



Antique Outboard News

SOUTHERN CALIFORNIA CHAPTER



March
2002

Volume 4, Issue 2

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Ace Mechanic
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Puddingstone - Voted #1



Ace two year old mechanic,
Conner Hanover, Age 2

It was soooooo good getting back to Puddingstone Lake on February 2, (located in San Dimas.) The old sayings, "If you can't fight em, join em"

definitely rang true for our Southern California Chapter. Now that we are on the Board of Directors at this #1 lake, we have planned for three meets this year - lake sponsored

... "WAY TO GO", LEE!

Greg MacDonald wrote the following article and took the very special picture of **Conner Hanover**, above, to accompany his story - see page 4.

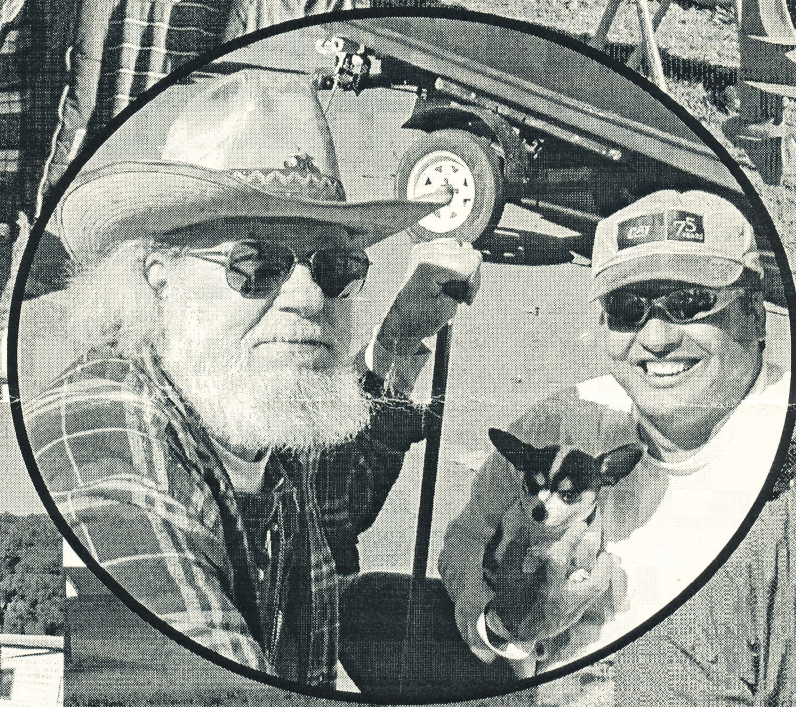
Antique Outboard News
37230 Wildwood View Drive
Yucaipa, California 92399

David Marotta (1-1-03)
32 Buccaneer Way
Coronado, CA 92118-3257



**NEXT WET MEET...
"BIG"
AT LAKE CASTAIC
SEE PAGE 3**

**We'll ALL Be Looking For YOU
at Lake Castaic on April 6th!**



BIG WEST COAST MEET SATURDAY, APRIL 6TH CAMP "FREE" LAKE CASTAIC 2 NIGHTS; APR. 5 & 6

Our BIG WEST COAST meet has been designed to give all of the Western AOMC Members the opportunity to get together. The **2 nights FREE camping** gives you extra time if you have come a long way. We are anxious to meet members in Nevada, Oregon, Northern California, Arizona, Washington, and last but not least, the Central California Drum Runners. Many of us can't make the National held on the East Coast but this one should be exciting to plan for and quite doable.

Lake Castaic has 29 miles of shoreline and occupies 2,235 acres. **Bring your boat** - as you can see, **Gerry Coats** (top of page) is getting ready to challenge **YOU** on "the high sea" but not over 35 mph., lake rules. So, get ready to **"LET HER RIP."**

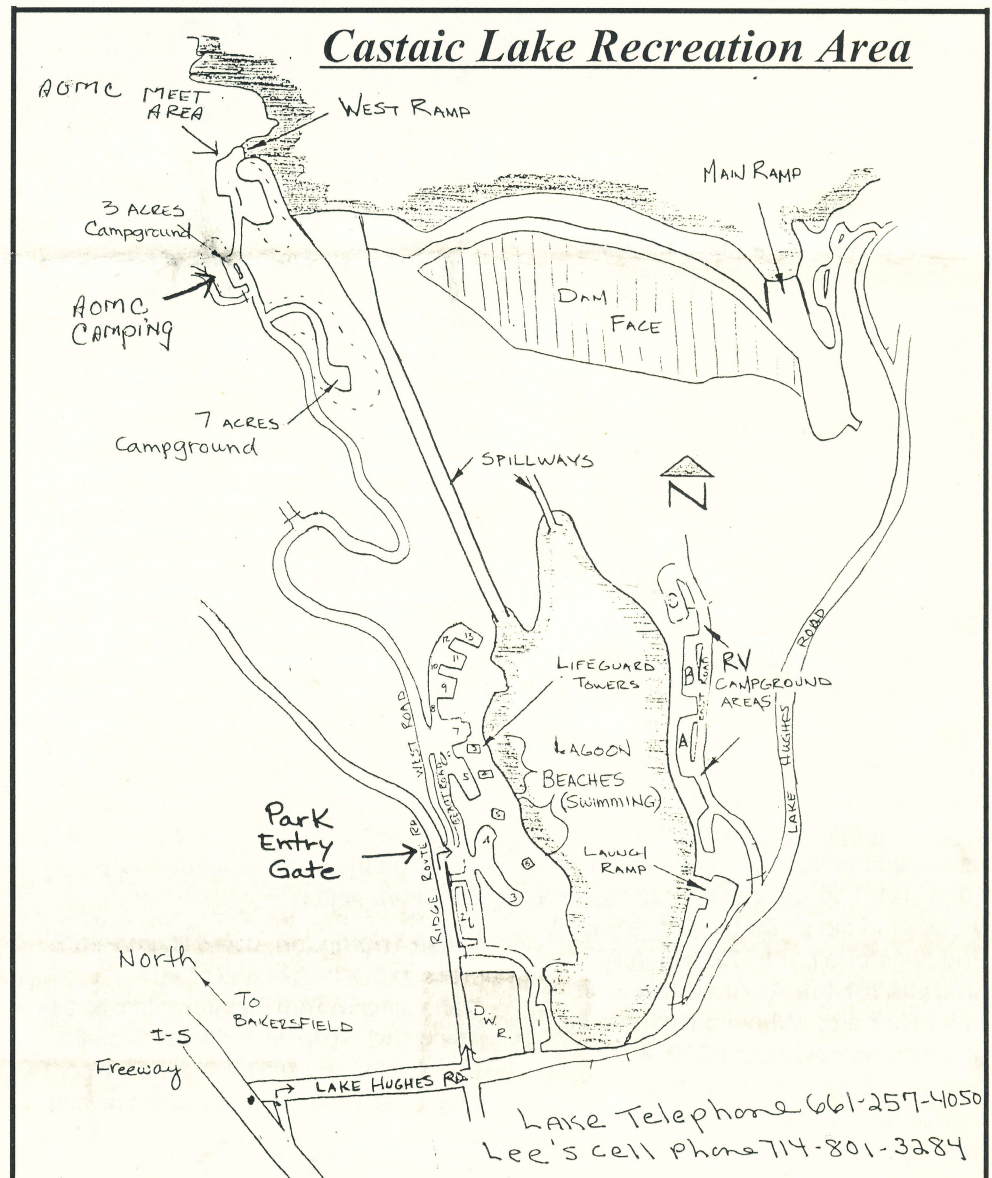
Our meet will begin at 9:00 a.m. for some, and early, early, early for the serious collector. **Your Regional Vice Presidents are Gerry Coats, George Kent, Dennis Byrne and Lee Kinnel** - call the closest one to you with your camping and lunch plans for this meet. (They are listed on the Roster in this Newsletter. We need **YOUR TELEPHONE ASSISTANCE, PLEASE!**)

