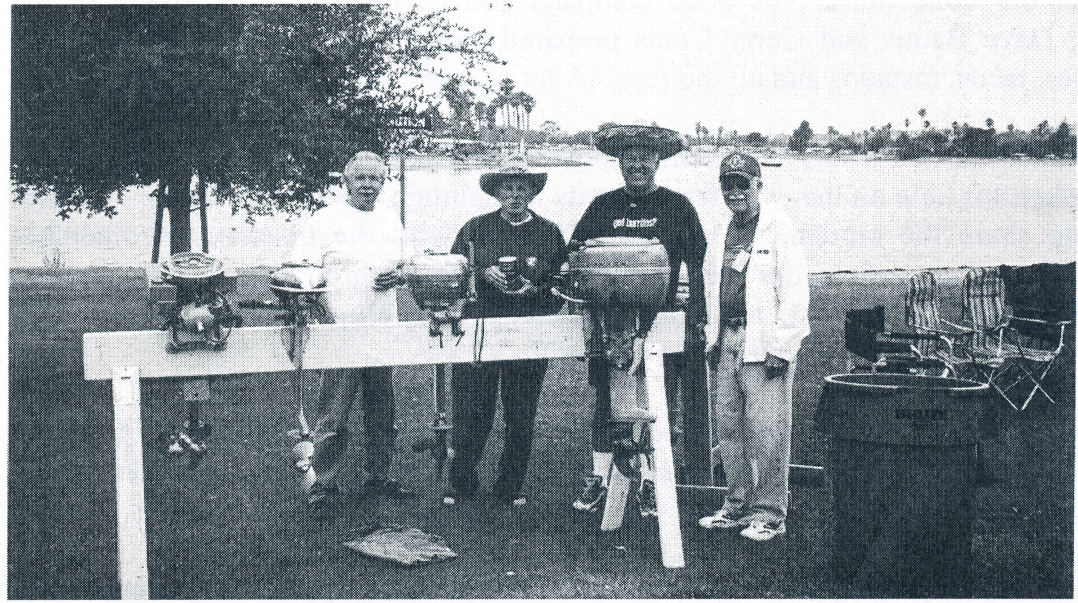


Antique Outboard News

SOUTHERN CALIFORNIA CHAPTER

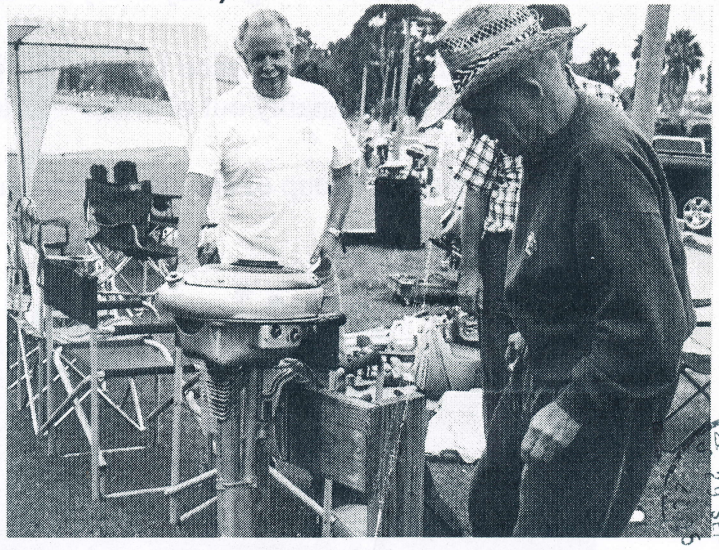
SOUTHERN CALIFORNIA CHAPTER, SEPTEMBER, 2005, VOLUME 1 ISSUE 2



A great day at Mission Bay!
(one of the best places for a meet)



Gerry Coats trying to start an old Merc, just by staring at it!



David Vaughn looking at a cool old Larson!

Antique Outboard News
1240 Logan St, Suite M
Costa Mesa, CA 92626

Next big meet at Castaic Lake - Oct 1st!

