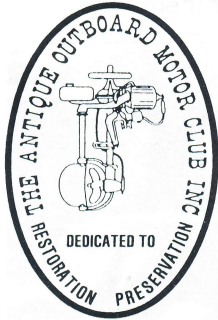


Antique Outboard News

SOUTHERN CALIFORNIA CHAPTER



August, 1999
Volume 1, Issue 1

In this issue,
page:

- 1 Pres. Message
- 2 Dues/Why?
- 3 Big Sale
- 3 Lubricants
- 5 The Source
- 6 Classifieds
- 7 Membership Applications, Southern CA, and National

Way To Go!

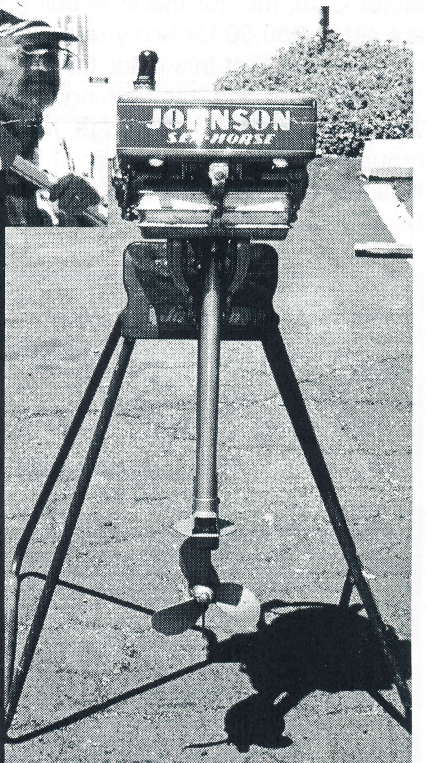
By Lee J. Kinnel
President

The Southern California Chapter is off and running! It has been said that if you take one part historian, one part mechanic, and one part packrat, add water - you've got a member of AOMCI - the Antique Outboard Motor Club, Inc.

What makes this hobby great? There are lots and lots of old outboard motors available, so the prices are not going to get out of range, at least for a while. It is a hobby that almost anyone can afford.

It was great to see many of the familiar faces from our April meet and greet new enthusiasts and their families at our July 24th dry meet. At this meet, we made the first move in an effort to become more organized. I was elected President, **Tom Lockwood** as Vice President, and we

Continued, please see page 6



Antique Outboard News
% Classic Press, Inc.
P.O. Box 746
Yorba Linda, California 92885

We wish to gratefully acknowledge and Thank our past President, Tom Briggs, & Herb Maier Secretary, for their many years of effort on behalf of our Chapter.

BACK COPY

WHY DO WE PAY DUES?

By Tom Lockwood
Vice President



Dues in the case of membership to an organization, by definition, are taxes for services rendered or a product received. There are "no free lunches" so to speak. Sounds pretty blunt doesn't it? Unfortunately it's true. When we were kids, we didn't have to worry about the every day costs or dues of life. Dad and Mom always had it covered. But now we're adults and hopefully accepting the responsibilities that Dad and Mom had covered. Now I don't mean to sound tough but someone has to pay for all the little forgotten things that are going to make this club run smoothly and then we can concentrate on having our fun.

Dues for the Antique Outboard Motor Club, Inc. for the time being are set at \$50.00 for two years. Let me point out that this is for the National Club and has nothing to do with local chapters. Although, it's a requirement to be a member of the National Club in order to be a member of a local chapter. Confused?

Well, it's simple. There are actually more benefits than just a newsletter and four magazines per year from the National Club. (*Application on page 7*)

For the interim, our Southern California Chapter of the Antique Outboard Motor Club, Inc., dues have been agreed to at \$5.00 per year. Cheap. (*Application on page 7*) Some say it's not enough to operate on, others say it's too much and even think the National Club should cover our local expenses. Well, if the National Club officers can be convinced of this notion, great. But, they'll probably tell us to ----- well, tell us something else.

One chapter in the midwest operates on \$5.00 per member per year with a surplus! Another in the southeast operates on \$18.00 per member per year. I don't know about a surplus. But I know they're larger in numbers and more active. Go figure.

For now let's stick with what we have and see how far it takes us. I assure you all efforts will be made to give you the most we can for your money.

In the meantime, make sure your shear pin isn't broken, the oars are in the boat, and the transom plug is in.

What Is Your Antique Outboard Worth?

