Exciting News for 2020!

- ECJ Content Added to MECA Bulletin
- Davia Zwolak Becomes New MECA President
- Toledo Meeting Planning Underway
- Mystery Engines
- And Much Much More!
From the Editor (TEMPORARY)
Rich Kacmarsky –
CDRK3@comcast.net

IN THIS ISSUE

Well 2020 is starting off with a bang! For starters MECA has a new President! Region 11 Director Dave Zwolak volunteered to fill this important position and was overwhelmingly approved by the MECA leadership. Get to know him in this issue of the Bulletin.

The second piece of great news is that Tim Dannels has graciously given permission for the Bulletin to reproduce articles that have been published in the Engine Collectors Journal. Published since August of 1963, Tim’s ECJ has been a labor of love that has kept the engine collecting community informed for nearly 50 years via the ECJ and Tim’s engine encyclopedias and handbook. These publications have long been considered THE source for information about our hobby. The Bulletin will continue to seek new articles and other input from our MECA members, however having historic ECJ articles and information from many of the notables in our hobby is a most welcome addition. If there is something you wish to see in a future Bulletin, contact me and I will use Bill Bickel’s excellent Index to search the ECJ archives. A big thank you to Dan Cencer in order for helping make this happen. Finally, please do check out Tim’s web page for the products and services he provides at:

www.modelenginecollecting.com

Planning is underway for a board and general membership meeting at the Toledo Weak Signals show this coming spring. The meeting will be held on Friday, April 3rd, 2020 after the conclusion of the exhibition activities. Between now and then a list of topics needs to be formulated to make this a worthwhile meeting. So if you have any concerns, questions, or suggestions about MECA, please send them to Dan Cencer so they can be added to the agenda. Food will be provided at the meeting so please RSVP to Dan by 15 MAR so he knows how much to order.

I am happy to see our members taking an active role in the Bulletin. I have received several items, which will appear in this, and upcoming issues. Please keep them coming!

Apparently the cover photo on the last issue of the Bulletin created some interest. I had several people ask where I got the tiny Santa hat and miniature pinecones. The answer: I didn’t. It’s a BIG engine, specifically a 1976 Suevia 25cc. It is one of the mystery engines discussed in this issue.

A big part of engine collecting for me is the story that goes along with the actual hardware. In many cases, as time passes and those involved with the actual production of these engines depart us, this requires quite a bit of detective work to uncover the desired information. In many cases it is simply a matter of not knowing who has the needed knowledge. That is where the mystery engines come in. These engines all come with unanswered questions. Since our MECA membership represents a huge living knowledge base, it is hoped that one of our readers will have the answers to some of these mysteries. If you can contribute some information, please send it to me (Rich Kacmarsky) and I will publish it in an upcoming Bulletin.

My contact information is on page C-3 of this and every issue.
### MECA Secretary / Treasurer’s Report

**Issue No: 321** 11 November, 2019

#### Account Balances:

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#### New Members

**CODY BISHOP** PEMBROKE MA

#### Passed On

**TED MACIAG, SHARPES FL**

#### Membership Numbers:

- Renewals: 61
- New Members: 1
- Welcome backs: 2
- Regular members: 301
- Internet members: 62
- Honorary, Life, Staff: 28

