

The Motor Boys International



-4 CONROD (modern)
2024 T3 Dural

-8 CONROD (Orig.)
Steel H&T

-7 CONROCKET (Original)
Steel on both ends

-2 CYLINDER
Cast Iron or Steel

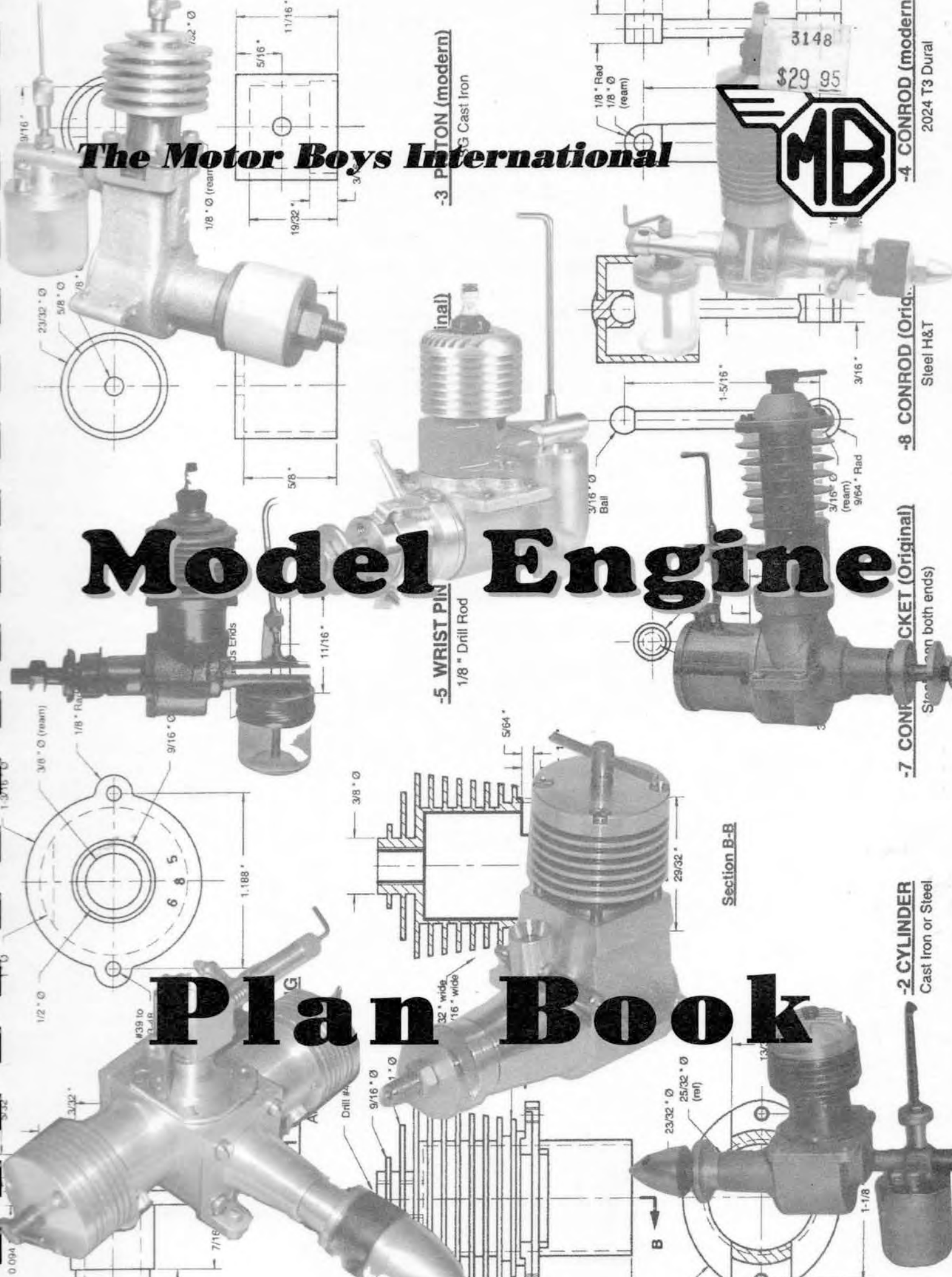
Model Engine

Plan Book

-3 PISTON (modern)
Cast Iron

-5 WRIST PIN
1/8" Drill Rod

Section B-B



PREFACE

The Motor Boys are an informal group of men from around the world with a common hobby interest concerning the history, design, and construction of model engines.

Communication is made possible by the internet. Each one of the Motor Boys has unique talents that, when pooled into joint projects, add to the total enjoyment of their hobby.

The purpose of this book is to present some of the historic, unusual, and interesting engine designs that the Motor Boys have researched. The hope is that others will appreciate the engine designs we have presented in this book and learn to enjoy them as much as we have.

The Motor Boys are indebted to the Academy of Model Aeronautics (AMA) for publishing this book and making it available to the modeling public. All profits from this book are being given to the AMA's Junior Program. Ron Chernich did all the CAD work for the drawings and Tim Dannels arranged all the Introductions. In the development of this Book, many drawings, pages of text, and pictures have been sent around the world by the internet to coordinate the effort.

The Motor Boys are:

George Aldrich USA
Gordon Burford Australia
Ron Chernich Australia
Ken Croft England
Tim Dannels USA
Don McClusky USA
David Owen Australia
Stan Pilgrim Australia
Roger Schroeder USA
Bert Striegler USA

Table of Contents

Preface	1
Table of Contents	2
Trojan Introduction	3 (plans 4 - 13)
M&M Introduction	14 (plans 15 - 29)
Mate Introduction	30 (plans 31 - 38)
Deezil Introduction	39 (plans 40 - 46)
Mite Introduction *	47 (plans 48 - 53)
Mancini Introduction	54 (plans 55 - 58)
Nova Introduction	59 (plans 60 - 66)
Scrapper Introduction	67 (plans 68 - 72)
Dyno Introduction	73 (plans 74 - 77)
Fig Tree Pocket Twin Introduction	78 (plans 79 - 85)
Vivell Introduction	86 (plans 87 - 93)

** Sheet #6 of the Mite drawings is intentionally omitted*

The 1938 Trojan Jr.

by Bert Striegler

Trojan engines were made by the Trojan Miniature Products Company of Hollywood, California. The manager of this company was Mr. Hal M. Atkins and his first production engines were sold beginning in 1937 with the introduction of the Trojan Jr. Very little has come to light on the history of this company or the number of engines that were produced. What is evident, though, is that the engine was a modern design for 1937 and included features that were quite advanced. This engine is not well known and is very rare.

The first Trojan Jr. of 1937 had a cast iron cylinder with a brazed on bypass cover and intake mounting flange. The shrunk-on cylinder fins and head were made of one piece from aluminum alloy. The head was fitted with a 3/8" sparkplug and no head fins were used. Two exhaust ports were cut into the rear of the cylinder just above the intake mounting flange. The exposed part of the cylinder was painted bright red. A metal fuel tank

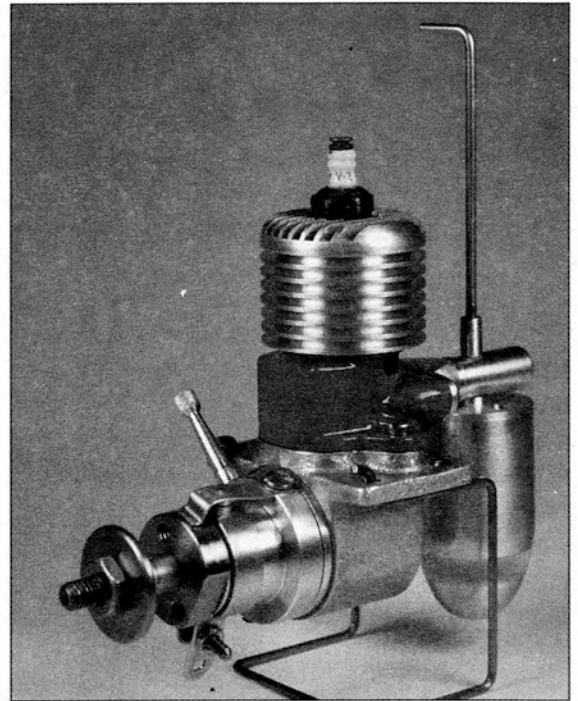
was fitted below the intake tube and the needle valve used a friction fit to prevent rotation when the engine was running. Ignition points were exposed and the operating cam was a flat cut off of the rim of the propeller drive washer. The engine had a bore and stroke of 5/8", giving a displacement of .192 cubic inches. A really unique feature was the crankshaft main bearing, which consisted of two small roller bearings running directly on the hardened shaft. A seal was used between the two bearings to prevent loss of crankcase compression. This is surely one of the first production engines to utilize antifriction bearings on the crankshaft.

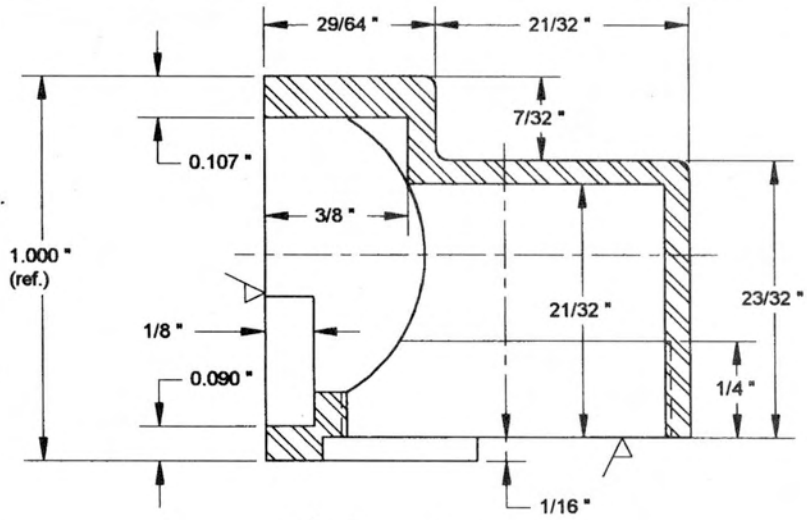
By early 1938, a number of small changes had been made to the 1937 engine. The head now had fins and some of the engines were fitted with a 1/4" sparkplug. The early 1938 engines had a metal fuel tank, while later production engines of that year sported a new plastic tank. The Motor Boys used an early 1938 version as the basis for the plan in this book and at least one running example has already been finished, and is pictured here.

The 1939 model was similar to the earlier models with the following exceptions. The cylinder was now painted blue. The exhaust ports were now fitted with screw-in tubular extensions that projected straight out from the rear sides of the cylinder. A new enclosed ignition timer was fitted. 1/4" sparkplugs were now standard and the needle valve now sported a coil spring tensioner. Displacement was also increased from .192 cu in to .232 cu in. One other new claim was made concerning the exhaust tubes. The company claimed that adding 8" extensions to the existing exhaust tubes would give a considerable power boost by causing a lowering of pressure in the inlet area of the cylinder. The first reference to tuned pipes?

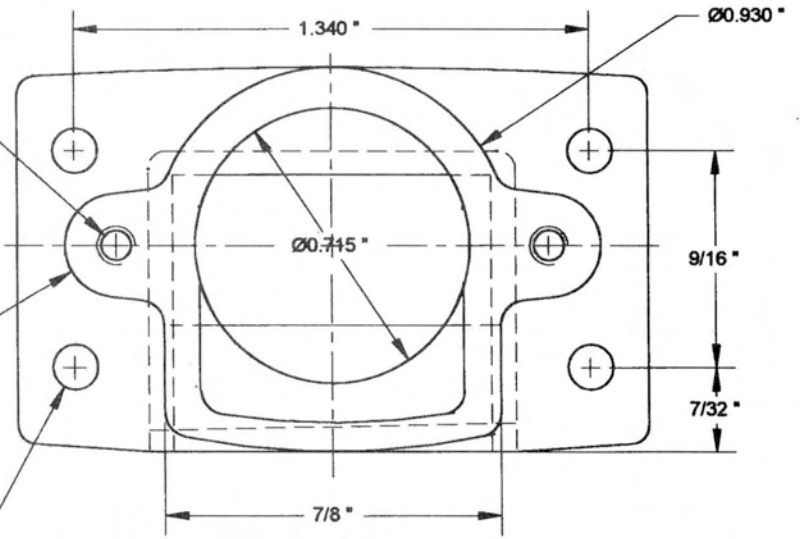
Another Trojan, the Senior, entered at least the prototype stage. It looked a lot like a greatly enlarged Trojan Jr., used both ball and roller bearings, and sported a displacement of .98 cu in. It was nicely styled, but there is no information on the production status, if any, of the Senior. Unfortunately, 1939 marked the end of the Trojan line of engines.

After Trojan folded, Hal Atkins apparently started another company called Dragon engines in Los Angeles. While it had a number of detail changes, its Trojan Jr. ancestry was quite clear. It was only produced in 1940. After that, no more was heard of this manufacturer. If anyone has further information on Mr. Atkins or his companies, we would be most grateful to hear from you. We have preserved the engine, but not its history.

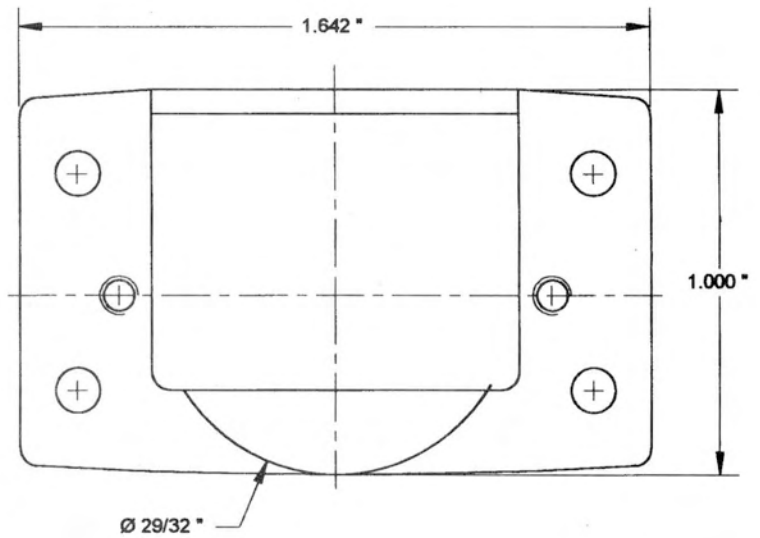
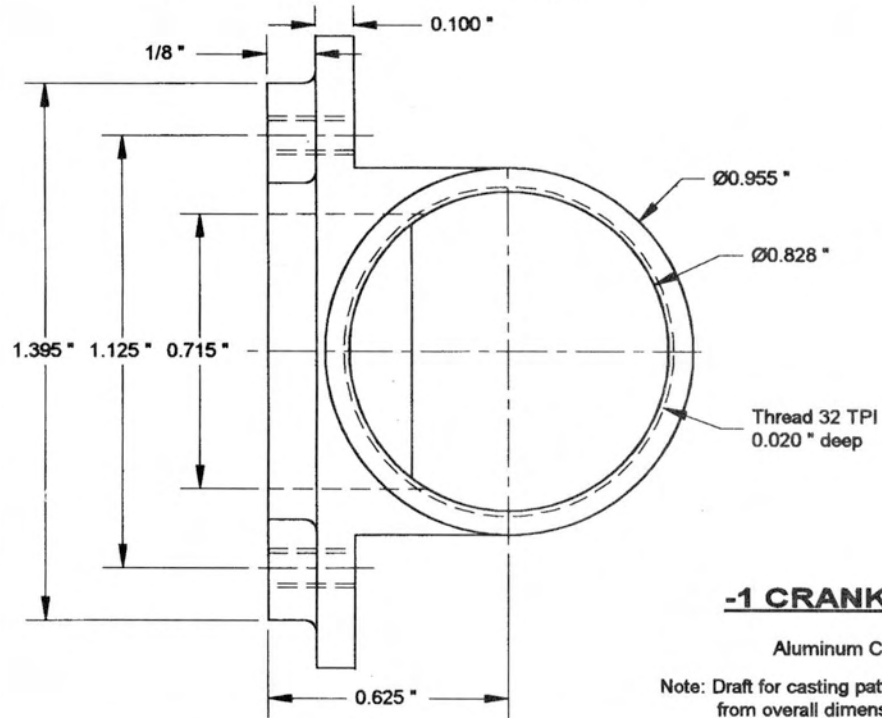




Drill #47
Tap 3-48
2 places



Drill #32
4 places




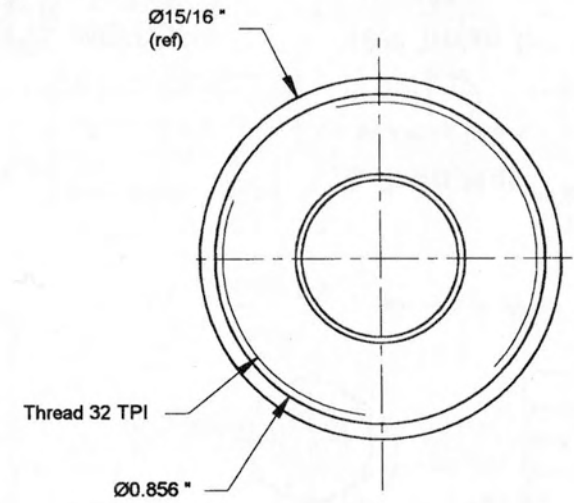
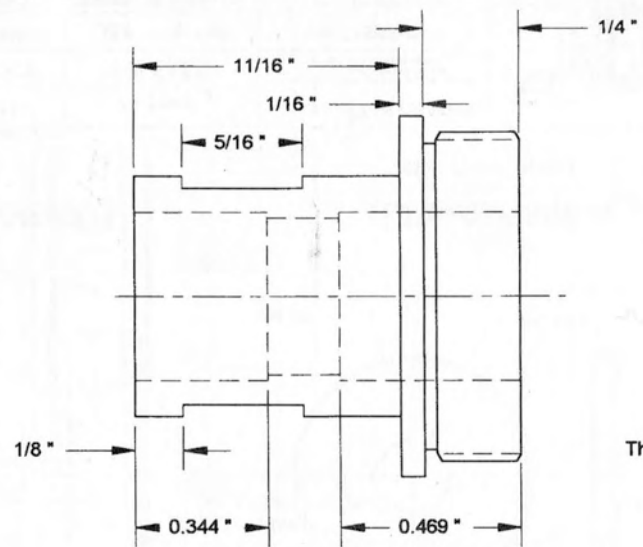
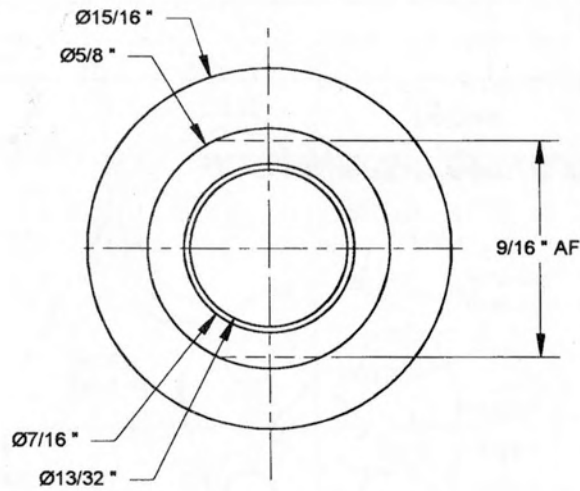
-1 CRANKCASE

Aluminum Casting

Note: Draft for casting pattern omitted from overall dimensions

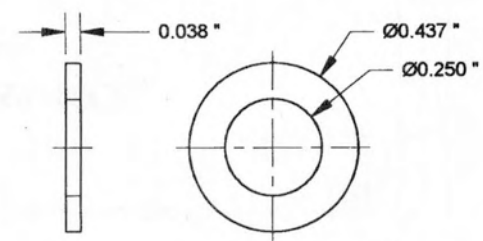
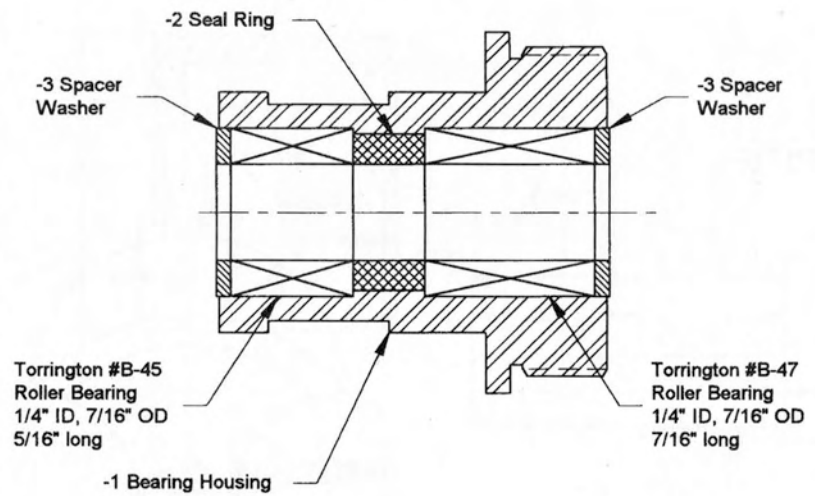
Machine

			MATL	As Noted	DO NOT SCALE DRAWING WORK TO DIMENSIONS ALL DIMENSIONS ARE IN INCHES	 MOTOR BOYS (INTERNATIONAL)	NAME
			SCALE	2 X SIZE			1938 Trojan Jr.
			DRAWN	JM Oct 1998	NEXT ASSEMBLY		NUMBER
DATE	CHANGE	BY	CAD	PMB 22.Jun.1999			Sheet 1 - Crankcase



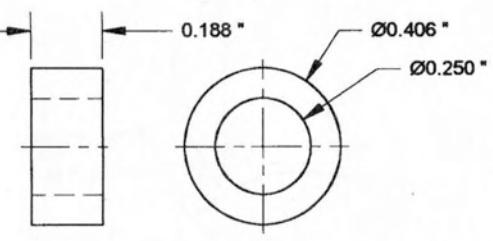
-1 BEARING HOUSING

Aluminum Casting



-3 SPACER WASHER

Bronze (2 required)



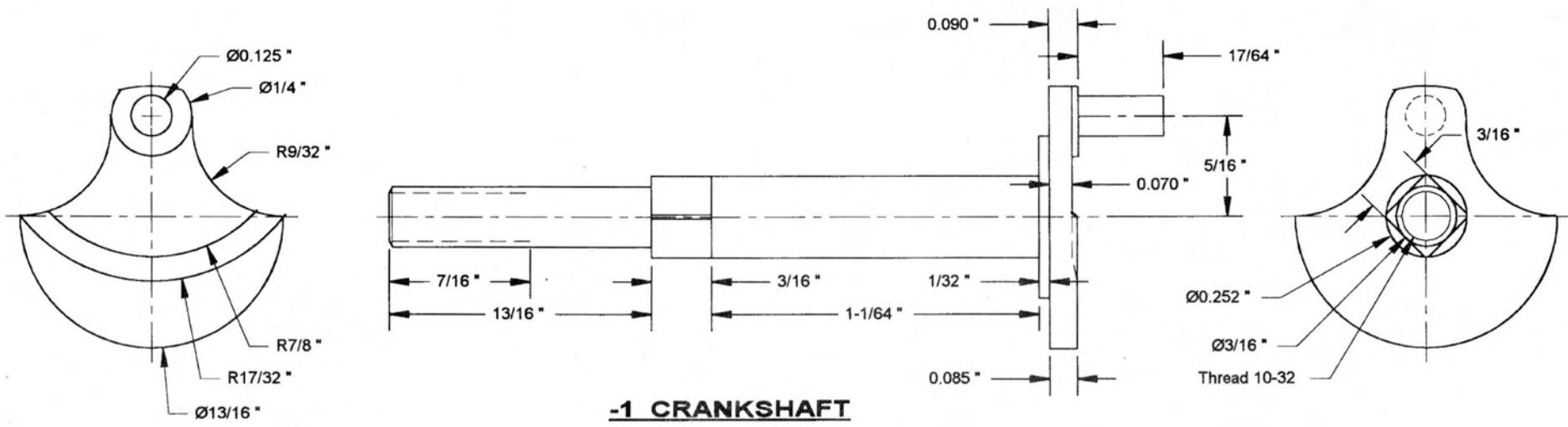
-2 SEAL RING

Teflon

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			DRAWN	JM Oct 1998	NEXT ASSEMBLY
DATE	CHANGE	BY	CAD	PMB 22.Jun.1999	

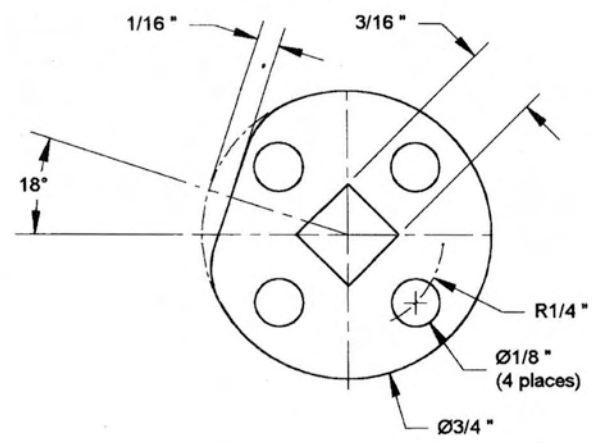


NAME	1938 Trojan Jr.
NUMBER	Sheet 2 - Bearing Housing



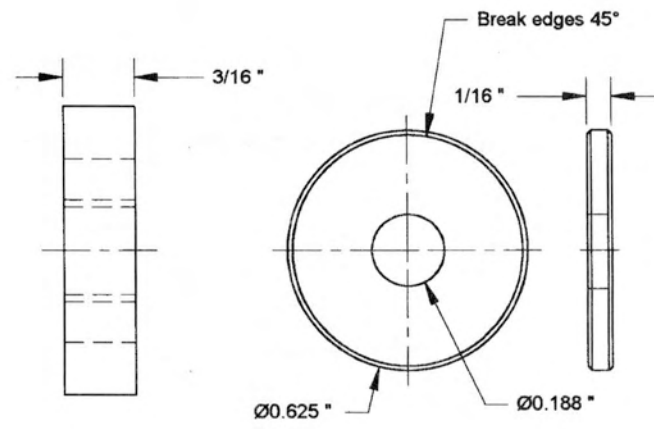
-1 CRANKSHAFT

Tool Steel



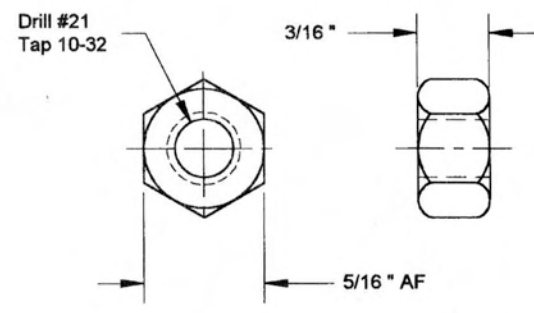
-2 CAM/PROP DRIVE WASHER

Tool Steel




-4 Prop Washer

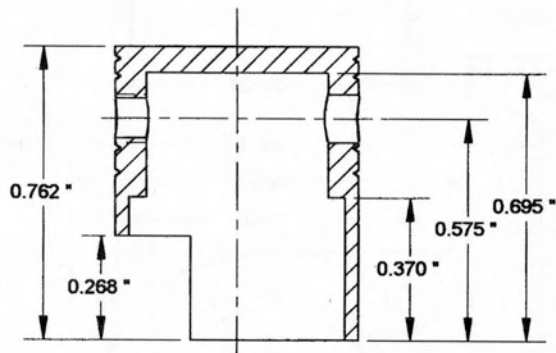
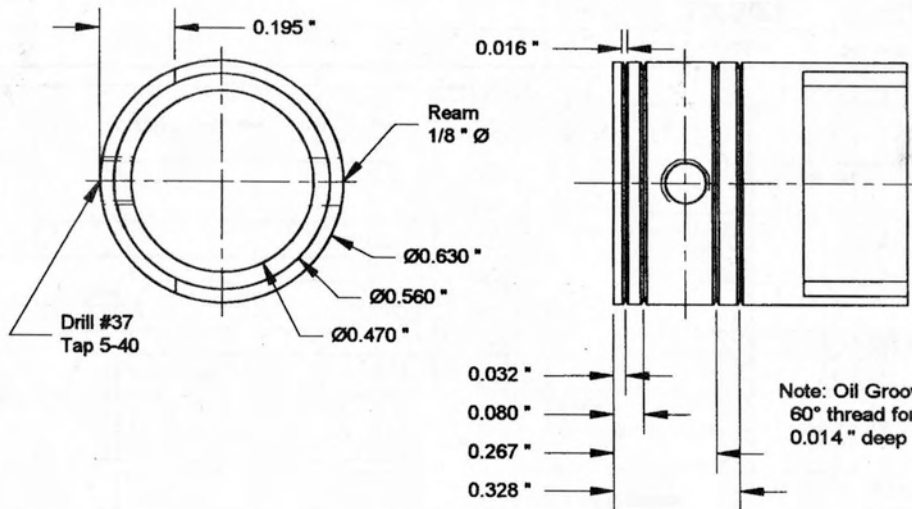
Steel (Case Harden)



-3 Prop Nut

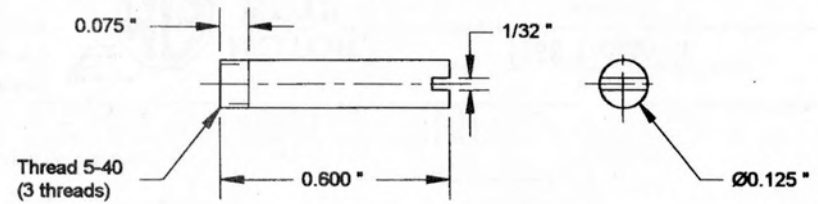
Hex Steel (Case Harden)

			MAT'L	As Noted	DO NOT SCALE DRAWING WORK TO DIMENSIONS ALL DIMENSIONS ARE IN INCHES	 MOTOR BOYS (INTERNATIONAL)	NAME
			SCALE	2 X SIZE			1938 Trojan Jr.
			DRAWN	JM Oct 1998			NUMBER
DATE	CHANGE	BY	CAD	PMB 22.Jun.1999			Sheet 3 - Crankshaft



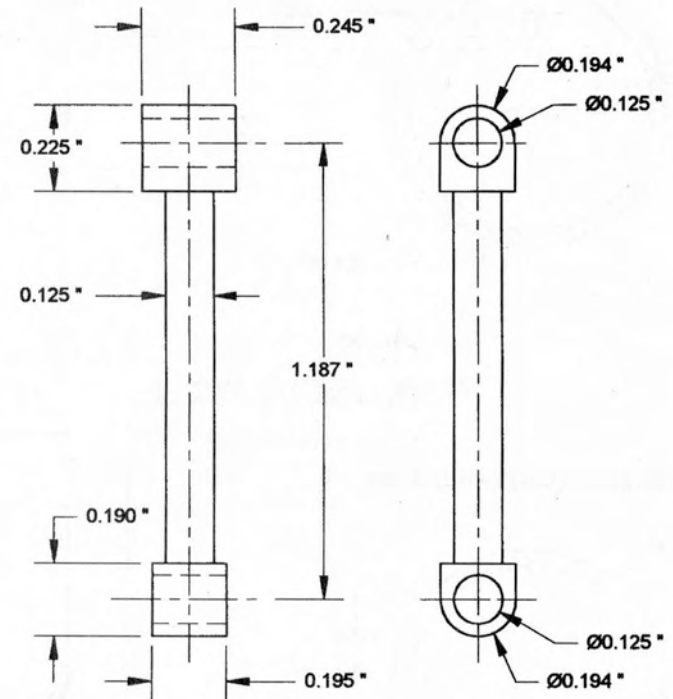
-1 PISTON

Cast Iron



-3 WRIST PIN

Drill Rod



-2 CON ROD

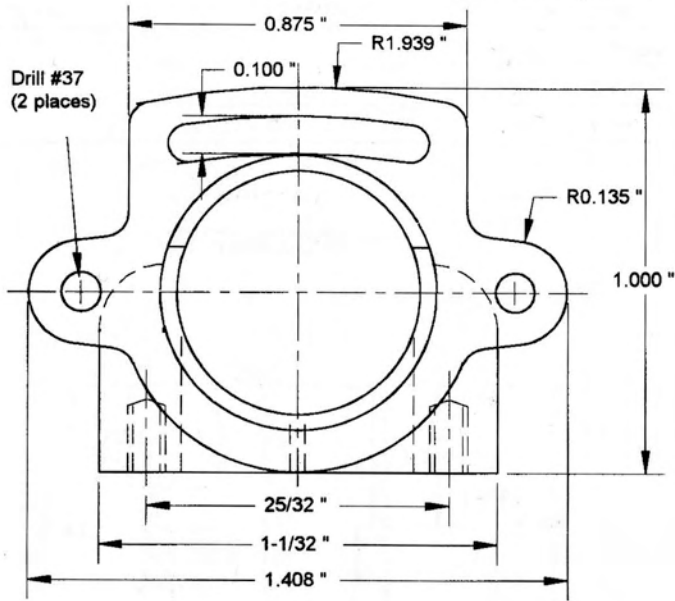
Tobin Bronze

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DATE	CHANGE	BY	CAD	PMB 22 Jun. 1999	

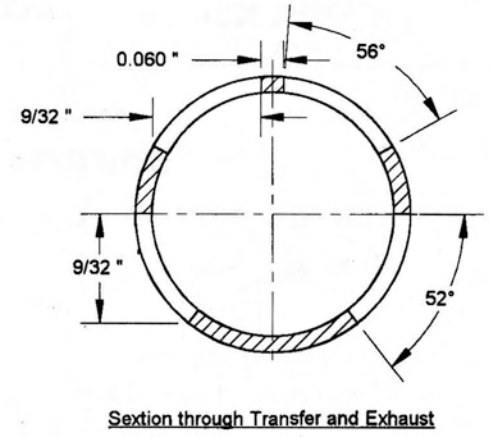
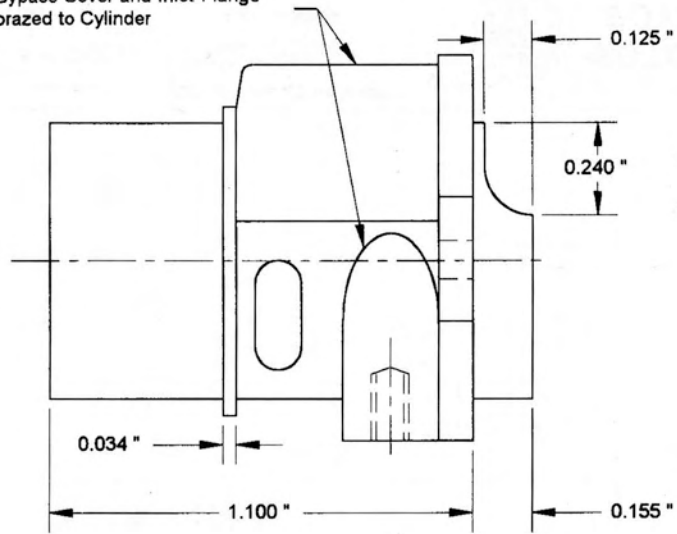


NAME
1938 Trojan Jr.

NUMBER
Sheet 4 - Piston and Con Rod

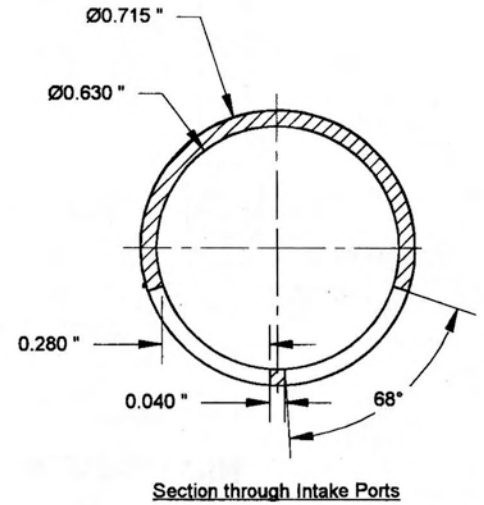
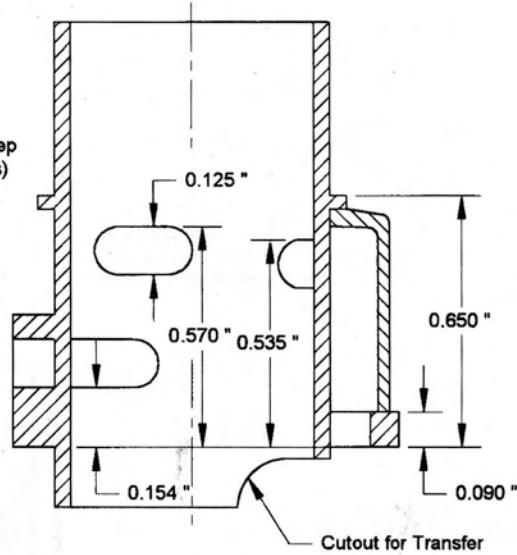
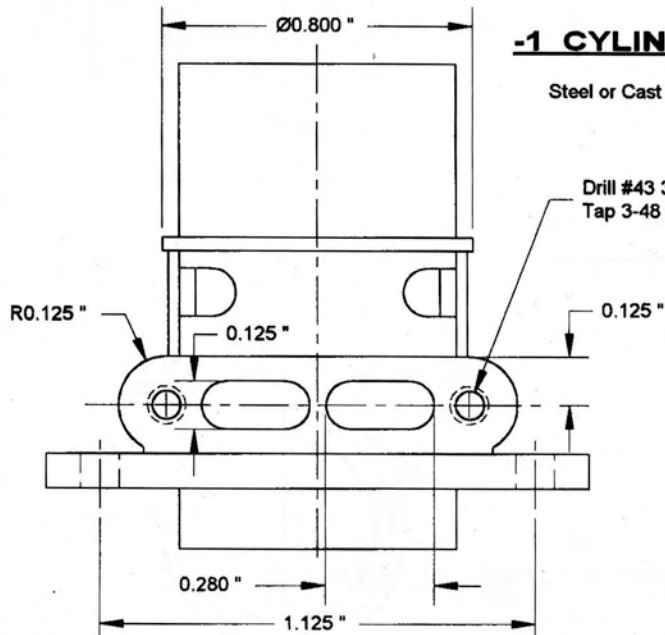



Bypass Cover and Inlet Flange
brazed to Cylinder

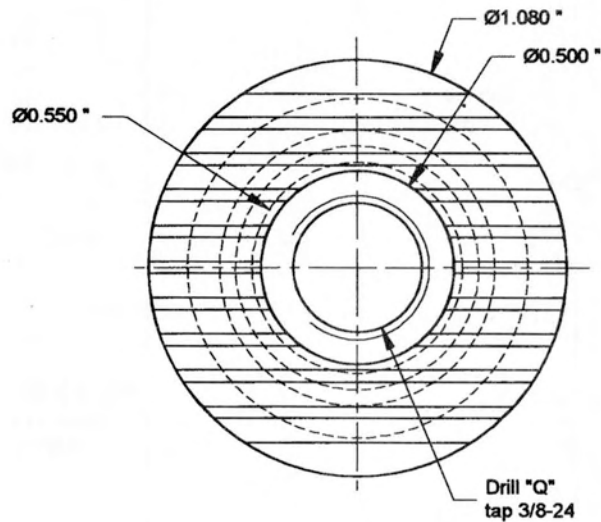
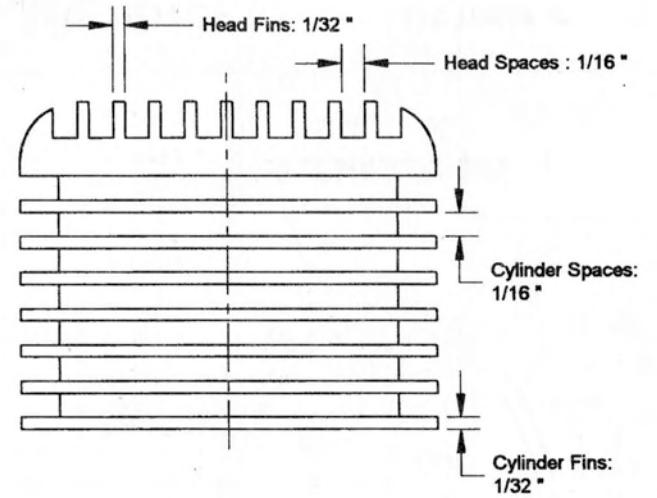
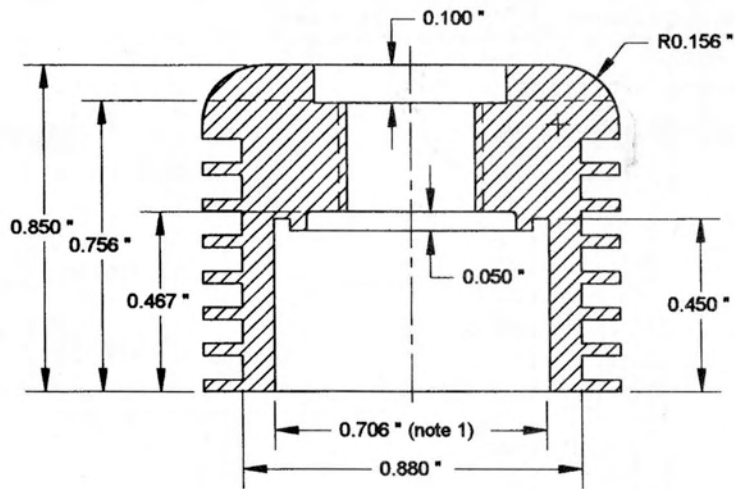


-1 CYLINDER

Steel or Cast Iron




			MATL	As Noted	DO NOT SCALE DRAWING <small>WORK TO DIMENSIONS ALL DIMENSIONS ARE IN INCHES</small>	 MOTOR BOYS (INTERNATIONAL)	NAME	1938 Trojan Jr.
			SCALE	2 X SIZE			NEXT ASSEMBLY	NUMBER
			DRAWN	JM Oct 1998				
DATE	CHANGE	BY	CAD	PMB 22 Jun. 1999				

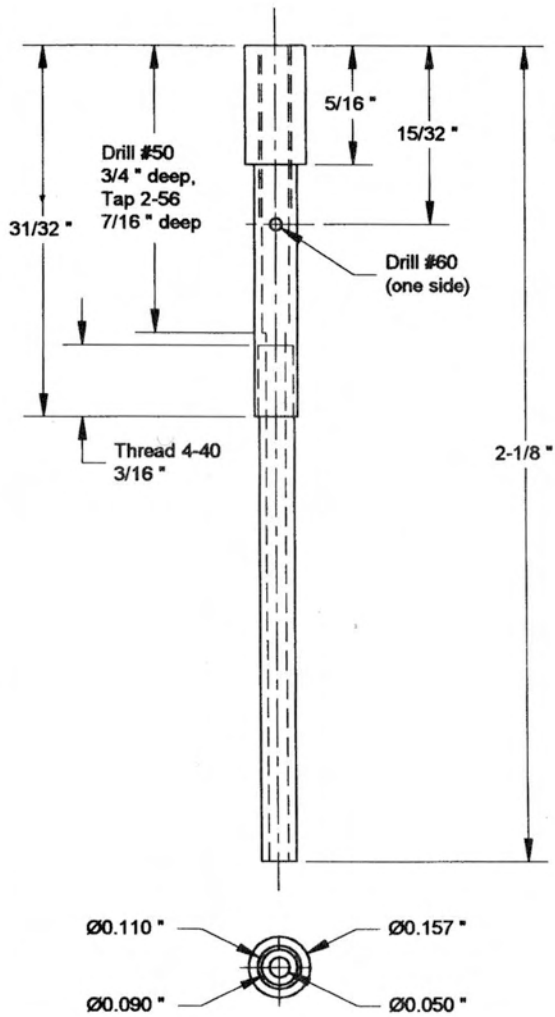


-1 CYLINDER HEAD

Aluminum

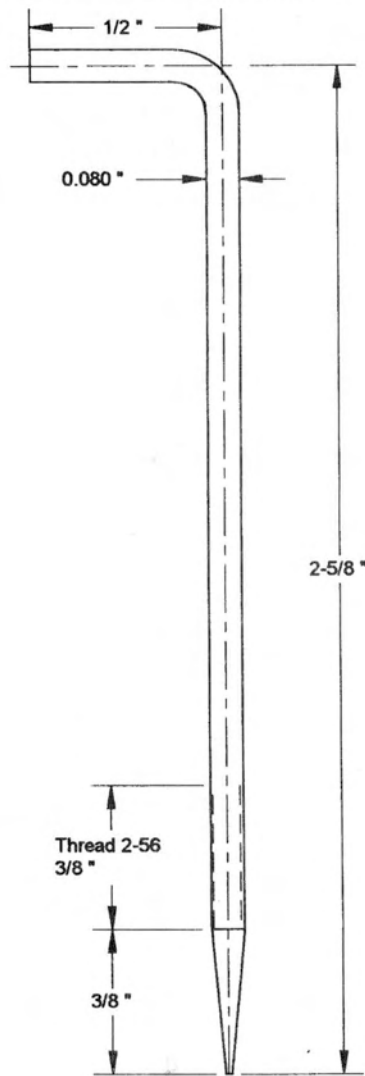
Note 1: Machine for 0.002" interference fit with 5-1 Cylinder. Heat and shrink fit.

			MAT'L	As Noted	DO NOT SCALE DRAWING WORK TO DIMENSIONS ALL DIMENSIONS ARE IN INCHES	 MOTOR BOYS (INTERNATIONAL)	NAME	1938 Trojan Jr.
			SCALE	2 X SIZE			NEXT ASSEMBLY	NUMBER
			DRAWN	JM Oct 1998				
DATE	CHANGE	BY	CAD	PMB 22 Jun. 1999				



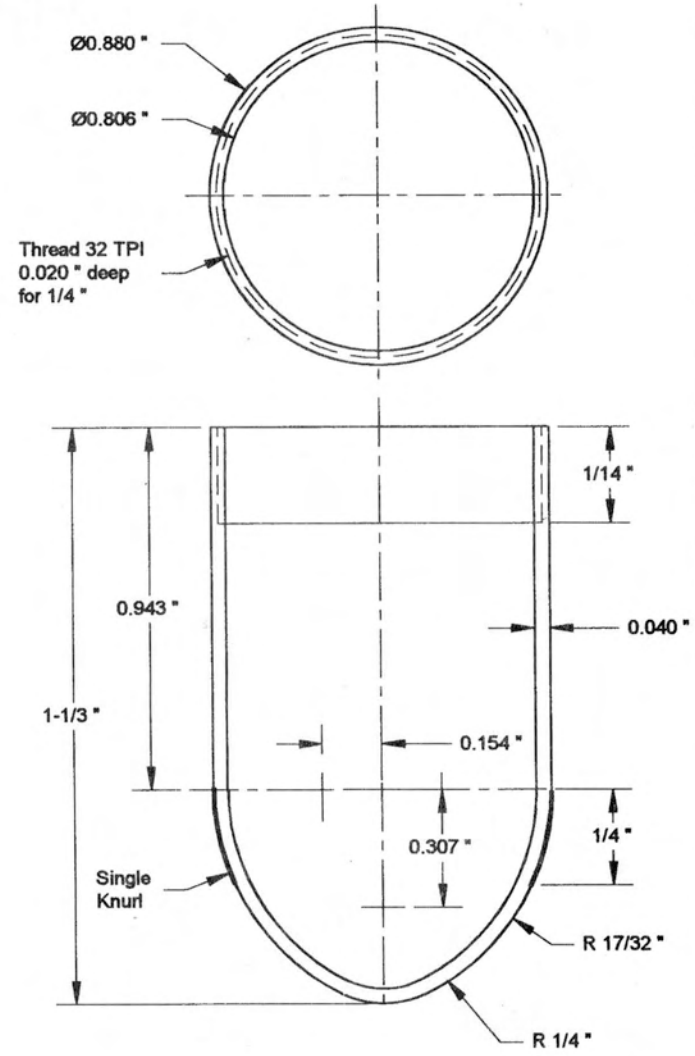
-1 SPRAY BAR

Brass



-2 NEEDLE VALVE

Steel (or Du-Bro threaded rod)



-3 FUEL TANK

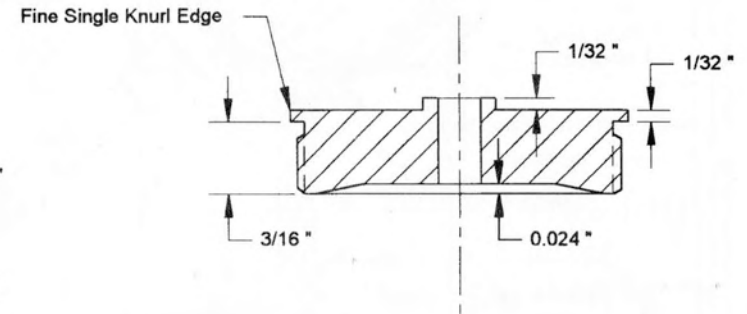
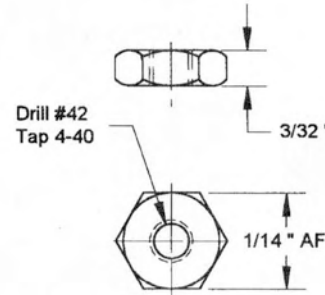
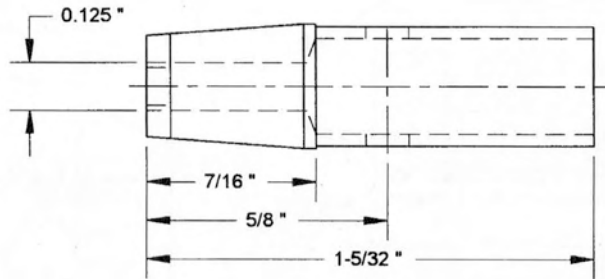
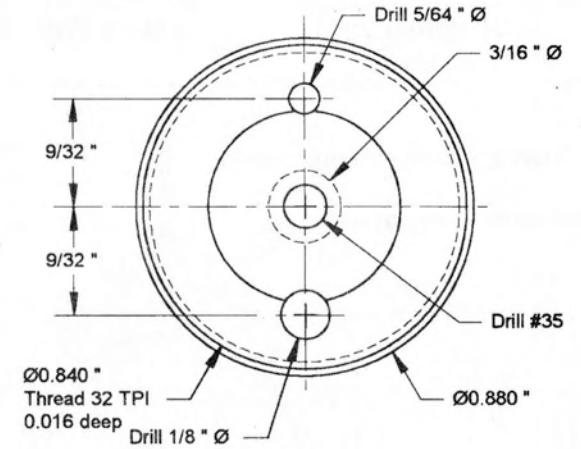
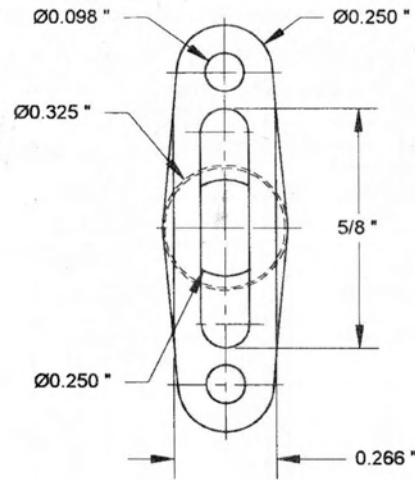
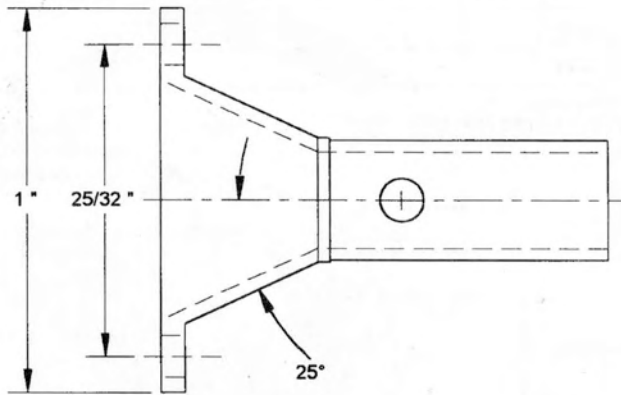
Aluminum Casting

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			SCALE	2 X SIZE	
			DRAWN	JM Oct 1998	
DATE	CHANGE	BY	CAD	PMB 22.Jun.1999	



NAME	1938 Trojan Jr.
NUMBER	Sheet 7 - Fuel System

10



-1 VENTURI


Aluminum Casting

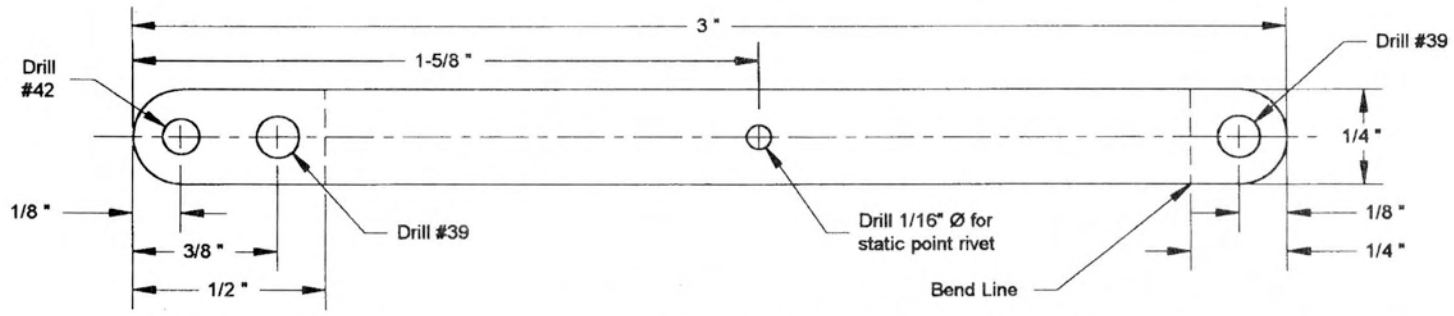
-2 LOCK NUT

Hex Brass

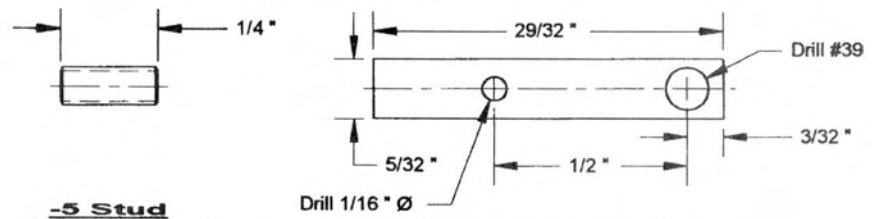
-3 Tank Cover

Aluminum Casting

			MAT'L	As Noted	DO NOT SCALE DRAWING WORK TO DIMENSIONS ALL DIMENSIONS ARE IN INCHES NEXT ASSEMBLY	 MOTOR BOYS (INTERNATIONAL)	NAME	1938 Trojan Jr.
			SCALE	2 X SIZE			NUMBER	Sheet 8 - Fuel System
DATE	CHANGE	BY	CAD	PMB 22 Jun. 1999				

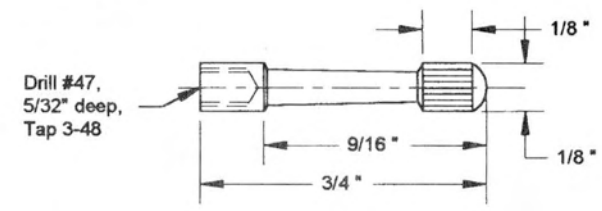


-3 STATIONARY POINT STRAP
0.020" Brass

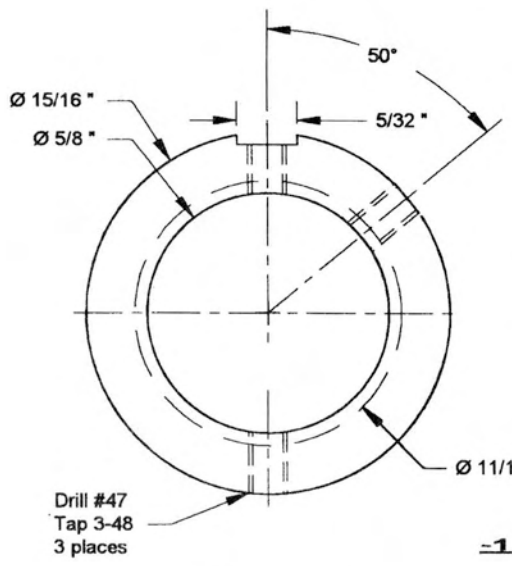


-5 Stud
Cut from 3-48 steel screw

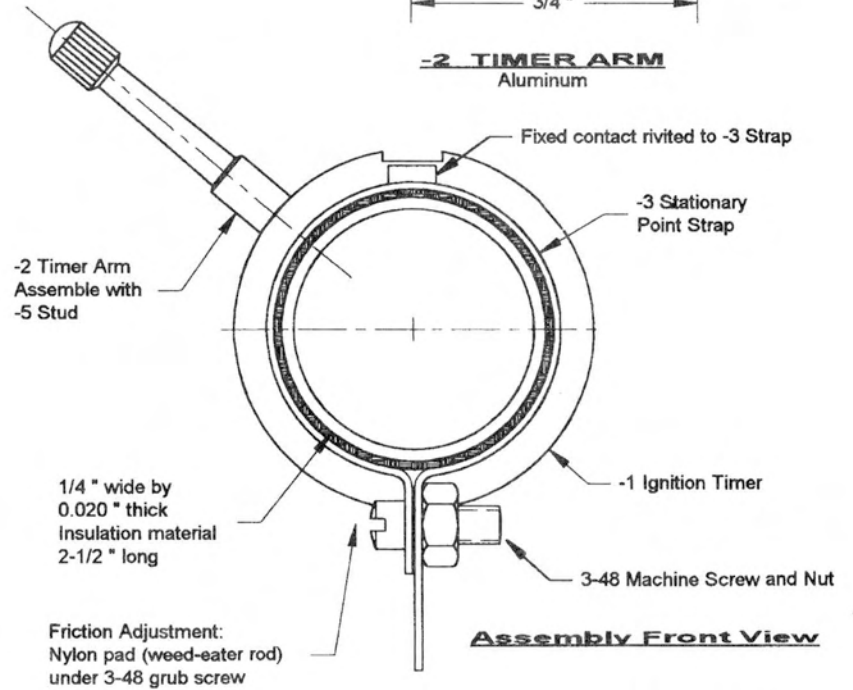
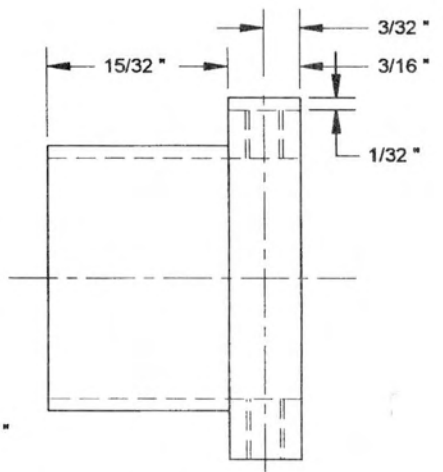
-4 MOVING POINT
0.025" Brass or Spring Steel



-2 TIMER ARM
Aluminum



-1 IGNITION TIMER
Aluminum

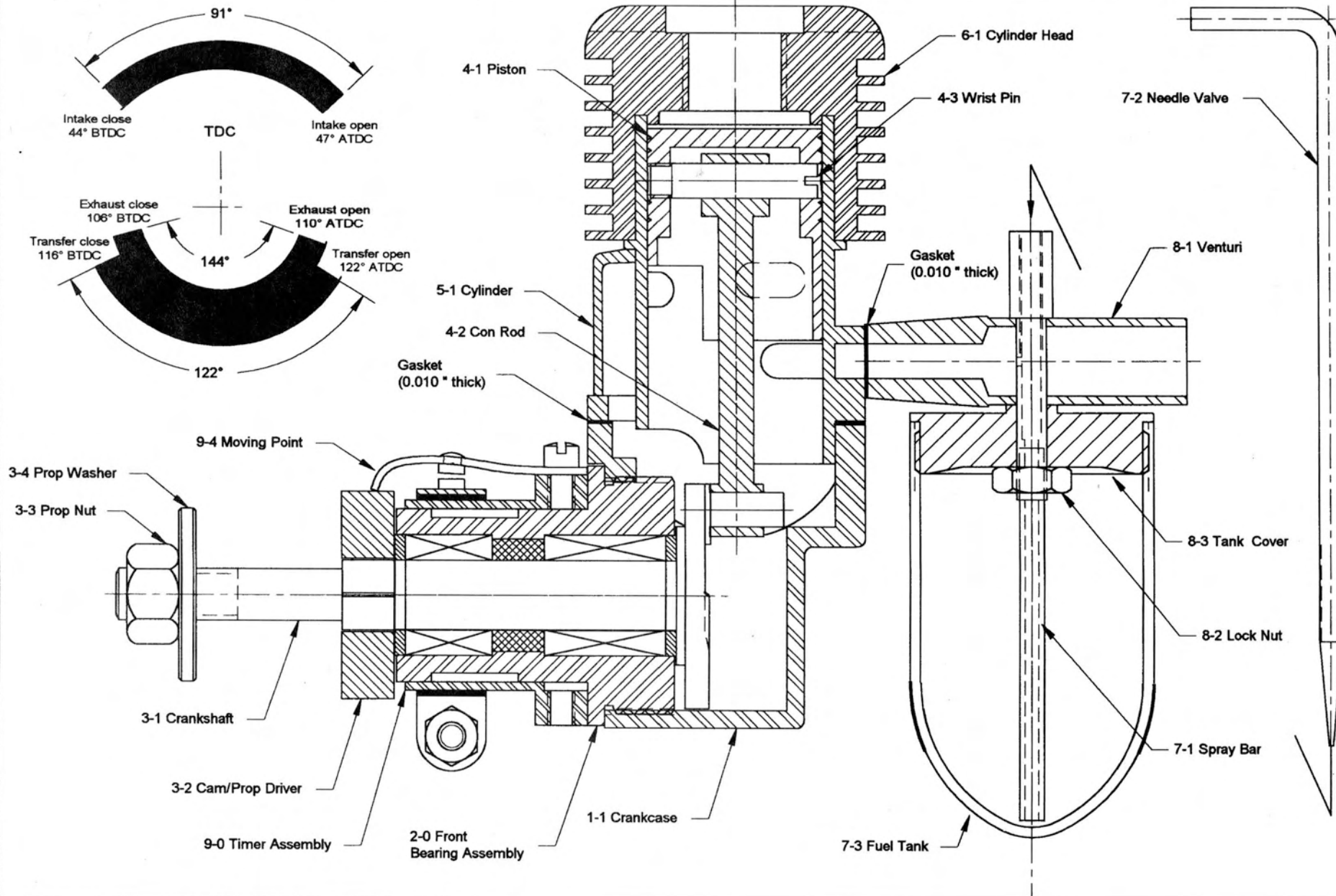
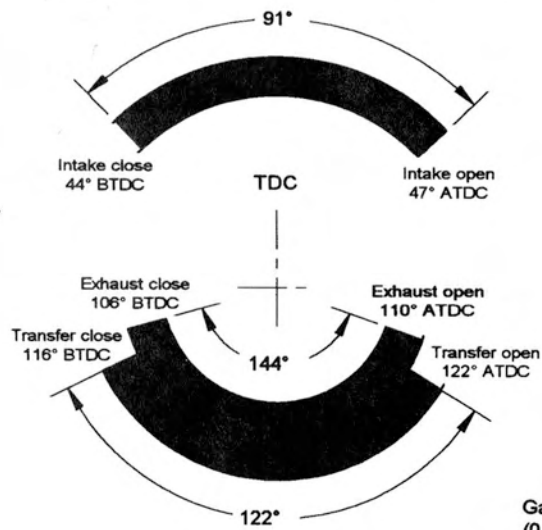


Assembly Front View

			MAT'L	As Noted	DO NOT SCALE DRAWING WORK TO DIMENSIONS ALL DIMENSIONS ARE IN INCHES
			SCALE	2 X SIZE	
5 Jan 2000	Revise Timer arm design and positioning	BMBI	DRAWN	JM Oct 1998	NEXT ASSEMBLY
DATE	CHANGE	BY	CAD	PMB 22.Jun.1999	



NAME	1938 Trojan Jr.
NUMBER	Sheet 9 - Timer Assembly



MAT'L As Noted
 SCALE **2 X SIZE**
 DRAWN **JM** Oct 1998
 BY CAD **PMB** 22 Jun. 1999

DO NOT SCALE DRAWING
 WORK TO DIMENSIONS
 ALL DIMENSIONS
 ARE IN INCHES
 NEXT ASSEMBLY



**MOTOR
 BOYS**
 (INTERNATIONAL)

NAME
1938 Trojan Jr.

