

able to enjoy some of the finest wooden boat models in the country. We will provide more details as the time approaches. The Lake is at 36th Street and Fulton, and the time will be 10:00 am.

We also voted to hold our November 16 meeting at the Blackhawk Automobile Museum. We have been invited to display our engines to the public, give a short (20 minute) talk, and then will be "comped" into the museum. This is thought by many classic auto experts to be the most beautiful auto museum in the world. The Blackhawk is also one of only two Smithsonian Institution affiliates in California. We have shown engines there at two previous "Post Pebble Beach Open House" events.

Bits and Pieces:

William Nickels showed and ran his nicely finished, new Flame Eater. Construction plans are in Live Steam magazine, October, November, and December, 1990 issues. Rick Levesque has offered to make copies for members interested in making one of these interesting engines.

Lew Throop amazes us again with his industry and ambition. His latest endeavor is the seven-cylinder radial "Gemma" featured in Strictly I.C. magazine. Lew has made substantial progress on this complicated project. The Gemma has a 3/4 inch bore, cast-iron cylinders, an eight-vane mixer to beat up the air fuel mixture, and two cams.

Other members having engines under construction are encouraged to show them at the meetings. It's a pleasure to see these engines come together. You can't see all the chitt'lins when they're bolted together.

Dwight Giles showed his "Economy." As with all of Dwight's engines, it is nicely finished and runs well. The originator of the casting set and plans is BAEM member, Joe Tochtrop, who was in attendance and seemed pleased at the engine's performance.

It must have been past-president's day with both Gordon French and Peter Brooks in attendance. It was good to see you both. I failed to notice Bush, Clinton, or Ford.

John Palmer showed us a bent section of tubing for a Wright engine. Despite a tight 3 5/8 inch radius in a large tube there was no perceptible wrinkling. Incidentally, those visiting the Hiller Aircraft Museum at the San Carlos Airport will be shown a magnificent Wright engine built by John and his associates. The last time I saw it there was nary a word of credit regarding the builder(s). Three separate requests for same have gone unheeded. If you were in attendance at Bennett's when John ran this monster, your knees are probably still knocking.

Don McRae showed a nice radiator designed for cooling computers. The radiator is roughly 5 X 6 X 1 inches and has 3/8 or 1/2 inch brass tube stubs. Both of these are at the bottom of the radiator, not one on the top tank and one on the bottom tank. If this fits your design requirements, check one out at www.coolpc.com.au/water.html. It is listed at \$99.00.

John Vlavianos and Ken Hurst displayed the latest castings for their new overhead valve V-8 project. These are for the supercharger and look fine. They plan three supercharged V-8s, hopefully to be completed by the end of the year. Casting sets will be available after proofing the entire set-up. They also plan an entirely new block for a Challenger-like V-8 engine that is better adapted to the overhead valves and the blower.

I showed two engines. The first, and original design of a flathead four. Left to finish are the installation of the valves and the construction of an intake manifold with carbs. Consider carefully an all-new original—every step is like Alice in Wonderland.

The other engine is a new and unique 1/5 scale version of the Ford Model 'A' engine that we are all familiar with. It was crafted in the Ukraine with marvelous lost-wax castings and terrific attention to detail. It starts immediately and has a nice four cylinder exhaust note. Spark ignition is provided by a model airplane 3-volt coil running on 3.6 volts, breaker points, and a Radio Shack capacitor (0.2 mfd). When this engine is sorted out, it