

# The ANTIQUE OUTBOARD



## MEMORY'S WHARF

by Charles A. Parsons

Come stroll with me to a place I know,  
Hidden in the mist of years;  
Back to a wharf where gulls dip low,  
And the sound of an outboard greets your ears.

No high powered gleaming monster this,  
Or the product of a space age need;  
For we have entered a world most people miss  
In their search for pleasure and speed.

Here in this harbor, built to last,  
Row on row, restored as new;  
Are some of the motors from out of the past,  
Waiting to bring back memories for you.  
Most all these relics are rusting away,  
With gas tanks dented and dry;  
Their props have not turned in many a day,  
A sight to make an antiquer cry.

Some names are still around,  
While others have long since gone;  
Singles and twins and quads abound,  
In this group, collected from hither and yon.

There's Evinrude, Gray, Joy and Johnson,  
Bendix, Neptune, Pal and Thor;  
Lawson, Caille, Clark and Champion,  
Waterwitch, Lockwood, Motogodille and Wonder.

Like old soldiers, they never die,  
Nor will they fade away;  
So long as friends like you and I,  
Visit memory's wharf each day.

# The Indian

## Silver Arrow

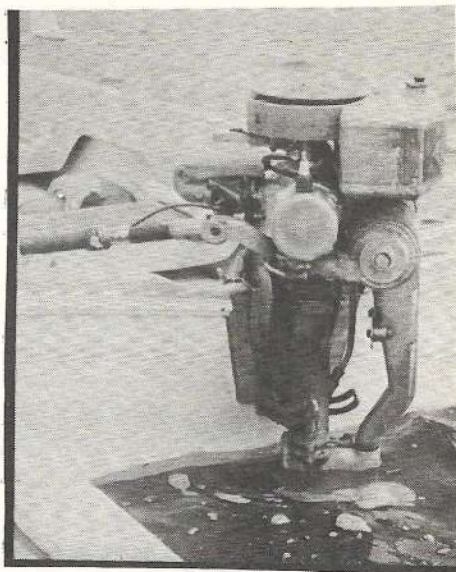
### M. S. Wright

This rare and interesting engine well-worn but complete, was acquired through The Antique Outboarder. Three are known to belong to AOMC members. As nearly as can be determined, the engine was introduced in 1930 shortly after the 1929 Stock Market Crash. Considering that the Indian was a newcomer in a declining market, it is easy to speculate that only two or three thousand were built. Few remain today. Business dropped off badly in the period when this engine was offered for sale; Johnson built 31691 engines in 1929, 24779 in 1930, only 8548 in 1931 and a mere 6103 in 1932. Business was very poor then, causing many good companies to fail, and making an almost impossible situation for new competitors.

Our Curator, Mr. Richard Hawie, believes this engine is a later model of the Gray and Prior "Hartford" Sturdy Twin, of 1929 and earlier. It probably was built by Gray and Prior for the Indian Motorcycle Company to be sold through their motorcycle dealers, although not all of their dealers sold them.

Engineering was very competently done. This engine is rather light at 62 pounds and had a high rated 4500 RPM, making the Indian quite advanced for its day. Aluminum was used wherever possible and quality was good throughout. A surprising number of bolts and screws are aluminum where one would expect to find steel. Everything in the accompanying photographs is aluminum except the tubing, steering handle and twist grip (stock Indian Motorcycle), spark plugs and wires. In fact, the only steel or iron is in the shafts, gears, crankshaft, rings, wrist pins, sleeves, flywheel magnet, magneto and flywheel nut. The lower unit has a ball thrust bearing.

The Indian, built not only to deliver power but also to endure, was high output for a stock service engine of the early thirties. The crankshaft is quite adequate. The bronze connecting rods have a surprisingly large cross section for strength. The 2-ring Bohn aluminum pistons are of heavy castings, utilizing larger diameter wrist pins than one



might expect. The ports are of uncommonly large area which helps explain the good acceleration and high RPM characteristics of this motor. The size of the ports is such that 3/16"-width pinned piston rings are used to provide sufficient ring strength so they won't break when passing the ports. Main bearings are bronze bushings. The cast aluminum cylinder water jackets have iron sleeves with machined porting. These sleeves extend into the crankcase nearly two inches, requiring the crankcase to be heated for assembly or disassembly.

Steering is good, idling is smooth, and top RPM is quickly attained, as the speed flexibility of the Indian is quite good. Slight adjustment of the high speed jet results in optimum RPM at the throttle setting being used. The exhaust cutout must be used at idling RPM or the engine will stall. Cooling water is supplied by a water scoop aft of the propeller and cast into the cavitation plate.

