

FLAMBEAU



Flambeau Findings

By Wayne Schoepke
Flambeau Special Interest Group Leader



Background

I have had a Flambeau outboard motor in my collection since the late 1960s. My real interest came in the mid-1970s when I discovered what I believe was the rest of the factory parts in a warehouse here in Wausau, Wisconsin. Not only the parts, but the original drawings and a cutaway 5 hp engine were there. All were in a huge pile that I hauled home in number of loads. It took me weeks to sort it all and to identify what the parts were and where they went.

The start of the Flambeau motor came during WWII. I have a blueprint of a "Twin Outboard" with a handwritten note that states, "Received by Registered Mail, Wed. Mar. 25, 1942 from Detroit, Mich. by E.H. Simpson." The drawing title says "Leo T. Kincannon, 403 Margart St., Detroit, Mich." and is dated March 11, 1942.

I do not know who E.H. Simpson was, but I suspect he was part of what became the Metal Products Corporation. The company was headed by George Kuehn, President and Treasurer (and a National Class C racing champion); Louis Kuehn, Vice-president (and President of the Milwaukee Steel Company and father of George); Leo T. Kincannon, Vice-president and Chief Engineer; and Edward H. Engelhorn, Secretary (See Picture #1). The first Flambeau engines were advertised to the public in 1946.

Models

There seems to be some confusion regarding the model numbers and the years. From original advertising the models in 1946 were: Model 2.5-46-1 (2.5 hp), Model 5-46-1 (5.0 hp) and Model 10-46-1 (10.0 hp). There was no commercial production of the 10 hp. (See Pictures #2 on color page b, #3, and #4).

In the 1947 advertising they are listed as Model 174520 (2.5 hp, \$112.50 with recoil start), Model 174050 (5 hp, \$167.50 with recoil start).

According to some of the information I have read, the model number change did not take place until 1949. (See Picture #5.)

In Peter Hunn's book he shows a Model 105030 @ 3 hp and a Model 105060 @ 6 hp in 1950. This might be, but I have never seen one or heard of anyone having one.

Also it should be noted that each of these engines could be bought with or without the recoil starter. Without the recoil, the price was \$13.50 less.

This price difference continued even after the "Uni-Lever" carburetor change was made. Engines without the recoil had two parts that were not on engines with recoil: Part #202 - Guard for Mixture Knobs - one pressed aluminum version for the early models and a cast one for the Uni-Lever

Outboard KNOW HOW

Because long experience in engine design, outboard racing, and manufacture are so important — you'll be interested in the following brief "experience sketches" of the four key men who have joined forces to produce the Flambeau Outboard Motors.

GEORGE L. KUEHN
President and Treasurer

Former outboard racing champion, with a record of having won Wisconsin State and Central Divisional Championships each year from 1932 until Pearl Harbor — also the National Class "C" Championship in 1933, when he set a new world's record.

LEO T. KINCANNON
Vice-President and
Chief Engineer

Has been designing engines, tools and machinery since 1925. His work on outboard motor design and engineering has earned nation-wide recognition, as he previously designed two other nationally-known outboard motors.

LOUIS KUEHN
Vice-President

Well known to hardware and building material dealers and jobbers throughout the country and held in high regard as one of the nation's most esteemed industrial leaders through his long record as founder and president of the Milcor Steel Company.

EDWARD H. ENGELHORN
Secretary

Has a long record of achievement with outstanding builders of engines. His 15 years' experience has established him as a leading figure in the manufacture of all types of outboards, as well as in the field of racing outboards.

Thus is combined the knowledge of boat owners' desires as well as the skill and experience in design, construction, and high-precision manufacture necessary to produce outboard motors which set a new standard of performance.

1

system, and Part #502 - Flywheel Sheave Retainer. (See Picture #6.)

I have never seen any production numbers, but of what I have seen over the years, they sold a lot more 5 hp models than they did of the 2.5 hp, the 2.5 hp now being more desirable than the 5 hp.

Color

The early models (until 1950) were painted Aluminum (the factory called it "Gray" in later years). Some people think they were just the bare aluminum, but the literature states they have Touch-up Paint available. Later models had a Red top and Gray lower parts.

Automotive Store Electronic Color Match to NOS packaged parts: Red: GM Medium Garnet Red; Gray: Toyota Silver.

Flambeau

OUTBOARD MOTORS

1947 RETAIL PRICES

Model	O.B.C. Certified H.P.P. at 4000 RPM	Weight Lbs.	Price
174520 Flambeau	2.5	26	\$ 99.00
174520 Flambeau with Kwik-Starter	2.5	29	112.50
174050 Flambeau	5.0	32	154.00
174050 Flambeau with Kwik-Starter	5.0	35	167.50

Ask your dealer why the Flambeau is the outstanding outboard motor of 1947. Its many superior features have been designed to give years of outboard motoring pleasure.

All prices subject to change without notice, and also subject to sales taxes and all other taxes there in effect. Flambeau outboard motors listed above are guaranteed in accordance with current printed warranty.

Metal Products Corporation reserves the right to change construction, specifications, prices, and terms without notice and without obligation as to motors already shipped.

OUTBOARD MOTOR MFRS. ASSOCIATION
307 NORTH MICHIGAN AVE.
CHICAGO 1, ILLINOIS

METAL PRODUCTS CORP.
Milwaukee 12, Wisconsin

Zone 4

Effective Jan. 1st, 1947 **3**

Only the Flambeau has all these distinctive features

- Far lighter
- Smaller and More Compact
- Truly Outboard
- Patented Dual Carburetion
- Two-Piece Over-All Housing
- Finger-Tip Control
- Weedless Type Propeller
- No Shear Pin
- Replaceable Bearings and Cylinder Sleeves
- Positive Tilt-Up Lock
- Rotary Neoprene Water Pump

Gas Tanks

The gas tanks on both engines are the same, including the engines without the recoil. Tanks on early models are shown in two parts that were screwed together with a gas-

ket between them. I'm not sure how the two parts were put together at the factory. Evidently there was a leaking problem and the later literature shows the tank in one piece. I have an engine without the top filler cap and a remote tank

ECONOMICAL

2.5

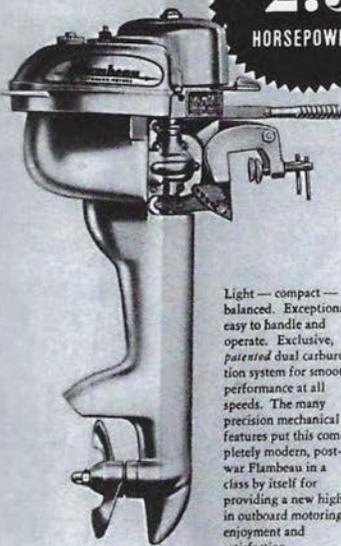
HORSEPOWER*

Flambeau

POWERFUL

5

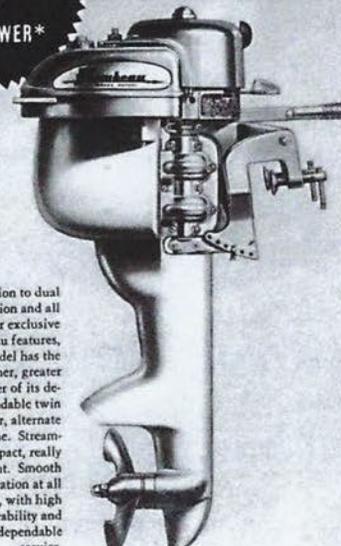
HORSEPOWER*



Light — compact — balanced. Exceptionally easy to handle and operate. Exclusive, patented dual carburetion system for smooth performance at all speeds. The many precision mechanical features put this completely modern, post-war Flambeau in a class by itself for providing a new high in outboard motoring enjoyment and satisfaction.

