

# Antique Outboard Club News

## Southern California Chapter

December 2020

### **The Christmas Tradition: Meet and Lunch in Newport Beach**



### **This Newsletter Celebrates YOU! Our Members and Friends!**

A small(er) group....but a quality group. Quality people and quality motors to display and talk about. One of the nice things about this setting at West Marine is that we get a lot of passer-bys to take notice of us and our hobby. I always enjoy engaging our visitors in friendly conversation. Some have old motor stories to tell; while others may have a question or two about the motors we have on display. Some have questions about the club itself; it's a great way to get the word out about who we are and what we do. Many people are quite surprised to learn that our organization is International in scope.

**HAPPY NEW YEAR EVERYONE!**

**Best Wishes for a Healthy and Prosperous 2021!**



# Members and their Motors at Newport, December 2020



**Steve Johnson standing proud with his newly restored Mercury NAVY KB4. Beautiful job Steve! (See Steve's Article Starting Page 8)**



**Chapter President Paul Brinkman with his Caille 5-Speed. Thanks so much Paul for another year of hard work for the Club!**



**Mark Strikwerda with the cleanest original Sea King that I have ever seen. He just found this one at a second hand store; they are still out there!**



**Chuck Kober; hands on a 1960 West Bend manufactured Firestone "VISCOUNT" 8 HP. What's a Viscount??: "A British nobleman ranking above a baron and below an earl.". Now you know!**

# Some of us WANTED to come to Newport.....



Frank Fowler with his 1946 Elgin 1.25HP and a Neptune Mighty-Mite 1.7HP.



Doug Penn with his restored 1929 Lockwood Ace 8hp Model 92A. S#12321



Santa Barbara Member John Van Dyke with his 1958 QD-19 (a GIFT from Darryl Webber) and a Power Products Powerhead mated to a custom built mid-section and lower unit, crafted by John's Grandfather. In the back is John's Graham Housecar.



More of us WANTED to come to Newport.....



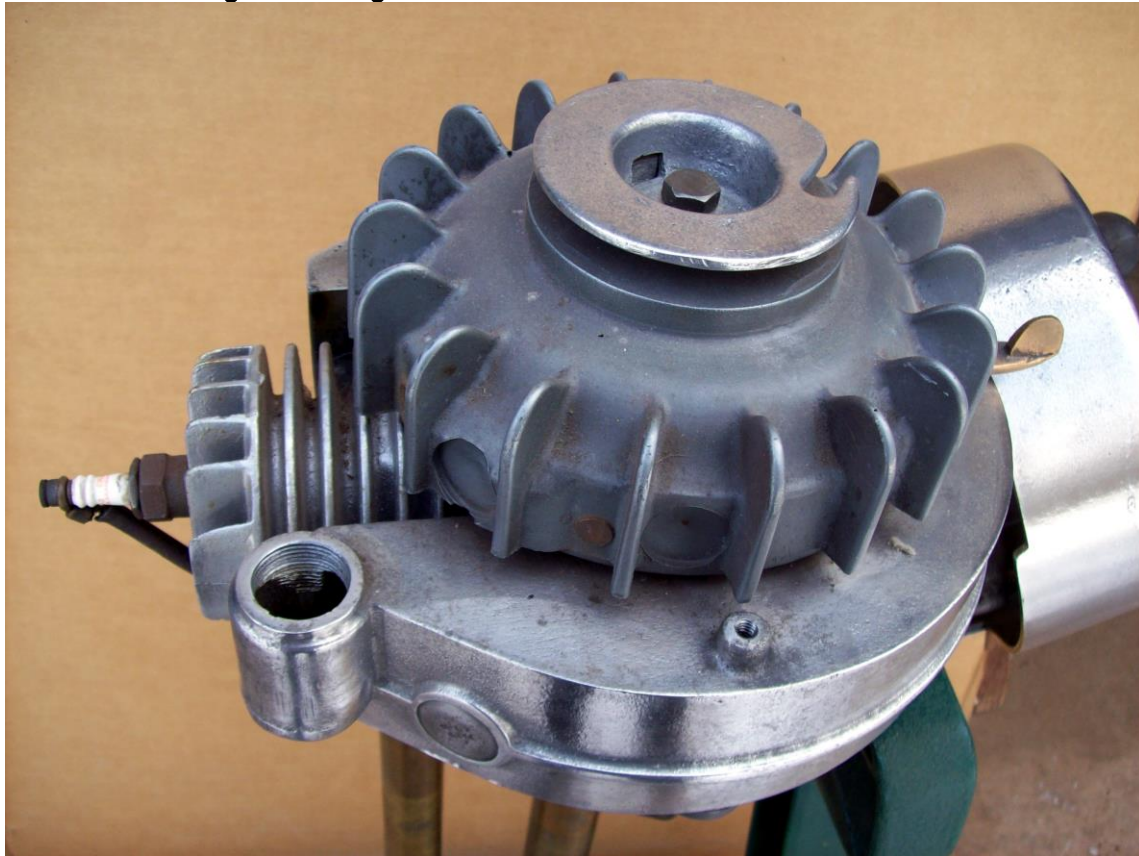
Darryl Webber with a beautiful 1951 Mercury KG-4Q (QUICKIE!!) and his painstakingly restored 1915 Gray Gearless; fitted with a Bosch Magneto ignition. Darryl originally restored the Gray for his friend David Vaughn.



