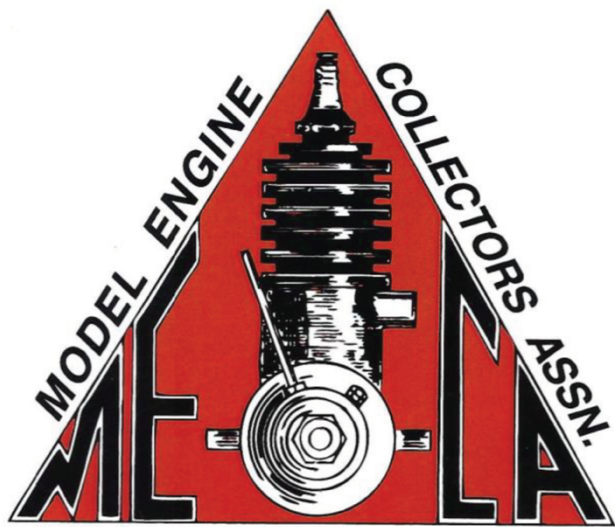




AN INTERNATIONAL
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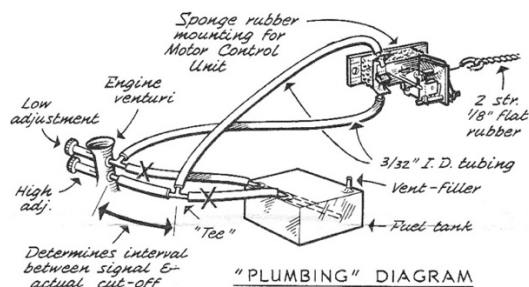


September – October 2025

Deadline for Ads in next Swap Sheet is Oct. 17

www.modelenginecollectors.net

K&B Torpedo .19 2-Speed:
First of its Type
by Ray Leone #233



EAA AirVenture Oshkosh, Wisconsin July 21-27, 2025

(Photos taken by Dave Zwolak)



Newest production Lycoming 720 opposed 8-cylinder.



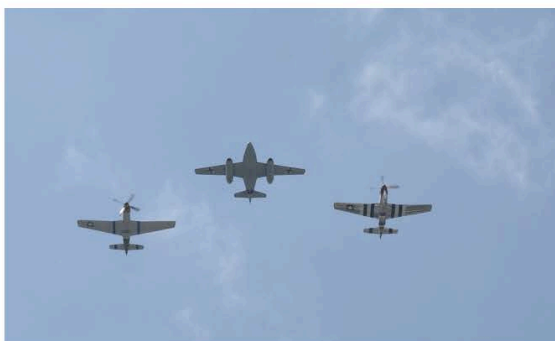
Stearman 4E Junior Speed Mail NC785H (c. 1930) in Standard Oil of California (STANAVO) unique paint scheme. Three were made for STANAVO. This is the only original still flying.



New make Me-262 currently in the collection of the Military Aviation Museum, Virginia. Original Jumo engines (anticipated lifespan ~35 hours) replaced with more reliable and modern CFM turbines.



F-18 on final approach.



Me-262 in flight trailed by two P-51 Mustangs.



F-35 pulling streamers from the wing tips in a high-G turn. What appears to be an out-of-focus photo is actually water vapor formed above the wing demonstrating the Bernoulli effect.

From the Editor
Richard Magin
(richardmagin@gmail.com)

Trying to collect the files, photos, and ads for the next issue reminded me of an adage that I first heard in a high school physics lab, "You can't push a string." If you try, you do no work and will get all tangled up in the loose threads. This situation certainly fits the stacks of paper on and around my desk where I try to keep track of past, current and future articles.

So, as I scan this issue, it is with some relief that I see three new articles from our stalwart contributors: Ray Leone, David Axler, and Jack Lee. Ray sent his analysis of the K&B Torpedo .19 2-Speed glow engine, which is shown in its original box on the front cover. David shared his experience and insight on the little-known Sky Chief .53 spark ignition engine. And Jack continued his series of articles on the glow engines (.19, .35, .45, .51 and .61 ci) that his dad, Clarence Lee, developed for VECO Products (see the back cover of this issue).

As a bonus in this issue, Ray Leone has submitted a short article on the MEGOW Battery Box, an accessory for spark ignition engines. Dave Zwolak has sent photos and captions of airplanes and engines that caught his eye at the EAA AirVenture held in Oshkosh, WI in July. And our Web Master, Stanley Stempera, has shared photos taken at a recent Collecto held in Switzerland.

I hope you enjoy this issue and that you will remember to take notes and photos when you see something interesting on the ground or in the air. Speaking of sharing, I would like to share a couple of

web resources that I recently stumbled over on-line. First, a link to the The Miniature Engineering Craftmanship Museum (craftsmanshipmuseum.com), and second, the link to The Wesley Pettinger Engine Collection at the at the University of North Texas in Denton, TX (engineering.unt.edu/pettinger).

I found the first while researching the career of model engine pioneer, George Genevro, and the second website while searching the Pettinger Engine Digital Archive for information the Sky Chief and Perky engines that David Axler has written about. Both web addresses are posted on the links section of the MECA website (modelenginecollectors.net).

These items complete my "things to do" list for this issue, so I can get back to untangling the stray threads in my head of articles and features for the next issue.

From the President
David Zwolak
(LDSoar@msn.com)

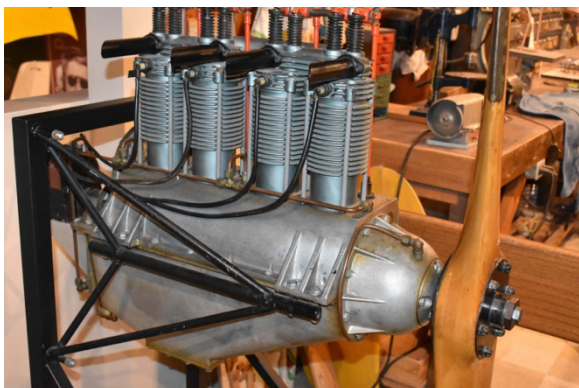
Comments from your coordinator for this issue will again focus on an aviation event. Last time it was the Brodak Fly-In. This time it is the EAA AirVenture at Oshkosh. For one week, Oshkosh is the busiest airport in the world!

Only at Oshkosh can one hear the rumble of radial engines and look up to see a B-29. Not once, but multiple times each day. Only at Oshkosh can one see 7 (yes, seven!) Grumman Wildcat fighters on the flight line. Or five B-25s. Or more P-51s than one can count. Or a tube and fabric classic thought to be long gone.

Only at Oshkosh can you look up to see a new-build Me-262 in flight trailed by two P-51s. The entire Grumman WWII family Wildcat, Hellcat, Bearcat, and Tigercat in one place. Or an F-35 flashing a cone-shaped shock wave as it hits Mach 1 a scant 100 feet off the runway.



Allison V-1710 ground run. Note the slightly blurred prop hub. Single stage supercharger allowed engine to be very effective at lower altitudes, especially operations in the Pacific. How often can you get this close to a running Allison?



Attractive inline four-cylinder designed and built in 1929 by R.G. Huggins, Tulsa, OK. Featured in the EAA Museum. A nice engine that would look great as an operating miniature. MECA Motor Boys are you reading this?



New-make Junkers A50 Heritage with Verner (Czech Republic) Scarlett 7U radial engine producing 124 HP. Verner also makes 3-, 5-, and 9-cylinder radials. The A50 is undergoing certification in the US and available now for pre-order! Leather flight jacket and silk scarf are extras.

More photos from Oshkosh are displayed on the second and the next to last page of this issue of the Bulletin and Swap Sheet. If Oshkosh is not on your "to do" list, it needs to be! Enjoy the photos.

