet. It should be noted, Bob Myers is also a member of our Southern California Chapter.

The beauty of the Salt Springs Valley Reservoir area was only surpassed by the aroma of the lunch being prepared by Precilla Myers along with the other chefs. A number of NORCAL members suggested a joint West Coast Meet in the spring of 2005. Great idea!

I hope in 2005 more of our members have an opportunity to attend NORCAL's meet. It was a great time and an event soon not forgotten.

Dennis Byrne, Emperor of the North
Lee:

I met both **Dennis Byrne and Walt Thompson** at the Nor-Cal wet meet at Salt Springs Valley Reservoir, but for the life of me I can't recall which one gave me a copy of your newsletter. A detailed follow-up article on **Weston Hooks** Quincy Looper would be nice.

Recently I acquired a Martin 20 with a spare carb and tank. The 20 had good bounce to the flywheel/mag while hand-turning and no side wobble, same for lower gearcase, the lower shrouds in place, no dings anywhere! But it was missing center carb knob and the rewind assembly from the starter ring up. Decal replacement will be necessary. The extra carb turned out nonexistent, but what he did have was an extra "20" powerhead and tank. As we "arm razzled" over the price he decided to

throw in a mint bronze 2 blade prop (stamped Michigan AJ37 and I have no idea what it fits?) We finally settled on a price of \$30 for ALL! My buddy that I drug along on this "adventure" got an old small electric trolling motor (\$30.00) for his fishing boat. As we drove away we both wondered how "Hot" this stuff might be. True to form, it's always an "adventure" seeking out old motors.

Upon returning to Merced I immediately got out The Hunn Book to read up on Martins. I must say at this point I knew absolutely nothing about them, since then I have found out that I stumbled on one of the harder Martins to locate. Not too bad for \$30.00 do you think? I contacted Russ Larson in Nebraska and purchased the rewind unit and carb knob. Now I have a nice little trolling motor for my boat that fits the 50's theme. I'll do a full motor restoration down the road. For now, it's in very clean and operating condition . . . bring on the TROUT!

This collecting nonsense started last year when I bought a 1957 all aluminum 16' ski boat complete with 57 Chevy type fins at the transom . . . pretty cool 'n unique boat. When I master loading photos to e-mail, I'll forward some for viewing. The boat came with a 1959, 35 hp. Johnson Super Seahorse motor. The motor is a bit much for my fishing needs. **I need to locate a 50's 15/18 or 25 hp. motor.** This will come in good time.

Talk to ya soon . . . your "motorhead" friend in the flatlands of the San Joaquin Valley, **Scott W. Porter**

Please continue to write to us, Scott. If any of our members can help you locate the 50's motor or shed light on the bronze prop they will send an E-Mail to you at porter@mercedid.org. It would be great to have you in our Chapter too. I collect Martins. The 20 was a great find. I have also been trying to get to the Sierra's fishing for a whole month. This time I'm stopped by a torrential downpour of rain.

Meet Attendees

October 2, 2004

Lake Castaic

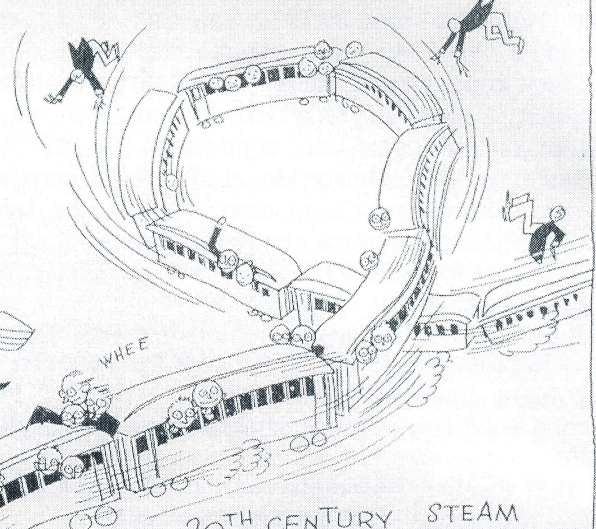
Alan Jarvis
Kevin Thomas
Bob Thomas
Lisa Thomas
Darryl Webber
Sherry Webber
Craig Butcher
Corinne Butcher
Corinne Butcher
Vanetta Butcher
Andrew Vaught
Paul Brinkman, Jr.
John Van Dyke
Diamond Farnsworth
Mary Evans
Mike Evans
Peter Przybylski
Virginia Przybylski
Dave Vaughan
Bob Sacher
Dennis Byrne
Gerry Coats
Manya Coats
Mitch Farris
Jerry Hoving
Steve Mc Mullen
Brad Menet
Barbara Fackiner
George Kent
Charlie Morse
Lee Kinnel
Jackie Kinnel

