

ISSUE 57

THE DEVICE

AUG 2022

DISPRO OWNERS

ASSOCIATION NEWSLETTER

For latest news and updates
please regularly visit
our website at

www.disproboats.ca

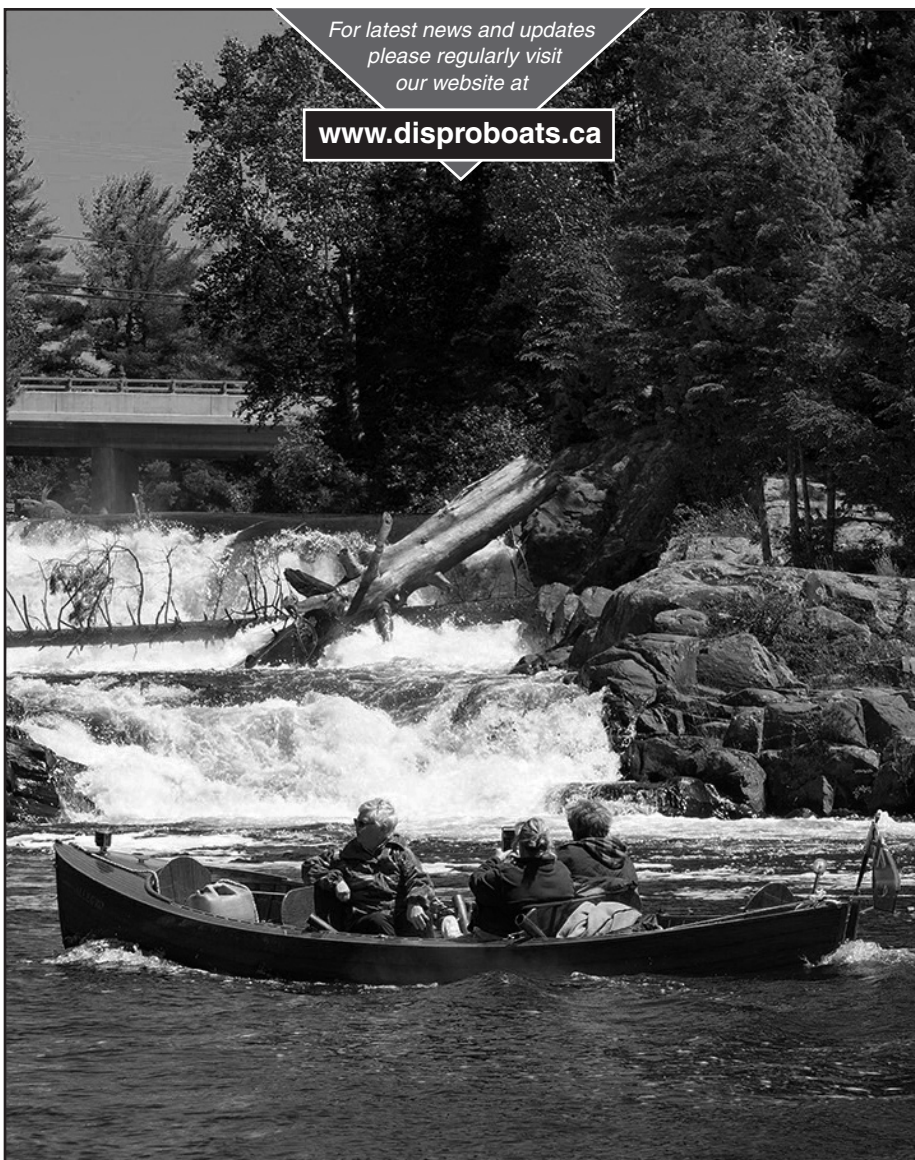


Photo: Tim Du Vernet

Due to high winds on Lake of Bays, a quick change of plan enabled the Dispros to venture up the lower Oxtongue River as far as Marsh's Falls during the June UUMMT.



President's Letter • August 2022

Well summer is well underway and we hope you are taking advantage of it to get out on the water in your boats.

This year three UUMMTs have been organized by our past presidents, Karen Boyer and Kerry Harmon. The weather being unpredictable, certainly makes them interesting.

The first UUMMT was on Lake of Bays on June 18, the day after the big wind. Some members who were planning to attend experienced power outages and had to change their plans. Barb and Ian were hoping for a calmer day and even though there were white caps on their narrow lake and the wind was up, they had the boat packed and were ready to go. However, at seven PM on Friday their power went off (and came back on forty hours later), so no Dippy outing for them. Saturday morning they received an early call from Gary and Rachel letting them know that they were also without power and would not be able to attend. We later learned that there were many power outages. The members that showed up on Saturday morning considered the unsafe windy conditions at the launch site and changed the launch location to the sheltered side of the lake. We understand that they had a lovely day. Karen's report has the details.

