

THE MODEL ENGINE COLLECTOR

Official Journal of the Model Engine Collectors' Association

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ENGINE-EERING - IN GENERAL

In the past weeks since the publication of the last issue of this Journal we have had much correspondence from the membership, including a number of letters from members who had not previously written. In addition, we have had several new collectors join our group. Everyone seems to be solidly in favor of the various proposals made in the last issue; therefore the "Constitution" and the "Code of Ethics" will stand as written.

As for the election of club officers: we did not receive votes from all of our members. However, a majority of those we listed in Journal issue #2 did express their preferences and here are the results: for president - Joe Wagner; for vice-president - Don Belote.

We have had a few requests that membership cards and emblems be issued, and George McGinnis has kindly volunteered to have the cards printed sometime in the near future. If enough members would like to have lapel emblems, we can arrange to have these made at a nominal cost. Decals for display in car windows and the like can also be made available inexpensively if enough members want them.

Doug Wendt has requested that additional copies of the "Engine Classification Standard" as included in the "Code of Ethics" be reprinted and several copies be made available to each member for passing on to their contacts and to used engine dealers. If you would also like this to be done, please notify us and we will include the desired number of copies with the next issue of the Journal.

Some confusion may have resulted from the difference between the list of members in issue #2 of our Journal (and added to herein) and the "Roster" sent out recently by Bruce Underwood. The explanation is simple: the listings in this Journal consist only of those members from whom we have heard and whom we know to be active and reliable. Bruce's list covers all those persons of or from whom he has heard through the years who are or were interested in collecting model engines. Some of these of course have either lost interest and disposed of their collections or may not have ever really been collectors at all - it is of course impossible for Bruce to personally check on every single contact he has had. Some of the people on Bruce's "Roster" but not in the Journal may be active collectors but without sufficient interest in our organization to wish to participate... In at least two cases we have omitted names of "collectors" as a result of practices of theirs brought to our attention.

Incidentally, this will be the last issue of the Journal which will be sent to members who have failed to contact us. The next issue's mailing list will be limited strictly to engine collectors with sufficient interest in our group and our Journal to send us at least an occasional postcard.

WHAT IS AN ENGINE COLLECTION WORTH?

Many times during the past few years this question has been asked of us, and during the past few months we have made an effort to arrive at a reasonable answer. But, the first thing that became apparent was that there existed not one, but four different ways of appraising the value of a collection of model engines.

(1) The collector's own valuation of his collection; normally the highest value of the four. It is based on the premise that any collection should and would be worth more than the simple total of the individual values of the items in the collection. There is no "formula" method for computing this - it depends entirely upon what the collector feels is a reasonable valuation. In many cases the sky would be the limit: a complete collection of every model of the many Ohlsson engines might well be valued as highly as \$50,000.00, since no such collection is in existence today.

This method of appraising the value of a collection would be more or less academic, since it is extremely improbable that a collector could realize such a large amount in cash from his collection, no matter how unique. However, this kind of valuation could have one practical use: in the event that one donates his collection to a public museum. In this case, the donation may be used as an income tax deduction (in the United States), and the amount of this deduction is the value as stated by the donor. In many cases it is even possible to "carry over" the amount of the donation for a period of years - an attorney or accountant can give you exact information on this.

(2) The replacement value of the collection - the amount that would be required to build a duplicate collection in the event of loss or destruction of the original one. This would be the second highest possible appraised valuation of an engine collection and should of course be used when insuring it. However, for insurance purposes it is preferable to furnish the insurance company with an itemized inventory of your collection with a replacement value separately listed for each motor. This will avoid a tendency to over-evaluate (too high an amount results in unnecessarily expensive premiums) and also simplify the making of a claim if a partial loss occurs.

(3) The actual cost of building the collection, including all money paid out for engines, parts, and materials; also postage, insurance, display items (such as mounting stands and nameplates) - and of course an allowance for the time spent on the collection in getting, repairing, and mounting the engines.

(4) The resale value of the collection; i.e. the total of the amounts for which the motors could be readily sold individually. This should be a very easy figure to arrive at for any collection - if only we had a list that showed what every model engine is worth...

