



L: Ignition coil with old wires and a shortened condenser.

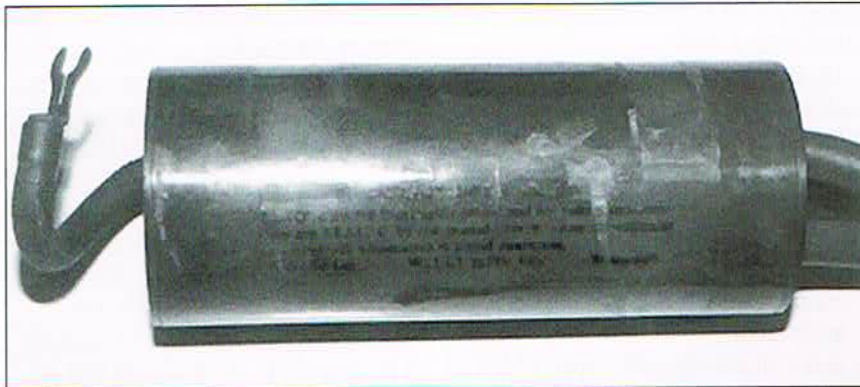
R: Refer to #7, spark plug wires are secure in the wells, as there is no strain on these.

Refer to #2, tapered knife blade is used to remove the end cap.

L: Refer to #3, be sure all wire strands are completely clean for a sound solder joint.

R: This 1929 Elto Hi Speed Speedster. Photo courtesy of Roger Dykehouse.

ELTO



By Sam & Ginny Vance

I have had several inquiries recently requesting how to rebuild the coils for various Eltos. Here is a summary with some side notes that have proven successful for me.

1. Remove the wires—with a pair of side cutters cut the 4 wires close to the end caps.



2. Remove the end caps—with a knife carefully tap in the joint between the cap and the coil tube and proceed with a slight twisting motion forcing the cap off. The early Rudder-Twins had small brass pins holding the cap on.
3. Remove the tar—I have found that



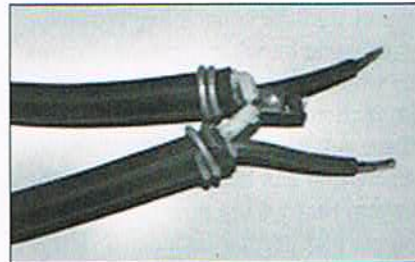
Rebuilding Elto Coils

placing the coil in the refrigerator for a couple of hours causes the tar to be brittle and easily chipped out. Using a screwdriver or similar tool, start cutting your

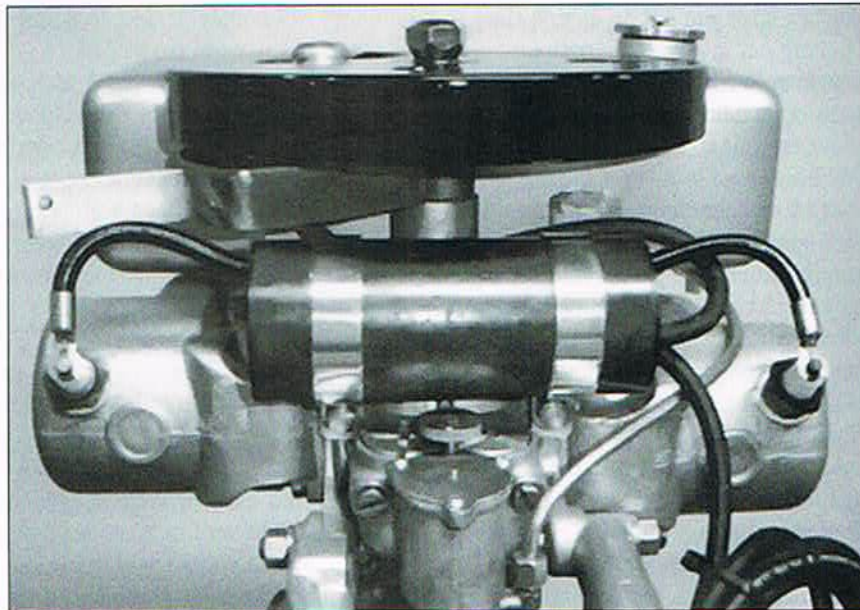
way into the tar. The first item you will come across is the capacitor. Cut the wires, remove and discard the capacitor. Use a vacuum to keep the area clean of loose tar. Keep removing the tar, being very cautious not to touch the coil windings.

