

THE MODEL ENGINE COLLECTOR

Official Journal of the Model Engine Collectors' Association

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ENGINE-BERING - IN GENERAL

We have had a gratifying response to the first issue of this periodical; from a total of 40 collectors to whom the magazine was sent, we have received 19 replies to date. Many of these replies were quite lengthy and detailed and your editor wishes to express his appreciation for the time and trouble taken by these collectors in giving us the benefit of their opinions.

There was almost unanimous agreement with the principles and purposes outlined in the first issue. A couple of members differed with us on minor points, but all in all we seem to agree remarkably well in our thinking. Here is a summary of opinion as expressed by our respondents:

The Magazine: Everyone seemed to approve wholeheartedly of our initial effort. The title, format, and subjects covered appeared to be completely satisfactory to all those who wrote us.

The Club: Almost everyone who replied is in favor of a stronger, more formally organized club. The club name is apparently unanimously approved, since no one had the slightest objection to it. Our suggestions for a "Code of Ethics" and a simple "Constitution" were enthusiastically received, and some members have sent in nominations for officership in our club. The candidates nominated: Don Belote, Jerry Burk, and Joe Wagner. Two extremely good candidates for officership - Peter G. P. Chinn and Bruce Underwood - are unfortunately "out of the running" because of very full schedules which make it quite difficult for either of them to take on any additional burdens on his time and abilities.

In view of the above, we are including in this issue a proposed "Code of Ethics" and a "Constitution" for the comments and opinions of our members. Please send us your suggestions!

THE CODE OF ETHICS

The purpose of this code is to establish a uniform standard of "doing business" between members of the Model Engine Collectors' Association, hereinafter referred to as the M.E.C.A.

This code shall be binding on all members of the M.E.C.A. It shall be placed in effect upon the vote of a majority of the active members, and shall be revised and/or amended only by vote of a majority of the membership. Proposed revisions and/or amendments to the code will be published in the M.E.C.A. Journal.

I. In the event that any M.E.C.A. member finds it necessary or advisable to dispose of a portion or all of his collection for cash, he shall first offer it for sale to M.E.C.A. members, either privately or by notice in the M.E.C.A. Journal.

II. Any member who discovers a source of a number of identical model engines such as a manufacturer who has discontinued engines still on hand, or a hobby dealer with a stock of old engines, shall bring his discovery to the attention of all the active M.E.C.A. members - either privately or in the Journal - and he shall do this as soon as conveniently possible after making his discovery. No M.E.C.A. member shall keep knowledge of this kind a secret for his own personal advantage in dealing with other members.

III. No M.E.C.A. member shall purchase an engine for cash and immediately sell it to another member for cash and make a profit on the transaction.

IV. No M.E.C.A. member shall knowingly misrepresent the condition of a model engine offered for sale or trade to another member. Descriptions of engine condition shall conform to the following standards:

New: An engine shall only be described as "new" if it is, internally and externally, in exactly the condition in which it was originally shipped from its manufacturer. This does not necessarily require that it be in its original box, nor does it exclude engines that have been rebuilt or restored. It does mean that the engine is undamaged in any way and specifically that it is complete in all respects.

Very Good: An engine termed "very good" must be in excellent running order. If damaged in any way, it must be capable of being readily restored to "new" condition by methods which can easily be employed by a collector in his own workshop - such as cleaning, polishing out of minor scratches, or replacement of minor parts. All missing parts must be specified.

Good: An engine described as "good" must have all major components intact; it must not contain any broken parts. Slightly bent cylinder fins which are readily straightenable are acceptable in this category, but plier marks on cylinder fins are not. Slight surface rust or corrosion is acceptable but none which cannot readily be removed by means of a mild abrasive such as "Dutch Cleanser". Mounting screw marks, scoring of propeller washers, minor damage to paint and the like are all acceptable in this category. Missing parts must be specified.

Fair: "Fair" engines are those which bear no really severe damage: plier marks on cylinder fins, one or two stripped threads in castings, worn internal parts - any of these and similar moderate damage will place an engine in the "fair" class. Badly worn plating, anodizing, or paint also falls into this category. All missing or broken parts must be specified.

Poor: Any engine which does not meet the standards of any group above must be classed as "poor". This refers particularly to damage such as: severe rust or other corrosion; broken-off mounting lugs; severe internal wear which would prevent engine from running; and any

major damage to a main component, such as broken-off exhaust stack, broken cylinder fins, crash damage to head, etc. Missing parts must be specified.