This problem of assigning fair resale prices to "collector's items" is by no means limited to model engines - any "collecting" hobby has or did have difficulty in this respect. We have done some investigating into the ways in which this problem has been solved by other collectors' groups - and have found that the basic answer is quite simple indeed: the resale value of a "collector's item" in any field is simply the highest amount that an average collector in that field would be willing to pay to obtain it. In other words, it is the collectors themselves, taken as a group, who actually determine

what the resale values are.

Now, in "collecting hobbies" such as stamps or coins, where the number of devotees is in the tens of thousands, this process of pricing works automatically - simply by the law of supply and demand. If there is more of a demand for an item than the available supply can satisfy, prices rise. Conversely, when the supply exceeds the demand prices become lower. Note that this does not necessarily have anything at all to do with how many of an item may exist: there may be only one single example of a certain article, but if no one wants it, its value will not be high.

This "self-regulating" process of pricing works very well for coin and stamp collectors, because of the number of people engaged in the hobbies - dealers and jobbers as well as private individuals. But in branches of collecting which are less popular the law of supply and demand does not work nearly so efficiently, simply because the limited number of participants make it difficult to establish just how large a supply of any item is available, and how much demand there is for it. So, in self-defense, collectors in the less widely-practiced fields have been forced to get together and decide among themselves what selling prices can reasonably and fairly be assigned to the various items in their field of interest.

Since this Journal is the "meeting place" for our Association, it is in the best position to try to set up a "Resale Price Standard" for model engines - with the help of each of the members! We are therefore including with this issue a list of every make and model of American model engines, with a space opposite each item for a value to be inserted. (Two copies of the list are included, since it may be of value to our members in other ways.) When you have the time, fill in opposite each item a price which you believe to be a fair and reasonable one for the motor, in new condition. Please give this very careful thought, because the price you set will not only be the price for which you would be willing to buy the engine - it will also represent the amount for which you would be willing to sell it if it became necessary.

After filling in your values, please return one copy of the list to us. We will average all the returns and then make up a "Blue Book" of American model engine prices. One copy of this book will be sent to each member of our club - also, a copy will be mailed to each of the "used engine dealers". Prices in the book will be for engines in "New" condition; so we will include the "Engine Classification Standard" in the book and indicate a percentage of the "New" value for engines in other conditions. For instance: "Very Good" - 90%; "Good" - 75%; "Fair" - 50%; "Poor" - 20%.

In compiling the list we have tried to include every "version" of American model engine that differed in any way from previous models; whether or not it was identified differently by its manufacturer. However, we have not listed any "versions" which only differ from earlier ones by the addition of some accessory which was sold as a separate unit, such as a "dieselized" Arden or a fuel-shut-off-equipped Drone. Also, we have restricted our list to "production" engines only; our definition being: (1) An engine which was either sold as a completely assembled unit or as a kit of completely finished parts requiring only screwdriver-type assembly by the purchaser; and (2) was made for the purpose of sale to the general public. We do not consider that the number of units produced has much bearing on

whether or not a type should be considered as being "production" or not - some model engines which were intended for mass sale "died" through no fault of the maker (except perhaps his lack of skill in design and/or manufacture). At any rate, we have excluded from the list: (A) Engines made from "kits of castings", such as the Wall, Octura, and "Makeurown" motors; (B) Engines built from plans and drawings in magazines, such as the Lindberg "Hornet" and Model Airplane News' "Little Dragon"; (C) Manufacturers' prototypes which never went beyond the design or experimental stage, such as the Arden .35, Menasco .647, and the many experimental Dooling engines; and (D) "One-of-a-kind" motors, whether built by an individual for his own use or on a "custom" basis for others, such as the Manderville engines, the Brown Twin, the Forster .49, and the special motors built or reworked by Franny Wolfe, Bill Wisniewski, Bruce Underwood, and others.

