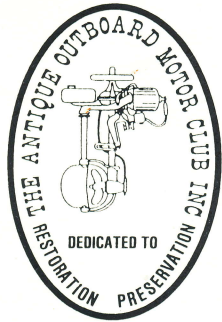


# Antique Outboard News

SOUTHERN CALIFORNIA CHAPTER



October,  
1999

Volume 1, Issue 3

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## What a Sweet Meet

How did it all happen? Time has made history hazy, but somewhere about three-quarters of a century ago that first heavy homemade mechanism with an internal combustion engine on one end and a propeller on the other was clamped on the back of some skiff and cranked and cranked and coaxed into coughing life. Rapid explosions echoing off the shore, the contraption churned the water and slowly moved the boat out into the mainstream of a new sport.

If the invention first saw light in America, it was probably along a waterway of an eastern or central state. Specifications were simple. The contrivance needed to take the work out of rowing and make boating more fun. It had to be compact enough so it didn't crowd the passengers out of a small boat, light so it wouldn't sink or unbal-



*"Outboard Happiness" reflected in the faces of Herb Maier and Nels Hanson*



*Herb Maier's array of antique out-boards showing beautifully on his new custom trailer; 1947 Evinrude (ELTO), 1936 Johnson, 1939 Muncie (Neptune), 1940 & 1947 Johnson, 1947 Lawson Sport King*

ance the craft, and something that could be lifted off when the skiff was hauled up on shore. Ideally it would work easily and quietly. And it needed to be cheap, for use with inexpensive boats. (True Magazine, April 1964)

Little did these inventors realize or dream that one day their outboards would become highly collectable, allowing the AOMC and our various Chapters to enjoy a great hobby and at the same time help preserve a very important part of our past - through what has been said to be *"the happiest engine ever invented."*

As you can see, "outboard happiness", is reflected in the faces of **Herb Maier**, and **Nels Hanson** (pictured top of this page). Herb was our first Chapter member to arrive at Tri City Park on October 2, 1999, for our scheduled meet. He had driven in from Yucca Valley.

*Continued on page 4*

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

DAVID MAROTTA  
32 BUCCANEER WAY  
CORONA, CA 92118-3257



**WET MEET  
DEC. 4TH**

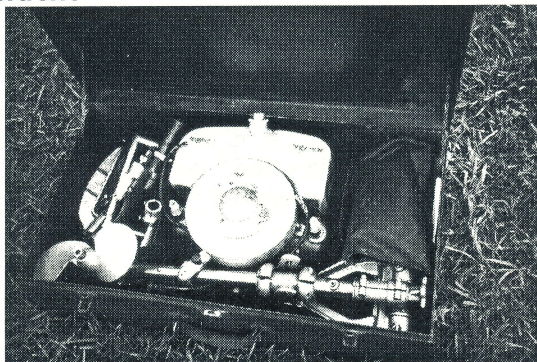


## Do We Love Our Antique Outboards or What?

By Tom Lockwood, Vice President

The objective of our Southern California Chapter is to preserve and restore antique outboard motors, to provide activities and recruit new members and in so doing have one heck of a good time with our families and friends as we share and tell outboard stories.

What could be a more perfect example of our "Chapter Objective" than enjoying the friendship of Tom Roberts and his son, Tom Roberts IV, at our last meet, as they share their prized family heirloom, a 1924 Johnson "Light Twin". It was originally purchased in 1924 by Tom's grandfather and given to his father. (Four generations have enjoyed the outboard). The entire motor comes apart and is stored in the original metal "suit case" box. It has been used almost every year to date, and runs fine! YES, "We do love our antique outboards."



## Water, Water Everywhere, but None Totally Friendly to Your Vintage Motor

By Larry Cupernell, Avalon CA

If you enjoy taking your 55 T-Bird off roading you'll love Catalina. I can't think of another place in Southern California where you can have more fun with a boat.

After a short walk, you arrive at the dinghy dock crowded with boats 14' and under tied up for FREE. That's right, FREE tie up for 14' and under skiffs. They are sometimes wedged together two deep, bumping the dock at 20 second intervals in a powerful surge - so much for the paint job on the boat and motor. At any rate, if your boat has survived another day after a 3 minute run through the harbor, you are into some of the most clear, beautiful water I know of. Under these conditions I try to use my skiff daily, and with no unforeseen circumstances like getting bashed to death in a freak storm, I can get 5 or more years from a modern 50 hp before doing any major work on the outboard engine.