Modified: Engines shall only be classed as "modified" as an addition to the above descriptions. Modifications must be specified, and must have been made in a workmanlike manner. Some particular forms of modification commonly encountered are: reduction in diameter or flattening of sides of cylinder fine (done mainly to racing-type engines to reduce cowling size); enlargement of ports; shortening of exhaust stack; non-standard finish (such as highly-polished or chrome plated parts); substitution of parts from other engines; addition of Bramco throttle or the like; and out-away display-type engines.

V. Any M.E.C.A. member who makes an offer to any other member must abide by the terms of his offer if it is accepted by the other party. For instance: if "A" offers to sell "B" a certain engine for \$5.00 and "B" accepts, "A" must sell the engine to "B" for the \$5.00, even though "C" may offer "A" \$10.00 for the engine before the transaction between "A" and "B" is completed.

VI. In the event of a dispute between M.E.C.A. members in regard to any of the foregoing provisions, both parties shall state their cases in writing to the president of the M.E.C.A. and shall abide by his decision. In cases where the condition of an engine is in question, the engine shall be sent to the president of the M.E.C.A. and his appraisal of the condition of the engine shall be accepted by all parties to the dispute. In the event that the president of the M.E.C.A. is himself a party to any dispute, the case shall be judged by the vice-president or any other mutually agreed upon M.E.C.A. member.

THE CONSTITUTION

I. The name of the organization for which this Constitution is established shall be "The Model Engine Collectors' Association".

II. The purpose of this organization shall be that of furthering the hobby of collecting miniature engines, and specifically to collectively act for the benefit of all association members in the pursuit of this hobby.

III. Any person who is a bona fide collector of miniature engines may become an association member, regardless of age, sex, color, nationality, or personal beliefs. A bona fide collector of miniature engines shall be defined as any person declaring that he is such a collector, and who possesses at least 7 miniature engines of any type which are intended principally for display purposes.

IV. There shall be no membership or initiation fee for association members, nor any dues, unless voted for by at least 2/3 of the members. However, the membership of the association shall equally bear the cost of printing and mailing the club Journal.

V. This association shall be organized and operated on democratic principles. Its officers shall be elected by majority vote.

Each member shall have one vote, except that when there are an equal number of votes "for" and "against" a proposal put to the members, the president shall have the option of casting one additional vote as a means of deciding the issue.

VI. The officers of this association shall consist of a president and a vice-president. The duties of the president shall be: (1) to act for the membership in matters of general interest and benefit to the association, except that he may not commit the membership to any expenditure without the consent of at least 2/3 of the members. He shall be responsible to the membership for any act which he undertakes on behalf of the association. (2) He will act as referee in cases of dispute between association members. The duties of the vice-president shall be (1) to assist the president as he is able; (2) to assume the duties of the president in the event of incapacity, resignation, or death of the president and to carry out these duties until a new president is elected.

VIII. The term of office for the association's officers shall be one year. Any officer may succeed himself in office.

IX. The membership shall be notified of all association activities through the medium of a Journal, which shall be published and mailed to association members at regular intervals, not to exceed seven weeks. The publisher and/or editor of the Journal need not necessarily be an officer of the association.

SOME COMMENTS ON THE FOREGOING

As should be obvious, the "Code of Ethics" as suggested above is intended solely to give us all a common set of "ground rules" in our dealings with one another. One of the biggest causes of dissatisfaction with engine deals made between our members in the past has been a lack of uniformity in our individual standards of gauging the condition of an engine. Actually, this should not be surprising, considering the distances that separate us, and the differences in our ages, occupations, and backgrounds.

A club such as ours must function on a basis of mutual trust between its members. In fact, it cannot operate on any other basis; and it seems to us that the very first step in establishing this atmosphere of trust is the agreement of every member to abide by the "Code" in all his dealings with other members. In order to start the ball rolling, your editor hereby pledges that he will conform to the code in every respect in all dealings with other ...E.C.M. members.

