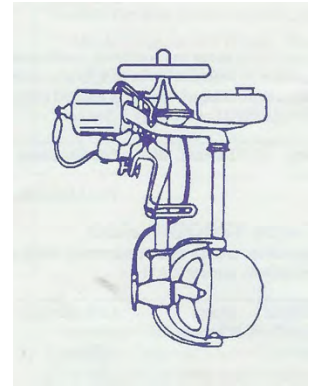




THE KNUCKLE KNEWS



Vol. 25 #4

November 2016

The Newsletter of the Knuckle Buster Chapter, AOMCI

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PUBLISHER: Bob Grubb

EDITOR: Jim Purcell

Knuckle Buster Website <http://www.knucklebustersaomci.org>

It's that time again; time to renew your Knuckle Buster Chapter membership. Remember also to check that you are still a member in good standing with The Antique Outboard Motor Club, Inc as that is a condition of membership in local chapters. We encourage you to select the \$1 subscription if you are able to receive your newsletter via email. It is more cost effective for the Chapter.

Our "Meet Reports" section will now include photographs of each meet. I ask all meet hosts to send me a recap of your event along with your photographs. Please send to me at purcells2@comcast.net.

This edition of the Knuckle Knews is dedicated to our good friend and long time A.O.M.C.I. and Yankee Chapter member; Art Sesselberg. Mr. Sesselberg died on Friday, October 7, 2016 at the age of 53. His memorial service was well attended by members of the A.O.M.C.I and the Yankee Chapter. I did not have the honor of meeting Mr. Sesselberg. I have learned of the love and respect he earned from the many people whose lives he touched. It seems fitting to share those stories with you. We will also include articles that he wrote for the Knuckle Knews over his many years of service to our "family".

In Memoriam [A celebration of life]

Art Sesselberg ; a reflection.....

by Gary Mower

It's hard to know what to say when a good friend, long time Yankee Chapter President, and devoted AOMC club member leaves us so unexpectedly. Art was a true "gear head" as his interests included all things mechanical, especially anything old with an engine. Growing up on Long Island sound, he couldn't help get bitten by the boating bug and that combination led him to a lifelong interest in old outboards. Art was a great ambassador for our hobby. His friendly manner with an enthusiastic hello, and a hearty handshake were his trademarks whether he was meeting you for the first time, or you were a longtime friend. Art was always willing to help, with advice, parts, or information.

Art's family was his priority revolving around his wife Abby, and the activities of his boys Harry and Graham. Harry and Graham shared in Art's interest in outboards, and were seen regularly at meets

looking for parts, or perhaps a new motor that was within reach of their allowance.

Art joined the club in the mid 1990's, and quickly fit in by researching outboards and boats, as well as collecting, restoring, and running outboards of all kinds. His interest in secondary brand and unusual motors drew attention to those marques that were often cast aside or forgotten, and made for renewed interests in them at outboard meets. Art's sizeable collection included motors from all eras, such as an Evinrude row boat motor, Bendix twin, Caille twin, Elgin 16hp, Atco boat impeller, numerous Elgin/WestBend variants; and three Russian outboards from the early seventies.

Art became Yankee Chapter President and quickly jumped in with both feet. A website was created, meets actively promoted, and work to reach out and gain new members were his goals. All were accomplished with great success.

The AOMC community has lost a true friend and supporter, RIP Art !

He will be missed

x

by Rich Gruskos

Art was one of those "Most Interesting Man in the World" types. At meets he seemed to know everyone and what projects they were working on. He was a great organizer. He was a great family man, and you got to love watching his kids haggle over motors and then tear them down during the meet. Art and I always had interesting conversations and we would proof read each other's articles. He had collected a number of old books like

"The Outboard Boys" series that he loaned to me for Winter reading. He collected a lot of literature and was always looking at musty fliers and books that we would talk about. He was also a sailing instructor at one point in his life, and had a Captain's License I believe. He had stories of being caught out on Long Island Sound in storms. Harry building boats drew in the whole family and many friends into the school projects and racing. Everyone looked forward to his theme for the upcoming Fall formal meet. There is truly such a thing as the AOMCI family.

