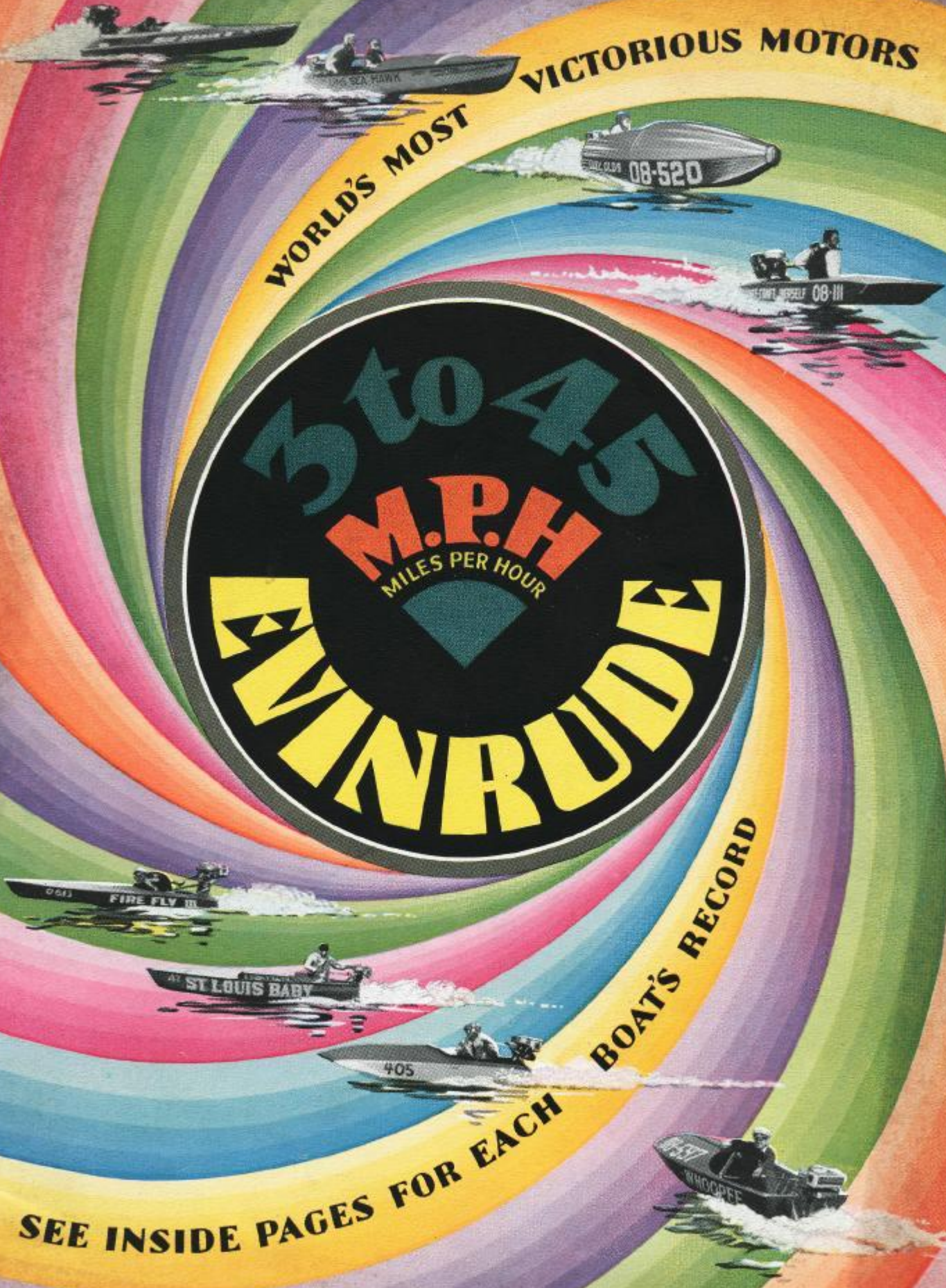


WORLD'S MOST VICTORIOUS MOTORS



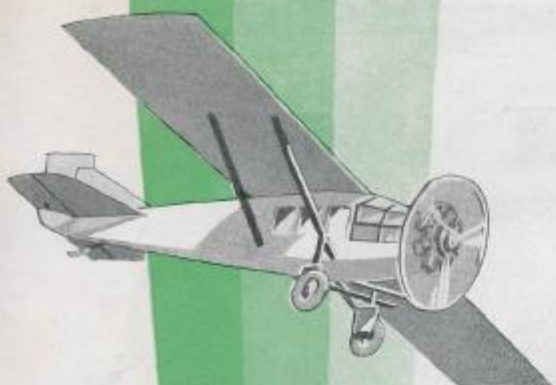
BOAT'S RECORD

SEE INSIDE PAGES FOR EACH





MORE FUN THAN FLYING



Rouged by a breeze and danced o'er the waves in the arms of a speed boat—our modern mermaid, whose song is the quiet drone of an Evinrude motor.



Your boy—that Championship boy—you can bet your life a championship Evinrude will be a pal of pals to him.

A runabout, with room for a crowd—scooting along with all the thrill you get from your car at 60 miles an hour.



Out to the blind and back in a hurry—fresh for the hunt, untired by oars and with no more worry about it all than about your trusty shot gun.

Water vacationing on a cruiser home—and because of the outboard motor, priced so reasonably that thousands can now afford it.

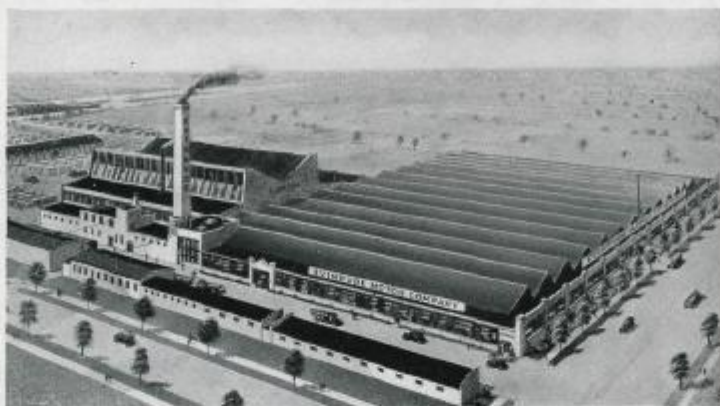


There's a thrill to Evinruding that is even found wanting in flying. It's the greatest sport in the world as only one ride will quickly prove.





PLANT



Evinrude Motor Company, Milwaukee, Wisconsin

IN this modern, daylight factory, the Evinrude Motor Company celebrates twenty years devoted to the manufacture of high grade outboard motors. Since Evinrude gave the world its first successful outboard motor in 1909, the rapid growth of the business has necessitated newer and ever larger quarters. New departments promote even greater efficiency and increased capacities make way for new volume production. Today Evinrudes are well known in all parts of the boating world.

1929 finds these remarkable motors produced in a model factory, complete in its manufacturing facilities, where the ultra-

modern machinery, and precise workmanship, unite to give to Evinrude, new high standards of quality. Rigid testing of all incoming material, precise standards of inspection for all parts and operations, and a careful, five-hour test under conditions approximating actual use, assure a motor of the highest perfection and performance.

Backed by 19 years of experience in the manufacture of outboard motors, and augmented by an engineering staff ever abreast of the times, we celebrate our twentieth anniversary with motors capable of surpassing the extraordinary achievements of past years.



Experimental Department



Testing New Motors



Inspection of Motors



Experimental Laboratory

ORGANIZATION

THE distribution of Evinrude motors in all parts of the world, from Seattle to Singapore, requires a very extensive organization both at home and in the field. The model factory at Milwaukee houses only a part of the great Evinrude organization; a product built through years of painstaking development. Evinrudes are shipped to every state in the union, and nearly every foreign country.



*Evinrude Detroit Motor Co.
6304 E. Jefferson Ave.
Detroit, Michigan*



*Motor Power Equipment Co.
Ford Bridge and River Blvd.
St. Paul, Minnesota*



*Onthank-Rich Co.
259 Atlantic Ave.
Boston, Massachusetts*



*Evinrude Epton Co.
124 Second Street
Portland, Oregon*

In "Bringing the Factory to the Users" the branches and distributors shown here have been established. Direct contact is maintained at all times between these factory branches and the home office, providing Evinrude owners in all sections of the country with an efficient organization, capable of answering any request for information, or furnishing service.

Other Distributors Not Illustrated

*Hoffar-Beeching Shipyards, Ltd.,
1927 Georgia St., West, Vancouver, B. C.
Peden Iron & Steel Company,
Houston, Texas.
Ensley Company, Inc.,
71 Union Avenue, Memphis, Tenn.
Gas Engine & Boat Corporation,
First Street near Front, Norfolk, Va.
Ruggles Motor Service,
386 Kenilworth Place, Milwaukee, Wis.
Morley-Murphy Company,
Green Bay, Wisconsin.
Wilson & Richardson, Inc.,
710 West Jackson Blvd., Chicago, Ill.
J. W. Megee Sporting Goods,
510 South Main Street, Tulsa, Okla.
Milliken-Hemp, Inc.,
3917 Washington Blvd., St. Louis, Mo.
Bacharach-Rasin Company,
14 North Howard St., Baltimore, Md.*



*Oluf Mikkelsen
115 E. 23rd St.
New York City*



*John G. Rapp Corp.
117-119 Broadway
Oakland, California*



*Higgins Industries
539 Carondelet St.
New Orleans*



*Evinrude Epton Co.
79 Columbia St.
Seattle, Washington*



*Evinrude Motor Company,
Toronto, 64 King St., W.*



Evinrude—The Hunter's Motor



Carl Koeffler, one of 1928's Evinrude Aces



Thrills aplenty! Evinrude aquaplaning



Summer's best sports: Swimming and Evinruding

19 YEARS OF EVINRUDING

NINETEEN years ago, the Evinrude Division built its first outboard motor, the first to make its appearance on the lakes and streams of America. It was an elementary single cylinder, one and one-half horse-power affair, but performed with remarkable efficiency. At the possible speed of eight miles per hour, it chugged its way across mile after mile of water, pushing the canoes and rowboats of 18 years ago over the lakes and streams. Since that day in 1910, the outboard motor in its field, has experienced all of the fascinating development of the automobile and the airplane.

From this first single cylinder experiment, the Evinrude Division envisioned a motor capable of pushing heavily laden boats over long distances; penetrating far distant places that toiling oarsmen had hesitated to explore; propelling the small craft of water-loving sportsmen at exhilarating speed. All of the engineering skill of the company was then bent towards this goal. Rapid developments followed, and the horse-power rose from one and one-half to two; then the single cylinder became a twin, and horse-power increase rose to four, eight, sixteen, now twenty.

New speeds followed, twelve, fifteen, twenty, twenty-five and thirty-five miles per hour, and with new achievements came increased recognition of the place of the outboard motor in water travel. A thousand lakes became dotted with boats, and healthful outdoor recreation could now be enjoyed by all. This is the colorful picture of the evolution and development of the outboard motor. Today in the nation-wide outboard regattas, Evinrudes have established noteworthy speed records, and offer a motor capable of sending a speed boat leaping across the waters at forty-five miles per hour!



Hair-raising thrills with a Leaping Hydroplane

USED ON CANOE TO CRUISER

TODAY the outboard motor has established itself firmly in the realm of sports. Increasing thousands yearly are finding that the road to happiness leads from the crowded, dusty highways to the quiet waters of some sunny lake.

Evinrudes are bringing pleasure and healthful recreation to tens of thousands of lovers of the outdoors. Explore new waters; see the beautiful unwinding of long river shores; cruise quietly over the blue surface of any lake—with the family aboard, skim through the water at thrilling speeds. The family runabout, with an Evinrude astern, gives delightful sport and added pleasure to the summer vacation.

