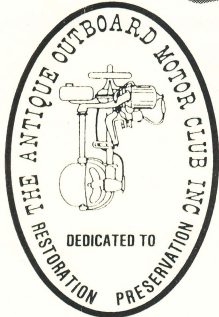


Antique Outboard News

SOUTHERN CALIFORNIA CHAPTER



September
2000

Volume 2, Issue 5

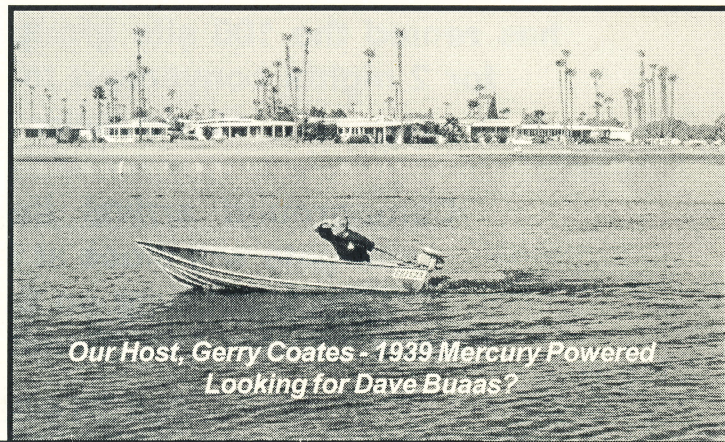
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SAN DIEGO MEET - SENSATIONAL!

Imagine going out to ready your boat the night before a meet only to find that the fuel tank has cracked and the hull is full of gasoline! That is exactly what happened to us. We bailed gas until after midnight, thus giving us a late start to the meet. So, while speeding down interstate 5 at about 7:30, a.m. my cell phone rang. "WHERE IS EVERYBODY," came this loud, booming voice, and then we were out of range. We imagined that this voice had to be **George Kent**, anxious for the day, who had spent the night at the R.V. park next to our meeting place, and planned to "boat over" and join us early. But no, guess who had called and had been waiting a long time for all of us to arrive - ready to **BUY OUTBOARDS and PARTY - John Tucker, from Phoenix.** Both he and his lovely wife, Kathy, were on the scene and joined our Chapter immedi-

ately. They had driven over 8 hours to be with us from Phoenix, Arizona. Of course, we tried to convince them that "We are worth the drive." While filling our lungs with nice, cool ocean air



Our Host, Gerry Coates - 1939 Mercury Powered Looking for Dave Buas?



Can you name all these Chapter Members starting George Kent's motor?

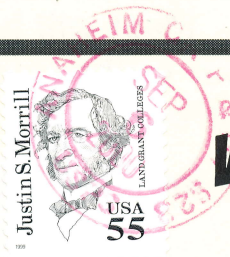
and enjoying a most welcome breeze in our faces, **John Tucker** and I agreed, San Diego is a touch of heaven! What a relief to the heat waves we had all been suffering this past month.

THANK YOU Gerry Coates for this special invitation. Gerry had

arranged our meet, brought all his toys to share with us; his motorhome to shade us, helped cook our lunch, and his boat powered with a 1939 Mercury. See his picture top of this page
Continued on Page 6

Antique Outboard News
P.O. Box 746
Yorba Linda, California 92885

David Marotta
32 Buccaneer Way
Coronado, CA 92118-3257



**WEST COAST MEET
LAKE CASTAIG
OCTOBER 7**

BIG "WET" WEST COAST MEET

2 NIGHTS FREE CAMPING!

As your hosts, The Southern California Chapter has rented the 100 site group campground (no hookups) for 2 nights convenient to our event and the Lake. "Dump station" is available.

Campground arrival time is Friday 8:00 A.M., and gate will close at the park at 6:00 P.M.

Check-out time on Sunday is 6:00 P.M.

Please contact Lee Kinnel to reserve your space:

Call 714-996-6661

SATURDAY - BREAKFAST & LUNCH

Craig & Corinne Butcher will be Serving Pancake Breakfast from 7:00 to 9:00 Saturday A.M.

Dennis Byrne will be our chef for lunch at 12:00 Noon serving his favorite barbecue luncheon

(minimum charge for meals)

WET MEET / OUTBOARD SWAP MEET

Meet will begin at 9:00 A.M.

Bring your outboards, parts, (NO SALE SIGNS!)

Don't forget your outboards and boats to run on this beautiful lake!

We will have experts instructing us on engine tune up and motor restoration.

LAKE CASTAIC

OCTOBER 7, 2000

You will not want to miss this first

annual West Coast BIG Western Meet!

This is a fantastic opportunity to make new contacts and new friends as all Chapter members from three states are invited; Central and Northern California, Arizona, Nevada.

The scheduled itinerary for the day Saturday, October 7, will be:

Pancake Breakfast
7:00 - 9:00 A.M.

Meet to begin at 9:00 A.M., and will include swapping, displaying and boat activities.

At 11:30 we will have a short meeting which will include presentation of great door prizes, raffle of a donated outboard, 50-50 raffle, with lunch following.

After lunch we are delighted to have **David Vaughan** speak to us on the restoration of outboards followed by **Vernon McKinley** on electrical tune-ups. These two men are highly revered marine professionals.

If you cannot camp and want to spend either night, contact Lee Kinnel at 714-996-6661 for a list of hotels / motels in the area.

Enjoy boating, fishing and don't forget - Magic Mountain is only a very short distance away. As you can see **Castaic West Coast Meet** offers something for everyone in your family.



Can you identify this "handsome dude" in Halloween Costume Scaring our President's wife?

Help us by calling today to say you can make it, 714-996-6661. We need head count for breakfast and lunch planning. Let's make this into a **BIG, FUN, ANNUAL MULTI-STATE EVENT. PLEASE BE THERE!**

Our Board Members P.O. Box 746, Yorba Linda, CA 92885

Lee J. Kinnel, Pres.	714-996-6661
Tom Lockwood, V.P.	714-635-3295
Jackie Kinnel,	714-996-6661
Newsletter, Treasurer, Secretary, Photographer	

Answer to Question on Front Page Picture 2

Can You Name Chapter Members in This Picture Starting George Kent's Motor? They are from left to right; Les Gunnarson, George Kent, John Tucker, Lee Kinnel, Dick Wendt and Richard Lowe.