Remembrances

by Joe Ryan

Shortly after taking over as the Editor of the Knuckle Knews I was approached by Art who was interested in having the Knuckle Buster Newsletter also serve the needs of the Yankee Chapter. He offered to write articles to ensure the success of the Newsletter. Little did I ever imagine how much he would contribute over the following years. He researched and developed topics that covered all aspects of the hobby. He thoroughly enjoyed reading old copies of Consumer Reports, ABOS Blue Books and other documents related to antique outboards. He then summarized his findings into charts and tables and he presented his findings in numerous clear and concise articles that covered a wide variety of subjects.

So well were these newsletter articles written, that they were frequently selected for publishing in the Antique Outboarder Magazine. Art had tremendous knowledge of antique outboards and he never hesitated to respond on the AOMCI website, to numerous questions raised by members. His answers were not just a few sentences, but often a very detailed and comprehensive analysis of the issue.

Art was an outgoing, kind and an extremely welcoming individual. You only had to meet him once and he treated you as his best friend and you left his company feeling that you knew him for years. He always had a bright smile and a warm greeting and you immediately felt at ease and very welcome in his presence.

It was such a pleasure to watch Art as he interfaced with Graham and Harry. Always cautioning them about how little room there was at home for another motor, yet he enjoyed their enthusiasm as they collected another challenge to restore to running condition. All of us enjoyed watching Harry, as minutes after buying a motor, he would start to tear it down and before the meet's end he would have it running.

Art was a devoted husband and father who will be greatly missed by his wife Abby and his sons Graham and Harry. So too, will he be missed by all of us who were granted the pleasure of knowing him.

Stuck In A Rut (By Art Sesselberg)

In this article I'm going to pick on you – if you can't take it then you may as well skip to the next feature! I have a favorite brand of outboard motor and, chances are, you do too. My natural inclination is to collect all of the Johnson outboards that I can get my hands on with a special fondness for the "T", CD and QD series. Without delving into deep psychological issues, let's just say I am comfortable with them and do you know what? – THIS IS A TERRIBLE THING!



1953 Johnson QD-14

It is my observation that most outboard collectors have a niche they pursue and often will not even look at things from other manufacturers or from years outside their focus. Certainly building a knowledge base for a particular brand is okay, but many (myself included) tend to go overboard. Living with blinders on is not good for you or the hobby.

Let me suggest, (or prescribe!), a possible remedy to this unhealthy dilemma; I challenge each and every member reading this to make your next outboard purchase something you never, ever would typically consider. Do you really know everything there is to know about each outboard offered in the past 100 years? How can you be so sure the motor you collect is the best? There is only one way to know for sure and that is to try something different.

Think yourself too good for a low-profile Scott's like the plague? Do you feel that all pre-war motors are antiques and can't run, or – the other side of the coin is a motor from the 1950's too new for our club? ***I challenge you to go out and get one of these motors and let it expand your world!***

Buying an outboard you have never owned (or wanted) can really be a breath of fresh air. Working on a rival brand can teach you a thing or two or, at the very least, give you insights into how good (or bad) your favorite outboard really is. And like a loveable mutt, it could become your new best friend - I have learned this lesson several times and it has been a real eye-opener. Here are two examples that illustrate the point of this article.

Case #1) A little over two years ago I received a 1953 Firestone 5hp as part of a 5 outboard package deal. I really had no interest in it but figured it could be sold or swapped to another hobbyist. Despite its decent original condition, no takers could be found for \$30, \$25, and \$15 at three or four AOMCI meets I attended. Tired of moving it around my shop and dragging it to meets, I finally decided to tear into it one rainy Saturday.

The Firestone had excellent compression, the Forward-Neutral-Reverse gears functioned and all the parts were present save a few fasteners. As I was waiting for the carburetor cleaner to do its thing in the tank and carb, I removed the flywheel to find the magneto coils totally deteriorated. Knowing the high cost of new Wico coils it spawned the idea for the Wico/OMC coil replacement article that appeared in the KNUCKLE NEWS two years ago. And while I certainly don't lay claim to being the first to swap OMC coils into a Wico magneto, this motor gave me the inspiration to try something I otherwise would not have done.



