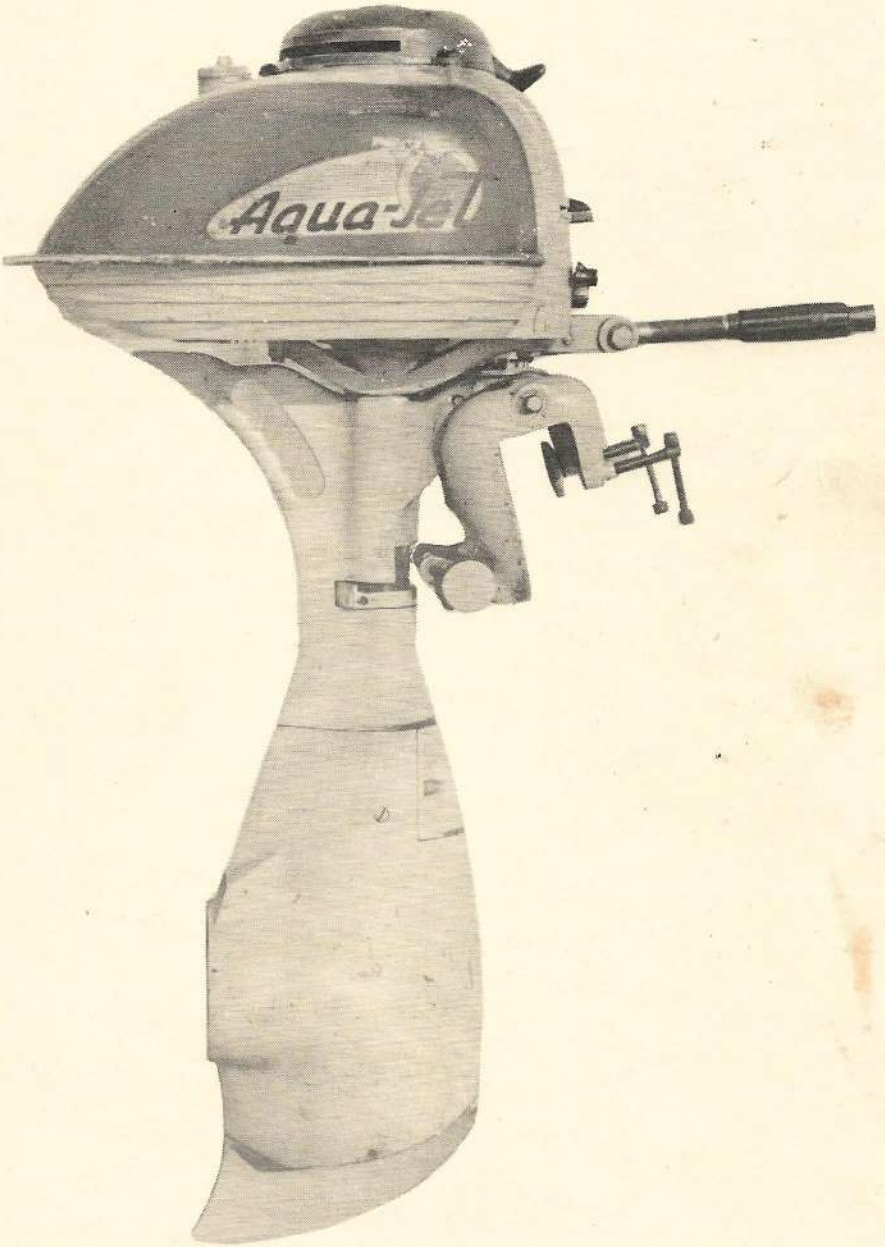
The ANTIQUE OUTBOARDER

THE ANTIQUE OUTBOARD MOTOR CLUB
1907 WATERMAN
1866

THE WAYMAN AQUAJET



VOLUME 2 NUMBER 2 APRIL 1967

The Antique Outboard Motor Club

Notes From the Curator

R. A. Hawie

It has been something of a problem to decide which motors to write about. Without going into a great deal of detail, I've tried to cover some of the basic facts you would need when trying to identify old motors which you would probably find--such as Johnson, Evinrude, Elto, Lockwood and Caille. It's possible, of course, to write a whole book on any of the aforementioned motors with their many and varied models, but the problem is that none of the members may be interested in the models covered.

