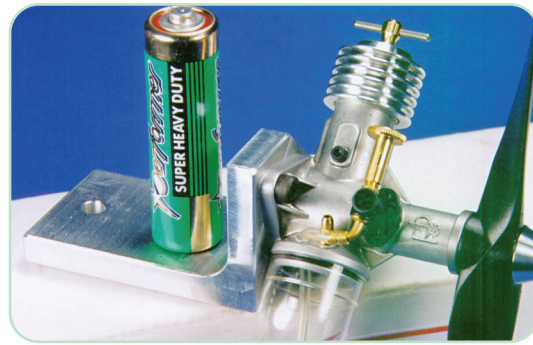


*The blunt 'thumbtack' fits in the hollow of the vernier. Note the nylon stud in the barrel.*



*Now do you believe me when I say it's small - that's an AA battery!*

problems if pusher props are used), double flat drive, location spigot for the prop and incredibly fine knurling. The prop washer is cone shaped, and counter bored for the cap head bolt that screws into the crankshaft to secure the prop. My favourite method. An extension spool (c/w longer bolt) is available if you want to extend the prop further forward.

## INTERNALS AND ALLIED PARTS

The cylinder - a jewel in itself - is machined from steel bar, ports cut in, hardened then incredibly finely ground inside and out to match the micro honed surfaces of the crankcase. Of interest, the bore is ground at 65,000 R.P.M. then diamond honed for the piston fit. The piston and contra piston are similarly manufactured and even the gudgeon pin bores are diamond honed. The connecting rod is fully machined from 7075 T6 aluminium alloy (very high strength) and the big end eye is subjected to the micro honing process. The gudgeon pin is pressed into the conrod (to retain it centrally) and floats freely in the piston. Adjustment of the contra piston is by a fined threaded brass vernier with a steel 'tommy' bar. A free fitting brass pad is fitted to the contact end of the vernier to prevent contact spread on the threaded section. Very nice touch! The head is a finned, highly polished aluminium barrel that screws onto the maincase locking the liner in place. In the side is a slotted nylon stud to provide friction for the compression adjuster. How neat!

## CARBURETTOR

Moulded (Peter's a whizz at this work) from



*It's hard to imagine all the work that went into such a small item.*

reinforced plastic, fitted with a direction curved intake spray bar and cap head bolted to the maincase. It has a fine tapered trumpet shape venturi to provide the low pressure area for fuel suction from the side mounted spray bar. The needle valve is ground, step pointed, hardened steel in a brass ferrule with a large diameter knurled wheel for adjustment. Very effective tuning.

## ON TEST

Peter kindly supplied a machined mounting for the test and this fitted my test bench easily. The first test fuel I used was close to Peter's recommended mix of 40 ether, 30 kero, 14 syn-

thetic oil, 14 castor (I used highly refined VP castor) and 2 Wynns diesel improver (amyl nitrate was recommended - expensive and difficult to obtain). I later tried some of my various fuel mixes and the engine was quite happy with anything (pre-tested diesel mixes) I fed into it. Starting was a non event in that the engine was up and running without any fuss and, once hot, started first hit each time. Obviously a range of props would not be called for with an engine of this unique type as a suitable test could be carried out for the information of interested modellers using the two supplied props which were adequate to provide a picture of the performance.

Propeller Tests			
RPM		RPM	
6 X 3	11, 300	6 X 4	10,300
At this RPM I recorded 4 minutes 15 seconds for a tank of fuel			

As I said, by all means use this engine but don't lose it or bruise it. Violators will have their oily rag confiscated and ether evaporated. It is a collectible jewel or a usable gem, made in Australia, and it's yours for \$550.00 (inc. tax) direct from the manufacturer.

**AVAILABLE FROM**  
 Peter Burford Suite 109, 80 The Pines,  
 KP McGrath Drive, Elanora. Qld 4221  
 Web: [www.peterburford.com.au](http://www.peterburford.com.au)

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