Speed enthusiasts will find a new breath-taking thrill in skimming over the water at thirty-five to forty-five miles per hour. The sensation of zipping along at blood-tingling speed gives an inspiring sense of flight that even the automobile cannot equal, and the airplane leaves wanting. In the less spectacular, but equally important field of commercial water travel, the steady, powerful Evinrudes are propelling cargo-laden canoes, heavy barges, and even clumsy rafts, against the swift currents of wild rivers. Today the outboard motor has revolutionized small-craft water transportation.

On page eleven are shown a few of the many types of boats on which Evinrudes are displacing the oar.

So Evinrudes are day by day, taking an even greater, more significant place in the field of water transportation, and pleasure-loving Americans are turning to our countless lakes and rivers for carefree, healthful recreation. Today new engineering advancements have created a motor ready for every task, from the family runabout, to the heaviest ten-ton barge; from the tranquil quiet of trolling to the nerve-tingling thrill of swift hydroplaning.



A Speedy runabout—Evinrude powered



First at the Fishing Grounds



Even the youngsters can drive an Evinrude



Evinrudes suit Collapsible Boats



Evinrude yachtsmen are never becalmed



5-Mile Winner, Class C Free for All, Blue Streak III, Lake Elsinore Cal. Driver: H. G. Ferguson. Speed 37.66.
10-Mile Winner, Class C Free for All, Blue Streak III, Lake Elsinore, Cal. Driver: H. G. Ferguson. Speed 37.78.



1 mile winner, Class C Free for All, Cute Craft Herself, Albany, N. Y., A. T. Buffington, owner. Speed 37.749.



10 mile winner, Class C Free for All, Blue Streak II, San Diego, Calif., L. Baughman, owner. Speed 38.59.



3 mile winner, Class C Free for All, Baby Whale, Greenwood Lake, N. J., W. Hockenjos, owner. Speed 32.6.



2 mile winner, Class C Amateur, Baby Whale XIII, Worcester, Mass., H. Maddocks, owner. Speed 32.876.



2½ mile winner, Class C Amateur, Bonnie Lass, Elsinore, Calif., J. F. Graham, owner. Speed 34.749.

THE RECORD of the year just passed, the most remarkable in the history of outboard racing, is filled with victory after victory for Evinrude. Speed has been unbelievably increased and speed contests have demanded unprecedented public interest. Evinrude has been out in front in almost every regatta held. In Class C, for instance, Evinrudes captured 13 out of the official 18 Class C records, and won as consistently in hundreds of local regattas, which furnished new entertainment and sport at summer colonies everywhere. We have received during the past season unsolicited reports of 236 Evinrude Firsts. But not satisfied with firsts alone, these "World's Most Victorious Motors" have repeatedly captured in the same race, second, third, fourth, and fifth places.

A fitting climax to the 1928 racing season came in December, when Evinrude set four new official speed records and continued as the world's fastest twin with a new speed record of 38.436 miles per hour.

Evinrudes are establishing undoubted supremacy in almost every country in the world. In Italy on the Lido, at Lake Como and Trieste, Evinrudes captured firsts, seconds, and thirds, in all classes in almost every race. In far-off Singapore, Evinrudes were victorious in Class C, D, and E races in the recent Singapore regatta. And from Aus-

WORLD'S MOST VICTORIOUS MOTORS

tralia it is reported, "Evinrudes are winning everything!" The Grand Prize of Germany, the Duchess of York Trophy in England, the Royal Swedish Regatta in Stockholm and the King of the Belgians' Trophy—all added Evinrude winnings. Evinrude also won nine great speed marathons, ranging from 36 to 265 miles in length, described fully on the following page.

The experience of nineteen years devoted to the manufacture of winning outboard motors is embodied in the 1929 Evinrude models. Evinrude engineers predicted speeds of from 3 to 45 miles per hour for these motors. Already, Evinrudes are dashing to the home buoy in mid-season form. At Mount Dora, Florida, on March 2nd, in a brilliant flash of speed, "Speeditwin" established a new unofficial record of 42.65 miles per hour over a 2½ mile course. Here is conclusive proof that Evinrude engineers are building a superb line of motors, each one of which is a marvel of speed, power, and performance! Never before have motors been so perfect mechanically; never before has such power and speed been offered; never before so many exclusive features. No better time than the present could be selected for demonstrating the superiority of these motors, or for acquiring the unfailing service at winning speed, that only an Evinrude can give! See your Evinrude dealer—obtain his convincing demonstration today.



1 mile winner, Class C Free for All, C-U-Later, Detroit, Mich., M. Roy Brady, owner. Speed 37.864.



5 mile winner, Class C Amateur, Flying Scotchman, Lake Elsinore, Calif., D. Mackay, owner. Speed 36.81.
10 mile winner, Class C Amateur, Flying Scotchman, Lake Elsinore, Calif., D. Mackay, owner. Speed 34.615.



1 mile winner, Class C Amateur, Firefly II, Newport Beach, Calif., Chas. Holt, owner. Speed 38.436.



2½ mile winner, Class C Free for All, Firefly III, San Diego, Calif., Chas. Holt, owner. Speed 36.51.



Albany to New York, 133 Miles, April 22nd. Evinrude 1st, 2nd, 3rd, 4th, and 5th. Driver Earl Widegren.



New York to Red Banks, 32 miles, July 28. Evinrude 1st, 2nd, and 3rd. Driver Kurt Schenke.



Boston to New York, 265 miles, June 16. Evinrude 1st, 2nd, 3rd, and 4th. Driver C. P. Stevens.



Port Clinton to Cleveland, 86 miles, September 9. Evinrude 1st, 2nd, 3rd, 4th, 5th, and 6th. Driver B. Snyder.

MARATHON WINNERS

A RECORD far greater than speed alone is Evinrude's unfailing mile-after-mile performance in the speed marathons of 1928. Nine great victories over courses ranging from 32 to 265 miles in length! Here is evidence of Evinrude superiority in the most difficult of all tests. Buffeted by the heavy seas, drenched by spray and sometimes nearly lost entirely by the high waves, under these adverse conditions Evinrude won the Boston to New York, Milwaukee to Chicago, and other speed marathons. These races presented the most hazardous conditions; out on the open water, in the face of stiff gales, under handicaps which might have taxed the seaworthiness of larger passenger vessels. With the elements against them, Evinrude finished victorious in these gruelling tests. These remarkable victories speak louder than any words which might be used to describe the speed and stamina of these motors. It takes great motors to establish such a record... motors that are right in every detail. Not content with firsts alone, Evinrudes also took second, third, and fourth place in the 265 mile open sea race from Boston to New York; first, second, third, fourth, fifth and sixth in the 133 mile non-stop Albany to New York marathon.

Here is evidence of super-performance; winning speed, and hour-after-hour endurance—a combination that is of vital interest to every prospective Evinrude owner.



Peoria to St. Louis, 202 miles, July 1. Evinrude 1st, Class C. Driver George Knight.



Milwaukee to Chicago, 86 Miles, June 2nd. Evinrude 1st, 2nd, and 4th. Driver Mary Alcott Richardson.

EVINRUDE RECORDS

FROM the very beginning of outboard motor racing, the roster of events is emblazoned with Evinrude victories; Evinrude owners are winners in almost every important regatta. For example, Charles Holt, an Evinrude "Speeditwin" owner, on June 4th at Balboa, California, set a world's record of 38.436 miles per hour.

Carl Koeffler, owner and driver of "Apache Kid III," is a Milwaukee boy who became interested in outboard racing by mere chance. Mr. Koeffler was passing the testing grounds of the Evinrude Division and was greatly astonished to see two boats rushing over the water at what seemed to be terrific speed. He watched the boats, and when one pulled in to shore was given a ride. Thereupon he became a dyed-in-the-wool Evinrude enthusiast, and has a creditable number of victories as a showing.

Aside from speed alone, another Evinrude accomplishment is found in the realm of speed, plus endurance. On the morning of June 25th, 1928, Mr. and Mrs. C. L. Haines and Earl Varney, three adventurers, left Seattle, Washington, in a heavily laden 18-foot open boat bound for Juneau, Alaska. In their cruise of 3,680 miles, they encountered heavy seas and swift tides. But notwithstanding the severe test, the motor never failed to function, and Mr. and Mrs. Haines reported upon their arrival at Juneau, Alaska, "We cannot give enough praise to our Evinrude." These cases are typical of thousands of Evinrude owners who are winning races and regattas everywhere in the world.

The famous English "Duchess of York Trophy," won by H. J. P. Bonfort at Hendon, England, with his Evinrude Speeditwin by winning three straight tests.



A group of Evinrude trophies. No doubt international racing will be popular this year.



(Below) A selected group of some of the world's finest trophies won by Evinrude drivers during the past season.



**Skagway
ALASKA**

**Seattle
WASHINGTON**

3680 Miles

The hazardous but successful Evinrude voyage of R. L. Haines of Seattle. His Speeditwin never faltered. Mr. Haines plans a return trip this summer.



CHOOSING THE RIGHT MOTOR

NEARLY every individual when making the purchase of a motor, has a different purpose in mind for which the motor is to be used. Some want a motor primarily for speed; others to move heavy loads; others principally for fishing. Still someone else wants a motor for all 'round family use, or for the youngsters... with light weight the principal consideration. Evinrudes are built in a variety of types and sizes in order to meet every purpose.

To aid in the proper selection of the right motor for your purpose, we are illustrating on the opposite page, certain types of hulls which we consider standard. By referring to the classification of service, such as racing, pleasure-boating, and so forth, the proper type of motor may be selected to meet your needs.

Evinrude Boat Speed Guide Tells at a Glance what Evinrude to Buy

The Evinrude Boat Speed Guide (below) gives you the approximate speeds of all Evinrude Motors on different type boats. When using this table, consider that speed depends as much on the hull as it does on the motor. Select your motor from this chart, to know what speeds you may expect to obtain.

TYPE OF BOAT (1 or 2 Occupants)	Speed Range in Miles Per Hour				
	Speedi- twin	Fast- win	Fleet- win	Sport- win	Inboard Twin
Racing Hydroplanes, Stepped or Plain 9 to 14 feet long	15-45	13-35	11-25	*	*
Square Stern Canoes 16 to 20 feet long	*	10-20	10-18	9-13	*
Pointed Stern Canoes 16 to 20 feet long	*	*	*	6-9	8-15
Light Round or V Bottom Boats, 12 to 18 feet long	15-25	9-18	9-16	6-11	7-12
Heavy Round or V Bottom Boats, 12 to 20 feet long	10-20	5-12	4-11	3-9	5-10
Flat Bottom Boats 12 to 18 feet long	10-20	5-12	4-10	3-8	*
Dinghies or Tenders 7 to 12 feet long	*	9-15	9-14	6-9	9-14
Heavy Work Boats 10 to 20 feet long	6-15	*	*	*	*
Runabouts 16 to 20 feet long	15-25	9-20	9-12	*	*
Cruiser 16 to 22 feet long	6-20	6-12	*	*	*

* Not Adapted.



Charming Miss Mary Alcott Richardson,
Milwaukee to Chicago Winner



Miss Helen Hentschel "Tuning Up"
in Berlin, Germany



Smiling winners of many races—Misses
Helen Hentschel and Loretta Turnbull



Miss Joan Spicer of London, England



More California Sunshine—Mrs. O. K. Hunsaker and Miss Loretta Turnbull. Center: On the Danube at Budapest

SELECTION GUIDE

ANY model Evinrude can be used on practically any type of hull, but certain models are best suited to the types of boats customarily used for each type of service.

The principal classes of Evinrude uses are shown below along with our recommendation as to first, second, and third choice for each class.

