



Antique Outboard Club News

Southern California Chapter

December 2024

Wishing you all a Happy New Year 2025!



In Attendance: George Kent, Kip Fjeld, Doug Penn, Bryan Petroff, Mark Hammer, Chuck Kober, Bob Loll, Paul Brinkman, Glenn Strobehn, Frank Fowler, Darryl Webber and Steve Johnson. Present but not pictured Tom Lockwood and Terry Taylor

Lets Welcome Two New Members: Terry Taylor and Bryan Petroff. Thanks guys!

We're pretty well known at the West Marine store in Newport. Every year for a dozen or so years now....our end-of-year Christmas meet is held on their patio. West Marine staff and customers enjoy looking over the "best of our best" display of antique and vintage outboard motors. Thanks to Chapter President Paul Brinkmans' persistence and experience in dealing with the red tape and insurance requirements we got to enjoy one more year; good weather prevailed. (One thing we can't thank Paul for.... but; there are plenty of other things!) Thanks Paul!!

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2024 Carries on the Woody's Tradition



A combination of a nautical setting....West Marine's Patio....and an old favorite Diner makes the perfect venue for our group! 12 Years and counting!



Tom Lockwood and Paul Brinkman....Chuck Kober and Kip Fjeld



Mark Hammer and Bob Loll....Glenn Strobehn , Doug Penn and Steve Johnson.

Exciting New Show-Offs this Year!



How many large Outboards will fit in a Mini-Van?



All of us should have a "Hoyer Lift" Frank Fowler assists Mark Hammer but the lift does the work!



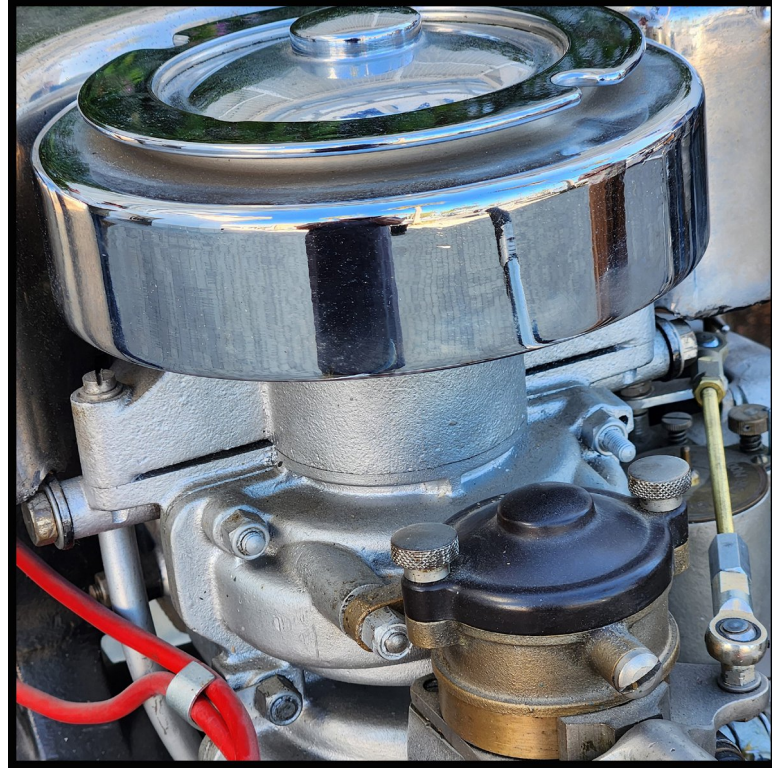
New Member Bryan Petroff was eager to show off his newly restored motors. Here you see two of them; a beautifully restored Flambeau along with his "Sausage Tank" MS-39 Johnson. Beautiful work Bryan!