1953 Firestone 5hp

I always enjoy the feeling of bringing a motor back from the dead and I have now done the same OMC coil swap to a host of motors; Mercury, Elgin, West Bend and others. With several hours now on the Firestone I have to admit that I have come to really like it. As the original Firestone advertising proclaimed in 1952, it really was a lot of outboard for the dollar – and it remains so today!

Case #2) Another surprise was a little 1956 Elgin 5 ½ that, for \$15, I saved from the smelter. At the Webster MA meet last year a member of the public just happened by and saw us setting up. He went home and dragged back a bunch of old outboards - I happened to overhear him say that anything he didn't sell that day was going to be sold for scrap. At 3:30 PM with the Mercs, Evinrudes and Johnsons all having found new homes, the only thing left was the Elgin. I couldn't stand to see it destroyed so I bought it.



'56 Elgin As Found



Cleaned Up & Ready to GO!

At home I was really surprised at how nice it appeared once 50 years of grime was cleaned away. Previously I had never even looked twice at the fiberglass hooded Elgins but, now that I had one, I was very impressed at how easy it was to work on. Everything was of a nice, straightforward design and, except for the wire throttle cable, all the components were exceptionally well engineered and thought out.

The following weekend I took it out on the water and it ran like a dream: smooth, surprisingly fast (for its horsepower) and very, very quiet. After 4 hours of running I was shocked that it had used only 2 gallons of fuel. (This was when gas was in the \$3.45 per gallon range) Furthermore, I appreciated the convenience of the front mounted gearshift and have even come to like the funky styling and two-tone paint scheme. It is likely you will hear more in the future from me on the '56 Elgin 5 ½ but, suffice it to say, I think it may have become one of my favorite outboards! Had I not taken pity on the poor motor I would have really missed out.

So are you stuck in a rut? Sure, your choice of poison may be green Mercurys, Cailles, Martins or Eltos - or possibly you are locked into a specific time-period like the 1950's. I'll bet a new experience would do you some good, so why not try something different? It can be a real problem both mentally and physically going through the same routine day after day because, to learn and grow, one has to experience new things.

So the next time you see a motor that you would otherwise pass up go ahead, give it a try. I doubt it will be a very big financial investment, you may actually learn something and I'll bet you will have fun doing it. It may even give your outboard collection a whole new direction!



A truck full of opportunity!

Comparison Report: Johnson 1953 TN and 1954 Johnson CD A World of Change (Submitted by Art Sesselberg)



1953 TN-28
List price \$187.50

TN-28 Specifications:

Models: 1950-3: TN
Horsepower: 5 @ 4000 rpm
Cylinders: 2 - alternate firing
Bore: 1.9375"
Stroke: 1.5"
Ignition: OMC Universal Magneto
Point Gap: .020
Shift: Forward & Neutral
Cooling: Water by impeller
Weight: 44lbs
Oil/Gas Mix: 1/2 pt TCW-3 per gallon of gas
Spark Plug: Champion J-6J (now J-6C)

CD-10 Specifications:

Models: CD-10
Horsepower: 5 ½ @4000 rpm
Cylinders: 2 - alternate firing
Bore: 1.9375"
Stroke: 1.5"
Ignition: OMC Universal Magneto
Point Gap: .020
Shift: Forward/Neutral/Reverse
Cooling: Water by impeller
Weight: 47lbs
Oil/Gas Mix: 1/2 pt TCW-3 per gallon of gas
Spark Plug: Champion J-6J (now J-6C)



1954 CD-10
List price \$210.00

The early 1950's were a time of rapid advancement in the outboard marketplace. Starting in 1949 Scott Atwater offered a full line of handsome full shift (FNR) motors and Mercury and Champion gave consumers blistering performance. And there were at least a dozen other brands; Martin, Chris Craft, Elgin and Flambeau, (just to name a few), vying for every single outboard sale. Based on the contemporary Abos guides, the 5HP class occupied a significant percentage of the marketplace and Johnson, by far the largest outboard manufacturer, was regarded by many as the "gold standard" that all outboards were judged against. The observations here are from my own experience owning, running and working on the two motors featured. This article is a brief look at two motors that were evolution and revolution - rarely have two products marketed back-to-back been so different.