COMPARE THESE SPECIFICATIONS WITH ANY OUTBOARD MOTOR EVER BUILT

174520	Model	174050
2.5	Brake Horsepower*	5
26 lbs.	Basic Weight	32 lbs.
1	Number of Cylinders	2
4.62 Cubic Inches	Piston Displacement	9.24 Cubic Inches
1-15/16"	Bore	1-15/16"
1-9/16"	Stroke	1-9/16"
10 1/2"	Length	12 1/2"
12 1/2" With Kwik-Starter	Width	14 1/2" With Kwik-Starter
9 1/2"	Pistons	Light aluminum alloy, 3 rings
Light aluminum alloy, 3 rings	Connecting Rods	Light aluminum alloy, bronze bearings
Light aluminum alloy, bronze bearings	Magneto	Eiseman 628
Eiseman 61J	Carburetor	Float feed PATENTED Dual System. Adjustments for high, intermediate and low speeds.
Float feed PATENTED Dual System. Adjustments for high, intermediate and low speeds.	Gas Tank	Three quart capacity — 1 hour full speed. Can be disassembled for cleaning.
Three quart capacity — 1 1/2 hours full speed. Can be disassembled for cleaning.	Gear Cass	Streamlined, Neoprene grease seal, Gear ratio — 13 to 24
Streamlined, Neoprene grease seal, Gear ratio — 13 to 24	Propeller	8" diameter, 8 1/2" pitch. Two blade, weedless. PATENTED propeller mechanism eliminates shear pin.
7" diameter, 6" pitch. Two blade, weedless. PATENTED propeller mechanism eliminates shear pin	Starting	Rope in sheave or Kwik-Start rewind starter
Rope in sheave or Kwik-Start rewind starter	Speed Control	Single Lever
Single Lever	Water Pump	Rotary, Neoprene — positive displacement
Rotary, Neoprene — positive displacement	Stern Bracket	2 Clamp Screws
2 Clamp Screws		



In addition to dual carburetion and all other exclusive Flambeau features, this model has the smoother, greater power of its dependable twin cylinder, alternate firing engine. Streamlined, compact, really lightweight. Smooth operation at all speeds, with high maneuverability and long, dependable service.

*O.B.C. certified at 4000 RPM

PLENTY OF POWER IN A NUTSHELL

LITHO IN U.S.A. **4**

FOR DEPENDABILITY YOU'LL WANT A....

Flambeau

OUTBOARD MOTOR

The FLAMBEAU Uni-Lever CARBURETOR Control assures right fuel mixture for peak performance at all speeds with a simple single lever adjustment. FLAMBEAU visual priming takes the guess work out of starting.

★

Ask about these outstanding features

**NO SHEAR PIN . . . TRULY OUTBOARD
TWO PIECE HOUSING . . . DUAL CARBURETOR
JABSCO TYPE WATER PUMP . . . TRANSET**

★




2½*
HORSEPOWER
29 LBS.

5*
HORSEPOWER
35 LBS.

Flambeau
WILL BE YOUR CHOICE
... WHEN YOU SEE IT
In Action!

* DBC CERTIFIED AT 4000 RPM




Let the Flambeau tell its own story. Arrange for a demonstration at your neighborhood dealer. **5**

connector. I do not know if this was original from the factory or an idea from someone else. (See Picture #7.)

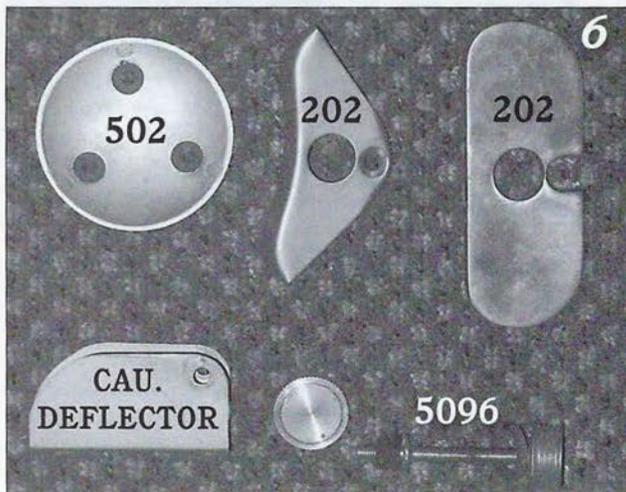
Carburetor

The early models had two separate adjusting knobs for high and low speeds. The later models were fitted with what they called the "Uni-Lever" with gears on the needles and therefore adjustments were made with one lever.

The early models did not have a choke and that might have been a problem. I have one engine that I believe was a prototype that has a wire with a loop projecting through the side of the engine, and on inspection I found that pulling on the wire pushes down on the carburetor float, which serves the same purpose as a choke. (See Picture #8.) Later models did have a choke lever.

Water Pump Impellers

The early water pumps (rubber with a brass insert) are shown in the parts book as having twelve vanes. In the later



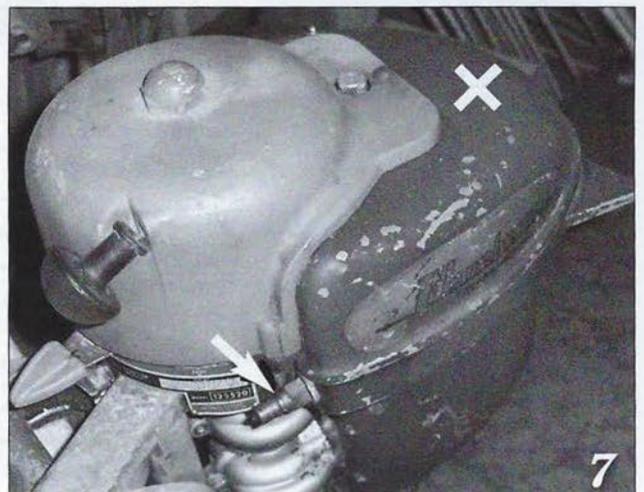
books they are shown with three vanes missing. I don't know if the motors were getting too much water or not enough that the modification was made. (See Picture #9.)

Cavitation

There had been a problem with the exhaust going into the prop wash and causing cavitation. To correct the problem, the factory came up with an "Exhaust Deflector" on the later models of the 5 hp motor. The new castings were made with a cavitation plate. This was not done on the 2.5 hp model. (See Picture #6.)