**TOTAL**: 391

#### Didn’t Receive Your Latest Issue?

If you have not received your copy by the seventh day of the second month of the issue, call me, email me, or write me.

~~~~~~ PLEASE CONTACT NO ONE ELSE BUT ME ~~~~~~~

MECADues@gmail.com or call 832-654-0309 any time

### Renewal Deadlines:

To avoid missing an issue, send your check or PayPal payment to arrive by the 10th of the month after your last issue’s last month. Example: For dues expired with the Nov / Dec issue, the deadline would be January 10th. Consider renewing for multiple years ahead to avoid missing deadlines.

#### Is your membership expiring with this issue??

I am sending reminder emails and post cards to those without email addresses.

#### Address/E-mail Updates:

Make sure to send updated information whenever you have it.

#### Back Issues:

Several are available at $6 plus postage ($1.50 to the US). Contact me for more information.

#### Notes:

We are not issuing membership cards at this time. The updated expiration date on your next bulletin indicates that your payment was processed. Checks may take up to a month to be cashed.

#### Having Trouble Logging On?

Email MECADues@gmail.com or call 832-654-0309. I am in the US Central Time Zone, but call any time you wish.

#### Looking for Someone? Looking for other members nearby?

Ask for a Member List: Email Rich Kacmarsky at CDRK3@COMCAST.NET or call him at 517-323-8932. list is $2 postpaid.
WHAT'S IT WORTH?

Here is the latest edition of “What’s It Worth.” I use the Ebay “Sold” listings for the past two months as my source. Since Ebay is the premier worldwide auction site, it provides a current look at market trends. And since a seller can ASK anything for an engine, the “sold” listing tells what folks are actually willing to pay. To balance out the extremely high and low prices you sometimes see, I take the last 10 sales for comparable engines (model, condition, accessories, etc.) and simply average them out. Remember, this is only a guide.

- Johnson .35 (Not CS) -- $55
- Smith Contestor -- $70
- Dennymite Aistream .57 -- $96
- Bantam .19 (Magnesium) -- $47
- Fox .15 Plain Venturi -- $24
- Cox Olympic .15 -- $45
- K&B Greenhead .35 -- $44
- Orwick .64 -- $134
- Rogers .29 RMC2 -- $36
- Stallion .35 -- $24

The Suevia Type 252 - 25cc Engine

Here (and inside front cover) is my Suevia 252, 25cc engine. This engine was featured on the cover of the last Bulletin. Imported from West Germany in 1976 by MRC, it is Serial# 462 out of approximately 500. The instructions call for a 14 x 7.5 prop, which is a very small fan for an engine this size. Its bore is 34 mm, stroke 27 mm, weight 1100 g, & power approx. 3 HP at 11,000 rpm. The engine features Schnurle porting and claims it will run on “normal” fuel, even without nitro. A "hot" glow plug is recommended. Interestingly the instructions state it is of "Symmetric motor construction, which means constant speed in both directions". Although I have not run it, my research indicates the motor when idled for a period of time had the annoying habit of reversing its direction when the throttle is advanced. This could be very exciting if this occurs at the wrong time! One interesting tidbit is the lack of a glow plug. Back in the 70s, imported engines were cutting into the profits of the domestic engine makers such as Fox and McCoy. To protect these U.S. companies, tariffs were placed on all imported engines. So MRC imported all its engines without glow plugs. Because these were not run-able engines without glow plugs, they came into the country as “parts” and were thus exempt from the import duties. Now you know.
INTRODUCING MECA PRESIDENT
DAVID ZWOLAK

David’s fascination for aviation in general, and miniature (i.e., “model”) aircraft in particular, began as a rather young boy. In a progression familiar to many MECA members, David started building rubber power Comet and Guillow’s airplane kits. As David’s skills and finances advanced, he “graduated” to control-line models powered by glow engines. He first flew with Cox .049s, then an Enya 15-III, and finally a few McCoy 35 Redheads. Heady stuff indeed to a young boy!

David recalls the day in 1978 when he first heard the siren song of model engine collecting. This happened, innocently enough, when he purchased the first model engine that he did not really need at the time. The engine was a Super Tigre G15/19, which is still in his collection. Even better yet, David purchased the Super Tigre from the legendary Lew McFarland (designer of the famous Shark 45 and other C/L models) at the hobby shop Lew owned and operated in Kentucky. It was a special way for a lifelong interest in miniature engines to start.

David’s interest currently covers all forms of miniature engines (e.g., glow, ignition, and diesel), and also full-scale motive power. In fact, David credits his beginnings as a miniature aircraft builder with fostering an interest in science, technology, and engineering.

In retrospect, this early interest laid the foundation for his successful career in the sciences.

David believes that MECA offers a unique and valuable service to its members. On one level, the organization provides an avenue to buy and sell miniature engines, cars, boats, kits and related things through the Swap Sheet and Collectos. However, over the years, David has grown to realize that MECA more significantly provides an unsurpassed opportunity to meet and learn from other members with like interests. In some ways, this opportunity to build friendships and expand knowledge is the prime benefit of belonging to MECA.

David encourages all members to actively engage with making MECA a vibrant and growing organization. Establish contacts and make friends. Attend Collectos not just for the buying/selling, but also for the personal contact such gatherings provide. Promote MECA to other miniature aircraft builders. Research engine related topics and gain insights. Contribute articles, no matter how brief, to the MECA bulletin for the benefit of all members. A truism that many of us have learned in life is that the higher one’s level of involvement, the greater the personal enjoyment and benefit derived. Enjoy MECA - and work to make it an even better organization!

BONUS QUESTION: What plane is in the background in Dave’s photo?
Mystery Engines

CODY BISHOP MYSTERY ENGINE

MECA member Cody Bishop has submitted photos of an engine he cannot identify. He is hoping a keen eyed reader can help. The pictures shown on the inside of the back cover show a green painted engine with no identification marks. The needle valve assembly appears to be a McCoy and the prop washer O&R. The exhaust stack is removable. Two interesting screws are located in the side of the mounting beam. Any thoughts???

F.A. SONNY MOSEL MYSTERY ENGINES – ROSSI & FUJI

In response to my call for member contributions to the Bulletin, MECA member Sonny Mosel submitted the following photos. Sonny writes, “This is in response to your invitation to send pictures and info to the MECA Bulletin. I have two engines that I have been unable to find any information on.”

