



Brilliant New
1938

BENDIX BUILT
1938

Air Cooled
AND
Electric
OUTBOARD
• **MOTORS** •

Antique Boat Museum

The TWIN The DeLUXE The STANDARD

The Model TMD

Horse-power—4½ at 4,000 R.P.M.

Bore and Stroke—2½" x 1½"

Displacement—10.02 cu. in.

Weight—41 lbs.

Ignition—Bendix-Scintilla Magneto

Carburetor—Stromberg Float-Feed, high and low speed adjustment. Synchronized one-lever control.

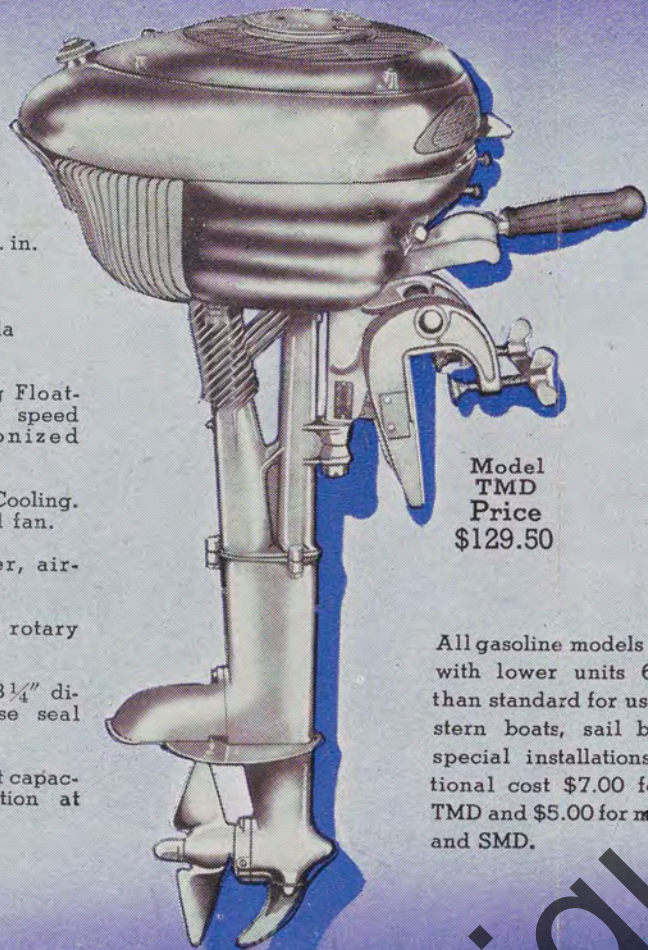
Cooling—Bendix Air-Cooling. Special design flywheel fan.

Exhaust—Under-water, air-cooled.

Power Head—Internal rotary valve, 2 port, 2 cycle.

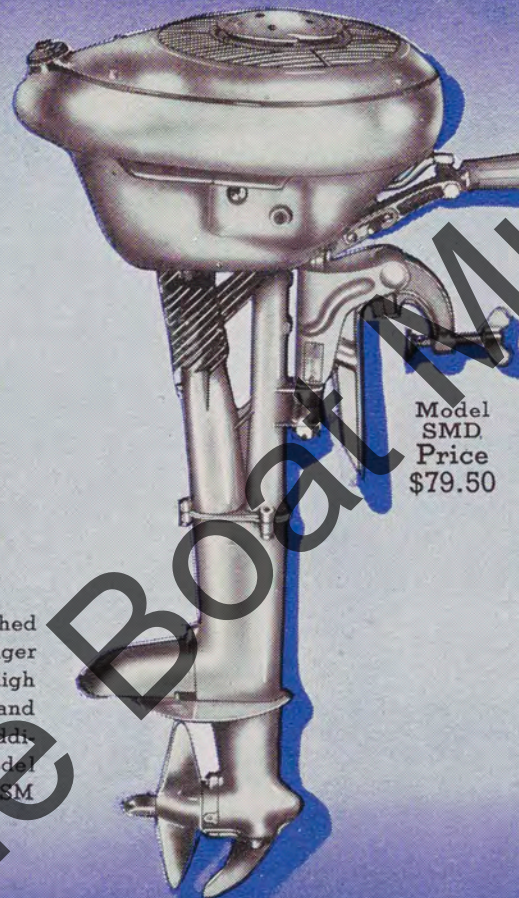
Propeller—Two-Blade, 8¼" diameter, 6" pitch grease seal on propeller shaft.