According to Don Harper, 64, who has a barn full of 400 old outboards in northern Wisconsin, there are two things that determine the price of an outboard. "There's what they're worth, and what someone will pay for them."



Don Stocker from Pasadena with outboard display at April meet.

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

(August 1, 1999 to August 1, 2000)



Butcher, Craig
Briggs, Tom
Clesi, Dominic
Eyre, E.L. "Doc"
Fullmer, Dave
Gunnarson, Les
Holtwick, Jack
Jarvis, Alan
Jong, Howard
Justice, L.M. Zeke
Kinnel, Lee
Lockwood, Tom
McCarville, Ray
Maier, Herb
Nelson, Ed
Smith, Neil
Williams, Dave (2 yrs)

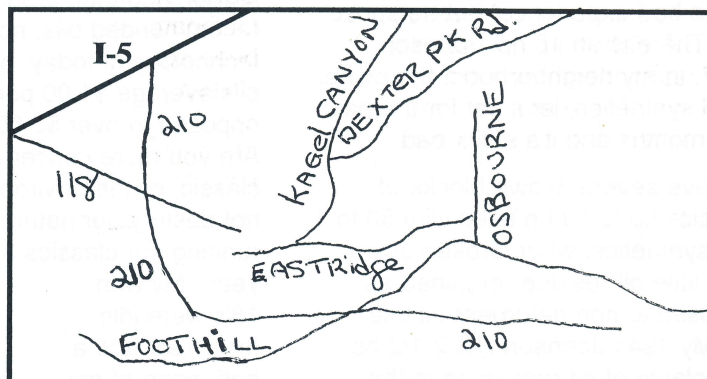


*Partial Group of Enthusiasts/Members
Southern California Chapter April, 1999*

***BIG 2 DAY SALE - Antique & Classic Outboards,
and Many, Many, Hard to Find Parts for all Models and Makes
Saturday & Sunday, August 28 and 29th, 10:00 a.m. to 5:00 p.m.***

- Invitation by our Chapter Member, "Doc" Eyre. Phone: 818-896-8790
- Bring a sack lunch & water or soft drinks. (gloves helpful to sort through parts)
- Address: 12550 Dexter Park Road San Fernando, CA 91342

Take 210 to Osbourne off-ramp. Exit on Foothill north to Osbourne north to Eastridge. Left to Kagel Canyon to Dexter Park Road - to the end of the road.



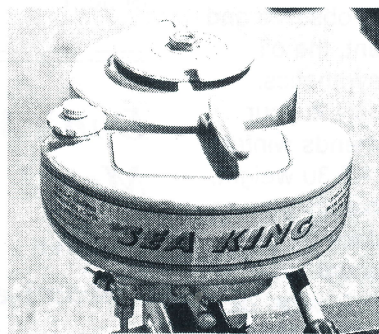
Lubricants for Classic Outboards

By Lee Kinnel

At our last meet a number of members asked me about lubrication for Antique and Classic Outboards.

I contacted **Bill Milligan**, past vice president of the Florida Chapter, for his article on lubricants. Bill is a long time member and one of the most respected authorities on this very important subject.

We understand that there is controversy regarding synthetic oils versus non-detergent oils. This article is the first that we'll publish in our Newsletter regarding lubricants. We now have letters from Quaker State Oil that will be available at our next meet, and we'll do our best to get an article which explains synthetics roll in lubrication to publish in the future Newsletters. Many thanks to **Bill Milligan** for allowing us to publish the following article:

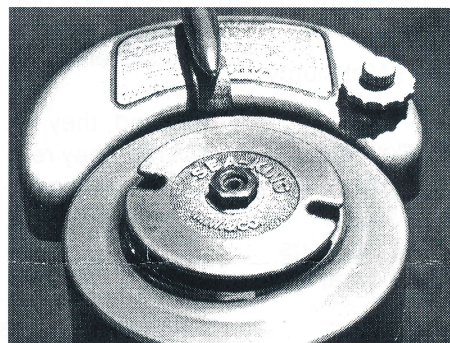


Two Killers of Classics:

By Bill Milligan

The number 1 killer is the lack of proper fuel oil mix. OMC recommends 1 quart outboard oil or 1 quart 30 weight automotive engine oil per 4 gallons of gasoline, equals 16 to 1 ratio for the smaller engines pre 1940 to 1970, HD's, TD & TN, SD, CD, AD & QD, because they contain bronze main bearings with a combination bronze babbitt rod bearings. The 7 1/2 AD model has bronze in the rod, while the cap is babbitt. With the exception of the QD's, 10 hp has only the center main of bronze, therefore; safe operation with 1 quart per 6 gallons is recommended a 25 to 1 ratio because roller mains and needle rod bearings.