MECA Secretary / Treasurer's Report Issue N° 356, 20 August 2025

Account Balances:

Checking	\$ 8,000
Savings	\$ 10,344
Paypal	\$ 585
Total:	\$18,929

New Members

Gordon Dremann	Riverview, FL
Graham White	Brigantine, NJ
Scott Jones	Lake Forest, CA

Membership Numbers:

Renewals	5
New Members	3
Welcome Backs	6
Regular Members	149
Internet Members	46
Honorary, Life, Staff	22
TOTAL	217

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 me at 832-654-0309 any time.

Renewal Deadlines:

To avoid missing an issue, send your check or PayPal payment to arrive by the last day of the month prior to your last issue's first month. Consider renewing for multiple years ahead to avoid missing deadlines.

Is your membership expiring with this issue?? I am sending reminder emails only.

Address/E-mail Updates:

Make sure to send updated information whenever you have it.

Back Issues:

Several are available at \$4 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?:

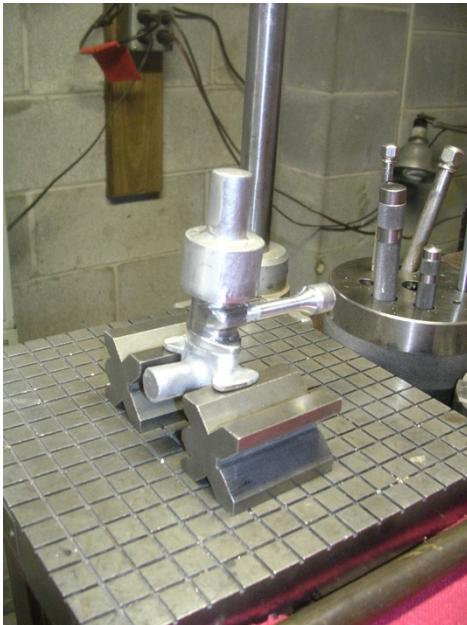
Send an Email to Rich Kacmarsky at CDRK3@COMCAST.NET or call him at 517-282-714

Bantam 16 Project

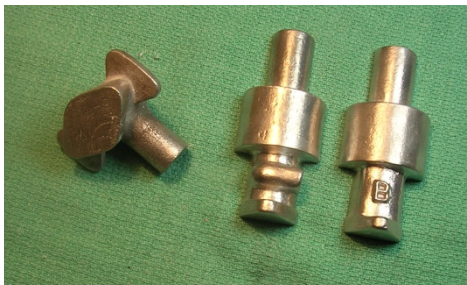
Art DeKalb, MECA # 356-10



Seven fin (left), Twelve fin (right)



Castings for Bantam 16



Cylinder sand castings



12 Fin on stand



10 Fin on stand



Close up completed 12 fin.



Close up of completed 7 fin.

For more information on Bantam 16 engines,
see Tim Dannels' AMEE, Vol. 1, pages 29/30.

K&B Torpedo .19 2-Speed: First of its Type

by Ray Leone #233



In my opinion, the K&B Torpedo .19 2-speed, produced by K&B Manufacturing Co. located in Compton, California at the time of its introduction, is significant because it was the first of its type. The Ted Martin engine review in the December 1952 Model Airplane News (MAN) states "One of the world's outstanding model engine authorities analyzes the first engine expressly designed for two speed operation on glow fuel."

Initially, I want to cover the standard K&B .19 since it is the basis for the later two speed version. The K&B .19 was announced in the March 1951 MAN ad stating "K&B Manufacturing answers popular demand." The ad did not show the engine. Instead, there was an artist's drawing of an engine covered with a cloth to be unveiled.

The next month's ad, April 1951 MAN, still did not show the engine. However, specifications and price were given. Bore .640 in., Stroke .620 in., displacement .19 cu. in., weight 6 oz., and front rotary valve. Price was \$ 12.95.

THE NEW K & B TORPEDO .19

GIVES FUN OR TROPHIES FOR ONLY \$12.95

LOOK FOR THIS PACKAGE
on your dealer's shelves
\$12.95 COMPLETE
WITH
GLOW PLUG
& PROPELLER

SPECIFICATIONS
Bore .640 • Stroke .620
Displacement .19 • Weight 5 1/2 oz.
Front Rotary Valve

FEATURES "Advance Design"
• Cylinder Head • Fuel By-pass • Venturi
• Piston • New crankshaft and con rod
material — for prevention of stress failures
created by today's hot fuel.

HAIL THE NEW CHAMP!

Tests prove the new K & B Torpedo .19 to be a
real competitor — a real champion.
Fly this new champion of the air, for fun or trophies.
Available at your dealer in May.
Start your '51 flying with a new K & B Torpedo .19.

K & B MANUFACTURING CO.

TORPEDO
ENGINES

224 E. PALMER AVE.
COMPTON • CALIF.

FOR FUN OR TROPHIES

The following month, in the May issue of the 1951 MAN, a full-page ad on the inside back cover finally shows a picture of the engine. Interestingly, the weight is now given as 5-1/2 ounces. The engine came with a glow plug and propeller. The ad listed, "Advanced Design Features." These included the cylinder head, bypass, venturi, and piston, as well as the use of new crankshaft and rod material to prevent stress failures created by hot fuel. Early .19's had an unpainted head, whereas later the head was painted green.



In the September 1951 MAN, K&B's ad claimed, "This is the engine that's blazing a new path for speed, power and performance. In every part of the country, modelers are saying the K&B Torpedo .19 is the hottest engine on the market today."

Lew Mahieu, in his June 1951 MAN review mentions a very large exhaust and bypass area, a crankshaft port of the same size used in Class "B" engines and a 1/4" prop shaft instead of the 3/16" size commonly used on class "A" engines. He says, "To tip off the speed boys, several of the hot-shots on the West Coast are already building new speed jobs for this engine."

Indeed, modelers using the K&B .19 began accumulating many contest trophies in several events. For example, the March 1952 MAN ad stated a plane powered by the K&B .19 set a new national speed record of 131.33 mph in Class "A" Open. During that era, the traditional speed engine design featured

dual ball bearings for the crankshaft, a ringed piston and a rear disc rotary valve. The K&B .19 broke from tradition by using a plain bronze bearing for the crankshaft, a crankshaft rotary valve and a lapped piston.

An engine review in the November Model Aircraft magazine summarized the K&B .19 as follows:

- Starting – Excellent.
- Running Qualities – First Class.
- Vibration – Negligible.
- Needle Valve Response – Perfect.
- General – Superb Performance, Fine Engine.

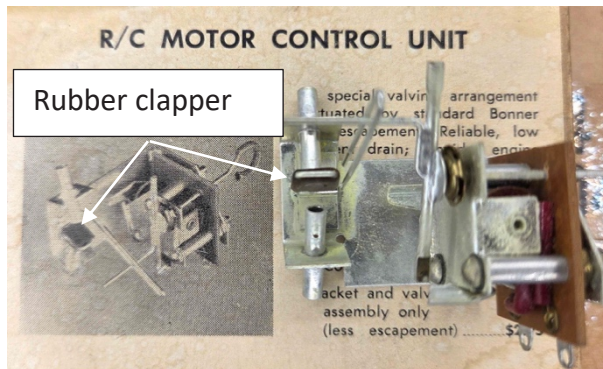
Later the review said, "...performance which is superior to that of any 'racing type' .19 cu. in. unit and equal to that of many engines of 50 percent greater capacity." It was noted that the crankshaft journal is of an unusually large 3/8-inch diameter, with a large volume rectangular intake port. The meehanite piston is designed for minimum weight and for reduced drag with its relieved skirt. Engine weight recorded as 6 ounces.

The above review recorded a peak horsepower of .41 at 15,000 rpm on fuel containing 25% nitromethane and with the venturi restrictor in place. Greater rpm and horsepower were predicted to be possible with the restrictor removed.

