

The Crank Calls

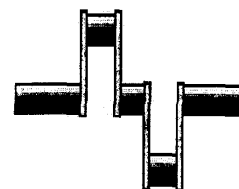
The Bay Area Engine Modelers Club, Branch 57 of EDGE&TA

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August 2001

www.baemclub.com

NEXT MEETING

18 August, 2001

AT 10 AM

AT

Robert Schutz's SHOP

366 40th St.

Oakland, CA



Shows

West Coast Nationals

Aug 24, 25 and 26th.

Pleasanton, CA

PRIME

Sept. 21, 22 and 23rd.

Eugene, Or.

BAEM MEETING NOTES July 2001

Bob Kradjian, Secretary

Here we are with meeting notes—but no meeting to note. Well, actually we did have a meeting but it was all fun and no business. This was the first time that we had a get together with nothing but engine running and socializing.

It was great fun and we may make this an annual event. Great sounds and smoke were heard and seen--- and smelled from the engines of Gravatt, Hurst, Pretel, Mecchi, Frank Kurz and others.

In addition to engine-fest, several of us took a spin on a newly finished electric bicycle built by our fine host, Robert Schutz. This beauty has both range and speed.

This is a good time to speak of our members who are out of the San Francisco Bay Area. Let's start with Roger Butzen just North of Orange County in Southern California. His latest project is nothing short of fabulous. Can you imagine this: an **overhead valve** Challenger V-8 with CH electronic ignition and a supercharger! You will see this beauty at PRIME. However, be patient, the blower may not be finished at that time. He has piped full oil pressure to the rocker arms through hollow pushrods, has re-piped the Challenger cooling lines and in general has modernized the 40 plus year old engine. For those with Challengers looking for another challenge, Roger has made careful plans of his modifications. Who knows, he may share them with you.

Bob Haagenon lives not far from Roger in Pomona. He is just completing his quarter-scale Offy from Ron Colonna plans. The little engine has so much compression (110 pounds per square inch) that he has located a starter with the beans to crank the engine (I recall that Ron C. had the same problem with the prototype at NAMES in 2000). Bob won a first prize

last year at PRIME to join a long list of BAEM members to do so. We also recall his great running Challenger and Wall four that run great and don't run a drop of oil.

Way up North is Jim Moyer, not far from Canada, in Washington State. Jim is making progress on his absolute jewel of a small block Chevy. I believe the scale is 1/6th. He has completed the camshaft and the timing gears as well as making a die for a tiny pressed steel timing gear cover. The cylinder heads alone on this project are a monumental challenge. His small single cylinder 4-cylce engine with a bore of 0.041 is getting a new connecting rod and other internals.

Our English colleague, Clen (Clennell Tomlinson) will be bringing to PRIME work-to-date on his amazing 1/8th scale With 36 connecting rods, it's no mystery why Clen uses home CNC. This project is second in complexity only to Barry Hare's projects.

On the Continent, Miguel de Rancoungne writes from Paris that he is headed for a model engine (*Modell-Motoren*) show and sale in Mannheim, Germany and later will be at a *Mi-cromotorisma esposizione* in Modena Italy. Miguel charmed us all at PRIME last year, we hope to see him again this time. The man is amazing, he roams the world, knows—and regularly visits—nearly all the major builders of the world. Not only that, his language skills allow him to easily converse no matter where he is.

Then we have our “GodFather”, Bob Washburn in Kent, Washington. Bob is the glue that holds our hobby together and I, for one of many, owe him a great debt of gratitude. I am anxious to see the first offerings from his nifty foundry. Thanks to Frances, without whom there would be no S.I.C.

We can't forget our own Marc Cave who makes the trip from Reno, Nevada nearly every month. Now that's dedication.

While we're at it, let's not forget Andy Anderson who was transplanted to Texas and wants nothing more than to return to the Bay Area.

Our club had a fine outing at the 40th annual Open House of Gotelli's Speed Shop. Once again, it seems that the fellows that actually work on engines (big ones) appreciate our efforts the most. Thanks to George Gravatt, Ken Hurst and Jim Piazza who joined me.

Our last two scheduled shows will be at the Blackhawk Auto Museum on August 20, and the big one----the GoodGuys West Coast Nationals at the Pleasanton Fairgrounds August 24-26.

We are saddened by the loss of our much loved and long-time member, Vic Rivers. Vic was not only charming and knowledgeable, he was the very embodiment of courage and optimism. He will be missed.

Ed note: Visit the EDGE&TA website (www.edgeta.net) for Glen Christoffersen's memoriam for Vic.

Hello again - Did you miss Tech Topics last meeting? I did, and I hope you did too. I won't ask about



TECH TOPICS

BY
SCOTT OVERSTREET

the usual governmental proceeding that were also missing. Our next engines only meeting will be our Christmas party. Start spreading the word - the more guests (friends, spouses, SO's, etc.) and engines the better. Last time was super; this time we will have more space and let's fill all of Robert's tables and this means engines and interesting stuff, not just munchies.

Our August Tech Topics will focus on making piston rings. Our own "Cold Iron Blacksmith", as John Palmer calls himself, will start the proceedings; and Dwight Giles will add some alternate ways of going about the job. Please bring along the fixtures you have used to make rings, samples of your successes and failures, and of course, feel free to ask questions and add your wisdom as you see fit during our session.

Also, I need speakers to talk about valves and valve springs and ignition systems . Please let me know who you would like to hear from on these subjects, or anything else for that matter.

Thanks,
Scott



Bob Kradjian's Cut-away demo engine.



Dwight Giles pair of Upshur Farm Engines (left and above).





Robert Schutz's Electric bike.



Dario Mecchi's Corliss engine.



Frank Kurz's Wall 4.



Dick Pretel's Wall 4 (left and above).





John Palmer's JE Junior.



Ken Hurst's Wall 4.



Ted Gotelli, Ken Hurst, George Gravatt and Bob Kradjian (l to r) at Gotelli's Speed Shop Rod show.



Ken Hurst's Silver Bullet.



Joe Tothrop's Economy and pump jack.



Dwight Giles's Panther Pup.



George Gravatt's Bottle engine.



Roger Slocum's S.S. Cranks. If you are interested in one of these beautiful cranks call Roger at 408-866-6243.

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With Fanuc Controller Model 6M

Shizuoka, Model AN-S
With Retro-Tek Model CNC88

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Fanuc 5T control

Hitachi Seiki Hitec Model 3NE-300
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Miyano BNC-34T, bar feed
Fanuc OT control

Miyano BNC-34s, sub spindle, bar
feed

Miyano BNC-34C, bar feed
Fanuc 3T control

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Extensive tooling and test and sup-
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