

# Sunnyland Symposium 2020



## **Session Topics and Our Presenters**

### **Sessions 1, 2 and 3 located at the City Hall.**

**9:00AM - Session 1 - Casey Lynn and Dan Anderson will educate us on pressure gas tanks used throughout the 1950's vs. fuel pump tanks that followed beginning in 1958. They will show us how to convert OMC engines from dual line (pressure) to single line (fuel pump). Safety concerns for pressure tanks and how to rebuild them. Casey and Dan will show us how dependable the old tanks are and to alleviate safety concerns of pressure tanks.**

#### **Dan Anderson**

*Dan was born in Birmingham Alabama in 1953 and began his career in the outboard industry at age 15 working at a Johnson dealership. Dan graduated from USM with a degree in Business Administration. In 1976 Dan began his association with OMC's Johnson Division as a Field Service Manager and continued until Johnson and Evinrude merged their service departments in 1980, and Dan became OMC Field Service Rep. In 1994 he became Manager of Special Projects and remained in that position until OMC closed its doors in December of 2000.*

#### **Casey Lynn**

*Casey was born in the Florida Keys into a family that had been a Johnson dealership beginning in 1946 and had his first boat at age 5 and his first outboard motor at age 6. He graduated from Embry-Riddle with a degree in Aeronautical Sciences and holds FAA licenses in Airframe and Powerplants and also a licensed pilot.*

*Casey began his career with OMC Engineering in 1976 in hydrodynamics and advanced engines, and in 1980 became the tech rep for the entire State of Florida until 1998. In 1998 he joined Volvo Penta's marine division in Applications Engineering for computerized diesels and IPS systems, and retired in 2008. Casey currently works part at Triangle Marine.*

**10:00AM - Session 2 – Bill Hancock will educate us on the differences between a compression test vs. a leak down test. Bill will show us the proper way to perform both a compression test and a leak down test along with what compression reading we should see.**

#### **Bill Hancock**

*Bill has worked in the automotive industry at the OEM level for over 40 years. He graduated from Vanderbilt University in '69 with a ME degree and went to work in Chrysler Corporation's racing program in Detroit, where he worked for ten years, Bill was in charge of vehicle test and Development for the NASCAR and Drag Racing programs, and spent most of his time at the various team shops, race tracks and wind tunnels around the country. During the off-season he was a speaker on the Chrysler Racing Seminar Series.*

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*In 1979, after a short stint at General Dynamics as the Chief Engineer on a military program, he returned to his racing roots and formed his own company, Arrow Racing Engines, Inc. which did proprietary race engine development for Chrysler. Arrow grew to become the largest manufacturer of Mopar*

*Performance Parts with over 200 different parts ranging from simple fasteners to cylinder heads and even complete racing engines. In 1990, Arrow was assigned engine development work on the then secret new sports car called the Dodge Viper. Arrow provided world-wide engine warranty services for the car as well as continuing to do performance development.*

*Bill taught annually at The University of Wisconsin in their Masters of Engine Engineering program on the campus in Madison. He has written several books on engine testing and mathematical formulas, as well as presenting numerous papers at technical conferences around the country. He continues to write as the Technical Editor for the Sheerline and several years ago accepted a position on the engineering faculty at the University of North Florida where he teaches several courses on racing engine design and development. He serves as a board member for several different corporations and continues to do consulting work for the racing industry. In 2016, Bill received the Lifetime Achievement award and was inducted into the Mopar Racing Hall of Fame.*

*In 2008 Bill sold the various companies which comprised the Arrow Group and retired to Florida where he has continued to write and play with his car collection and antique boats.*

**11:15AM - Session 3 – Bill and Scott Turner of AristoCraft Boats will take us through the history of their company that Bill's father Claude starting in 1946. You won't want to miss this presentation on an iconic family boat manufacturing company.**

## **Bill and Scott Turner**

*Both Bill and Scott have been a part of a boating family throughout their lives as part of the AristoCraft legacy to the boating community. Bill's father started AristoCraft in 1946 and Bill experienced the wood-to-fiberglass eras as part of his daily life.*

*Bill became involved with the vintage boating hobby and found his way to ACBS in the mid 1980's. Collecting boats from all over the country, his commitment to the preservation and restoration of vintage boats has evolved into a full time endeavor. Scott and Bill not only restore models from many manufacturers, but continue to carry the AristoCraft design and style into today's productions. Each and every line has unique qualities and styling that are reflective of an era and celebrated with each restoration.*

*They have developed a full museum and workshop that are available for tour if ever in the North Georgia area. What an honor it is to celebrate 3 generations of boat enthusiasts.*

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## **Sessions 4, 5 and 6 located under the SCAMPY Tent.**

**1:00PM – Session 4 – Steve Wood will present a program on how to get a vintage outboard engine running after sitting for many years.**

### **Steve Wood**

*Steve is a native of Fairmont Minnesota and has been a resident of Florida since 1951. As a youngster his first outboard was a 3hp Firestone that he ran on an 11 foot plywood runabout. In 1951 his father purchased and built a Chris Craft kit boat and later added a 1957 Johnson 35.*

*After graduation from High School Steve earned his pilot's license in 1967 and became a flight instructor in 1976. Following that he earned his A & E (airframe and engine) mechanics license and began flying warbird airplanes in 1977. In 1978 through 1985 Steve was a pilot for Rosie O'Grady's Flying Circus, associated with the Church Street Station entertainment complex in Orlando, and was a sky-writer.*

*In 1986 he became a corporate pilot and flew corporate until 1989 when he returned to flying warbird airplanes, and continued that until 1996 when he achieved his airship rating. In 1996 through 2007 Steve was a blimp (airship) pilot, and piloted the Shamu, Budweiser and Monster.com blimps. Steve designed and built his own prop fabricating machine and manufactured propellers for ultralight airplanes.*

*Steve has a degree in Aerospace Technology and has been a member of the Antique Outboard Motor Club since 1981.*

**2:00PM – Session 5 – Jacob Bascom will take us on a journey through his boating projects at the SCAMPY shop.**

### **Jacob Bascom**

*Jacob has been involved in the Scampy program for 2.5 years. After completing his boat he was named the 2018 Junior Craftsman of the Year. Jacob enjoys working in many areas of boat building, restoration and outboard repair. Currently Jacob is restoring a 1950,s hydroplane*

**2:30PM – Session 6 – Barry West will present “Analyzing A Restoration Project” Repair, Restore, or dismantle for parts.**

### **Barry West**

*Barry began his career in the auto restoration industry as a body man. After 12 years he moved on to building prototype molds for the automotive industry before moving on to Caldwell Marine Design building molds and prototypes for boats. Ultimately Barry moved into the theme park industry building props and molds for displays.*