NUMBER
Sheet 10 - General Arrangement

THE 1939 M&M

by Roger Schroeder

The M&M engines were produced by the M&M Model Wheel Co. located at 325 North 79th St. in Seattle Washington. M&M's air wheels for gas models are probably better remembered than their engines.

The first known M&M engine was the Bee, a rather conventional, .249 cu. in. displacement, engine introduced in 1937. It was followed by a variation known as the M&M 23 in 1938.

In 1939 M&M completely redesigned their product and introduced the M&M Piston Valve Motor having a displacement of .292 cu. in. The price was \$16.50. This was a unique engine having design features far different than the conventional engines of 1939. It was the

unique features that attracted the Motor Boys attention to this engine. These important features are:

1. A piston valve for transfer of fuel/air mixture from the crankcase to the cylinder. This is similar to the Atom .09 engine introduced in 1940.
2. A disk valve (or clack valve) in the crankcase to admit fuel/air mixture from the inlet venturi into the crankcase. This valve operates on differential pressure between the crankcase and the venturi.
3. A fuel adjuster which is a 1/16 dia. brass tube, closed at the top and open at the bottom to admit fuel from the tank. A flat was cut on the side of the tube from the bottom to a .020 dia. hole in the tube that was aligned with a hole in a spray bar that held the tube. Fuel flow, from zero to full, was controlled by rotating the tube through about 90 deg.

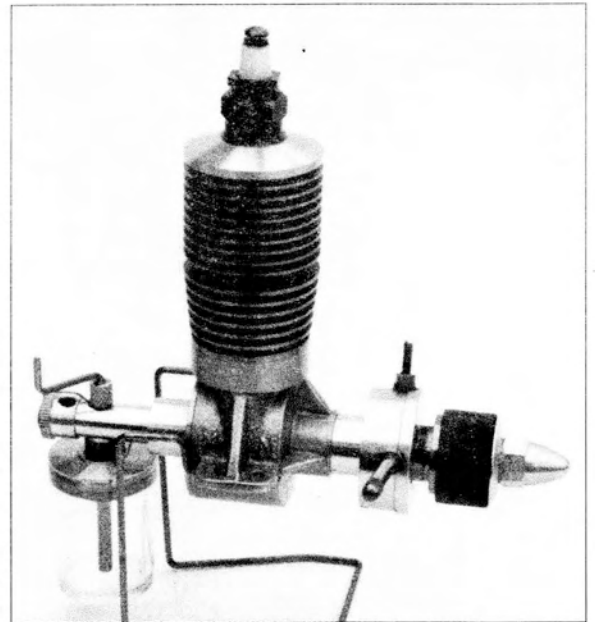
These three features were the subject of much discussion among several Motor Boys who believed that it would be difficult to run the M&M. We were all wrong.

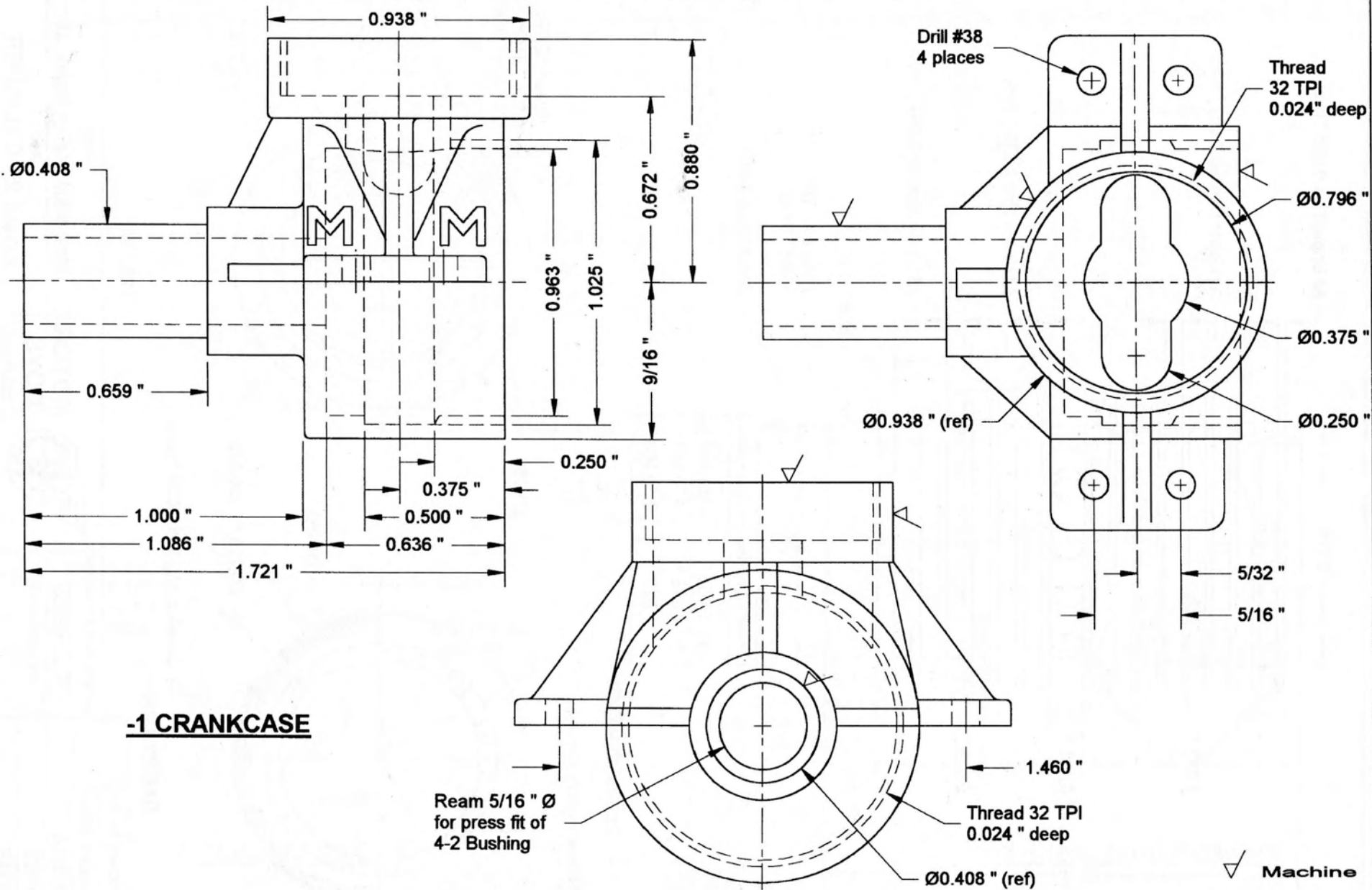
The Piston Valve Motor was only offered in 1939. In 1940 M&M offered an engine similar in appearance to the 1939 model, but it no longer had the piston valve. Production apparently ended with the 1940 model. Ads in the May 1940 and May 1941 issues of Model Airplane News promote sales of air wheels but do not mention an M&M engine.

Bert Striegler had a 1940 M&M engine and he made sketches of the parts common to the 1939 model. Ted Eticknap provided pictures and information from a complete 1939 model in his collection. This provided the basis for the Motor Boys Drawings of the M&M. They are believed to be an accurate representation of the original 1939 model.

M&M engines have been built by Bert Striegler, Don McClusky, David Owen, Ron Chernich, Ken Croft, and Roger Schroeder. The original castings were probably made in permanent molds. The Motor Boys used sand castings. All other parts were according to the original design.

All the builders were pleasantly surprised to find the M&M was easy starting and running. It is a strong and smooth runner.





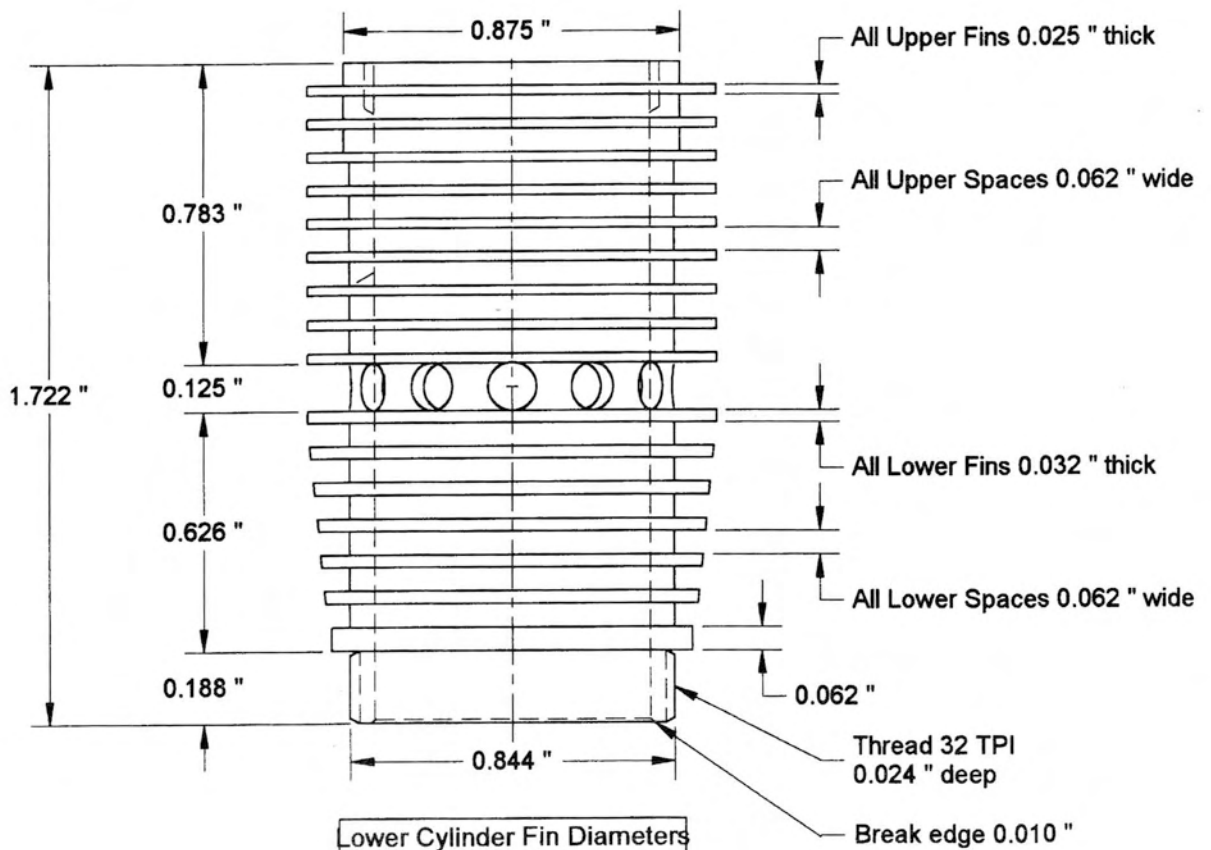
-1 CRANKCASE

			MAT'L	Aluminum Casting	DO NOT SCALE DRAWING WORK TO DIMENSIONS ALL DIMENSIONS ARE IN INCHES
			SCALE	2 X SIZE	
22 Mar 1998	Redrawn from actual casting	PMB	DRAWN	RMB	NEXT ASSEMBLY
DATE	CHANGE	BY	CAD	PMB 2-22-1998	



NAME
1939 M&M Piston Valve .29

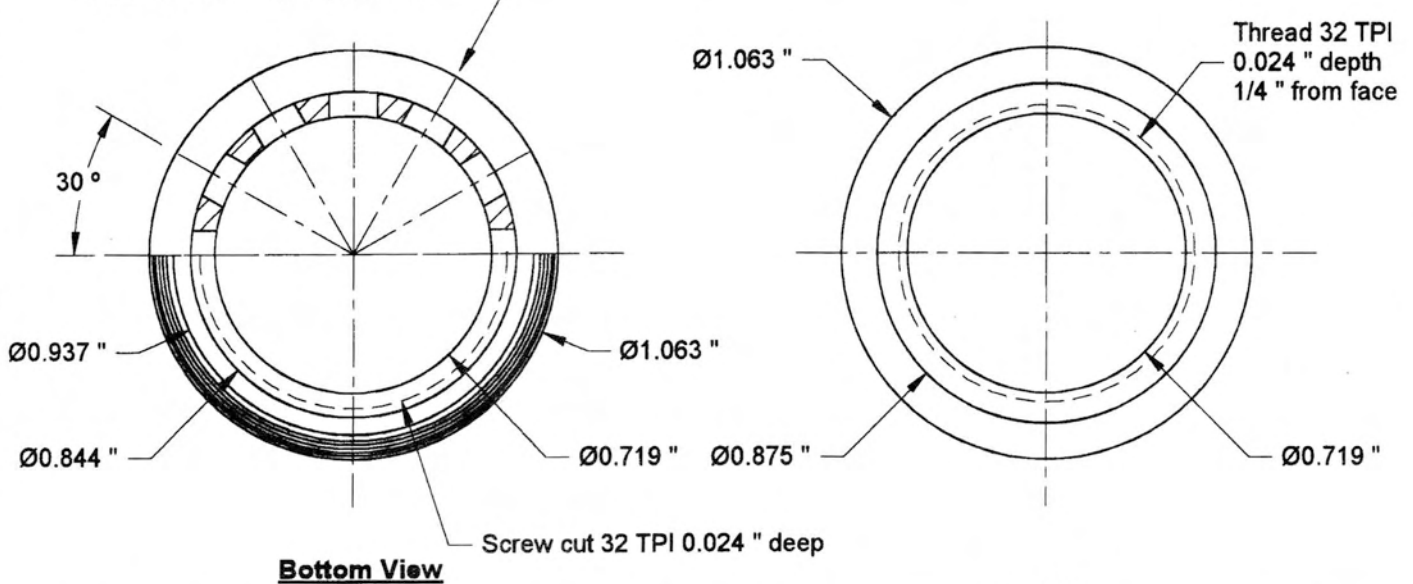
NUMBER
Sheet 1 - CRANKCASE



Lower Cylinder Fin Diameters	
1 1.063 "	4 1.006 "
2 1.044 "	5 0.987 "
3 1.025 "	6 0.968 "


Section thru Ports

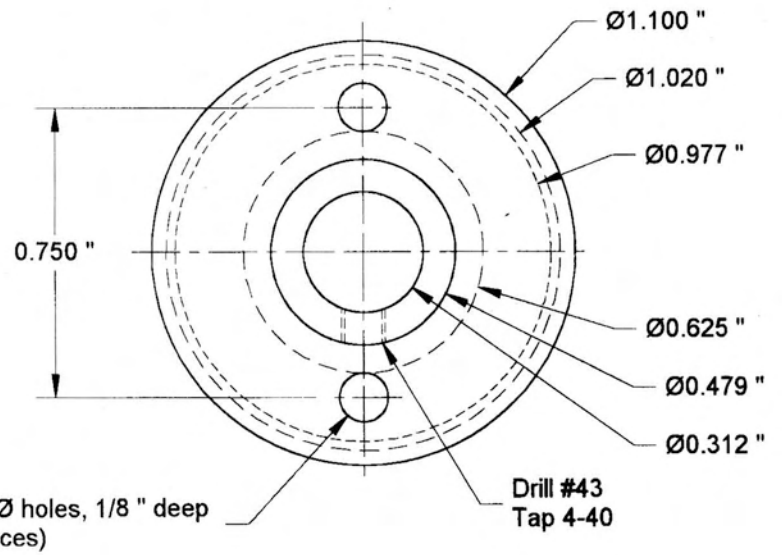
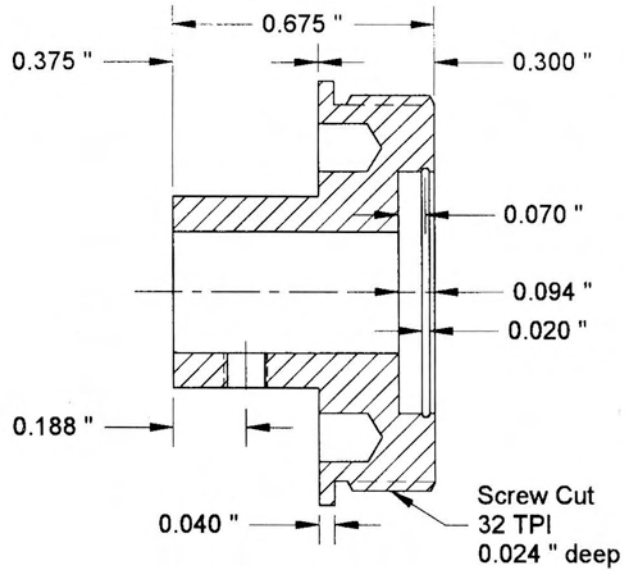
12 x 1/8 " Ø Holes equally spaced



Bottom View

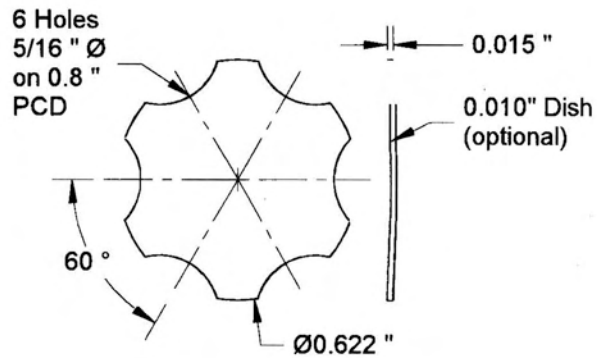
Top View

24 Oct '99	Correction by EMB	DO NOT SCALE DRAWING WORK TO DIMENSIONS ALL DIMENSIONS ARE IN INCHES	 MOTOR BOYS (INTERNATIONAL)	NAME
MAT'L	Leaded Steel			1939 M&M Piston Valve .29
SCALE	2 X SIZE			NUMBER
DRAWN	RMB			Sheet 2 - CYLINDER
CAD	PMB			



-1 BACKPLATE

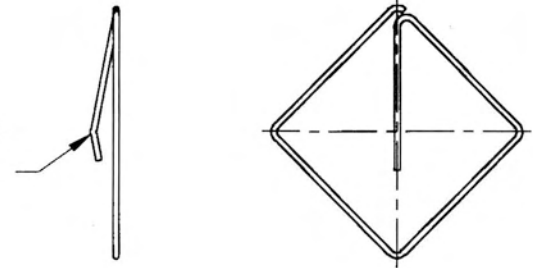
Aluminum Sand Casting



-2 CLACK VALVE


Aluminum

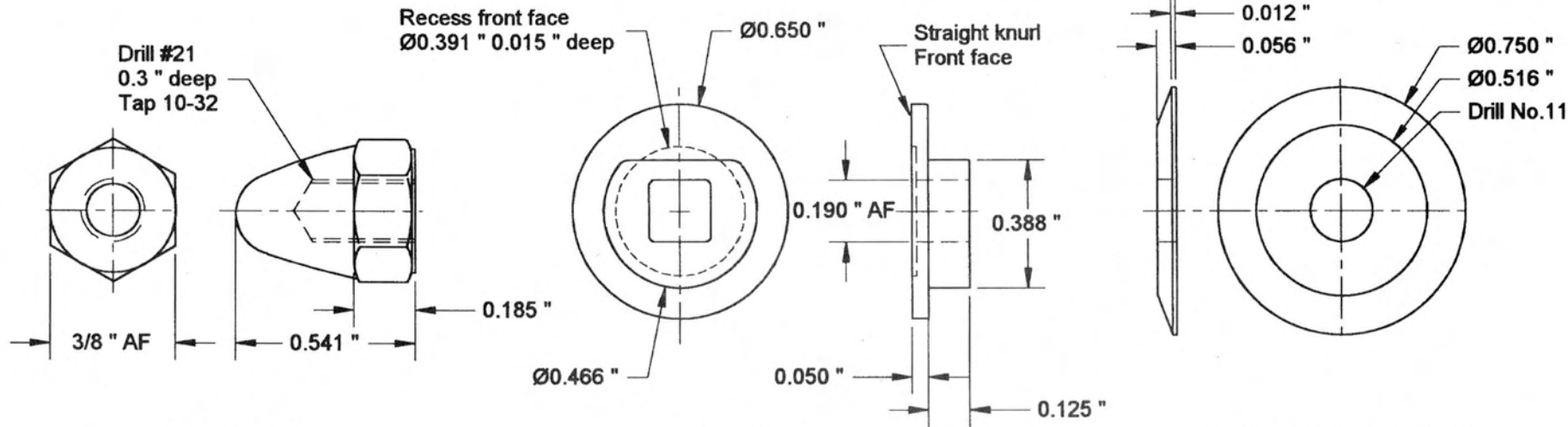
Bend to place light or no pressure on -2 Clack Valve in -1 Backplate



-3 Clack Valve Retainer

0.015" Music Wire

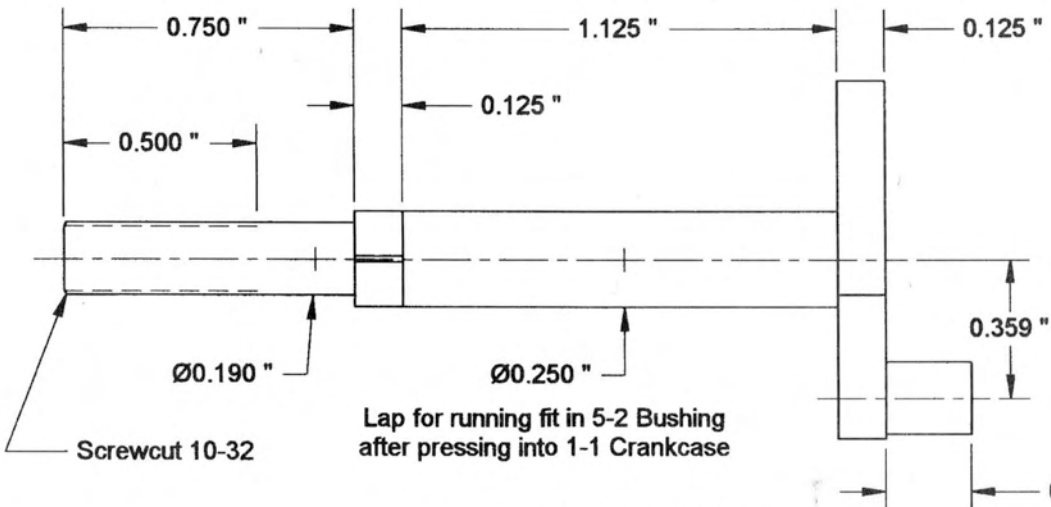
			MAT'L	As Noted	DO NOT SCALE DRAWING WORK TO DIMENSIONS ALL DIMENSIONS ARE IN INCHES	 MOTOR BOYS (INTERNATIONAL)	NAME
			SCALE	2 X SIZE			1939 M&M Piston Valve .29
24 Oct 1999	Corrections by EMB		DRAWN	KCMB	NEXT ASSEMBLY		NUMBER
DATE	CHANGE	BY	CAD	PMB 2-21-1998			Sheet 3 - BACKPLATE ASSY



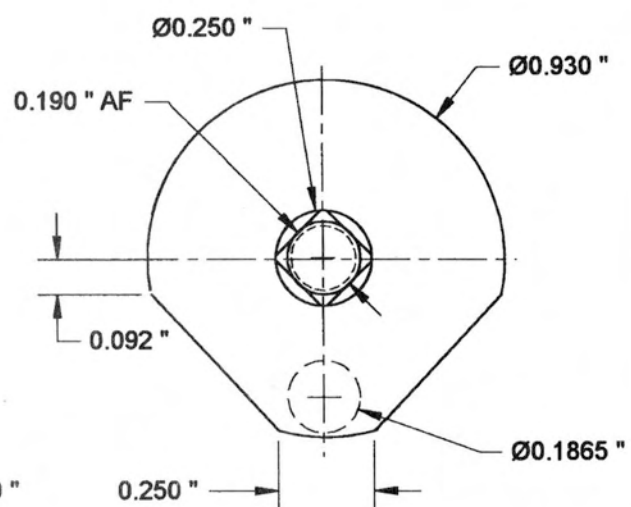
-2 ACORN NUT
(Aluminum)

-3 CAM
Steel (case harden)

-4 PROP WASHER
Aluminum




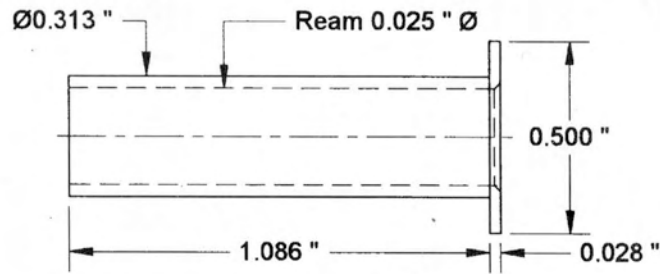
-1 CRANKSHAFT
Steel



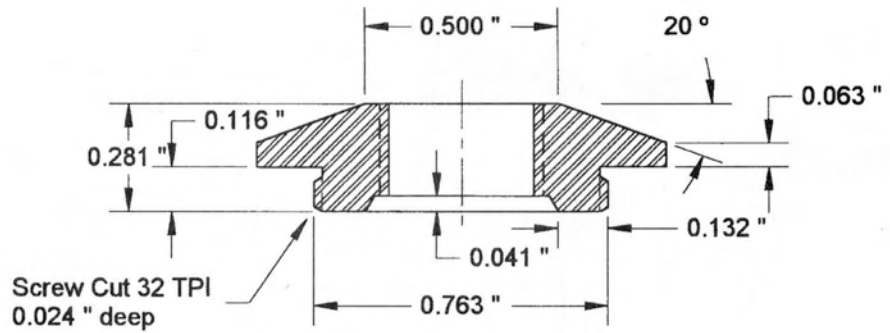
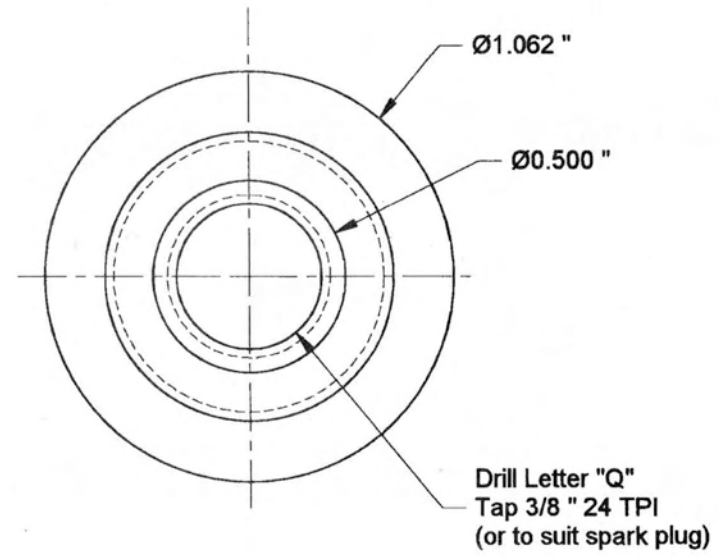
Original crank fabricated in three pieces

18


24 Oct 1999	Corrections by EMB		MAT'L	As Noted	DO NOT SCALE DRAWING	 MOTOR BOYS (INTERNATIONAL)	NAME
22 Mar 1998	Corrections from RMBI	PMB	SCALE	2 X SIZE	WORK TO DIMENSIONS ALL DIMENSIONS ARE IN INCHES		1939 M&M Piston Valve .29
3 Mar 1998	Corrections from KMBI	PMB	DRAWN	RMB	NEXT ASSEMBLY		NUMBER
DATE	CHANGE	BY	CAD	PMB 2-21-98			Sheet 4 - DRIVE TRAIN

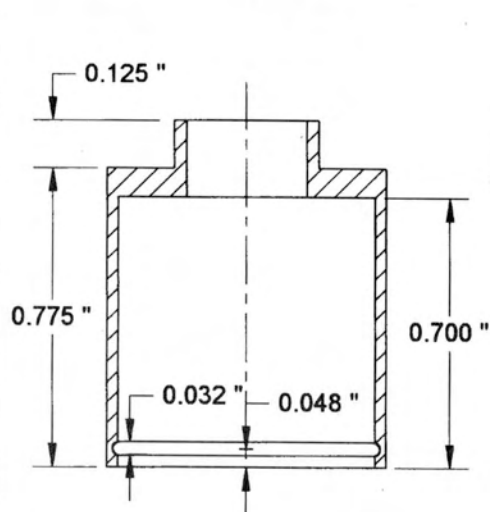


-2 BUSHING
Bronze



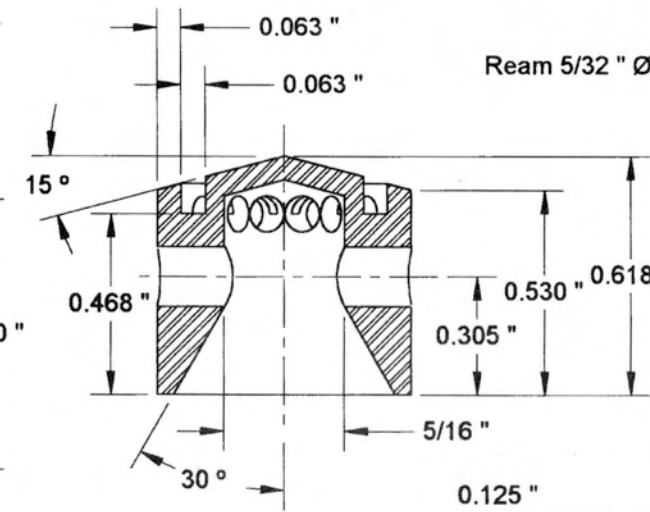
-1 CYLINDER HEAD
(Aluminum)

			MAT'L	As Noted	DO NOT SCALE DRAWING	 MOTOR BOYS (INTERNATIONAL)	NAME
24 Oct 1999	Corrections by EMP		SCALE	2 X SIZE	WORK TO DIMENSIONS ALL DIMENSIONS ARE IN INCHES		1939 M&M Piston Valve .29
3 Mar 1998	Corrections from KMBI	PMB	DRAWN	RMB	NEXT ASSEMBLY		NUMBER
DATE	CHANGE	BY	CAD	PMB 2-15-98			Sheet 5 - Cylinder Head



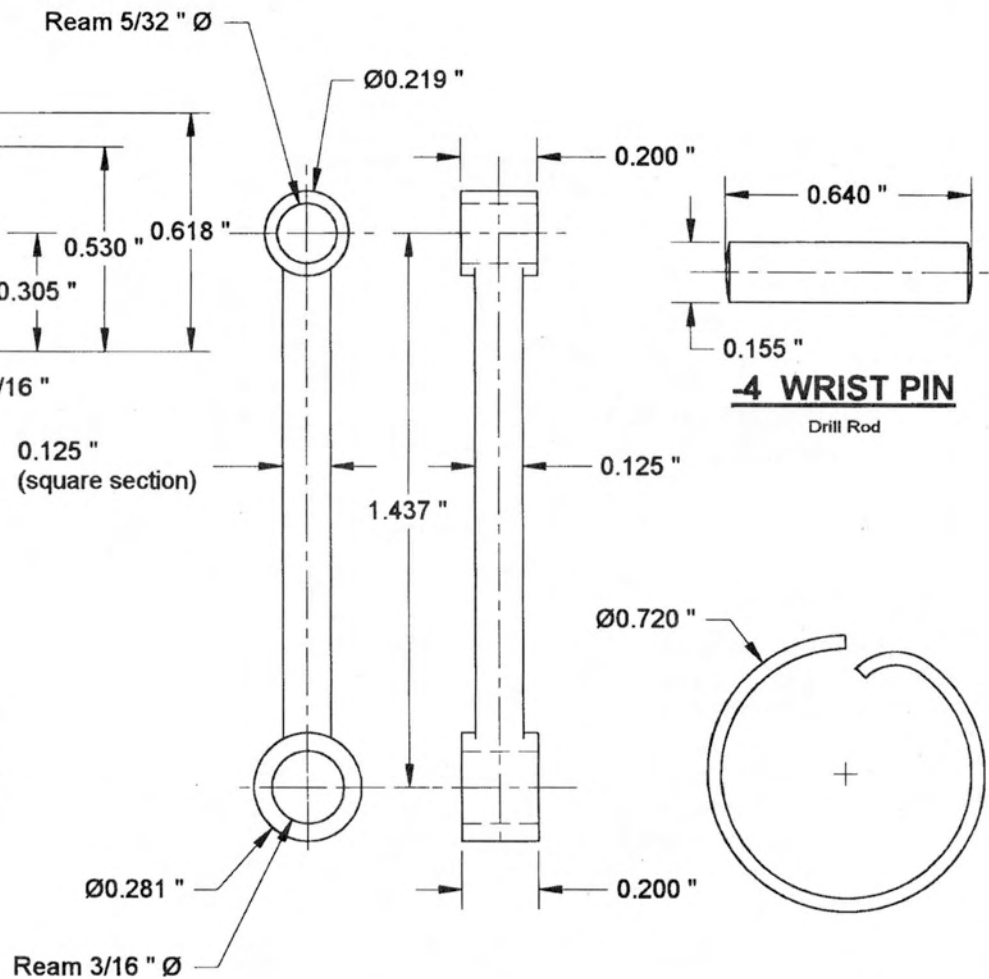
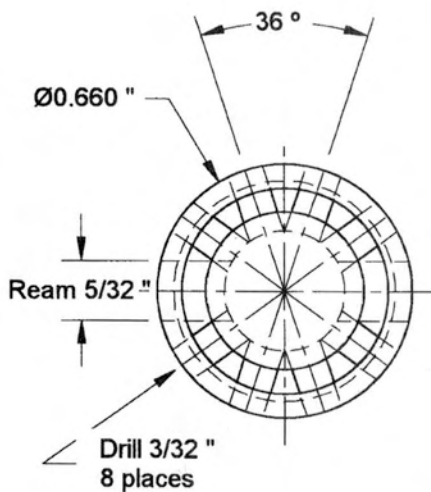
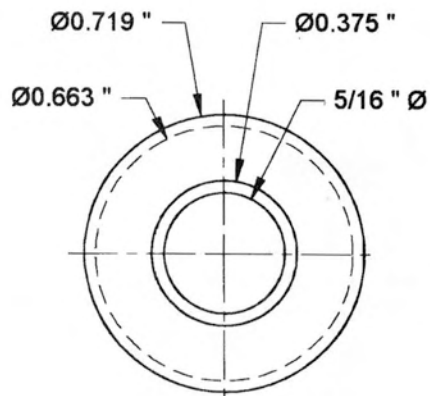
-1 PISTON

Cast Iron



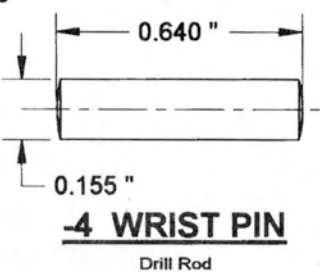
-2 PISTON VALVE

Aluminium




-3 CONNECTING ROD

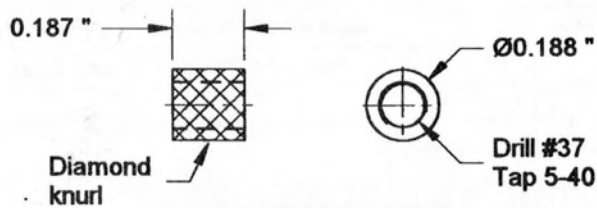
2024 Aluminium



-5 VALVE CIRCLIP

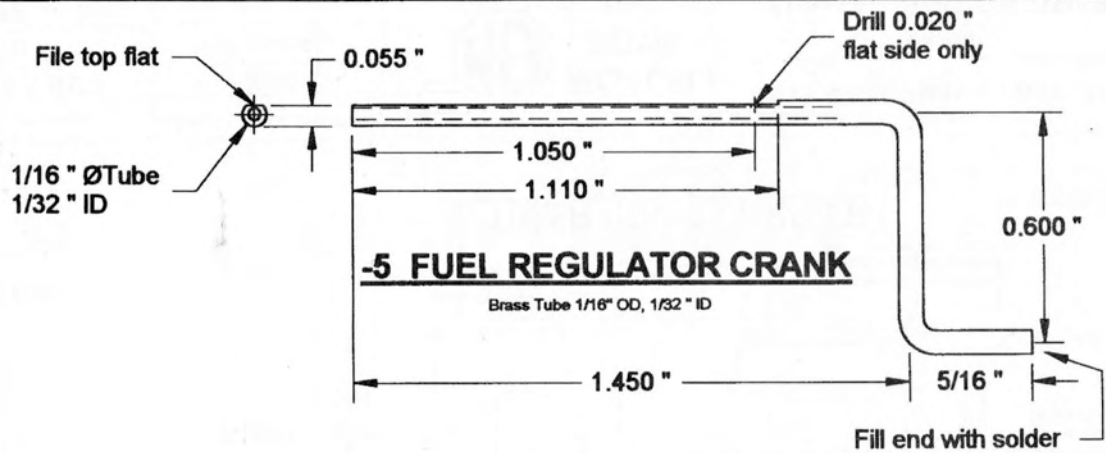
0.020" Music Wire

			MAT'L	As Noted	DO NOT SCALE DRAWING WORK TO DIMENSIONS ALL DIMENSIONS ARE IN INCHES	 MOTOR BOYS (INTERNATIONAL)	NAME
24 Oct 1999	Corrections by EMB		SCALE	2 X SIZE			1939 M&M Piston Valve .29
3 Mar 1998	Corrections from KMBI	PMB	DRAWN	RMB	NEXT ASSEMBLY	NUMBER	
DATE	CHANGE	BY	CAD	PMB 2-15-98		Sheet 6 - PISTON ASSEMBLY	



-6 GLAND NUT

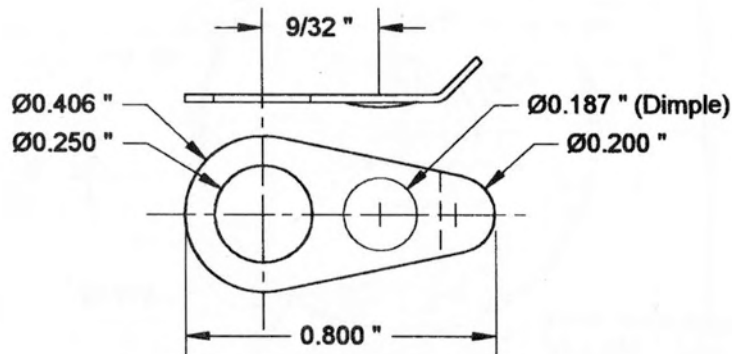
Aluminium



-5 FUEL REGULATOR CRANK

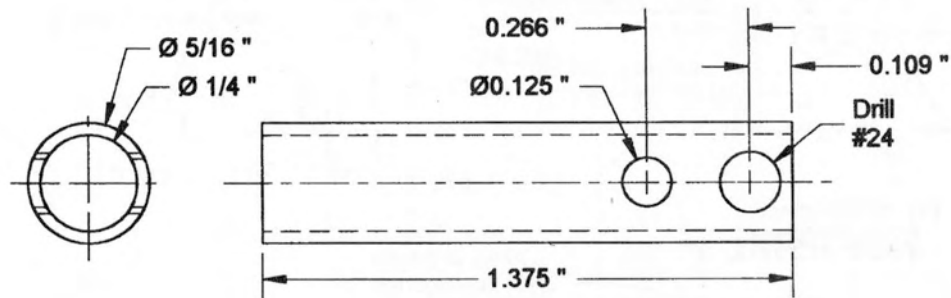
Brass Tube 1/16" OD, 1/32" ID

Fill end with solder



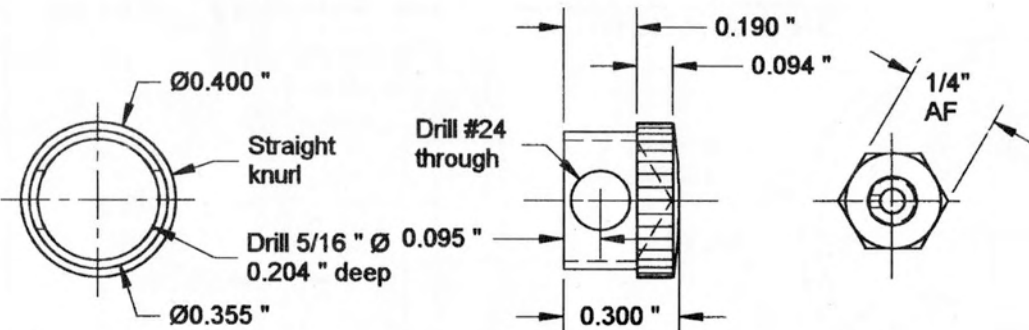
-4 FUEL FILLER SHUTTER

Aluminium shim 0.020" thick



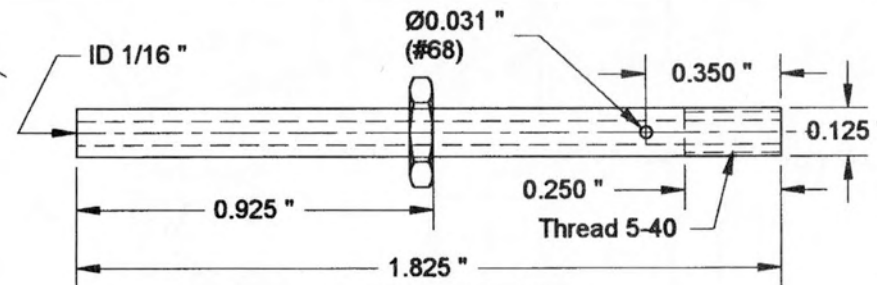
-1 INTAKE TUBE

Aluminium Tube 5/16" OD, 1/4" ID



-2 CHOKE CAP

Aluminium



-2 SPRAY BAR

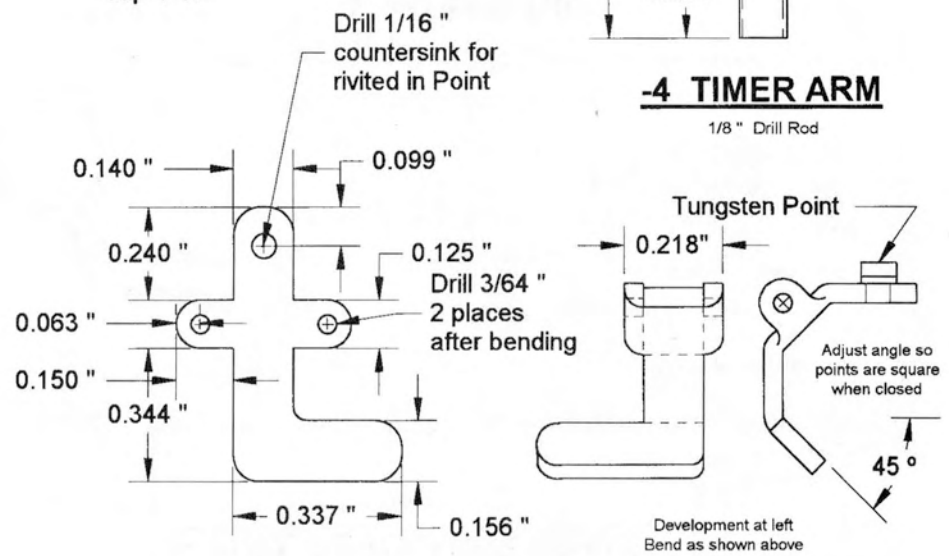
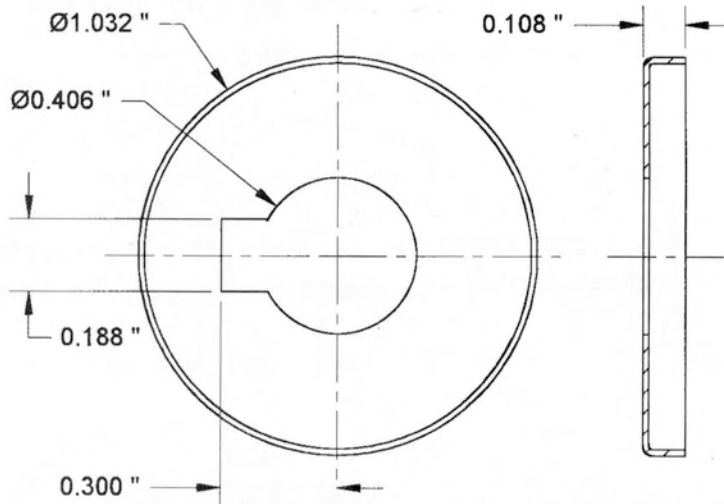
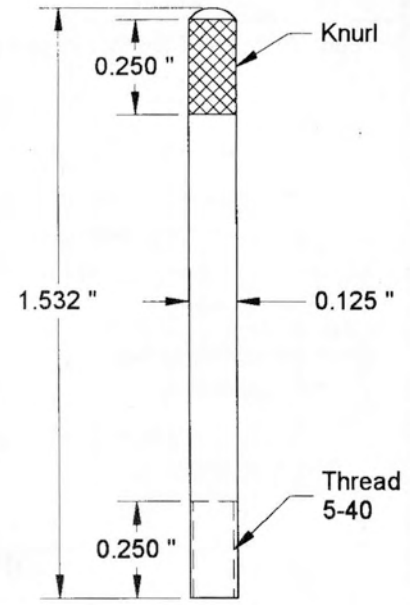
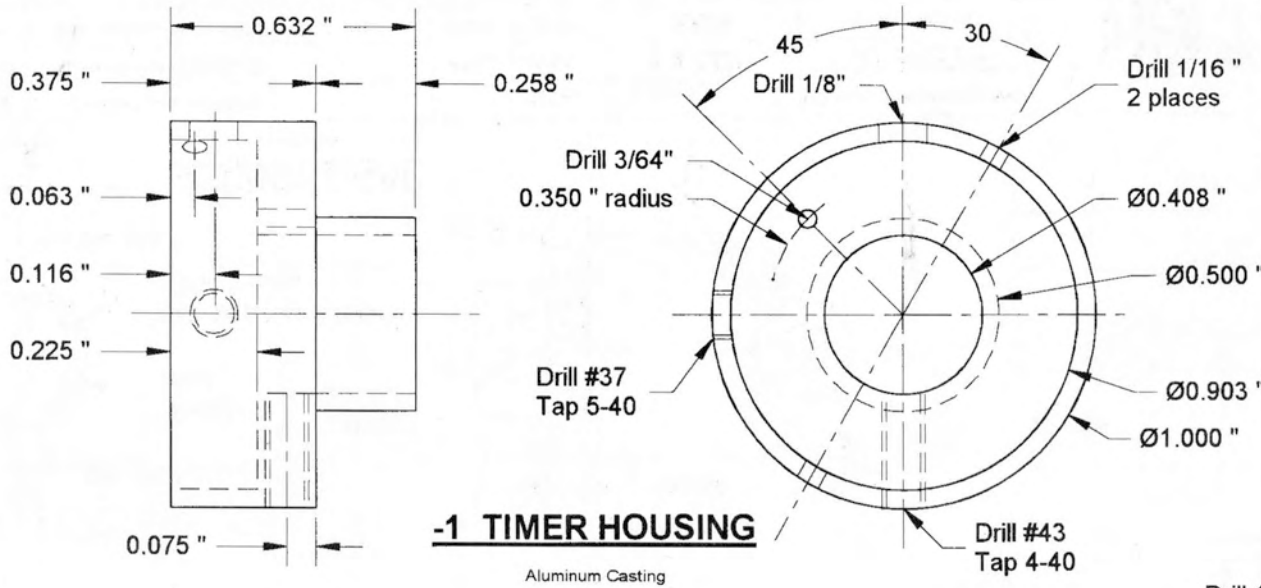
Brass

24 Oct 1999	Corrections by EMB		MAT'L		DO NOT SCALE DRAWING WORK TO DIMENSIONS ALL DIMENSIONS ARE IN INCHES NEXT ASSEMBLY
22 Mar 1998	Corrections from RMBI	PMB	SCALE	2 X SIZE	
3 Mar 1998	Corrections from KMBI	PMB	DRAWN	RMB	
DATE	CHANGE	BY	CAD	PMB	



NAME
1939 M&M Piston Valve .29

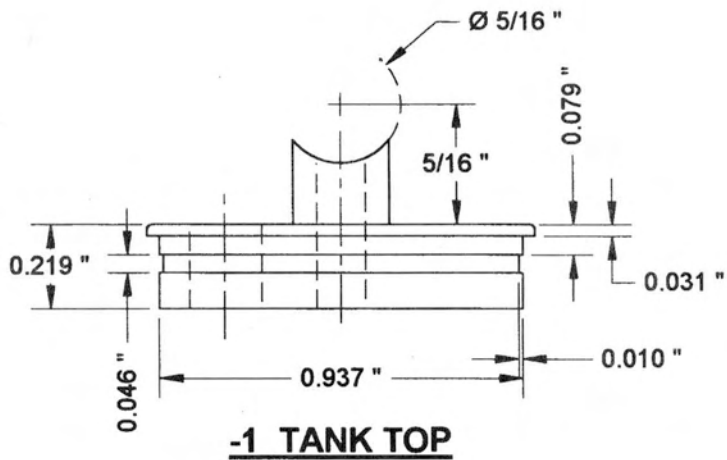
NUMBER
Sheet 7 - FUEL SYSTEM



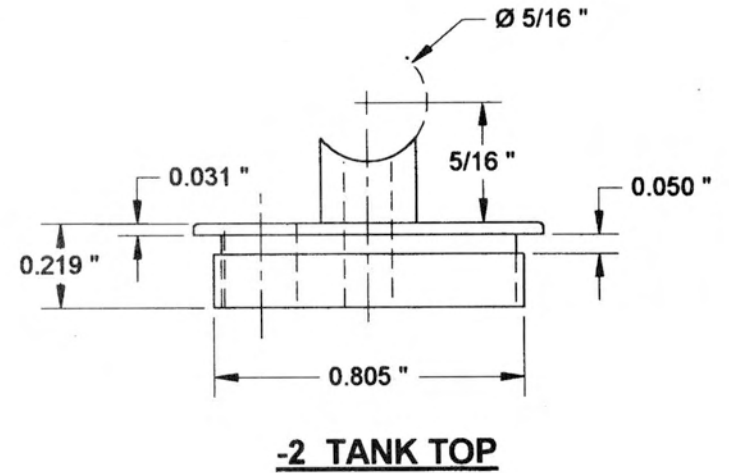
24 Oct 1999	Corrections by EMB		MAT'L	As Noted	DO NOT SCALE DRAWING WORK TO DIMENSIONS ALL DIMENSIONS ARE IN INCHES
3 Mar 1998	Corrections from KMBI	PMB	SCALE	2 X SIZE	
DATE	CHANGE	BY	DRAWN	RMB	
			CAD	PMB 2-22-1998	NEXT ASSEMBLY



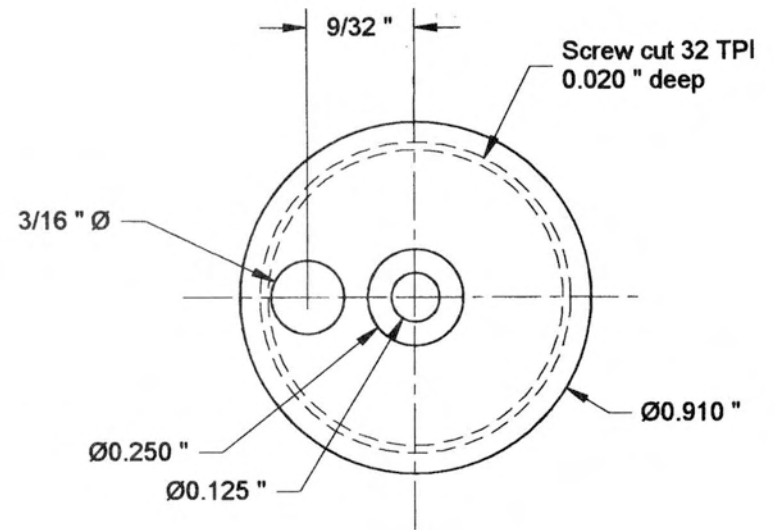
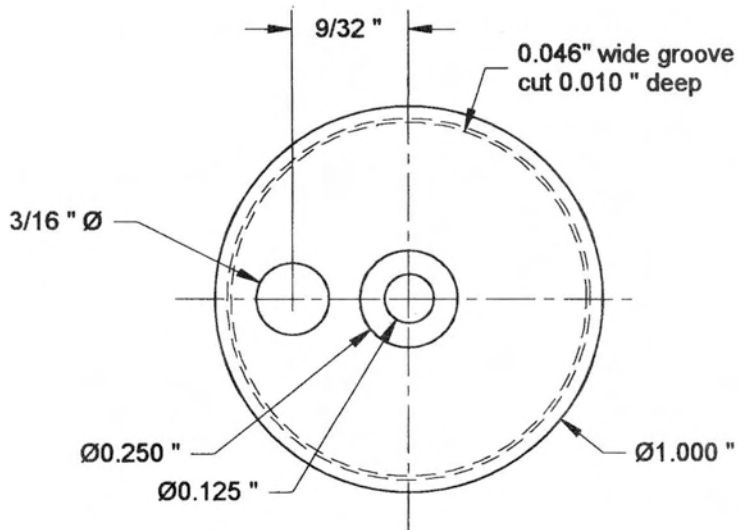
NAME	1939 M&M Piston Valve .29
NUMBER	Sheet 8 - IGNITION TIMER



Dimensions shown are for
"Aunt Jimima"
Syrup Cap Tank



Dimensions shown are for
5-4 Replica Fuel Tank

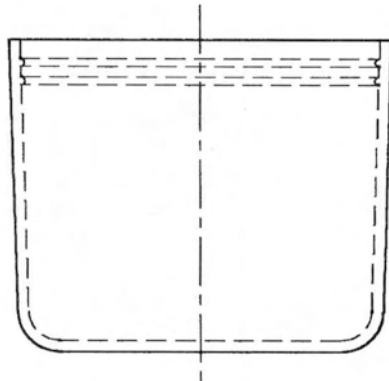


			MATL	Aluminum Sand Casting	DO NOT SCALE DRAWING WORK TO DIMENSIONS ALL DIMENSIONS ARE IN INCHES
			SCALE	2 X SIZE	
			DRAWN	KCMB	NEXT ASSEMBLY
DATE	CHANGE	BY	CAD	PMB 2-21-1998	



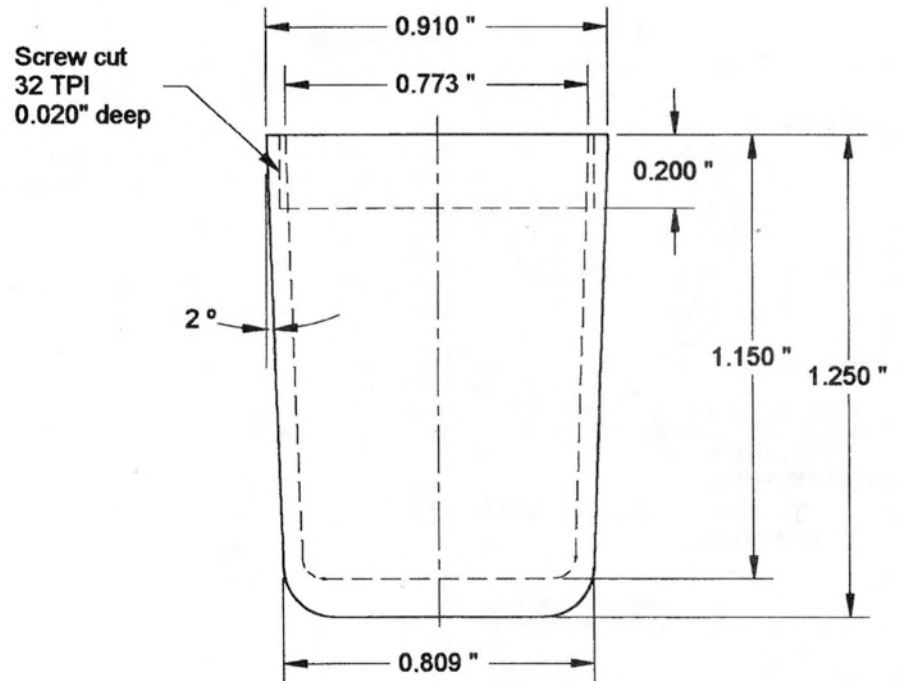
NAME	1939 M&M Piston Valve .29
NUMBER	Sheet 9 - TANK TOP OPTIONS

23



-1 FUEL TANK


"Aunt Jimima" Syrup Bottle Cap

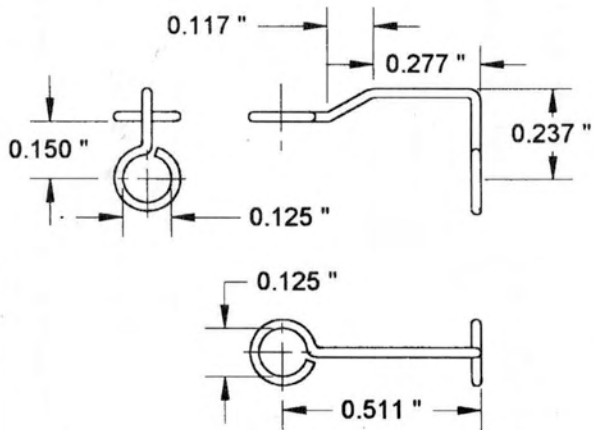


-2 FUEL TANK

Plastic

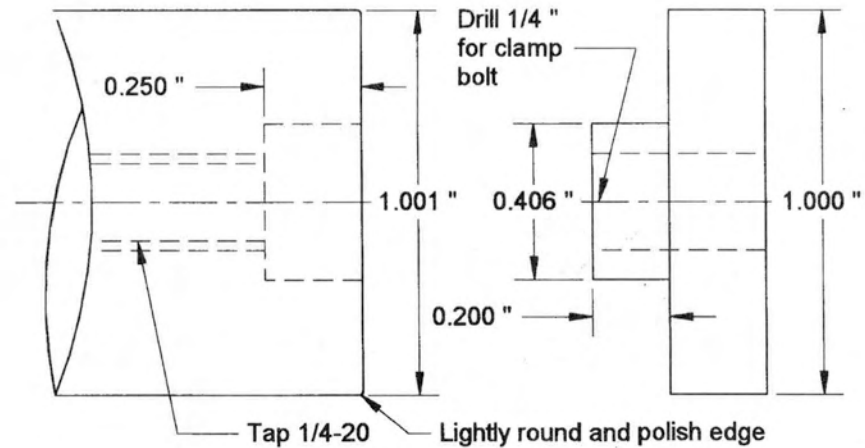
24

			MAT'L	As Noted	DO NOT SCALE DRAWING WORK TO DIMENSIONS ALL DIMENSIONS ARE IN INCHES	 MOTOR BOYS (INTERNATIONAL)	NAME
24 Oct 1999	Additional dim. by EMB		SCALE	2 X SIZE			NEXT ASSEMBLY
3 Mar 1998	Corrections from KMBI	PMB	DRAWN	RMB			NUMBER
DATE	CHANGE	BY	CAD	PMB 2-15-98			Sheet 10 - TANK OPTIONS



-1 Choke Cap Retainer

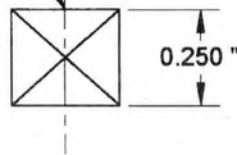
0.024" Music Wire



-4 Timer Cover Spinning Fixture

Mild steel

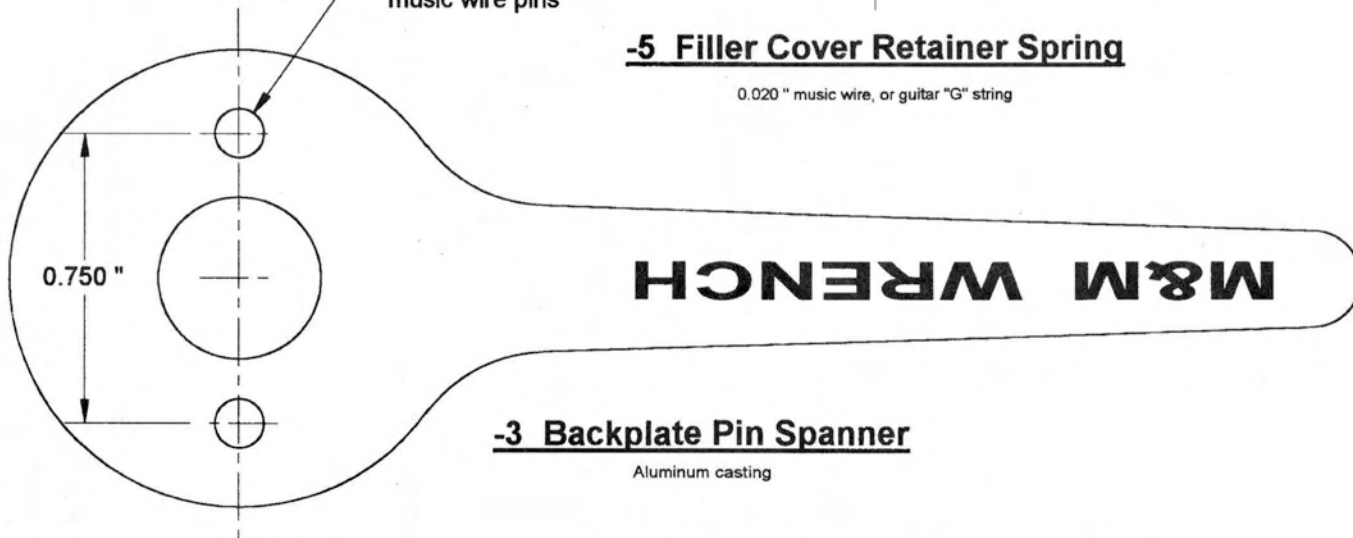
Coil spring
4 turns 0.020" wire, 1/4" ID



-5 Filler Cover Retainer Spring

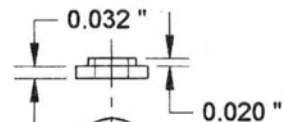
0.020" music wire, or guitar "G" string

Drill 2 places for press fit of Ø0.125" music wire pins



-3 Backplate Pin Spanner

Aluminum casting



Ø0.125" —
Ø0.187" —
Drill #44 for 2-56 point

-6 Fixed Point Bush (2 off)