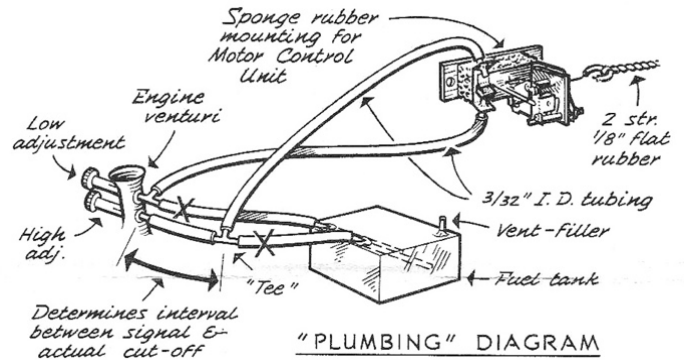
J. L. McLarty's review in the October 1951 issue of Flying Models stated the engine's compression ratio was 9 to 1. He claimed that the slightly undersized diameter of the lower half of the piston provided better lubrication and less drag.



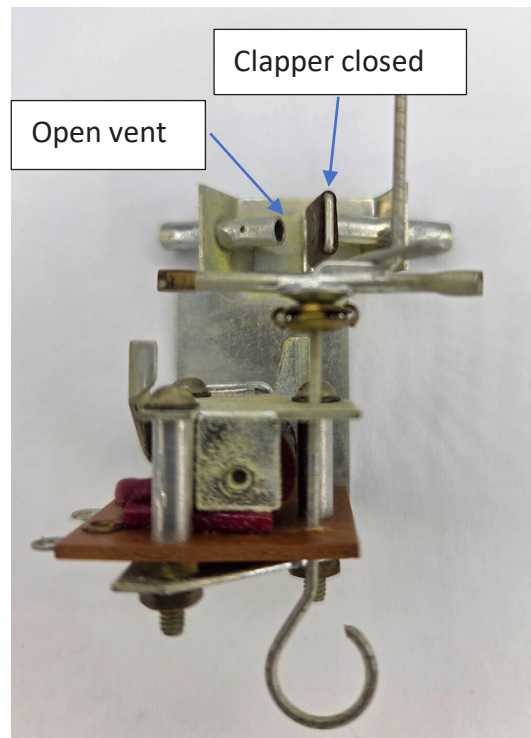
The K&B .19 2-Speed, priced at \$16.95 with propeller, was introduced to modelers in the December 1952 MAN review. The engine was available at a much earlier date, but the exact date is not known since the first ad would not appear until February 1953. The two speed .19 was designed to operate with a fuel delivery system developed by radio control expert Howard Bonner.



This system used a motor control unit with a standard Bonner escapement that switched fuel between the upper slow speed and the lower high speed needles.

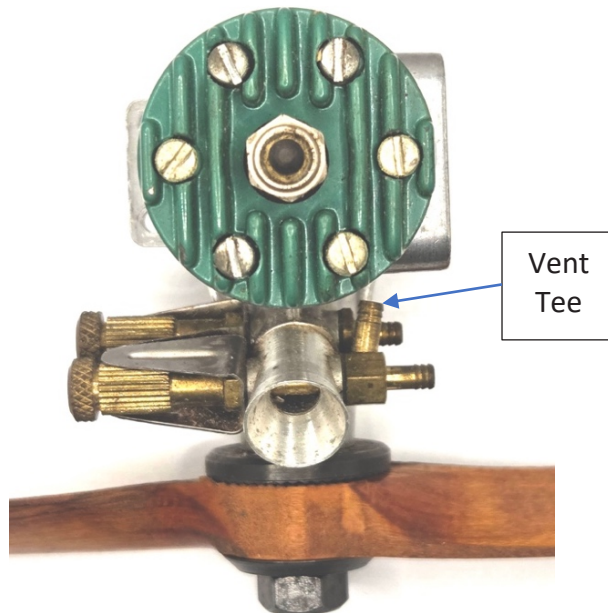


Switching was accomplished via air vents that when closed allow the suction of fuel to the needle valve selected. A diagram of the Bonner system is shown so readers can see how it works.



A rubber clapper closes one air vent to allow the needle valve to draw fuel, and simultaneously opens the opposite air vent to prevent the other needle valve from drawing fuel. The clapper's position is changed by the escapement.

According to Bonner's instructions, it is important to place the slow speed vent "Tee" as near as possible to the Engine's venturi. The K&B incorporated this vent "Tee" in the upper spray bar.



Bonner's instructions for two speed engine operation are as follows: Start the engine on low speed (low speed vent line closed) and allow it to warm up. Switch to high speed (high speed vent line closed) and adjust the high speed needle valve slightly rich. Switch to low speed and adjust the low speed needle valve for the desired low speed rpm. Experiment with various fuels and glow plugs to obtain the greatest speed change. Usually, best results are obtained with a low nitro sport type fuel. The most satisfactory fuel and plug combination is determined by the make of engine and the atmospheric conditions.

Martin says the lapped piston is superior to a ringed piston for slow speed running because of its better compression seal at low speeds. The connecting rod is a drop forging so that the grain flow of the metal

is in the direction which provides maximum strength and fatigue resistance. He claims the compact crankcase design offers high volumetric efficiency. The two speed K&B has a smaller venturi insert bore than the standard .19 for flexibility in two speed operation.

Martin's review found the minimum low speed for reliable and rapid response to high speed was 4,500 rpm. The two speed K&B operated best at a high speed of between 11,500 and 14,500 rpm. Peak power was recorded at 13,700 rpm.

Engine instructions state, "Your new Torpedo engine is built with the precision of a fine watch. Treat it as such and you will have many trouble-free flying hours." Only K&B Supersonic fuels were recommended. Generally, Supersonic 100 will give best results in warm weather and Supersonic 1000 in cold weather. Supersonic 1000 also was advertised as a 'hot' speed fuel. The company would assume no responsibility for other brands of fuel causing gum or varnish deposits in the engine. Recommended propellers for the .19 are as follows: 9x4 for free flight, 9x5 for control line and 10x4 for radio control. Howard Bonner's aforementioned motor control unit diagram and engine adjustment instructions were included with the K&B .19 2-Speed.

The K&B .19 2-Speed enjoyed several years of popularity. Then, due to advances in speed control, it was superseded in September 1958 by the K&B Torpedo .19 R/C with multi-speed carburetor.

Sky Chief .526 Ignition Engine Improvements

by
David Axler MECA #385

My first Sky Chief was very old and loose and when I ran it, it knocked badly for 2 or 3 seconds (before I could switch the ignition circuit off) and crashed apart – ruining the connecting rod and entire crankcase! It was the early 1st version, lapped piston, no ring model. The piston/cylinder compression was top notch. The exhaust was a single large opening.



It fell apart because the crankcase was designed with a top deck so when the piston descends it cannot fit within the crankcase; it is meant to stop just short of the deck, before it rises again.

If the aluminum connecting rod has a worn and enlarged crankpin hole then the piston can descend a few thousands

further downward and hit the deck! It smashes into the crankcase and breaks the rod.

Perhaps all this could have been avoided if the deck had been lower or the piston shorter at the bottom by 1/64" (or a better connecting rod, of course). You cannot deepen the crankcase deck because the crankcase material is too thin. You could locate a newly made rod with the same as original dimensions or you can safely remove up to 1/64" from the bottom of the piston. Even if the piston is not shortened, the new rod may be stronger and maintain the original clearances. However, if the crankshaft bearing fit has loose movement, it also can allow the bottom of the piston to descend further and hit the deck. Therefore, a shortened piston at its bottom would be recommended. A thicker cylinder gasket will not solve this problem as it just raises the cylinder but has no effect on the piston downward travel.

Another Sky Chief problem is sealing the engine so that it has enough crankcase compression to suck the fuel into the engine. The rear end gasket and cylinder gasket can easily be remade if needed. The side by-pass plate gasket is a bit trickier to cut/remake. The real problem you will find is sealing the by-pass plate. If it does not leak at all then never remove it.

