



# Antique Outboard Club News

## Southern California Chapter

**September 2024**



**George Kent and Paul Brinkman enjoying Puddingstone Shade.**



**Charlie Peterson quizzes Darryl Webber about a motor that he's been working with.**



**Paul and his wife Marsha. Always great to see you Marsha!**



**Chuck Kober looks on as Doug Penn examines Kip Fjeld's "barn-fresh" Johnson A-35.**



### The August 2024 Roundup

**In Attendance: Paul Brinkman with his wife Marsha, George Kent, Charlie Peterson, Darryl Webber, Frank Fowler, Kip Fjeld with his friend Liz Stephens, Bob Loll, Doug Penn, Chuck Kober and Glenn Strobehn.**

Pictures courtesy Paul Brinkman

Our August meet happened thanks to the dedication and determination of Chapter President Paul Brinkman. With only a short two-week notice....Paul managed to get remarkable attendance. The weather cooperated with a respite from the near 100 degree temperatures that the LA Basin has been experiencing. Our temps were in the low 80's. Darryl Webber and Frank Fowler arrived early and grabbed us a prime spot to meet and have our display. Darryl Webber and Chuck Kober paid a visit to the local Subway Sandwich Shop and came back with a variety of foot-longs! Thanks Darryl! After talking motors we spent some time discussing the Chapter's future. Members talked about preparing a guide of sorts: The number of meets we should have, activities at meets, dues and other ways to raise operating cash.....and last but not least.....ways to attract and keep new members. Feel free to make your wishes and ideas known.

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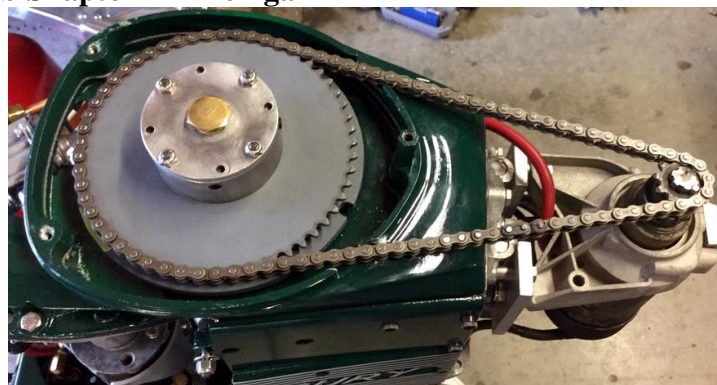




The “SOMETHING YOU DON’T SEE EVERYDAY” Department  
 “The DynaStart” from Lausen Specialty Company in Gainesville Texas  
 Aftermarket Electric Starting Equipment for Mercury and OMC outboards



The top four images courtesy of Bob Shapton in Michigan



A lot of weight added to the rear of an already heavy motor

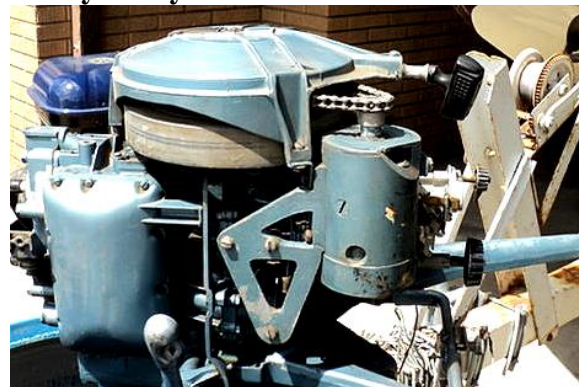
#### LAUSEN DYNA-START

The Lausen Dyna-Start, electric outboard starter, has been improved to allow installation without loss of the pull-rope starting mechanism. Users can now enjoy the convenience of push-button starting and still retain the original pull starter for emergencies.

The Dyna-Start is a precision-built electric starter for the 25 h.p. Johnson and Evinrude motors. It is operated by a push-button on the dashboard or the battery cable. It adds the completing touch to remote control equipped boats, and takes most of the work out of operating those not having remote controls. Cushman motor scooter.