The second UUMMT on July 18 took place on beautiful Six Mile Lake. Once again the weather made it an interesting day. At seven AM Pamela and Robert realized that the forecasted sunny day from the night before had changed to a significant rainy day. So what to do. They decided to travel to the launch site (in heavy rain) and to make their decision to proceed or to cancel at that time. Guess what - it was not raining as the twelve Dispros were launched. Although it rained during the morning's tour, the rain stopped before lunch time. The afternoon was warm and sunny and we had a delightful boat ride.

July 9th was the Antique and Classic Boat Society (ACBS) boat show at the Gravenhurst Wharf. This show had not been held in two years due to the pandemic. The weather was picture perfect, many boats were on show and the crowds were large and enthusiastic. Everyone seemed to be so happy to see the show back. Our club had a wonderful display under the DOA tent beside Boston Pizza. Our volunteers were kept very busy answering many questions and chatting with a steady stream of visitors. Special thanks to our vice-president, Ian Gibson for coordinating everything. Thanks also to our volunteers, some who stayed for several hours, for your hard work and dedication.

We are looking forward to being with you at the DOA Regatta at Severn Lodge on September 9, 10, 11. Many members have reserved their rooms. If you have not reserved your room, please do so as soon as possible as the room availability is filling quickly. Remember to also send along your DOA Regatta Registration form with payment of the registration fee to Barb Dickson.

Enclosed in this mailing is your club Directory. Thanks to Andrew Dyment for helping Barb and Ian get this to print. Andrew takes our membership data and formats it into files which can then be sent to the printing company.

As Shakespeare said, "Summer's lease has all too short a date", so enjoy this wonderful season and enjoy your time in your boats on the water.

Robert and Ian
Co-presidents

Grace & Speed: Wooden Boat Stories

Gary Campaigne shares the link to Episode 3 featuring Disappearing Propeller Boats.

<https://www.youtube.com/watch?v=JTc6XuLzvDk>

2022 DOA Annual General Meeting

April 24, 2022 at 1:00pm via Zoom

Chair: **Robert Clipsham**, Co-President

Ian Dickson, Co-President **Ian Gibson**, Vice-President **Jim Butler**, Recording Secretary
Karen Boyer, Past President **Sheila Burk**, Treasurer **Barb Dickson**, Membership Secretary
Gary Campaigne, Web Site Coordinator **Paul Jenner**, Newsletter & Trader Editor

Item 1: The meeting was called to order.

Item 2: A motion to approve the **2022 AGM Agenda** as presented was approved.

Item 3: A motion to accept the **Minutes of the 2021 AGM**, held on April 25, 2021 was approved.

Item 4: Treasurer's Report: Financial Statements, for the year ended Nov. 30, was presented by **Sheila Burk and approved.**

Ian Gibson provided a special vote of thanks to Sheila for all the hard work and effort to maintain and present the financials as well as the Universal Joint project.

Sheila Burk commented that the Etransfer has been set up and has been working well since Nov 1st.

Universal Joints Project: Previous supplier, located in Nova Scotia, was sold, necessitating a search for a new supplier. Only supplier found was in the US, Covid provided delay. **Bob Burk & Ian Dickson** worked on logistics as multi companies, on both sides of the border, were required. **Bob & Sheila Burk** finished the assembly, packaged and sent to purchasers. Project was complete and very successful. The club has a few in inventory if required.

Item 5: Committee Reports

Membership – Barb Dickson provided update on membership activities

Newsletter Device and Trader – Paul Jenner. Publication schedule has varied over the past few years. Acknowledgement and thanks to all contributors for providing content with special thanks to **Karen Boyer** and **Mary Storey**, also **Mary Storey** for the printing and **Helen Byrne** for mailing. Next Device is being printed and will be mailed shortly. Large edition with lots of content including Regatta Registration information. Device was critical communication medium through past two years when in person events were not possible.

Web Site – Gary Campaigne. Auto update from new site working well (42 since last AGM). Many questions re boats and boat maintenance coming in through site. Membership and purchasing questions also coming in via website. All 2022 Event info (UUMMT and Regatta) is posted on the web. Episode 3 – Dispro Story – available on the web site.

Regatta Research Committee – Research committee created a few years ago to lessen burden on the executive. President chairs committee and members do the research which involves a significant time commitment. **Karen Boyer** informed that finding places is becoming a significant challenge. Ownership changes to many of the resorts we've previously visited. Some have staffing issues for that time of year. Minimum booking requirements. Competitions from weddings – probably the largest challenge at present. Have developed criteria list for potential regatta hosting resorts.