Keep good thoughts for sunny, warm weather, we will have cool nights - perfect for camping in tent or motorhome. Castaic has three boat ramps and 22 lanes. It offers sailing, water-skiing, power-boating, and fishing. The lake is stocked with bluegill, bass, trout, crappie and catfish. You are welcome to camp early on Friday, so this gives you the perfect opportunity for a **big three day weekend** and share quality time with the whole family as well as your Chapter buddies. We encourage your children to attend and miss them if they do not make it. Remember, the Castaic Hilton Hotel is close by too.

Look forward to seeing **Greg MacDonald's** 14' wooden skiff he is acquiring in Oregon. He has been after this boat for three years and finally made it - now for the restoration! **CONGRATULATIONS GREG.**



Remember, "Strangers are just friends waiting to happen"



WE'RE BACK IN STYLE, ENJOYING THE . . .

One of the greatest pleasures of the Puddingstone meet was seeing the beautifully restored 1928 Dumphy underway with **three generations of Hanovers aboard; Bob, his son Ken, and Ken's son Conner, age two.**

Bob found the runabout at Big Bear Lake nine years ago; it was a "freebie" and even at that, not a good buy. Bob remembers pulling it home on the freeway and having the bow open up in the wind. Fortunately he had some ski line to wrap the boat together in order to get home. The boat was probably a Holloway rental boat on Big Bear

Lake in the late twenties and into the thirties, probably beyond. Bob performed a magnificent restoration on the boat with gleaming varnished decks and thwarts, complemented by tasteful light green topsides fitting for a lake boat.

Also appropriate for the boat is the 1925 Johnson 1.5 hp. that powers it. It runs as good as it looks and the boat in motion takes one back to a bygone era.

Our special thanks to Greg MacDonald for interviewing Bob Hanover and writing the above "three generation story."

I too would like to comment on Bob Hanover's 1925 Johnson. It is not often you get to see an outboard in it's original wooden crate - but it was there, right before our very eyes, a 1925, 1-1/2 hp. Johnson. It runs like a dream and did so for the entire day at Puddingstone Lake. **Bob is very anxious for the April 6th meet at Lake Castaic.** Who wouldn't be, he has a brand new Ford F350, 4 door dooley to bring, complete with a Newlance Camper. His family and friends will be camping with us for 2



Picture by
Greg MacDonald

What it's all About;
Three Generations of Hanovers Aboard a Family Treasure

nights at Lake Castaic. We can't wait to see these new acquisitions, Bob.

To make this threesome even more special, the Hanovers brought their friend, **Jeff Hixon**, proudly introducing him to all. Jeff restores classic cars - he is one of the top Corvette restorers in the world - "a very talented individual", says Bob Hanover. He also has 5 boats, collects old advertising signs and loves antiques of all kinds, especially antique soda fountains. In addition to this, **Jeff joined our AOMCI Chapter for two years!** Now, what do you think of that? Pretty nice, huh? We appreciate your fine interest in our Chapter, Jeff, and hope to see a lot of you for many years to come. By the way, did you feast your eyes on his beautiful 460 Evinrude on display at the meet? This motor is identical to the ad on the back of our January 2002 Newsletter.

Walt Thompson, called **Ryan Perez**, realizing that he had one of his grandfather's (Tom Briggs) motors, to ask if he would like to have it as a keepsake. . . well, Walt couldn't have done a nicer thing because Ryan was wishing he had just one of his Papa's motors - and to his surprise, there it was, and

not only did Walt deliver the motor to Ryan at Puddingstone, he put it on a boat and taught Ryan how to use it and operate the boat in just one lesson. Ryan, his mom Paula, and his friend just had a ball running that boat all day at Puddingstone. A BIG "thumbs up" to you, Walt Thompson!

Put your thinking caps on . . . our yearly election of officers is just around the corner.

Don't be afraid to submit your name, or the name of a fellow member for Chapter President, Regional Vice President (3), Treasurer, and Newsletter Editor.

