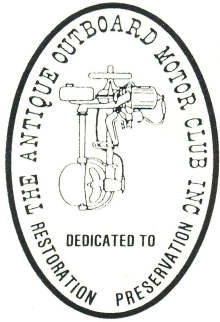


Antique Outboard News

SOUTHERN CALIFORNIA CHAPTER



September,
1999

Volume 1, Issue 2

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SPECIAL FALL MEET PLANNED

Green Grass and Shade Trees Here We Come!

Our Chapter membership has grown to a whopping 28 in the last two months. In talking with both regular and new members, excitement for a fall meet has been high. The date has been set for **Saturday, October 2nd**. Although this is short notice, I believe we are all **READY TO GO**. Isn't it great that we do enjoy each others company so much!

The spot to meet will be at **Tri-City Park in Placentia**. This is easily accessible off the 57 Freeway and Imperial Highway. (see map enclosed). We will be occupying a private area, with private parking, beautiful grass, and in a treed section that may attract park visitors as well as those

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The "Olden Days"

By Lee J. Kinnel,
Chapter President

When I would tell my daughter (Michelle, now 32) a story about my childhood, she would ask me if this was a story about the "olden days"? Yes, Michelle, this is a story from the olden days.

The first boat and outboard I can remember was my dad's 14' flat bottom skiff with a prewar 5 hp. Sea King outboard. Looking back on this rig now it was a "sometimes" outfit. Sometimes the outboard would run and sometimes we would row. The above picture is of me with a full head of brown hair at the age of 14 in 1954. That was a special year for me. My dad bought a 15' V bottom skiff with a 10 hp. Scott-Atwater outboard. This was the first "all the time" rig I had been around to enjoy. Remarkably, it ran all the time! Later my father traded for a new 5 hp. Hiawatha. From that time on my father let me do all the tunes and maintenance. Out to the back yard and the 55-gallon drum. When those engines would come to life, what a thrill it was for me! To this day when one of my old outboards come to life in my new drum, that same exciting feeling returns.

A month ago our Chapter Member, **Herb Maier** sold me a green and gold Scott-Atwater. As you can imagine, boy did that bring back those "olden day" memories. Rebuilding, painting and making them look like new is great; but when they come to life that's really special to me. I just can't understand why our

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P.O. Box 746
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DAVID A. MAROTTA
32 BUCCANEER WAY
CORONADO, CA. 92118-3257



MEET PLANNED
OCTOBER 2ND

BACK COPIES -
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Do We Love Our Outboards, Or What?

By Tom Lockwood
Chapter Vice President

Probably for most of us the biggest reasons why we love our outboards are rooted deeper in our personal histories than we tend to remember.

My parents were very loving, caring, dedicated people. The finest. Dad was an exceptionally hard worker. Mom? Mom did what moms are supposed to do. She took care of Dad and us kids and made sure all the loose ends were in place. I would never want it to be construed that I love Dad more than Mom. I didn't. But from my most early memory of my dad, he was my idol. He was a God that I could feel and touch. And every time I had a chance, regardless of the circumstance, I was with him. We were more than father and son. We were best friends. And the coolest part was we spent a lot of those times with the woman we loved the most. My Mom.

Right about now you're saying,



"What does this have to do with old outboards"? Well, my parents were very wealthy of character but very poor of dollars. So we could never afford a boat and motor. But in 1961,

a marine dealer in Toledo was switching from wooden boats to fiberglass and advertised free wooden boats to anyone as long as they lasted. This miracle helped provide the first vacation Dad and Mom took in their first twenty-two years of marriage.

Some how Dad acquired a PO-15 Johnson. Because of Dads lack of ignition diagnostic skills, (bad coil) this motor pretty much ruined our first three vacations. It would run all day in a barrel, but only about a quarter mile on a lake. I don't know what ever happened to that motor, but I do know it gave way somehow to a much sleeker, quieter, smoother, easier to start, Mark-20 Mercury that was probably twice as fast.