Recently I've received several requests for information about the same motors. So that even though we will jog a little and jump ahead in time a little, there has been some interest shown in these motors according to the mail.

Surprisingly several people have turned up Caille Liberty Drive singles and twins. The Liberty Drive was just a straight shaft drive that extended from the transom on a shallow angle into the water. It had no right angle gear box. The Liberty Drive single was introduced in March, 1919 and was advertised in MOTOR BOATING on page 80 of that month. The last listing I have found for the single was in the Caille 1931 catalog. When the single was introduced it cost $58.00. The bore was 2 5/8", stroke 2½", 2 HP at 700 RPM and the 1931 Catalog listed the weight as 72 lbs. This is 12 pounds more than the 1924 listing by Don Heermans in the last newsletter, but some change may have been made in the motor. You will find discrepancies in the manufacturers' service manuals too! Unfortunately, when these lists were published, the authors could not foresee the problems they would cause by their typographical errors.

The Caille Liberty Drive twin was introduced in January, 1924 on page 161 of MOTOR BOATING. It had a Bosch magneto and Zenith carburetor. The bore was 2", stroke 2", weight 48 lbs., speed 1200 RPM and the horsepower varied depending on which listing you look at. I have seen it listed as 2, 2 3/4 and 4 HP in three different listings! My research indicates a fairly short life for the production of the Liberty Drive twin. I cannot find it in the 1929 motor listings which I have. At present I cannot identify the Caille Liberty Drives according to year.

The Indian Silver Arrow was sold by the Indian Motorcycle Co., Springfield, Mass. I find it listed in 1930 and 1931. It was a 10 HP motor at 4500 RPM, two cylinder, 2½" bore, 2" stroke, 19.63 cubic inch displacement, weighed 68 lbs., had American Bosch mag-

neto and Tillotson carburetor. I have an Indian Silver Arrow which was one of the prizes at a regatta held at Greenwood Lake, N. J. The winner sold it to the man I bought it from. I have not had it apart yet, but it is quite clean and has not been run much. Very often merchandise was used as prizes in regattas, especially during the depression, and just as often the merchandise was turned into instant cash by the winner.

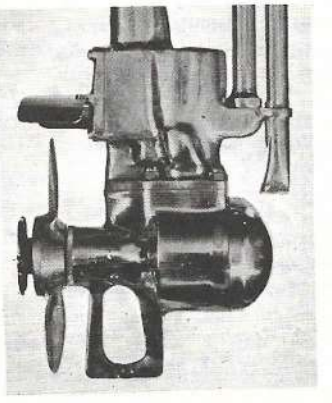
The Indian Silver Arrow was advertised quite extensively in the boating magazines during its short life. There is a reproduction of one of their ads on page 224 of Floyd Clymer's book, A Treasury of Motorcycles of the World.

The Silver Arrow looked very much like the Hartford Sturdy Twin of 1929 made by the Gray and Prior Machine Co. of Hartford which was not listed in 1930 when the Silver Arrow was introduced. It seems possible that Gray and Prior made the Silver Arrow for Indian who just marketed them through their motorcycle agencies. I have not had time to follow this up.

Despite the fact that I live about 70 miles from Hartford, in twelve years of collecting motors, I have never found or even heard of a Hartford Sturdy Twin still in existence! The Hartford is truly a rare motor.

The Clarke Troller was introduced by the Clarke Engineering Co., Detroit, Mich., in 1938. It was a single cylinder engine, 1½" bore, 1½" stroke, 2.65 cubic inch displacement, 1.2 HP at 4000 RPM and weighed 10½ lbs. It was 21 inches in length over-all. The Troller was advertised in 1938 and 1939. I do not find it listed in 1940. The 1939 ad in January MOTOR BOATING mentioned a twin for 1939 and an adjustable pitch propeller for the 1939 single. I have never seen or heard of anyone having the Clarke twin nor have I ever heard of anyone having a single cylinder Troller with an adjustable pitch propeller.

