

# THE MODEL ENGINE COLLECTOR

Official Journal of the Model Engine Collectors' Association

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## ENGINEERING - IN GENERAL

We offer our sincere apologies for the 5-month delay since the last issue of our Journal. Our work schedule at our regular job has been so heavy during this period that we have simply been unable to spare any time at all for our hobby. However, we are now back on a 5-day work week again and are going to do our best to make up for the long, long Journal-less interval - and in the immediate future, too.

Surprisingly, we have not had letters from as many of the members during this time as we might have supposed. We did receive several letters from each of our regular correspondents, plus some from other members as well - but quite a few collectors just do not bother to write in to this Journal at all. We are inclined to wonder why.....

We are inclined to wonder about some other questions regarding our Club. Now that we have been "organized" for almost a year, where do we go from here? Have we any definite aims and purposes as a Club by now, and if so, what are they? What are we doing to further them? The Club Constitution defines the duties and responsibilities of the Club Officers; what are the duties and responsibilities of the Members? Or are there any at all?

What kind of a Club are we trying to build for ourselves? Is anyone at all who collects, or says he collects, model engines completely eligible as a Member? Or, should we reject the "membership applications" of persons believed to be undesirable additions to our group? If we do, then what should be done with a person already admitted to Membership whose ethical standards are later demonstrated to be deficient?

We have pondered over these questions through the past few months, and have clarified our own feelings about them. But one person by no means constitutes a Club; and although we know from their letters that several other collectors agree with our thinking, these do not include a majority of our members. Therefore, we want to know where YOU stand on these issues. We want to know what YOU expect to gain from belonging to this group, and in turn, what can the GROUP expect to gain from your membership? How "exclusive" do you think this Club should be? Should we try to enlist just as many Members as we possibly can, hoping not to get too many bad apples in the barrel, or should we set up standards - such as our "Code of Ethics" - that a prospective Member must meet before being admitted? Should we "discharge" a Member who violates our "Code"? If so, should this be done after a single offense, or should he be given two, or perhaps three chances?

We are not going to editorialize here as to what we think are the answers to the questions above. We know quite well how we personally feel about them, but we have no wish to try to influence the thinking of the members in any way on matters of as great importance to our Club as these seem to be. What we need is YOUR honest answers to these questions - YOUR feelings about our Club and its activities!

NEWS OF OUR MEMBERS

Don Belote, having finished his studies at college, is now in the process of being transferred hither and thither by his new employer. Until he gets located permanently, address mail to him at: 1834 Brame Place, Toledo 13, Ohio.

Mike Cook has moved to: 312 West 76th St., New York 23, New York. Mike tells us that he is restricting his collection mainly to the years 1941-1950, with special emphasis on motors of over .40 cu. in. displacement. Mike now has about 40 engines in his collection.

Harry Roe informs us that we made a considerable understatement of his collection in our issue #3. Harry actually has more than 490 engines, rather than 200 as we mistakenly listed.

Paul Tometz has secured new employment lately: address mail to him as follows: Pvt. Paul V. Tometz, US55617742, Company "R", 3rd Battalion, U.S.A.E.C.R., Fort Belvoir, Virginia. Paul is trying to remain as active in collecting as his circumstances will permit.

"CROOKS" AND "SHARPERS"

In our first issue we promised that from time to time we would publish a list of "Crooks" and "Sharpers" in the model engine collecting game. However, as has been pointed out to us, there is a legal problem involved here. If, for example, we were to state in print that Oswald Beanbagger of Ocean View, Nebraska was dishonest in his dealings with model engine collectors, and if Mr. Beanbagger happened to become aware of our making this statement, we would then be fair game for a suit for libel which we would stand no chance of winning - unless, of course, we could prove our allegation in a Court of Law.

We know personally of several dishonest firms and individuals in the model engine line. But, if we had to prove a case at law against any of them, we would be at a complete loss. By design or accident, these persons operate in such a manner as to make it almost impossible to produce any real, incontrovertible evidence against them.

For instance, several months ago a firm placed an "ad" in one of the model magazines, stating that they had old model engines for sale. Both Don Belote and Doug Wendt replied to this ad, and both received from the firm a list which included several engines in which they were interested. The list stated prices, so Doug and Don each mailed in their orders, enclosing payment: Doug by personal check, and Don by Postal Money Order.