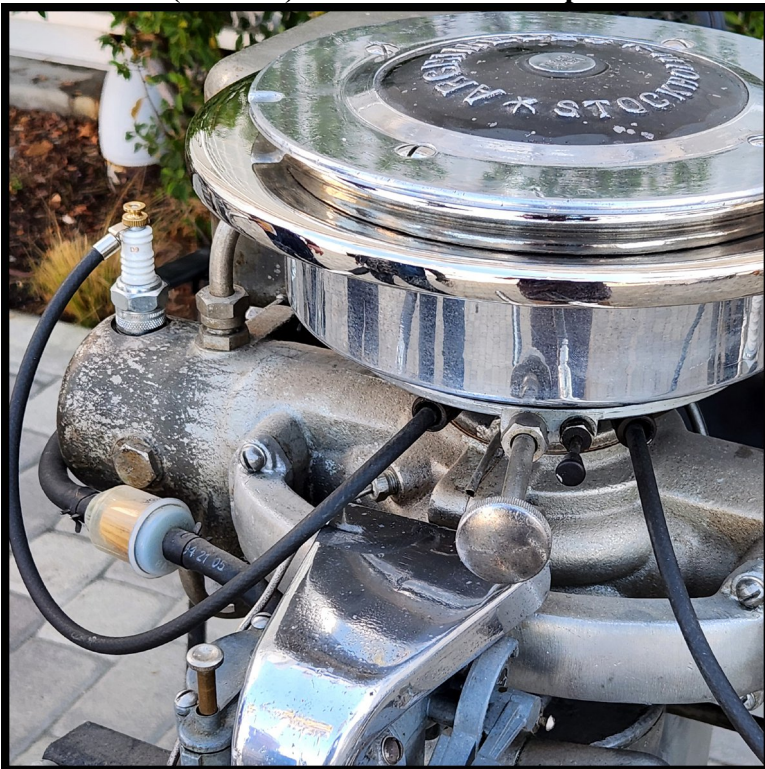
All the Way from Henderson: Mark Hammer's Big 'Uns!



Penta (Sweden) model V2 1933 10hp 20cu.in



Penta (Sweden) Z2 1935 8hp 15cu.in 10kts



1931 Archimedes (Sweden) model A2 8hp
Mark also brought a Very Low Hour
1929 Johnson SR-45



**Paul Brinkman's Immaculate
Anzani Pilot**

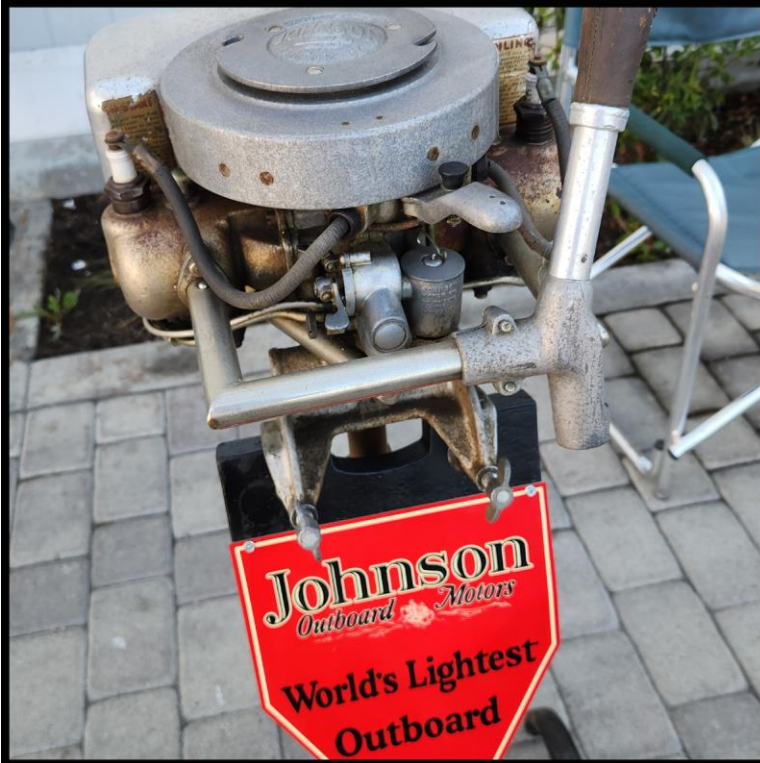
Labor of Love Outboards! Restorations and unique Originals.



