

# OWEN ENGINES Price List

as at 1<sup>st</sup> DECEMBER 2013

PLEASE NOTE ALL PRICES ARE SHOWN IN AUSTRALIAN DOLLARS (AUD)  
PRICES AND DESCRIPTIONS ARE SUBJECT TO CHANGE WITHOUT NOTICE



MPJet Classic .040/ 0,6cc



MPJet Letmo MD-2,5cc



MPJet Super Atom 1,8cc Diesel

**MPJet Engines** are made in the Czech Republic by a firm which has established an enviable reputation for small glow & diesel engines over the last 25 years. All carry a conditional Six Month Warranty and are supplied properly boxed and with full instructions. Each **Classic** engine includes an additional 2-page set of specific instructions, based on my own experience. A full range of spare parts for the Classic is held in stock. The **Letmo 2,5cc** and the replica **1,8cc Super Atom** are fine, vintage-type long-stroke engines, ideally suited to old timer and vintage FF and RC models. Additional mounting details are included.

**MPJ Classic .040 Standard** Very popular Mills alternative for F/F and R/C **110.00**  
**MPJ Classic .040 Deluxe** This engine is upgraded by OE and supplied with a safety spinner nut, a 'T' type compression screw and a 3cc tank for Tomboy R/C **129.00**  
**MPJ Letmo 2,5cc Diesel replica** Superb early '50s design, suits C/L or F/F **159.00**  
**MPJ Super Atom 1,8cc Diesel replica NEW** Beautiful engine from 1945 period **165.00**

## MPJ.061BB Diesels and Glows

MPJet have resumed production of the highly successful and very popular 061 BB DIESEL and GLOW ENGINES. Capacity 1,0cc /.061 cu.in.



OWEN ENGINES sold large numbers of these fine engines right up until about 10 years ago when production ceased to allow MPJet to concentrate on the growing electric market. Now this market has settled down, MPJet has re-introduced the 061BB. Both diesel and glow models are available in Standard and R/C form. There is no intention at this time to build the plain-bearing glow, nor the Special F1J version. All MPJ .061 engines are twin ballrace and are supplied with an excellent silencer. Basic spares stocks are held at all times. Enquire.

MPJ	061 BB DIESEL STD	135.00
MPJ	061 BB DIESEL R/C	145.00
MPJ	061 BB GLOW STD	125.00
MPJ	061 BB GLOW R/C	135.00

**PAW (Progress Aero Works) DIESELS.....still made in ENGLAND**



**PAW 55 BR (0.55cc) Std Diesel**



**PAW 049 BR (0.8cc) & 06 BR (1cc) Std and R/C**

**PAW Diesels** are made in England and we have sold PAW Engines for over 30 years. All represent excellent value for money. The range is very extensive and includes engines from 0.55cc to 10cc, in PB (plain-bearing), BR (single ball-bearing) and TBR (twin ball-bearing) versions. Most are available in either Standard or R/C versions. 09 and larger R/C engines are fitted with an R/C throttle and compact PAW silencer. There are also specialised engines for Goodyear and Combat. OE stocks only a small selection below of the PAW range and reasonable spares, but all are readily available.

<b>PAW 55 BR</b>	<b>0.55cc/ .03 cu.in.</b>	<b>Standard</b>	<b>127.00</b>	<b>R/C</b>	<b>147.00</b>
<b>PAW 049 BR</b>	<b>0.80cc/ .049 cu.in.</b>	<b>Standard</b>	<b>127.00</b>	<b>R/C</b>	<b>147.00</b>
<b>PAW 060 BR</b>	<b>1.00cc/ .060 cu.in.</b>	<b>Standard</b>	<b>127.00</b>	<b>R/C</b>	<b>147.00</b>
<b>PAW 09 TBR</b>	<b>1.49cc/ .09 cu.in.</b>	<b>-</b>		<b>R/C</b>	<b>187.00</b>
<b>PAW 15 BR</b>	<b>2.50cc/ .15 cu.in.</b>	<b>Standard</b>	<b>135.00</b>	<b>R/C</b>	<b>171.00</b>
<b>PAW 19 BR</b>	<b>3.25cc/ .19 cu.in.</b>	<b>Standard</b>	<b>144.00</b>	<b>R/C</b>	<b>179.00</b>
<b>PAW 29 BR</b>	<b>4.90cc/ .29 cu.in.</b>	<b>Standard</b>	<b>183.00</b>	<b>R/C</b>	<b>222.00</b>
<b>PAW 35 BR</b>	<b>5.70cc/ .35 cu.in.</b>	<b>Standard</b>	<b>183.00</b>	<b>R/C</b>	<b>222.00</b>
<b>PAW 40 TBR</b>	<b>6.60cc/ .40 cu.in.</b>	<b>Standard</b>	<b>259.00</b>	<b>R/C</b>	<b>279.00</b>