Frank Fowler
4918 Coldbrook

Lakewood, CA 90713



Mission Bay Meet—Enjoyed by all!

From Greg MacDonald

Everyone looks forward to the August meet at Mission Bay—and for good reason: a beach with the water right there, plenty of folks walking and bicycling by to admire our collections, plus good company and terrific food. Speaking of the latter, Dave Bauus and Gerry Coats prepared their annual Mexican buffet with tamales, tacos, tostados and all the rest. A lot of work but much enjoyed.

Our new esteemed leader President George (Kent that is) presided at the meeting and asked for help on many different fronts to maintain the success of the club and to help share the burden. We need assistance with the treasury, membership rosters and dues, articles for the newsletter and help with publishing and mailing, membership development, arranging for meets, bolstering attendance. . . Call George with what you would like to help with.

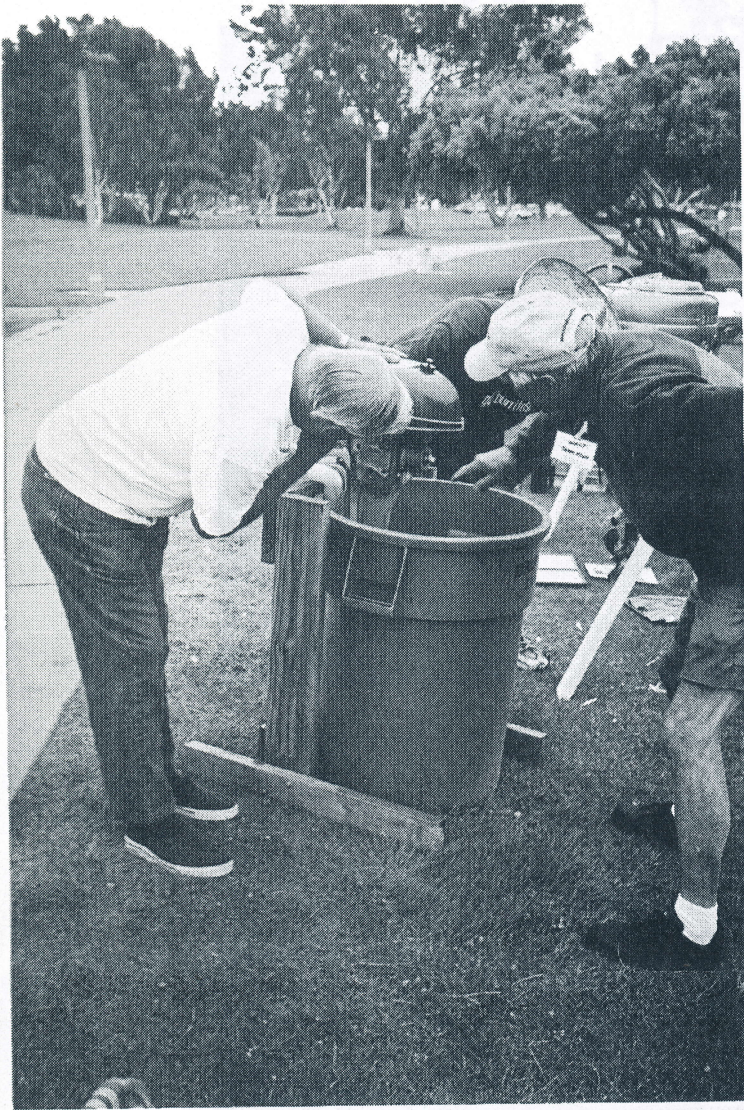
It was great to see Lee and Jackie there enjoying their new and well-deserved “emeritus” status. I don’t know of any two people who have worked harder for the good of an organization.

We had a long-lost member in attendance: Bob “Seldom Seen” Long from Julian. Bob and I swapped some motors and I ended up with his 1948 Evinrude 3.3 that is so nice that it is residing in my study under a spotlight.

There were a couple of nice Lauson motors. Being 4-stroke and air-cooled they can be run interminably out of water—as long as you can stand the racket!

