

ISSUE 25

THE DEVICE

MAR 2014

DISPRO OWNERS

ASSOCIATION NEWSLETTER



www.disproboats.ca

Photos: Paul Jenner

Joe Fossey, Miro Forest, Gord Laco and Paul Dodington provided the technical expertise on various subjects at the well attended 2013 Fall Workshop.



President's Letter • March 2014

I hope that this first issue of the Device for the 2014 Dispro season finds you all well.

We have had to endure the coldest winter in 35 years and this makes the anticipation of cruising in our Dippy's more exciting.

I would like to thank all of the Executive and members who gave generously of their time to provide an enjoyable 2013.

This season commences with the Annual General Meeting on April 27th at the Grace and Speed Museum. The agenda is included on the back page of this Device.

The 2014 Dispro calendar includes 3 UUMMTs arranged by past president Robert Clipsham. Full details for those can be found in this issue. Also, the 36th Annual Regatta on September 5-7, will again be at the Viamede Resort and this year features the bi-annual auction.

The Regatta registration forms were sent out in the January mailing and I would encourage you to send in these forms sooner rather than later, including the Club registration for this exciting event.

With the Centennial Celebrations in 2015 on the horizon, the Centennial Committee is hard at work finalizing the details of events that will showcase our great little boats. There will be an exciting announcement made at the AGM regarding a huge success achieved in preparation for 2015.

As we all gear up for the upcoming Dispro season, I look forward to fun, sun and camaraderie.

Safe Dippy travels to you all.

Mike McGarrell



Photo: Paul Jenner



The Case of the Missing Prototype Device

At a tea party which Alf and Lois Mortimer attended, I discussed with him his 60-year ownership of the Port Sandfield Marina. He bought it from Vince Robinson in 1952. In the attic of the boathouse back then, were many wooden pieces. One of these pieces was the wooden prototype Disappearing Propeller Device! He kept it until 1957, but having no use for it, eventually threw it out.

So ends the quest for the prototype device. This confirms it was wooden. I knew this back in 1970 as I took Buell Cox for a ride in my dippy when he related his cruise in the proto-dip to me. He told me it was wooden, with a paint mark on the flywheel to tell the operator when it was safe to retract the propeller. I scoured the shores around the Port Sandfield cut hoping to find the boat and device. I never did. We now have closure on the first dippy device. I can stop looking.

Paul Gockel

Where to Find Ethanol-Free Gas

Gary Campaigne has submitted a useful link for DOA members who are searching for ethanol-free gas. The following website lists all known gasoline vendors in Ontario (or accesses those throughout North America) that sell ethanol-free gas, along with the octane ratings.

<http://pure-gas.org/index.jsp?stateprov=ON>

A Poem

The engine wouldn't start cuz' she was hot,
With one foot aboard and one on the dock
I opened the throttle – gave her some air
For her not to start would be pretty rare.
She caught right away.
Well I ain't as spry as I used to be
I had to decide: was it the boat or me.
Blink of an eye – on the dock on my ass,
The dipper was moving out, pretty fast.
Straight as an arrow she chugged past the boats as
I watched in horror and shock on the float.
I heard Doc. Dodgington on the next wharf say
As he watched Mrs. Minnerva skam away
"THIS ISN'T GOOD!!!!"

John Dunsworth
South West Cove, Nova Scotia
Sept. 2013



Illustration: Paul Jenner



A New Approach to an Old Design - Vibrator Ignition

Miro Forest, P. Eng.

A number of years ago, I was troubled by inconsistent ignition on my DisPro – Emily. It has a copper jacket engine and I suspected the timer contacts were not as good as they once were. So I got the flywheel off (with some effort), cleaned and restored the proper geometry, and put it all back together. A little improvement was seen but not much – certainly not as much as I expected.

So I began to suspect the coil. I was told by the previous owner of the boat that the Model T style coil was “one of the best coils he’s ever seen”. But I still was not satisfied. So I went about to figure how the coil worked and to see if there could be something better than what I had.