Phenolic or Nylon

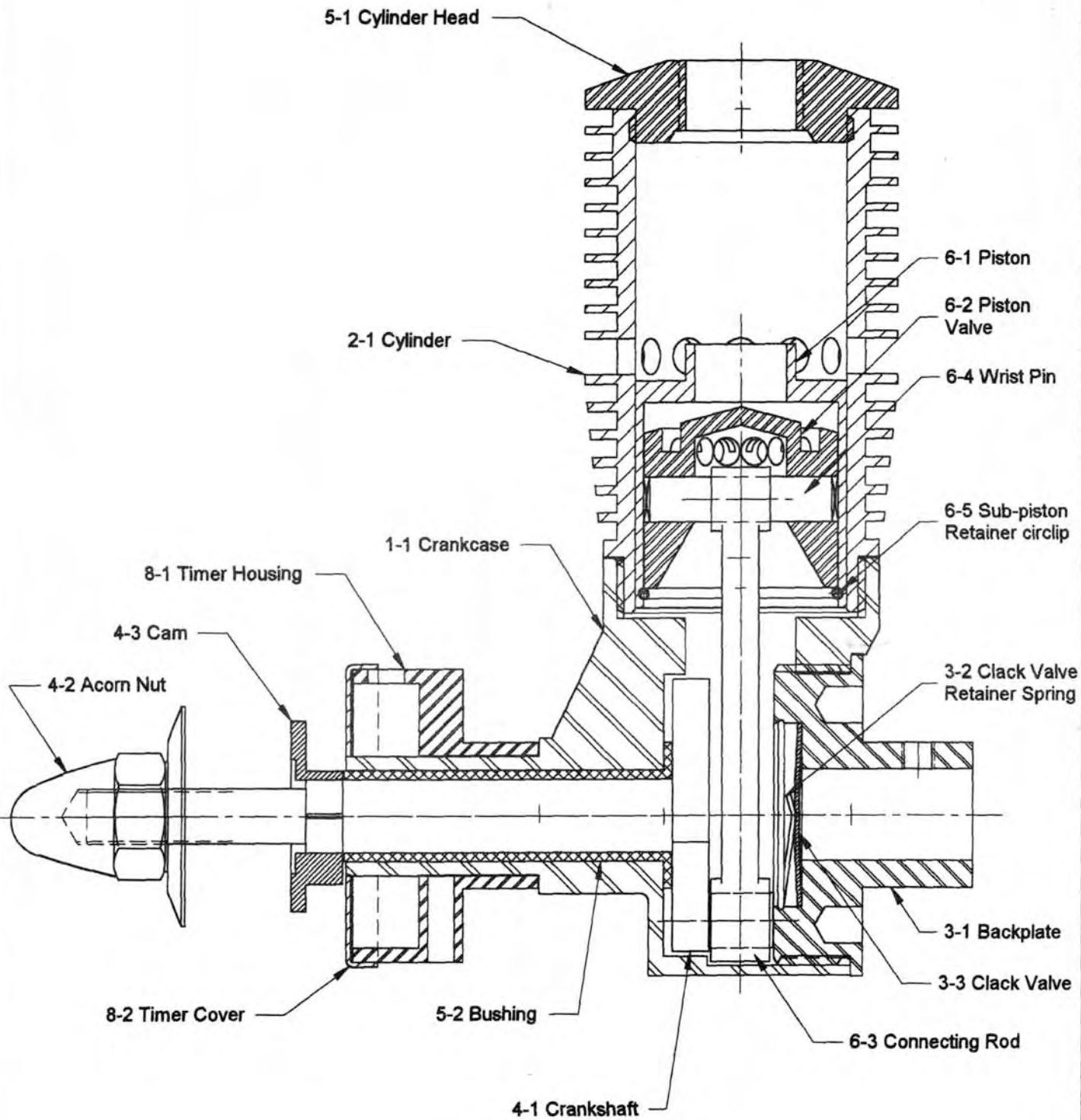
			MAT'L	As Noted	DO NOT SCALE DRAWING WORK TO DIMENSIONS ALL DIMENSIONS ARE IN INCHES
			SCALE	2 X SIZE	
			DRAWN	RMB	NEXT ASSEMBLY
DATE	CHANGE	BY	CAD	PMB 2-22-1998	



NAME
1939 M&M Piston Valve .29

NUMBER
Sheet 11 - Tools and Springs

25

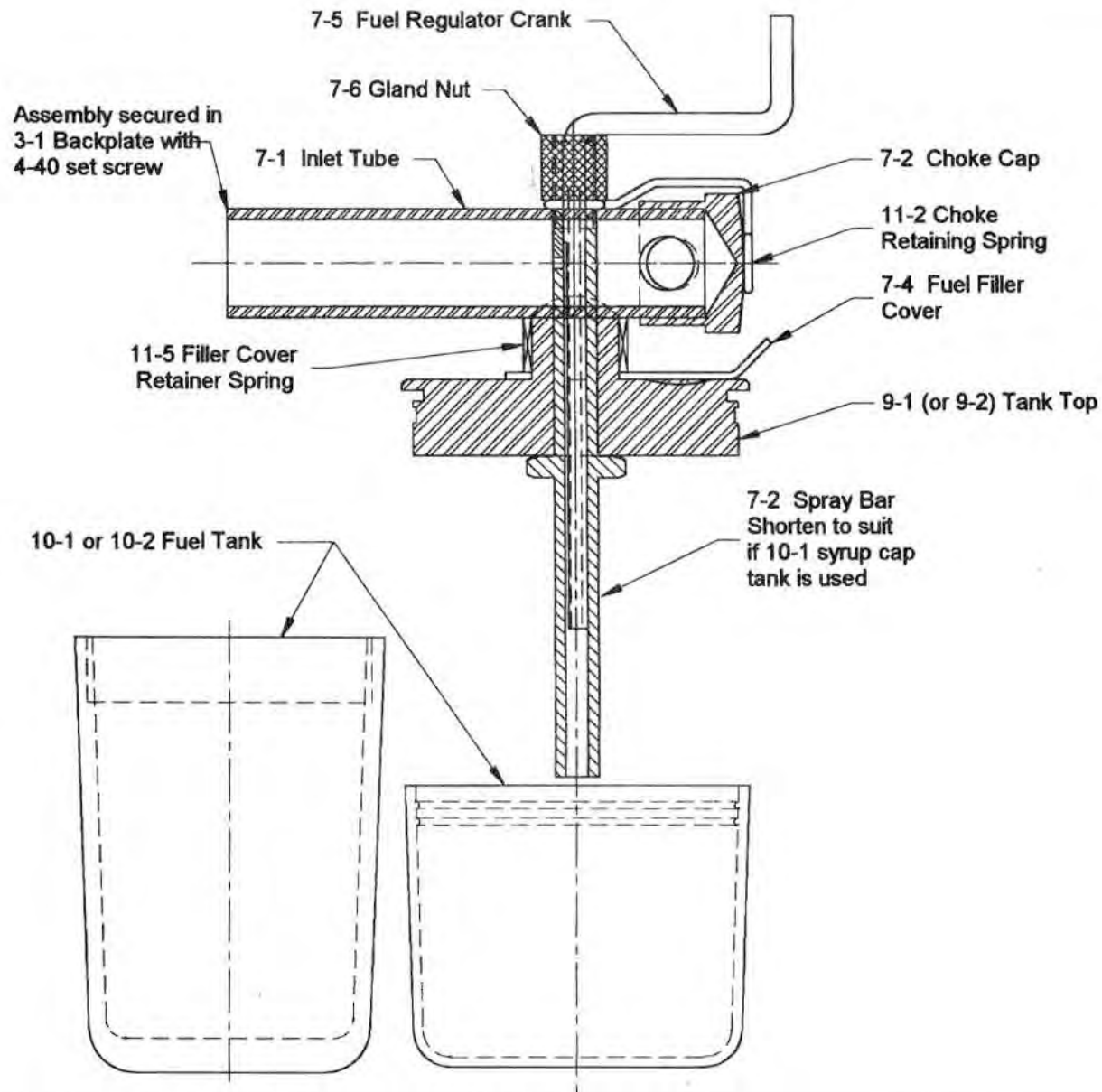


MAT'L	
SCALE	2 X SIZE
DRAWN	RMB
CAD	PMB

DO NOT SCALE DRAWING
 WORK TO DIMENSIONS
 ALL DIMENSIONS
 ARE IN INCHES
 NEXT ASSEMBLY



NAME	1939 M&M Piston Valve .29
NUMBER	Sheet 12 - General Arrangement



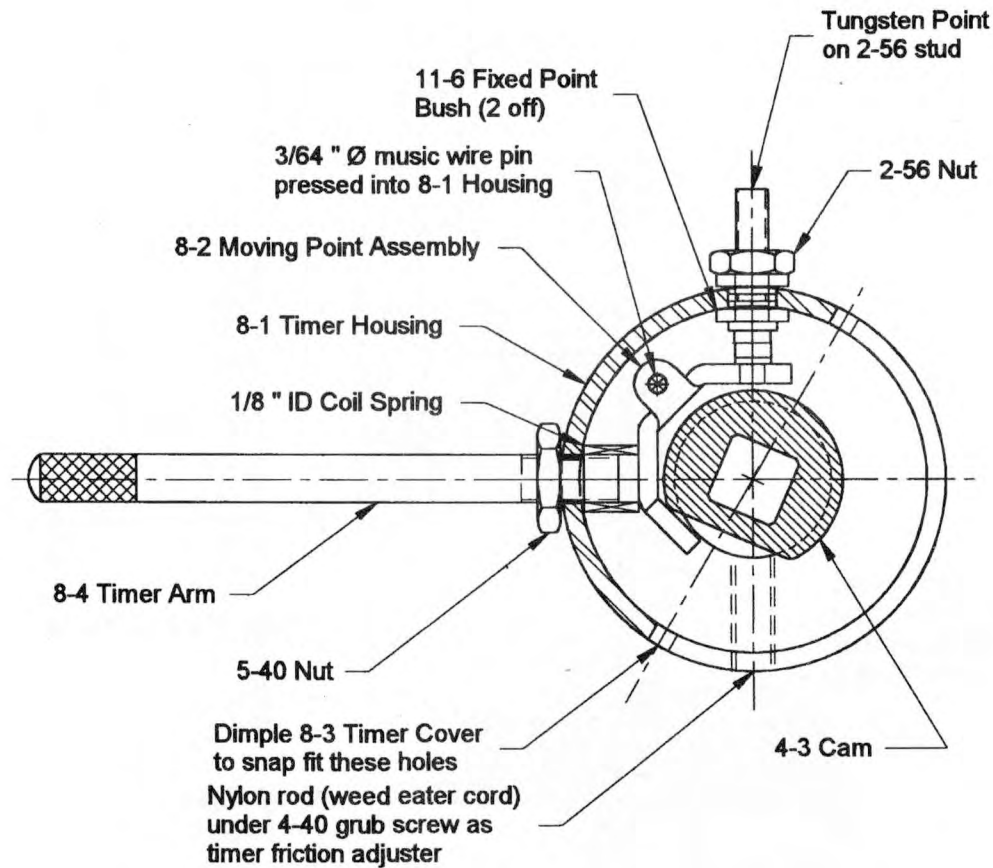
27

			MATL	As Noted	DO NOT SCALE DRAWING WORK TO DIMENSIONS ALL DIMENSIONS ARE IN INCHES
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			DRAWN	RMB	NEXT ASSEMBLY
DATE	CHANGE	BY	CAD	PMB 2-22-1998	




NAME
1939 M&M Piston Valve .29

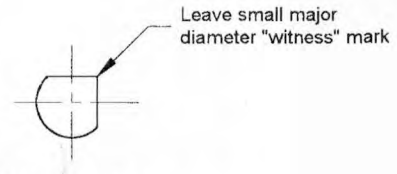
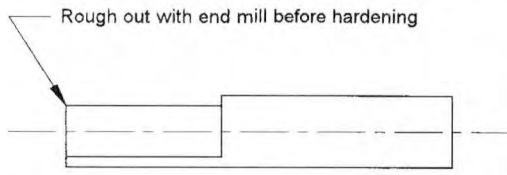
NUMBER
Sheet 13 - Fuel System GA



IGNITION TIMER ASSEMBLY

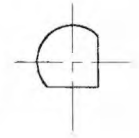
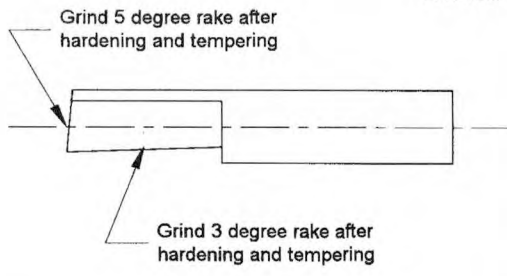
(8-3 Cover omitted for clarity)

			MATL	As Noted	DO NOT SCALE DRAWING WORK TO DIMENSIONS ALL DIMENSIONS ARE IN INCHES	 MOTOR BOYS (INTERNATIONAL)	NAME	1939 M&M Piston Valve .29
			SCALE	2 X SIZE			NEXT ASSEMBLY	NUMBER
DATE	CHANGE	BY	CAD	PMB 2-22-1998				



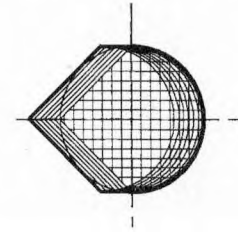
-1 Square Corner Broaching Cutter

3/16 Dia Water Hardening Drill Rod



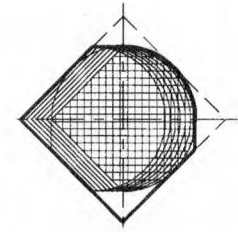
Corner Formation Process

← Direction of feed between cuts



Cross section of broached hole after nibbling out first corner.

(cross-hatched area shows tool cross section)




Cross section after indexing work piece through 90 degrees and completing second corner.

Note one side now completely formed.

1. Mount cam in 3 jaw self-centering chuck with flange against jaws to hold against broaching forces. Drill through 3/16 " dia.
2. Mount tool in cross-slide mounted key-way cutter with point facing operator and sides at precisely 45 degrees to the lathe bed.
3. Stroke cutter through cam, winding cross slide towards operator approx 0.002" at a time until correct depth is reached for the corner
4. Rotate chuck by 90 degrees and repeat step 3 for other 3 corners.
(headstock dividing attachment used, but a block under each jaw in turn of a 4 chuck jaw would do as well)

For a view of the key-way slotting tool used to drive the broach, see:
<http://www.fotec.co.uk/mehs/hemingway/contents.htm>

29

			MATL	As Noted	DO NOT SCALE DRAWING WORK TO DIMENSIONS ALL DIMENSIONS ARE IN INCHES	 MOTOR BOYS (INTERNATIONAL)	NAME
			SCALE	2 X SIZE			M&M Cam Broach
			DRAWN	BMB 1-12-99			NUMBER
DATE	CHANGE	BY	CAD	PMB 1-12-99			Sheet 1

Australian MATE Diesel

by David Owen

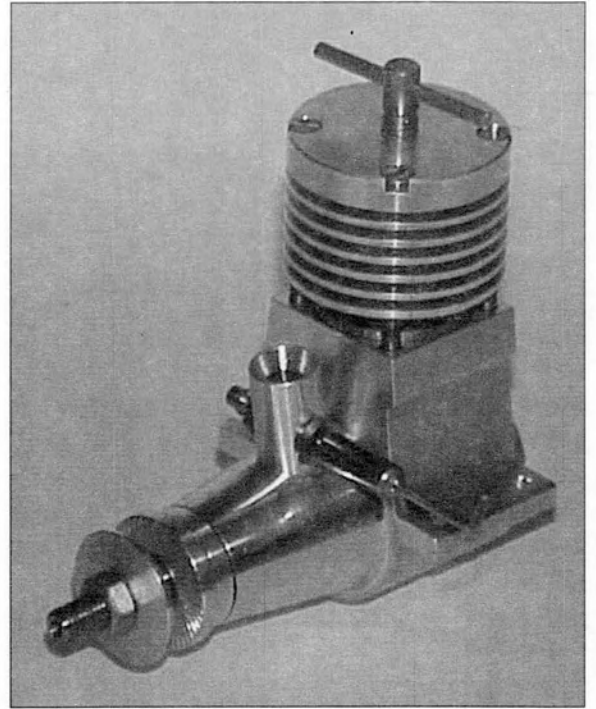
The Australian MATE 2cc Diesel was designed in 1989. It is a simple, crankshaft rotary-valve engine with radial porting and a plain-bearing crankshaft, typical of the many thousands of small diesels used for sport flying since the late 1940s.

The MATE design incorporated a number of features to encourage first-time engine builders and, as a result, many MATEs have been successfully completed and run. A well-built example will turn an 8x4 prop at over 11,000 rpm and reports of MATE powered models have come from all over the world. A number of MATEs were also completed in the former Czechoslovakia and offered for sale ready-to-run.

The MATE is based on an extruded aluminium crankcase section, similar in concept to the famous COX engines, but a world-first for a home-built design. This extruded crankcase section was chosen for strength, accuracy and ease of setting-up and machining. The MATE extrusion was sold with a kit of selected materials and the detailed drawings which are reproduced in this book. A set of comprehensive instructions was included, which guided the builder through a construction sequence in which each part was carefully fitted to preceding parts. This eliminated the need for tolerancing, giving beginners an excellent chance of success.

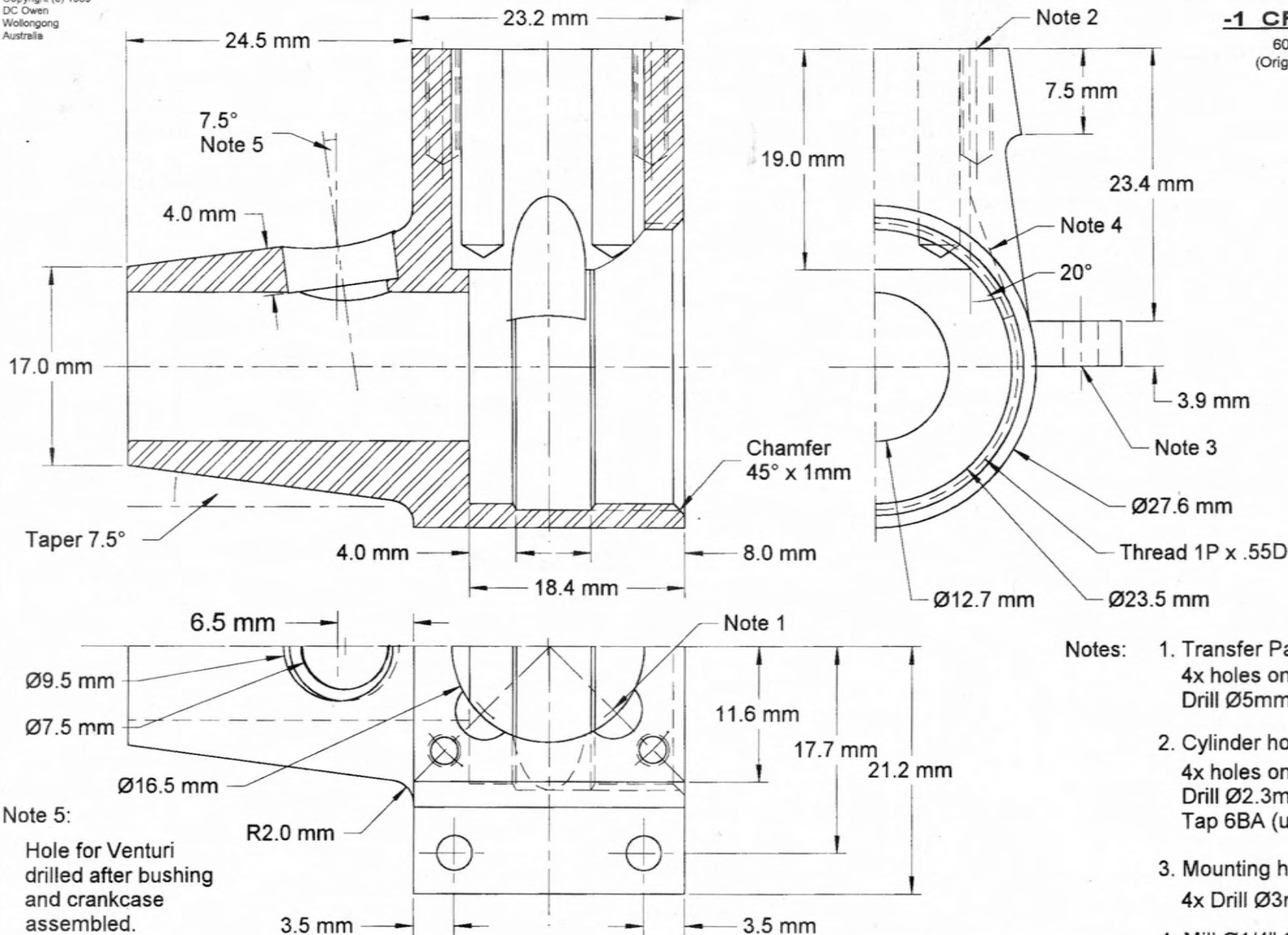
The MATE extruded crankcase section is no longer available. However, several engines have been built to the MATE design, with crankcases machined from solid. The crankcase drawings do show sufficient detail for this approach. In addition, MATEs have been built in glow and spark-ignition versions by more experienced builders.

It is hoped that the inclusion of the MATE drawings in this book may encourage more first-time builders to think about the design of small diesels and to attempt construction of their own engine.



-1 CRANKCASE

6061-T6 Aluminum
(Original used Extrusion)



- Notes:
1. Transfer Passages:
4x holes on 15.5mm PCD
Drill Ø5mm 18mm deep.
 2. Cylinder hold-down:
4x holes on 25.2mm PCD
Drill Ø2.3mm 10mm deep
Tap 6BA (use 3-2 Jig)
 3. Mounting holes:
4x Drill Ø3mm.
 4. Mill Ø1/4" Conrod clearance.

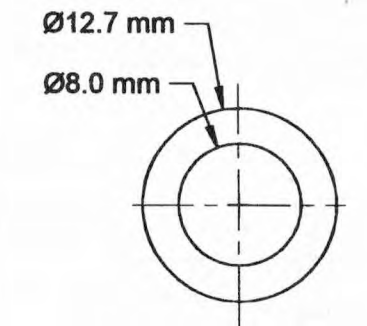
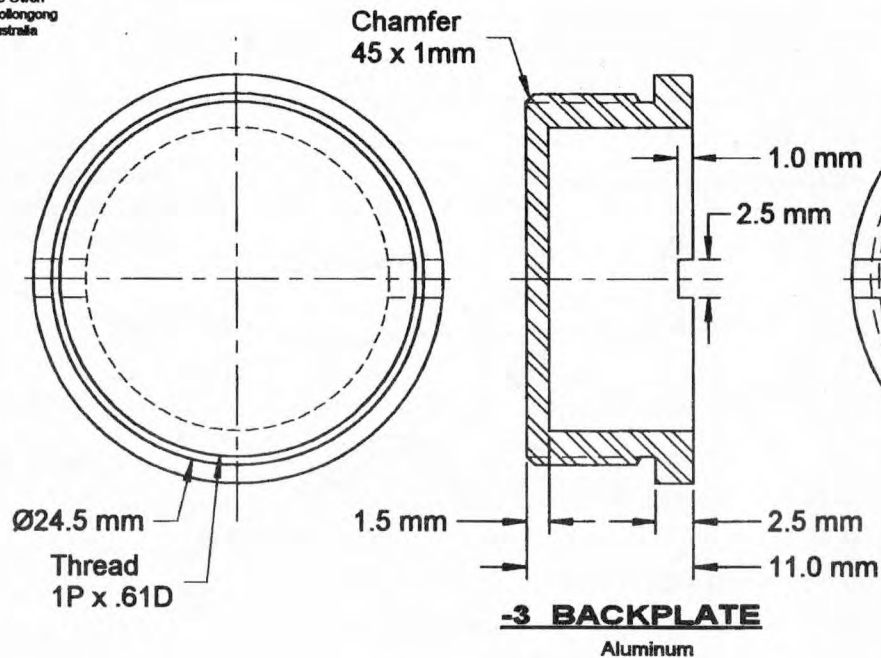
Note 5:
Hole for Venturi
drilled after bushing
and crankcase
assembled.

			MAT'L	As Noted	DO NOT SCALE DRAWING WORK TO DIMENSIONS ALL DIMENSIONS ARE IN INCHES
			SCALE	2 X SIZE	
			DRAWN	DCO 27 Apr 1989	
DATE	CHANGE	BY	CAD	BMBI Jan 7 2000	

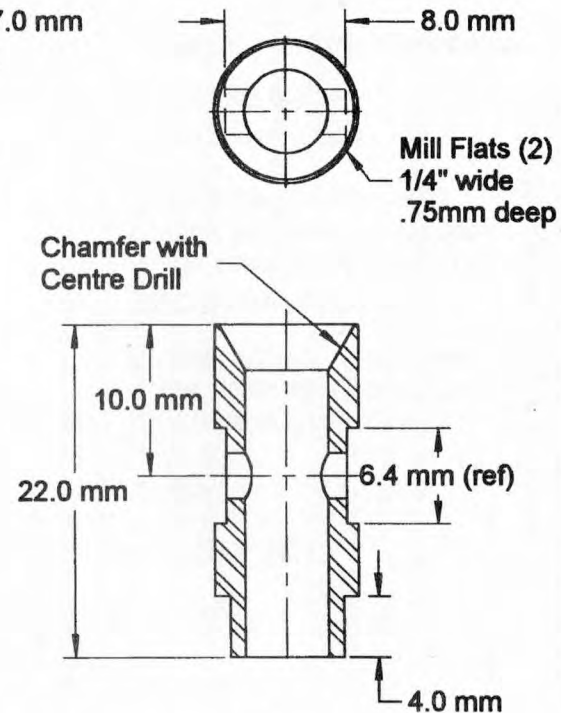
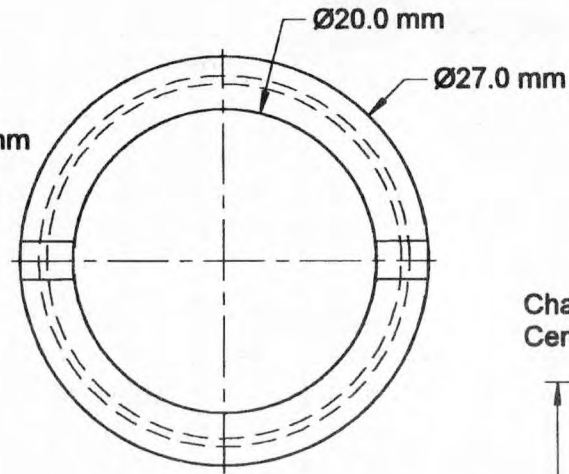
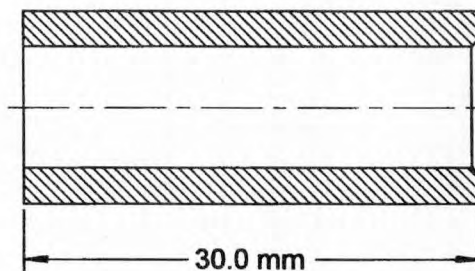


NAME	OWEN MATE 2cc Diesel
NUMBER	Sheet 1 - Crankcase

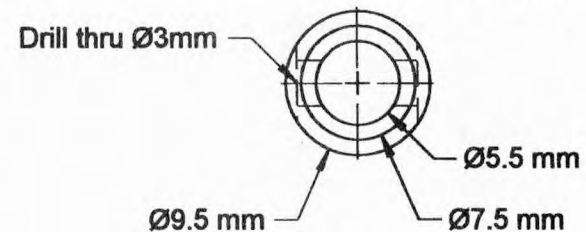
31



Note: -1 Bushing finished to length and reamed to Ø9.7mm after assembly with 1-1 Crankcase



Note: -2 Venturi is assembled to 1-1 Crankcase and -1 Bearing with Lok-Tite before finishing crankshaft bore to size.

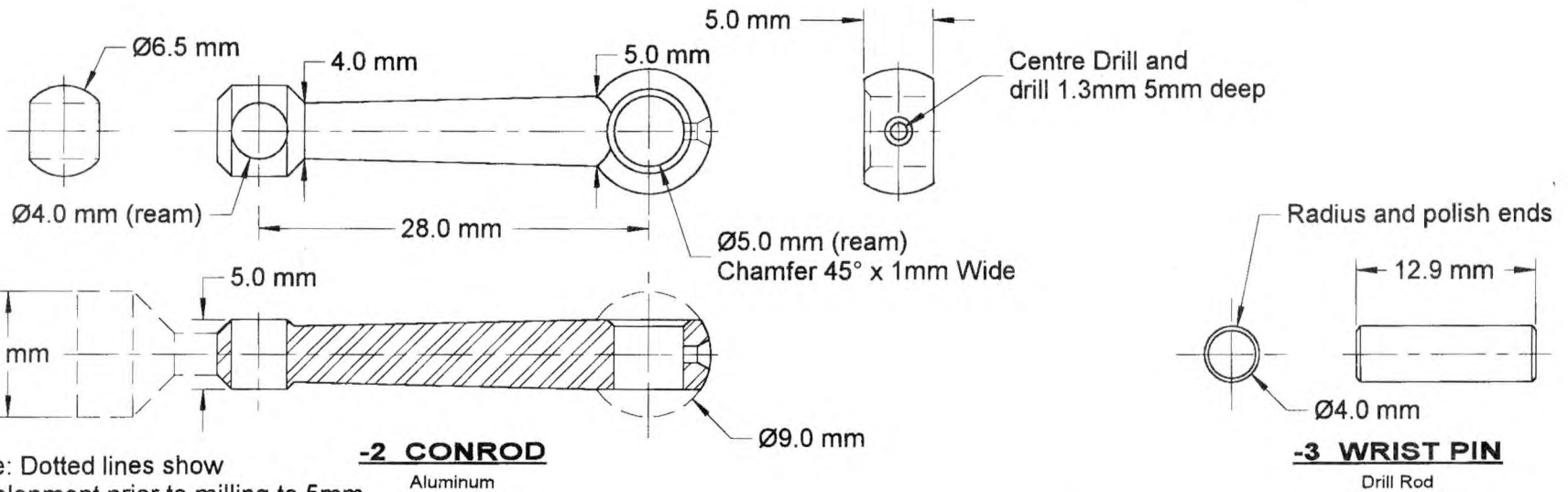
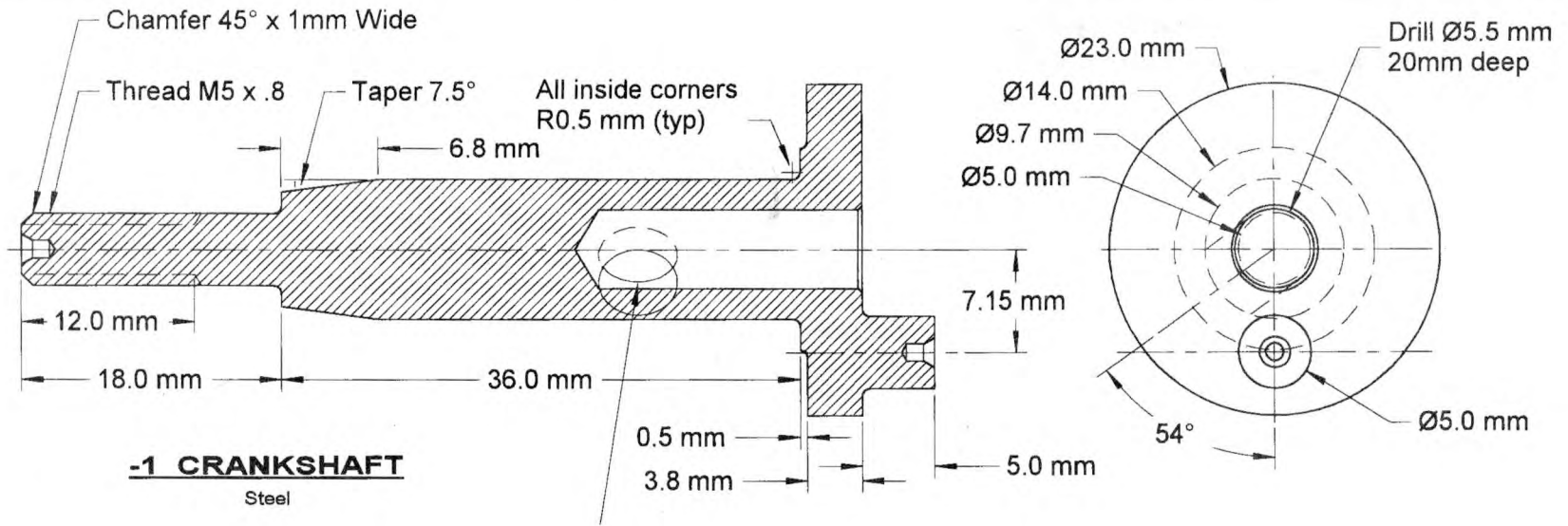


			MATL	As Noted	DO NOT SCALE DRAWING WORK TO DIMENSIONS ALL DIMENSIONS ARE IN INCHES
			SCALE	2 X SIZE	
			DRAWN	DCO 27 Apr 1989	
DATE	CHANGE	BY	CAD	BMBI Jan 7 2000	NEXT ASSEMBLY




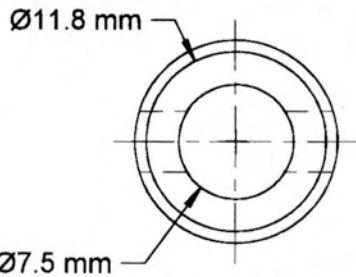
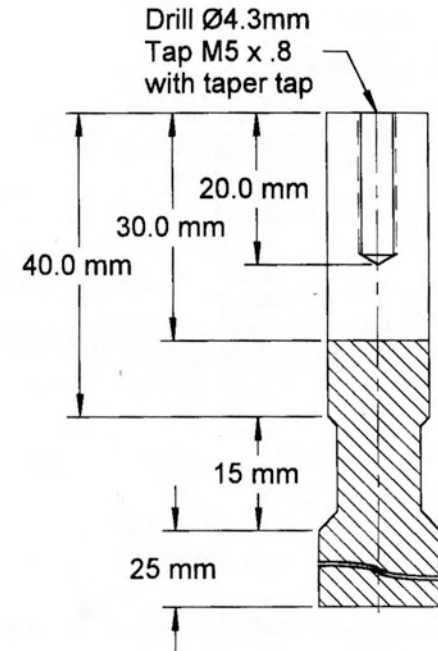
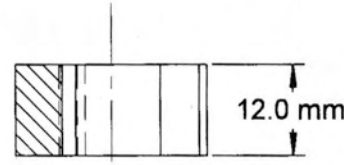
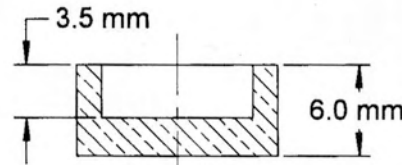
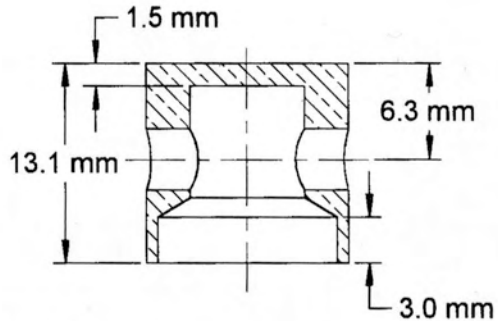
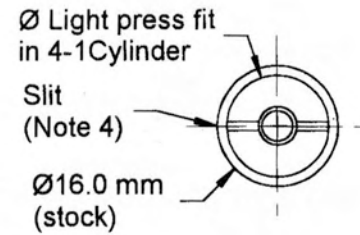
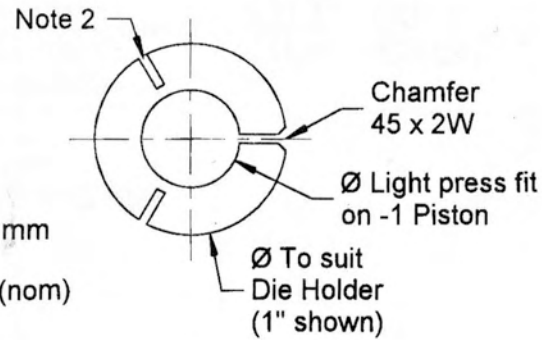
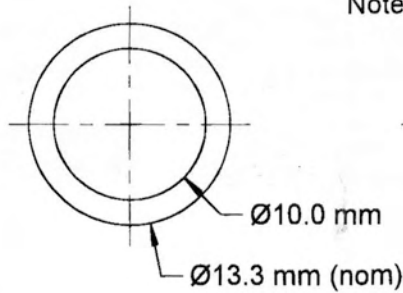
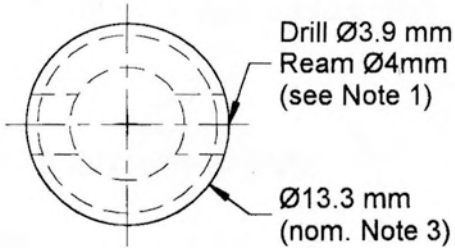
NAME
OWEN MATE 2cc Diesel

NUMBER
Sheet 2 - Crankcase extra



Note: Dotted lines show development prior to milling to 5mm

			MAT'L	As Noted	DO NOT SCALE DRAWING WORK TO DIMENSIONS ALL DIMENSIONS ARE IN INCHES	 MOTOR BOYS (INTERNATIONAL)	NAME	OWEN MATE 2cc Diesel
			SCALE	2 X SIZE			NUMBER	Sheet 3 - Crankshaft
DATE	CHANGE	BY	DRAWN	DCO 27 Apr 1989				
			CAD	BMBI Jan 7 2000	NEXT ASSEMBLY			



-1 PISTON
Cast Iron

-2 CONTRA-PISTON
Cast Iron

-3 PISTON LAP
Brass or Aluminum
SCALE 1:1

-4 CYLINDER LAP
Brass or Aluminum
SCALE 1:1

Note 1: Stop reaming short of full depth
for press fit of 3-3 Wrist pin

2: Hacksaw 3x slots
on 120° spacing.
Note only one slot
cut through to bore.

3: Actual diameter of piston
and contra-piston are bore
finished $\text{\O} + 0.05$ mm

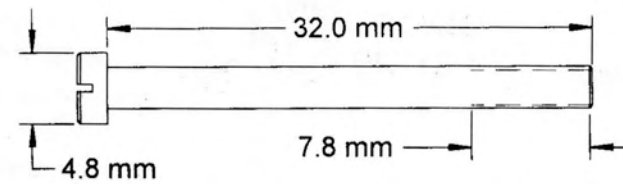
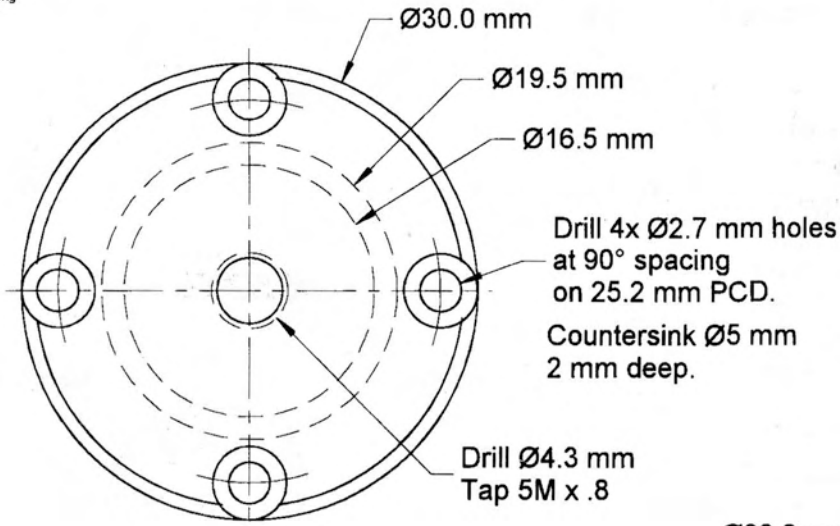
4: Use M5 socket head
grub screw to expand lap.

			MATL	As Noted	DO NOT SCALE DRAWING WORK TO DIMENSIONS ALL DIMENSIONS ARE IN INCHES
			SCALE	2 X SIZE	
			DRAWN	DCO 27 Apr 1989	
DATE	CHANGE	BY	CAD	BMBI Jan 7 2000	NEXT ASSEMBLY



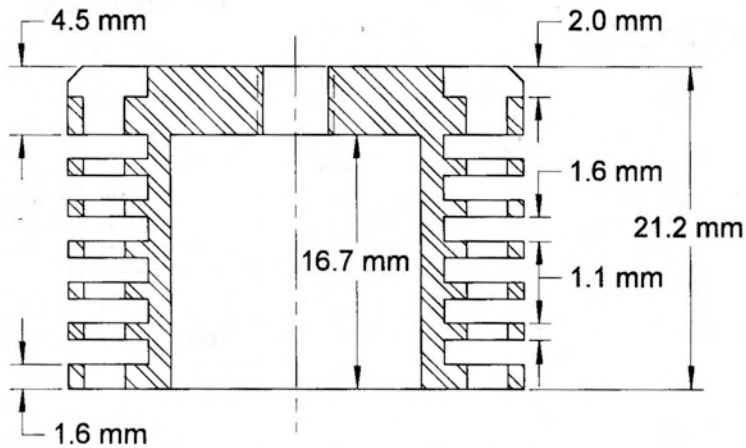
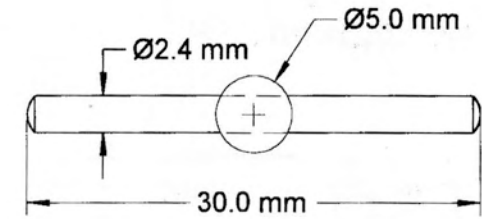
NAME
OWEN MATE 2cc Diesel

NUMBER
Sheet 5 - Pistons



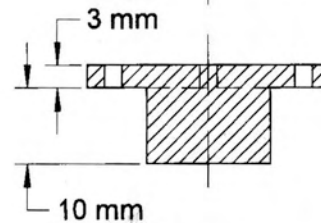
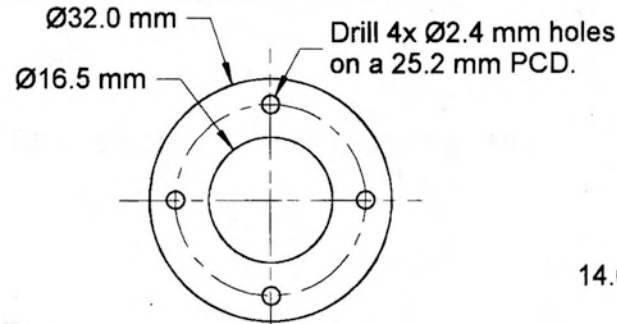
-4 CYLINDER SCREW

6BA Cheesehead Screws (4 required)



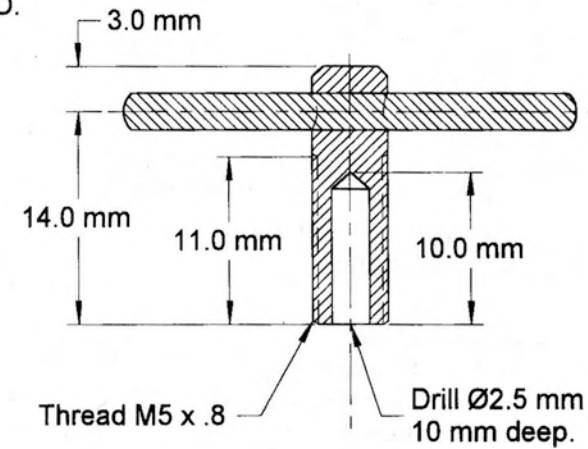
-1 COOLING FINs

Aluminum



-3 DRILLING JIG

Steel
(Scale 1:1)



-2 COMPRESSION SCREW

Drill Rod

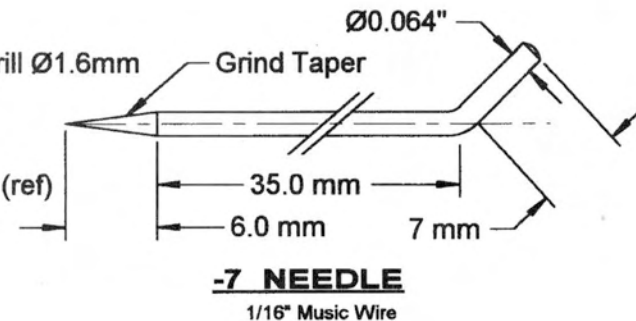
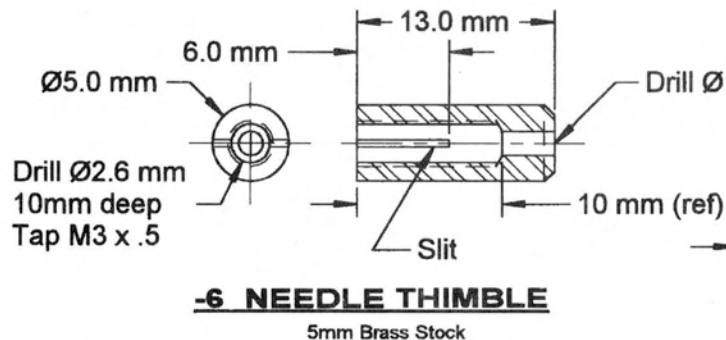
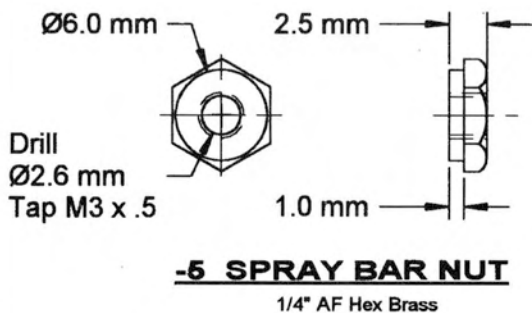
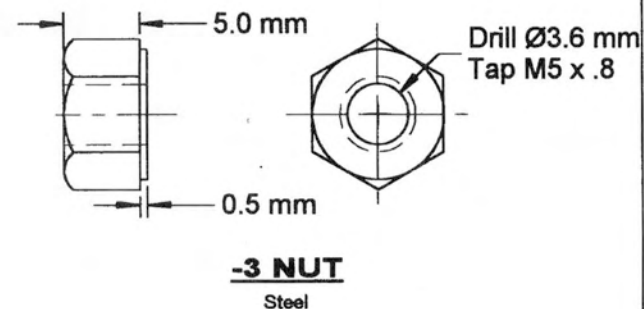
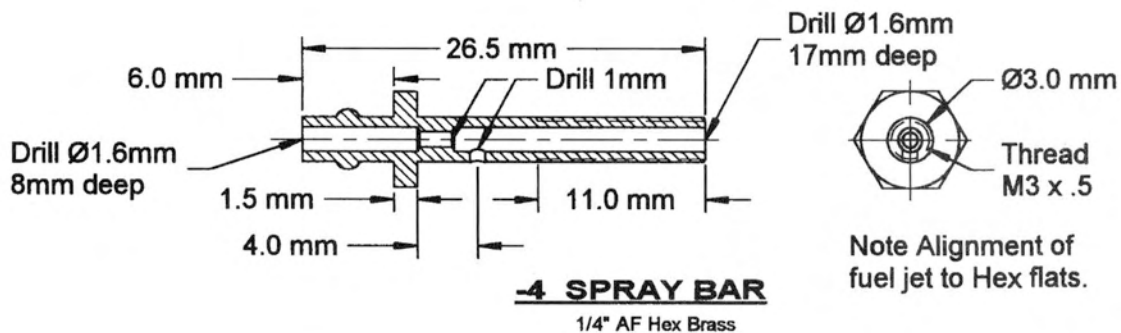
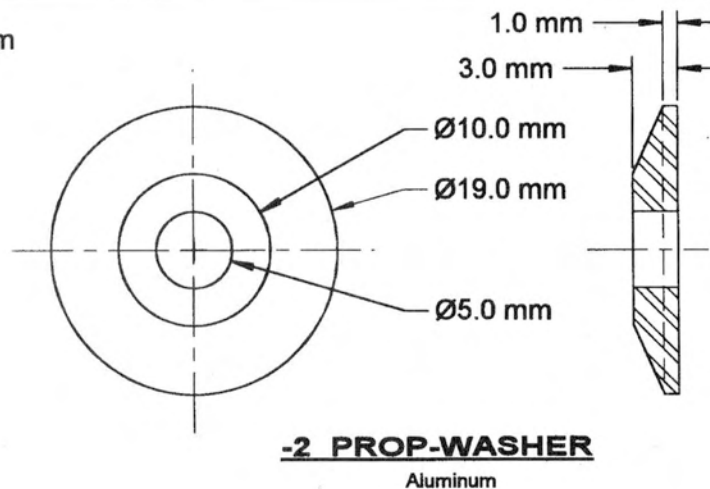
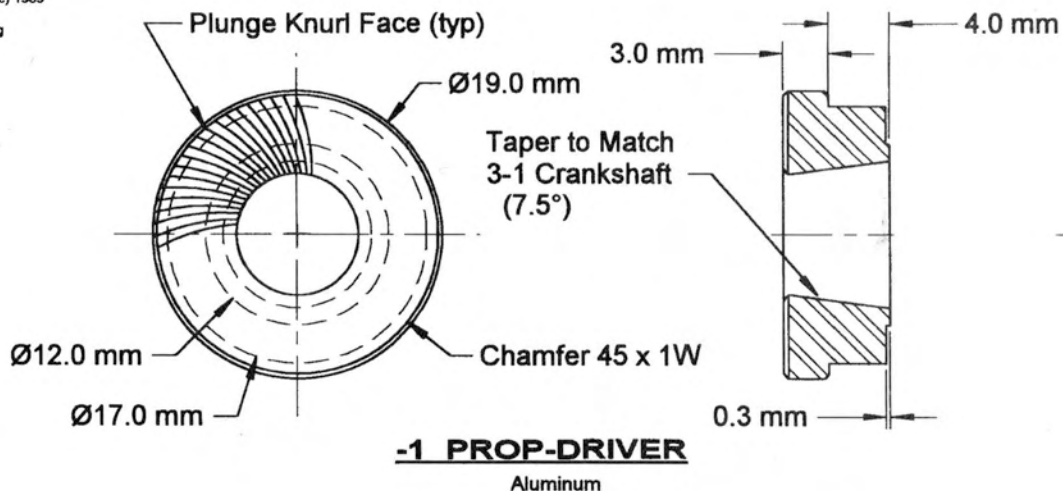
			MAT'L	As Noted	DO NOT SCALE DRAWING WORK TO DIMENSIONS ALL DIMENSIONS ARE IN INCHES
			SCALE	2 X SIZE	
			DRAWN	DCO 27 Apr 1989	
DATE	CHANGE	BY	CAD	BMBI Jan 7 2000	NEXT ASSEMBLY



NAME
OWEN MATE 2cc Diesel

NUMBER
Sheet 6 - Cylinder Head

36

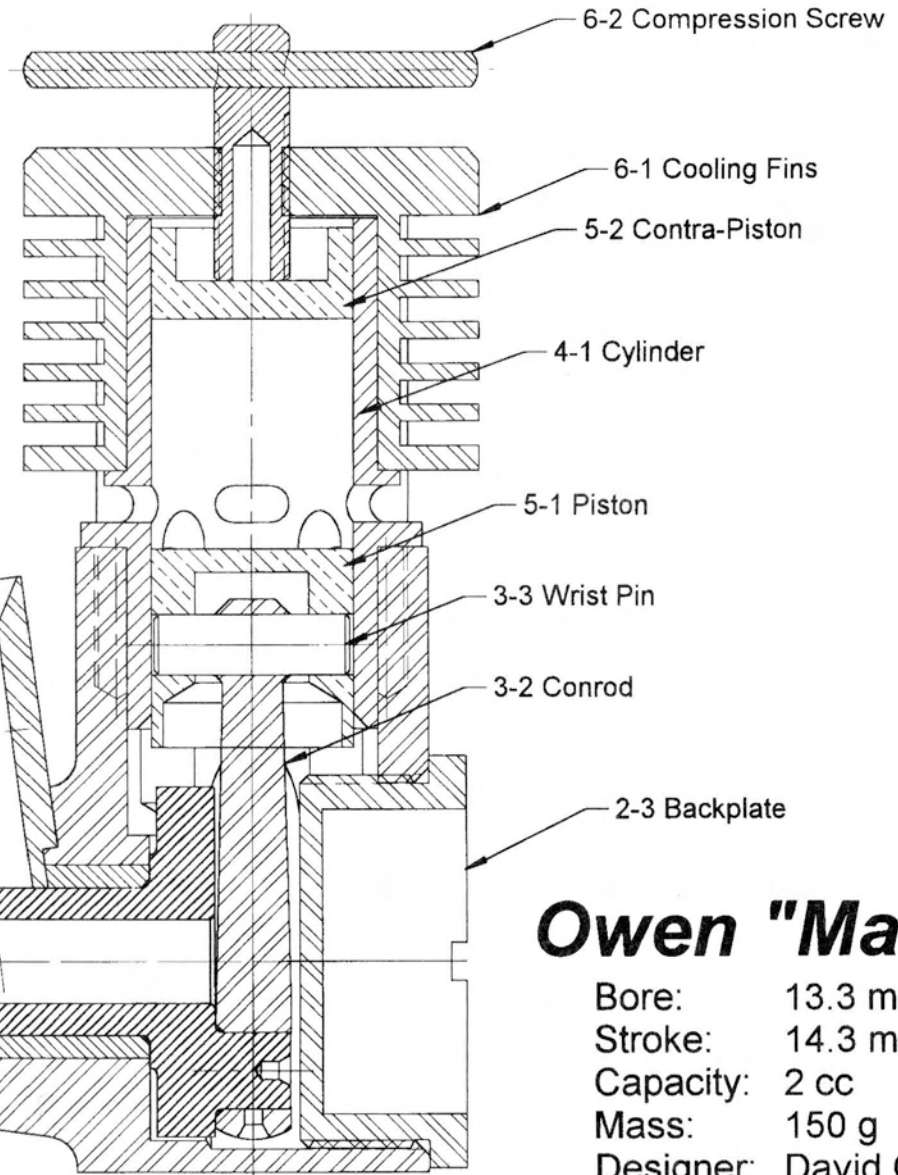
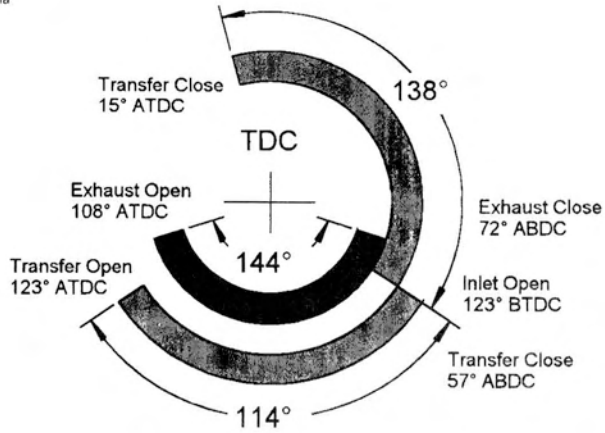


			MATL	As Noted	DO NOT SCALE DRAWING WORK TO DIMENSIONS ALL DIMENSIONS ARE IN INCHES
			SCALE	2 X SIZE	
			DRAWN	DCO 27 Apr 1989	
DATE	CHANGE	BY	CAD	BMBI Jan 7 2000	



NAME
OWEN MATE 2cc Diesel

NUMBER
Sheet 7 - Needle Valve



Owen "Mate"

Bore: 13.3 mm
 Stroke: 14.3 mm
 Capacity: 2 cc
 Mass: 150 g
 Designer: David Owen

38

			MAT'L	As Noted	DO NOT SCALE DRAWING WORK TO DIMENSIONS ALL DIMENSIONS ARE IN INCHES
			SCALE	2 X SIZE	
			DRAWN	DCO 27 Apr 1989	
DATE	CHANGE	BY	CAD	BMBI Jan 7 2000	

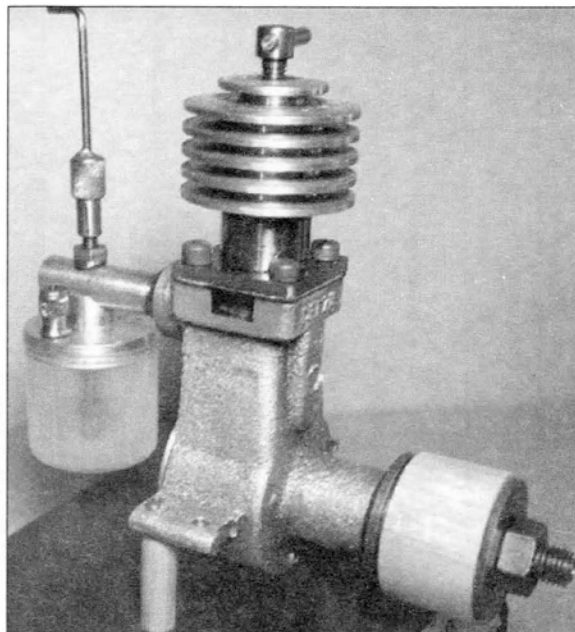


NAME	OWEN MATE 2cc Diesel
NUMBER	Sheet 8 - General Arrangement

THE DEEZIL ENGINE

by Roger Schroeder

The Deezil model airplane engine was originated by Gotham Hobby at 107 East 126 St., New York, NY, in about 1947 or 48. It was a .12 cu. in. diesel engine with a bore and stroke of .473 in. and .708 in. The designer and/or the manufacturer of the Deezil has not been identified. A July 1949 ad offers the Deezil for \$2.95. In an April 1955 ad, the price had gone down to \$1.95.



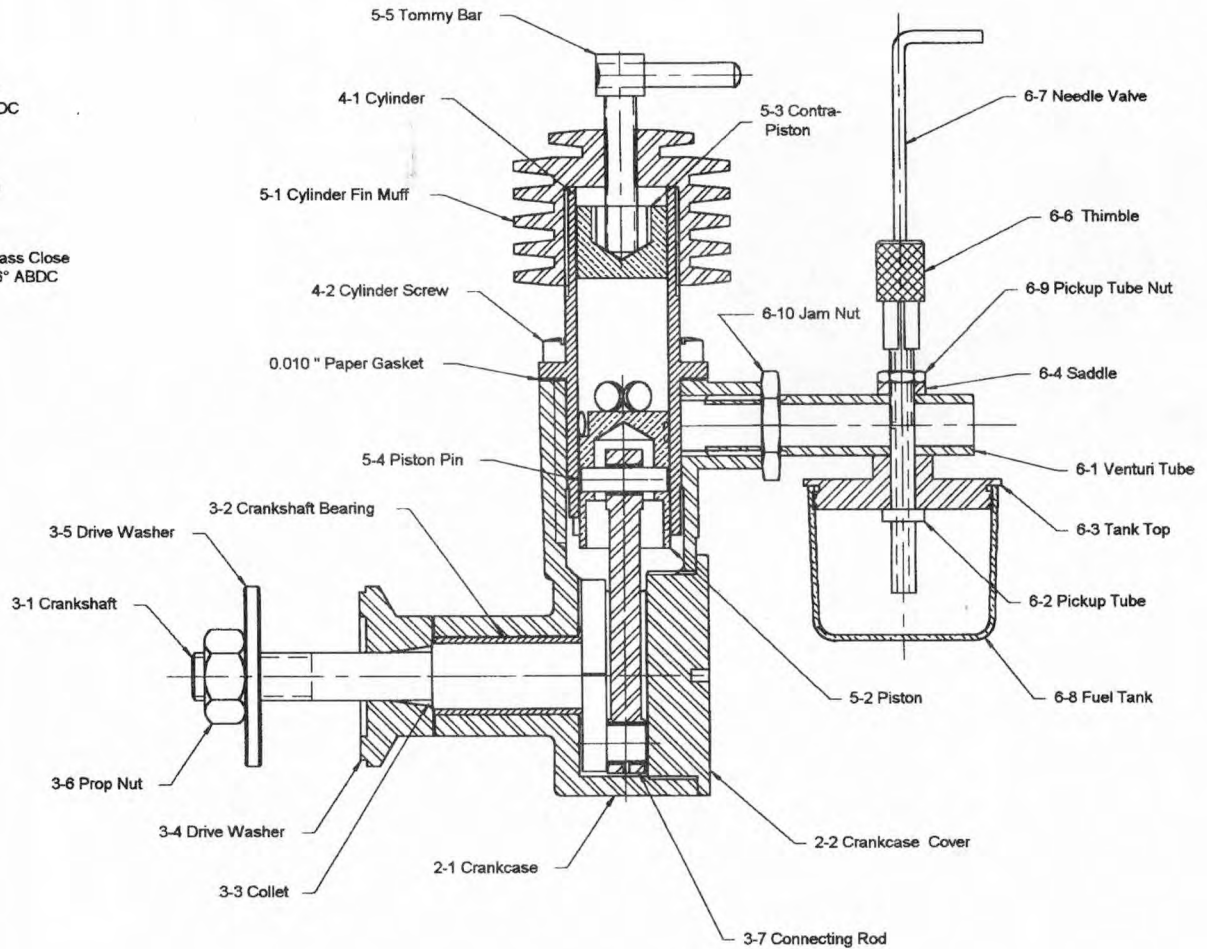
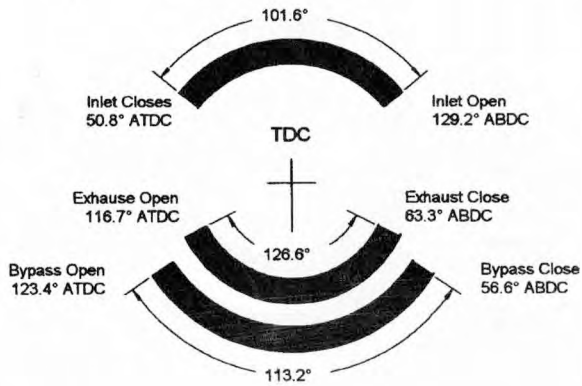
The name of Gotham Hobby is closely linked with America's Hobby Center (AHC) because both organizations were founded by brothers of the Winston family. AHC was started by four Winston brothers before WW 2. When WW 2 started, two brothers took their share of AHC and went into the service. When they returned the remaining two brothers were not interested in having the returning brothers rejoin AHC. Therefore, the returning two brothers started Gotham Hobby.

Despite the assurances in each ad that each Deezil was factory tested, only a few owners ever got their engines to run. As can be expected from the price, the Deezil was made cheap. Although the design was current for the time and similar to the classic Swiss and Italian engines, the execution was bad. Nothing fit well and the compression was usually insufficient to run. The Deezil was selected by the Motor Boys because it is an infamous engine! Ron Chernich did the Motor Boy drawings from casting kit drawings developed by Roger Schroeder.

The Motor Boys wanted to make an engine that looked like the original Deezil, but unlike the original, it had to run well. For this reason the scavenging arrangement of the Mills 2.5 cc engine was selected and the port timing of Gordon Burford's reproduction Deezil used. The prop driver is secured with a collet instead of a flat on the shaft. A tank was added although there is no record of the original being supplied with a tank. The compression screw is turned with a "tommy bar" handle because this was shown in all the ads. The usual production engine had a 90 deg. bend in the compression screw that served as a handle. The crankcase was sand cast using an original die cast case as a pattern.


A lot of testing and design development has gone into this version of the Deezil. The result is a reliable design that is easy starting and will turn a 10-5 prop at 6000 rpm and a 9-4 at almost 8000 rpm. Deezils have been built by Bert Striegler, Ron Chernich and Roger Schroeder. Many more have been built from casting kits.

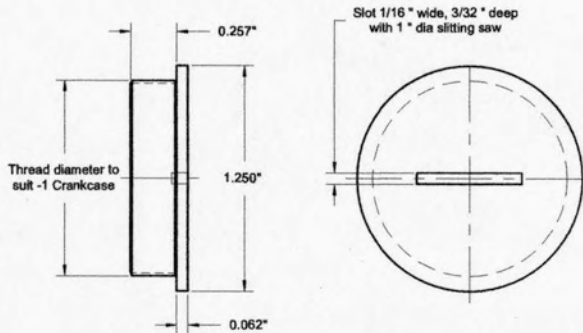
DEEZIL Timing Diagram



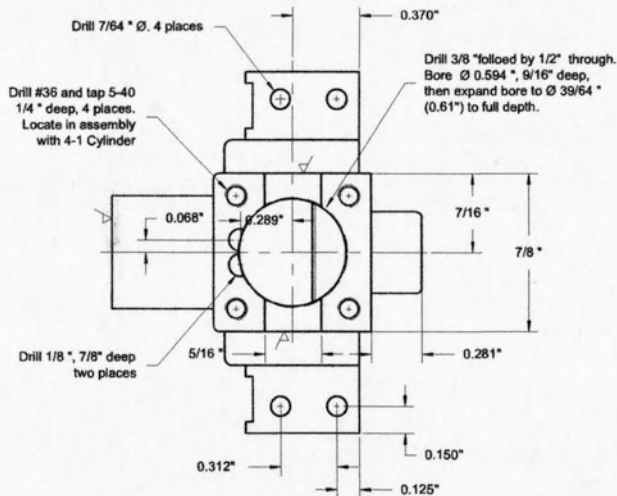
GOTHAM HOBBY "DEEZIL"

Bore: 0.473 in.
Stroke: 0.708 in.
Capacity: 0.1244 cu in.