Johnson's venerable T series (LT, AT, DT, TS, TD, TN) was produced from 1937 through 1953. These piston ported two cylinder motors were very popular and were continuously improved throughout their 16-year production run. All of the motors offered a dual carburetor system; the low-speed fuel was fed into the center bearing while high-speed fuel was fed through a more typical carburetor the main port. In 1937 and '38 the T's had cast iron blocks and were only rated at 4.2 hp. In 1939, the new slightly larger bore 5HP T's used aluminum blocks with steel liners - a new idea then but a practice still in use today. A more substantial leg and "wobbler" (neoprene rubber) water pump were improvements in 1941, along with a new fuel tank and cowl made from sheet aluminum. (It is possible the tank and cowl change were due to pre-war shortages.) Also new in '41 was an upgraded "rotor magneto" replacing the trouble-prone single coil and contact system. After the war the TD continued with only minor improvements through 1949. The 1950-53 TN-25, 26, 27 and 28 marked the final models of the series. The "N" in the model designation stood for neutral; a small lever on the port side of the recoil starter actuated a release spring on the driveshaft. The final upgrade to the TN in 1952 was the use of the new OMC Universal magneto.

The T series motors were a favorite for their mechanical simplicity, economy, reliability and amazingly smooth operation. Even today 50+ years later they run wonderfully, are very quiet and have proven themselves to have just about the best service/reliability record of any outboard ever made. Power and speed are not their forte, but very few outboards can match their incredible low idle and ability to troll for hours on end.

In the 1953 model year Johnson produced their 1 millionth outboard - no doubt a large number of those million motors were from the T series. With all the pent up demand for all types of recreational

equipment Johnson and the other OMC divisions were selling motors as fast as they could build them. But there can be no doubt that even at the TN's introduction in 1950 the handwriting was on the wall, Johnson and OMC would need to start designing a replacement that would better the competition. Johnson knew they had to produce a product that would trump all the other manufacturers while retaining the quality *and dependability* people expected from them and at a competitive price. Ease of use, full FNR shift, quick starting, twist grip throttle control and the convenience of a remote fuel tank were all desired features – standards even today, 50+ years later. An all-new powerhead would need to feature reed valve induction for better performance & economy and have a much improved (and simpler) float type carburetor. Displacement would remain the same as the TN at 8.84ci but 90% of the motor would be new. And in addition to world-class engineering, the new motor had to be light, quiet and have exciting styling - in short; it had to be the perfect outboard!

Johnson's answer in the form of the CD series of motors was nothing short of brilliant. Beginning in 1954, these motors would be produced with modifications into the late 1970's. (Many say they would have gone longer but the tooling had literally worn out!) Far faster than the 1/2HP indicated over the old TN, they were also smooth, quiet and proved to be excellent in terms of reliability – well worth the \$22.50 higher cost over the '53 TN! Over their almost 30 year run, changes to the CD's were made to the exhaust, cowlings (most notably the switch to sound insulating fiberglass) and lower unit design. Thermostatic cooling was another big first in 1959; these are some of the smallest outboards ever made incorporating this key feature. The old style remote pressure fuel tank was replaced in 1960 with a standard siphon one and in the early 1960's the silicone bronze powerhead bearings were changed to needle bearings for longer life and a bit more power. Starting in 1956, sister company Evinrude offered their version of the CD called the Fisherman, essentially the same motor but with styling differences. Hundreds of thousands of both the Johnson and Evinrude versions of these motors were produced and many are still in use by anglers and boaters all over the world.

In addition to the bore and stroke dimensions, oil mix of 16:1, fasteners and other miscellaneous parts, there were some items that did carry over from the TN to the CD. These parts are; most of the pull-start assembly, all of the OMC universal magneto save the flywheel, the piston rings, the transom clamp screws, handles & swivel plates and the Champion J-6-J sparkplugs!

