

# Antique Outboard Club News

## Southern California Chapter

September 2020

**Thanks to Brad Menet; A Great September Meet at Amber Marine**



### **Bob Heerdt accepting Outstanding Achievement Award from Club President Paul Brinkman**

Bob Heerdt, a retired CPA and proud alumni of USC has been a long time member of the Southern California Chapter of the Antique Outboard Club. He was especially helpful and contributed to the chapter during George Kent's reign as President. He is an avid sport fisherman and boat enthusiast. The Award presented to Bob by our club President, Paul Brinkman, is for Outstanding Achievement and is long overdue.

**Glad you could make it Bob!**



# We Appreciate Brad and his Staff! Thank You Guys!



**Kip Fjeld engages Darryl Webber and his grandson Jake in deep discussion pertaining to the modern-day manufacture of a classic Johnson Emblem. (See Inlay)**



**Member John Van Dyke and his wife Mary. Whoever makes that blue chair should put this picture in their sales brochure; SUCH COMFORT!**



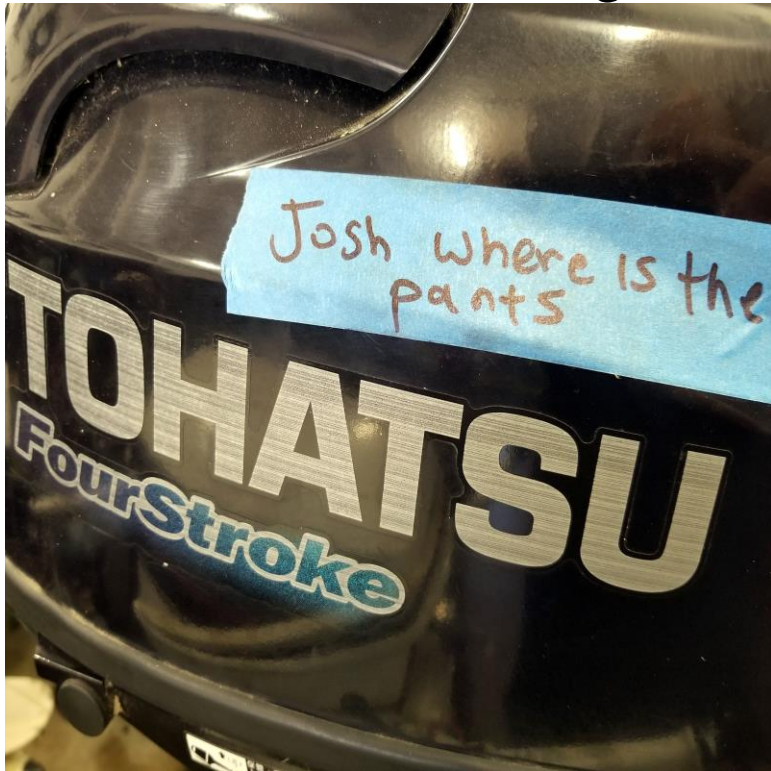
**Two prospective new members: Darryl Webber's son Jon (right) and grandson Jake. Three generations of Webbers at the meet!**



**Tim Diaz (Les Gunnarson's son in law; left) and long time member Kip Fjeld (right) have the Knaack for relaxing and enjoying the meet. What's NSU Kip?**



Hard work makes a great Meet! Thanks Paul and Brad!



**C'mon Josh! You HAVE to wear pants when working at Amber Marine. It's Corporate Policy! I hope I don't have to mention it AGAIN!!**



**The Miracle of Re-Branding!  
Your Nissan is a Mercury is a Johnson is an Evinrude is a Tohatsu. Remember that when parts shopping!**



**Brad's Beautiful Restored Boat with a Johnson Javelin Outboard; it's chrome gleaming in the Costa Mesa Sunshine. Such attention to detail!**



**George; we will NEVER take you for granted. Meet after meet George Kent dishes out his famous chili and cornbread.**



# Great Weather, Great Food, Great People!



We all gather around "Old Glory"; Brad Menet's show-class restoration. An Example of the quality of the work at Amber Marine. So many specialties have to come together; Wood-Working, Paint, Mechanical skills for a better than new period correct look.