Each item on the list is preceded by the year in which it was first advertised or sold. The displacement figure is computed as accurately as possible from the bore and stroke of the engine and in some cases differs from the manufacturer's figures or previously published data. In every case where the engine type (i.e. spark ignition, glow, diesel, etc.) is not obvious from the name of the motor it is noted. Distinguishing features between models have been notated as they appeared necessary for recognition.

It would perhaps be foolish to expect that this list is absolutely complete and without error. We have been as careful as possible in assembling our data and we have tried to exhaust every source of information on model engines that is available. However, it is too much to hope for that this list does in fact cover every production model engine ever made on the North American continent. We would be willing to bet, though, that more than 95% of such motors are listed - surely every one of which more than 250 were built.

One thing more on this subject: We have sufficient data on hand to prepare a similar listing of British model engines. If more than 15 members request such a list, we will be glad to print it in a future issue of the Journal.

NEW ADDRESSES

The following members have moved since our last issue:

Don Belote, 3333 North Marshfield, Chicago 13, Illinois.
 John Krickel, 4 Julian Street, Ozark, Alabama.
 Tom Pearson, 198 Calumet Blvd., Harvey, Illinois

NEW "SCORES"

Since our last issue, we have been informed of the following revised "number of engines in collection" figures:

Don Belote - approx. 300	Steve Ditta - about 375
Frank Estrada - 150	John Krickel - 80
Bruce Underwood - 240	Joe Wagner - 348

Incidentally, John Krickel's collection consists of American spark ignition engines.

TRICKS OF THE TRADE

One problem which faces many engine collectors is the disassembly of engines with parts which screw into one another, particularly the Bunch, Brown, and the $\frac{1}{4}$ A motors - all of which have cylinders which thread into their crankcases. Most instances of damage to cylinder fins are simply the result of improper disassembly methods. In this article we will explain how to do these jobs properly. We may as well accept the fact that certain tools are sometimes required - which is true of more things than just taking model engines apart! Most of these "disassembly tools" are special; but they do not need to be elaborate - just sturdy enough to successfully perform their intended function. If one begrudges the time required to make these tools, consider: the "saving" of a half-hour's work in "toolmaking" can end with the ruining beyond repair of a rare model engine cylinder....

In disassembling cylinders that screw into crankcases, we can make very good use of the "differential expansion" of metals. All substances expand when heated but some expand much more than others. Aluminum, for example, has just over twice the "coefficient of expansion" of steel - which can be put to advantage when one comes to take apart a tightly-screwed joint between a steel cylinder and an aluminum case. If one heats the assembly, the threaded hole in the case will expand away from the external threads on the cylinder and markedly reduce the force necessary to separate the parts. However, to be effective the unscrewing must be done while the parts are hot - the hotter the better, but do not exceed a temperature of about 550°.

Following are some specific techniques for various engine types.

Contestor and Air-O Engines: These motors have heads attached to their cylinders by means of machine screws, so the first step in disassembly is to remove the head. Next, make up a "motor mount" from hard wood or perhaps micarta - do not use pine, mahogany, or fir plywood; these are not strong enough for our purpose. Birch, maple, or oak will do. This "motor mount" should be at least $\frac{1}{2}$ " thick, 2" wide, and 15" long. Fit the cutout for the engine as closely to the sides of the case as possible, and drill the mounting screw holes accurately. Next, attach the engine firmly to the mount, using all 4 screws. Now, take two screws exactly the same thread size as the head screws and at least $\frac{1}{2}$ " long and cut off their heads - after which they should be inserted in two directly opposite screw holes in the top of the cylinder. Run the screws in at least 6 full turns, but $\frac{1}{2}$ " or more of the headless screws should protrude above the cylinder top edge. Lastly, place the assembly upside down on a vise which is firmly attached to some fixed object and clamp the vise jaws onto the headless screws - the cylinder resting on top of the vise jaws - just tight enough to hold the engine. Using the "motor mount" as a wrench lever, proceed to unscrew the cylinder from the case. It should not require a great deal of force to do this; the whole secret being in having a really firm grip on the parts to be unscrewed. If it does seem to require a lot of effort before the parts separate, stop trying, before you shear off the headless screws. Apply "3-in-1" oil or "Liquid Wrench" liberally all around the joining line of the parts and then wait about an hour for the oil to penetrate. Now, heat the assembly (in the vise) with a propane torch or the like until the oil on the outside starts to sputter and burn. Immediately proceed to unscrew the assembly.