When I was 16, I bought Dads boat and motor so he could get a lighter,

more manageable, aluminum boat and a twelve horse Goodyear Sea-bee that treated Dad exceptionally well. **Dad and boat pictured below:**



As a little kid when I walked along the docks on the lake at the church camp-grounds, I was always fascinated with the outboard motors (so many different kinds). The boats were nice but the motors got me. Between that experience and the miracle of being able to have one as a kid provided me with the most enjoyable childhood a poor kid could have.

About forty years have gone by pretty fast. Dad and Mom are gone now. I'm married to a wonderful woman and I get to be a member of a club that not only provides great friends, but gives me the opportunity to relive some of my most cherished childhood memories.

BIG THANKS to 31 Enthusiasts To-Date Who Have Paid Interim Dues:

Argott, Robert T.	Kinnel, Lee
Briggs, Tom	Lockwood, Tom
Brinkman, Jr., Paul F.	McCarville, Ray
Buaas, Dave	Maier, Herb
Butcher, Craig	Nelson, Ed
Clesi, Dominic	Plavetich, Richard
Coats, Gerald	Ringland, Bill
Corliss, Lloyd	Sacher, Robert F.
Cupernell, Larry(4)	Smith, Neil
Eyre, E.L. "Doc"	Thompson, Walt
Fullmer, Dave	Townsend, Eugene
Gunnarson, Les	Vaughan, David
Hanson, Nels A.	Williams, Dave
Holtwick, Jack	Yenny, Lonnie
Jarvis, Alan	
Jong, Howard	
Justice, L.M. Zeke	



Put Your Thinking Caps On!
Give our Chapter a Nickname...
Of course, I think it should be "THE ELTO PUPS"



It has been suggested by our illustrious Vice President, Tom Lockwood that it would be "fun" to have a chapter nick-name, one that we could eventually reproduce on T-Shirts, Caps, or even Jackets, when we so desire.

Many chapters have nick-names such as; Oregon Webfoot Chapter, Putt Putt Chapter, Puget Sounders, Swamp Rats Chapter, Hawkeye Chapter, Antique

Outboard Racing Chapter, etc. **Get the idea?**

Between now and our next meet, please think of a catchy nick-name that would please you. Consult with your family. We will discuss a new club nick-name and logo at our next meet on **October 2nd**.

Meet Planned October 2

Continued From Page 1

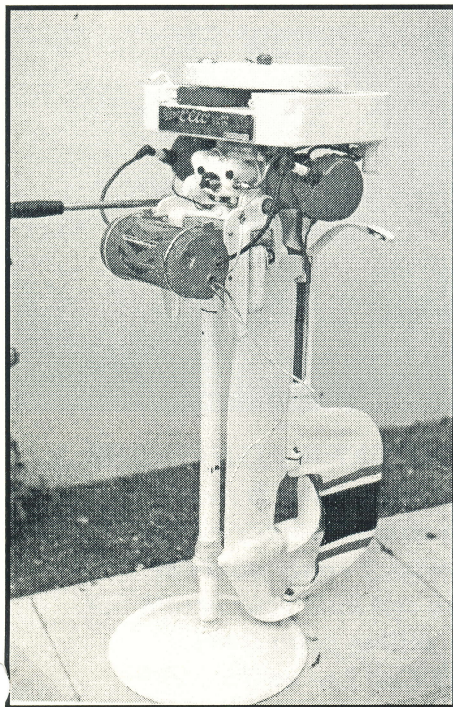
driving by. Who knows, we may be able to recruit some new members or find forgotten motors as we talk with the locals. Therefore, you may want to bring your best outboards to show (as well as some to trade and sell, of course.) Our parking area will be just a few steps to the display area, so it won't be any work to place motors should you bring more than usual - and please do! Let's make this meet a really **BIG ONE!**

Remember, family and friends are more than welcome. The park has a beautiful lake and paved path to walk or bike around, complete with ducks to feed, and nice restrooms. However, no motors are allowed on the lake. We are not quite ready for a wet meet as some insurance issues must be overcome.