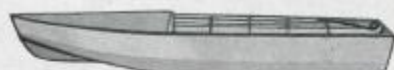
CLASS OF USE	MODEL	CHOICE
Racing Hydroplanes, Square Stern Canoes	Speeditwin Fastwin Fleetwin	1st 2nd 3rd
Pleasure Boating Canoes, Round and Flat Bottom Rowboats	Speeditwin Fleetwin Sportwin	1st 2nd 3rd
Hunting, Fishing (Including Long Trips) Canoes, Round and Flat Bottom Boats	Fastwin Fleetwin Sportwin	1st 2nd 3rd
Deep Sea Fishing Heavy Round Bottom Boats	Speeditwin Fastwin	1st 2nd
Exploring (500 Miles or More) Canoes, Flat and Round Bottom Boats	Fastwin Fleetwin	1st 2nd
Launch, Yacht Auxiliary Equipment	Speeditwin	1st
Dinghies, Tenders	Sportwin Fleetwin Fastwin	1st 2nd 3rd
Commercial or Work Use	Speeditwin	1st
Commercial Fishing Heavy Round and Flat Bottom Boats	Speeditwin Fastwin	1st 2nd
Freighting, Towing Heavy Boats of Various Types	Speeditwin	1st
Boat Livery Flat and Round Bottom Boats Heavy Round and Flat	Sportwin Fleetwin	1st 2nd



"Speeditwin," ample power for large outboard cruisers.



Runabout



Stepped Racing Hydroplane



Racing Hydroplane



Racing Hydroplane (Tilted View)



Square Stern Racing Canoe



Square Stern Family Canoe



Pointed Stern Canoe



V Bottom Boat



Light Round Bottom Rowboat



Heavy Round Bottom Boat



Flat Bottom Boat

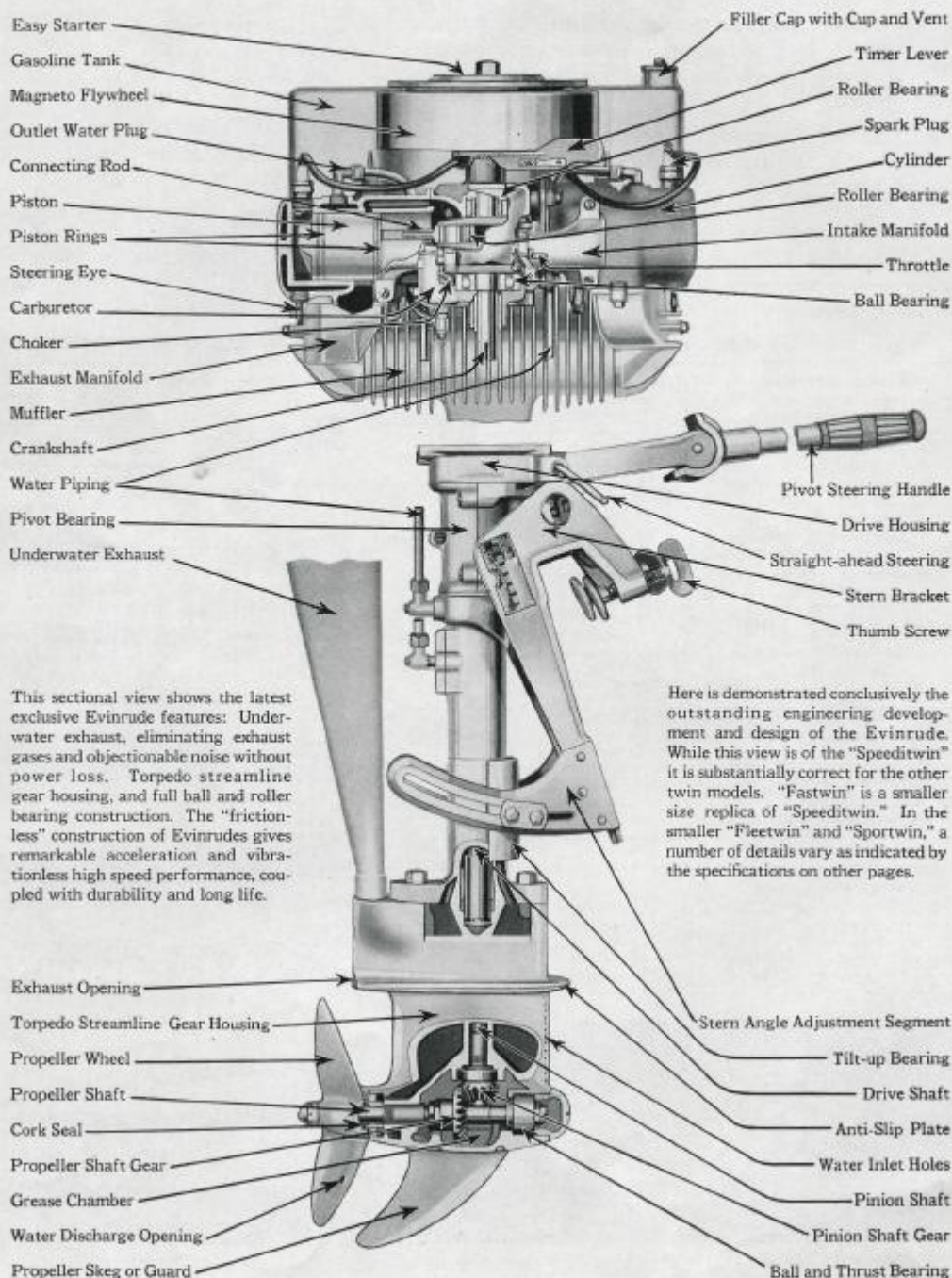


Cruiser



Tender

FINEST QUALITY INSIDE AND OUT



This sectional view shows the latest exclusive Evinrude features: Underwater exhaust, eliminating exhaust gases and objectionable noise without power loss. Torpedo streamline gear housing, and full ball and roller bearing construction. The "frictionless" construction of Evinrudes gives remarkable acceleration and vibrationless high speed performance, coupled with durability and long life.

Here is demonstrated conclusively the outstanding engineering development and design of the Evinrude. While this view is of the "Speeditwin" it is substantially correct for the other twin models. "Fastwin" is a smaller size replica of "Speeditwin." In the smaller "Fleetwin" and "Sportwin," a number of details vary as indicated by the specifications on other pages.

FEATURES

THE BRILLIANT performance of last year's Evinrudes, full details of which have been given on the foregoing pages, undoubtedly could be continued unchanged and yet satisfy any outboard motor buyer. But the 1929 models have been improved in many ways. More power, more speed, more refinements have been built into these Champion Motors. New features, among which are a perfected underwater exhaust; streamline gear-housing, conforming to the latest scientific findings of naval experts; and a magneto with an 110% hotter spark, are added refinements to these motors. Twelve great features for "The World's Most Victorious Motors" are found illustrated and completely described on pages thirteen, fourteen and fifteen. They constitute twelve reasons why your next outboard motor should be an Evinrude.

Roller and Ball Bearings

One of the great secrets of Evinrude's "long life and freedom from wear" is the roller and ball bearing construction. The Evinrude flywheel rotates at the slightest impulse due to the "frictionless" bearings that carry the moving parts. In Speeditwin and Fastwin the upper crank and the connecting rod journals are fitted with highest grade hardened and ground roller bearings. The lower crank journal has an oversize high quality ball bearing. Plain bronze crank bearings of generous length seal crank case compression and give added life.

This unique roller bearing construction known only to the high speed cars and airplanes, makes smaller crank case capacity possible, thereby increasing the compression, and resulting in added power and speed. This is an original Evinrude feature.

This same frictionless construction is also featured in the propeller and vertical drive shaft. High grade steel ball and taper roller bearings are provided to take pressure and wear. The extra large gears run in a constant bath of soft grease within the sand-tight housing. The friction eliminating construction of all moving parts, as well as the smooth running qualities of propeller and drive shafts, contribute toward Evinrude's superiority in speed, power and long life.

Self-Steering

Self-Steering is another Evinrude feature found in Speeditwin, Fastwin, Fleetwin, and Sportwin. The boat is kept steadily on a fixed course by means of a screw clamp. This self-steering feature is a great convenience when trolling or casting, for it relieves one from the necessity of steering and gives freedom for the hands to do other things. Commercial fishermen value this feature because it enables them to troll in a circle of desired circumference when they strike a school of fish. Their hands are free to handle lines and nets—no need to steer, the motor is its own pilot.

Straight-Ahead Steering

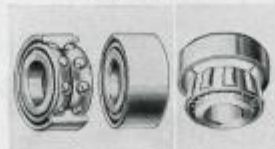
Straight-Ahead Steering is another Evinrude feature found on Speeditwin, Fastwin, and Fleetwin. By means of a latch attachment on the motor, you may guide your boat in a straight course without any effort. This is another Evinrude convenience enabling the driver to strike a truer course, at the same time freeing him from the necessity of steering. Boatsmen value this convenience greatly because it makes it possible for the driver to give his attention to other things than the piloting of the boat. Trolling in a straight line is made easy with this Evinrude feature—and both hands are left free to manage the lines and reel in the catch.



Frictionless Power Head



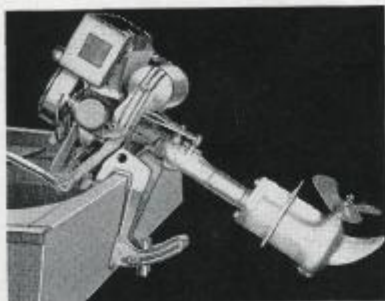
Ball and Roller Bearing Construction



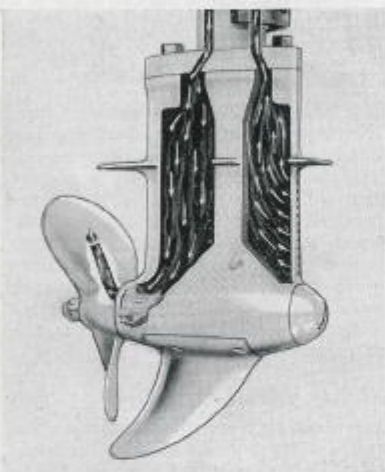
Frictionless Drive



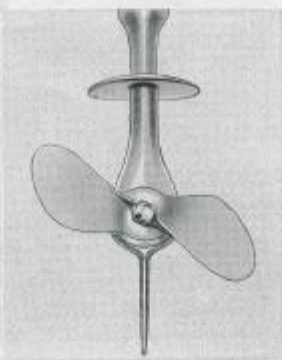
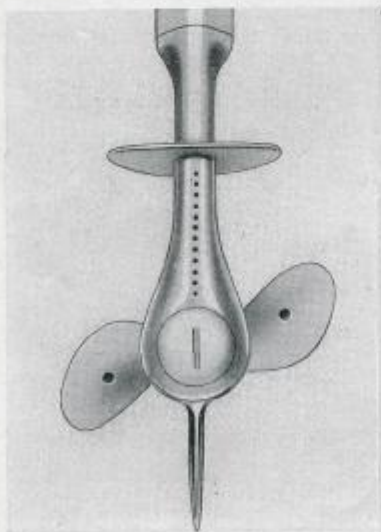
Self-Steering



Full Tilt-Up
All Evinrude "twins" have the positive
Tilt-Up Feature



Pressure Vacuum Cooling
Pressure created by boat movement provides an efficient cooling system with no moving parts to wear.



FEATURES

Full Tilt-Up

ANOTHER Evinrude feature is the full tilt to be found on all models. The tilt-up serves both as a protection to the motor should an underwater obstruction be encountered, and as a convenience to the user. When tilted, the gear housing and propeller positively clear the water—a great advantage for beaching, when docked or drifting while fishing. Tilting is automatic when motor encounters submerged obstruction, preventing damage to boat, motor or propeller. When motor is tilted it stays put. The improved tilt-up is positive in action—merely tilt up the motor, and the gear housing and propeller is held firmly in place.

Pressure Vacuum Cooling

The Evinrude cooling system introduced in 1928 is retained for the 1929 motors in the Speeditwin, Fastwin and Fleetwin models. This remarkable Evinrude feature provides a cooling system that is tremendously efficient, with no wearing parts to wear. Pressure created by boat movement forces water through small intakes, up into cylinder jackets. Heated water is discharged through holes in propeller blades. Turning of propeller creates a suction or vacuum, sufficient to draw water through the cooling system with boat tied and engine running. No moving parts. All water passage positively sealed from gear chamber. Standard on Fleetwin, Fastwin and Speeditwin.