Lake Castaic directions: For those coming from Northern California and Nevada travel South on Interstate 5, over the grapevine and exit left (going East) on Lake Hughes Road. Go through the signal light to the first stop sign which is at Ridge Route Road, turn left and go up to the main entrance to Castaic Park. The meet will be held at the West Launch Ramp location and you can get directions at the gate. Camping will be at the 3 acre group campground right next to the West launch ramp. **(Map Pg.5)**

Coming from Arizona and the East? Follow Interstate 10 or the 60 West to the 57 Freeway North and the 57 will merge with the 210 Freeway. Continue on the 210 until it merges with Interstate 5 and continue on Interstate 5 past Magic Mountain to the Lake Hughes Offramp. Exit right (going East) on Lake Hughes Road. Go through the signal light to the first stop sign which is at Ridge Route Road, turn left and go up to the main entrance to Castaic Park. The meet will be held at the West Launch Ramp location and you can get directions at the gate. Camping will be at the 3 acre group campground right next to the West launch ramp. **(See Map, page 5)**

For those coming from San Diego and Orange County: Go straight up Interstate 5 past Magic Mountain to the Lake Hughes offramp, Exit right (going East) on Lake Hughes Road. Go through the signal light to the first stop sign which is at Ridge Route Road, turn left and go up to the main entrance to Castaic Park. The meet will be held at the West Launch Ramp location and you can get directions at the gate. Camping will be at the 3 acre group campground next to the West launch ramp. **(See Map, page 5)**

Argott, Robert
Cali Mesa, CA
909-849-3817

Beguhl, Philip
Santa Barbara, CA
805-967-8393

Boss, Dale
La Mesa, CA
619-469-9056

Briggs, Tom
Newport Beach, CA
949-631-5073

Brinkman, Jr., Paul
Laguna Beach, CA
949-376-9997

Buaas, Dave
San Diego, CA
858-272-0327

Butcher, Craig
Upland, CA
909-949-2292

Byrne, Dennis
Thousand Oaks, CA
805-498-9621

Cabelus, Tom
Westminster, CA
714-554-9111

Calvin, Rick
Chula Vista, CA
619-498-1220 Work
619-425-7942 Home

Coats, Gerry
San Diego, CA
858-272-3642

Coleman, Tim
San Bernardino, CA
909-889-6618

Clesi, Dom
Norwalk, CA
562-860-3045

Corliss, Lloyd
Santa Barbara, CA
805-965-2455

Cupernell, Larry
Avalon, CA
310-510-7228

Coultas, John
Camarillo, CA
805-388-2825

Davis, Chuck
La Habra, CA
562-694-6308

De Silva, Peter
Rancho Santa Fe, CA
Unknown

Dorius, David
Yorba Linda, CA
714-970-8640

AOMC Southern California Chapter September, 2000

Dwiggins, Don
Atkins, Arkansas
501-641-2413

Eagle, Lewis
Los Angeles, CA
310-472-4989

Edmisten, Rick
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818-763-9406

Eyre, E.L. "Doc"
San Fernando, CA
818-896-8790

Fullmer, Dave
Northridge, CA
818-349-5121

Gunnarson, Les
Orange, CA
714-639-6127

Hanover, Bob
Thousand Oaks, CA
805-498-9313

Hanson, Nels A.
Manhattan Beach, CA
310-546-2357

Holtwick, Jack
West Hills, CA
818-347-1987

Hook, Weston
La Jolla, CA
858-454-2340

Hurley, Steven K.
Altadena, CA
213-367-1907

Jarvis, Alan
Redondo Beach, CA
310-373-2897

Johnson III, J.J.
Dana Point, CA
949-240-8855

Johnston, Chuck
Covina, CA
626-332-6074

Jong, Howard
Monterey, CA
323-263-6443

Kapper, Miles
N. Hollywood, CA
818-985-8690

Kent, George
Costa Mesa, CA
714-751-2679

Kinnel, Lee J.
Placentia, CA
714-996-6661

Lockwood, Tom
Baldwin Park, CA
714-635-3295

Lowe, Richard
Orange, CA
714-997-9175

Long, Robert
Julian, CA
760-765-4790

McCarville, Ray
Monrovia, CA
626-358-3790

Mc Kinley, Vernon
Mesa, Arizona
480-654-5315

Maier, Herb
Yucca Valley, CA
760-228-2936

Marotta, David
Coronado, CA
619-575-5152

Marsh, Paul
Scottsdale, AZ 85259
480-661-6834

Martin, Harry
Fontana, CA
909-822-5402

Mitchell, Don A.
Anaheim, CA
714-630-3849

Moerer, Jeffrey T.
Ventura, CA
805-641-3289

Myers, Robert
Camp Connell, CA
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Okeson, Lee
San Diego, CA
858-487-1561

Patelski, Casey
Costa Mesa, CA
714-556-3095

Plavetich, Richard
Laguna Beach, CA
949-494-6806

Richards, Wayne
Newbury Park, CA
805-499-0915

Ringland, Bill
Hacienda Heights, CA
626-336-9956

Rockwood, Cort
Tustin, CA
714-731-3323

Rogers, Paul
Garden Grove, CA
714-534-9476

Sacher, Robert F.
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949-722-8823

Schnack, Ted
Balboa, CA
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Smith, Neil C.
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Tate, Grady
Sedona, AZ 86339
520-282-4458