This summer, I saw two classics;

one mahogany Chris-Craft Runabout (Miss Chris) and a 1958 Aqua Cat. Both boats side tied to well maintained wooden motor yachts. Both used and enjoyed by their owners. Neither boat looking worse for ware. Also in the 1960's and 1970's I saw Ray Rydells extensive collection of Eltos and Johnsons and other racing motors from the 1920's and early 30's used on a regular basis. Some can still be seen at the Avalon Museum.

So, in these days of high tech lubes and stainless steel nuts and bolts (not to mention fresh water laws) some of our engines may be taking a saltwater dip. Consider boating in Catalina. You'll love it and will come back again and again.

In our next Newsletter I'll try to share some survival tips I've picked up over the last 24 years of boating in Catalina's saltwater.

## Your 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, 714-996-6661  
Newsletter, Treas.  
Lonnie Yenny, 714-996-6661  
Secretary/Photographer

## CLASSIFIEDS

**For Sale: 1959 Evinrude 10 hp.** Call Tom 949-631-5073

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

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

**Wanted - 12 hp. Goodyear Sea-bee**  
Tom: 714-635-3295

**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

**For Sale: Zepher Evinrude, 7 hp.,** 4 cyl. LIKE NEW, Call "Doc" 818-896-8790

**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



# JOIN US FOR THE "BIG ONE" - DECEMBER 4TH!

## Race Your Friends, Cruise The Lake and get in on Some Fishing

Bring the Family to Raging Waters, Horse Back Riding, R.V. Camping and Fishing

**A** combination wet/dry meet has been planned from 9:00 a.m. to 2:00 p.m., at Puddingstone Reservoir. It is located at 120 East Via Verde, San Dimas, California - See Map Below, or call Lee Kinell at 714-996-6661, or Tom Lockwood at 714-635-3295 for more explicit directions.

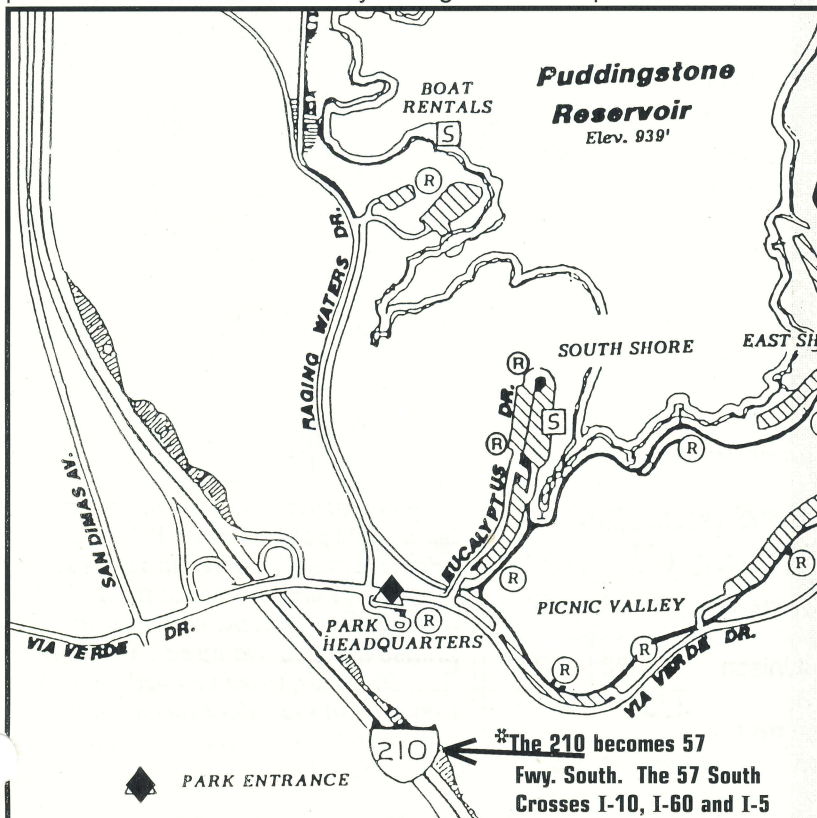
Park Fees: \$6.00 per vehicle and \$6.00 per boat.

