

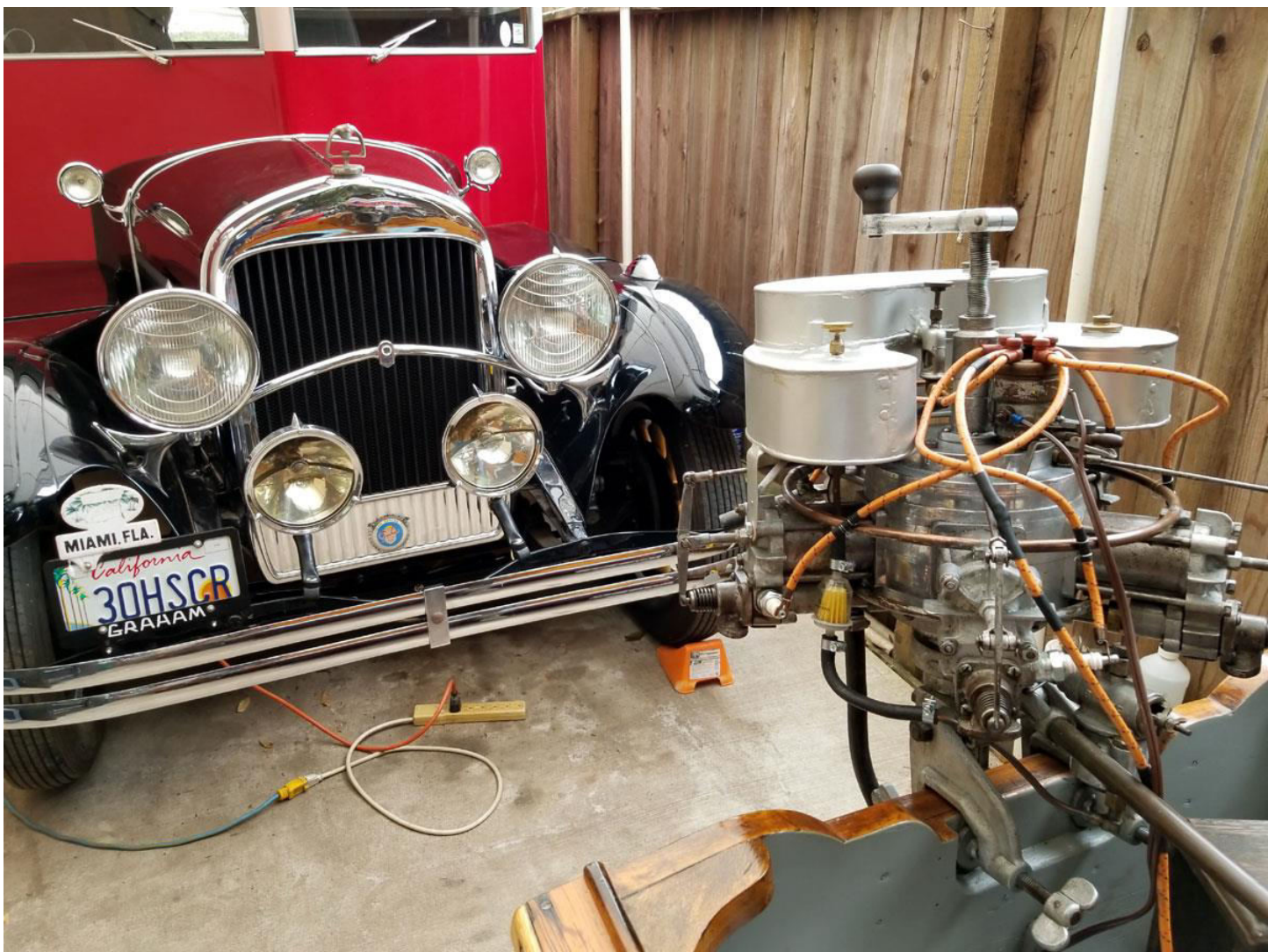
Antique Outboard Club News

Southern California Chapter

October 2018

Our August Meet at the Van Dykes'

On Saturday August 25th our club had the pleasure of being invited to the Goleta home of John and Mary Jean Van Dyke; long-time club members. The weather was beautiful (not the sweltering heat and humidity most of us have to endure!), the lunch was gourmet-good and the company and conversation was what makes this club so great! 13 members were in attendance; the long distance drive wasn't going to keep these guys from seeing John Van Dyke's amazing collection of family heirlooms. Thanks so much John and Mary-Jean!



**John's 1930 Graham Housecar shown with his 5-Cylinder Radial Outboard Motor.
The Outboard is a one-of-a-kind; hand-built by his grandfather.**

**Our next meet will be on Saturday December 8th for our Annual Christmas Dinner
(Free to members in good standing!!) held at Woody's Diner in Newport Beach**



Glenn Strobehn, Bob Loll and Chuck Kober discuss the induction design of John Van Dyke's 5 cylinder Radial Outboard. The Outboard is mounted on the wooden boat that John's grandfather also made from scrap.



Frank Fowler tells John Van Dyke in no uncertain terms that the color of his shirt is "OVER THE TOP!!"