See **ALL OF YOU** October 2nd, between 9 & 2 PM. Lunch available to buy (reasonably) at 11:30 a.m. (Bring a folding chair or 2 if you can please)



BEE THERE!



HOWARD JONG'S 1927 ELTO

Elto/Girl Power Keep Promise, Come Hell or High Water

Submitted by
Neil Smith,
Southern California Chapter

The winds may blow and the breakers roll, but the mail must be delivered. Through the years, postal carriers have had various ways of making sure your loved ones' letters made it safely to your door, even if it meant having to deliver them by motorboat.



A JOB "SWELL DONE" ELTO POWERED

That's exactly what Alice Emel did in 1928, pictured above. Every day, through rough swells and strong currents, the 22 year old mail carrier made the three-mile run from Coyle, Washington to Seabeck aboard a 14 foot steel rowboat equipped with an **ELTO** outboard motor. Alice Emel beat out local townsmen for a job as high seas mail carrier. No matter the weather or water conditions, she completed her daily route from Coyle, Washington to Seabeck aboard a 14 foot steel rowboat. Skeptics called her stubborn, but Emel called it determination.

Doing her job wasn't always easy, but getting it was even harder. In 1928 jobs were scarce in Coyle, and next to nil for women.

When the U.S. Government asked for bids to handle the route, Emel enthusiastically applied. Townspeople poked fun at her when she said she expected to make the trip through summer and winter in a boat with an *outboard motor*, but Emel got the last laugh: Not only did she get the job, but she beat out several male competitors.

During the rainy season, Emel wore a complete waterproof outfit to protect her from the rain and waves. One morning, when the weather was particularly harsh, everybody warned Emel not to go. They stood watching at the dock, expecting to see her tiny craft get swamped.

About a quarter of the way across, a big roller caught up with Emel and washed over the stern of her boat. It didn't do much damage, except that it tore the lead from the spark plug and killed the **ELTO** motor. She drifted helplessly for a half hour trying to fix it. Every time she'd lay down an oar to give attention to the motor, the boat would veer around in the trough of the waves and scoop water. Eventually, a harbor patrol boat pulled up alongside and sheltered Emel from the wind while she fixed the motor. They told her to turn back, but she would not.

"I guess they thought I was stubborn," Emel later told reporters. That stubborn determination resulted in Emel being featured as one of the "Most Interesting Westerners" in both *Sunset Magazine* and in the April 1928 issue of *Pacific Motor Boat*, predecessor of *Sea*.

Thank you Neil Smith for submitting this interesting article for publication in our Newsletter.

THE SOURCE

The Source Section of our Newsletter will help you locate parts, decals, and service for those hard to find antique and classic outboards.

Please help us add to this list. If you can't find the part or service you need in this list, three other great resources are other members in our Club and publications by our National Outboard Headquarters, the Antique Outboarder Magazine, and the Antique Outboard Motor Club Newsletter furnished as part of your membership in the National.

OMC PARTS

LEE'S MARINE
13910 Struikman Rd., Cerritos, CA
Telephone 714-739-1003

SEA-WAY MARINE, INC
2505 HARBOR AVENUE, S.W.
Seattle, Washington, 98126
Telephone 206-937-7373

HOLLOWAY'S MARINA & R.V. PARK
JOHN GILL
P.O. Box 3958
Big Bear Lake, CA 92315
Telephone 800-448-5335
909-866-5706

MARTIN PARTS

RUSS LARSON
1499 County Road #11
Mead, NE 68041-0449
Phone: 402-624-2345

SCOTT AT WATER PARTS

DON WEBB
340 Dry Bridge Road
Mexico, NY 13115
Telephone: 315-298-5708

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Holmes, PA 19043-1415
Telephone: 610-532-4344

GRUBB'S MARINE

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Spring City, PA 19475
Telephone: 610-948-8855