We will be eating, showing, buying and selling in the sailboat area. Before you put your boat on the water or if you not bringing a boat, first go directly to the sailboat area (meet area) before launching. It is treed and grassy. Just perfect for our intense socializing. Do not put price tags on anything you want to sell. This is a park rule.

To put your boat on the water, take it to the launch on the north shore, off Pudding Stone Drive. All boats will be inspected for coast guard approved equipment and must be 8 feet long and no longer than 26 feet. Any motor boat must be at least 12 feet long. Current registration and stickers must be displayed on the boat. Fire extinguishers (marine type) and at least one throwable device are required for all boats 16 feet and over. Wearable personal floating devices are required for each person on the boat. Boats under 16 feet can have either a wearable or throwable device.

**\*Craig Butcher, has volunteered to be our "Chef for the day"!** We don't know what's "cookin" so we will all be surprised. **Thanks Craig** - your efforts will be appreciated **BIG TIME!**

Please review the Check List on Page 5 before the meet. **In case of rain please call Lee** at: 714-996-6661 or cell phone # 714-801-3284 for any changes in these plans.

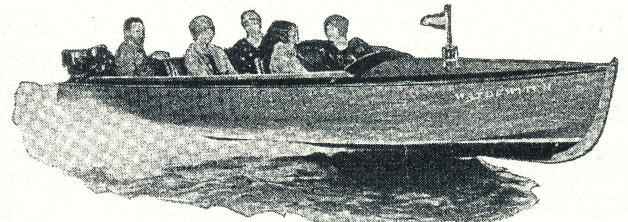


## Thrilling—Fast—

## Staunch and Absolutely Safe

# Water Witch

"Sweeps the Water"



The New Water Witch Runabout

## The Smartest Mahogany Outboard for its Size Speed and Design

**T**HE sixteen foot, five passenger Water Witch runabout has many advantages given by no other outboard boat. For instance the two forward seats are built with convertible backs which may be turned over or dropped down to form sleeping accommodations at night. The driver's seat is of the swivel and sliding type, permitting right or left hand driving. For camping, fishing, duck hunting, picnicking or touring you could not want a more suitable boat. It is designed to perform at maximum efficiency with any make motor, making it ideal for commuting and racing. The Water Witch is luxuriously fitted with Zapon Spanish leather upholstery, nickel fenders, Spanish leather upholstery, nickel fender,

Immediate Deliveries

Write today for further particulars and name of dealer nearest you.

**\$373**  
Complete Except for Motor



## What a Sweet Meet

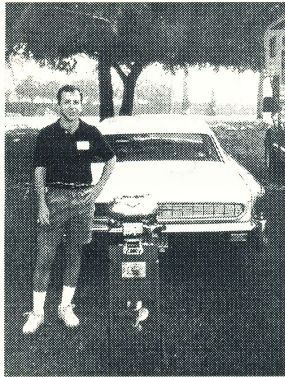
Continued From Page 1

Herb Maier was early, eager, and ready to show, trade and renew acquaintances. During the previous week, he had built a fine, custom trailer to display his beautiful collection. And beautiful it is! His favorite antique outboard is his 1947 opposed firing ELTO. But, he loves them all.

We had one of our best meets yet on October 2nd, with trees, grass, shade, great weather and most of all good friends!

The 1866 Reese Replica (outboard highlighted in our last Newsletter) arrived accompanied by its ingenious owner and creator-to-scale, **Howard Jong** and his sweet daughter-in-law. What a treat for all of us!

**Richard Plavetich** drove his 1962 Lincoln and brought his very special 1940 D2F Play Boy 5 hp Champion outboard. Both Previously owned by his grandfather. The Champion rests on the nicest looking outboard stand I have ever



seen - solid mahogany. "This outboard lives in my living room," he said. Richard, it would reside in my living room too if it were mine. Turn to page 8 of this issue which shows a copy of a letter written to Richard Plavetich's grandfather, Christmas, 1943, from the Vice President of Champion Outboard Motor Company. Richard, YOU made our day! **Bob Hanover** brought some motors to sell and gave the Club outboard covers to sell for Club donation. Bob, thanks for your generosity to help our Club grow. **Al Jarvis**, showed up with some of the best antique outboards around; 1935 Johnson Model 300, 1933 Johnson Model A-65, and a 1938 Evinrude Handitwin. The Johnson 300 is "hooded" and carb is

molded into the front of the motor. The A-65 featured a fuel sight tube - the only Johnson motor to have this feature, "Probably discontinued because they leaked," Al said. **Tom Lockwood** brought his green camouflage Mercury that was factory painted in disguise for hunters. It is truly a "wild thing." Did you know Mercury finished a special engine like that? I didn't. What a hoot!

