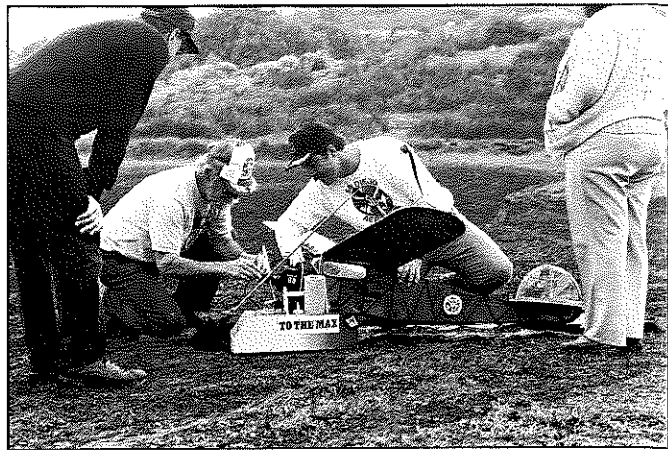
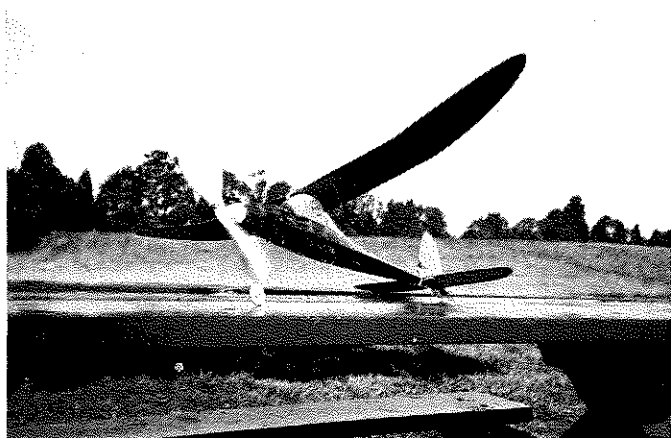


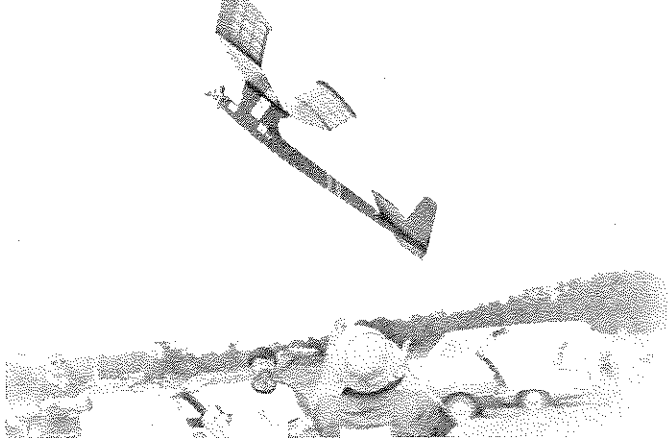
13. Sten Persson displays his good-looking Clipper I that has won two firsts, and one second in successive years.



14. George Wagner and son crank up spare Powerhouse. George builds like there is no tomorrow. Photo: Oldenkamp.



15. An Ace Whitman Sky Rider by Jerry Persh is an excellent small field flyer.



16. A Nostalgia Event model, a Ramrod 650 is launched by Elmer Jordan, SAM Champs.

GLOW ANTIQUE (11)			
*1. Bill Schmidt	Nimbus 1360/O.S. 60 ign.	3433	
*2. Joe Percy	RC-1 1372/S.T. 60	2904	
*3. Bruce Norman	RC-1 1372/O.S. 60	2740	
4. Harvey Duck	Dallaire/O.S. 90 4/c	1690	
5. James Stinson	Dallaire/Fox Eagle	1601	

#### ENGINE OF THE MONTH

This month's engine is brought to you through the courtesy of Neil Kaminar, former news editor of SAM 21. Neil had that magic dream of every engine collector come true when he found a good collection of old engines in an estate at very reasonable prices. The best part was uncovering a Cave Cobra, a rare engine of which probably only fifty were ever manufactured.

We are extremely indebted for a letter from Art Swift, which also was published in the *Model Engine Collectors Journal*. This article does clarify many of the missing pieces of the development of this racing engine.

In backtracking, Walt Cave, along with Clark Anderson, were heavily involved with model car racing in the late thirties. At that time, the only engines available were the Super Cyclone, Dennyrite (with Berg revisions), and the Bunch Speedway. Some Ohlsson engines were also used. Of course, these engines, designed for model airplane use, simply would not stand the gaff of high rpm and long runs. As Walt points out, it was exasperating to get an engine running well only to have it "blow."

Anderson and Cave then embarked on a

course to design and produce a race car engine that would have the following features: double ball bearings, rotary valve, a deflector-type piston with a head and heavy duty crankcase casting to boost the supercharging effect derived from "packing" the crankcase.

Some crude castings were made up and the designated name of "A-C Special" (Anderson-Cave Special). Three prototypes

were made with electrifying results. Horsepower was all that was expected and, after a few changes, they started winning numerous races.

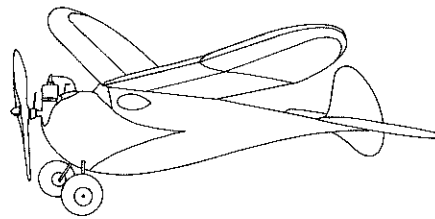
Ray Snow, another Fresno modeler, along with Ross Clark, machined up the two other sets of castings. With three engines dominating the field, requests for the en-

*Continued on page 66*

#### OLD TIMER of the Month

Design by: Maurice Schoenbrun

Text by: Bill Northrop



## Rocketeer A

• The "Rocketeer A" is a smaller, kit version of the original design by Maurice Schoenbrun. The kit was produced by H & F Model Airplane Co., Brooklyn, New York, and the box cover (provided, along with the original kit plans, by Al Wolsky) proclaims "Sixty-five minutes at the Nationals." The span is 40 inches; area, 320; length, 32 inches; NACA 6409 air-

foil; and a recommended weight of 18-1/2 ounces. The original Rocketeer, which spans 60 inches, for Class C, was published in our June 1981 issue. Balance point of that version was at 50 percent wing chord. The flight pattern for the C version was left under power (two degrees left thrust) and right glide (wash-in on right wing and right rudder).