Thompson, Walt
Morro Bay, CA
805-772-9469

John Tucker
Mesa, AZ 85204
480-464-5870

Van Vlimmeren,
Antonie
West Covina, CA
626-964-8811

Vaughan, David
Costa Mesa, CA
714-641-8625

Webber, Darryl
Lake Forest, CA
949-837-2493

Wendt, Dick
Rancho Santa
Margarita
949-728-0242

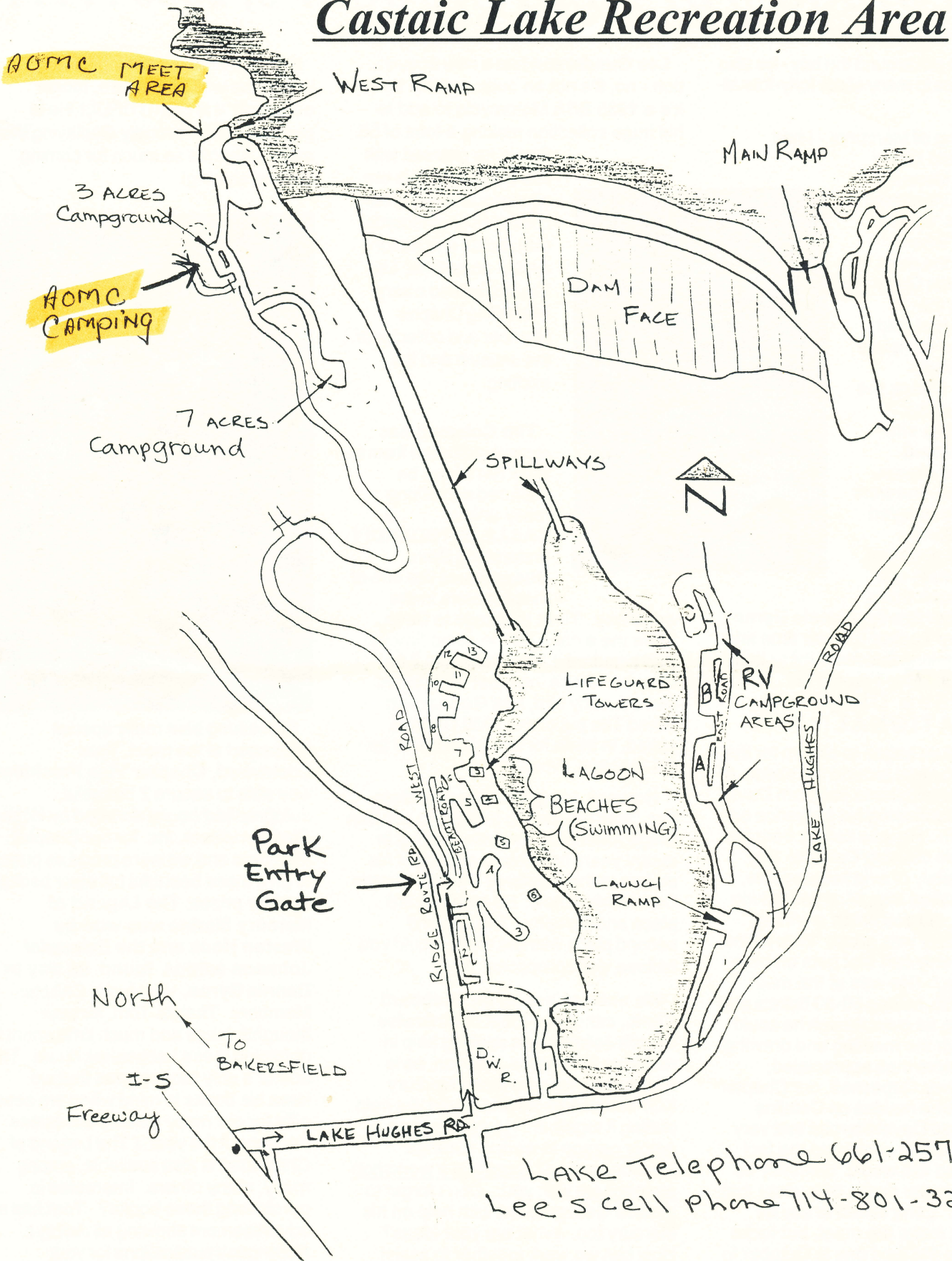
Wilkinson, Greg
La Crescenta, CA
818-957-6267

Williams, Dave
Norco, CA
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Lompoc, CA
805-736-9650

Yenny, Lonnie
Anaheim, CA
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Castaic Lake Recreation Area



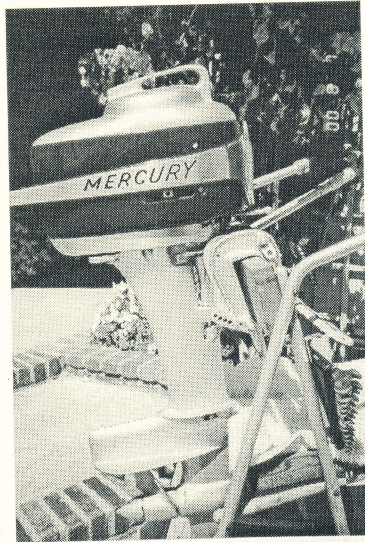
Lake Telephone 661-257-4050
Lee's cell phone 714-801-3284

SAN DIEGO WET MEET, AUGUST 5, 2000

Continued From Page 1

enjoying a run around the bay - he also offered rides to many of our forty-four attendees.

Speaking of Mercurys - I had recently sold **Gerry Coates** a Mercury Mark 20, unrestored. Talk about "sellers remorse," when I arrived at the meet not only was Gerry there with the Mercury I had sold him, it was complete and beautifully restored! **Check the picture on the right! It is a vintage outboard collectors dream.** You do fine, fine work Gerry. We enjoyed meeting Gerry's friend and assistant, **Jim Kraklow**, and want to thank them, the **Butcher family, Dennis Byrne and Kathy Tucker** for their time and effort in making this meet more than successful. May I repeat our headline: **San Diego - SENSATIONAL!**



Momentum began to pickup for the San Diego Meet around the middle of July with a telephone call from **David Marotta** confirming his presence on August 5th. He was calling from his yacht while cruising Catalina Bay. Being a family of avid fisherpeople, my wife asked him, "Are you fishing out there, did you catch anything." David's reply was great, "With all this teak, the only fish that gets on here is in a can." (He was at the meet before 8:00, buying 50-50 tickets and supporting us even though he could not stay for the meeting and drawing. You are more than appreciated, David. **Larry Cupernell**, our Chapter Member who resides on Catalina had spotted David Marotta that very day at sea, and confirmed the fact that a dead fish would "definitely be an insult to the decks of a yacht that beautiful!" Larry called to say he could not make the meet, but looks forward to the next one in October to share his 1939 ELTO Cub. We'll be there to see it, Larry, for sure!

Les Gunderson has a new acquisition - no, it's not an outboard this time, it's a 1935 BSA Motorcycle to add to his huge collection making a total of 56.

Boy is he pleased with this purchase. We are all anxious to see your collection of outboards (48), boats and motorcycles sometime, Les. You are indeed a very interesting Chapter Member and collector of the unusual and the exciting.

Tim Coleman has recently returned from a truck run where he captured something really unique . . . a **CAILLE OUTBOARD!** I understand **Dave Buas** would like one of these motors in the

worst way. Tim's message to Dave, "Give me a call." At the same time he also acquired a 1937 Johnson, 2 hp. *Ooopse!* Since the meet we learned that our early bird, **Les Gunnarson** talked Tim out of the 1930 Caille, 5 speed, in trade for an Eclipse and an old Johnson. Wow!

Howard Jong, our **Charter Member**, was not able to make it to our San Diego meet but he mentioned that in recent years he entered several of his motors in the Monterey Park Exchange Club Hobby Show. He received 3rd place and a trophy. The first and second place winners were, would you believe, doll collections!

We need to set up an Outboard Clinic, either at a meet or otherwise. **Chuck Johnston** is seeking help in restoring a 35 horse Johnson, as is **Richard Lowe** who has a Mercury KG7 disassembled and would like help putting it together. He even has an empty garage to work in (Orange location) and will share it in a workshop atmosphere with you. Don't forget to include **George Kent** with help on his Mercury too. What are your ideas? How can we work together to assist these men? There are probably more of you out there who need help, too.