“The Rossi is a rather rough sand casting. The internals are beautiful.

It has a huge venturi, which measures .470 inside diameter. It says Rossi 60 Speed 10cc on the bypass and Made In Italy under the exhaust. It has 2 on the bottom of the crankcase. The sand casting leads me to suspect this is a limited production or possibly a prototype. Or not?”

“The Fuji has no displacement markings, but it is a .29. The back plate and cylinder screw into the crankcase.
RICH KACMARSKY MYSTERY ENGINE

The final mystery engine belongs to your humble editor and is pictured on the back cover. The engine is a 1930 Brown Junior marine, serial number M507 that I acquired last year. Purported to be ‘New In Box’, the pristine condition of the engine overall, lack of mounting marks, and presence of milling marks on the piston rings give me no reason to doubt this claim. What interested me most however, is the green box. Heretofore I have only seen these boxes in brown. Initially I thought this might designate that the engine was the marine version. Although I have Brown Junior marine engines in my collection, none have the original boxes. Does anyone have any information on this?

Further investigation revealed a partial sticker on the box from FAO Schwarz. For those unfamiliar with the name, FAO Schwarz is the oldest toy store in the United States, first opening its doors in 1862 in Baltimore before moving to New York City, where it has moved between several locations since 1870. The dance-on piano, made famous by the 1988 Tom Hanks’ film ‘Big’, brought national attention to the brand. The company is known for its high-end toys and limited-quantity luxury items including a drivable, child-size automobile encrusted with over 40,000 crystals and valued at US$25,000. Since a gas powered model marine engine was quite a luxury in 1938, it would not be surprising to find this engine sold by this store. If this is true, did the green box represent a special edition engine boxed in a special color for FAO Schwarz? Again any information would be greatly appreciated.

The right lug is stamped B-273. It has Arden type porting. I have not run it, but it sounds like an Arden when flipped over. I don’t know if it is rare, but I have never seen another like it.”
SELECTED DIESEL DETAILS
By
Ray Leone

(Editor Note: In this article Ray provides a historical perspective on the use of the diesel engine. Obviously some of the costs and accessibility issues have changed since the articles cited were written in the 60s).

In my article in the last Bulletin I presented Peter Chinn’s statement that the power of the Webra Mach II diesel was bettered only by racing glow .15s. To explain why this is so, I would like to start with some information from Chinn in the May 1968 Model Airplane News (MAN) in his “Foreign Notes” column. He states “To a large number of American model enthusiasts, diesels are practically unknown.” Yet, Chinn claims that in many countries more diesels are manufactured or sold than glow engines.

Chinn says some of the advantages of the diesel are that it is self contained and cheap to operate. No batteries or glow plugs are needed, diesels will operate on an inexpensive homemade fuel, and have a low fuel consumption. “This can be especially important outside North America where glow fuels containing... nitromethane are either very costly or unobtainable.” He claims there are parts of the world where methyl alcohol, the basic ingredient in glow fuel, cannot be purchased because of laws prohibiting its sale.

In the September 1967 MAN “Round & Round” column editor Peter Soule estimated that diesel fuel containing kerosene, castor oil, ether, and an igniter could be made for about two dollars per gallon (or less with #70 oil and no igniter). Compare this to Francisco Power Mist R/C and Stunt glow fuel advertised in the same issue for six dollars per gallon.

Despite the lower cost and more accessibility of diesel fuel ingredients, there is a disadvantage. In the December 1967 MAN, “Round & Round” editor Soule states, “Incidentally, a compression ignition engine (diesel) can NEVER beat a glow on power output (other things being equal) because of the ... fuel properties.” According to Soule, a two-stroke engine is basically an air pump. Therefore, it can only take in so much air based on the design of its air and fuel mixture passages. And, the alcohol and nitromethane contained in glow fuel require much less oxygen to burn it than diesel fuel.

In the May 1968 MAN “Foreign Notes” column, Chinn says “For all speed classes the superiority of the glow motor is not in dispute, but for FAI team racing ... where fuel consumption, as well as power is a major consideration, the diesel ... seems to be in an unassailable position at the present time.”

In regard to my article in the previous Bulletin, I presented some of the starting and running instructions for the Webra diesels. The instructions also listed the following likely faults and remedies if the engine will not start or run properly.

- Motor fires a few times, runs very slowly and stops. Too much fuel or compression or both. Reduce compression ½ turn and close needle valve ½ turn.
- Motor runs at top revs and stops. Fuel mixture is too lean. Open needle valve ½ turn.
- Motor does not fire even though it has been primed and choked. Motor is 'wet'. Close needle valve and motor will start once surplus fuel is consumed.

Diesel engine manufacturers explain in their instruction manuals how to coordinate the compression and needle valve adjustments for the best performance. In my experience, operating a diesel engine is not as difficult as it may appear when reading the instruction manuals. If you experiment by carefully varying the compression along with varying the needle valve setting, the healthy sound of the engine's exhaust and cleanliness of the exhaust residue will provide a fairly obvious indication as to when the engine is "happy."

Instructions for the FROG 1.49cc VIBRA-MATIC diesel state that the engine delivers best performance with the lowest compression and the leanest needle valve setting that does not cause the engine to misfire.

I flew diesel powered control liners for sport in the late 1960s and into the 1970s. My last combination was a modified Jr. Flite Streak powered by a P.A.W. .19 Ball Race diesel. A photo of this plane was published in the December 1972 MAN. Here is what "Round & Round" editor Jim Davis had to say about the material I submitted. "Having trouble finding fuel at the local hobby shop for your ether burner? A good formula for Diesel Sport flying was given to me by Ray Leone of Batavia, Illinois. Ray has been interested in diesels since 1967 and is now flying a Jr. Flite Streak with a P.A.W. .19 BR and an 8/6 nylon prop. Ray feels an igniter is not necessary for Sport flying and has found a home brew of 30% Pennzoil aircraft mineral oil SAE 70, 35% Merck motor priming ether, and 35% kerosene. The P.A.W. runs well on this mixture with no critical settings in compression and needle valve.

