

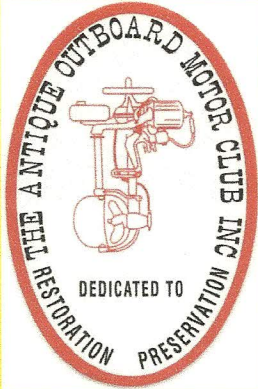
"THE ORIGINAL"  
TEXAS CHAPTER  
ANTIQUA OUTBOARD  
MOTOR CLUB, INC.



# Texas Chapter News

VOLUME 2, ISSUE 1

JANUARY 2015



## HAPPY ANNIVERSARY AOMCI !!!

If you are not aware by now, in October 1965, a young David R. Reinhartsen resurrected a failed "Antique Outboard Motor Club of America" and created an international Antique Outboard Motor Club which later became incorporated in the State of Texas as the Antique Outboard Motor Club, Inc. Accordingly, 2015 is the 50th anniversary of our beloved AOMCI.

As we begin the New Year, I want to en-

courage everyone to contribute in the celebration. Your Texas Chapter officers welcome your suggestions and assistance in planning out the year ahead. Feel free to contact them and share your ideas.

The best assistance you can offer is to attend some of the upcoming events. Wet meets and swap meets are more fun when a lot of members participate. Hopefully, we will see you all during our 50th Anniversary.

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Members of our Texas Chapter have been invited to participate once again in the Houston International Boat, Sport & Travel Show to be held in NRG Center (formerly Reliant Center). Ironically, the Houston International Boat, Sport & Travel Show is celebrating its 60th anniversary this year.

This year's version of the boat show will begin on Friday, January 2, 2015 and will continue through Sunday, January 11, 2015. Our members will share exhibit space in the main lobby area with the Southwest Chapter of the Antique & Classic Boat Society, Inc. This marks the 29th year that members of both organizations have shown their antique and classic boats and outboard motors at this annual show.

As we have done for several years, we will also have the "Kids Build A Boat" exhibit inside the NRG Center. The exhibit will operate on both Saturday and Sunday show dates. As has been customary, each participating child will receive a raffle ticket for a drawing(s) to be held during the show. New for this year, the children will assist in re-

building an outboard motor. Children will actually have hands-on experience with turning nuts and bolts with adult supervision.

By the time you receive this newsletter, the show will have already begun. Please come by and see us at the show if you get an opportunity. You will not be disappointed.

#### Daily show hours are as follows:

Friday	January 2	1:00PM—8:00PM
Saturday	January 3	10:00AM—8:00PM
Sunday	January 4	11:00AM—8:00PM
Monday	January 5	1:00PM—8:00PM
Tuesday	January 6	1:00PM—8:00PM
Wednesday	January 7	1:00PM—9:00PM
Thursday	January 8	1:00PM—9:00PM
Friday	January 9	1:00PM—9:00PM
Saturday	January 10	10:00AM—8:00PM
Sunday	January 11	11:00AM—5:00PM

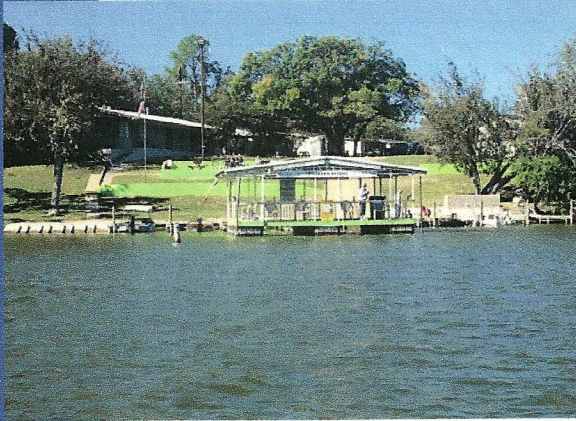


# Fall Wet Meet in Kingsland, Texas

By Joe McCauley

Our second semi-annual Lake LBJ wet meet was held on Halloween weekend at our usual place, the Longhorn Resort on the Llano River. The weather was perfect, cool nights and warm days, and that is not guaranteed with November on the cusp. There was little wind, but our

View of Longhorn Resort from Lake LBJ



mornings and evenings were "brisk". The turnout was good but the number

of boats could have been better. Chip and Marilyn Rathbun missed because of Chip's knee operation. Louis Rothermel and Tom Oncken were present and active, but we missed Louis' 1943 Evinrude Storm Boat Motor. Scott-Atwater Al showed up with a new daughter in lieu of his boat! We also missed Di and Suzie Johnson who were out of the state.