Today with over 50 years of field testing both the TN and the CD have become very popular with collectors and a surprising number of them are still in use every day. The old TN's are still an inexhaustible staple of yard sales and flea-markets all over the land; the average asking price is usually under \$50. The CD's were so excellent a design that modern outboards are not all that different *or better*. Because they are still so useful, CD's bring a bit more when one turns up, typically double that of a TN.

A TN or CD model Johnson makes a fine addition to any collection of mid-fifties outboard motors. Having both covers a span of over 40 years of outboard engineering and utility. If you are a Mercury, Champion, Elgin or even a Flambeau fan, having one of these motors helps set a base-line for your motors – you can be sure the original engineers at all the outboard manufacturers had at least one on hand for comparison!

Meet Reports

August 3 - 6, 2016 Tomahawk, WI

The annual Tomahawk Nationals meet was held again this year. Pictures are available for viewing at the following website.

<http://www.spanagel.net/Event-Photos/Tomahawk-Nationals/Tomahawk-2016>

August 13, 2017 Groton, MA

The theme of this year's meet was outboards of 1.5 to 5 hp. It was a great day for a small outboard meet on the Nashua River. Those in attendance enjoyed the two-mile ride up the river, with some stops for a bit of fishing along the way. Scott Brightman reported that his Elgin performed wonderfully. He picked up a 1949 Elgin from a fellow member of the Yankee Chapter. Scott also reported spying a 1958 Johnson 3 hp and a 1938 Elto Ace, which was a smooth running motor. The owner of those two motors traveled up from Connecticut and had a great time at the meet.



August, 2016 Mabee Farm Meet, NY [as reported by Michael Glenn]

Since our chapter's organizing in 2005 we have always had a meet at this beautiful location on the Mohawk River. The historic site is the oldest working farm in the Mohawk Valley, dating back to colonial times with buildings surviving a lot over the last few centuries. An easy to locate site just off the NYS Thruway route 90 at exit 26, it offers a beautiful view of the river. There is no launch here, but there is one just before it at the Kiwanis Park about a half mile down the road. The Mabee Farm has docks and we decided next year we will have a boat in the event anyone wants to run a motor. This year's meet was smaller due to conflict with a lot of other meets, including the Clayton race regatta. But there was still a fair number of folks there who did have a great time, enjoying the parts, motors, stories as well as the burgers and dogs. A tradition for the Chapter will always remain and next year's meet is already set for August 19, 2017, so pencil it in now on your calendars.



September 18, 2016 Schroon Lake, NY [as reported by Michael Glenn]

The weather forecast was not the best, but the weather did hold and we had yet another successful event at a great location. The lake was a bit choppy but still several hydroplane attendees were able to take their boats out and convert some gasoline to noise. About fifty people attended, with some nice displays, equipment did change hands amongst a few folks and the overall camaraderie of those who came was great. This was the twelfth year we held this meet in the Village of Schroon Lake and as always, it was a good time. The morning started off with coffee and donuts and of course we had pizza for lunch from Decesare's. Member Val Decesare as always pitched in, ran his hydro and had his family there to assist with the food and fun. The Town of Schroon Lake is always glad to see us and we will be back in 2017 to do this again. The tentative date is September 17, 2017 and all we can do is hope for good weather so more boats can be out on the water at such a great location. There is a large boat launch area, docks for our use and shallow beach space to start off boats. A nice area for eating and making coffee, and loads of parking in the lot and on the street.



September 10, 2016 Shelton, CT

The Yankee Chapter held its annual Fall wet meet on September 10th at Indian Well State Park in Shelton, CT. The theme for this year's meet was "Minor Outboard Manufacturers". The theme gave the opportunity for alternate make motors to be displayed and run other than the usual Evinrude/Elto/Johnson/Mercury Motors commonly seen. We were not disappointed as motors showed included (3) Clarke Trollers, (3) 1926 Lockwood 62T's, (6) Bendix's, a Neptune Seagull, an Anzani race motor, 1913 Waterman on boat and running well on the water, a Perkins 40hp, and (2) Elgin 16hp's that both ran well. Fifty-four members registered, and enjoyed a hot but great day on the water. Judging of classes resulted in the following trophies:

Best Display: Ray Schaber, History of Neptune Mighty Mites

Best of Show: RC Hawie, Race motor display

Most Unusual: Bob Toffey, Spinaway

Best Pre war original: Bill Andrulitis, 1926 Lockwood 62T

Best Pre war restored: Dave Carver 1913 Waterman

Best Post war original: Walt Ieniart, 1953 Elgin 16hp

Best post war restored: Bob Grubb, 1951 Elgin 16hp



September 17, 2016 Mays Landing, NY

The weather was great for this fall edition of the Mays Landing meet. The meet was well attended. Several members were able to launch their boats in spite of the low water level. It is a nice lake with good facilities and a great Park staff.