Outboard oils of the 1940's and



1950's had large amounts of paraffin (wax), a blend with a lower flash point (burning), than automotive oils, but maintained their viscosity, (thickness) long after gasoline had evaporated,

leaving an oil residue in critical areas of the engine. HD (high detergent) oils were unheard of in that era, nor were there multigrades, (10W30) eg. I frown on the use of synthetics in our classics. I will concede the fact that they burn cleaner for the E.P.A. and are biodegradable, but has anyone researched their composition?

A. Mineral spirits, (for cleaning oil and grease)

B. Vegetable oil, (for cooking, nonfat)

C. Mineral oil, (skin softener and laxative)

In essence you are cooking your engine to death! And in a short time the synthetics will precipitate out of the critical areas and freeze up you engine.

Continued, please see page 4

Killers of Classics

Continued from Page 3

In reference to Sam Cullis, Baltimore, Md. tips in June 1995, page 4 of the Florida newsletter, he is one of many with a bad experience, but he spoke up! There is an 18 hp. Johnson, 1957, in my neighborhood, the owner used synthetics, let it set for the past four months and it's stuck bad.

I have several blown blocks of classics up to 10 hp used with 50 to 1 mix synthetics, when broken down, very little oil residue remained as opposed to non detergent oil use. eg. My 1941 Johnson HD-2 1/2 hp. had plenty of oil remaining in the rings, pistons, rod caps and bearings after many years in storage. I broke her down to tighten the rods after several thousands of hours of use!

Reference material from Metallurgy by W.T. Frier, McGraw-Hill 1952:

A. Bronze or leaded yellow brass a high speed bearing alloy; 70% copper, 5% tin, 25% lead, lack of proper lubrication turns the bearings black. Indication, too much heat and friction melting the lead out.

B. Aluminum alloy; pistons are cast. 88.50% aluminum 10% copper, 1.25% iron, .25% magnesium.

C. Babbitt bearings; 65% tin, 15% antimony, .02% copper and 18% lead. Tin melts at 450 degrees F. lead 521 degrees F. Arsenic is used as a hardener for heavy high speed loads.

Modern pistons are pressure die-cast with more advanced alloys for the 1980's and 90's for larger horse power, closer tolerances and higher heat ranges; therefore recommended 50 to 1 fuel-oil mix. Perhaps one can operate the classics every weekend without seizure, I will not bend to the idea!

#2 Water pumps, the classics prior to thermostat models, should operate no more than 130 degrees F. Most of my classics with new pumps, run around 110 to 115 degrees F.,

continuous idle.

The older classics with their soft pistons will not tolerate high heat and 50 to 1 mix, stick with the lesser expensive non detergent automotive oils! OMC engineers designed, researched their products for their recommended oils, not the modern technology of today, non detergent oils average \$1.00 per quart, as opposed to over \$3.00 for synthetics. Are you more concerned for your classic, or the environment? We will not destroy our natural resources by running our classics 3 to 6 times per year. My twin 18's were idle for a year and a half, none of my other classics have been run in two years, not even a test tank. I know confidently on demand, they will run, they're Johnson Classics!

One last note, SAE 30 non detergent oil does not evaporate, gasoline does with ethanol added, even faster. The gum and varnish deposits are from gasoline. Experiment, take a shot glass, (1 oz.) fill with non-detergent 16 to 1 fuel mix, place out in the sun, and allow the whole mix to evaporate, may take several days. Each day observe and smell. Varnish is present, the oil remains - not so with synthetics. The same condition exists in your engine. O.M.C. recommends winterizing the engine with SAE 30 weight, remove spark plugs, liberally placing oil in the cylinders, replace plugs. Reference; Owners manual 1954 Johnson Sea Horse 5 1/2, page 29. The engineering department knew best for their motors of that era, stick with them and enjoy 51 years of trouble free operation as I have.

The lack of lubrication of heavy oils with the soft cast pistons will allow scoring from excessive friction,

therefore, depositing material in the piston rings, now they are stuck in place!