Gasoline Tank—7½ pint capacity—one hour's operation at full throttle.



Model TMD Price \$129.50

All gasoline models furnished with lower units 6" longer than standard for use on high stern boats, sail boats and special installations. Additional cost \$7.00 for model TMD and \$5.00 for models SM and SMD.



Model SMD Price \$79.50

The Models SMD and SM

Horse-power—2¼ at 3,300 R.P.M.

Bore and Stroke—2½" x 1½"

Displacement—5.01 cu. in.

Weight—27 lbs.

Ignition—Bendix-Scintilla Magneto.

Carburetor—Stromberg—High and low speed adjustment with synchronized one-lever control. The Model SMD has Float-Feed type. The Model SM has fuel-lift.

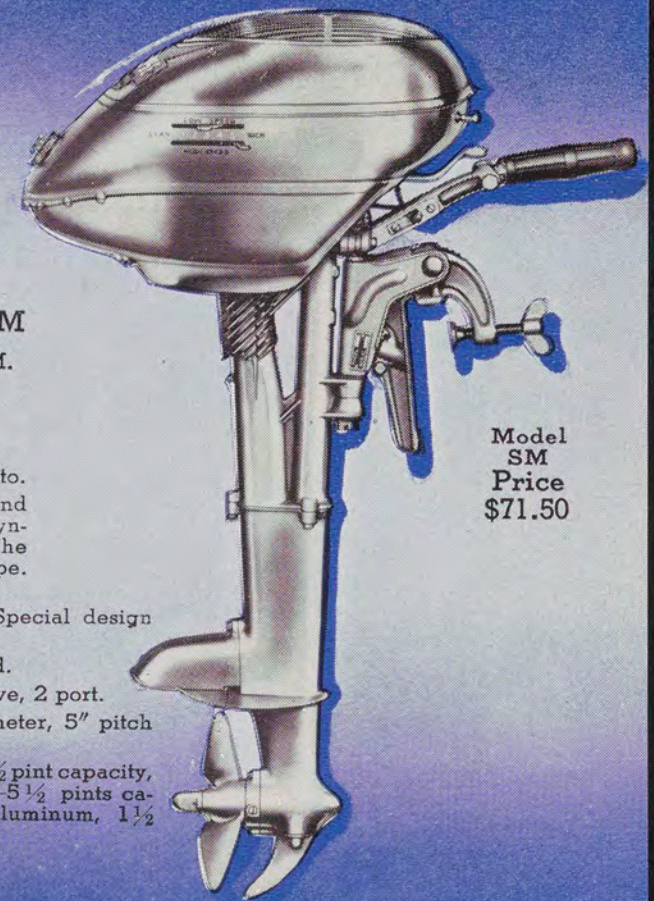
Cooling—Bendix Air-Cooling. Special design flywheel fan.

Exhaust—Under-water, air-cooled.

Power Head—Internal rotary valve, 2 port.

Propeller—Two-blade, 7½" diameter, 5" pitch grease seal on propeller shaft.

Gasoline Tank—Model SMD—4½ pint capacity, one-piece design. Model SM—5½ pints capacity, two-piece die cast aluminum, 1½ hours' operation at full throttle.