We sure enjoyed seeing **Dick Wendt** as well as his rare, Indian outboard! It is BEAUTIFUL! He is pictured below, proudly displaying this motor. Thanks so much for coming out and sharing!



Something else really special happened at the meet, **Tom Lockwood**, Chapter Vice President, was able to secure 2 beautiful, *autographed books donated by Write Stuff Syndicate, Inc.* for our Chapter members and we were proud as punch to give these beautiful full color books as door prizes; **The Legend of Mercury Marine was won by Weston Hook and the Evinrude/Johnson edition found its way to Dennis Byrne**, very lucky Chapter Members. Thanks Tom, for your thoughtfulness and much time spent in obtaining these keepsakes for us. The author's only request was that we keep his books in mind when we need gifts for our many holiday occasions throughout the year. (The Legend of Chris-Craft is also available, among many, many others. Interested in purchasing these books? Tom has an advertisement showing all *Jeffrey L. Rodengen's* publications for your selection.) **For orders call 1-800-900-BOOK. What swell gifts.**

REFRESHINGLY COOL, COOL, COOL!

A special Thanks to Weston Hook or bringing his neighbor, **Peter De Silva** to our meet. Peter joined our chapter - making our total of four new Members for the day! **Lee Okeson** who collects marine inboard engines, saw our newspaper ad telling of the meet and came down to check it out - he too has recently joined along with **Rick Calvin** of Chula Vista, thanks to **Gerry Coates**. Outboard fever is a very, very catchy bug.

Speaking of guests, wasn't it fun to meet many of the wives, children and grandchildren of our members? They definitely added charm to our gathering. We hope they all enjoyed San Diego as much as we did, and will feel welcome at all our meets. My own family, **Michelle, Jon, Ryan and Steven Michael** arrived about 1:30, anxious to take a dip in the bay and enjoy the cool, cool, air. These kids really get into our hearts, don't they? What a treat to have them with us. They had a real swell time meeting and talking with **John and George Kent**.



David Vaughan, above, continues to dazzle us with his beautiful presentation of outboard perfection. He is holding an ELTO Cub and a Pal.



Harry Martin and his wife, Nene, left, reflect all of our feelings for the day with their "happy faces." It was so good to be together. San Diego is definitely a place we'll want to meet time and time again. Who's great Johnson motor is in the background? Ha!

David Vaughan informed us that friends and acquaintances keep sending him sets of drinking glasses purchased at Restitution Hardware. What is so great about this? They have different vintage Mercury outboards on each glass! Where on earth is Restitution Hardware? If anyone knows please call me so we can acquire some of these sets for our door prizes as well as for our own keepsakes.

Paul Brinkman, Jr., right, won the 1937 Johnson Duce, donated generously by **Tim Coleman** the 4th meet in a row! We

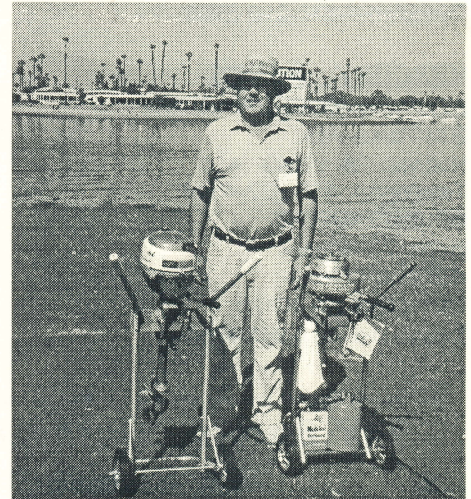


sure do enjoy our raffles and drawings - **Paul Brinkman** has donated "hard to obtain" souvenir knives from the *T. V. Series JAG* at almost all our meets. Paul is the Sight Location Director for this T.V. series and is indeed a busy man. We appreciate his membership, friendship and keen interest in our Chapter. Do you like his Halloween picture of **Tom Lockwood** on page 3?

Tom Cabelus won the 50-50 drawing and was delighted to pay for partial hotel costs. See, lots of surprises and fine camaraderie take place when you attend our meets. Try hard not to miss one meet and bring marine gear to sell as well as to show.

You would not have wanted to miss **Cort Rockwood**, below, with his swell display complete with original oil can, gas tank, manual and antique fishing equipment.

At our meeting we voted to let Pudding Stone rest as a place for future meets in favor of **OSO Park**. Due to more favorable weather conditions at OSO lake in December, **look**



forward to being there on **Saturday December 2nd**. OSO Manager, **Bob Heerdt**, was present and personally invited us to meet at his sportsman lake recreation area located in Trabuco. We accept your kind invitation and will be there! Thank you Bob, very much.

So, please get your boats and motors ready, join your friends for two wet meets; **October 7th and December 2nd**. We'll be looking for all of YOU!

Lee Kinneel, Chapter President

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The Antique Outboard Motor Club, Inc., Southern California Chapter

Mail this application and \$20.00 to P.O. Box 746, Yorba Linda, CA 92885-0746

MEMBERSHIP APPLICATION

Name _____

Address _____

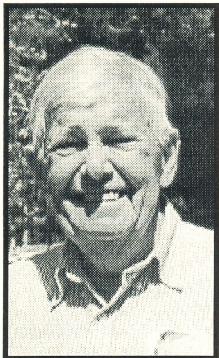
City _____ State _____ Zip _____

Date _____ Telephone _____

What do you receive for your membership in our Southern California Chapter?

- 1. Our local Chapter Newsletter. (Approximately 6 per year)**
- 2. Free classified ads in our Newsletter for both Wanted & For Sale items.**
- 3. Postal notification of all local dry and wet meets. (Approximately 6 per year)**
- 4. Members to help you find those difficult parts to locate and help you sell your unused items.**
- 5. A great group of outboard enthusiasts with whom to socialize and have fun!**
- 6. Questions? Call Lee at 714-996-6661 or Tom at 714-635-3295**

*Getting to Know our
Chapter Member,
Neil C. Smith*



My introduction to boating dates back to 1926. My uncle invited my mother and I to accompany him on a trip from our home in Wyan-

dotte Michigan to Boston Massachusetts where we had relatives. He also had friends in Maine, so we continued up to Bathe, ME, where we visited the Pinson Boat Yard owned by his friends. Pinsons had a considerable number of rental slips in addition to their boat building operation. They built 28 foot fishing boats and also converted some to pleasure cruisers.

Among the various types of boats I was particularly attracted to a Steam Launch which was owned by a professor at the Institute of Technology. It was a beautiful hull, but my attraction was the steam engine that powered it. I was fortunate that Pinson's son spent some time explaining it to me.