**Our Chapter has a WEBSITE! Take a few minutes and Check it Out!
<http://www.socalaomci.com>**



John Van Dykes' 5-Cylinder Radial Outboard Motor. Visible are the two tanks; upper is for oil....lower is for gas. Battery Driven ignition is fed through a distributor. Pushrods for exhaust is visible; the exhaust ports are un-muffled. The Battery Box is visible in the background.



What a setting! Fruit trees and blooming roses form the backdrop for a delicious lunch. Everyone took seconds for the road! We even had home-made gourmet potato salad made by a caterer-neighbor. Yumm! Everyone is wearing BLUE!

Did you know that there is a "Northern California Chapter"? Some of us attend their meetsdouble the pleasure....double the fun!. Plus; their lakes have water in them!



John Van Dyke stands next to his wife Mary as she receives the Club's Appreciation Award from Club President Paul Brinkman for all her contributions to the club.

Way to go Mary!



**When you make a quality product....why not
Put your name on it! Shown is the valve-in valve arrangement; a design patented by John's
Grandfather.**

Did you know that the National AOMCI Website has a on-line "Library" for reference? Here's an article that I have found to be **very**** useful. See my pictures as I followed Don Krutz's procedure....with great results! (Demo and Pictures by Chuck Kober)**

Rust Removal via Electrolysis

Ingredients:

- Rusty *steel* gas tank
- Arm and Hammer WASHING SODA (from the laundry aisle at the grocery store) **Not Baking Soda!**
- Water • Sacrificial iron anode (large nail or piece of re bar, etc) - NOT stainless steel
- Automotive type battery charger (2 - 10 amp works well)



At Left; see my setup. Inside the plastic bucket I have placed a very rusty Scott-Atwater gas tank.

All the ingredients listed above are present. See additional pictures on the next page.

Steps:

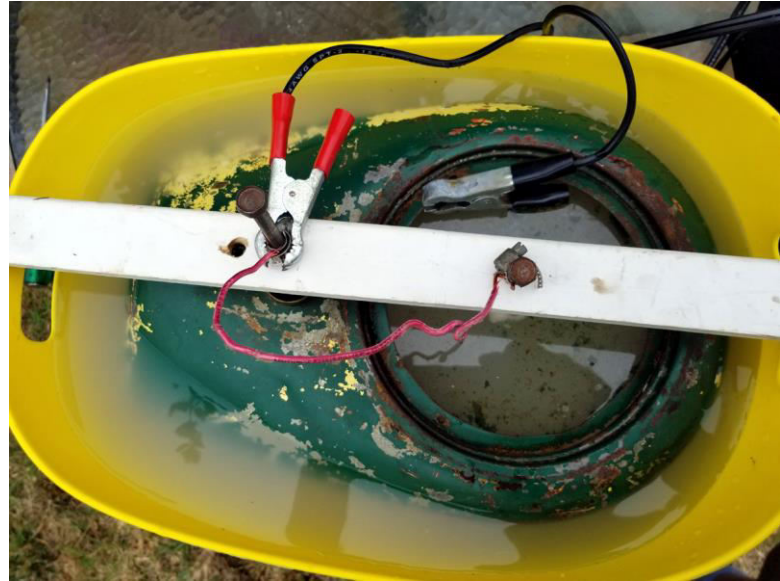
- Dissolve 1 tablespoon (more or less) of washing soda per gallon of warm water required to fill the tank.
- Fill the tank with the solution.
- Affix the anode inside the tank so that it doesn't touch metal to metal anywhere. You can use scraps of wood and/or electrical tape on the ends, built up to insulate it so it won't touch the tank. You may extend it with a piece of copper wire outside the tank if needed - insulate that too! The key thing is you don't want any of the sacrificial part of the circuit to touch the tank and create a short circuit.
- Apply the POSITIVE lead to the sacrificial piece of iron or copper wire lead. • Apply the NEGATIVE lead to the steel gas tank.
- Turn on the charger and it will start the process. Almost immediately expect to see a small stream of bubbles coming up out of the water where the rust is. Let it run overnight. Turn off everything remove the anode, and pour out the solution into a bucket. You'll have to rinse it all very well as you may have loose rust/sludge in the bottom of the tank. If it's really rusty, repeat the process again - you can reuse the solution just filter out the crud. Solution should be able to poured down the drain as it's like laundry soap. If the anode is dirty after the first round, take a wire brush or a scotch-brite pad to it.

The rust removal is a "line-of-sight" process so you may need to move the anode around from time to time to be sure the whole tank is affectively covered. 2-amp charger is slow but will get you there, 10- amp is faster. It does not harm the tank if left running longer than necessary. It seems to leave a black residue which wipes off and doesn't seem to harm anything. To be sure all water is out of the tank after rinsing use some high 90%+ rubbing alcohol, or acetone to remove traces of water. If the tank is going to be stored, slosh some 2-stroke oil around in it, or some folks treat it with an epoxy motorcycle tank sealer if it had been previously very rusty and the seams might be thin. I've also used this on tools and car parts with great success. Get a plastic storage bin or a 5-gallon bucket to act as a tank. Just remember the NEGATIVE lead goes on the part you want to clean. Small caution: The bubbles released include hydrogen which is flammable. Keep away from flames or allow ventilation - I've never had a problem in a 2-car garage - opening the window seemed to do just fine, as it's only a small amount of gas released.

