

The Crank Calls

The Bay Area Engine Modelers Club, Branch 57 of EDGE&TA



April 2002

www.baemclub.com

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NEXT MEETING
20 April, 2002
AT 10 AM

AT
Robert Schutz's SHOP
366 40th St.
Oakland, CA



2002 Shows

NAMES April 27-28
Hillsborough Concours
May 5

MEETING NOTES

March 16, 2002
Bob Kradjian, Secretary

The March meeting kicked off with a brisk swap meet. A generous amount of very nice tooling, metal, casting sets, electric motors, measuring instruments, toolboxes, etc. were produced for sale. Judging from the excitement, greenbacks being exchanged, and happy faces—the whole affair was a success.

Our visitors were Dick Brady and Harry O'Neil. We were happy to see Steve Roselle back and “signed up” for another year. Our paid membership now stands at 64, attendance for this meeting was 52.

Treasurer Lew Throop reports that we are solvent after paying our EDGE and TA dues and insurance for the year.

However, to further augment our treasury, we are starting a raffle and plan to continue the same. Members who are willing to donate items for raffle are urged to bring such items for next month's meeting. President Ken will provide the proper tickets for the raffle. The plan is to provide several portable canopies for our engine shows. This will make us “self-contained” and we will not have to depend on the organizers for this necessity.

Newsletter editor, Jim Piazza, tells of the newsletter being available on our club web site in pdf format. Older issues will also be archived. Jim continues to do a great job with the newsletter and the web site. It involves a great deal of skilled labor and we all appreciate his efforts.

I reported on the club engine shows, the next being the Hillsborough Concours on May 5. The official event program will feature a photograph of Ken Hurst's Challenger. I have passes for those participating and will provide them at the April 20 meeting.

Coming up is NAMES April 27-28. Several BAEM'ers are planning the trip, your humble scribe among them.

Another show of sorts is the venerable Knight Foundry in Sutter Creek. We were told that the waterwheel-powered foundry will be in operation again, by late summer.

FIRST POPS:

Ken Hurst is a busy man; he got the first pops from his Economy, but did not have the time to sort it all out for display at the meeting. He should have it ready next by month.

BITS AND PIECES:

Rudy Pretti brought back his pretty Bob Shores engine with a nicely done cherry wood base fashioned in an ellipse. The elliptical pattern is used throughout the modifications on Bob's design. It is not only a pretty engine, but like all of Rudy's engines, it runs great.

Alphonse Vassallo continues to show his originality and ingenuity with a hot air—Stirling engine that he built 30 years ago.

Steve Meyers demonstrated his holding fixture for the *four* Challenger V-8 blocks that he plans to “punch.” This device is by far the most elaborate developed by our membership. Dowel pins localize the fixture on the milling table. The block can be flipped on the hinged axis for boring and machining on the opposite bank

Ken Hurst showed us his progress on his ambitious overhead valve V-8 cylinder heads. He also has the castings for the Roots style supercharger. These castings were made by BAEM member, John Vlavianos.

In addition to the heads, Ken showed his 90-degree crankshaft for the V-8. (As you probably know, the standard Challenger shaft is a flat, 180-degree, shaft).

Dwight Giles has also been persuaded to launch a V-8 project. Stay tuned, folks, this is an interesting development in the BAEM family. I am sure that there is not another building group with so many complex and exciting projects in progress.

Tom Arnold showed us a center finder for lathe work. Just one more ingenious solution to an old problem.

Larry Pezzola bought some hot rod tether car castings from our friend Gary Barnes. Larry's progress to date is substantial. We need to have another car build in the club to augment the Garlough-Vlavianos '32 Ford project. By the way, where is Red these days? How about a visit?

TECH TOPICS

Chris Leggo had a steam engine to show. It is a typical, complex, Leggo build. It's a double expansion, compound engine with an ingenious starting arrangement.

Roger Slocum had an original measuring device that he has actually patented, produced, and sold! (Are there other BAEM members who hold patents? If so, speak up and we'll duly note it.) Roger's gizmo accurately measures very shallow holes from two to nine inches in diameter. Roger also had a very ingenious power scraper made from a “Sawzall” reciprocating saw. He re-made the driving mechanism to provide the proper (shorter) stroke length thereby saving him from carpal tunnel syndrome.

Lew Throop demonstrated his connecting rod fixture for facing, fluting, and turning the big and little ends of the rod. His fixture clamps in the milling machine vise.

Rudy Pretti showed two interesting devices that were described as a variable feeler gauge and a center finder.

John Palmer had a nifty hole-swaging tool.

Scott Overstreet was not happy with the puny chip clearing puffs available on his stock Do-All band saw. In a massive display of overkill he fashioned a device that uses two vacuum cleaner motor, this is guaranteed to blow the chrome off a trailer-hitch ball.

John Meredith and Irv Stephenson are both building Westbury Sea Lions. I brought mine and briefly fired it up. For the April meeting, I hope to return it with an all new running stand and the settings sorted out.

I showed the latest offering from the ingenious George Luhrs of Shoreham, New York. This was his original design of a Briggs and Stratton-like upright single. The bore is 7/16ths of an inch. It is a four-cycle, throttle-controlled, spark ignition marvel that just runs great. Luhrs eventually plans a five-cylinder radial and a four-cylinder in-line for limited sale. Be sure to visit his well-done web site at [minimo www.delengines.com](http://minimo.www.delengines.com).

