

MICHIANA OUTBOARD BOATING CHAPTER OF AOMC

The MOB Morse Code Newsletter

VOLUME 1

JAN. 2019



The new season is upon us and it is time to get ready for the first meet of the year. Sock's Marine has kindly invited the MOB to their shop for a meet on January 19, 2019. They have a nice shop, fully equipped with a test tank and work area. You can bring along a troublesome motor and get some assistance from the gang or use the tank to run anything you want to run. There will be a display area, bring your own stand, and there is always room for some selling and swapping.

The get together will start around 9 a.m. with lunch being served around noon. Pizza will be on the menu, the donation can will be out, if you are able to, please bring a covered dish to share. There will be a short business meeting following lunch.

Come on up to Socks Marine, on the east side of Webster Lake, and let Dino Coverstone and his crew show you around the facility. Dino has some neat stuff in the buildings on his property.

Last year we saw a motor from Jack Campbell run in the tank and an old rbm from Jay Walls made some smoke. Additionally, we had a nice demonstration of some specialty tools from Richard White. Never know what might be on the slate this year. The address is Sock's Marine, 60 EMS W 17 Ln, North Webster, Indiana 46555.



Walls Words...

Hello to all of my friends and fellow MOBSTERS!

As the new MOB president, I am looking forward to having a great year with everyone as we enter into 2019. Being a first time president of the MOB Chapter, let me tell you a little about myself.

I work in the aerospace industry as a welder, welding on different alloys that are very resistant to heat. I have also been welding and doing small fabrication jobs on the side for a few years now.

When it comes to the club, you can say I was born into AOMCI, being a third generation member. My grandpa, Emmett Walls and my dad, Jay Walls Sr., joined the club in 1967. I can remember running my first motor like it was yesterday, an Evinrude Ranger on our 16 foot steel rowboat. I was three years old at the time. Since then, I have moved onto smaller and faster boats, if that makes sense! These days I drive for the Brinkman Racing Team out of Springfield, Illinois, where I pilot a 250cc and a 350 cc runabout. We are running at speeds in the high 90 's, quite a difference from the Ranger I started with!

Although these racing engines are new, this is not where I got my start. My dad and I raced the antique classes in the American Powerboat Association driving the old Johnson PR factory racing engines and the Evinrude Speeditwins.

I'm very much looking forward to serving the MOB chapter as President this year and together, we can make antique out-boarding great again!

JJ Walls
2019 MOB President



2019 Meet Schedule

January 19	Sock's Marina, North Webster, IN
March 16	Sonny Clark's, Greenville, OH
April 20	Fillinger's Pond, Frankfort, IN
May 18	North Webster Spring Meet
June 15	lake loramic, Ohio
July (Date to Be Determined)	Constantine Michigan
August 17	Fillinger's Pond, Frankfort, IN
September 21	North Webster Fall Meet
October 5	Broad Ripple, White River, Indy

New Officers for 2019

At the Fall Webster Meet, elections for MOB Chapter Officers were held. The incoming club officers for 2019 are as follows:

President

Vice President

Secretary

National Correspondent

Newsletter Editor

JJ Walls

Richard White

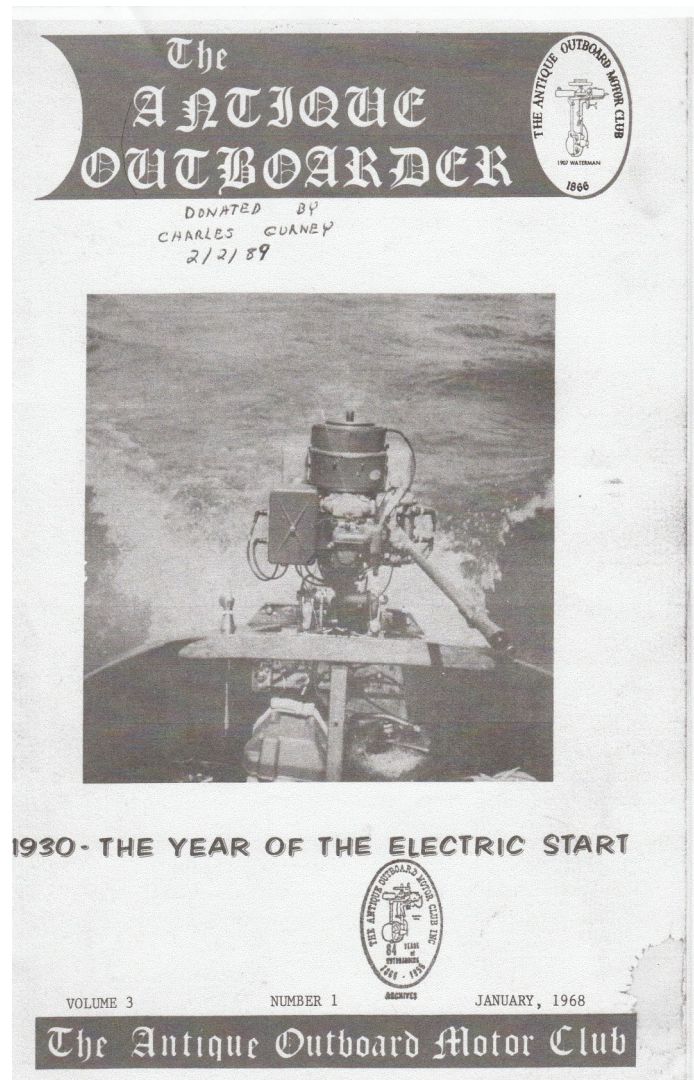
Mark Majcher

Rick Eichrodt

Dan Maloney

HISTORY ABOUNDS IN FRANK-FORT

At the Fall meet in North Webster, mention was made that Stuart Fillinger is the archivist for AOMCI. At his shop in Frankfort, Indiana, he has all of the literature, notes, copies of the Outboarder and other information that AOMCI has accumulated over the past 50+ years. Anyone who so desires, has access to all of this information. To use this vast wealth of knowledge, simply contact Stuart so arrangements can be made. He can be reached at 219-863-2670. Adjacent is a copy of the cover of the January of 1968 Outboarder, the next two pages show a little of what was inside. This and more is available by getting in touch with Stuart.

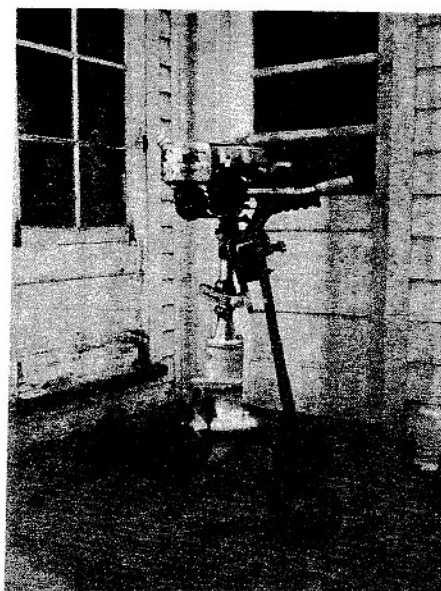


From the "Antique Outboarder", Jan. 1968

MOTOR COMPARISON

A 1928 JOHNSON vs A 1957 JOHNSON

JOHN WARD



After reading several issues of The Antique Outboarder, I decided that I would try to do an outboard test. This was my first one; here's how it went.

The two motors I chose to test were a 1928 A-35 Johnson, at 2.5 horsepower, and a 1957 Johnson 3. I figured this would be a reasonable match because the '28 is surprisingly modern in spite of its age.

Both of the motors were in mint condition. The 1928 motor set me back about \$2.55 a year ago, and it was in running condition. (Antique motors are almost completely unwanted here, but when one is seen, it causes a stir and much reminiscing.) The '28 has a fairly large 3-bladed prop while the '57 has a small 2-bladed prop and an angled fishing (weedless) drive. Both of the motors have streamlined lower units, although the older one has a gearcase which protrudes in the front. Both of the motors have a 360-degree pivot reverse with a tilt lock.

As for cooling, the '28 has the water scoop behind the prop and a cooling system which operates on a vacuum principle. The '57 has the common impeller type pump.

The '28 has two opposed cylinders while the '57 is a modern twin cylinder motor. The '28 has a muffler directly beneath the gas tank while the other motor has an underwater exhaust. (This difference is not very noticeable when the motor is running.)

From the "Antique Outboarder", Jan. 1968

Both motors are mainly of aluminum and are extremely light. The ignition systems are almost identical. The carburetor on the '28 is completely unshielded, and has a large air intake scoop in the front and a float bowl mechanism that can be taken apart without tools. The throttle is between the carrying handle in the front and the spark control, which is under the flywheel. The newer motor has the usual, modern carburetor with a separate choke control.

The boat I used for this test was my 8-foot sea sled-hydroplane. Putting the motors on the boat was a cinch because they both are very light. Both have twin clamp screws. Operation is simple - to start the '28, you turn on the gas valve (which is located on the left side when you face it from the front), prime the carb, advance the timer lever to full, set the carburetor lever to choke position and pull on the starter cord. For the other, you do the same thing except that you do not need to prime it.

Since the compression on the 1928 was excellent, it started right up after I pulled the cord a few times. The 1957 started on the first pull, as is normal. The 2.5 did 7 mph at almost full throttle (2500 rpm or so) and the 3 did about $8\frac{1}{2}$. For trolling, the 1957 proved best, but the oldie was not bad at all. The vibration was about equal on both, but the 1957 does go about 1500 rpm more. I would take the 1928 for power anytime; I am positive that the 2.5 will outpull anyone's 3! It would be excellent for a sailboat auxiliary. Gas consumption was about equal.