The Dyna-Start is simple and rugged in construction. Major emphasis has always been placed on dependability, and the 1954 model is no exception. The Dyna-Start is as dependable as your automobile starter. In recent tests, it started more than 2700 times from the same battery, without recharging. It fits under the cowling of your outboard motor, and does not change the appearance of the motor in any way. It adds slightly over ten pounds to the weight of the motor. The Lausen Specialty Company also makes a Dyna-Start for the 25 h.p. Mercury outboard and for the Cushman motor scooter.

Advertisement in a 1954 Issue of Motorboating Magazine



The OMC Version of the Dynastart



A DynaStart equipped 1950 KG9 on the Wisconsin River in Tomahawk Wisconsin. This motor has seen the country! Originally from Florida and used on a Feathercraft, it made it's way to Northern California and then to Wisconsin where it's being used by AOMCI Member JR Hays on his Dunphy. Always good to see a collector actually running his motors. Not very many DynaStart KG9's around....and even fewer running on boats .

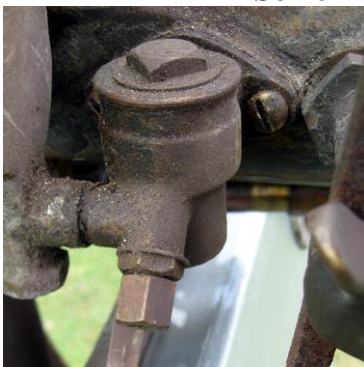
Left Photo by Chuck Kober



# Mystery Magneto on a Mystery Motor! What is it?



Some Hints Below



Can you identify it? The Answer is on Page 6.



## Need Mercury Parts?

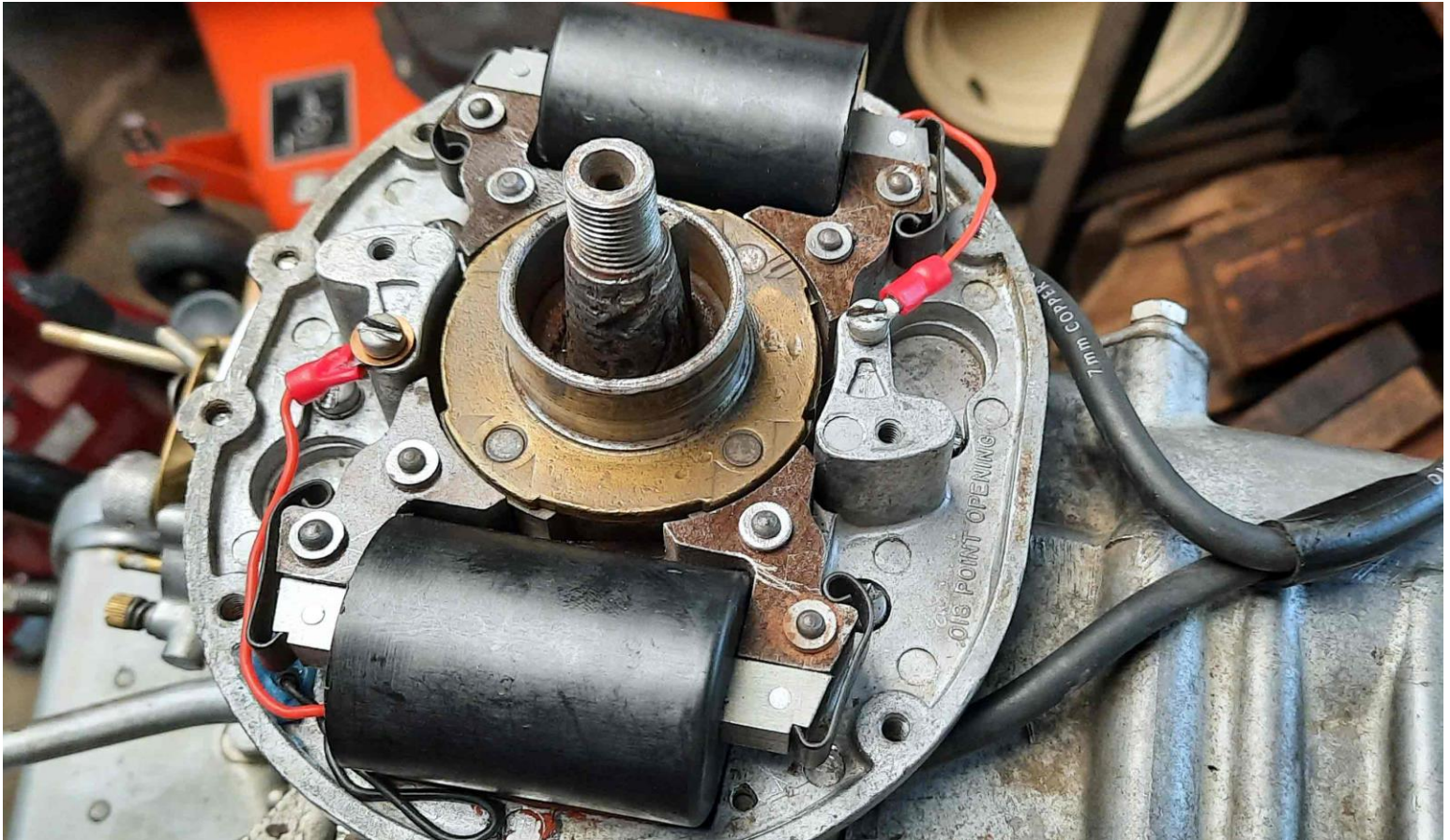
Earlier this year Chuck Kober was in New York State and stopped by an old Mercury Marina that has been there from the 60's. The owner took him on a tour and showed off an entire wall of NOS vintage Mercury Parts. They don't work on vintage motors anymore so all these parts are just sitting there gathering dust. Need a hard to find part? Give them a call. They are happy to ship and the prices will be fair. Tell 'em that Chuck sent ya! Current Phone is (860) 824-7583





