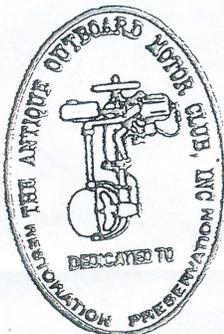


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Antique Outboard News

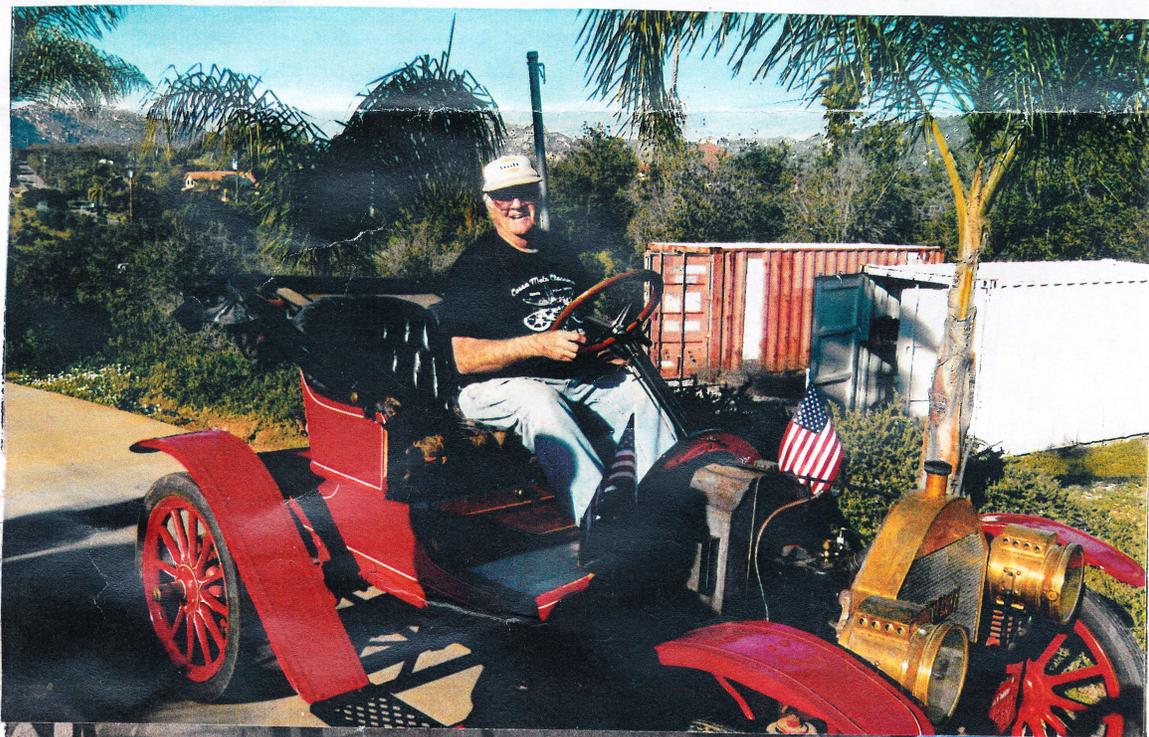


ANTIQUE OUTBOARD MOTOR CLUB
SOUTHERN CALIFORNIA CHAPTER

MAY 2017

Our Spring Meet and Lunch at the Larry Feece Rancho in Rainbow, California was a wonderful get together with some nineteen members and guests in attendance. Larry, once again, rolled out the red carpet and everyone had a great time. Darryl Webber came in from Yucaipa and John Van Dyke and Chuck Kober came all the way from Goleta. It was great to see Les Gunnarson, Kip Field, Frank Fowler and Walt Thompson. Tom Lockwood arrived with Pres. Paul Brinkman from Orange County.