Measure the ingredients in a graduated medicine bottle or other small mouth graduated container. Mix the ether last, and it would be wise to do the mixing outdoors."

Please send any corrections, additions, or comments in regard to my article to the Bulletin Editor.
A GASKET CUTTER
from Bert Striegler

Figure 1 - Assembly view of Bert's gasket cutter

Figures 1 and 2 are pictures of my successful gasket cutter, designed to use the trusty #11 Xacto blade. The aluminum handle is 1/2" diameter and 4" long. These dimensions are not important, but just happened to be what my scrap box made available. The arm that holds the blade is 1/4 steel and is milled with a flat along one side to prevent the rotation of the bar. The 10x32 bolt with the pin secured into a hole in the end serves as the set screw for the blade holder rod. The blade holder rod has two little flats drilled each side of the hole for the 2x56 screw that holds the blade in place. The two little flats on each side are .015" deep, thus leaving a ridge for the slot in the blade to go over, preventing blade rotation. The ridge is angled 7 degrees from the vertical to align the tip of the blade with the centerline (CL) of the center point in the body. This allows the tip of the blade to be on a tangent to the circle being cut. No dimensions are critical.

The only really critical component is the blade brace which is bent from a piece of soft 1/16" sheet steel. I learned the hard way that you cannot cut a gasket without this blade brace. Once I put that on, it was duck soup to effortlessly cut a gasket. There are probably a zillion other ways to do this, but if you are going to use #11 blades, be prepared to use a brace similar to what is shown to keep the tip from wandering. The gasket in Figure 1 was cut from .017" thick fiber-filled automotive gasket material that is normally a little difficult to cut. The tool made this easy.

I just sawed out the "L" shaped brace and bent the tab over without bothering to heat the metal. Then, I inserted the shank of an old #11 blade into the gap and hammered the tab shut over it. Then I drove a small screwdriver into the open edge of the gap until I could just pull the blade out.

The only moderately critical dimension is that the center point should be soldered into the 10x32 screw so that it is about .030" longer than the tip of the #11 blade. This keeps the tool reasonably vertical when the center point is set into the material.

Figure 2 - The three major components of Bert's cutter.

Figure 3 - Close-up of the brace that guides the blade of the cutter.

Figure 4 - Roger's cutter with the adjustable center point and wooden handle.

Roger found that setting the cutter to a specific diameter was very difficult when he used a dial caliper to measure the cutting radius. A better way is to first use a compass to draw two concentric circles representing the gasket OD and ID. The circles can be checked against the parts for which the gasket is being made. The cutter blade can then be easily set to match the compass lines.

Cutting small and thin gaskets is easier if you cut the ID first and leave four uncut segments at 90 degrees to each other. The uncut segments will preserve the alignment of the center point while the OD is cut. Then the uncut segments of the ID can be cut with the cutter or a hobby knife.

If you do not have a way to cut gaskets easily, just build something similar to my cutter and your problems will go away.
SWAP SHEET RULES

THE DEADLINE PUBLISHED IS THE LAST DAY ADS WILL BE ACCEPTED FOR PUBLICATION. ALL ADS GO TO
THE SWAP SHEET EDITOR. ADS SENT ELSEWHERE MAY BE DELAYED AND MISS THE DEADLINE DATE.

1. Email Swap Sheet and Collecto ads will be accepted via email, providing they are black and white. The ads must be THE
SAME SIZE AND BORDER AS THE FORMS ON PAGE C2.

2. COLLECTO ADS: Collecto ads are now limited to 7.5" wide x 5" long MAXIMUM. Collecto ads are to be sent "camera
ready." Send multiple copies for multiple insertions up to six ads. The collecto ad form must be used and all collecto ads are to
be approved and signed by the Regional Director.

3. Every MECA member is entitled to one free ad in each issue of the Swap Sheet. Ads must use the published format
and address lines as shown. They must be submitted on the printed form provided in the Swap Sheet, lined or unlined.
You may print or type directly on the form, or you may use a separate sheet of paper, then cut and paste the information in
the allocated space. Use black ink and at least 10 point type. If your ad is hand printed, make it neat and legible. Trim your ad
the swap sheet Editor does not have time to trim ads. If your ad is illegible, it will be rejected. In all cases,
the editors decision as to ad legibility is final.

4. Members who offer commercial services such as: repro engines, parts, engine cleaning and repairing, estate and collection
purchases, etc. are entitled to a two-line listing on the inside front cover of the Swap Sheet. The Model Engine Collectors
and its officers are not responsible for statements or claims made by advertisers.

5. Except for commercial advertising. Ads are accepted only from active members. No proxy ads.

6. The condition of engines for sale MUST be listed according to the MECA categories - N, LN, etc., as listed in the Swap Sheet

7. Items listed "sale" or "safe or trade" must have a price listed. "Best Offer" or "make or offer" or the word "offer" is prohibited.

8. The Swap Sheet editor has the authority to reject ads that do not follow the specified format or that are unsuitable for
publication. The subject of Swap Sheet ads must be either engines or closely related items (Kits, model cars, boats, etc.).
Unsuitable ads might contain; political, contain personal comments about other members, contain statements or information
not connected to MECA or engine collecting, etc. In all cases the Editor's decision on ad content is final.

9. A member is entitled to one ad per issue. If more than one ad is received during the ad accumulation period, the last one
received will be published. If you want the same ad to run in several issues send copies of your ad up to a maximum of six, but
all in one envelope.

10. All prices are listed and payable in US Dollars unless otherwise specified in the ad.

11. If a package is lost, seller is responsible for paying buyer back only the declared value of the package plus shipping charge
as agreed upon by both parties prior to shipping. Seller is not obligated to pay back shipping charges in cases of returns unless
agreed upon by both parties or stated in the ad.

12. Blue hyperlinks won't work in the swap sheet and are in blue. Do not use hyperlinks. Put your e-mail address in black.

ENGINE CONDITION CLASSIFICATIONS

NIB New-In-Box. Unused and in the original factory carton or box, complete with all accessories.