Torpedo Streamline

Water friction is reduced to the very minimum by this new Evinrude design housing. Every inch of surface conforms in principle to the latest findings in aviation design for minimum friction. Even the "skeg" is streamlined. The enlarged portion, surrounding the gears, bearings and propeller shaft is true "torpedo" shape, according to the latest developments. The housing is cast of a specially heat-treated Lynite, very tough to withstand under-water collision—one piece, with "skeg" easily removable for greasing and inspection. This also provides a large area of steering surface. When bucking a strong head wind, and in heavy seas, this rudder-like fin acts much the same as a center board on a sailboat, keeping the boat steady on its course.

Complete Maneuvering Ability

Due to the extremely wide turning angle provided in the Evinrude, the operator can maneuver at will in the most crowded quarters. There is no dangerous side push; the force of the propeller is always at a safe angle to the boat's fore and aft line.

New Torpedo Streamline

Water friction is reduced to the very minimum by this new Evinrude design housing. Every inch of surface conforms in principle to the latest findings in aviation design for minimum friction. Even the "skeg" is streamlined. The enlarged portion, surrounding the gears, bearings and propeller shaft is true "torpedo" shape, according to the latest naval developments. The housing is cast of a specially heat-treated Lynite, very tough, to withstand underwater collision—one piece, with "skeg" easily removable for greasing and inspection.

FEATURES

Evinrude Underwater Exhaust

THE high pitched staccato tone of last year's quiet Evinrude muffler is transformed into a pleasing, low-toned drone with this new underwater exhaust. This latest Evinrude development discharges burned gases underneath the surface of the water — not only bettering muffler quietness, but giving added speed, rather than less speed. This phenomenal result of getting at least as much speed out of a muffled motor as if no muffling were used at all, solves a problem which has baffled engineers for years. Gone, too, are all unpleasant exhaust fumes, being atomized at water level.

The exhaust drum and gas-contracting funnel of the Evinrude Underwater Exhaust are very sturdy, cast in one piece of aluminum. Large radiating fins hasten the cooling and contraction of gases. The turning propeller and forward movement of the motor through the water create a terrific suction at the underwater outlet. Gases are literally sucked out of the motor and the way cleared for the next discharge. There is actually no more back pressure than if the exhausting was done noisily in the open air.

Waterproof Ignition

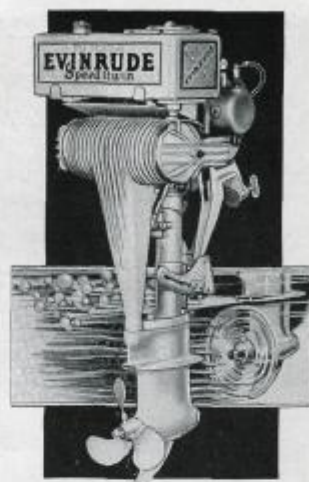
Startling new discoveries in insulation have been made by Evinrude engineers—all embodied in the new 1929 Evinrude magneto.

In numerous submergence tests, lasting sometimes for hours, water has failed to penetrate.

Furthermore, the air gap between pole pieces and armature has been reduced $66\frac{2}{3}\%$, producing a spark of 100% greater intensity at the slow speed of 36 R. P. M., which is 14 times slower than that produced by the Easy Rope Starter. In the Evinrude type magneto the flux is reversed at each revolution. This preserves the magnetism and insures a satisfactory starting and running spark for years.

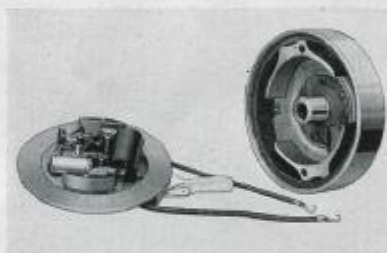
Auto-Type Carburetor

The Evinrude Carburetor brings to the Evinrude user all the advantages of automobile carburetion. First introduced by Evinrude in 1906, the float and needle-valve type carburetor used on the Speeditwin, Fastwin and Fleetwin models, is the perfected result of many years of experimentation by Evinrude engineers. It is non-clogging, non-spilling, and correct mixture reaches the cylinders quickly. A special construction that is an Evinrude feature advantage, prevents flooding when boat is pitching in rough water and listing on turns. A feature of greatest importance to the family boat owner, cruiser operator, marathon and speed racers. The spray-proof airhorn keeps foreign matter from entering the carburetor, at the same time increasing speed, by accelerating air travel. The carburetor has an automobile type choker, and is fitted for remote control. It is entirely automatic at all speeds. In the Evinrude carburetor, all friction is done away with, fuel economy thus accomplished, and most important of all, the motor develops full power. Years of experimentation made this the perfected outboard motor carburetor.



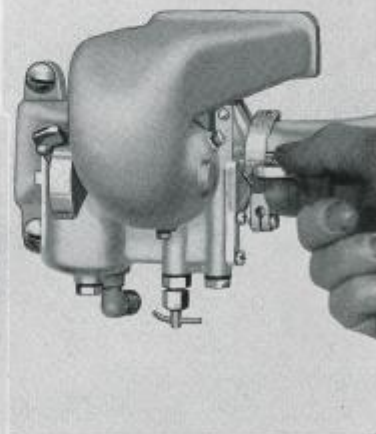
Evinrude Underwater Exhaust

This perfected Underwater Exhaust discharges burned gases underneath the surface of the water.



Magneto Flywheel and Armature

The ease of automobile starting is assured with the Evinrude powerful magneto.



Evinrude Special Carburetor
Spray-proof Airhorn Construction.



SPEEDITWIN

MOTOR: High speed, twin cylinder, three port valveless type. Simple, compact in construction, extra strong for long wear. Develops 20 horse-power at 4500 revolutions per minute. This is representative of performance on an average fast boat. Engine speed 400 to 4500 R.P.M., giving running speeds from 6 to 45 M.P.H. (See Boat Speed Guide).

CYLINDERS: Made of close-grained, chromium hard grey iron; bored, reamed and ground to an accuracy of a half-thousandth of an inch limit. The combustion chambers and ports of the cylinders are very accurately machined to give equal power to both cylinders. The bore is $2\frac{3}{4}$ inches and the stroke is $2\frac{1}{2}$ inches.

CONNECTING RODS: Made of Chrome nickel steel, hardened and ground, the most durable metal known for this purpose. Roller bearings on large end, bronze bushing on small end. Roller bearings on crank pins, fitted to 1/10 thousandth inch accuracy.

PISTONS: Pistons are made of special Lynite, machined to close limits. Three special rings are used, made without locating pins. Special joint prevents leakage, thus conserving power.

WRIST PINS: Semi-floating type, made of special alloy steel, ground to a half-thousandth of an inch and carefully fitted into pistons.

CRANKSHAFT: Drop forged from chrome nickel steel, case-hardened and ground to a half-thousandth inch limit. Ball and roller bearing equipped. Case-hardened means the outside is very hard and will give maximum wear while the inside core retains its original toughness and strength. Evinrude crankshafts are given special attention in the making and in fitting.

CRANK CASE: Cast of aluminum-copper-nickel alloy which is very close grained with great tensile strength.

IGNITION: High tension super-magneto built in flywheel, 13,000 volt spark. Waterproof—will withstand submerging, five to six hours. Large starting drum. Large, heavy flywheel, $9\frac{1}{2}$ in. diameter. Standard metric spark plugs.

CARBURETOR: Auto type with float and needle valve. Choker for starting, spray proof air horn. Throttle for trolling, speeding and stopping motor. Non-flooding, non-leaking. Free passage, non-friction. Enables motor to develop full power.

GASOLINE TANK: Made of polished aluminum. Capacity $2\frac{1}{2}$ gallons. Non-leaking, non-spouting. Heat deflector attached to bottom of tank.

LUBRICATION: Motor head—oil mixed with gasoline automatically lubricates moving parts. Drive gears and shaft run in bath of grease in water and grease-tight housing.

TILT-UP: Full, free-acting tilt-up. No friction screws or bolts. Entire motor clears obstructions when tilted. Motor safe-guarded while running over obstructions.

SAFETY STARTING: Short rope with handle at one end and knot at other is used on safety notched pulley on top of magneto. The notch in pulley holds knotted end of rope but cannot catch hands or clothing.

UNDERWATER EXHAUST: Barrel shaped drum with funnel shaped extension carries all exhaust gases to opening at water level where they are silently discharged. Large radiating fins accelerate cooling, and help eliminate back pressure.

PROPELLER: Made of special Lynite which resists corrosion, accurately balanced, 3 blade. Diameter—10 in.—13 in. pitch. Special racing propeller furnished at small extra charge.

STERN BRACKET: Made of special aluminum alloy. Tensile strength 30,000—35,000 lbs. to square inch.

COOLING SYSTEM: Pressure vacuum, no wearing parts; wide, free flowing passages, no clog; complete change of water every 5 seconds.

STEERING EQUIPMENT: Rubber covered pivoting steering handle or tiller. Steering rope and necessary fittings for attaching to boat, for use in steering from bow, furnished at small extra charge.

GEAR HOUSING: Made in one piece of special Lynite which resists corrosion and is heat treated to give toughness and strength. Grease-tight and water-tight, preventing sand and grit from working in and lubricant working out. Has genuine torpedo stream line design for added speed. Has double row high grade steel ball bearings taking gear and propeller thrust on propeller shaft. Taper roller bearing on pinion shaft—exclusive Evinrude feature. Anti-slip plate above propeller; skeg on bottom of housing.

DRIVE SHAFT: Made of special alloy steel, heat treated by special process to gain high tensile strength. Also cadmium plated as protection against rust.

PINION SHAFT: Made of non-corrosive alloy steel, heat treated by special process to gain high tensile strength.

PROPELLER SHAFT: Made of non-corrosive steel. Has great strength.

BUSHINGS: Made of solid phosphor bronze, machined to accurate size and carefully fitted.

GEARS: Made of special alloy steel, carefully machined, hardened to right temper. Oversize for added strength.

INTERCHANGEABILITY: All parts of Evinrude motors are made to standard measurements and must be accurate to the one-thousandth of an inch. All parts are therefore interchangeable.

OVERALL DIMENSIONS: Standard height from top of flywheel to bottom of propeller guard under gear housing, $43\frac{1}{2}$ inches. Width from outside of one cylinder to outside of other $17\frac{1}{4}$ inches. Length from end of steering handle to back of gasoline tank $37\frac{1}{2}$ inches; with handle detached, $19\frac{1}{2}$ inches. Distance from top of stern bracket to bottom of propeller, (blade down) $28\frac{1}{2}$ inches.

WEIGHT: 97 lbs. Packed for shipment, 155 lbs. Export weight slightly heavier.