I have never forgotten the beauty of lines and equipment on the boats of that period and I was fortunate enough to work while in high school and acquire an 11 foot Lyman and a 6 hp. Johnson which I enjoyed for several years towing it behind a 1926 Ford Touring car until I started Engineering School at The University of Michigan Extension Detroit - a technical school.

I have owned several boats since returning to California after World War II, beginning with a Glass Par hull in which someone had installed a Crosley engine. I then got a 14 ft. sailboat and my last one was a 27 ft. Cal Sloop.

I had a ship salesman license for about 12 years and feel very fortunate in having a partner, **Mary Belle**, who has tolerated my boating interest.

Neil C. Smith

*“The Voice”
of the Southern California Chapter
“As Good as it Gets”*

We hear regularly from our members with their comments and ideas. **Dennis Byrne** suggested that we publish all these verbal thoughts and or letters in a column in our Newsletter. So, here it is for you to “voice” and be heard:

John and Kathy Tucker from Mesa, Arizona attended the San Diego meet - joined our Chapter, and thoughtfully sent us a thank you note for the “great time they had with a great group of people.” We are very pleased to have John & Kathy in our Chapter and value their friendship, too.

Support your Newsletter by mailing articles about your favorite motor and boating stories of your childhood/present life, or any organization comments and concerns you may have. (If for any reason you do not want your correspondence published, please so state).

A most welcome article was received from a non-chapter member, **Bud Barnett from Dewey Arizona** accompanied with pictures of his newly restored 1940 Evinrude - look for his story soon in a future Newsletter. **How about joining our Chapter, Bud Barnett** - we appreciate you writing to us and we know you would enjoy belonging to our Chapter and receiving 6 of our Newsletters each year. Our Arizona membership is growing and we hope to have a meet more convenient to you in the not too distant future.

In our next Newsletter look forward to reading an article submitted by **Richard Plavetich** and seeing pictures of his 1940 D2F Play Boy 5 hp. Champion!

Thank you **Neil C. Smith** for your interesting article (this page). It's fun getting to know each other, isn't it?

Enjoy **David Vaughan's** article on Page 13 about his “labor of love” restoring his Lockwood - thanks for this fine article, David, and all the

support you give us. **Would you believe, we now have David Vaughan's entire collection of Antique Outboard Magazines on loan to refer to.** He did keep “visiting rights,” and we promised not to let them out of our sight. **Members now have a Chapter Library!** Feel free to browse through and research using this wealth of information.

Dennis Byrne just called as this article was being typed with another idea. He suggests that we have four or five volunteers from our different regions, North, South, East and West, to plan one meet per year. Planning would consist of helping secure the event site, and providing a simple luncheon or late breakfast for the attendees. **Dennis Byrne** has volunteered to be our Northern Representative and is busy working on Castiac Lake at this very minute. **Good job Dennis!** Are there any other volunteers? Call Lee or Tom if you would like to provide this support once a year.

Lee Kinne had a lot of fun talking with **Don Duggins**, our Chapter member who resides in Arkansas, and serves as Vice President of the National AOMCI. He commended our fine Chapter spirit, enthusiasm, high percentage of participation at events and praised our Newsletter as being one of the finest in the Nation. To think we have 70 members in little over one year! We should be very proud, indeed. Did you see our almost three page write-up in the National AOMC Outboarder highlighting our April meet?

Please continue to call Lee and Tom often, as well as “keeping in touch” with other Chapter members. This important interaction makes our Chapter strong - **we all need friends with whom to share outboard stories and help solve motor problems. Friendship is what we are all about, and as you know, in this Chapter Friendship is truly “AS GOOD AS IT GETS.”**

Crankcase Valve Springs & Lift Distances

By Marcus S. Wright III
National Member

When restoring early antique engines with atmospheric pressure operated crankcase valves you may find the original valve springs to be deteriorated beyond usefulness. For proper engine performance, crankcase springs must be correct or the engine cannot breathe adequately. However, a bad spring condition will cause very poor engine performance despite the fact that compression, crankcase sealing and ignition are in good condition.

Should the spring tension be too great, only a small charge of air/fuel mixture will be admitted to the crankcase. This has the same effect as running with a retarded spark or partly open throttle. Crankcase vacuum will be too high also, additionally robbing RPM from the top: the piston(s) pull against this vacuum, slowing the engine. The wrong spring tension can cause an engine to peak-out at an RPM 25% to 75% lower than rated.

Once in a great while you can have an engine with very sluggish performance and yet you know the main bearings are sealing the crankcase well, compression is good, the spark plugs show correct color, there are no tight bearings or pistons or rings, ignition is o.k. and the propeller is reasonably correct. Remove the crankcase valve spring. Put it on a scale, and compress the spring to the length it would be if it were in the engine. Should you have more than 4 to 8 ounces of pressure reading on the scale - this could easily be why you have a sleepy engine. Try any lighter spring. If RPM's pick up, then really

Continued on Page 11

When Ready to use it Again

Taken from
Les Gunnarson's Original
Evinrude Service Manual

If a motor has been idle for some time, or has been stored without following the instructions - Storing the Motor Away," - it is a good plan to squirt a little pure lubricating oil into the cylinders through the spark plug holes. This done, the flywheel should be revolved a few times, to spread the oil around the cylinder walls.

When you take the motor out, polish it up. Be sure that the GEARS, PROPELLER SHAFT and BEARINGS are in good condition. Pack the gear case full of new, clean outboard motor grease and reassemble.

Remove the flywheel, and clean the contact points by running a piece of hard paper or cardboard between them. If they are very dirty or rough, use a very fine file to polish them. See that the points open the proper distance (.020). Be sure that the flywheel is put back properly and that nut is tight.

WIRING All wiring should be carefully inspected for possible loose connections, worn insulation or breaks which may occur inside insulation due to vibration. The secondary leads (spark plug wires) carry extreme high voltage and may "leak" if insulation is cracked due to age. Such leaky wire should be replaced. Moisture on these wires may cause spark to creep from connections along the damp surface to ground.

Clean the screen in the gasoline tank. Clean out the gasoline tank, the gasoline feed pipe and the carburetor.

Mix gasoline and oil in a clean can, and in the right proportion. Fill the tank. See that the fuel is flowing to the carburetor.