A long time passed by. No shipment from the firm arrived for either Don or Doug; nor did they receive any word whatsoever about their orders. Eventually, Don went to the Post Office Inspectors and filed a complaint. Proof was readily established that Don's Money Order had been cashed by the firm in question - Doug's check, too - so the Post Office Department initiated an investigation of the case. Their final report to Don was about as follows: they had insufficient evidence to conclusively prove that Mail Fraud had been committed, and were therefore prevented from taking any legal action.

You see, Don had no way to prove that he had not received the merchandise he ordered. His money order had been cashed by the firm to which

it had been sent; there was no question about that. But how could Don demonstrate conclusively that he had not received what he had ordered and paid for?

As we have stated, we have no wish to print anything herein that could involve us in a suit for libel. On the other hand, neither do we intend to leave our members unprotected against these "Sharppers". Hence, we will describe our personal method for avoiding disappointment when dealing with an unfamiliar source of model engines through the mails.

The method is extremely simple: insist on seeing what you are buying **BEFORE** you pay for it!

Lest it be thought that one would miss out on a great many "good deals" by taking this uncompromising stand, let us explain that this is not the case at all; because, at the same time we are protecting our own interests in the transaction, we take care to also protect the interests of the opposite party. We do this by stating our terms plainly to him, and more or less as follows:

"I am definitely interested in buying the model engine you have for sale. However, since I cannot be absolutely certain that it is the specific model of the motor I am looking for, or exactly what condition it is in, I would like to request the privilege of actually seeing the motor before sending you my check.

"If you will send the engine to me, insuring it when you mail it so you will be protected against possible loss, I will either send you my check in full payment within 5 days of receiving the motor, or I will return it to you along with a refund of your postage and insurance costs.

"You need have no fear of being "swindled" if you send your motor to me on these terms. This signed letter is actually a legal contract that binds me to carry out my part of the bargain if you carry out yours. Your insurance receipt will prove that you actually made shipment as requested, and if I should not live up to the terms I have made in this letter, all you need do is take the letter and your insurance receipt to your Postmaster and file a complaint against me for Mail Fraud.

"I am a member in good standing of the Model Engine Collector's Association, and have done business in the past with the following persons, whose names and addresses I am including as references: ....."

It has been our own experience that the great majority of model engine "deals" carried out by mail are quite legitimate. There may possibly be differences of opinion regarding the condition or completeness of a motor, but out-and-out deceit is comparatively rare. So, since most of the people offering to sell old model engines are honest, they have no objection to the terms proposed in the "sample letter" above. Why should they? The proposals are absolutely straightforward and above-board.

However, should you receive a refusal to these terms, or no reply at all, do not be dismayed. Consider: if the prospective seller is not willing for you to see the merchandise he is offering before you pay him for it; doubtless he has an excellent reason.....

To sum up: the slogan, "Investigate before you invest" is a sound precept to bear in mind - and not only in the collecting of model motors!

ADDITIONAL MEMBERS

Bob Arthur, 324 Carter St., Libertyville, Illinois. Bob collects all kinds of model engines and now has approximately 100.

Gordon Ciskowski, 410 West Dewey Ave., Blackwell, Oklahoma. Gordon is mainly interested in American-made spark ignition and diesel engines, and has over 150 in his collection now.

John W. "Jack" DeFond, 3623 Alexander Ave., Cheyenne, Wyoming. Jack is collecting all types of model engines and his collection numbers 180.

Alex Duke, 683 Sherwood Road, NE, Atlanta 9, Georgia. Alex is the National Secretary-Treasurer of the National Miniature Racing Car Association, and is collecting mainly McCoy engines, plus a few other types. He has about 40 specimens in his collection as of now.

Ray Heller, 32 Hackberry Lane, Houston 27, Texas. Ray owns a collection of about 60 engines, mostly American spark ignition types.

Johnny Johnson, 317 W. Alondra, Apt. 4, Compton, California. Johnny has a sizable collection, mostly of American engines, but we do not know how many as of this writing.

Thomas J. Jones, 901 E. 15th St., Little Rock, Arkansas. Tom has somewhere around 30 engines now, all "vintage" American types.

Dick Sherman, 408 River Road, Tewksbury, Massachusetts. Dick collects anything old in the way of model engines, and has around 135.

George H. Schulz, 3022 Ella Drive, Elkhart, Indiana. George has a collection of about 40 motors, with no particular specialty.

Ralph Siddens, 215 W. Kingsbury, Springfield, Missouri. Ralph has 20 engines or so in his collection, and his main interest is in large spark ignition types.

