

"THE ORIGINAL"

TEXAS CHAPTER

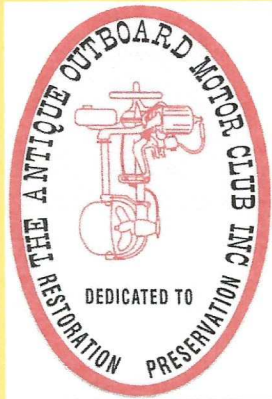
ANTIQUÉ OUTBOARD
MOTOR CLUB, INC.



Texas Chapter News

VOLUME 2, ISSUE 4

OCTOBER 2015



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Updates From Our President

By Adam Finn

To all Texas Chapter members;

- 1) Our next meet is our annual fall get together on Lake LBJ on October 16th through 18th. All meet details are summarized on the last page of this newsletter. Please note that as of a few days ago, there is only one two-room cabin and the family house still available at the Longhorn Resort. If you are attending the meet, I need for you to RSVP to me the number of people in your party that will be participating in our dinner on the evening of Saturday the 17th. There are many members who have reserved cabins, but have not given their RSVP for dinner. If you have already given notice of your intention to participate in the dinner, you do not need to do it again. Otherwise, please contact me ASAP.
- 2) Our annual dry swap, sell, and trade meet will be held at Louis Rothermel's in Houston on November 13th through 15th. Please make plans to attend as this meet is always a lot of fun. See the specific details on the back page of this newsletter.
- 3) The result of our call for nominations for the biannual election of Texas Chapter officer positions for the calendar years 2016 and 2017 is as follows. There were no nominations submitted for the positions of President and Secretary/Treasurer, therefore Chip Rathbun and I will continue to serve in our respective positions for an additional two year term. Long-term member, Tom Oncken, was the only member who received and accepted the nomination for office of Vice President. Tom has helped our club immensely over the years and currently does one great job in producing and

editing our quarterly club newsletter that we all enjoy reading. Tom will be officially voted into office during our club meeting to be held at Louis Rothermel's meet on Saturday November 14th.

- 4) As reported in an earlier email and letter to all Texas Chapter members, the chapter greatly appreciates that long-time member, Doug Samstag, has agreed to take over responsibility for managing our chapter website. Di Johnson will get Doug up to speed on the website soon. So, effective January 1, 2016, Doug will take over. Thanks again, Doug.

Should anyone have any questions, please do not hesitate to contact me. I look forward to seeing everyone at our upcoming meets. Thanks.

Adam Finn
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From the Editor

By Tom Oncken

Early last year, our AOMCI and Texas Chapter Founder, Dave Reinhartsen, was asked to write an article for The Antique Outboarder in celebration of the 50th Anniversary of the club. After working on it for months, a final version of the article was completed and was awaiting publication; however, at the last possible moment, the AOMCI Vice President in charge of producing our quarterly magazine decided the article required revisions. Angered at the last second notice, Dave insisted that the article be published as written, or not at all. Needless to say, it was not printed. So, I am printing it in this October 2015 issue of Texas Chapter News as a tribute to Dave.

AOMCI Is Fifty Years Old!

By Dave Reinhartsen

The July 2014 *Antique Outboarder* noted that AOMCI would be 50 years old in 2015, bringing back memories and moments of introspection. Back then, I never even thought about AOMCI lasting 50 years! In 1965, I was much more focused on the first issue of *The Antique Outboarder*! I marvel at how far AOMCI has come in these 50 years. Today I ask myself, “Why did I do it? What was I thinking?”

Early Beginnings

I was given a 1928 Elto Speedster by my brother-in-law in 1953, got it running, and in 1961 I entered it in a race where I almost won second place. I was hooked and started collecting old outboards. In June of 1962, I saw a tiny ad for The Antique Outboard Motor Club *of America* in *Popular Science*. Other people were collecting old outboards! Perhaps I was not crazy after all. I sent in my \$7.50.

By the summer of 1963, I was receiving magazines from The Antique Outboard Motor Club *of America* and had been in touch with several members: Chris Owen of Eau Claire, Wisconsin; Dick Hawie of Easton, Connecticut; and John Harrison of Miami, Florida. On New Year’s Day of 1965 my wife and I stopped to see Chris Owen at his home in Eau Claire and had a wonderful visit. Chris was a junior in high school, very much interested in engines, and had a collection that included a 1929 Speeditwin on a 12 ft. aluminum boat. I took pictures of Chris’ engines and we promised to stay in touch. Chris and I met several times in 1965 to run my newly restored 1928 Elto Quad. By the end of summer, Chris had restored an identical engine, so we had a pair, a picture of which would later appear on the cover of *The Antique Outboarder*, Volume 1 Number 1.

