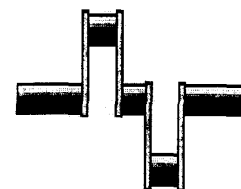


The Crank Calls

President.....Ken Hurst.....707-257-2481.....icengine@napanet.net
Secretary.....Bob Kradjian.....650-343-7585.....bkradjian@aol.com
Treasurer.....Lewis Throop.....650-941-8223.....lthroop@aol.com
Editor.....Bill Nickels.....408-739-2407...whnickels@aol.com
TechTopics..Scott Overstreet.....650-941-3714..scott@becklawfirm.com



January 2003
www.baemclub.com

NEXT MEETING
January 18, 2003
10 AM AT
Robert Schutz's Shop
366 40th St.
Oakland, CA



Robert Schutz's
Upshur Engine

DUES ARE DUE
If you haven't paid your 2003
dues yet please contact
Lewis Throop.

There will be a nomination
and election of officers at the
January 18 meeting.

Meeting Notes December 14, 2002
Bob Kradjian, Secretary

Our annual December social meeting was a rollicking success. Host Robert Schutz's shop was filled with happy BAEM'ers, quite a few excited children, and three dogs.

We spent the day eating, socializing, eating, looking at engines, eating, running engines, eating-----and that's how it went.

We were experiencing our second storm of the year, yet spirits were not dampened by the loss of electrical power. The condition persisted until moments after Robert fired up his portable generator. This, of course, caused the power to come back on-line, and the festivities continued.

Now that our exhibition schedule has been completed for the year, I want to thank our many members who have contributed generously of their time, effort, and—yes money, to introduce and share our hobby with the automotive public.

We had twelve very successful outings during 2002. We have already received five firm invitations for the 2003 season. They are Hillsborough (May), Palo Alto (June), Blackhawk (August 18) and Blackhawk again on October 18 for a repeat Saturday show. Finally, the huge GoodGuys West Coast Nationals (late August).

In addition, we have been offered chances to appear at the Silverado (Mare Island) and possibly at three open houses. We will have to decide how much effort we are willing to put forward for these shows, how many shows, and which ones. Give it some thought and give Ken and me some feedback.

It is of interest that no one who has invited us to show our engines has failed to ask us back! Jim Moyer called to tell me that our club was mentioned in a February issue of "Rod and Custom" magazine. Track it down if you can, I'll do the same.

The club received a nice letter from half of our Wyoming membership, Randall Cox. John Vietti is the other half. All who attended PRIME know Randall, but for those who did not—just think of my “Visible Four” which was designed and built by the very original Randall. His latest project is a SIX-cylinder in-line engine of similar design except that it will have actuated intake valves (not “atmospheric”). He is machining the heads from the same chunks of cast iron that the cylinders are made from. He hopes to have it done by PRIME 2003.



Randall Cox's SIX-cylinder in-line engine

We will need a volunteer to take notes during the January meeting as I will be attending Cabin Fever. I can type up the notes and transmit them to editor, Bill Nickels. Bill is doing a great job at a new task.

Happy New Year to all BAEMer's and families!

**Check out these Yahoo Groups
Recommended by Pat O'Connor**

Steam Engine and related projects
<http://groups.yahoo.com/group/mlprojects2/>

Steam Powered Road Traction Projects
<http://groups.yahoo.com/group/mlprojects3/>

Help and tutorial series
<http://groups.yahoo.com/group/mwhints/>

Mini Lathe modifications and improvements.
<http://groups.yahoo.com/group/mlathemods/>

Scratch built lathe ideas and enhancements
<http://groups.yahoo.com/group/mwlatheideas/>

Ideas for scratch built milling machines and shapers.
<http://groups.yahoo.com/group/mwmills/>

Metal working magazine indexes for Model Engineer and other magazines.
<http://groups.yahoo.com/group/meindex/>

Dividing attachments and gear cutting attachments
<http://groups.yahoo.com/group/mwmills2/>

TECH TOPICS

BY SCOTT OVERSTREET

It occurred to me while listening to the excellent Tech Topics presentation on model ignition last year, which was given by Ken Hurst, George Gravatts and Dick Pretel, that our group might like to hear about how ignition was done in the old days — without electricity. Actually, electrical ignition was used on and off (pun intended) occasionally from the beginning alternately (pun?) with various forms of “flame” ignition which were usually used until about 1900 when electrical ignition suddenly became accepted for most applications. Flame ignition? What’s that? Well — come to our January meeting, and I’ll tell you about how it was done, where you can see it still being done, and if all goes well, demonstrate one (the

simplest) variation of this class of ignition. Maybe you need a bit more of a tease — by several techniques but not all, a burning flame was actually moved from outside the combustion chamber to inside at the desired time of ignition. You say that this sounds like Al or Bill’s “flame sucker” vacuum engines — no way. I’m talking about real fuel consuming internal combustion (not external combustion) engines — and before Diesel got his engine to run. Confused? See you at Robert’s.

Scott



Dick Pretel's Westbury Seal
15CC built by Ed DeGear



Dick Pretel's Westbury Seal



George Gravatt's Atkinson
Cycle Engine



George Gravatt's Palmer
Hit & Miss Jr.



George Gravatt's
Victorian Hit & Miss
Engine



Ken Hurst's Economy
Hit & Miss Engine



Dave Palmer's Monitor.



Bob Kradjian's Hit & Miss "Red Wing Motor Co." Engine.



Bob Kradjian's Ford Model A, 4 Cylinder Engine.



Ken Hurst's 1/3 Scale 1932 Ford 3-Window Coupe.



Dwight Giles, Ken Hurst and John Vlavianos.



John Vlavianos' 1/4 Scale 1932 Ford Roadster.



Eugene Corl's
Dynamic Crank Shaft Balancer



David Palmer's
WITCH



John Palmer's
Hydro Powered Grinder



David Palmer
Received First
place at PRIME
2002 in
Stationary/Indus-
trial Steam En-
gines.