I made sure that I understood how the coil works in theory and in practice, and what the electrical waveforms internal to the coil system looked like. I also did some historical research and found a patent for the coil design from 1853 which predates the Model T design by half a century. Nevertheless, the concept is sound.

I needed to find 3 basic components of modern design – a high voltage coil, a capacitor to withstand the voltage spikes in the primary circuit and vibrator or trembler mechanism.

I also wanted the ignition system to work off a 12 V DC voltage, since today there are very good rechargeable sealed 12 V lead acid gel cell type batteries that would be perfect for the task of powering a DisPro engine.

The coil was easy – a standard automotive 12V ignition coil with or without an internal resistor – my design takes care of that. These are readily available from car parts dealers and recyclers i.e. junk yards.

The capacitor was easy too – either an automotive type capacitor (sometimes called a condenser) - but for a modern version a 0.1 to 0.2 mfd capacitor with a 600 V rating – preferably mylar film construction. The automotive type can be had at any car parts store or small engine repair shop.

The vibrator – that was the trick. I found that a standard 12V automotive relay with contacts rated at 30 to 40 A DC was available. Again these are available at a car parts store or mail order parts supplier.

Here’s a picture of the relay.

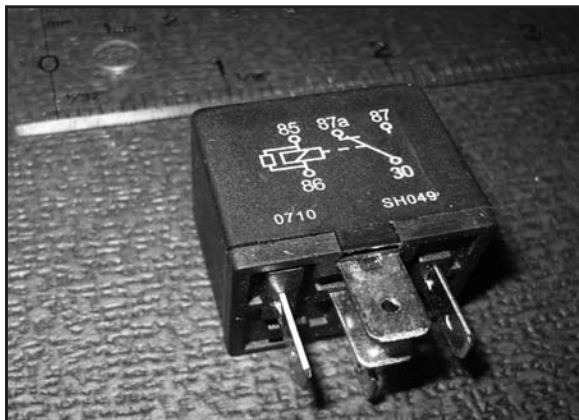
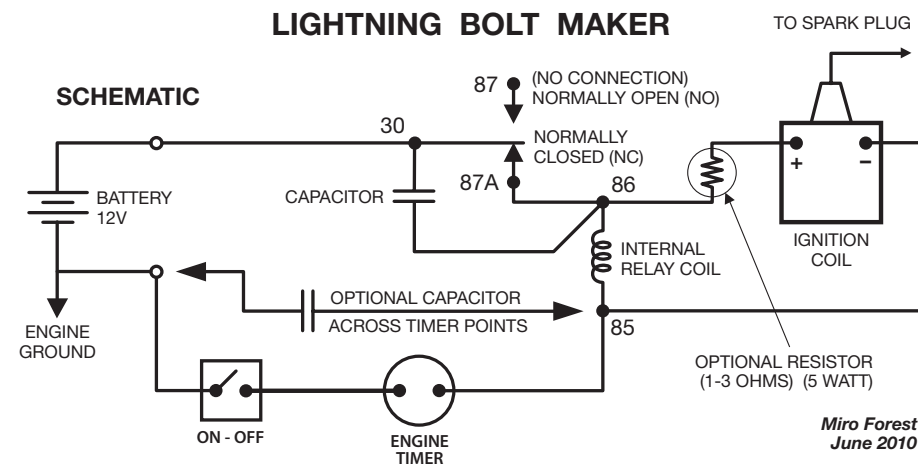


Photo: Miro Forest

I configured the circuit to have the internal relay coil, wired in parallel to the primary of the ignition coil. The internal relay contact that was normally closed was in series with the internal relay coil. This primary circuit was connected in series with the timer contacts and the battery. See this diagram.



*Miro Forest
June 2010*

When the timer contact at the engine was “made”, the current flowed in the primary circuit, and the internal relay coil was energized. This opened the internal relay contact, which stops the flow of current, causing the relay to return to its normal position which then started the current flowing again – in effect “vibrating”.

Now the high voltage output of the ignition coil is a function of the rate of change of the current in the primary circuit. The faster the current changes the higher the voltage.