The Antique Outboard Motor Club *of America* had been conceived as a profit making business for its owners, George and Gloria Ralph. It failed in late 1963 or early 1964. I tried to help the “*of America*” club, but the Ralphs had pretty much decided to close it down.

Our parents gave us a fortune for the Christmas of 1964 – \$200! On that princely sum, my wife, two children (aged 3 and 18 months), and I decided to go to Florida during semester break at University of Wisconsin in Madison, WI (for those of you who may not remember, that was the big thing back in college days). We borrowed my parents’ Rambler station wagon and drove 1,342 miles through rain, snow, ice, sleet, and carsickness (“Mommy, Kaarin is dripping!”) to Florida where we stayed with my aunt, who lived in St. Petersburg. St. Petersburg was just a short distance from Clearwater, the home of The Antique Outboard Motor Club *of America*. I made it a point to visit George Ralph to (hopefully) motivate him.

While in Florida I called John Harrison in Miami and told him that I was in St. Petersburg. The conversation went something like this:

John: “I just wrote you a letter about that.”

Dave: “I’ve been away and I haven’t received it.”

John: “Well, I told you that if you were ever in Florida to come and see me. Now when can you get down here?”

Dave: “John, that’s just why I called. I was hoping you could find an inexpensive hotel, YMCA, or something, so that we can drive down to see Miami.”

John called the next day saying that he had arranged for a hotel, and to come to his home where his son would meet us and direct us to the hotel. The “hotel” turned out to be the guest room adjacent to John’s fabulous collection of over a hundred outboard motors and many antique boats! We were treated like royalty. John’s maid cooked breakfast, made the beds, and took care of the children. The Harrisons and Reinhartsens had meals together, family style, and we had a wonderful time. I have never felt so at home and so welcome as I did in John Harrison’s home (Photo 1). John took time off from work to take us water skiing – in January! We were perfect strangers – except that we both collected antique outboards (and were Purdue graduates).



Photo 1:
January 1965 -
the Reinhartsen
Family at John
Harrison’s
Miami home

The visit with George Ralph was not so successful. He said that he would be happy to have me take over the club and get it moving again. George promised to send the mailing list, bylaws, treasury, and other items that he had acquired, and to assist in every way possible. I did not receive those items until about a year and a half later (after I mailed my first *Antique Outboarder*.) I never received any funds or assistance from George, and he never joined AOMCI.

AOMCI

In October of 1965, knowing that the Ralphs had lost interest, I decided to start over, independent of the “of America” club. I shortened the name to preclude legal problems and started AOMCI – this time it would be a non-profit club that was open to anyone who liked old outboards. Seeing the poor quality of George’s *Antique Outboarder*, the yearly fee was cut to \$5.00. I dared not charge more. I had the help of Chris Owen, who (at age 16) volunteered to be Vice President, John Harrison, who volunteered to be Treasurer (and gave us \$100), and Jim Webb, who had just retired as General Manager of the Evinrude Division of OMC. Dick Hawie volunteered to be Curator and Frank Johnston said he would be our Restoration Editor.

Starting with a list of names I had culled from George Ralph’s publications, I made arrangements to publish a magazine, laid out advertising brochures, and made contact with all who might be interested in antique outboards. Mercury Outboards was very helpful; they donated a sorely needed \$100. It also helped that Dick Klawitter of Mercury Customer Relations was the brother of our printer.

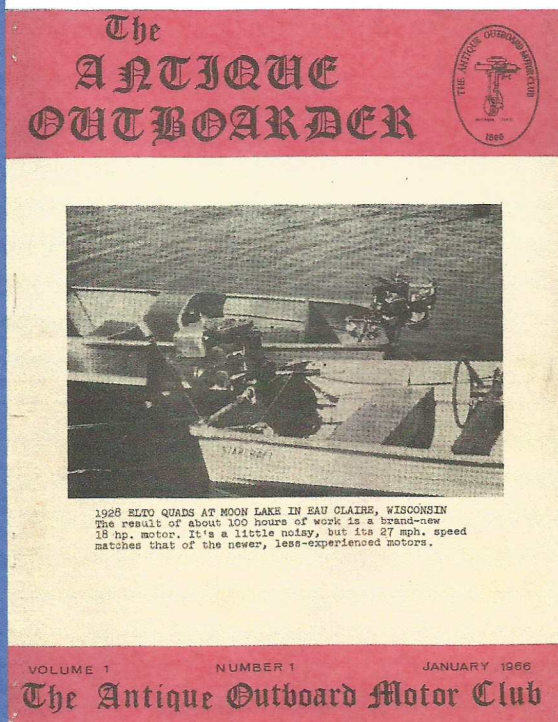
W. J. Webb was just finishing his book, *A Pictorial History of the Outboard Motor*. We met several times in Madison, talked frequently on the phone, and met once halfway at the Fire-side Restaurant in Ft. Atkinson, WI. W. J. and Mildred bought our dinner; he knew we couldn’t afford it and wanted to treat “the new doctor.” As the retired head of Evinrude Division, W. J. introduced me to the public relations staff at Evinrude, who gave me a few old duplicate photos. He had words of advice based on his many years as head of the Evinrude Division (and also from his long effort with the book): “You’ll never make any money” and “It will be a thankless labor of love.” Both were true.