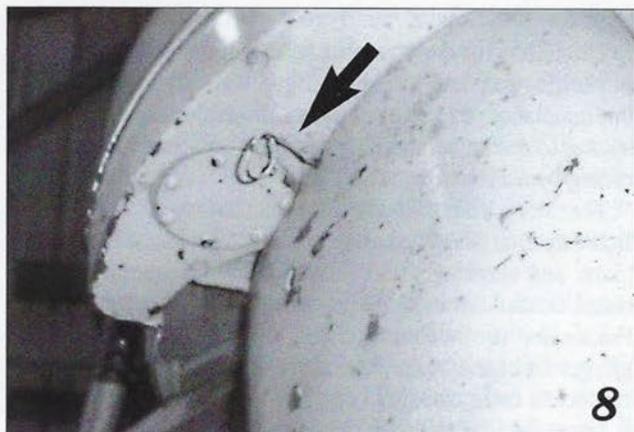
Flushing

Somewhere in the early stages, the company decided that water flushing of the cooling system was needed. On the 2.5 hp, they put a flushing point on the side of the lower unit. On the 5 hp, it was necessary to take off the side plate where the spark plug access is and there is a spot at the bottom of the powerhead. I have also seen the 5 hp with the



For a color photo
of this article, see:

PAGE *b*



flushing point in the lower unit. They are both labeled "Water." The company also came out with an attachment (Part #05096) for a water hose connection to do the flushing. (See Pictures #6, 9, and 10.)

Repairs

Because of the way these engines are constructed, repairs are a little difficult. To get at the carburetor, the gas tank must be removed. To open the "clamshell" lower unit a number of screws must be removed and the two halves must be pried apart to get at the rest of the engine.

Putting it back together is even more difficult as all of the edges of the "clamshell" must be sealed. "Gasoila Varnish" was used by the factory and I do not know if that is still available. I am told that Federal Process Co., of Cleveland makes what is called "Gasoila Hard-Set Varnish Type Thread Sealant." I am not sure if it is the same.

Fuel Mixture

The company called for $\frac{2}{3}$ pint of 40 weight oil to 1 gallon of regular gasoline.

Spark Plugs:

Champion J-7J, gap .025"

Points Gap:

.020"

Miscellaneous

The company made several special tools for working on these engines:

- Starter Spring Assembly Fixture
- Starter Spring Assembly Tool
- Flywheel Holder
- Propeller Fixture
- Flywheel Puller
- Needle Valve Setting Knob (See Picture #6.)
- Test Wheels for 2.5 hp and 5 hp

Miscellaneous

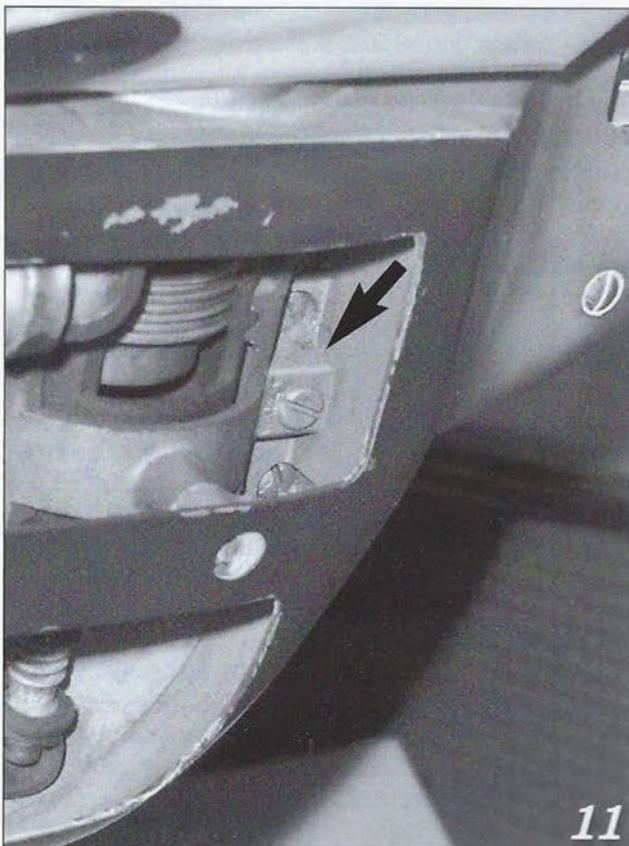
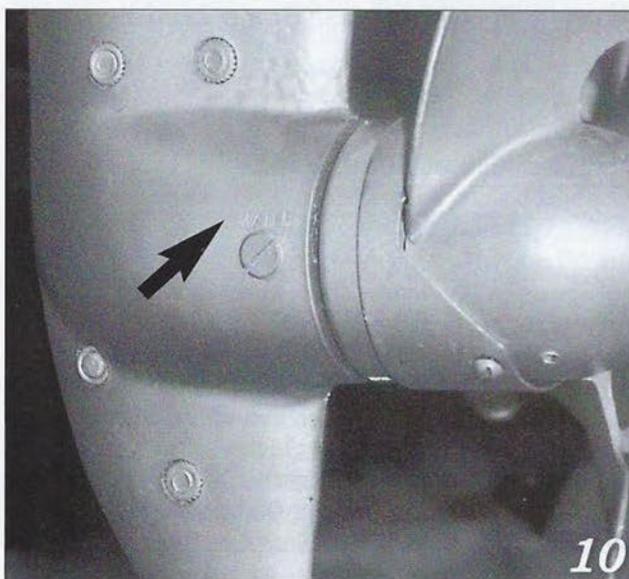
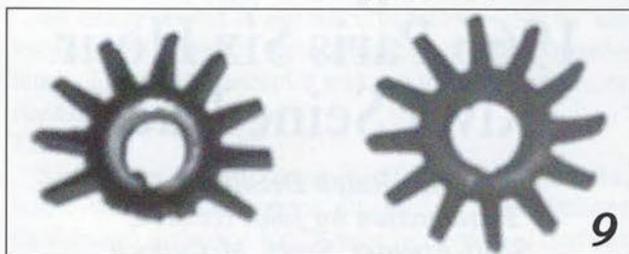
Although I have many NOS parts for Flambeau motors, I do not have any decals or water pump impellers. They can be had from the following AOMCI members:

- Decals (vinyl): Gerald Nelson, 608-589-5507 (I have originals, but when put into water they fall apart).
- Impellers: Brian Wilcox, 810-794-7685 (I do have the brass inserts).

Any additional information that should be included, PLEASE contact me.