There’s a great lineup of events this coming year—let’s all help George!





Greg MacDonald

Greg must have a very understanding wife, letting him keep an outboard motor in the house.

“Try hookin’ up the spark plug wire.”

Greg MacDonald’s newly-traded

Evinrude residing in comfort





Bob Long helps Peter Przybylski display a trove of boat model kits



Good company, as always

Florida Outboard Racing Season Opens

Motorboat Magazine – April 1936

New Outboard Weight Rule

Mention is made in "The Ark", the official bulletin of National Outboard Association, of the one major change in the official outboard racing rules for 1936. Due to the insistent demands of the majority of the drivers in Classes A and B, the N.O.R.C. decided to adopt an overall weight for driver and boat in the two classes of 250 pounds.

Motorboat Magazine – February 1932

Tips for Outboarders by Frank A. Gendreau

With an Evinrude 22 hp. Speeditwin, I had plenty of trouble getting a starting rope that would not break and take the skin off my fingers. I tried enough rope to moor a battleship until I came across an old steering rope made by the Plymouth Cordage Co. with wire in the center. After that I did not break another rope in over 200 hours.

My motor weighs from 100-120 pounds and even with two men made and awkward carry, but I overcame that by running a piece of 7/8-inch pipe through the holes in the motor bracket and found it very satisfactory as a carrying handle as well as to lay across the gunwales of the boat when greasing the gear case. The pipe is about 4 feet long.

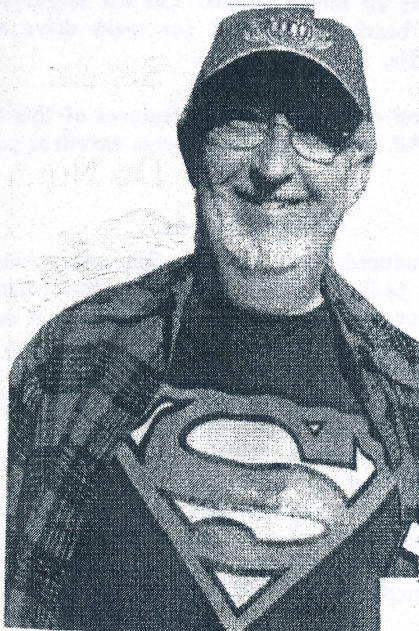
Another serious problem to me was the loosening of the thumb screws which hold the motor on the boat, but by drilling 1/4-inch holes in the wings of each screw and inserting a 1/4-inch rod through them it thoroughly locked them in place.

Once when I was some distance from my mooring I found one of the cylinders had cut out, so I took out a plug while the boat was running and found that my speed increased about 25 percent over running on one cylinder with the plug in the dead cylinder.

Over the motor I have bent a piece of galvanized iron in the shape of a hoop and inserted the ends in wooden blocks similar to oarlock holes and over that a piece of auto top fastened along the gunwales with Carr snap fasteners so that only the steering handle sticks out. In rainy or rough weather it keeps the motor completely dry. When not in use the rods and cover can be slipped away under the seat. Of course I run the cover well back as the motor sets in about 2 feet from the stern.

In the bow I keep a can full of old oil and a brush with which I coat all the submerged parts of the motor when she is laid up from week-end to week-end. The reason I mention this is that the propeller is made of a composition and barnacles form very quickly on it in salt water.

For a mooring I use an old sewer cover with a 3/4-inch ringbolt through it and find that it will hold up to a two-ton boat if dropped on a soft mud bottom where it can get suction.



Sincerely,

Steve Hurley

An article about 1932 changes in Lathrop, Outboard Motors Corp., Johnson, Neptune Outboards, Cross Seagull, and Caille Outboards lines of motors is attached.