Duties of Your President include; find adequate meet sites and schedule 6 meets. Provide each meet with proof of insurance (this comes from insurance company back east upon request), attend all meets and conduct a short membership meeting bringing any and all issues to the vote of the membership. The President works with Vice Presidents to plan our menu and help count heads for each meet, publicity, and attends 6 meetings per year as a member of the Board of Directors at Pudding Stone Lake . . . to mention a few. Continued on page 6

...COUNTLESS ATTRIBUTES OF PUDDINGSTONE

Walt Thompson standing on the dock, is prompting Ryan Perez as he learns to run his newly acquired motor.



Below, Steve Hurley (far right) proudly shows his boat to his friends; David Vaughan, Tim Coleman, Lyman Hughes II, James and Chuck Johnston -GREAT PICTURE GUYS!



Election Time is Here Again . . .

Continued from page 4

The duties of the Regional Vice President are as follows: Assist the President whenever needed. Obtain head count of his region for all meets, arrange and serve food when a meet is in your jurisdiction. Help listen to the needs and desires of members and answer Chapter questions from members in your given area. We currently have a Regional Vice President in San Diego, Orange County, and Northern L.A. County. (At this time, the President also acts as a Regional Vice President).

Duties of the Treasurer: Sign in all those attending at each meet. Accept monies for raffle and door prize tickets, lunch and dues. The treasurer writes receipts and accepts yearly dues, makes all check book entries and deposits all monies at the bank. This person must keep track of paid-to dates of each member and mail notices of reminder to those who become delinquent in their dues. The treasurer must be available to write checks as needed to secure meets, buy prizes and food, etc., and to provide a treasury report at any time.

Duties of Newsletter Editor; Attend and cover 6 meets a year obtaining information suitable for our Newsletter. This requires articles and pictures of each meet to be entered into a computer program that will easily produce our Newsletter on a bi-monthly basis. Print the Newsletter, label, collate, staple, stamp and sticker each Newsletter, buy stamps and mail them, using and keeping an up-to-date membership label program. Submit articles and pictures to National Outboard Magazine and National Newsletter, and Western Outdoor News, announcing our meets and providing stories for print.

If you can offer your services for one of the above important offices within our Chapter, please do so. If we rotate these offices, we will not "burn-out" anyone. We must have your name at the next meet or the name of the person you have nominated. Ballots will go out in the May, 2002 Newsletter to each Chapter Member. **Thank you for the help you have given your current Board. Your friendship and enthusiasm have made us what we are today - "one heck of a great**

antique outboard chapter." Our dues have come in nicely for the year 2002. Thank you for your fine support! This shows us that you are happy with your membership - and believe me, we are more than happy with each of you. **We are definitely having FUN.**

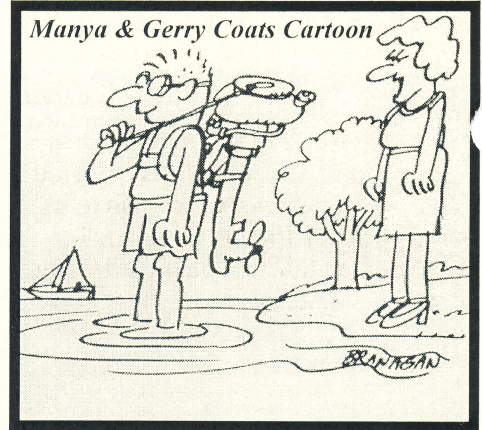
Our current Board of Directors are as follows:

President,
Lee Kinneel
Regional Vice Presidents,
Gerry Coats, San Diego
George Kent, Orange County
Lee Kinneel, Inland Empire
Dennis Byrne, Northern L.A. County
Secretary/Treasurer
Jackie Kinneel
Newsletter Editor
Jackie Kinneel

Speaking of FUN, it has been suggested that after the meet, say, after the general meeting, that we have an auction. You know how we always take home more stuff than we want to? Well, would it be fun to try to auction it off at this point? You could even bring boats or marine ware of any type, not just motors to specifically sell at our auction. It could be a serious price or a ridiculous price, whatever you choose to ask for. **This could be FUN.**

The biggest problem we would face is the park rangers bugging us. Could we somehow pull it off with a "silent auction?" San Diego Meet in August may be the only time we could completely relax and put this on the agenda. Any ideas on how this might work, or maybe it wouldn't work at all . . . if interested, contact your closest Vice President with your ideas as soon as possible.

Special thanks to Craig Butcher for providing our swell lunch at the last meet, and to **Paul Brinkman** for the authentic J.A.G. autographed pictures- **Ava and Tom Cabelus** were delighted to win. We had fun, too, raffling Tom Cabelus' toy boats. **Thank you Dennis Byrne** for the fine motor to raffle. **Tim Coleman's** donation of a new "Old Outboard Book," stamped and ready to send for Peter Hunn's signature was awesome! It sure helps our treasure when everyone is anxious



"For Heaven Sakes, Gerry, why don't you spend some money and get a boat."

and willing to buy tickets for the motor raffle as well as extra door prize tickets.

Dennis Byrne has suggested for a long time that we offer a work shop at our meets. This could be a group of members gathered to simply ask questions about a part or a motor they are currently working on or actually bring an outboard in which you need hands on assistance. **Our Chapter is full of experts** - why not pick their brains - I believe the experts will have fun helping us, too. Please **call Dennis Bryne** if you have any ideas to help set-up this work shop or wish to participate in any capacity. After all, we have several hours at any given meet to help each other solve problems or share technical tips. (However, If we do this, we might have to invest in a sun cover of some kind as there are not always trees to get under for shade). What are your comments?

Look forward to seeing our Chapter included in the next **National Outboarder Magazine**. We sent in twelve pictures with a story to be included. They probably won't print all 12 pictures, but we gave it a real good shot. Also, our April 6th meet at Lake Castaic should be announced in the National Newsletter which comes out in March.