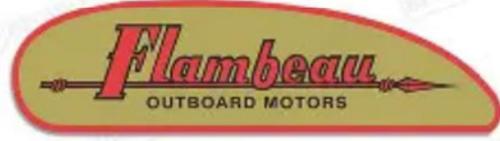
If you would like to talk "Flambeau":

Wayne Schoepke, 715-845-5731 ajschoepke@charter.net





1. Read instructions in this manual for full operation.
2. Read the name of your motor.
3. Read the name of your motor.
4. Read the name of your motor.
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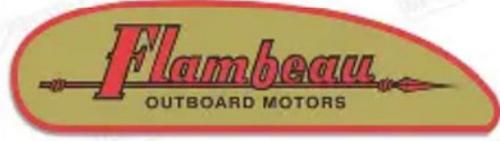


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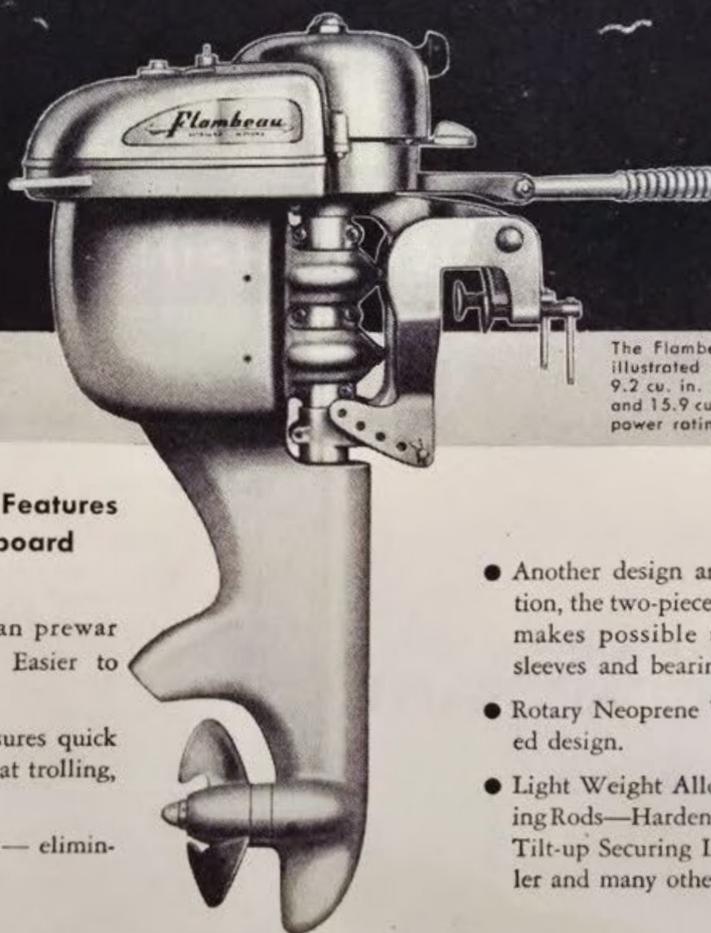
Metal Products Corporation of Milwaukee

presents

Flambeau

OUTBOARD MOTORS

A new achievement in outboard design, construction and performance, as originally announced in January



The Flambeau line includes the model illustrated with piston displacement of 9.2 cu. in. — also models having 4.6 and 15.9 cu. in. O.B.C. certified horsepower ratings will be announced later.

Compare These Distinctive Features With Those of Any Outboard Ever Built

- 15% lighter and smaller than prewar models of like horsepower. Easier to handle and carry.
- *Patented* Dual Carburetion assures quick starting and smooth operation at trolling, intermediate, and fast speeds.
- *Patented* Propeller Mechanism — eliminates shear pin troubles.

- Another design and construction innovation, the two-piece over-all motor housing, makes possible the *removable* cylinder sleeves and bearings.
- Rotary Neoprene Water Pump of patented design.
- Light Weight Alloy Pistons and Connecting Rods—Hardened Steel Gears—Positive Tilt-up Securing Lock—Weedless Propeller and many other distinctive features.

HERE'S the kind of outboard motor you've always wanted — quick-starting, light and compact, easier to handle, and packing plenty of power — the Flambeau Outboard Motor! Developed and perfected by long-experienced leaders in outboard design, this *truly postwar outboard* sets a new standard of construction and performance—is built to provide years of exceptionally dependable service. Every performance feature in an imposing array of outstanding innovations brings new thrills to even the most exacting "old-timers," as well as to today's newest outboard motor enthusiasts. For the down-deep satisfaction

that comes with year after year of dependable operation, get set for greatest outboard motoring pleasure with a Flambeau Outboard Motor! Write to METAL PRODUCTS CORPORATION, Dept. MB, 245 E. Keefe Avenue, Milwaukee 12, Wisconsin.

DEALERS AND BOAT OWNERS

You are invited to send for illustrated literature and full information regarding sizes and specifications.

TERRITORIES ARE NOW OPEN



from the front. Two ropes are ordinarily used; one for the rider to grasp, the other to run to the boat. The latter must be fastened to the underpart of the board, not the top.

With slower boats, wider boards work better, for with a broad board less pull is required to support the weight. A board wider than two feet is suggested for use with a boat making less than 15 miles an hour. Something to keep the rider's feet from slipping all over the board is essential; an old piece of bath towelling tacked on will do well enough, while rubber matting is entirely adequate, better looking and more permanent.

A long rope allows wide, fast and perhaps wild turns, the aquaplane developing great sidewise speed with a little expert handling. Riding two on a board, the lighter individual perhaps astride the other's shoulders, standing on one's head, and the like, are tricks that can be tried with a standard aquaplane. But more in popularity recently, than stunts on a standard board, are the more difficult foam-riding sports—freeboarding for one. No grip rope at all is attached to the board in this case. The rider grips by means of a "handle" attached to the rope that goes directly to the boat. The feet must control the board, and tricky is the word for the footwork. A little different type of board is used; longer and narrower, perhaps seven feet long and a foot and a half wide, and curved up at the front end to prevent digging in.

The word "surfboard" is sometimes used to describe an aquaplane and fairly often perhaps, to describe a board used in freeboarding. Still, a surfboard as used for riding breakers, no motor or boat being involved, is something a little different—longer and narrower, for instance.

As water-ski designs improve, and as riders and drivers learn more of the technique, this sport is becoming less difficult to master well enough so swimming is not the principal feature. Consequently, water-skiing is spurting in popularity. The skis do not differ greatly from those used in the snow. Like the freeboarder, the water-skier holds the rope attached to the boat, his feet controlling, or trying to control, the skis.

It's not too easy. The skis may take independent directions, nose diving, jerking, going upward, outward, downward, sideways or trying to roll over and over. The start is the hard part. A fast start is absolutely essential, for there is not the surface to the skis to support weight at slow speed. Ordinarily the rider sits on a dock, feet on the skis, taking off when the rope he holds, to the boat, becomes taut. Ordinarily, duckings live up the novice's first attempts at starts, but occasionally a newcomer will start successfully his first time, raggedly probably, but avoiding a swim.