Contributed by Craig Butcher

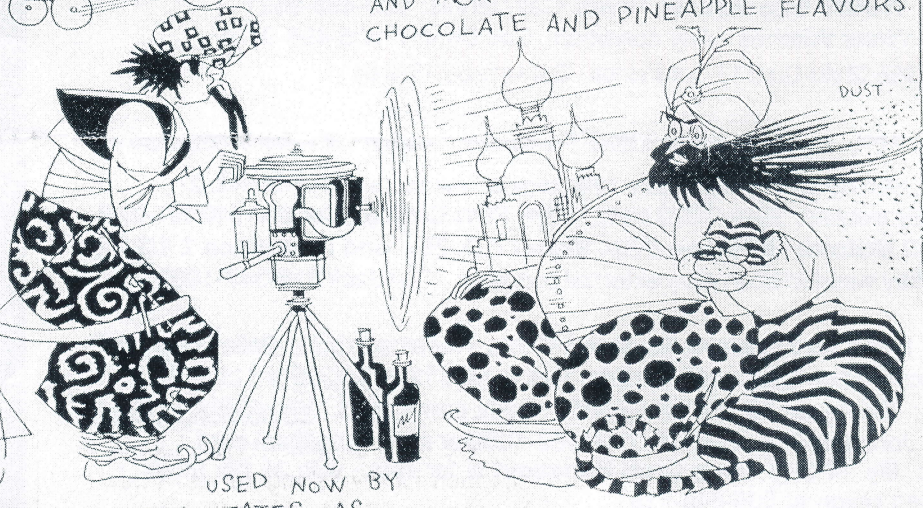
'MOST ANY DAY NOW!



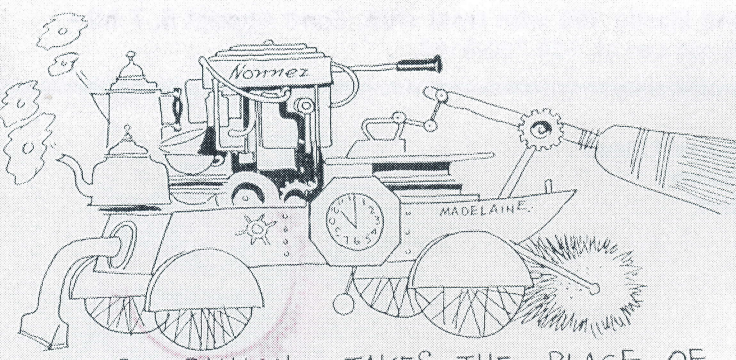
LEVIATHAN BECOMES BARGE ---
 ENGINES SCRAPPED --- TOWED TO AND
 FROM EUROPE BY
 OUTBOARD ---
 SPEEDIER
 SWIFTER
 AND
 SWANKIER



20TH CENTURY STEAM
 WAGONS SUPPLANTED BY
 OUTBOARDS --- FASTER, FURIOUSER
 AND MORE FASTIDIOUS --- ALSO
 CHOCOLATE AND PINEAPPLE FLAVORS



USED NOW BY
 POTENTATES AS
 WIND BLOWN MUSTACHE AND BEARD CURLERS ---



THE NEW OUTBOARD HOME COMPANION --- TAKES THE PLACE OF MAIDS
 BUTLERS COAT HANGERS AND THE REST OF THE FAMILY.