September 24, 2016 Upper Marlboro, MD [as reported by Bob Grubb]

On Sept. 24, Louisa and I attended the meet hosted by Tim DiGennaro and Howard Johnson at Howard's incredible home/museum that he calls Old Time World located in Upper Marlboro, MD. Howard and his wife Cheryl went all out to make this an unforgettable day. A few miles off a main road and back an unpaved lane lies 7+ acres that include their home, a pond, and about 4 large buildings with old stuff nicely displayed. The largest building contains yachts up to 42' in length. A number of them have steps to board them. They are decorated and lighted and there were snacks and beverages in each of these available to us all! The scope is tremendous, with collectables of all sorts, but the boats and cars are mind boggling. There is a separate semi-trailer that houses a library. Howard is known as Mr. Whirlwind and has about 30 in this collection. This was a swap meet that had good attendance and Tim and Wanda DiGennaro supplied coffee and donuts and a great lunch that featured Wanda's World Famous Pulled Pork. Howard offered up a walking tour that supplied commentary and answered questions. I for one, hope he will invite us again and he raised the possibility of combining a cruise on the nearby Patuxent River. You can visit Howard's website at www.oldtimeworld.com





October 1, 2016 Lake Hopatcong, NJ

Approximately thirty members and their spouses attended the meet. Unfortunately it had rained on the two days before the meet and the weather report for the day of the meet was not that promising and I am sure this had a big impact on the attendance. For those who did attend the weather was fine. Three members brought their boats and enjoyed the lake. There was a fair amount of swapping. Please keep October 7, 2017 open for next year's meet.





FUTURE MEETS *

January 7, 2016 Toms River, NJ Ice Breaker Meet. The Icebreaker Meet will once again be hosted by Rich Cerankowski (732-267-3211 myoldoutboard@aol.com). The meet will begin at the Crystal Diner on Route 37 in Toms River (Parkway Exit 82). After getting off the Parkway, the Diner is on the left (north) side of the highway about a ½ mile from the Parkway exit. Go to the next "U" turn and come back on Route 37 to the Diner. Gathering starts at 8:00 AM for breakfast. members can stop by my home after breakfast to view my collection or purchase parts.

February 25, 2017 The Annual Knuckle Buster Chapter Meet (Bob Grubb)

The annual February Knuckle Busters meet will once again be held at Lake Wynonah near Auburn, PA. starting at 8:00 AM. I have a museum, to display my collection, at my lake home. The address is 646 Wynonah Dr. Auburn, PA 17922. This is within the gated Lake Wynonah community which must be accessed from PA route 183. It is 6 ½ miles north of I-78. The swap meet will be held at the community lodge which should be found at 2537 Wynonah Dr. Auburn, PA on GPS's and mapping services. Continental breakfast and hot lunch will be served. Registration will be \$7.00 per person. A shuttle will be provided to transport folks about a mile from the lodge parking area to the museum building and back. We will have our annual business meeting at 11:30 AM and lunch at noon. The museum will be closed during the meeting and lunch period and will reopen after lunch.