Amber Marines' Josh showed up early and stayed late. Thanks for all the hard work Josh!



A Trio of Beautifully Restored Mercury Green Tops at Brads



Konig Racing Engine on a Tohatsu M3-5A Mid-Section



Brad Menet, Bob Heerdt and George Kent found some welcome shade.



Steve Johnson and Glenn (with his Raffle Prize Fishin' Pole!

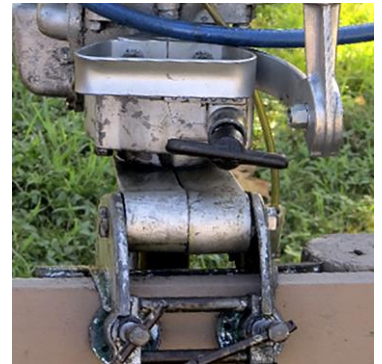
Photo Credit: Chuck Kober and Darryl Webber



# Mystery Motor! What is it?



Some Hints Below



Can you identify it? The Answer is on Page 9

## **Are You a “Drum-Runner”?** **Maybe You Know a “Drum-Runner”?**

Last week I was talking with my Nor-Cal AOMC friend Bob Meyers. Bob mentioned to me that there was (is??) a group of antique outboard guys in the Central Valley area; separate and distinct from the Nor-Cal Chapter who call themselves “The Drum-Runners”. They get together on an informal basis and run one of their motors (You Guessed it!) in a DRUM.

The Drum Runner’s motors don’t always RUN of course....so the group gets to share their expertise and tools.....and parts.....and enthusiasm.....and GET IT RUNNING.....in the DRUM!

Sound like fun? Want to give a So-Cal version a try? I’ll supply the DRUM!



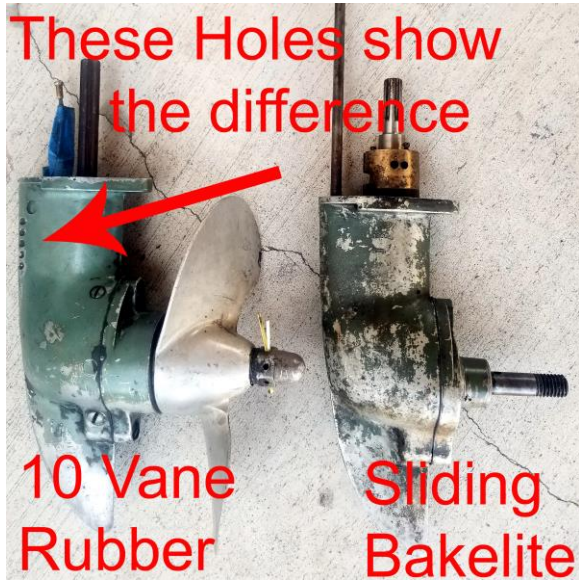


# Use Mercury Impellers in your 50's Elgin

Many parts for our motors are NLA or made from unobtainium. We need to deal with it, and even if a NOS part is still available, it may not be for long. It's often worth the effort to search out an alternate. A RETRO-FIT.

## Old Elgins Need Love Too!

This summer a 1954 5HP Elgin 571-58571 came my way. It was a complete good-running motor; needing only an impeller. I contacted Brian Wilcox; a club member in Michigan who makes impellers for the old motors on an exchange basis.. Brian told me that he no longer makes the 10-Vane impellers for the Elgins; saying that the poly-urethane he uses doesn't really hold up for that size. He was quick to suggest a fix (Thanks Brian!) by using two Mercury 47-89980 Impellers stacked one on top of the other! These are used in the 3.9-9.8HP Mercury motors from the 60's and onward.) I took his advice and found it to be an easy, effective (AND CHEAP!) fix.



The Green Elgins from the 1950's used two designs of impellers; a sliding plate made from bakelite and then the newer 10 vane rubber impellers.

This retrofit is dealing with the 10 vane #25065-1 impellers. You can tell which you have by the location of the water intake holes (See Picture left)

Driveshaft must be drilled and pinned so the pin catches in the machined groove in the impeller. (below)



At right....see the impeller fitment in the pump housing. Near perfect and works fine!