The "Constitution" has one primary purpose: that of establishing the fact that we really are members of an organization and not just a bunch of "pen pals". The reason for this distinction is of course that an organization can achieve objectives that an unorganized number of individuals cannot. A case in point here is the proposed arrangement with a Los Angeles hobby wholesaler to obtain new engines and other hobby merchandise at a considerable discount. It is not difficult to arrange something of this kind on behalf of a club - but practically impossible otherwise. Another point: as a club, we can request - and get! - the privilege of publicity in the various model magazines; the kind of publicity that will uncover the maximum number of old engines for our collections at a

minimum of cost. As it happens, your editor is well acquainted with editors of American modeling publications, but we have not as yet made any requests for their cooperation; since an appeal by a club for assistance in attaining its objectives is so much more effective than a request for help on behalf of an individual.

As time goes on, there will doubtless be other advantages to our forming a strong club. The issuing of membership cards and/or badges is one possibility - these may not help us much in our collecting activities, but they can be used to impress family and friends with the fact that we are actually accomplishing something worthwhile, and not just wasting our time and money fooling with old model engines that no one wants....

As for this Journal, we have had many suggestions that we place it on a subscription basis, which sounds reasonable to us. Of course, at this early date, we cannot even venture a guess as to how much it will cost to put this magazine out over a period of months or years. There are two major factors in this cost: (1) the number of pages in an issue; and (2) the number of copies of an issue that are printed. The more pages we have, the more each issue costs; but the more copies of each issue we print, the less each copy costs. Frankly, we cannot make any exact estimate of how much money is going to be required to put out say 12 consecutive issues of this Journal. We sent out 40 some copies of our first issue, and have gotten replies from about half of the people we sent to. Also, this issue is somewhat larger than the first one, and the next may be larger than this!

So, we have decided to suggest for the time being that "subscriptions" be offered at a price of \$5.00 for 12 issues - which works out to a little less than 42¢ per copy. If this is acceptable to you, we promise to do our best to see that you get your money's worth. And of course, it will not be necessary to pay in advance, or even all in one lump sum if this is not convenient for you. Naturally, special arrangements can be made for N.E.C.A. members who are not resident in the United States.

We are sincerely grateful to each of the thoughtful members who sent us their unsolicited donations to help share the cost of publishing our first issue. Thank you!

TRICKS OF THE TRADE

One of the major problems in the restoration of model engines is that of cleaning and refinishing. This article will describe the methods which have proven to be the simplest and most effective.

Cleaning: This is the commonest problem, so we will explore it first. For all engines or parts thereof which are not painted, the initial step should be a thorough soaking and washing in a powerful solvent. Many different solvents can be used, of course, but for low cost, rapid action, and good results we recommend commercial acetone, obtainable at any paint or hardware store. For painted surfaces, there are only a few solvents which can be used without risk of damage: gasoline, kerosene, rubber cement thinner, carbon tetrachloride, and trichloroethylene. Unfortunately, there is some hazard connected with the use of any of these: the first 3

are inflammable; the last two give off toxic fumes and are dangerous to use in any confined area. Be very careful in using any solvent as a matter of good common sense.

Some "tools" which are useful in cleaning engines with solvents are "acid brushes" - small, cheap brushes with handles formed of sheet metal, obtainable at hardware stores. Toothbrushes may be used if gasoline or kerosene is the solvent, but don't try them with other solvents since the plastic handles may dissolve and make more of a mess than you had to begin with. Another "tool" which is very helpful is soft white cotton string. This comes in handy in cleaning between cylinder fins; use a length of it like a shoe-shine rag, keeping it wet with solvent. Replace it with a clean length when it becomes loaded with dirt.

Many dirty engines can be satisfactorily cleaned with solvents alone; others require further treatment. In this case, the engine must be completely disassembled before proceeding.

Most stubborn surface deposits on engine parts, such as carbon, "varnish", and dirt imbedded in the surface of sand-cast parts, can be removed by boiling the affected part in a strong solution of "Calgonite" and water. "Calgonite" is a special, highly caustic detergent for use in automatic dishwashers, and care must be taken to follow the instructions on the package.

To remove corrosion and dirt that does not respond to the treatments above, the best technique is the use of a toothbrush and scouring powder. "Dutch Cleanser" is about the fastest-working - it produces a matte finish, however. This will not change the appearance of sand-cast parts, but on die-cast parts it is best to follow the "Dutch Cleanser" with a thorough going-over with "Bon-ami". This will produce a finish identical with the original die-casting when it was new. Use the scouring powder as wet as you can, since it works much faster and more uniformly wet than it does when nearly dry. Rinse and dry parts thoroughly after using any scouring powder, being certain to remove all traces of the powder from such places as bypass interiors and venturi tubes.