Since the mechanical arm of the contact inside the relay is about ¼ of the length of the trembler arm of a Model T type coil, and the internal relay coil is much much smaller than the primary winding of the Model T coil, the rate of change of current is much higher for my design. Thus the secondary voltage is much higher.

My design also “buzzes” at a much higher frequency than the conventional coil.

In testing my design, I found that it draws about 0.6 to 0.7 A when buzzing, while a Model T coil draws about 1.2 A. At the same time it produces a much higher voltage for the spark plug and produces a hot blueish white spark across a gap of 0.45 to 0.50 in.

I also calculated how many sparks I get when I am starting the engine and found that I get 7 to 10 of these hot sparks when I crank the engine over. That’s one of the reasons that the engine is so much easier to start now.

At a recent DOA meeting, I spoke to several folks at the lunch about the ignition system and one of them suggested that I ought to write the story for the DOA membership.

This design while not particularly “new” nevertheless has now been successfully used by many old engine boat owners and old stationary engine owners. I cannot take credit for the original design, and offer my version as a tried and true, reliable modern version of the venerable Model T type coil.

Fall Workshops 2013 — Dispro Techniques & Card Making

Four great presentations, lots of good questions, delicious lunch and what do you get? It must be the Dispro Owners Association Fall Workshop. This bi-annual event was held at Muskoka Boat & Heritage Centre in Gravenhurst on November 2, 2013.

President, Mike McGarrell welcomed over 40 members to the workshop. Miro Forest started things off with a detailed history and presentation on propeller propulsion. This subject certainly was of interest to several members wanting to get maximum performance from their boats for any future Dispro races.

The dippy Doctor, alias Paul Dodington followed with a hands-on demonstration of how to winterize a Coventry Victor engine. Mary and John Storey supplied their Dispro for Paul to describe his method of preparing a Coventry Victor 4-stroke engine for winter storage. Paul also briefly told how to prep the single cylinder copper jacket engines for winter.

After the lunch break, Joe Fossey reviewed the workings of the magneto ignition systems typically found on the Coventry Victor engines. His illustration of the correct timing method for this engine was of great value since the original Coventry Victor manuals do not include this information.

To round out the day, Gord Laco, the Canadian distributor for Epifanes provided great hints on successful finishes and how to prepare the wood for paint or varnish. He also sent home some happy Dispro members with samples of Epifanes products. Thanks, Gord.

During the same time, eleven Dispro Owners Association women made greeting cards for many occasions. The newly designed Dispro stamp in two sizes was a highlight. If you receive a Christmas card that is hand-made or use paper napkins with a Dispro image or even receive a gift with a Dispro tag, it was probably created and made during this interesting workshop. Thanks to Rachel Campaigne and Barb Dickson for providing a great workshop.

Mary Storey



Photo: Mary Storey

Susan McGarrell, Marilyn Shaver and Ronda Turner participating in the card making workshop.

Upcoming Events in 2014

The Dispro Owners Association has planned exciting events for 2014. We would like to see you there! PLEASE, mark these dates on your calendar, so that you don't forget them.

Sun. April 27 – AGM at Muskoka Boat and Heritage Centre

11 am Enjoy lunch with fellow members and get caught up with all the news!

Don't forget registration forms to Mary Storey by Friday, April 18.

June 21-22 – UUMMT 28 – Pickerel River 'The Lost Channel Dippy Ride'

Depart: Lost Channel Inn, at 10:00 am

This somewhat remote and pristine waterway comprises the Pickerel River and Lake Kawigamog providing over 40 miles of boating!

Directions: The location is easy to find, take Highway 69 north of Parry Sound, exit onto Hwy 522 and travel east 10 miles from Hwy 69 to Lost Channel Rd. which is located west of Loring on Hwy.522. Then travel south east on this road to Lost Channel Inn, www.lostchannelinn.com

Russell Holt, the owner, has requested, that Members contact Betty and George Piper and they will sort out the reservations for the meals and for the two nights accommodations. Reservations and fees for rooms or camping facilities will be organized by Betty and George. The meals will be home cooked, Friday evening Dinner (to 7PM), Breakfasts after 8AM and Saturday Dinner and Sunday Brunch. A meal plan (or meals separately) will be arranged according to our requirements. A Saturday lunch stop has been arranged. Bring your own lunch.