The aforementioned Irv also showed a nice extension device for an indicator.

But perhaps the highlight of these presentations was the redoubtable Chris Leggo with his “bag of tricks.”

Herewith is a brief listing of these neat tricks, to describe each would take several more pages:

- A stepped block with pre-set gaps
- A thread cleaner for lathe chucks
- A depth gauge
- Soft jaws
- A long drill with a hole near the tip for threading wires
- A wooden face-plate
- A round-stock scribing device
- An adjustable face plate
- Taper gauges
- The use of cigarette-paper as a gauge (1 1/2 thousandths)
- No wonder the Brits consider Chris a “senior chap.”

If you have a V-8 engine gracing your collection, bring it to the April meeting. Running engines would be great, but a display engine is also welcome. Remember; bring your V-8, dead or alive!

TECH TOPICS

BY
SCOTT OVERSTREET

Our first and last FATDOGS session was a great success. It was a total departure from our usual Tech Topics single subject focus as this Tech Topic session, with just a kickoff in this Newsletter, self developed into presentations by eleven speakers, showing twenty-five entries, each somehow fitting into the general classifications of being a tool or gadget, either homemade or commercial, and falling into a specific classification of “really great,” “worthless/lousy/unloved” and “unknown use,” i.e. “mystery.” For the record, the presenters and subjects in the order presented were as follows:

Joe Landau - cast iron wrench like mystery tool with lumps on the handle, Roger Slocum - cylinder micrometer, Lew Throop - connecting rod machining fixture, Rudy Pretti - adjustable tapered feeler gauge and four jaw centering tool, John Palmer - cast iron mystery tool having a thread advanced cast wedge and a ring installer, Tom Armstrong - swaging tool, Roger Slocum - power scraper, Scott Overstreet - bandsaw chip blower compressor, Carl Wilson - domowhacet?, Irv Stevensen - indicator extension, Chris Leggo - stepped block and depth gauge and chuck thread cleaner and special lathe chuck soft jaws and four jaw work centering device and electrician's “Bellhanger” drill and wooden face plate and round stock longitudinal scribing device and adjustable face plate and 1½ thou Zig Zag paper and tool makers square and tapered bore gauges.

Needless to say, these presentations resulted in much discussion, most of which was educational and all of which was great fun. Who was the winner? — well, if number of entries or spontaneous applause is taken as the deciding factor, Chris Leggo was the clear winner with his bag of tricks, but Joe Landau's knobby handled non-wrench wrench still has me baffled – I leave it for you to decide.

Now, what's the topic for our up coming meeting? I have, via a special invitation, offered the privilege of addressing our distinguished group to a widely acclaimed and recognized expert in the field of custom spark plugs. This speaker, in spite of his worldwide travel schedule and world wide notoriety as the result of his article in SIC, accepted my offer and, at no charge to the club as he doesn't plan to incur any special travel expenses. When it comes time for our speaker to speak, he figures that he will only need to stand up as our Tech Topics presenter will be our Treasurer, Lew Throop. Lew tells me that he will show you how to make your own plugs at a savings of a least \$15 each and better yet, how you can make just exactly the size and appearance plug that your specific application requires. And, for those of you who don't really want to make your own, Lew says that he will review all of the commercial miniature spark plug sources that he knows about.

Scott



Steve Myers's V-8 block jig.



Roger Slocum's patented bore mike.



Rudy Pretti's Little Angel with new oval base.



Larry Pezzoli's tether car.



Ken Hurst's Wall single.



Al Valsollo's Stirling.



Ken Hurst's V-8 project. Valve covers, heads and 90 degree crank.



Chis Leggo's double expansion engine



Roger Slocum's scraper



Lew Throop's con rod jig.



John Palmer's swaging tool.



Sea Lions.



Chris Leggo's bag of tricks.



Mystery tool.



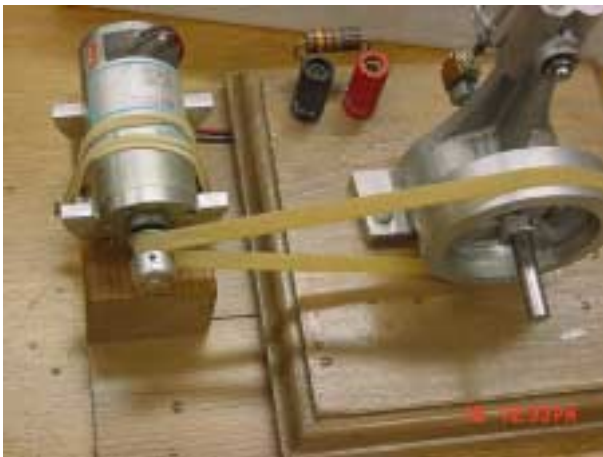
Cigarette papers shims.



John Palmer scaled down Rumely Oil Pull tractor.



Bob Kradjian's miniature single by Geroge Luhr.



Steam engine with generator.



Al Vassollo and Ken Hurst.

If you haven't received this April's issue of Crank Calls you haven't paid your dues.

**For Sale: Bridgeport Mill. Head is apart. Have some new bearings and factory prints for reassembly. \$1600
Contact Steve Myers at 925-798-7035**

Photos by Mike Rehmus and Ken Hurst