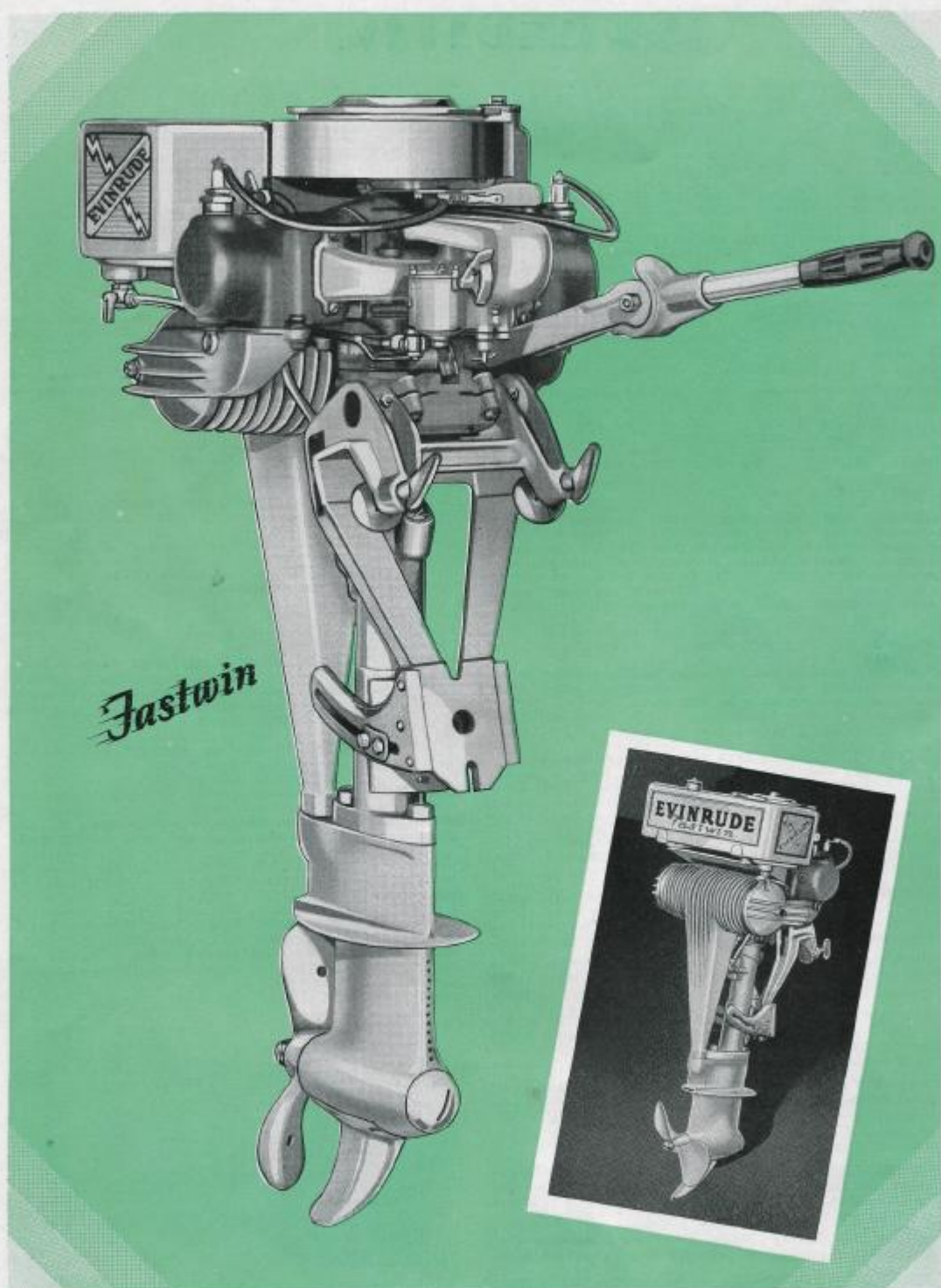
TOOLS: An adjustable wrench, a hollow set screw wrench, a contact point wrench equipped with gauges and a screw driver are supplied with motor. A complete book of directions is packed in box with tools.

SALT WATER USE: Speeditwin, by means of special construction, is adaptable for use in either fresh or salt water.

NOTE: Speeditwin may be had with 6 inches longer drive shaft and housing, with spacer inserted between drive shaft housing and gear housing. This is furnished when specified at a small additional charge.



"Skat" stops speeding along for a moment — "Skat" is a fast performer



FASTWIN

MOTOR: High speed, twin cylinder, three port valveless type. Simple, compact in construction, extra strong for long wear. Develops fourteen horse-power at 4,000 revolutions per minute. Engine speed 400 to 4,500 R.P.M., giving running speeds of 5 to 35 M.P.H. (See Boat Speed Guide).

CYLINDERS: Made of close grained chromium hard grey iron; bored, reamed and ground to an accuracy of a half-thousandth of an inch limit. The combustion chambers and ports of the cylinders are very accurately machined to give equal power to both cylinders. The bore is $2\frac{3}{8}$ inches and the stroke is $2\frac{1}{4}$ inches.

CONNECTING RODS: Made of Chrome nickel steel, case-hardened and ground, the most durable metal known for this purpose. Roller bearings on crank pins, fitted to 1/10 thousandth inch accuracy.

PISTONS: Pistons are made of special Lynite machined to close limits. Three special rings are used, made without locating pins. Special joint prevents leakage, thus conserving power.

WRIST PINS: Made of special alloy bronze ground to a half-thousandth of an inch and carefully fitted into pistons.

CRANKSHAFT: Drop forged from chrome nickel steel, case-hardened and ground to a half-thousandth inch limit. Ball and roller bearing equipped. Case-hardened means the outside is very hard and will give maximum wear while the inside core retains its original toughness and strength. Evinrude crankshafts are given special attention in the making and in fitting.

CRANK CASE: Cast of aluminum—copper—nickel alloy which is very close grained and has great tensile strength.

IGNITION: High tension super-magneto built-in flywheel, 13,000 volt spark. Waterproof—will withstand submerging, five to six hours. Flywheel $8\frac{1}{2}$ inch outside diameter. Standard metric spark plugs.

CARBURETOR: Auto type with float and needle valve. Spray-proof air horn. Choker for starting. Throttle for trolling, speeding and stopping motor. Non-flooding, non-leaking. Free passage, non-friction. Enables motor to develop full power.

GASOLINE TANK: Made of polished aluminum. Capacity 15 pints. Non-leaking, non-spouting. Heat deflector attached to bottom of tank.

LUBRICATION: Motor head—oil mixed with gasoline automatically lubricates moving parts. Drive gears and shafts run in bath of grease in water-tight housing.

TILT-UP: Full, free-acting tilt-up. No friction screws or bolts. Entire motor clears obstructions when tilted. Safeguards motor from obstructions.

SAFETY STARTING: Short rope with handle at one end and knot at other is used on safety notched pulley on top of magneto. The notch in pulley holds knotted end of rope but cannot catch hands or clothing.

UNDERWATER EXHAUST: Barrel shaped drum with funnel shaped extension carries all exhaust gases to opening at water level where they are silently discharged. Large radiating fins accelerate cooling, and help eliminate back pressure.

COOLING SYSTEM: Pressure-vacuum, no wearing parts, wide, free-flowing passage, non-clog, complete change of water every 5 seconds.

PROPELLER: Made of special Lynite which resists corrosion; accurately balanced, 2-blade. Diameter 10 in., 12 in. pitch. Special racing propeller furnished at small extra charge.

STERN BRACKET: Made of special aluminum alloy. Tensile strength 30,000-35,000 lbs. to square inch.

STEERING EQUIPMENT: Rubber covered pivoting steering handle or tiller. Steering rope with two wooden handles and necessary fittings for attaching to boat, for use in steering from bow, furnished at small extra charge.

GEAR HOUSING: One-piece, made of special Lynite which resists corrosion and is heat-treated to give toughness and strength. Water tight and grease tight, preventing grit or sand from working in and lubricant working out. Has genuine torpedo stream-line design for added speed. Has double row high grade steel ball bearings taking gear and propeller thrust on propeller shaft. Taper roller bearing on pinion shaft—exclusive Evinrude feature. Anti-slip plate above propeller—screw on bottom of housing.

DRIVE SHAFT: Made of special alloy steel, heat treated by special process to gain high tensile strength. Also cadmium plated as protection against rust.

PINION SHAFT: Made of non-corrosive alloy steel—heat treated by special process to gain high tensile strength.

PROPELLER SHAFT: Made of non-corrosive steel. Has great strength.

BUSHINGS: Made of solid phosphor bronze, machined to accurate size and carefully fitted.

GEARS: Made of special alloy steel very carefully machined and hardened to right temper. Oversize for added strength.

INTERCHANGEABILITY: All parts of Evinrude motors are made to standard measurements and must be accurate to the one-thousandth of an inch. All parts are therefore interchangeable.

OVERALL DIMENSIONS: Standard height from top of flywheel to bottom of propeller guard under gear housing 42 $\frac{1}{4}$ inches. Width from outside of one cylinder to outside of other 16 inches. Length from end of steering handle to back of gasoline tank 29 inches. Distance from top of stern bracket to bottom of propeller, (blade down) 28 inches.

WEIGHT: 82 lbs. Packed for shipment 135 lbs. Export weight slightly heavier.

TOOLS: An adjustable wrench, a contact point wrench equipped with gauges and a screw driver are supplied with motor. A complete book of directions is packed in box with tools.

SALT WATER USE: Fastwin, by means of special construction, is adaptable for use in either fresh or salt water.

NOTE: Fastwin is furnished with 6 inch longer drive shaft and housing, with spacer inserted between drive shaft housing and gear housing. This is furnished when specified at a small additional charge.



Speeding along. "Speeditwin" provides fun for all.



FLEETWIN

MOTOR: High speed, twin cylinder, three port valveless type. Simple, compact in construction, extra strong for long wear. Develops six horse-power at 4,000 revolutions per minute. This is representative of performance on an average fast boat. Engine speed 400 to 4,500 R.P.M., giving running speeds of 4 to 25 M.P.H. (See Boat Speed Guide).

CYLINDERS: Made of close grained chromium gray iron; bored, reamed and ground to an accuracy of a half-thousandth of an inch limit. The combustion chambers and ports of the cylinders are very accurately machined to give equal power to both cylinders. The bore is $2\frac{1}{4}$ inches and the stroke is 2 inches.

CONNECTING RODS: Made of solid phosphor bronze, the most durable metal known for this purpose. (Babbitting entirely done away with).

PISTONS: Pistons are made of special Lynite machined to close limits. Three special rings are used, made without locating pins. Special joint prevents leakage, thus conserving power.

WRIST PINS: Made of special alloy steel, hardened and ground to a half-thousandth of an inch and carefully fitted into pistons.

CRANKSHAFT: Drop forged from chrome nickel steel, carbonized, case-hardened and ground to a half-thousandth inch limit. Case-hardened means the outside is very hard and will give maximum wear while the inside core retains its original toughness and strength. Evinrude crankshafts are given special attention in the making and fitting.

CRANK CASE: Cast of aluminum copper-nickel-alloy which is very close grained and has great tensile strength.

IGNITION: High tension super-magneto built-in flywheel, 12,000 volt spark, waterproof—will withstand submerging, five to six hours. Flywheel is $8\frac{1}{2}$ inches outside diameter. Standard metric spark plugs.

CARBURETOR: Auto type with air horn, float and needle valve. Choker for starting. Throttle for trolling, speeding and stopping motor. Non-flooding, non-leaking. Free passage, non-friction. Enables motor to develop full power.

GASOLINE TANK: Made of polished aluminum. Capacity 9 pints. Non-leaking, non-spouting. Heat deflector on bottom of tank.

LUBRICATION: Motor head—oil mixed with gasoline automatically lubricates moving parts. Drive gears and shaft run in bath of grease in water and grease tight housing.

TILT-UP: Full, free acting tilt-up. No friction screws or bolts. Entire motor clears obstructions when tilted. Motor safeguarded while running over obstructions.

SAFETY STARTING: Short rope with handle at one end and knot at other is used on safety notched pulley on top of magneto. The notch in pulley holds knotted end of rope but cannot catch hands or clothing.

MUFFLER: Oversize, multiple baffle plate design, effectively silences exhaust.

COOLING SYSTEM: Pressure-vacuum, no wearing parts, wide, free flowing passage, no clog, complete change of water every 5 seconds.

PROPELLER: Made of special Lynite which resists corrosion, accurately balanced, 2 blade. Diameter 9 in.—8 in. pitch.

STERN BRACKET: Made of permanent mold casting of special aluminum alloy. Tensile strength 30,000-35,000 lbs. to square inch.

STEERING EQUIPMENT: Rubber covered pivoting steering handle or tiller. Steering rope with two wooden handles and necessary fittings for attaching to boat, for use in steering from bow, furnished at small extra charge.