Tested on an 11-foot Skimmar fiberglass cathedral hull weighing 165 pounds, the Indian produced a measured speed of 20.03 MPH at an estimated 4000 RPM. On a lighter boat, or with slightly less propeller pitch on the Skimmar, its 4500 RPM would undoubtedly produce more MPH than above. For comparison, on the same boat, a 1934

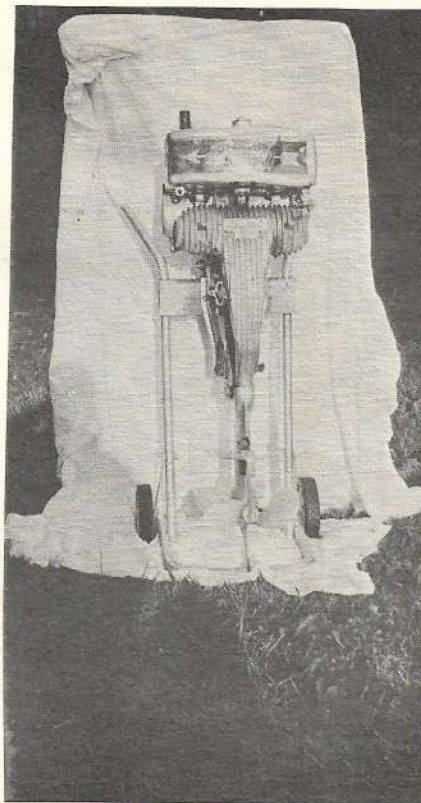
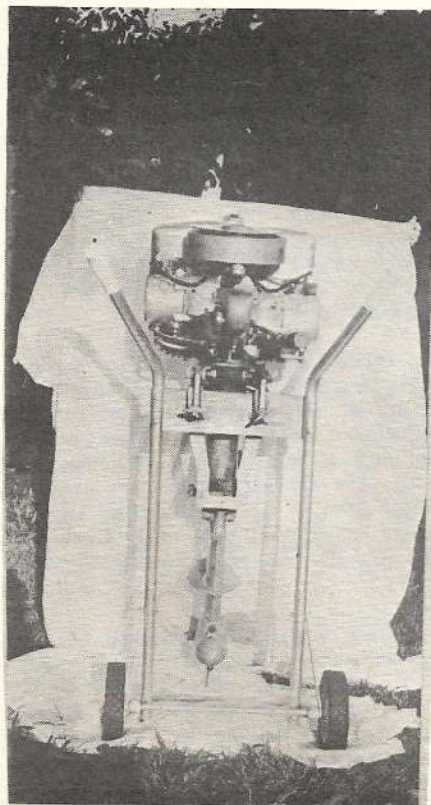
Evinrude Fleetwin rated at 8 1/2 HP and turning at a measured 4400 RPM produced a measured 19.44 MPH. A 1937 Johnson KA-37 rated at 9.3 HP and turning at 4300 RPM produced 17.16 MPH. The Indian was obviously at work, not straining, and doing a good job.

The Indian Silver Arrow is a good service engine. I would like to run mine regularly

but prefer to run it only at club meets and for the enjoyment of serious collectors when they visit. A well-built motor, it deserved a fate better than losing out because of poor market conditions. Had the Indian been introduced in better times, it might well have gained a fair share of the outboard motor market. Those who bought them new, over 35 years ago, must have been pleased owners.