We Started With Nothing!

Fifty years ago I was one individual, about to finish 9½ years of college, looking forward to having a real job, and enjoying a hobby shared by very few. I wanted an Antique Outboard Motor Club, so I started one, oblivious to my responsibility for shaping its character. Fifty years later, I am amazed by the 3000 member club that followed. Perhaps guided by instinct, this is what I saw ahead:

1. Start a successful Antique Outboard Motor Club;
2. Grow it;
3. Make it member-centered;
4. Permit no special benefits to any club officer;
5. Demonstrate complete honesty, integrity, and transparency;
6. Make camaraderie, communication, fun and helpfulness a club characteristic;
7. Welcome everyone; and
8. Be independent of any advertiser or manufacturer.

The “Editor’s Corner” in the first issue of *The Antique Outboarder* dated January 1966 (Photo 2) shows that I knew that I would need a lot of help:



“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, 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?”

I was incredibly busy those first few years. In addition to finishing my degree and helping to raise a family, I kept the club checkbook, wrote and solicited articles for *The Antique Outboarder*, worked with the printer, assembled *The Antique Outboarder*, kept the membership roster, answered letters, did interviews, licked stamps, looked for people to help me, loaned the club

money, and did whatever else was necessary. Today, AOMCI has a staff of sixteen, a staff-to-member ratio twice that of the club when I was president. And that does not count Chapter presidents, who have taken up much of the national workload. I was particularly lucky to have the help of Dick Hawie, John Harrison, and behind the scenes, W. J. Webb. If I remember correctly, for as long as I was President, Dick Hawie contributed an article for every issue of *The Antique Outboarder*.

Personal Contact

I attribute much of the club’s early growth to personal contact, and it helped me to find

Photo 1:
The Antique
Outboarder -
January 1966
- Volume 1,
Number 1

Following receipt of my PhD and the publication of the first *Antique Outboarder*, the club and I moved to Texas where I began a job at Texas Instruments (TI). My first assignment involved a lot of travel. I went all over the United States, my expenses paid by TI, and my evening plans dictated by the AOMCI membership list. I recall visits to Dr. John Hunt of Sanford, Maine; Dick Hawie of Easton, Connecticut; Bob Zipp's of East Hartford, Connecticut; Tom Luce of Summit, New Jersey; John Harrison of Miami, Florida; Chris Owen at his home and in Ames, Iowa; John Enright of Long Island, New York; John Schubert of Illinois; Bill Kelly in Kirkland, Washington; Jim Murphy of South Chicago, Illinois; a member in Washington, DC (just after the riots); Sam Vance of Unadilla, NY several times; Bob Brautigam in Minneapolis, Minnesota; and Bill and Gale Salisbury in Cupertino, California. Shore dinners with Marc and Nancy Wright are particularly memorable for their friendship and generosity. I visited with racing engine builder legend John Toprahanian in San Diego countless times and the equally well-known Jim Webb and his wife Mildred in Wisconsin. I attended Marc Wright's 1967 and 1968 meets in Long Branch, New Jersey and one at Lake Winnepesaukee, New Hampshire. Wherever I went, I tore the outboard motor section out of the yellow pages and sent it to Chris Owen. Chris sent motor and boat dealers AOMCI literature.

My travels led me to many good people: Chris Owen, Vice President and Mr. Fixit, Bob Zipp's, the Newsletter, Dick Jones, Membership Chairman, Marc Wright, Parts Sources, Dick Hawie, Curator, John Harrison, Technical Editor, and Jim Webb, behind the scenes advisor and Historian. There are countless, but not forgotten, others.

Growth and Mid-Course Corrections

Aided by free publicity in *Argosy*, *Watersport*, *Sports Illustrated* and *Rudder* magazines, AOMCI grew rapidly, from 29 members in January 1965 to 200+ in less than a year. I began to realize that that I had a tiger by the tail. My 1965 vision of a hobby club was too narrow: My task was not to start a club – it was to build an organization. Too many new members were dropping out after just a few years. In addition, with a growing, but still small membership, it was very difficult for members many miles apart to set a course and follow it. I had to make some changes.