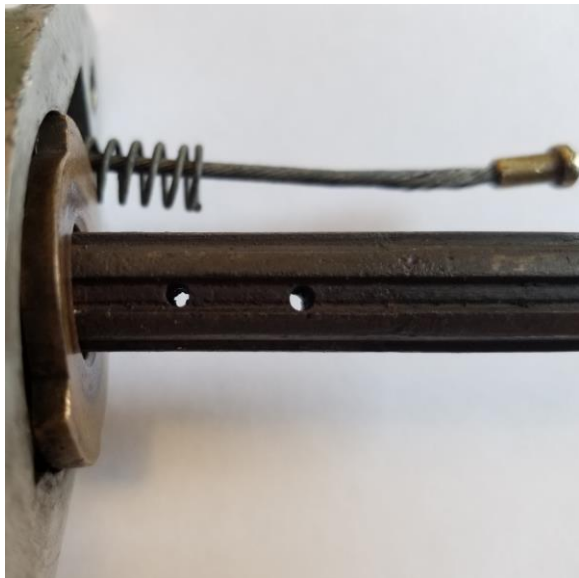
Brands Shopping Week price US \$3.30

US \$3.42 US \$3.30 -11%



The Mercury Style impellers can be had from a variety of sources. I chose Chinese made impellers available online at a cost of \$3.42 each, shipped to my door.

Stacked, they are almost identical in height and width to the Elgin 10 vane impeller on the right. Close enough!



Drilling the driveshaft can be a challenge as it is hardened steel. A carbide or similar drill bit may be required. The inner diameter of the impellers also need to be enlarged slightly with a drill or file. Easy to do! However, if you would rather stick with the original design 10-vane impeller....another club member; Bob Long in Washington is still making them on an exchange basis. Call Bob at 360-754-7456.

# A Sample from our Chapter Library

Evinrude Row Boat Motor "Spreadsheet" originally compiled by member Harry Nicholson

Print out a clearer version of this at our site: [http://www.socalaomci.com/library/evinrude\\_rbm\\_id\\_guide.pdf](http://www.socalaomci.com/library/evinrude_rbm_id_guide.pdf)

## Evinrude Detachable Rowboat Motor Identification Guide and Checklist

Data Compiled by Harry Nicholson

Characteristic or Feature	1910-11	1912	1913	1914	1915	1916	1917	1918-20	1922	1923-24	1927-28
Gas tank capacity 3 quarts	X	X									
Gas tank capacity 1 gallon			X	X		X		X		X	X
Gas tank capacity 7 pints					X						
Small gas cap, no oiling cup	X	X	X								
Large gas cap with oiling cup				X	X	X	X	X	X	X	X
Flywheel Diameter 9 inches	X	X									
Flywheel Diameter 9 1/4 inches					X	X				X	X
Flywheel Diameter 9 1/2 inches			X	See Note 1							
Spark Plug threads 1/2"-14 NPT	X	X									
Spark Plug threads 7/8"-18 SAE											
Tilt Quadrant Arms are smooth	X	X	X	X	Model D only						
Tilt Quadrant Arms have detents					X	X	X	X	X	X	X
No skeg on gear foot, 2 screws in rear cover	X	X									
Skeg on gearfoot, three screws in rear cover			X	X	X	X	X	X	X	X	X
Gearcase has lash adjustment (screw type) on nose		X	X	X	X	X	X	X	X	X	X
Uses RH rotation propeller	X	X	X	X	X	X	X	X			
Uses LH rotation propeller									X	X	X
Prop Diameter (and Pitch if known)	9 inch	9 inch	9 1/4	9 1/4	9 1/8 X 13	9 1/8 X 12				9 1/8 X 12	9 1/8 X 12
Gas tank lacks a shut-off valve	X	X	X								
Gas tank has shut-off valve				X	X	X	X	X	X	X	X
Gas tank has "FORWARD" only embossed on top										X	
Gas tank has "FORWARD" and "REVERSE" embossed on top											
Gas tank lacks "beading" on side panels	X	X	X								
Gas tank has beading present				X	X	X	X	X	X	X	X
Gas tank has decals			X	X	X	X	X	X	X	X	X
Mixer valve cap has square nut cast in	X	X	X								
Mixer Valve cap has stop pin for adjuster		X	X	X							
Cylinder bore is 2.500 inches (2 1/2")	X	X									
Cylinder bore is 2.625 inches (2 5/8")			X	X	X	X	X	X	X	X	X
Piston ring is a single 1/2" wide ring	X	X									
Piston uses two wide rings (pinned)			X	X	X						
Piston uses three narrow rings						X	X	X	X	X	X
Connecting Rod has babbitt on big end	X	X	X	X							
Connecting Rod has no babbitt on big end					X	X	X	X	X	X	X
Two-piece crankcase	X	X	X	X	see note 8						
Three-piece crankcase (removable top and bottom)					see note 8	X	X	X	X	X	X
No grease cups or oil cups	X	X	X	X							
Grease cup on top bearing					X	X	X			Kipp Oilier	Kipp Oilier
No stop/ground button on timer lever	X	X	X								
Stop/ground button on timer lever				X	X	X	X	X	X	X	X
Brass or cast iron tiller bar (3 slots)	X	X	X	X	X (D & H models)						
Exhaust manifold runner has no lettering or design	X								Model K only		
Exhaust manifold runner has block type lettering only		X									
Exhaust manifold embossing includes boat illustration			X	X	X	X	X	X	X	X	X
Dry exhaust (no water jacket in manifold)	X	X	X	X							
Wet exhaust (water cooled manifold)					X	X	X	X	All except Model K	X	X
Muffler is 2.750 inch and has single triangle hole pattern	X										
Muffler is 2.750 inch and has double triangle hole pattern		X									
Muffler is 3.00 inch diameter and has double triangle hole pattern			X	X							
Muffler is 3.00 inch diameter and has raised ring embossed around circular hole pattern						X	X	X	X	X	X