Shoes fastened permanently to the skis make it easier; the rider can't slip off a ski then. Leaving the shoes unlaced lets the feet come out in case of a spill. Or a single strap can help keep the foot in place. Best is the "foot harness" of the latest factory-built models, adjustable for size and allowing quick release of the foot at all times. Real experts may shun almost any sort of foot-grip, but their use, and the use of better ones, has opened up water-skiing to a wide group



Flambeau

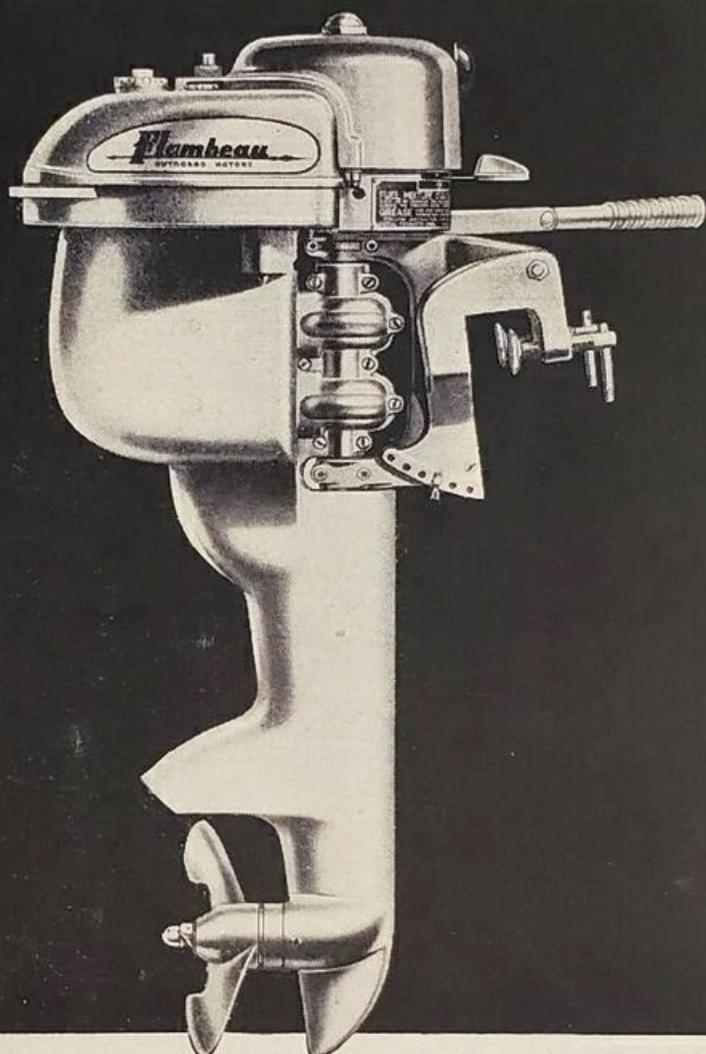
OUTBOARD MOTORS

FOR exceptionally smooth operation at all speeds — choose a Flambeau outboard motor. Its patented dual carburetion system assures just the right mixture for most efficient performance — with plenty of power to go places fast — smooth, even power at trolling speeds, or when idling lazily along. Other distinctive Flambeau features for long, care-free, dependable performance include . . . far lighter and smaller than prewar models of similar horsepower — truly outboard construction prevents gas and oil dripping into boat — patented propeller mechanism banishes shear-pin troubles — two-piece overall housing makes possible the removable bearings and cylinder sleeves, and easy replacement of all operating parts—positive tilt-up securing lock — convenient finger-tip controls for priming and all carburetor adjustments — and many other operational advantages users have long desired. METAL PRODUCTS CORPORATION, Dept., SA, 245 E. Keefe Ave., Milwaukee 12, Wisconsin.



DEALERS AND BOAT OWNERS ARE INVITED TO WRITE FOR ILLUSTRATED LITERATURE AND FULL INFORMATION REGARDING SIZES AND SPECIFICATIONS

For an entirely new
conception of
PERFORMANCE



Flambeau
OUTBOARD MOTORS

THERE'S a thrilling experience awaiting you when you own a Flambeau. The reasons for the down-deep satisfaction you'll get out of the way it handles and performs, are all in its exclusive design and construction features. That these features are as sound as they are new has been convincingly demonstrated — the Flambeau's performance record speaks for itself.

Only the Flambeau has ALL these distinctive features: Far Lighter and Smaller . . . Truly Outboard . . . Patented Dual Carburetion . . . Finger-Tip Control . . . Two-Piece Over-All Housing . . . No Shear Pin . . . Replaceable Bearings and Cylinder Sleeves . . . Positive Tilt-Up Lock . . . Rotary Neoprene Water Pump . . . and many other design and operational features.

METAL PRODUCTS CORPORATION
Dept. FS, 245 E. Keefe Ave., Milwaukee 12, Wis.