We all need friends. Please keep in touch with at least one Chapter member in between meets. You have a new roster included in this Newsletter - try to make a new friend. As a man named Albert Camus so appropriately put it, "Don't walk in front of me, I may not follow. Don't walk behind me, I may not lead. Walk beside me and be my friend." See all of you at Lake Castaic.

More Outboard Stories to Enjoy . . .

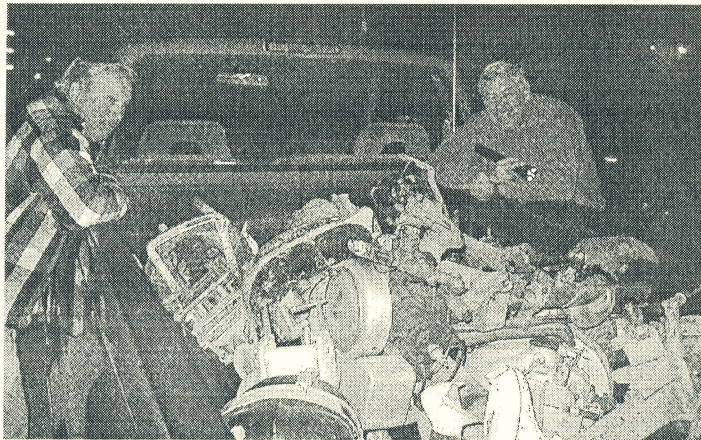
On January 31st, just two days before the February 2nd meet at Puddingstone, **Weston Hook** gave me a call. He had located a woman in San Diego with a whole garage full of old outboards that had belonged to her husband. Weston gave me her phone number, but there was no answer. I anxiously waited until the evening and tried her number again - to no avail. Thinking that I probably couldn't get to San Diego fast enough to partake of this find, I reached for the telephone to call **Gerry Coats** - the phone rang before I could even dial - it was Gerry. Not only did he know about the motors and the whole deal, he and **David Buaas** had already been to her home and purchased each and every motor! It was a whole truck load . . . and they were bringing all of them to the Pudding Stone meet!

That evening **Manya Coats** sent us the following E-Mail complete with a night time picture and all:

Subject: WOW

Hi Lee: Have I got some pictures for you to put in the Newsletter! Twenty minutes ago Gerry and Dave pulled up into our driveway with 17 old motors all stacked in the back. Both of them have these huge smiles on their faces and happy as two clams, each in his own shell. They bought some lady out in El Cajon who had to clean out her shed because she was moving. What a meet this is going to be! They are taking the whole back end of Gerry's truck as full as it can get to the meet to sell. So, it will be an especially good meet this time, eh? Am sending the dark night time picture along just for fun . . .

Later, at the Puddingstone meet, **Dave Buaas**, our "San Diego Bandito", was asked, "What the heck was all over your compadre, **Gerry Coats**' shirt at the meet? He replied, "Well, Gerry got into a fight with a jelly donut, and the donut won." When eagerly taking the first bite out of his donut, Gerry said, "They sure don't put much jelly in these donuts anymore."



Gerry Coats and David Buaas Admiring Their Haul - 17 Motors Discovered in a Shed in El Cajon, California on the night of January 31, 2002

The truth of the fact is that the jelly had slipped out the bottom when he took his first big bite and landed all over his shirt, unknown to Gerry. So, every time he took a motor out of his truck, lifting it over the side, the jelly smeared all along the side of the truck too! One wonders if this was done intentionally to keep would be buyers from leaving - keeping them permanently stuck to his truck? What do you say Gerry? **Bob Sacher** spotted the lake Patrol stopping you too. Was it because you looked like you'd been accosted, or what?

AFTER MARKET FIND

By **Al Jarvis**

At the April 2001 meet at Lake Castaic, I acquired a neglected 1948 Johnson HD-25, a 2 1/2 hp motor from a group of various motors being disposed of by Les Gunnarson. Braving heavy rain, I hastily found room for it in my vehicle and did not examine it. When I got home, I returned my meet motors to their racks and stowed the little Johnson off in the corner of the garage.

About a month later, I decided to

commence restoration and discovered it had been fitted with an after market steering handle that served as a twist-grip throttle control. When the rubber handle grip was turned clockwise the timer lever moved in the direction which would increase speed. Counter clockwise moved it to the stop position. The magneto plate was moved from one

position to another by two cables connected to the base of the plate and a gear box on the handle. The handle and the hardware to guide the cables and attach to the magneto plate were carefully engineered.

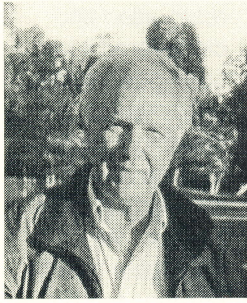
I mentioned this handle to **Peter Hunn**, the author of *The Old Outboard Book* and when he expressed interest, passed it on to him. By the way, he just finished a new book called *Beautiful Outboards*. He said it is a full color coffee table book with about 50 motors. It should be released in December 2002 by Devereux Books.



Industry News

By, David Marotta

Taken from "Laing's Outboard News"



Laing's Outboard News is published monthly and is an electronic newsletter for the outboard enthusiast. I thought our club members might enjoy reading the information they printed for the month of January:

INDUSTRY NEWS:

The most important thing this time of year for the marine industry are the winter boat shows. Manufacturers and dealers alike are hoping for a good show season to help bring the industry out of its current slump. We would like to encourage everyone to attend their local show to see what's new and exciting for this year. The full line of new Johnsons and Evinrudes should be at the winter shows. To help recapture lost market share, Bombardier will offer aggressive promotions and rebate plans for winter purchases. One new marketing plan for Johnson and Evinrude will be to separate the lines, and make a major distinction between the two. Johnson will be geared to the traditional, angler market; offering the standard carbureted 2-strokes and a new line of 4-strokes. The Evinrude line will consist of 2-strokes with the Ficht Ram injection system. Another name disappears. Mariner outboards will no longer be sold in this country. Blame US EPA regulations.