Model SM Price \$71.50

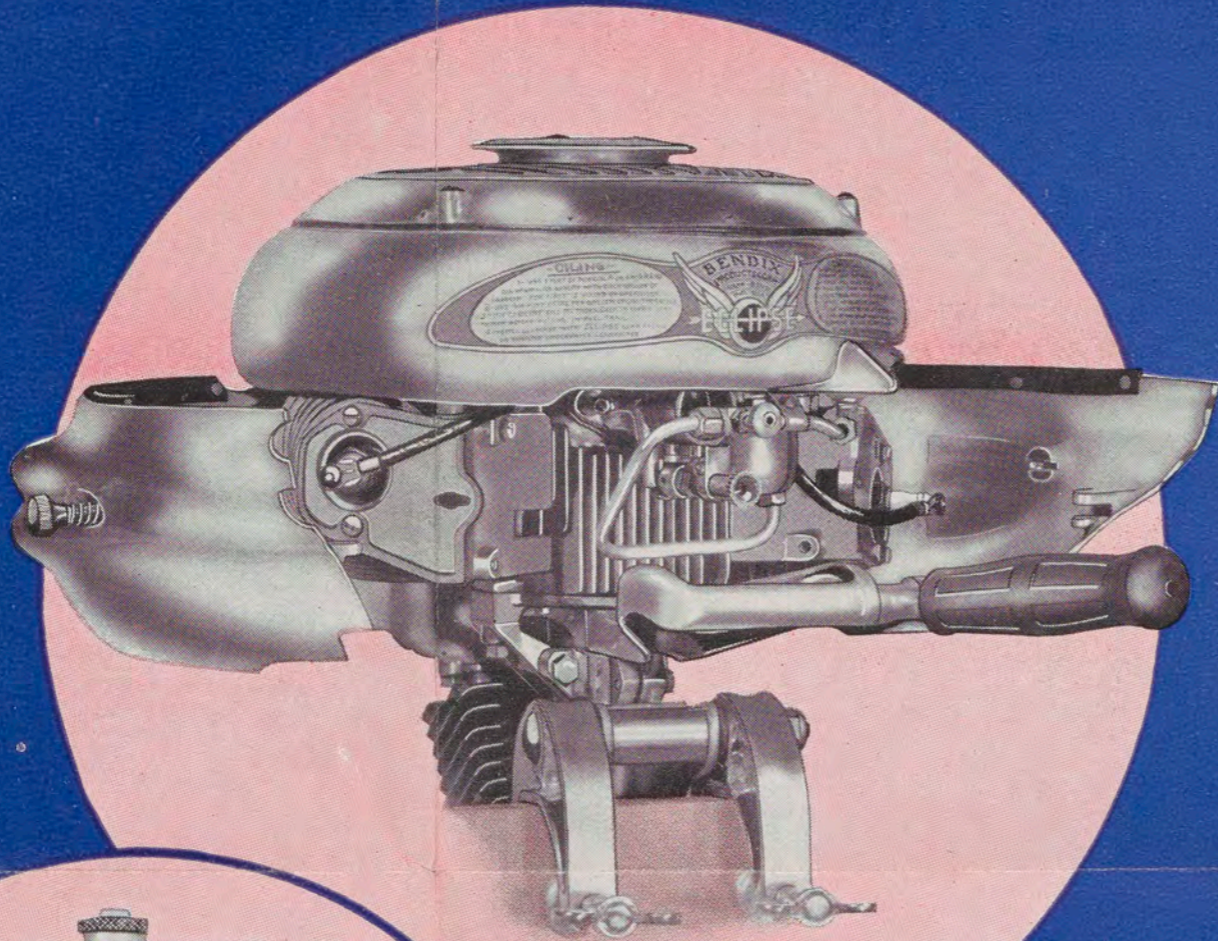
Air Cooling! One-Pull Starting! One Lever Control!

ECLIPSE

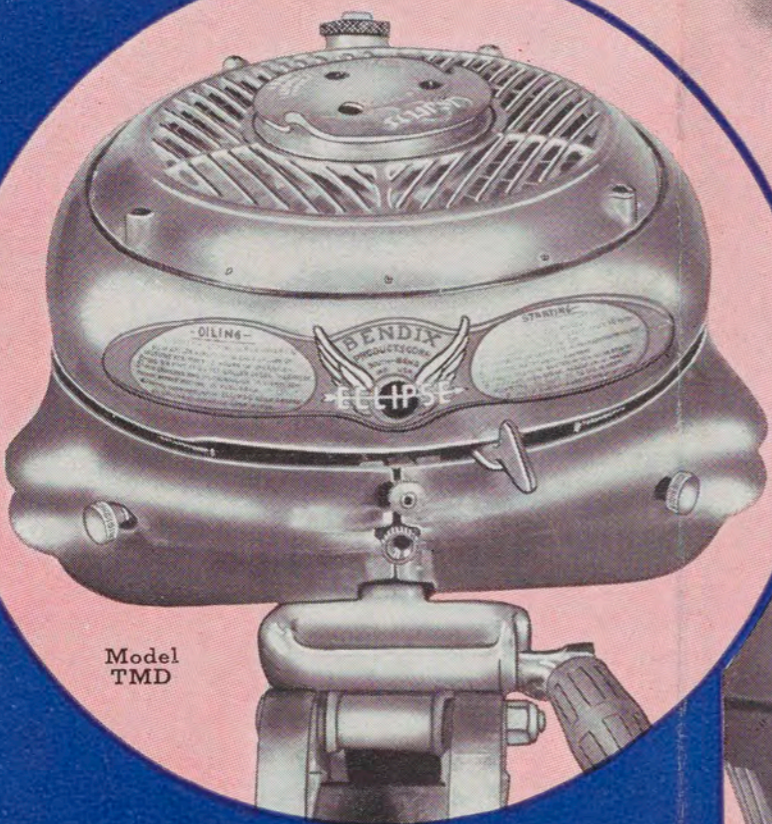
America's only Distinctive Line of Quality...