Lathrop Display

A new addition to the Lathrop Line, were the "L H" models in fours and sixes. The four delivers 46 hp. at 3000 r.p.m., while the six shows 73 at the same turning. The trim "Mystic," a six of earned reputation, was also shown, which rates 150 hp. at 1500 r.p.m. A smaller edition, the 100 hp. unit, practically duplicates the larger unit in general design. Down draft carburetion is used and most complete accessories are provided. A highly desirable appliance now obtainable for the "Mystic" models, is a mechanical ventilation unit fitted to the fore end of the flywheel housing; which appliance offers adequate ventilation to the motor compartment and bilges, and removes all objectionable and dangerous vapors, a feature which is highly desirable on the present day cruiser.

Lathrop also showed some of the older T-headed single cast cylinder units.

Outboard Motors Corp.

Here the popular outboard motors held sway, exhibiting the Elco and Evinrude products. In the Elco line, new developments were apparent in the super and service model A, the former develops 11 hp. and is suitable for any type of hull from step hydros to the finer family boats. The service model is, as its name applies, more adapted to general service conditions. Another new one, was the "Fisherman," a 4 hp. twin, which may be throttled to a trolling speed. Still another was the "Light Weight," the weight of which is but 38 lbs., yet it delivers 4 hp.

In addition to these new lads, the remaining models were exhibited: namely the "Senior Speedster" of 14 hp., the "Special Speedster" of 12 hp., the "Super C" of 25 hp., and junior and senior "Quads" of 18 and 36 hp., respectively.

The familiar battery ignition has been adhered to, and electric or inertia starters may be had on the larger models.

Cross Seagull

A new product of the Cross Motor Sales Corporation was the two-cylinder, four-cycle outboard motor displayed and known as the *Seagull*. The design has been very cleverly worked out in order to present a four-cycle motor of light weight, high power output, compactness and low cost. The unit rates class C and develops 20 h.p. at 3,500 r.p.m., although higher r.p.m. are possible. The weight is but 95 lbs. and this has been kept at a minimum by the careful selection of proper alloys. The cylinders, for example, are aluminum blocks with nickel iron sleeves and valve seats inserted.

Economy in operation is one of the strong claims for the outfit and this, of course, is possible through the use of the four-cycle principle and pressure feed lubrication. Economy tests show the motor to cost approximately 24 cents per hour's operation. Throttling, ac-

celeration, and quietness are also features of this type of motor. All in all this unit presents excellent possibilities.

Johnson Outboards

The famous and long line of "Sea Horse" models were on exhibition in the Johnson booth. The Vacturi float feed carburetor used formerly on racing jobs, is now standard equipment on the large motors. Various refinements and improvements have been added to the series, giving a general increase in power. The special Johnson features, such as "Full Pivot" steering, water cooled exhaust, release charger for easier starting, rotating valve for even gas distributions, etc., are all to be found in the new outfits for the coming season.

"Sea Horse" models were presented in a wide range, from the Single, the lightest motor built, of but 27½ lbs., up through the 4, 12, 16, 24, and to the 32. In addition, the popular "Standard" and "Light Twins" of 7 and 4 hp. were shown. Units especially adapted to racing, and the Johnson tilting stern drive completed the display. Either Ree-Koil or electric starting is available on models from the "Sea Horse 4" up to the 32.