Naturally, the above procedure may be used in reverse order to reassemble the engine, although heating will not then be required.

Brown and Everson Engines: Motors of this type do not have removable heads, but do have two or more holes in the top fin of the cylinder for wrenching purposes. DO NOT try to unscrew an assembly of this type by inserting the points of a pair of long-nose pliers into the holes! For one thing, no pliers are made to withstand a twisting force across their hinge pins; for another, one cannot really get any more of a grip to unscrew with, using pliers in this way, than he can by simply grasping the cylinder with his hand. The only safe way to handle this sort of job is as described above - except, instead of using headless screws inserted in the cylinder to unscrew with, steel wire pins are used instead. Use just as large diameter "pins" as will fit into the holes in the cylinder top. File the ends of these flat, then apply a bit of contact cement - or even chewing gum - to the pin ends, which will allow them to be stuck into place in the cylinder top holes so that the assembly can be inverted over a vise and the jaws clamped on the pins while they are perfectly positioned in the cylinder. Then, with the engine case firmly screwed to a "motor mount" as mentioned above, the assembly can be dismantled in exactly the same fashion as was described for "Contestor-type" motors. One note of caution: a few model engines have an aluminum part which screws into an iron or steel part - such as the "Baby Cyclone", whose aluminum head screws into a cast-iron cylinder. If normal force will not suffice to separate an assembly of this sort, do not use heat to loosen the parts - it will only cause them to grip more firmly. Instead, use penetrating oil and then chill the assembly, preferably using dry ice, which has a surface temperature of -100°.

Arden and Various 1/4 Engines: These motors have circular cross-section cylinders without any holes or flats for use as "wrenching points". Most engines of this type also have heads which screw into their cylinders and are provided with unscrewing features, such as slots or flats, and some were sold with a special wrench included with the engine for loosening and tightening the head. If you are restoring a motor of this kind and do not have the wrench for its head, please make every effort to obtain one before trying a substitute. Now, when disassembling one of these engines, about half the time when one is trying to unscrew the head from the cylinder, the cylinder will come out of the case instead, leaving the head still firmly in place. In either event we are faced with the problem of gripping the cylinder firmly so we can unscrew the other part - the head or the case; but there is a difference. if the cylinder and head come free of the case we have access to the inside of the cylinder as well as the outside. Since most of these engines have broached or milled bypasses inside their cylinders, this offers a possible wrenching grip. For instance, Arden engines have 6 broached bypasses with quite sharp corners. A piece of sheet steel about 3/32" thick can easily be cut and filed to fit snugly into the bypass area across the cylinder bore so as to bear against opposite "lands" of the bypass grooves. Gripped in a vise, this sheet metal "wrench" will provide plenty of grip on the cylinder with no risk of distorting it, since torque will be exerted exactly tangent to the cylinder diameter. (Incidentally, the tool to use to unscrew an Arden head is an "Allen Wrench", measuring 3/8" across the flats of the hex. This is very inexpensive and available at any hardware store.) Note: do not use this method of "gripping in the bypass" with any engine which has radiused bypasses, such as the Cox engines, since unscrewing torque will tend to distort the cylinder bore into an ellipse.

If we do not have access to the bypass area (i.e. if the head comes free of the cylinder, leaving the cylinder still in the case),

