

Antique Outboard News

SOUTHERN CALIFORNIA CHAPTER

November 2009

Volume 5 Issue 4

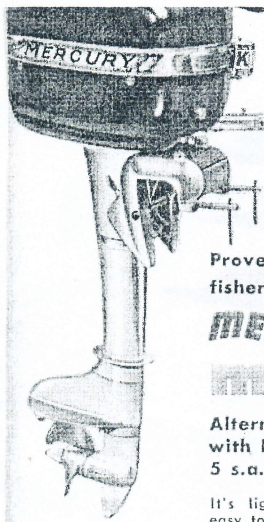
Antique Outboard Meet in Lake Elsinor on December 5th



Everyone is looking forward to the December outboard meet which will be held at the Crane's Lakeside Park and Resort at 15980 Grand Ave., in Lake Elsinor, 92530. A Christmas lunch will be served with a turkey and all the trimmings inside the club room. There will be no charge for this lunch and we will have some great raffle prizes. This will be a great year-end meet.... So please mark your calendars for December 5thand don't miss this meet!*

Antique Outboard News
1240 Logan ave. M
Costa Mesa Ca. 92626

Frank Fowler
4918 Coldbrook
Lakewood, CA 90713

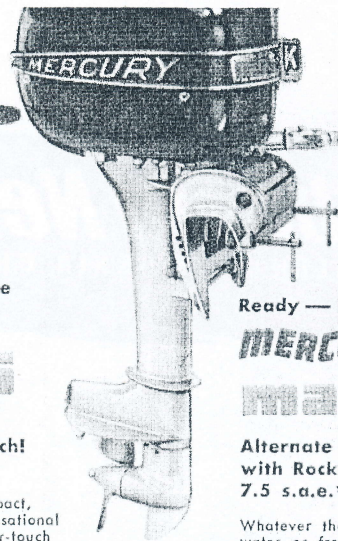


Proved favorite of
fishermen everywhere

MERCURY mark 5

Alternate Twin
with Push-Button Clutch!
5 s.a.e.* H.P.

It's light — only 40 compact,
easy to handle pounds. Sensational
Push-Button Clutch for finger-touch
starts and stops. Full Reverse with
exclusive Rear Steering Handle . . .
Dual Purpose Drive for real weedless
operation . . . adjusts instantly for efficient,
straight line thrust in open water. Multiple
Disc Propeller Clutch . . . safe, sure
propeller protection. Unequalled power and
stamina . . . smooth, quiet all-day trolling.

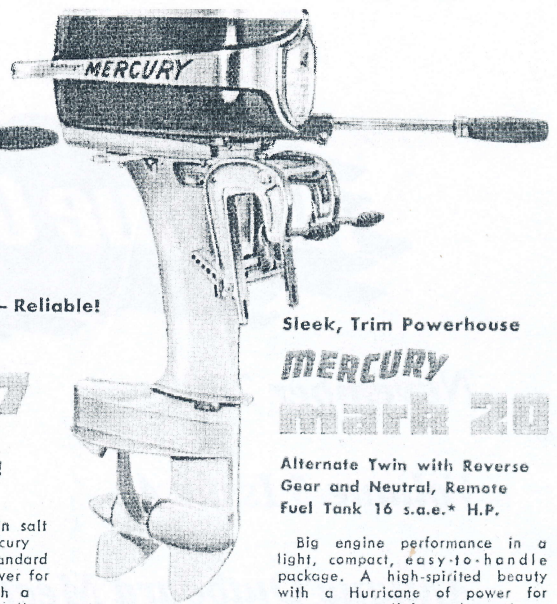


Ready — Rugged — Reliable!

MERCURY mark 7

Alternate Twin
with Rocket Engine!
7.5 s.a.e.* H.P.

Whatever the weather, in salt
water or fresh, the Mercury
Mark 7 is the proved standard
of its class. Plenty of power for
bigger fishing boats with a
smooth, steady all-day troll.
All the famous Mercury features — Full Jeweled
Power, Unicast one-piece gear case — Full
feathered safety steering — Forged steel
connecting rods — waterproofed spark plugs,
Duo-flex propeller clutch and many more.



Sleek, Trim Powerhouse

MERCURY mark 20

Alternate Twin with Reverse
Gear and Neutral, Remote
Fuel Tank 16 s.a.e.* H.P.