The first thing to do was to develop a vehicle for getting members together to show off our engines – running and/or on display. With a membership of only 200+ at the end of 1966, a national presence had to wait, so we had to begin with regional chapters.

Chapter meets began in August of 1966 at Lake Dallas, TX. The next year (August 20, 1967) we had a much bigger meet that included a "Victory Dinner" at the posh Dallas Cattlemen's Restaurant (for purposes of the dinner, "Victory" was defined as getting your engine to start).

By 1968, there were seven outdoor meets on both coasts and the Midwest. Other pioneers sponsored indoor meets when weather precluded meeting on the water. Dick Hawie sponsored the first indoor meet.

The Antique Outboarder was quarterly. Three months between issues was an interval when enthusiasm could lapse. The solution was the Newsletter, pioneered by Bob Zipp's. He did a terrific job with his ancient and dirty typewriter. (I sent him a bottle of typewriter cleaner.) Oddly, fifty years later, I remember reading Bob Zipp's letter of inquiry as I sat at my desk at University of Wisconsin. He correctly identified AOMCI as a startup venture – his letter was

full of very pointed questions. I later answered his questions by asking him to help. He did.

Nancy Wright's participation in AOMCI activities alongside Marc was an inspiration. She was "all in" for everything that Marc wanted to do and anything more. She inspired me to push for more emphasis on our all-important wives and girlfriends. In fact, my wife Gail D planned, organized, and ran a meet for the Texas Chapter while I was in Germany. Guys, women can do a lot more than cook a Victory Dinner!

By 1968, I was overwhelmed with the task I had chosen. "Heroes" needed to emerge to make things happen. I saw that early on, and made changes accordingly. I established the Executive Council, asking savvy and talented individuals to take on officer positions to handle specific tasks such as publication of *The Antique Outboarder* and the Newsletter, Membership Chairman, and Parts Sources Expert. I gave them grand titles because I not only needed help . . . I wanted the advice of people with skillsets different from mine. It is important to note that my vision of the Executive Council was never that of a governing body – its function was strictly administrative. With only four exceptions, AOMCI officers have done an amazing job of taking some of the load off the President. We were, and still are, very fortunate to have so many talented volunteers.

As an organization grows and evolves, new leaders emerge to take on new responsibilities. As it evolves, the organization takes on the character of "the man at the top" and those immediately under him (or her). Apparently I gave the club a pretty good start, and when I was unable to continue as both President and *The Antique Outboarder* editor, Bob Brautigam took over as editor, and later as President. I do not know of anyone who could have done a better job.

Through these fifty years, I have always maintained a keen interest in the club's progress, often with a great deal of pride. Join me now, fifty years later, as I take a journey back in time to reflect on how well AOMCI has met its 1965 goals.

Overall, the club has been very successful with goals 1, 2, 6, 7, and 8 ("Start a successful Antique Outboard Motor Club; Grow it; Make camaraderie, communication, fun, and helpfulness a club characteristic; Welcome everyone; and Be independent of any advertiser or manufacturer.

The club has also done pretty well with goals 3, 4, and 5, but I find it difficult to dismiss the 1990-1995 years. I discuss that below.

Disappointments

Two of AOMCI's original officers did not honor their commitments to help – one never helped at all, and the other quit after a year or two. On the other hand, Dick Hawie, John Harrison, Chris Owen, and W. J. Webb were invaluable. As the club snowballed, Dick Jones, Marc Wright, Bob Zipps, Ted Bieber, and George Jacobs contributed countless hours, as did many others. None of them were ever compensated in any way.

My biggest disappointment is four of the 1990-1995 officers. (And by the way, I am not known for being bashful – I call it as I see it.) Taking their grand titles far too seriously, they expanded the original intent of the Executive Council to become virtual dictators – ignoring goals 3, 4, and 5 (Make it member-centered; Permit no special benefits to any club officer; and Demonstrate complete honesty, integrity and transparency.) They ignored the

will of the AOMCI membership, stalled publication of financial statements and recruiting brochures, interfered in chapter business and elections, wasted AOMCI resources on a petty vendetta, and unethically funneled rare motors for sale to their friends. Perhaps their most egregious “achievement” was a chartreuse Executive Council flyer proudly proclaiming, “We are in control.” Over their five years in office the four of them contributed few, if any, articles to *The Antique Outboarder*, but they no doubt enjoyed their grand titles and seeing their name on *The Antique Outboarder* masthead. It’s a hobby club for heaven’s sake, not a Wall Street boardroom. Those years are (thankfully) behind us, but it could happen again – if the membership lets it happen. Five incompetent and/or unethical officers could destroy our club in but a few years. AOMCI members and officers alike must remember that AOMCI cannot exist without its members *and* the functions performed by its volunteer officers. We must also remember that AOMCI officers are *volunteers* who generously handle the administrative duties of the club without any compensation.