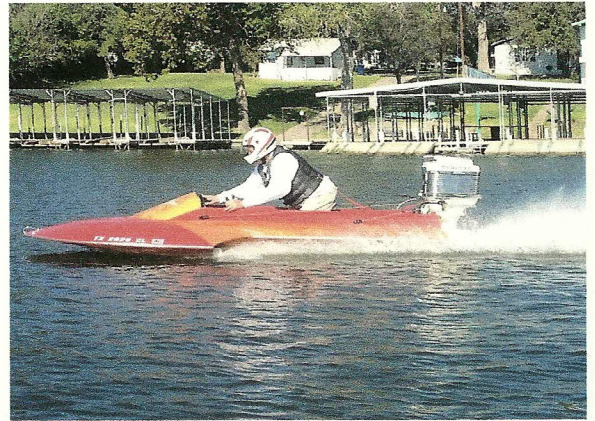
There were two first-rate restorations present: Darrell Beaulier's (and Jim Nerstrom's) 1969



See Darrell Beaulier's Evinrude Super Strangler at the boat show

Glastron-Carlson tunnel, the racing model powered by a 1973 Evinrude Super Strangler. Darrell had worked nearly until the last week on the boat, but the CD box and coil were not compatible so we'll have to wait until April to hear the Super Strangler scream. Carlton Callahan brought a

ca. 1980 15' HydroStream Viper powered by a ca. 1983 Johnson 140. Both the Carlson and the HydroStream are showroom quality restorations. Carlton hung out the Viper for the rest of us to admire. Dave and Doug Samstag broke in and ran a high winding and beautifully restored



Mercury Mark 58H on a Marchetti hydro running gear. George Gustafson's screaming Stinger 75 floated his ca. 1975 kneel-down Del-Craft SE tunnel. Adam Finn is as happy as can be with his Merc 650 powered 1961 Glass Magic, which didn't even need restoration. Bob Macaluso continues to enjoy the Evinrude 40 and 1957 Crosby that he bought at Louis' 2013 swap meet.



Ben McCauley and Tony Robinson had fun with their rigs, and displayed a nice Oliver as well. Jerry Lindamood ran his beautifully built gentlemen's racer with early 1960's Mercury 50HP. Eric and Gail Peterson ran their early 1980's Mercury 115HP powered Glastron, while Mark Betner sped around on his Rotax-powered Sea-Doo. George Gustafson got out on the lake early Saturday morning with glass smooth conditions running 70+ mph with his 1970's Evinrude powered tunnel boat.

Our son, Finn, burned a fair amount of gas running our 1968 Glastron V153 powered by 1991 Johnson 70, the boat runs 46 mph @ 6500 RPM and still breaks 40 mph with four grown-ups on board. It's an exceptionally fast family boat that really handles rough water well.



Our Kingsland host, Meatball Murray, was present but without a rig. Meatball delivered a blue-anodized late 1950's Feather Craft Vagabond to me at our last race of the season in Houston in mid-October. The boat is now parked at Louis' shop. We plan to restore the Feather Craft and his Vagabond together.

Peter Schultz buzzed around in an Aluma Craft with a nice looking early 70's Evinrude 18HP, as did John and Stan Kremp in their Aluma Craft with a Mercury Mark 25. John and Cindy Slator (our dessert chairwoman) cruised in their Johnson 35 powered Lone Star. John runs an 1980's era 35; the 1980-83 35 is one of my favorite motors. Champion collector Richard Kairis also attended the meet.

## 21st Annual Houston Swap Meet

By Di Johnson (Assisted by Tom Oncken)

As a result of the delayed scheduling of our Fall 2014 Kingsland wet meet, the Houston Swap Meet was moved a week later in November than usual. As a result, our 21st annual Houston Swap Meet was held from Friday, November 14 through Sunday, November 16.