Special thanks to the research committee – significant time and effort has been spent researching and visiting potential regatta sites.

Regatta Operations Committee – Responsibility of the President. Contract finalized with Severn Lodge on April 22. Should be able to start booking for the regatta on Monday (Apr 25th). Some multiple room 'cottages' available – some with kitchens are available. IMPORTANT – this year will be an auction year.

Item 6: Historian Report – *Paul Dodington* was not in attendance.

Item 7: Archives Report – *Mary Storey* – Little or no activity during Covid. Continuing to collect and archive the Device and Trader and any other materials where Dispros are mentioned. Have found a number of adds from the early days of the Dispros and copies of these were made for the archives.

Discovery Centre – Segwun will run this year (early July), the 98th year for the Segwun. Winona scheduled to run early June. Expansion of Discovery Centre including boathouse for Wanda III. Wanda III being converted to electric, work ongoing now. Wanda III scheduled to sail in 2023. Exhibits in addition will also commence in 2023. Summer 2022, full boathouse including Miss Canada IV and Rita.

Item 8: Upcoming Events for 2022.

UMMTs

Saturday June 18th – Lake of Bays

Monday July 18th – Six Mile Lake Lunch at launch site, morning and afternoon routes proposed. Monday based on feedback from members survey. Also, Six Mile Provincial Park is extremely busy on weekends.

Monday August 15th – Launch at Gravenhurst, picnic at Eileen Gowan Island Based on 1) survey feedback and 2) lake and boat ramp traffic, we are going to hold the July and August UUMMT's on a Monday – first time for a weekday.

ACBS Summer Boat Show – ABCS boatshow in July will be in person this year scheduled for July 9th. VP is responsible for display at boat Show. *Ian Gibson* is looking for assistance with the Boat show Display. Registration now open for boats for the ACBS show.

Workshop – (tentative) Workshop typically on off years from Auction. Been a few years since last workshop. Focus has been on regatta, now should be able to focus on workshop. Item for next executive meeting. Open for topics, volunteers to lead sections of the workshop and/or speakers.

Item 9: Review of Survey Results – DOA Member's Survey 2021. Used the results of the Membership Survey to determine if the Mission Statement and Immediate Goals of the DOA are still relevant. **Mission Statement:** The Dispro Owners Association fosters fellowship amongst all Disappearing Propeller Boat owners and enthusiasts with a desire to preserve and use the boats.

Article III – Immediate Goals: Are these goals still pertinent?

1. Encourage the preservation and use of all existing Disappearing Propeller Motor Boats and equipment.
2. Assist members in the exchange of information regarding restoration and operating techniques.
3. Provide a membership roster for the members' information.
4. Provide information about events, the club, historical facts and 'buy and sell' of parts and boats.
5. Provide opportunities for boating and group outings to foster camaraderie, travel and discovery.

Moton 22-16: To add the goal of 'Provide opportunities for boating and group outings to foster camaraderie, travel and discovery' to Article III – Immediate

Goals of the DOA Constitution: Motion carried.

Ian Gibson said more items coming from the survey will be brought forward at future executive meetings. Future planning/growth/development will be a standing item at all executive meetings going forward.

Item 10: Executive 2022/2023 – Slate of Officers – to be extended to 2023

Co-Presidents:	Robert Clipsham & Ian Dickson
Vice President:	Ian Gibson
Recording Secretary	Jim Butler
Past President	Karen Boyer
Treasurer	Sheila Burk
Membership Secretary	Barb Dickson
Newsletter Editor	Paul Jenner
Website Coordinator	Gary Campaigne

Motion to accept that the term for the slate of officers presented, elected in 2021, be extended for an additional year. Motion carried.

Item 11: Adjournment

A motion that the 2022 DOA AGM be adjourned. Motion carried.

Jim Butler

A "Sight" to "Log" On To ... If You Dare

When you're out in your Dippy, do you ever feel like you're riding along on the shirt tails of those who have gone before you? I mean you didn't invent the boat that's pointed at both ends or the Device or the Aquascope or in more recent times the new float for the carburetor or the new U-joint or the new electrics that are now amongst us (that extension cord must be huge). But as you meander along in sight of anyone on shore, you take a certain degree of unearned pride in all of these accomplishments achieved by those gifted individuals who dared to make these upgrades to make life a little better, all of which can be possessed for a small fee, and rightly so, well done and thank you.

Well, what else needs to be done? What is left for the rest of the group to improve upon so they too will be immortalized by future generations? Not everyone is capable of such feats. Let's see, what could it be? Something simple. (A recent poll came up with the following.) They're going to reinvent the tire. That doesn't sound right does it? I'm sure we've heard a saying something like that.