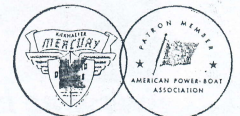
Big engine performance in a
light, compact, easy-to-handle
package. A high-spirited beauty
with a Hurricane of power for
water sports, light cruisers, large
family runabouts and work boats.
A real, all-purpose outboard
capable of pulse-quickenning top
speed and silky smooth, quiet, all-
day trolling. Engineered for years
of rugged duty.

Forward, neutral and reverse
. . . Twist-grip synchronized spark
and throttle . . . designed for
quickly detachable remote con-
trols, plus all the exclusive per-
formance proved Mercury features
make this "America's Most Wanted
Outboard!"



Mercury remote fuel tank.
Furnished as standard equipment
with Mark 20 and Mark 50.

*s.a.e. horsepower ratings used for Mer-
cury motors are based on the standard
definition of horsepower as accepted by
the Society of Automotive Engineers: a
unit of power numerically equal to a rate
of 33,000 foot-pounds of work per minute.



Here at last, all the features you ever
wanted in a big outboard engine!

- Easiest starting of any large outboard
because of exclusive 4-cylinder in line
construction . . . a ten-year old can start it.
- Integrated remote control design arranged
for inside or outside steering.
- Sealed under-cowl . . . maximum protection
against spray and following seas.
- New Cowl-Around lifting and
carrying handle.
- New smart, compact, modern
Mercury styling.
- The famous Thunderbolt engine for
super-smooth power flow . . . from a slow,
steady troll to record racing speeds.
- New "Hi-Thrust" lower unit, geared for
power efficiency with heavy loads.
- Plus "Full Jeweled Power" and all the
exclusive pace-setting Mercury features.

1954

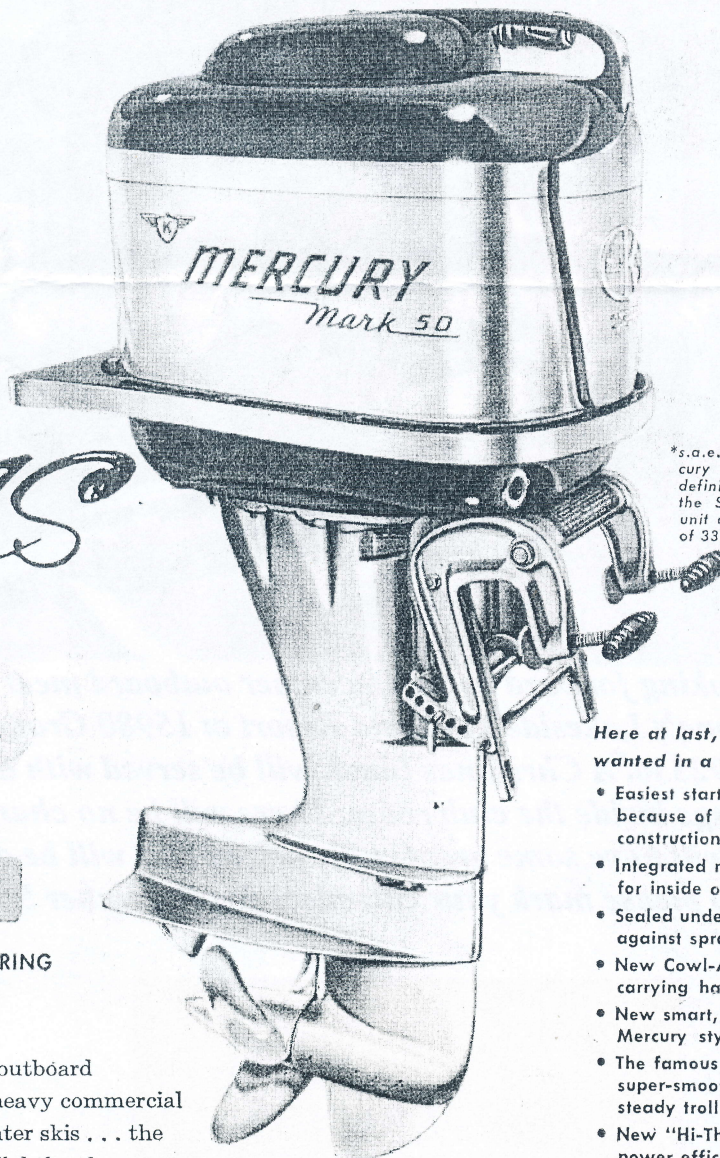
Years

Introducing today's most
powerful outboard

New MERCURY mark 50

4-CYLINDER IN LINE, ALTERNATE FIRING
FORWARD, NEUTRAL AND REVERSE
40 s.a.e.* H.P.