When Parts Won't Come Apart

Taken from
Les Gunnarson's Original
Evinrude Service Manual

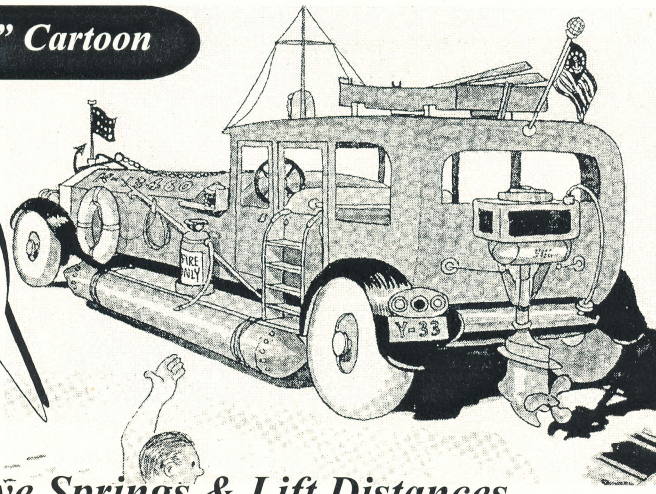
Occasionally, after long use, particularly in salt water, it may be found difficult to remove certain parts because of corrosion or "freezing". In such cases we have discovered only two remedies that sometimes prove effective. For aluminum parts, expanding the larger or surrounding member by heating with a blow torch will often have the desired effect. In the case of steel or iron parts that have rusted together, thorough soaking with penetrating oil will often loosen up the joints to the point where they can be pulled apart without further damage.



Cartoon Compliments of Larry Cupernell,
Avalon, CA - Motor Boating Magazine,
July 1929

A "Tom & Lee" Cartoon

Hey Tom, I like your
New 1929
Nautically Equipped
"Outboard Car!"



Crankcase Valve Springs & Lift Distances

Continued from Page 10

go to work and find yourself a spring with 4 to 6 turns per inch and a wire diameter of about .025". Scrap Eltos are fairly easily available and usually a good source for these springs.

Don't be concerned with the natural frequency of the spring. At the RPM most spring-loaded crankcase valve engines operate at, you will be well within the limits if you find yourself a spring that fairly meets the above specifications. Spring steel or stainless steel spring material is good. Worth repeating is that the crankcase valve should have 4 to 8 ounces of pressure holding it on its seat.

The distance the crankcase/carburetor valve can raise from its seat is important. Too much lift will make it difficult, if not impossible, to get the engine running properly. The mixture will lean-out and fuel atomization will be poor. Outright stalling usually takes place. Lift that is insufficient will show up as limited top RPM, or produce the same effect as would a partly closed throttle.

Most of the engines built from the mid-twenties using crankcase check valves will have lift distances built into the carburetor when manufactured. No alteration should be made on those. The only exception to this would be for those of you who run engines at high altitudes. Elto advised the addition of a 1/32" thick gasket under the valve covers for each 3000 feet of altitude, over sea level. The same value would apply to other make engines.

Some engines, such as the early Evinrude singles and the first Eltos, have adjustments on the carburetors permitting adjustment of valve travel while running. Set for small travel when starting, gradually increasing as engine warms up and RPM is increased to maximum. Early Eltos have a lever on top of the valve stop. Correct adjustment permits 1/4" lift with the handle of the adjustment lever pointing toward the port cylinder. Remove the carburetor and use the shank of a 1/4" drill for a feeler gauge.

Some engines, such as Thor, have an adjustable valve stop inside the carburetor - necessitating removal from the engine for adjustment. Set the valve lift at 3/16", using a drill shank here also as a feeler gauge. Increase or decrease the distance 1/32" at a time depending on the earlier described symptoms. For the finest tuning here, do the job while the engine is mounted on a boat rather than mounted in a test tank as tanks usually impose a considerably different load condition as compared to boat running.

The correct crankcase valve spring(s) and lift distance in your antique engine will result in better starting, better flexibility from idle to full RPM and permit the powerhead to develop all the horsepower it is capable of doing - simply because you have made it possible again for the engine to draw in a full fuel charge under all conditions.

CLASSIFIEDS

I Build "New" Beautiful Wooden Boats - Call Grady Tate at, 520-282-4458

I just bought a new boat from our Chapter Member and owner of **BOATS PLUS, Chuck Davis**. I couldn't be happier with the price, boat & the whole transaction - for your next boat call Chuck and put a smile on your face too 562-694-6308. Thanks for your help Chuck... Your friend & Chapter member Lee Kinnel. **For Sale:** Martin "75", Waterwitch 5 3/4 hp., 1958 - 16 1/2' Lyman, 1966 65hp. Mercury & trailer, good condition. Call Bob Myers 209-795-6904

I Know the location of several 50's motors and parts including a 1957 35hp Johnson w/electric start & controls, 7.5 hp. Johnson AD12 with tank - excellent. Dennis Byrne 805-498-9621

Wanted: Electric Trolling Motor, Call Scott Roberts 626-915-3314

For Sale: 1950 Glaspar 12' Row Boat with 57 Mercury 10 hp. & trailer + orig. gas can. Greg 818-957-6267

For Sale: 1966 Johnson, 20 horse electric start. Call Dominick Clesi 562-860-3045.

Wanted- Lower unit for Mercury KE-7, KF-7 and KF-5, Please Call Dave Williams at 909-735-7848

Wanted-Carburetor for ELTO Super Single-a Tillotson MC1A Call Gerry Coats at 619-272-3642

Wanted-Rebuildable power head for a Mark 45 & or Mercury 500 Larry at 310-510-7228 or P.O. Box 1302 Avalon, California 90704

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

Wanted- OLD Fishing Lures, reels, bamboo rods, misc. pre-WWII Fishing Tackle, Under 3 hp. Outboards pre 1940. Philip 805-967-8393

Wanted - 12 hp. Goodyear Sea-bee Call Tom Lockwood at 714-635-3295

Wanted - Will buy an Evinrude or Elto Rudder Twin - ANY CONDITION! Call Les Gunnarson at: 714-639-6127, E-Mail: LESLIEG121@AOL.COM

Wanted - Martin 20. Please call Lee at: 714-996-6661

Wanted - Woman to cook and clean & has newer boat and motor home. Please send picture of boat and motorhome. P.O. Box 40 -Your Town

THE LOCKWOOD STORY

By C.D. Lockwood

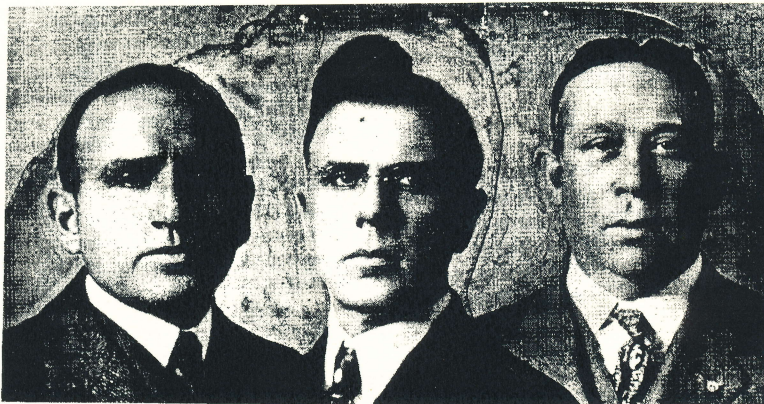
The author, C.D. Lockwood, is one of two cousins still alive July, 1982, according to the 1982 Antique Outboarder, who worked at the Lockwood Motor Company office in the 1920's.