# Hot Spark, Weak Spark, Intermittent Spark, No Spark?

No Points and No Condensors??



Most agree that motors should be kept original to whatever extent possible. This is more important on rare models; less important on vintage models in good supply. None the less....there are situations where keeping something original is either impossible because of parts availability....or in the case of running engines....where the use of “modern technology” can result in a better running, more reliable motor. The image above shows where a Bendix equipped Mercury has been fitted with a Kawasaki BM-11 ignition module. Using these inexpensive, readily obtainable, easily installed devices eliminate the points and condensors....and the running issues associated with them.

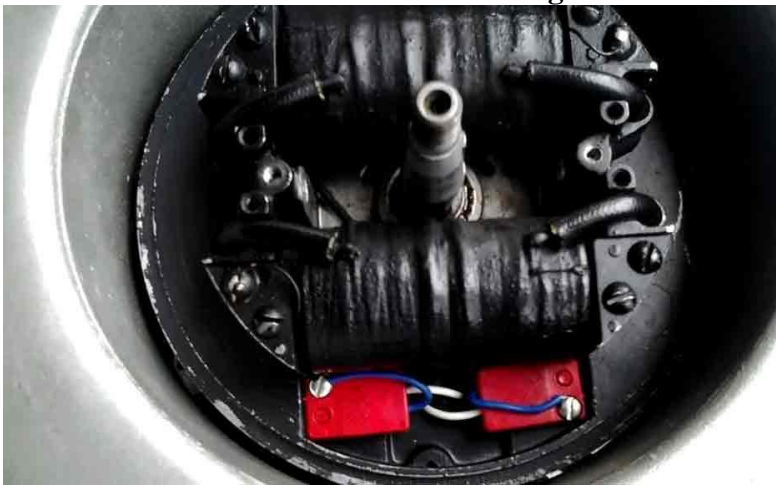







Image on the left shows the older “ATOM” chips mounted on a ZEPHYR mag plate. No points or condensors needed. The ATOM chips are no longer available but are still in service on older installations. At the right see a Kawasaki BM11 Ignition Module installed on the Mercury Bendix Scintilla Mag Plate shown above. The modules themselves can be mounted under the flywheel or outside as seen here, allowing a lot of flexibility.