**Larry Cupernell** arrived on the mainland by boat to attend our meet from Avalon. We all felt quite honored with his presence, especially when we learned that we are all worth a \$100.00 boat trip to get him here. He



brought some rare, antique marine books and manuals for us to peruse too! The above picture shows **Robert Sacher, Neil Smith, and Ray McCarville** enjoying this literary feast! Since the October 2nd meet, Larry Cupernell has written two articles for the Newsletter, one of which appears in this issue on page 2. *Way to Go Larry!*

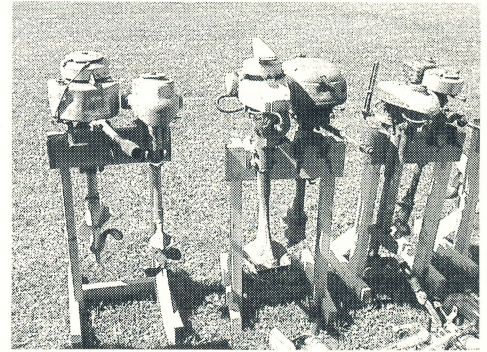
As **Tom Lockwood** puts it, "The show wouldn't be complete without **Lee Kinnel's** Commando V." I hope you didn't miss it! Everyone should have one. It was the "great looking" (Ha, Ha) red outboard with the lawn mower engine. If your lawn mower isn't working call me, I may loan you this "jewel."

**Nels Hanson** assisted **Lonnie Yenny** in taking dozens of great pictures of the whole meet. (See Nels "outboard happiness" big smile picture on the front page) His photography is shown throughout this issue. Thanks very much Nels. **Check Nels' Web Site:**

<http://www.jps.net/motorguy>, for a real Antique Outboard treat!

**Tim Coleman** arrived home at 2:30 a.m., October 2, 1999, the morning

of our meet, from a long truck haul, to find notice of our meet in his mail. He got a couple of winks and drove in



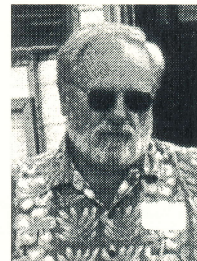
from San Bernardino with his outboards to share (above). At the end of the meeting he said, "Here is my \$20.00 dues, I've had \$50.00 worth of fun today." We hope to see you often Tim.

**George Kent** brought his gorgeous 1952 Mercury and model boat. George found this Mercury outboard in the desert and now it's one of the best restorations we've seen. Below you can see both.



Who do you think owns a **NEW** 1959 Sea King, 5 hp and a **NEW** World War II Evinrude that still has the corks in the spark plug holes?

You guessed it, **Darryl Webber** and he won't part with either one, not for love nor money! I would give up at least one of my body parts for either engine - they are to die for! This is



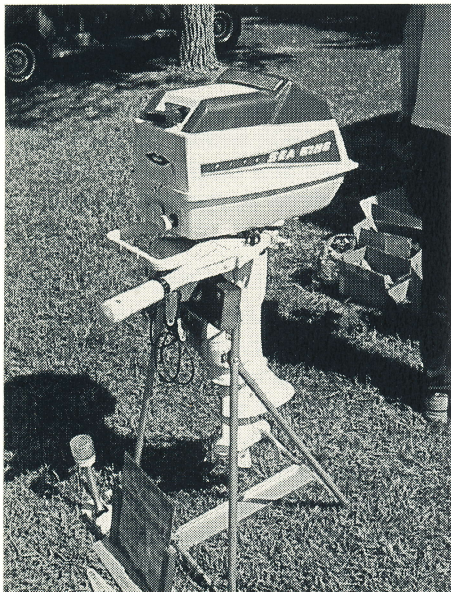
a picture of Darryl Webber. Quick, look at the top of the next page to drool and lust over his **NEW** 1959 Sea King.



## What a Sweet Meet

Continued From Page 4

Feast your eyes on this Chapter members! You can dream, you can hope, but can you imagine? Darryl Webber, you are one lucky outboard enthusiast. We hope to see you at



Darryl Webber's New 1959 Sea King

our next meet on December 4th. You may wish to consider bringing a used outboard to this wet meet. Don't get your two wet! Not ever!