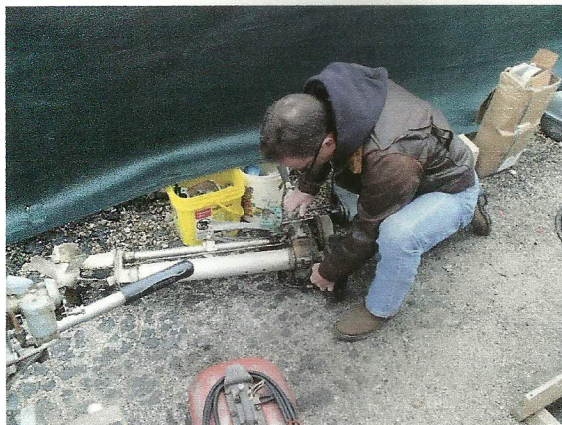
Those signing in during the three day meet were as follows: Host Louis Rothermel, Co-Host Tom Oncken, Tom Ashe, Jerry Ball, Mark Betner, Tom Brandon, Lance Brannen, Allan Carter, David Coffey, Jr., Drew Crispin, Dave DeMoia, Tim Dugan, Weldon Eklund, E. J. Fournet, Nancy and Jim Goldman, John Graf, Sammy Guillot, George Gustafson, Gilbert Hoffman, Di Johnson, Richard Kairis, Captain Gary Keeney, Stan and Donna Kremp, Dan and Wanda Kubecka, Ted LaBree, Gary Lee, Joe McCauley and Cornelia Kuffner, Bob Macaluso, Brenden Macaluso, Bruce Miller, Alan Morris, Jerry Morris, John Platou, Rich Reich, Clinton Russell, Dave Samstag, Frank Simon, John Slator, Al Smith and family, Don Smith, Leonard Sturm, and Ray and Dot Watson.



Adam and Susan Finn took a long cruise up the Colorado. Carlton Callahan and I took the HydroStream and Glastron far enough to cruise among the granite boulders where the river is shallow, and snapping turtles sun on the rocks in the river.

Adam had very good BBQ catered in for our Saturday evening banquet. After Saturday's dinner, Adam updated us on club news including that Gus Gustafson recently celebrated his 90<sup>th</sup> birthday, which brought him congratulations. Gus wears a crash helmet when he runs his 150 hp Mercury on his tunnel. I had no idea that Gus, who's in very good health, was even near 90 years old. Long live the this Texas Swede!

We had significantly cooler weather than we have had in past years with morning temperatures in the low 40s, and things got off to a good start on Friday morning with Louis providing hot coffee and donuts. After some early bargaining and trading on Friday afternoon, John Slator, George Gustafson and Di Johnson headed to the Jax Grille in Bellaire for burgers and more.



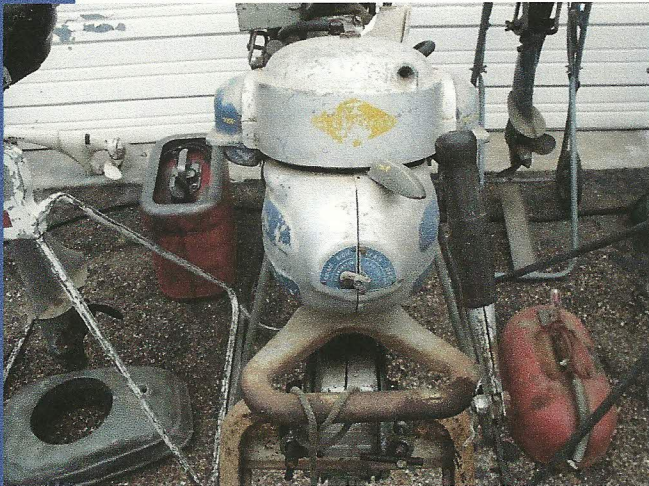
Saturday morning started out cold again and Louis continued making coffee and providing donuts to attendees. John Slator and Dave Samstag set up early and were able to move some motors and accessories to new homes. John Graf brought his amazing show trailer of classic Mercurys – always jaw-dropping to the crowd. Di Johnson sold a couple of motors and brought his Glen-L 8' Hydro and is still looking for a new owner for that rig. Louis had the heater on in his shop and it seemed too cool outside to tempt anyone to run a motor in the test tank, so it sat silent all afternoon.