Shallow scratches and nicks can be carefully removed with a fine file and/or emery cloth, finishing with #400 wet-or-dry emery paper. After this, the scouring powder treatment is used to restore a uniform finish all over the affected part.

Defective plating and anodizing cannot be repaired in a home shop. Any restoration which involves replating (Bunch, postwar Brown 60, and Kopper King cylinders, for example) must be done by a commercial electroplater. But before sending any part out for replating, clean it thoroughly and remove or fill in all dents and scratches, straighten bent fins, etc.; in other words, the part must be completely repaired before plating since all the plating will do is place a thin surface film over the part. It will not hide any defects! It's not necessary to remove all the old plating before replating, though - the plater will do this electro-chemically. But be sure to specify precisely what areas of the part you do not want plated. If you don't, the part will be plated all over, and this is most undesirable in the case of cylinder bores! Most plating is cadmium - a silvery-gray metal - if in doubt as to what the original plating is, write to us.

Anodizing is a surface coating applied to aluminum. It protects against corrosion, and since it is somewhat harder than the base metal, it offers some protection against scratching. Color anodizing is common on model engines: early McCoy and Drone diesel heads are color anodized. Most of the remarks about plating also apply to color anodizing - it must be done by a commercial firm; parts must be repaired before color anodizing: it's not necessary to remove all the old anodizing before re-anodizing. Most model engine parts that are color anodized have this treatment applied all over. But some, such as black McCoy cases and Drone cases, have area where the color anodizing has been removed and the natural metal is exposed. This was done by having the raw casting color anodized before any machining was done. This makes it a little difficult to restore parts of this kind, since it's a bit of a trick to "mask off" small areas that you don't want anodizing on. The best solution is to have the part anodized all over and then carefully remove the color where required with fine emery cloth. Note: die-cast aluminum parts cannot be color anodized!

Some engines have black cylinder fins where the metal itself appears to be colored black; i.e. it is not painted. This is a process known as "Black oxidizing" and it also must be done commercially. It is done to steel parts only, and the same principles of repair before processing (as in plating) also apply here.

Paint: Many engines have painted parts, and these are usually very simple to restore provided a few elementary precautions are observed. First, remove all the old paint with a solvent. Next, clean the part thoroughly with "Dutch Cleanser". For the repainting, always use enamel - "Engine Enamel" is best but practically any good enamel can be used. The enamels sold for use on plastic models are fine for this purpose. For best results, do not handle the part to be repainted after it is cleaned - the small amount of oil in your skin can prevent adhesion of the paint to an area that you have just lightly touched with your fingers. It's best to hold the part by means of a balsa handle or the like, forced into a convenient hole in the part.

The following repainting procedure is highly recommended. Thin the enamel just enough for easy brushing. Next, heat both the paint and the part to about 120°F. (This is just about as hot as you can stand to hold in your hand for any length of time.) The paint can easily be heated by immersing the entire bottle in hot water; the part can be warmed in an oven. But do not get the part too hot or it will cause blistering of the paint. Use a soft, good-quality camel-hair brush and apply a thin, uniform coat of paint to the part. Most jobs will require two coats of paint to "cover", so don't try to do the job with one thick coat - this is just asking for trouble! Let the first coat dry at least overnight, then apply a second thin coat with both the paint and the part at room temperature. Let dry overnight before touching.

The paragraph above applies to smooth coatings of paint in uniform colors. However, using some of the new "Spray Cans" of paint; a number of the "odd" finishes can be restored. "Black Crackel" as found on some Bullets, Atwoods, and Vasp Twins; "Gray Hammertone" such as on Cameron 23's; and "Green Hammertone" as used on Cunningham-made Orwicks can all be purchased in spray cans at electronic supply houses. If there is none such near you, the Allied Radio Cor. in Chicago can furnish the paint by mail order.

DISPLAYING YOUR COLLECTION

Much of the satisfaction in owning a collection of engines is lost if the motors are just hidden away in boxes. Naturally, it's a job to make up a proper display of an engine collection - but the results are well worth the trouble!

There are only two basic methods of displaying model engines: (1) a number of them can be mounted on a single panel or stand; and (2) each engine can be attached to an individual stand. There are advantages and disadvantages for each method.