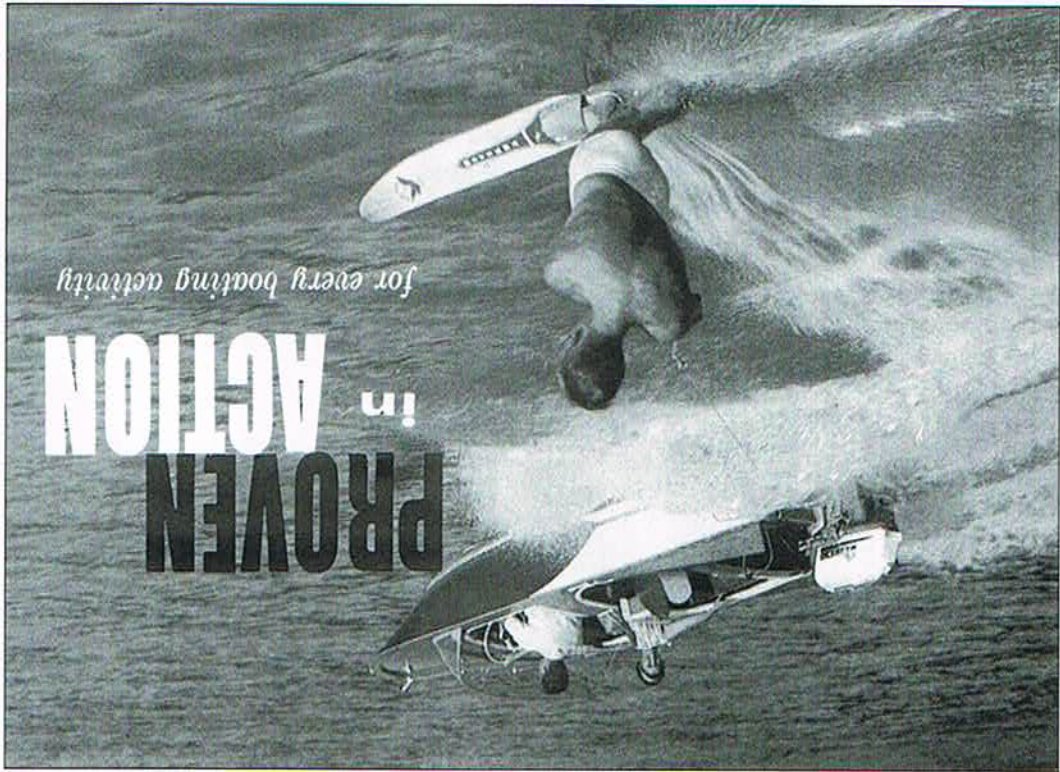
4. Existing wires—You should now see 3 wires, the spark plug wire and 2 primary wires.
5. Preparing the spark plug wire—with a small screwdriver dig a well approx. $\frac{3}{4}$ " around the wire and remove the insulation leaving approx. $\frac{1}{4}$ " of stranded wire. Use a sharp knife with a number 11 blade and clean each strand of the wire...again being cautious not to touch the coil.
6. Selecting the wire—I have used

spark plug wire supplied by Scott Smith, Fishers Landing, NY. The battery and timer wires I use are 3-wire, #16 cable available from your local hardware store (the outer jacket fills the holes in the covers). The black and white wires will be used and the green is cut off. Strip the outer jacket approx. $1\frac{1}{2}$ ".