There are quite a few of the single cylinder Trollers around. They were so small and unique that the owners seem to have kept them.



Power head and
lower unit of
Clarke Troller

January, 1938
MOTOR BOATING
Magazine

Very simply, the propeller shaft was the crankshaft and the cylinder was just above the lower unit. It had no gears, no water pump (since the cylinder was already submerged), and no external flywheel. It used battery ignition and a tiny Champion spark plug

Scrapping all tradition!

Clarke Presents the TROLLER

World's Lightest Practical Outboard Motor

Only 21 inches Over All—Weighs only 10½ lbs.

Entirely New in Principle

No Pumps — No Gears — No Water Jackets

Lightest, Cleanest, Simplest Practical Motor ever made available for fishermen, sportsmen, campers and canoeists.

Motor operates under water, thus cooled by direct submersion, eliminating all gears, waterpumps, waterjackets, waterpipes and driveshafts.

Carburetor and ignition mechanism inclosed within metal housing, make engine waterproof, rainproof and sprayproof. Can be carried freely with tank full of gasoline.

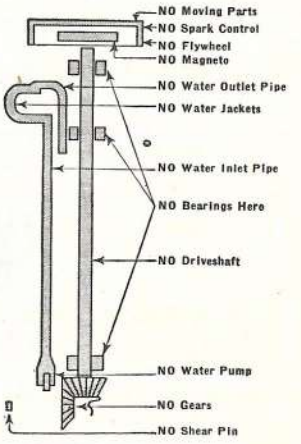
Center of gravity well below the waterline — actually contributing to stability of boat or canoe. Because motor is submerged, buoyancy of water cuts vertical weight when in operation to approximately 7 pounds.

Uses automobile type battery ignition—light dry cell provides current for ignition as well as for legally required light.

Clean to handle—will not soil hands or clothing—smooth, streamlined exterior of polished aluminum is always bright and immaculate.

Easy to carry, stores in small space. Very economical. Powerful, developing 1.2 horsepower. Operates approximately 1½ hours on a quart of fuel.

Parts Eliminated



At the Shows

See this New Outboard Motor at New York, Chicago and Toronto Motorboat Shows.

New York
Jan. 7 to 15
Block P, Mezzanine Floor

Chicago
Feb. 27, Mar. 6
Sections 447 and 448

Toronto, Canada
Feb. 5 to 12

CLARKE ENGINEERING CO.
9350 Grinnell Ave. Detroit, Mich.

D. R. CLARKE ENGINE CO., 225 Richmond St. W., Toronto, Canada

like the ones the old model airplane gasoline engines used. To start the Troller, you tipped the motor up and locked it in tilt position, wrapped the starter rope around the rope sheave which was on the prop hub and pulled!

The Troller seems well built and engineered, but I imagine that its use was limited to canoes, kayaks and rowboats for trolling. There are many seemingly good ideas or products which don't survive in the market place for reasons related to the market, regardless of the idea itself. You won't sell many "better mouse traps" on an island infested with thousands of cats. Cat traps maybe -- not mouse traps.

Racing competition caused the manufacturers to build many unusual and rare motors. One of these is the Elto X motor. It was not an X configuration but was an oversize 4-60 built to international Class X specs. The A.P.B.A. Class F displacement limit is 60 cubic inches. The Class X displacement limit is 1000 cc. which is 61 cubic inches. In 1934 and 1935 some international regattas were held in Florida which were attended by drivers from Europe. These were run under Class X rules, and Elto apparently made some Class X engines for these races. They are listed as model 8001 in Evinrude service manuals but not much else is given. The pictures of the 1934 engine look like 4-60's externally. The class was not raced long; there was a lot of bad feeling in the 1935 races and international outboard racing ended along with Class X. During the depression years American racing could barely support Class F racing; Class X racing was pretty much out of the question.

With our Great Races coming up in several parts of the country, interest has been expressed in plans for the old boats. Some members want to build boats for the race; others just want an old-type boat to run an old-type motor on.