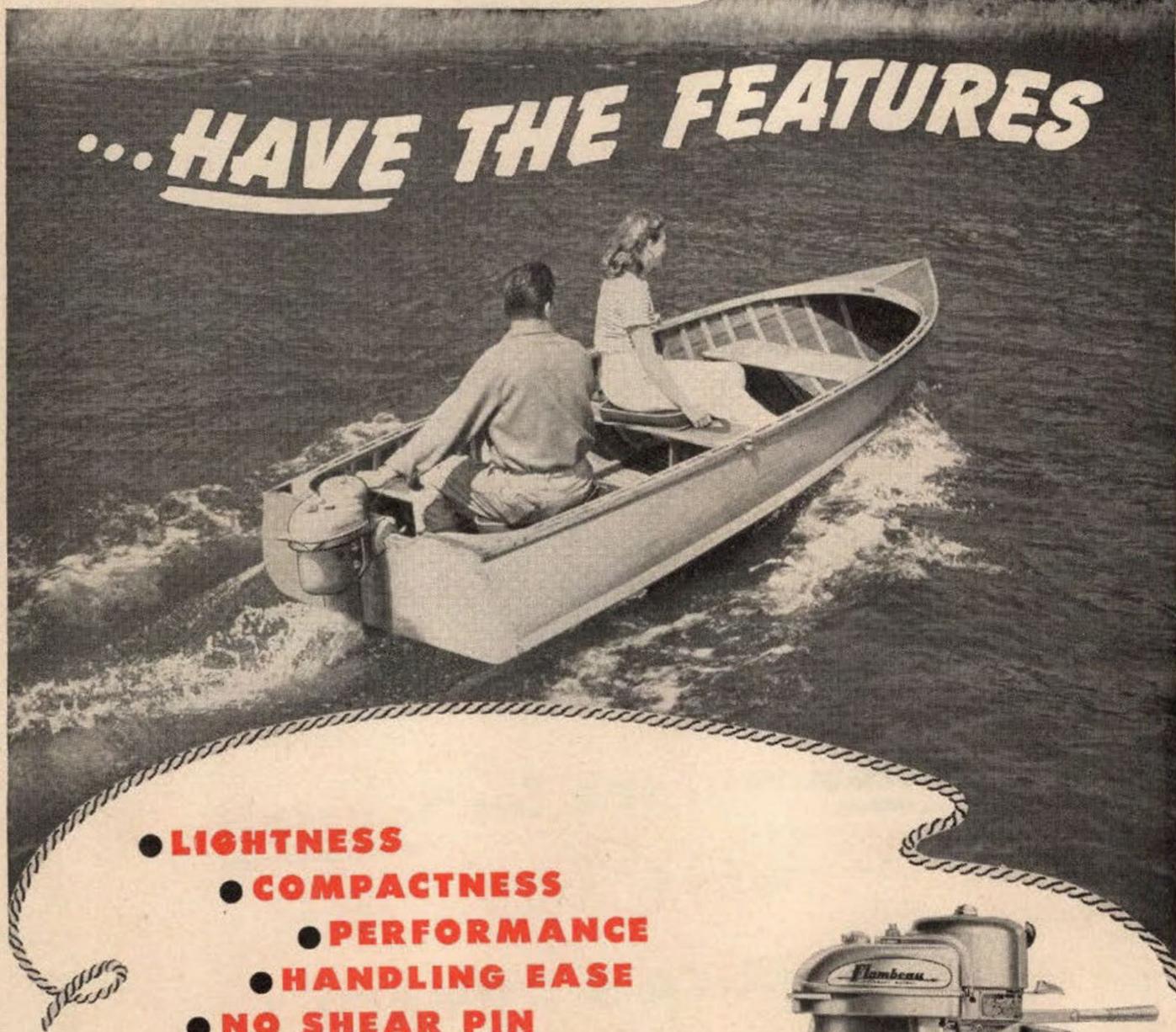


DEALERS AND BOAT OWNERS ARE INVITED TO WRITE FOR ILLUSTRATED LITERATURE AND FULL INFORMATION REGARDING SIZES AND SPECIFICATIONS.

Flambeau

OUTBOARD MOTORS

...HAVE THE FEATURES



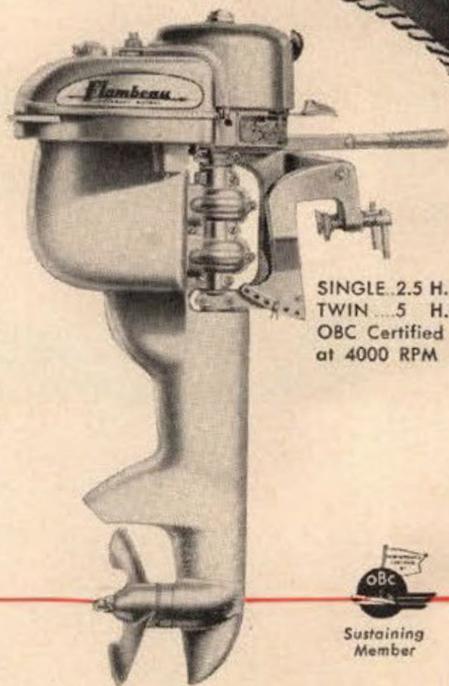
- LIGHTNESS
- COMPACTNESS
- PERFORMANCE
- HANDLING EASE
- NO SHEAR PIN
- TRULY OUTBOARD

The new Flambeau is designed to give more outboard boating enjoyment — longer, better performance. Flambeau has created an entirely new concept of outboard motor performance by pioneering and perfecting the outstanding and worthwhile features you want in a motor. Built by men with years of practical experience in the design, production and operation of outboard motors — the Flambeau is truly *years ahead* in design.

METAL PRODUCTS CORPORATION

Dept. MB-491, 245 EAST KEEFE AVE., MILWAUKEE 12, WIS.

DEALERS AND BOAT OWNERS — You are invited to send for illustrated literature and full information regarding sizes and specifications on Flambeau Outboard Motors. For dealers — there are additional territories now available.

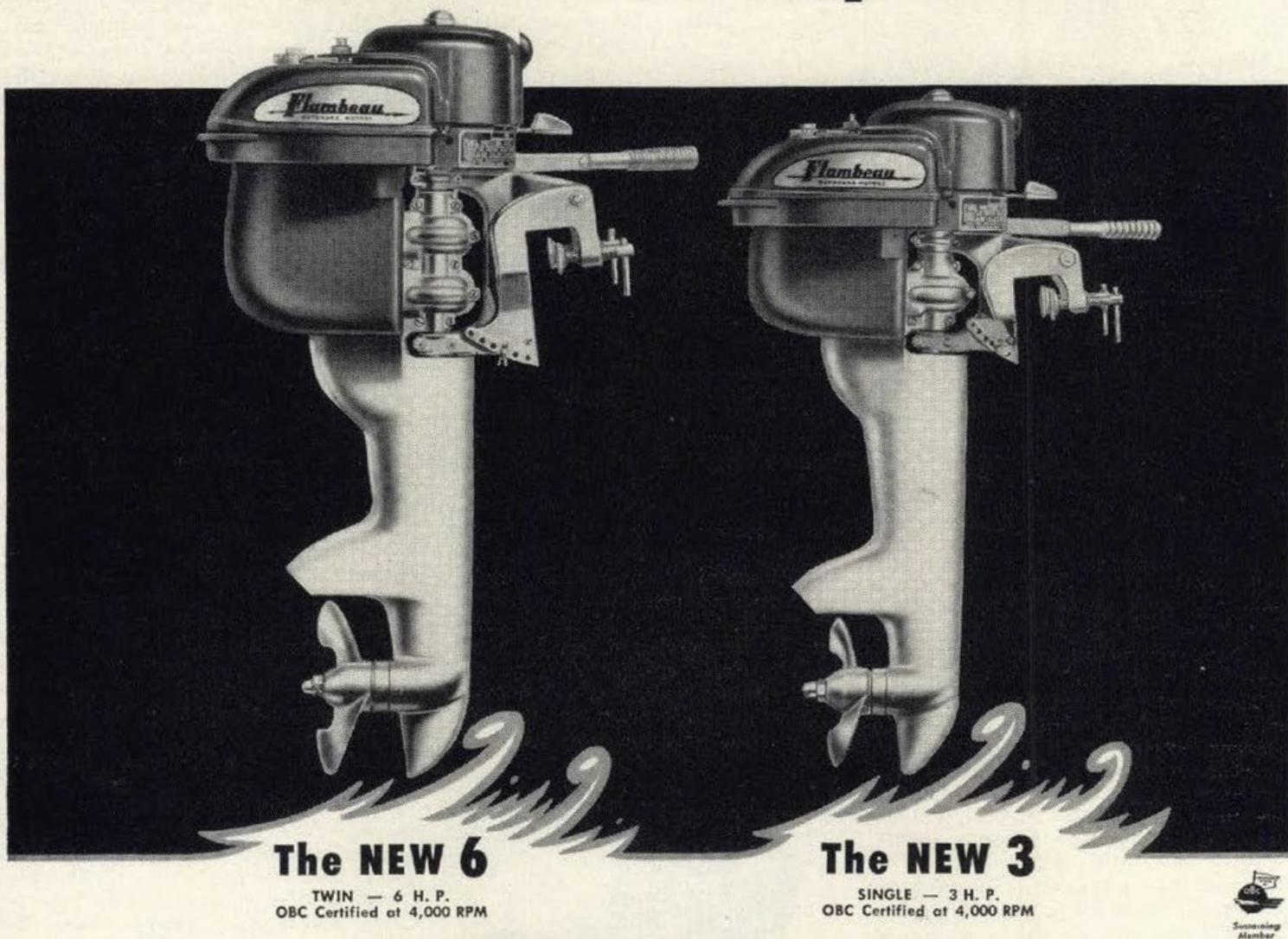


SINGLE...2.5 H.P.
TWIN...5 H.P.
OBC Certified
at 4000 RPM



Sustaining
Member

Continued Leadership Assured!