Checking out a British Seagull outboard. Bargains were found in every corner this year



New attendees, Gary Lee and Don Smith from Victoria, Texas, brought Don's heaping truck-load of unusual small motors and accessories. A really neat project motor was the Good-year Sea-Bee with its original Sea-Bee motor stand. Among the bevy of Don's classic motors, I saw an air-cooled Bendix, an Evinrude rowboat motor, a Lausen, a Scott-Atwater, a Sea King, a really nice Flambeau, a Chris-Craft Challenger, a Martin 60, an ELTO Speedster, a Caille Motorgo rowboat motor, and an electric troller that I forgot the name of. Compared to past years, there were considerably more motors to ponder.

Goodyear Sea-Bee on its original Sea-Bee stand



For lunch on Saturday, Louis and Tom organized the collection and hosting of a true Texas barbecue feast for only a paltry \$5 per person which included sliced brisket, savory sausage, beans, potato salad, and coleslaw. Cornelia Kuffner brought a special dessert which really classed-up the place. Great fare always tastes better outside. Oh . . . don't we all love the

If anyone leaves this meet hungry, they have nobody to blame but themselves.



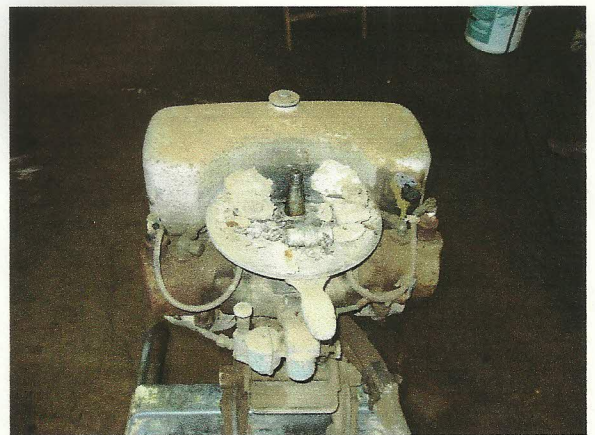
aroma of barbecue and 2 cycle motor smoke in the afternoon?

After lunch, Texas Chapter VP, Di Johnson, gave an update on finances, recent events, activities, and planned events. Di passed thanks around to Louis Rothermel and Tom Oncken for organizing this meet. Tom Oncken was also thanked for his excellent work publishing the chapter newsletter this year. Di then recognized Joe McCauley for writing numerous articles in the Antique Outboarder, and the chapter leadership presented Joe with a vintage APBA racing plaque repurposed with an engraved plate honoring Joe's prolific writing.

The popularity of this event has spread and we handed out several applications to prospective members during the three day event. Things began to wind down earlier than normal on Saturday afternoon due to it being a lot colder than in previous years. The threat of rain held off until the last few minutes. Rain started to sprinkle as Louis locked up for the night.

On Sunday morning, the weather actually warmed up into the mid-sixties; however, rain fell the entire day. Fortunately for us, Sundays at this meet are "work-in-the-shop" days and the weather did not affect the restoration work that was going on. It was dry inside the shop and the heater had been working flawlessly throughout the entire weekend.

Louis Rothermel spent a good part of his day disassembling a Johnson Model 300 that he acquired during the meet. Tom Oncken, with assistance from Louis in removing some stubborn nuts and bolts, performed minor surgery on a Lockwood Ace by removing a load of mud-dauber nests from under its flywheel. Its Eise-mann coil was in remarkably good condition.



A common occurrence in Texas. Mud-dauber nests under the flywheel of Tom Oncken's Lockwood Ace. Yes, the coil is actually there.



Richard Kairis made final arrangements to purchase a modern Yamaha outboard that Gilbert Hoffman had been trying to sell at this meet for the past two years. Gilbert left with a big smile on his face. John Graf continued some work on some of his Mercury outboards and kept the bead-blaster humming.

Joe McCauley worked on several of his smaller outboard motors. Captain Gary Keeney made a visit to supervise and offer his insights on outboard repair while sharing photographs from his past outboard history. Nancy and Jim Goldman stopped by to see members working on their motors. Nancy has a keen interest in boats and motors and wanted to see how we do it. She owns a modern Nissan outboard that needs carburetor work and she had an opportunity to visit with some of us who have rebuilt carburetors before.

For lunch on Sunday, we attacked the leftover barbecue and fixings from Saturday's feast. Add that to all of the stories that were shared over the weekend, Sunday became an appropriate end to a great gathering.