Reg Tunstall, 19741 Friar Street, Woodland Hills, California. Reg has about 45 engines of all types in his collection now.

Gene Umbright, 1508 Palm St., St. Louis 7, Missouri. Gene's collection consists of about 50 engines of pre-1950 types, mostly American.

Glenn Vest, 72 Drummond, Cincinnati 18, Ohio. Glenn has a number of "vintage" types in his collection, but we do not know his present total.

Alfred Van Wymersch, 1280 Shaw Place, Seaford, New York. Al is probably the oldest "old-timer" in modeling among us, having even had 2 of his designs published in Frank Zaic's 1938 Model Aeronautics Yearbook. He took up model engine collecting just a couple of years ago and has about 65 motors of various varieties in his collection at present.

TRICKS OF THE TRADE

In this issue we will discuss ways of solving a few of the problems of restoring old engines that have been requested by various members during the past several months.

1. Screws and Nuts: One of the most common problems that we are faced with in restoring a motor to its original factory condition is that of chewed-up screw heads and round-cornered nuts. Although it is possible to greatly improve the appearance of such items - provided they are not too badly damaged - by the use of a fine-toothed file and emery paper, the only real solution to the problem is to replace the parts with new ones. But often this is even more of a task than repairing all the rest of the parts of the engine!

Model engine manufacturers, often noted for their shrewdness in design and production techniques, are no less ingenious financially. So, it is a rare model engine indeed that uses screws in lengths and thread sizes that one can readily purchase at his neighborhood hardware store! Yes indeed, how much more profitable it is for a motor maker to incorporate 5-40 X 17/64" long screws in his products - which cannot be bought from any hardware store in the U.S.A. - and thereby assure himself of a comfortable extra income from selling these screws as "genuine factory replacement parts": say 10¢ each for screws that cost him 70¢ per gross....

Here is the solution we offer to this situation. Obtain the number of screws you need (we'll explain how in a moment) in the proper size, number of threads per inch, and head style, and in a length longer than is actually required. Then cut off the excess screw length as follows:

(1) Run two nuts of the proper size onto the screw and adjust them so that they are jammed tight together with the nut farthest from the screw head at exactly the desired length. For instance, if you have a 4-40 X 1" screw and wish to make it into a 4-40 X  $\frac{1}{2}$ " screw, thread two 4-40 nuts onto it and tighten them firmly against each other so that the end of the outer nut is exactly  $\frac{1}{2}$ " away from the shoulder of the head. This will of course leave the other  $\frac{1}{2}$ " of the screw entirely outside the pair of nuts.

(2) Cut off the excess screw length fairly close to the outer nut with a pair of wire cutters or a "Zona Saw". (A "Zona Saw" will cut metal up to the hardness of mild steel cleanly and very efficiently.)

(3) Clamp the part of the screw with the nuts on it in a vise, with the screw head downward and the surface of the outer nut slightly above the level of the vise jaws. With a medium file, carefully file off the end of the screw until it is level with the surface of the nut.

(4) Remove the assembly from the vise and then remove the nuts from the screw. Any burrs or "hanging threads" on the screw end can easily be disposed of by lightly filing the end of the screw to a slight bevel.

It may appear from reading the above procedure that this is a slow and time-consuming process. It isn't. Once one gets into the "swing" of the method, it only requires about one minute per screw.

Now for the solution to the "procurement" problem! Here in Los Angeles we are blessed by our proximity to one of the largest hardware supply houses in the world. Almost every style and size of screw ever used in an American model engine is in stock here, and it is possible for us to open an account with this supplier. However, considering the almost infinite number of possible combinations of lengths, thread numbers, sizes, head and slot styles which would be required to restore any motor that might need new screws - plus the fact that one gross (144) of any one type of screw is the minimum order we can place, probably the best way to proceed with the project of supplying the screw and nut needs of

our Club Members would be as follows. If enough Members express interest in this proposal within the next 30 days, we will then order one gross of every type of screw ever used on an American model motor. But, to keep our inventory to a minimum, we will only obtain each type of screw in the longest available length. Then when you need screws, simply send us a list of your requirements (on a Post Card, so we can keep this separate from our other Club correspondence files). The financial arrangements will have to be made later; some screws are as cheap as 3 for a penny; others as much as 5¢ each. Postage costs will of course be additional.