			MAT'L		DO NOT SCALE DRAWING	 MOTOR BOYS (INTERNATIONAL)	NAME
			SCALE	FULL SIZE	WORK TO DIMENSIONS ALL DIMENSIONS ARE IN INCHES		GOTHAM HOBBY "DEEZIL" ENGINE
15 Jan 2000	Timing diagram added	BMBI	DRAWN	RJS Feb 1994	NEXT ASSEMBLY		NUMBER
DATE	CHANGE	BY	CAD	BMBI Jan 1999			SHEET 1 - GENERAL ARRANGEMENT

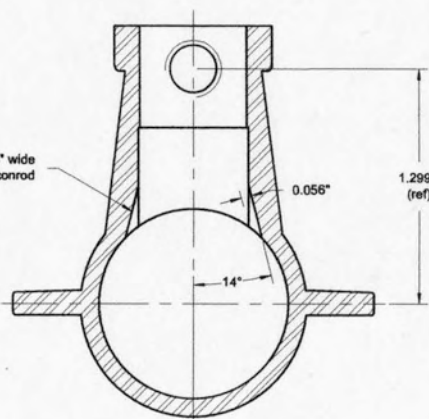


-2 CRANKCASE COVER
Aluminum Casting

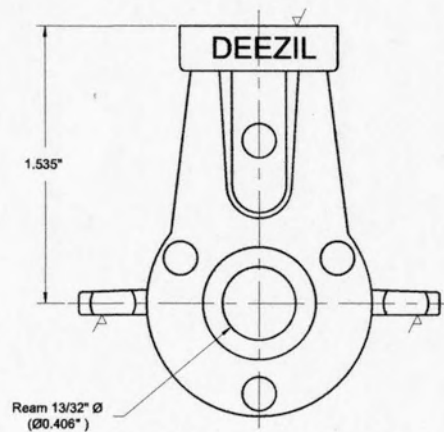
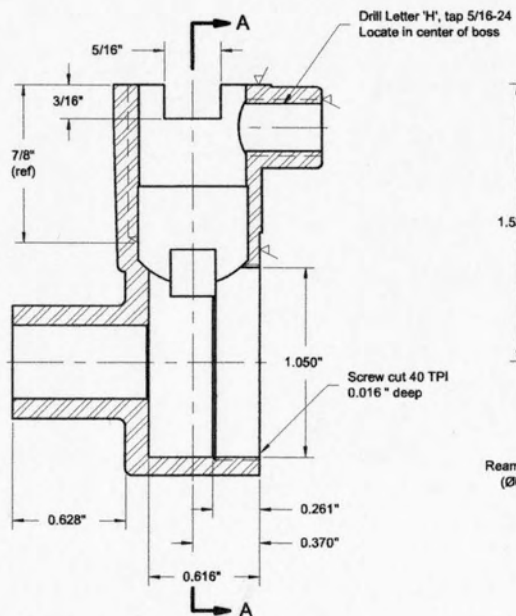


-1 CRANKCASE
Aluminum Casting

Mill, file, grind, or graunch 1/4" wide channel as indicated to clear 3-7 conrod




Section A-A

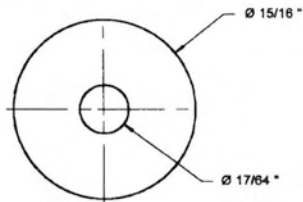


Machine

41 update

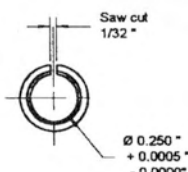
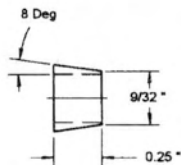
			MAT'L		DO NOT SCALE DRAWING		NAME
2012-09-07	Add Section A-A with conrod clearance; correct lower cylinder bore diameter dimension.	BMBI	SCALE	FULL SIZE	WORK TO DIMENSIONS ALL DIMENSIONS ARE IN INCHES		GOTHAM HOBBY "DEEZIL" ENGINE
2008-11-17	Add missing tap drill size; standardize x-section.	BMBI	DRAWN	RJS Feb 1994	NEXT ASSEMBLY		NUMBER
DATE	CHANGE	BY	CAD	BMBI Jan 1999			SHEET 2 - CRANKCASE AND COVER

5/64" (0.078")



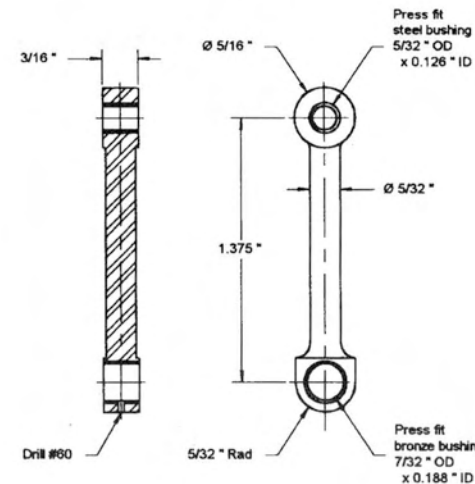
-5 FRONT WASHER

Steel (case harden)



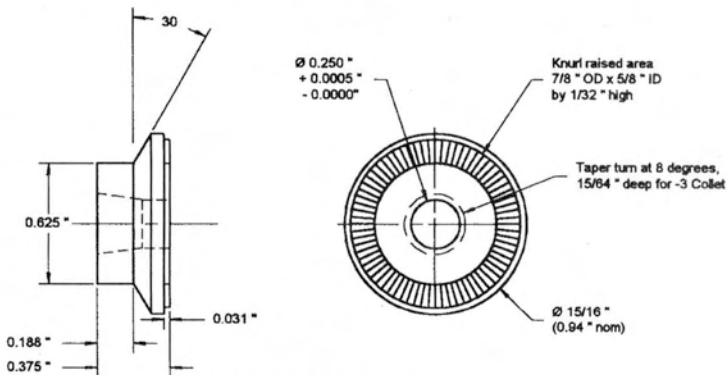
-3 COLLET

Soft Brass



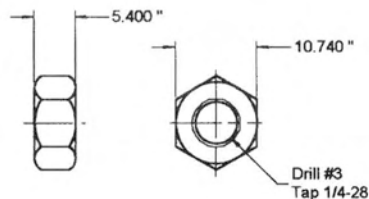
-7 CONNECTING ROD

Alloy Aluminum



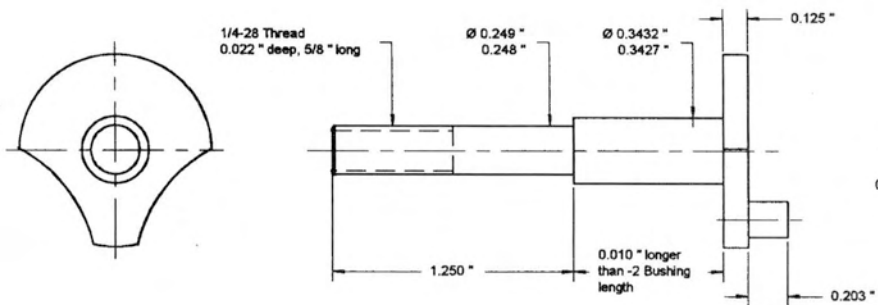
-4 DRIVE WASHER

Aluminum



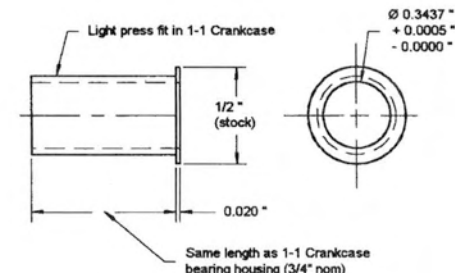
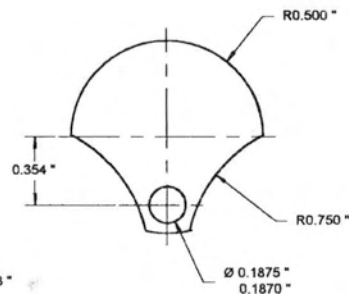
-6 PROP NUT

1/2" AF Hex Steel



-1 CRANKSHAFT


Leaded Steel

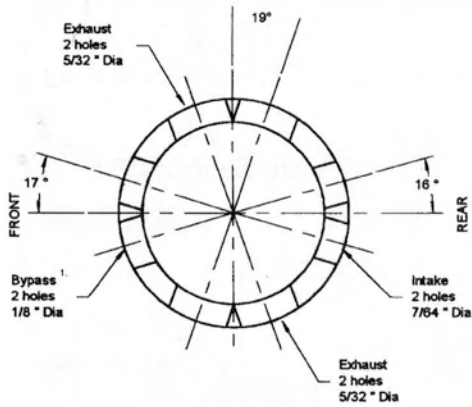


-2 CRANKSHAFT BEARING

Bronze

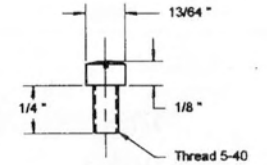
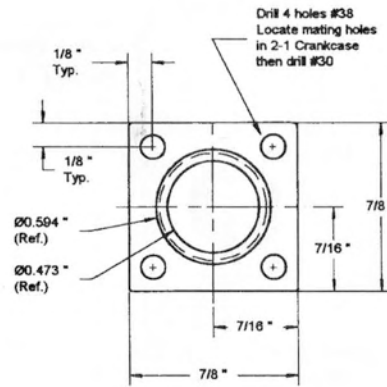
42

			MAT'L	DO NOT SCALE DRAWING	 MOTOR BOYS (INTERNATIONAL)	NAME
			SCALE	WORK TO DIMENSIONS ALL DIMENSIONS ARE IN INCHES		GOTHAM HOBBY "DEEZIL" ENGINE
			DRAWN	NEXT ASSEMBLY		NUMBER
DATE	CHANGE	BY	CAD			SHEET 3 - CRANKSHAFT AND ROD

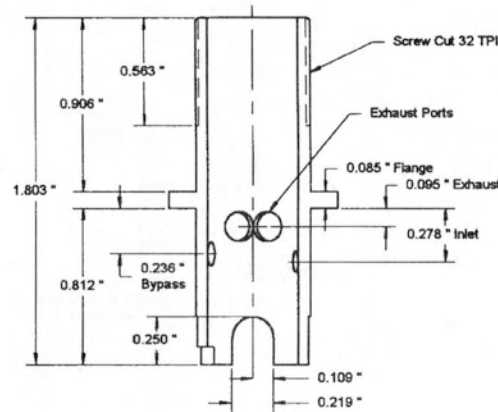
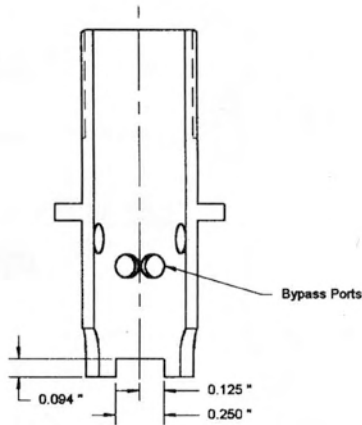


PORT DETAILS

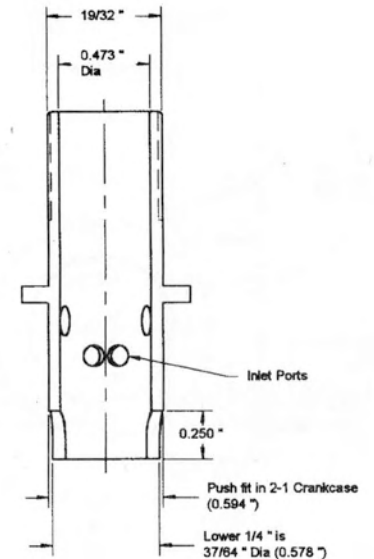
2 X size
Ports are shown
in a single plane




-2 CYLINDER SCREW
Steel (four required)

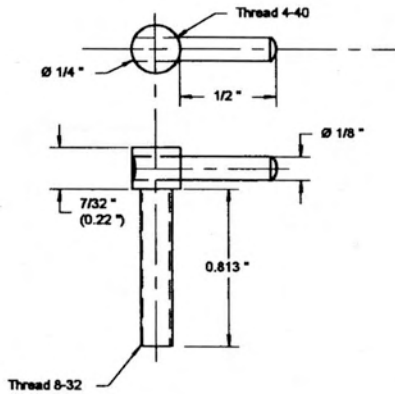


-1 CYLINDER
Leaded Steel

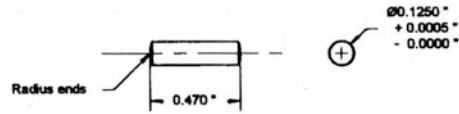


Note 1:
Leave a bridge between the
Inlet and bypass Ports.

			MAT'L		DO NOT SCALE DRAWING	 MOTOR BOYS (INTERNATIONAL)	NAME
			SCALE	FULL SIZE	WORK TO DIMENSIONS ALL DIMENSIONS ARE IN INCHES		GOTHAM HOBBY "DEEZIL" ENGINE
			DRAWN	RJS Sept 1994	NEXT ASSEMBLY		NUMBER
DATE	CHANGE	BY	CAD	BMBI Jan 1999			SHEET 4 - CYLINDER

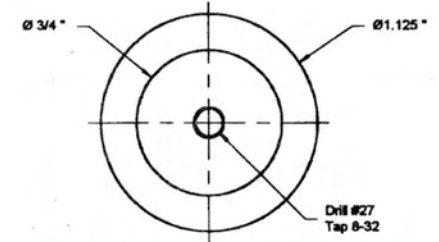
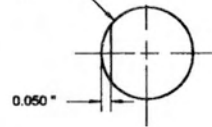


-5 TOMMY BAR
Steel

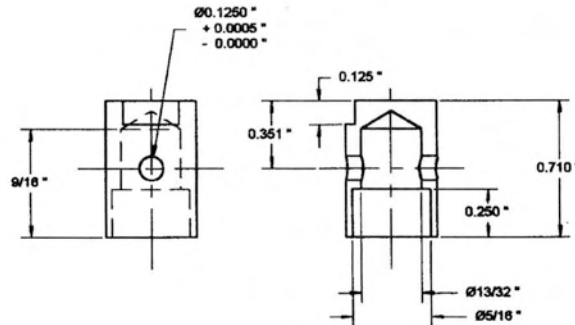


-4 PISTON PIN
Bronze

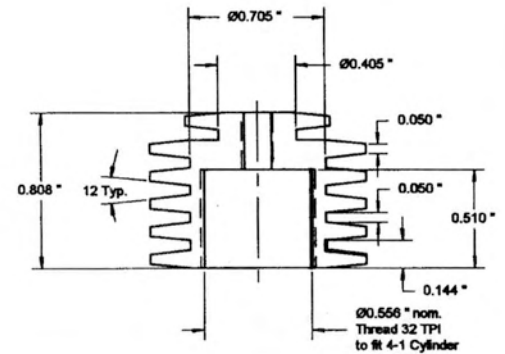
Ø0.473" nom.
Lap to 4-1 Cylinder
with 0.0002" to 0.0005"
clearance at TD



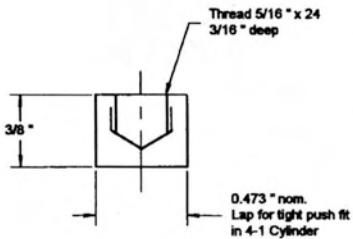
Fin spacing is
0.144" center
to center for
all fins




-2 Piston
Leaded 4130 Steel
or Cast Iron

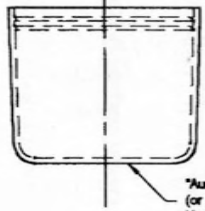


-1 CYLINDER FIN MUFF
Aluminum



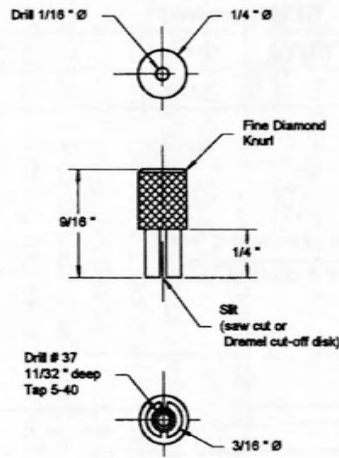
-3 CONTRA PISTON
Steel

			MAT'L		DO NOT SCALE DRAWING	 MOTOR BOYS (INTERNATIONAL)	NAME
			SCALE	FULL SIZE	WORK TO DIMENSIONS ALL DIMENSIONS ARE IN INCHES		GOTHAM HOBBY "DEEZIL" ENGINE
			DRAWN	RJS July 1994	NEXT ASSEMBLY		NUMBER
DATE	CHANGE	BY	CAD	BMBI Jan 1999			SHEET 5 - PISTONS



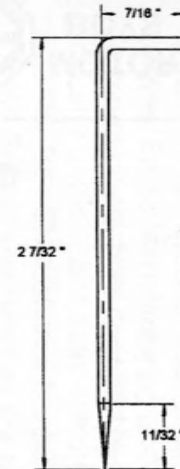
Kurt Gemima syrup top
(or yuppie water bottle)
No machine work necessary.

-8 FUEL TANK
Plastic Injection Moulding

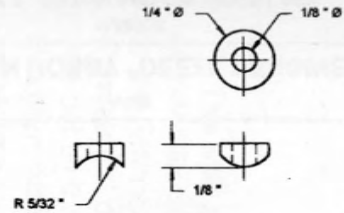


-6 THIMBLE
Brass

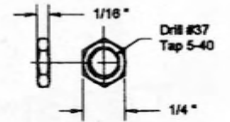
NEEDLE VALVE ASSEMBLY



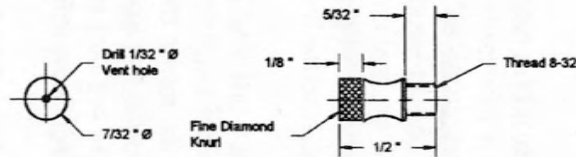
-7 NEEDLE VALVE
1/16" Music Wire



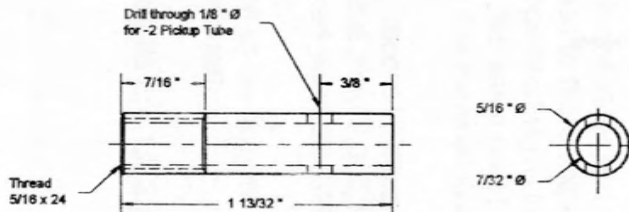
-4 SADDLE
Aluminum



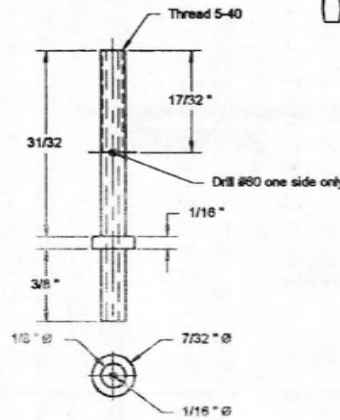
-9 FUEL PICKUP NUT
1/4" AF Hex Brass



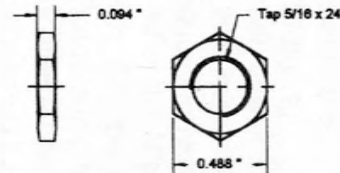
-5 FILLER CAP
Brass



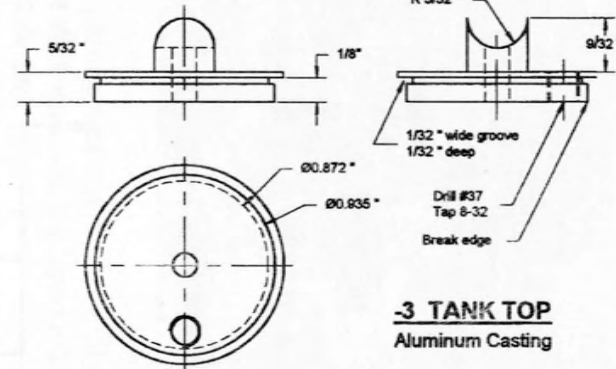
-1 VENTURI TUBE
Aluminum



-2 PICKUP TUBE
Brass



-10 JAM NUT
1/2" AF Brass Hex



-3 TANK TOP
Aluminum Casting

MAT'L	
SCALE	FULL SIZE
DRAWN	RJS Oct 1994
DATE	BMBI Jan 1999

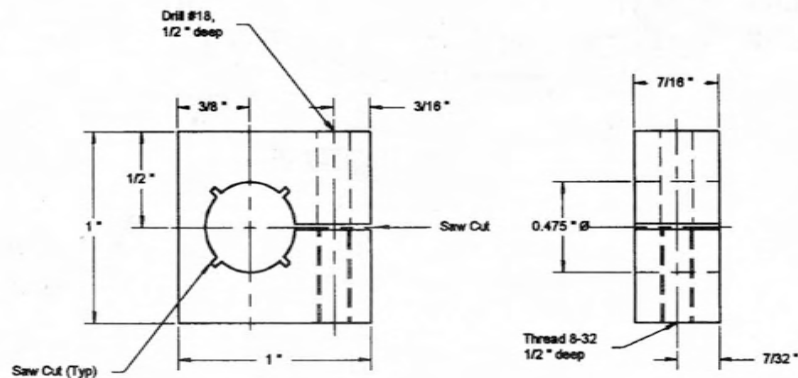
DO NOT SCALE DRAWING
WORK TO DIMENSIONS
ALL DIMENSIONS
ARE IN INCHES
NEXT ASSEMBLY



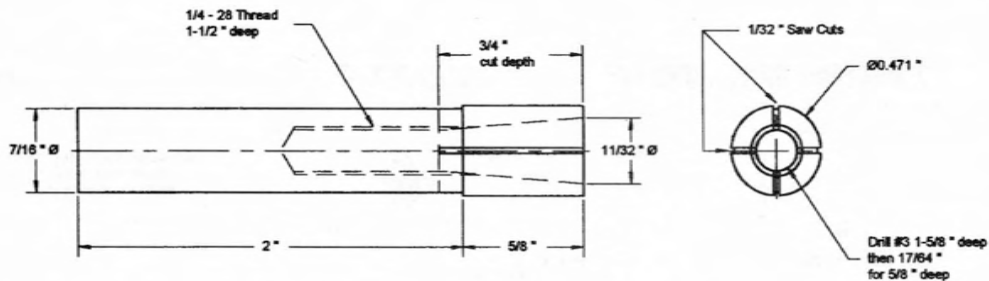
MOTOR BOYS
(INTERNATIONAL)

NAME
GOTHAM HOBBY "DEEZIL" ENGINE

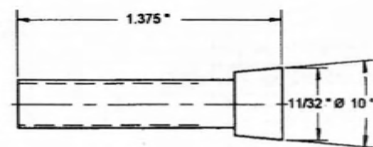
NUMBER
SHEET 6 - FUEL SYSTEM COMPONENTS




PISTON LAP
Brass, Bronze, or Aluminum



CYLINDER LAP
Brass, Bronze, or Aluminum



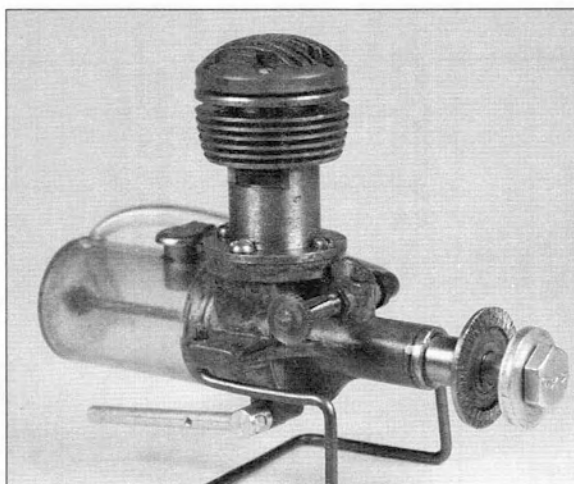
CYLINDER LAP EXPANDER
Modified 1/4-28 Socket Head Screw

			MATL		DO NOT SCALE DRAWING WORK TO DIMENSIONS ALL DIMENSIONS ARE IN INCHES NEXT ASSEMBLY	 MOTOR BOYS (INTERNATIONAL)	NAME
			SCALE	FULL SIZE			GOTHAM HOBBY "DEEZIL" ENGINE
			DRAWN	RJS Jan 1994			NUMBER
DATE	CHANGE	BY	CAD	BMBI Jan 1999			SHEET 7 - PISTON AND CYLINDER LAPS

The Mite Diesel

by Bert Striegler

The Mite diesel was designed by Howard Manderville sometime in 1946 and was first advertised in the February, 1947 issue of Model Airplane News. Commercial production of this engine was originally carried out by the Eagle Manufacturing Company of Brooklyn, New York during 1947. The Mite was an immediate success and the Eagle production facility was quickly overwhelmed with orders. A separate organization, The Mite Distributing Company, was then organized to expedite production and distribution of the engine. Eagle Manufacturing and The Mite Distributing Company were both operated by Walt Schroeder, one of the true pioneers of the model airplane industry and a noted author and editor. It is a little known fact that Walt was also the production manager for Ben Shereshaw's Bantam engine produced in Nutly, New Jersey.



Bill Seidler was hired as the production chief of the Mite operation. Bill was known as a master machinist who also had a lot of production savvy. Bill, too, is one of the real pioneers in the field of model engine production and design. Norm Rosenstock, another modeling pioneer, came aboard as an apprentice doing crankcase machining, but after a couple of weeks Walt asked Norm if he would like to move to the engine testing room. Norm accepted this new assignment and in his own words, said, "I ran and tested about 5,000 engines. Each engine was started and run about 3 minutes, and then hand started by me before it was cleaned up and shipped out. If your engine has a slight depression on top of the right mounting lug, then I had run that engine. The mark was made by the test mount that used a cam-lock to hold the engine in place."

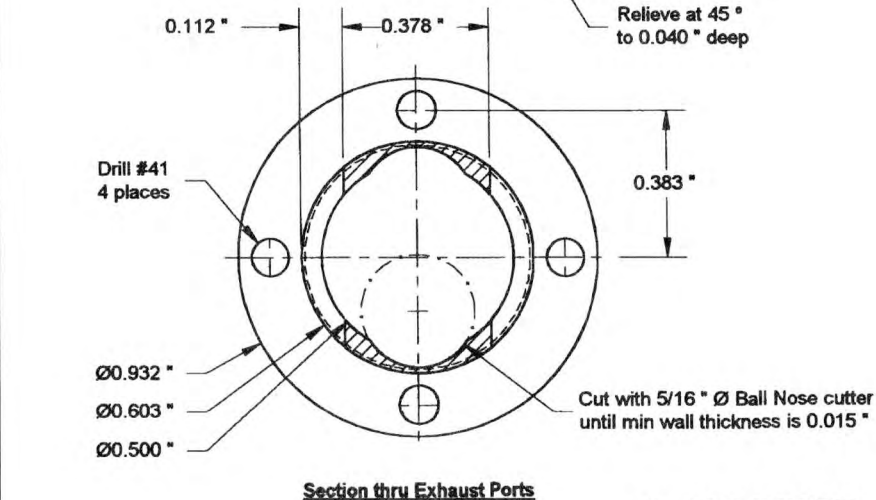
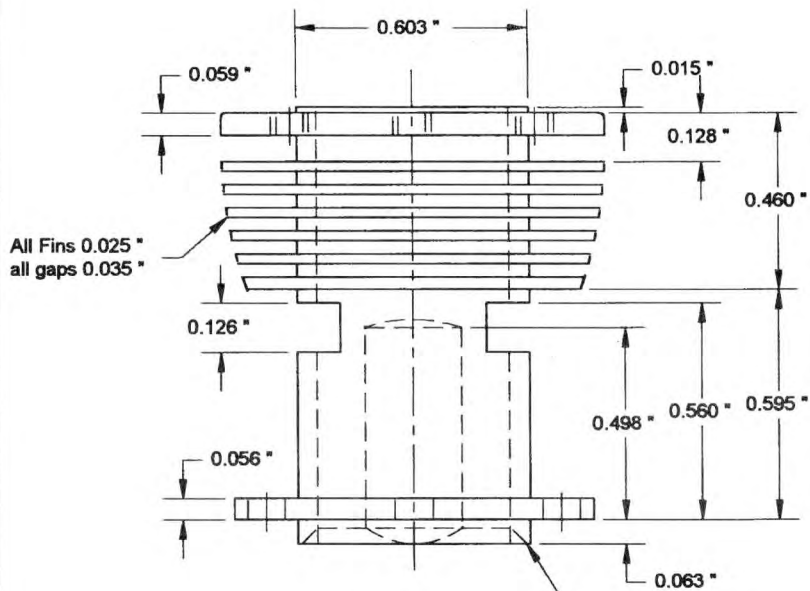
Total production of the Mite Diesel was about 6,000 units. The engine was produced in 1947 and part of 1948 before it was overwhelmed by Ray Arden's glo plug. Several glo versions of the Mite were produced, but to no avail and production of the engine ceased in 1948. The remains of the project were sold to Mercury Models of Brooklyn and assembled engines were sold until supplies were exhausted. Thus ended the saga of one of the true American pioneer production diesels, an engine that in many ways was ahead of its time both in design and performance. The Mite is a handsome engine of modern appearance.

The Mite had a magnesium die-cast crankcase and fixed-compression cylinder head. The cylinder was leaded steel and the piston was hardened steel with a ball joint rod connection. The rod was steel, unbushed, and of circular cross section. The crankshaft was hardened steel and ran in a bronze bushing. Diesel versions of the engine had a tubular plastic tank attached to the backplate. Some glo versions were fitted with a metal tank. An unusual feature was a lever-operated valve on the bottom of the case that could be used as a cut-off or a throttle. Handled properly, the valve could be partly opened to bring the engine down to a slow speed without quitting. With the valve wide open, it operated as a cut-off.

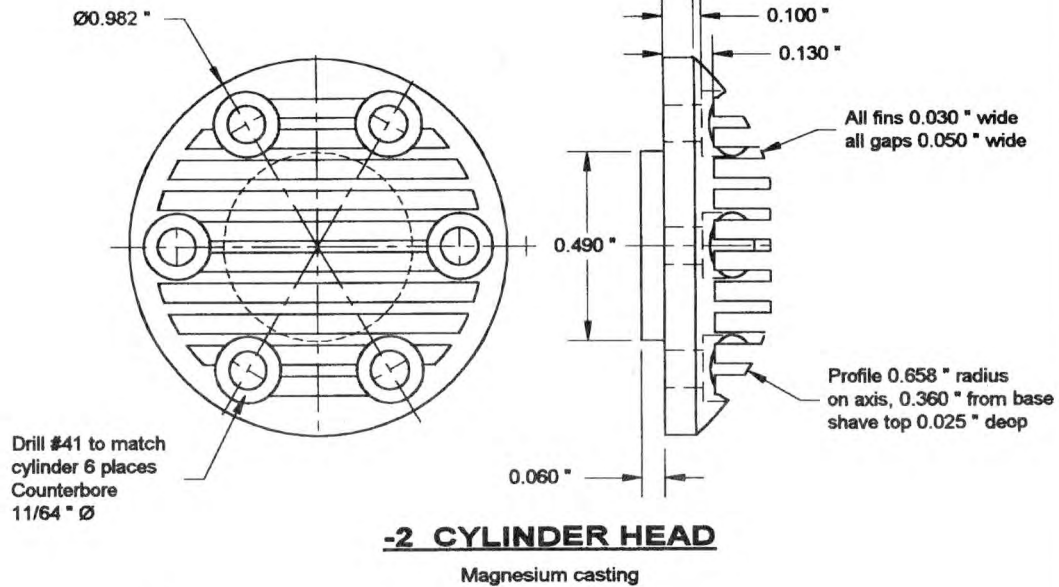
The Mite diesel was a strong performer and held the national open record in class I control line speed at 67.6 MPH in 1947. The manufacturer claimed it would turn a 8x6 prop 9,000 RPM. Recommended fuel was 50% ether, 50% SAE 20 motor oil, a typical fixed-head diesel fuel in that day and time. The engine ran well on this mix and was not difficult to handle.

Charlie Bruce, past president of MECA, says that the Mite is still one of his favorite engines. He still uses one, but don't try to talk him out of it. You won't get it, that's for sure!

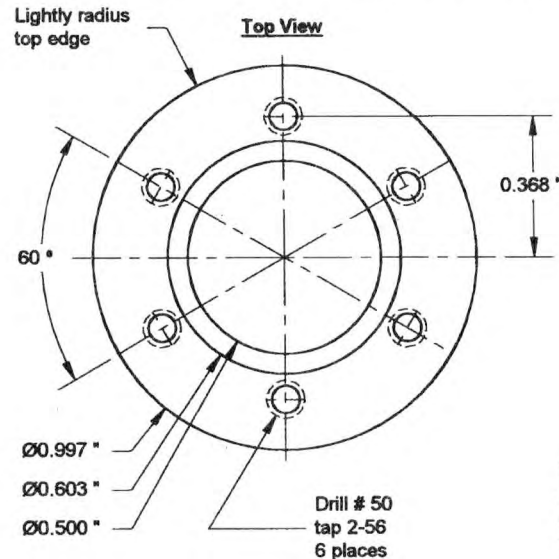
NOTE: Drawing # 6 is not used and is not a part of the set. The drawing #s are 1,2,3,4,5 and 7.



-1 CYLINDER
Leaded Steel



-2 CYLINDER HEAD
Magnesium casting



Fin	Diameter
1	0.997 "
2	0.996 "
3	0.988 "
4	0.973 "
5	0.952 "
6	0.924 "
7	0.889 "

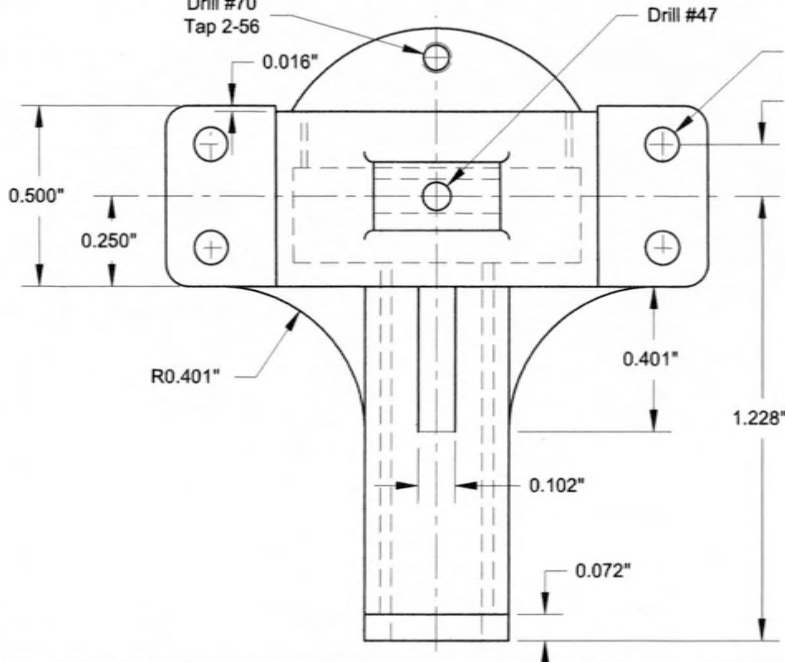
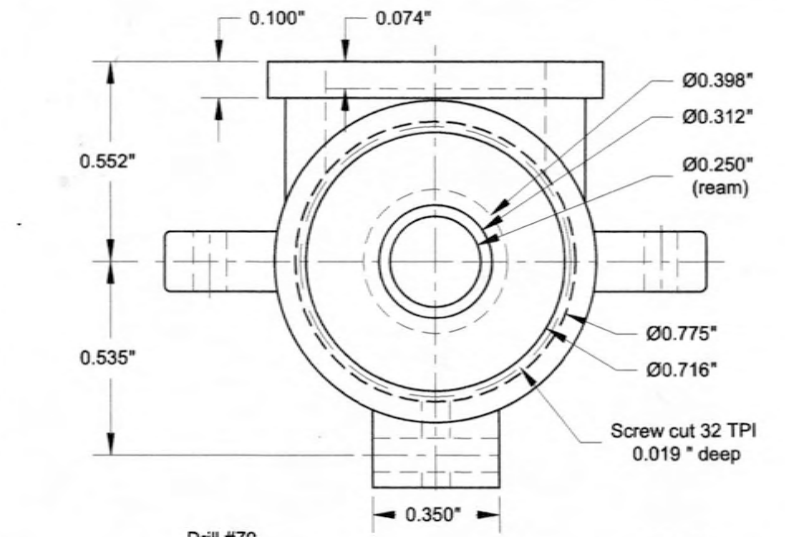
Fin profile formed on 1.130 " radius center 0.630 " from axis, 0.970 " from bottom of cylinder flange, or blend from maximum fin diameter table above.

			MAT'L	As Noted	DO NOT SCALE DRAWING WORK TO DIMENSIONS ALL DIMENSIONS ARE IN INCHES NEXT ASSEMBLY
			SCALE	2 X SIZE	
			DRAWN	PMB 1-31-1998	
DATE	CHANGE	BY	CAD	PMB 2-22-1998	

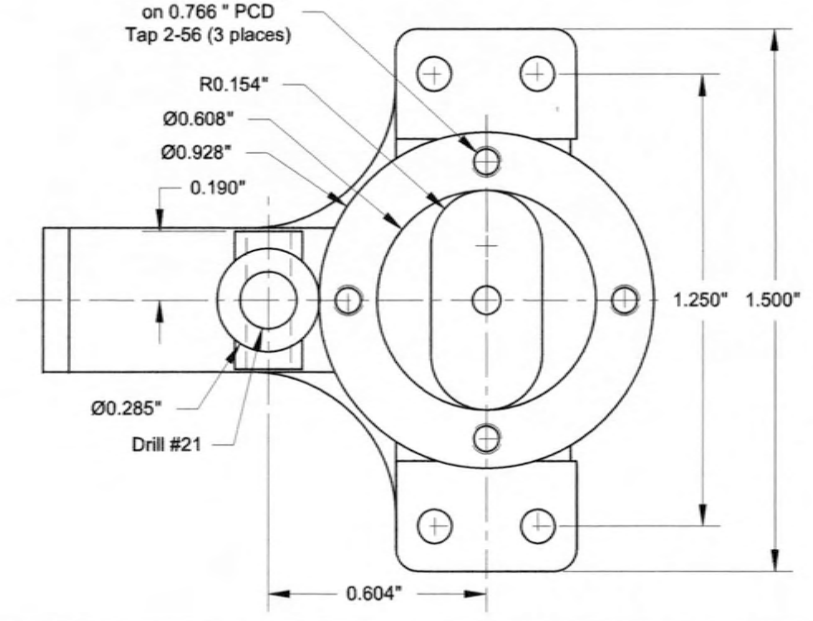
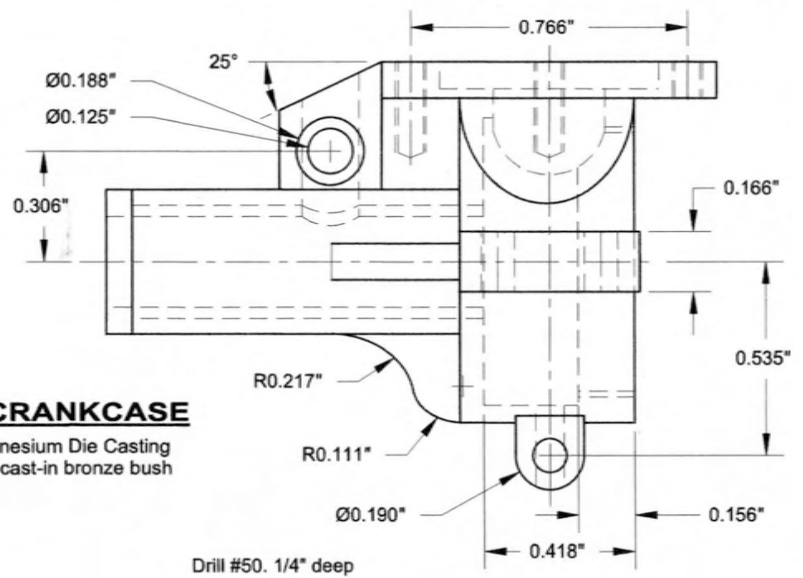



NAME
Mite Mfg Co .098 Diesel 1949

NUMBER
Sheet 1 - Cylinder Assembly

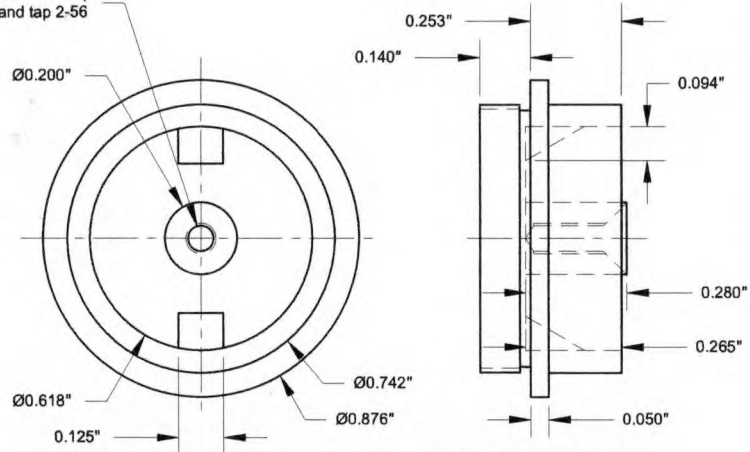


-1 CRANKCASE
Magnesium Die Casting
with cast-in bronze bush



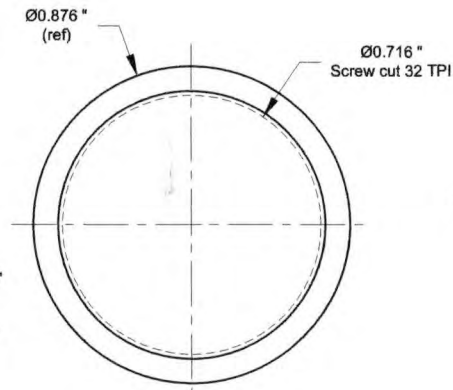
2005-02-01	Missing dimensioning added	BMBI	MAT'L	As Noted	DO NOT SCALE DRAWING WORK TO DIMENSIONS ALL DIMENSIONS ARE IN INCHES NEXT ASSEMBLY	 MOTOR BOYS (INTERNATIONAL)	NAME
			SCALE	2 X SIZE			Mite Mfg Co .098 Diesel 1949
			DRAWN	RMB 12-21-97			NUMBER
DATE	CHANGE	BY	CAD	PMB 1-1-98			Sheet 2 - Crankcase

Drill #50 1/4" deep
Csk and tap 2-56



-6 BACKPLATE

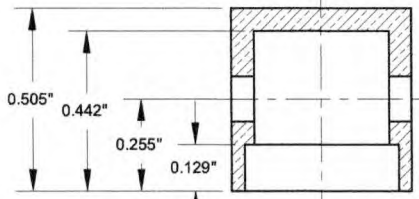
Magnesium Casting



-1 PISTON

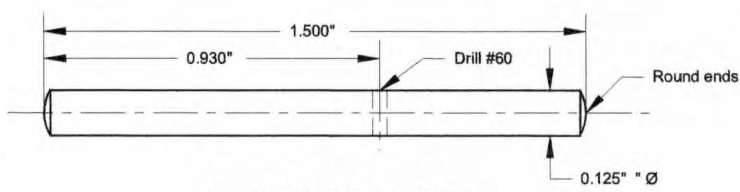
Cast Iron

Ream undersize 0.125" Ø
for press fit of -2 Wrist Pin



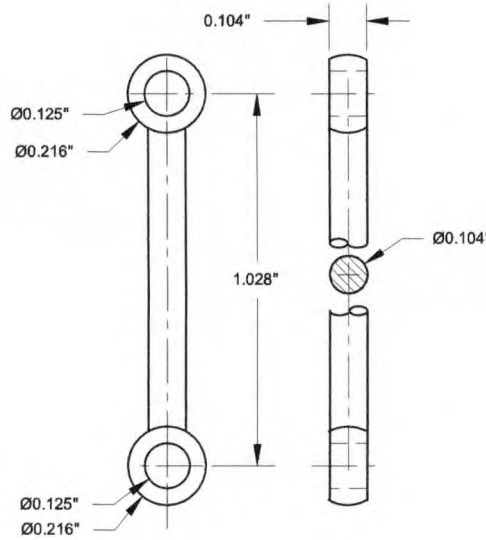
-2 WRIST PIN

Drill Rod



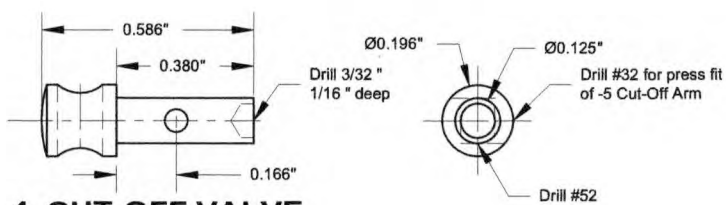
-5 CUT-OFF ARM

1/8" Aluminum Rod



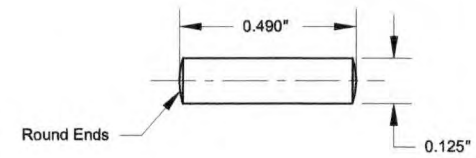
-3 CONNECTING ROD

Steel




-4 CUT-OFF VALVE

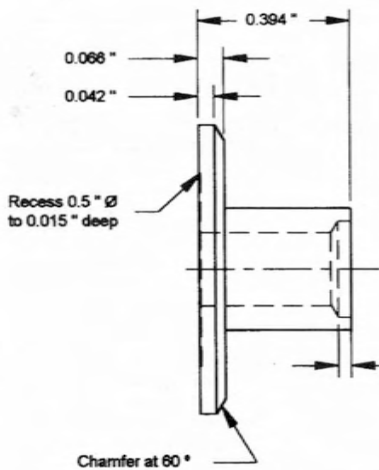
Aluminum



50 revised

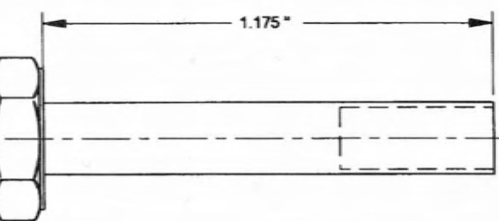
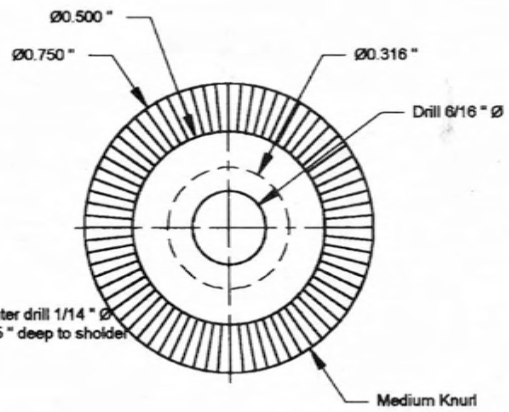
2001.5.2	Missing dimesnions added	BMBI	MAT'L	As Noted	DO NOT SCALE DRAWING	 <p>MOTOR BOYS (INTERNATIONAL)</p>	NAME
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			DRAWN	RMB 12-21-97	NEXT ASSEMBLY		NUMBER
DATE	CHANGE	BY	CAD	PMB 1-1-98			Sheet 3 - Piston

51

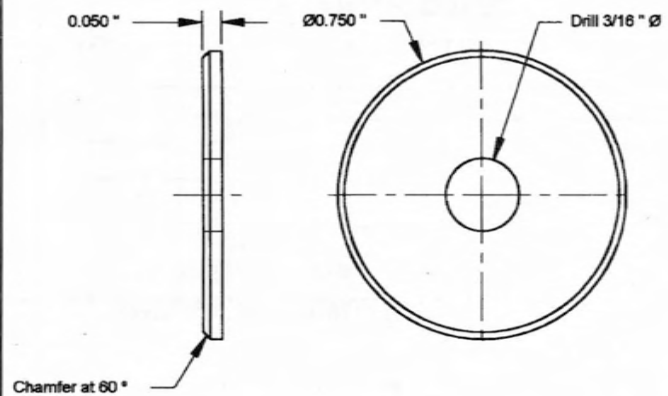


-1 DRIVE WASHER

Steel

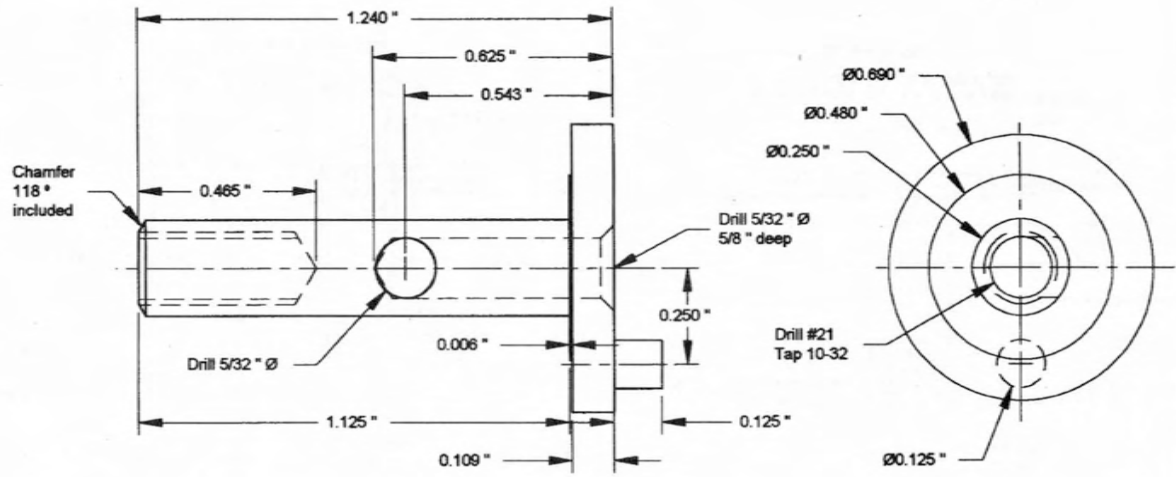


-3 PROP BOLT
10-32 High Tensile Steel Bolt



-2 PROP WASHER

Steel



-4 CRANKSHAFT

Steel

DATE	CHANGE	BY	CAD
------	--------	----	-----

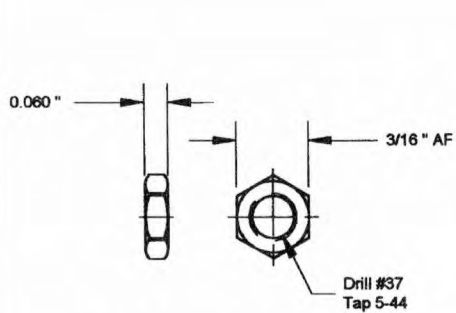
MAT'L	As Noted
SCALE	2 X SIZE
DRAWN	PMB 1-31-1998
	PMB 2-22-1998

DO NOT SCALE DRAWING
WORK TO DIMENSIONS
ALL DIMENSIONS
ARE IN INCHES

NEXT ASSEMBLY

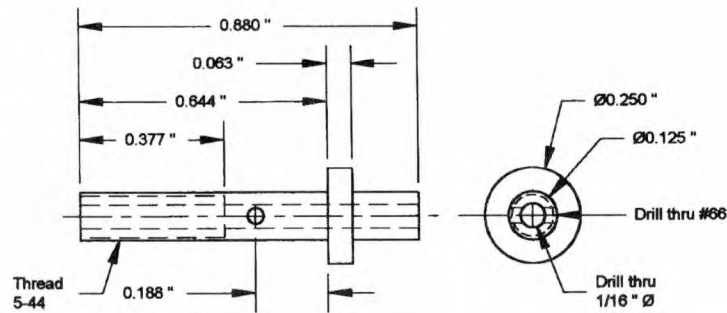


NAME	Mite Mfg Co .098 Diesel 1949
NUMBER	Sheet 4 - Drive Train



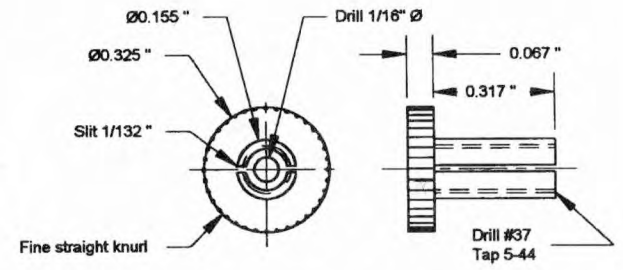
-1 SPRAY BAR NUT

3/16 " AF Hex Brass Rod



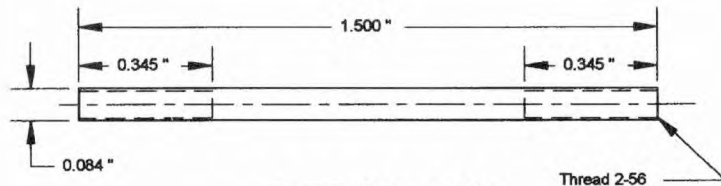
-2 SPRAY BAR

Brass



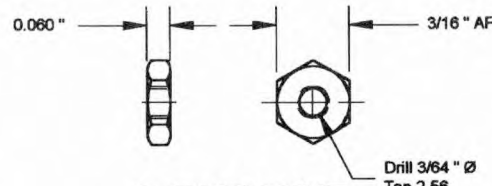
-4 NEEDLE VALVE THIMBLE

Brass



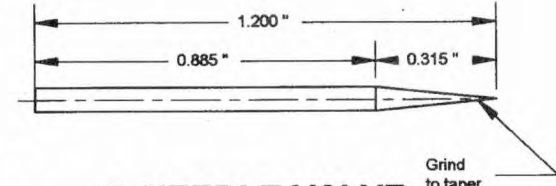
-7 TANK STUD

Brass Rod



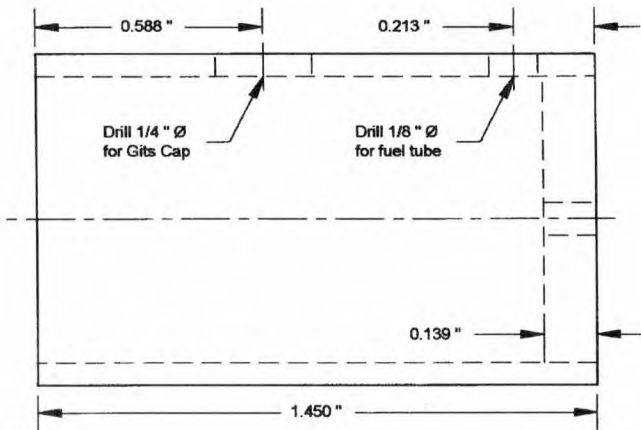
-3 TANK NUT

3/16 " AF Hex Brass Rod



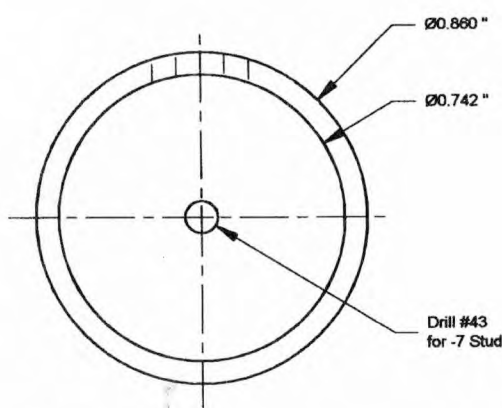
-5 NEEDLE VALVE

1/16 " Ø Music Wire



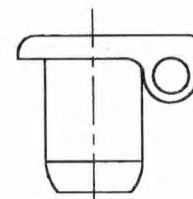
-6 FUEL TANK

Plastic




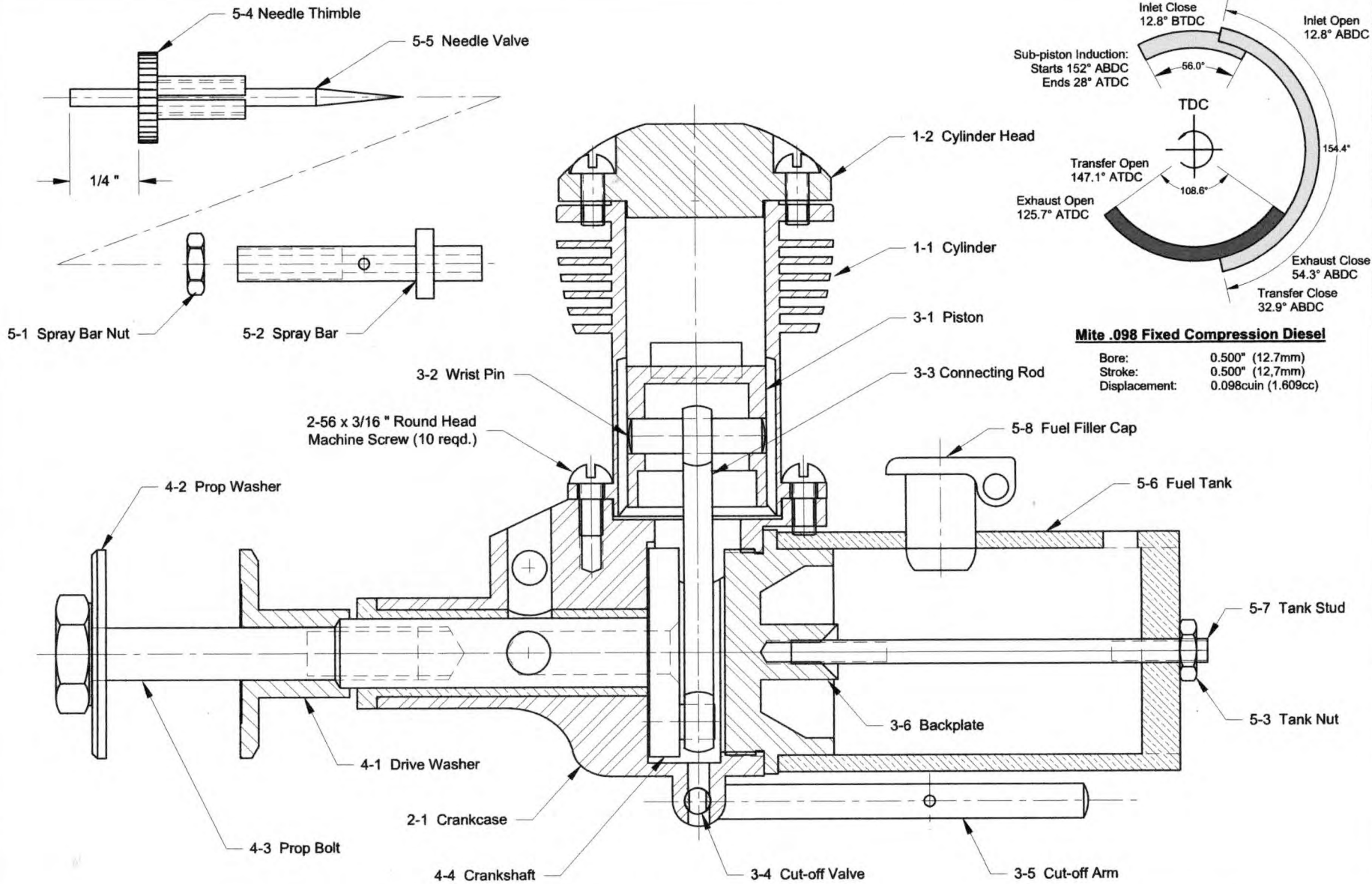
-8 FUEL FILLER CAP

1/4 " Gits Cap




52

			MAT'L	As Noted	DO NOT SCALE DRAWING WORK TO DIMENSIONS ALL DIMENSIONS ARE IN INCHES	 MOTOR BOYS (INTERNATIONAL)	NAME
			SCALE	2 X SIZE			Mite Mfg Co .098 Diesel 1949
			DRAWN	RMB 12-21-97			NUMBER
DATE	CHANGE	BY	CAD	PMB 3-8-98			Sheet 5 - Fuel System



53 update

2007-08-14	Revise and standardize timing diagram	BMBI	MAT'L	As Noted	DO NOT SCALE DRAWING WORK TO DIMENSIONS ALL DIMENSIONS ARE IN INCHES	 MOTOR BOYS (INTERNATIONAL)	NAME
			SCALE	2 X SIZE			Mite Mfg Co .098 Diesel 1949
			DRAWN	PMB 1-31-1998	NUMBER		
DATE	CHANGE	BY	CAD	PMB 2-22-1998			Sheet 7 - General Arrangement

THE MYSTERIOUS 1943 MANCINI DIESEL

By Bert Striegler

The first time I ever heard of the 1943 Mancini was when a dear friend, Ray V. Strinati, wrote me that he had found one and had it in his hands! Ray, an Englishman of Italian descent, is an avid engine collector and is very knowledgeable of the very early engines. I hardly had the heart to ask, "What is a Mancini?". But I did and Ray told me that it is possibly the very first Italian diesel to be made in a small commercial quantity. He sent mechanical sketches that were made by a collector friend in the UK and even offered to send the engine over for my examination. I suggested to Ray that it was too risky to send what might be the only existent Mancini all the way to the USA in the mail. If an engine like that is lost, it is lost forever!

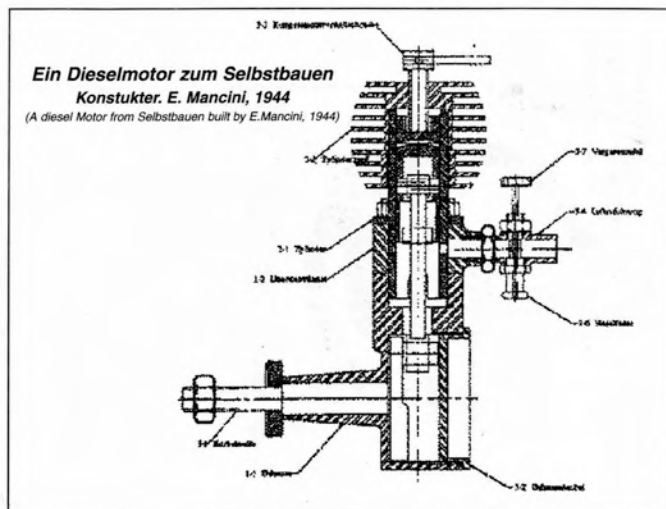
Later, Ron Chernich came up with a set of German drawings of the engine. The two sets of drawings were in general agreement and the German drawings were attributed to 'E. Mancini, 1943'. The dates were also in agreement. At first glance, the 1943 Mancini looks like a restyled Dyno, but on closer examination there are a number of details that differ substantially. The Mancini does not use the classic Dyno porting, and instead, uses a single side exhaust port with a single bypass port across the cylinder like many modern engines. The mounting lugs are set high above the centerline of the crankcase, unlike the Dyno. Another unusual feature was the domed piston with a matching contra piston configuration.

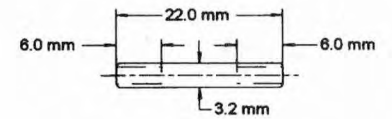
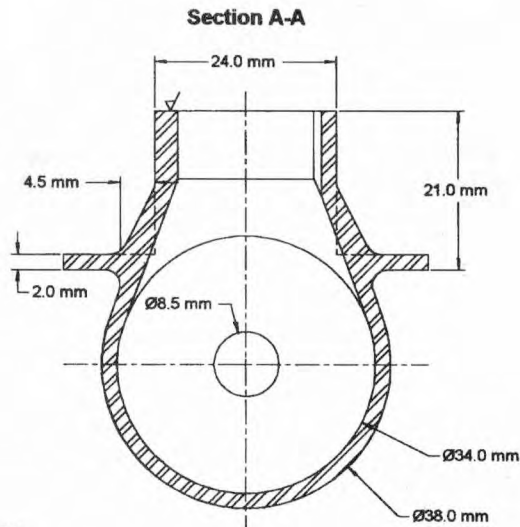
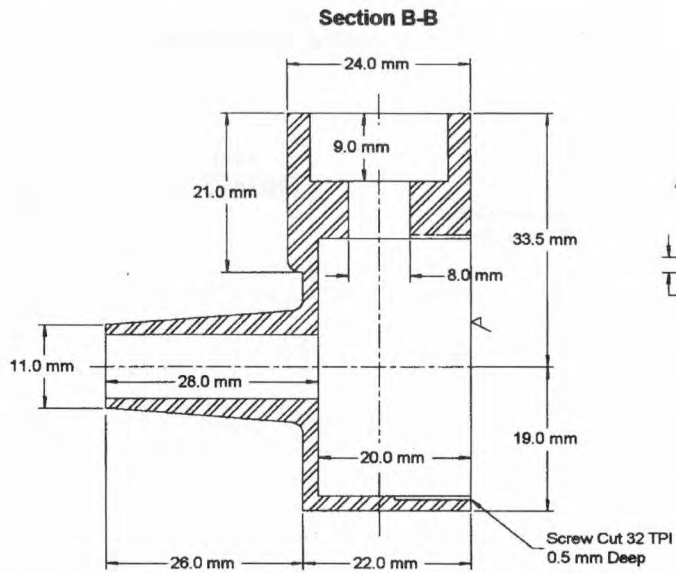
Like many early Italian diesels, the 1943 Mancini had a very long stroke. The bore was 14mm, but the stroke was a whopping 24mm, giving a displacement of 3.69cc. The crankcase is a two-part casting of similar construction to the Dyno. No tank was fitted. The engine construction was conventional, simple and very neat. I would guess that the engine ran well, based on its timing and general arrangement.