We also wish to thank Doyle Rice of Kelly's Outboards in Houston for donating an extremely large stockpile of motors and parts to this year's swap meet. Doyle has been fighting cancer and was scheduled for surgery later in the year. Although he donated the parts, we placed a donation jar next to the parts tables for individuals to toss in some funds for any parts and/or motors that were taken home.

After the meet, Doyle came by Tom Oncken's house and received the \$448 that had been collected in the donation jar. Doyle had already received \$300 for a 3HP Johnson outboard before the meet began and expressed his gratitude for the generosity of our members. The \$748 total will be used to offset some of his medical expenses. Our prayers and wishes go out to Doyle as we hope to see him in attendance at next year's swap meet.

Well, that's all for 2014. Our 21<sup>st</sup> annual Houston Swap Meet was a great success in spite of threatening weather throughout the weekend. We look forward to doing it again next year. Hopefully, it will be dry and warmer.



Doug Lee unloading treasures from Victoria, Texas



A rare twin cylinder Bendix air-cooled outboard



Pondering a load of antique outboard motors



Dave DeMoia and Brenden Macaluso shopping



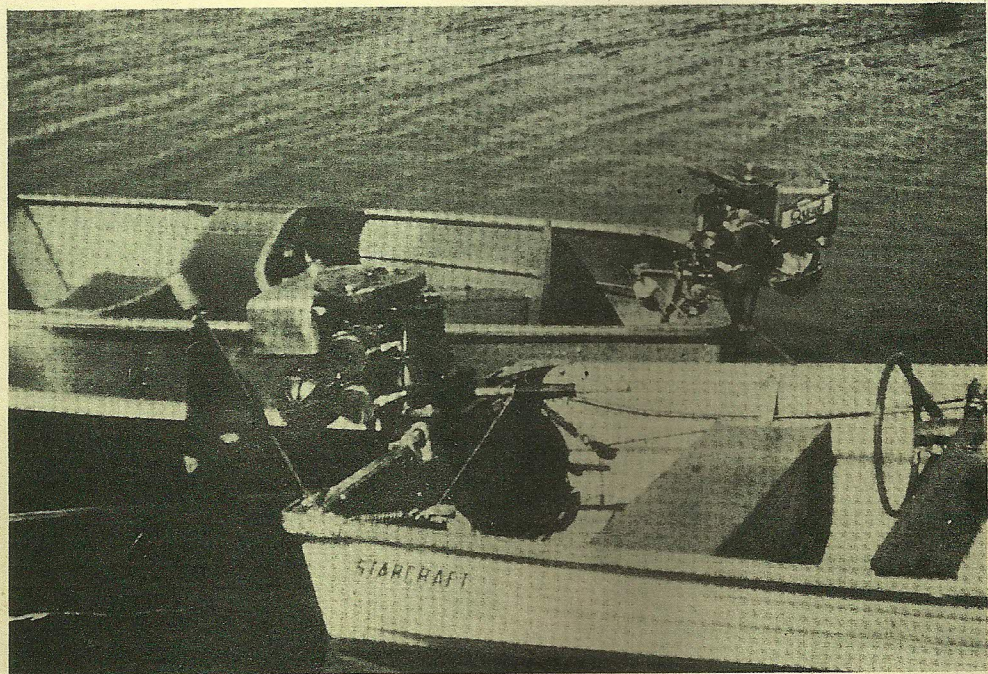
For our 50th anniversary, I thought I would share some pieces of history as our club was starting up. The first issue of "The Antique Outboarder" which was published in January 1966 was crude by today's standards. Nonetheless, Dave Reinhartsen and his family worked hard to create this 1st issue of our legendary publication.

# The ANTIQUE OUTBOARDER



Front Cover of  
Volume 1,  
Number 1.

This issue consisted of 13 loose leaf black and white printed pages (mostly printed front and back) secured down the left hand margin by staples. The cover pages were pre-printed with two red borders for the header and footer.



1928 ELTO QUADS AT MOON LAKE IN EAU CLAIRE, WISCONSIN  
The result of about 100 hours of work is a brand-new 18 hp. motor. It's a little noisy, but its 27 mph. speed matches that of the newer, less-experienced motors.