7. Strain relief—Cut a small piece of uninsulated wire and twist it around the jacket to form a strain relief so the battery wire and timer wire cannot pull out of the cover.
8. Assembly of the wires in the coil—Solder the spark plug wire keeping the joint as close together as possible. Be sure to clean all of the strands for a good, solid joint. The black wire from the battery cable should be soldered to the primary winding next to the spark plug wire. The black wire from the timer cable should be soldered to the second primary winding next to the outside of the case. The white wires from the battery cable and the timer cable are soldered together.
9. Sealing the coil—I have used GE bathtub silicone seal first filling the





So what became of the Playmate and motors? We cast off our beloved friends like Teddy Bears as youth gives way to young adulthood. The tiny Tomahawk was in the B.C. Michigan area when last seen back in the early '70s. I own the motors.

All of my gathered testimonials do indeed support the lit- the 6hp Oliver's power and PROVEN IN ACTION as claimed. I very much recom- mend to anyone with the mini Oliver to get it running, dig out your old one piece bathing suit, and

So what became of a few more summers. was repaired and continued in use for dock, damaging the bow. The boat bration in Battle Creek, and struck a Crosby, Bob, drove the craft at a cele- Story has it that son of crooner Bing brought me many friends and opened seemingly closed doors to the history of Oliver Outboard. One of those won- derful folks is Skip Palmer. Skip was an Oliver Service Rep. and traveled throughout the country, solving dealer problems, establishing dealers

Research over the years has brought me many friends and opened seemingly closed doors to the history of Oliver Outboard. One of those won- derful folks is Skip Palmer. Skip was an Oliver Service Rep. and traveled throughout the country, solving dealer problems, establishing dealers

and working with distributors. One of our meetings answered the red and white boat question.

Skip purchased the boat, now iden- tified as a "Playmate" by Tomahawk Boats in 1958. This turns out to be only 10' long and served to display Oliver Motors at boat shows across the nation as well as having photo- genic duties for Oliver advertising. After the closing of the Oliver Battle Creek facility, Skip's kids took over and rarely switched off the tiny run- about during those warm Michigan summers. Later the boat was pur- chased for \$1,00 by the children of Oliver draftsman/engineer, Ralf Heck. These two absolutely enjoyed the boat, skiing daily and according to Ralf, wearing out two motors.

Wipe the excess silicone from the covers. [Electronic-grade RTV sil- cone is available for this purpose; it is non-acidic and would be less corrosive than the bathtub variety. -Ed.]

10. Final step—Let the assembly harden for at least 24 hours and

be? Why, that looks to be a 14' fiber-glass boat complete with windshield, steering wheel and fully rigged as a ski boat! That little model J Oliver must really have the power! How could '59 buyers resist storming their dealers for one of these tiny muscu- lar, NO 'GURIXMEN' allowed, out- board motors?

A couple of years passed and I would revisit that piece of literature from time to time. I was haunted by that picture and eventually noticed that the beautiful captain was either very torso long and had NO legs, or just maybe the boat was very small. Finally the mystery would be solved and my fixation cured.

The Oliver Outboard special inter- est leader takes a poke at 1959 advertising. I recall first seeing the 1959 Oliver brochure over 15 years ago after a successful purchase of Oliver invento- ry in South Dakota. This wonderfully colored introduction to the new for '59 motors, was exciting. WOW! That 35hp motor and those young people having a ball skiing and effortlessly planing at high speed. As I looked over the individual scenes, I zeroed in on small red boat. What was going on with that young skier, breaking good wake behind a one piece bathing suit, I mean a 6hp Oliver? Could it possibly

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clamp to hold the covers in place. covers in place and use a large C are separated while filling. Pull the primary wires and spark plug wires the balance of the coil. Be sure the and allowing it to set before filling cavity around the spark plug wire

By Jack Pedersen Fully copyright protected

"PROVEN in ACTION" with a 6hp??

SPECIAL INTEREST