N New. Unused and complete with all parts as originally sold by the factory.

LN Like New. Run once or twice, slight marks on lugs, otherwise as new.

EXC Excellent. Run several times, slight marks on mounting lugs, slightly discoloration of cylinder head or cylinder due to heat.

VG Very Good. Very slight scratches on engine. Good compression, light wear on bearing surfaces.

G Good. As very good, but compression and bearing surface wear sufficient to warrant this rating. This code considered
the minimum condition of interior necessary for a "use type engine.

F Fair. Compression sufficient to run engine, but with reduced power output. Bearing surfaces well worn, one or more
missing cylinder or head fins, one or more open mounting lugs, heavy scratches or blemishes on exterior, repaired
parts, unacceptable as a display engine but possible capable of a G or VG rating if overhauled and/or new parts added.

P Poor. Worn out, poor compression, will not run in present condition. Worn, broken and/or surfaces badly scarred.

Not suitable for use or display as is. May be referred to as a "Parts" engine or "Bones" engine.

ABBREVIATIONS

| Aircraft   | A/C | Front Exhaust | FE |
| Back Plate | BP  | Front         | Ft. |
| Ball Bearing | BB | Front Rotor   | FR |
| Bearing    | Br. | Gas Tank     | GT |
| Boat       | Bt. | Head          | Hd. |
| Compression | Compr. | Housing    | Hsg. |
| Cover      | Cvr. | Intake       | Int. |
| Crankcase  | CC  | Marine        | M. |
| Crankshaft | Cst. | Missing       | Mag. |
| Cylinder   | Cyl. | Moving Point | M. Pt. |
| Drive Washer | DW | Needle Valve | NV |
| Engine     | Eng. | NVAssembly   | NVA |

Piston   Pis.
Prop Washers  PW
Rear Exhaust RE
Rear Intake RI
Rear Rotary RR
Screw  Scr.
Side Exhaust SE
Sideport SP
Spring  Spr.
Timer Arm  TA
Timer Tmr.

C-1
MEMBER "AD BOX" Please use form below

Please Trim THE AD as close as possible to border without cutting border. Use a steel ruler & Xacto knife.

NAME  MECA NO.  STREET OR BOX NO.  CITY  STATE  ZIP  PHONE (OPTIONAL)

COLLECTO "AD BOX" Please use form below (Not Member Ad)

COLLECTO  REGION

This Collecto Ad Approved by ____________________, Regional Director. Date: ____________

TO AVOID CONFLICTS, COLLECTO ADS SHOULD BE APPROVED BY THE REGIONAL DIRECTOR & SWAP SHEET EDITOR. IF THERE IS NO REGIONAL DIRECTOR, CONTACT THE SWAP SHEET EDITOR DIRECTLY.


SWAP SHEET SUBMISSION DEADLINES:
- JAN-FEB Issue → DEC 31st
- JUL-AUG Issue → JUN 30th
- MAR-APR Issue → FEB 28th
- SEP-OCT Issue → AUG 31st
- MAY-JUN Issue → APR 30th
- NOV-DEC Issue → OCT 31st

MAILING LABEL

RICHARD KACMARSKY
4820 PLUM HOLLOW DR.
LANSD, MI 48917

C-2
THE MODEL ENGINE COLLECTORS ASSOCIATION
NEW MEMBER / RENEWAL APPLICATION

Name: __________________________ New member? (Y/N) __ MECA # (if renewal) __________________________
Address Line 1: __________________________ Check # (if paying by check) __________________________
Address Line 2: __________________________ (MAKE CHECKS PAYABLE TO MECA)
City: __________________________ State or Province: __________________________ Postal Code: __________________________ Country: __________________________
Phone: __________________________ e-mail address: __________________________

THE MECA PLEDGE: “I, the undersigned, agree to uphold and practice the Model Engine Collectors Association Code of Ethics and fair dealings as follows:
1. To protect the interest of fellow members as well as that of myself.
2. To be honest in my dealings – My word is my bond”
Signed: __________________________ date: __________________________

Membership Types: __________________________
Dues/yr (6) issues: 1) Printed Publications Mailed Plus Internet Access
USA $40, Canada/Mexico $45, All other countries $60 2) Access to Publications by Internet Only
Worldwide: $20

SELECT MEMBERSHIP TYPE: 1) _____ 2) _____ Select Duration: 1 yr _____ 2 yrs _____ 3 yrs _____

Payment Methods:
Check (in US Funds) – Made payable to MECA, include this signed form. Send to: MECA, PO Box 8795, Bacallf, TX 77518
OR PayPal – Add 5% to above values & send to MECADues@gmail.com, email this signed form separately

Website: WWW.MODELENGINECOLLECTORS.ORG Questions? Contact Dan Cencer 832-654-0309 MECADues@gmail.com

MECA Officers & Regional Directors

President – Coordinator
David Zvokak
Phone: (301) 371-3268 Email: LDSar@msn.com

Secretary/Treasurer - Vice President
Dan Cencer, PO Box 8795, Bacliff, TX 77518
Phone: 832-654-0309 MECADues@gmail.com

Swap Sheet Editor - Vice President
Richard Kaempsky, 4820 Plum Hollow Dr., Lansing, MI 48917
Phone: (517) 323-8932 E-Mail: cdkr@comcast.net

Web Master - Vice President
Roger La Prelle, 1804 Pear St NE, Olympia, WA 98506
Phone: (360) 402-8144 E-Mail: r_laprelle@yahoo.com

Historian-Vice President
Bill Bicelk, 3121 W. Cavedale Dr. Phoenix, AZ 85083-8837
Phone: (623) 582-0211 E-Mail: wbicelk@man.com

Race Car Editor-Vice President
OPEN

REGION 1 (CANADA) DAVID AXLER / (780) 492-1636
10433 - 134TH Street
Edmonton, Alberta Canada T5N 2B3

REGION 2 (CA) GARY BARNES / (916) 744-7171
8404 Thombury Dr.
Antelope, CA 95843-5551
Email: GarySkeem@iCloud.com

REGION 3 GARY LAPIERRE / (305) 402-8144
AK, MT, OR and WY
1804 Pear St NE, Olympia, WA 98506
Email: r_laprelle@yahoo.com

REGION 4 JERRY JONES / (303) 422-0408
CO, UT, WY, NE
774 Lewis Street, Arvada, CO 80005
Email: bobbiguy@qol.com

REGION 5 RICHARD MALINOWSKI / (760) 429-4402
IL, WI, IA, NV, ND, SD
10711 S. Citizens Ave, Oak Lawn, IL 60453
Email: spinidzz22@msn.com

REGION 6 SUSEN SARIPALLI / (760) 978-1118
KS, OK, MO, AR
104 Walker Pl., Lawrence, KS 66049
Email: sat3329@gmail.com

REGION 7 OPEN

REGION 8 GEORGE MILANO / (931) 372-7195
GA, AL, MS, FL, TN, PA, NC, SC
4510 North Quintard Lake Rd, Cookeville, TN 38506
Email: thelandfly1@gmail.com

REGION 9 DARREL PEUGH JR / (765) 960-6889
IN, KY, MI, OH, RI, WV
2711 Carriage Hill Lane
Cuyahoga Falls, OH 44223-3380

REGION 10 MATTHEW PRECIUZ / (203) 878-1775
CT, ME, MA, NH, NY, RI, VT
11 Lancer Drive, Sandy Hook CT 06482
Email: mecm@yaho0.co

REGION 11 DAVID ZVOKAK / (301) 903-8646
PA, MD, VA, NJ, DE, DC
P.O. Box 1821, Frederick, MD 21702
Email: lDSar@mn.com

REGION 12 (CA) DAVID AXLER / (780) 492-1636
10433 - 134TH Street
Edmonton, Alberta Canada T5N 2B3

REGION 13 (UK) WILLIAM C. LANGLEY
IGW Wrenite Avenue, Bentley Heath, Kent
DAY 87 United Kingdom
Phone: 01534 299332 Cell: 07910 4932247
Email: angliy066@outlook.com

REGION 14 Asia and All Africa OPEN

REGION 15 Australia, New Zealand, Papua, New Guinea OPEN

REGION 16 HANS-DEITER TEGTMER
Continental Europe
Versicherer STR 11, Wurzbach D-97078, Germany
Email: t.d.tegterm@gmail.com

REGION 17 Mexico, South and Central America OPEN

C-3
This is a listing of providers and the services they are offering to the membership. I will update this list as new material comes in. Please notify me of any changes, errors or omissions so that I can keep this list up to date. Please send all ads to:

Bill Bickel, 3121 W. Cavedale Dr. Phoenix, AZ. 85083-8637 E-mail: wbickel@msn.com