TECHNICAL TIP:

Subject: Spark to the spark plugs and the spark tester

Every outboard, especially older ones, need a good, strong, hot spark in order to start easily and to run properly. To test for spark, some people ground the spark plug electrode to the engine block, and then spin the flywheel. **THIS IS NOT GOOD ENOUGH.** To do a proper test, you need a special spark tester. It is a device that you clamp to a good engine ground, and plug the wires that come out of it into the spark plug boots. When you spin the flywheel, the spark from each wire will jump an adjustable gap on the tester, and this will tell you if the spark is adequate. If you obtain a good spark on all cylinders, you can probably eliminate the ignition system as a source of problems. If you have no spark or an intermittent spark, you will need to troubleshoot the ignition system. There are two basic types of ignition systems. One is the old fashioned points and condensers, the other is electronic ignition. To see a picture of the spark tester, and to find out where to get one, go to the helpful products page of Laing's website at: www.laingsoutboards.com

They have a selection of MERCURY hats and T-shirts available on this website, and will answer outboard questions and give advice.

Don't forget, I have a list of old paints, listed by motor and year, available from Peter McDowell, Ontario, Canada.

CLASSIFIEDS

For Sale: Klamath 14' Aluminum boat, complete with 15 hp. Mercury outboard and trailer - Call Herb: 760-228-2936

For Sale: Flambeau Model 174050, Evinrude Elto Handy Twin, 12 hp. Sea King (Free), WaterWitch Model MB571-10, Super Elto Rudder Twin Model "C"

Call Dennis: 805-498-9621

WANTED: Merc Mark 58 Lower Unit. Call Bob Eddy at 909-371-6386

For Sale: Any part for Merc 500 - Call Larry Cupernell 310-510-7228

WANTED: Evinrude Zephyr, Call Bob Rummage at 602-273-9239

For Sale: 1940, 2 hp. Sportsman Evinrude, 1947, 2 hp. Evinrude, 1949 5 hp. Scott - Call Gerry at 858-272-3642

WANTED - Remote Control Quick Silver for Mercury Mark 15 - Call Steve 909-337-2754

For Sale: Dawecraft C-Hydro Plane New hardware, Call John 480-464-5870

For Sale: Great 1952 10 hp. Johnson, 1957 rebuilt 7 1/2 Evinrude, 1964 9.5 hp. Johnson, top condition - Call before 9 a.m., Jack Golden at 310-271-4298

FREE GAS CANS - Call Dennis: 805-498-9621

WANTED - 25 hp. serviceable motor or larger. Call Dennis 805-498-9621.

For Sale: Mercury MK20, Mercury KH7, Mercury KE4, Johnson QD16, Johnson QD14, Johnson QD13. Call Bob Myers at 209-795-6904.

WANTED - Copy or original Service Manual for 57' Mercury Mark 10. Call Greg Wilkinson at 818-957-6267

WISHING you had a **FREE** 55 gallon metal barrel? Call Harry 909-822-5402.

LOOKING For a Sun Fish Sail Boat? I've got it! Herb 760-228-2936

For Sale: 1966 Elgin 75 hp. Call Mark at 562-804-0661.

Wanted - 55' Wizzard WM7 and 52' KG7 Mercury. Call Walt: 805-772-9469

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

Wanted - Martin 20, 66 & 200. Scott Atwater 5, 7 1/2 & 10 gold and green Please call Lee at: 909-790-8311

For Sale: 1937 Johnson Sea Horse

Model PO-37, 22 hp. Owned since 1949 by James H. Todd (626) 336-6485

For Sale or Trade: boats, motors + parts. Love to trade! Send for list: Jim Quinn 2110 16th Avenue, San Francisco, CA 94116. Call:415-921-5973

Wanted - Mercury Outboard Motor KG-7, KG-7H, KG-7Q. Also want 50's era three-point hydroplane i.e. Neal, Swift, Pabst, Jacoby, Sid-Craft, etc. Call Lyman Hughes 949-489-3823 - E-Mail: lbh2@compuserve.com

Wanted-Mark 25 Face Plate, Call Larry Cupernell at 310-510-7228.

“The Voice” of The Southern California Chapter

Dale Boss from La Mesa, California wrote the following letter:

I believe it is time for membership dues, or maybe “Past” due? I have a letter (H) following my dated last issue. What is the “H” code? Please find the enclosed \$20.00. If more, let me know. I resort to the postal service because my hearing is so bad I cannot carry a reasonable telephone conversation, soooo a hearing aid becomes a must. Even tho I cannot attend the meetings I still like to read about the different activities, and yes, I see all the smiling faces. You did it again Lee, you made this Chapter what it is today. “Congrats.” Keep up the good work and “have fun.”
Sincerely, Dale Boss

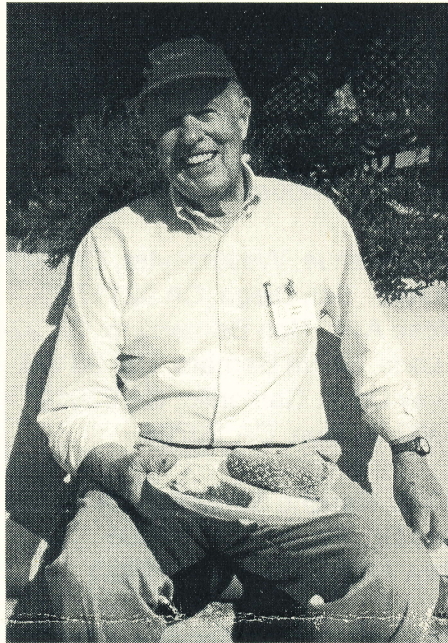
P.S. thanks for the Christmas card. Who was that smiling gentleman? on the card?

We thank **Dale Boss** for his very nice letter and assure him that we enjoy sending our Newsletter to him, he is one of our “Honorary Members.” **Richard Plavetich** was our smiling “Outboard” Santa Clause on our Christmas card. We had fun putting the card together and Richard was such a “good sport” to be Santa.