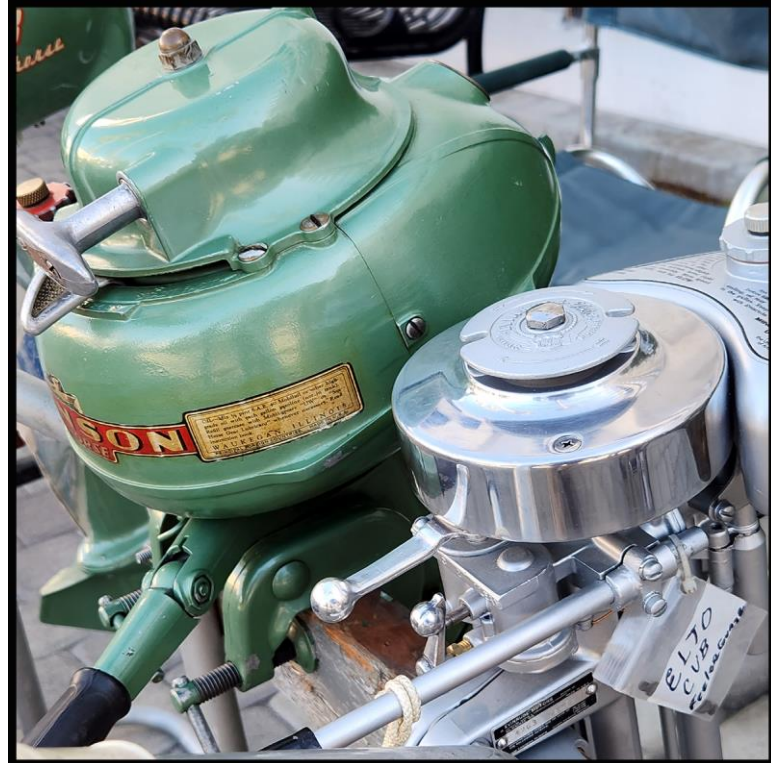
New Member Bryan Petroff's British Seagull on a magnificently crafted wooden stand. A real "stand-out"! Glad to have you Bryan!



New Member Terry Taylor's beautifully restored Sea King shows great attention to detail. Great Job Terry! Welcome to the Chapter!



Doug Penn's Johnson AB-25 with Authentic Period-Correct Stand and re-pop Sign. All original California Motor even has the leather covered wooden tiller! Salt-Water Edition with Bronze Lower.



Darryl Webber's Popular Duo: Johnson MD38 and the Crowd-pleasing ELTO Cub

Something for Everyone from our Diverse Members!



Bob Loll, Darryl Webber and Bryan Petroff



Bob Loll Chats with New Member Terry Taylor



George Kent's Waterwitch.



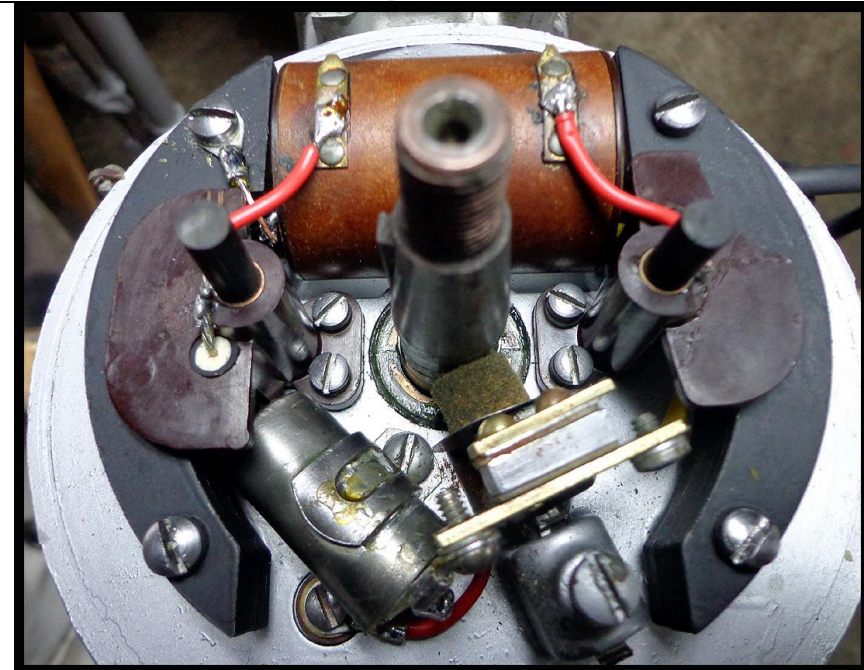
Darryl Webber, Doug Penn and Mark Hammer



Darryl Webber and Frank Fowler Laugh it up!