Power!!! Power!!! Power!!! For big outboard
cruisers, big, fast family runabouts, heavy commercial
fishing boats, the whole family on water skis . . . the
mighty Mark 50's great reserve of fighting horsepower
masters any outboard application with effortless ease.





Club President, Paul Brinkman, attempts to start a Mercury Mark 25-E at the October meet at Puddingstone Dam. New member, Christopher Bennett, adds moral support. He is in the process of restoring an antique Chris-Craft outboard motor. Good luck Christopher !



Longtime club member, Tommy Lockwood, displays his beautifully restored Mercury outboard at the Puddingstone meet. He brought a load of antique outboards for sale as he thins out his collection of motors.

Pressure Tank Reconditioning and Restoration

by Bill Milligan - Christmas, Florida

I. Pressure Tank Reconditioning and Restoration

A. Materials Needed:

1. Inexpensive sand blaster, purchased at Sears, Wards, Home Depot, Builders Square or excess to Cabinet Bead Blaster.
2. Bag of 30-65 grit sand for sand blaster, 100 lbs. will process 3 or more tanks, conditions pending.
3. 1 - gallon of Ospho, (phosphoric acid), metal etching liquid.
4. 1 - spray can zinc chromate primer for aluminum tank top.
5. 1 - can sandable primer, lacquer type.
6. 1 - can gas tank red.
7. 1 - gallon mineral spirits.
8. 1 - can clear lacquer.
9. 1 - gallon acetone (clean up).
10. 1 - quart denatured alcohol.
11. 1 - can (4 oz.) aviation form-a-gasket liquid sealant.
12. 1 - can semi-gloss black.
13. 10 feet double line fuel hose, (optional lengths for boat requirements).
14. 4 - hose clamps (original) electrical cable ties or automotive screw hose clamps.
15. 400 grit wet/dry sandpaper, 00 steel wool.
16. 2 - new "O" rings for hose connector.
17. 1 - fuel line connector to engine.
18. 1 - new tank top gasket.
19. 1 - new pump diaphragm gasket.
20. J.B. Weld kit.
21. Small Bondo kit, body filler.
22. 1 - set of decals, either original or copies, shop around for reproductions. Someone out there is making them.
23. Air supply to maintain a minimum of 100 P.S.I.
24. Face shield or hood for sand blasting.
25. Patience and T.L.C.

Writer's Note: All paints, primers, clear lacquer are available from Tempo Products. Be sure to use only lacquer paints. Ospho (phosphoric acid) is available through paint suppliers. Other materials from Auto-Marine paint stores. Parts through Sea-Way Marine Inc., Seattle, Washington 98126, phone number 1-206-937-7373.