In conclusion, I think these motors are about equal in most respects. The '28 has more power, is easy to operate and easier to repair. The '57 is a bit quieter and faster (it is 0.5 hp larger) and trolls better. The older one is an ideal auxiliary motor while the 1957 is the ideal fishing motor. Johnson Motors did exceptionally well with both and should be given a good pat on the back.

The following chart shows points of comparison for these two motors:

ITEM	1957 Johnson 3 hp	1928 Johnson 2.5 hp
Weight	37	41
Model	Jw-13	A-35
Top Speed	$8\frac{1}{2}$	7
Low Speed	Less than 1	$1\frac{1}{2}$
Reverse	pivot	pivot
Prop	2-blade, 61/8 X 6 $\frac{1}{2}$	3-blade, 6" diameter
Gas Tank	4.88 Pints	6 Pints
Bore & Stroke	19/16 X 13/8	2 X $1\frac{1}{2}$
No. Cylinders	2	2
Horsepower	3 at 4000 rpm	2.5 at 2600 rpm

Another Cruise on the River...

The weather forecasters for the day of the River Run on the White River in Indianapolis, foretold of storms and bad weather. Due to this erroneous forecast, the turnout for the boating event was light. However, the eight boaters who showed up had just a beautiful day on the water.

The water was up just a bit, and running pretty good, but all eight boaters made the voyage up to the picnic area with no problems. It was good to see everyone at the landing, and we even had some spectators oohing and awing over the boats and motors. At the launch site we had a new member, Luke Cushway, give us a hand in getting us out and away. He couldn't stay, but his help was appreciated.

The crafts and motors were varied and all ran really well. Dan Cassidy ran a '65 Johnson 10 horse and he and his brother, Todd, seemed to navigate quite well. Dean Chapman was running a 1960 "Hoosier", Rick Eicrodt had a 1980 Johnson 25 horse that purred all the way.

Doug Wilson, who only had time to run a short way up the river before he had to leave, exercised a 10 horse Wizard WG7. Sherm Caldwell escorted all of the slower units with his '56 Johnson 5.5 Horse. JJ Walls, along with Morgan and Landon Reese, were cruising with a 1954 Johnson 10 Horse, with Landon steering most of the way. Dan Maloney kept pace with his 1935 Johnson A75 and Jay Walls ran an '08 Caille Liberty single that he just got running the night before. It performed extremely well.

Mark from Indiana Prop, and his wife, escorted the fleet up the river to his club's private island then they had to leave. A big thanks to them both. Most members brought their own food to consume at the picnic area on the island, but Dean Chapman, Dan Cassidy and others, broke out a grill and cooked some dogs and sausages that were fittingly delicious.

After a nice relaxing lunch, everyone headed back down river and had a very relaxing trip back to the landing. Even though the day then ended, it was a great time and a great way to enjoy our old motors.



Mark from Indiana Prop, his wife and pooch, guided us up river to his club's picnic site

Relaxing at the grub hub on a river island, nice spot, nice day





*Dean, resting
his Hoosier*

*Dan and his
brother Todd,
on the way up
river*



*Morgan
and JJ
with San-
don at the
wheel*

*Doug,
couldn't
stay, but
looked
good while
there
(archive
photo)*



*Sherm took a
relaxing trip,
keeping herd
on the rest of
us*

*Dan's
smooth
running
A75*



*Jay moving
up river
with his new
old Caille
Liberty*

*Rich, as he
cruised by*



It is time....

Please see the adjacent page and be aware that it is time again to get your dues to the MOB taken care of. The dues are a mere ten dollars, but to be a member of the MOB, you must first be a member of AOMCI. Please send your chapter dues as early as you can.



Spread the Word

The Indianapolis Boat, Sport & Travel Show is coming up. From February 15 through the 24th, the Indiana State Fairgrounds in Indianapolis will be hosting a great outdoor show. One of the highlights of the show is the AOMCI Antique Motor display put on year after year by Jay Walls and Rick Eichrodt. The purpose of the display is to get people interested in our hobby. The display is a great way to do this and the display is quite extensive. With the help of many MOB members, the public gets to see what can be done with these treasures.

It takes a lot of time and manpower to set up and operate this display and help is needed. MOB members are needed to bring their motors to display, the more the merrier. Help at the booth, greeting the public and answering their questions, is always needed and is very welcome. Free passes to the show can be arranged for anyone willing to help out. Please contact Jay or Rick if you are willing and able to help with set up, manning the booth and/or tearing down. It is a good time and if you can help for even a little while, it helps spread the word about our great hobby.



Michiana Outboard Boating Chapter of AOMCI

Date _____ Signature _____



*Dean Chapman and Stuart Fillingner are on their way to
Sock's Marine, are you?*

Dan Maloney
2412 N. State Road 39
Monticello, Indiana 47960