Now some are going to say that there are no tires on a boat, and that's all true, but think about this, it doesn't matter how ingenious your boat is if you can't get it to the water. That's right, you've got it, they're talking about the trailer, so here's the Pitch. Are you tired of craning your neck around to see if the old boat is still behind you on that trailer with those little-wee low tires on it? Replace them with these 30 inch diameter solid oak wheels, ("wheels", that's the word, "reinvent the wheel", and they said it couldn't be done). Put them on your trailer and get that boat up higher so you can see it in the mirror without turning your head around. Any one over 60 shouldn't be cranking their neck around, what if it got stuck like that?

Wooden boat – wooden wheels – wouldn't touch it? Why not? You'll be all they talk about at every boat ramp you go to. I can already see your chest swelling with pride, unless your inflatable vest just went off, somebody already invented that too. Throw away your old rims, drill four or five holes in the oak wheel and put some of the nuts back on. You don't even have to measure to get both wheels the same, just find the center and count the rings, the layout has been done for you "naturally".



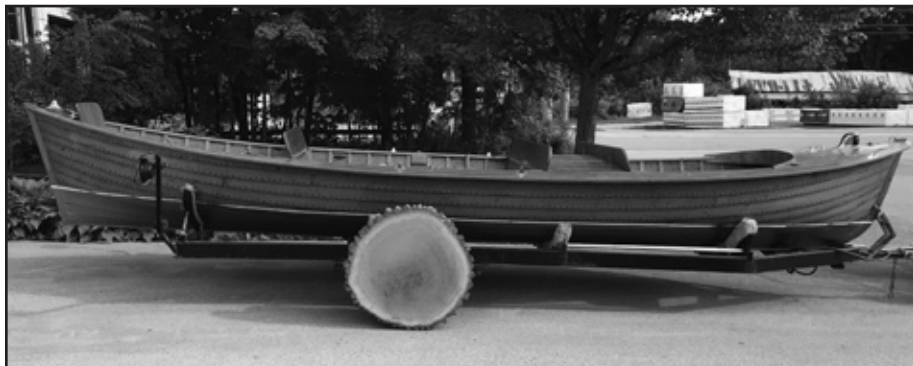
Photos: Mark Jermyn

Just put them on hand tight, when the wood swells up they'll tighten by themselves. (Name one manufacturer that can make this claim). Here's a couple more features. Your boat doesn't even have to be seaworthy, you know how sometimes one person wants to go boating and the other one doesn't want to bother with the hassle of unloading and reloading the boat to trailer it back and forth, well you don't even have to put the boat in the water, just put your loved one in the boat and drive him around town, if you offset one wheel when mounting it by say five or six rings, (the more rings the more authentic the ride, and this may seem a bit eccentric to some), the ride will be very similar to the worst misery trip you were ever on. (How great is that?) They come with a guarantee that if you install these wheels on your boat trailer "They will never spin". Just look at that aggressive tread!

You can do all this yourself – OR – just make a table for the cottage, they're four hundred dollars each. Call Mark at 705-731-9927 and say Dippywheels and a twenty dollar donation will be made to the DOA on your behalf.

Have a nice drive or Bon voyage, it really depends where you're sitting.

Mark Jermyn



DISAPPEARING PROPELLER BOATS

Florence



Wilma and Ron Jelley feel honoured to own a 100-year-old Dispro. So much so that on the boat's hundredth year in 2019, they celebrated by taking Florence for a run after a few years of inactivity.

Florence is used on the Rideau Canal near Manotick where they live. Over the years they have enjoyed many DOA events and especially enjoyed several UUMMTs. One special one was in Algonquin Park. One scary event occurred on the St. Lawrence River with Kristen and Dwight Boyd when the winds came up and the water was very, very choppy. Ron says that Dippy speed is a good speed for boating and that they enjoy the friendships associated with boating.

If a Dispro this old could talk, what a long story she would tell. Being built in 1919, she was made at the Disappearing Propeller Boat Company factory in Port Carling. Since she spent many of her early years on Florence Island in Lake Rosseau, it is assumed she was named after the island. Although the history is a little vague from that time, it is believed that she was owned by William Jermyn Conlin (July 26, 1831-November 19, 1891) an actor who took the stage name Billy Florence after visiting Florence Italy. He was also the co-founder of the Shriners. another owner was Holy Joe, a religious man from Lake Joseph who used the boat to get to his cottage. In 1963, she was bought by John Doddington for \$100. John soon found another Dispro and sold her to a Mr. Frost, a Postmaster who used her to get to his Lake Rosseau cottage. Abandoned in the forest, she was salvaged by Paul Dodington who sheltered her and put her up on blocks. In the fall of 1995, the Jelleys purchased her from Paul and completed the restoration in 2002.