GEAR HOUSING: Two-piece, made of special Lynite which resists corrosion and is heat treated to give toughness and strength. Water-tight and grease-tight, preventing grit or sand from working in and lubricant working out. Has stream-line design for added speed. Has double row high grade steel ball bearings taking gear and propeller thrust on propeller shaft. Taper roller bearing on pinion shaft—exclusive Evinrude feature. Anti-slip plate above propeller—propeller protecting guard on bottom of housing.

DRIVE SHAFT: Made of special alloy steel, heat treated by special process to gain high tensile strength. Also cadmium plated as protection against rust.

PINION SHAFT: Made of non-corrosive alloy steel heat treated by special process to gain high tensile strength.

PROPELLER SHAFT: Made of non-corrosive steel, oversize. Has great strength.

BUSHINGS: Made of solid phosphor bronze, machined to accurate size and carefully fitted.

GEARS: Made of special alloy steel, very carefully machined and hardened to right temper. Oversize for added strength.

INTERCHANGEABILITY: All parts of Evinrude motors are made to standard measurements and must be accurate to the one-thousandth of an inch. All parts are therefore interchangeable.

OVERALL DIMENSIONS: Standard height from top of flywheel to bottom of propeller guard under gear housing 39 inches. Width from outside of one cylinder to outside of other, $14\frac{1}{2}$ inches. Length from end of steering handle to back of gasoline tank 27 inches. Distance from top of stern bracket to bottom of propeller, (blade down) $27\frac{1}{2}$ inches.

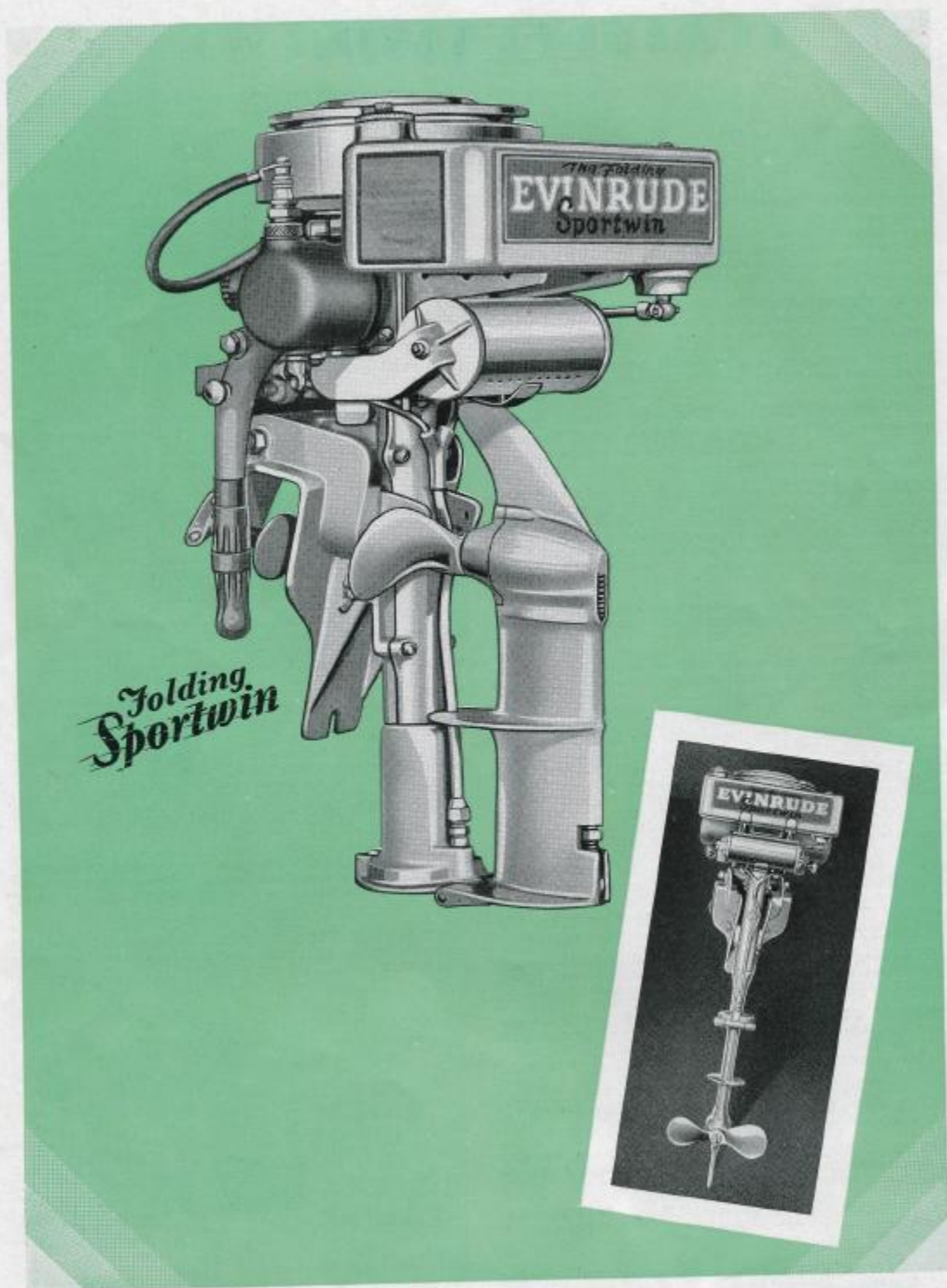
WEIGHT: 58 lbs. Packed for shipment 110 lbs. Export weight slightly heavier.

TOOLS: An adjustable wrench, a contact point wrench equipped with gauges and a screw driver are supplied with motor. A complete book of directions is packed in box with tools.

SALT WATER USE: Fleetwin, by means of special construction, is adaptable for use in either fresh or salt water.



Cruising in Pearl Harbor



FOLDING SPORTWIN

FOLDING FEATURE: The Folding Sportwin is provided for easy carrying with a strong hinging device which permits the lower housing to fold back against the upper housing. Loosening of a single nut permits the lower housing to be swung into position; tightening the nut locks the motor to absolute rigidity. The two sections of the drive shaft, slotted for folding, are automatically coupled when the housing is locked. The steering handle conveniently folds for carrying.

MOTOR: High speed, twin cylinder, three port valveless type. Simple, compact in construction, extra strong for long wear. Develops $2\frac{1}{2}$ horse-power at 2,600 revolutions per minute. Engine speed 450 to 3,500 R.P.M.

CYLINDERS: Made of close grained, tough, grey iron; bored, reamed and ground to an accuracy of a half-thousandth of an inch limit. The combustion chambers and ports of the cylinders are very accurately machined to give equal power to both cylinders. The bore is 2 inches in diameter and the stroke is $1\frac{1}{2}$ inches.

CONNECTING RODS: Made of solid phosphor bronze, the most durable metal known for this purpose. (Babbitt entirely done away with).

PISTONS: Pistons are made of close grained, tough grey iron, machined to close limits—have two rings. Special rings are used, made without locating pins—special joint prevents leakage, thus conserving power.

WRIST PINS: Made of special alloy steel, hardened and ground to a half-thousandth of an inch and carefully fitted into pistons.

CRANKSHAFT: Drop forged from chrome nickel steel, carbonized, case-hardened and ground to a half-thousandth limit. Case-hardened means the outside is very hard and will give maximum wear while the inside core retains its original toughness and strength. Tensile strength must test 100,000 lbs. to sq. in. Evinrude crankshafts are given special attention in the making and in fitting.

CRANK CASE: Die cast of aluminum-copper-nickel alloy which is very close grained and has great tensile strength.

IGNITION: High tension super-magneto built-in flywheel, 12,000 volt spark. Flywheel is $8\frac{1}{2}$ in. in diameter. Equipped with complete auxiliary battery ignition. Standard metric spark plugs.

CARBURETOR: Auto type with float and needle valve. Choker for starting. Throttle for trolling, speeding and stopping motor. Non-flooding, non-leaking. Free passage, non-friction. Enables motor to develop full power.

GASOLINE TANK: Made of polished aluminum. Capacity one gallon. Non-leaking, non-spouting.

FUEL CONSUMPTION: Tests show motor runs $2\frac{1}{2}$ hours on a gallon (U.S.) of gasoline.

LUBRICATION: Motor head—oil mixed with gasoline automatically lubricates moving parts. Drive gears and shaft run in bath of grease in water-tight housing.

REVERSE: A new Evinrude feature on the Folding Sportwin, is the ability of the motor to run in either direction. By merely moving the timer lever under the Magneto flywheel to the extreme right, the motor may be started in the opposite direction. This feature is particularly convenient when the driver wishes to move his boat out to open water, after having docked between narrow piers, or in any position not permitting him to turn the boat around.

TILT-UP: Full, free-acting tilt-up. Entire motor clears obstructions when tilted. Safeguards motor while running in case an underwater obstruction is encountered.

MUFFLER: Oversize, double drum design, effectively silences exhaust.

SAFETY STARTING: Short rope with handle at one end and knot at other is used on safety notched pulley on top of magneto. The notch in pulley holds knotted end of rope but cannot catch hands or clothing. Much superior to the old handle method.

COOLING SYSTEM: Force feed, no-clog, centrifugal pump insures even, ample flow of water at all speeds forward or reverse. Complete change of water every 5 seconds.

PROPELLER: Made of special alloy aluminum which resists corrosion; accurately balanced, two blade.

STERN BRACKET: Made of special aluminum alloy casting. High tensile strength.

STEERING EQUIPMENT: Rubber covered pivoting steering handle or tiller. Steering rope and necessary fittings for attaching to boat, for use in steering from bow, furnished at small extra charge.

GEAR HOUSING: Made of special alloy aluminum which resists corrosion. Water-tight, preventing grit or sand from working in. Propeller protecting guard on bottom of housing.

DRIVE SHAFT: Made of alloy steel—heat-treated by special process to gain high tensile strength—very tough. High grade bronze bearings are provided for propeller and drive shafts.

PROPELLER SHAFT: Made of special heat-treated alloy steel. Has great strength. Propeller thrust is absorbed by lignum vital block which is easily replaceable in case of wear.

BEARINGS: Made of solid phosphor bronze machined to accurate size and carefully fitted.

GEARS: Made of special alloy steel very carefully machined and hardened to right temper.

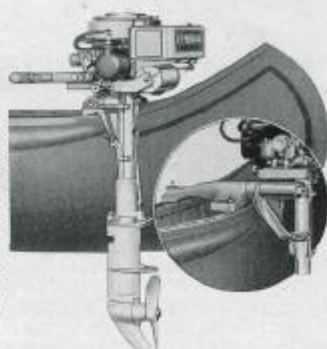
OVERALL DIMENSIONS: Standard height extended, from top of flywheel to bottom of propeller guard under gear housing, $38\frac{1}{2}$ inches. Width from outside of one cylinder to outside of other, 12 inches. Length from end of steering handle to back of gasoline tank $18\frac{1}{2}$ inches, with handle folded down, 14 inches. With motor folded for carrying, height from top of flywheel to center of gear housing at hinge, $23\frac{1}{2}$ inches.

WEIGHT: 43 lbs. In carrying case, weight of motor and case $46\frac{1}{2}$ lbs. Packed for shipment 100 lbs. Export weight slightly heavier.

TOOLS: An adjustable wrench, a contact point wrench equipped with gauges and a screw driver are supplied with motor. A complete book of directions is packed in box with tools.

SALT WATER USE: The above specifications apply for fresh and salt water use.

Folding Sportwin is built to fit square stern boats and canoes. If wanted for pointed stern canoes specify on order. No additional charge for this change. There is a small additional charge for special bracket for pointed stern boats.



INBOARD TWIN

THE demand for light, speedy motors, embodying EVINRUDE qualities of simplicity and reliability, brought forth the Evinrude Inboard for permanent installation in canoes, small launches, rowboats, tenders, small work boats, and as auxiliary power in sailboats and yachts.

The Evinrude Inboard Twin model, for either fresh or salt water use, is a beautiful piece of workmanship, combining fine design, accessibility, power, speed, and true reliability.