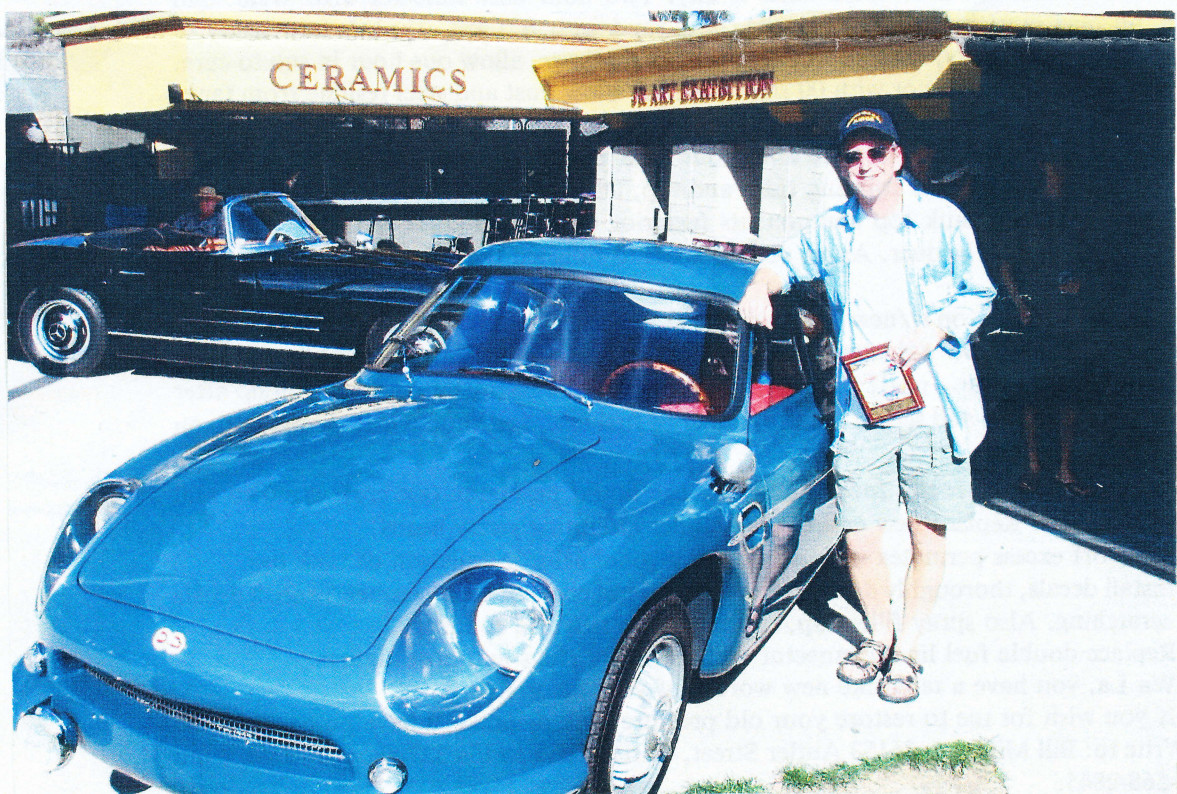
B. Cleaning and Preparation Process.

1. Remove old hose, filler cap and tank top w/gauge. Set aside for later disassembly. See parts breakdown.
2. Remove inner support bracket.

(CONTINUED ON PG. 6)



Walt Thompson is working on a flywheel for an antique Mercury outboard motor at his workshop in Costa Mesa. Walt has maintained this shop in an old Quonset hut for a number of years and he stores his antique automobiles and rows of antique outboards (mostly Mercurys) there.



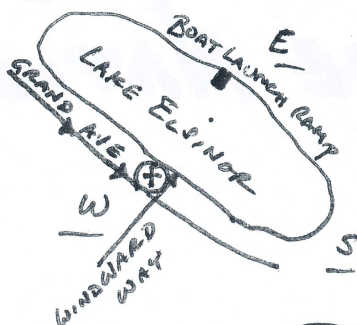
Club member, Richard Plavatich, from Laguna Beach, won the Best of Class honors at the Sixth Annual Classic Car Show at the Festival of Arts Grounds in September. He and his wife Susan, have displayed this fine sports car in Pebble Beach and at the Newport Beach Concours in 2009. Congratulations Richard and Susan !

— CONTINUED FROM PAGE 4.

