

We urge all club members to attend the December 11 meet because we will be voting on some new officers and proposals. See you in December !

Antique Outboard News

SOUTHERN CALIFORNIA CHAPTER

November 2010

Volume 6 Issue 6

Antique Outboard Christmas Meet at Lake Elsinor on December 11



Our last outboard meet of the year will be held at Crane's Lakeside Park and Resort at Lake Elsinor located at 15980 Grand Ave., Lake Elsinor. The club will provide a free Christmas lunch for all members and guests and we will have some great raffle prizes. We will have the use of the clubhouse and there will be plenty of parking at lakeside. Please mark your calendars for Saturday, December 11, 2010. The office phone number is (951) 678-7492.

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Antique Outboard News
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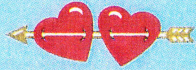
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Club member Darryl Webber was awarded the So. Cal. Antique Outboard trophy for his display of two meticulously restored Elto Pal outboard motors. Darryl did all of the incredible polishing on the motors. Behind Darryl are two new members of the So. Cal. Club, Christopher Bennett from Orange, and Bill Beaudette from Palm Desert, California. Welcome !



Past President, Lee Kinnel compares notes with member Peter DeSilva at the October Lake Elsinor Antique Outboard Meet. The weather was perfect!

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More Pep From Your Outboard

—reprinted from Giant Home Workshop Manual

Although the average outboard motor is very well made and requires little attention other than proper lubrication, it is a high-speed machine and in time will require taking down and reconditioning.

The most difficult task is likely to be the removal of the flywheel because of the danger of springing the crankshaft. However, it may safely be done as illustrated. The clamps are set so as just to catch the rim of the flywheel and tightened up evenly; then the crossbar is struck a sharp rap with a medium-weight hammer. His method does not strain the delicate crank webs.

The cylinders may now be easily removed. They should be cleaned inside free of carbon deposit and wire brushed outside, then painted with aluminum paint and given a coat of any good auto enamel.

Next remove the rings. If they are not stuck, they may be removed by slipping thin strips of tin can under them so they will slide off the piston. Should they be stuck and show black part way around, they should be discarded. In fact, if the rings stick at all, it is probably worn out of true and should be replaced.

After the rings are removed, the ring lands or slots should be scraped clean. This may be done by cutting a strip of sheet iron the width of the land and scraping, but do not damage the sides of the lands as the power of the motor depends on the perfect seal the rings make with the lands and the cylinder wall.

Because of vibration and other causes, the magnet of the flywheel magneto often loses its magnetism, causing the motor to start with difficulty. A temporary recharging electromagnet may be made as shown by taking the fields from an old auto generator, connecting them in series so the current flows in the same direction through all the coils, then making a U-shaped core from some pieces of scrap iron bar, and holding them in place with a C-clamp. The coil, when connected to a 6-volt storage battery, forms a very powerful magnet. It is held so the ends of its iron core are about $\frac{1}{2}$ " from the ends of the magneto magnet, and the current is turned on. The charging magnet will strike the magneto a sharp blow as it is drawn to it, and it should be left in contact for a few seconds, when the current may be turned off and the charging magnet removed. A keeper, consisting of a small piece of iron, must be placed at once across the ends of the magneto magnet and left there until just before the flywheel is replaced.

Some outboards are hard to start, even with a magneto in perfect condition, because of the difficulty of spinning them against their high compression. In cases of this kind, a shorting switch may be placed so as to short one plug, which intensifies the spark in the other cylinder. The switch must be attached to the base of the plug.

Greasing the gear box is made easier if the plug is replaced with a standard pressure fitting and a grease gun is used. As the grease is pumped into the gear box, rock the flywheel back and forth.