To tear down the engine don't remove the by-pass plate if you are sure it doesn't leak. Remove the rear cover screws and when removing the cylinder do not remove the side by-pass plate or its 4 screws unless it leaks. To remove the cylinder, loosen the cylinder screws on the exhaust side half way; then take a tiny screw driver (possibly from an eye

glasses screw repair kit) and place it on its side onto the base screw slot on the by-pass side and loosen this screw half a turn at a time; as the screw comes up lift the cylinder slightly (it will lift up if you have loosened the screws half way on the other side). Keep loosening both screws in this manner until the exhaust side base screw comes off and the by-pass side cylinder base screw comes out, that is, unscrewed from the thread of the crankcase, but remaining in the cylinder flange hole. You have in this manner removed the cylinder with the by-pass plate still attached to the cylinder.



Why do this? If you remove the by-pass plate and gasket you will find it possible to turn the base plate screw under it, but don't. The head of the screw has no room to come up the side of the cylinder and will immediately score the lower portion of the by-pass, damaging the sealing edge of the by-pass. This happens immediately as the screw head moves even slightly upwards. When you then try to seal this by-pass cover to the cylinder it will leak at the lower margin where the screw scored and brushed up against it on screw removal! (It will be quite difficult then to smooth out this lower by-pass margin for the tiny gasket edge to seal properly at this place.) If it already is scored and damaged and leaks at this

spot, try aluminum weld epoxy or your favorite repair method to fix this problem.

Sky Chief open-style timers are easy to keep adjusted and you will find they open with a wide $1/32$ " gap which is normal. Unfortunately, they have a terribly long dwell or stay closed very long, and open when the bump on the cam raises the moving point up from the lower point – for only a very short open time. This is hard on batteries and can even heat up your coil. So, switch off the circuit unless you're running, or flipping the prop.

Starting is extremely easy. Open the needle valve $3/4$ to 1 turn, choke by flipping 2 times or so. When it has fuel it starts right away. With the timer arm set at about 9:30 to 10 o'clock it's advanced, so move the timer arm slightly below nine o'clock and move it up slightly once it's running. Lean the needle slightly and be surprised at how it's not breaking apart and is capable of respectable rpm's.

If you wish to change it over to a more normal dwell, you can file down the cam "bump" until it's flat, perhaps $1/64$ " to $1/32$ " lower in depth than the surrounding cam edge; but then the fiber cam follower will be too short and must be removed and replaced with one made up with a longer downward portion that can contract the cam circumference (and keep the moving point open until it reaches the flat area of point closure).

Another problem to watch out for are those nasty sharp points on the prop drive surface of the drive cam. They are so sharp they will tear up the wood on your prop if the engine misfires. I found it is best to take a spare cam drive for running the engine with a wood prop and file the sharp points off to four slightly

raised dimples. They will grip the prop but not tear out the wood if the engine hits something or backfires/misses, etc.

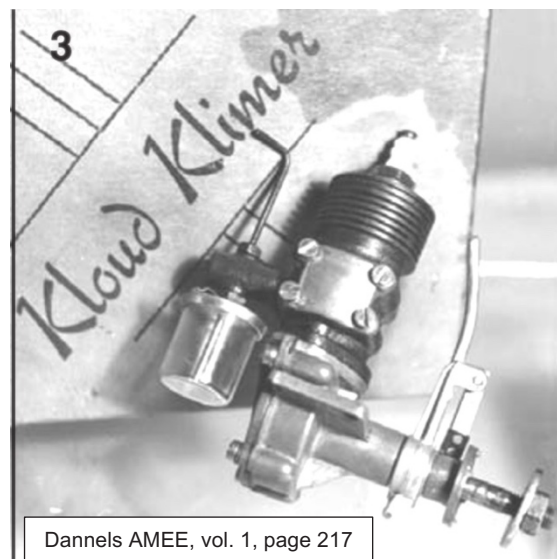
Fuel can be four parts white gas or naphtha (Coleman Fuel) to one part of SAE 70 weight oil (per instruction sheet) or 3 to 1 if the 4 to 1 ratio scares you a bit. I have five Sky Chiefs. One is the early lapped piston, and the rest have the ring on the piston. For running in a model, such as the 60" Simplex, I obtained a repro crankcase and connecting rod for two of them. The other three engines have new or repro connecting rods, with one having its original rod (no cracks of wear on it).



All are in nice running order but required new gaskets and timer adjustments over time. The one with its original rod has its piston lower edge shortened 1/64" or slightly more.

The Sky Chief ads referred to the purchase from dealers through jobbers (not direct) although one ad by Eureka (Air Trails, July 1941, p. 57) was shipping "postage cost free" direct from them. Latest ads gave the Manufacturer's Chicago address hinting at the direct factory purchase orders option.

My crankcases #6240 and #7243 have no bronze bushing that most Sky Chief crankcases have. Instead, these crankcases have aluminum bores sized to fit the normal crankshaft without any bushing/bearing insert. So, when it comes to the Sears Kloud Klimer I wonder if I have found the difference between the Sky Chief and Kloud Klimer (Similar to the OK .29 ignition motor and the Mohawk .29 ignition motor – no sleeve bushing/bearing in a Mohawk .29).



Dannels AMEE, vol. 1, page 217

Can anyone with an in-box Kloud Klimer assist on this? If a Kloud Klimer was apart check for any bronze insert and serial # please. Also, I could sure use 2 or 3 spare Sky Chief timer frames in solid shape or one complete timer plus two timer frames (will purchase or trade parts, if possible, for same).

I welcome phone discussion – I have long distance flat rate so I will call you (USA or Canada) back if you call me at (1-780-280-8345) or leave a short message. Thanks.

The Lee Series of Engines

Part 1

by Jack Lee, MECA # 6019 Aug 7



Group image of the Lee series of engines. Foreground left Sidewinder Version II, foreground right Sidewinder Version I, background starting on the left Veco .35, Lee .51, Veco .61, Lee .45, Veco .19).

I set out to write this article for a couple of reasons: first, the late Clarence Lee was my father and I wanted to document each of the engines I have collected (more like gathered into one place) for my family, second, I wanted to know what they are and learn their significance, and third, I figured I would pass the history on to the MECA members who might not know. As I did my research using dad's records and notebooks, plus the valuable information Tim Dannels has gathered and presented in his books, there were surprises and a bit of confusion in some cases. In the telling the story of the Lee Engines, I have included a few seemingly off topic engines to help fill in gaps and to sort out some confusion.

It's the late 1940's, WW II is over, and, like many companies, Henry Engineering is looking for ways to save their business. For whatever reason, Gil Henry decides he wants Henry Engineering to get into the model engine business under the moniker of HECO. The only problem is, HECO was already being used. Someone suggested changing the "H" to a "V" for victory and VECO was born. Veco makes a deal with K&B for K&B to manufacture engines for them with the VECO moniker, the caveat, Veco was needed to design the engine, so they hire Clarence to do that. It is not clear, and my dad doesn't appear to have any records, but someone had the idea, that the quickest and least expensive way to proceed would be to use parts that K&B was already producing. Hence, they ended up taking all the parts from the K&B Torpedo .29 and assembling them into a newly designed case with a rectangular shaped exhaust port instead of the airfoil shape of the K&B, and it would have VECO stamped on the by-pass side. Both a .29 and a .31 engine were produced and went to market the end of 1950. Clarence was given credit for the designs, but there wasn't much actual design work beyond the crankcase.

Shortly after the Veco project, Clarence started working on his own project and built what he called an "In-line, Horizontal Engine" meaning the cylinder is in a horizontal position, parallel to the prop shaft. The name "Sidewinder" was given to it at a much later date by Joe Wagner. Clarence made the wooden patterns for the sand casting of a prop shaft housing and a gear / crankshaft housing. He utilized the Veco .29 case, with the front cut off and the sleeve / piston assembly. This is where I had been confused since

I was told and I had read that he used a Veco case and K&B sleeve and piston, but I now know the Veco .29 already used the K&B parts, and they were already made to fit and function together.