The NEW 6

TWIN — 6 H. P.
OBC Certified at 4,000 RPM

The NEW 3

SINGLE — 3 H. P.
OBC Certified at 4,000 RPM

Flambeau
OUTBOARD MOTORS

**The Only REAL LIGHTWEIGHTS in the Field — Rugged and Tough —
with Unequalled New Refinements and Developments!**

Compact lightweight design continued in the new Flambeaus. 6 H. P. alternate firing Twin weighs only 32 lbs., 3 H. P. Single weighs just 26 lbs. — *the lightest weight, by far, ever attained.*

Improved powerhead with Flambeau dual carburetion provides smooth operation at trolling or high speeds, hour after hour, without fouling. Assures quick, easy acceleration from low to high speeds.

New "Jabsco" type patented water pump, with unique pulsating action, keeps water intake free of weeds and other clogging matter . . . assures ample cooling at all speeds.

New-type weed guard on water intake adds bonus protection against fouling.

New "Uni-Lever" adjustment for dual carburetor insures simple, single control to provide the right fuel mixture for peak performance at any speed.

New "Transet" requires just a flick of the finger to line up the motor with the boat transom . . . goes hand in hand with Flambeau's truly outboard design, which kills in-boat noise and provides unequalled backseat room and cleanliness.

BEAUTY — in Burgundy Red and Aluminum tones — joins with unmatched construction in the 1950 Model Flambeau outboard motors. You'll find great new refinements added to such sensationally successful features as the patented Flambeau propeller clutch, which eliminates the shear pin. Yes, these new Flambeau outboard motors will give you better performance, greater convenience, than you've come to expect, *even from Flambeau* — recognized everywhere as "*America's most copied outboard motor.*" Write today for complete details and literature. METAL PRODUCTS CORPORATION, Dept. M501, 245 E. Keefe Avenue, Milwaukee 12, Wisconsin.

DEALERS will find the Flambeau franchise most desirable and profitable. Write, wire, or phone for more information. DISTRIBUTORS — A few selected territories are still open.

Again...
in 1951

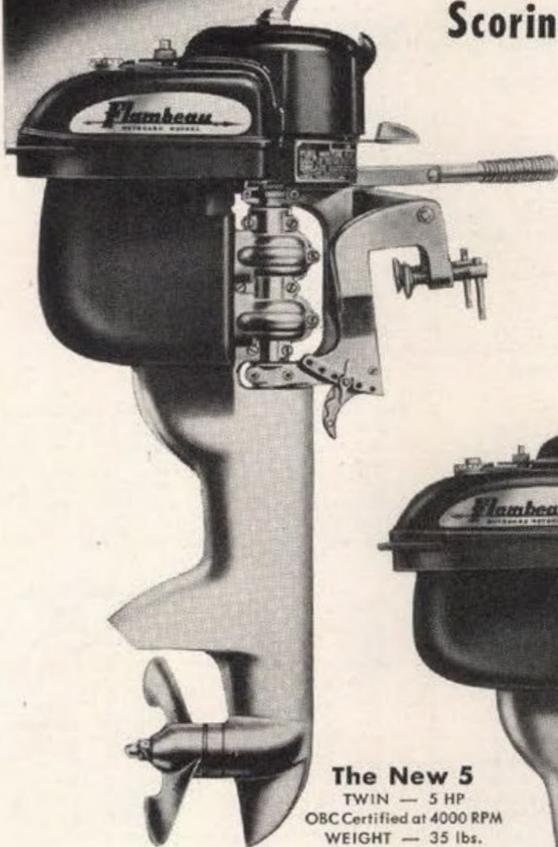
Flambeau

"The Motor of the Year"

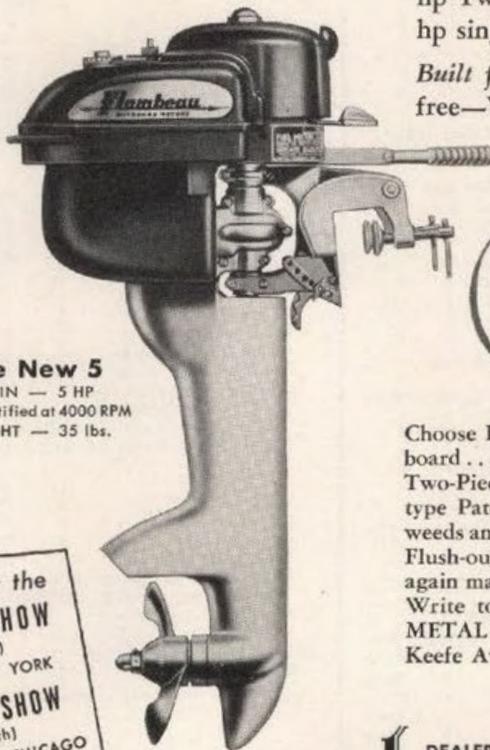
Scoring FIRST for Basic Outstanding Values:

- ★ A simplified, single, *UNI-LEVER* control assures right fuel mixture for peak performance at any speed. Fool-proof. An inexperienced operator — or a child — can run a Flambeau efficiently in ten minutes or less.
- ★ A new *visual-control priming* gives a quick, flashy start at all times—avoids flooding, again simplifies operation.
- ★ *The LIGHTEST WEIGHT in their HP class.* Flambeau motors are originators of compact, lightweight design — 1951 models are unmatched in light weight — the 5 hp Twin weighs only 35 lbs. — the 2½ hp single only 29 lbs.

Built for LONG SERVICE — Trouble-free—With Least "SERVICING." Design experience, combined with high-precision manufacture, insures the most in sustained, carefree performance with a very minimum of "service" attention.



The New 5
TWIN — 5 HP
OBC Certified at 4000 RPM
WEIGHT — 35 lbs.



The New 2½
SINGLE — 2½ HP
OBC Certified at 4000 RPM
WEIGHT — 29 lbs.

See Flambeau Outboards at the
NATIONAL MOTOR BOAT SHOW
(January 12th through the 20th)
GRAND CENTRAL PALACE — NEW YORK
CHICAGO NATIONAL BOAT SHOW
(February 2nd through the 11th)
INTERNATIONAL AMPHITHEATER — CHICAGO

Choose Flambeau and get *ALL* these features: Truly Outboard... No-Shear Pin... Patented Propeller Clutch... Two-Piece Over-All "Open-Book" Housing... "Jabsco" type Patented Water Pump keeps water intake free of weeds and clogging... positive Tilt-up Lock... fresh-water Flush-out for salt-water boating. These top-quality features again make Flambeau outboards "The Motor of the Year." Write today for literature and complete information. METAL PRODUCTS CORPORATION, Dept. MB 511, 245 E. Keefe Ave., Milwaukee 12, Wisconsin.

DEALERS — The Flambeau franchise is desirable and profitable—write, wire, or phone (Milwaukee—CONCORD 4-9300) for information. **DISTRIBUTORS**—select territories still open — suggest you act promptly — get complete information.

