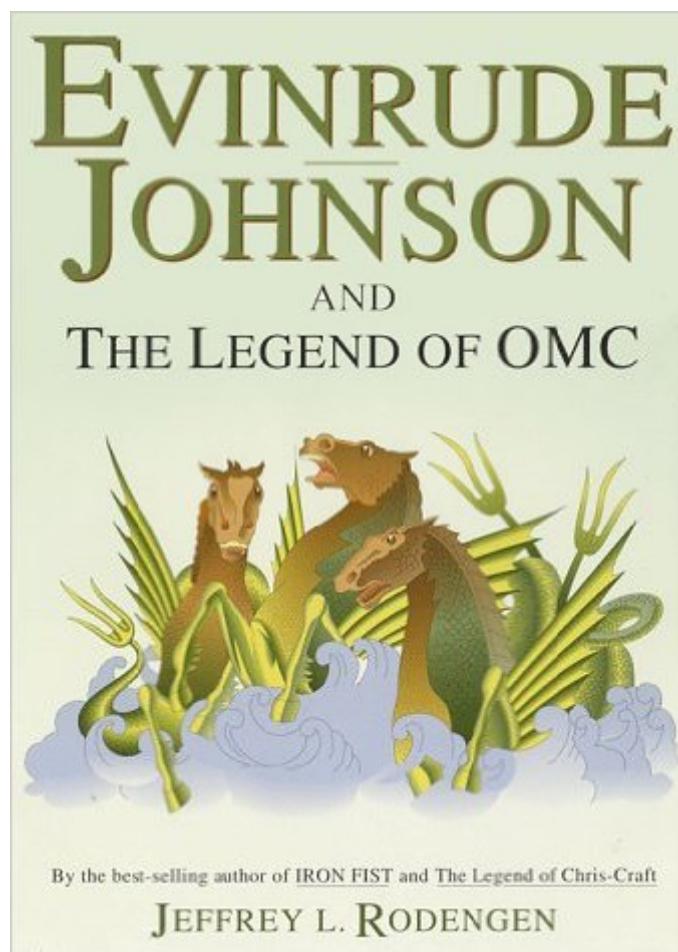


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Evinrude Johnson And The Legend Of OMC



Synopsis

Book by Rodengen, Jeffrey L.

Book Information

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Customer Reviews

Rodengen's 'Iron Fist' is a first rate biography with nothing kept hidden, but this book reads as if it were commisioned by a very weak OMC PR guy, it's really not up to the standard. Webb's old book, which was written by an OMC person, has far more interesting photos of old motors. What really irritates me: calling the fat 50 the most technologically advanced outboard of its time. Where did that ridiculous notion come from? I can't imagine that an informed PR man like Jim Jost, or good engineers like Edgar Rose and Charlie Strang, could have made such a laughable claim (they were all three at Kiekhaefer Corp. around the time the fat 50 was produced). The most technologocially advanced outboard made by OMC was the loop charged 3 cyl. model in the late 1960s, which dominated OPC racing in the 1970s and '80s in its class (and beyond) and was a pleasure to run. Unfortunately, OMC produced old style V-6s while Mercury produced the V-6 looper and was the motor to beat in Mod-VP and the corresponding tunnel classes. The 3 cyl. loopers had the problem of rapid cyl. wear into an egg shape, requiring ball honing abnd new rings frequently to keep the compression at a peak of 150-155psi, and reboring once the wear hit .002" I know because I kept 2 powerheads race ready, and rebuilt each one 1-2 times per season. But the fat 50?! Don't make me laugh!What I missed most in this book: any technological description of the old opposed twin and four racing motors, with photos of winners like Bill Tenney, whose name and photos can't be found on the web although he dominated several classes as late as the 1950s. For the description of how

OMC set world outboard speed records from 1959-1991, you'll have to see the Kiekhaefer biography by the same author.

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