or if the bypass shape is not suitable for internal gripping, we are faced with the problem of finding another way of grasping the cylinder. An almost foolproof way of doing this is to obtain some sheet brass or aluminum of such thickness as to fit snugly into the exhaust ports of the engine. Carefully cut a strip of this material just as wide as will allow it to pass completely through the ports and extend about 2" or 3" on each side of the cylinder. (A "Zona Saw" is ideal for cutting the sheet metal - do not use tin snips, since they warp and twist the metal as they cut, and it is essential that this "blade" we are making remains as flat as possible.) Now, mount the engine to a firm support - assuming we are removing the cylinder from the case. Insert the "blade" through the ports, and wrap each protruding end with cloth, to avoid damage to fingers. The cylinder can now be unscrewed, usually with remarkably little effort. If not, use the penetrating oil and heat (or cold) treatment. Always bear in mind: terrific force should never be used in disassembling or assembling any model engine - it is neither proper nor logical... We once watched in horror a friend's attempt to remove the external sleeve from the crankshaft of a Dooling 29: he had gripped the sleeve with a pair of Vise-Grip pliers and was hammering on the pliers with a ball-peen hammer! A mere 30 seconds' application of a propane torch to the sleeve (aluminum) allowed it to fall off the shaft (steel) - to the absolute amazement of our friend, who had been battering on the sleeve for 20 minutes or more without moving it a sixteenth of an inch! Please - when working with model engines, NEVER use a hammer! Use your brain instead.

Bunch Engines: This type of motor presents the greatest challenge in disassembly, since the cylinder is always very firmly screwed into the crankcase, and there seems to be absolutely no area on the cylinder (which is composed of quite thin sheet steel parts copper-brazed onto an equally thin-section steel cylinder) to which torque can safely be applied. We will admit that the Bunch engines have been the source of a great deal of head-scratching on our part, to work out a really reliable method of taking them apart. (All rumor to the contrary, this is not the reason that it is said of your editor, "He would be completely safe anywhere in Indian territory!") However, we can now report that we have devised two techniques for separating Bunch cylinders from their cases without any possibility of damaging either part. These techniques are similar except for the material used. In one case the material is cheap but can only be used once; it also requires a bit more time in work than the other material - which is somewhat expensive but can be used over and over again.

The essence of the disassembly method is to cast the engine cylinder solid in a rigid material, which then provides all the grip one could possibly need to undo the stubbornest assembly. One material useable for the purpose is common plaster-of-paris. (Do not use "patching plaster".) Begin by removing all small parts from the motor: needle valve assembly, spark plug, etc., then plug up all holes in the cylinder assembly with modeling clay or wax. Brush a thin coat of oil all over the entire cylinder assembly, being particularly careful to completely cover all of the fins. Next, obtain a small cardboard box large enough to hold the entire cylinder - intake tube and exhaust stack included - and deep enough to accept the entire height of the cylinder plus about another $\frac{1}{2}$ ". Mix the plaster with water according to the directions on the package and pour it into the box just as soon as it becomes smooth in consistency. Now insert the engine cylinder, head downward, into the liquid plaster, far enough so that the intake tube and exhaust stack are fully

submerged. Hold the engine as steady as possible while the plaster hardens - a process that occurs rather suddenly. Then let the assembly stand undisturbed for about a half-hour, after which the box can be placed in a vise and the case screwed to a "motor mount" board. The parts can then be very easily separated.

Remove the plaster from the cylinder as soon as possible after the case is unscrewed, before it has a chance to "cure". A fibre or plastic mallet is ideal for removing the plaster from the cylinder, and if the part was well oiled before casting it into the plaster, no difficulty will be experienced in removing every particle of plaster.

The other casting material we have found suitable for this work is one of the remarkable "Cerro" low-temperature-melting alloys, which melts at 150° F. It can be safely melted in any saucepan and poured into a cardboard "molding box" without harming it in any way. The casting technique is the same as with plaster, except that there is no need to oil the cylinder, or even to plug the intake and exhaust ports. Also, it is better to hold the cylinder in the box and then pour the molten metal (!) rapidly around it. To remove the "Cerro" metal after the parts have been unscrewed, simply place the assembly in a pan of boiling water, whereupon every atom of the casting metal will part company with the cylinder and fall to the bottom of the pan. The only disadvantage in using "Cerro" metal is its cost: approximately \$7.00 per pound, and about 2 lbs. are required for the purpose just described. However, this material is useful in other ways: for example, it is ideal for making intake and exhaust tubes for Elf multi-cylinder engines and Burgess and Morton M-5's. The tubing itself is steel or aluminum, but has such a thin wall that it is nearly impossible to bend without buckling. But if the tubing is filled with "Cerrobend" (a specific trade name for one of the "Cerro" alloys), it can easily be bent exactly to shape, and then the "Cerrobend" is removed with boiling water as described above.