VOLUME 1

NUMBER 1

JANUARY 1966

## The Antique Outboard Motor Club



I am printing the two pages of Dave Reinhartsen's editor report pages so you can see how TAOMC was started. Remember, Dave and a handful of his acquaintances from the failed Antique Outboard Motor Club of America had been putting this together since October 1965. Only Dave and Chris Owen are still living.

1

THE EDITOR'S CORNER

D. R. Reinhartsen

The Editor's Corner in The Antique Outboarder, Vol. 1, No. 1 begins appropriately with a heartfelt thanks to those who have given their time and talents to the Club. Several deserve special thanks: The Kiekhaefer Corporation, makers of Mercury Outboards, who have made a substantial contribution to help us get started financially, John Harrison, Richard Hawie, Frank Johnston, Chris Owen, Jim Smith and W. J. Webb, all of whom deserve special credit for saying they would help by contributing articles. George Ralph, of the Antique Outboard Motor Club of America deserves thanks too, for if he hadn't begun what we are taking over, we would have had no starting point.

The help and encouragement that I have received assures me that I have been joined in this venture by a very fine group of people. Though I have only met a few of the members, every one of them has been tops. As I have had such wonderful times when I have been with other members, I feel that it would be a good idea to publish a membership list, so that when the opportunity arises, members can get together and talk about their favorite subject. That list is forthcoming.

One question that has been frequently asked of me is "What about conventions and meetings?" It would surely be fun to have them, but I believe that this is something which must wait several years until the membership grows large enough for good attendance. As the members are located all over the continent, distance becomes another problem. Until we can have a convention, let's just contact other members and get together with each other whenever the opportunity arises.

Another frequently asked question concerns prices for the motors we buy. Is a 1923 Johnson really worth \$1000.00? My answer to this is: I have never paid more than \$25.00 for any of the motors which I have collected, and I know of no one in the club who has paid more than \$100.00. A short story illustrates the reason: A year ago, I paid \$22.50 for a '28 Elto Quad. Chris Owen paid \$10.00 for the identical motor, only his was in much better condition. You can still get the motor you want at a reasonable price, so there is no sense in paying too much. Those two Quads incidentally, are the ones appearing on the cover.

This matter of price comes up often enough to devote an article to it. Would you send in a note telling what you have paid for some of the motors in your collection and possibly some anecdotes about how you got them? I will use your comments as a basis for an article on prices and publish it in a forthcoming issue.

Page 1 of "The Editor's Corner" as written by our Founder, David R. Reinhartsen



Speaking of finance, the Club is in this sort of shape: We have had an income as of December 1st of \$377.60, \$232.60 of which came from donations. We have had an outgo of \$133.78 which went largely for printing and postage. A more detailed accounting is sent to John Harrison at the end of each month, and is available to anyone who requests it.

One big problem that all of us have is obtaining parts for our antiques. To help solve the problem, we are compiling a comprehensive list of parts suppliers which will be distributed to the members, and are going to inaugurate a parts-hunting service which will work in the following way: On learning that a member needs a part, the description of this part will be entered on a parts wanted list which will be sent to all parts suppliers and members, every other month. When a part becomes available, the member will be notified. This procedure will save everyone a lot of time, and I believe make parts hunting a lot easier.

We have been attempting to obtain decals of the new Club emblem but as they are quite expensive, we have been "going slow". This has paid off, as John Harrison has found a Vinyl Applique which will do the trick. John will make these available to the club in a few months.

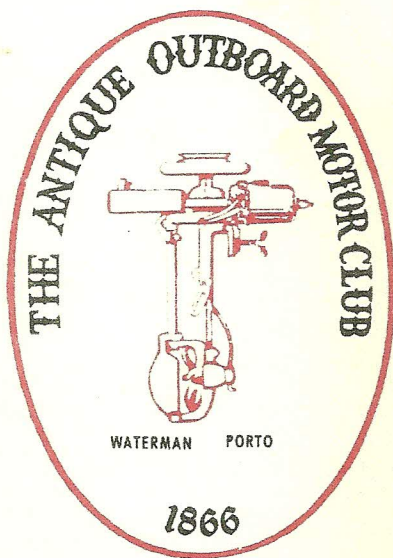
The response to the motor registration file which I have started has been rather slow. This file will be a convenience for all of us once it is established. How about sending the registration forms in with your next note to the Club?