Plans are hard to find. I'm trying to find some full size plans which will fit our requirements. Presently I have a list of articles in old boating magazines of old racing boats. These articles have plans, but you must do your own full size drafting unless you can get a super photostat made. Actually, if you are going to build a boat, you'll have to be pretty good with your head and hands. The following articles have plans which may be of use to our boat-building members:

Big Stepper 12½' Step Hydro by L. J. Johnson----------
Page 36, July, 1928 MOTOR BOATING

12' Step Hydro by W. F. Crosby----------
Page 63, July, 1928 YACHTING

F Hydro by B. Crandall, 11' long, 5' beam----------
Page 62, June, 1934 MOTOR BOATING

"C" Hydro by Bruce Crandall, 10'3" long, 4'8" beam----------
Page 154, February, 1935 MOTOR BOATING

Utility Runabout by B. Crandall, 13' long, 4'2" beam---------
Page 54, January, 1935 MOTOR BOATING

C E F Runabout by B. Crandall, 13' long, 48" beam----------
Page 61, May, 1934 MOTOR BOATING

I realize not many members have libraries of old magazines, but some large city libraries do. Knowing exactly which issues you want should make it easier for you to find them.

I really haven't forgotten about decals; I've just been trying to avoid them. When I began to delve into decals, I became sorry that I had. Due to age the colors of the decals have faded and some old motors have newer decals than newer motors! So I don't think you can make arbitrary statements about decals but what follows is a cautious beginning into the realm of gas tank decals.

In trying to study gas tank decals there are three obstacles which make things difficult. (1) The physical layout of an outboard motor is such that the gas tank is exposed to bumps and scratches. Further, if the motor is stored on the floor, which often happens with old motors no longer in use, dampness attacks the decals. The decal is then gone completely or faded several shades different from the original color. (2) When motors are serviced in a wide-awake repair shop, the battered decal is often replaced with the latest decals in stock. (3) The manufacturers did not always use the same art style for all models. A model in the line for several years might be produced with the same decals, while a newly introduced model would have a new decal; so that two models sold in the same year would have different decals.

For some reason none of the decals on my Evinrude motors survived, though one Speeditwin has faded yellow gold panels.

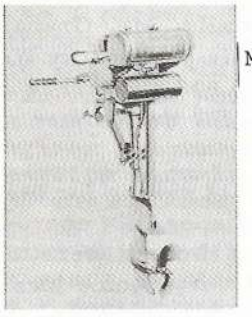
The background of Elto decals was blue or black. Black seems to have been used after 1929 when they merged with O.M.C. The letters were yellow. The word "Super" was printed and the word "Elto" was in script. The model was usually printed on the side of the tank decals. The serial number was on a nameplate on top of the gas tank. The wording of the nameplate varied but usually said "The Super Elto designed by Ole Evinrude" and gave patent dates. The decals on the side of the gas tank were a circle with a diagonal rectangle passing through the circle. I'm sure that there is a cattle brand name for this design, Lazy O style or some such, but never having been west of the Poconos I don't know what it is. After the first year or so of the O.M.C. merger, Elto changed its decal art, but that's another chapter.

Lockwood was better known as Lockwood Ash in their early years and the early tank decals had an "L A" usually in script. The pre-O.M.C. decals were brown panels with printed letters. The O.M.C. decals were black with printed letters. The letters were very high for their width and look quite archaic to the modern eye.

Caille used green panels with yellow or gold printed letters. The color is hard to determine today. The letters were also tall, but wider than the later Lockwood letters. The early tanks were unpainted -- just aluminum with decals. When Caille adopted the trade-mark "red head," about 1929 or 1930, they painted their gas tanks red and used gold letters for "Caille."

The Indian had a green panel with "Indian" in red script with a silver arrow horizontally through it with the head facing the port side. The name "Silver Arrow" was printed in silver under Indian.