The boat did not have a name at this time. As others have done, the Jelleys carefully looked at the holes left by the screws of the brass letters of the name of the boat in the hull. After much deciphering, the word Florence was the best fit. Of course, that was part of the actor's stage name.

Of Florence's 103 years, the Jelleys have enjoyed a quarter of them. We thank them for keeping her well and allowing her to entertain them.

Mary Storey

Paul Dodington

How can one article pay homage and respect to the person who has and continues to put Dippies on the map or should we say chart? Paul has written passionately about his early years spent visiting his Auntie Doodie's Lake Rosseau property "Wharerah" (where he has lived for decades) and the similarly named 1926 vintage Deluxe Model Disappearing Propeller Boat. That was the beginning of his fascination that has turned into much sought after expertise. As a child Paul spent hours in the old boathouse "...just watching her bob up and down in her moorings, listening to the unique sound of the rudder squeaking and chattering back and forth on its pintle." He recalls "I was hooked on the infinite possibilities of adventure, exploration, and excitement that lay there, right before my eyes." His experiences with Dippies has not disappointed.



Photos: Karen Boyer

From as early as 1956, Paul was fixing Dippies for something to do in the summer. He found the experience of working on a Model T was transferrable. It was through his teaching career that he met Ron Hill, who had a Dippy engine in his school shop at Central Tech. Ron wanted to know where to get a boat. Fortunately Paul had salvaged "Emily" from an apple orchard. She had been left upright and was full of rotten apples. He gave it to Ron on two conditions: there had to be some restoration within two years and if it was to be resold, Paul had first right of refusal. When Ron took the restored Emily to an ACBS show and met Joe Fossey and Jim Smith, lists of known owners were exchanged and as they say, the rest is history. By 1973 an impromptu association began, the first "regatta" being held in August at Woodington House with five boats attending. Paul designed the first plaques which were fashioned from pieces of cypress planking taken from Paul's brother's 1921 John Bull, which was being restored at the time. This plank symbolizing the 8 inch rib spacing established the future standard size for regatta plaques. Ron Hill, with the resources of his school shop, took over their manufacture.

Paul was again instrumental in organizing the first DOA regatta in 1979, a highlight being the attendance of Mae Johnston (widow of Billy Johnson) who presented him

with the photo of the 18 men in a Dippy. The idea of each boat owner receiving a plaque to commemorate these impromptu association regattas came from Paul and he crafted them, with a different slogan taken from sales brochures. The impromptu association held a second event in 1977. The plaque from this second event was made from charred crib timber from the old DP factory warehouse, circa 1920-30. The slogan read "Absolute propeller protection at all times: rocks, shoals or sunken logs".

One cannot think about Dippies without referencing The Greatest Little Motor Boat Afloat of which Paul is one of the co-authors. Ron Hill, in the forward to the book, writes, "Paul, who is a genius at anything mechanical..." In prior years, Paul's fascination had led him to research the DP company and to make lists of owners since he was already fixing their boats. In fact, his passion for Dippies led him to leave his teaching position and move permanently to Port Carling in 1976 where he devoted. "...his talents full time to the restoration of the ever increasing number of Dispro boats and engines that awakened interest has revealed." As a tribute to his reputation, today Paul remains the go-to expert for troubleshooting and general maintenance.

Paul talks about the increasing dedication from club members, especially the sharing of talents. He feels that an important aspect of the club is that there has never been a judging contest. This comes from the negative experience he has witnessed at car competitions. This lack of competitiveness has not reduced interest in restoring boats, but instead has helped to make the club so much fun.

Paul feels that the DOA is important for the dissemination of knowledge, understanding and assistance to members. He says another important aspect is the club creates interesting events for people to bring their boats to. He believes that the DOA is better than any other organization he has been in because it fosters camaraderie among people who have similar interests. The fact that there is acceptance when someone brings a boat that is a total wreck to an event is an example. There is something fascinating about a Dippy that has been rescued out of a barn by an enthusiast looking for information and support and willing to restore it. He feels that it is inevitable that the number of boats will dwindle – fire, damage beyond repair – so we will all have to put extra effort into protecting the ones we have, and the ones yet to be discovered.