2a. Water pumps, if your engine is running excessively hot to the touch or at the water discharge above 130 degrees F, you are cooking the motor! Our classic's, pre thermostat, should operate at temperatures of 110 degrees to 125 degrees F. I use a thermo probe, it is very sensitive. If the above conditions exist, change impeller. Should your motor set idle for long periods, the rubber impeller will "take a set",

because it has cramped quarters and is in a centric mode. Recommended, turn the engine over several times every other month to ensure an impellers new position, or run "her" in the test tank for the sheer enjoyment and "show off".



P.S. What I tell my customers when they complain, "But it smokes with the heavy oil mix!" My answer is; "When "it" stops smoking, tie a rope to the handle, use it for an anchor and call for help!"

References; Boat Docs, page 57, July 1995 Outboarder, Paul La Schum.

Don't Miss Our Next Meet !

We
promise
you
a
"Doggone"
Good
Time



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 Outboard 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
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Mead, NE 68041-0449
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Garden Grove, CA 92643
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DECAL HEADQUARTERS

Telephone: 410-822-1740

ARTHUR DEKALB

51 Van Alstyne Dr.
Pulaski, NY 13142
Telephone: 315-298-3410

CATALOGS & MANUALS

OMC manuals and parts catalogs

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Milwaukee, Wisconsin 53225

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Overland Park, KS 66282-2901
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Fax: 1-800-633-6219

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5181 Greencroft Dr.
Dayton, Ohio 45426

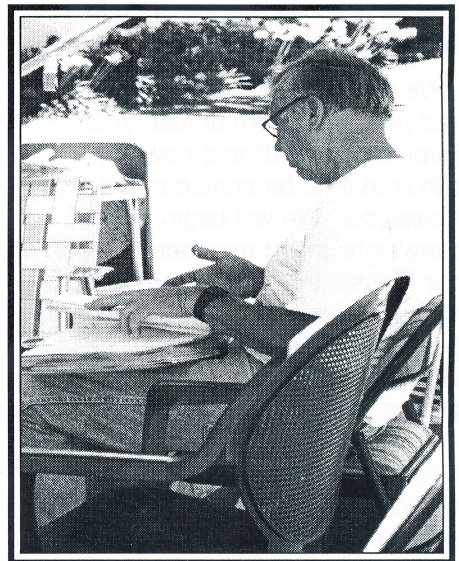
MAGNETOS

(Restore/Repair):

Jack Hurt

J&M CAROUSEL

1711 Calavaras Drive
Santa Rosa, CA 95405
Ph/Fax: 707-544-1026
Ph/Fax: 800-789-1026



Les Gunnarson perusing the memoirs and pictures of Howard Jong's vast outboard collection. (Howard is a 1950 Charter Member of our Southern California Chapter.)

Way to GO! *Cont. from page 1*

will all work together to create a Newsletter, the very first of which you are now reading. Plans are in the making for our next meet. We are very excited and hope you are too.

Our 1950 Charter Member, **Howard Jong** who resides in Monterey Park, brought a 7 1/2 hp. Scott outboard for me to enjoy. What a surprise! This makes my 19th outboard motor and I have only been a member for one year. Is that "hooked" or what?

Three men arrived from Camarillo; **Dennis Byrne, John Coultas, and Bruce Sheppard**. They brought an early 50's Wizzard outboard and were looking for advice and help on restoration. **Tom Lockwood** passed on some good advice and plans to help these men get repair manuals. One of our outstanding members was so kind as to give these three perspective members a 1941 Evinrude antique outboard. They were more than delighted! They even called to get the name of the donor, but unfortunately, nobody seems to know who this kind person is. Please contact me if this is you or you know who he is so we may pass on this information.

We need YOUR help with articles and pictures of rare or just "your favorite outboard" and how you acquired it, to be printed in our Newsletter. We will begin immediately highlighting members in each of our Newsletters telling something about their lives and their outboard enthusiast history. With your helpful input, we hope to have lots of fun getting to know each other, and at the same time compile one of the nicest Newsletters in the antique outboard organization. You may fax these articles to 714-996-5573 or mail them to me at P.O. Box 746, Yorba Linda, California 92885-0746.

I am more than pleased to be working with **Tom Lockwood**, newly elected Vice President and **Tom Briggs**, our special Liaison. The three of us will do the best we can before the next meeting to have a

better accounting as to the cost to operate our Chapter on a yearly basis.

I received a call from **Howard Chard** who resides in San Diego, **Chuck Johnston** from Covina, and **Danny Dunn** of Vista, California. All of these gentlemen read about our July meet in *Western Outdoor News* and seem to be very interested in becoming active in our organization. THANK YOU WESTERN OUTDOOR NEWS for your great help!