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ICARUS MARINE
Paul Rogers
13902 Newhope
Garden Grove, CA 92643
Telephone: 714-534-9476

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DECAL HEADQUARTERS
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ARTHUR DEKALB
51 Van Alstyne Dr.
Pulaski, NY 13142
Telephone: 315-298-3410

CATALOGS & MANUALS

OMC manuals and parts catalogs
KEN COOK CO.
P.O. Box 25355
9929 W. Silver Springs Dr.
Milwaukee, Wisconsin 53225

INTERTEC PUBLISHING
P.O. Box 12901
Overland Park, KS 66282-2901
Telephone: 1-800-262-1954
Fax: 1-800-633-6219

ARTHUR DEKALB
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1631-B N. Placentia
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Telephone: 714-773-5444

GASKETS

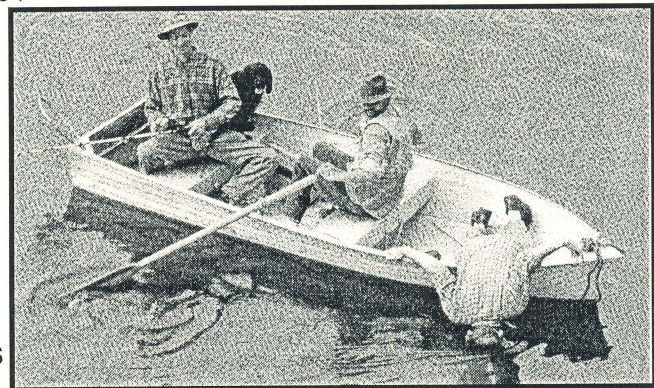
Vintage Motor Gaskets to fit
Mercury Outboards 1959 and
older. Call or write for catalog:
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604 W. 19th
Spokane, WA 99203
Telephone: 509-747-0517

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Send \$1.00 for catalog-5 to:
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5181 Greencroft Dr.
Dayton, Ohio 45426

MAGNETOS

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J&M CAROUSEL
1711 Calavaras Drive
Santa Rosa, CA 95405
Ph/Fax: 707-544-1026
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LEE & TOM'S NEW FISHFINDER
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Maximum vision/distance = 15 ft.
Major drawback - only works as
long as you can hold your breath but,
the major selling point is price!
Interested? Call Lee or Tom for
instructions on how to construct our
revolutionary new FISH FINDER!*

Howard Jong Builds Replica of 1866 Reece!

1866 Reece Replica

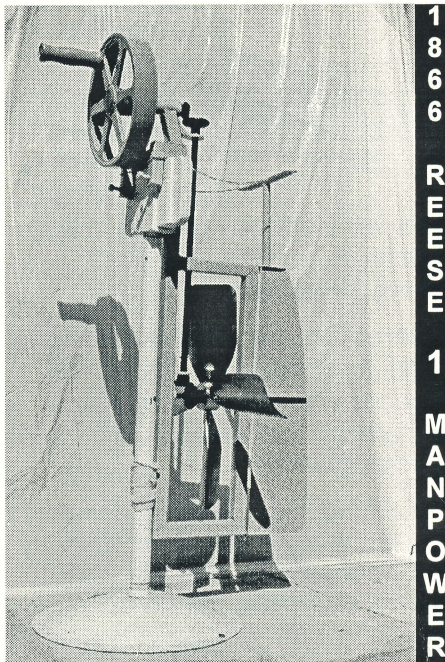
Article By Howard Jong,
Charter Member AOMC and
Member So. California Chapter

The old adage, "If you can't beat them, join them" applies to outboard motor collecting. Actually it's, "If you can't acquire one - then build it," is more appropriate.

In Southern California antique motors are scarce compared to the other part of the country. In the bulletin, it is usually - the motor is already sold, sorry you missed it by 2 days, or the asking price is so high I can't afford to buy it. Therefore, my collection is not growing too rapidly.

