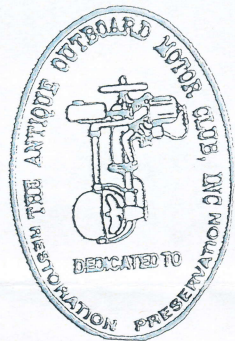


# Antique Outboard News



## ANTIQUÉ OUTBOARD MOTOR CLUB SOUTHERN CALIFORNIA CHAPTER

SEPTEMBER 2016

Our Summer Meet in July at Puddingstone Dam hosted by Tom Lockwood and President, Paul Brinkman, was another great success with fifteen members and guests in attendance. The weather was excellent and everyone in attendance enjoyed a fine lunch and the raffle. The Club obtained one new member at the meeting and two additional new members have joined the So. Cal. Club during the past month.

Our next wet Outboard Meet will be held again at Puddingstone Dam in San Dimas on the second Saturday in October, the 8th, from 10 a.m. to 2 p.m.. Refreshments will be provided and raffle prizes will include another new fishing pole and reel, a compact grill, a hunting knife, and miscellaneous tools. Please RSVP to Paul at (714) 396-3041 the week of the event. See you there!





Larry Feece and grandson enjoy the Summer Meet at Puddingstone Dam in July.



V.P. T.E. Lockwood and Pres. Paul Brinkman provided lunch for the club at Puddingstone.



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Fax: 408-511-1021

# 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.

### 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.

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.

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

A - Does Not Start

B - Runs Irregularly or Misses

C - Starts Momentarily and Cuts Out

E - Motor Speed Faster Than Normal

F - Motor Speed Slower Than Normal

G - Does Not Develop Normal Post Speed