A Number of Engines on One Panel: This method has the advantage of conserving space; more engines can be clearly displayed in a given space by attaching them to a vertically-mounted panel than in any other way. For example, a board measuring 2 feet by 4 feet can easily accommodate 24 engines, with space available for nameplates as well. Small metal brackets for mounting engines on flat panels are available in many varieties - one good source being the Gilbert people, makers of "Erector Sets". There are a few disadvantages to this type of display, however. (1) Unless covered by a glass-fronted frame, the engines tend to collect dust. (2) The panels are bulky and hard to move from one place to another. (3) If you mount engines in "families" (i.e. all Ohlsson engines on one panel), when you fill a panel up and then obtain one or more additional specimens of the same type, it rather leaves you at a loss what to do with them....

Each Engine Mounted Individually: This is by far the best system to use for displaying engines on shelves, in bookcases, and in showcases, as it allows maximum flexibility in arranging and rearranging your display. There are several types of individual mounts in use by our members; Bruce Underwood uses a cast metal stand of his own design and manufacture, which he may be able to furnish to other collectors at a nominal price sometime in the future. John Krickel mounts his engines to lacquered hardwood blocks about 4" square; the front edge being beveled and bearing an engraved nameplate (which costs John about 45¢ each). The engine itself is supported by means of polished brass tubing and held with long screws through the engine mounts, tubing, and base. There are various other individual mounts in use by other members, made from wood, metal, and even transparent plastic.

The disadvantages of this system: (1) the individual mounts are more work to make than the panel style; (2) unless special shelving is constructed, this system requires more space to display a given number of engines than the "mass" mounting.

One very important part of a good display of model engines is nameplates. These can be quite simple, giving only the name of the engine - but it is much more effective - and more interesting to uninformed spectators - to include some basic information about each engine on its nameplate. Displacement, year and place of manufacture, original price - all these are items of information that it is helpful to include on the nameplates of the engines in your collection. Your editor uses nameplates which are typed on various pastel colors of construction paper (available in 5 and 10¢ stores). An example of one of these nameplates is given on the next page in actual size.

G.H.Q "AERO" .513

First made in New York City in 1936, this was the only model engine to be manufactured all through World War 2. Originally priced at \$12.50, the cost went to \$24.95 during the war. After VJ day the price gradually dropped to a low of \$4.98 before the company finally closed its doors in the summer of 1943.

Donated by Robert Oesterline
Eastbrook, Pennsylvania

Naturally, it's a good bit of work to dig up this sort of data on all the engines in your collection, but when it is complete it will be a source of constant satisfaction and is invaluable when you display your collection to "outsiders".

ENGINES AND PARTS LISTED

Don Baker: Anderson "Spitfire"; Barker; Brown 60; Dennyrite; Dooling 61; Gwin Aero; Mighty Midget; Ohlsson 60; Pacemaker; Super Cyclone model G.

Jerry Burk: Super Cyclone crankcase rear cover; Mohawk 29 timer; Thor time; Pierce timer; any Hi-Speed engine.

George Cooke: Dennyrite timer cam (propeller driver).

Herb Keener: Kopper King fuel tank; prewar Atom; Super Atom carburetor and tank assembly.

Hugh Tuck: Brown B; Ohlsson 60 Custom; Brown 60 fuel tanks; Ohlsson Gold Seal intake-exhaust casting.

Jim Propst: Ohlsson 60 Custom (upright type only); O & R 33

Joe Wagner: McCoy 29 with up-angled venturi cast as part of case.

Charles Werve: Fox 59 long-shaft rear rotary model; Orr 65.

ENGINES AND PARTS AVAILABLE

Bone Tool & Gauge Co., 9910 Freeland Ave., Detroit 27, Michigan:
"Howler" engines new in original boxes - \$15.00 each postpaid.

Cameron Precision Engineering Co., Route 1, Box 789, Sonora, Cal.:
"Cameron 23" ignition engines new in orig. boxes - \$9.95 each p.p.

Southern Aero Models, Box 353, Fort Rucker, Alabama: "Clipper
K770" ignition engines new in orig. boxes less spark plugs -
\$10.20 each postpaid. Available after July 1 only.

Bernard Marsh, c/o Bob Wallace Hobby Shop, 2387 Yonge St., Toronto,
Canada: OK Super 60 ignition engines, new, \$9.95 each plus postage.

C. Miller, 130 W. Valencia Ave., Burbank, Cal.: Fleetwind 60's, new, \$12.50 each; also Vivell 35's, price and condition not known.