The Jackson, Michigan City Directory of 1901 listed Fred T. Lockwood as a machinist working for B.J. Carter. Later in 1901, the Lockwood Brothers, Fred T. and Arthur L. were operating their own business in a downtown store, a "great and growing city of 30,000 souls" said the Mercantile Visitor, Illustrated.

Lockwood Brothers did all kinds of electrical work, wiring houses for electricity, installing telephones, and call bells, repairing dynamos and motors, selling electrical supplies, and repairing bicycles.

In 1903, they were not only selling bicycles and repairing them, they had the agency for the Pope-Waverley automobiles, and for Oldsmobile. Customers could house their vehicles at the Lockwood garage and batteries would be charged overnight and a telephone call would bring the car to the door, ready to go. It was about this time that Fred T. built his own first car. "I was so busy," he said in later years, "that I drove six months before I had time to put in the brakes." "How did you stop it?" "Put it in reverse." "Didn't that strip the gears, or something?" "Different transmission than we use now." According to one employee, "Fred rounded the corner one morning and sped in the open doorway of the garage yelling "Stop me, Stop me." Everyone dropped his tools and ran to grab a fender.

Lockwood Brothers made three cars and in April, 1905 were hard at work building their marine motor. About 1908 the first large marine engine was installed in a large launch, with a canvas top. At nearby Clark Lake, there were three large passenger boats which met the Cincinnati Northern



Photographs of Arthur L. and Fred T. Lockwood and W. L. Ash taken in 1915.

trains that stopped at the station several times each day. The Lockwoods converted the last of these boats from steam to gasoline with their largest, most powerful engines. In 1914 the company produced its first one cylinder battery type outboard. That, and other outboards being designed and built forecast the end of the inboard motor as it had been used for family pleasure craft, launches and local speedboats. Fred T. and Louis H. built what became the fastest speedboat on Clark Lake in their spare time, in the basement of the new addition to the factory. It never entered an official race on Clark Lake. The Yacht Club members disbanded it.

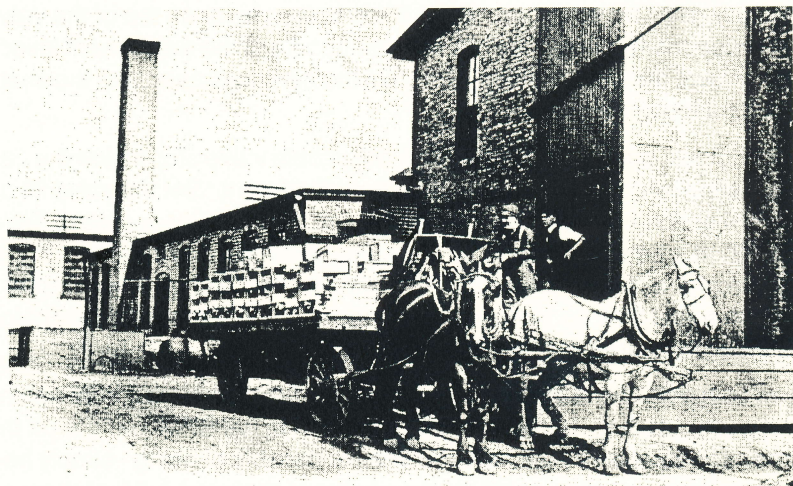
The little "kicker," a single cylinder, battery type two horse power sixty-two pound motor was considered safe enough for Fred T's offspring to operate.

She became the only child on Clark Lake to have full use of a motor boat,

amount of oil."

There was a trick in hooking up the battery, the coil box and the motor in the right sequence, a trick easily mastered by a child but somewhat difficult for non-mechanically minded adults. There was also a trick in adjusting the spark and the throttle, also easy for a child who acquired a feeling for it.

Half of the fun - make that a third of the fun - was "fixing" motors for father's adult friends and running them back under their own power before father came home from work. Each repair job was duly reported. No comment from Fred T., but he was more than willing to go swimming before dinner, with no motors to fix. Trouble was, the child soon ran out of customers who seemed embarrassed to row their balky motors in for repairs - made by a little girl. No charge, of course. It was company policy to keep motor owners happy. Then father sold the Pirate. It was the end of an era.



Fred T. Lockwood, right, overseeing the loading of a shipment of motors headed for the freight

“Don’t Forget that it costs only 2 cents to write us here at the factory and ask questions.” (Lockwood Ash Motor Company 1928)

By David Vaughan

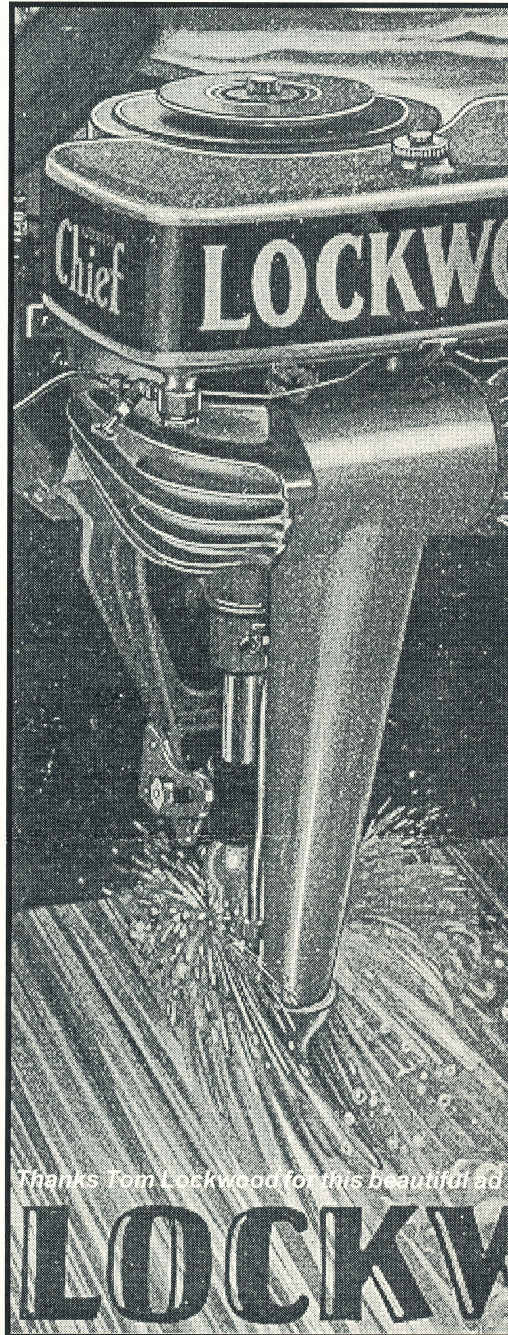


Ahh, the good old days! Believe it or not, 72 years later, for current postage, you now can contact Dave Lockwood and get assistance, some parts and, engine literature. And That’s exactly what I did. I picked up a badly salt corroded, frozen, 1928 Ace from a local OB shop in 1993. It sat for several years until I got up enough enthusiasm to tackle it as a project.