In addition to his interest in antique outboards, Dale Boss is a fine, “world class” wood carver. To see his beautiful display of hammers with wooden carved and polished handles made out of every wood imaginable is a treat in itself.

Support your Newsletter by mailing articles about your favorite motor, or your recent acquisition of an antique motor, boating stories of your childhood/present life, etc. We need your input! I understand that **Miles Kapper** had a very interesting trip recently back east. How about a story for our Newsletter, Miles? We greatly enjoyed **Greg MacDonald’s** three tremendous articles in our last Newsletter, **Al Jarvis’s** comments on

the Oso meet, and **Dennis Byrne’s** column on “How Do You Find Old Motors.” Keep those articles coming guys - **YOU ARE keeping our Newsletter alive!**



Our member, **Charlie Morse**, above, recently underwent hip replacement surgery. **Paul Brinkman** visited him and informed us that he is making a speedy recovery. See you at the Castaic meet Charlie! **Charlie Morse writes:**

Dear Lee: As a new member of the Antique outboard Motor Club I wanted to write and tell you how much I enjoyed my first club meeting at Lake Oso last Saturday. The wonderful name tags made it possible for a newcomer such as myself to easily circulate and make new acquaintances. I was truly impressed with the number in attendance as well as your total membership of approximately 100. One of the main reasons for attending my first meeting was to find out who in your organization was responsible for putting out the most professional and interesting Antique Outboard News. When Jackie identified herself as that individual respon-

sible for this project, I couldn't help but think how fortunate the Club was to have someone so talented and enthusiastic on a project that has to be extremely time consuming. As I was driving home after the meeting I couldn't help but think of a conversation that took place at the meeting relating to the question as to whether there were any merits to the suggestion that it might be advantageous if the Outboard Motor Club worked more closely with other “antique” clubs at shows to get greater exposure. Speaking personally, had I not been attending the Classic Yacht Show at Marina Del Rey several months ago, where you had a display, I would not have known there was such a thing as the **Antique Outboard Motor Club**. I think there is a common thread that binds all of us interested in preservation and restoration - whether it be automobiles, motorcycles, airplanes, boats or outboard motors - and I feel any organization would be missing a bet for more club exposure (and membership) by not recognizing this common interest. I know my visit to Marina Del Rey was made all the more enjoyable by seeing more than one restoration and preservation club activity. My best wishes to you and your (our) organization for continued success. *Sincerely, Charles Morse*

Thanks Charlie for your fine words of encouragement. It is the quality of our members that makes us so enthusiastic. **We do LOVE our membership.** It was special to have you in attendance at Oso - so nice to meet you personally and it is a privilege to have you as a new member. **Get Well Quick Charlie.**

We received a very nice note from **Vernon McKinley**, Mesa, Arizona, as follows: It's been a very busy year. I wanted to come over to the meet and was too tired for the drive. Have not touched my motors in over 6 months. I bought three Mercs; KG7, KG7 parts motor and a Mark 75. I am sending my dues for the year 2002. *Best Regards, Vernon McKinley.*

ANTIQUE OUTBOARD MOTOR CLUB
SOUTHERN CALIFORNIA CHAPTER
March, 2002

Argott, Robert	P.O. Box 666, Cali Mesa, CA 92320	909-849-3817
Arata, Daniel A.	10245 Western Ave., Apt.C, Downey, CA 90241-2455	562-928-9664
Barnett, George "Bud"	12200 Highway 69, Dewey, AZ 96327	520-772-9005
Bergsma, John	4640 Pannonia Road, Carlsbad, CA 92008	Unknown
Bigenho, Marc	10621 Bloomfield Street, #32, Los Alamitos, CA 90720	562-594-5560
Boss, Dale	7195 Colony Rd., La Mesa, CA 91941-4565	619-469-9056
Bosworth, Russell	29285 Kern Ct., Cold Springs, CA 95335	209-965-4322
Brinkman Jr., Paul	2815 Park Place, Laguna Beach, CA 92651	949-376-9997
Buaas, Dave	4604 Fargo Ave., San Diego, CA 92117	858-272-0327
Butcher, Craig	1179 E. 9th Street, Upland, CA 91786	909-949-2292
Byrne, Dennis	3925 Angeline St., Thousand Oaks, CA 91320	805-498-9621
Cabelus, Tom	10332 Merick Avenue, Westminster, CA 92683	714-554-9111
Coats, Gerry	4625 Fargo Ave., San Diego, CA 92117	858-272-3642
Coleman, Tim	7226 Del Rosa Ave., San Bernardino, CA 92404	909-889-6618
Corliss, Lloyd	961 Roble Lane, Santa Barbara, CA 93103	805-965-2455
Coultas, John	2325 Parkway Drive, Camarillo, CA 93010	805-388-2825
Cupernell, Larry	P.O. Box 1302, Avalon, CA 90704	310-510-7228
De Silva, Peter	P.O. Box 1392, Rancho Santa Fe, CA 92067	760-737-8606
Dorius, David	1165 S. Slate Dr., Provo, Utah 84606	801-356-1032
Dwiggins, Don	149 East Bay, Atkins, Arkansas 72823	501-641-2413
Eagle, Lewis	15558 Aqua Verdi Dr., Los Angeles, CA 90077	310-472-4989
Eddy, Bob	1358 Baldwin Dr., Corona, CA 92881-0705	909-371-6386
Erkell, David	24482 Lantern Hill Dr., Apt. E, Dana Point, CA 92629	949-290-2799
Evans, Mike & Mary	1031 Arbolita Dr., La Habra, CA 90631-3105	562-691-1165
Eyre, E.L. "Doc"	12550 Dexter Park Road, San Fernando, CA 91342	818-896-8790
Fjeld, Kip	11641 Ranch Hill, Santa Ana, CA 92705	714-731-3315
Fowler, Frank	4918 Coldbrook, Lakewood, CA 90713	562-925-8955
Fullmer, Dave	18148 Gresham Street, Northridge, CA 91325	818-885-8587
Gunderson, Eric	13722 St. Leger Forest, Nevada City, CA 95959	530-272-2190
Gunnarson, Les	5210 E. Glen Albyn, Orange, CA 92869	714-639-6127
Hanover, Robert	1049 Calle Las Trancas, Thousand Oaks, CA 91360	805-498-9313
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Kent, John	1355 Logan Ave., #8, Costa Mesa, CA 92626	714-957-6250
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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

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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.