Mystery Magneto! Twin Cylinder Motor! What is it?



One Coil

One Set of Points

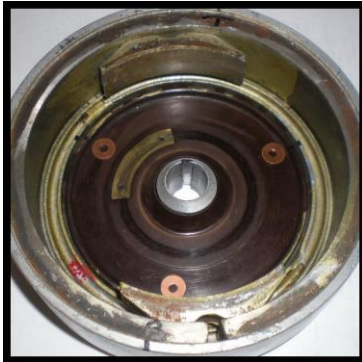
One Condenser

Two Brushes

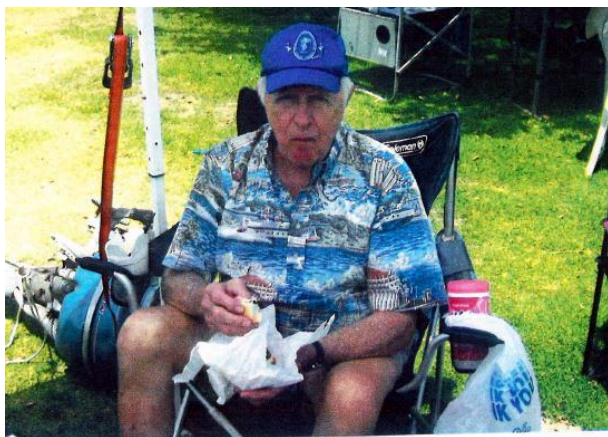
Two Lobes (Flats)

Two Alternate Firing Cylinders

Some Hints Below



Can you identify it? The Answer is on Page 11.



From Days Gone By

Captain David Marotta; at a Puddingstone meet back in 2006. Many of you have great memories of Dave. Our group has been having great fun with great people for a long long time.



Ron Hill Talks about the 1949 “Pumper”



The Legendary C-207

By Ron Hill

The motor seemed to work OK but as my brother was looking at the speedometer, he crashed head on in the 55 gallon drum turning buoy at Long Beach. My brother put his head through the new deck and put a pretty good dent in the wood nose. My brother was 14 and 6 foot tall. He was a brain and had skipped two grades in school. But his coordination did not match his brains.

My dad fixed the boat, and made a LIE DETECTOR for the speedometer, a check valve and some surgical hose really. He told my brother to just drive the boat and look where the hell he was going.

Well, my dad discovered they were going a lot slower than others claimed. So, he rubbed lipstick on the blades and where it didn't wear off, he pounded with a brass hammer and a block of lead. Seemed to pick up speed pretty good, my dad called it “spooning it”. Later when heard about a "CUPPED" prop he said, "Damn, looks like it is spooned to me."

My dad had modified the after market block by drilling water passages all over the place. At the 1949, Hearst Regatta, there were 32 A Hydros. My brother had raced about 4 times and never trophied. My dad leaned the motor down some for the race. First heat, my brother started last and in five laps, he passed 31 boats to win.

Between heats as my dad and sister fuel my brother, I was 5, my dad chewed my brother's ass for getting shit for start.

Second heat, repeat of the first, my brother started last and passed them all to the cheers of close to 100,000 people at Long Beach. When the race was over Willey Tooley asked my brother if he'd sell that motor. My brother said, "\$650." At the time a \$100 bill would have bought the National Champions boat and motor.

Years passed, my dad had a 6 car garage behind our house where he worked on motors. 1955, two guys come walking toward my dad with an Apple Box and a mahogany box. They asked my dad “what is this thing?” My dad that is an "A" motor and I made it in 1949. They knew my dad, they just said “you can have it back”.