Our next Antique Outboard Meet will be held at Lake Arrowhead on Saturday, June 10, 2017 in conjunction with the Wooden Boat Show.**



* * Our meet at Lake Arrowhead will be on Sat. June 10th from 10am to 3pm. We can have lunch in the restaurant adjacent to our Antique Outboard set-up overlooking the lake on the main pathway. We will have raffle prizes and refreshments. For further information you can contact George Kent (714) 318-2703. Brad Menet (949) 646-6918 or Paul Brinkman (714) 396-3041 **

MEMBERSHIP APPLICATION

The Antique Outboard Motor Club

PLEASE
JOIN
THE
NATIONAL
CLUB!

Name _____
Address _____
City _____
State (Province) _____
Zip+4 _____ Telephone No. _____
Date _____ E-mail _____
No. pre-1950 motors collected _____
No. post-1950 motors collected _____
Main interest (brand) _____

Please allow 4-6 weeks for processing

Join Now!

It's up to you to pull that first starter rope. Mail this application and \$~~50~~^{#70-} US; Canada \$~~65~~ US dollars; or Foreign \$67 US dollars. Dues are for two years.

Payable to:
AOMCI, PO Box 831
White Cloud, MI 49349

If this is not your newsletter and you would like a sample, send a large (#10) self-addressed, stamped envelope to: Dick Gorz, PO Box 831 White Cloud, MI 49349.

This newsletter is a supplement to the Antique Outboarder, a quality, quarterly magazine of technical reports, chapter meet news, tips, historical articles and lots of photos. Our club is a non-profit, hobby organization dedicated to the preservation and restoration of old outboards.

MEMBERS - Do not use this form for renewal or you will be entered as a new member only. Instead, return your red renewal card with funds to the club's White Cloud address.



Walt Thompson, Les Gunnarson and Kip Field admire a restored Clark Troller Outboard at the Larry Feece Meet in March, 2017.



John Van Dyke and other members hold down the fort prior to the Bar-B-Q hosted by member Larry Feece.

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SUMMER TIP O' THE MONTH!

Charting Trouble

A. When the Motor Won't Start

If a motor refuses to start despite persuasive efforts, run through a simple trouble-shooting procedure that will locate the cause of the trouble nine times out of ten. Refer to manual sections for specific remedy or repair.

Many an outboarder, confident he has plenty of gas, has spent half an hour hunting for trouble elsewhere before finally checking the tank and finding it empty.

B. Suggestions

In conjunction with the following suggestions, refer to appropriate sections for further detail information.

1. Make sure there's gasoline in the tank. This seems almost too obvious to mention, but sometimes the fuel supply burns up faster than the operator realizes.

2. Make sure that air vent in fuel tank filler cap is open, as well as the gasoline shut-off valve leading from tank to carburetor (the latter on integral tank engines).

3. Go through the procedure for starting a flooded motor; that is, close the needle valve (or valves, if there are two of them) completely, and spin the flywheel several times. This will clean out excess fuel from cylinders. Then reopen needle valves to correct starting position.

Engine Trouble Chart

A	B	C	D	E	F	G	H	Possible Cause
X		X						Fuel tank empty
X	X	X				X		Fuel filter in need of cleaning
	X		X					Carburetor low speed mixture valve out of adjustment
	X				X	X	X	Carburetor high speed out of adjustment
					X	X	X	Wrong oil in fuel mixture
	X				X	X	X	Wrong gasoline in fuel mixture
					X	X	X	Not enough oil in fuel mixture
	X		X		X	X	X	Too much oil in fuel mixture
X								Motor flooded
X	X				X	X		Spark plugs fouled or defective
	X		X		X	X	X	Wrong type spark plugs
X								No spark
	X	X	X		X			Weak or intermittent spark
	X	X	X		X	X	X	Magneto contact points in need of attention
X								Spark plug leads interchanged
							X	Water pump failure
					X	X	X	Cooling system in need of cleaning
				X		X		Cavitation
					X	X		Propeller damaged
						X		Tilt angle not correctly adjusted
			X			X		Transom too high
						X		Transom too low
	X	X						Air vent hole in fuel cap clogged

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