Colorful Characters and Fun Stories

Over the years, I have heard, or have been involved with, a great many colorful characters and fun stories. Some of these stories are second-hand or without a second source. In some cases, I am obligated to leave out names.

By the summer of 1965, I was finishing my PhD thesis and laying the groundwork for AOMCI. Lake Mendota in Madison, Wisconsin provided wonderful opportunities for evening family cruises in a 12 foot aluminum Crestliner powered by a 1928 Elto Quad. We frequently went through the locks to Lake Winnebago. The locks attracted many spectators, and on some evenings they watched a young family of four go through in a red and aluminum Crestliner powered by a strange old motor started with knobs on the flywheel. It would even go in reverse! Many, many spectators shouted down inquiries from above the slime covered walls.

A New Jersey member was test running a 1915 Evinrude in a barrel. His neighbor came over to complain about the noise, asking, “How long am I going to have to listen to that racket?” The member replied: “You got a power mower?”

The same member came across a barely used 1920’s diesel generator, garnished with chrome, nickel, copper, and bronze. It would be beautiful when restored and he moved it into his garage for restoration. His wife insisted on a garage for her Mercedes, so he built her one – the power plant was *that* important to him. Winter came and with it a heavy snowfall. Power lines were downed and the only sound in the neighborhood was that of the 1920’s diesel generator. It was beautiful sound to the neighbors, who came over to see if there was surplus power. There was. And when his wife complained about the rather large diesel engine barking beneath their bedroom he said, “Be quiet, and enjoy being warm.”

Another East Coast member owned a boat dealership and lent his younger brother a boat for the weekend. The boys had a good time and a lot of beer. Getting rowdy, they were boarded by the Water Patrol. One thing led to another and the boys threw the officers into the water. The Water Patrol saw the error of their ways – temporarily, and left. On Monday, the State Police were waiting when the boat dealership opened up.

One of our early Canadian members worked at the Ontario Sewage Plant and sent several hilarious poems about his work there. I thought I published one of his best, but Tom Oncken and I were unable to find it in the back issues of *The Antique Outboarder*.

Marc Wright and I had a mutual friend by the name of Buddy Streat. Roly-poly, and always in coveralls, Buddy was the epitome of generosity to any AOMCI Member. And he owned a beautifully restored 1930's Rolls-Royce! Marc's story of riding in the huge automobile, looking down on the spectators, was always fun to hear.

Not all characters lived on the East Coast. We had our share in Texas, notably George Jacobs and Ted Bieber. Sadly, both are deceased yet unforgettable – Ted for his outspokenness, and George for his gentle love of people and his hatred of the Clintons. Both were generous beyond words.

Speaking of Texas, I think the Texas Chapter had more fun than any other. In 1992 they “Martinmonied” my wife Gail and me in a shower of beer, with spark plug gaskets for wedding rings. Here are pictures of the “Martinmony” (Photo 3) and our “Wedding Cruise” (Photo 4).

Photo 3 on Left: Scott Reinhartsen and Georganne Mires christen the newlywed couple.

Photo 4 on Right: Dave and Gail begin their Wedding Cruise. Note the unusual tiller handle.



Antique outboards sometimes disturbed marital bliss. “Jim” had a college degree in mechanical engineering. His wife met monthly with her former high school girlfriends to brag about how successful their husbands were. Jim had spent several years acquiring the parts to build a 4-60 and on one fateful night, the stars were perfectly aligned. His wife was upstairs with her girlfriends. Jim, to escape more women than he was comfortable with, was in the basement putting the finishing touches on his 4-60. The temptation was too great. He called their 12 year old son Rob down to the basement to steady the engine on the test stand. Rob, wearing a white T-shirt, stood behind the engine within a foot of the open exhaust ports. Jim primed the cylinders, switched on the ignition, and gave the rope a pull. For two seconds a terrible roar reverberated in the concrete walled basement. Rob was sprayed with assembly grease, enveloped in exhaust smoke, and terrified by the unexpected loud noise. With his clothes filthy and still smoking, Rob ran up the stairs and into his mother's arms. A cloud of grey smoke followed him. It ran! Jim was ecstatic. The women upstairs were horrified. Jim's wife was furious. Jim could hardly wait to put his 4-60 on their boat.