3. Empty contents, rinse with mineral spirits, blow dry.
4. Rinse tank with acetone, 8 - 12 ozs., will suffice. Blow dry -- **Caution:** acetone is highly flammable! Do this process outside on a cool morning away from flame or spark. Acetone evaporates at a high rate, faster with higher temperatures, also removes all oil residues.
5. Sand or Bead Blast entire tank inside and out. Place blaster nozzle inside tank, oscillate in all directions. The result is that it creates such turbulence inside, that the interior of top will be blasted clean. Turn tank upside down, empty out sand, blow in clean air to remove sand, dust and rust.
6. Optional process: If severe rust condition exists, use 8 ozs. of ospho, slush around all sides, same with inside top, set tank upside down to drip dry. **Caution:** Ospho is phosphoric acid, employ rubber gloves, follow directions.
7. While tank is drying, disassemble tank top and support bracket. Remove diaphragm carefully, it is spring loaded, both sides. Note parts breakdown. Discard old top gasket and diaphragm. Inspect all parts for corrosion, weak springs, replace if necessary, check valves, sight glass "O" ring.
8. Sand blast top, housing and support bracket, prime with zinc chromate, set aside to cure.
9. Fill in tank dents (major) with bondo, inspect tank for any pin holes from previous rust and sand blasting. J.B. Weld holes if any. Two hour cure time for J.B. Weld. Sand smooth all repairs with 80-100 grit paper, final sand with 400 grit. Tank is now ready to prime coat. Exterior only, with automotive sandable primer, allow one hour in sun to cure. Sand with 400 grit wet/dry or with 00 steel wool, air blow dust and steel residue from tank.
10. Spray paint tank, exterior only, red, follow instructions on can.
 - a. Paint bottom first, let cure about one hour in sun, best results.
 - b. Turn tank upright painting sides and top, let cure in sun.
11. Next day; paint tank top components (exterior only) semi-gloss black, let cure one hour, cover with clear lacquer. Apply several coats to finished tank also. Let cure one hour or more.
12. Reassemble tank top w/new diaphragm (dry). Inspect pickup tube, clean screen carefully, do not puncture. Do not attempt to dismantle, it is a sealed unit w/check valve the passage is only one way -- up!!! If a malfunction occurs, replace!!! Test primer pump after assembly, emerge tube and screen in tall cylinder of fuel mix, fuel should exit at hose barb on tank top.
13. Tank top is now ready for installation, use liquid permatex (air craft type) to seal gasket both sides. Replace new gasket (dry) under mounting screw heads.
14. Wipe off excess permatex with denatured alcohol after installation of tank top.
15. Install decals, thoroughly dried, cover with several coats of clear lacquer, protect decals from scratching. Also spray filler cap, restoring it to new life condition.
16. Replace double fuel line, connector with new "O" rings and hose clamps.
17. Wa La, you have a tank like new worthy of your efforts.
18. If you wish for me to restore your old pressure tank or tanks, I have processed 12 so far. Write to: Bill Milligan, 25153 Antler Street, Christmas, Florida 32709 or call after 6 pm 1-407-568-2845.



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 Ph/Fax: 800-789-1026

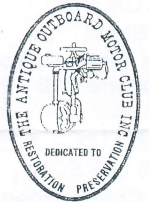
JOIN THE NATIONAL!

Membership Opportunity

Belonging to the National Antique Outboard Motor Club, Inc., entitles you to receive "The Antique Outboarder" magazine. What a tremendous resource! I always look forward to receiving each and every issue. I'm never disappointed as it is always full of letters, photos, and articles on my favorite subject, Antique Outboard Motors. This information is submitted by enthusiastic, unpaid member-contributors who want to share their intense interest with other members. This is what makes our magazine great! On August 2, 2003, we held a meeting of the Southern California Chapter and it was voted unanimously that each member must belong to the National Organization when seeking membership in our local Chapter. The National covers all of us with insurance for each and every meet. For your convenience, below is a National Application for you to fill out and mail in.

Clip Here

The Antique Outboard Motor Club, Inc.
National Organization



About The Club

Outboard motors have been manufactured for more than 80 years. Therefore, it is no surprise that a number of people should become interested in collecting antique outboards. The interest became so widespread that by 1960, antique outboard collectors began to correspond with one another. In October 1965, five collectors planned and organized "The Antique Outboard Motor Club." In January of 1966, the first issue of THE ANTIQUE OUTBOARDER was printed. Thirty copies were mailed to members. By January of 1983, membership had increased to approximately 1,000 people in the United States, Canada, Mexico, England and New Zealand. Our growth continues.

JOIN NOW - Receive Quarterly Antique Outboarder, Magazine Monthly Newsletter!

Mail this application and \$50 (dues are for two years) payable to:

ANTIQUÉ OUTBOARD MOTOR CLUB, INC.

P.O. BOX 69 • SUSSEX, WI 53089 U.S.A.

MEMBERSHIP APPLICATION

The Antique Outboard Motor Club, Inc.

Name _____
Address _____
City _____ State _____ Zip _____
Date _____ Telephone _____
Number Pre-1950 motors collected _____ Number post-1950 motors collected _____
Main interest (brand) _____ Please allow 4-6 weeks for processing.