Kip Fjeld with two recently acquired motors; a super-clean 1959 Johnson 5.5HP with original fuel tank and a 1973 Mercury 4.5HP. The Mercury rests on a Starcraft boat.



# Mystery Motor! What is it?



Some Hints Below



Can you identify it? The Answer is on Page 12.

## Searching on the Chapter Website

Google can be site specific

Most everyone is familiar with Google but one little trick that I have found allows you to search only one website. Really helps cut out a lot of the clutter. Say you want to try and find an article about Caille motors that you remember being in a Newsletter. You can enter into Google the following: (TRY IT!)

caille site:socalaomci.com

Google will return results from that site only. Nothing else to confuse things!

# Our Chapter has HISTORY!

## *Big Bear Meet, 1970 - Were YOU There?*

See, Our Chapter Does Have History . . . This was our very first recorded Meet.

**T**he AOMCI Southern California Chapter held its first meet on August 8th and 9th at Big Bear Lake. This was Southern California's first meet, and was honored with the presence of new-comer Californian and Club President, Dave Reinhartsen.

Due to a last minute communications mix-up, only a few members were able to attend, but the crowd was swelled by their families and a number of friends and curious onlookers. Also, no formal events were held for lack of enough competitors, but instead the time was spent getting acquainted, swapping notes, setting up future trades and acquisitions, and of course, joyriding.

President Dave Reinhartsen stole the show by first racing a hull identical to his own, but powered with a late model 35 horse Johnson, and winning handily with his magnificent 33 horse Evinrude Speedifour. Next, he towed in another boat with a new but dead motor. And then to top everything, he contrived to be locked out of his car with his keys in the care of a friend who had gone to another area for a while. I tried to help out by opening the car and hot-wiring it so that he could drive it, and Dave immediately put me under citizens arrest! There were several questions asked about my past!

Other members and their motors included Rick Anderson with a thundering P-80 and an unrestored but nearly mint Lockwood Ace, Ron Byrd with an unusual Waterwitch twin, and myself with a 1940 Evinrude Zephyr and a 1941 Evinrude Lightfour.

Saturday night was spent at Rick Anderson's cabin with families and friends joining in a pot-luck dinner. Host Anderson also deserves special thanks for arranging for us to use a portion of one of the lake marinas, and for even getting the use of several of the marina's boats, free.

Take a moment and read the article at the left. This was published in "The Antique Outboarder" in 1970!

The AOMCI was a fledgling organization back then....having started in 1965. Southern California was a major contributor in those early days of the club. The National Club's President, Dave Reinhartsen lived in Northridge!

Names like Bill Motley, Ron Byrd and Rick Anderson....the guys who gave the Southern California Chapter its start....playing an instrumental role in helping get the National AOMCI up and running.

Where were you in 1970? Perhaps you have a story to add to our Chapter's history? Let's hear it!

## Remembering Les Gunnarson: The Man and His Machines



Les wearing his BSA shirt; standing next to his impeccable BSA (Birmingham Small Arms) Motorcycle and Boat-Sidecar; powered by an Lockwood FOLDLIGHT outboard circa early 1930's.