-Wessy-

CLASSIFIED

Bunch of Motors 4 Sale: Call Vernon McKinley 480-654-5315

For Sale: ELEVEN MOTORS; Merc Mark 35A, Evinrude Speed Twin, 1934 4 hp Evinrude, Scott Atwater - 5hp., Corsair - 7.5 hp., Johnson TD20 - 5 hp., Johnson JW10 - 3 hp., Hiawatha - mod 25-7970, Sea King - 5 hp., Johnson QD10 - 10 hp. 1945, Evinrude 9.7 hp. 1945, All unrestored. Call Paul 805-544-4471.

For Sale: Race Boat, motor & trailer - 1953 Feather Craft Boat - Twin cockpit deluxe runabout 12' aluminum race boat. XInt condition, original trailer. Merc Mark 25 motor with remote tank and controls. \$4,200 / \$3,700 without motor.

Wanted: Restoring 1937 Johnson Model 210 - Need; complete carburetor assembly, carb to crankcase clamp, carb air intake tube, tank to carb fuel line, and a propeller. Please E-Mail me at ronacco@earthlink.net

For Sale: 3 motors for \$350.00; Light 4 Evinrude, Zephyr, Mercury Mark 28. Call John 909-414-8552.

NICE TRAILER - to show & transport motors to meets. Call Bob at 949-722-8823
For Sale: 1936? Neptune, 2 h.p., 1940 2 1/2 h.p. Johnson, 1951 7 1/2 h.p. Scott, 1948 10 h.p. Merc. Call Mike 619-421-7487

Wanted: Long Shaft Tower Unit and Intermediate Housing for Mark 700 Call Larry 707-677-3485

For Sale: 1957 Century Palomino, 35 h.p. Johnson & trailer. Complete but needs serious restoration. Call Bill at 661-327-8970

For Sale - 1968 Tahiti 18 1/2' Ski Boat W/1976 Mercury 150 h.p. Just rebuilt and FAST! Good trailer. Call Jim 858-354-2225.

For Sale: THREE Elto Rudder Twins, Call Dennis: 805-498-9621

Wanted: Water Witches - Any condition: Call Dennis: 805-498-9621

For Sale: 1956 Chris-Craft 18' Continental. Call Arnie 661-399-6114

***NEW MEMBER:** Needs help with outboard restoration. Please Call Kevin at 562-433-7518

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.

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

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

For Sale: My 14 foot Chris Craft Runabout is for sale - with 35 hp. motor. Contact Jeff Hixon at 805-642-7151

For Sale: 1957 Evinrude 7 1/2 hp. Fleetwings Restored. 1949 Johnson 10 hp. Restored. Call Lee: 909-790-8168.

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.

Southern California Outboard News
37230 Wildwood View Drive
Yucaipa, California 92399

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

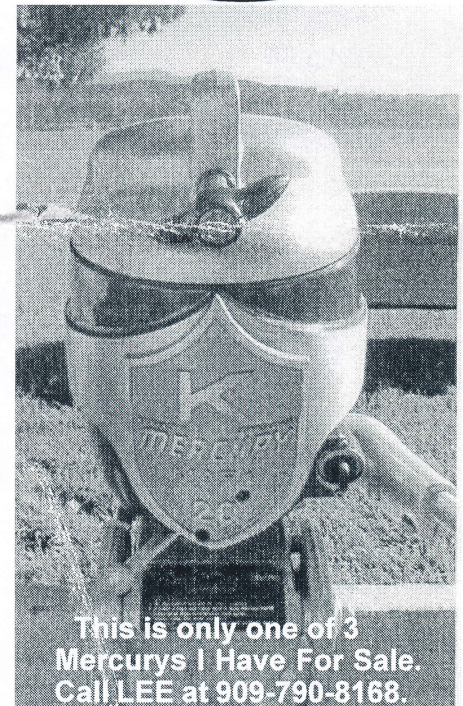


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