Mr. Mancini remained very active in the engine building business. According to the listing in the superb Annual No. 1 produced by SAM Italia-Chapter 62 and edited by Cesare de Robertis, Mancini went on to produce the beautiful Alfa 1 in 1945, followed by the Alfa 2 in 1946. These are truly classic Italian 1.8cc diesels, with what I would call very long "necks", like a graceful swan. The Mancini Uranio, a new 4cc design, followed in late 1946. The last Mancini engine listed in the Annual is the 5.97cc Meteor 47, produced in 1947. I have not seen pictures of these last two engines, but based on Mr. Mancini's previous designs, I will bet they were handsome.

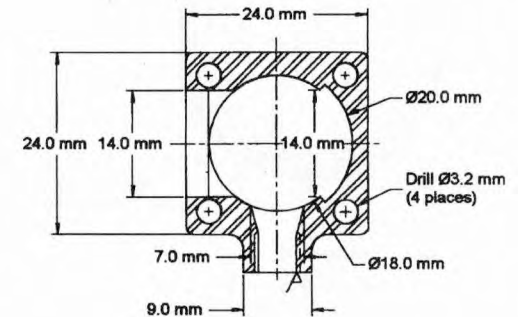
Jim Noonan wrote a famous article on Italian diesels and other obscure European engines. When his article was printed in Bill Winter's Plan Book in late 1946, many Americans heard of most of these diesel engines for the very first time. A whole new world had been discovered by Noonan on his trip through Italy as a GI in world War 2. I will quote Jim from his article, where he said, "Mancini's motors are known throughout Italy for their performance combined with light weight. This one (the Alfa 1) has a bore of .47", a stroke of .66"; turns at 5000 r.p.m., and weighs 4-1/2 ounces. Note the American trend in Italian engine design. Mancini is a member of a very progressive Florentine Model Club (G.A.F.)" This was probably written in early 1945.

Possibly, some of our Italian friends will be able to fill in the rest of the Mancini story. This man did some very nice work and deserves to be remembered. We hope this Motor Boys book will help in some small way to recognize his achievements in the model engine field. Jim Noonan's trip through Italy in wartime proved one thing - Modelers are modelers, war or no war. Isn't it a pity the rest of the people in the world do not have the kind of companionship we have in the modeling fraternity.

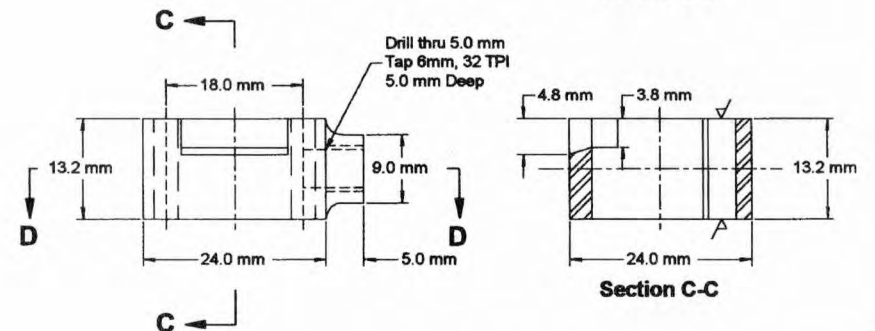
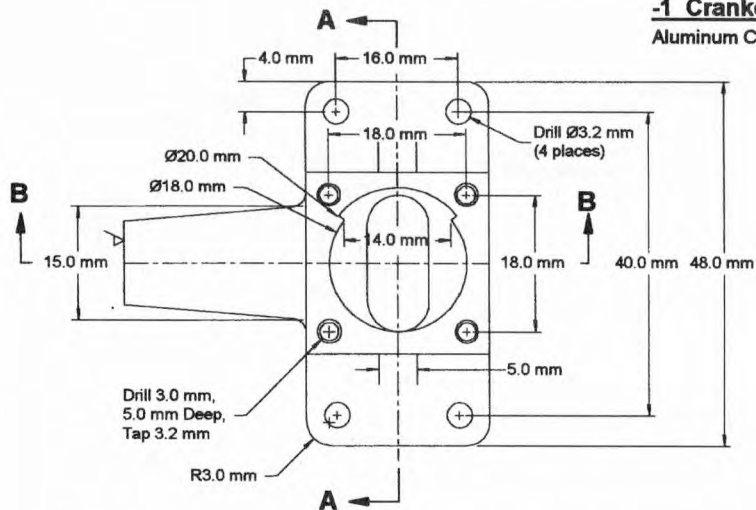




-3 Stud (4 required)
Mild Steel



-1 Crankcase
Aluminum Casting



-2 Bypass
Aluminum Casting

Machine

10 Feb 2000

Amended per Modele Reduit D'Avion 5/1944

BMBI

MAT'L

As Noted

DO NOT SCALE DRAWING

SCALE

Full Size

WORK TO DIMENSIONS
ALL DIMENSIONS
ARE IN INCHES

DRAWN

E. Mancini 1943

NEXT ASSEMBLY

DATE

CHANGE

BY

CAD

BMBI 12-22-1998



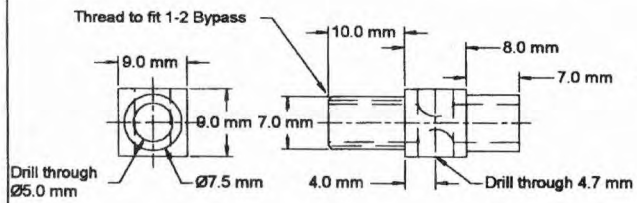
**MOTOR
BOYS**
(INTERNATIONAL)

NAME

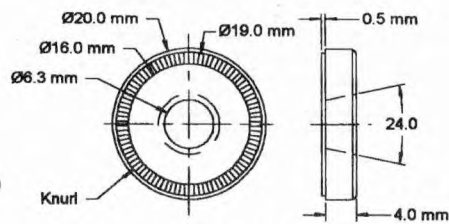
Ein Dieselmotor zum Selbstbauen

NUMBER

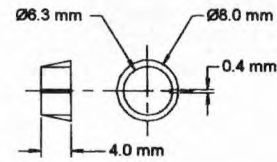
Sheet 1 - Crankcase



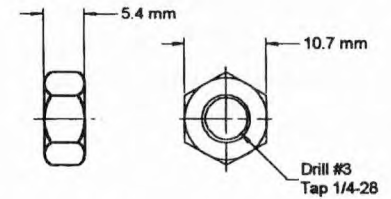
-4 Induction Tube
Aluminum



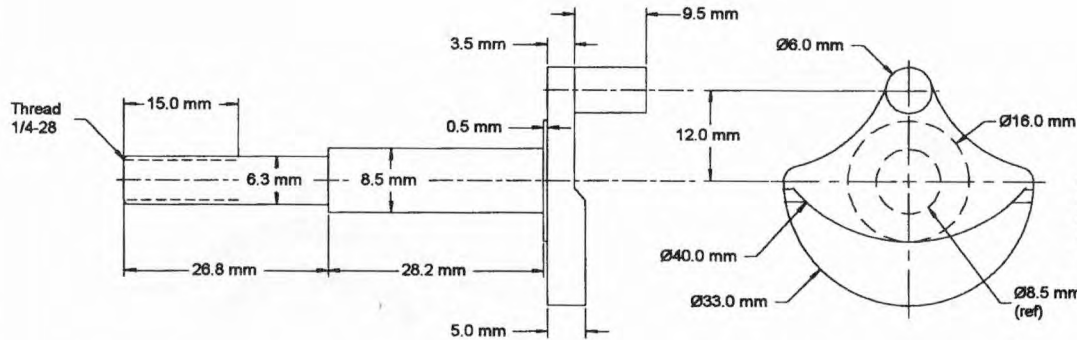
-9 Prop Drive Washer
Mild Steel



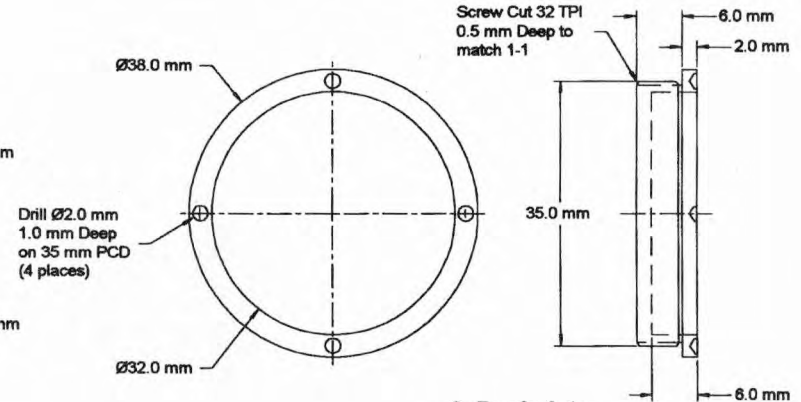
-8 Split Cone
Brass



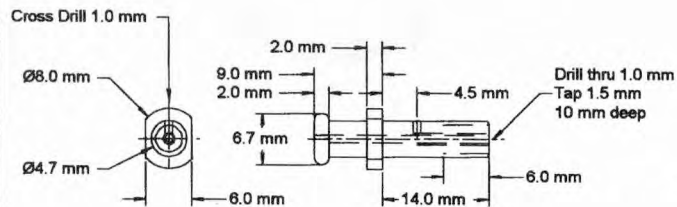
-10 Prop Nut
1/2 " AF Hex Steel



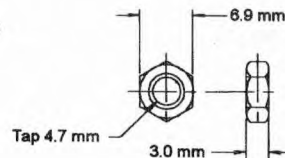
-1 Crankshaft
Steel



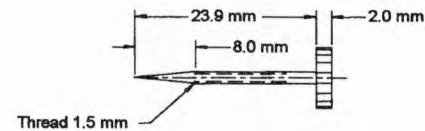
-2 Backplate
Aluminum



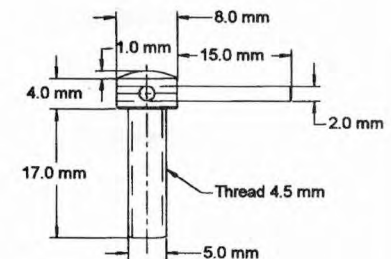
-6 Spray Bar
Brass



-5 Spray Bar Nut
7 mm AF Hex Brass



-7 Needle Valve
Brass (fabricate)



-3 Compression Lever
Mild Steel

9 Feb 2000	Amended per Modele Reduit D'Avion 5/1944	BMBI	MAT'L	As Noted	DO NOT SCALE DRAWING WORK TO DIMENSIONS ALL DIMENSIONS ARE IN INCHES
			SCALE	Full Size	
			DRAWN	E. Mancini 1943	NEXT ASSEMBLY
DATE	CHANGE	BY	CAD	BMBI 12-23-1998	



NAME
Ein Dieselmotot zum Selbstbauen

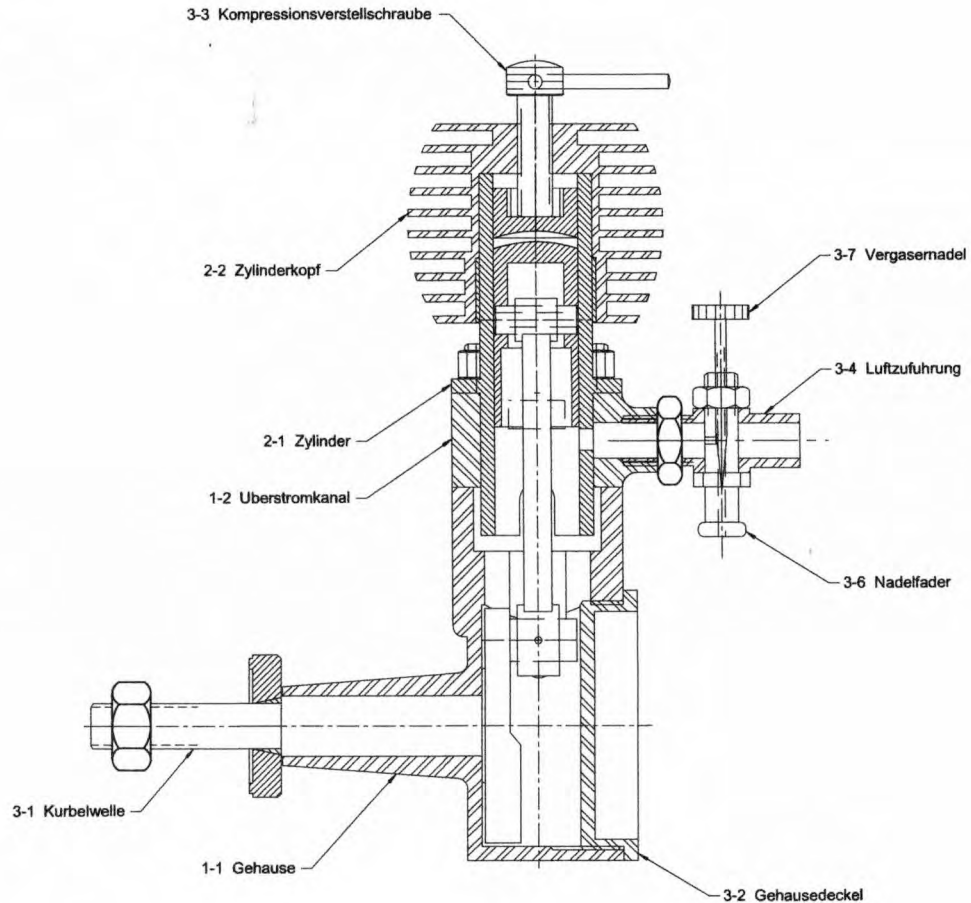
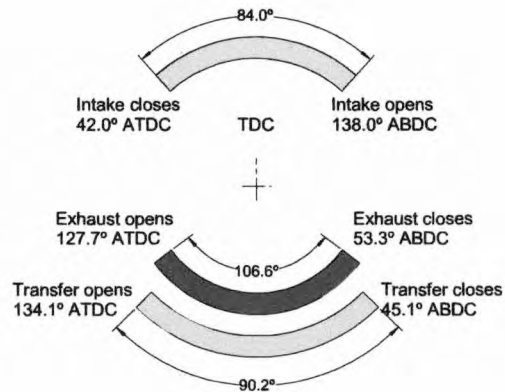
NUMBER
Sheet 3 - Crankshaft & Carby

Ein Dieselmotor zum Selbstbauen


Konstrukter: E. Mancini, 1944

(A Diesel Motor from Selstbaum built by E.Mancini, 1944)

Hubraum (Displacement): 3.68 ccm (0.22 cu in)
 Bohrung (Bore): 14 mm (0.551 in)
 Hub (Stroke): 24 mm (0.945 in)



58 update

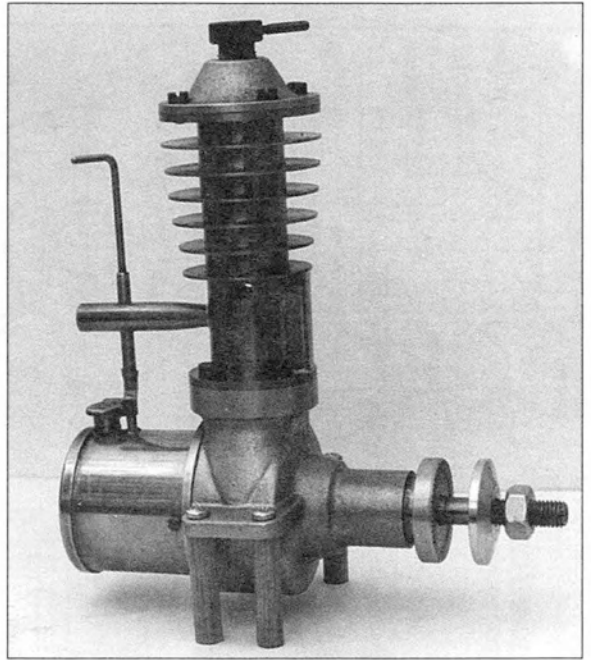
9 Feb 2000	Amended per Modele Reduit D'Avion 5/1944	BMBI	MAT'L	As Noted	DO NOT SCALE DRAWING WORK TO DIMENSIONS ALL DIMENSIONS ARE IN INCHES	 MOTOR BOYS (INTERNATIONAL)	NAME Ein Dieselmotot zum Selbstbauen
2006-10-05	Revise crankcase for lower piston movement	BMBI	SCALE	Full Size			NUMBER Sheet 4 - General Arrangment
DATE	CHANGE	BY	CAD	E. Mancini 1943 BMBI 12-23-1998	NEXT ASSEMBLY		

The Nova 1

by Roger Schroeder

A Nova is an astronomical event, larger than life, a liquid fueled rocket that is larger than life and a model diesel engine that is larger than life. The following pages present the Motor Boys drawings with both English and metric dimensions:

The Nova 1 has a displacement of 4.5cc (.275 cu. in.) and was designed and built by a Dutchman named I. J. v.Leeuwen in December of 1943. His plans and a short history of the engine appeared in the Dutch model magazine "*De Modelbouwer*" (The model Builder) which continued to be published during the German occupation of World War II. As such, they were the first drawings of an auto-ignition engine to be published in Holland. The title block of v.Leeuwen's drawings had the words, "voor Modelvliegtuigen, Ontwerp," which may mean it was done originally for a Belgian publication.

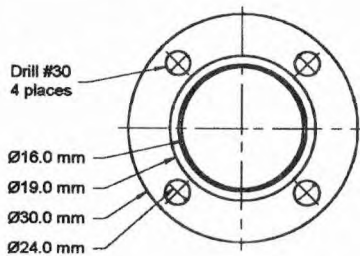
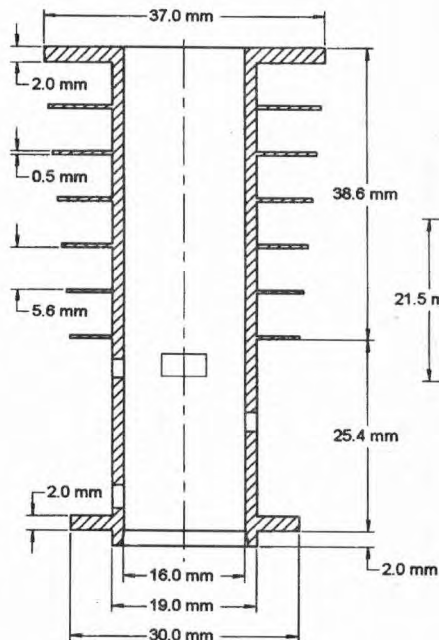
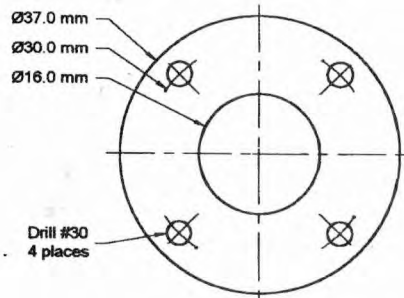


Piet de Klerk, Jr., writing about the Nova in the May 1946 issue of the English magazine, *Model Aircraft*, pointed out that during the German occupation, the Dutch modelers could not obtain petrol engines and thus turned to building their own. The Swiss had developed a compression ignition engine, the Dyno 1, in 1941 and word of its existence spread among model builders and no doubt also reached v.Leeuwen in Holland. Thus, in 1943, v.Leeuwen designed and constructed his own compression ignition engine and called it Nova 1. According to de Klerk, he later followed it with a design called the Nelri of 5cc capacity. We assume that other Dutch modelers built v.Leeuwen designs. The Nova drawing also appeared in the 1946 issue of *Model Aircraft*.

De Modelbouwer is still published, 10 times a year, in Holland by the Nederlandse Vereniging van Modelbouwers (Dutch Model Engineers Society). They have a web page and their e-mail address is: modeller@knoware.nl

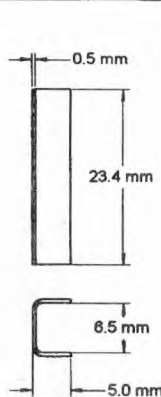
After looking at the historical information, some of the Motor Boys indicated an interest in building a reproduction of the Nova. Novas have been completed by Bert Striegler, Don McClusky, Ron Chernich, Ken Croft and Roger Schroeder. All of the Motor Boys Novas run! They do 6000 rpm on a 14 in. diameter prop. Don has flown his in a Comet Clipper.

The Nova is not an easy engine to build. It is big. It measures about 5-3/8 inches from top to bottom. It is the largest .27 cu. in. engine you will ever see.



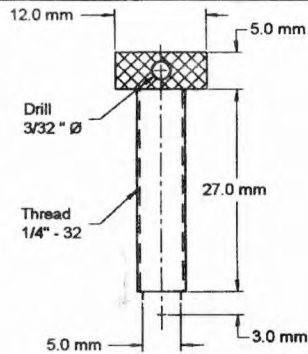
-2 BYPASS COVER

Steel



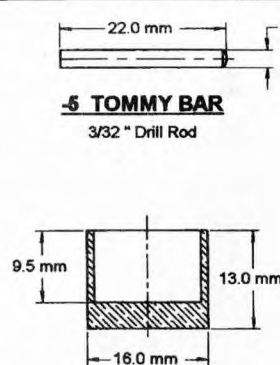
-4 COMPRESSION SCREW

Steel



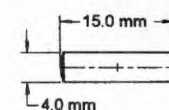
-5 TOMMY BAR

3/32" Drill Rod



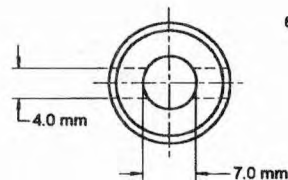
-6 CONTRA PISTON

Cast Iron



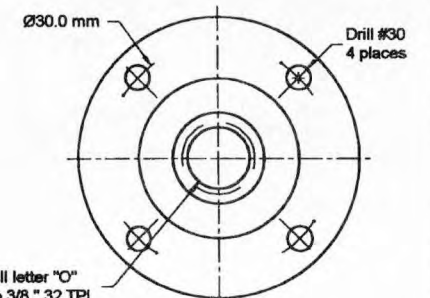
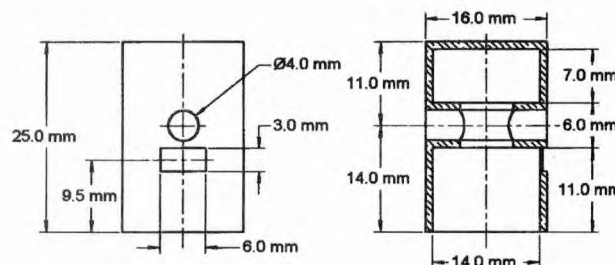
-8 WRIST PIN

5/32" Drill Rod



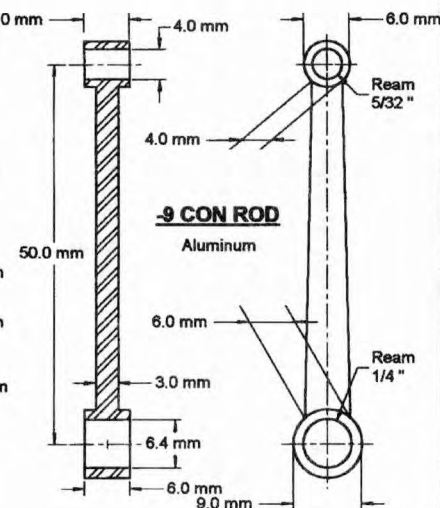
-7 PISTON

Cast Iron



-3 CYLINDER HEAD

Aluminum

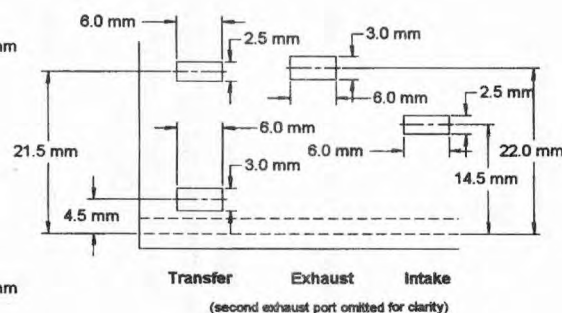


-9 CON ROD

Aluminum

-1 CYLINDER

Chrome Steel



Transfer Exhaust Intake
(second exhaust port omitted for clarity)

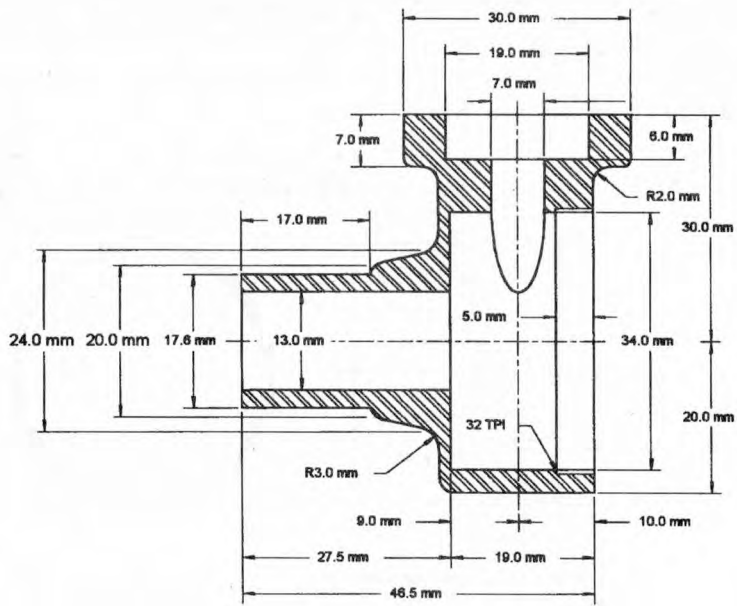
Fin	Diameter
1	37.0 mm
2	35.9 mm
3	34.8 mm
4	33.6 mm
5	32.4 mm
6	31.3 mm
7	30.0 mm



NAME
"NOVA 1" 4.5ccm Tweetakt Diesel

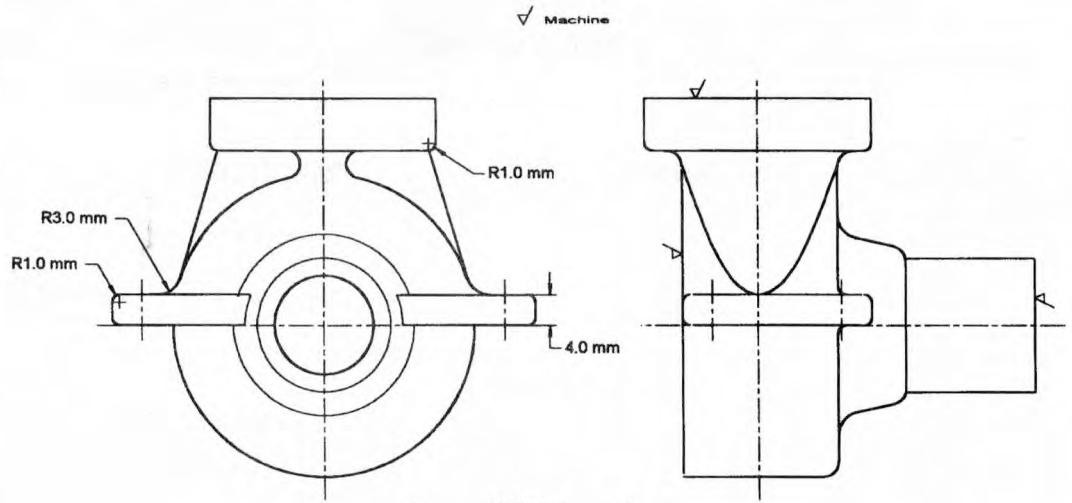
NUMBER
Sheet 1 - Cylinder Components

			MAT'L	As Noted	DO NOT SCALE DRAWING
			SCALE	Full Size	WORK TO DIMENSIONS ALL DIMENSIONS ARE IN INCHES
30 Jul 1998	Contrapiston crown size increased	PMBI	DRAWN	IJvLeeuwen 12.27.43	NEXT ASSEMBLY
DATE	CHANGE	BY	CAD	PMB 3.14.1998	

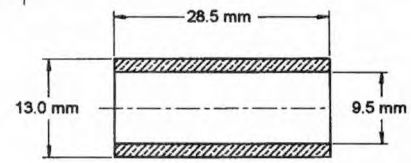


-1 CRANKCASE

Cast Aluminum

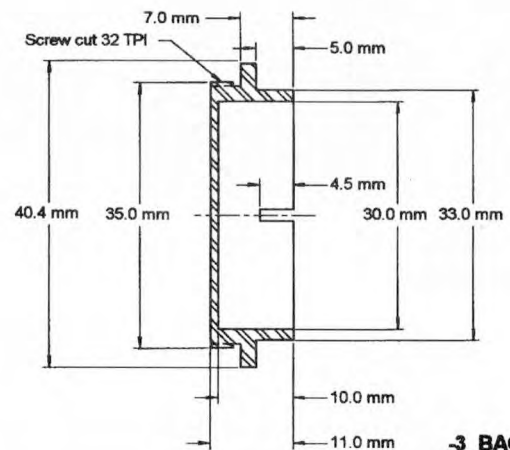
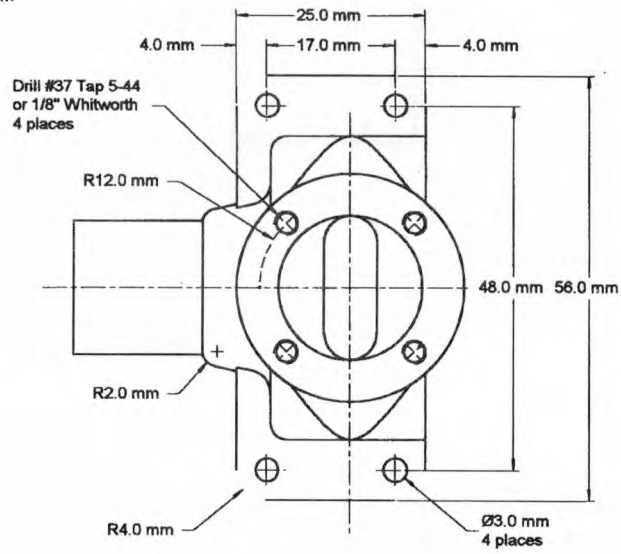


Machine




-2 BUSHING

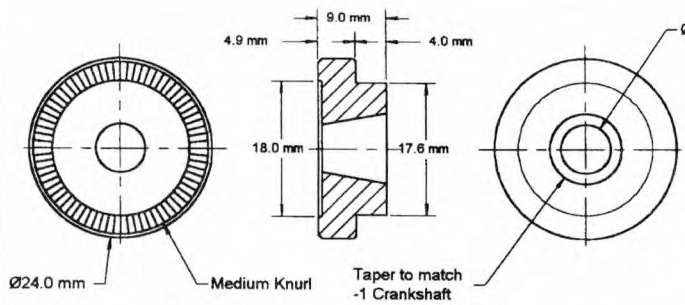
Cast Iron



-3 BACKPLATE

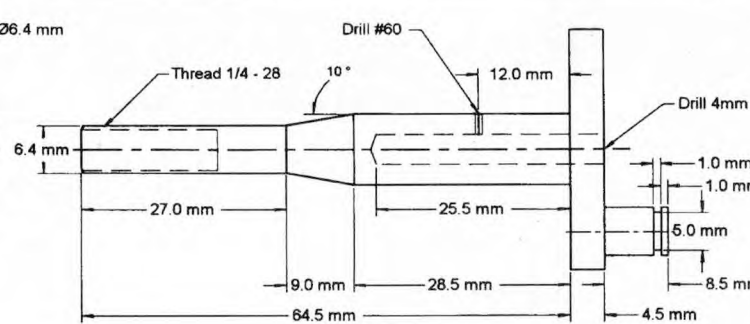
Aluminum

			MATL	As Noted	DO NOT SCALE DRAWING WORK TO DIMENSIONS ALL DIMENSIONS ARE IN INCHES	 MOTOR BOYS (INTERNATIONAL)	NAME	"NOVA 1" 4.6ccm Tweetakt Diesel
			SCALE	Full Size			NEXT ASSEMBLY	NUMBER
3-25-1968	Front crankcase diameter increased from 16 mm to 0.694"	PMBI	DRAWN	IJVLeeuwen 12.27.43				
DATE	CHANGE	BY	CAD	PMB 3.14.1998				



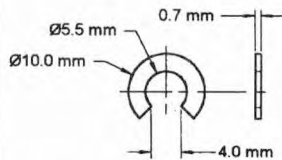
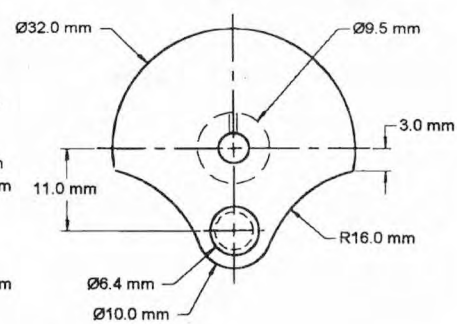
-2 PROP DRIVER

Steel



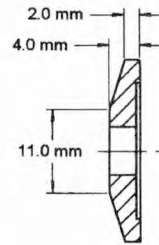
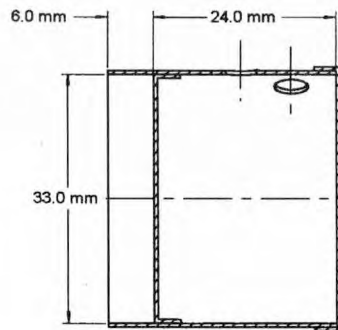
-1 CRANKSHAFT

Steel



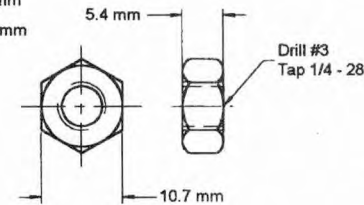
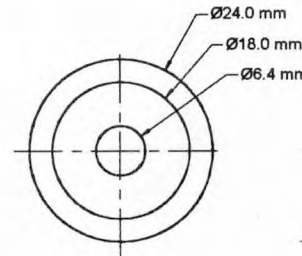
-5 CIRCLIP

Drill Rod



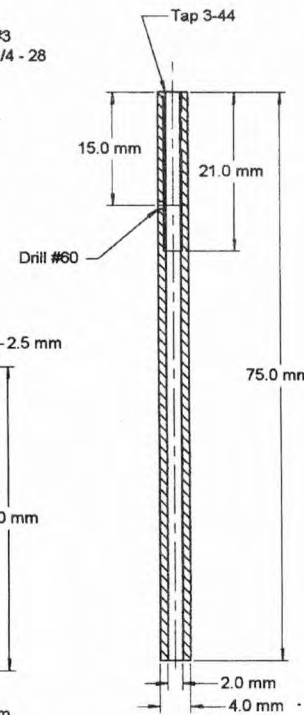
-4 PROP WASHER

Steel



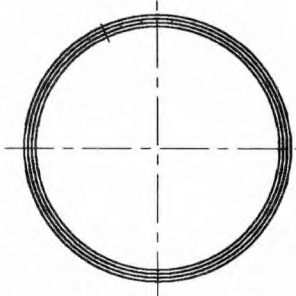
-3 PROP NUT

Hex Steel



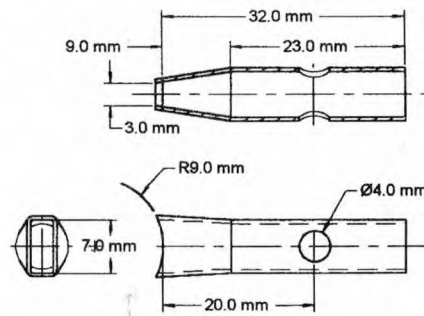
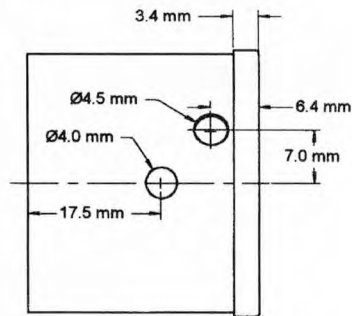
-7 SPRAY BAR

Brass Tubing



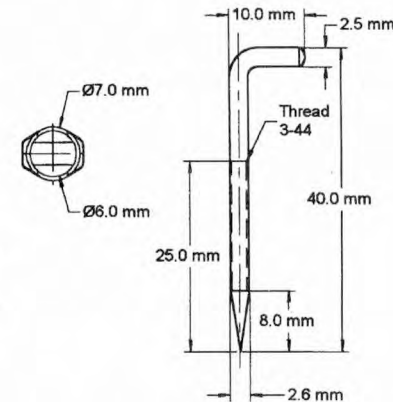
-8 FUEL TANK

0.5mm Shim Brass




-6 INTAKE TUBE

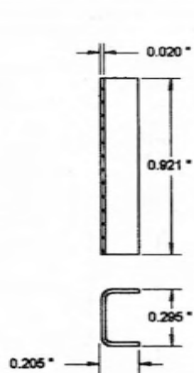
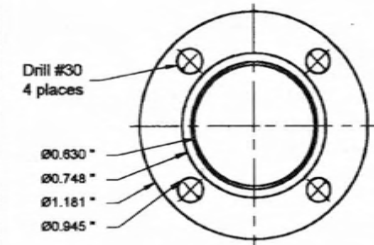
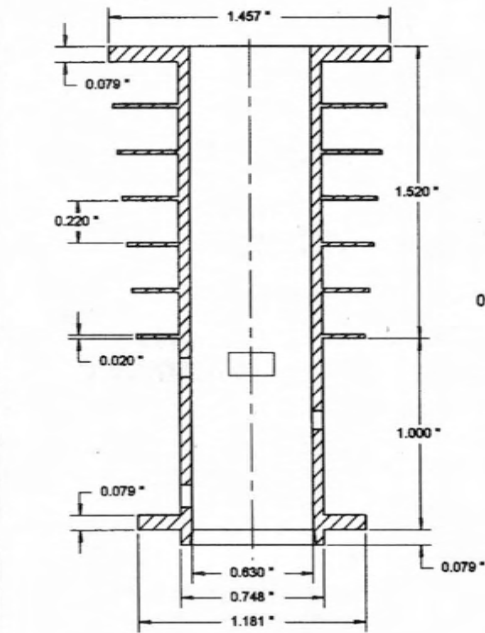
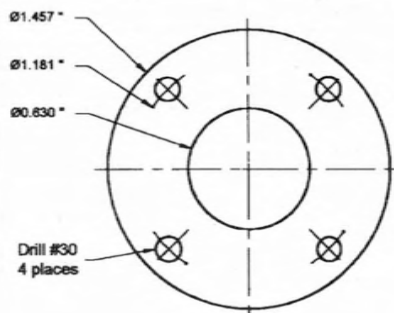
Brass



-9 NEEDLE VALVE

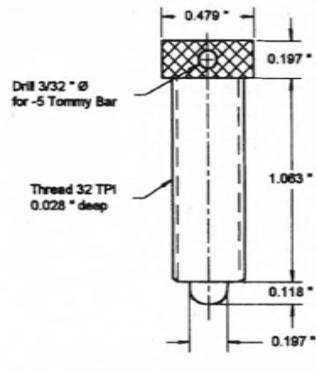
3/32" Drill Rod

			MAT'L	As Noted	DO NOT SCALE DRAWING WORK TO DIMENSIONS ALL DIMENSIONS ARE IN INCHES	 MOTOR BOYS (INTERNATIONAL)	NAME	"NOVA 1" 4.5ccm Tweetakt Diesel
			SCALE	Full Size			NUMBER	Sheet 3 - Drive Train
30 Jul 1998	Taper of crankshaft dimensioned	PMBI	DRAWN	JvLeeuwen 12.27.43	NEXT ASSEMBLY			
DATE	CHANGE	BY	CAD	PMB 3.14.1998				



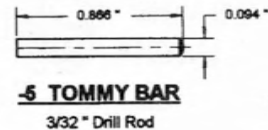
-2 BYPASS COVER

Steel



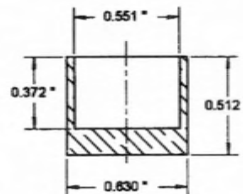
-4 COMPRESSION SCREW

Steel



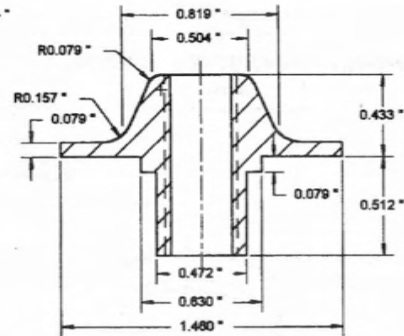
-5 TOMMY BAR

3/32" Drill Rod



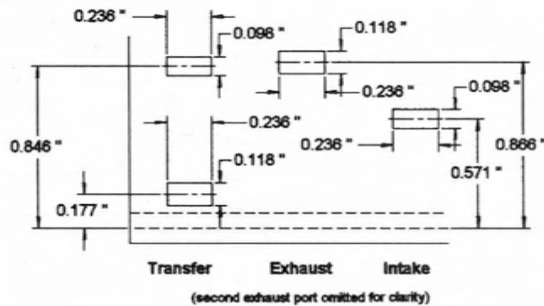
-6 CONTRA PISTON

Cast Iron



-3 CYLINDER HEAD

Aluminum



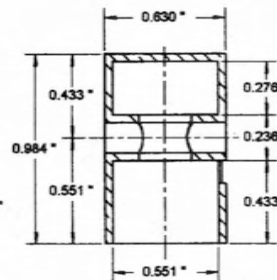
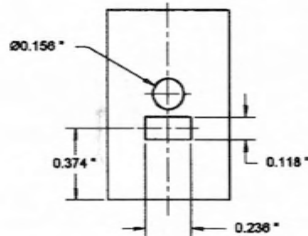
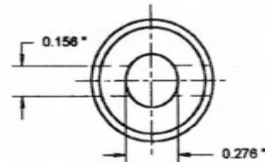
Transfer Exhaust Intake
(second exhaust port omitted for clarity)

-1 CYLINDER

Chrome Steel

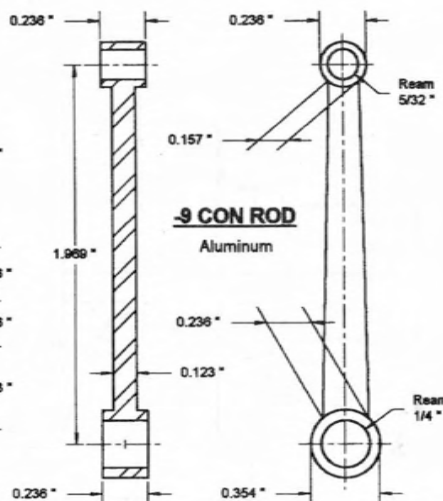
-7 PISTON

Cast Iron



-9 CON ROD

Aluminum



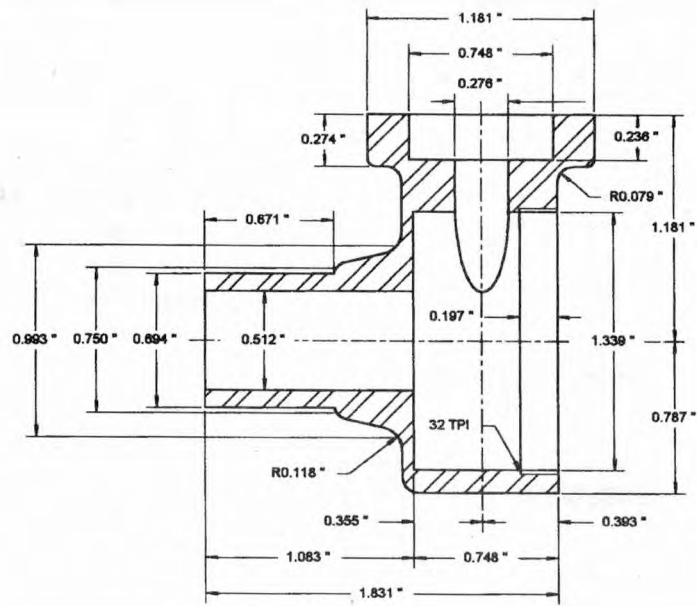
Fin	Diameter
1	1.457"
2	1.415"
3	1.369"
4	1.323"
5	1.277"
6	1.231"
7	1.181"

DATE	CHANGE	BY	CAD	MAT'L	SCALE	DO NOT SCALE DRAWING
30 Jul 1998	Contrapiston crown size increased	PMBI	DRAWN			WORK TO DIMENSIONS ALL DIMENSIONS ARE IN INCHES
						NEXT ASSEMBLY
						PMB 3.14.1998



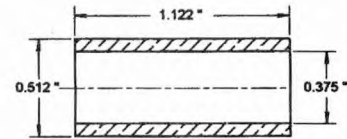
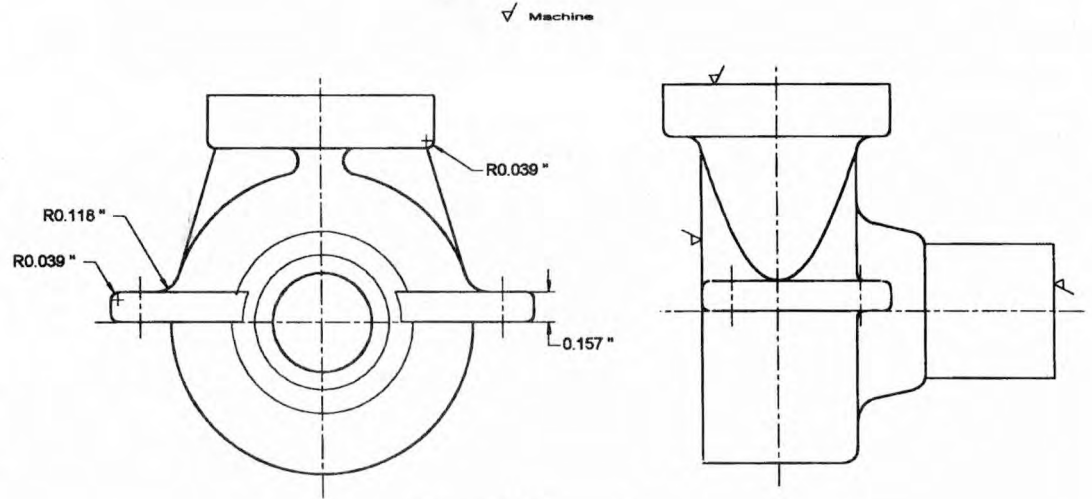
NAME
"NOVA 1" 4.5ccm Tweetakt Diesel

NUMBER
Sheet 1 - Cylinder Components



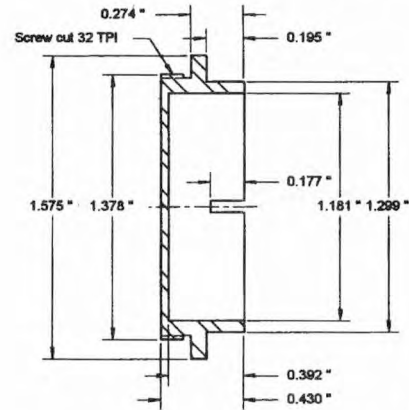
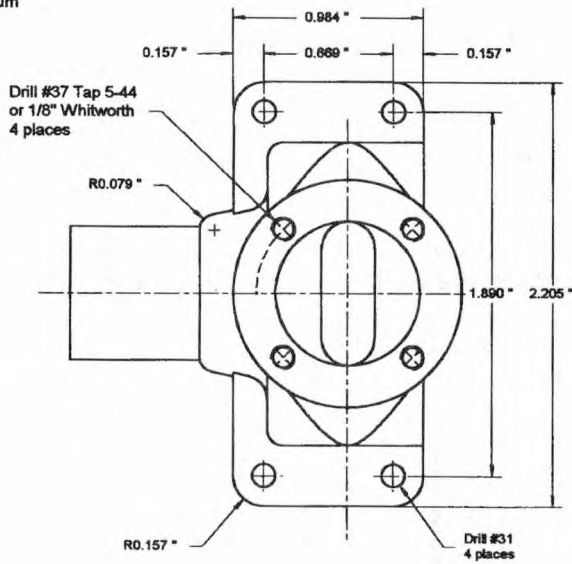
-1 CRANKCASE

Cast Aluminum



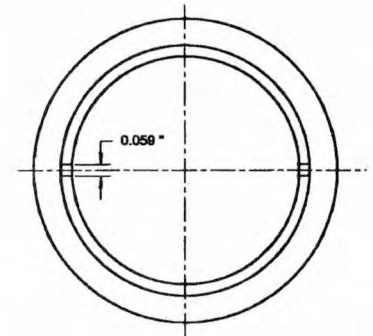
-2 BUSHING

Cast Iron



-3 BACKPLATE

Aluminum

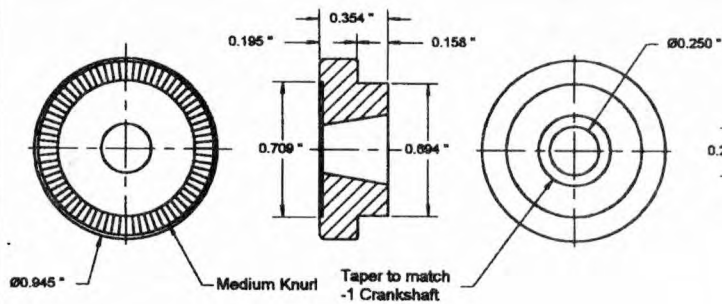


			MAT'L		DO NOT SCALE DRAWING
			SCALE		WORK TO DIMENSIONS ALL DIMENSIONS ARE IN INCHES
3-25-1998	Front crankcase diameter increased from 16 mm to 0.694"	PMBI	DRAWN	I.v.Leeuwen 12.27.43	NEXT ASSEMBLY
DATE	CHANGE	BY	CAD	PMB 3.14.1998	



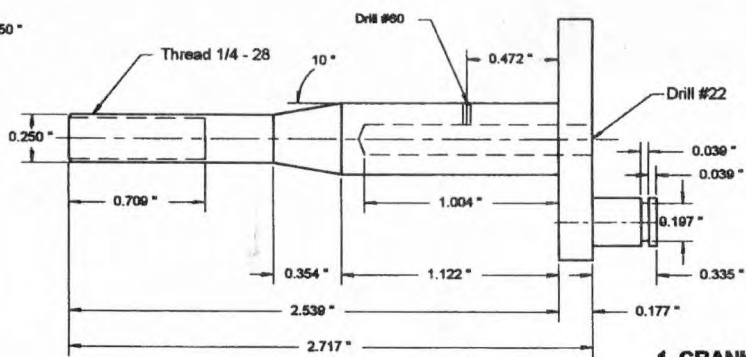
NAME
"NOVA 1" 4.5cm Tweetakt Diesel

NUMBER
Sheet 2 - Crankcase



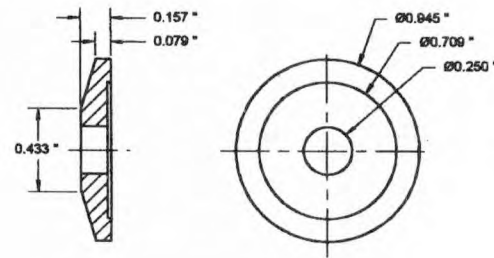
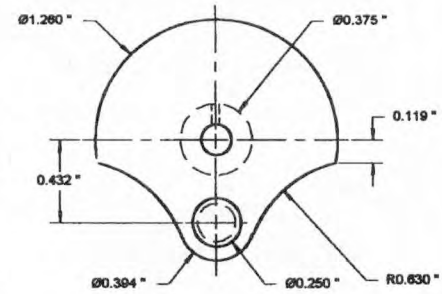
-2 PROP DRIVER

Steel



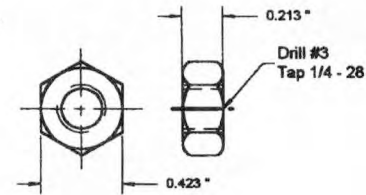
-1 CRANKSHAFT

Steel



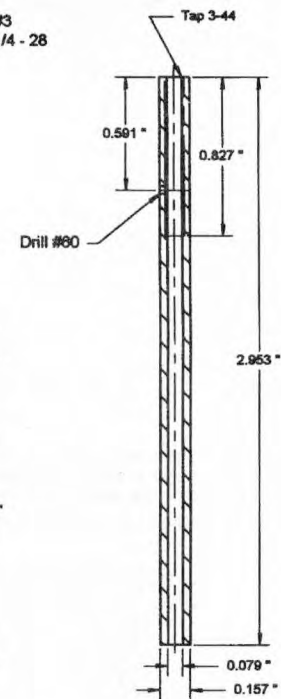
-4 PROP WASHER

Steel



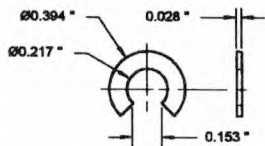
-3 PROP NUT

Hex Steel



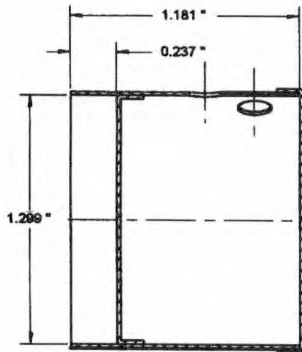
-7 SPRAY BAR

5/32" Brass Tubing



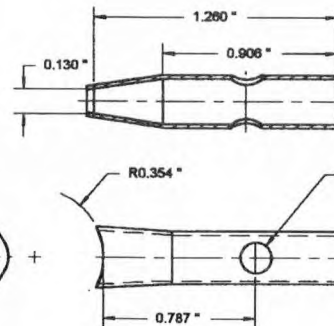
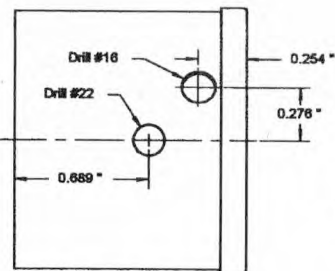
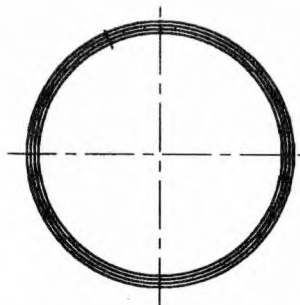
-5 CIRCLIP

Drill Rod



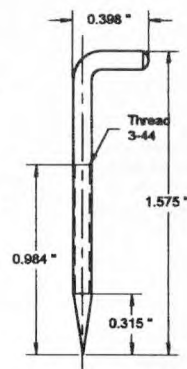
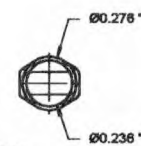
-8 FUEL TANK

0.5mm Shim Brass




-6 INTAKE TUBE

Brass

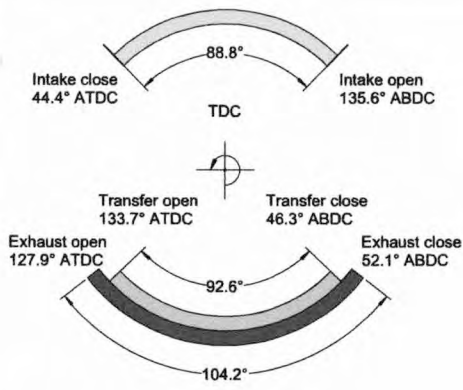


-9 NEEDLE VALVE

3/32" Drill Rod

			MATL		DO NOT SCALE DRAWING WORK TO DIMENSIONS ALL DIMENSIONS ARE IN INCHES	 MOTOR BOYS (INTERNATIONAL)	NAME
			SCALE				"NOVA 1" 4.6ccm Tweetak Diesel
30 Jul 1998	Taper of crankshaft dimensioned	PMBI	DRAWN	IJvLeeuwen 12.27.43	NEXT ASSEMBLY		NUMBER
DATE	CHANGE	BY	CAD	PMB 3.14.1998			Sheet 3 - Drive Train

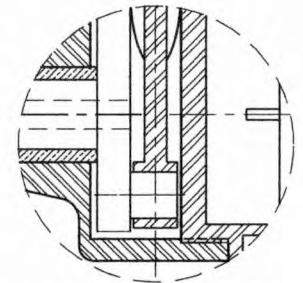
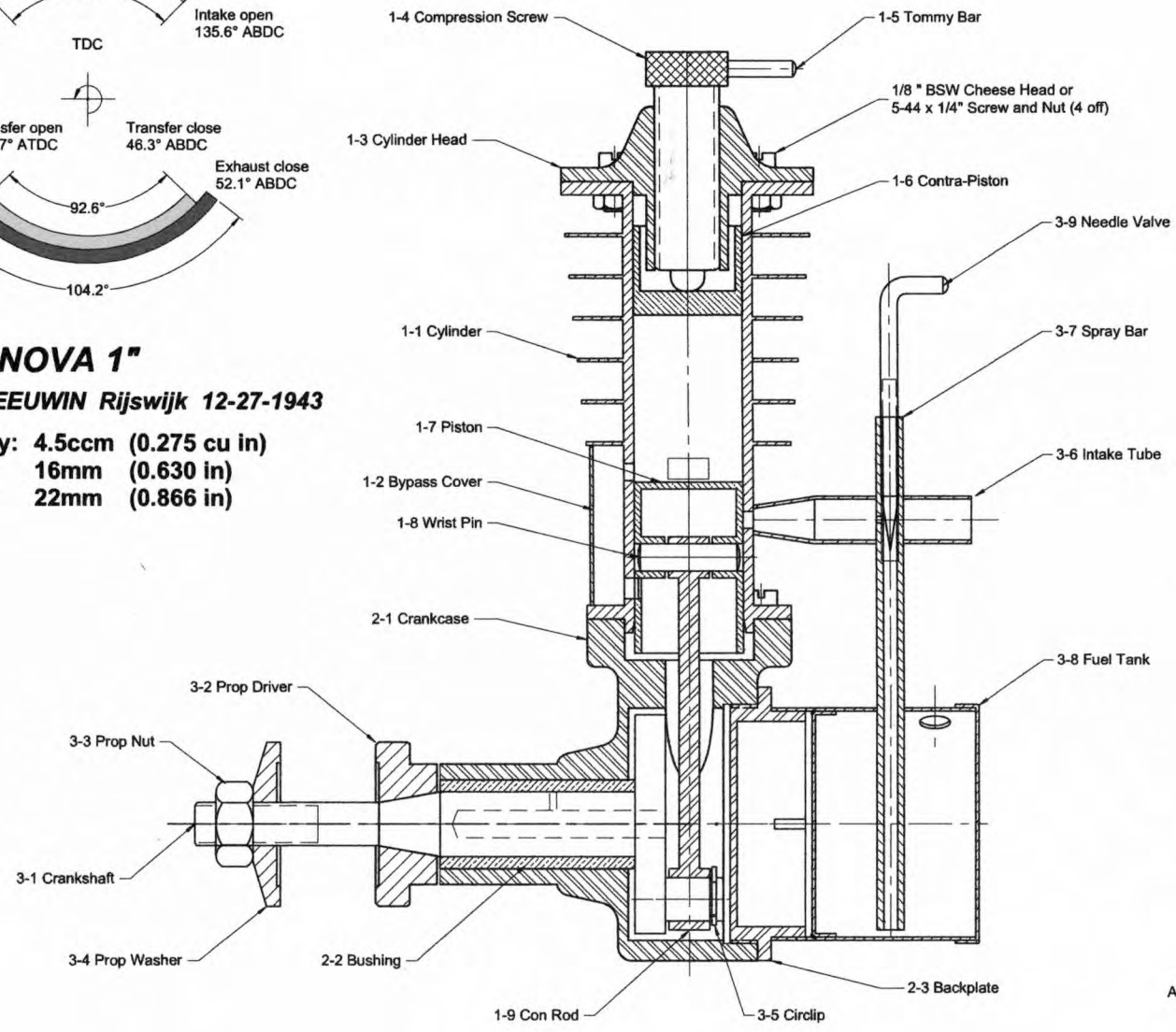
66 update



"NOVA 1"

by I.J. v.LEEUWIN Rijswijk 12-27-1943

Capacity: 4.5ccm (0.275 cu in)
 Bore: 16mm (0.630 in)
 Stroke: 22mm (0.866 in)



Alternate design to facilitate assembly of connecting rod:
 Shorten crank pin at forward end of circlip groove.
 Increase depth of back plate by 2mm (0.080") and
 cut deeper thread in crankcase to suit.

			MAT'L	As Noted	DO NOT SCALE DRAWING WORK TO DIMENSIONS ALL DIMENSIONS ARE IN INCHES
2007-08-16	Standardize timing diagram	BMBI	SCALE	Full Size	
July 4, 1998	Alternate design detail added.	PMBI	DRAWN	IJvLeeuwen 12.27.43	NEXT ASSEMBLY
DATE	CHANGE	BY	CAD	PMB 3.14.1998	



NAME	"NOVA 1" 4.5ccm Tweetakt Diesel
NUMBER	Sheet 4 - General Arrangement

The Scrapper .29

by Tim Dannels

The Scrapper engine was manufactured by The Woodbridge Manufacturing Co. in late 1944 and early 1945. They were built in Manchester, CT, and like many of the model engines in the period when World War II was winding down, they were first built sort of on the sly - in this case in the early morning hours of the 3rd shift at the local Pratt & Whitney Aircraft Company.

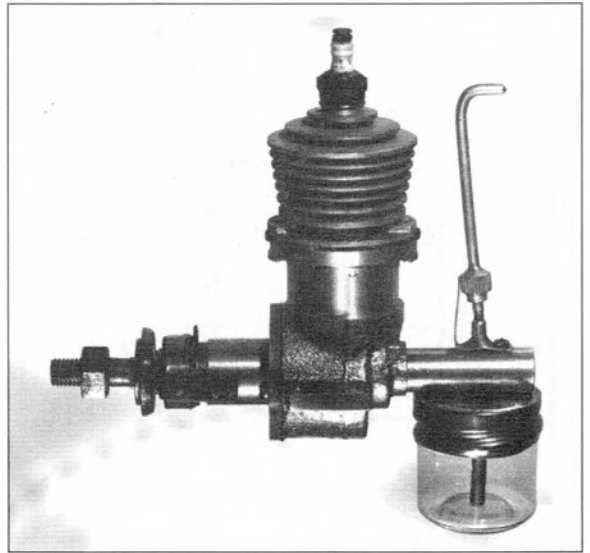
The original Scrapper .29's apparently ran quite well according to the reports of owners. Most were well made and had good performance. Production figures are not known, 2000 engines is an approximation, but there seem to be quite a few in collections.

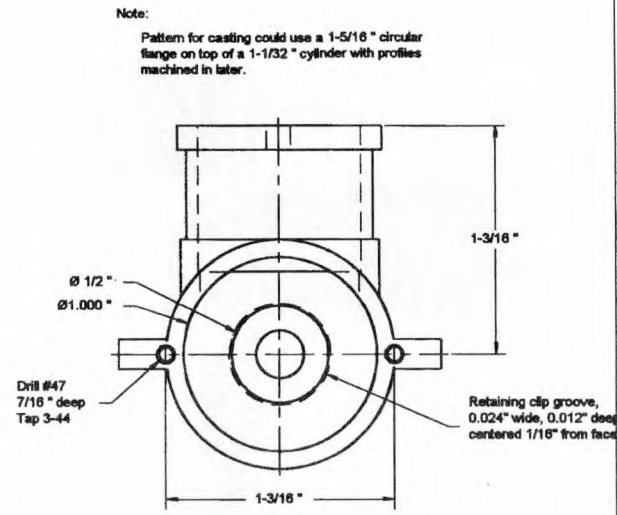
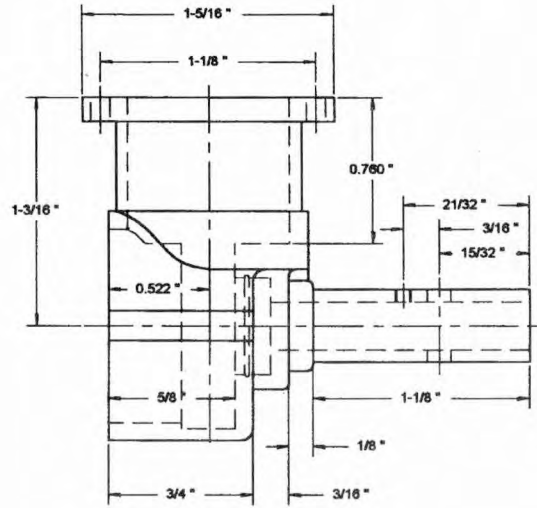
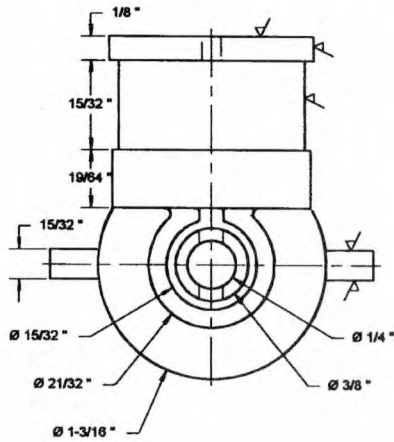
The crankcase and front shaft housing were rough sand castings with considerable machining done to clean them up. The rest of the parts are machined from bar. The cylinder is blind bore. The piston originally used featured a ball and socket arrangement somewhat like the modern Cox engines except that the socket was a separate piece, peened into the top of the piston. The Motor Boys version utilizes a standard wrist pin and rod arrangement. A poppet valve in the intake served for fuel induction, somewhat like the M&M engine.