Over night accommodations: For folks coming from the east on I-78, there is a Microtel at the Rt. 61N exit (Cabella's) or closer to us is the Dutch Motel at the Shartlesville exit. If you are coming down I-81 from the north, there is a Day's Inn, a Ramada Inn, and Pottsville Motor Inn in Pottsville on Route 61. For folks coming from the south or west (I-83,I-81,I-78) there is a Comfort Inn at the Midway exit. If you are coming from the south and east by way of Reading, PA (PA183) you might want to go west on I-78 to the Comfort Inn at Midway. Email or call for any additional information you need. Bob Grubb 610-850-3149 (Cell) or bob@grubb.com

COMMUNICATIONS

All changes of address, and places of meets should be sent to Robert W. Grubb, Chapter President. Robert W. Grubb 646 Wynonah Dr. Auburn, PA 17922 (570) 739-1789. E-Mail bob@grubb.com. For those of you who are receiving this Newsletter via the Internet, be sure to inform Bob Grubb (bob@grubb.com) if your e-mail address changes. All new or renewal of subscriptions should be sent to: Joseph A. Ryan 18 Farrand Drive Parsippany, NJ 07054-2103

The rules for the FOR SALE and WANTED advertisements remain the same. To place an ad you must be a member of the AOMC. Ads should be outboard or boating related. The Publish, Editor and Knuckle Buster Chapter are responsible for any disagreement that may arise between the buyer and the seller.

ADVERTISEMENTS

FOR SALE: Recently restored 1947 Mercury KD-4 Rocket. Except for the new decals and paint, this motor is completely original and nothing is missing. A highly-qualified Mercury expert went over this motor thoroughly, replaced the condensers, and got her running. I did the painting and other cosmetic work, and this motor is now in pristine condition. For more info call Ray Shankweiler at 484-714-7188 or email at RAYMSHANK@GMAIL.COM I'm in the Allentown, Pa. area.

FOR SALE: Coils that fit OMC #582995 or Sierra 18-5181, many points, condensers, carb kits and impellers for Johnson's, Evinrude's and some Mercury's Bendix Scintilla, Phelon coils and condensers. Gear housing seal kits for 2 piece case. Double fuel line for OMC pressure tanks. I have added a number of new items to my inventory. Stop by at the various meets and check-out my display. Please email me for prices at myoldoutboard@aol.com or call Rich 732 267-3211 WILL SHIP!

FOR SALE: A large collection of Classic Engines and parts. English Sea Gull 5 HP long shaft. Two KE-7's, one Mercury Mark-15, two Mark 5's, Complete and running Mark 25. Two 1954 -1955 10 HP Johnsons with Pressure Tanks. Two 5 HP Elgins. Motors are priced in the \$120 - \$499 range. A box of 5 A-B racing props, squeeze throttle, and a Cyclone Exhaust cover, A-B (lower unit) Quickie parts, and top recoil for a Mark -15 , 20 or 25. I have one Mercury and one Evinrude Throttle (2 shift levers) and 3 gas tanks for both manufacturers. Also, Merc Mark 55 parts motor. Dale Bonsall 1013 Woodview Lane West Chester, PA 19380 Cell (610) 375-7562 Home (610) 692-2954 DBONSALL2@VERIZON.NET

FOR SALE: Over 6,000 New Old Stock (NOS) OMC parts (many in multiple quantities) available for sale, along with good used Evinrude and Johnson parts. If you need something please contact me at (860) 941-7755. (Part numbers are always appreciated but not required). I regularly attend New England Chapter Meets and can deliver your needs, or I will ship. Ken Hall KEN_1401732@AOL.COM

FOR SALE: Reproduction gas tank wings for OMC Pressure Tanks. Replace those broken and missing gas tank ears for \$5 each. See the reproduction ear on the right side of the gas tank in the photo to the right. Contact myoldoutboard@aol.com or call Rich at (732) 267-3211