Karen Boyer



Capacitors: The Unsung Heroes of Perfect Ignition

By Paul Gockel

Reading what I found about the K-W factory in Cleveland prompted me to vibrate my way into your brains to talk about buzz coils' condensers. I love these things, and a good one will make a positive difference in any gas engine's operation. Coils have been covered before but it never hurts to dig deeper. You can't run without capacitors. Maybe you can replace them yourself with the following added information. (You people who have assaulted your boats with electric motors need read no farther; similarly, if your coil has lain in the bilge water for months, ahem....)

Right off the bat, they're not condensers. They're capacitors. Condensers are air-conditioning components or vacuum-creating machines for steam engines. The electrical component is correctly referred to as a capacitor, "cap", for short. Ask Mr. Faraday.

The purpose of the capacitor, as one boater believed, is not to send a shower of sparks to the vibrator points and timer just to let you know when it has failed. How silly.

Buried deep in your wooden coil box, here's what the invisible capacitors do. They usually pretty much loaf around. But when the points open or the timer has passed its contact and the current from the battery or magneto has stopped, the capacitor quickly gets down to business. It absorbs the primary coil's residual charge. All at once, this causes the coil's electro-magnetic field to collapse very quickly, far more quickly than if no capacitor were present. From that rapidly collapsing electro-magnetic field, that energy has to go somewhere (remember, energy is neither created nor destroyed) so it goes to the secondary coil and produces a huge induced voltage in the secondary coil sending a hot spark to the spark plug.

Quickly is the important word. The more quickly the charge is dispelled, the more quickly the electro-magnetic field collapses resulting in a greater induced voltage generated by the secondary winding. And that magnetic field will collapse more quickly when the primary circuit is drained quickly. It is drained quickly by virtue of the capacitor. With the capacitor really sucking or yanking the voltage from the open primary, that voltage can't dribble out. "Dribbling" voltage causes sparking at your points and timer, burned points and a weak spark at the plug. That's bad. A good capacitor is necessary for a quickly collapsing electro-magnetic field by sucking the voltage from the open primary circuit. Get it? Quick primary discharge = hot secondary spark. Capacitors make it happen. A well-functioning primary circuit can only enhance the performance of the secondary circuit. With a hot spark, your engine runs better. (It might interest you to know that a spark, any spark, is only a manifestation of heat. Spark = heat. Good for gasoline.)

Keep in mind that when the coil is buzzing, there is a back EMF of about 300 Volts in the primary that the capacitors need to be able to withstand without failing. It is this voltage that probably burned through the waxed paper of the old original caps. (remember the sparking at the points when they do fail? That's that dribbling voltage.) As part of their job, caps accept and reject this voltage about 300,000 times a second, back and forth, until completely discharged. Yes, that figure is correct! Three hundred thousand. Multiply that by the number of times per second your coil buzzes (you can determine this by its musical pitch) and you'll better understand how these buzz coils relentlessly beat up capacitors. These automotive caps can take it, for a while. Radio and tantulum caps cannot deal with this abuse for long. There is a lot of hidden violence going on in a buzz coil, and explains why most auto manufacturers disposed of them by about 1910 in favour of the more reliable transformer coil with external capacitors. (Ford relentlessly hung on until 1928 until the introduction of the Model A. Dippies finally switched in 1939 with the introduction of the Tillcock timer.)

Cont'd on page 12 . . .

DON'T FORGET IT'S

AUCTION TIME AT THE *Annual Regatta* **ATTENTION ALL HOARDERS**

Clear out that garage, boathouse, workshop and basement and bring those treasures, collectables and objet d'art along to the annual regatta.

It's time to put it all on the auction block. All donations,

NAUTICAL OR OTHERWISE,
will be gratefully accepted for the **SATURDAY EVENING EVENT.**

GOOD TIMES
Guaranteed

NO DEALERS PLEASE



BID EARLY & BID OFTEN

Ignition capacitors are wired in parallel with the points. This explains why your engine will still run with a shorted or leaking capacitor, just not run or start so well. Had they been wired in series, 1. the engine probably would not run, (it's only a semi-conductor) and 2. if it did run, the engine would fail completely when the cap was finished. With this in mind, you may be able to connect them externally, but you would need to sever the connection to the failed old internal one. The same facts hold true for magneto ignition engines. Coventry engines too need good capacitors, but magnetos and modern ignitions are more benign to capacitors than buzz coils. No one is immune from good capacitance.

I have replaced many a capacitor for other people's boats (and my own). Once replaced with a good one, the engines start and run with the greatest of ease. They also run with completely dark engine rooms when dipping at night. No shooting stars from E or D timers spraying sparks into the gasoline-laden bilge anymore. That's a good thing.

Replacing old original capacitors is oft times necessary, always filthy, always annoying, always time-consuming, but always rewarding, and it has to be done. I'm not so trusting of the rebuilt coils available from supply houses, so it's better to get down and dirty and do it yourself so it looks like nothing has been done, but it's been done right. You can rebuild yours! Here's what's available.