*** Reservations are to be confirmed with Betty and George by April 27***

Contact: Betty and George Piper george.piper@sympatico.ca
Robert Clipsham rec@clipsham.com cell 905 703 0377

Sat. July 19 – UUMMT 29 – Muskoka River 'From Outlet at Lake Muskoka, to Bracebridge Falls'

Depart: George Street Ramp, Bracebridge at 10:00 am

We will explore this interesting river and adjoining channels from its outlet into Lake Muskoka to Bracebridge. We will see the huge South Falls and the hydro generating station from our Dispros. Lunch stop will be at the park in Bracebridge, near Silver Bridge, with lots of docking and washrooms. Bring your own lunch.

Directions: Follow the Santa's Village signs from any part of Bracebridge OR take Santa's Village Road off Highway #118 at the north side of the Wellington Street bridge. Continue past Santa's Village for approximately 2 kilometers to George Road (just past Patterson Kaye Lodge). Turn left and follow the short road to the end. Lots of parking in the trailer parking area adjacent to the ramp.

Contact: Mary Storey mstorey@cogeco.ca
Robert Clipsham rec@clipsham.com cell 905 703 0377

cont'd next page ...

Sat. Aug. 16 UUMMT 30 – Severn River, Sparrow Lake to Swift Rapids (Lock 43)

Depart: Sopher's Landing, McLean's Bay at 10:00am

The Severn River from Georgian Bay to Sparrow Lake flows through a very beautiful part of the Precambrian shield with rock outcrops and treed shorelines. During a previous Regatta and UUMMT 27 last summer we travelled in our Dispros from Severn Falls to Swift Rapids. This UUMMT route will complete our travels on this section of the Trent Severn waterway.

Directions: Sopher's Landing, 1048 Sopher's Landing Rd., Kilworthy will be reached from Hwy. 11 (south of Gravenhurst). Take the exit to either: 1) Kilworthy Rd. and travel west to Southwood Rd. (Muskoka Rd No. 13) and then travel north and west to Heintzman Gate or 2) Take the exit to Beiers Rd. (does not have a northbound ramp) and travel west to Southwood Rd. and then travel west to Heintzman Gate. 3) Now travel west on Heintzman Gate to Sopher's Landing Rd (second road and turn left)

Our guests will be George and Jean Page who cottage at the Swift Rapids. George will tell us some of the history of the early electricity generating power plants first constructed at Ragged Rapids in 1902 and later at Swift Rapids in 1917. Also the construction of the canal will be explained at Sparrow Lake Chutes and at McDonald Rapids.

We will tie up at Lock 43, we will see the 47 foot high lock (1965), the power plant and have our lunch on the grassed area (washroom facilities available). Bring your own lunch.

Contact: Robert Clipsham rec@clipsham.com cell 905 703 0377

Sept. 5-7 36th Annual DOA Regatta at Viamede Resort This year is auction year.

Dispro Owners Association Annual General Meeting

Muskoka Boat & Heritage Centre, Gravenhurst • Sunday, April 27, 2014

AGENDA

11.00 am	Heritage Centre opens to pre-registered attendees only \$20.00/person Includes lunch and admission to Heritage Centre
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Noon	Lunch
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1:00 pm	Call to order of AGM • Approval of Agenda • Minutes of 2013 AGM
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Reports:

- Treasurer • Membership • The Device & Dispro Trader • Archives
 - History • Centennial Committee • 2014 UUMMTs • 2014 Regatta
-

Election of Executive

2:30 pm	Adjournment followed by coffee and dessert
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The Device is published 4 times a year in March, June, August and October. Deadlines for the submission of articles and photos is normally 2 weeks prior to the first day of these publication months.



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