

MIDWEST CHAPTER NEWS

by Lynn Sallee

On November 8, 1969, a new chapter of the AOMCI was formed. The group of both long-standing and novice motor enthusiasts met in the beautiful new auditorium of the Waukegan (Illinois) Public Library. We voted to name the club the Midwest Chapter of the AOMC, Inc. It was felt that the name had a wider scope than the one we had been using temporarily (The Tri-State Association) and would encourage new members from the entire section of the country as well as the initial group from Illinois and Wisconsin.

The first meeting was devoted primarily to organization. Officers elected to serve the group for the 1969-70 year were: William Rose (Waukegan, Illinois), President; Ray Machen (Brookfield, Illinois), Vice President-Historian; and Mrs. Lynn Sallee (Winneconne, Wisconsin), Secretary-Treasurer.

Several committees were set up to handle organizational duties. Miss Lucille Rose (Waukegan, Illinois) will plan publicity for the chapter. Warner Turner (West Bend, Wisconsin) and Jere Sairs (Milwaukee, Wisconsin) are responsible for drawing up the by-laws and President Rose will define the purposes and aims of the chapter. The Spring meeting scheduled for late April will be planned by Tom Hagloch (Aledo, Illinois) and John Herberg (Moline, Illinois).

The chapter discussed the need for increasing the membership. At the suggestion of Edward Kant (Waupun, Wisconsin), the group decided that the Spring meeting would feature a "Bring A New Member" theme. If there are any readers in the Midwest area who would be interested in joining our new chapter, they can contact the secretary (Mrs. Lynn Sallee, Hiawatha Drive, Winneconne, Wisconsin, 54986). We are eager to enlarge our chapter and would welcome any AOMCI members from the area. Several of our enthusiastic charter members traveled 200 or 300 miles to attend the first meeting so distance should be no excuse to keep YOU from attending our second meeting.

Following the business meeting, refreshments were provided by William Rose and served by his daughter Lucille. Conversation flowed as freely as the coffee as members showed off unusual items, bragged about their latest purchases, and discussed problems of



Here are a few of the new members who were handy when the picture was taken



Chapter Officers: Vice President Ray Machen, Secretary-Treasurer Lynn Sallee and President William Rose

finding parts and restoring old motors. Stanley Herberg (Moline, Illinois), displayed a tiny toy motor, in running condition, which has been in the Herberg family for more than 30 years and probably dates back even further. Edward Kant brought a brass nameplate from an old Evinrude boat and a picture of the boat, hoping someone in the group

would know the history of Evinrude boats. No one in the group seemed to know much about them but perhaps some of the readers would have information they could pass on to Ed. Jere Sairs, proud as a new father, passed around photographs of the Elto Quad he had restored to like-new condition.

The meeting broke up at 5:00, three hours after it had been called to order, and the members left with high spirits and real enthusiasm to return to their motor hunting. We hope YOU can be with us at our next meeting.

Salt Water Running

by Marcus Wright

Many Antiquers live close to salt water and have very little choice but to run their engines in it. Offered here are suggestions for those who must use salt water and to those from fresh water areas who might like to run in salt water once in a while but hesitate because they lack first-hand experience of what to expect or how to cope with what they do find.

Those service antiques used often and not polished to museum condition can be run in salt water regularly without problems with proper maintenance. After use, wash off the entire engine for a minute or two in fresh water. Better still, run the engine in a test tank after boating. At least, flush the cooling system for a few minutes with a garden hose. Make up a simple adaptor so the hose readily fits your engine.

The writer's most often-run motors have had the cylinder jacket and water cooled mufflers cleaned, filled with Rust-O-Leum Damp Proof Red Primer paint, drained, then allowed to air dry for a week. This is good for two seasons. Every engine is religiously washed down and flushed out after each use. We even test a 1907 Waterman in salt water!

Don't overlook coating cooling jacket interiors with epoxy type paint for additional permanence. Refer to the August '69 issue of the Newsletter for details.

Antiques refinished and polished to mint condition or museum condition should be varnished or greased thoroughly on the exterior otherwise the finish will dull.

Some collectors living in fresh water areas are under the impression their cooling water jackets will not corrode. Should they have infrequently or never used engines it should be borne in mind a good idea is to fill those jackets with oil.

Modern lower unit gear greases such as Texaco #950 or Lubriplate #105 mix well with salt and fresh water and lubricate the gears and bearings very well. The former is the heavier of the two and of a consistency of greases used when your antique was built. The latter lubricant is lighter, allowing for a few more RPM's.

No knowledgeable person would ever argue the point that fresh water is better than salt water for running your antiques. With proper maintenance, however, engines can run in salt water if the suggestions based on years of actual experience are utilized.

A place to visit: Years ago before 1910 the family of famous aviator Charles A. Lindberg lived in Little Falls, Minnesota. The family moved away to Detroit before young Charles was out of school. In recent years, the old Lindberg home in Little Falls has been restored and much of the furnishings from the Detroit home have been moved back and the property turned into a museum. Standing quietly in a corner of the basement is an old Koban of 1917 vintage, identified as Lindberg's first motor.