1. Tantulum capacitors. Available at electronic supply houses. Often referred to as "tant caps", they're extremely cheap!, so of great interest to dippy owners. But they require correct polarity. Connect the battery, ignition wires or the coil in backwards just once and that capacitor is finished--kaput. Good luck determining which lead is + and -. Capacitance is wide ranging so a lot of hunting for the correct uFd is necessary. Also, a marine environment is not their intention. So unless you're a glutton for punishment, forget tant caps. These are bad enough in battery ignition but would be an instant disaster in magneto ignitions no matter how they're connected.

2. Pap-Caps. People have also used paper capacitors. These are/were commonly used in the radio business. Again very cheap (!) and require no polarity check. However, no matter how much tar is used to bury them in the coil box they eventually will be adversely affected by moisture, they soon fail, and you'll need to do it over again. (They're PAPER!, and they're not very good.) I've replaced these failed caps in too many coils, too. (What's the matter with these people?) I believe these are the caps used in commercially-available new ignition coils. Not good!

3. Disc capacitors: No. They're fine for transistor radios, not ignitions. Generally, stay away from cheap capacitors sold at electronic supply houses. They are not good in this application.

4. OK, it's time to get the moths out of the wallet. The ONLY thing to use is the correct automotive capacitors. These capacitors will cost you \$20.00, maybe more, (OMG!) and now usually need to be special-ordered from auto parts stores. Modular electronic auto ignitions have sent the demand for these independent capacitors buzzing away. (They're still buried in those modular units, you just can't find them.)

Most of you are familiar with these; they look like a tiny tin can with one wire lead protruding from one end. The other side of the circuit is the can itself. They are extremely durable, robust, carry the correct capacitance and don't care too much about their environment. Mylar and modern dielectrics are light years ahead of tin foil and waxed paper.

Want to brave the ordeal? Assumptions are made that all other parts of the coil are in good order. Check for appropriate resistance in primary and secondary coils, clean points, &c. Here we go.

1. Remove coil box from boat.
2. Remove staple or nails from panel door on face of coil box. Remove panel.
3. Start picking out the tar. Save it. Just pick out enough tar opposite from the coil to reveal the old capacitor. Stay well away from the coil as the first thing you'll destroy is the secondary winding and then you've got big trouble ahead of you. You'll also find chunks of scrap wood. Save those too.
4. You'll find the original flat cap (capacitor) snugged up against the left wall of the box. It's usually full length, and revealed when you see brown waxed paper and/or tin foil. That's it! Keep picking at the tar with flat screwdrivers, dental tools, knives, needle nose pliers, until you can easily lift out the cap. Done! I don't recommend using the wooden box as a fulcrum, tempting tho it may be. Remember, getting the tar out is not an easy job.
5. Cut the leads to the old cap, keeping as much length as you can inside the box.
6. Don't lose the two leads to the cap as your new cap will be soldered to these.
7. I highly recommend testing the new cap before you go to the work of installing it. They're not always good. It should show no short circuit or leakage. I have had great success using Delco caps from the 70s. OMCs seem to show a slight leak.
8. Clean the two box leads with steel wool or sandpaper. Really clean them! You want to see bright copper showing.
9. Solder (do not use wire nuts...sheesh!) one lead from within the coil box to the pig tail of the cap. Solder the other lead to the new cap's bracket--the stamped steel cylindrical clip that surrounds the cap. I have successfully soldered the other lead to the body of the cap but I'm afraid it could damage the cap's internals so prefer to use the case clip. Slide clip onto cap.
10. Test the cap once more. (Testing capacitors requires specialized equipment. Modern expensive multi-meters sometimes have a cap-testing feature.)
11. Jam it all back in the box including any bits of scrap wood you found earlier. Make sure the leads do not touch each other.
12. Re-melt all the saved tar in a double boiler. Remember, the stuff is bituminous, a petroleum product, and therefore flammable. Take care. Freshly remodeled kitchens are not recommended places to melt tar, but suit yourself.
13. Pour all the melted tar back into the box's cavity, burying the new cap and its connectors. The caps seem to survive this heat.
14. Replace the side panel after the tar has frozen and put in the nails or staples.
15. Voila! A better-than-brand-new coil.

I remember my first successful coil rebuild back in the late 70s. I couldn't believe how well the engine started and ran after I replaced the capacitor. I no longer had any need for an engine rebuild. I had no testing equipment at the time, but I attacked it anyway. I eventually sold the coil to a neighbor for \$40.00 for his dippy. Although it finally made his dippy run perfectly, all he ever did was complain about the price. He finally died.