Lee Sidewinder Version I. This engine is one of three of this version to be hand built by Clarence Lee. Note the sheet metal mounting lugs and side facing exhaust port.

Shortly after the Veco project, Clarence started working on his own project and built what he called an "In-line, Horizontal Engine" meaning the cylinder is in a horizontal position, parallel to the prop shaft. The name "Sidewinder" was given to it at a much later date by Joe Wagner. Clarence made the wooden patterns for the sand casting of a prop shaft housing and a gear / crankshaft housing. He utilized the Veco .29 case, with the front cut off and the sleeve / piston assembly. This is where I had been confused since I was told and I had read that he used a Veco case and K&B sleeve and piston, but I now know the Veco .29 already used the K&B parts, and they were already made to fit and function together.

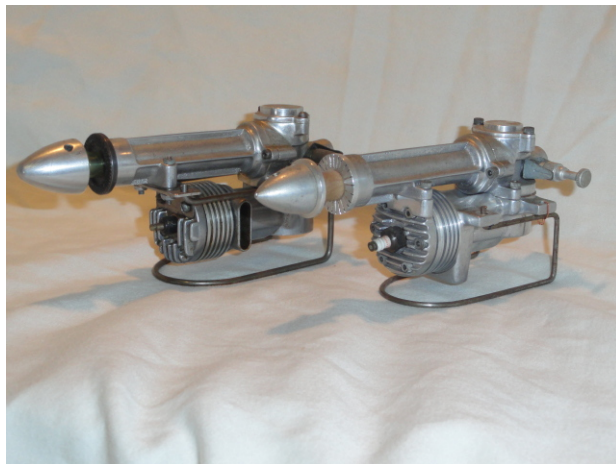
The engine ran well, although there was a strange sound from the gears that could be heard over the exhaust sound.

The engine did run hot and to remedy this, Clarence machined off the steel cylinder fins and replaced them with an aluminum finned muff pressed onto the sleeve. The sleeve was also honed to have a taper to it with the top being a closer fit with the piston and the lower portion progressively looser. The idea is that when the engine comes to temperature, the sleeve would be straight and have a tolerance to keep it from seizing with the piston. Both ideas worked very well, and they later were incorporated into the Veco engines and designated as T.C.C (Temperature Controlled Clearance); hence the Veco .29 TCC, .31 TCC and .35 TCC engines were born. Ray Leone covers this topic well in his article, The Origin of Veco's TCC, published in the Nov-Dec 2022 issue #339 of the MECA Bulletin and Swap Sheet.

Three TCC versions of the Sidewinder, including the aluminum fins, were produced with one of them being flown at the 1952 Nationals, but unfortunately it was destroyed when the model crashed. I had read that the engine was shown off and flown at the 1951 Nationals. But I have come across a letter Clarence wrote, stating the engine was originally run for the first time on July 10, 1952, and flew on the 13th, just in time to participate in the 52 Nationals.

A second version of the Sidewinder was made in 1954 and was for the most part the same as the first version, other than changes that Clarence made to his own case so that the exhaust pointed down and it had cast on mounting lugs in place of the sheet metal ones on the first version. This engine also was changed to use the Veco .31 TCC cylinder setup. Only one prototype of this version was

made. However, in 1996 Clarence was approached by a foreign collector and talked into making an additional engine. He ended up making two additional second version engines, one from original parts, the second from a casting produced in 1996.



Lee Sidewinder engines, Version I on the left, Version II on the right. Version I has side facing exhaust and sheet metal mounting lugs. Version II has a downward facing exhaust and cast mounting lugs.

Clarence started design work in 1958 for the new Lee .45 engine intended exclusively for the radio control market. He made his own wooden patterns for the sand cast crankcase, of which he did all the machine work to make them a useable part. He in fact made every part of the engine except the ball bearings and glow plug; all on his 6" Atlas lathe. Production started in 1959 with the first batch of engines finished in July of that year. In one of his notebooks I found where he tracked his time and on average it took 31.5 hours to completely build each engine and test run it. Yes,

every engine was run for 30 minutes minimum.



Lee .45, serial number 4501, designed and hand built by Clarence Lee, this engine was assembled July 1959.

Production of the Lee .45 continued through June of 1961 and then it went on hold until mid-1964 when he introduced and built three Lee .49's followed up in 1965 with the Lee .51, of which five were made. I found paperwork that indicated the .49 wasn't really planned but came from utilizing left over .45 parts and mixing them with .51 parts. He used the shorter stroke .45 crank mated to the larger bore of the .51 cylinder which gives you the .49. Now there were a couple of the earlier .45's that got modified to be a .49 by playing with bore / stroke ratios. By the end of December 1965 production of the Lee series of .45, .49 and .51 engines came to a stop. However, a handful of engine collectors convinced Clarence to build "just a few more" and from 1972 through 1998 eight more engines were built: three .45's, one .49 and four .51's. When the dust settled a total of 42 Lee engines had been completely hand made.

The design and manufacturing rights for the Lee .45 were sold to Veco. However, Clarence had the right to buy parts from Veco and produce a hand built "Custom" version of the engine. From the engineering drawings Clarence made, that I recently uncovered, it appears this transaction took place prior to December 1959 shortly after production of the Lee .45 had started. It wasn't until March 1961 that the Veco produced drawings for the engine were finalized. The Veco .45 Series 200 was introduced 1961 and available to the masses in November 1962 (information from Tim Dannels' American Model Engine Encyclopedia, Volume 1).

According to Clarence's records, he built the first two Lee Custom Veco .45's in October of 1961, and by the time November 1962 rolled around he had built and sold 105 Custom Veco .45's. By the end of 1964, 156 Custom Veco's had been built and sold, although production did continue to 1967 with a total of 166 engines being sold. During this time, Clarence enjoyed a fair amount of success with his Lee .45 and his Lee Custom Veco .45 with National wins in R/C Pattern, Open Class, in 1962, 63 and 64. I find it interesting that in 1964 and 65, Clarence was producing both his own Lee .49 and .51's as well as the Lee Custom Veco .45's.

I trust you enjoyed this article and maybe learned something from it. If anyone has any additional information regarding anything discussed here, I welcome the input and can be reached at jack-lee@comcast.net. And if anyone has or knows the whereabouts of a Lee .49, please get in touch, I would like to get one for my collection as it is the only Lee engine I don't have.

Megow Battery Case – An Innovative Accessory by Ray Leone #233



During the spark ignition era, the Austin Craft aluminum battery holders were commonly used. They represented the typical style at that time. Today the batteries are often simply soldered together for more reliable connections.

However, there is an old saying about always trying to invent a better mouse trap. The saying can also be applied to many of the accessories that were available for model engines.



In the February 1946 Model Airplane News (MAN), page 58, Megow Corp., Philadelphia, Pennsylvania, announced a new product. It was their Gas Model

Cartridge Type Battery Case. The price was 40 cents, or 50 cents by mail. Megow's accessory is very attractive with its transparent green case, copper end caps and mounting clips.

The ad states it is a light weight, transparent, unbreakable, cartridge type battery case that provides complete accessibility. The case is claimed to be entirely waterproof and oil proof and is instantly removable without disconnecting the primary ignition circuit wire leads. (Author's note: The waterproof feature would be an advantage to tether boat operators.)

Furthermore, the non-conductive cartridge body reduces the possibility of short circuits. A heavy internal coil spring ensures a perfect battery contact to eliminate engine sputter. The spring mounting clips are designed to keep the cartridge from being thrown forward in a crash. The clips also provide a convenient means for connecting the primary circuit leads.