DO NOT SEND ADS TO ANY OTHER PERSON.

DEADLINE is ONE WEEK PRIOR to the PUBLISHED MECA SWAP SHEET DEADLINE.

NOTE: Swap Sheet Ads sent to me in error WILL BE DELAYED and are at risk of missing the cut off date. NOTE

REPRODUCTION and ORIGINALignition Engines: John Bartelt, 3706 N. 33rd St. Galesburg, MI. 49053-9715
E-mail: aeroelectric@charter.net Web: www.woodysengines.com

45 page catalog $24.00 Email: aeroelectric@charter.net Web: www.woodysengines.com Please submit all orders via USPS mail using the order form in the catalog or on the web site and be sure to include your email address and phone number. Orders will be processed as quickly as possible but please be patient.

ENGINE COLLECTORS' JOURNAL INDEX: Now Combined, Issues 1-252 + The MODEL ENGINE COLLECTOR.
Over 300 pages. Indexed & bound. $30.00 ppd. MECA BOOKLET INDEX: Issues 1-321. Printed & bound. $15.00 ppd. Bill Bickel 3121 W. Cavedale Dr. Phoenix, AZ. 85083-8637 Tel: (602) 582-0211. Email: wbickel@msn.com

HELICOIL REPAIR of STRIPPED SPARK PLUG HOLES (1/4-32 only), REPAIR of 4-40 & 6-32 (only) HEAD and BACK COVER HOLES, GENERAL MACHINE WORK: C. F. Lee Mfg. Co. 10112 Woodward Ave. Sunland, CA. 91040
Tel: (818) 372-3766. Email: leeengines@msn.com

DIE-CUT GASKETS for ATWOOD, WASP & WEN-MAC .049's $5.00/set ppd. TESTORS-MCCOY RH STUNT .19, .29 & .40 $8.00/set ppd, Heli-coil thd repair: 3-48 to 1/4-32 on cases & heads, Reset rod to piston in early Wasp, Atwood, & Wen-Mac w/new bronze collar: Bill Schmidt, 4647 Krueger, Bel Aire, KS. 67220. Tel: (316) 744-0378.
E-mail: billschmidt08@hotmail.com


DENNYMITES DRONES & MORE: Info on Sky Charger, Dennymite, Walter Righter, Reginald Denny, Doaling Brothers & much more Only 3 left! $60.00 + $6.00 P&H. REFERENCE BOOK of 2.5 cc/.154ci INTERNATIONAL MODEL AIRPLANE ENGINES: (2nd edition) $60 + $6.00 P&H U.S. Media Mail. $75.00 International.
Jim Dunkin, P.O. Box 695, Grain Valley, MO. 64029. E-mail: james.dunkin@sbcglobal.net

ENYA U.S. ENGINES: Complete Enya parts inventory. Also OS Parts. We specialize in C/L. Shipping worldwide.
Bobby Brooks. Tel: (954) 234-0863. Email: shutterman@aol.com or bobbybrooks1241@yahoo.com

WANTED for the MECA ARCHIVES

Does anybody still have the postmarked mailing envelopes Joe Wagner used to mail out "The Model Engine Collector" and "The Index of American Model Engines" in 1959 and the early 1960's? I would like to more accurately determine the date when these undated publications circa 1960 were released. Still needed are postmarks for issue #4 and also the "American Model Engine Index" which was published separately. Please keep looking folks.

I now have all issues of The Gas Toy Collector......Maybe. I am not sure that Issue 30 exists Those of you who possess these magazines please check to see if you have this one. If so, please let me know, loan it to me to copy or send me a copy.
If your collection is missing this issue, please let me know that too as I suspect that this number (30) may have been skipped.

Bill Bickel
GAS POWERED RACE CARS AND MODEL ENGINE COLLECTO
Portland Swap Meet Weekend.
April 3rd, 2020
Friday Night at the Best Western Inn at the Medows
7:00 till 11:00 $4.00 at the door
Tables $10
Bring your Favorite Engines, Airplanes, Boats and Cars. or Just stop by MECA members wanted!!!
For info call Al Book @ 206 242 5047 or tcaiguy@comcast.net

COLLECTO
REGION 3

MECA & AMRCC
20th Annual

18th ANNUAL SPRING & FALL IN WISCONSIN
MECA Region #5
Saturday April 11, 2020 8:00 am – 12 Noon (Set up at 7:30 am)
Saturday October 10, 2020 8:00 am – 12 Noon (Set up at 7:30 am)
American Legion Post #416
6351 West Grange Ave.
Greendale, WI
Directions in Milwaukee from I-894,
Exit #7-60th Street/South 1.2 miles to Grange Ave.
West 0.3 miles to Post #416

BUY-SELL-SWAP-TRADE any related items, Engines, Parts, Planes, Kits, Cars, Boats, etc.
Tables: $10.00 (includes one admission)
$5.00 General Admission (under 12 free)
Contact: Don Adriano (262) 677-2835 - e-mail: exairtec@aol.com
Coffee & Donuts Available
This Collecto Ad Approved by Erik Melaimakis, Regional Director. Date: 12/30/19

COLLECTO
REGION 4

Buy, Sell, Swap, Trade Model Related Items - Engines, Parts, Planes, Kits, Cars, Boats, ETC.
Region 4 Annual Spring Collecto is on May 16, 2020 at the Maple Grove Grange building, 3130 Youngfield on the west side of Denver. If you are traveling in either direction on I 70 take exit 264 to get to 32nd. The Grange building is a block south of 32nd Ave. on Youngfield. Your host is John Roenfeldt – email roe050@hotmail.com - (303) 730-3995 (Cell) 720-351-0967. Admission for MECA members is $5.00 and for Non MECA browsers is $8.00. MECA members pay $10.00 per table and includes one admission, and Non MECA sellers pay $12.00 per table and includes one admission. Wife’s and kids free. Collecto times are 8:00 am to 12:00 with no setup time. Coffee & Doughnuts’ will be available.

This Collecto Ad Approved by John Roenfeldt, Regional Director. Date: 12/15/2019
Miles Patience 5675 3 Retreat Cottages, Church Lane, Broadbridge Heath, W. Sussex, UK, RH12 3ND

Very sadly my farther Mike Patience passed away on 3rd September 2019.
The majority of Mike’s extensive collection is now available for purchase. Mainly British and American, some French and others. A complete cross section from unique and historically significant to common, plus project engines and spares packages. Some British tether car stuff. Around 200 kits. Approximately 50 years of advanced collecting from a very knowledgeable and skilled engineer.

Please email or write to me for a list. Shipping anywhere worldwide via a tracked delivery service.

WANTED: An original ELF ‘smooth nose’ Twin and reed Single. Your price paid or very strong trade.

EMAIL: MILES@IMAGEDRESSAGE.COM or +7967 008950

Mike Hazel 3617-03 PO Box 505 Lyons Oregon 97358 503-871-1057

Cox Engine Parts Package, all for $90 including USA shipping

1 - Unusual configuration .09 size Glow Head -NIP Part number obscured,
1 - 049 Glow Head #302-1 NIP, 1 - 09 Glow Head #2102 NIP,
1 - 15 Mk II Glow Head #2602 NIP, 1 - Snap Starter Kit R.H. #333 -NIP,
1 - Pee Wee .020 Instructions & wrenches - N, 1 - 049 Wrench -LN,
3 - Baby Bee Reed Retainer #336 -NIP, 1 - PeeWee 020 Red Retainer -NIP,
1 - RR-1 049 fuel tank (blue ribbed) -LN
1 - RR-1 049 crankcase (gold ribbed) -LN
1 - PeeWee 020 crankcase -LN, 1 - BabyBee 049 tank -LN

Lou Jendras 001-04 957 E. Midway Blvd Broomfield CO 80020 720 9807791

For sale: Arden099 ign early mag hd vg but ba9 c'case, thrtl valve msg no plug good for parts or restore $45. Thor exc but swollen d/w fiber no plug $45. McCoy .19 amec #79 vg 1 open lug n/v flex msg$25. McCoy .29 amee #65 vg but no n/v $25. Cox Golden Bee exc $45 Babe Bee exc $25, C0X product 049 from some rtf exc $15 Enya 09-IV-c/c vg but bent nva, throttle arm broke, no muffler$10. Magnun GPSE 65 ln w/box $95. K&B Stallion 049 gloheads NIP $10 ea. EZ Just c/l handle (red) vg $10 or w/lines $20. Goldberg 1/2a c/l handle red used vg $3 ea. Perfect#10 wedgetank nib $3 Futaba FP-4NBF system looks NIB $100. MISC old tanks, prps, wheels call or e-mail. WANTED: frm arm & fixed pt for 2nd-3rd model MADewell .14. S&H extra all items. jendrasmusic@yahoo.com 12/19/13