Well, my dad put the motor together, I was racing a Runabout with a Mercury and had yet to win a trophy. My brother had bought a Mark 30-H and a Big Bee Swift Hydro. My dad said let's put the pumper on the Big Bee and go to Parker to race. Well, I smoked them, I won both heats.



Pumper Engine

By Ron Hill



The engine is neither a Johnson nor a KR-55.

The Johnson KR-55 was built from 1931 thru about 1938 as a Class A racing outboard engine. The 30's were not good years for producing racing outboard engines.

The "K" series of racing/fishing engines.

The "K" series of pleasure/fishing engines were built in the late 30's, but were not the same as the racing "KRs". When WWII broke out, the Pacific Marine Supply Co. in Seattle started building the "Handy Billy" pumbers for the military effort. They were powered by Outboard Marine Corporation's (OMC, Johnson) "K" engines. The bearing configuration of the "K" engines was not adequate for their requirements. So, OMC offered the "KR" configuration to Pacific. The "K" engines had aluminum connecting rods (aluminum was the bearing) and bronze bushing main bearings. The "KR" configuration included steel connecting rods with needle bearings and roller bearing mains.

"Pumpers" became available at War Surplus stores for about \$35.00. With a lot of aftermarket and backyard parts, a "Pumper" engine could become a "A" Racing engine.

By this time several backyard suppliers (including Leonard Keller as in Keller speedometers) were making a lot of "A" parts. Many parts were made totally in back yards.

By the late 40's many other enhancements were being applied to the "pumpers". I won't go into that here. By the time the "Pumpers" were being raced, they were capable of beating the old KRs of the pre-war era.

This engine is therefore a "Pumper" with a lot of backyard parts.

Winner:

Pacific Coast Championship - 1948

William Randolph Hearst - 1949

Best Antique Racing Engine - 2008.