Remember the line from the 1922-23 Dis-Pro owner's manual: "a good spark will ignite a poor mixture, while a poor spark will seldom ignite a good mixture." Keep remembering.

Time and moisture will eventually destroy anything, capacitors included. Nothing lasts forever, and remember, buzz coils especially are merciless on caps. Keep an eye on them. Now that you know why you need a good leak- free capacitor, (like a boat) you'll

Cont'd on back page . . .



Lake of Bays, Oxtongue River

Saturday June 18, 2022

Just three days until the official start of summer, this tour to Lake of Bays would kick off the season of UUMMT's. Nature had other plans.

In the face of near hurricane winds and waves, rather than head out into gale force winds, an alternate plan of attack was chosen for the first Unsanctioned, Unofficial, Muskoka, Misery Tour of the season. Seven boats and crew arrived at the Norway Point public launch on Lake of Bays with the intent of cruising toward Dwight and the public beach. Winds pushing 60 km/hr. discouraged a few of the crew, but four boats chose an different route.

With the wind coming mostly out of the north, it made sense to head to the north side of the lake. So at the recommendation of veteran D.O.A. member Paul Dodington, we headed to South Portage Road launch, about 40km away. In the lee of the shore, we could snake around the lake to the intended beach for lunch at Dwight and then head up the lower Oxtongue River to Marsh's Falls. The route up the river is about 4.5km and empties into Dwight Bay. The plan worked perfectly and all boats launched fortunately without incident or any motor failures.

Lunch on Dwight beach was pleasant, but we noticed many Hydro trucks zooming around. Could they have been repairing downed hydro lines? After lunch we headed toward the lower Oxtongue River. With a few moments of broadside winds we were soon in the river, which felt like a different world altogether.

Surrounded by lush greenery in the winding river, we putted up to the falls, circled in front of it and then returned. A few canoes and one or two motor boats had also taken refuge in the route, but it is truly an ideal diversion for smaller boats. The area is also a nature reserve. The remaining cruise back to the ramp was uneventful as we were now seasoned to the winds and waves.

Tim Du Vernet



Photo: Tim Du Vernet



Six Mile Lake

Monday, July 18, 2022

As we drove in the light rain towards our destination, we wondered if we were jinxed. The UUMMT we had planned on Lake of Bays in June was impacted by cool temperatures, high winds and waves. But soon after we arrived at the Six Mile Lake Provincial Park launch site, the Dippies began appearing, with hardy and adventurous boaters donning rain gear and not one word about postponing or cancelling. Soon ten Dippies were heading out, with only one staying at the dock.

It wasn't long before the weather began to clear as we cruised among the picturesque islands and bays. We motored through the opening into Lost Channel where a major hydro line crosses. At one time there was an Indiana Jones type walking bridge over the channel, now removed. Before long we came to a set of rapids named Pretty Channel. Locals climb up the rocks into a pool to swim and float down through the gently moving waters.

With lunch on our minds, we enjoyed a stop at Rita and Phil Wood's family cottage. Both cottage and boathouse are painted a distinctive yellow and it has the honour of being the second oldest on the lake, having been built in 1928. It sits on Wickett Point, bearing Phil's mother's birth name. As a special treat, our hosts served up ice cream cones before we headed out for the afternoon excursion. We cruised north to view Wawautosa Trading Post, winding around islands and rocky shoals. Captains and crew were kept on their toes as there are narrow channels and many hazards to navigate adding to the adventure.

As part of the planning for this event, we had visited the park and spoke with a few rangers. All advised of the popularity of the lake for fishing derbies as pickerel and bass are plentiful. They mentioned that later in the summer there is considerable weed growth, but we escaped that annoyance. Six Mile Lake is a beautiful destination with plentiful bays, islands and stretches of undeveloped shoreline to explore.

Kerry Harmon & Karen Boyer



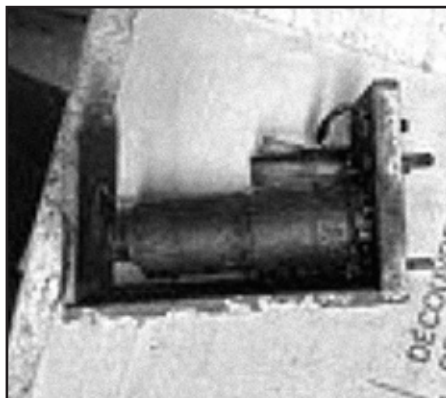
Photo: Tim Du Vernet



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The Mystery Photo — From the Last Device

The answer to the mystery photo shown in the last issue of the Device is of course the Big Chute Marine Railway.



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