From 1978 to 1992 I was on and off “single”: I was free to use the dishwasher to clean outboard motor parts. That lack of respect for sanitation raised more than a few beautiful eyebrows – as did the Johnson V-45 in my bedroom. The dishwasher works great, just put the parts in with the dishes and add a little extra detergent!

I was visiting customers at Rock Island Arsenal and we went out to lunch at a riverside restaurant. When I asked my hosts if they knew the whereabouts of any old outboards, they learned that I was president and founder of the Antique Outboard Motor Club. They thought it was pretty funny. Just then, there was a big commotion at the entrance. The

waiter told us that Jimmy Dean, “Country Singer” and “Sausage King”, had just arrived. With a perverse sense of humor, a very senior government official went over to Jimmy Dean’s table and asked him if he would like to meet the president and founder of The Antique Outboard Motor Club. With sly smiles, Jimmy Dean and I were introduced. He was a great guy. The incident is an illustration of the fact that a grand title like “President” or “Officer” of a hobby club is all relative. Jimmy Dean was making money with his titles!

Not-so-Colorful Characters

I never worried about dishonesty in 1965, but later some of us became victims. I once had dinner with a Long Island resident who had invited me to his home to see his collection. I bought an Evinrude Speeditwin Model U from him to be shipped to me in Texas. It was a long time coming. When it finally arrived, it was not the intact motor that I purchased. It was a box of parts. Other members had problems with him. Having WATS lines at our disposal, we tag-teamed him, calling him every day. East Coast Chapters stopped sending him notices of meets and the problem went away. I encountered other instances of dishonesty in the early 1990s. Such tales are few, for which I am grateful.

Looking Back: Why Did I Do It?

The only explanation that makes sense to me 50 years later is that I enjoy fixing things and making them run. Today I look with pride on what I started and what others who took my place have accomplished.

I never would have guessed that 50 years later we would have 3000+ members and be a world-wide organization – and that we would actually have a meet in the Netherlands. Removing the “of America” was a wise decision.

I never could have predicted that we would have a slick magazine approaching 100 pages, with color photographs.

I never would have guessed that we would have 45+ Chapters and 46+ Special Interest Groups.

I never would have dreamed that businesses, often started by AOMCI members, would be advertising in *The Antique Outboarder*.

And I certainly never would have imagined that my daughter Kaarin would marry David, son of my longtime AOMCI friends, Bill and Gale Salisbury.

The Future

We collect what we remember. Today’s modern engines will be tomorrow’s antiques. There will always be a supply of new antiques and new members – unless somebody screws up.

I predict that in the near future, with rapidly evolving battery technology, 5hp and 10hp electric outboards will be as common as the Tesla Automobile.

Given the present trend, I foresee an ever bigger and better AOMCI. But a word of caution:

To realize that goal, AOMCI must do a better job of recruiting new members and retaining existing members. Increased membership means lower cost per member.

Given the new e-readers and tablets, I foresee the Newsletter coming into our homes and workshops via the Internet as a monthly report to the membership. Perhaps in time, *The Antique Outboarder* will arrive the same way for anyone who prefers that. Paper copies will eventually become obsolete.

I foresee more and better Chapter newsletters as Chapters grow in number and size. They, like most of the Texas Chapter Newsletters, will be sent electronically. Within twenty years, some Chapters will be as big as AOMCI was in 1970.

I would like to see steps taken to ensure an orderly succession of high quality club management, perhaps in the form of new officer internships that would give candidates a sense of what the job is about. Not everyone travels as much as I did. The key to finding those “interns” is the Chapter presidents. Over the years, I have seen just one unfortunate set of officers who were “elected” because no-one else was willing to volunteer. History has a way of repeating itself. We cannot naively hope that good and qualified people like those who serve us today will suddenly come up from the bottom of the test tank. And AOMCI officer burnout is real – I know.

I am a bit concerned about the increased focus on racing or simply going fast. Fifty years later, I still view AOMCI as a family hobby, enjoyed by the entire family, not just Dad.

We Have Touched Each Other's Lives

Fifty years ago, I never thought that I might be writing this – much less living this long! If I am to be remembered, let it be for my contribution to AOMCI some 50 years ago and for standing up for what is right. I refer specifically to Goals 3, 4, and 5: Member centered; No special benefits to any club officer; and Honesty, integrity, and transparency.

While I am proud to say that I may have laid the foundation for AOMCI's success, I especially thank the many officers and members who have given their time and talent over the years to make my 1965 dream come true. Thanks also to Texas Chapter member, Tom Oncken, with his collection of all the back issues of *The Antique Outboarder*, an invaluable aid to my aging memory.