ENGINES AND PARTS AVAILABLE

Harry Roe: Webra .09 diesel, new, \$9.00; K & B Sky Fury .049, very good, \$3.00; K & B Sky Fury .074, very good, \$4.00; OK .60 ign., very good, \$15.00; McCoy .49 Black Case, good but lacks points, \$8.00; Hornet .60, very good but lacks points, \$15.00; Wen-Mac .049 with starter, very good, \$3.00; Cameron .09 Water-Cooled Marine, very good, \$6.00; Cameron .19 Water-Cooled Marine, good but venturi is chipped, \$7.50; Atwood Champion, Model "H" ign., very good, \$10.00; DeLong .29, no timer or tank but otherwise good, \$5.00. Harry also has a few "Model Gas Engine Handbooks" and "Gas Model Airplane Handbooks", both of which contain much data on early American model motors including reprints from their original instruction sheets. Both are by Bernard Winston (of America's Hobby Center) and are in paper covers. Harry will sell these for \$1.00 per copy.

Jim Newland: Ohlsson .60 Sideport, aluminum head model, very good; Rocket, missing fuel tank but otherwise very good. Both engines are available for swapping rather than for sale.

Bo Boesser: 2 McCoy .49's, last type. One is new and other is good but lacks needle valve and has loose front bearing. Both are for sale but price is not definite.

ENGINES AND PARTS WANTED

Don Baker: Hornet .60 cylinder & liner; DeLong 30 cylinder; Ken .60 needle valve; Madewell 49 needle valve; Wasp Twin needle valve & body; Super Cyclone backplate & fuel tank.

Jerry Burk: backplate for Super Cyclone; Campus A-100 CO₂ motor.

Mike Cook: Backplate & tank assembly for Rocket; exhaust stack for Air-O Mighty Midget; tank and needle valve assembly for Super Cyclone; timer & needle valve assembly for Cannon 300; Scott "Thunderbird".

Darrell Herringer: Dooling 61.

Tom Pearson: early Forster 99; OK Twin; Bantam .19; M-5.

GOOD NEWS!

The "engines at wholesale" deal is all set. Modern American engines, kits, and other hobby supplies are now available to us at wholesale prices. However, since we must pay shipping costs from our supplier and to our "customers", the net price of this merchandise will be 2/3 of retail price. Send your orders to us along with a check or money order. We will handle the transactions as fast as we can, but do not expect immediate shipment at all times. Sometimes the supplier is temporarily out of stock on certain items; also, it may be advantageous from time to time to "pool" orders in order to reduce the cost of shipping our merchandise from the supplier. A very few items will not be available: "Tick-Off" timers, certain Radio Control equipment, and various imported items.

As for our book - "A History and Catalogue of American Model Engines" - it looks like we are going to be able to do the job the way most of our members have requested: ample data, individual engine histories, photographs, line drawings - in other words, the most comprehensive book possible. And the price will not be unreasonable. The only "fly in the ointment" is that with the new format, it will be some time before the book can be made available. It has been suggested to us that this will probably be the only book of its kind ever published, so it would be best to plan from the beginning on doing as thorough a job as possible; including every bit of information that we can find, and either a 3-view drawing or a photograph of every type and model... Our guess at this point is that it will take nearly a year of spare-time work on the project just to get the job ready for the printer.

ADDITIONAL MEMBERS

B. G. ("Bo") Boesser, 822 Hamlet St., Apt. "E", Columbus 15, Ohio. Bo collects all types but prefers diesels. His collection numbers 70.

Mike Cook, 365 West End Ave., 7E, New York 24, New York. Mike is collecting mainly .60's and multi-cylinder motors; present no. not known.

John Cululi, 2315 Kemmerer St., Bethlehem, Penna. John collects all types and has somewhere around 50 at the moment.