Hobby Land, 390 Main St., Hackensack, New Jersey: (all engines new and in original boxes. Add 10% to price for packing and postage.) Genie 29 - \$7.50; Judco "Ram" - \$6.95; Melcraft 29 - \$16.00; Kite diesel - \$12.00; Rogers 35 - \$12.00; OK 29 (original model) - \$14.00; Speed Demon diesel .29 - \$12.00.

(Our sincere thanks to the members who have sent in the above information on "available" engines: Herb Keener, Don Belote, Steve Ditta, John Krickel, George McGinnis, and Frank Estrada.)

WHO ARE OUR MEMBERS?

How does one know who the members of our club are? For that matter, how does one know if he himself is a member in good standing? Well, here is how matters seem to stand at present.

If you receive this magazine you are automatically considered to be a member of the Model Engine Collectors' Association. However! since we have more than 40 names on our mailing list and only half of these have replied to our first issue, we cannot help but come to the conclusion that some of the people we have listed as club members have dropped out of the game or lost interest. Below are listed the names of those from whom we have had replies to date, and whom we know are active model engine collectors. If your name is not on this list and you are an active collector, interested in keeping up your membership in our group and continuing to receive this Journal, please drop us at least a post card!

Zach Allerton, 124 Richelieu Ave., New Castle, Penna. Collects all types, presently has about 45 engines.

Stephen Autlander, 5345C N. Virginia Ave., Chicago 25, Illinois. Collects all types and has about 10 engines now.

Don Baker, 1711 Kent Drive, Arlington, Texas. Collects only engines of over .40 cu. in. displacement. Has 45 at the moment.

Don Belote, 1834 Brane Place, Toledo 13, Ohio. Collects all types but specializes in American ignition engines. Has about 225.

Jerry Burk, 705 College Oaks Drive, Arlington, Texas. American spark ignition engines only in Jerry's collection - about 50 now.

Feter G. F. Chinn, Hill House, Holt Road, Cromer, Norfolk, England. Collects all types of model engines, presently has over 200.

George Cooke, 4213 N. 163rd St., Lawndale, Calif. Interested mainly in American engines made before 1950. Has about 115.

Joe D'Amico, 9221 Rost Place, Brooklyn 36, New York. American spark ignition engines only; owns about 54 at present.

Steve Ditta, 219-42 Edgewood Ave., Laurelton, Queens, New York. Collects all types of model engines and now has about 350.

Frank Estrada, 1712 Clark Lane, Redondo Beach, Calif. Mainly interested in American ignition engines, has about 50 today.

Dr. Charles H. ("Herb") Keener, 505 S. McKinley Ave., Champaign, Illinois. American engine, mainly "vintage" types; has 110.

John Krickel, 635 Camilla Ave., Ozark, Alabama. Type of collection not known, but has about 60 engines at present.

George McGinnis, 144 Murray Avenue, Goshen, New York. Collects all types of model engines and now has around 190.

Tom Pearson, 2130 E. Bradford, Milwaukee 11, Wisconsin. Interested in all types of engines and has about 35 in his collection.

Jim Propst, 2004 Montreal Road, Tucker, Georgia. Collects only American ignition engines for actual use in old-time models, has 25.

Hugh Tuck, 921 Armoury St., Niagara Falls, Ontario, Canada. All types of model engines are in Hugh's collection - about 110 to date.

Bruce Underwood, 931 Minerva Ave., Columbus 24, Ohio. Bruce collects all types of engines and is particularly interested in very early models. Has around 225 engines at the moment.

Joe Wagner, 14660 Kalisher St., San Fernando, Calif. Collects only American model engines and has about 335 as of now.

Doug Wendt, Route 1, Whitefish, Montana. Doug collects all types of model engines and he has over 300 in his collection.

Charles Werve, 6220 Fifth Avenue, Kenosha, Wisconsin. American spark ignition engines only. His collection numbers about 95.

IN THE NEXT ISSUE:

In our next number we plan to include articles on:

- (1) What is a collection worth?
- (2) Some thoughts on the goals of an engine collector.
- (3) Members' comments on the "Code of Ethics" and "Constitution" and "Electron" results. (Please send us your votes for the officers of our club as soon as conveniently possible!)
- (4) More "Tricks of the Trade".

FINAL WORD FROM THE EDITOR

The "new engines at wholesale" deal is just about set; full details will probably be in our next issue. As for the "book" we spoke of in the last issue, we are checking the possibility of including pictures - without running the cost sky-high! We'll try to give you a full report on this in the next issue.....