Did you see **Phillip Beguhl's** old fishing rods and reels? They were amazing. If you have any antique fishing gear around the house to sell, please call Phillip at 805-967-8393.

There was quite a little buying and selling going on too. **Neil Smith** sold an old Johnson, and **Dennis Byrne** from Camarillo brought some motors that he happily sold. Trading is fun!

I have not attempted to mention the names of everyone at the meet in this Newsletter. We had about 30 people sign in. I do want each of you to know how very much your efforts and attendance are appreciated. I am very pleased with the direction our Chapter is going and especially our camaraderie as we get to know each other and make new friends. I hope you are as pleased as I am.

At our meeting we also covered

finances. We handed out our Treasurer Report showing that we had used up the \$5.00 interim dues collected at the July, 1999 meet. At this time, the meeting was opened to the members (about 30 present) and the feeling was that they liked the Newsletters and meets enough to vote an increase in dues to cover operation expenses. After much consideration, there was a vote and the dues were raised to \$20.00 per year, with one descending vote. This year's payment of \$20.00 will cover your Southern California Chapter membership through December 31, 2000. Your overwhelming support is heartfelt. We will also do our best to provide 6 meets and 6 Newsletters each year. But, not without your help!

Try hard to volunteer to make this Club strong. **Everyone** has a talent of sorts to share, so make yourself known. Please look for nice locations in your area for a meet. You too can write a story whether it be humorous, fiction, a special boating experience or technical. All articles will be appreciated. **We need your input if our Newsletter is to be a success.**

Technical articles have been recently requested. I urge you to pick up your pen and start writing so we may share our expertise with every member in the Southern California Chapter. **J.J. Johnson** would like an article on how to hook up passive discharge ignition, **Tim Coleman** mentioned articles on how to unfreeze parts on motors and how to remove bolts from mounts. Can you help us with these articles? Please fax all articles you write to **Jackie Kinnel at 714-996-5573**. It will definitely be a rewarding contribution for you when a fellow member taps you on the shoulder and says, "Hey, your article was great, I really enjoyed it". I heard **Weston Hook** do just that at the meet. The Newsletter author to whom he directed his very gracious compliment was delighted. Do keep your ears and eyes open for new members and the whereabouts of antique outboards to share with members, if you are not interested in buying them for yourself.

I look forward to being with you at the next meet. **Tom Briggs**, recovering from a recent illness, is feeling much better. We're hoping he can make this meet. If it is not possible for him, he will be in our thoughts for sure. The wet meet will be held on **Saturday, December 4th at Puddingstone Lake in San Dimas. That's Right, a WET MEET.** Please follow the map on page 3 of this Newsletter. Being a new Chapter member myself, this will be my first "wet" meet. **IT IS DEFINITELY EXCITING.** If anyone who has participated in a wet meet has issues or ideas to offer that would help make this one a complete success, please call me or **Tom Lockwood**. As always, we welcome all your thoughts and suggestions.

Sincerely,

Lee Kinnel, Chapter President

**P.S.** Who do you think was the last Chapter Member to leave the October 2nd meet? Well, you guessed it, **Herb Maier**. The first to arrive and the last to leave. **What a guy! What a meet! What a day!**

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**Please review the following Check List before our December 4th Meet, and bring your input:**

1. Ideas for a Club Name and Logo
2. Locations of your choice for future meets
3. Be sure to bring your special outboards
4. Don't forget your boats
5. Bring any outboard you wish to sell and be ready to buy the one you need.
6. Bring any related marine items you may have to show or sell.
7. Don't forget friends - we want to infect them with the Antique Outboard Bug!