Tim Dannels, 450 Tennyson St., Denver 4, Colorado. Tim collects spark ignition engines and out-of-production diesels, and has about 70 now.

Darrell Herringer, 921 N. Egan Ave., Madison, South Dakota. He prefers racing-type engines but collects all types; has around 20 engines.

Selwyn Howell, 138 East Cypress St., Compton 3, California. His collection is of pre-1950 American engines and numbers approximately 60.

Bob Livesay, 13832 Lombardy Rd., Garden Grove, California. Bob collects all types and has around 160 now.

Charles Luskin, 1908 75th St., Brooklyn 14, New York. Charles collects mainly spark ignition engines and diesels and now has 95 or so.

Bill McGhee, 537 Main Street, Nashville 6, Tennessee. Bill has 110 motors at present, all types, but is mainly interested in "vintage".

Jim Newland, 2707 West 180th Place, Torrance, California. Jim collects all types, especially foreign engines, and now has over 200. He is particularly interested in unusual engines and "one of a kind" types.

Jim Petrakis, 2369 Huntington St., Bethlehem, Penna. Jim's collection contains about 30 motors of all types.

Harry Roe, 3306 Harvard Blvd., Dayton 6, Ohio. Harry is collecting mainly American motors but has foreign types as well - over 200 in all.

Francis ("Smitty") Smith, 815 3rd Ave. North, Apt. 6, Seattle 9, Washington. Smitty is building a collection of 3 types of engines only: American multi-cylinder engines; American 4A motors, and the 10 smallest displacement engines made anywhere in the world. He has 100.

Paul Tometz, 620 West 30th St., Apt. 4, Los Angeles 7, California. Paul collects model race cars and car engines only and has about 18 engines in his collection at the moment.

SOME THOUGHTS ON THE GOALS OF AN ENGINE COLLECTOR

When one first begins seriously collecting model engines, it seems to happen almost by accident - at least, we do not know of any person who, having no motors at all, nevertheless decides to start a collection of them. The way that each of us seems to have gotten into this hobby is, having somehow gradually obtained an assortment of model engines - usually for use in models - it occurs to us suddenly that we have on hand the beginning of a collection; and that all we need to do is to add to it. So, having begun our hobby more or less haphazardly, many of us tend to continue it in the same random manner.

Now, there is certainly nothing wrong with this. But it sometimes seems that a collector could derive more satisfaction and enjoyment, and suffer less frustration, if he were to set himself some limits and goals to shoot for, rather than simply trying to obtain every model engine of any type that he happens to come across. Without meaning to disparage him in any way, surely a man who is collecting "all types" is setting himself an endless task... And when his wife asks him, "Another motor? Haven't you got enough of them now?? When are you going to have enough???" - what is he going to say?

Stamp collectors learn the difficulties of indiscriminate collecting early, since comprehensive catalogs are readily available indicating the astronomical number of postage stamps which have been issued by the various nations in the course of history - a most discouraging prospect indeed to a novice! Probably 99% of stamp collectors who are not absolute beginners are specializing at least to some degree. We know one young philatelist who is building a collection strictly of stamps issued by the Ryukyu Islands (first issue 1946) and his interest and enjoyment in his hobby could not possibly be greater if he were collecting stamps from the entire English-speaking world. For one thing, the vast majority of items in stamp dealers' catalogs do not tempt him, and he is never frustrated by being unable to obtain some ancient, rare, and expensive specimen which he either cannot locate or cannot afford.

Might not specialization in collecting model engines be of some advantage too? Limiting one's objectives does not necessarily mean that one's interests are lessened - they are merely focused on a smaller target. And as for the difference in end results: think of a huge, thick stamp album, with one or two or half-a-dozen stamps per page - then contrast this with a smaller, thinner volume which has every blank space filled...

Let's examine a few possible fields of specialization in model engine collecting. Does anyone have a complete series of American #A engines? Even though the first of these came on the market only 12 years ago, a number of types have become quite rare - such as the "Baby Spitfire" with a brass head, and the original OK Cub .049. Despite the large numbers in which #A engines are produced, they tend to become scarce much faster than larger engines of the same period - since their toy-like appearance and low cost frequently are the cause of their being thrown away when their owners tire of them.