Neptune Outboards

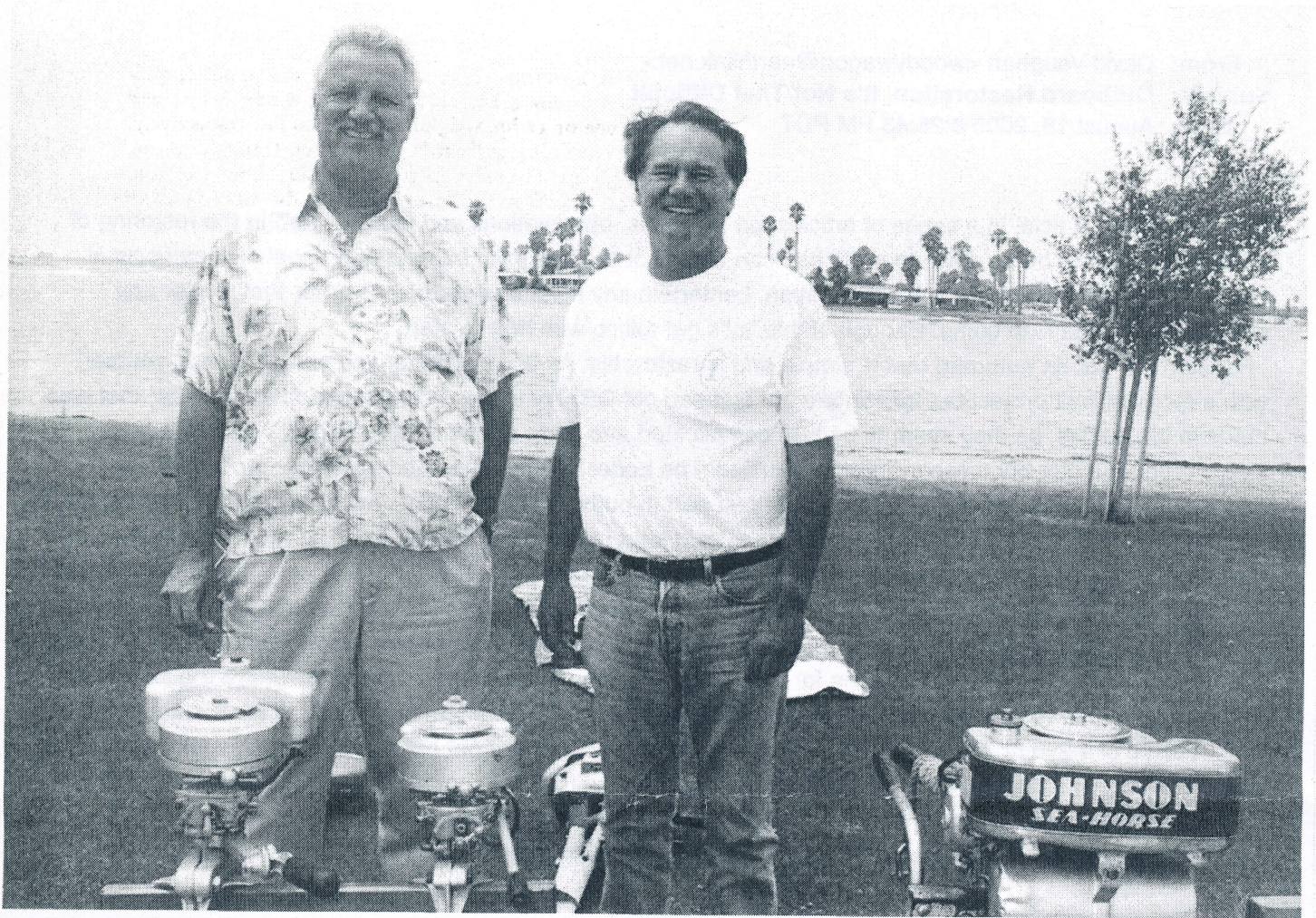
The Muncie Gear Co. displayed their twin outboard motor in several models. The "Junior" rates 3 hp., the "Improved" 5 hp., and the "Master" 16 hp. These are rated power, the actual developed hp. being somewhat higher in each model. Weights are respectively 45, 50, and 95 lbs. The latest features found in outboard design are well incorporated in the Neptune motors. The throttle is conveniently carried to the steering handle for ease in control. The cooling system is a combination of pump and siphon, and insures positive cooling at all motor speeds. On the larger two models, ball bearings are used for main drive and propeller shafts.

Caille Outboards

Caille introduced a new featherweight motor, which, although but 34 lbs., develops a full 4 hp., and its length for packing or carrying, is 30 in., thus making it easily stowed or transported as the occasion may arise. In design it follows the development of the former well known Caille products. The manufacturers claim four hours running on one gallon of fuel.

Various other models, from 10 to 23 hp., were shown, and are to be had in both the multi-flex and utility type. Their weights range from 55 to 110 lbs.

The multi-flex control was also demonstrated. This special Caille feature permits full speed control from reverse, through neutral to high speed forward.