OUTBOARDS

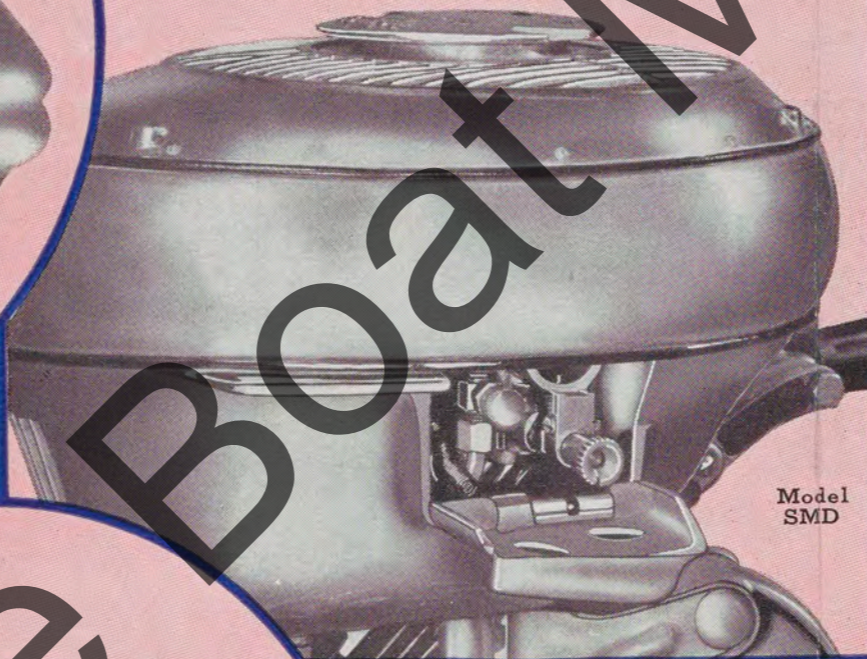
BENDIX AIRCRAFT *and* AUTOMOTIVE RESEARCH .. ENGINEERING *bring's new efficiency to outboarding!*



Model
TMD



Model
TMD



Model
SMD



Model
SMD

The new Eclipse Air-Cooled De Luxe Single—more powerful, more convenient, more efficient! Quick, easy starting; Bendix 15,000-volt magneto ignition; synchronized one-lever control. Genuine Stromberg aircraft-engineered, anti-flood carburetion. Full live-rubber, shockless mounting. Runs an hour and a half on 4½ pint filling. Displacement 5.01 cubic inches, yet develops full 2¼ horse-power.

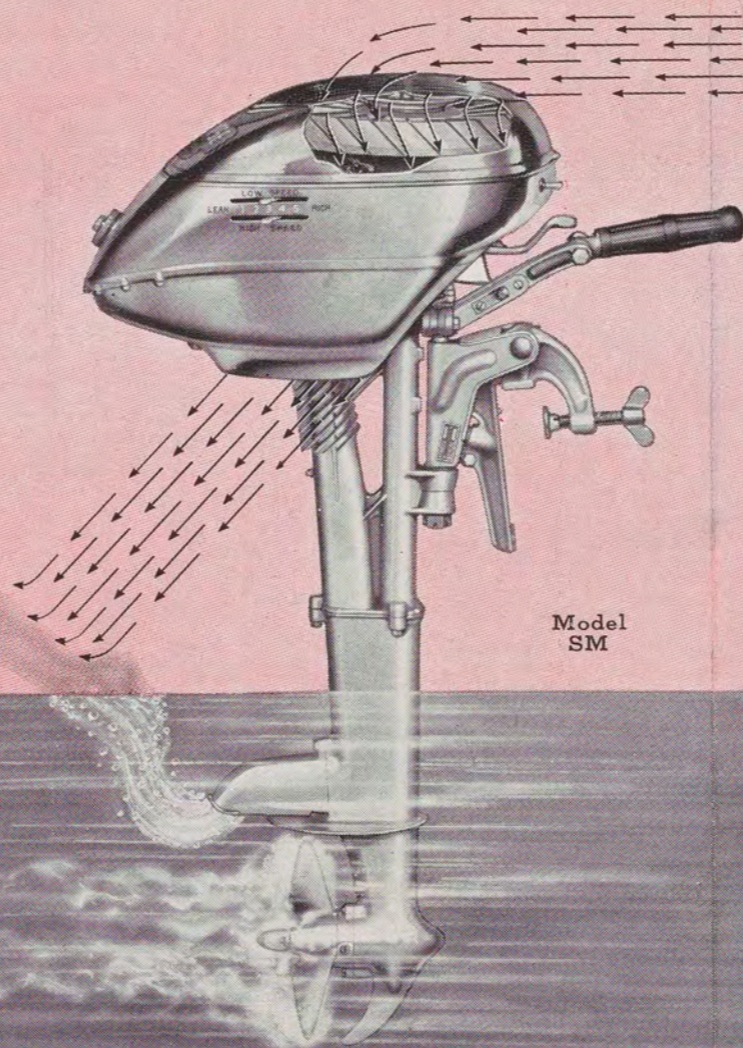
Eclipse Air-Cooled Gasoline Outboard Motors are designed and built on the selfsame principles that have made the modern air-cooled aviation engines the marvels of internal combustion engineering! They run "cool as a cucumber" at low trolling speeds or wide-open throttle! Fully enclosed—fully streamlined! Polished feather-weight aluminum construction except for vital super-strength engine parts! No water pump or water jacketing to clog and corrode.