Further development of the Scrapper by Woodbridge Manufacturing was in the form of an engine called the Super Scrapper. This engine was advertised quite extensively, but very few were actually produced beyond the prototype and experimental stages. Woodbridge was a small company and could not sell enough engines to pay the bills. Names of the designer of the Scrapper and Super Scrapper are not known.

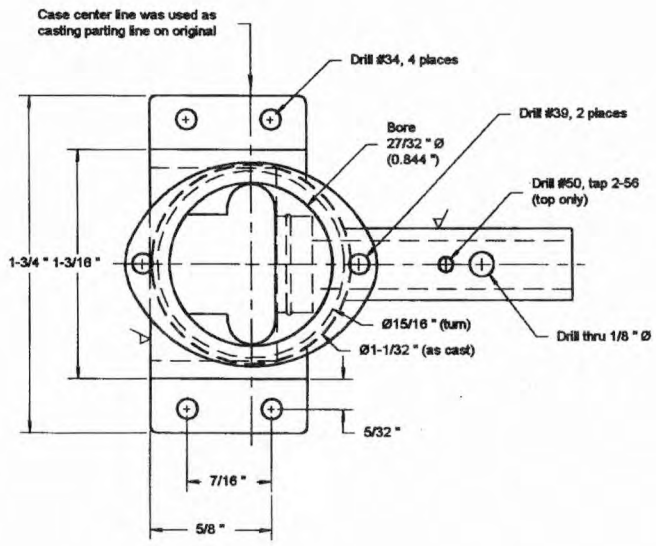
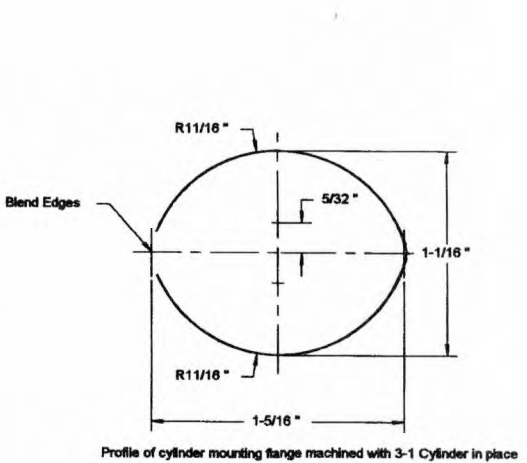
As a side note, the individuals who were building the Scrapper and then promoted the Super Scrapper tried again, a few months later in 1946, to market a model engine. This one was called the "Bobcat" and was a .42 cu. in. displacement engine. It was marketed under the company name of Stenmoor Manufacturing Co. The overall design was similar to the Super Scrapper. It had dual exhaust stacks, timer and needle valve located in the rear and a blind bore cylinder. Once more, only a few experimental and prototype engines were built. There just was not, as in the case of Woodbridge, enough money behind the company to get itself established. The glut of model engines in the immediate post-war period left no room for small speculators.

The Original Scrapper, when properly adjusted and tuned was a good performer, but sales and advertising could not match the big names like Ohlsson & Rice, McCoy, Forster, DeLong and others. Like so many others, they just became entries in a historical listing.




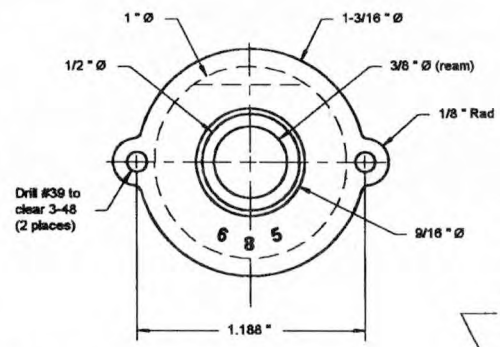
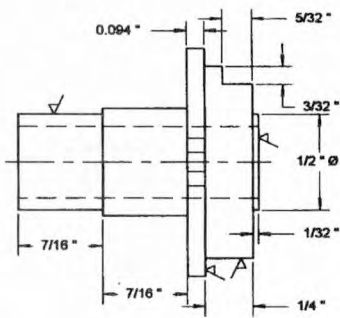


-1 CRANKCASE
Aluminum Casting



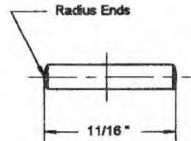
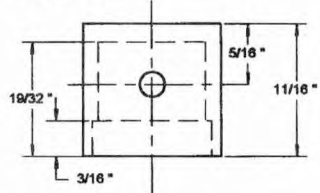
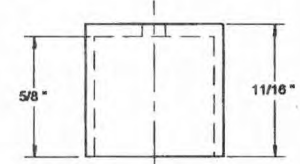
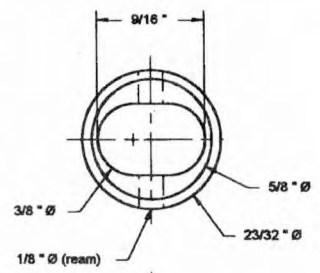
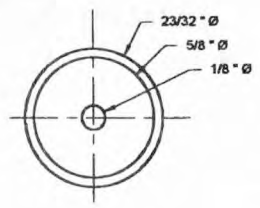
Machine

			MATL	As Noted	DO NOT SCALE DRAWING WORK TO DIMENSIONS ALL DIMENSIONS ARE IN INCHES	 MOTOR BOYS (INTERNATIONAL)	NAME SCRAPPER .29
			SCALE	FULL SIZE			NUMBER Sheet 1 - Crankcase
			DRAWN	RMBI 1-5-1999	NEXT ASSEMBLY		
DATE	CHANGE	BY	CAD	BMBI 1.17.1999			



Drill #39 to clear 3-48 (2 places)

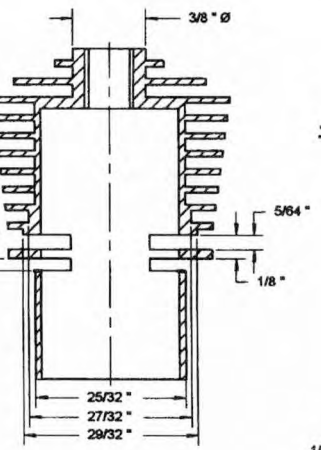
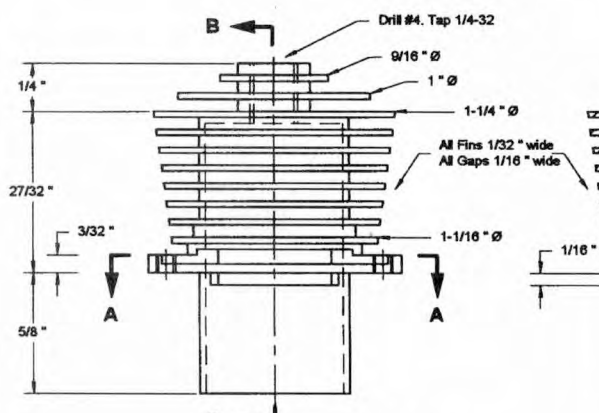
-1 FRONT BEARING
Aluminum Casting



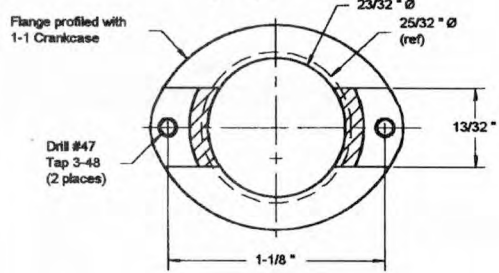
-5 WRIST PIN
1/8" Drill Rod

-6 PISTON (Original)
SG Cast Iron

-3 PISTON (modern)
SG Cast Iron



Section B-B



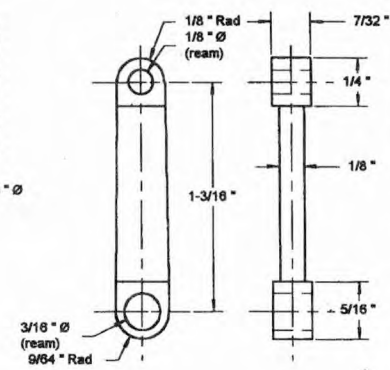
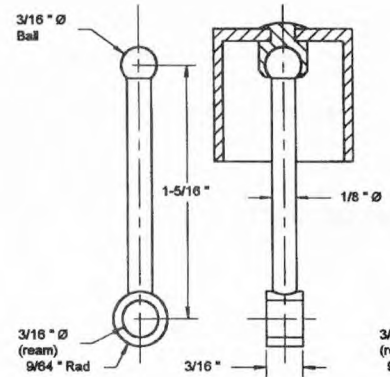
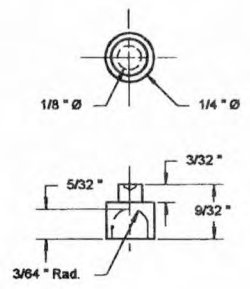
Section A-A

-2 CYLINDER
Cast Iron or Steel

-7 CONROD SOCKET (Original)
Steel (peen both ends)

-8 CONROD (Original)
Steel H&T

-4 CONROD (modern)
2024 T3 Dural



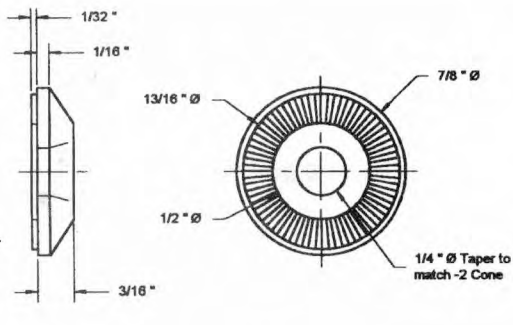
Machine

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			SCALE	FULL SIZE	
			DRAWN	RMBI 1-5-1999	
DATE	CHANGE	BY	CAD	BMBI 1.17.1999	



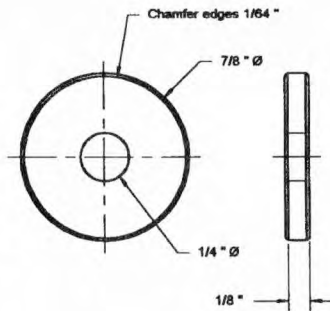
NAME	SCRAPPER .29
NUMBER	Sheet 2 - Cylinder and Housing

69



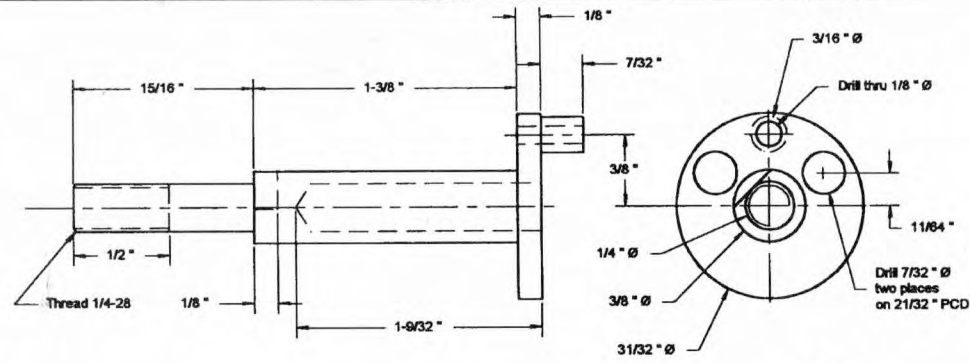
-3 PROP DRIVE WASHER

Steel



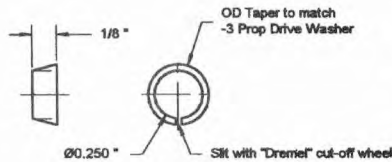
-2 PROP WASHER

Steel



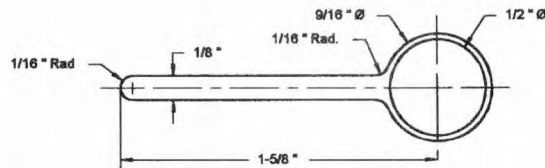
-1 CRANKSHAFT

Steel



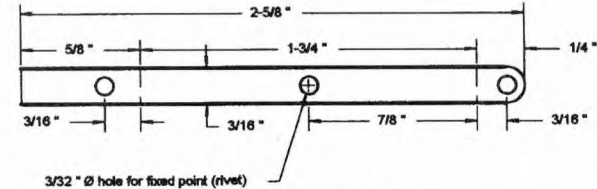
-9 SPLIT CONE

Brass



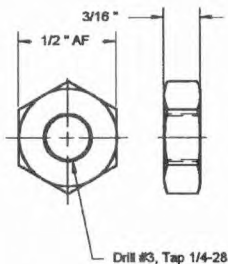
-5 TIMER ARM

1/16" Steel Strip



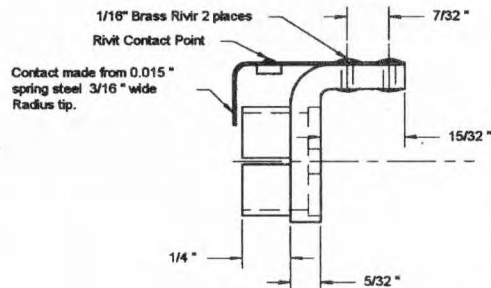
-8 FIXED POINT STRAP

1/32" Brass Shim



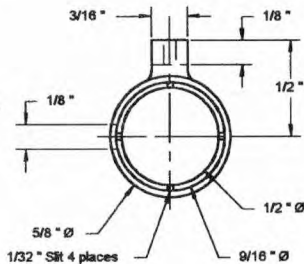
-6 PROP NUT

Hex Steel



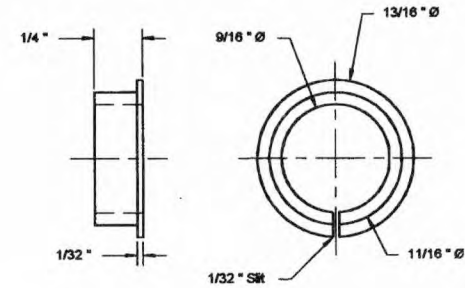
-4 TIMER ASSEMBLY

Aluminum Casting



-7 INSULATOR

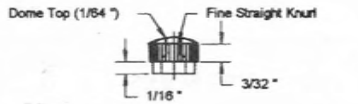
Phenolic



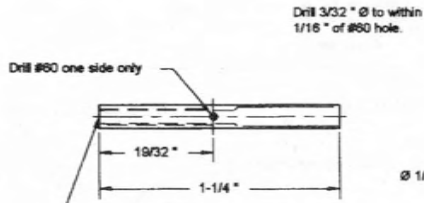
			MATL	As Noted	DO NOT SCALE DRAWING WORK TO DIMENSIONS ALL DIMENSIONS ARE IN INCHES
			SCALE	FULL SIZE	
			DRAWN	RMBI 1-5-1999	
DATE	CHANGE	BY	CAD	BMBI 1.17.1999	



NAME	SCRAPPER .29
NUMBER	Sheet 3 - Crankshaft and Timer

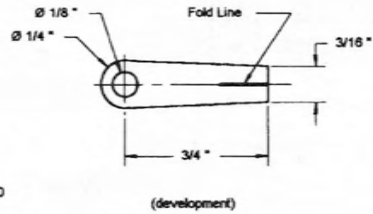


Solder to -4 Needle Valve after running position determined

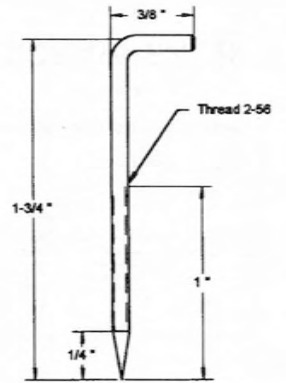
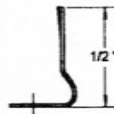


Drill thru #50. Tap 2-56 to #60 hole. Insert 3/32 inch diameter brass tube and solder.

Thread 5x40

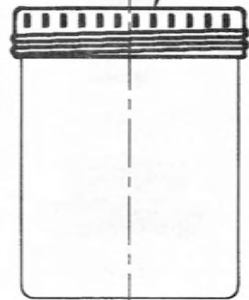
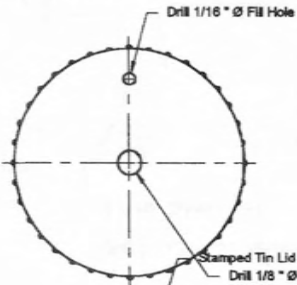


(development)



-5 THIMBLE

Brass

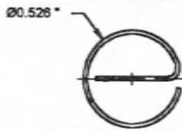


-6 FUEL TANK

Screw top jar

-1 SPRAYBAR

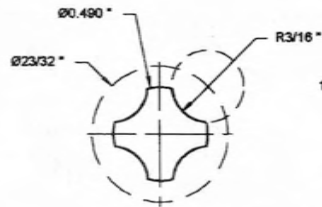
Brass



Adjust center bar to allow -8 Clack Valve 1/32 inch fore-sit movement.

-9 VALVE RETAINER

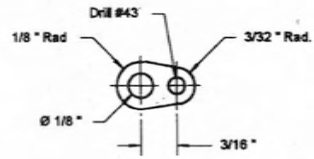
.020 Music Wire



Lap rear side flat on 800 grit paper over glass surface plate.

-8 CLACK VALVE

.016 Brass Shim



-1 Spraybar, -2 Ratchet and -3 Lug are soldered together on final assembly so Spraybar hole is centered in venturi. (see Sheet 5)

-2 SOLDER LUG

.010 Shim

-4 NEEDLE VALVE


2-56 "Du-Bro" Push Rod



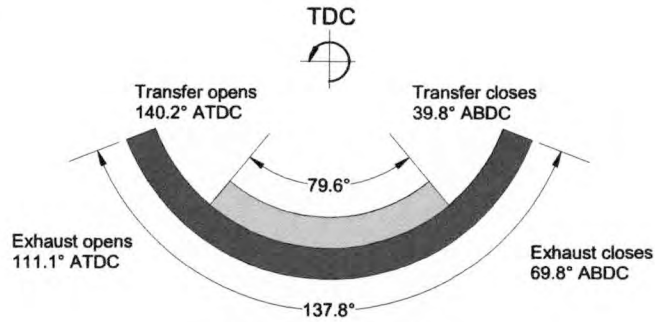
-7 SPRAY BAR NUT

1/4 inch AF Hex Brass

71

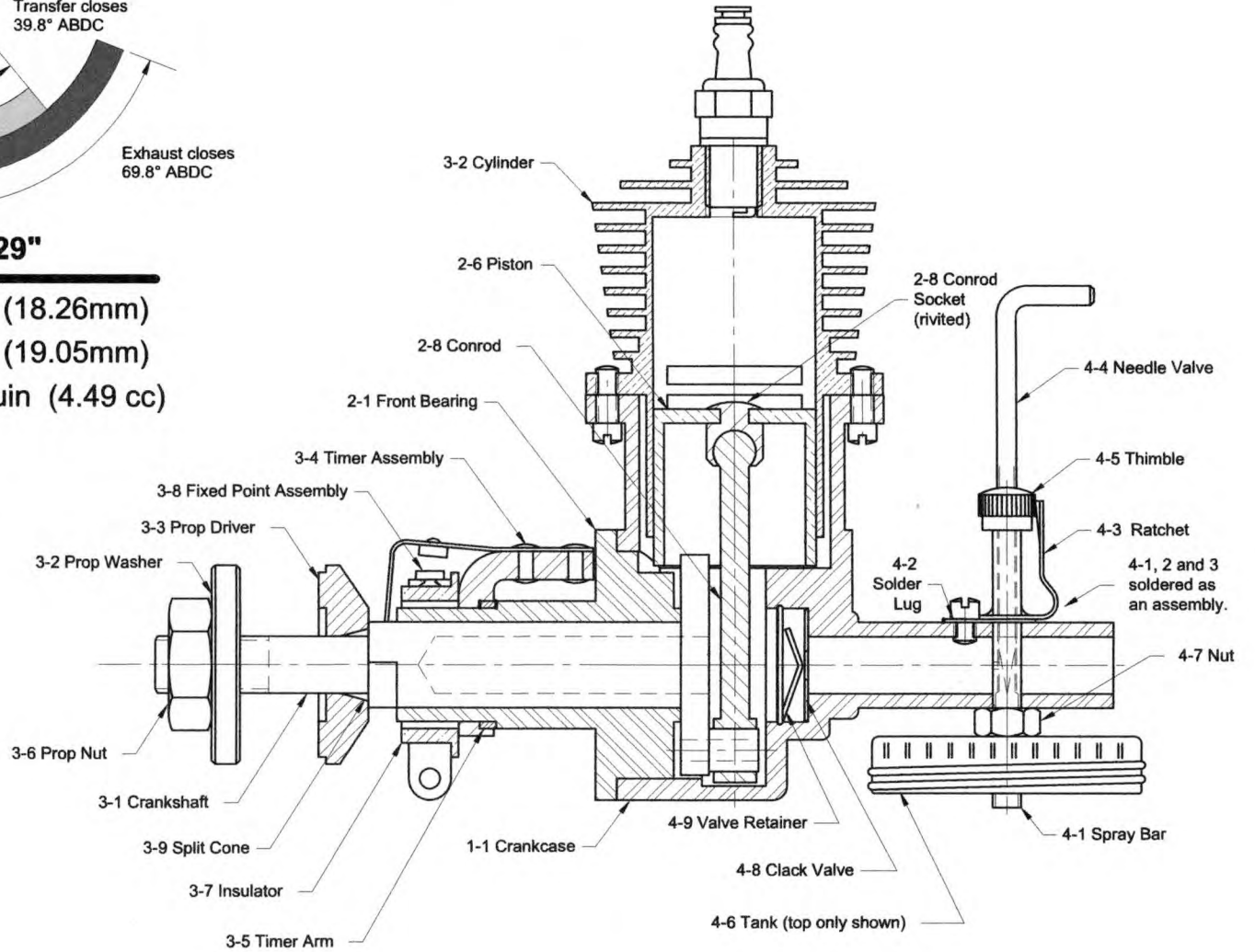
			MATL	As Noted	DO NOT SCALE DRAWING WORK TO DIMENSIONS ALL DIMENSIONS ARE IN INCHES	 MOTOR BOYS (INTERNATIONAL)	NAME SCRAPPER .29
			SCALE	FULL SIZE			NEXT ASSEMBLY
DATE	CHANGE	BY	DRAWN	RMBI 1-5-1999			Sheet 4 - Fuel System
			CAD	BMBI 1.17.1999			


72 update



Scrapper "29"

Bore: 0.719 " (18.26mm)
Stroke: 0.750 " (19.05mm)
Capacity: 0.304 cuin (4.49 cc)



2007-08-10	Correct timing diagram and rearrange layout	BMBI	MAT'L	As Noted	DO NOT SCALE DRAWING WORK TO DIMENSIONS ALL DIMENSIONS ARE IN INCHES	 MOTOR BOYS (INTERNATIONAL)	NAME SCRAPPER .29	
			SCALE	1.5 x Full Size			NEXT ASSEMBLY	NUMBER
DATE	CHANGE	BY	CAD	PMB 1997-12-21 PMB 1998-01-01				Sheet 5 - General Arrangement

THE SWISS DYNO

by Roger Schroeder

The Dyno 2.04 diesel was commercially produced in Switzerland from 1941 through 1944. Other compression ignition engines appeared, also in Switzerland, before WW 2, but enjoyed less success and fewer sales. The Dyno achieved the success in Europe that the Brown Junior enjoyed in the USA. Far fewer Dynos were produced, thus they are rare.

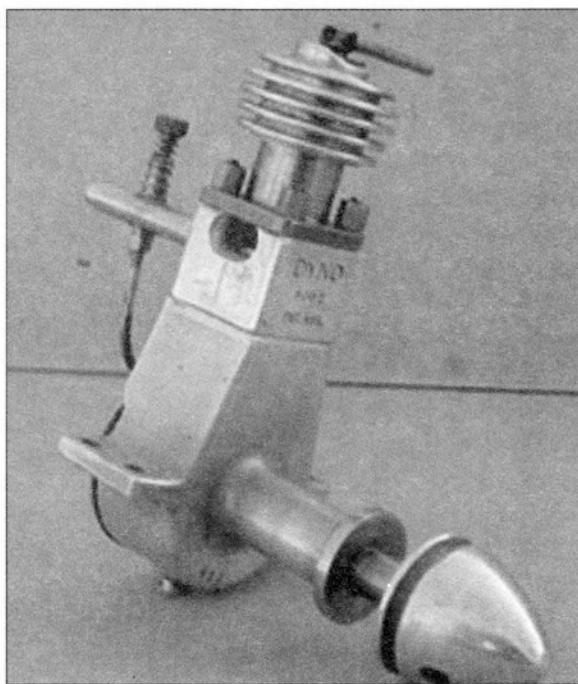
Before the Dyno there was another diesel engine in Switzerland, the Etha 8.25cc, produced probably in 1937 and 1938. The Etha is considered to be the first commercially produced diesel engine. It was sold in a model shop in Zurich along with the Dyno. The Etha was very heavy, vibrated, and was difficult to start. On the other hand, the Dyno was (for that time) light, easy to start, and ran smoothly. Thus it was a commercial success, but the Etha was not. The Dyno was so successful, that it influenced model diesel engines designs for about 20 years. The Deezil, shown elsewhere in this book, has unmistakable Dyno characteristics.

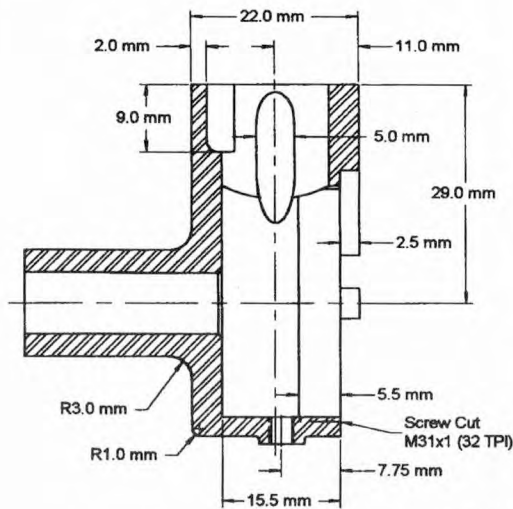
The Dyno has a displacement of 2.04cc, a bore of 12mm and a stroke of 18mm. It weighs 190 grams, or about 7 ounces. The cylinder is steel and the threaded-on head with cooling fins is aluminum. The crankcase is aluminum. The piston, contra-piston and connecting rod are steel. The connecting rod is bushed.

Early in WW2, Jim Noonan, a modeler from Wisconsin, was called into the Army. When he left, he took some of his favorite engines with him as a "little bit of home." Jim was in the Italian campaign that made its way from Africa up through Italy. Jim reached Rome and was granted a few days leave. He looked up the local model shop, made friends with some Italian modelers, and conducted a swap meet. He traded an American Atom for a used Dyno. He brought this Dyno home after the war along with some other European diesels. He became a diesel advocate and introduced many Americans to diesel engines by publishing pictures and descriptions of his engines. They appeared in Bill Winter's "Aircraft Plan Book", Winter Edition, which is believed to have been printed in 1946.

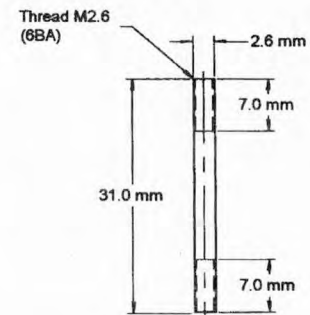
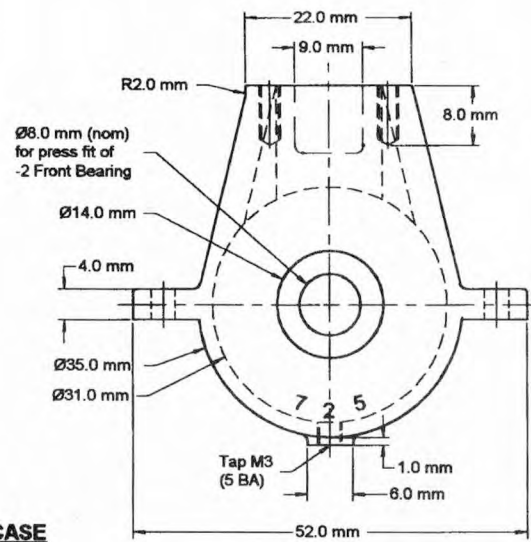
The Dyno pictured above is the engine that Jim brought back from Italy. Lightly scribed on the rear is "Rome 1944". It is easy to start and is a strong runner.

Ron Chernich produced the Dyno drawings from earlier drawings by others and from descriptions provided by Dyno owners. The drawings are considered to be an accurate representation of the original Dyno.

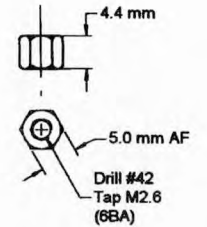




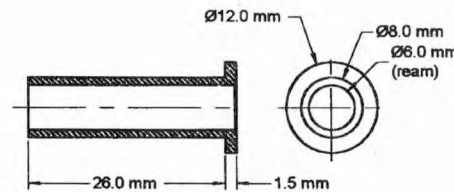
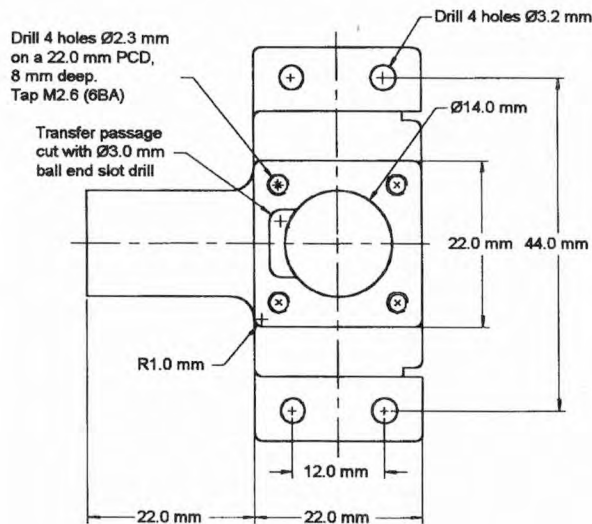
-1 CRANKCASE
Aluminum Casting



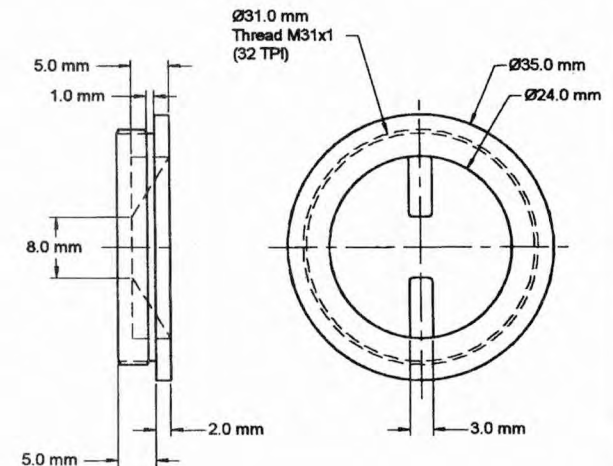
-4 STUD
Steel (4 reqd)



-5 NUT
Brass (4 reqd)



-2 FRONT BEARING
Cast Iron



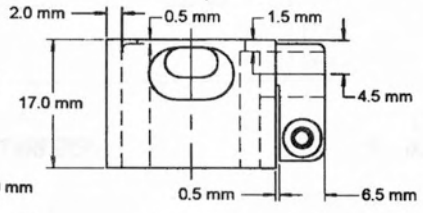
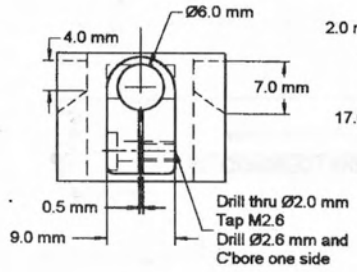
-3 BACKPLATE
Aluminum Casting

			MAT'L	As Noted	DO NOT SCALE DRAWING WORK TO DIMENSIONS ALL DIMENSIONS ARE IN INCHES
			SCALE	Full Size	
			DRAWN		
DATE	CHANGE	BY	CAD	PMB	NEXT ASSEMBLY



NAME
Klemenz-Schenk DYNO 1

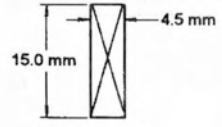
NUMBER
Sheet 1 - Crankcase



-2 CRANKCASE UPPER

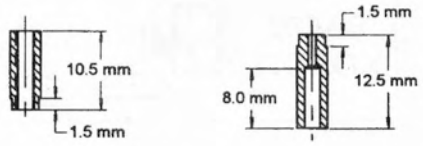
Aluminum Casting

Drill 4 holes Ø2.8 mm on 22.0 mm PCD



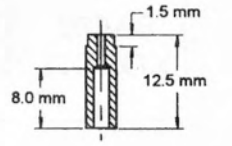
-11 NEEDLE SPRING

0.05 mm Piano Wire; 7 coils



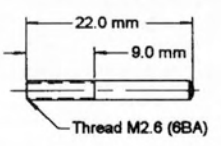
-5 NEEDLE BODY

Brass



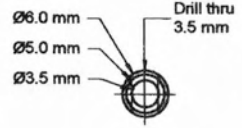
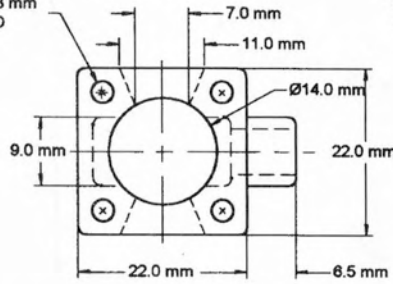
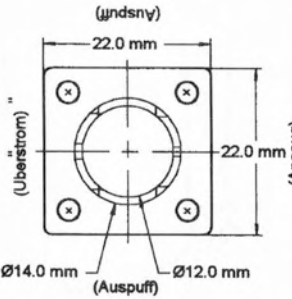
-6 NEEDLE JET

Brass



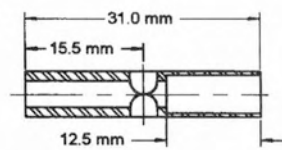
-7 TOMMY BAR

Steel



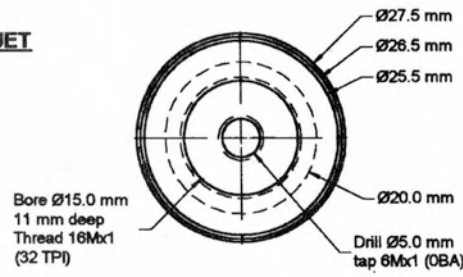
-4 VENTURI TUBE

Steel



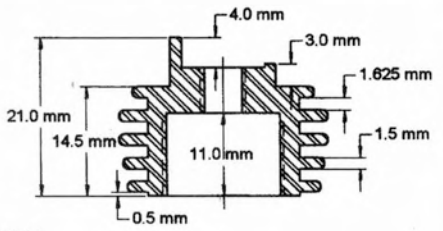
-10 NEEDLE KNOB

Brass



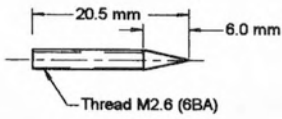
-3 CYLINDER HEAD

Aluminum



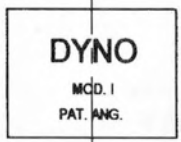
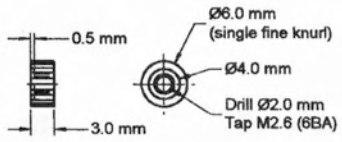
-8 COMPRESSION SCREW

Steel

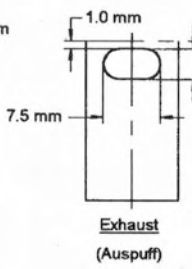


-9 NEEDLE VALVE

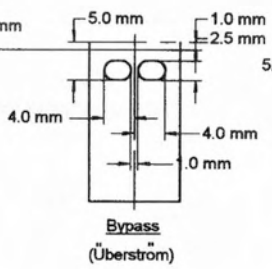
Steel



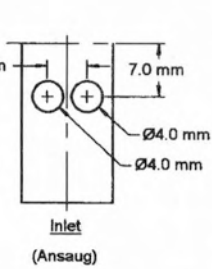
Engraving Detail



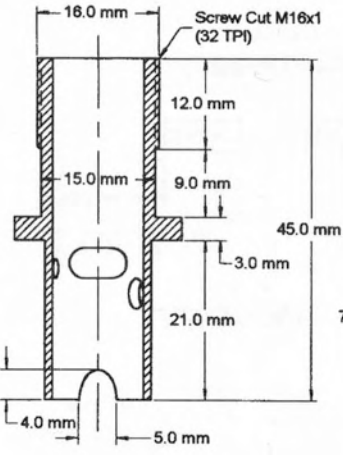
Exhaust (Auspufl)



Bypass (Überstrom)

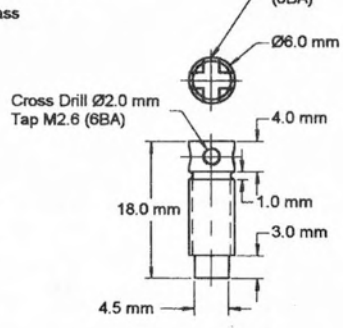


Inlet (Ansaug)



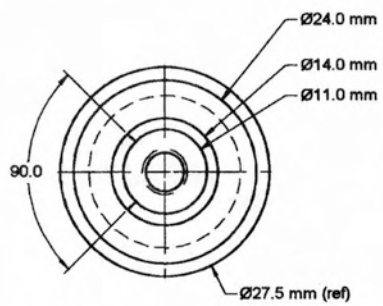
-1 CYLINDER

Steel



-8 COMPRESSION SCREW


Steel

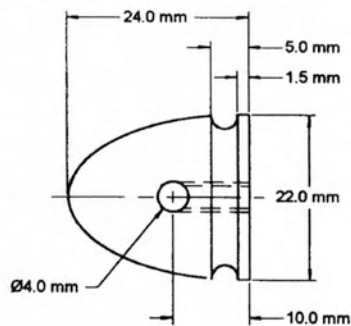


-3 CYLINDER HEAD

Aluminum

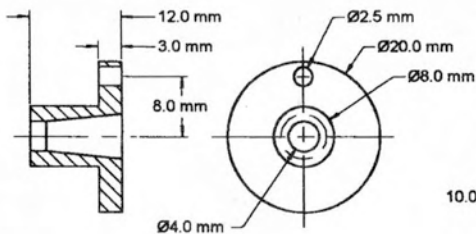
75

			MATL	As Noted	DO NOT SCALE DRAWING WORK TO DIMENSIONS ALL DIMENSIONS ARE IN INCHES	 MOTOR BOYS (INTERNATIONAL)	NAME	Klemenz-Schenk DYNO 1
			SCALE	Full Size			NUMBER	Sheet 2 - Cylinder
			DRAWN		NEXT ASSEMBLY			
DATE	CHANGE	BY	CAD	PMB				



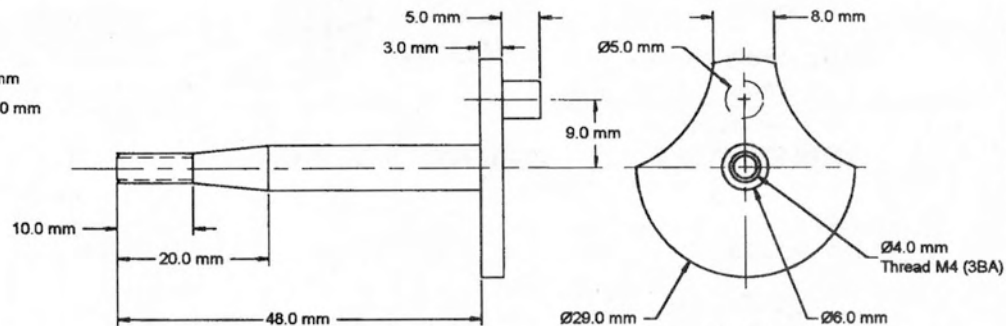
-3 SPINNER NUT

Aluminum



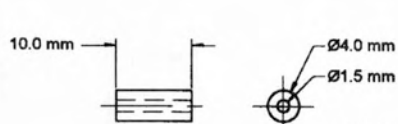
-2 DRIVE WASHER

Steel



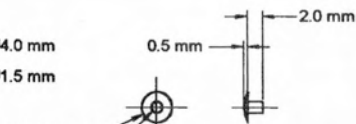
-1 CRANKSHAFT

Steel



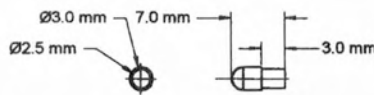
-7 GUDGEON PIN

Drill Rod (H&T)



-8 END PAD

Aluminum (2 reqd)



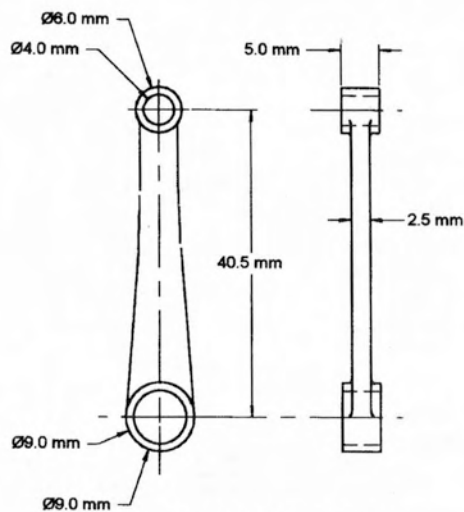
-9 DRIVE PEG

Steel



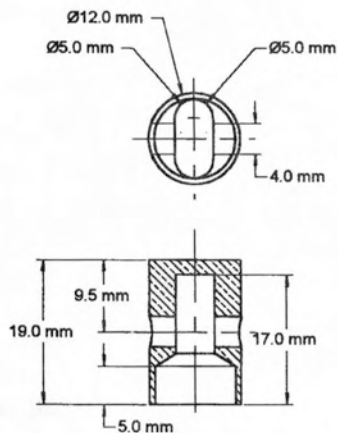
-5 BUSH

Bronze



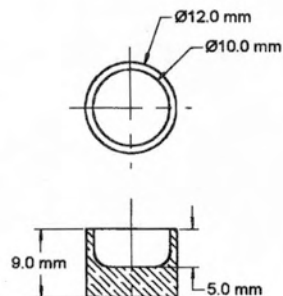
-4 CONNECTING ROD

Aluminum (dural)



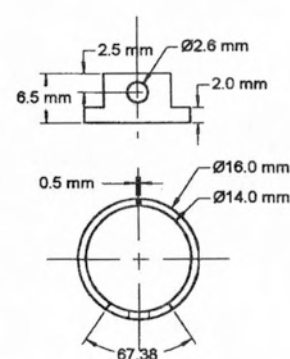
-6 PISTON

SG Cast Iron



-11 CONTRA PISTON


Cast Iron

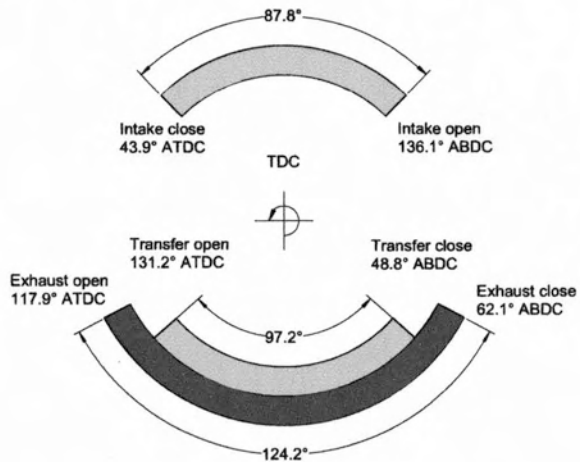


-10 COMPRESSION LIMITER

Aluminum

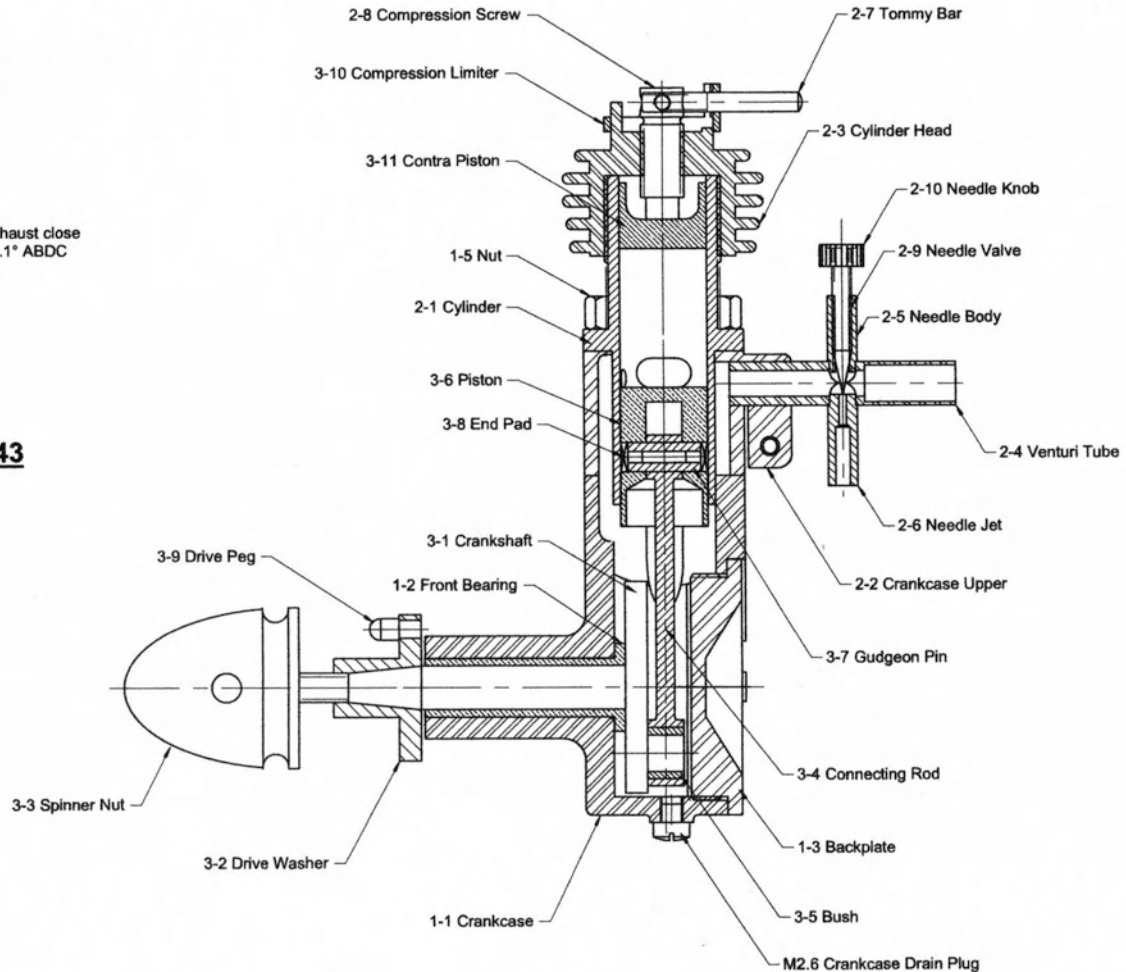
76


			MAT'L	As Noted	DO NOT SCALE DRAWING WORK TO DIMENSIONS ALL DIMENSIONS ARE IN INCHES NEXT ASSEMBLY	 MOTOR BOYS (INTERNATIONAL)	NAME
			SCALE	Full Size			Klemenz-Schenk DYNO 1
			DRAWN				NUMBER
DATE	CHANGE	BY	CAD	PMB			Sheet 3 - Drive Train



Klemenz-Schenk DYNO 1 circa 1943

Bore: 12mm (0.472")
Stroke: 18mm (0.709")
Displacement: 2.04cc (0.124cuin)

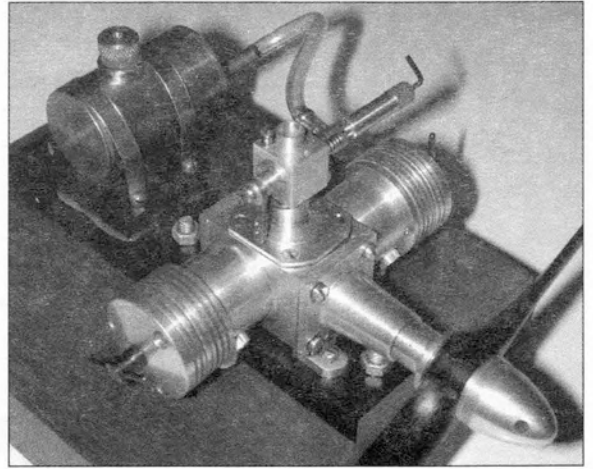


			MAT'L	As Noted	DO NOT SCALE DRAWING WORK TO DIMENSIONS ALL DIMENSIONS ARE IN INCHES	 MOTOR BOYS (INTERNATIONAL)	NAME
2007-08-14	Timing diagram corrected and standardized	BMBI	SCALE	Full Size			NEXT ASSEMBLY
Jan 5 2000	Timing diagram added	BMBI	DRAWN	Nov 1 1999	NUMBER		
DATE	CHANGE	BY	CAD	PMB	Sheet 4 - General Arrangement		

The Twin from Fig Tree Pocket

by Ron Chernich

And just where, you may well ask, is "Fig Tree Pocket" and why do twin cylinder diesels feel the need to escape from it? All good questions, well deserving of equally good answers. "Fig Tree Pocket" is a quiet, leafy outer suburb of Brisbane, itself the capitol and largest city of the state of Queensland, Australia. Within these pleasant surroundings may be found a gentleman of the old school and long time modeler, Mr Russell. Watson-Will.



Russell, who is now retired, builds models and engines. Mostly aeronautical, but not always. A few years ago, like a sculptor, Russ regarded a large block of 2024-T4 aluminum and saw the twin cylinder diesel within, just waiting to be let out. The result is the engine detailed on the next few pages. Now it's well known that I'm a total sucker for twins. This is a personal failing I've come to terms with and even, dare I say, embraced. On seeing Russ's latest creation, I decided that even if I never built one, I simply had to have a set of drawings for it. All that remained was tricking Russ into agreeing.

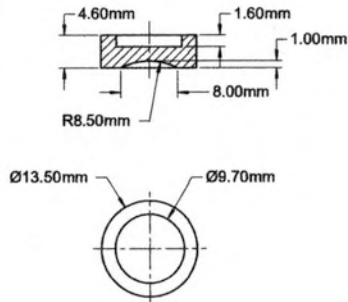
Casually, I mentioned that this looked like a good choice for a Motor Boys plan set and perhaps he might allow me to take some measurements? I was saved from my having to execute my contingency plan (which involved a lot of embarrassing begging and groveling on bended knees) by Russ offering the loan of all the drawings he'd made during the design and his generous offer of help with any details that were not clear. As I said, Russ is one of nature's gentlemen.

On one point though, Russ was adamant; this was not his design. "Eh?" Wasn't it a one-of-a-kind engine? Yes. Hadn't he made it, from scratch? Yes. Then wasn't he, ipso facto, the designer? No. In his view, the general crankcase design was borrowed from the British "Craftsman Twin". The cylinders, pistons and porting were copied from a Czech MVVS diesel. The con-rod big end design was stolen from Edgar Westbury's "Ladybird" twin in-line diesel (which Russ has made from the solid) and the use of reed valve induction for horizontal opposed twins was common practice. So there was simply no way, Russ emphasized, that he could, with any degree self-respect, present the engine as his! We agreed. I would CAD-ify the engine and attribute it to him with some appropriate weasel words that did not contain the phrase "designed by."

As the project came towards the end, I put "Fig Tree Pocket Twin" in the title block and handed a set of drawing to Russ for him to cast his eagle eye over. Apart from pointing out a few minor matters such as the fact that the engine as I'd drawn it would not actually turn over, he approved the plans and, with a twinkle in his eye, even the name it had taken on.

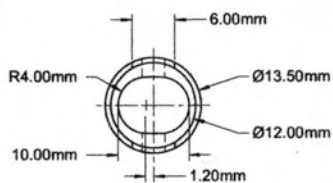
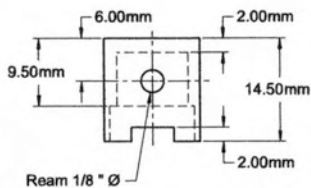
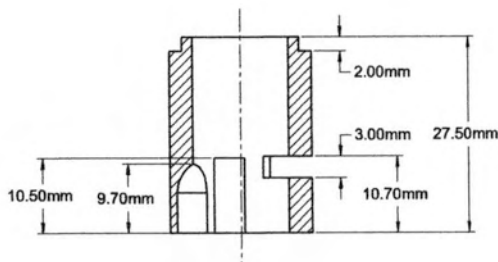
The FTP Twin is a strong runner and started so readily that Russ nearly lost fingers in the surprise. Although it requires an advanced degree of experience in model engine building in order to work out the machining sequences and to know which parts need to be precisely aligned to minimize working friction, it is not an engine for master machinists only. It could be built by any model engineer who has made a diesel or two and understands which bits are critical. Even simply studying the drawings to see how Russ went about choosing just what should go into a horizontally opposed twin diesel is rewarding in itself. I leave it to you to decide if Russell is the designer, or simply the constructor of a beautiful, unique engine.

79 update



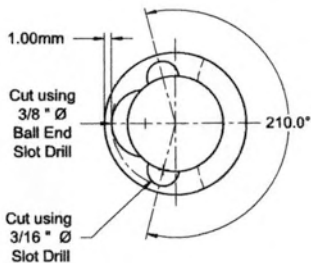
-3 CONTRA-PISTON

Cast Iron



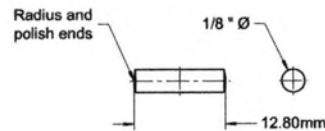
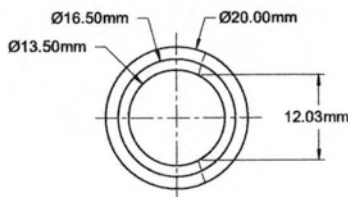
-2 PISTON

Cast Iron



-1 CYLINDER LINER

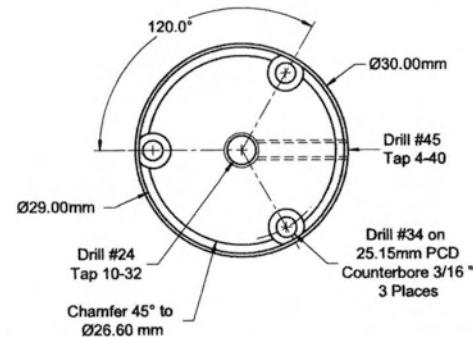
Steel



-4 WRIST PIN

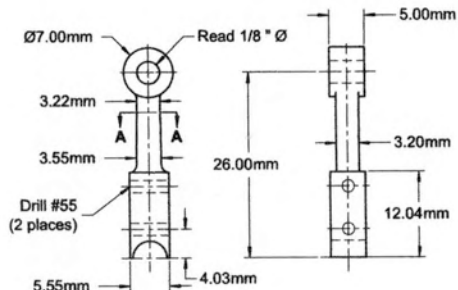
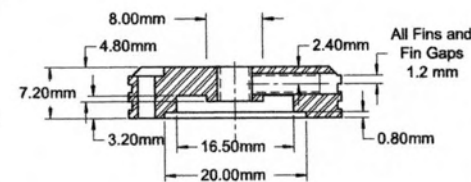
1/8" Drill Rod H&T

SECTION A-A (typ)



-7 CYLINDER HEAD

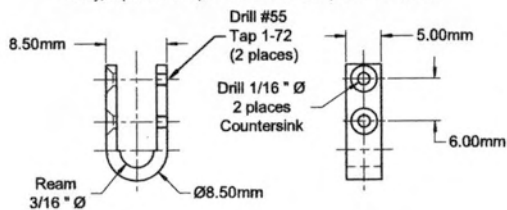
Aluminum



-5 CONROD

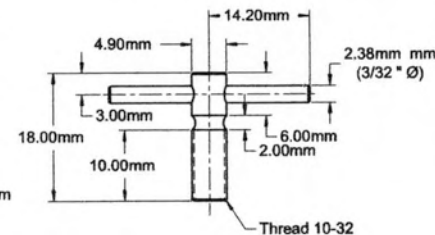
Aluminum Bronze

Sweat solder -6 Cap to -5 Conrod then drill all holes, tap and ream rod ends. Finally, separate and open out holes in -6 Cap for 1-72 screws.



-6 CONROD CAP

Aluminum Bronze



-8 COMPRESSION SCREW ASSY.