Martin Motor History

By, George Martin

Courtesy of David Vaughan, Antique Outboarder Magazine July, 1979

This is a brief factual history of the Martin Outboard Motor.

The basic mechanical feature of the Martin motor was the mechanically controlled poppet valve. The poppet valve was not new art as it had been used for years and is still used in our finest engines. However, the application of this in a two cycle engine was new and I was able to get a patent with something over twenty claims.

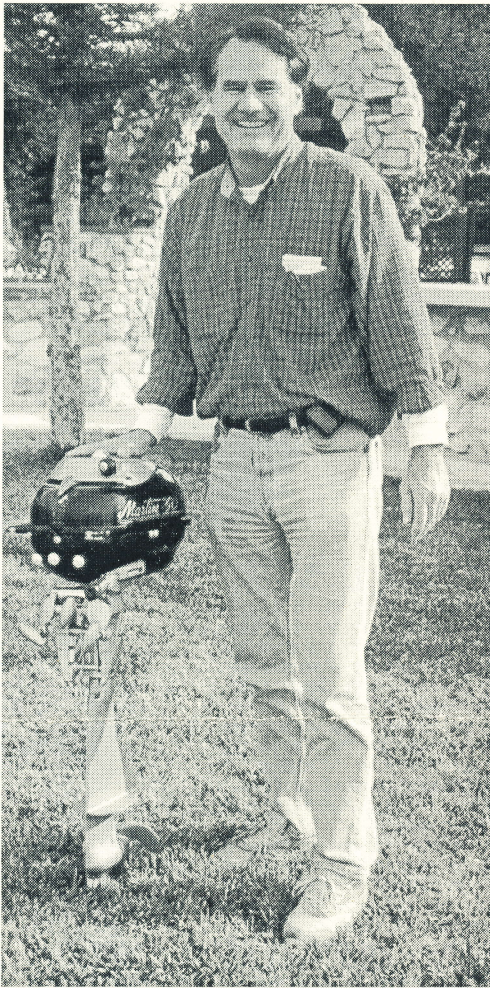
By the late 1930's I had built several engines incorporating the valve and was able to prove the value of this design: an exceptionally good idle, unusually good horsepower, and good starting under adverse conditions.

Shortly after this the war was to curtail any possibility of producing the engine. As the war began to lessen several manufacturers, looking forward to the postwar period, were interested in an outboard and my design. Sometime before the end of the war an agreement was consummated and I was able to start tentative plans for postwar production. Shortly after the war ended we were able to go into limited production on the Martin 60, and 11 CI - 7.2 hp - 2 cyl. outboard incorporating mechanically controlled valves and a number of other new and patented features such as a new simple recoil starter, power head swivel, filler cap, flood proof starting, and new exhaust system, to name a few.

This new outboard weighed approximately 37 pounds, had the weight and idle speed of the better known 5 hp. motors and a top performance approaching that of the better known 8 to 10 hp outboards, which gave us a weight advantage of 10 or more pounds. In short, as nationally advertised, "One outboard that would do what you would expect it would take 2 to do."

Our first outboards were produced in 1946. These were to carry the year first and serial number to follow: Example 46-6001. As I recall, we

started the Martin 60 with serial #6000, the 20 with #2000, the 40 with #4000, etc.



Paul Brinkman, Jr., with his Martin 60

The first production of the 60 was distinctive by an all black top and aluminum lower unit, soon to be referred to as the "black top". Later the color was changed to a combination of black and aluminum top. This was carried through to the new models in later production.

Martin motors were made in sizes - Model 20, single 2 1/3 hp., Model 40, small twin 4 1/2 hp., Model 60, twin 7.2 hp., Model 100, twin 10 hp, Model 200, twin 20 hp.

I left the company in the late 1940's and, as I recall production of all Martin outboards came to a sad end in 1955 or 1956.

Martin "60" Specifications:

Bore & Stroke, 2x 3/4

Number of Cylinders, 2

Brake H.P. at 4000 RPM, Approx 7hp

Weight, approximately 42 pounds

Piston Displacement, 11 cubic inches

Propeller Diameter & Pitch, 8 x 8 1/2

Fuel Capacity, 1 gallon

Number hours cruising, 2 1/2 hrs. at cruising throttle

Gear Ration, 13 to 20

BIOGRAPHICAL NOTES OF

GEORGE MARTIN:

No one in the outboard motor field can match the unusual record of George Martin, head of the Martin Motors Division of the National Pressure Company and designer of the revolutionary outboard motors bearing his name.

In 1943 George demonstrated his motor to officials of the National Pressure Company. The Martin Motors Division was the result. Six months after a plant was secured, the first Martin was produced. The motors caused a sensation at the New York Motor Boat Show in 1947. Ever since outboard enthusiasts have kept George's production line straining to keep pace with demand. Already George has outgrown his first plant and Martins are now made in a fine new plant at Presto, Wisconsin. A second plant is under construction at Wallaceburg, Ontario.

Three sizes are now being produced, the "60", "40", and "20", which will be available in 1948.

George's little motor has now become a mammoth enterprise. But, George hasn't changed. When he isn't winning a bet that he can start a Martin first spin off the production line, he's out on the test course plowing over sandbars, snags and deadheads putting Martins through their paces.

