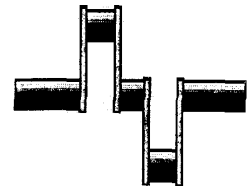


The Crank Calls

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



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January 2002
www.baemclub.com

NEXT MEETING
19 January, 2002
AT 10 AM
AT
Robert Schutz's SHOP
366 40th St.
Oakland, CA



A year has passed and BAEM remains as a great success. Many Thanks to all who have helped with the club and have contributed to the success of TheCrank Calls. I couldn't have done it without your help.

Correction: Last page of Dec Crank Calls Bob Kradjian's Fox replica is a Dooling replica.

Dues are Due. Ed.

Meeting Notes,
December 8, 2001
Bob Kradjian, Secretary

What a great occasion! It was December the 8th and our second annual Christmas bash was in full swing. It was only a year ago when we debated canceling the December meeting because no one would be interested during the Christmas bustle. We went ahead with a non-business, social meeting that turned out to be a smashing success.

This year it was the same. Good friends, good talk, and always in the background—the humming, popping, whirring, and occasionally, the high-pitched howl of a V-8.

And the food was terrific! Thanks to all who brought main courses and desserts.

Ken Hurst showed his Wall single, Wall four, and Challenger V-8.

George Gravatt ran his large scale hit and miss engine, the J and E Jr. (Designed by John Palmer.)

Host Robert Schutz ran his hit and miss, and showed his new Upshur farm engine project.

Joe Tochtrop brought two hit and miss singles.

Carmin Adams ran his Duclos gearless hit and miss.

Rudy Pretti had his sweet-running Wall four, his incredible original motor scooter, and his Silver Angel.

Rick Levesque brought in his first engine. A beautifully detailed steam engine. Congratulations for a job well done.

Al Vassallo brought his original swashplate engine.

Dick Pretel had his modified Wall four.

Cory Renner told of his new milling machine.

Lew Throop had a fabulous exhaust manifold for his Offy 270 project, and new digital camera to boot.

Irv Stevenson had a very nicely done molded distributor cap along with the metal forms for making it.

I brought the "Visible Four" built by our new friend, Randall Cox, of Wyoming. It should be a good addition to our stable of working engines at our shows.

Chris Leggo impressed us at a previous meeting with his incredible working display of a Newcomen engine. This time he brought an even more impressive working diorama of a Savery engine. Scott will furnish details on this achievement.

New members: We welcome Oscar Ortiz of San Francisco (a frequent contributor to *S.I.C.*), and Scott Dodd of Carson City, Nevada.

This gives me the opportunity to thank one of our club members, and his wife, for the inestimable contribution they have made to our wonderful hobby. I refer, of course, to Frances and Bob Washburn. By now, most of us have the final copy of *S.I.C.* in hand (the one with Dick Pretel's Wall on the cover). Within the pages of the 84 issues of that magazine will be found the knowledge to make even a beginning home machinist into a successful builder.

Congratulations Bob and Frances for a magnificent, lifetime achievement!

Of the 209 contributors listed in the *S.I.C.* Honor Roll, 9 are BAEM members. Not bad for one club! We wish Bob and Frances many happy years to follow their dreams, and I am anxious to see Bob's ambitious Offenhauser project coming to fruition.

The January 2002 meeting is our new President's first official outing. Here are a few words about Ken Hurst. He hails from Missouri and currently lives in Napa, he spent four years on active duty in the U.S. Navy, and had a distinguished combat career in Vietnam. His work career involved all types of aircraft and submarines. Retired from full time outside work, he now owns his own valve testing and certifying business. His wife is a teacher's assistant working with handicapped children. They have two sons and a daughter. Ken was introduced to BAEM in 1997 by our Marc Cave (thanks, Marc!), he liked what he saw, started building engines, impressed us all with the quality of his engines and his personal qualities of reliability and enthusiasm. When we have a club sponsored engine show, Ken is a very great part of our presentation. We all look forward to our time with Ken as our club president.