The design and construction of the De Luxe and Standard Single models are the same except for a few details.

The De Luxe Single Model SMD has boat-tied Stromberg Carburetor, gasoline tank, one-piece design, 4½ pints—1½ hours' running time.

The Standard Single Model SM has fuel-lift type Stromberg Carburetor and two-piece gasoline tank of die cast aluminum.

Many parts of the De Luxe and Standard Single Models are identical to and interchangeable with the corresponding parts of the Eclipse Twin.



Model
SM

OUTBOARDS AS OBEDIENT as Your Motor Car!

... The Eclipse TMD Twin ... A new, powerful, light-weight, air-cooled twin cylinder motor. Designed for modern-minded mariners who are "all caught up" with cranky starting and water-cooling worries. Delivers 4½ eager horse-power with a displacement of but 10.02 cubic inches. Starts cold with a single pull. Synchronized controls and anti-flood carburetion.

.. Special Features at no additional cost.

No Fume Air-Blast Cooling

Eclipse gasoline outboard motors are the only air-cooled outboard motors on the market today. Positive, uniform cooling at all speeds and under all conditions; no water pump or cooling system to clog, wear and cause trouble; no water jacketing. Streamlined outside appearance—no outside pipes. Less weight, perfect balance.

No Toil—One-Pull Starting

Positive, easy starting—Aircraft ignition. Scintilla Magneto—finest ever used in an outboard. Permanent nickel aluminum magnet cannot become de-magnetized or lose strength. Spark intensity definitely surpassing all others.

No-Flood Auto-Type Carburetor

Stromberg Carburetor designed and developed in our own laboratory by our own carburetor experts. Float-Type Feed; high and low speed adjustment; synchronized one-lever control.

No Fuss—One-Lever Control

Carburetor needle valve adjustment and choke accomplished by accessible knurled button. Gasoline tank shut-off conveniently located above needle valve. Ignition shut-off, located in synchronized throttle and spark lever, shuts off automatically when spark is retarded to the stop position.

Automatic Helmsman—Auto-Type Live Rubber Mounting

By unique method of motor suspension and rubber mounting, self steering is perfected. Automatically maintains any set position regardless of speed. This "Automatic Helmsman" is not an accessory, but is an integral part of the motor. Ideal for trolling or bait casting. Cushioned auto-type rubber mounting insulates the motor from the boat and provides practically vibrationless performance.

Long Life—Smooth Performance

Counterbalanced crank shaft—dynamically and statically balanced—insures the smooth performance and long life seldom found except in the highest priced motors.

Power to Spare

The horse-power (4½ at 4,000 R.P.M.) is conservatively rated. No noticeable loss of power between open and closed exhaust, nor does closed exhaust have any appreciable effect on starting. The Eclipse Twin has the power to push a boat as fast or faster than any other motor of comparable size, regardless of price.

The Famous ECLIPSE Electric

WORLD'S QUIETEST!

Silent, submerged boat power. Small-boat power that is soundless—not even a hum as your boat slips smoothly through the water. You can "sneak up" on your favorite casting water or troll without a sound. Ideal for fishermen in combination with the Eclipse Air-Cooled Gasoline Motor.