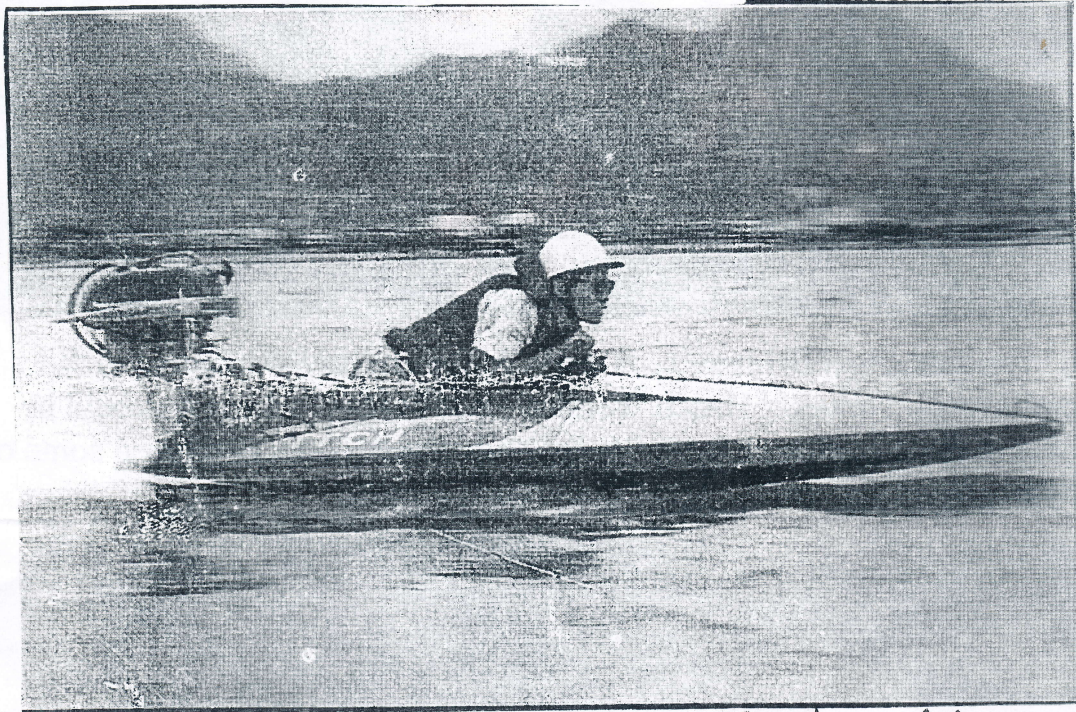


Club President, Paul Brinkman, Jr. and Chris Bennett participated in the Second Annual Newport Beach Wooden Boat Festival which was held in October at the American Legion Yacht Club. Brad Menet displayed some of his hydroplanes and antique racing outboard motors.



Last year club members enjoyed the Christmas lunch at the Crane's clubhouse at Lake Elsinor. Hope to see you there this December !

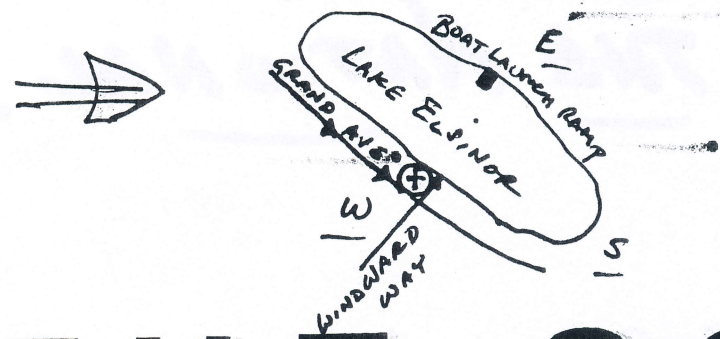
TURNING BACK THE CLOCK



WESTON HOOK (CIRCA 1946) HONOLULU

Running a racing engine is probably the most exciting part of the Antique Outboard scene.

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Membership Opportunity

Belonging to the National Antique Outboard Motor Club, Inc., entitles you to receive "The Antique Outboarder" magazine. What a tremendous resource! I always look forward to receiving each and every issue. I'm never disappointed as it is always full of letters, photos, and articles on my favorite subject, Antique Outboard Motors. This information is submitted by enthusiastic, unpaid member-contributors who want to share their intense interest with other members. This is what makes our magazine great! On August 2, 2003, we held a meeting of the Southern California Chapter and it was voted unanimously that each member must belong to the National Organization when seeking membership in our local Chapter. The National covers all of us with insurance for each and every meet. For your convenience, below is a National Application for you to fill out and mail in.

Clip Here

The Antique Outboard Motor Club, Inc.
National Organization



About The Club

Outboard motors have been manufactured for more than 80 years. Therefore, it is no surprise that a number of people should become interested in collecting antique outboards. The interest became so widespread that by 1960, antique outboard collectors began to correspond with one another. In October 1965, five collectors planned and organized "The Antique Outboard Motor Club." In January of 1966, the first issue of THE ANTIQUE OUTBOARDER was printed. Thirty copies were mailed to members. By January of 1983, membership had increased to approximately 1,000 people in the United States, Canada, Mexico, England and New Zealand. Our growth continues.

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