Above Article courtesy Dan Krutz; AOMCI



A typical Scott-Atwater Gas Tank from a 1947 7.5HP Outboard. Scott steel tanks are notorious for rust and make a great test for electrolysis rust-removal. The tank is rusty inside and out.



Here you can see the leads from the battery charger. Negative goes to the tank itself....positive goes to the 2 anodes (a steel rod) that is insulated from the metal tank...but submersed into it.



About two hours into the process. Lot of activity! Slowly the rust is being transferred from the metal tank to the steel anode rods,



End of hour 4. I will clean the anodes and start again. After three sessions; inside of tank was essentially rust free.

Questions on Electrolysis? Give Chuck Kober a shout anytime. It's easy!

Know of a youngster (18 or younger...) who would benefit from a project outboard of their very own? The club can help! E-mail the Club at socalaomc@gmail.com and talk to us about what you have in mind! Motors are available along with support!

The Very Old The Very New....



SWEET ROWBOAT MOTORS

You want a Rowboat Motor—the kind that makes any boat a motor boat in five minutes—Best fun you can think of—A regular circus! But you want a **good** one. We have built high quality Rowboat Motors exclusively for years. Our customers say Sweet Motors **beat 'em all**. We sell direct to you—No agents' commissions—That's how we make such low prices. **Two sizes, 2 H. P. and 4 H. P., also canoe sizes—\$38.50 and up.** Flywheel Magnetos—Reversible Propellers—all latest and best improvements. Write or wire for particulars—We can save you money. Immediate shipments—Every motor has our full money-back guarantee. **Get our proposition before you buy.**

\$38.50 AND UP

Sweet Mfg. Co., 661 Griswold St., Detroit, Mich.



Deep Blue 80 T
 ≡ 80 HP **\$23,999.00**
 Plus.....
\$36,000.00 to \$72,000.00
For Batteries!

The Sweet Rowboat Motor was produced by Sweet Mfg. Co. Detroit, U.S.A
 The Sweet was a badge motor first made by Waterman and later by Caille.

The Deep Blue is a fully electric 80HP outboard produced by Torqeedo out of Starnberg, Germany.
<https://www.torqeedo.com/us/en-us/products/outboards/deep-blue>

Tech Tip:

2 Stroke Fuel-Oil Mixture Chart

Fuel/oil ratio	Fl oz/ U.S. Gal	Fl oz/ 2 U.S. Gal	Fl oz/ 3 U.S. Gal	Fl oz/ 4 U.S. Gal	Fl oz/ 5 U.S. Gal	Oil percentage
16:1	8	16	24	32	40	5.9%
20:1	6.4	12.8	19.2	25.6	32	4.8%
25:1	5.1	10.2	15.4	20.5	25.6	3.8%
30:1	4.3	8.5	12.8	17.1	21.3	3.2%
32:1	4	8	12	16	20	3.0%
35:1	3.7	7.3	11	14.6	18.3	2.8%
37:1	3.5	6.9	10.4	13.8	17.3	2.6%
40:1	3.2	6.4	9.6	12.8	16	2.4%
45:1	2.8	5.7	8.5	11.4	14.2	2.2%
50:1	2.6	5.1	7.7	10.2	12.8	2.0%
55:1	2.3	4.7	7	9.3	11.6	1.8%
60:1	2.1	4.3	6.4	8.5	10.7	1.6%

Courtesy of Dirt Riders: www.dirt riders.info



Chuck Kober, Walt Thompson, John Van Dyke and George Kent discuss the design of the 5-cylinder radial outboard.

**Please
Join the National Club!
See Tom Lockwood**



***The Antique Outboard Motor Club Inc.
Membership Application***

It's up to you to pull that first starter rope, fill out and mail this application or visit www.aomci.org to join today!

Date: _____
Subscriber's Name: _____
Spouse & Children: _____
Address: _____
City: _____ State or Province: _____
Zip+4: _____ Telephone: _____
Email: _____
Website: _____

American Postal Addresses

- 1 year membership (new and renewals): \$40.00
- 2 year biannual dues (new and renewals): \$70.00

Canadian Postal Addresses (US Dollars)

- 1 year membership (new and renewals): \$49.00
- 2 year membership ((new and renewals): \$85.00

Other International Postal Addresses (US Dollars)

- 1 year introductory membership: \$52.00
- 2 year membership (new and renewals) - \$90.00



Mail this application and payment to:

AOMCI Membership Services
PO Box 251
Vinton, VA 24179

The AOMCI is a registered non-profit hobby organization dedicated to the preservation and restoration of old outboards. Please allow 4-6 weeks for our volunteers to process your request.

This is YOUR Newsletter. Please submit pictures and suggestions for content to Chuck Kober at socalaomc@gmail.com