Operates on ordinary storage battery—one-switch control, 360 degree steering. Proved by three years of use—thoroughly reliable.

Eclipse
Electric
Price
\$38.50

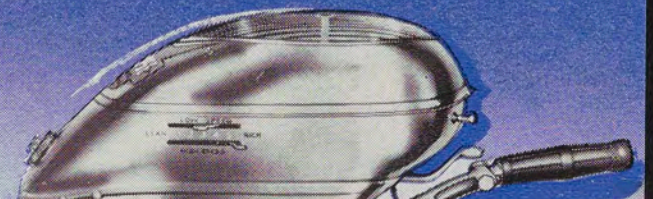
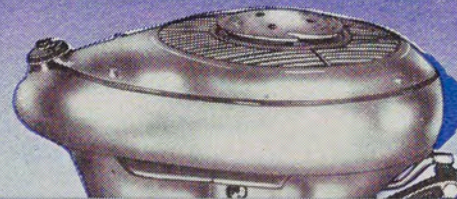


The TWIN The DeLUXE The STANDARD

The Model
TMD

Horse-power— $4\frac{1}{2}$
at 4,000 R.P.M.

Bore and Stroke—
 $2\frac{1}{16}$ " x $1\frac{1}{2}$ "



All Eclipse Outboard Motors are so perfectly balanced, that they are as easy to carry as a traveling bag.



ECLIPSE

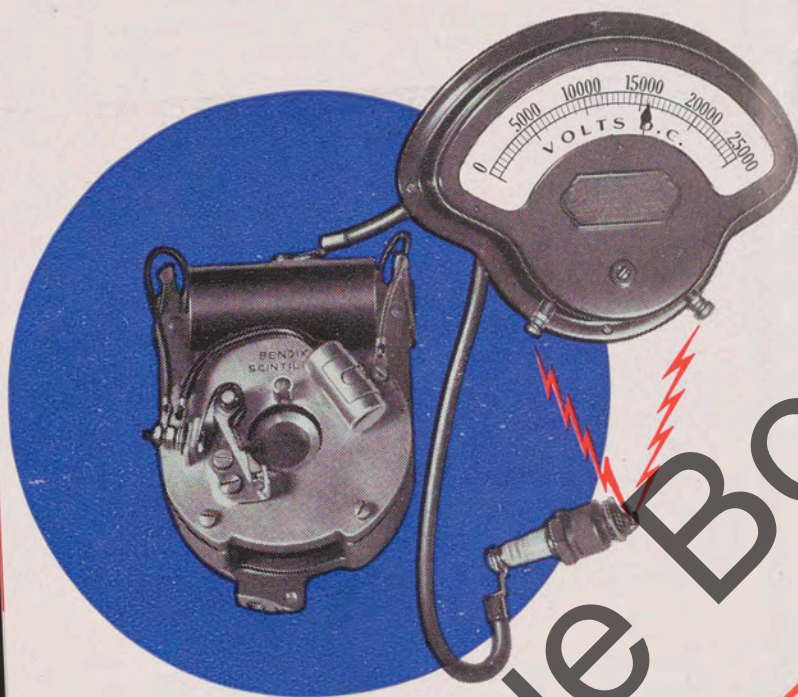
*America's only Distinctive
Line of Quality...*

OUTBOARDS

Magneto Ignition

For

Hair Trigger Starting



So intense is the spark from the Bendix-Scintilla Magneto used on Eclipse Twin, De Luxe Single and Standard Single Models, that even at low cranking speeds, one-pull starting is virtually a certainty.

The Bendix-Scintilla Magneto used on Eclipse Outboard Motors makes precise throttle setting and spark-plug gap adjustments of much less importance.

One of the secrets of this astounding spark intensity rests in a remarkable metal formula, not hitherto used in the making of fixed magnets.

The fixed magnets used in the Eclipse-Scintilla magneto are not only many times stronger than ordinary magneto magnets of like mass, but will never need re-magnetizing!

The certified records of laboratory tests of this magneto seem almost incredible. With a normal spark gap of $\frac{3}{32}$ " under compression (an impossible feat with ordinary type magnetos), and with armature rotated at slow cranking speed, 15,000 volts were delivered at plug points. Maximum current potentials as high as 20,000 volts were recorded!

Manufactured by

Bendix Products Corporation

South Bend, Indiana