I would like to express my very special thanks to **Rob at Lee's Marine** for being our host at both the April and July meetings. THANKS **ROB**.

I am sure all of us would like to thank **Marguerite Lockwood, Lonnie Yenny and Jackie Kinnel** for our super lunch. Lonnie also took the pictures you see in our Newsletter and acted as secretary, taking our minutes to be read at our next meeting. Our new member, **L.M. Zeke Justice** did enjoy eating plums, and we more than enjoyed his special company, too.

We are grateful to **Bill "Oil Can" Milligan** and the Florida Chapter for their interest in us with suggestions and literature to help us become more organized. (See article page 3)

Several regular members were absent at our July 24th meet and were missed by all. However, a great comradery with both new investigators and members gave us a tremendous day. I look forward to our next event and seeing you there! By the way, where will it be held? Please call me today with suggestions!

Board Members, So. California Chapter

Lee J. Kinnel, Pres.	714-996-6661
Tom Lockwood, V.P.	714-635-3295
Tom Briggs, Liaison	949-631-5073
Jackie Kinnel, Newsletter, Treas.	714-996-6661
Lonnie Yenny, Secretary/Photographer	714-996-6661

CLASSIFIEDS

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

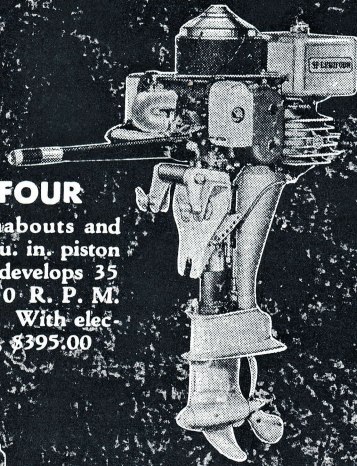
AD GUIDELINES:

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



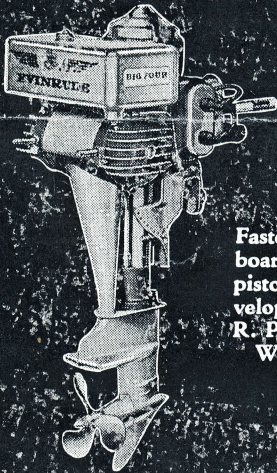
SPORTFOUR

A new small four for medium sized boats. 25 cu. in. piston displacement. Develops 18 H. P. at 4200 R.P.M. Price . . . \$275.00



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For large runabouts and cruisers. 50 cu. in. piston displacement, develops 35 H. P. at 4500 R. P. M. Price \$325.00. With electric starting, \$395.00



BIG FOUR

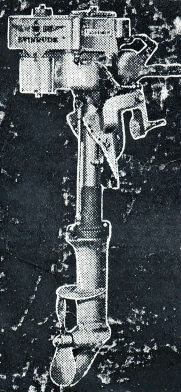
Fastest, most powerful outboard motor. 60 cu. in. piston displacement. Develops 40 H. P. at 4500 R. P. M. Price \$375.00. With electric starting, \$445.00



Evinrude Presents NEW "FOURS" that Run Like "EIGHTS"

AS smooth, flexible and responsive as a fine eight-cylinder motor car engine — such is the sweet-running perfection of these three Evinrude motors—Sportfour, Speedifour and Big Four. Their two-cycle design gives twice the number of power impulses per minute — provides a velvety torrent of vibrationless power — out-performs in every way inboard motors of comparable cost! For big boats—Speedifour or Big Four! Sportfour, 18 horsepower, brings this same superb performance to smaller, inexpensive boats. Catalog free!

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A genuine Evinrude Twin—built to highest Evinrude standards—for less than \$100.00! Develops 4 horsepower, drives average boats 8 to 10 miles an hour. Easy to start, simple to operate, smooth and quiet. Weighs only 38 pounds. An outstanding value . . . **\$99.75**

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Six Twins — Three Fours — \$99.75 to \$445.00

Evinrude's 1931 Winged Fleet offers the greatest line—the greatest values — in Evinrude history! A 2 3/4 horsepower folding motor for sportsmen and yacht dinghies — the *Fold-light* — measures only 17 inches folded — \$125.00. The 14 horsepower *Fistwin* — \$165.00. Three models in the famous *Speeditwin* type — 20, 22 and 25 horsepower — \$190.00, \$215.00, \$250.00. Four models with electric starting optional at moderate extra cost. Send for catalog.

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Milwaukee, Wisconsin