Finally, the ad states the slender design is best for modern streamlined models. What this means is that the batteries in the cartridge are in line. Compare this to the aluminum battery holders where the batteries are often placed beside each other, thereby requiring a larger width in the model.

The end flaps on the box for the Megow battery case state "Engineered by the Megow Corporation". The sides of the box highlight the case's features of being lightweight, transparent, water and oil proof and instantly removable without disconnecting the primary circuit wire leads.

Instructions included with the Megow battery case say to attach the mounting clips to a hardwood base, using machine screws with washers under the nuts. Connect the terminals of the wire leads under the mounting screw heads.

The instructions also warn, "Do not take cap off the unthreaded end of cartridge." In other words, one end cap is permanently attached to the transparent plastic case. The other cap is threaded to the case and permits the batteries to be inserted in the case. Simply spread the wide base of the battery coil spring to fit the cap on the threaded end of the case snugly.

Insert two dry cells with their bases toward the cap with the spring. Then, insert the cartridge into the mounting clips. The clips may be bent if necessary to provide a firm grip on the cartridge.

I am aware of two sizes of the Megow battery case. The large case is for the medium (C) dry cells. A smaller case uses pen cells. Oddly, the battery size is not marked on the box, although the size of the box gives an obvious indication as to which is contained within.

The Megow battery case certainly is an innovative accessory. As such, it has earned a place in my small collection that focuses mainly on innovation in model engine and accessory design.

Please send any corrections or additions to the Bulletin Editor.



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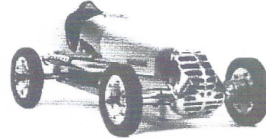
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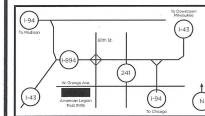
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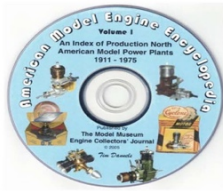
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Southern Tier R/C Swap Shop

The Southern Tier R/C
Swap Shop Newsletter
is published monthly
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amtjeffp@gmail.com.



American Model Engine Encyclopedia Volume One CD ROM

The print version of the AMEE volume one has been out of print for quite a few years having been updated with volume two.

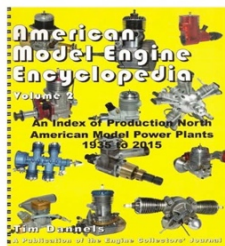
However, lines covered in volume one that do not have updates are not repeated in volume two.

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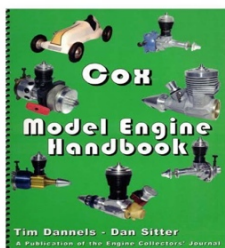
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Linax 10 cc: State of the Art Tether Car

by
Tom Brown
(tomf2abrown@yahoo.com)}

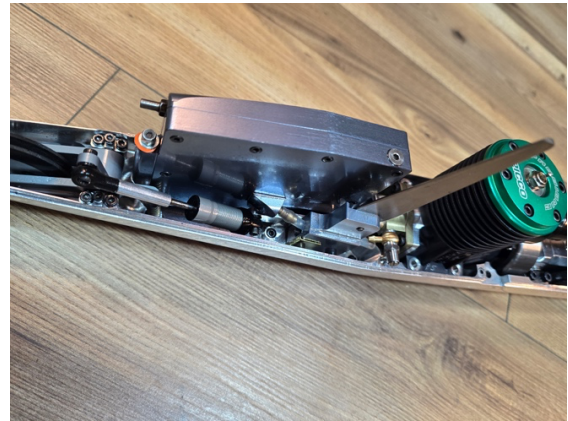


Pictured are the internals of the Linax 10 cc. The car has front and rear suspension. We run a full tuned pipe in the class. Currently the Picco 10 cc is the dominant power plant. In the works and hopefully available still this year is a new motor designed and built by Steve O'Donnell. It has been under development for several years and is undergoing testing at the Valley Miniature Racing Car Association (VMRCA) track in Whittier, California. VMRCA is hosting the World Championship this fall (Oct 29 – Nov 2). The current Linax car is being brought into the US by Dave Lundegard. He keeps an inventory of kits and spare parts to ensure their availability.



The gear box is available with a 1.5:1 and a 1.61:1 gear ratio

The Linax 10 cc cars are made in Europe and virtually everything is CNC machined and very interchangeable



Close-up of the front suspension, fuel tank and the fuel shut off switch

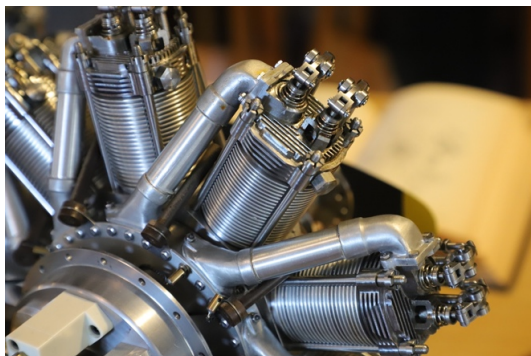
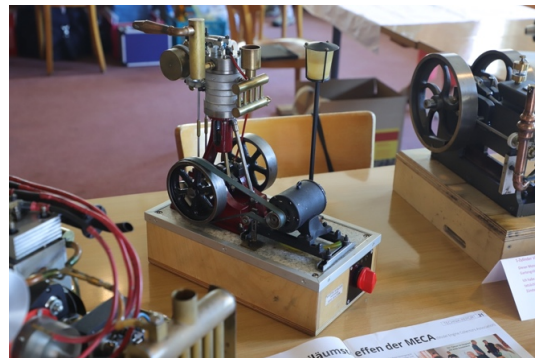
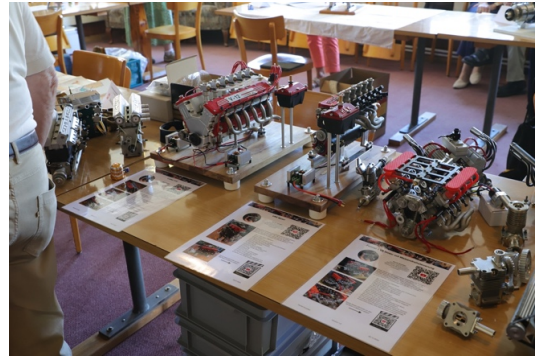


The Linax 10 cc is without a doubt the Formula 1 of modern-day tether car racing. However, the American Miniature Racecar Association (AMRCA) is still running all the traditional tether cars that have been around for decades. The Bluegrass Miniature Racing Car Association (BMRCA) club runs all AMRCA classes at their facility. So, if you have a car or your fathers car dust it off and get it out to the track. It doesn't matter whether it goes 100 mph, or 200 mph, the comradery and the fun of running and racing these cars are still awesome.

MECA 16 Collecto in Oberbalm, Switzerland, June 21, 2025

(Photos taken by Daniel Hunziker)

MECA Webmaster, Stanley Stembera, attended this Collecto and Swap Meet that was hosted by the Swiss Racing Car Club. From the wide range of engines on display you can see that combustion engines are widely collected and wisely constructed in Europe. More photos and videos are on the MECA web site and at (<https://www.youtube.com/@danielhunziker3577>).