Johnson used more styles of art work than any of the other manufacturers. They used a red-maroon panel usually with yellow-brown letters. "Johnson Outboard Motors" or "Johnson Sea Horse" followed by the model were both used. We are familiar with the modern Sea Horse trade-mark with the angular style sea horse. Their earlier art work had a long gold-colored serpent-like sea horse upon which was overlaid the printed words "Sea Horse" in black. A later version had two gold-colored sea horses, one on each end of the words "Sea Horse." These sea horses looked like gargoyles similar to the Socony trade-mark before they became Mobil. A very interesting version of the side panel decal had patent numbers, not only in English, but also in Japanese and Chinese! If the Chinese or Japanese letters are the only ones legible, this can cause some confusion and perhaps false hopes that you have a Japanese Johnson!



Model OA-55

Model OA-60

Most gas tanks also had side panels or front panels which gave oiling and starting instructions. These varied more than the name decals; and perhaps because they had such small lettering, they are seldom legible now.

On motors of the late twenties and early thirties you will sometimes find a small oval decal about 1½" x 3/4" on its axis. The oval was a brown or gold color and had a picture of an ark with the letters "N O A" on the ark. In a frame around the oval was the message "Join the National Outboard Association." This decal was the emblem of the N. O. A. which governed outboard racing in those days. The decal does not necessarily mean that the motor was a racing motor since the members put them on any of their motors.

In the third newsletter dated July, 1966, in discussing Elto Quads and Speedsters, I inadvertently left the impression that no Elto motors used underwater exhaust before 1930. I was referring to the Quads and Speedsters. The early service twins had a prop hub exhaust; yes, there really is nothing new. The later ones had an exhaust just forward of the rudder hinge; both locations were usually underwater at all times.

In the last newsletter the gremlins inverted an n and substituted an o for an a. Ray Pregenzer should be driving the Century Hurricane at Middletown, Conn. in 1930. He won the Class F III National Championship for factory drivers and professionals.

Next time we'll look at Bendix and rely on the mail to suggest other topics.

If you are writing me for the first time, please indicate that you are a member; I try to give members more complete data on their motors than non-members.

the editor's corner

d r reinhartsen

The big news in this issue is the boat show - Detroit and Dallas. Detroit was the biggest with member extraordinary John Hunt's collection of 52 motors. As John put it; "The contract called for 35 motors, but since I couldn't decided which ones to bring, I brought them all." According to many comments which I have received, John's exhibit was the hit of the show. John's very interesting letter describing his experiences is included in the magazine.

John Ward, age 15, wrote stating that he hated to see the dues increase, for $7.00 is hard to come by. John is so valuable to the club that we've changed the rules slightly to help him and other young members. The rules are as follows: They will receive $1.00 off for each new membership they get, and for each article which they cause to appear in general circulation magazines or newspapers. This offer is not retroactive, but applies from now on to all members under 21 (students). If they get more than seven members or articles in a year they can apply the credit to next years dues. A copy of the article (for our scrapbook) must accompany their renewal.

Marcus Wright has done it again! This time, as a result of his doing, a very fine article about the club appeared in the Philadelphia Inquirer. Publicity like that helps the club, and the club members. It helps the club by getting more members - and more members means more for your money. It helps the members in another way too; for on seeing the article, many people will write to the club, saying that they have an old motor for sale.

The March 6th issue of Sports Illustrated has an article about the club on page 11. Publicity like that goes a long way, and we are indeed grateful.

As of March 1st, the club had $489.12 in it's bank account. It will cost about $240.00 to print and mail this magazine. Needless to say, we must watch expenses and get more funds.

Several of the members have sent in terrific articles for the forthcoming issues. If you send in an article, it will be easier for the printer to reproduce it if it is typed with an electric typewriter on clean white paper. A new carbon ribbon and a clean typeface are a must, and the body of the text should measure 7" wide by 10¼" long on 8½ x 11 paper. A title, some artwork or photographs are a must if you want to make it interesting and eye-catching. Send 'em in - we'll print 'em.

These days, an unrestored model A Ford costs between $75.00 and $300.00 - that's about 5¢ to 19¢ per pound. At that rate, an unrestored antique outboard motor should cost between $5.00 and $25.00. Use that logic on the next person who wants to sell a motor for $400.00

Chris Owen has asked me to mention his listing of over 1000 motors which are owned by the members. If you want to get in touch with

someone who has a motor like yours, whether it be to get information or parts - drop Chris a line. He'll be able to tell you who has a motor similar to yours. Chris is also determining how many of each motor have been collected. This information will assist members in determining just how rare their motor is.