Bill Barth #5859 PO.Box#7 Oakland, N.J. 07436-0007 201 312 4977

ROYA KIT BOEING P-26A SCALE PERSHOOTER 67" WING .60-90 NIB #4602$140

ELECTRONICS FORD STAR BIPLANE 50", WING .40-60 NIB $4602$140

31G KWIK BILT P-51 MUSTANG 64", WING .45-.60 NIB #1602$140

GREAT PLANES SPOT 60" WING MONOPLANE NIB #55$50 WEBRA .61

SUPER TIGRE 620 .25 RC "1969" #201 VG @ #25 EACH

ROBERT #207 AUTO MIX #4.99 EACH FOR ASTRO MOTORS COOLING FAN #5033 .10-15

ANTENNA #4.32$4.99 EACH FOR ASTRO MOTORS COOLING FAN #5033 .10-15

ASTRO MOTOR COOLING FAN #5033 25-60 EACH #4.95$4.95 FUTABA HMT-7J-SERIES

TESTORS #1923 NEEDLE VALVES #29 EACH FLIGHT SIMULATOR (DAVE BROWN)

IDC# 7-252 RETAIL #1792$ SALE #100 EACH $1508 1/25 EACH

VECO S-7 2.1/2 SPINNER #10 EACH$1508 1/25 EACH

VECO S-6 1.5/8 SPINNER #10 EACH$1508 1/25 EACH

2
**Walt Craig**

Vintage spark engines and racing engines available. Very complete Bunch engine collection. Over 30 motors variants from 1st to last model. Call if interested. All are AMEE identified. Racing engines: Bungay 600 #150 original; 1939 Hassad-Schok 60 original; Underwood Yellow Jacket Model YJ 61 JY #U759 new, original; Ball 60, 1947, new, original; Edco Sky Devil, original; Fox 59 Hi-Torque ignition, original; Hassel Custom, new, beautifully made engine; Howler 60, new, original; Ken 60, original; 1946 McCoy 60 RHBC, McCoy Red Head Jr. 49, McCoy 49 Series 20 of 1949; 1941 OK Tornado 60; 1946 Orr Tornado 60, original; Many others... Elf 4s and Twins, Avion Mercurys w original Avion propeller and wood box, etc. [makenewagain@yahoo.com](mailto:makenewagain@yahoo.com) Call to inquire. MECA since 1961.

**Bob Davis**

Webra 61 Speed, LN~$50.00// Bullet Motor 29 Glow EXC~$100.00// Forster F-35, s/n 3352, Glo LN $65.00// Forster F-31 s/n 11203 1 head fin broken LN $45.00// Madewell 49 EXC~$140.00// Contestor D60R LN $150.00// Anderson Spitfire, 6100 series, 1947, new/ $235.00// Atwood Champion H23 (1946) EXC~$125// Fox 35 1951 Stunt, sand cast case, 3 bolt rear cover, Yellow Fox Box $90.00// Cameron 19L Glow 1952, mounting holes enlarged, EXC, $50.00// McCoy 19 Red Head, brownish front end, EXC, $70.00// Rocket Victor s/n 18815, LN $125.00. Plus Postage.

**David E Evans**


**NOW**

Up to 20%-40% off list price.

Contact us for a complete list of over 150 engines!!! Package Pricing!!!!!!

Shayna & Pat Adee 5872-11 Shayna2k@yahoo.com New York State (845) 988-0124
MODEL ENGINE COLLECTION FOR SALE. Over 534 engines, many in boxes - Old & New - 1938 to Date. Glow, Spark Ignition, Gas, Diesel, Single and Multi-cylinder, Jetex and CO-2. Some examples are: Bantam "19" Ignition, Dooling 61 Spark Ignition, Eversen 29 Ignition, Fox 120 Twin, Saito 90T MKII Twin, Modella 0.27 ccm CO-2, AP 15 R/C, K&B 5.8, ST-X-40, WEBRA 61 SPEED etc. If interested call Rich at 732-968-2480 or e-mail: rablatt@yahoo.com Images of collection and/or individual engines can be e-mailed. Prefer to sell the whole lot, but will consider reasonable offers for individual engines.

Rich Kacmarsky MECA #5737 4820 Plum Hollow Dr, Lansing MI 48917 (517) 323-8932

WANTED

Need a Brown Jr Marine engine with the water jacket as pictured (or similar)
Or just the water jacket

Thank you!

CDRK3 @ comcast.net

WILLIE SCHUAIBAR 3176-1, P.O. BOX 1732 WALNUT, CA. 91788 TEL: #909-444-1974

WANTED COLLECTION OF ENGINES: DIESEL, IGNITION, GLOW.
I AM LOOKING TO BUY COLLECTION FROM 1 TO 1000 ENGINES, NEW OR USED PARTS OR COMPLETE.

WHAT EVER YOU HAVE FOR SALE I WILL BUY INCLUDING:
MODEL AIRPLANE KITS, RADIOS, PLASTIC KITS, SLOT CARS, R/C CARS, TETHER CARS COX, WEN MAC, AURORA AND MORE.....

CALL/EMAIL ANY TIME: TEL: #909-444-1974 EMAIL: W.NET@VERIZON.NET

Jerry Nielson 282-11 2394 Whittier Av, Scotch Plains, NJ 07076 908-232-6671

Jim Walker original 1960's "74" Balsa gliders, trimmable to fly the stunts shown on dealer's display box; relive those old school days-three gliders for $10 plus shipping; Ryan STA 24" Foam RC Scale MRC KIT for multiple power; nice molded foam parts-$25.00; Pre-war OK 49, complete, red plastic tank, accesory twin exhaust stack-$120.00; M&M Parts: Acorn propnut, repro cast plastic tank, tanktop, NV Clinch nut, etc $25 incl. postage; Jim Walker NIB Firebaby Biplane-$210; Biplane upper wing-$75 Firebaby monoplane wing-$65; Original bladder tank-$10, Firebaby balsa fuselage-with alum wing mount-$40 all NOS parts. Have others-call Bunch "Pry Out" tin tank kit $25 gpnjtn@yahoo.com mobile 908-347-5389
R/C Engines: Enya 40, 4 cycle, exposed valves EXC $75.00, Fox 40, Schnuerle w/muffler EXC $40.00, Fox 19 w/muffler, VG $25.00 C/L Engines: McCoy 29 black case, RR, Ign(Missing timer) G, $35.00, Fox 29, Early model(Circa 1951) VG, $40.00, Russian team Race Diesel, KMA 2.5, VG, Has interesting history, $35.00, Cox Pee Wee .020, (2) N, These are Raw stock, no packaging, $30.00 Each, Cox BabeBee, (3) F, $20.00 for all 3. Have original boxes for: Enya 40, Fox 29, and plastic case for MVA diesel. Shipping extra.
FOR SALE OR TRADE: A H BABY DOOLING .63cc DIESEL NIB $190 - ENYA SC GLOW (REAR INTAKE) LN * 65 - D.C. HERLIN .75cc DIESEL (W/SPRING STARTER) N * 70 - OK CUBE 656 DIESEL 95C - R I T M 2.5M DIESEL LN * 70 - TITAN TORNO 2.5 DIESEL MARINE W/FLYWHEEL (HSG INV) EX/LN * 80 - JENA 1CC SIDEPORT DIESEL MARINE W/FLYWHEEL EX/LN * 75 - AL KO SAUNDERS AS. 55CC DIESEL * 556 (SCRATCHES ON D.L) EX/LN * 75 - B.G.A. KIRK BAMBINO .55cc DIESEL MK III (MIG. HOLES ENLARGED) EX/LN * 80 - OTM 1.5cc DIESEL NIB * 70 PLEASE ADD FOR POSTAGE

Bill Schmidt 1583-06 4647 Krueger St. Bel Aire, KS 67220 316-744-0378
Due To Robe Calls I prefer E-mail. I don't answer the phons if I don't know you on the caller I.D. A letter is OK but takes time. billschmidt08@hotmail.com

Atom Parts - Immediate delivery same day order rec'd. - C/C rear cover gasket-$1.00, complete timer assy. -$55.00, m/point-orig. mfg. -$20.00, pivot shaft-$2.00, rider bar-orig. mfg. $15.00, 2 trmr. spgs. $6.00, fuel tk. 1-2nd $10.00, fuel tk. 3rd on $10.00, fuel tk. cover 1st-2nd $10.00, 3rd & on fuel tk. top with bail, rot. cover and washer $22.00, fuel tank gasket for all models -specify Vellumoid paper or neoprene $2.00, .008 atomizer & gasket$20.00, slam gasket that piston hits @ DBC-Delrin .040 $5.00, .008 atomizer cleaning wire $2.00. Gaskets can mail in envelope @ 75 cents. Hardware items @ $6.00 postage. billschmidt08@hotmail.com

PETER SCOTT 5938 6 RUBENS CLOSE NEW MILTON HAMPSHIRE BH255PG ENGLAND
REPLICA BOXES FOR ATOM ENGINES
Made by a professional print shop in Europe, they used one of my worn boxes, and digitally enhanced the images to get rid of the old scuffs and oil stains. They are 3-color print on the correct weight of card, with the edges crisply die cut, and scoring in the right direction (not cheap photocopies requiring gluing/stapling). Inner shelf has cut-outs for the engine and coil, and two little holes for the condenser wires. Shipped flat, simple self-assembly takes a couple of minutes. Price $12 per box, shipping from England to the U.S.A. is $7 for up to 4 boxes. Please enquire for shipping elsewhere or larger quantities.