<b>PAW Standard Needle Valve Assembly</b>	Fits all PAW 55 to 35 engines	<b>13.50</b>
<b>PAW R/C Needle Valve Assembly</b>	Fits 55 to early 35 only. Later 29/35-60 is different	<b>16.50</b>
<b>PAW Compression Locking Lever</b>	Useful on PAW engines with high running-time	<b>8.00</b>

(R/C throttles for 55-19, exh manifolds and radial mount b/plates for 55-06, mufflers for 09-19 are all avail ex stock)

**MPJET and other ACCESSORY ITEMS**

<b>MPJ 'T' type Comp Screw for Classic 040</b>	Replaces the annoying little one-arm type	<b>10.00</b>
<b>MPJ full 3cc Metal Tank for Classic 040</b>	Maximum allowable capacity for Tomboy R/C	<b>10.00</b>
<b>MPJ M3 Spinner Nut for Classic 040</b>	As supplied with Owen Engines Classic Deluxe	<b>10.00</b>
<b>MPJ Radial Mount for Classic 040</b>	Beautifully machined alloy mount	<b>10.00</b>
<b>MPJ Exhaust Extension for 061BB</b>	Necessary in some cowled models	<b>10.00</b>
<b>MPJ M4 Spinner Nut for 061BB</b>	Popular accessory for the MPJ .061BB engines	<b>10.00</b>
<b>MPJ Diesel F/Tube 2mm bore x 1 m</b>	Crystal clear neoprene	<b>3.00</b>
<b>MPJ Diesel F/Tube 3mm bore x 1 m</b>	Crystal clear neoprene, extra heavy wall	<b>3.00</b>
<b>MPJ Silicon F/Tube for glows 2mm bore x 1 m</b>	High quality. 1mm wall thickness	<b>4.00</b>
<b>MPJ Silicon F/Tube for glows 3mm bore x 1 m</b>	High quality. 1.50 mm wall thickness	<b>4.00</b>
<b>MPJ Prop Balancer</b>	Accurate, simple to use, carry in model box	<b>7.50</b>
<b>MPJ Finger Guard</b>	Easy to use and protects finger from sharp props	<b>7.50</b>
<b>MPJ Standard needle valve assembly</b>	Can be fitted to DC and other small engines	<b>13.50</b>
<b>MPJ Alloy Spinners avail in Ø30mm and Ø40mm</b>	Beautifully machined and balanced. Either size	<b>13.00</b>

(these new spinners come with an adaptor nut. Choose M4, M5 or 1/4x28. Special threads avail at extra cost)

<b>KK Fine Thread Needle Valve Assembly.</b>	M4/ 5/32" dia suits larger engines only. Made in US	<b>17.00</b>
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**RW Elmic-style F/F tanks with mtg lugs** Style B about **1cc**, Style C about **2cc** either size **9.50**  
(I regret the larger Style D and the special Tomboy R/C 3cc Style A tanks are no longer available)

**RW Replica Tanks** for the Allbon Bambi, Dart and Spitfire, DC Dart, new ( green) ED Baby tank, ED Bee Ser.1&2, ED Hornet, ED Comp Special (red, with top and filler flap, also fits ED Mk11 Penny Slot 2cc), AMCO 0.87 Mk1 and Mills .75 Mk2 (bowl only or with the alloy tank top). Stock is now very limited, some one or two only. Please enquire.