I recently learned of a serious health incident in the life of Andy, son of a now deceased member and friend George Jacobs. Andy is but 37. I remember Andy and George ever so well. Andy's wife wrote kind words about me: “Dave R. and Paw Paw (George) were a show in entertainment,” and “my favorite was from Dave Reinhartsen.” Perhaps I have left a legacy, but so have many others.

Sadly, many of the names in this article are no longer with us. Please consider this a sincere tribute to them. And I wonder if, other than my friend of 52 years, then Vice-President Chris Owen, is there anyone else who was around in 1965? It would be nice to hear from you.

AOMCI has touched my life, just as it has touched yours. And like you, I have special memories: A PhD candidate sharing university life with a struggling high school student, a wealthy man donating to an upstart hobby club, a retired executive sharing management ex-

perience, the Chief Patent Attorney of Shell Oil - the finest craftsman I have ever known, and a self-made man named George Jacobs who knew more about life than I ever will.

I have received many awards for starting AOMCI. My favorite was given to me in 1988 at the 5th International meet in Winona, MN. The presenters were my daughter Kaarin and her future husband David Salisbury. Later, they presented the Salisburys and the Reinhartsens with three amazing grandchildren.

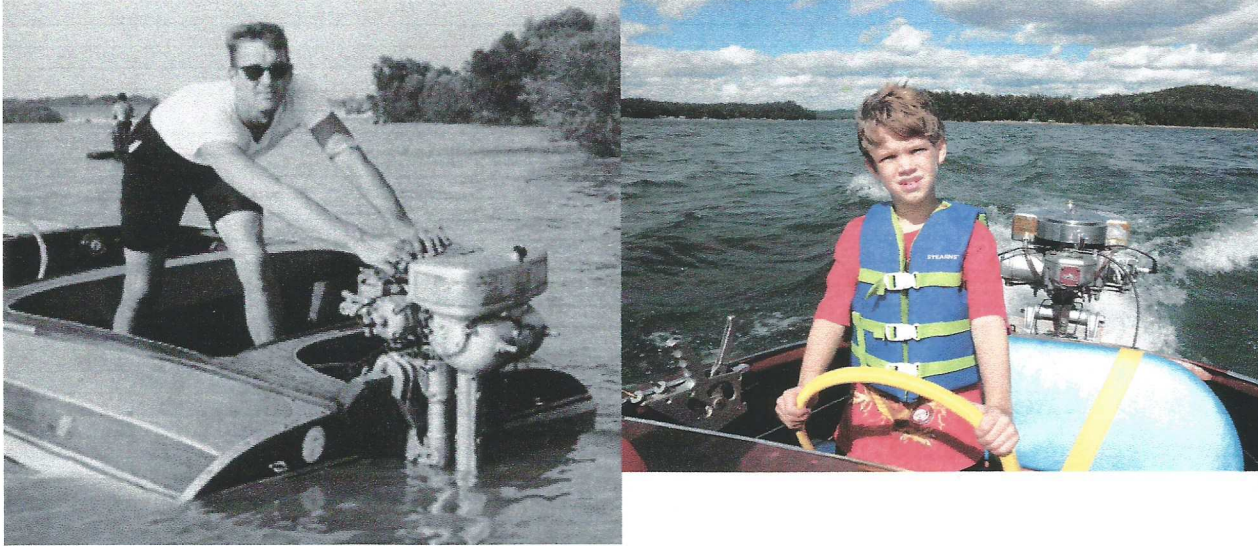


Photo 5 on Left:
Dave circa 1967-68 in his 1958 Aristocraft Boat Powered By Johnson Model PO-10.

Photo 6 on Right:
Dave's Grandson Reyce in 2010.

Boat and Motor were Restored by Kaarin, David, and Bill Salisbury.