Since joining the AOMC, the Reece patent has been featured in a past publication. Being a mechanical engineer, it became very intriguing. Henceforth, last fall it was decided to recreate and build a replica of this invention. Full size orthographic drawings were made, scaling the perspective picture of the invention. This patent was granted to Mr. Thomas Reece in the year of 1866 for the screw propeller.

The frame of the replica is constructed from welded square steel tubing, on top is welded a round steel tubing to house the driver wheel shaft and bearings. The driver wheel (acquired from junk yard) has a free rotating handle, and is keyed to a husky steel driver shaft which in turn, drives the first set of bevel gears. The revolving motion is transmitted by a vertical drive shaft on to a second set of bevel gears resulting in the propeller to be driven. In matter of interest, the bevel gears are salvage remnant from Sea King and Evinrude outboard engines. These gears are serviceable for the replica,



the condition of the gear teeth are pitted and eroded from corrosion. This offers an antique look to the device. All the shaft supporting bearings are made from phenolic material. This provides a low friction operating system. The screw propeller is all brass and copper construction. Each of the four propeller blades are adjustable. This allows the capability of obtaining the optimum thrust for the one manpower output.

The overall gear ratio is 1: 1 1/4. All the machining work was accomplished by yours truly, attending night adult school. In fact, all needed parts for my motor collection are developed this way.

Mr. Reece's device is a simple machine. No carburetion, magneto ignition, power heads, starter, gas tank etc. It is reliable, the MTBF is huge. Merely spin the hand wheel, and away you go. There is no conceivable way for the machine to fail, except the man who operates it.

My replica operates very smoothly. No doubt, it is just as good or superior to the original model.

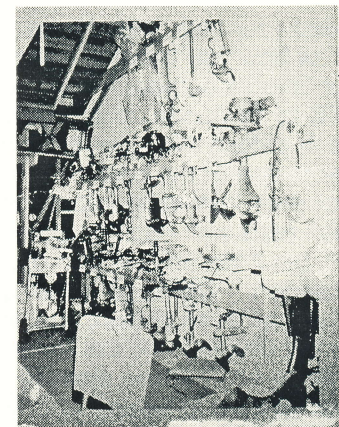
I have not tested the replica on a boat as of yet. Although it has been tested in a water barrel. Twisting the hand wheel is accomplished by wrist and arm motion. Duration of operation depends solely on the physical condition of the person, as it is a tiresome chore to keep the propeller revolving. Output efficiency varies with work input, consequently the speed diminishes rapidly.

No wonder the device did not succeed, whereas the method of the arms, body manipulating oars are more feasible. Past history discloses the trend.

However, the invention claim is for the screw propeller. We all owe Mr. Thomas Reece a debt of gratitude for his wonderful idea on the thrust producing propeller that has been carried out to-date, and may continue far into the future.

Plans are available to members for building this 1866 Reece replica. The only charge is for the cost of reproduction.

P.S. I'm tempted to build a 1907 replica of a Waterman, if plans are available.



*Just A
few of
Howard
Jong's
Outboards
Which
Line 3
Deep on
his
Walls.*

TIPS... The Perfect Outboard Polish

By Alan Jarvis
AOMC & Chapter Member

At the July meet, I displayed two Johnson motors, a J-25 and a J-75. When I obtained them they were filthy. After degreasing them, I used various liquid metal polishes in an attempt to shine the aluminum, brass, bronze and chrome parts. I was never satisfied with the liquid polish as it took forever and tended to leave a dried residue in screw heads and other various crevices.

Again at the July meet, several men asked me what type of polish I used. I use a metal polish which I found in the automotive section of OSH (Orchards) Hardware Store.



The brand name is Happich Simichrome Polish, made in Germany. It comes in a small tube like tooth paste however it goes a long way. A small amount, the size of a small pea on a clean cloth does wonders. Wipe off the excess and buff with a clean, soft cloth. Works great, does not leave a residue and

the firm making it claims it leaves a protective film. For large surfaces, I

again apply a similar amount to a tooth brush, scour the surface, remove the excess and buff.