## BUY/SELL/TRADE SECTION

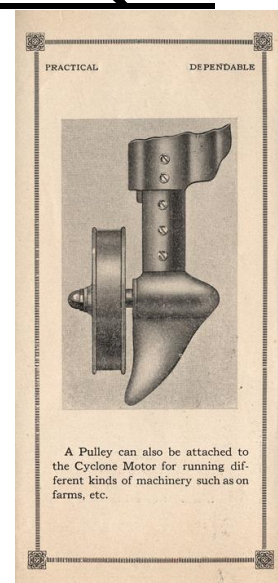
	<p><b>1961 Mercury 800 6 Cyl One Year Model Full Gearshift 80 HP Brass Prop Controls and Cables Inc. S/N 1402812A</b></p>	<p><b>\$300.00 PRICE DROP!!!</b></p> <p>Contact Paul Brinkman kahunainlaguna@yahoo.com</p>
	<p><b>1934 Caille Partially Restored Call for More Information \$300.00 PRICE DROP!!!</b></p>	<p><b>Contact Paul Brinkman (714) 396-3041 Or kahunainlaguna@yahoo.com</b></p>
	<p style="text-align: center;"><b>Exposure</b></p> <p><b>Just as a motor for sale needs exposure to find a suitable buyer....our Chapter needs exposure to find and keep new members.</b></p> <p><b>All Members need to do their part to think of ways to get "Exposure" for the Chapter. How can we be better at doing that?</b></p>	
	<p><b>1953 Johnson RD-15 Complete; Should run with just the normal work.  Pick up in Santa Barbara</b></p>	<p><b>For Sale or Trade</b></p> <p><b>Contact Chuck Kober cwwk@cox.net</b></p>
	<p><b>1949 5HP Neptune Looks like a Johnson Model AA4-1 Original and Complete</b></p>	<p><b>For Sale or Trade</b></p> <p><b>Chuck Kober cwwk@cox.net</b></p>
	<p><b>McCulloch built Elgin  7.5 HP Runs, Pumps, Shifts</b></p>	<p><b>For Sale or Trade</b></p> <p><b>Chuck Kober cwwk@cox.net</b></p>
	<p><b>Vintage Hydro (Picture taken 40 Years Ago.) You've ALWAYS wanted one!</b></p>	<p><b>Contact Paul Brinkman for Information</b></p>



# Answer to the Mystery Magneto Mystery Motor Quiz



Cyclone images courtesy of AOMCI Member Harry Nicholson



## A Knoblock-Heideman Magneto Used on a Cyclone RBM

Define rare. How about 1. The Cyclone RBM pictured is the **ONLY ONE** known to exist. Harry Nicholson; an AOMCI Member in Minnesota plucked it out of the weeds (literally) at an estate sale on the south shore of Lake Superior a few years back. Originally patented by William F. A. Buehner, Detroit, Cyclones range from 1915-1921. The pictured motor may be a circa 1919 version since, as time passed, the water pump patents changed from the conventional plunger pump on the gearcase to the pump mounted as shown on this motor; up on the driveshaft tube, where it is operated by a dedicated gear set and cam shaft inside an aluminum housing. The crankcase is aluminum, as is the Knoblock-Heidemann magneto, flywheel & mag plate. Similar "KH" magnetos were seen on some other circa 1916 brands.

Many parts are brass including the fancy transom bracket. This motor has Reverse. When depressing the tiller arm, the gearcase rotates halfway around for reverse and repeating that again gives forward drive. The starboard brass tilt arm has holes in it which fit over a pin on the tilt quadrant. This arm hinges sideways and it is spring-loaded to hold it in the chosen pin hole when adjusting the tilt angle. The port side arm is smooth with no holes, it is free to slide in a slot on the quadrant block. Before adjusting the tilt angle, 4 bolts and 2 large brass sculptured wing nuts up near the cylinder need to be loosened.

### Joining the National AOMCI

Please see Tom Lockwood or Paul Brinkman.  
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 has scheduled our next meet (Christmas Meet) for December 7<sup>th</sup> 2024 at Woody's Diner in Newport Beach  
**Watch your e-mail for more information.**