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Or just the water jacket

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Mohrbacher Estate Engine List 28 (Sept/Oct 2025)

Arden .099 on FF Chassis, Like New, \$235
 Arne Hende Baby Dooling .038 Glow in Diesel Box, o/w NIB, \$160
 Atwood Wasp .049, Metal Backplate Tank, Like New, \$40
 Cox .049, w/Flywheel and Blue Plastic Tank, Like New, \$35
 Cox .049 w/Yellow Plastic Tank, Like New, \$30
 Fox .049 w/Back Plate Tank, Exc., \$30
 Fox .049 w/Back Plate Tank, NIB, \$40
 Fox .10, Domed Glo-Head & Spinner Nut, New, \$40
 Fox .10R/C, Box Worn, NIB, \$45
 Fox .15X, NIB, \$45
 Fox .19BB Schneurle, LN-New, \$50
 Fox .29 R/C, AMEE v.2, p. 62, #130, NIB, \$45
 Fox .36 R/C, Schneurle, AMEE v.2, p.75, #227, Series 5, Like New, \$35
 Fox .36XBB R/C, Exc-LN, \$65
 Fox .40 R/C Bushing, Schneurle, AMEE Vol.2, p.79, #257, LN, \$35
 Fox .45 Ball Bearing/Ring, Like New in Box, \$70
 Fox Eagle .60 R/C, NIB, \$70
 Fox Eagle III .60 R/C, NIB, \$90
 Fox Eagle IV .60 R/C, Ring Schneurle, NIB, \$110.00
 G-Mark .061R/C Sea Gull, NIB, \$150
 K&B .035 Torp Jr, Broken NV, o/w Exc. in Box, \$40
 OK Cub .049, w/Back Tank, Like New in Clear Plastic Box, \$45
 Testors McCoy .049 Plastic C'case, Hot Runners! Fly 'Em Series, LN, Two (2) for \$25

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WANTED: Zimmerman Cirrus 4-Cylinder Inline Engines -
Either 1/6 or 1/4 Scale. Casting set by Chester DuBiel or other.
Article/plans in Strictly IC magazine, four parts in 1996. Any
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 EXC. \$49.2 M'COY L. BOLTS, 19A.35, EXC. \$19, WANT WEBRA
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Russ Gardner Estate Engines – List 8 (Sept/Oct 2025)

Atwood Champion .61, Missing Timer, Needs Cleaning, Good, \$20
Bantam .19, Bolt Holes Slightly Enlarged, o/w Exc+, \$40
Brat .25 R/C, w/Muffler, Exc, \$30
Delong .30, Missing Timer, Bolt Holes Slightly Enlarged, o/w Exc., \$25
Forster F29, Exc.-LN, \$40
Forster G29, Rear Intake Glow, Good Comp, Exh & Fin Chipped, Runner, \$20
Enya .29, Mod 5002, Airfoil Exhaust, VG, \$30
Enya .35V R/C, Mod 5225, VG, \$35
Fox .19 C/L, VG, \$15
Fox .25 R/C (c. 1972) Plain Bearing, Vertical Intake, New, \$25
Fox .29 Control Line, Like New, \$35
Fox .36 R/C, Exc., \$30
Fox .40 R/C Schneurle (1st Model), w/Muffler, Exc. In worn Box, \$45
Fox .40BB R/C, Good in Box, \$20
Fox .45BB R/C, Quickie Schneurle, Good In Box, \$30
Fox .50BB R/C, w/Spinner, VG in Box, \$45
Fox .60 Eagle III .60 R/C, NIB, \$65
Fox .60 Eagle IV .60 R/C, Exh. Shaved, Lugs Drilled, o/w New, \$40
Fox .78 R/C (c. 1974). Lugs Drilled o/w Exc., \$40
Fox 1.20 Flat Twin, Needs Cleaning but o/w LNIB, \$170
GMS .61A Ring, w/Muffler, LNIB, \$50
HP .61 R/C, Front Intake, Good, \$45
Irvine .53 R/C, Red C'case w/Muffler, Good, \$30
K&B .29S, Green Head, Exc-LN, \$50
K&B .35, Green Head, Needs Cleaning, VG in worn Box, \$40
K&B .40 R/C, Missing Exh Baffle, o/w Exc. In Box, \$30
McCoy .29 Super Stunt, Exc. In Box, \$50
McCoy .29 Super Stunt, Lugs Enlarged o/w Exc., \$25
McCoy/Testors .049, New-in-Box/Bubble Pack, \$20
McCoy/Testors .19, Control Line, Exc. In Box, \$30
Magnum .25 Pro R/C, Exc+ in Box, \$40
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Magnum XL 70RFS Four Stroke, VG in Box, \$50
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O&R .33 Glow, Red Head, Front Intake, VG-Exc., \$45
OS Max .25R/C, VG in Box, \$20
OS Max .35S R/C, VG, \$25
OS Max .40FP R/C, With Muffler, Exc. In Box, \$40
OS Max .60FSR R/C w/BackPlate Pump, VG in Box, \$40
Royal .46 ABC R/C, w/Muffler, New, \$60
Super Tigre G.40 Ring R/C, w/Muffler, Good In Box, \$30

Ms. Chris Gardner, 3825 Bedford Drive, Jefferson, Maryland, 21755. Phone 301-473-5728 (leave message if no answer). Add for postage & insurance.

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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 SwapSheet, 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 "sale or trade" must have a price listed. "Best Offer" or "make 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.
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.
11. US members, include a zip code. Foreign members include your postal code and your country.
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, slight discoloration of cylinder head or cylinder due to heat. Very slight scratches on engine. Good compression, light wear on bearing surfaces.
- VG Very Good.** As excellent but used perhaps several hours. Still good compression, slightly enlarged mounting lug holes, one or two deep scratches or moderately discolored spots, small chips out of or slightly bent fins, bearing surfaces discernibly worn.
- 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	Piston	Pis.
Back Plate	BP	Front	Fr.	Prop Washer	PW
Ball Bearing	BB	Front Rotor	FR	Prop Nut	PN
Bearing	Brg.	Gas Tank	GT	Rear Exhaust	RE
Boat	Bt.	Head	Hd.	Rear Intake	RI
Compression	Compr.	Housing	Hsg.	Rear Rotary	RR
Cover	Cvr.	Intake	Int	Screw	Scr.
Crankcase	CC	Marine	Mar.	Side Exhaust	SE
Crankshaft	C'sft.	Missing	Msg.	Sideport	SP
Cylinder	Cyl.	Moving Point	M. Pt.	Spring	Spr.
Drive Washer	DW	Needle Valve	NV	Timer Arm	TA
Engine	Eng.	NVAssemblv	NVA	Timer	Tmr.

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)

TRIM (indicated on the left and right sides of the form)

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 SWAPSHEET EDITOR DIRECTLY.

MINIMAL INFORMATION REQUIRED FOR COLLECTO ADS ARE THE REGION, THE CITY, THE COUNTRY (IF NOT U.S.A.) AND THE DATE(S). A COLLECTO NOTICE IS REQUIRED FOR EACH ISSUE SEND AS MANY AS WILL BE NEEDED.

NEW Swap Sheet Submission Deadlines

JAN-FEB Issue: DEC 17	JUL- AUG Issue: JUN 16
MAR-APR Issue: FEB 14	SEP-OCT Issue: AUG 17
MAY-JUN Issue: APR 16	NOV-DEC Issue: OCT 17

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Email: ssk320@gmail.com,

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Email: Darrelpeugh@gmail.com

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8196 Middle Court, Middletown, MD
21769 Email: LDSoar@msn.com

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AXLER (780) 452-1536, 10433, 134th
St. Edmonton, AB, Canada T5N 2B3,
Email: None

REGION 13 (UK) WILLIAM C.
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Bexleyheath, Kent DA7 5BT United
Kingdom, HM Phone 01634 295332,
Cell 07910 493294
Email: langley082@outlook.com

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REGION 16 (Central Europe) HANS-
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STR11, Wurzburg, D-97078, DE
Email: h.d.tegtmeier@gmail.com

REGION 17 (Mexico, South and
Central America

MODEL ENGINE COLLECTORS' ASSOCIATION - Membership Application

Name _____

Address 1 _____

Address 2 _____

City _____ State/Province _____

Postal Code _____ Country _____

Phone _____ Email _____

Payment Methods:

CHECK (In US funds) – Payable to MECA – Send to: MECA PO Box 8795, Bacliff, TX 77518 (Include completed membership application form)

PAYPAL – Add 5% to membership fee to MECADues@gmail.com - Email completed application form separately

QUESTIONS? Contact Dan Cencer at (832) 654-0309 or Email at MECADues@gmail.com

WEBSITE: www.modelenginecollectors.net

Membership Types (Dues/year)

☐ Regular – Mailed Bulletin 6/year &
Internet USA \$45, Canada/Mexico
\$50, All others \$65

☐ Internet Access Only - \$20
Worldwide

New Member: Yes No

MECA # (If Renewal) _____

M.E.C.A. MEMBERS SERVICES LIST

The appearance of a provider/vendor on this page does NOT imply endorsement by MECA or any of its officers. Potential buyers should perform their own due diligence before engaging the services of any listed provider/vendor.