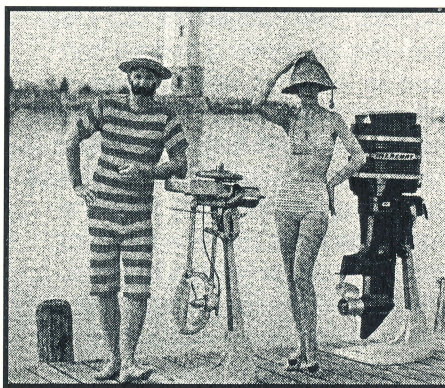
**BEE THERE!**



## The First Production Outboard

One motor which has survived is the Waterman; some 3000 were sold in 1907 and there are several owned by outboard manufacturers and museums still in operating condition. In 1905 Cameron Waterman, a student at Yale, built an outboard using a small Curtis air-cooled motorcycle engine and chain driven prop, and also applied for a patent on a drive shaft model. Waterman is credited for the invention of the first practical outboard motor. He coined the term "outboard motor" in his patent application, filed in 1905, and named his product the Waterman "Porto," and commenced production in 1906. This single-cylinder two-horsepower marine propulsion plant was the sensation of the National Boat Show held, in the old Madison Square Garden, was the first mass produced outboard motor the world had ever seen and marked the beginning of a new industry.

The first public advertisement of a



**First production outboard (left) was this 1906 Waterman's 1 1/2 hp one cylinder Porto. Mercury 650 for 1964 was still two-cycle but 40 times faster than Porto.**

mass produced outboard motor appeared in the January, 1908 issue of Motor Boating magazine when Waterman advertised that his Porto would drive an 18 foot boat seven miles an hour and would operate for eight hours on one gallon of gasoline.

For outboard power, the lighter weight and fewer parts of the little motors seemed to make sense. Mixing oil into the gas for lubrication

was no chore with an engine for which Waterman claimed in an ad in 1908: "You can attach it to the stern post of your boat in five minutes without any tools. Drives an 18 foot rowboat seven miles per hour (runs eight hours on one gallon of gasoline). Can be detached from boat just as quickly and stored in box in which it is carried. Simplest motor made, does not get out of order. Money back guarantee."

Waterman's first competition occurred in 1909 when Ole Evinrude marketed his first outboard: in that year 6000 more Waterman Portos were sold.

Waterman died in 1956, at the age of 79, but was able to fill in a lot of gaps in the history of the outboard. His 1907 model was 2-cycle, 2 hp, water cooled and the engine was horizontal (as with today's stern-drives) and required two sets of right angle gears to drive the prop. This first volume-produced outboard grew until, in 1915, some 30,000 had been sold. Waterman sold out to Arrow Marine in 1917 and the company went out of business in 1921.

## The Oil Debate Keeps Slipping On!

Thank you Bill Milligan, of Christmas Florida, for this article

How many members out there, speak up, have purchased motors new, of the 1940's-1950's and still have the original operator instruction manuals? I have, 1941-HD-20 Johnson, 1954 (2) 5 1/2 CD 10 and 11 Johnsons RD-18 and RD 19, and I read, reread the instruction manuals following them to the letter. The 2 CD's have been performing for 42 years without failure, with exception, water pumps and points!

Don Dwiggins has a complete line of operating manuals for most every motor made. If in doubt as to the fuel oil mixture, order a manual from Don. His phone number is 1-501-641-2413, Atkins, Arkansas.

In an Owners Manual 1973 Evinrude all hp. "Quote", In an emergency, if TCW oils are not available; it is permissible to use SAE 30 weight SA or SB automotive oil, 1 quart per 6 gallons of fuel, not HD or multigrade (viscosity) oils such as 10W30, unquote. SA-SB is non-detergent, specified on the container and no additives!

The younger generation of dealers, their mechanics and various others believe today's high tech oils will not harm our "Dinosaurs" of yesteryear. I am from the "Old School", believing what the manufactures recommended of that era. It is up to the individual which way he or she wishes to pursue. I have witnessed too many piston, rod and crank failures (scouring) due to improper lubrication in the smaller friction bearing motors, as high as the 12 hp Gale with all friction (non-roller) bearings.