For your technical information: only two head styles have been used to any extent on American model engines - the round head, which has a hemispherical head ending in a fairly sharp edge at the rim; and the fillister head, which has a straight-sided head with a rounded top. Screwdriver slots are commonest in two types: the straight-across slot, and the cross-shaped "Phillips" slot. (Do not confuse this with the fillister head, which refers to the shape of the head only.) As for the size, or "number" of the screw, if you have a micrometer it is a simple matter to identify screw sizes. The diameter (as measured over the threads) of various American machine screw "numbers" is as follows:

#1 : .073	#3 : .099	#5 : .125	#8 : .164
#2 : .086	#4 : .112	#6 : .138	#10 : .190

The screw length is always measured from the bottom of the head, except with flat-head (countersunk) screws which are measured from the head top.

Now, for the number of threads per inch! Gauges are of course available for identifying the threads of machined parts - we can probably supply these to Members at about \$4.00 each per set. However, we can get along quite well without a gauge when dealing with machine screws if we just remember two simple facts about them: (1) Machine screws always have a number of threads which is evenly divisible by 4; i.e. the standard numbers of threads per inch on American screws are: 32, 36, 40, 44, 48, 56, 64, 72, and 80. (2) Machine screws are normally only made in two thread "itches" for each size: coarse and fine. Except for #5 and #8, the number of threads per inch on a fine thread screw is exactly 8 more than on the coarse thread screw of the same size. #5 and #8 screws have 4 more threads per inch in their "fine" itches than they do in "coarse".

Keeping the above facts in mind, we can now identify any normal screw that we may find in an American model engine. First we "mike" the screw to find its outside thread diameter and hence its "number". Then we place an accurate scale alongside the screw and count the number of threads in a quarter inch. Multiply this number by 4 to get the "threads per inch" figure. Note: when counting threads, DO NOT count the thread from which you start the  $\frac{1}{4}$ " measurement; this is "zero" and the next thread is no. 1.

Test the information we have given above, to become used to using it. For instance, the case screws of a sideport Ohlsson 23 are 4-40 X  $1\frac{1}{2}$ " long, straight-slotted, fillister head, steel screws. The needle valve body threads are 5-40, and the fixed timer point has 3-48 threads. Make your own measurements on these parts and see if we are correct.....

2. Removing Paint Prior To Repainting: In a previous issue we spoke of using a solvent to remove old, damaged paint from engine parts before re-finishing them. Glenn Vest asks: "What solvent do you use to take the paint off an Ohlsson cylinder?"

Since this also applies to other parts of motors which have a baked-enamel finish, we will state that, to our knowledge, there is no common solvent which will easily dissolve paint of this sort. The best method we have been able to devise for removing a baked-enamel finish is to soak the part in AeroGloss thinner overnight, and then remove the paint with a wire brush. A hand-held wire brush, NOT a power-driven one!

3. "Gunmetal" Finish on Steel Cylinder Fins: Some engines have steel cylinder fins which have (or did when new) a blue-black surface color which appears to be part of the metal itself. This finish rusts fairly easily and is also subject to damage from scratches. In an earlier issue we mentioned the restoration of this sort of finish - referring to the jet black of the "Black Oxide" or "Parkerizing" processes such as are used on the cylinders of present model McCoy's. We stated that the restoration of this finish was strictly a commercial project, beyond the means of a home workshop.

Bruce Underwood, however, has pointed out to us that many motors with steel cylinder fins have a blue-black fin finish which is either a "heat tint" or can be duplicated in this fashion. We have done some experimenting and can now report a simple procedure for refinishing the fins of such engines as Ardens, K & B's, early Veco's, Anderson A's; or any model motor which has steel cylinder fins originally colored blue-black. For best results, follow our method as precisely as possible.

(A) Disassemble the engine and clean all parts thoroughly.

(B) Mount the cylinder on some type of rotary machine. A metal-cutting lathe is ideal, but other methods can be used if you don't have access to a lathe. If you own a drill press, or even a  $\frac{1}{2}$ " electric drill, then replace the head on the cylinder, insert an OK glow plug, then tighten the drill chuck firmly on the top of the plug. If the engine has a head with an offset plug, such as early K & B's, drive a husky wood screw into the end of a block of wood; cut off the screw head and chuck the screw shank in the drill, and then use the machine like a wood lathe to turn the wood block down to a VERY snug fit in the cylinder bore. The cylinder can then be forced onto this "plug" and you are ready for the next step.