This is a listing of providers and the services they are offering to the membership. I will update this list as new material arrives.

Please notify me of any changes, errors or omissions so that I may 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

**THE MECA SERVICES LIST DEADLINE is ONE WEEK prior to the published SWAP SHEET DEADLINE.
SWAP SHEET ADS SENT TO ME MAY BE DELAYED AND ARE AT RISK of MISSING the CUT OFF DATE.**

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ENGINE COLLECTORS' JOURNAL issues 1 - 270 and THE MODEL ENGINE COLLECTOR issues 1 - 4 INDEXES on a CD. \$20.00 ppd. MECA BULLETIN issues 1-351 and THE MODEL ENGINE COLLECTOR issues 1 - 4 INDEXES on a CD. \$15.00 ppd. Please inquire for foreign shipping costs.
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Dave Braun: 745 Via Orizaba, Riverside, CA 92506. Phone (951) 276-9267

OK & OK CUB: I still have the remaining stock of **OK engine tools & parts** valued at \$130K. Will sell all for \$35K. Please contact: **Theodore Brebeck, 7 Marshall Ave. Mohawk, NY 13407. okengines@aol.com**

M.E.C.A. HISTORIAN

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 these undated publications circa 1960 were released. Still needed is postmark information for issue #4, and also the "American Model Engine Index" which was published separately. Please keep looking folks.

Thanks
Bill Bickel
MECA Historian

EAA AirVenture Oshkosh, Wisconsin July 21-27, 2025

(Photos taken by Dave Zwolak)



WACO in the middle of its aerobatic routine. Look closely to spot a turbine jet under the fuselage (say what?). Yes, a tube and fabric wire braced WACO biplane with jet assist. Vertical performance was impressive



Consolidated PB4Y-2 Privateer. An improved B-24 Liberator. Only example still flying in the world.



Grumman Bearcat on taxi for take-off and the big show. Every afternoon is a new airshow for six-days straight!



Travel Air D-4-D NC472N (c.1929) with Art Deco scheme. One of a pair in similar paint owned by a father and son team from California.

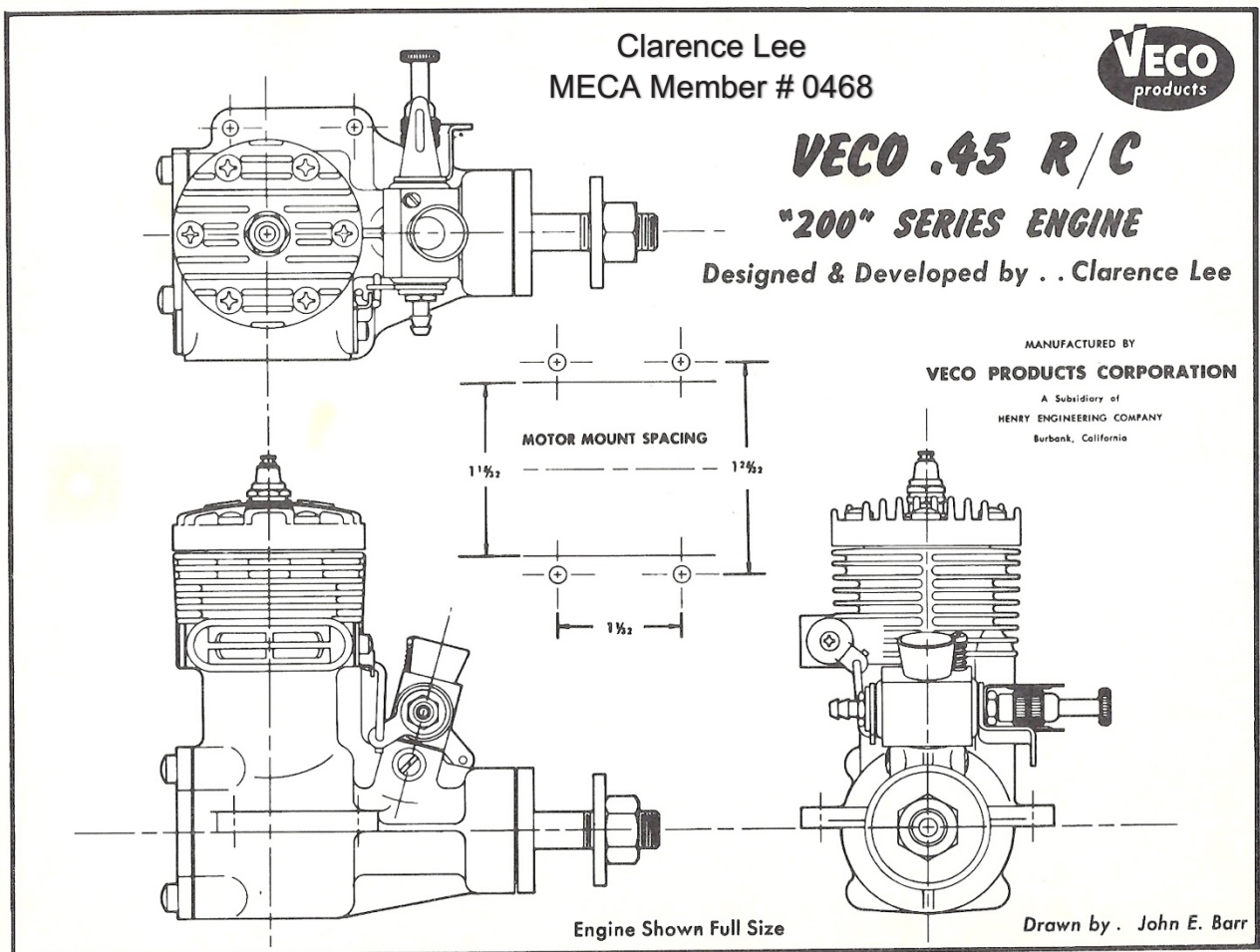
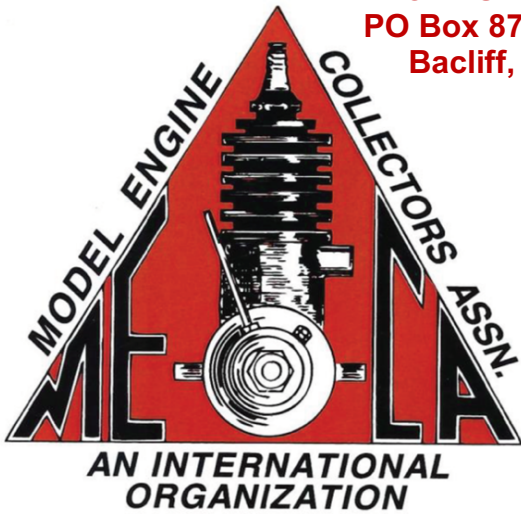


P-47D Razor Back on taxi for take-off.



Your humble coordinator's assessment of Oshkosh 2025. Pegging the dial at MAX FUN.

M.E.C.A. Swap Sheet
PO Box 8795
Bacliff, TX 77518



Check your dues expiration date next to your name and **PAY DUES** to **DAN CENCER**.
Check spelling and correctness of your address and send changes to **DAN CENCER**.