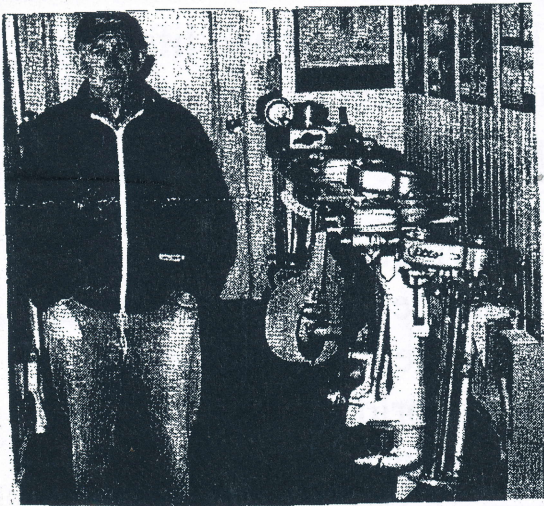
So. Cal. Antique Outboard member Paul Brinkman, Jr and lifelong friend Bill Beaudette enjoy the Mission Bay Meet in August. Bill has been a yacht broker in the San Diego area for a number of years and currently sells mega-yachts for Ensign International Yacht Brokerage on Harbor Island in San Diego. His father, Palmer Beaudette, was a pioneer in the marine biology field along with Jacques Cousteau and John McNabb. Their deepsea trawler, the Neptunus Rex, traveled throughout the world and assisted the marine biologists as they discovered numerous new marine species. Bill has come in contact with some interesting antique outboards over the years and has expressed interest in joining the Southern California Antique Outboard Chapter.

From: David Vaughan <woodywagon@earthlink.net>
Subject: **Outboard Restoration, It's Not That Difficult**
Date: August 18, 2005 8:26:43 PM PDT

This is the first article, in a series of articles, on my ideas, observations and the "how to", in the restoring of outboards. I'll try to be as down to earth as I can so as not to lose your interest and hopefully I can sow a seed in you trying your own motor restoration. I entertain any input or suggestions or for that matter any corrections in what is to come. Enough of this, let's get rolling with how to start.

For starters, get an outboard that is simple and is restorable. As you get better you can challenge yourself with a more difficult project but for starters get a cheap old OB. Try to get a complete popular engine, that was made in the thirties, as they seem to be less complicated and parts are fairly easy to get. If possible get a single cylinder motor but a two cylinder will suffice. The better the gas tank the faster your project will go because straightening a tank is by far the hardest part in outboard restorations. Avoid salt water engines, if possible, which is somewhat difficult in our area. Next start researching for any parts literature and copies of the owners manual. This information is not as hard to find as you think. If you have trouble give me a call and I'll direct you in the right direction. A picture is worth a thousand nuts and bolts when you're trying to dismantle or when reassembling an engine. Line up a source of decals as these really give the finished product a classy professional look. Get a box of baggies for your parts. It's easy to lose a part or wonder where it goes but in a baggie with a note to yourself you'll be amazed at how smart you are. If you already don't have a stand make one. A piece of a 2x6 or 2x4 clamped in a vise is as simple as you can get but if you're handy with wood you can make a floor model which later can be used in starting your OB. It would be very helpful if you study up on two cycle theory as it makes understanding what you're to do much simpler.

In the next newsletter I'll discuss the tools you'll need, tool usage and how to get that rascal apart.