Be sure to get the March issue of Popular Mechanics, as it will have an article about old outboards in general and our Club in particular. I'm sure that if they received many letters of appreciation they would consider another article.

It has been pointed out that the letter sent to Antique Outboard Motor Club of America members contained a paragraph about each of the members of the organizing committee but me. I would like to amend this oversight with the following: I am 27 years of age, have two children and a very tolerant wife. I have been interested in boats and motors for many years and love to work with my hands. I like to work with my mind also, for I will shortly receive an advanced degree in Electrical Engineering. Shortly the Club and I will move to Texas where more time can be devoted to boating, rebuilding motors, and expanding the Club.

As a final thought, I would like to predict the Club's future for the next five years. I think 1966, the centennial year of outboarding, will be the year in which the Club becomes established. It will be a year in which all of us must devote a lot of time to the task of making the Club known. From there on, the Club can only grow, because we have started at the right time, and because our group has a lot of enthusiasm. I need your help on this project - I need people to ask their local outboard and boat dealer to tack up our flyer - I need people to contribute to this magazine, and I need people to find others who will join our club. If you have suggestions, or ideas for the club, or wish to lend a hand or a pen, won't you let us know?





Back Cover of  
Volume 1,  
Number 1 of  
The Antique  
Outboarder





SINCE 1966  
"The Original" Texas Chapter  
Antique Outboard Motor Club, Inc.

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(281) 682-0968 Cell

**Chip Rathbun, Secretary/Treasurer**  
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## Upcoming Events for 2015

### Lake Conroe Wet/Buy/Sell/Swap Meet — February 28, 2015

This is a one day event on Saturday, February 28, 2015 from 9:00AM - 5:00PM on Lake Conroe held at Stow-A-Way Marina. This meet is a formal club meet along with a birthday celebration for David Coffey, Jr.

This marina is a great setting for a one day meet and was well attended last year by many members. February is a quiet time of year so this is a great opportunity to hook up our boats and outboards for a fun day of boating and socializing. Facilities and features include: a large covered pavilion, free boat launch, free boat slips, and a full service store.

David Coffey, Sr. is hosting the meet and lunch will be provided for a token \$5 per person. The event on Lake Conroe at Stow-A-Way Marina is a one hour drive north from Houston, Texas, west of I-45 on TX-105. Stow-A-Way Marina's web site is [www.stowawaymarina.com](http://www.stowawaymarina.com) and their telephone number is (936) 856-4531.

**Questions? Contact David Coffey, Sr. at [sunliner53@me.com](mailto:sunliner53@me.com) or by cell phone at (281) 831-9146.**

### Texas AOMCI Spring Wet Meet on Lake LBJ — April 17-19, 2015

Most members will arrive on Friday and have dinner in one of the local restaurants. We plan on having boat cruises and a picnic style dinner on Saturday evening. Longhorn Resort is located on the water with comfortable cabins with kitchens. There is plenty of dock space and slips. For reservations contact Longhorn Resort at (325) 388-4343. Longhorn Resort's address is 151 Melodie Lane, Kingsland, TX 78639. Their web site is [www.longhornresort.com](http://www.longhornresort.com)

### Annual Lake Catherine Wet Meet in Hot Springs, Arkansas — May 13-17, 2015

This wet meet is one of our favorites. You have to experience the picturesque beauty and steep canyons that surround this serene lake in Hot Springs, Arkansas. This is a great boating event to "exercise" your boat and motor. Come and enjoy the incredible natural beauty of this area and spend some fun time with other club members. While here, do not forget to avail yourselves of a side trip to "downtown" Hot Springs and experience the original health bath attraction of the area. The state park cabins are very well appointed, very nice and quite comfortable. Our club has reserved 12 cabins for this meet. Don't wait too long to make your reservations for a cabin. Cabins rent from \$81.00 to \$99.00 per night. There is a 30 day cabin cancellation policy requirement at the state park to avoid being charged for one night's stay. To make reservations, please call the state park at (800) 264-2422 or email [lakecatherine@arkansas.com](mailto:lakecatherine@arkansas.com). Our club's request to hold these cabins expires on March 25, 2015, so call and make your reservations ASAP. The park's address is 1200 Catherine Park Road, Hot Springs, AR 71913.