

# Hercules Engine News

By Glenn Karch

## Webster Magnetos

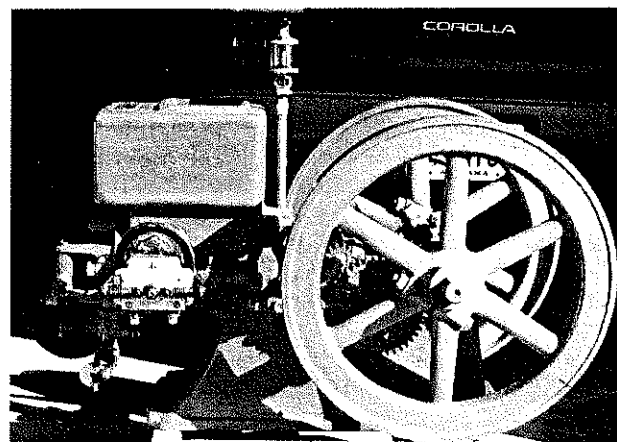


When you think of 1-1/2 HP Model E Hercules or Economy engines, you often expect them to have the typical Webster M magneto and igniter bracket no. 303M1. This was an option in 1915 and 1916, and was standard equipment from 1917 to 1921. The M magneto system, when in good operating condition, produced 8-1/2 volts of electrical current.

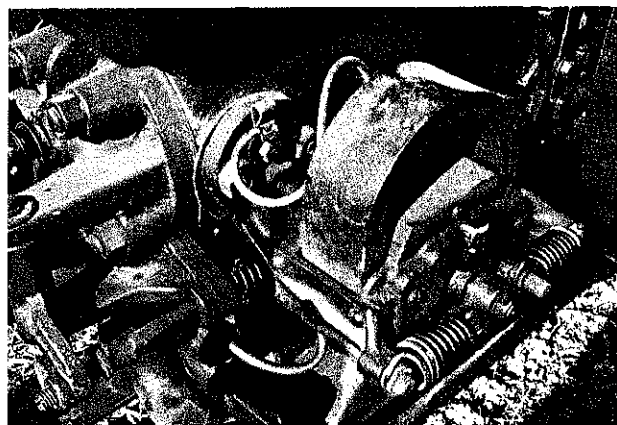
Somewhere along the line a larger size Webster magneto system was made available for these small engines. It was likely the seldom-seen "field change" kit. It is the Webster K magneto with the 303K30 igniter bracket. This bracket has a wider space between the inner and outer mounting holes so it can be fitted with the wider K magneto. In the list of Webster magneto applications, this bracket is not listed in any of the Webster magneto literature I've seen. The Webster K magneto produced 9-1/2 volts of electrical current, which would have made for a hotter spark. Perhaps it made for easier starting in cold climates?

In Canada, a very similar engine, the Niagara, was produced from 1919 until 1942. During this time period, the Webster magneto with the 303M1 bracket was used. But there was one big difference: It used the MM Webster magneto that is similar to the M Webster, except that it has two heavy horse-shoe magnets instead of one. The MM Webster mounted in the same holes as the M, but it could produce 13 volts of electrical current.

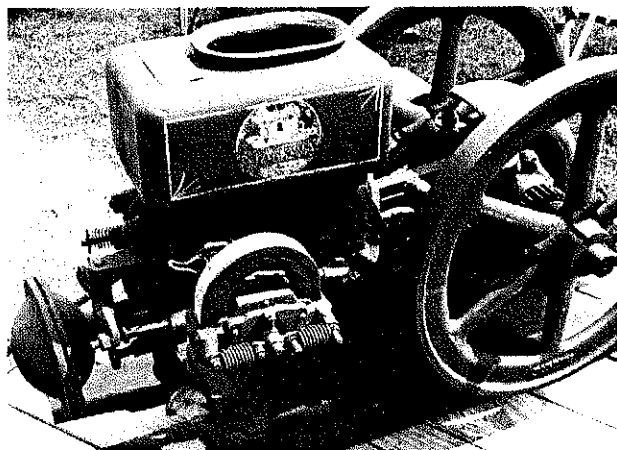
*A typical Economy 1-1/2 HP Model E engine, no. 200054, with the Webster M magneto system is shown here.*



*Shown here is engine no. 203954, a 1-1/2 HP Model E Economy with the larger Webster K magneto system.*



*A 2 HP Niagara engine, no. 3020, built at Plessisville, Quebec in 1938, is shown here with the MM magneto on the 303M1 bracket.*



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