**THE BIG
NEWS
IN OUTBOARD
MOTORS**

Sportsmen who know acclaim:

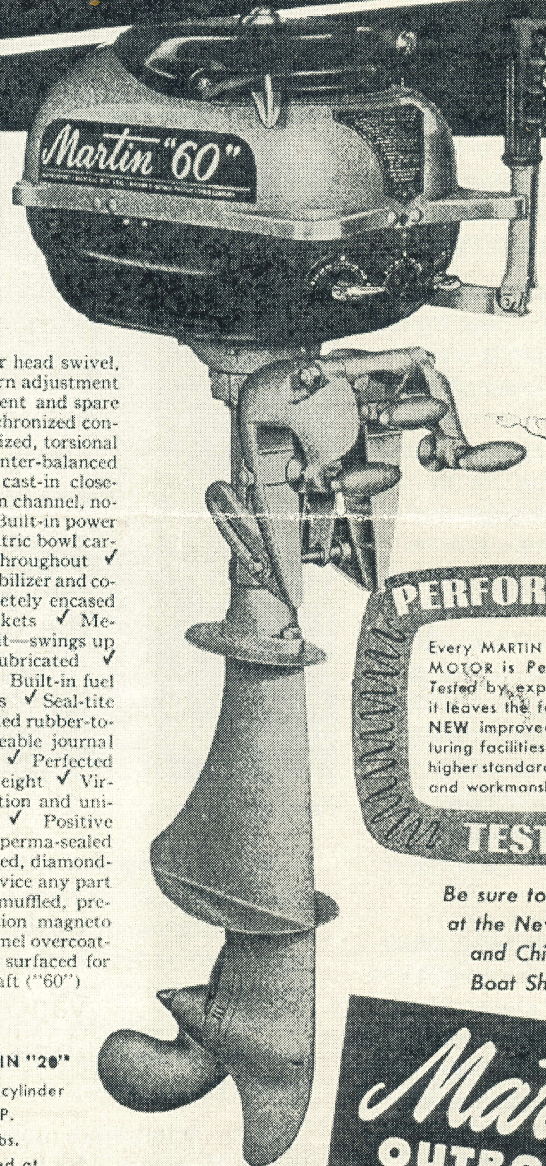
**NEW *Martin* MOTORS
LINE FOR '49**

"Best Outboards Ever Built!"



Sportsmen will expect much—and get more—in the new MARTIN OUTBOARD MOTOR line for '49! The three new, greater MARTIN OUTBOARD MOTORS have everything! Check these features and see for yourself why MARTIN MOTORS now, even more than ever before, are the *New Standard of Performance*:

Mechanically-controlled intake poppet valves ✓ Power head swivel, 360° ✓ Streamlined, leak-proof filler cap ✓ Vertical stern adjustment ✓ Depend-a-pull starter ✓ Filler cap, combining air vent and spare shear pin clips ✓ 3 resting positions ✓ Simplified, synchronized controls ✓ Stress-proofed 3 ring aluminum pistons ✓ Altimized, torsional type, quick-break-in piston rings ✓ Micro-gem forged counter-balanced steel crankshaft ✓ Die-cast aluminum cylinders with cast-in close-grained iron sleeves ✓ Removable cylinder head ✓ Open channel, no-clog cooling system ✓ Rubber spark plug protectors ✓ Built-in power head spray shield ✓ Full range, dual adjustment, concentric bowl carburetor ✓ Protoktall corrosion and salt water proof finish throughout ✓ Rubber mounted steering handle ✓ Simplified steering stabilizer and copilot ✓ Rubber cushioned motor mountings ✓ Completely encased power head and starter ✓ Streamlined stern clamp brackets ✓ Mechanical stern-angle adjustment ✓ Full swivel lower unit—swings up into boat ✓ Fully enclosed drive shaft, permanently lubricated ✓ Complete 360° steering—reverse, around and forward ✓ Built-in fuel strainer ✓ Machined and hardened chrom-moly steel gears ✓ Seal-tite gear housing oil seals ✓ Semi weedless propeller ✓ Molded rubber-to-brass propeller drive clutch ✓ Removable and replaceable journal bearings ✓ Easy-grip hand fitting clamp screw knobs ✓ Perfected alternate firing ✓ More horsepower per pound of motor weight ✓ Virtually flood proof—instant starting ✓ Equal fuel distribution and uniform firing ✓ Maximum horsepower for engine size ✓ Positive displacement rotor type water pump ✓ Power head perma-sealed against water leaks ✓ Vac-seal, fuel-tight tank ✓ Matched, diamond-bored connecting rods ✓ Simple construction; easy to service any part ✓ Fast acting, leak-proof fuel-shut off valve ✓ Quiet, muffled, pre-cooled underwater exhaust ✓ High tension, positive action magnets with permanent alnico magnets ✓ Two-toned, baked enamel overcoating ✓ Lower unit symmetrically contoured and glossy surfaced for minimum water resistance ✓ Chrome plated propeller shaft ("60")

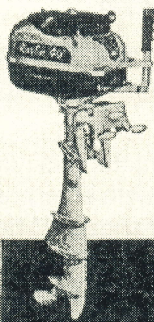


MARTIN "60"
Alternate
Firing Twin
7.2 H.P.
43 lbs.
Certified at
4,000 R.P.M.

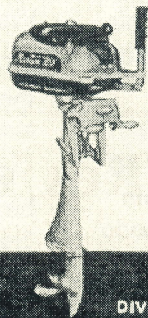


Every MARTIN OUTBOARD MOTOR is Performance Tested by experts before it leaves the factory. NEW improved manufacturing facilities insure even higher standards of quality and workmanship.

Be sure to visit us
at the New York
and Chicago
Boat Shows.



MARTIN "40"
Alternate
Firing Twin
4½ H.P.
35½ lbs.
Certified at
4,300 R.P.M.



MARTIN "20"
Single cylinder
2½ H.P.
29½ lbs.
Certified at
4,300 R.P.M.

***Martin*
OUTBOARD
MOTORS**

MARTIN MOTORS,
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