## the OWEN T2.5cc Diesel

This new engine is based on Gordon Burford's favorite 2.5cc plain bearing, the Mk3 Taipan 2.5cc Diesel, arguably the best-performing plain bearing 2.5cc diesel he made in the period 1957 – 1967. The T2.5 is manufactured by Owen Engines on high precision machinery, right here in our Wollongong workshop.

I built three prototype engines and these have been flown exhaustively over the last three years.

Performance is better than the original Mk3 Taipan. The engine has been independently tested and develops over 0.30 bhp. It was approved at the May 2013 MAAA Rules Conference, for use in the Gordon Burford R/C event and allowed 38 secs, which will be very competitive. T2.5s placed 1<sup>st</sup> and 3<sup>rd</sup> (on 35sec engine run) at the 2013 SAM Championships over Easter.

There are detail differences from the original Taipan engine, primarily improved crankshaft-balancing and a lighter piston to reduce vibration levels, as well as a stronger and more durable conrod and gudgeon pin. In addition to the above, the crankcase castings are in a much stronger, heat-treated alloy. Crankcase and matching cylinder threads are precise. A bronze bush is pressed-in and honed to match the crankshaft.

These improvements are in line with modified original engines in use today and do not change the character of the original. The EN36a steel crankshaft and the cylinder are both heat-treated for maximum strength and durability. The hardened steel cylinder bore is ground on the original Taipan Overbeck internal grinder, then finish-honed. The piston and contra-piston are turned from the finest Flo-cast cast-iron, before being ground to final size. The conrod is machined from very strong and hard-wearing 7075 alloy. All materials used are of the highest grade. Each T2.5 is test-run before dispatch and supplied with full instructions.

The crankcase die and test castings were approved by Gordon, as were the changes mentioned above. Production of engines is currently underway, with priority delivery given to those enthusiasts who placed early orders. There will be sufficient spare parts to support users for the foreseeable future. The price is A\$220 plus delivery. Orders are welcome and no deposit or payment is taken until your engine is ready for delivery. Someone placing an order today could reasonably expect delivery in 3-5 months at the current rate of production. To place an order, or for further details if required, please contact OWEN ENGINES.



**POSTAGE IS ADDITIONAL ON ALL ITEMS ( Insurance is recommended and additional at cost)**

Small, light items, such as needle valves etc and no more than 12mm thick, can be posted Australia-wide in a jiffy bag for \$2.60

Australia-wide Small Parcel	<500g	9.00		
Australia-wide Express Post	<500g	11.00	<3Kg	15.00
Australian customers: for Insurance, add \$3 for SOD (signature on delivery) plus 1.50/ \$100				
International Pack 'n Track <500g	NZ 18.00, Asia/Pacific 21.00, US/Canada 23.00, UK 25.00, Rest of World 28.00			
New Zealand Air Mail Post	<500g	12.00	500-1000g	22.00
USA/ Canada Air Mail Post		15.00		30.00
United Kingdom Air Mail Post		19.00		39.00

International: add Insurance 9.60+2.50/ \$100 (not available to all countries)

Australian customers, please pay by EFT, cheque, cash, Visa or Mastercard.

Overseas customers, please pay by PayPal (recommended), Visa or MasterCard. 5% will be added to workshop invoices.

**ELECTRONIC FUND TRANSFER or EFT payment is preferred when convenient.**

Owen Engines account number is 200323609. Our bank is the IMB Wollongong BSB 641-800

( NB: please use your initials for Reference)

**For all orders or enquiries, please contact David Owen:**

**OWEN ENGINES Australia**

**Mail: PO Box 1739, Wollongong, NSW 2500, AUSTRALIA.**

**Phone: 02-4227 2699 (Australia only), Intl+ 61 2 4227 2699**

**Email: [owendc@tpg.com.au](mailto:owendc@tpg.com.au) Please use subject line: 'Engine Order/ Enquiry'.**

**JUST A FEW NOTES, regarding available stock and other matters:**

**Last year, MPJet released the 1945 Super Atom 1,8cc Diesel**, a replica of a well-known and respected Czechoslovakian diesel in the late '40s and another engine to complement the excellent **Letmo 2,5cc Diesel**.