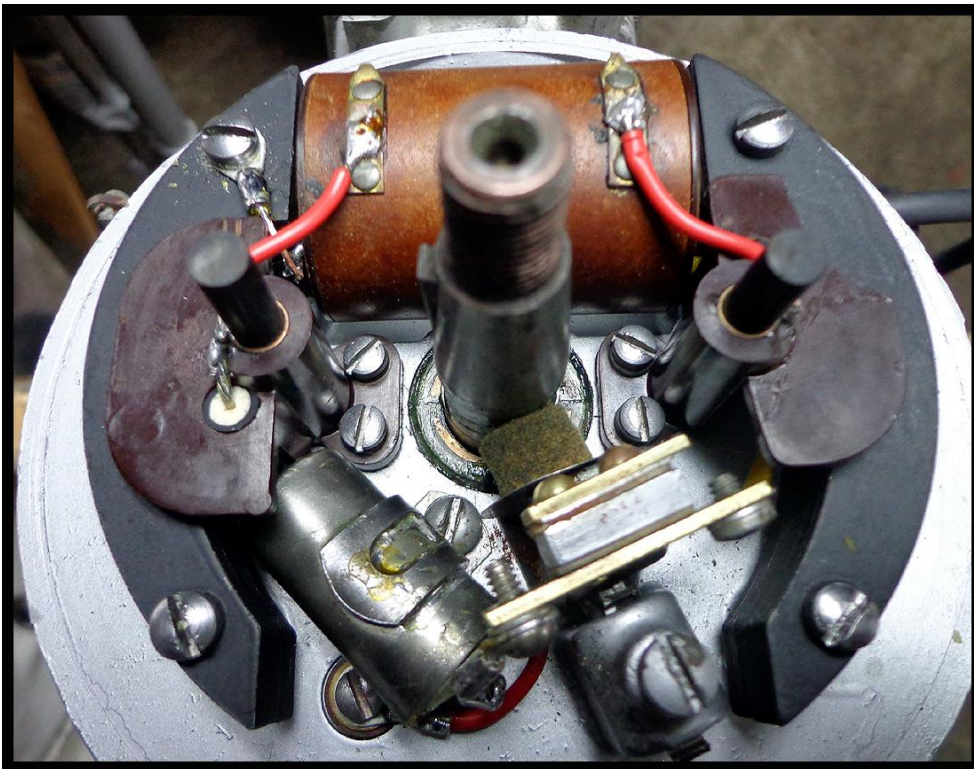


BUY/SELL/TRADE SECTION

	<p style="text-align: center;">Wizard WG-4 Complete Pulls Over; Good Compression</p> <p style="text-align: center;">You know you always wanted one</p>	<p style="text-align: center;">For Sale or Trade</p> <p style="text-align: center;">Contact Chuck Kober cwwk@cox.net</p>
	<p style="text-align: center;">1934 Caille Partially Restored Call for More Information \$300.00 PRICE DROP!!!</p>	<p style="text-align: center;">Contact Paul Brinkman</p> <p style="text-align: center;">(714) 396-3041 Or kahunainlaguna@yahoo.com</p>
	<p style="text-align: center;"><u>Annual Chapter Dues are Now \$30.00. (No Age Exemption)</u></p> <p style="text-align: center;">If you did not make it to the Christmas Meet and wish to remain a member of the Chapter....please send your \$30.00 dues to Paul Brinkman 2815 Park Place Laguna Beach, Ca 92651</p>	
	<p style="text-align: center;">1946-47 Champion 2J Single Cylinder 4.2HP Complete Bendix Magneto</p>	<p style="text-align: center;">For Sale or Trade</p> <p style="text-align: center;">Contact Chuck Kober cwwk@cox.net</p>
	<p style="text-align: center;">Electric Trolling Motor Transom Mount Complete but Condition Unknown \$25.00</p>	<p style="text-align: center;">For Sale or Trade</p> <p style="text-align: center;">Doug Penn douglas.penn@gmail.com</p>
	<p style="text-align: center;">Mercury Trolling Motor Clamp Mount with Foot Controls Complete but Condition Unknown \$25.00</p>	<p style="text-align: center;">For Sale or Trade</p> <p style="text-align: center;">Doug Penn douglas.penn@gmail.com</p>
	<p style="text-align: center;"><u>WANTED:</u> Prop for 1956 Merc Mark 55 Reverse (LEFT) Rotation 11 Spline</p>	<p style="text-align: center;">Chris Hoskins 714-470-6400</p>



Answer to the Mystery Magneto Quiz



By Chuck Kober

It's fun to learn about magnetos. This particular design is certainly not rare or even unusual....but I included it here simply because it is an example of "a work in progress" along the long road of magneto development back in the 30's and 40's. Alternate firing twin cylinder motors were starting to be developed....and the engineers were tasked with developing simple cost effective means of producing reliable spark.

The Johnson Magneto from the 30's and 40's

Used on various Johnson alternate firing twin cylinder models such as the DT, LT, HS, AT and HD....among others. These are alternate firing two cylinder engines with the coil from an opposed twin. It employed a "distributor in the flywheel" which would alternately ground one cylinder while allowing the other to fire. On the inside of the flywheel hub, there is a bakelite insert with a brass patch. The brass patch connects via a small spring to the metal flywheel (ground). As this brass patch comes around it contacts one of two brush fingers or posts connected to the coil. This contact grounds out whichever plug should not fire. Wico developed a similar magneto which they named the FW6 1/2; used on the Champion "Electra". A similar WICO FW-1329B was used on the NAVY Edition KB-4. (Look Back on the July-December 2020 Newsletters for Steve Johnson's restoration). Like the Johnson version....the WICO was also short lived; being replaced with the two-coil versions.

Joining the National AOMCI

Chapter Members need to be National Members

The benefits of National Membership are many and varied. The small annual fee gets you a beautifully done magazine "The Antique Outboarder", access to the full aomci.org website, Member Registry and unlimited fun at meets all over the country.

Join via the Website aomci.org

Next Meet Information:

Chapter President Paul Brinkman has indicated that our next meet will occur in Spring at Puddingstone Reservoir.

Watch your e-mail for more information.

What would YOU like to do at up-coming meets?
Your suggestions are always welcome!