(C) Rotate the machine at its highest speed, then, using fine files, emery cloth, "wet-or-dry" paper, and "crocus cloth", smooth and polish all nicks, scratches, rust, and rough areas from the cylinder. Do not short-cut this operation! The better the finish on the part before "coloring", the better the final job will look. Polish the cylinder, particularly between the fins, until it is flawless and literally gleaming. When this state is reached, carefully remove all "metal dust" and abrasive residue from the surface, using paper towels and soft cotton string to get between the fins.

(D) With the part still rotating in the machine, SLOWLY heat the cylinder with a blowtorch or a propane torch. Use the flame like a brush, swinging it back and forth across the part so as to heat it as evenly as possible. After a short time a color will begin to form on the cylinder surface - yellowish at first, which upon continued heating gradually darkens into a "gunmetal" hue. Keep this color transition as even as possible over the entire part by manipulating the torch. Speed is no object; with a cylinder having very thin and deep fins it is best to apply the flame intermittently rather than continuously, giving the part time to conduct the heat uniformly throughout its mass. When the part arrives at the blue-black color we desire, STOP HEATING. Further heat will not deepen the color, and may produce an unsightly surface "scale". Allow the part to cool thoroughly before touching it - a half-hour is not too long. DO NOT cool it by quenching it in water or oil; this may cause distortion.

## A SPECIAL OFFER TO M.E.C.A. MEMBERS

Johnny Johnson is the proud possessor of a machine for embossing labels on plastic tape. He has kindly sent us a sample of his work, and it is extremely neat and professional-looking. The lettering is 5/32" high and raised about 1/32" above the tape surface. The tape itself is adhesive-backed and comes in several colors; the letters "break through" the color, which is a surface coating, and thereby produces a white legend on a colored background. Because of the narrowness of the tape, only one line of "type" can be printed. Johnny offers to furnish nameplates for our model engines, consisting of one or two words plus the displacement, for 20¢ each and he will send a free sample to anyone requesting one. Johnny promises prompt delivery on all orders; his address is listed in this issue.

## ENGINES AND PARTS AVAILABLE

"Bo" Bossner: "Rocket", very good but lacks exhaust. \$4.00 or will swap.

Joe D'Amico: Joe sent a list of motors available for sale, which came just too late for inclusion in issue #3. At this date it is not certain just what may still be on hand. Some of the motors Joe listed are: Forster 99's various Ohlssons, Vivell 49, Brown, Arden 19, Forster 29, and a few glow and diesel engines. Conditions varied from new to good but some missing parts. Prices were reasonable; write Joe if interested.

Ray Acord, 3829 W. 118 Place, Hawthorne, Calif. has many parts on hand for Contestor (both models), Air-O "Mighty Midget" and "Diesel", and "Cobra". He does not have ANY cases. (Information courtesy of George Cooke and Frank Estrada.)

Hank Ball, c/o Ba ll Manufacturing Co., P.O. Box 262, Drayton Plains, Mich. has NEW Ball .60's @ \$15.00 each, postpaid. Gene Umbright sent us this news, and asks that his name be mentioned when writing Hank Ball.

Ray Heller: Ray has quite a few parts; mostly Ohlsson plus some McCoy, Arden, & Super Cyke parts. Ray will sell or swap.

Tom Jones: 3 Ohlsson 60's, all good but missing tank & needle assemblies; Madewell 49 very good, missing n.v. assembly; sandcast Dennyrite, good less tank; 2 McCoy 60's, black case, both good & complete. Tom wants swaps only

Herb Keener: Ohlsson 23, Orwick 64, 1940 Ohlsson 60, Super Cyke "GR" Twin Plug, Madewell 49, Dennyrite; all good & complete, plus original "Mighty Atom" good less fuel tank. These engines are available for trading only.

Harry Roe: Last October Harry sent in a list of motors for sale, all at reasonable prices. We don't know what might be left of these: Sky Fury .049 & .074; OK 60; McCoy 49 black case; Cameron .09 & .19 marine; Atwood Champ "H" circular ports; Webra .09 & .15 diesels; MiniJet; Rocket; and a DeLong. Most were from new to good condition, with a few missing a part or two. Harry also has a few copies of "Model Gas Engine Handbook" & "Gas Model Airplane Handbook" at \$1.00 each.

Reg Tunstall has several parts for '37 Mighty Midget also some for the British Majesco 45 including the timer assembly. Reg says any of these are free to any Member who NEEDS them; all Reg asks is the postage costs.

Doug Wendt has a series 20 McCoy 60 for trade, also a British ETA 5 diesel.