How about "marine" engines? Comparatively speaking, not many of these have been manufactured, yet a complete collection ranging from the water-cooled Forster 99 of 1936 to the O & R .049 "Marine" of '59 would surely be a most impressive array.

Another excellent choice for specialization is in trying to obtain complete "families" of model engines. One could start in a very modest way and try for one of each of the 3 Phantom P-30 models, or a complete line of the 5 Syncros. Or, one could be ambitious and seek to form an all-inclusive series of the many Fox engines - or the Ohlssons, or the McCoy's, or the Forsters... And of course several of these "family" collections could be built simultaneously.

Many other ways of specializing are possible: "one-nation" collections; collections of spark ignition engines only; strictly "racing" types; engines in a given displacement range only. All of these have at least one devotee among our membership. We will leave this subject of specializing one's collection with one last comment: can anyone tell us any disadvantage in specializing?

Another thing that we believe to be worth considering in our hobby: aside from the personal satisfaction and fun that we get from locating, dickering for, obtaining, and restoring old model motors - shouldn't there be something more to it? And, what should be done with a fine engine collection when it is complete - or when its builder passes on?

Before expressing our opinion on this, we would like to here state our idea of the difference between a collector and a hoarder: the

collector gets his pleasure from the finding, obtaining, and restoration of specimens for his collection; the hoarder gets his satisfaction only from having. In other words, the collector's pleasure is in the "chase" - the hoarder's is in "counting his gold by candlelight"... We understand that one so-called "collector" has 22 Brown .60's now and is still seeking more. Is he really a collector?

What we are leading up to is the idea that we should not keep our laboriously-built and lovingly-tended engine collections strictly to ourselves, sealed up in boxes and shut from the light of day... Many of us might be sincerely surprised to learn how very many people - ex-modelers and non-modelers both - can appreciate a model motor collection. We talk of membership cards for our association, emblems to wear in our lapels, decals to display on our car windshields - but how about showing off the collections that these symbols signify?

Go to a museum - any general-purpose museum at all - and we will bet that you will find displayed collections of firearms, coins, dolls, butterflies, household utensils - but we will also wager that you will not find a single specimen of a model airplane engine! Why??? We should display our collections, and take advantage of every opportunity to do so. There are several reasons, besides those of personal pride and prestige:

(1) Model airplane engines are part of the history of aviation. Not many people appreciate this, but we think that they should; if for no other reason than to show them that our miniature powerplants are a good deal more than toys. How many people know of the household names of aviation whose beginnings came from models? The Wright brothers, Samuel Langley, Donald Douglas, Lawrence Bell, Roy Marquardt.....

(2) Public displays of our collections will help uncover many of the old model engines now lying forgotten in attics and basements all over the country. We need not worry that the publicity caused by our bringing our engines out in the open will raise prices - the owners of these neglected motors of yesteryear are not dealers. Besides, the recent magazine articles on model engine collecting have already informed the "trade" of our activities.

(3) We may even help the cause of model aviation today by showing our collections. The ready availability of "ready-to-fly" plastic models has tended to form a very depreciatory opinion of model flying in the mind of the public. It seems to us that this is one of the major reasons for the loss of so many flying fields for models, and for the nearly universal "Noise Complaints" against model fliers. After all, if a kid is just playing with toy airplanes, why can't he be quiet about it? Toy trains don't make such a racket! We think that a well-organized display of model engines - the source of the noise in model flying - might do much to help convince the public that our miniature powerplants are far from being playthings. And perhaps, after seeing a Cox .020 displayed between an OK Twin and an Avion Mercury, some people might feel just a little petty to complain to the police about the noise caused by a little $\frac{1}{8}$ A engine....

A FINAL WORD FROM THE EDITOR

We would like to offer our sincere thanks to: Tim Dannels, for help and advice in planning our book; Frank Estrada for helping to line up the "engines at wholesale" deal; and Jim Newland for data included in the accompanying list.