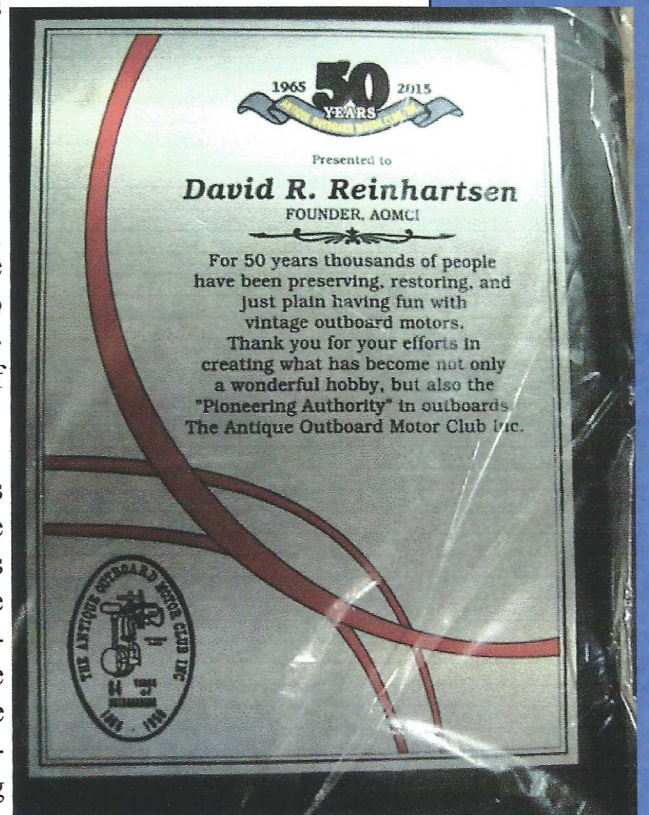
I have but one wish for AOMCI going forward: It is that it never loses its spirit of fun, honesty, comradeship, sharing, and caring. Those attributes have made AOMCI extraordinary among hobby clubs. AOMCI is more than a hobby club - it is an experience that cannot be replicated; it must be shared.

Now, go out there and recruit some new members.

Dave

Editor's Note: Dave has always been very protective of the materials that he writes and accordingly claims a copyright to the preceding article. This article should not be altered or reproduced in anyway without the express written permission of its author, Dave Reinhartsen.

For those of you who are not aware, the Texas Chapter and its Founder came under an attack by a number of Executive Council members in the 1990s. Although the resulting battles strengthened the Texas Chapter resolve, Dave decided that he had suffered enough abuse and decided to discontinue his outboarding hobby. Earlier this year in a surprising move by the current officers of AOMCI, Dave was invited to speak at the Tomahawk National 50th Anniversary meet. He proudly began his address to those in attendance with the following words:



“I Bring You Greetings from the Texas Chapter!”

Thank You Dave.



SINCE 1966

**“The Original” Texas Chapter
Antique Outboard Motor Club, Inc.**

**Texas Chapter News
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[Please leave a message - I screen all calls]



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Remaining Events for 2015

Texas AOMCI Fall Wet Meet on Lake LBJ — October 16-18, 2015

Just like our spring meet, the fall meet is another must to attend at Lake LBJ at the Longhorn Resort.

Our fall meet is scheduled at Lake LBJ at the Longhorn Resort in Kingsland, Texas. Meet dates are Friday, October 16 through October 18, 2015. Lake LBJ is a constant level lake that is more like a river surrounded by a lot of natural beauty in the heart of the Texas hill country. This meet is both a great wet meet with plenty of time to run your old boat and motor, as well as a sell/swap meet, so bring any motors or parts that you may want to sell.

We plan on having boat cruises and a picnic style dinner on Saturday evening. This meet is enjoyed by all and a great chance to get to know some of your fellow club members better. The Longhorn Resort is located on the water with comfortable cabins with kitchens. Go to their website to gain more information and photos at www.longhornresort.com. For reservations call: (325) 388-4343. Longhorn Resort is located at 151 Melodie Lane, Kingsland, TX 78639. If you like the outdoors, fresh air, good food, and great company, you cannot afford to miss this meet. You will not be disappointed.

Louis Rothermel's Sell/Swap Meet — November 13-15, 2015

This dry meet has traditionally been attended by members from Texas, Oklahoma, Arkansas, Mississippi, and all over and is looked forward to by many in our club. Louis Rothermel is a former Vice President of the International AOMCI, a long-standing member and past officer of the Texas Chapter, and has been a great host of this annual sell/swap meet or over 20 years.

Bring your old outboard motors, parts, boats, vintage toy outboards and boats, vintage fishing equipment, and anything related to outboard motors. Bring boats, motors, or any related items that you would like to sell, trade, display, or repair and you are guaranteed to have three days of fun. Louis makes his well-equipped machine shop and run tank available for all members to fix, tune, and run motors. Several professional outboard service and repairmen will be on site and can help with your restoration problems. On Saturday each year, we cater in a traditional Texas BBQ lunch from Pappas Brothers for a very nominal fee. As always, the address of the meet is 5910 Star Lane, Houston, Texas 77057. Contact Louis at (713) 783-6300 if you have any questions or need nearby hotel information.

Each year, Louis mails out over 500 invitations to individuals, dealers, and anyone else who has shown an interest in selling or trading old outboards and related items. If you know someone you wish to invite, please send the information to Louis so he can add them to the annual invitation list. We hope to see you all there.