There was no question but that it had to be completely disassembled and each part refurbished. This turned out to be a monumental task because disassembly was very difficult and some parts literally crumbled in my hands. This is where Dave Lockwood came in.

A friend of mine did decal color separations for Dave a few years earlier so I knew he existed. It was simple to look up his address in the AOMC directory and contact him. Dave came through like a champ replacing the missing parts and also coming up with the decals, parts manual and operating instructions.

I had to cut the bottom out of the tank and do some heavy pounding to straighten it to a serviceable rectangle.



PACKED with power — offering advanced design and superb construction enhanced by numerous exclusive features that add greatly to dependability and operating ease—the Lockwood Ace and Chief give values unequalled in the entire outboard field!

Easy to start! The Ace and Chief are equipped with powerful Eisemann magnetos. At moderate additional cost, the Chief offers perfected 12-volt electric starting. The Ace is equipped with a new-type back-pressure relief that insures easy starting at its easiest.

Easy to Steer! Both the Ace and Chief are equipped with the famous Lockwood Pilot, “the unseen hand that takes hold when you let go.” Your hands are free to rig a rod or light your pipe while the motor holds a steady course.

Swift! The Ace, weighing only 55 pounds, developing 7 horsepower, is the fastest, most powerful motor in its class. The Chief, 14 horsepower, meets every power requirement for large family boats, raceabouts and runabouts.

Quiet! The water sealed exhaust so successful on last year’s Chief is now also standard on the Ace. Exhaust fumes and noises are buried under water without loss of power.

Long Lived! Costly materials, liberal oversizing, precision manufacture account in part for the extra years of trouble-free service delivered by every Chief and Ace. And vitally important is the exclusive automatic lubricating system to main and crank pin bearings, in addition to the lubricating system commonly used.

Know the full story on the 1930 Chief and Ace. Send for catalog!

LOCKWOOD DIVISION
Garland Motors Corporation
Ole Evinrude, President
2822-27th Street Milwaukee, Wis.



Thanks Tom Lockwood for this beautiful ad

LOCKWOOD

After beadblasting it along with all the other engine parts, I welded the bottom back in. The finish required priming, painting, (I used enamel with a catalyst), color sanding and rubbing out. I also polished all the brass and copper along with lacquering the remaining parts. The ignition required complete disassembly but the coil was O.K. It turned out to be a real labor of love.

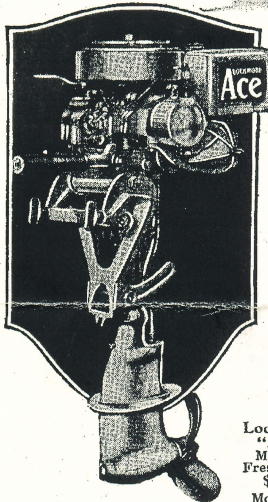
Assembly was easy even though I had to make a new brass muffler can. I made my own gaskets and also honed the cylinders.

From start to finish it took almost a year but the end result was worth it.

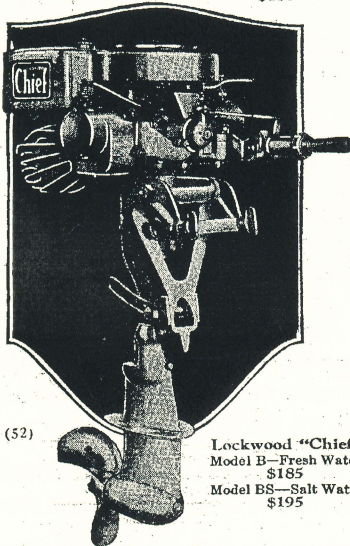
If you want to know more about the Lockwood Company the July and October 1982 Outboarder has a very complete article.

**A Total
Eclipse
of All That
Has Gone Before**

**The
New
LOCKWOOD
BOAT MOTORS
for 1928**



Lockwood
"Ace"
Model A
Fresh Water
\$155
Model AS
Salt Water
\$160



Lockwood "Chief"
Model B—Fresh Water
\$185
Model BS—Salt Water
\$195

Let the official records, certified to by the American Power Boat Association, tell the true story of Lockwood's latest and greatest achievement.

The Ace This new lighter Twin of Class A design, on Nov. 14th, set a new World's record of 27.163 miles per hour, exceeding by 72% the previous World's record for Class A Motors, and at the same time, smashing the existing record for Motors of the next larger class—Class B. Develops 7 H. P. on the Brake.

The Chief This larger, Class B Motor, of the same general design as the Ace, and of course, embodying a number of features made necessary by its greater power and speed, established a new official World's record of 33.543 miles per hour. This remarkable speed shattered all previous records for Class B Motors, and even exceeded what was then the World's record for Motors of the next higher class—Class C. Develops 10.85 H. P. on the Brake.

Think of it! Two new Lockwoods for 1928—and already each has smashed not only the World's record in its own class, but in addition, has smashed the record of the next class above its own.

**Smooth Harmony in Every Part
and Six New Secrets of Power**

Power alone did not make possible these astonishing records. Every part of these New Lockwoods functions in harmony with every other part. New Stream Line — Best Gear Ratio—Most Satisfactory Propeller Size and Design—New and Efficient Pumpless Cooling System—Improved Eisemann Magneto—Better Lubrication—all these, and many other features, combine to make the New Lockwoods the fastest, finest ever built, and all, of course, have the "Lockwood Pilot"—the popular exclusive Outboard Motor feature of 1927. It "takes hold of the Motor when you let go." Insures ease of control and absolute safety.

Nor is this exceptional Power and Speed obtained at the expense of strength or control, for these motors start easily, control perfectly, and while light for portability, are heavy and strong in vital parts to render years of dependable service.

Model T The Lockwood Speedy Family Motor so popular last year is continued for 1928—and reduced in price.

So there is now a Lockwood for every purse and purpose—each an outstanding value—each a Motor of most dependable performance.

Write for Free Catalog Get all the facts about the Wonderful New Lockwoods for 1928. See why we have a distinct engineering advance as revolutionizing in the Outboard Motor field as the great airplane motor of today has been in its field.

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