## The “What our Members are Up To” Page



*David Woodworth* , a member from Santa Clarita has started a new business called **“Land ‘n Lake” Tours”** on Lake Coeur d’Alene in Idaho! Book one of his tours and you will be chauffeured around town in a 1911 Ford Model T Touring car (right, above).....and then you hop into his 1909 “Picnic Launch” (Left above) powered by a fully restored Motor-Go twin cylinder power plant. David tells us that the fully restored Motor-Go was manufactured by Lockwood-Ash sometime between 1907 and 1910; and was sold thru Sears and Roebuck.

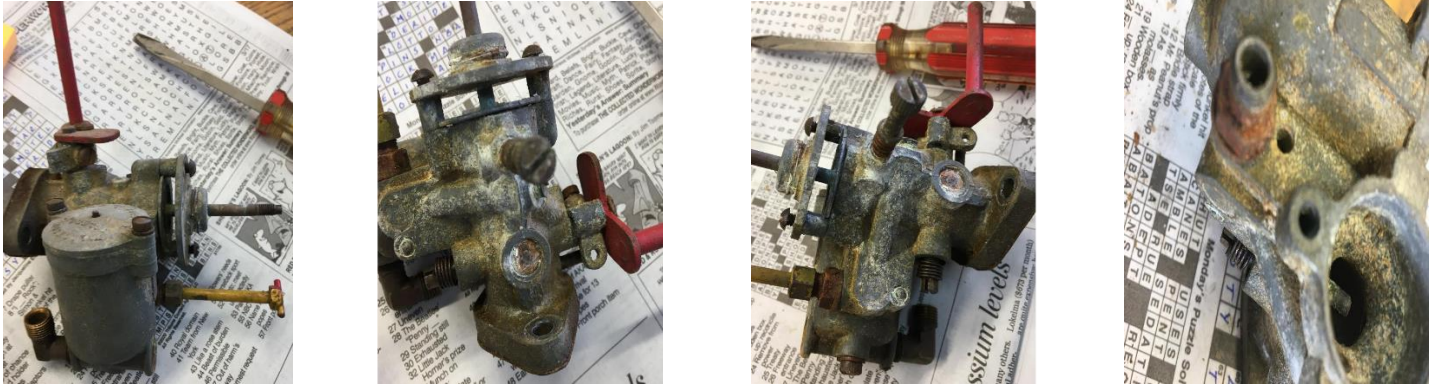


**Take his tour on your next trip to Coeur d’Alene!**

## Part Two of Two: Steve Johnson's Re-building of a 1941 Mercury KB-4 (Navy Model)

This is a follow-up to the KB-4 article from the last issue of our AOMC newsletter. After tackling the lower unit, it was time to work my way to the power head, carburetor, and ignition system of the KB-4. Before starting, I visited my local auto parts store for a can of Johnson's carb cleaner (Johnson's, of course), and stopped at ACE Hardware for a can of Pro Clean-up, which takes the place of mineral spirits in Orange County nowadays.

My first chore was to remove the carb and see what needed to be done to get it rehabbed. It was dirty and grimy on the outside. But with a bit of elbow-grease I felt it could be useable again.



**(Above: Notice in the first photo, the idle stem has a brazed cross piece which replaced the original Bakelite knob)**

I took entire carb, stems, choke, float, etc. apart and gave them total cleaning. Also, I replaced the idle valve, seats, and gaskets. I located a new knob for the idle stem, but had to drill a hole in its side and tap it for a #4 set screw as the threads on the inside of the knob had been stripped.

Using a Dremel tool, I cleaned the outside with a rotary wire brush, carb cleaner, and Pro Clean-up. With the Dremel it was easy to clean the bolts/screws/springs, too. I would suggest buying a better quality of wire brushes for the Dremel, as the cheap ones shed their wires too quickly. I found out the hard way that those tiny wires get imbedded in your sweatshirts, t-shirts, and even denim in jeans. Not pleasant—even after several washings.

I set the carb aside for later installation and began to tackle the ignition/magneto. After the gas tank and flywheel were removed, which proved not too difficult, it was easy to remove the stator plate with ignition parts. This particular ignition is a WICO FW1329 B, which is not the usual for the KB-4.