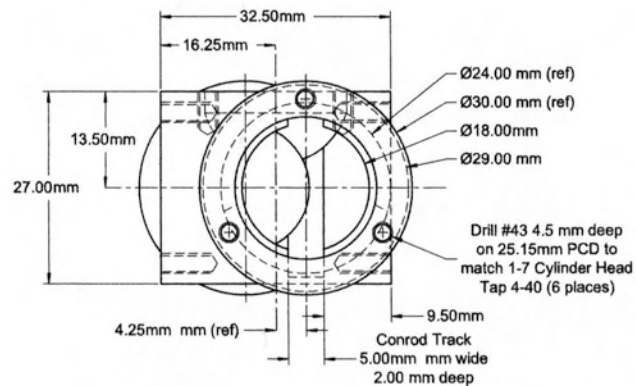
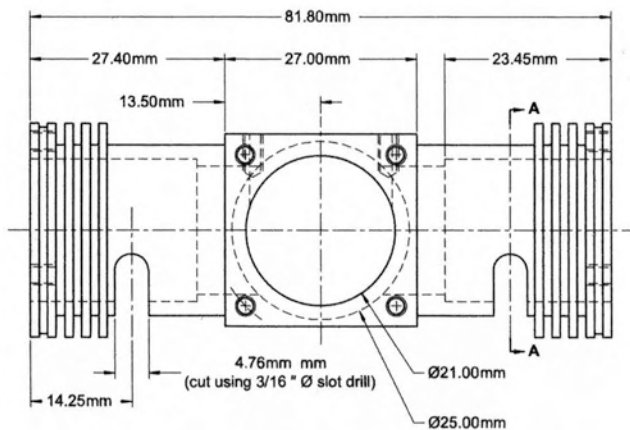
Steel (Blue Finished)

28 Oct 1999	Change big end screws to countersunk head	BMBI	MAT'L	As Noted
2006-02-04	Show thread on Conrod U Straps.	BMBI	SCALE	Full Size
			DRAWN	RWW
DATE	CHANGE	BY	CAD	BMBI

DO NOT SCALE DRAWING
WORK TO DIMENSIONS
 ALL DIMENSIONS
 ARE IN INCHES
 NEXT ASSEMBLY

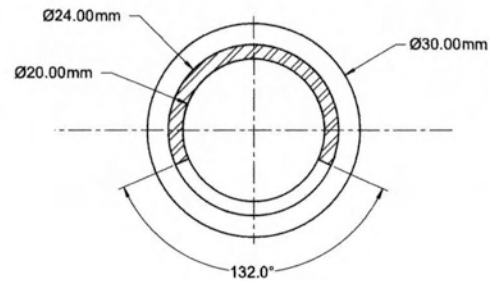
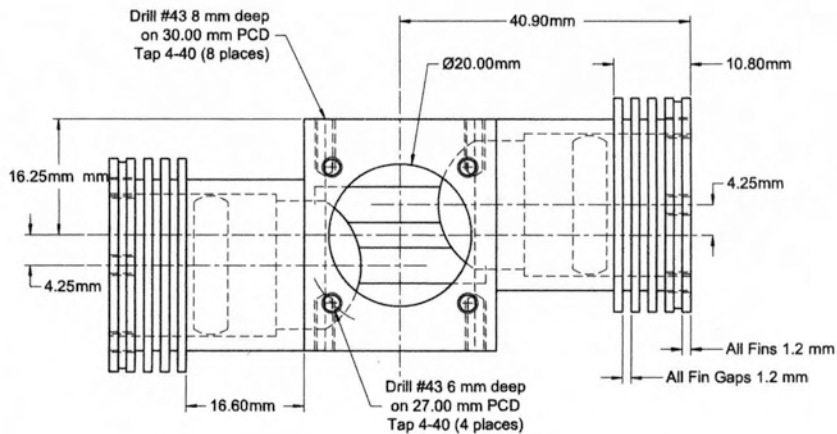


NAME	Fig Tree Pocket Twin
NUMBER	Sheet 1 - CYLINDER




-1 CRANKCASE

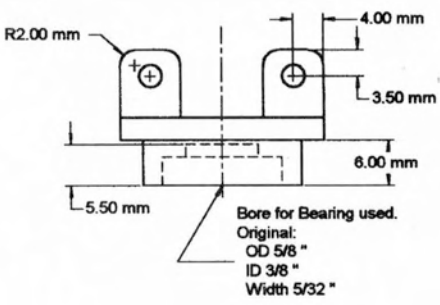
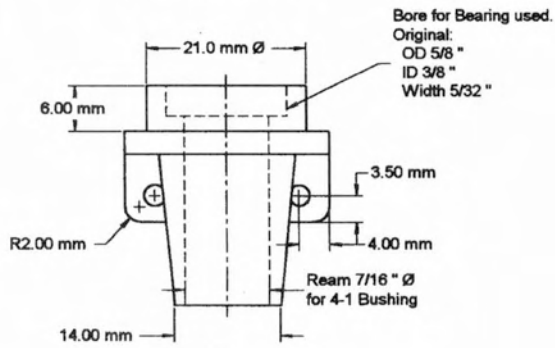
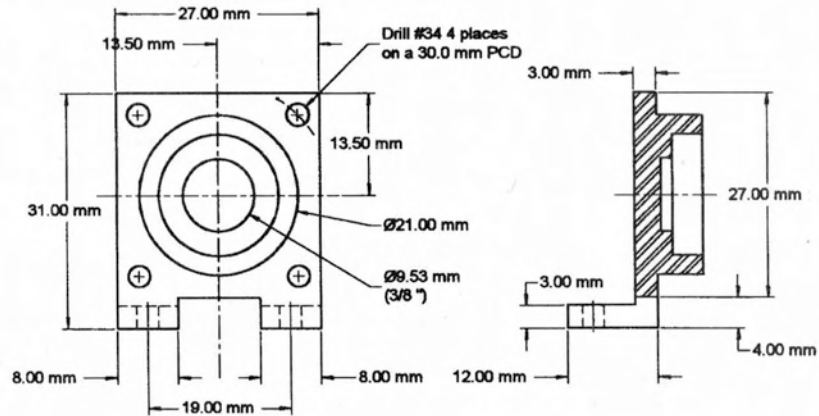
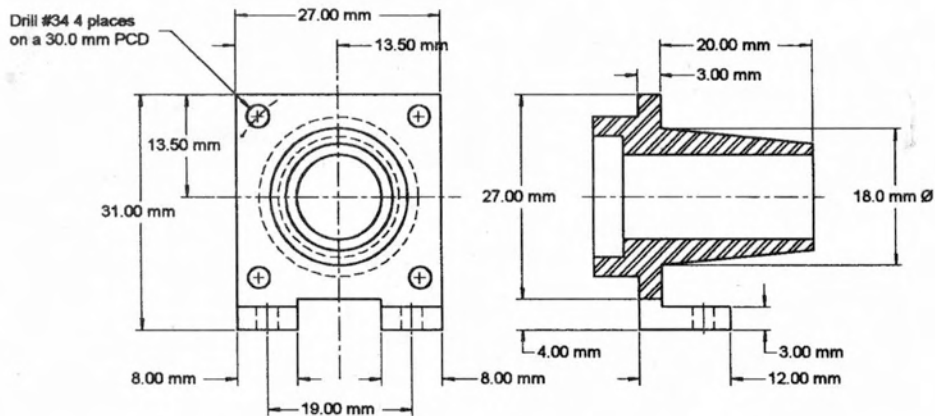
Aluminum (7075 T4)



SECTION A-A


80 update

			MATL	As Noted	DO NOT SCALE DRAWING WORK TO DIMENSIONS ALL DIMENSIONS ARE IN INCHES	 MOTOR BOYS (INTERNATIONAL)	NAME
			SCALE	Full Size			Fig Tree Pocket Twin
			DRAWN	RWW			NUMBER
DATE	CHANGE	BY	CAD	BMBI			Sheet 2 - CRANKCASE

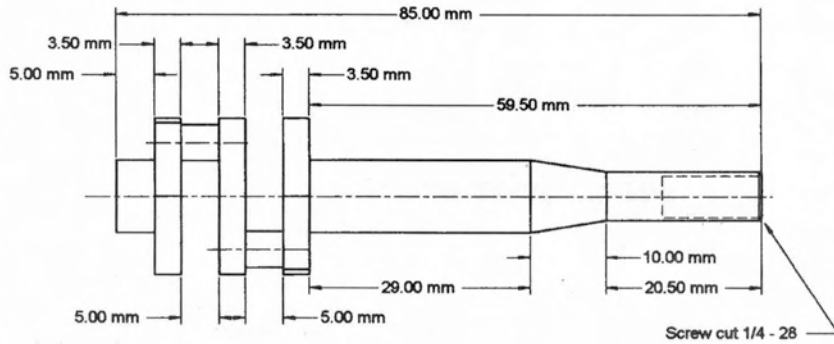


-1 FRONT BEARING HOUSING
Aluminum (7075 T4)

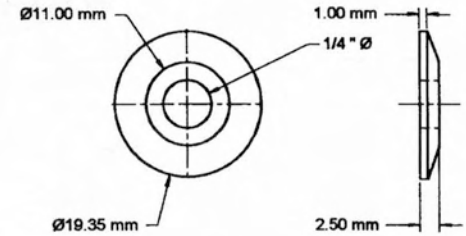
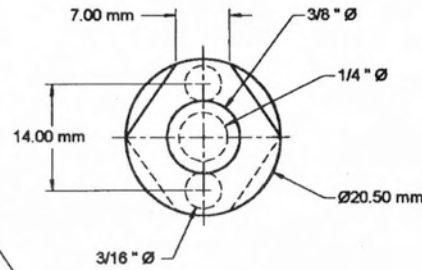
-2 REAR BEARING HOUSING
Aluminum (7075 T4)

			MATL	As Noted	DO NOT SCALE DRAWING WORK TO DIMENSIONS ALL DIMENSIONS ARE IN INCHES	 MOTOR BOYS (INTERNATIONAL)	NAME
			SCALE	Full Size			Fig Tree Pocket Twin
			DRAWN	RWW			NUMBER
DATE	CHANGE	BY	CAD	BMBI			Sheet 3 - CRANKCASE ENDS

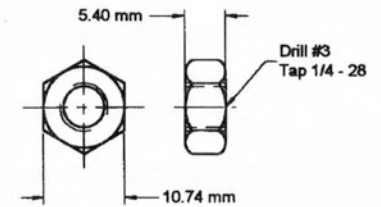
81



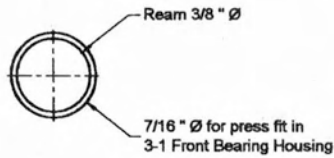
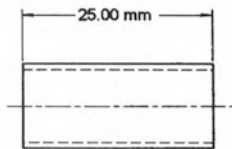
-2 CRANKSHAFT
Steel



-5 PROP WASHER
Aluminum

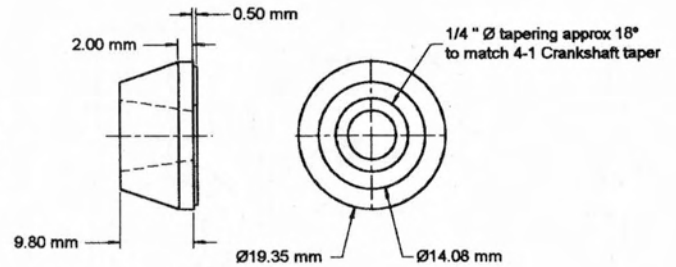
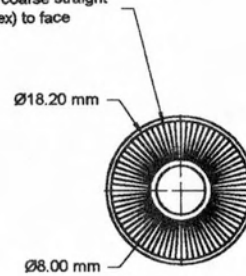


-4 PROP NUT
Hex Steel



-1 BEARING
Bearing Bronze

Plunge knurl with coarse straight knurl set 2" (convex) to face



-3 DRIVE WASHER
Aluminum

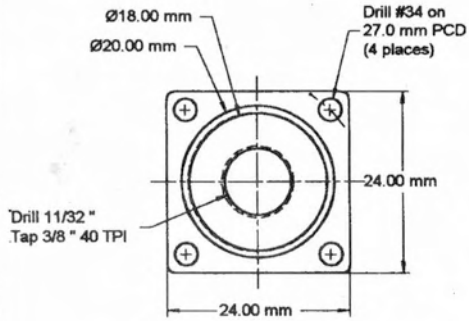
DATE	CHANGE	BY	CAD
------	--------	----	-----

MAT'L	As Noted
SCALE	Full Size
DRAWN	RWW
	BMBI

DO NOT SCALE DRAWING
WORK TO DIMENSIONS
ALL DIMENSIONS
ARE IN INCHES
NEXT ASSEMBLY

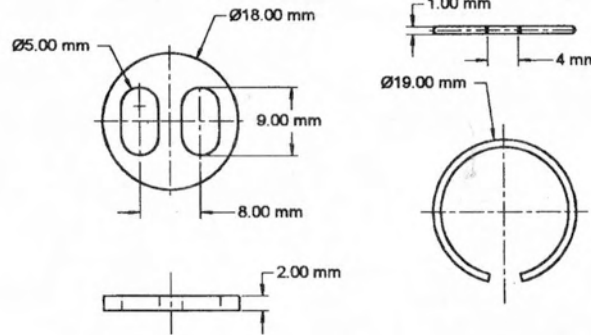


NAME	Fig Tree Pocket Twin
NUMBER	Sheet 4 - CRANKSHAFT



-1 REED VALVE HOUSING

Aluminum

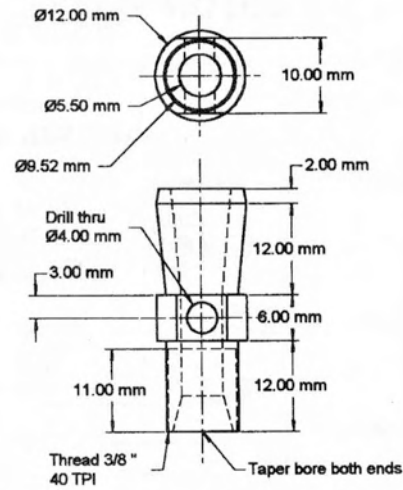


-2 REED PLATE

Aluminum

-5 CIRCLIP

1 mm Music Wire

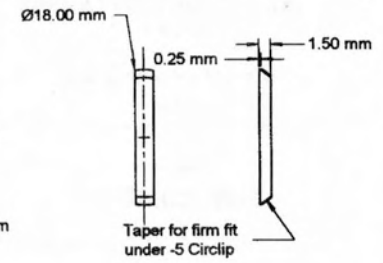


-4 REED CLAMP BAR

Aluminum

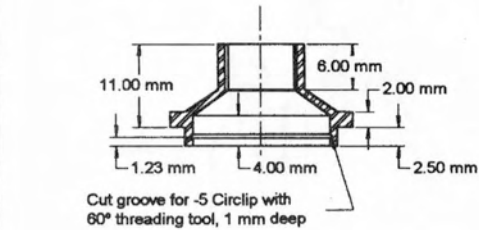
-10 VENTURI

Aluminum



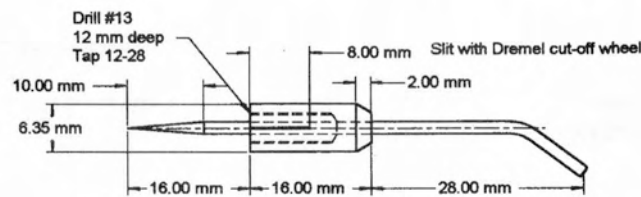
-11 VENTURI NUT

Hex Brass



-9 NEEDLE VALVE ASSY.

Brass + 1/16 " Music Wire



-7 SPRAY BAR

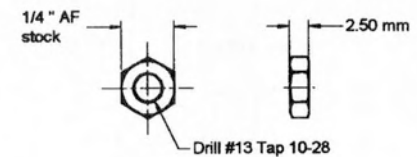
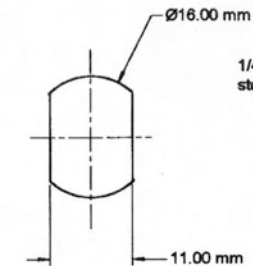
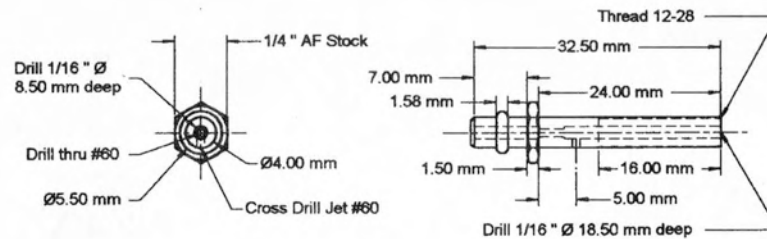
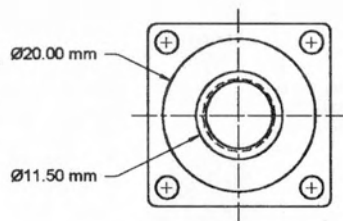
Hex Brass

-3 REED

.002 " Mylar

-6 SPRAYBAR NUT

Hex Brass

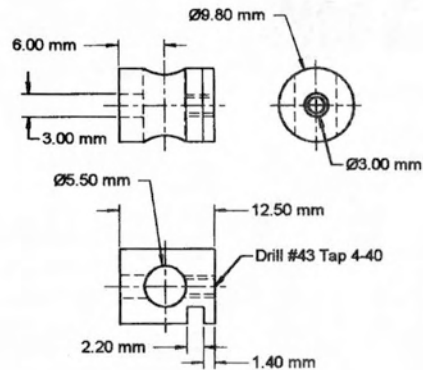
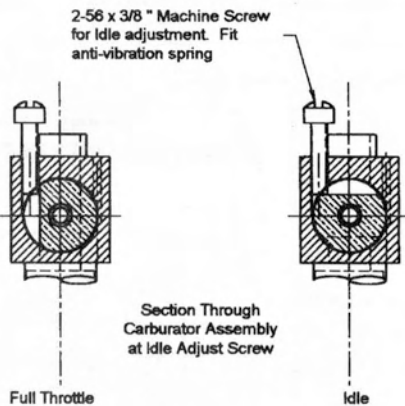


83

			MAT'L	As Noted	DO NOT SCALE DRAWING WORK TO DIMENSIONS ALL DIMENSIONS ARE IN INCHES
			SCALE	Full Size	
			DRAWN	RWW	NEXT ASSEMBLY
DATE	CHANGE	BY	CAD	BMBI	

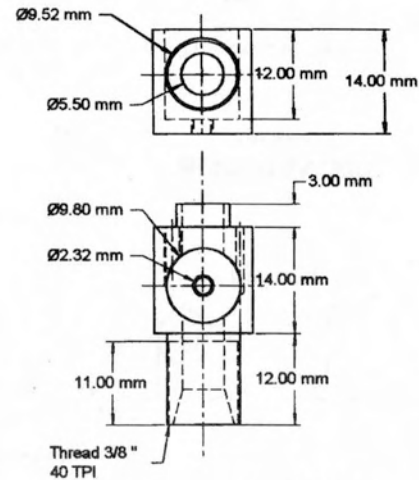


NAME	Fig Tree Pocket Twin
NUMBER	Sheet 5 - INDUCTION SYSTEM



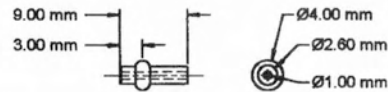
-2 CARB BARREL

Hex Brass



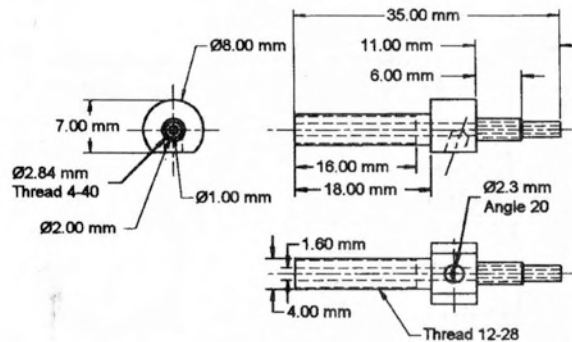
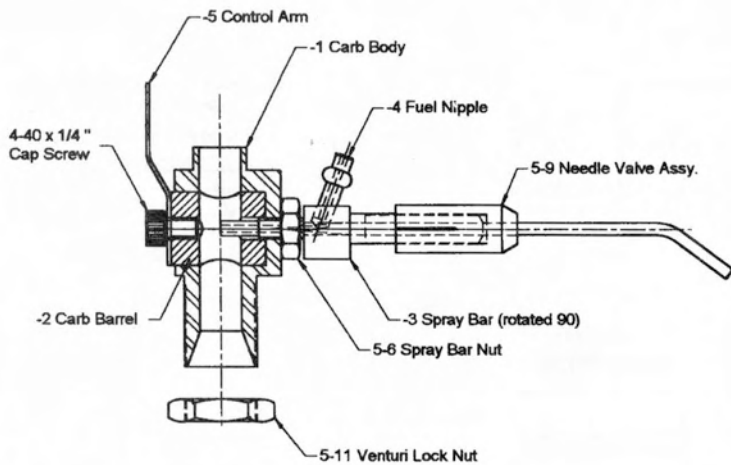
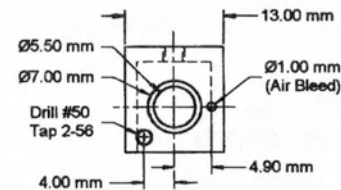
-1 CARB BODY

Aluminum



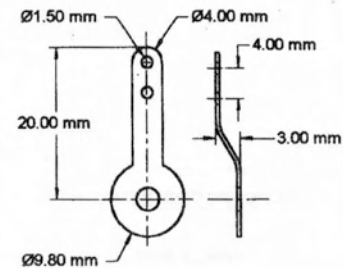
-4 FUEL NIPPLE

Brass



-3 CARB SPRAY BAR

Hex Brass



-5 CONTROL ARM

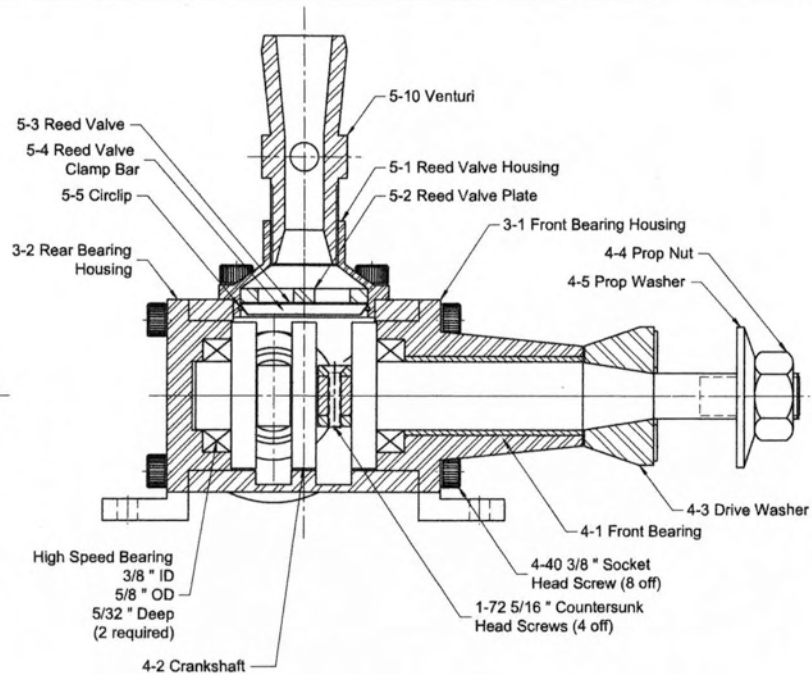
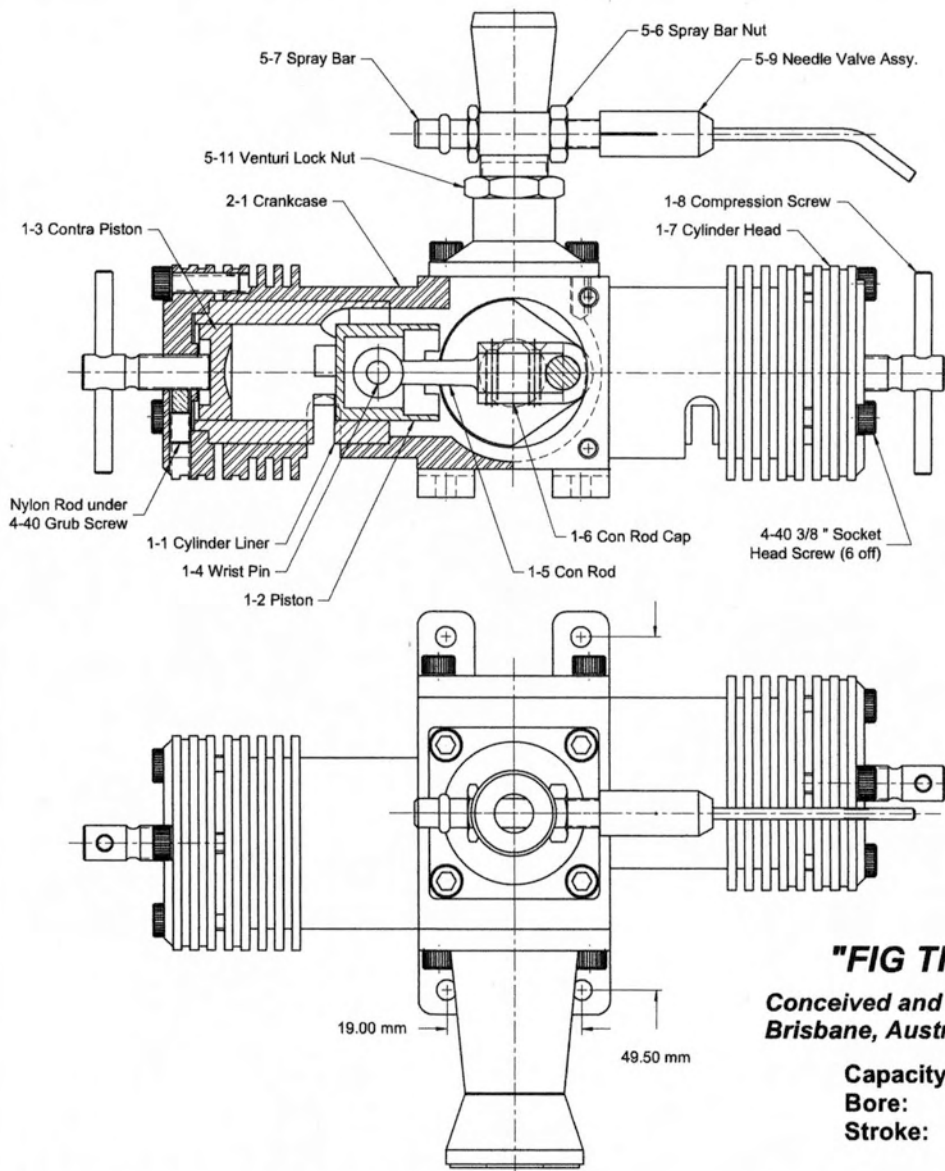
1mm Steel

84

			MATL	As Noted	DO NOT SCALE DRAWING WORK TO DIMENSIONS ALL DIMENSIONS ARE IN INCHES
			SCALE	Full Size	
			DRAWN	RWW	
DATE	CHANGE	BY	CAD	BMBI	NEXT ASSEMBLY



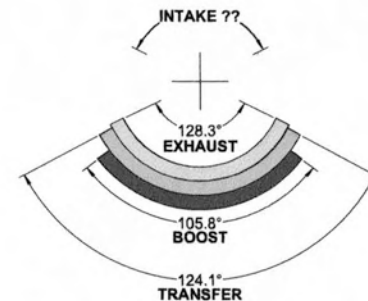
NAME	Fig Tree Pocket Twin
NUMBER	Sheet 6 - R/C CARBURATOR



"FIG TREE POCKET TWIN"

Conceived and built by Russell Watson-Will,
Brisbane, Australia, 1998.

Capacity: 4.00 ccm (0.245 cu in)
Bore: 13.5 mm (0.531 in)
Stroke: 14 mm (0.551 in)



19.00 mm

49.50 mm

28 Oct 1999	Change big end screws to countersunk head	BMBI	MAT'L	As Noted	DO NOT SCALE DRAWING WORK TO DIMENSIONS ALL DIMENSIONS ARE IN INCHES NEXT ASSEMBLY
2006-02-04	Change big end screws to permit assembly	BMBI	SCALE	Full Size	
			DRAWN	RWW	
DATE	CHANGE	BY	CAD	BMBI	



**MOTOR
BOYS**
(INTERNATIONAL)

NAME
Fig Tree Pocket Twin

NUMBER
Sheet 7 - GENERAL ARRANGEMENT

Vivell Precision .09 Diesel

by Tim Dannels

One of the more prominent names in modeling, especially on the West Coast, was Vivell. From 1944 through around 1952, Vivell engines and products were very popular. Strangely, Vivell was not a manufacturer. Earl Vivell was a hobby shop owner, avid modeler and business promoter.

As early as 1943, as WWII was winding down, Earl was looking for a product line he could call his own. Of course he knew most of the manufacturers and engine people in the area. He discovered that the Comet Company in Chicago was going to drop the 35 engine that Jack Keener was making for them. After discussing the situation, Earl got Jack to make some changes to the design and he advertised "A Few Small Class C Engines Left". They weren't really left over, but with a few changes to the left over Comet engines, the Vivell line of engines was born.

The Vivell 35 went through numerous design changes and in late 1946 was joined by the Vivell "Forty Niner", this time a continuation of the Thermite and Little Dynamite designs of Jim Brown, another of the well known West Coast engine men.

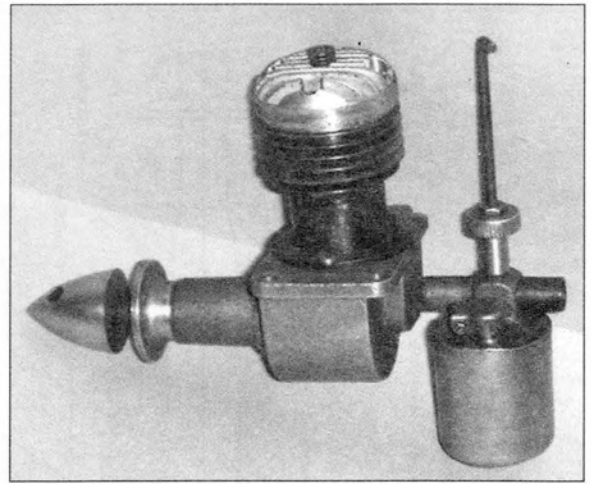
Earl Vivell was on a roll. His engine line was expanding and his hobby business was doing very well. He was right in the middle of the post-war modeling boom. A Twin was added and was produced in several models. By 1948 he added a line of small engines under the "Precision" heading.

This was a series of .09 Diesels, fixed and variable compression, along with .09 glow engines, some with front rotary valve. A small run of .035 glow and diesel engines was added and there was even a little .020 glow engine.

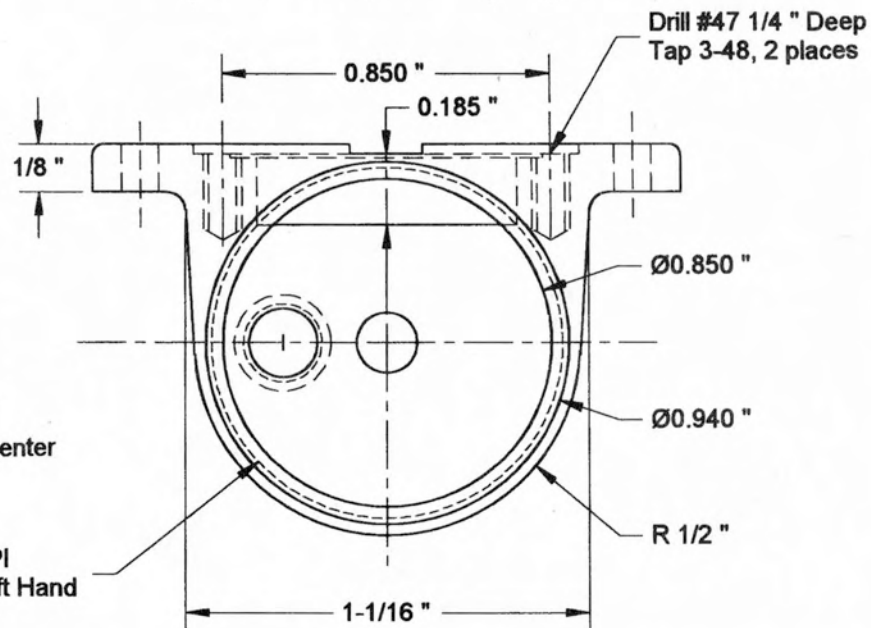
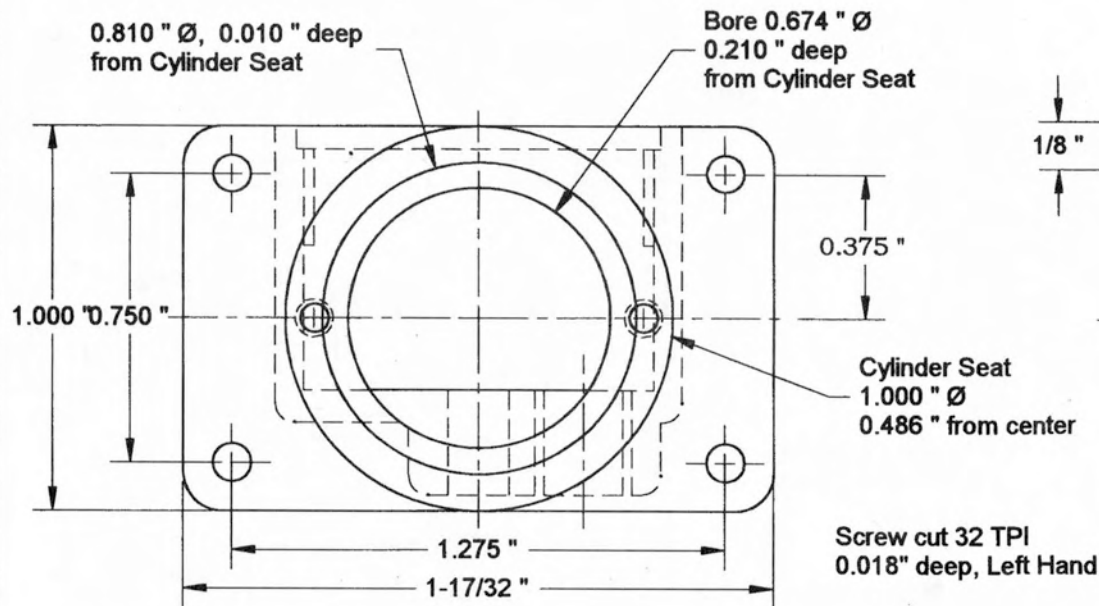
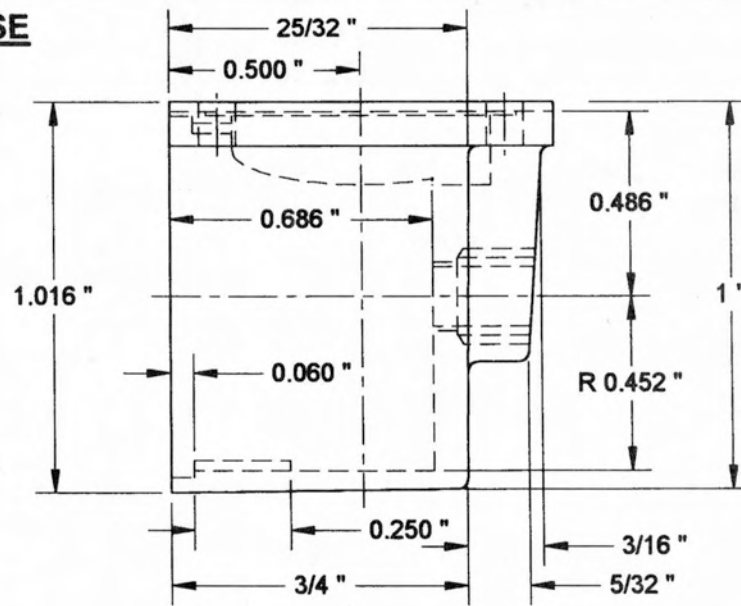
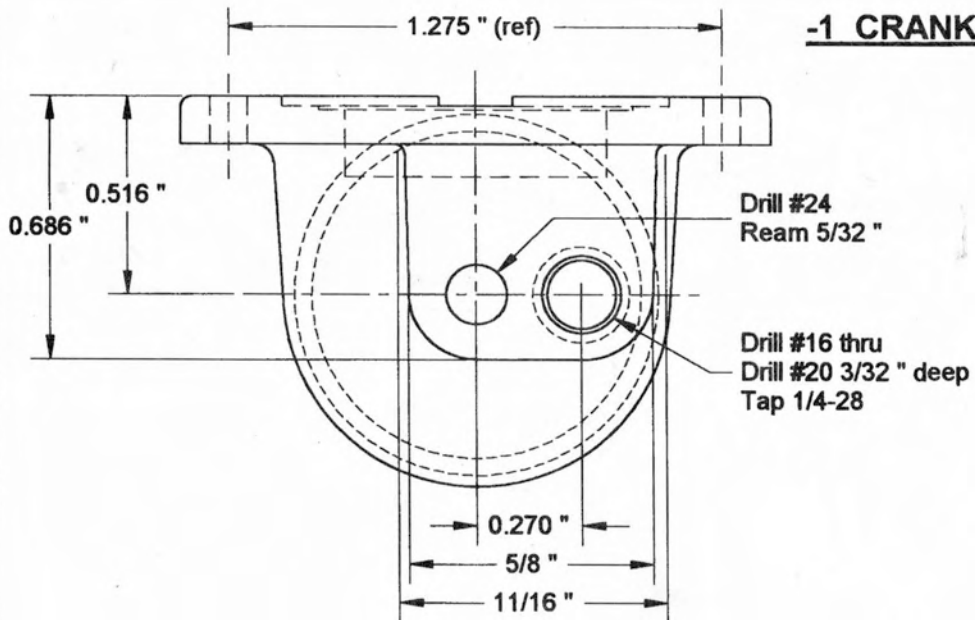
The Twins and the little .09, .035 or .020 engines were also designed and built by Jack Keener. We know that the twin was styled after the Fergusson Condor Twin which was one of Earl's favorite engines. This engine he used in his radio control models because it would carry the weight of the radios of that time period.

The Motor Boys version of the Vivell Precision .09 diesel follows the original very closely. Sand cast case, front housing and tank top, bar stock head with internal contra piston, rear disc rotary and machined tank. An interesting feature is the screwed in front plate which uses left hand threads to keep from coming out as the engine is running. Original engines used an allen head set screw type of compression adjustment, but the plans show either the allen head or a "tommy bar" adjuster.

As a side note, the Jack Keener mentioned above was the designer and builder of the Brat and Madewell engines, beginning way back in 1937. The Madewell line began with little .14 cu. in. engines before the war and ended up with the .49 size that was so popular in the late 1940's. It was an unusual situation, Jack was building Vivell 35's for Earl Vivell and Madewell 49's for himself all at the same time. This was one reason Earl turned to Jim Brown for his .49. Even with the apparent conflict in products, Earl and Jack remained good friends and business associates.



-1 CRANKCASE



			MAT'L	Aluminum Casting	DO NOT SCALE DRAWING WORK TO DIMENSIONS ALL DIMENSIONS ARE IN INCHES
8 Apr 1998	Inlet drilling detail amended	PMB	SCALE	2 X SIZE	
6 Jan 1998	Internal Crankcase recess removed	PMB	DRAWN	RMB 12-21-97	NEXT ASSEMBLY
DATE	CHANGE	BY	CAD	PMB 1-5-98	

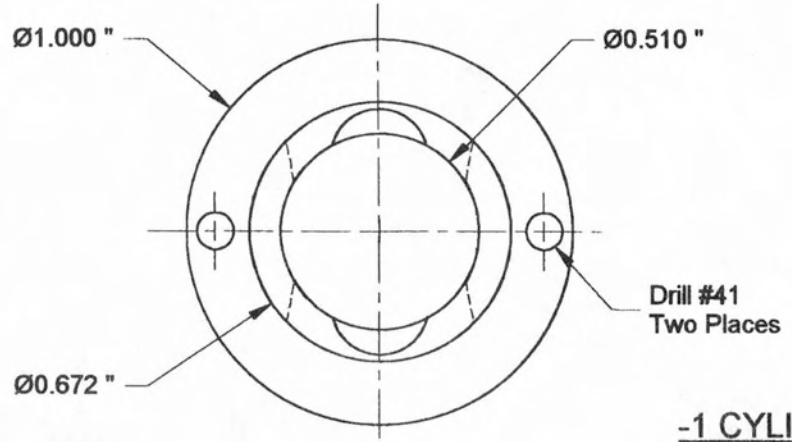
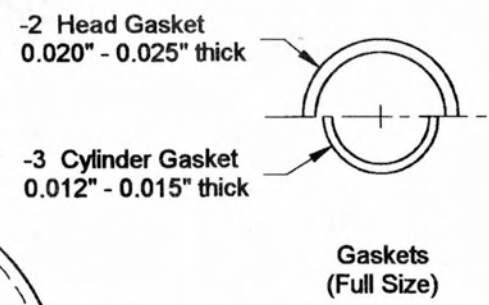
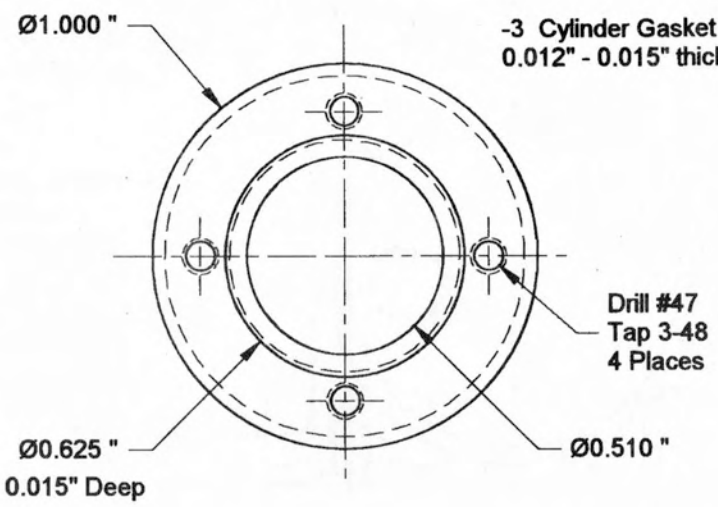
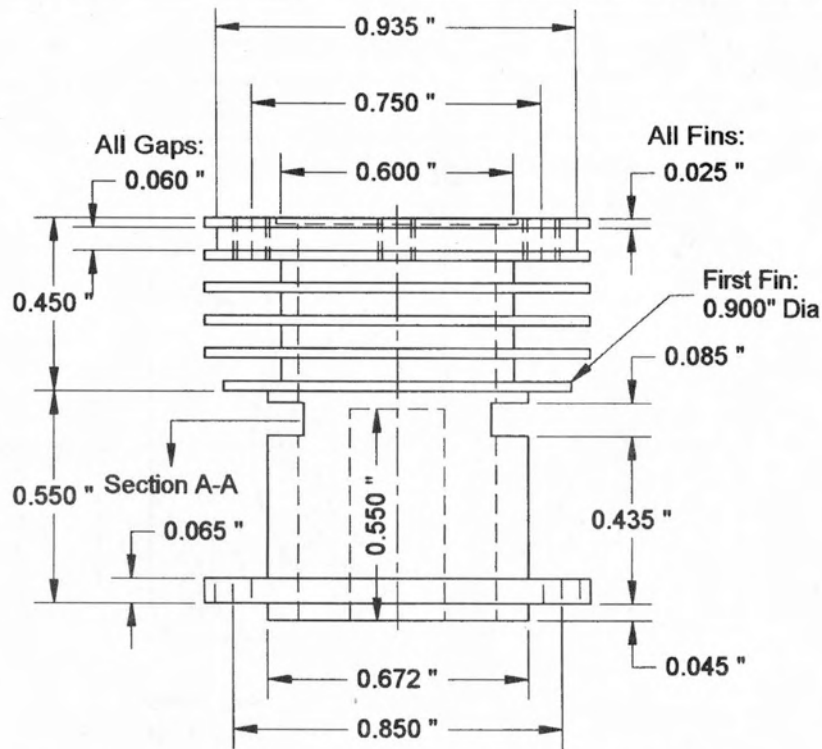


NAME
VIVELL 09 DIESEL

NUMBER
Sheet 1 - CRANKCASE

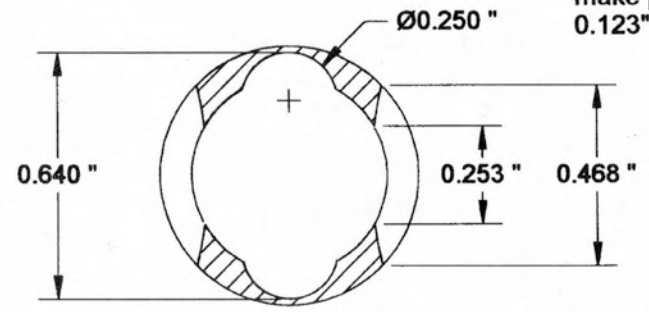
87

88




-1 CYLINDER

Exhaust Ports:
 Use 2" Dia. Slitting Saw to make plunge cut, 0.123" deep.

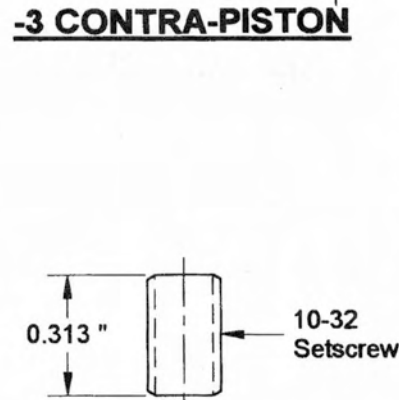
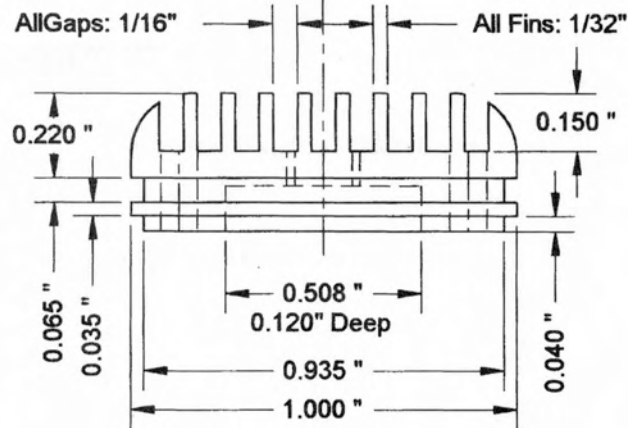
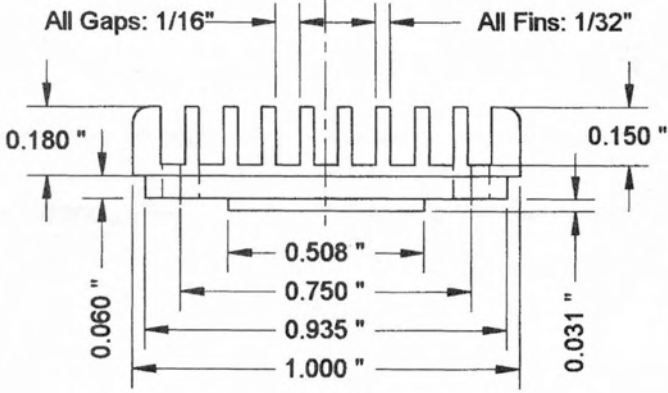
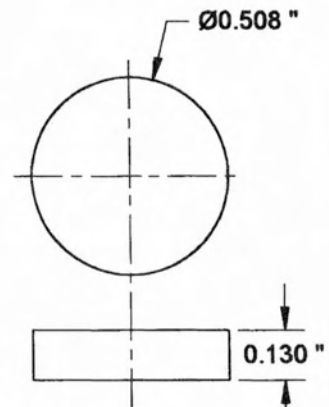
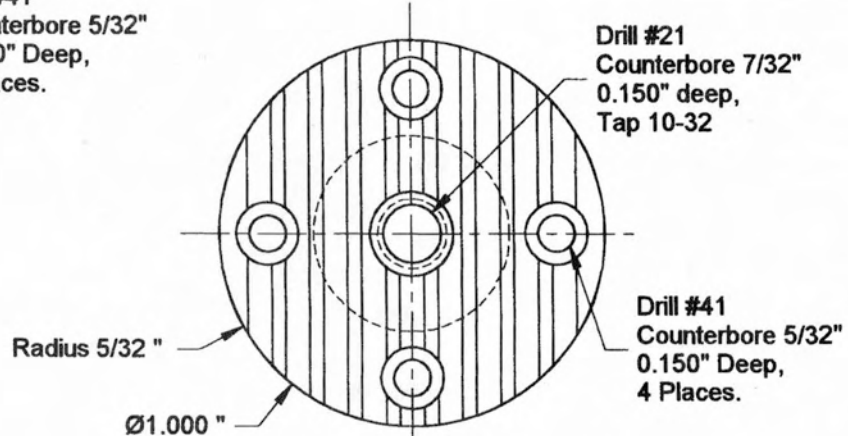
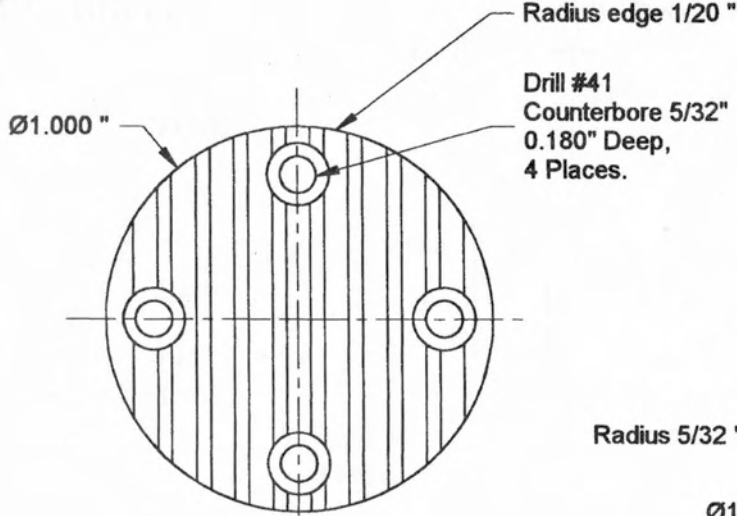


Section A-A

Transfer Ports:
 Use 1/4" Dia. End Mill cut 0.065" into wall.

		MAT'L		DO NOT SCALE DRAWING WORK TO DIMENSIONS ALL DIMENSIONS ARE IN INCHES	 MOTOR BOYS (INTERNATIONAL)	NAME	
		SCALE				2 X SIZE	VIVELL 09 DIESEL
		DRAWN				RMB	NUMBER
DATE	CHANGE	BY	CAD	PMB		Sheet 2 - Cylinder	


Fastener List		
1	10-32 x 5/16"	Compression Screw
1	3-48 x 7/8"	Tank
2	3-48 x 3/16"	Cheese Head Cylinder
4	3-48 x 5/16"	Cyl. Head (Variable)
4	3-48 x 3/16"	Cyl. Head (Fixed)

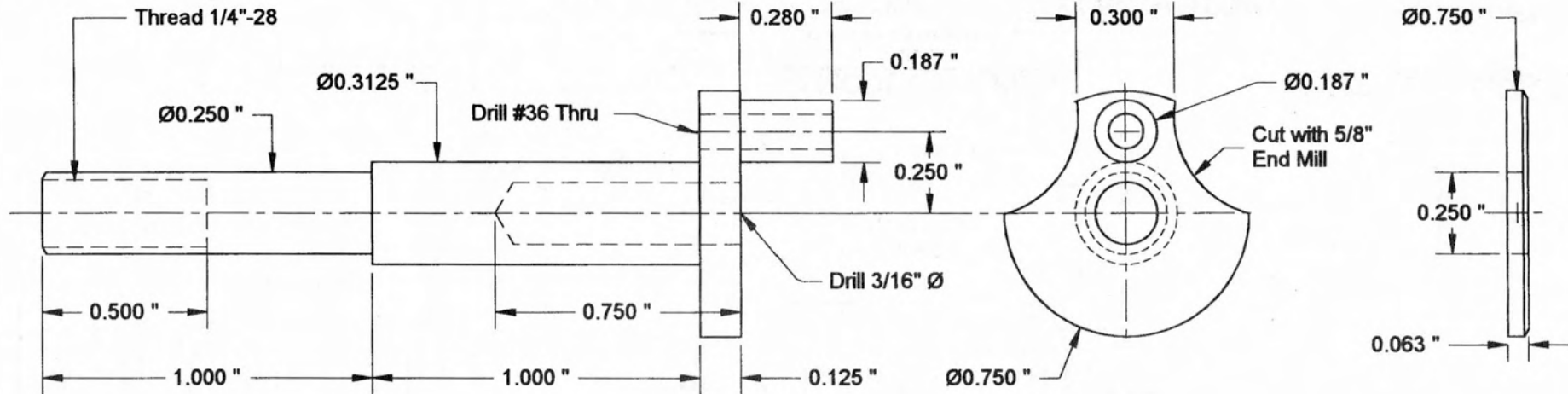


-1 MODEL 09F HEAD

-2 MODEL 09V HEAD

-4 COMPRESSION SCREW

			MAT'L	Aluminum	DO NOT SCALE DRAWING WORK TO DIMENSIONS ALL DIMENSIONS ARE IN INCHES	 MOTOR BOYS (INTERNATIONAL)	NAME	VIVELL 09 DIESEL
			SCALE	2 X SIZE			NUMBER	Sheet 3 - CYLINDER HEAD
DATE	CHANGE	BY	CAD	PMB 1-1-98				

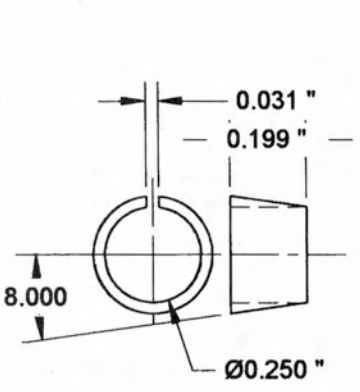


-1 CRANKSHAFT

Steel

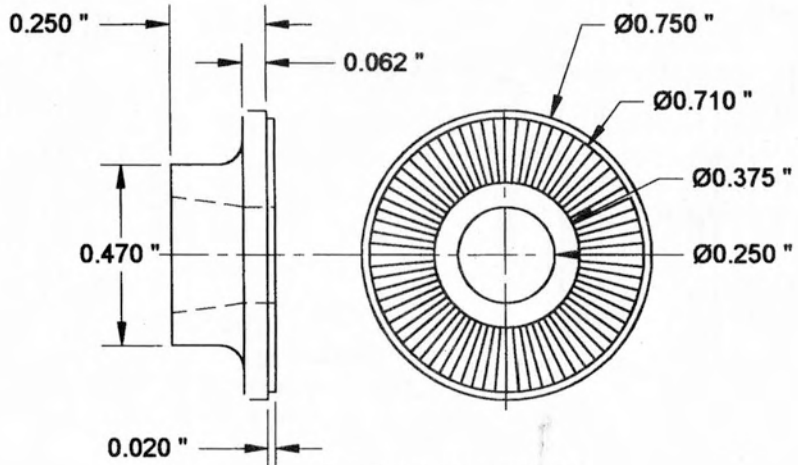
-5 PROP WASHER

Aluminum



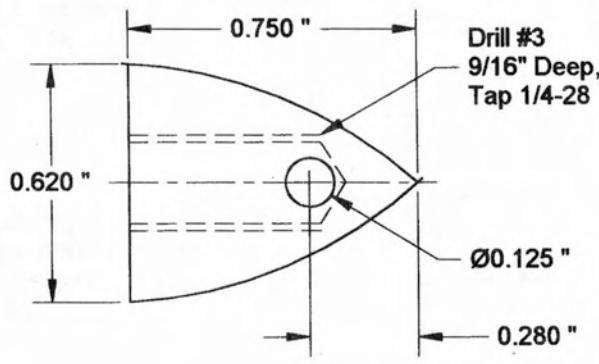
-2 COLLET

Brass



-3 DRIVE WASHER

Aluminium



-4 SPINNER NUT

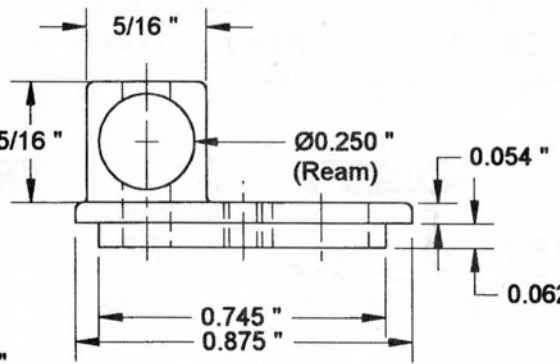
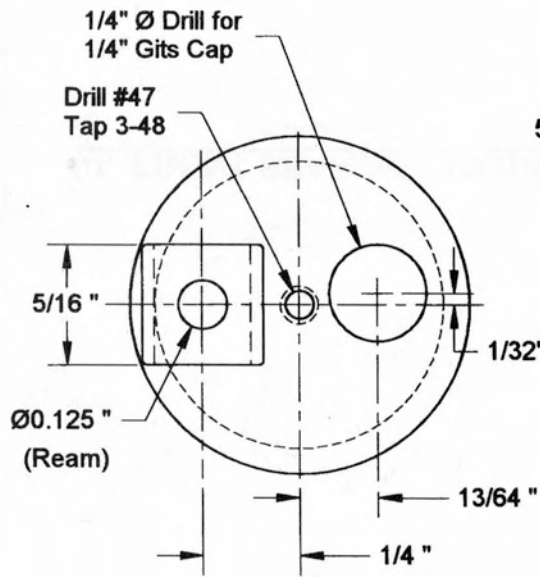
Aluminium

			MAT'L	As Noted	DO NOT SCALE DRAWING WORK TO DIMENSIONS ALL DIMENSIONS ARE IN INCHES
			SCALE	2 X SIZE	
			DRAWN	RMB 12-21-97	
DATE	CHANGE	BY	CAD	PMB 1-1-98	NEXT ASSEMBLY

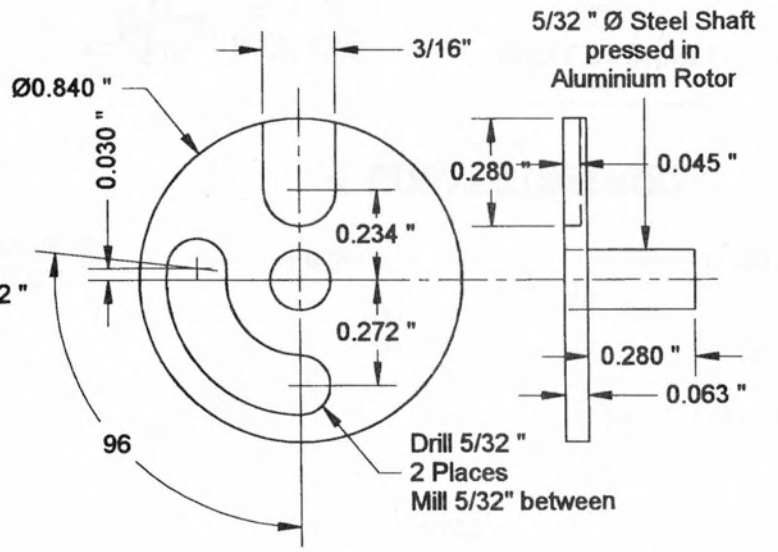


NAME	VIVELL 09 DIESEL
NUMBER	Sheet 4 - Crankshaft Assembly

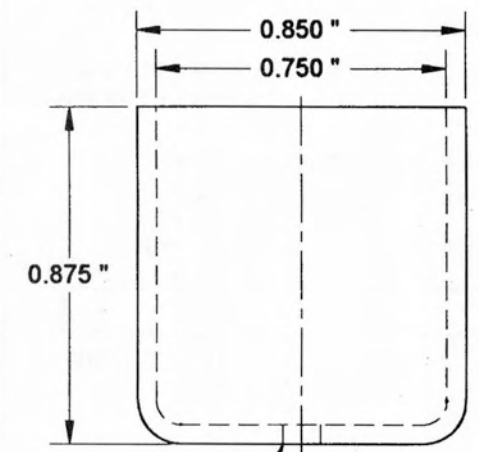
06



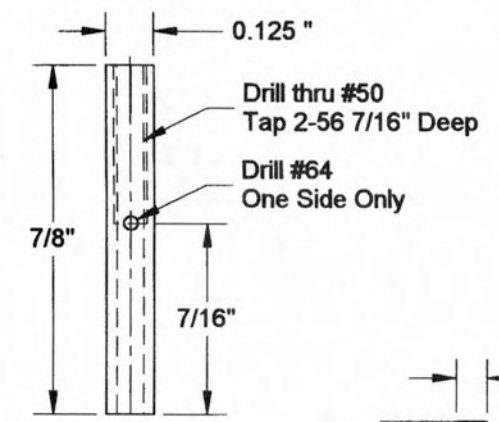
-2 TANK TOP
Aluminum



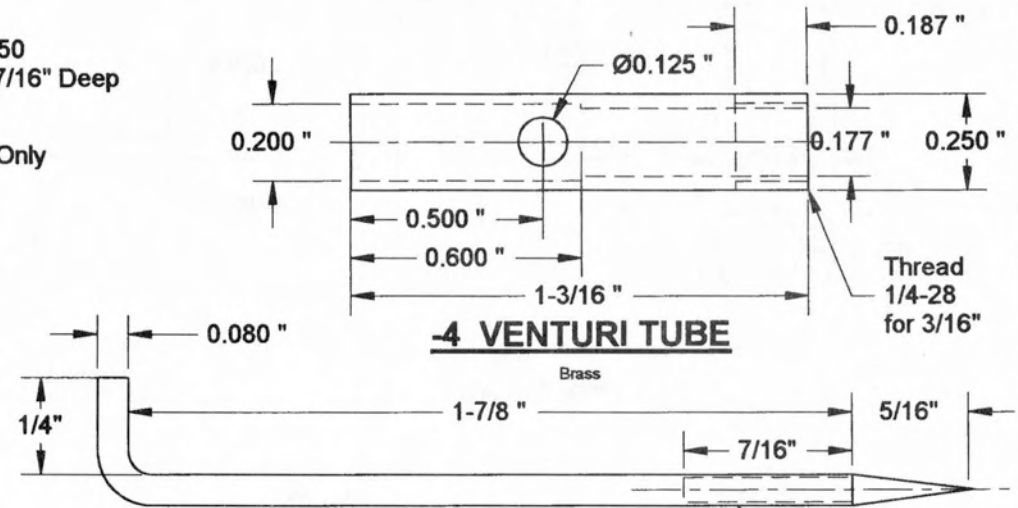
-1 INDUCTION ROTOR ASSEMBLY
Aluminum



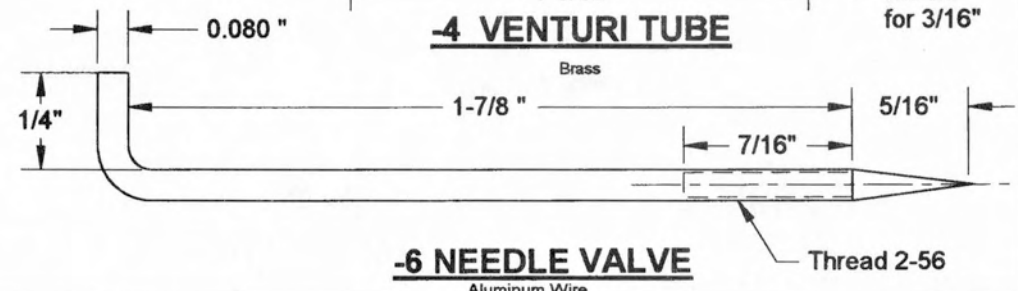
-3 TANK
Aluminum



-5 SPARY BAR
Brass



-4 VENTURI TUBE
Brass



-6 NEEDLE VALVE
Aluminum Wire

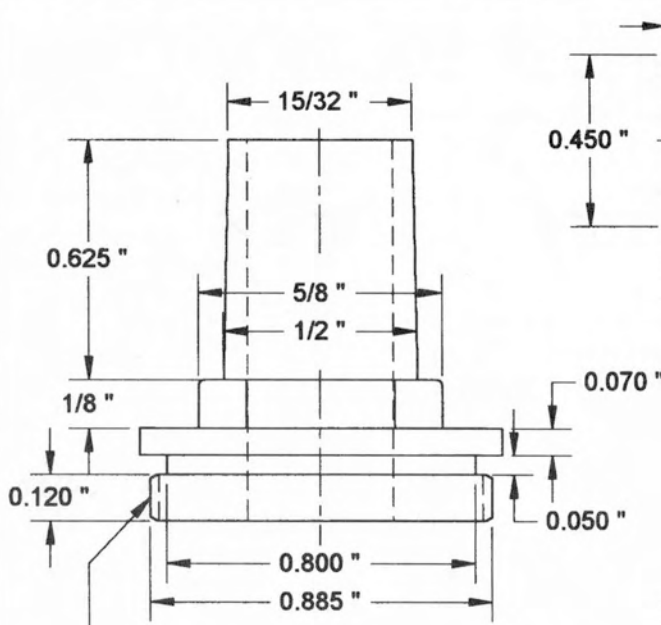
			MAT'L	As Noted	DO NOT SCALE DRAWING WORK TO DIMENSIONS ALL DIMENSIONS ARE IN INCHES
			SCALE	2 X SIZE	
			DRAWN	RMB 12-21-97	
DATE	CHANGE	BY	CAD	PMB 1-1-98	NEXT ASSEMBLY



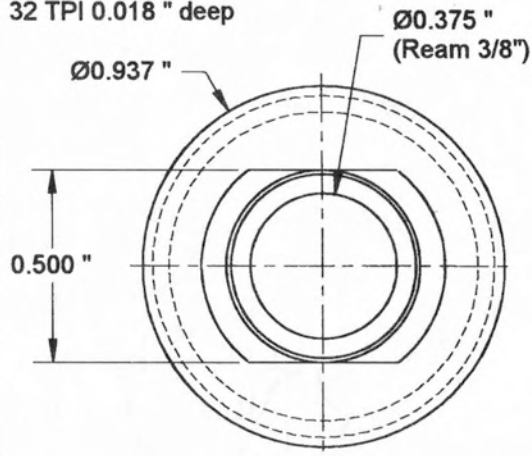
NAME
VIVELL 09 DIESEL

NUMBER
Sheet 5 - Fuel Induction System

91

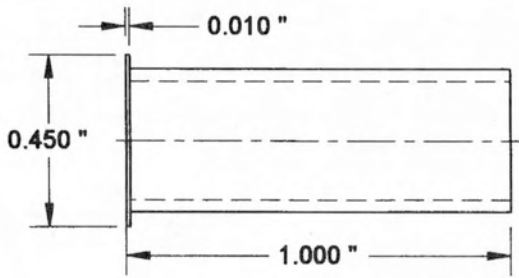


Screw cut Left Hand
32 TPI 0.018" deep



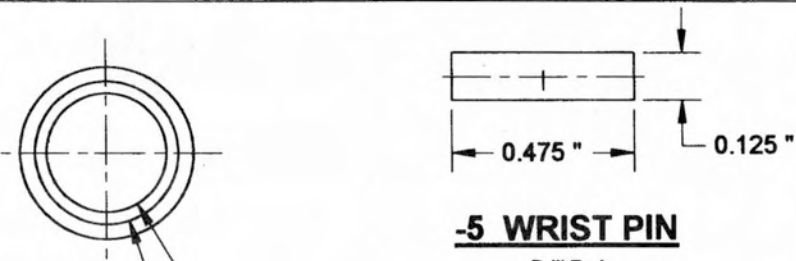
-1 FRONT BEARING HOUSING

Aluminum Casting



-2 BEARING

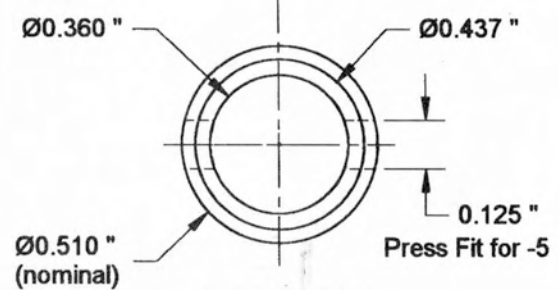
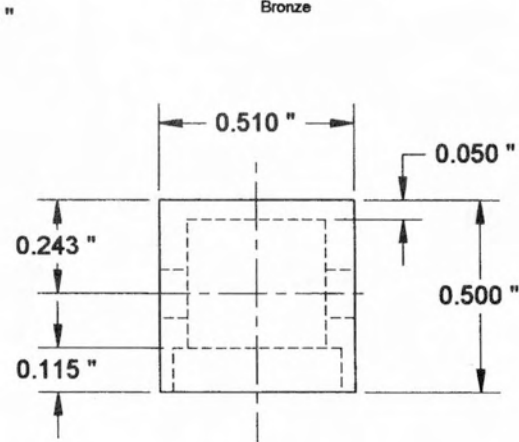
Bronze



-5 WRIST PIN

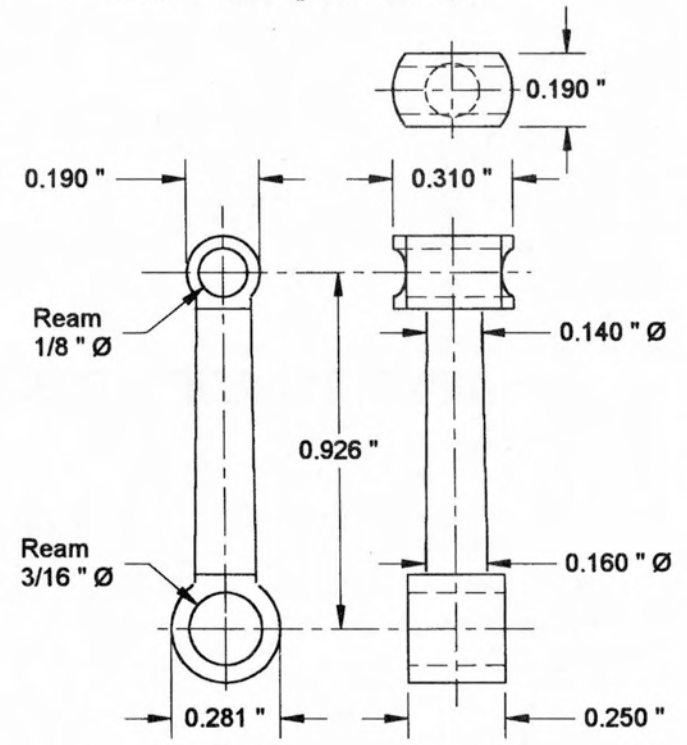
Drill Rod

Ø0.312 Ream 5/16"
Ø0.375" nom. (press Fit in -1)



-3 PISTON


Cast Iron

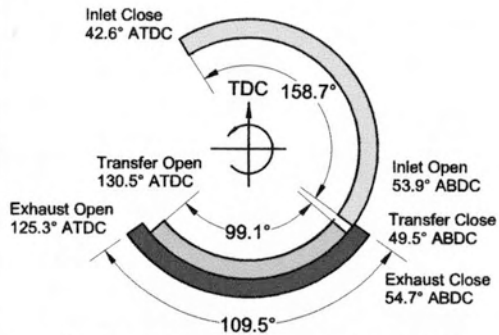


-4 CONNECTING ROD

Aluminum

92

		MAT'L As Noted		DO NOT SCALE DRAWING		NAME	
		SCALE 2 X SIZE		WORK TO DIMENSIONS ALL DIMENSIONS ARE IN INCHES		VIVELL 09 DIESEL	
		DRAWN RMB 12-21-97		NEXT ASSEMBLY		NUMBER	
DATE		CHANGE		BY CAD		Sheet 6 - Bushing and Piston	
		PMB 1-1-98					



Vivell 09 Diesel circa 1948

Bore: 0.510" (12.95mm)

Stroke: 0.502" (12.75mm)

Capacity: 0.103cuin (1.68cc)

(timing shown with 0.012 " gasket)

3-1 Cylinder Head (Fixed Compression)

2-1 Cylinder

6-3 Piston

6-5 Wrist Pin

6-4 Connecting Rod

6-2 Bearing

4-4 Spinner Nut

4-5 Prop Washer

4-1 Crankshaft

4-2 Collet

4-3 Drive Washer

6-1 Front Bearing Housing

1-1 Crankcase

5-1 Rotor

5-6 Needle


5-2 Tank Top

5-4 Venturi Tube

5-5 Spray Bar

5-3 Tank

93 update

2007-08-14	Revise and standardize timing diagram	BMBI	MAT'L		DO NOT SCALE DRAWING	 MOTOR BOYS (INTERNATIONAL)	NAME VIVELL 09 DIESEL
			SCALE	2 X SIZE	WORK TO DIMENSIONS ALL DIMENSIONS ARE IN INCHES		NUMBER
DATE	CHANGE	BY	CAD	PMB 1-1-98	NEXT ASSEMBLY		Sheet 7 - General Arrangement

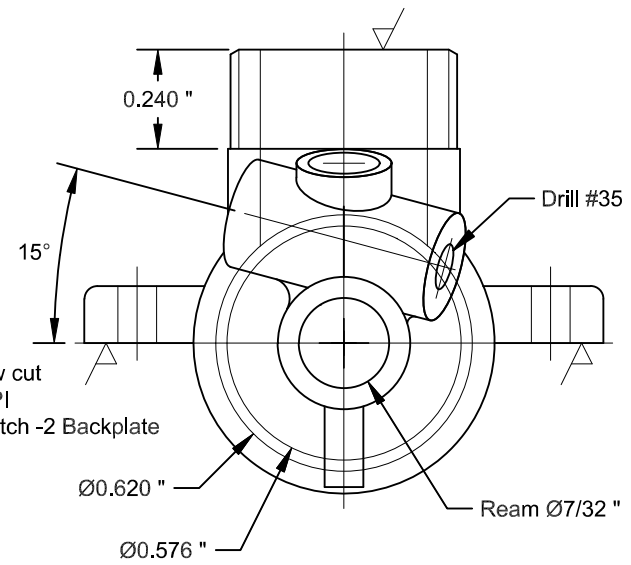
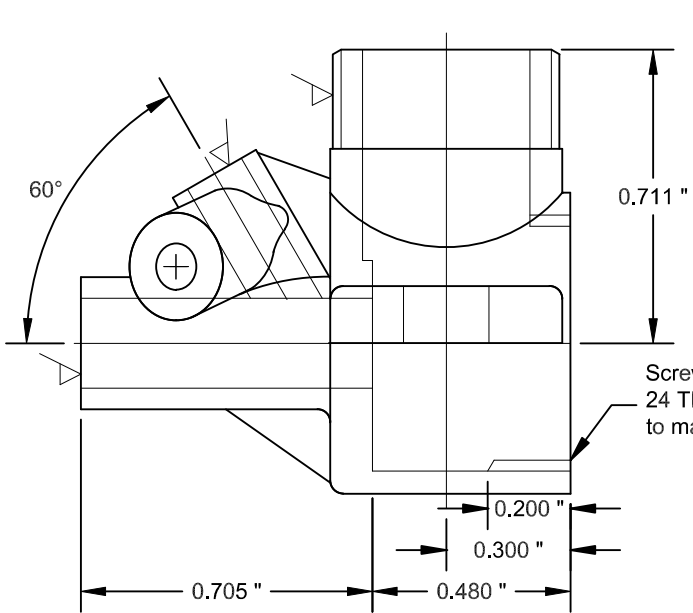
THE E. D. BABY

by Ron Chernich

In the early years of the 1950's, British engine manufacturers turned their attention to the small diesels market, most likely in response to interest sparked by the eruption of "1/2 A" glow engines in the USA. The choice of compression ignition over glow was logical, given that this was the predominant type of motor being used by modellers in England and her colonies at the time. Consequently, it was the type with which both they and their customers were most familiar, and even though their small diesels were more expensive than their larger

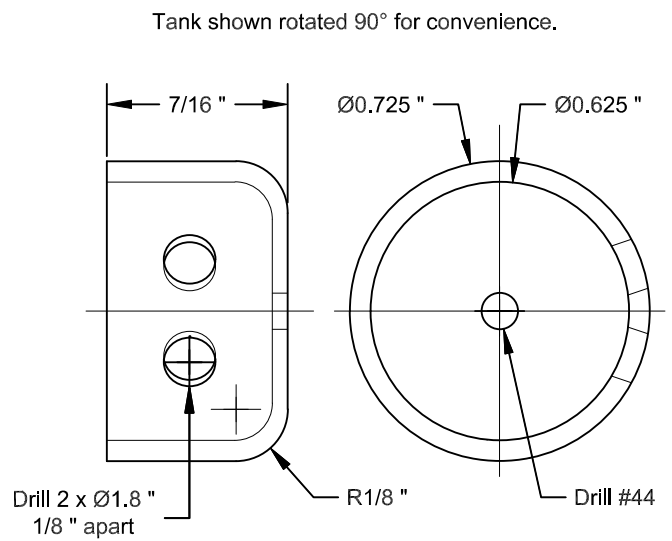


counterparts, and required more experience with regards to handling, all manufacturers' products were market successes. With a broad range of choices available, individual aeromodellers could support their favoured maker: Allbon with their 0.5cc Dart, Frog with the Frog 50, Elfin with their now rare and highly prized bulkhead mount Elfin 50, and Electronic Developments (ED) with a slightly smaller 0.46cc diesel. Here we have ED's product, announced first in Aeromodeller of April, 1952, and appropriately dubbed the "Baby".