David Vaughan

ANTIQUE OUTBOARD MOTOR CLUB
SOUTHERN CALIFORNIA CHAPTER
March, 2005

***SHARE YOUR E-MAIL ADDRESS,
 Make a New Friend.**

**Date
 to mail dues:**

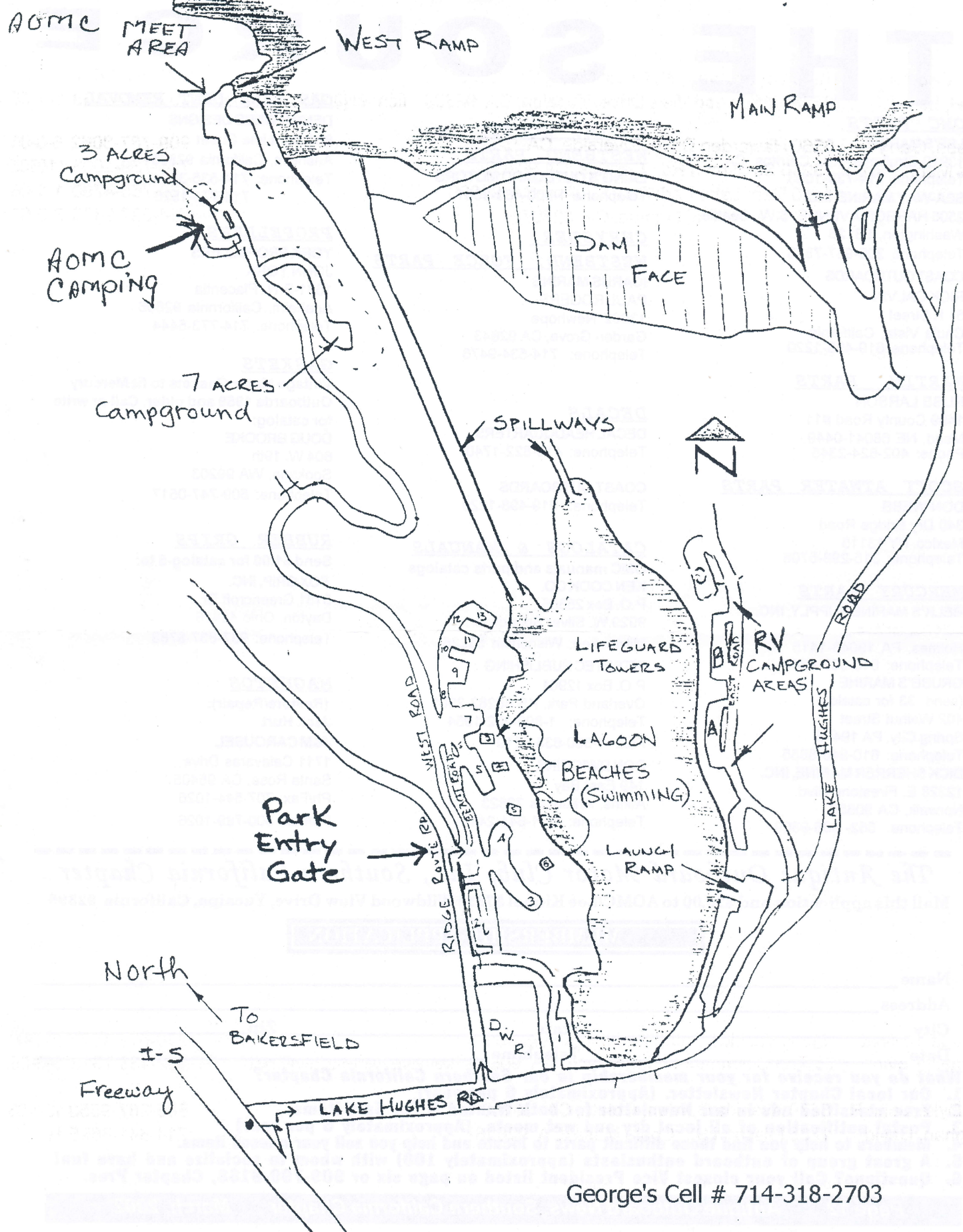
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ANTIQUÉ OUTBOARD MOTOR CLUB
SOUTHERN CALIFORNIA CHAPTER, MARCH, 2005
Share your E-Mail Address, Make a New Friend

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The Antique Outboard Motor Club, Inc., Southern California Chapter
Mail this application and \$20.00 to AOMC/Lee Kinnel 37230 Wildwood View Drive, Yucaipa, California 92399

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 (approximately 100) with whom to socialize and have fun!
6. Questions? Call your closest Vice President listed on page six or 909-790-8168, Chapter Pres.