Email: peterscottmbe@gmail.com

Sam Cannella 3930-08 2857 Hammock Dr. Plant City FL 33566 (813) 473-3475
For Sale: Sterling Monocoupe U/C NIB $70.00; Sterling Corsair FS-36 R/C (or U/C) $55.00; Fox .25 R/C, in box, $20.00; Fox .35, in box, clean, $35.00; Midwest Gollywock, NIB, $35.00
Call or email for details, postage. scannella1@tampabay.rr.com
1. O.K. PLASTIC U CONTROL KIT 14.5 IN W 3 W/STICK
   & LINE ON PLASTIC FRAME. NO BOX. N$ 45
2. 2 HOBBY-TIME KITS SOLID (F-86; B-47) N BOTH $25
3. 2 CONTROL LINE REELS PYLON BRAND W/2.52' WIRE
   CABLES EACH. 1 REEL CHIPPED. EACH REEL $20 &
4. FUJABA PA-1 PILOT ASSIST LINK AUTO PILOT SYSTEM NIB
   $ 25
5. 5 RITE PITCH 1/8-8 PROPS $20 ALL
   PLUS POSTAGE

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Bill Bickel 384-01 3121 W. Cavedale Dr. Phoenix, AZ 85083-0637 (623) 582-0211 wbickel@mac.com

PARTS FOR SALE: Please add $3.00 postage. WASP TWIN - Lead repro timer frame. $5.00,
DAVIERS? - Drive washer - $5.00, HOWLER - Needle & collet clamp. - $5.00, OHLSSON .19/23 - 4 Spot
drive washer. - $5.00, DEW - Repre? spraybar and drive washer. - $8.00.

FOR SALE: WALLY COLLECTION: Mounted for display, incl 7 engs, carrying case, parts & docs. - $5500.00.
See ECJ ISSUE 179 - November, 2006 and ISSUE 180 - January, 2007 for photos and "The WALLY STORY."

WANTED: WALLY SCOUT ENGINE shown as a WHATZIT in the May, 1992 ECJ issue 100.

ENGINE COLLECTORS' JOURNAL INDEX: Issues 1-252 + MODEL ENGINE COLLECTOR - $30.00 ppd.
MEGA BULLETIN INDEX: Issues 1-321 + MODEL ENGINE COLLECTOR - $15.00 ppd.

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DAVID BOGDANYI (279) 8615 LINLEY AVE. NORTH RIDGE CA 91325-3917 DB1-988-0271 Pat. 67-07-024-07

EASY BUILD MODELS; REARWIN SPEEDSTER ($9.36 W.S. NIB $17.
AERO MODELLER ANNUALS 85 & 86 WAB FORSTER 99,
FOLKE-WULK FW 56 "Stroser" DISPLAY, KIT OR? MEGOW
1938 CATALOG, OLD AIRPLANE BOX OR LID, REARWIN
SPEEDSTER 50 "PLAN OR KIT! BURDI 60 "SAME, OLD MODEL
PLANE TROPHY FROM 1930-1950 FOR GOOD HOME, MARX TIN
TRAIN, HUBLEY OR MARX TIN LITHO CAR 6" + LATE 1940'S
ADD POSTAGE, DA818-888-0571. $4 FOR 60 PW. P&S. THANK YOU —
WANTED

Points assembly (moveable and fixed) for a McCoy 29

Thanks, Al

<table>
<thead>
<tr>
<th>Item Description</th>
<th>Price</th>
</tr>
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<tbody>
<tr>
<td>Simplex Hornet 19 NIB SN245</td>
<td>$125</td>
</tr>
<tr>
<td>Cameron 23 NIB</td>
<td>$75</td>
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<tr>
<td>Thor B 29 LN no plug</td>
<td>$45</td>
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<tr>
<td>Synchro B 30 exc msg tank&amp;nva</td>
<td>$20</td>
</tr>
<tr>
<td>Webra Speed 40RC LNib</td>
<td>$40</td>
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<tr>
<td>Fox 60RC twin plug blue head LN</td>
<td>$65</td>
</tr>
<tr>
<td>Enya 09 FF/CL exc on tatone mt</td>
<td>$20</td>
</tr>
<tr>
<td>Super Tigre G21/40 LN FF/CL</td>
<td>$70</td>
</tr>
<tr>
<td>Hobby King Jet Turbine with igniter and papers NIB</td>
<td>$220</td>
</tr>
</tbody>
</table>

Cody Bishop 312 Pleasant Street Pembroke, Massachusetts 02359 (781) 243-2290

1948 McCoy 29 early glow rear intake engine $125 - McCoy 19 Blue Head (his lighting bolts on side) $25 - McCoy 36 50's glow engine $35 - OTR 60 ignition engine $45 - "rocket motor" ignition engine $50 - (GD) Atwood ignition engine $100 - Johnson 35 50$ - 1947 drone diesel (says 7734 on mounts may be converted has glow plug) $90 - PAW 35 diesel brand new $100

All prices are or best offer feel free to ask any questions you would like I can also text or email pictures I have over 70 engines for sale and hundreds of parts for a complete list call 781-243-2290 or email controllinecody@gmail.com
Reprinted from Engine Collectors' Journal, Issue #37, January – February 1971

Editor's Note: According to the Junior Motors sales brochure, four types of alloy steel flywheels were produced. No. 111B (race car) was 2" in diameter and weighed 14 ounces. No. 111 (boat) measured 2 ½" in diameter and weighed 7 ounces. No. 111A (race car) was 2 ¼" in diameter and weighed 11 ounces. And No. 673 (Brownie and class B motors) was 2" in diameter and weighed 6 ½ ounces.
Miles Patience  
5675 3 Retreat Cottages, Church Lane, Broadbridge Heath, W. Sussex, UK, RH12 3ND

Below is a partial list of engines from my late father's extensive collection of around 1,000 engines. Please email me if you would like a full list, photos or have any questions. There is also a list of around 200 model aircraft kits (mainly British) and some related items. Prices are all in British Pounds Sterling. Payment by PayPal or bank transfer in British Pounds Sterling. Enquire for other options.

**Ignition:** Atom Minor 15cc Ex £375 Brown Jr B on mount in box Ex £290 Precision 820 on factory mount, Ex, ex Art Swift £475 Hurleman Aristocrat 10cc (per Brown Jr), LN, ex Gil Greenburg £475 ELF Twin Series 2, Ex £395 ELF Single Series 2, Ex £295 ELF Model 1 / Comcob *original* Ex £375 Dyne 6cc Ex £295 Dyne 4cc Ex £295 Comet 18 Ex £375 Rogers & Geary Wasp Ex £300 Roger & Geary Spitfire Ex £300 Stentor 6cc Ex £150 Baby Cyclone model C on stand Ex £175 Morton M-5, runs nicely Ex £1,500 Syncro Ace LNIB £295 Drone Demon kit engine NIB £200 Morton Challenger Ex £225 Wall Featherweight £250 Ohlsson Goldsclad on factory mount LN £350 Ohlsson Goldscald on factory mount LN £250 Mechanair 5cc LNIB £125 Husky JV on mount LN £200 Various others – ask for list

**Diesel:** Dyne 3cc Ex £275 DC Wilcat LNIB £195 Kalper 32 original Ex £175 Allbon 2.8 Ex £150 Miles 5cc LNIB £250 ETA 5cc LNIB £225 ETA 1.5 FRV diesel *only 9 made* N £375 Mills 1.5 MKI Series I LNIB £100 ACE .5 LN £200 K .2 sideport LNIB £250 Frog 50 NIB £125 Fram Delta 2cc *ultra rare* LN £475 Dyno 2cc Ex £575 There are lots of Mills, Frog and ED engines. Various others – ask for list

**Glow:** ETA 15GP *only 5 made* N £400 ETA 29 MKI LN £125 ETA 19 MKI N £225 ETA 19 MKII LN £225 Robart R780 radial LNIB £2,750 OS FS-20 Ex £120 Frog 160 Ex £60 Various others – ask for list

Forrest Edwards 5 cylinder engine – this is 1 of the 30 or so *factory made* engines in box £2,250

Tether car – E&M Maserati, built and raced by Mr Knowles, the designer and manufacturer of the car. £2,995

*If anyone has an original ELF reed valve Single or ‘smooth nose’ Twin, I am able to offer a very substantial trade. Incomplete and / or broken is fine by me.*

Email miles@toplinenaturals.com and I will get back to you as soon as possible. Phone +44 7967 008950. You can also find some of the engines, kits and related items from the collection listed on eBay with the user name ‘vpatie’.
Cody Bishop Mystery Motor
Check your dues expiration date next to your name and PAY YOUR DUES to DAN CENCER. Check the spelling and correctness of your address and send any changes to DAN CENCER.