

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

The Crank Calls



September 2013

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MEMBERSHIP \$25.00 US

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NEXT MEETING

September 21, 2013 at
Chabot College, building 1500
25555 Hesperian Blvd, Hayward 94545
Doors open at 9:00 AM
Meeting starts at 10:00 AM

Upcoming Events

BAEM meetings:
3rd Saturday of the month except December

Note from your Editor: We will be going digital on the Crank Calls Newsletter. Why are we doing this? To save the cost of ink, paper, envelopes and postage and the time to print, stuff envelopes, and mail paper newsletters we would like to email BAEM Club members that the current version of the newsletter is available for download from the Club's website. Please make sure that the Editor has your current email address by sending him an email at baem_editor@pacbell.net

MEETING NOTES

August 17, 2013

Bob Kradjian, Secretary

President Don Jones called the meeting to order at 10:00 am

VISITOR: Previous visitor, Wes, returned for the third time and enjoys the discussions at our meetings.

FIRST POPS: George Gravatt has gotten some solid running from his opposed piston engine with rods

going to a pair of pistons. This is another Gravatt original with three crank throws on a shaft. The power strokes were so forceful that it bent the 1/4 inch wrist pin in the top piston. A 5/16th inch pin is now in place. There seems to be no limit to George's inventiveness.

EVENTS:

WEME Show: A considerable time was spent discussing the upcoming show. John Gilmore is our event coordinator and is doing a fine job. Two additional displays are planned. The first is John Gilmore's blown small block Chevy engine on a cart. It is a monster and makes a LOT of noise.

Also to be displayed at the head of the hall is Michael Cooper's '33 Ford "Tubester" pick-up truck hot rod. This amazing vehicle was the cover story for the December 2001, Street Rodder magazine. This is a beautifully detailed rod with a startlingly original bed for the pick up portion. It is a series of laminated ash runners in a series of graceful curves. It allows views of the startlingly original suspension

and exhaust systems. The dashboard is crafted from laminated in wenge and sycamore.

WEME SHOW SUMMARY:

The WEME/Good-Guys show is history as this report is being posted. It was an overall success and even better than last year. We had good crowds all three days. As usual, the street-rudders were knowledgeable and very appreciative of our efforts. Headliner, Jim Moyer, “ran the legs” off his tiny Chevy to the delight of the crowds. Paul Knapp and good friend Mike, had their usual fabulous display of historic and museum quality engines. It’s a true sacrifice for them to make the trek all the way from Payson, Arizona to Pleasanton. They drove the first leg of the trip all the way starting at 2 am! I won’t attempt to list all of the club members who attended and worked hard for the three-day show. Among the helpers were Gene, Pat, Carolyn, Carl, Mike, Jim, Paul, and, of course, John Gilmore coordinating all of the efforts. John actually scored us cold drinking water for the show. The weather was much milder than last year and a good time was had by all. The tank fighters had a terrific display outside the hall and the boat club with John Garis did their usual fine work. Mike Cooper’s “Tubester” was a big draw with its fabulous craftsmanship. Not bad for a first attempt at a street rod! Jim Moyer was amazed at Mike’s wood crafting techniques, and Mike was amazed at Jim’s ability to shrink the real world onto the palm of one’s hand.

GEARS: It’s scheduled for September 28 and 29. Get all the particulars at oregongears.org. There are nearby attractions such as Antique Powerland, which is a collection of museums in Brooks, Oregon. This collection is huge, see: antiquepowerland.com for the numerous details.

Al Schurman’s Iron Ranch is at 23100 NE 10th Ave., Ridgefield, Washington, 98642. They claim eight buildings containing all sorts of old iron, including a 500 hp Corliss, many stationary engines, antique cars, motorcycles, and blacksmith shops. See them at: schurmanironranch.com.

TREASURER’S REPORT: John Gilmore reports that we are solvent with no substantial changes.

MEETING NOTES: I noted that member Jim Moyer is planning to drive 900 miles south to our WEME

show in Pleasanton. Don then projected a You Tube video of the little one-sixth scale Corvette engine running.