## Quaker State Engineer, Replies to our Oil Issue

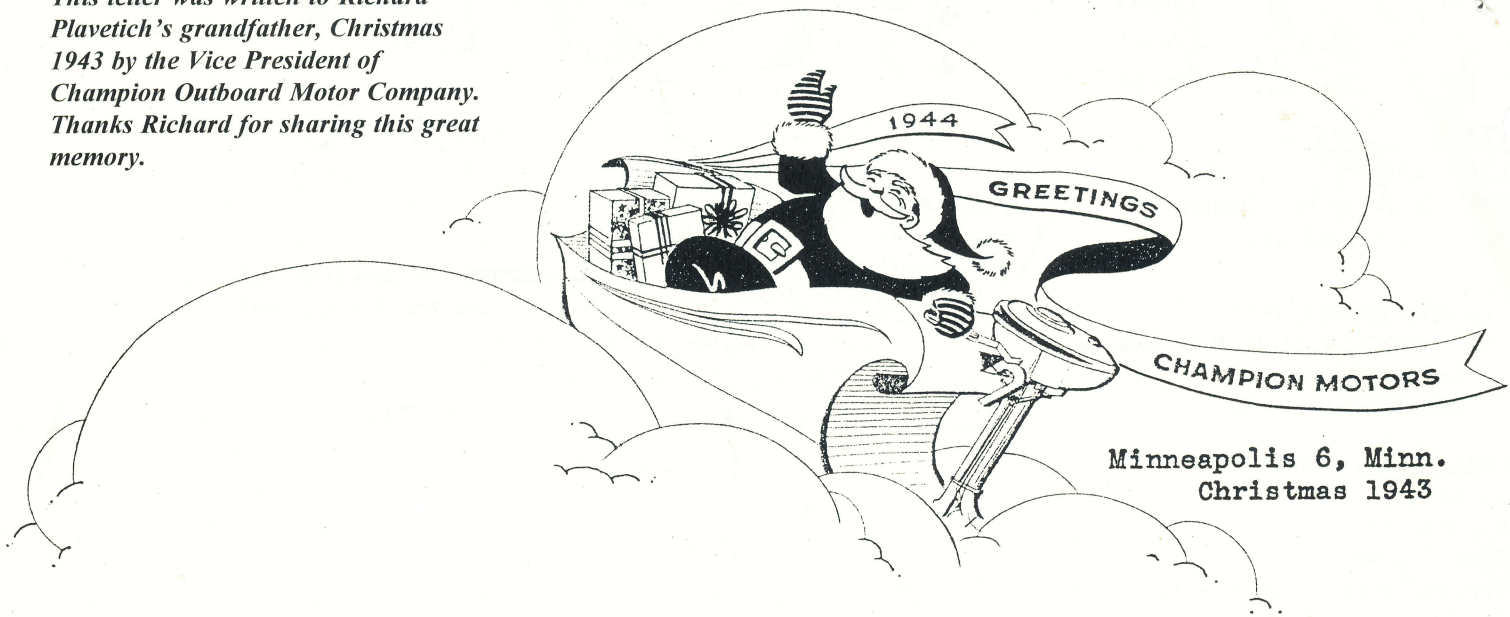
Thank you for your recent letter and your questions concerning antique outboard motors. You wondered whether you should continue to use a 16 to 1 gasoline to oil mixture in these antique engines. You mentioned that you knew a mechanic who runs old 2-cycle engines at 50 to 1 without damaging them.

Although it may be possible to run an antique outboard engine using a 50 to 1 gasoline to fuel ratio, I would be reluctant to risk damaging my engine by mixing the fuel at this ratio. I recommend following the manufacturer's original recommendation in your antique outboard engines. It is safer to use a little extra 2-cycle oil in the fuel than to not have enough and experience premature engine wear.

**Jack D. Snavely**  
Automotive Engineer,  
Technical Services / June 14, 1995



*This letter was written to Richard Plavetich's grandfather, Christmas 1943 by the Vice President of Champion Outboard Motor Company. Thanks Richard for sharing this great memory.*



Dear Mr. Richard:

America's fighting men have given us the greatest gift in all the world...certainty of ultimate Victory. To enjoy that gift, I know you would sacrifice almost anything.

Uncle Sam must come ahead of Santa Claus and so again this Christmas there will be no new Champion Outboard motors available for civilian use. We have cooperated completely with Government restrictions; feeling sure that all Champion owners place Victory before all else. Slow service on repairs and parts means just one thing, -- faster service on munitions and equipment for our men in uniform.

Until that great "V" day comes, have your local dealer keep your present Champion in good condition. Should you have trouble securing parts or service, please write direct to our factory.

At this time it seems probable that many soldiers and sailors will be home by Christmas of 1944 and eagerly looking forward to enjoying the free woods and waterways of our America again, which they so gloriously fought to defend.

We want to give those men, and all our other friends, the most thoroughly improved outboard that can be developed from the vast war-time



# THE SOURCE

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Vintage Motor Gaskets to fit Mercury  
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write for catalog:

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Santa Rosa, CA 95405  
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