With all the new members, it's up to us old guys to pass on tips, advice, parts and yes, even motors, to help them along. The above is just a tip for what it's worth.

**THANKS AL JARVIS for this fine tip, and for the great antique outboard articles and ads you submitted for the Newsletter.*

The "Olden Days" Continued From Page 1

women don't get that special feeling when the sweet engine sound is coming out of those old outboards that have been silently asleep for years.

A special thanks to "Doc" Eyre for his two day sale. A number of members had a chance to look through the piles of motors and parts. Members were able to buy those hard to find parts, and more. Best of all there is still lots left. If you are still interested in something you missed, call "Doc" Eyre at (818) 896-8790.

The future of our local Chapter depends on all of us! I am asking for your help with the Newsletter. We need all of you to send us your classified ads, "For Sale" items and engines and parts you "Want to Buy." Our members are waiting to buy that old outboard or the parts you no longer have a need or a care for. Remember, these items will not have to be shipped from the east coast!

We also need your help with articles. Yes, we want to print *your story* of the "olden days" or how you became interested in antique outboards, a picture of you and your favorite outboard, tips - or suggestions for working on outboards. **BIG THANKS to Al Jarvis, Neil Smith, Howard Jong and Tom Lockwood** for their help in putting this Newsletter together. Let's join together to build our local Chapter to one of the best in the nation. The Newsletter will help us do just that! However, gathering information for the Newsletter is a two-way street. The end result rests with each and every member. Up to now, it has been fun working on it, but if the articles and ads don't keep coming - well, I would hate to see that happen. We've got a real good start toward building our Chapter. Lots of interest has been shown, and we can now boast 31 members. I'll do my best to keep the Chapter and the Newsletter growing. Please do your best to assist us in doing so. I am so pleased to make many new friendships in our club, and look forward to seeing all of you at **our next meet, October 2nd.**

CLASSIFIEDS

Wanted - 12 hp. Goodyear Sea-bee Tom: 714-635-3297

Wanted - Will buy an Evinrude or Elto Rudder Twin - ANY CONDITION! Call Les at: 714-639-6127

Sale/Trade 75 hp. McCulloch, missing gear case, lower unit. Great parts engine! Call Lee at: 714-996-6661

For Sale: 1932 Johnson, 4 cyl. 12 hp. Call "Doc" at: 818-896-8790

Sale/Trade 1951 Evinrude 7 1/2 hp., Great cosmetically but stuck. Call Lee at: 714-961-1317

For Sale: Zepher Evinrude, 7 hp., 4 cyl. LIKE NEW, Call "Doc" 818-896-8790

Sale/Trade: 1949 Johnson, 10 hp. Call Lee at: 714-996-6661

7,000 New & Used Vintage Parts + 300 propellers, drive shafts, new Johnson pistons, magnetos, 300 carbs, & much more, what do you need? Call E.L. Eyre at: 818-896-8790

For Sale: 1957 Evinrude, 7 1/2 hp., Call Don at: Amber Marine: 949-646-6918

For Sale: 1941 3.1 h.p. Mercury, Call Don at: 949-646-6918

For Sale: 1968 Evinrude, 3 h.p., suitcase motor + I have extra parts for all makes. What do you need? Call Don at: 949-646-6918

AD GUIDELINES:

Members: No Charge. Non-members: \$5.00 per insertion. Prices are not printed for motors and parts because we do not want to create a false impression of values. All ads must be printed or typed. No ad can be longer than 30 words, three ad maximum. For large inventories, list 3 including an invitation to ask for a complete list. Send ads to Lee Kinnel, P.O. Box 746, Yorba Linda, CA 92885-0746

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There are four Evinrude "fours", and in the lightweight Zephyr every advantage of four-cylinder power is brought within the range of 2-cylinder size, weight and cost. See your *Evinrude Dealer*—his name is listed in classified tele-