### Additional Notations, Oddities, One-offs, Etc. (Compiled by Harry Nicholson As Well As Various Other Contributors)

1. Early 1914 motors used large brass flywheel - Later 1914 motors changed to smaller flywheels wrapped in brass and were nickel plated (most common Evinrude flywheel)
2. Flywheel Magneto available on all 1914-28 models
3. Maxim Silencer muffler was standard in 1915 only - other years, it was an accessory
4. The 1914-15 magneto coils are directly opposite each other - 1917 magneto coils are connected to each other
5. Timer lever cast in as part of the magneto plate in 1915
6. A compensator assembly is incorporated into the tower of the 1915 non-reversing models
7. Transom bracket cross-bar has been rounded off for better carrying in 1915
8. Reversing lower unit available in 1915-1928. Standard in 1915
9. Some 1915 motors may exist that used the two-piece crankcase - its difficult to pinpoint exact date of changeover
10. Reversing lower unit motors usually designated as model "A" - Battery Ignition Motors usually designated as model "B"
11. Three-point transom bracket design came in 1915, except for Model "D" commercial motors
12. The carburetor air valve adjustment wheel (on top) had an indicator tab starting in 1915 (except for the Model "D")
13. Connecting Rod had oil deflector wings rivetted on from 1916 and up.
14. 1922 Model K uses plain hot-type exhaust manifold
15. 1923-28 motors used aluminum rope sheave for starting only - no starter knob hole in flywheel
16. 1922-28 models with LH rotation propeller used a new style of gearcase with position of driveshaft changed and position of propshaft gear reversed
17. 1928-28 magneto coil is removable
18. 1927-28 use stepped flywheels - 1927 has aluminum rope sheave with dark-blue centre background.
19. Muffler has a double-tube baffle design

Do you have Manuals, Guides, Parts Lists, Vintage Literature etc that you would like to add? Let's make this resource a "go-to" destination for hard to find; interesting publications. [socalaomci.com/library](http://www.socalaomci.com/library)