World Wide Radio Control, Box 106, Birmingham, Mich. has McCoy .09 diesels @ \$7.95 & Forster 99's @ \$26.50; both are new, prices include postage; this information courtesy of Gordon Ciskowski.

#### ENGINES AND PARTS WANTED

Zach Allerton: needle valve assembly for OK Twin

"Bo" Boesser: "Bo" is looking for old diesels of all kinds.

Gordon Ciskowski: Orwick 64; timers for Hornet & OK 29; n.v. assem. for Drone

Mike Cook: n.v. for Fox 59 rear rotary glow; n.v. for Ohlsson 29; Rocket venturi-tank-top casting; Ohlsson 60 fuel tank

Joe D'Amico: McCoy 60 timer casting; timers for Sky Chief & Merlin

Tim Dannels: Brown D case & n.v.; Fleetwind moving point; Kalper .019 tank & retainer cap; set of screws & needle for McCoy 49 black case; Sky Chief timer, Super Cyke exhaust; Super Hurricane tank & n.v. assem.; n.v. assem. & O & R style timer assem. for Torpedo Special

Tom Jones: Bantam venturi and n.v. assembly

Herb Keener: Scott "Thunderbird", either model

Reg Tunstall: Bantam timer assembly & GHQ n.v. assembly.

#### HOW NOT TO SWAP AN ENGINE

(Ordinarily, this is a subject that we would prefer to avoid in these pages. However, we have had some specific requests to give our opinions here on this rather delicate matter. It was pointed out that this Journal is the only policy-setting organ that our Club has, and its only meeting-place; so that any subject that affects the Club or its members in the pursuit of our hobby is entitled to be brought to the attention of the membership. We agree with this wholeheartedly. However, we would like to make it clear that although the following section clearly applies to some specific "deals" made or attempted within the past few months, we are not writing this in recrimination of anyone. What we hope to accomplish here is to throw a bright light upon a certain technique of "horsetrading" and to show how and why it is most undesirable for any of us to use it.)

Let's start out by supposing that your collection is restricted only to engines with colored parts, and, although you have quite a few motors of this type, there are still plenty of them you lack. Now, suppose that one day you receive a letter from somebody who happens to have an original Forster "Little Hercules" that he'd like to sell - say for about \$10.00.

Although you are aware that this old Forster has no colored parts whatever and therefore does not fit into your collection at all, it seems a shame to let such a rare item slip by - especially at that \$10.00 price! So, you mail out the sawbuck and soon the Forster is yours. So far, so good.

Well, now you've got yourself a rarity. What to do with it? It doesn't belong in your collection - so... how about swapping it to someone for something you DO need? In fact, seeing as how it's so rare and all, maybe you could get two motors for it! Maybe THREE!! Say! Why don't you sit down and write a letter to every one of the M.E.C.A. members. Tell them

what you've got to swap and ask everybody what they'd give you for it. In fact, while you're about it, might as well give a few suggestions as to what you'd be willing to part with your "Little Hercules" for. As an auctioneer starts out by suggesting a minimum bid (so as not to waste time with "pikers"), you can give your potential "customers" an idea of what you feel your rare find ought to bring. Let's see, now.....

Got a Viking Twin? Or an Edco Sky Devil? Or a Hi-Speed or an Orwick 32 or a model "A" Baby Cyke?? How about a Black Panther or a gold-head OK 60 or a Bluebreak 65? There are a few suggestions! Now, don't be sneaky about this. Most of the M.E.C.A. guys write to each other anyway; come right out and tell everyone you write to that you are shopping for the best deal you can get. You want to keep this all honest and above-board, don't you? Besides, if each collector knows that he's competing with all the other guys for your Forster, this ought to really up the bidding! Gee! Maybe you could even get FOUR of those motors we mentioned!!

You know now just what to say in your letters. Tell everyone that:

- (1) you have a "Little Hercules", like new, available for trading;
- (2) you'd like to get about 3 of those engines above for the Forster;
- (3) you're sending similar letters to all the other M.E.C.A. members; and
- (4) high bidder gets the "Little Hercules".

There. Send the letters off; in a few days the replies will start to come in. Then you simply sort through the stack, pick out the best offer and throw the rest away. Next, you send off the "L. H.", and then wait for the stuff for your own collection. Boy, oh boy, you ought to really make out as a result of this little deal, huh?

NO!

Now we'll tell you exactly what the results of a deal like this will be. First, you will get yourself a trade on the Forster, there's no question about that. After all, with some 50 members in the Club, at least 40 of whom would be interested in the "Little Hercules", you're bound to get a good swap from somebody. BUT!! There are 50 members to whom you offered your engine - and only one of them got it. What about the others????