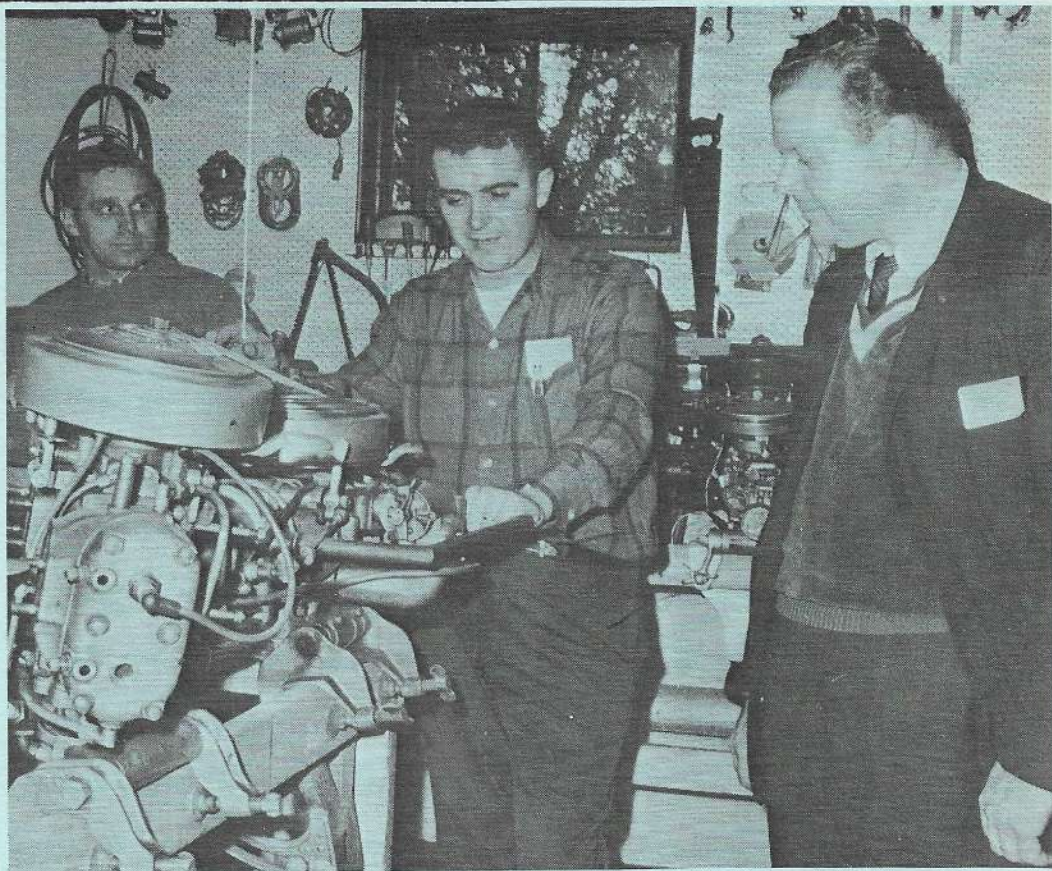
## Specifications

Original Price	(Unknown)
HP and RPM Rating	10 @ 4500
Engine	Simultaneous firing, opposed 2 cyls.
Bore, Stroke	2 1/2" x 2", 19.7 cu ins.
Carburation	Tillotson MS20D
Ignition	American Bosch Magneto FY-6-ED-2
Propeller	2-Blade Aluminium, 10" x 10"
Gear Ratio	1.66 to 1
Weight	68 Pounds
Best Speed	20.02 MPH measured
Slowest Speed	4 MPH (estimated)
Points Gap	0.024"
Spark Plugs	#7 Champion, 0.025" gap
Fuel Mix	3/4 Pt. Oil/1 Gal. Gasoline



PRINTED IN U.S.A.

Printed Matter  
No Commercial Value



John Hunn, Bob Zipps and Buddy Streat look at a Giant Twin partially hidden by a Johnson VR-50. The only way to fully hide a Giant Twin is with a boxcar!

**COMMENTS FROM THE  
INDIAN GROUP LEADER**

**September 11, 2019**

It amazes me that so early in our club's life, some members were capable of gathering information about very rare old outboards without the use of computers, internet connections across the globe, and email systems like we have today. Standard telephone systems, the U. S. Postal Service, and assistance of other members were the main methods of discovering information and building files.

With that in mind, Marcus Wright wrote one of the earliest articles about the Indian Silver Arrow outboard and he did a remarkable job considering those limitations. I noticed one small error that appeared in this article where it referred to the "Indian Motorcycle Company" of Springfield, Massachusetts and incorrectly inserted the letter "r" into the company's legal trade name that was used from its formation through 1953. Ironically, in the second coming of the motorcycle firm in the 1970's, the legal name was changed to "Indian Motorcycle Company".

In the past 13 years, we have determined that only 1,500 Indian outboard motors were manufactured for approximately seven months in 1930, and considering the article indicates that only three Indian outboards were known at the time of its publication, it is amazing to think that we have now documented 193 of these rare outboards. Marcus repeats an assumption from Richard Hawie that the Gray & Prior Machine Company possibly made the Silver Arrow for Indian Motorcycle Company, but we have since discovered that Indian purchased the Hartford Sturdy Twin in the last quarter of 1929. Indian Motorcycle engineers then made design changes to create their new Silver Arrow outboard including its fancy new muffler.

At the end of this article in the specifications section, the original price was listed as "Unknown". Further research shows that the original asking price was \$185. Sadly, we have found classified advertisements listed in early 1931 magazines where dealers were trying to unload their obsolete inventories of Silver Arrow outboards for as little as \$85. It is too bad that we cannot buy an Indian outboard for that amount now!



Tom Oncken  
Indian Special Interest Group Leader