Flambeau

OUTBOARD MOTORS

repeats for value and performance



Flambeau assures you in 1952

**BEST IN PERFORMANCE
GREATER PLEASURE
AND AT THE LOWEST COST**

Compare
these prices
with all others:

5 HP Twin*
(only 35 lbs.)
with Kwik-Starter
f.o.b. Milwaukee

\$152.50

2½ HP Single*
(only 29 lbs.)
with Kwik-Starter
f.o.b. Milwaukee

\$116.50

*OBC Certified
at 4000 R.P.M.

- You will like the "feather weight" — the lowest weight in the field — the 5 hp. Twin only 35 lbs. — the 2½ hp. Single only 29 lbs.
- You will appreciate the simple, single Uni-Lever Control assuring peak performance at any speed.
- You will thrill at the visual priming — gives a quick flashy start at all times.
- Plus many other Flambeau features that you will want to know more about.

• And — at a price that makes Flambeau "the Buy of the Year."

CLIP THIS
COUPON —
MAIL
TODAY

METAL PRODUCTS CORP., DEPT. PS-523
245 E. Keefe Ave., Milwaukee 12, Wisconsin

Name.....

Address.....

City..... State.....

finish, her time allowance made her winner. She is a Hinkley Sou'Wester and one of the rapidly growing group of auxiliaries in the Tampa Yacht and Country Club. Miss Nancy also led class B with Dr. W. W. Jennings' 39-foot cutter Fortuna from St. Petersburg leading class A and runner up in the fleet. Second in B and third in the fleet was Herb Finkbeiner's Red Bird, a 36-foot yawl and another Tampa entry. George Pearson's 39-footer Celia from St. Petersburg landed second in class A and fourth in the fleet after finishing in first place. Scratch boat was Fred Allen's big 64-foot yawl Fair Weather from San Diego. In the fast race and with no chance to hug the shore because of the shoals she was pushed by the smaller boats to last place. It was a fine race with a fleet of fourteen and good following breezes up to 18 miles for the 131-mile course. Accompanying the sailing fleet was an ever bigger fleet of motor cruisers from Bay ports. Among them were Calvin Black's Calnet II and Louis Garman's Lomad from Sarasota and Aubrey Fitzgerald's Maraub III, Ted Steinhart's Edith S. and Fred Bergman's Miss Helen from St. Petersburg.

Ted Wells won the Western Hemisphere Snipe Class sailing championship for the United States late in November at Clearwater, turning back Cuba's Clemente Inclan in the fifth and final race. The United States champion, from Wichita, Kansas, piled up 7,690 points in the five-race regatta, with three firsts, a second and a fourth. Clemente Inclan finished in second place with 7,177 points.

SOLLY HALL



ARCHITECTS REPORT ACTIVITY

M. Rosenblatt & Son, naval architects, marine engineers and yacht brokers of 111 Broadway, New York City, had during 1952, their busiest and most fruitful year in both yacht and ship design, as well as yacht brokerage and insurance.

Outstanding among the new pleasure yachts designed by this firm is Anahita V which will be delivered early this spring to Alfred Epstein, Detroit yachtsman. Anahita V is one of the largest yachts built for American interests in the recent past. Her overall length is 82 feet 2 inches; length on waterline 77 feet 11 inches; beam 17 feet 9 inches; draft 5 feet. She is powered by two 400 h.p. General Motors diesel engines which will drive her at more than 18 miles per hour. Her accommodations are particularly fine. In addition to a raised pilot house, the main deckhouse contains both a dining salon at the forward end and a commodious lounge at the after end; a highly convenient and desirable arrangement normally found only on much larger yachts. The spaciousness and comfort of the owner's quarters are outstanding. In Anahita V, M. Rosenblatt & Son have designed one of the most handsome and comfortable yachts of the past several years. She is being completed at Firma G. DeVries Lentsch, Nieuwendam, Holland, a member shipyard of the Feadship organization.

M. Rosenblatt & Son now have on their drawing boards the design of a 73-foot high speed yacht and anticipates design of a 60-foot motor sailer, construction of which is to start during 1953 in the United States or Europe. Several smaller yachts are also on the board now.

A large part of the firm's design staff will be engaged in defense work relating to the construction and conversion of 200 vessels, ranging from aircraft carriers through submarines and cargo ships to several classes of tugboats.

The scope of the activities of this firm's yacht brokerage and yacht insurance departments during 1952 also exceeded that of previous years.

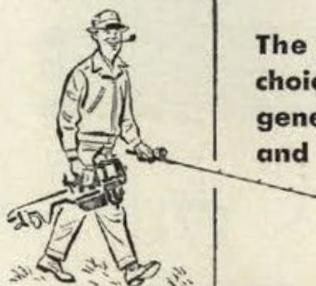
PAINT DOZER STRIPS PAINT

Paint can be stripped off hulls and decks at the rate of six to ten feet per minute with the new model 400 Paint Dozer, made by the Lectro Division of The Otto Konigslow Mfg. Co., Cleveland, Ohio. This is an electrical device, with a 1000-degree ceramic heating element, designed for long, continuous, heavy duty work. It is said to remove paint with the speed of a blow torch when properly used, yet will not score or mark the wood. There is no open flame.

Flambeau

OUTBOARD MOTORS

YOUR BEST DOLLAR BUY FOR 1953



The Outboard rated "first choice" by all the Family for general utility — for fishing and boating pleasure

Check 1953 Models at the New York and Chicago Shows — or see them at your Flambeau Dealer.



\$16150

F.O.B. Milwaukee
The Flambeau 5
TWIN—5 HP
OBC Certified
at 4000 RPM.
WEIGHT—35 lbs.

Be content with nothing less than a Flambeau Outboard with these features;

Lightest Weight in the Field — 35 lbs. for 5 HP Twin, 29 lbs. for 2½ HP Single.

Uni-Level Control — single lever adjustment assures right fuel mixture for peak performance at all speeds.

Transet Finger-tip Vertical Adjustment.

Positive Automotive Type Choke provides easy starting.

Two-Piece Overall Housing

Patented Propeller Clutch—automatically releases and re-engages propeller — eliminates shear pin.

"Jabsco"-type Patented Water Pump — keeps water intake free of weeds.

New Propeller Design — for increased efficiency, and smooth operation.

\$11850

F.O.B. Milwaukee
The Flambeau 2½
SINGLE—2½ HP
OBC Certified
at 4000 RPM.
WEIGHT—29 lbs.

DEALERS

— The Flambeau franchise is desirable and profitable — Write or wire for information. DISTRIBUTORS — select territories still open — suggest you act promptly — get complete information.



Yes, Flambeau... in 1952 acclaimed "the motor of the year." In 1953, basically the same fine motor with refinements to increase already outstanding performance. No wonder the whole family rates them "tops."

Sold through Dealers and Distributors only

Write today for complete information.

METAL PRODUCTS CORPORATION
Department MB153
245 E. Keefe Avenue • Milwaukee 12, Wis.