NORTHEASTERN U.S. A.O.M.C.I.				
2017 MEET SCHEDULE *				
				Revised 10/31/2016
Date	Meet Type	Location	Host	Phone #
DEC. 3, '16	DRY - SWAP	EATONTOWN, NJ	RICHARD GRUSKOS	732-809-0798
JAN. 7	ICE BREAKER	TOMS RIVER, NJ	RICH CERANKOWSKI	732-267-3211
JAN. 14	DRY-SWAP	FRAMINGHAM, MA	DON KELLOGG	401-573-3025
FEB. 11 [tentative]	DRY-SWAP	NORTH TONAWANDA, NY	JEFF LAING	716-693-9070
FEB. 12 [tentative]	DRY-SWAP	BOWDOINHAM, ME	BUD BOWLEY	207-721-2725
FEB. 25	DRY-SWAP	AUBURN, PA	BOB GRUBB	610-850-3149
MAR. 4	DRY-SWAP	GEORGETOWN, MA	LARRY CONNORS	617-217-1045
MAR. 25 [tentative]	DRY-SWAP	ROCKY HILL, CT	TOM CONTI	203-858-9205
APR. 8 [tentative]	DRY-SWAP	EDGEWOOD, MD	CHIP EDEL	410-676-7372
MAY 20	WET-INFORMAL	WINDHAM, ME	DOUG DAVIES	207-239-4523
MAY 20	WET-INFORMAL	MAYS LANDING, NJ	JIM PURCELL	302-563-2375
JUN. 24	WET-INFORMAL	WINDSOR, CT	RAY SCHABER	860-549-1474
AUG. 19-20 [tentative]	MARINE ENGINE EXPO	MYSTIC, CT	GARY MOWER	203-271-0770 LMTCO
AUG. 20	DRY-FORMAL	ROTTERDAM JUNCTION, NY	MIKE GLENN	518-505-3558 WCB
SEP. 18	WET-SWAP	SCHROON LAKE, NY	CLIFF BOUCHARD	518-494-7537
OCT. 7	WET-SWAP	ALPLAUS, NY	MOHAWK MARINE	518-399-2719
OCT. 28	DRY-INFORMAL	TOMS RIVER, NJ	BIG RICH	732-267-3211
* All meet information is subject to change. Please contact meet host for updates.				

Two Cents Worth...added by the publisher

A fund has been set up for the college education of Harry and Graham Sesselberg. Contributions to this, in remembrance of Art, should be sent to Abby Sesselberg 67 Shady Hill Rd. Fairfield, Ct 06824-7336. The auction at the Toms River meet brought in about \$700, which has been sent to Abby for this fund.

Please renew your membership now. This is a volunteer effort. People who wait beyond January will miss the February issue and cause a huge amount of extra work to get them back on track. Thanks for sending your coupon with \$1 or \$5 NOW.

I am again asking people in the southern NJ area to consider hosting the Sept. Mays Landing meet. It can be formal or informal, with or without food. It can be a joint effort. I just don't want to see this great site that seems to be available for the asking, to not be utilized.

Regarding my meet at Lake Wynonah, PA (Auburn address), I again want to caution folks following a GPS, that they must enter the gated community from PA 183. The gate on Berne Drive is not a public access. If you are coming south on PA 61, you need to keep to the right south of Pottsville, and go onto PA 183. If you are coming west on I78, you need to go to exit 19 PA183.

If you are coming into the area on Friday Feb. 24 and staying overnight for the meet the next day, let me know in advance (610-850-3149) and I can have security let you in to visit my home and museum, then, and/or join us for Dutch Treat supper about 6pm. Last year we went as a group to the Hoss's Restaurant on RT 183 at Rt 61 at the northern edge of Schuylkill Haven. This seems to have gone over really well, so we will do a repeat.

Hoping, as always, for good weather and a nice turnout.

Wishing all a Merry Christmas and a happy and prosperous New Year.

Robert W. Grubb
646 Wynonah Dr.
Auburn, PA 17922

The Knuckle Knews

2017 Knuckle Buster Chapter Membership Renewal Form

AS A MEMBER IN GOOD STANDING OF THE ANTIQUE OUTBOARD MOTOR CLUB, INC,
please register my membership in the Knuckle Buster Chapter for 2017 and send me the 2017 issues of
the Knuckle Knews.

Please Print Clearly.

Name: _____ Address: _____

City: _____ State: _____ Zip Code _____

E-mail address: _____ Phone # _____

----- I want to receive my copies of the Knuckle Knews Newsletter via The Internet
and I have enclosed \$1.00 and entered my E-Mail Address.

----- I want a printed version of the Newsletter mailed to me and I have enclosed \$5

Enclose cash or a check made out to the Knuckle Busters, and send with this
form to: Joseph A. Ryan 18 Farrand Drive Parsippany, NJ 07054-2103