Mike Rehmus is interested in Fish carburetor bodies and the general problem of carburetion for our little engines. This led to a general discussion of our often-repeated problems with carbureting our tiny engines. Some members commented that the Peter Chinn book on carburetion is now readily available at reasonable prices. Please bring this information to the next meeting. I was unable to locate anything less than approximately \$70.00 on the Internet. I do have the Clarence Lee book on 4-stroke engines where he states: “The needle valve with the higher taper will have a narrower top end adjustment range and richer mid-range.” By higher taper, he means a steeper taper. I may experiment with this, as it is easy to replace a needle valve. The Clarence Lee book does not have much useful information on carburetors. It is mainly a reprinting of his magazine columns.

While we were meeting at Paul Bennett’s shop, Rudy Pretti brought his Wall Four flathead to show. It had a very smooth transition; from idle to full throttle. I contacted him by phone after the meeting and he told me that he and Paul Bennett had spent a good deal of time “brainstorming” the carburetion problem and came up with a float bowl application and extensive modifications to a Saito carburetor. Rudy feels that a float bowl with the fuel level at the same height as the jet is a key to a reliable idle. He promises to relay some of his findings to the club. He is also looking into “power valves” and accelerator pumps for the pesky middle range problems.

Rudy had a lot of fun building a model of Henry Ford’s very first gas engine. This remarkable contrivance can be seen on You Tube. If you have time, take a look. It’s great fun to see several of these awkward little engines in action. It would also make a good first project with minimal machining skills needed.

Should our newsletter go digital? We passed around a sign-up list at the meeting for those desiring an e-mail copy of Crank Calls. The problem of incorrect e-mail addresses was brought up. Another suggestion was to

increase the membership cost for those requesting a hard copy by U.S. mail to \$35.00. Anyone preferring e-mail delivery please let Larry know.

Bridgeport 2 J variable head motor replacement experiences were shared with a member who is anticipating such a maneuver. Several members have had this experience gave advice, and were available for more help after the meeting.

Paul Denham brought in a nifty whirling LED display that will feature our BAEM name to be displayed at Pleasanton.

Don Jones related his experience with teaching a two-week summer camp to a group of 12 to 14 year olds. The goal was to teach them about manufacturing procedures. They built a thumb (treadle) motor, were exposed to CAD design, machine tools, and 3D design. Field trips to local machine shops were also provided. However, a limited attention span of the attendees was augmented by constant devotion to computers and smart phones. Don relates that his best student was a girl. His overall impression leads him to some despair concerning the future of American manufacturing. A grantor named "Nuts, Bolts, and Thingamajigs" is the sponsor of the program.

Roger Butzen has relocated to Kerrville, Texas, set up a new shop with a great lathe and mill, and is finishing a Jaguar quarter-scale engine. We miss Roger and his terrific V-8's. For newer members, he's the one who looked at the plastic kit of a quarter-scale Chrysler 426 Hemi and re-created it in metal. Send us photos, Roger!

Mike Rehmus asks for "Tips and Tricks" contribution for his now-digital magazine. We are losing some of the wise men in our hobby. We want to glean some pearls of wisdom from these good folk to pass on to future generations.

BITS AND PIECES:

Ken Hurst donated a Stirling Engine Kit. It was auctioned for \$35.00 to the club treasury.

Mike gave us a tutorial on the use and abuse of torpedo pins. Don't ask, talk to Mike. You should know that Mike is a former submariner and is active

in restoring a World War II era torpedo in the Vallejo area.

The October 2013 Hot Rod Magazine features an article on BAEM member Jim Kipp's "Man Cave". Jim's spectacular display of superchargers at our Vallejo WEME show was spectacular. In the article, Ken and Dwight's Black Widow V-8 is shown in picture #18 on the bottom of page 70. This article follows up on the detailed report on the Black Widow that appeared in the March 2013 issue.

We are sorry to report that former member Oscar Ortiz passed away at age 91 in San Francisco. He was a machinist at the Hunter's Point Naval Shipyard who advanced to toolmaker. Members who remember the Oakland meeting days will recall Oscar as a knowledgeable member who stressed safety in machining procedures and published several articles on the topic in S.I.C.

FOR SALE:



K.O. Lee tool grinder belonging to the late Carmin Adams. Asking \$1000. Call Ken at 408-489-6858