The Twin Inboard transforms the canoe or light hull into a real speed outfit—your boat will be pushed through the water as fast as twelve or fifteen miles an hour. The speed obtainable when it is mounted in other types of boats is naturally in proportion to their size, weight, and design.

These midget power plants, although small and light, are sturdily built to withstand hard usage. After you have owned one for a year or so, you automatically give it a vote of confidence; you take its reliability and sure power for granted. Of course,

you're justified in doing this, for an Evinrude Inboard is a motor that will give its best and do its best—always.

Evinrude Inboards have proved themselves very versatile in their usefulness. There seems to be no end to the manner in which these compact but rugged power plants have been put to work. As auxiliary power in sailboats they take up much less room than the usual bulky, oily marine engine used in this work. Their special construction assures the yacht owner of the same easy operation for which Evinrude outboards are famous. Here is sure power always ready to obey your command—as long as there's gasoline in the tank.

Like the famous outboard models, this motor is manufactured with the greatest precision. In most of its parts only the variation of 1/2000 of an inch is allowed—1/5 the thickness of a human hair. Every part is carefully, and often many times, inspected before assembly. Then each completed motor is thoroughly tested before it leaves the factory.

SPECIFICATIONS

Motor—High speed, twin cylinder, three port valveless type. Simple, compact in construction, extra strong for long wear. Develops 4-5 horsepower at 1,400 revolutions per minute. Engine speed 600 to 1,400 R. P. M.

Cylinders—Made of close grained, tough grey iron; bored, reamed and ground to an accuracy of a half thousandth of an inch limit. The combustion chambers and ports of the cylinders are very accurately machined to give equal power to both cylinders. The bore is 2 3/8 in. in diameter and the stroke is 2 1/2 in. Priming cocks on cylinders—charge heated by exhaust manifold. Connecting rods made of bronze, bab-

Fuel Consumption—Tests show motor runs 2 1/2 hours on a gallon (U.S.) of gasoline.

Lubrication—Motor head—oil mixed with gasoline. Automatically lubricates moving parts. Bearings lubricated by 2 grease cups and 1 pressure oil "kipp."

Cooling System—Automatic force feed pump.

Reverse Gear—Gear housing made of tough grey iron. Gear made of special alloy steel, carefully machined and hardened to right temper. Built-in type. Sub-casting separates rear bearing of motor and water pump from gear. This construction keeps all water out of the grease bath in gear housing. All possibility of over-heating or binding is done away with and better alignment of motor and gear effected.

Propeller—Made of bronze 9 1/4 inches in diameter, 13 inch pitch—furnished for a 5/8 inch shaft, and without keyway or drive pin hole unless specified. End of hub is faced.

Universal Joint—To fit shaft 3/4 inches in diameter. (Note: If specified, we will furnish end blank so that it can be bored out; outside diameter, 1 3/8 inches.)

Bearings—Oversize; made of special alloy bronze.

Tools—A motor wrench, a screw driver and a contact point wrench and a hollow set screw wrench are supplied. Complete booklet of operation and installation directions with each motor.

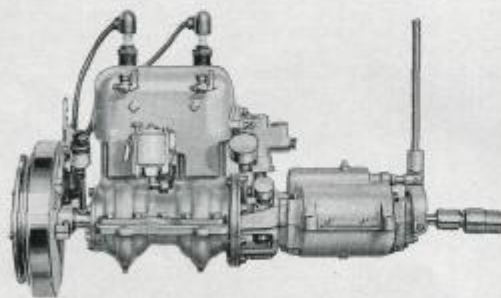
Interchangeability—All parts of Evinrude motors are made to standard measurements and must be accurate to the one-thousandth of an inch. All parts are therefore interchangeable.

Overall Dimensions—Height, 15 3/4 inches. Length, 23 inches. Width, 10 1/2 inches.

Weight—85 lbs., packed for shipment 130 lbs. Weight without reverse gear 60 lbs., packed for shipment 105 lbs.

Salt Water Use—The above model can be used in either fresh or salt water.

Installation Equipment—Supplied for either fresh or salt water use. This is extra equipment and is not included in price of motor.



The compact construction of the Evinrude Inboard Twin makes it an ideal engine for installation in large and small boats, small launches and dinghies.

bitted. Pistons made of tough grey iron, 3 ring type. Crank case made of close grained, tough grey iron, built in with cylinder. Crank shaft, drop forged, case-hardened and ground.

Ignition—High tension super magneto built-in fly-wheel, 13,000 volt spark. Flywheel is 9 1/4 in. in diameter. Standard automobile spark plugs.



GUARANTEE TIME PAYMENT PLAN

EVINRUDE Warrants each new EVINRUDE MOTOR to be free from defects in material and workmanship under normal use and service, our obligation under this Warranty being limited to making good at the Evinrude factory any part or parts thereof which shall, within three months after delivery of such motor to the original purchaser, be returned to us with transportation charges prepaid, and which our examination shall disclose to our satisfaction to have been thus defective; this Warranty being expressly in lieu of all other Warranties and representations, express or implied, and of all other liabilities in connection with the sale or use of any motors.

The Evinrude Time Payment Plan is designed for those who prefer to buy their motor out of income rather than capital. The plan is convenient and simple, with low down payments. By means of this plan the purchaser has the distinct advantage of making a smaller initial investment, often the means of his obtaining a higher grade, longer life boat at the time of purchasing a motor. The initial outlay consists of a down payment, amounting to approximately 25% of the purchase price, the balance of which is paid in six equal monthly payments. Evinrudes sold in the above manner must be fully insured.

Evinrudes can now be insured on approximately the same basis as other property. The insurance protects against loss by fire, theft, and marine perils. Premiums are exceedingly low. No Evinrude owner can afford to be without the benefits of this insurance.



Facsimile of Evinrude Time Payment Plan Booklet. By means of this plan, the Evinrude purchaser may obtain his motor on convenient, easy payments. See your Evinrude dealer today and obtain from him full details of this Time Payment Plan which makes it easy for anyone to own an Evinrude.

OUT OF THE MAIL

None Compare with Evinrude

October 12, 1928.

I am the proud possessor of an Evinrude Fastwin, which I recently purchased from your dealer, Mr. Larson. It certainly is a "pippin." I would not exchange it for any other motor with, perhaps, the exception of the Evinrude Speeditwin. I have owned several other outboards, but none compare with the Evinrude. She is the admiration of everyone on the lake. Paul Paulson, Ishpeming, Michigan.

More Fun Than Flying

October 17, 1928.

Your slogan, "More Fun Than Flying," does not say enough for your product. Wm. W. Shoemaker, Canandaigua, New York.

Motor Runs in Cold Weather

January 19, 1928.

I wish to say that the new 6 H. P. motor I bought of you last August sure is a wonderful motor. I used it on the river here hunting ducks all fall, and cold weather didn't seem to make a bit of difference with its operation. Louis F. Hanson, 313 Center Street, Sioux City, Iowa.

Never Misses in Driving Rain

December 17, 1928.

Recently purchased an Evinrude Speeditwin and after having carefully run motor 26 hours, made a 10 hour 40 minutes continuous trip up the Uxtenaca River with a passenger. Eight hours of the running time was in driving rain with never a miss from the motor, and our trip in "Nize Baby" 10' 6" hull was about 20 miles an hour, judging it fairly. The return trip was made in 8 hours 30 minutes, as there was a rather heavy current from the heavy rain. Quite a demonstration for the motor, I would say. J. Frederick Johnson, Apartado 86, Puerto Mexico, Vera Cruz.

Speeditwin a Whirlwind

April 18, 1928.

The "Speeditwin" is a whirlwind. Mark F. Nichols, Sarasota, Fla.

Races Hour After Capsizing

March 8, 1928.

I received my Evinrude "Fastwin" on the last Sunday in August. After greasing it up I put it on a square stern canoe and ran it all morning at half speed. After dinner I was informed that there were to be motor races Labor Day. Labor Day, an hour before the races, we upset. We took the magneto off and baked it half an hour, drained the cylinders and the gas tank, put new spark plugs in, and put it on a 195 lb. hull. It raced against two broken in motors with light hulls and came in a close second. Next year I expect to take first place. I cannot express how much I like the motor. "Evinrude can't be beat." Jay Begtrup, Fayette Road, Mountain View, N. J.

A Fast Performer

December 11, 1928.

I am enclosing you a picture of my speedboat, "Lady Lu II," with which I have won three firsts out of three starts during the 1928 season, with your 16 H. P. Evinrude. C. L. Holland, Beaumont, Texas.

Continuous Service for Twelve Years

November 26, 1928.

I purchased my Evinrude second hand about fifteen years ago, and it has been in continuous service every summer since that time. My conservative estimate would be that it has actually driven my various boats no less than 9,000 miles during the past fifteen years, and hope that this information may be of interest to you. D. A. Campbell, Chicago, Illinois.

Evinrudes Are Long-Lived

March 3, 1929.

I had the pleasure of repairing a fourteen-year-old Evinrude motor this week, belonging to a very fine old gentleman living in Danbury, who is camping out on one of our islands. After working on it about an hour, he went chugging away with a 16 foot rowboat. The motor seemed to be in perfect order. He told me that he bought it in 1914. F. F. Lovejoy, 12 Edgewater Place, East Norwalk, Conn.



On the Old Tiber, Rome



In Quaint Volendam, Holland

FROM SATISFIED OWNERS

Evinrudes Are Quiet

July 25, 1928.

May I state that your motor runs as smooth as a "top" and is very quiet. I am greatly pleased with it.

First to the Fishing Grounds

June 11, 1928.

I will say it is a great pleasure to own an Evinrude. I unpacked the motor, mixed my gas and oil, pulled the cord twice and I was off to the fishing grounds in less time than it takes to start a 20 ft. motor boat. I have run this motor about 25 hours. B. A. Johnson, Chicago, Illinois.

Increases Vacation Enjoyment

September 12, 1928.

I have just returned from my vacation, and I want to say that I had a wonderful time with my new Evinrude "Fleetwin." William Carpenter, Butte, Montana.

Performance Phenomenal

June 6, 1928.

I am more than pleased with my Evinrude Fleetwin for several reasons. At "slow" it drives my 16' launch with 7 men on board, 7 miles per hour. It has less vibration and more power than I had anticipated. I consider the mechanical construction a marvel and its performance phenomenal. J. M. Muckle, Claude Bay, Manitoba, Canada.

Works Like a Top

April 2, 1928.

Have made two trips with my new motor and she works like a top. It faces the waves on a lake like a weather-beaten tramp steamer does in a storm on the briny deep. Made a trip to De Leon Springs across Lake Woodruff, and up the De Leon Springs Creek, April 1st. Tilt-up was in use first time when hitting a submerged log and worked to perfection. I find that the stationary condition of the motor affords remote control without disturbing the throttle, something which you do not find in other motors where the whole thing sways in steering. I like this about the Evinrude. A. B. Kratz, Astor, Florida.

Almost Takes to Air

March 24, 1928.

We had the motor out last Sunday for the first tryout and believe me, I'll have to hand it to you, she is some motor. We could only open the throttle about half way with four passengers in the boat. I thought at first it was going to take to the air. J. A. Fagg, Great Falls, Mont.

Operates Perfectly

April 2, 1928.

The "Speeditwin" motor shipped to me on March 19th has been received and thoroughly tried out, and wish to say that with 21 years' boat experience, I have not seen one motor that operated as perfectly as this motor has since I received it. T. V. Tuttle, Chelan, Washington.

Starts on First Pull

May 23, 1928.

I got the "Sportwin" Saturday afternoon and tried it out Sunday. It worked O. K. and am well pleased with it. It started on the first pull. I sure will speak for the Evinrude, and you can look for an order for a "Fleetwin" or a "Fastwin" soon. O. Freel, Ames, Iowa.

Still Going Strong

February 23, 1929.

The old Evinrude Motor 1½ H. P. bought about 9 years ago, is still on the job and going strong. You can't beat them for service, and it is not for sale—that is what we think of it. H. H. Boyer, Perryman, Maryland.

