

Model U Speeditwin 1928

by James L. Smith

By 1928 the race for power in outboard motors was catching on with a vengeance. Evinrude had seen its arch rival Johnson produce a 6 HP Big Twin, the Model P-30 for 1926, which took the records for speed. It responded in 1927 with the Model R Fastwin and the Model T Speeditwin, the latter developing 8 HP. Johnson had put some muscle in its P-35 for 1927, raising its HP also to 8. Now the gloves were off and Evinrude joined the fray in 1928 with the mighty 30 cubic inch U Speeditwin Model 106. This monster was modestly rated at 16 HP (4500 RPM) and weighted the stern of the boat to the tune of 85 pounds. The opposed massive solid iron cylinders were bored out to 2 3/4 inches, and the pistons travelled a stroke of 2 1/2 inches. Since it had no decompression lever, rope starting of the beast was a sobering experience and soon separated the men from the boys. The decal on the top of the tank giving starting instructions puts it rather mildly: ". . . then pull starter rope forcibly with right hand. A sluggish pull will not start motor." Quite apparently the rugged outboard enthusiasts of the day took all this in their stride, because this motor served as a pattern for a famous line of improved Speeditwins which were to be made up to the year 1950.

The U Speeditwin conveys an impression of weight and brute strength. The 2 1/2 gallon tank has squarish lines. Its rear decal is simple. Within a pair of wings are the small letters "Evinrude Motors" and underneath in large red letters "EVINRUDE". At each side of the tank black Evinrude letters diagonally cross the red symbol of a lightning bolt. One notes the heavy 9 1/2 inch flywheel, and on top the double notched rope plate is secured with four brass screws. Cast within the plate is the inscription "Evinrude Motor Company. Made in Milwaukee, Wis., U.S.A."

Up front the typical feature is the cast aluminum intake manifold, nothing more than a large tube mounting the carburetor and bolted to the front of each cylinder. Fuel in the form of a vapour passes directly to the intake ports. The Tillotson carburetor Model MS 11A has a choke lever and a throttle lever which can be operated with a Bowden cable. A large cast aluminum air horn curves upward and to the rear. Big Champion O Commercial 7/8 inch spark plugs are used, and the magneto is fully adjustable for retard and advance and has spring tension at the hub. A thumb stop button for shorting the condenser is also secured to the magneto lever; but, as the instructions suggest, the motor can be stopped simply by closing the throttle and fully retarding the spark.

Quite large cast exhaust manifolds are finned for air cooling and bolted to exhaust ports at the base of each cylinder. Between these manifolds is the muffler body, tubular and constructed of sheet iron. Attached to it and similarly made is the exhaust downpipe. It tapers to fit into the lower unit to provide underwater exhaust.

The crankcase consists of two sections, horizontally split, and these halves are bolted together to contain the crankshaft. In turn, the cylinders are bolted to their sides. Although eyelets

for rope steering are attached, a long steering handle is also provided. It measures 2 feet forward from the hinge, but overall measurement from the body of the motor is 30 inches.