**Inside flywheel rotor with Bakelite and brass points. Stator plate w/coil, points, condenser, etc.**



The flywheel's interior (rotor) was in good shape and with little effort cleaned up nicely. The top side of the actual plate was in good shape; however, the coil, core, condenser, and breaker mechanism were dirty and needed cleaning. I dismantled everything down to the naked stator plate. The underneath side of the plate was really dirty, so I gave it a good cleaning, too.



**Note: Brass loops on end of spark plug wires are hollow**

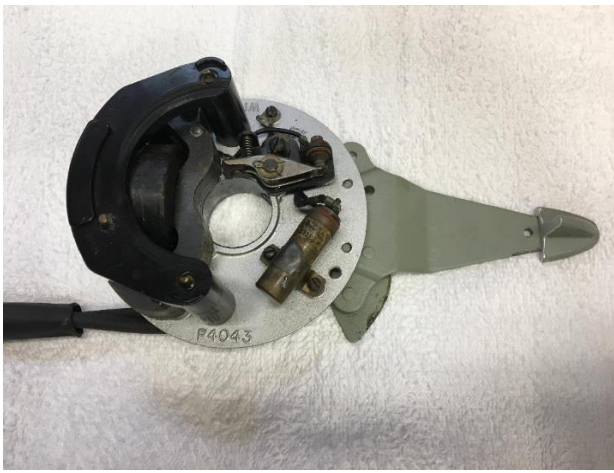
I replaced the condenser with an original part. I had to order new spark plug wires and brass tips which wrap around spark plug terminal. I am still looking for a set of matching knurled nuts for the terminals, too. I was able to find the grommets on-line.

Cleaning the stator plate was easy with the dermal tool and wire brushes. When it was cleaned, I painted the plate with some dull aluminum spray that I had left over from my Mercury Mark 20 restoration. It looked as good as new.

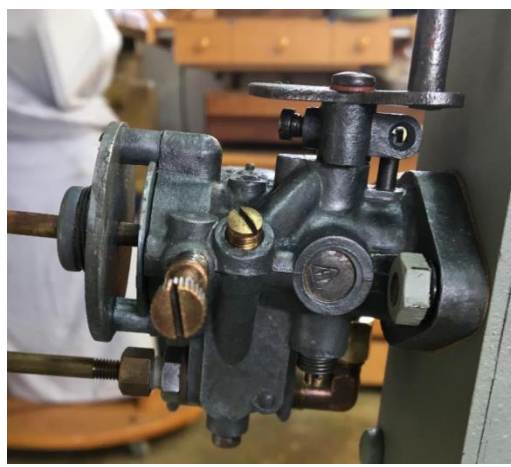
I was smart to photograph the parts to the ignition with my cell phone. There are lots of tiny nuts, washers, and springs. And remembering where to attach leads isn't easy when you get a bit older and there are a several days between those when you work on the motor.

I must say the most puzzling dilemma I faced was how to remove the throttle control handle from the stator plate. (Notice in photo how screw heads are covered.) I was able to unscrew the one on the right, but I had to bend the lever up to get a screwdriver into slot on the left. I can't imagine how the screws were ever tightened originally. Any ideas? The lever is riveted to the handle. Hmmm.





**(Completed stator plate with throttle control arm)**



**(Completed carb mounted)**

One of the questions I was most asked when at our December meet was if the serial plate was the original.

The answer is, “Yes, it is the original!”

I used my Dremel tool with small grinding bit to grind down the heads of the rivets which hold the plate on the drive housing. I was able to pry the plate from the rivet shafts. I then ground down the rivet shafts until they were flush with the drive housing. I used a drill to drill out the remaining shafts, and using new rivets, re-attached the plate with a nail set. Since a nail set has a concave point, it makes a good tool for this job without damaging the rounded heads of the rivets.

To restore the two plates (the serial plate and the red “Mercury” name on the front of the cowl, These two plates have raised lettering, so I used paint remover to remove the old paint. Afterwards I used a 4000 grit emery paper to clean up some scratches and tarnished areas. I used spray/aerosol paint to paint the entire brass and aluminum plates. I let them dry for several days to be sure they were completely dry. Then I took out my desk magnifying glass which has a light and 6X glass. There is a spot on the glass which you can use to magnify your work even more—which I used!! With a new Exacto razor I was able to scrape off the paint that covered the raised lettering from the plates. It took about 90 minutes per plate, but the results were worth the time.