Ken and Bob Haagenson (Pomona) produced our last club showing of the year on December 20th. The site was the Snap-On tool factory in San Diego! 250 people enjoyed Ken and Bob's great running engines. (Maybe Bob will share his secret for making a smokeless engine one day; it's neat and simple.) On his return, Ken stopped by Roger Butzen's shop in Diamond Bar. Roger's supercharged, overhead-valve Challenger is completed and Ken filmed a terrific video to prove it. A great achievement, Roger, we look forward to seeing it at PRIME or earlier.



TECH TOPICS

BY
SCOTT OVERSTREET

Tech Topics

No Tech Topic speaker from last meeting to summarize and thank, but that's okay as our last meeting was terrific without. I don't know where most of the eats came from, i.e., just who brought what, but a summary is

in order — WOW! — should our interest in engines start to slip, we might consider starting a club focusing on gourmet pot luck!

But there were engines – lots of engines – some that we have seen before and some new ones. Of this latter classification, Chris Leggo's Savery pumping engine was very special and quite a surprise as apparently nobody knew he was building it. I think he pulled off a perfect coup. I suspect that many of you, upon glancing at it, saw what looked like his Newcomen, which we became familiar with via his Newcomen Tech Topic presentation, and went on. Well, there is no similarity at all other than the British coal mine setting of the two models. The Savery preceded the Newcomen and pumped water via the vacuum produced by condensing steam in a chamber and then pushing the water drawn into the condensing chamber further up via the pressure of the steam used to recharge the chamber. Newcomen's improved pumping engine was, as I'm sure you remember, a condensing (vacuum) steam engine with a piston in a cylinder and via a beam linkage, pumped water from essentially any depth using a submerged pump operated by a draw rod. Maybe we can get Chris to talk more on the history of early British steam and present his Savery in a future Tech Topic.

Now, what's going to happen Tech Topics wise at our soon to occur January meeting? Sorry, but I really don't know. Rudy Pretti will be the speaker, but I don't know what he is going to talk about. I've been calling him since the 1st of the year but haven't been able to make contact. I remember his speaking of going on a long trip and also that he assured me that he would be back in time to speak. All I know about possible content is what I wrote last month. My best prediction is that Rudy will speak on some shop skill that he thinks will be useful to us. But maybe we will hear about his trip or maybe a little of each, only Rudy knows.

Scott Overstreet



Good food and coversation.



Cornucopia of food.



Rudy's Wall Four.



George Gravatt's J&E Junior.



MINNIE!



Dick and Susan Pretel.



Engine Row.



Chris Leggo's Savery.



Ken Hurst's Wall Four.



Al Vassallo's Swashplate engine.



Rudy and his Mini bike.



Al Vassallo's Swashplate engine.



Steve Myers's Panther Pup.



Bill Nickels's Steam engine.



Robert Schutz's Upshur Farm engine.



Rudy Pretti's Economy.



Irv Stevenson's molded distributor cap.



Eugene Corl patterns and motor cycle parts.



Engine Row.

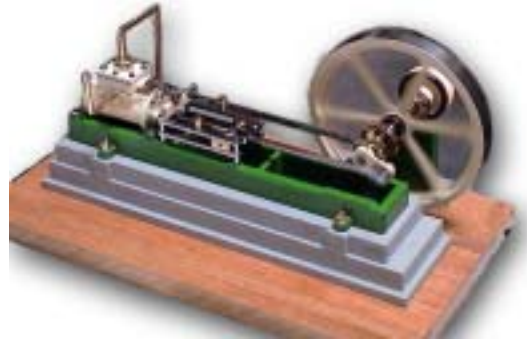




Chris Leggo's Savery engine.



Ken Hurst's Silver Bullet.



Rick Levesque steam engine.



Rudy Pretti's on his mini bike(l) and Silver Angel(r).



Dick Pretel's F head Wall.



Rudy Pretti's Wall



Bob Kradjian's Visible Four.



Rudy Pretti's Economy.



Carmin Adam's Duclos gearless.



George Gravatt's Atkinson

Roger Butzen The Man and the Machine



Bob Haagenson's Monitor

Photos by Ken Hurst, Mike Rehmus and Lew Throop.