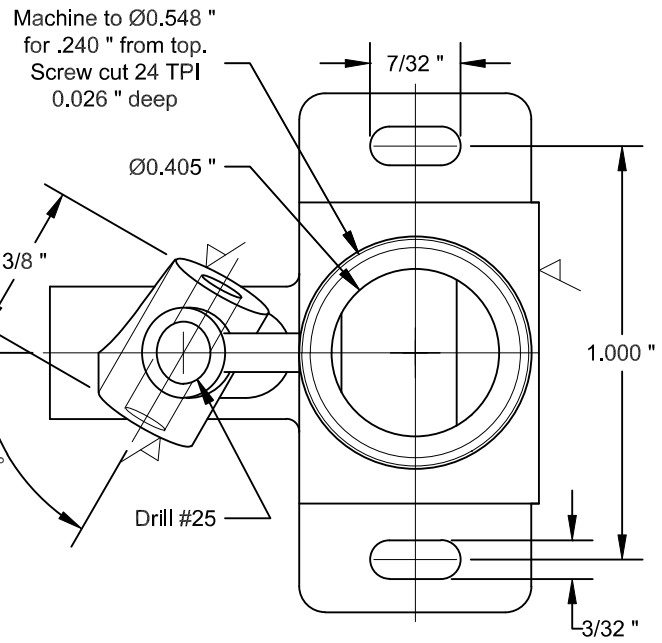
-1 CRANKCASE

Aluminum Sand Casting



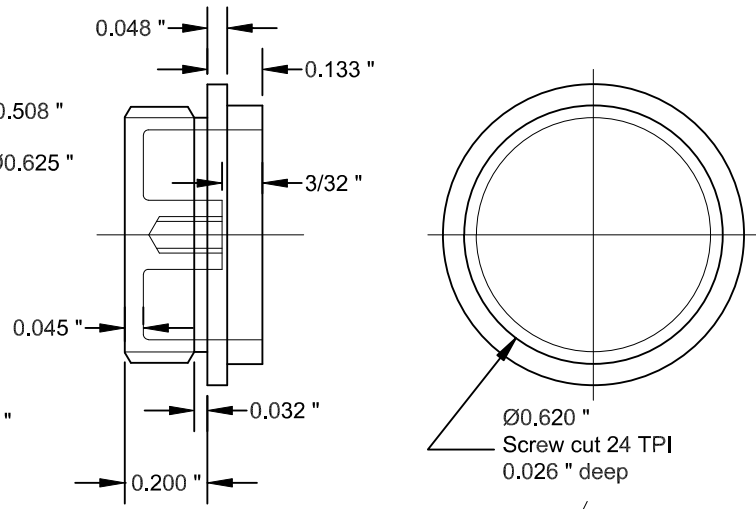
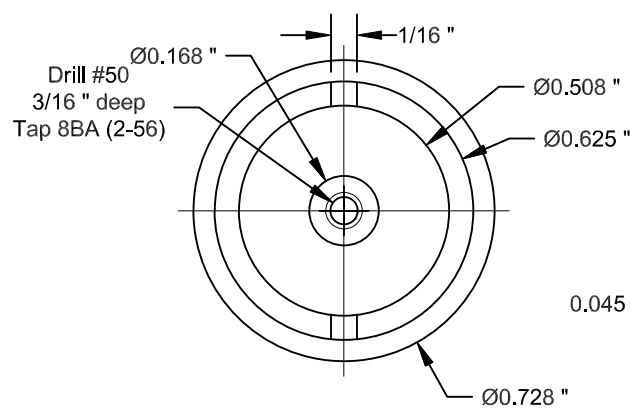
-3 FUEL TANK

Moulded 1/16 inch Acrylic
(colored green or yellow)



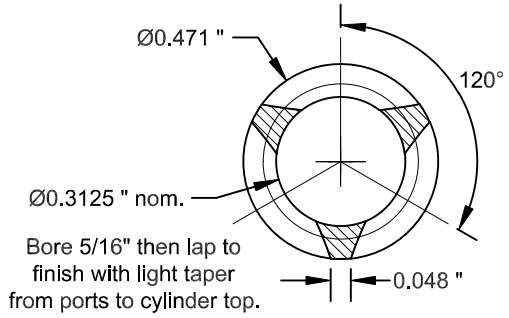
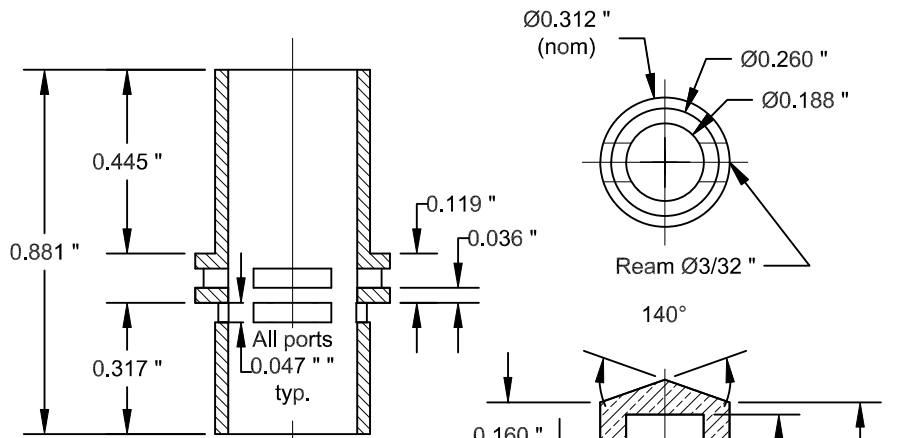
-2 BACKPLATE

Aluminum Sand Casting

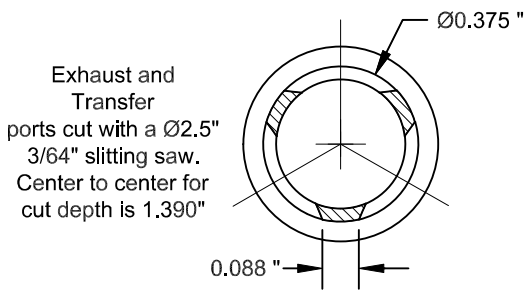


Machine

			MAT'L	As Noted	DO NOT SCALE DRAWING WORK TO DIMENSIONS ALL DIMENSIONS ARE IN INCHES	Classic Model Airplane Engines Copyright (c) 2000. All right reserved worldwide.	NAME
			SCALE	2 X SIZE			ED "Baby" Replica
2000.6.7	Correct venturi height in front view	BMBI	DRAWN	RC Jan 18, 1997			NUMBER
DATE	CHANGE	BY	CAD	BMBI 2000.04.14		Sheet 1 - Crankcase	



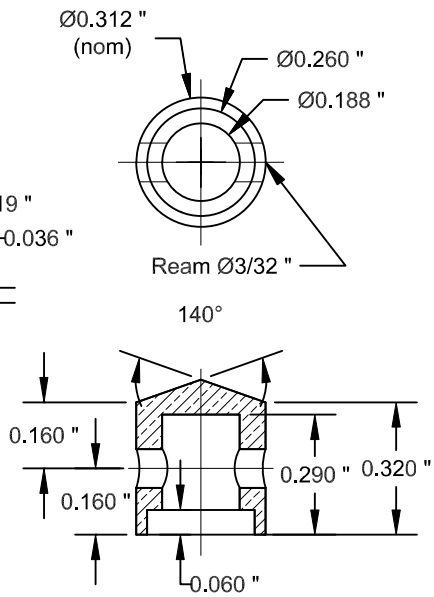
Section through Exhaust Ports



Section through Transfer Ports

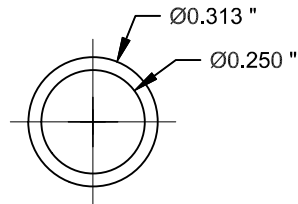
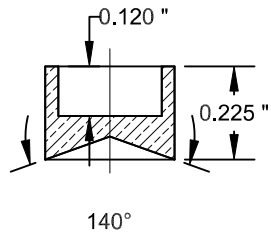
-1 CYLINDER

Steel



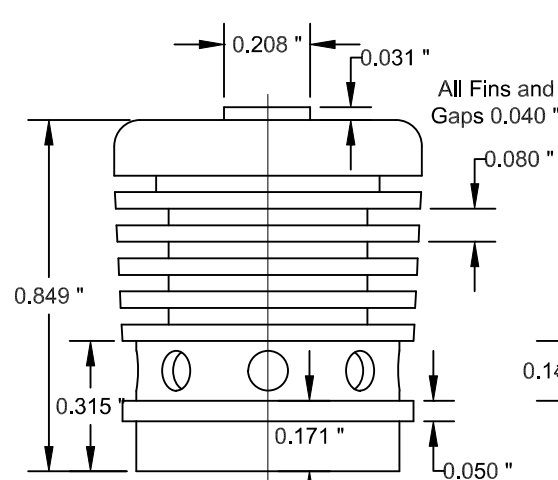
-3 CONTRA PISTON

SG Cast Iron



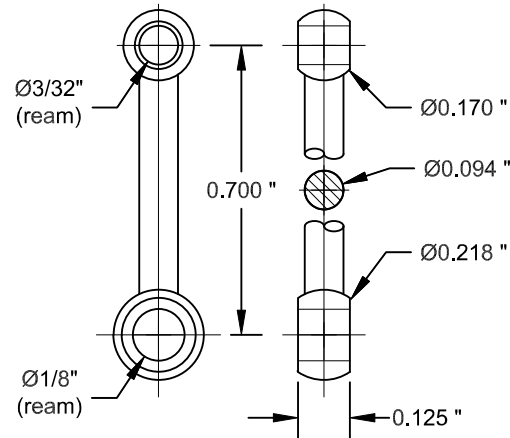
-4 PISTON

SG Cast Iron



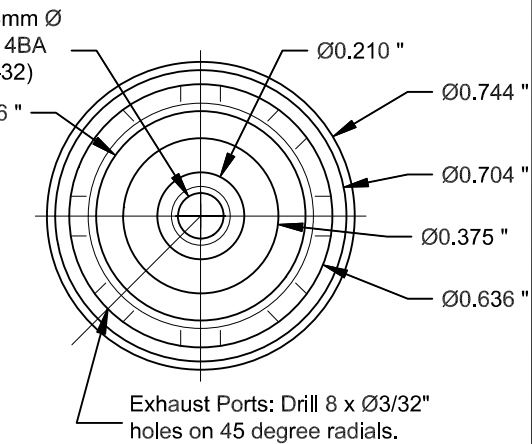
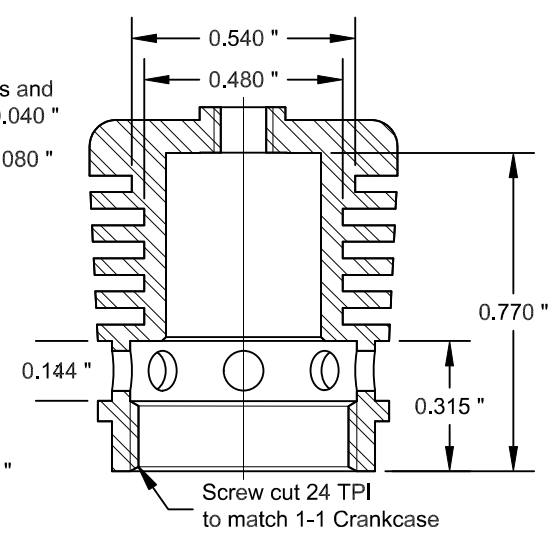
-6 WRIST PIN

0.3125" Brass Rod



-5 CONROD

7/32" Ø Drill Rod (H&T)

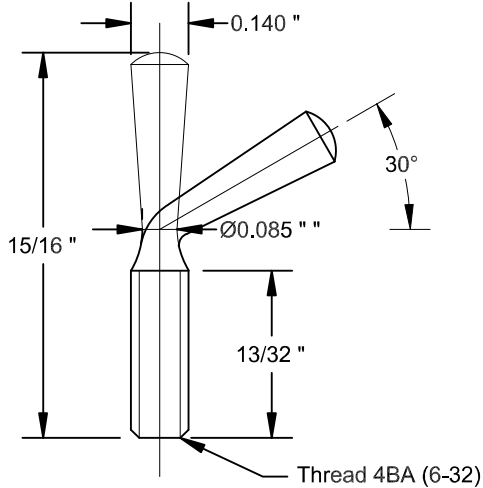


Cylinder fins taper at approximately six degrees from the 0.704" diameter above the exhaust ports.

-2 CYLINDER HEAD

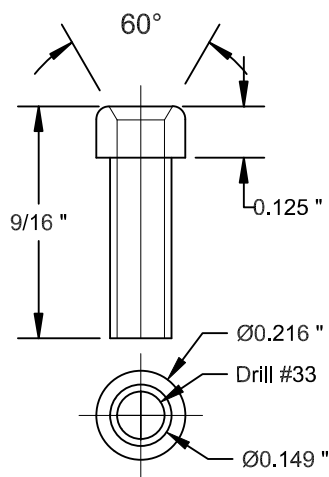
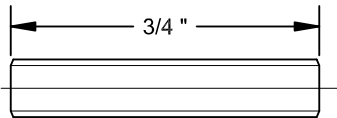
Aluminum

			MAT'L	As Noted	DO NOT SCALE DRAWING	Classic Model Airplane Engines	NAME
			SCALE	2 X SIZE			WORK TO DIMENSIONS ALL DIMENSIONS ARE IN INCHES
			DRAWN	RC Jan 18, 1997	NEXT ASSEMBLY	Copyright (c) 2000. All right reserved worldwide.	NUMBER
DATE	CHANGE	BY	CAD	BMBI 2000.04.14			Sheet 2 - Cylinder/Piston



-3 COMP SCREW

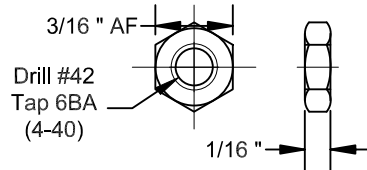
Steel



-4 VENTURI

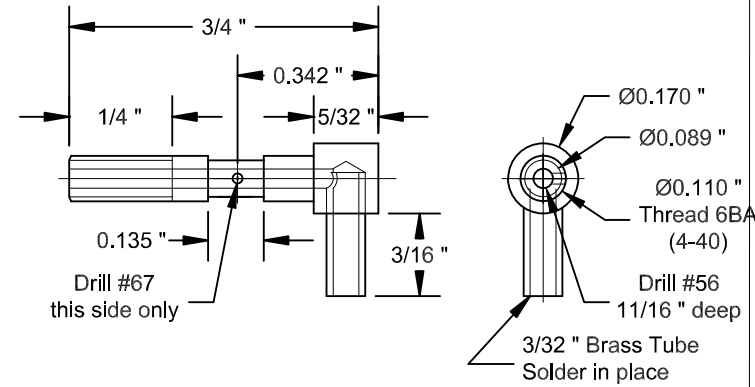
Aluminum

-4 Venturi is fitted to 1-1 Crankcase before holes for -5 Spray Bar and 2-1 Crankshaft are drilled and reamed.



-6 SPRAY BAR NUT

Brass

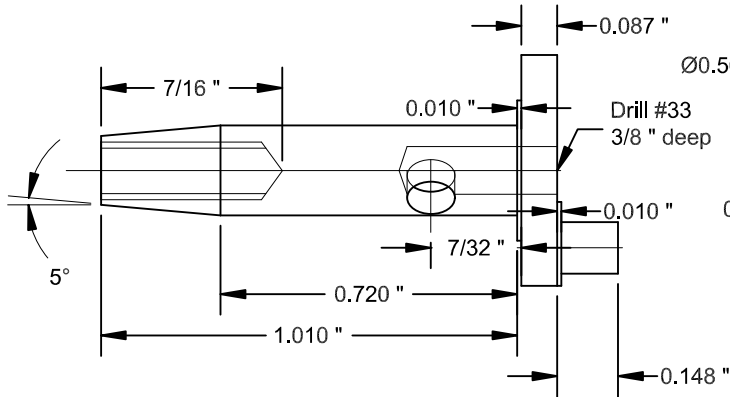


-5 SPRAY BAR

Brass

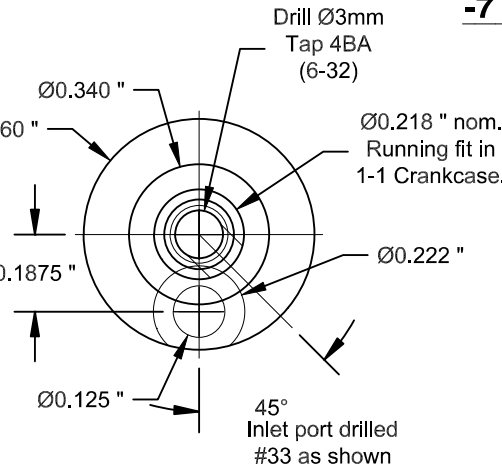
-8 CRANKSHAFT STUD

cut from 4BA (6-32) screw



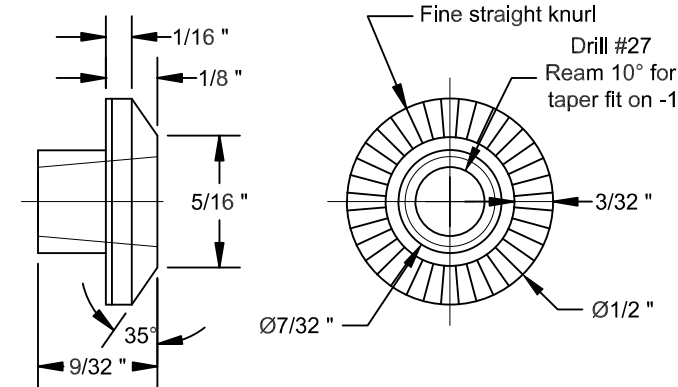
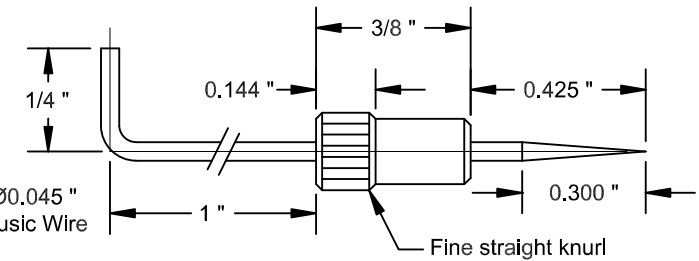
-1 CRANKSHAFT

Steel



-7 NEEDLE VALVE

Brass



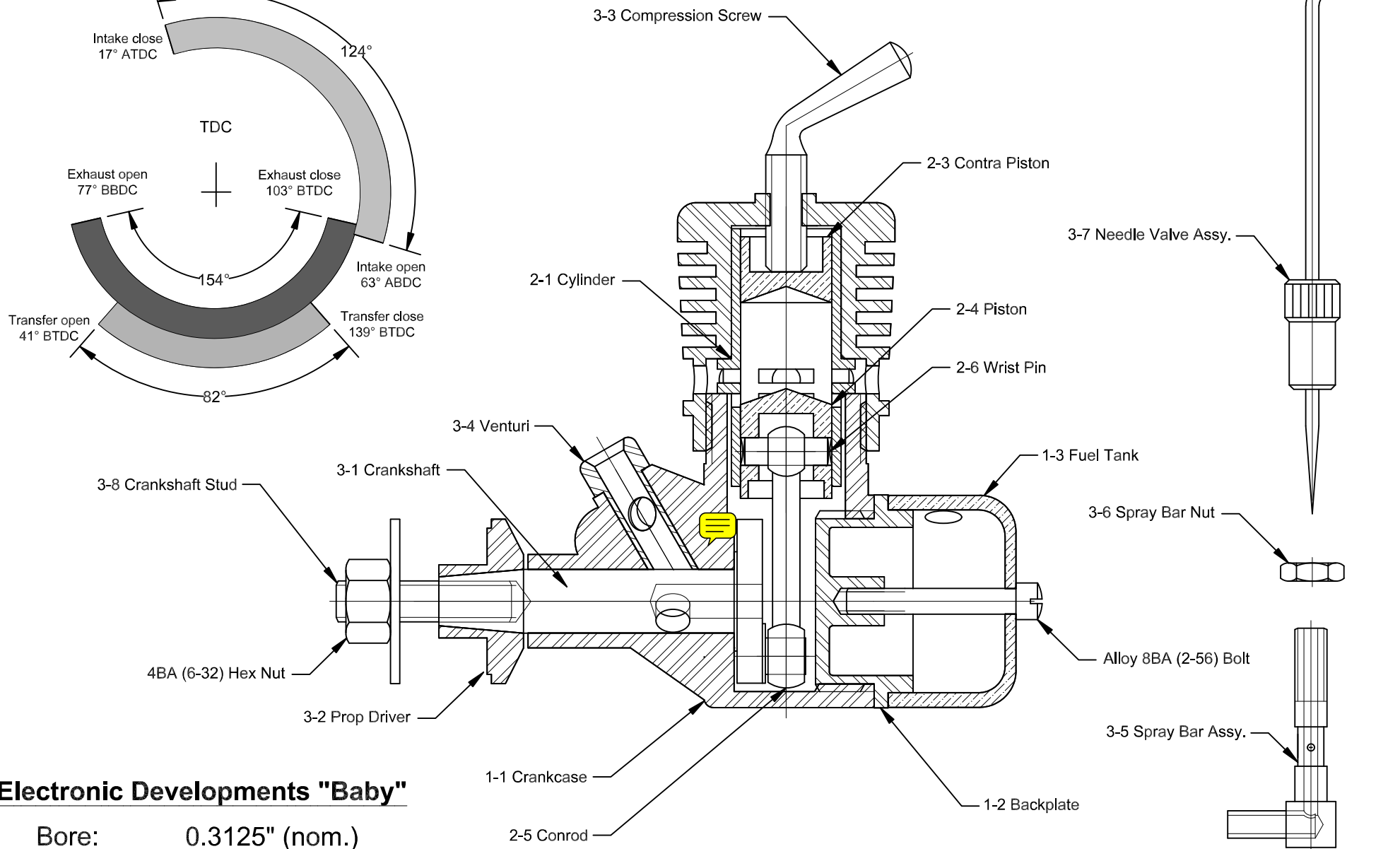
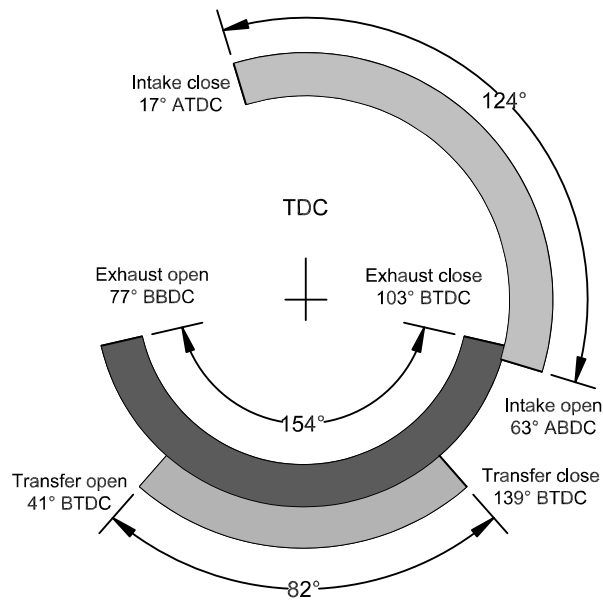
-2 PROP DRIVER

Aluminum

			MAT'L	As Noted	DO NOT SCALE DRAWING WORK TO DIMENSIONS ALL DIMENSIONS ARE IN INCHES
2000.6.7	Redimensioned -1 from thrust face datum	BMBI	SCALE	2 X SIZE	
2000.6.5	-1 shortened .020"; -4 lengthened 0.013"	BMBI	DRAWN	RC Jan 18, 1997	
DATE	CHANGE	BY	CAD	BMBI 2000.04.14	NEXT ASSEMBLY

**Classic Model
Airplane Engines**
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NAME	ED "Baby" Replica
NUMBER	Sheet 3 - Crankshaft



Electronic Developments "Baby"

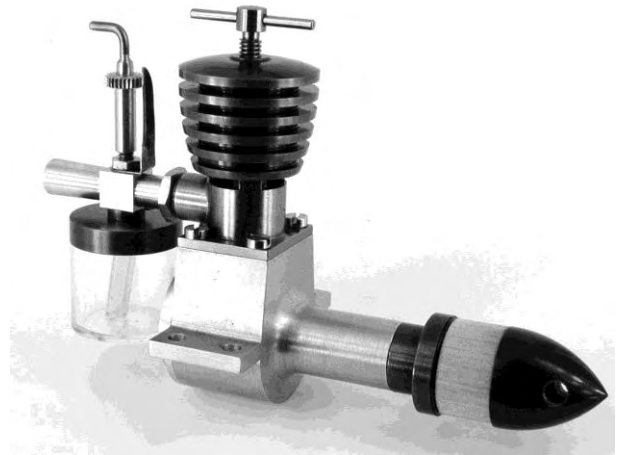
Bore: 0.3125" (nom.)
 Stroke: 0.375"
 Capacity: 0.029 cu in (0.47 cc)

			MAT'L	As Noted	DO NOT SCALE DRAWING WORK TO DIMENSIONS ALL DIMENSIONS ARE IN INCHES	Classic Model Airplane Engines Copyright (c) 2000. All right reserved worldwide.	NAME
			SCALE	2 X SIZE			ED "Baby" Replica
200.6.5	Corrected inlet timing.	BMBI	DRAWN	RC Jan 18, 1997	NEXT ASSEMBLY	NUMBER	
DATE	CHANGE	BY	CAD	BMBI 2000.04.14		Sheet 4 - General Arrangement	

THE “WEAVER”

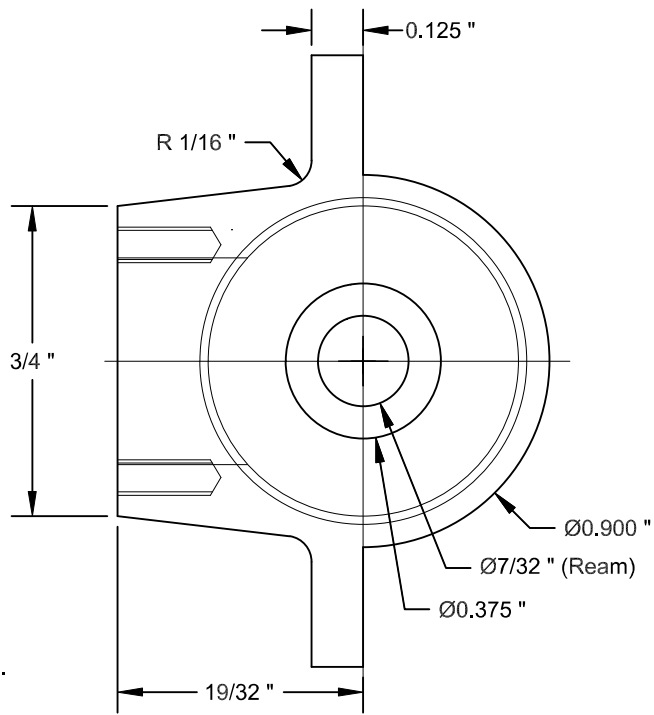
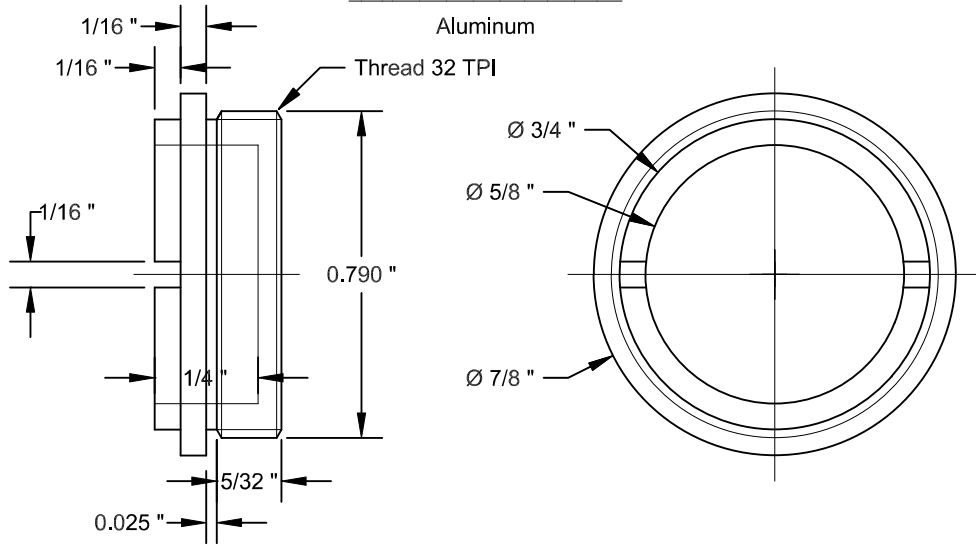
By Ron Chernich

In June 1952, the British magazine *Model Maker* commenced a series of articles titled “A 1 c.c. C.I. Engine”. This series described a simple compression ignition engine (aka "diesel") for home construction. The design was called the "Weaver/Ransom" after the designer and draftsman, respectively. *Model Maker* was then part of the *Model Engineer*, *Aeromodeller*, etc stable but alas, ceased publication sometime in the early 60's. The engine however is still remembered in builder's circles, being often referred to simply as "The Weaver". This little engine was built and described by Mr Ransom to a design developed over several years by Arthur Weaver for use in Rail Car racing.



Now tether cars are not exactly my cup of tea, but the thought of a 1cc diesel powered tether car somehow seems very "gentlemanly" and very "British". The engine was fully described over three issues to be fully fabricated, that is, no castings were employed. While the original plans and instructions are in circulation, they are probably still subject of copyright held by a succession of owners of the venerable names (currently, this is Nexus Special Interest Publishing), so I'll respect that right and post no scans of the text here.

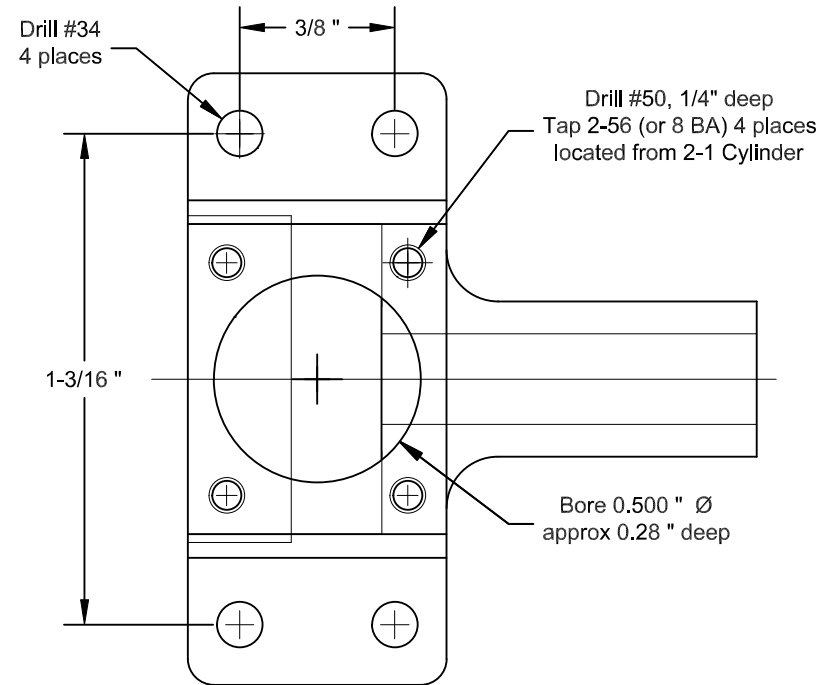
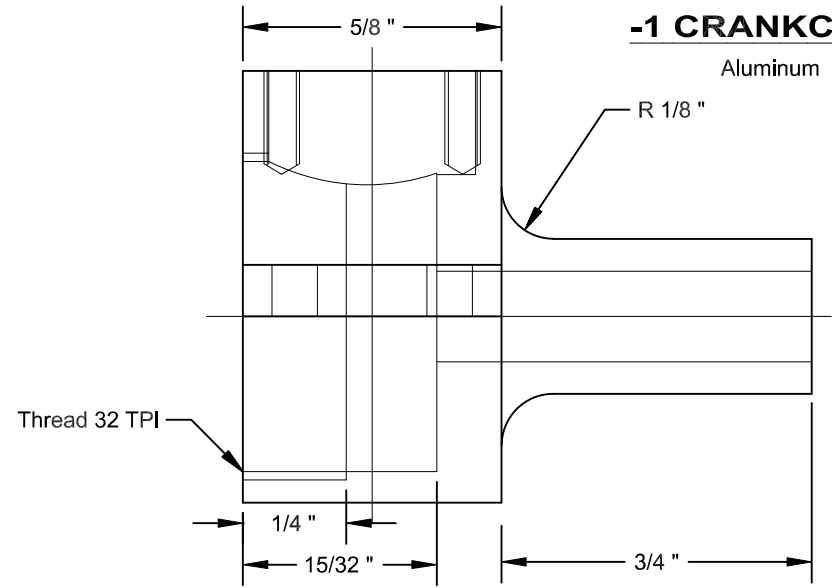
-2 BACKPLATE



Note:

-1 Crankcase is turned from 1-1/2" \varnothing (or 40mm) bar stock. Material used will set overall width at mounting lugs.

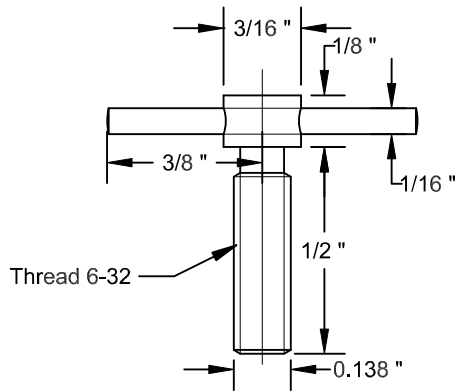
-1 CRANKCASE



			MAT'L	As Noted	DO NOT SCALE DRAWING WORK TO DIMENSIONS ALL DIMENSIONS ARE IN INCHES
			SCALE	2 X SIZE	
			DRAWN	WW Ransom, 1952	
DATE	CHANGE	BY	CAD	BMBI May 11, 1999	NEXT ASSEMBLY

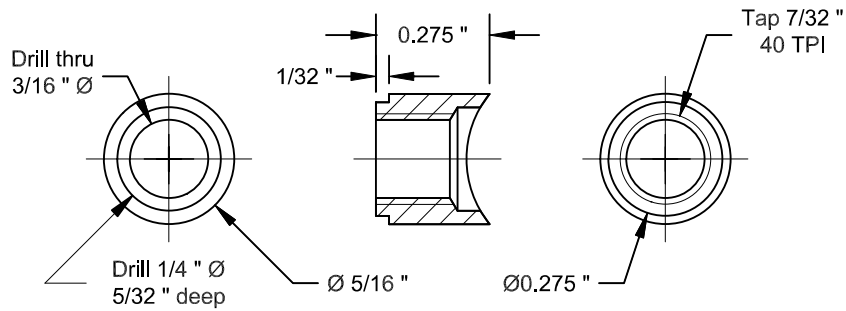


NAME	WEAVER 1cc CI Engine
NUMBER	Sheet 1 - Crankcase



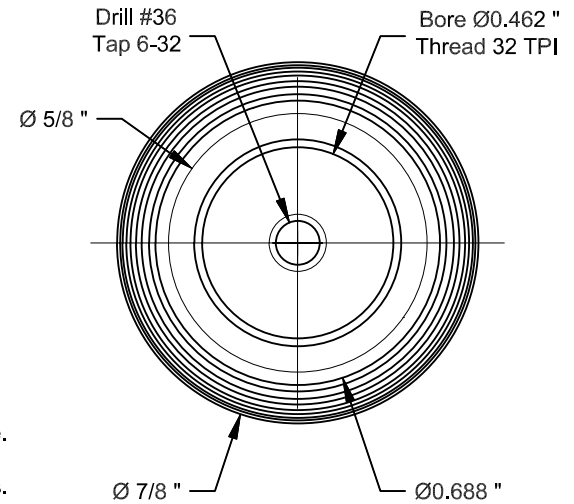
-4 COMPRESSION SCREW

Steel



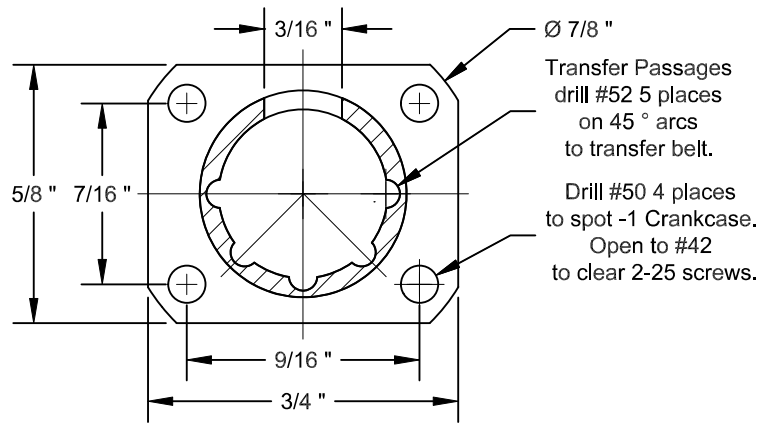
-2 INTAKE BOSS

Steel

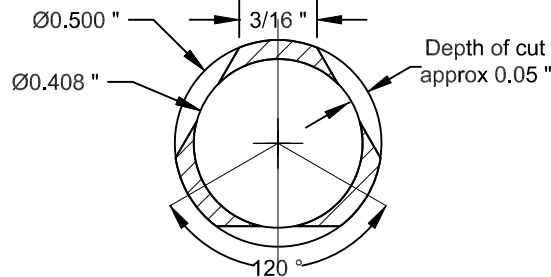


-3 CYLINDER HEAD

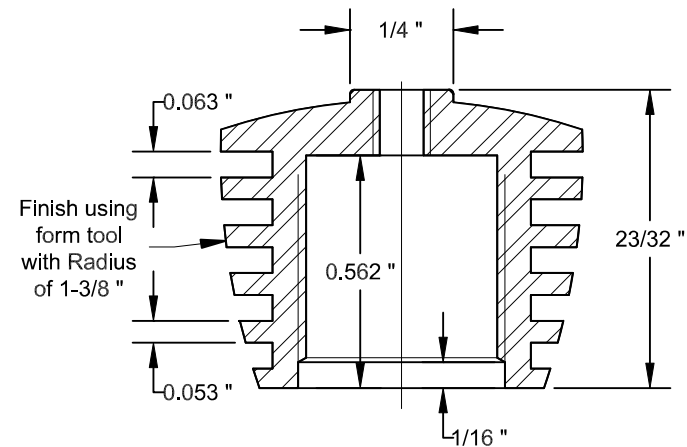
Aluminum



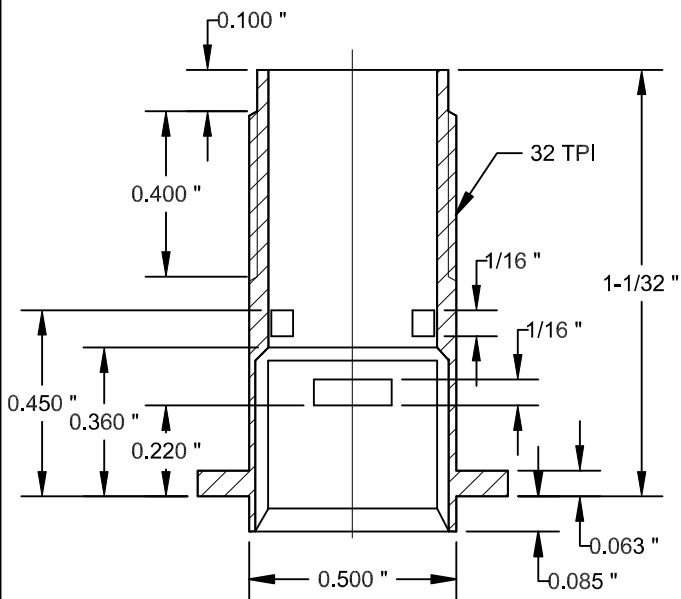
Section through Inlet Port



Section through Exhaust Ports



Finish using form tool with Radius of 1-3/8"



-1 CYLINDER

Steel

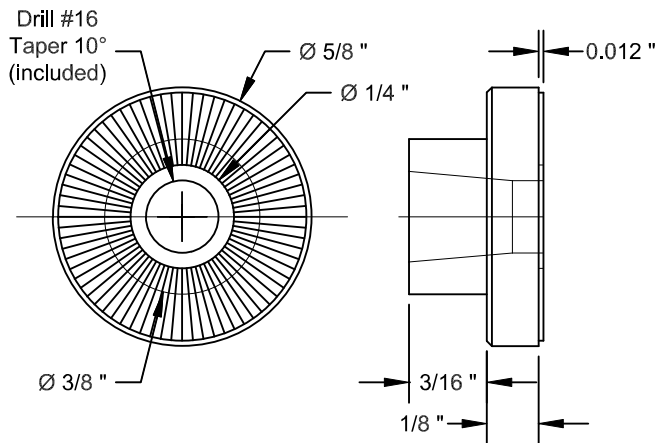
MAT'L	As Noted
SCALE	2 X SIZE
DRAWN	WW Ransom, 1952
CAD	BMBI May 11, 1999

DO NOT SCALE DRAWING
WORK TO DIMENSIONS
 ALL DIMENSIONS
 ARE IN INCHES
 NEXT ASSEMBLY

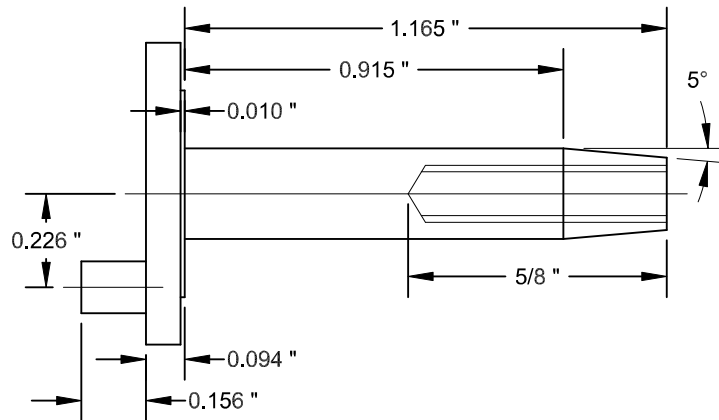


NAME
WEAVER 1cc CI Engine
 NUMBER
Sheet 2 - Cylinder

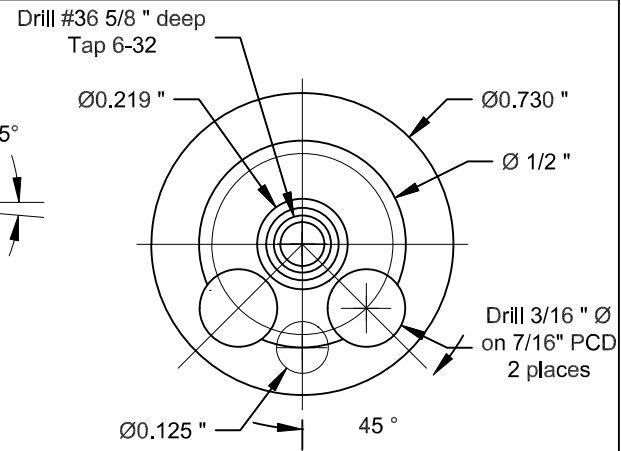
DATE	CHANGE	BY	CAD
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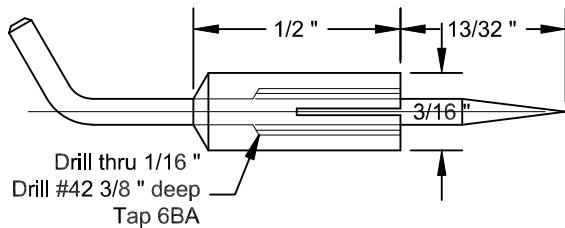
-2 PROP DRIVER
Aluminum



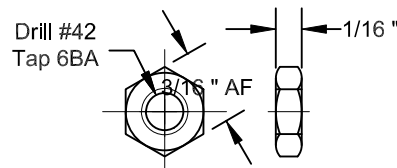
-1 CRANKSHAFT
Steel



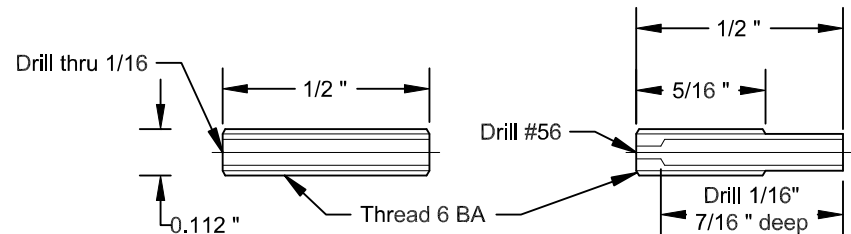
-9 TANK TOP
Aluminum



-8 NEEDLE VALVE ASSY.
1/16" Music Wire; Brass Thimble

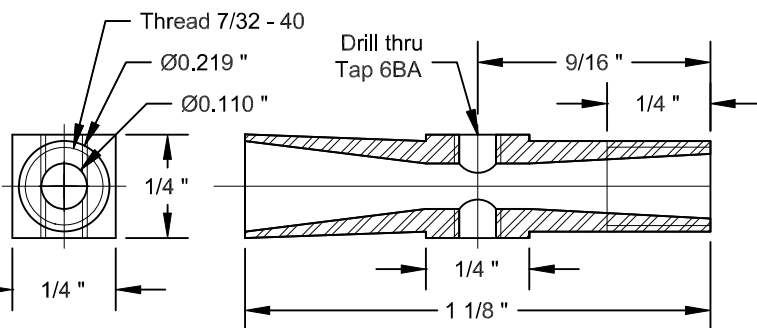


-7 SPRAY BAR NUT
Hex Brass 3/16" AF (2 reqd)

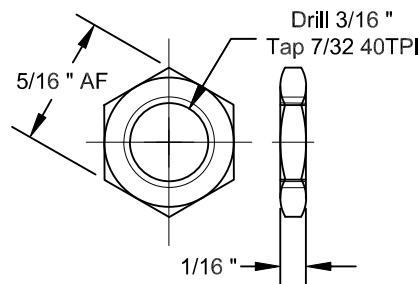


-5 SPRAY BAR
Brass

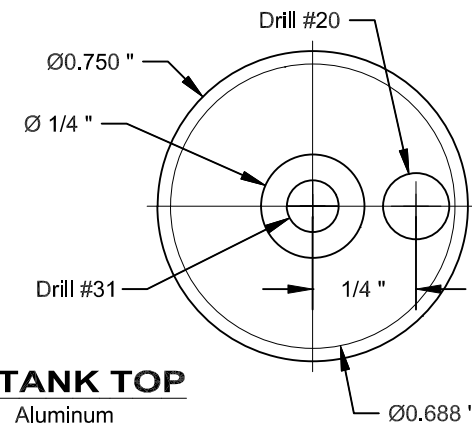
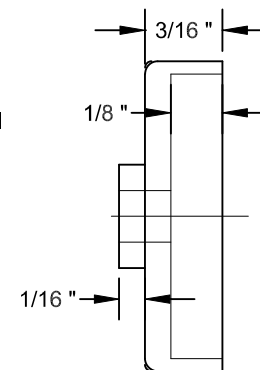
-6 SPRAY JET
Brass



-3 VENTURI
Aluminum



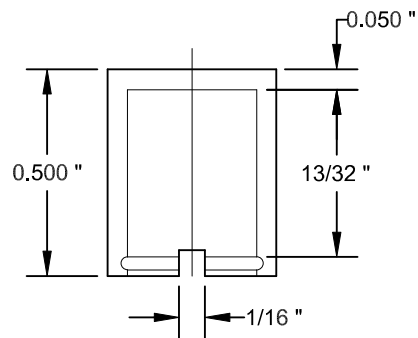
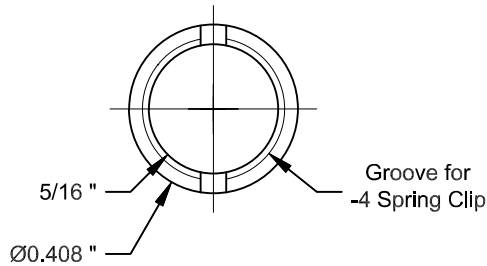
-4 VENTURI NUT
Hex Brass 5/16" AF



			MAT'L	As Noted	DO NOT SCALE DRAWING WORK TO DIMENSIONS ALL DIMENSIONS ARE IN INCHES
			SCALE	2 X SIZE	
			DRAWN	WW Ransom, 1952	NEXT ASSEMBLY
DATE	CHANGE	BY	CAD	BMBI May 11, 1999	

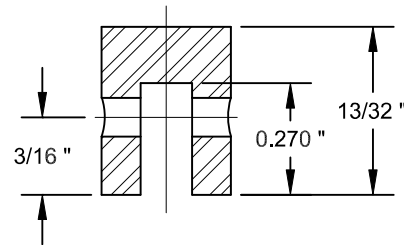
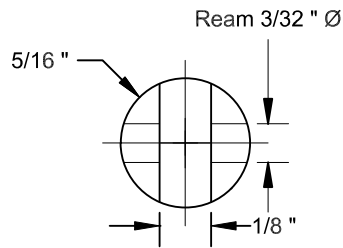


NAME	WEAVER 1cc CI Engine
NUMBER	Sheet 3 - Fuel System



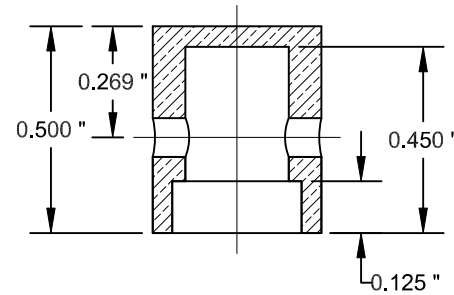
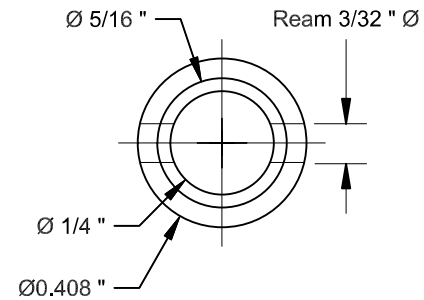
-1 PISTON

SG Cast Iron



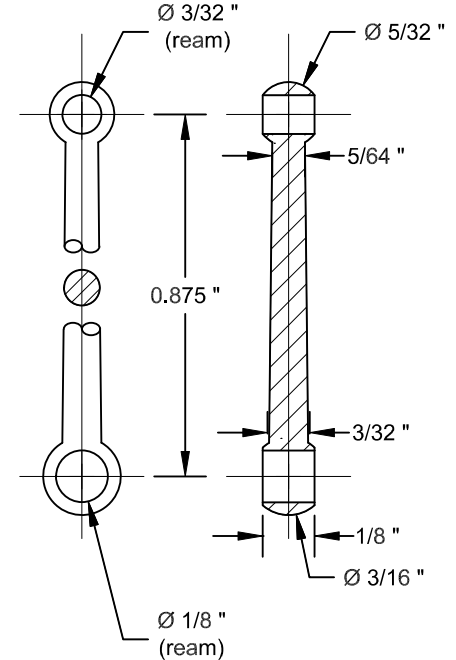
-2 PISTON FORK

Aluminum
(use with -1 Piston)



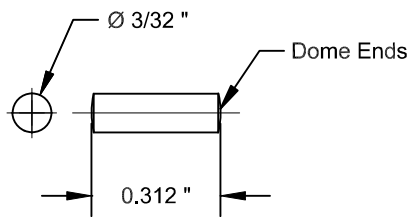
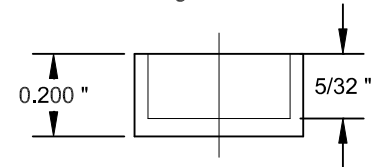
-7 PISTON

SG Cast Iron
(alternate for -1)



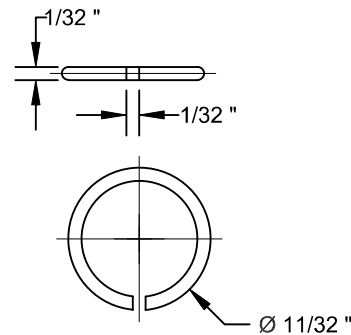
-5 CONNECTING ROD

Gauge Plate H&T



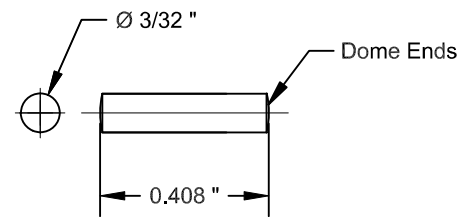
-3 GUDGEON PIN

3/32" Ø Drill Rod
(use with -2 Piston Fork)



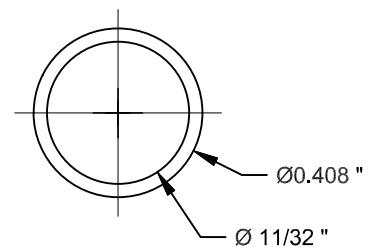
-4 SPRING CLIP

1/32" Music Wire
(use with -1 Piston)



-8 GUDGEON PIN

3/32" Ø Drill Rod
(use with -7 Piston)



-6 CONTRA PISTON

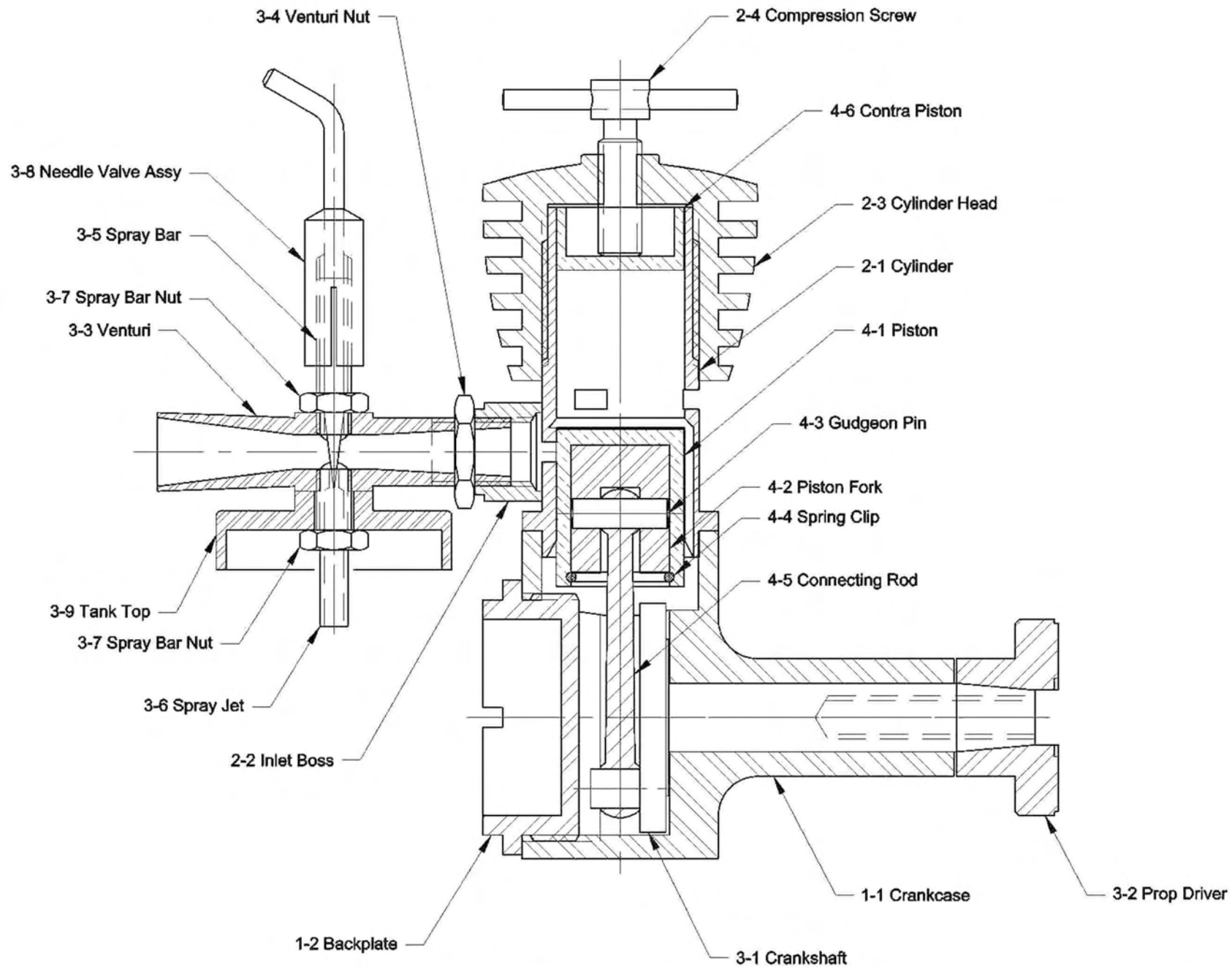
SG Cast Iron


DATE	CHANGE	BY	CAD	BMBI May 11, 1999
			MAT'L	As Noted
			SCALE	2 X SIZE
			DRAWN	WW Ransom, 1952

DO NOT SCALE DRAWING
WORK TO DIMENSIONS
ALL DIMENSIONS
ARE IN INCHES
NEXT ASSEMBLY



NAME	WEAVER 1cc CI Engine
NUMBER	Sheet 4 - Pistons and Rod



			MAT'L	As Noted	DO NOT SCALE DRAWING WORK TO DIMENSIONS ALL DIMENSIONS ARE IN INCHES NEXT ASSEMBLY	 MOTOR BOYS (INTERNATIONAL)	NAME	WEAVER 1cc CI Engine
			SCALE	2 X SIZE			NUMBER	Sheet 5 - General Arrangement
DATE	CHANGE	BY	DRAWN	WW Ransom, 1952				
			CAD	BMBI May 11, 1999				