**This new engine** is beautifully made and will be superb in a medium-sized sport C/L, F/F or R/C model. A normal T-type compscrow and lock lever is included with the Super Atom, plus my own suggestions for mounting and running. A **Super Atom** won the Class One Phantom event at the recent SAM Champs. I have converted several to R/C, with either an MVVS or PAW throttle assembly. Have also supplied a number of PAW 55 throttles with adaptors to suit the smaller Classic 0.6cc. Please enquire.

**The trend by many Australian customers to pay direct by Electronic Fund Transfer (EFT)** is most welcome. Please ensure that the "Payee Reference" box in your financial institution menu contains your initials (eg DCO) or an invoice number. Without this, it can be very hard to identify payments.

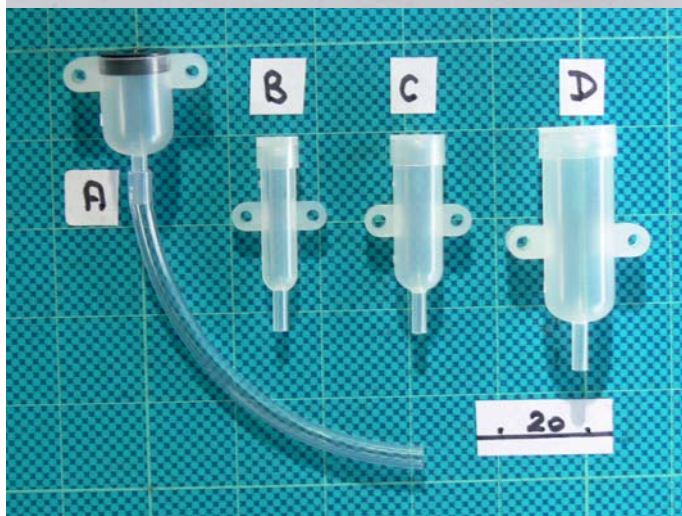
**Australia Post no longer offers an Australia-wide Registration service.** Basic tracking is now included as a standard service at no extra cost, though how effective this is remains unknown. I suggest you pay extra to insure valuable items, as it is no longer possible to guarantee safe delivery and all items are now despatched at your risk.

**WORKSHOP:**

Lately, I am doing an increasing amount of engine work, ie re-building piston and cylinder units, conrods etc. It is impossible to regulate the frequency of these jobs. To avoid the unsatisfactory delays which have characterised engine work, I ask you to phone me with an outline of your requirements, so I can give you a realistic estimate of completion times. It is often very difficult to estimate cost, so I will not give you a quote without examining the engine itself. I ask you to send me your engine with sufficient cash (a \$10 note) included to cover return mail. Make sure your requirements are carefully spelt out in an accompanying note, as I cannot remember the content of most phone calls. Do not forget to include full contact details, email etc. I will assess and report back to you pretty much within 2-3 days. If nothing is to be done, for whatever reason, there is no charge and your engine will be promptly returned.

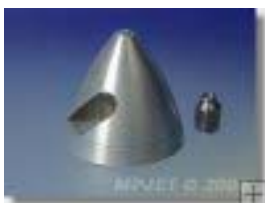
On that note, I wish all my valued friends and loyal customers the very best for Christmas and the New Year of 2014 and hope that your hobby continues to give you the greatest pleasure. Thank you for your past support and I look forward to continuing to serve your modelling needs throughout the year.

**David Owen, Wollongong, December 2013**



**RW Elmic-style tanks (note A and D no longer availab)**

**NEW 'T' Compscrew on MPJ 0.6cc**



the new MPJet machined alloy spinners