Let's examine the reactions of one of the unsuccessful bidders: he wanted the Forster. He wanted it badly enough that, although he did not have any of the items you listed as being a desirable trade for your motor, he scouted around and located a "Sky Devil" that he could buy for \$25.00. That was the only one of your requested trade items he could find. Still, he knew from your letter that he was bidding against most, if not all, of the other Club members; so he desperately tried to think of something else he could add to his offer so as to have a fighting chance to get the motor you offered. Knowing (from your letter) that you only collect engines with colored parts, he finally decided to offer, in addition to the "Sky Devil", a K & B RC45 - which you might not have since it sells for \$27.95. That was the best he could do: an offer that, if accepted, would cost him \$43.62 (if he bought the K & B through the Club). That's a lot of cash to part with for just one model engine! But what choice does he have? Either he can just forget about making you an offer at all, or he must make the most impressive offer possible to him, so as to have some chance of being the "high bidder".

Well, as we know, he did not get the Forster. And he knows why: somebody else made you an offer that he could not beat. Is he going to be at all happy about this? Multiply this collector's reactions to your "auction" by 50, then compute your chances of getting the next Viking Twin that any M.E.C.A. member turns up. Or any other engine. for that matter.....

Let's face some facts about this hobby of ours. First, there are not now, and never will be, enough rare "collectors' items" for each and every one of us to have everything he wants in his collection. This is actually the whole essence of the game - the fact that the most desired specimens are hard to find. And yet, from time to time, these do turn up...

Second, there is bound to be competition among us for these rare items. It would be unnatural if there wasn't. But the word "competition" certainly does not imply a cut-throat, no-holds-barred melee, each man pushing and shoving and elbowing all others aside so he alone can grab off all the prizes. No, "competition" does not mean that at all. Our "Code of Ethics" describes a few of the restrictions we are willing to place on ourselves in the pursuit of our hobby - but by no means does it cover the entire range of conduct that each of us should live up to.

Consider the AMA rules. Is there, anywhere in the rulebook, a regulation which states that a person must not interfere with the flight of a competitor's model by means of an 8-gauge shotgun? In the Marquis of Queensbury rules, does it say anything to specifically prohibit one contestant from using a chain mace? Ridiculous questions, aren't they? Certainly. And the reason that they are so absurd is that we all realize - without it having to be explicitly stated - that the whole idea of competition is to make the chances of each participant as nearly equal as possible. The specific rules applying to each particular form of competition merely cover the details peculiar to that one; the general regulations of sportsmanship and fair play go without saying.

Third, note that in the previous paragraph we used the phrase "as nearly equal as possible". This has a lot of meaning that applies to us! Just as in boxing, where one contestant may be a bit heavier, or quicker, or have a longer reach than his opponent, so with us - some are heavier in the pocketbook than others, some more prompt to take advantage of an offer, some with many more "contacts" than others. Does this sound too obvious to need stating? Perhaps it is; but we want to make this point as plainly as possible: if we are in fact competing actively against one another in our collecting, each of us using his personal advantages strictly for his own gain alone, then what do we have a Club for?

If, on the other hand, the whole idea of our Association is to act as an "equalizer", to minimize the element of competition between us rather than to intensify it, then LET'S PLAY THE GAME THAT WAY!

Here is a good example of what we mean. The fact that "Howler" motors were still available from the manufacturer was known to several collectors before we heard about it here at the Journal. One of these was sufficiently well-to-do that he could have personally bought out the remaining stock of "Howlers" and then doled them out one at a time to the rest of us in exchange for items to fatten his own collection. He did not do this. Instead, he wrote in to the Journal, to give all the members the chance to buy these engines. Another "collector" didn't see things quite this way. This fellow apparently didn't have the money to buy up the lot of motors (luckily for us!) but he took the next-best step and sent out letters to the other collectors he knew of, stating that he had some "Howlers" available for trading, and what was he offered? (This second "collector" became so furious with us for revealing his private "gold mine" in the Journal that we have not heard a word from him since. Needless to say, he is NOT a member of our Club!)

All right, you say, this is all very fine when somebody locates a hundred or so rare motors. But what should be done in the "single-specimen"

deal - one engine that everybody wants?