Marcus Wright and I have been trying to get together for an awful long time. We finally arranged it in early January when I was in the East on business. Ken Hampton dropped in for a while and the three of us talked Antique Outboards for hours on end. By the way, Marcus had just picked up the rare A30 Indian Silver Arrow shown below.

Marcus says that his favorite motor is the 1934 Evinrude twin that he is pictured with. There's a lot of members who live near Marcus and Ken Hampton. If you want to see some beautiful restoration jobs, and meet two very fine people, call them up and make arrangements to get together.

Marcus has an uncanny knowledge of where to find parts. In order to take advantage of this unique knowledge, I have asked him to set up files and facilities that he may assist all members in their quest for parts. If you need parts, if you have parts that you don't need, or if you know where parts are, please let Marcus Wright know about it. Requests for parts go through Marcus to Bob Zipps who follows up with an ad in The Antique Outboarder.

My visit with Marcus came at a time when another visit was in progress - that of Chris Owen. Chris finally came to Texas for a session of January antique outboarding. Together Chris and I took two Johnson V-45's and a Johnson V-50 apart and made a good V-45 and a not so good V-45 out of them.

In case you haven't noticed your president and editor is gung-ho on two things - member get-togethers and antique outboard meets, or races. These two activities are very important for they lead to the things that the club now needs most - a close knit membership, and more members. Go to The Great Race - Meet other members.

The people who have authored these pages certainly deserve our thanks and appreciation for all the hard work that they have invested in the club and magazine. Please take a minute to express your appreciation to them with a postcard or a letter. I think they have done a real fine job - without them, the magazine could not be as nice as it is.

The Antique Outboard Motor Club

1107 PUEBLO, RICHARDSON, TEXAS 75080

PRINTED IN U.S.A.

Printed Matter
No Commercial Value

With John Hunt at the Detroit Boat Show; a fantastic collection of 52 Antique Outboards.

ALLIED PRINTING CO., INC. - DALLAS

COMMENTS FROM THE INDIAN GROUP LEADER
July 1, 2019

AOMCI's earliest report on the Indian Silver Arrow outboard motor appeared in the April 1967 issue of The Antique Outboarder. Our club Curator, Richard A. Hawie, reported on several motors that were not very well known at that point in the club's history, and his Indian Silver Arrow became a part of the discussion on pages 14 and 15. I was surprised to see him state the horsepower as 10HP because it took me a long time to discover a printed document that gave the correct official horsepower for this outboard. His information for this rare breed was accurate for a motor that very few knew anything about. The only error I noted was the spelling of "Indian Motocycle Company" when the letter "r" was inadvertently placed in their company name. Considering the age of our club in 1967, Mr. Hawie did a remarkable job in covering the Indian Silver Arrow outboard.

Mr. Hawie also suggested that the Gray & Prior Machine Company may have built the Silver Arrow outboards for Indian, but he stated that he did not have an opportunity to investigate that possibility. We have since learned that Indian Motocycle Company purchased the designs and inventory of the Hartford Sturdy Twin from Gray & Prior in 1929, and that Indian engineers subsequently redesigned the motor for their needs and fashioned its fancy new muffler.

On page 18, Mr. Hawie discussed the decal for the Silver Arrow and this is one place in which I disagree with his assessment. He states, "Indian had a green panel with 'Indian' in red script"; however, that was the color appearing on his decal at the time of this writing. I have hypothesized that Indian would not have changed the color of their registered name on the back of the gas tank in its short 7 month production run, and I truly believe that the background of the decal was originally light blue as it is on the nameplates of the earlier models. It was customary in the 1930's to seal water-applied decals with shellac. Shellac is a deep yellow-based product, and I believe that the light blue background absorbed the yellow shellac over the years and turned the decal green as it aged.

Tom Oncken

Tom Oncken
Indian Special Interest Group Leader