Before re-attaching the plates, I sprayed lacquer sealer over the plates hoping to protect the paint and patina.



**Serial plates Before and After**

This project was a great deal of fun—it had challenges and issues; yet, the problems were manageable and rewarding to solve. With the COVID what else did I have to do?? And the compliments I’ve received have been greatly affirming and appreciated! Thanks to all of you, I am still motivated to get to another project.

## Buy/Sell/Trade Section

	<p>Mercury Mark 75 Older Cosmetic Restoration; No Tank or controls but appears complete otherwise</p>	<p>Contact Doug Penn For More Information  douglas.penn@gmail.com</p>
	<p>Several K and MK model Mercury's for sale. including KG7, Mk20, etc. All are mechanically and cosmetically restored. Call for inventory.</p>	<p>Contact Gerry Coats 858-272-3642</p>
	<p>ELTO Pal "Parts Motor" Missing Gas Tank but has good skeg</p>	<p>Make Offer to Dave Buaas lotemp@gmail.com</p>
	<p>TAS 1980's Vintage 12 lbs 1.2HP Great Canoe Motor!</p>	<p>Make Offer to Dave Buaas <a href="mailto:lotemp@gmail.com">lotemp@gmail.com</a></p>
	<p>Caille 1932-33 Model 79 Fixed Prop. Ran 10 Years Ago. Started Well when cold but was hard to start when hot.</p>	<p>Make Offer to Dave Buaas lotemp@gmail.com</p>
	<p>Caille 1928 Junior Model 10. Good compression; Ran 10 Years Ago</p>	<p>Make Offer to Dave Buaas lotemp@gmail.com</p>
	<p>Mercury Troll Twin 10HP MK10 1957 With Controls</p>	<p>Contact Doug Penn  douglas.penn@gmail.com</p>
	<p>1961 Mercury 800 6 Cyl One Year Model Full Gearshift (NOT DR) 80 HP Brass Prop Controls and Cables Inc. S/N 1402812A</p>	<p>\$400.00 Contact Paul Brinkman</p>

Wanted to Buy  
Gregor H-42 Boat on a Trailer. Motor or no motor.  
Tell me what you have. Ugly is OK but not too ugly.  
Chuck Kober [cwvk@cox.net](mailto:cwvk@cox.net)

# Answer to the Mystery Motor Quiz

## **Air-Cooled Monarch by Champion's Sig Konrad**



The restored MONARCH pictured at the left is owned by a Minnesota AOMC Member. When he sent me the picture of it...he said that he doubted that I had ever seen another one. He was right!  
**How about you?**

Made around 1926-31; it is heavy for it's size, weighing 32 pounds. It has a cast iron cylinder and cylinder head, cast aluminum gas tank and flywheel and hood, a bronze prop and mag lever. There is one poppet valve and one needle valve in the carb on the bottom of the tank.

MONARCH was; you could say, a "Division" of Sig Konrad's "Champion Motor Company" headquartered at the time in Saint Paul. Some say it was the "economy division" ....some say it was the "experimental division". Sig liked to try out different designs and that's what was happening when he crafted the motor you see here, This MONARCH is different. It is air-cooled. If you look at the "HINT" pics.....you will note that the casting for the gas tank and crankcase and carburetor body was all cast as one piece. That's experimental! According to Peter Hunn's book....maybe 100 or so of these air-cooled models were built from. It shows two of Sig's "trade-marks: The Bold MONARCH cast into the gas tank....and the round expansion plug on the block. It is thought that the brass exhaust pipe and driveshaft tubes may be left-over pieces from Sig's father's pipe organ repair business!

*Information and pictures courtesy of AOMCI Members Peter Hunn, , Harry Nicholson,.*

### Want to Join the Nationals?

Please see Tom Lockwood or Paul Brinkman.

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.

The Application for submittal can be found at:

[/ https://aomci.org/wp-content/uploads/2019/09/  
New-Membership-Application-AOMCI-19.pdf](https://aomci.org/wp-content/uploads/2019/09/New-Membership-Application-AOMCI-19.pdf)

### Next Meet Information:

Chapter President Paul Brinkman is working on it! Your suggestions are always welcome. Not only suggestions as to where we should meet....but suggestions relating to activities at our 2021 meets. What would YOU like to do at up-coming meets?

**Watch your e-mail for more details**