We'll admit it, this is a difficult question to answer. All we can do here is to suggest what seems best to us. "X" finds a rare engine that he does not need for his own collection, but which he can certainly trade with someone else for an item he does want. Naturally, he wants to make a "good deal" for his rarity; at the same time he doesn't want to alienate anyone with whom he might want to do business in the future. (I.e. ANY other member!) It seems to us that he has only two possible methods of proceeding. (1) He can offer his engine to one collector at a time until he disposes of it. In so doing, he must not offer the motor to a new "customer" until he and the last potential "trader" have definitely established that no deal can be made between them. Also, although he should certainly state what he would consider desirable as a trade for his rare engine, it would be decidedly unethical to suggest any terms which are exorbitant. (2) He can operate on the "buddy" system with one or more other collectors whose interests complement his, and whom he knows he can trust absolutely. Then, if a "buddy" needs the rare engine he has, but has nothing to swap for it at the moment, it can still be sent to him immediately, in full confidence that the "buddy" will repay in kind at his first opportunity.

(Would it, or would it not, be pleasant if each one of us could deal with ANY other member on this latter basis, without a shadow of a reason to worry about being taken advantage of?)

#### MERCHANDISE AT WHOLESALE

As mentioned in issue #3, the arrangement for Members to obtain engines and other hobby merchandise at 1/3 off list price is now in effect. We have handled several orders from various Club members so far, and are happy to be of service. However, we do have a few "flies in the ointment" to contend with in this regard, and we are therefore making these requests:

(1) Please do not order model kits or other merchandise that comes in large packages unless you are prepared to wait for some time for your shipment. Model kits (aside from plastics!) are apparently not good enough sellers for our supplier to keep a continuous stock on hand of every available item, and so must often be "back-ordered". Also, a flying model kit is a very difficult item to package securely enough to guarantee damage-free passage through the U.S. Mails. (We learned this the hard way during 7 years in the model kit manufacturing business.) Hence, each time we have to mail out a model kit we also have to hand-make a sturdy box for it. Sometimes the packing weighs more than the kit, making for high postage.

(2) Do not order: Forster engines (these are no longer sold through distributors), or "custom" engines such as Dooling 61's or ball-bearing Fox 59's. We are simply unable to obtain these items at a discount - at least for the present.

#### ABOUT THIS JOURNAL

In our issue #2 we ventured an estimate on the costs of printing and mailing this publication. Our "guesstimate" then was that we could furnish 12 issues to each member at an average cost of \$5.00 per "subscription". At this time, it does not appear as if the money is going to last this long:

Issue #3, with its "Index of American Model Engines", was equal in size to 3 copies of issue #2.

Issue #5 will include the "Index of British Model Engines", and, if we send two copies of this "Index" to each member as we did with the American "Index", it too will be the equivalent of 3 copies of issue #2.

Issue #6 will include "The Blue Book of American Model Engine Prices", which will contain all the items listed in the American "Index", plus the omissions and corrections that have been brought to our attention. There will also be more comprehensive identification data included on many motors and perhaps we can also include original list prices (where known) and cross-references between "given" names of engines and the names of their manufacturers where these differ (such as: SKY CHIEF (See Supercraft) ). In any event, this issue will also be about equal to 3 copies of the #2 issue of our Journal.

Therefore, it seems to us at the present writing that issues #1 through #6 will exhaust our "Journal Treasury". Members' comments on this situation will be greatly appreciated.

This might be a good time to gently remind a very few of our members that they have not yet contributed their share of the printing and mailing expenses of their Journal. If, by the time issue #5 goes to press, we have not heard something on this subject from them, we will be forced to the conclusion that the Journal is not worth the paper, ink, and postage to these members, and we will thenceforth not bother them with it.

#### THANKS

To Hugh Tuck for his welcome information on Canadian-built model motors we had omitted from our "Index". (Canadians are Americans too, you know!)

To Harry Roe and Alex Dukas for their detailed information on some of the "racing-type" engines we omitted from our listing.

To Bruce Underwood and Tim Dannels for clearing up a few doubtful points in our "Index".

To Zach Allerton and Don Belote for informing us of a few errors that crept into our "Index".

And to almost all the members, who have been so patient during the months that the Journal has been inactive.

#### IN THE NEXT ISSUE

- (1) "The Index of British Engines"-shall we include blanks for prices in this, with a possible "British Blue Book" in mind?
- (2) Brief biographies of some of our members.
- (3) "The Lee 'Sidewinder'" - the story behind one of America's most unusual engines. (Maybe we can include a picture or two....)
- (4) More "Tricks of the Trade" - send us your questions and requests.