No Kick to Make

March 24, 1928.

We have just received a "Speeditwin" through your dealer. We tried the motor on our old flat boat and were surprised at the speed it made. We expect to get around 30 miles per hour with it when our new boat is complete. We certainly are pleased with the "Speeditwin." This is our second Evinrude and we certainly have no kick to make. Corn & Cloninger, Castonia, N. C.

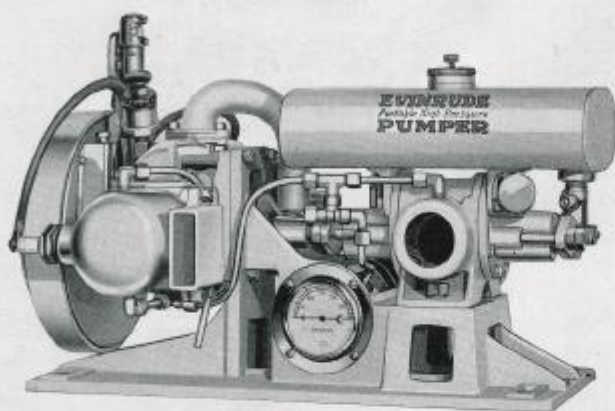


Cruising in Hawaii

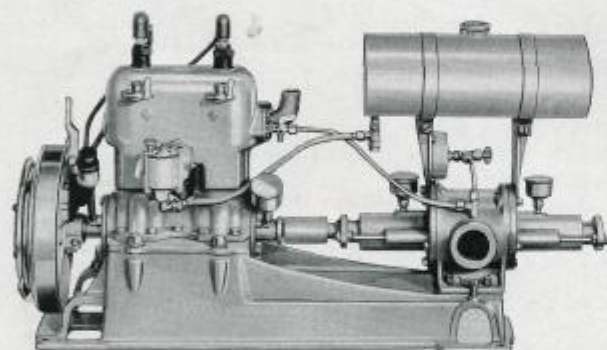


On the Yangtze River, China

PRESSURE PUMPERS



The Evinrude Lightweight Pumper provides an effective fire protection for the summer home, resort, or cottage



The Evinrude High Pressure Pumper is recognized as an invaluable aid in the protection of our forests from fire



Evinrude Fire Pump in use in Boston Harbor

AS FASCINATING as the development of the Evinrude outboard motor has been the simultaneous development of that other marvel power-unit, the Evinrude fire pump. To the forests it is such protection as was not dreamed of before its advent. And to the settler, the lumber camp, and the forest-village, it is everything that our fire departments are to us in the cities.

In the great woodlands of Canada the Evinrude is at every ranger station. It flies with the Canadian aviators. It is tucked away in the buildings or near the streams of every cautious lumber camp. It stands guard over every outlying hamlet and village that might find itself in the path of the fire monster. And, of course, everywhere in the United States where forests yet grow and may burn, the Evinrude pump is the chief protection and safety device.

But not in the forest alone is this pump invaluable. Every summer home, every resort, every outing camp or private hunting club or out-of-way place that men cherish, may find this pump the effective fire protective and fire fighting unit that is needed.

Send for illustrated catalog—a real treatise on Rural and Forest Fire Fighting.



Evinrude Pumps protect our forests

CENTRIFUGAL PUMP

EVINRUDE, since 1915 the pioneer of the portable pump field, now introduce a new centrifugal pump unit.

The new Evinrude Centrifugal pump is powered by a 6 H. P. twin cylinder motor, resulting in vibrationless performance. The pump is equipped with an automatic shut-off which short circuits the magneto when all the water is pumped. With but one moving part, the bronze impeller, wear in the pump has been reduced to a minimum. The magneto is identical with that used in the "Fleetwin" motor. It is an actually waterproof magneto, with a spark 110 times hotter than last year, assuring easy starting. Capacity has been increased 140% so that the Evinrude pump is now capable of pumping 15,240 gallons of water per hour at 5 ft. head. Heads of 55 feet are reached with the new pump, making it possible for hundreds of jobs to be done economically and quickly.

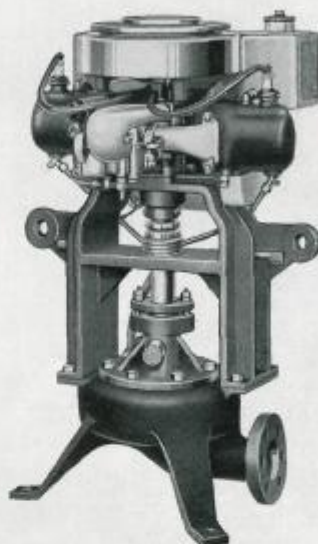
Hundreds of Evinrude pumps now in service are handling jobs of removing excess water from swamps and ditches, supplying pavers and mixers with water, filling tank cars, irrigating arid land, and many other jobs. Evinrudes are doing this work quickly and economically at a cost of 15c per hour, or about a cent per one thousand gallons. Write today for complete descriptive catalog.

The Evinrude Pump is interesting to boatmen because it is ideal for bilge pumping.

The photographs illustrated on this page show only a few of the hundreds of tasks in which Evinrude centrifugals are daily proving their usefulness. Portability, large capacity, and economy of operation are making this new pump the choice of contractors and engineers in all sections of the world.



Supplying the Paver with Water



The New Twin Evinrude Centrifugal Pump



Emptying or filling tank cars economically done with Evinrude Centrifugals



Quickly Rids Swamps and Trenches of Water



Waterboy Slips on in Place of Propeller Wheel



Waterboy—Small, Compact, Efficient



Installed in a Moment's Time



Nozzle at End of 200 ft. Hose Gives 20 ft. Elevation



Furnishes Cottage Water Supply



Makes Car Washing Easy

WATERBOY

NOW, with the Evinrude Waterboy, your outboard motor becomes your "Chore-Boy" as well as your playmate. This Evinrude pumping device may be attached to either your Sportwin or Fleetwin Evinrude without removing the motor from the boat. Simply remove the propeller and slip Waterboy on, and it will faithfully pump hundreds of gallons of water for you, to almost unbelievable distance and with pressure greater than a city water faucet.

"Waterboy" is an efficient, compact, high pressure pump operated by your Evinrude motor. The simple pumping mechanism is contained inside. Through the body of the pump is the opening which slips over the motor's propeller shaft. Small lugs straddle the skeg on the gear housing to keep the pump rigid while running. The screened opening on one side takes in the water, and a hose connection on the other side discharges it.

The uses of Waterboy are limited only by the number of tasks you may have for it. At the summer home it will water the lawn and garden. An improvised water tank mounted on the roof can be kept filled by Waterboy, giving all the convenience of the city water supply system. Some of the more disagreeable tasks such as cleaning of sidewalks, windows, screens, and washing the car; all are made quick and easy by Waterboy.

Waterboy will provide you with the cheapest form of fire insurance for your country property. It can be slipped on your motor in a moment's time, and is then ready to pump a healthy stream of water that will stifle any blaze. As an emergency precaution, even though your home is already provided with an elaborate water system, the Evinrude Waterboy is ready to provide water instantly, should the regular system ever fail.

ACCESSORIES

Canvas Motor Cover

A GREAT convenience for those who wish to leave their out-board motor on the boat, is this rain-proof cover. With this heavy canvas cover, your motor can be left on the boat in any kind of weather. The cover is provided with a cord which draws canvas in at the bottom and holds it securely in place. Your motor will be protected from dampness and keep it in good condition, retaining its brightness. The cover cannot be blown off by wind, and is rain-proof and water-tight. With this cover, your motor may be left in the boat without fear of damage. When ordering, specify model of motor.



Canvas Motor Cover

Life Preserver Pillow

The Evinrude Pillow, not only adds to comfort and appearance, but is also a safeguard. It is made of a fine quality of fabricoid that wears like leather, and filled with soft, resilient kapoc, a substance which will not absorb moisture, giving it great buoyancy. It is a real life-preserver. This pillow can also be used as a cushion in camp or on the porch. Finished in a tan color that resists wear. Parcel Post weight 3 pounds.



Kapoc Pillow

Steering Equipment

Speeditwin, Fastwin, Fleetwin and Sportwin auxiliary steering equipment consists of a steering rope 35 feet long which runs from the steering rope eye at the bottom of each cylinder through screw eyes on each side of boat. This rope enables one to steer from any seat in the boat; a great comfort on long cruises. It also enables the steersman to shift his weight forward if alone in the boat, to keep the bow down in proper position. When there are three or four in the boat and the steersman's vision is somewhat obstructed, any passenger can steer. The method of steering can be changed from tiller to rope and back again without disturbing the rope steering installation. A steering wheel may be used in connection with steering rope. Rope steering equipment is easy to install—takes about ten minutes. Parcel Post weight 2 pounds.



Tiller and Rope Steering

Steering Arms

These steering arms may be used either with steering gear or tiller and rope steering. The forged bronze steering arms extend out from the motor and their ample width facilitates easy steering by increasing the leverage, thereby making the pull easier. These arms are particularly useful when a steering gear has been installed. The steering rope from the steering wheel drum passes by the gunwales to the stern, thence to the steering arms. Easily installed, merely remove two screws and attach. Can be supplied for Speeditwin and Fastwin. Parcel Post weight 5 pounds.



Steering Arms

Remote Throttle Control

By means of this special steering handle with rotating grip, steering is combined with motor control. It works same as throttle on your car. The flexible hollow cable fastens to clamp on the carburetor.

Non-corrosive spring wire inside operates throttle by twisting movement of handle grip. This remote throttle control is practically indispensable for high speed racing. Can be supplied for Speeditwin, Fastwin and Fleetwin. Parcel Post weight 4 pounds.



Handle Throttle



Throttle Control Steering Gear



Carrying Case



Life Preserver Vest



Grease Gun

ACCESSORIES

Steering Gear

For those who wish the conveniences of motoring, this throttle control steering gear will handle your boat like a fine motor car. The throttle lever on the wheel permits instant control of acceleration by the driver. Easily installed. Six feet of flexible, non-corrosive cable for the throttle control is easily attached to the throttle level on the carburetor. Parcel Post weight 6 pounds.

Carrying Case

The Evinrude Carrying Case is designed with self-adjusting straps that distribute weight, making carrying easier. Plenty of room for oil, tools, etc. The bag is made of olive drab duck, pre-shrunk, and water-proofed, provided with a staunch but light wooden bottom. It can be conveniently carried on running board of auto, for which attachment fittings are furnished at a small additional charge. When ordering, state model of motor. Parcel Post weight 8 pounds.

Life Vest

Racing rules require all drivers to wear life vests. For the speed enthusiast the wearing of a life vest is a safety measure which should be observed at all times. This life vest is made of kapoc, a non-sinkable material which is four times more bouyant than cork and ten times as comfortable. The life vest is made in three sizes, large, medium and small. When ordering state size desired.

Grease Gun

The Evinrude Grease Gun offers a clean, quick way of forcing grease into the driving gears. The shafts and gears should be greased at least once a month under normal use. However, if the motor is being used for racing purposes, it should be greased once a week. The gun can be filled and emptied of grease in 30 seconds. The nozzle is threaded to fit grease plug opening in gear housing. The grease gun is made of high grade brass. Parcel Post weight 3 pounds.

Tachometer

A Tachometer installed in the racing hydroplane will reveal imperfect engine performance at a glance. Records 0 to 6,000 R. P. M. Easily installed on motor flywheel, with flexible cable leading to instrument mounting. Tachometer installations are found to be invaluable by nearly all racing drivers. When ordering, specify motor model.

Evinrude Coveralls

Evinrude Coveralls made of highest quality white duck will be appreciated by racing enthusiasts and drivers. "Evinrude" embroidered in red across back of garment. Furnished in all sizes. When ordering, specify size desired.

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EVINRUDE DIVISION
OUTBOARD MOTORS CORPORATION
MILWAUKEE, WISCONSIN, U. S. A.

PH 2724

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02 511 FIRE FLY

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