## Buy/Sell/Trade Section

	<b>1961 Mercury 800 6 Cyl One Year Model Full Gearshift (NOT DR) 80 HP Brass Prop Controls and Cables Inc. S/N 1402812A</b>	<b>\$400.00 Contact Paul Brinkman Or Tom Lockwood For More Information</b>
	<b>ELTO Pal Skeg Broken as many of these are  Low Compression but will run.</b>	<b>Make Offer to Dave Buaas <a href="mailto:lotemp@gmail.com">lotemp@gmail.com</a></b>
	<b>ELTO Pal "Parts Motor" Missing Gas Tank but has good skeg</b>	<b>Make Offer to Dave Buaas <a href="mailto:lotemp@gmail.com">lotemp@gmail.com</a></b>
	<b>TAS 1980's Vintage 12 lbs 1.2HP Great Canoe Motor!</b>	<b>Make Offer to Dave Buaas <a href="mailto:lotemp@gmail.com">lotemp@gmail.com</a></b>
	<b>Caille 1932-33 Model 79 Fixed Prop. Ran 10 Years Ago. Started Well when cold but was hard to start when hot.</b>	<b>Make Offer to Dave Buaas <a href="mailto:lotemp@gmail.com">lotemp@gmail.com</a></b>
	<b>Caille 1928 Junior Model 10. Good compression; Ran 10 Years Ago</b>	<b>Make Offer to Dave Buaas <a href="mailto:lotemp@gmail.com">lotemp@gmail.com</a></b>
	<b>Mercury Troll Twin 10HP MK10 1957 With Controls</b>	<b>Contact Doug Penn <a href="mailto:douglas.penn@gmail.com">douglas.penn@gmail.com</a></b>
	<b>Mercury Dealer Display Stands Several to Pick From  One Chrysler Stand</b>	<b>Contact Doug Penn <a href="mailto:douglas.penn@gmail.com">douglas.penn@gmail.com</a></b>

**Wanted to Buy**  
**Gregor H-42 Boat on a Trailer. Motor or no motor.**  
**Tell me what you have. Ugly is OK but not too ugly.**  
**Chuck Kober [cwwk@cox.net](mailto:cwwk@cox.net)**



# Answer to the Mystery Motor Quiz

## Champion 3G (1941) 3H (1942) “*Electra*”



The restored 3H pictured at the left is owned by a Michigan AOMC Member. It is interesting the effects the War had on the outboard industry; in 1941 Champion switched from cast aluminum cowls to stamped steel cowls. Aluminum was needed for the war....

Champion Motors Company (Not Related to the Spark Plug Guys....) certainly made an interesting contribution to the Pre-War and Post -War Outboard industry in the US. Starting their existence in 1926 by founder Sig Konrad; they continued operation through 1957. Most of the brands in Peter Hunn's book get a sentence or two; Champion gets nearly three pages. The Mystery Motor was produced in 1941 (Model 3G; 206 produced) and followed as the 3H in 1942 with 1893 produced. They were dubbed the “Electra Alternate Firing Twin” 7-hp and featured an unusual under the powerhead recoil starter, side-mounted Tillotson AJ-9A carburetor and a WICO FW6 1/2-1418 Magneto. There is only one coil, one set of points and one condensor that alternately fires both cylinders. Johnson employed a similar design in their LT, DT, and AT models. Inside the flywheel there are two sets of magnets and a bakelite disk with a brass sector that fires one cylinder but grounds the other. All previous Champion twins were “Opposed Twins” that fired simultaneously, so this motor claimed new territory. Plus it looks COOL!

*Information and pictures courtesy of AOMCI Members Peter Hunn, Art Dekalb, Steve Woods, Harry Nicholson, Bill Bowers, Bill Sparrow and Ed Hein.*

### Want to Join the Nationals?

Please see Tom Lockwood or Paul Brinkman.

The benefits of National Membership are many and varied. The small annual fee gets you a beautifully done magazine “The Antique Outboarder”, access to the full aomci.org website, Member Registry and unlimited fun at meets all over the country.

The Application for submittal can be found at:

[/ https://aomci.org/wp-content/uploads/2019/09/New-Membership-Application-AOMCI-19.pdf](https://aomci.org/wp-content/uploads/2019/09/New-Membership-Application-AOMCI-19.pdf)

### Next Meet Information:

Chapter President Paul Brinkman is working on firming up the Christmas Lunch Meet at Woodys Diner in Costa Mesa. As in the past we will have a display outside West Marine....and then most likely an outdoor lunch catered by Woodys. A very tentative date has been set for Saturday, December 12<sup>th</sup>.

**Watch your e-mail for more details**